

Arab Seafaring In The Indian Ocean In Ancient And Early Medieval Times

In *Beyond the Blue Horizon*, bestselling science historian Brian Fagan tackles his richest topic yet: the enduring mystery of the oceans, the planet's most forbidding terrain. This is not a tale of Columbus or Hudson, but of much earlier mariners. From the moment when ancient Polynesians first dared to sail beyond the horizon, Fagan vividly explains how our mastery of the oceans has changed history, even before history was written. *Beyond the Blue Horizon* delves into the very beginnings of humanity's long and intimate relationship with the sea. It will enthrall readers who enjoyed *Longitude*, Simon Winchester's *Atlantic*, or in its scope and its insightful linking of technology and culture, *Guns, Germs, and Steel*. What drove humans to risk their lives on open water? How did early sailors unlock the secrets of winds, tides, and the stars they steered by? What were the earliest ocean crossings like? With compelling detail, Brian Fagan reveals how seafaring evolved so that the vast realms of the sea gods were transformed from barriers into highways that hummed with commerce. Indeed, for most of human history, oceans have been the most vital connectors of far-flung societies. From bamboo rafts in the Java Sea to the caravels of the Age of Discovery, from Easter Island to Crete, Brian Fagan crafts a captivating narrative of humanity's urge to seek out distant shores, of the daring men and women who did so, and of the mark they have left on civilization.

Between the twelfth and sixteenth centuries, a distinct form of Islamic thought and practice developed among Muslim trading communities of the Indian Ocean. Sebastian R. Prange argues that this 'Monsoon Islam' was shaped by merchants not sultans, forged by commercial imperatives rather than in battle, and defined by the reality of Muslims living within non-Muslim societies. Focusing on India's Malabar Coast, the much-fabled 'land of pepper', Prange provides a case study of how Monsoon Islam developed in response to concrete economic, socio-religious, and political challenges. Because communities of Muslim merchants across the Indian Ocean were part of shared commercial, scholarly, and political networks, developments on the Malabar Coast illustrate a broader, trans-oceanic history of the evolution of Islam across monsoon Asia. This history is told through four spaces that are examined in their physical manifestations as well as symbolic meanings: the Port, the Mosque, the Palace, and the Sea.

This book is both a history and contemporary analysis. Charting the main turnpoints as the growth of cities, trade routes, the petroleum industry and growth of the authoritarian state the author argues that central bureaucratic control is limiting growth. He describes the state as governed by the interests of the ruling family who continue to block opportunities for social mobility. He is also critical of the lack of a broad, productive base in the economy, the export of capital and its effect on investment in local resources, as well as the technological dependence on the West.

A product of over two hundred interviews with shipwrights and seamen in the Arabian Gulf and Oman over a period of nine years, this book compares information given firsthand with the literature already written on the dhow and on Arab seafaring in the past seventy years. Documenting the dhow as an important element in the prosperity of the area before the discovery of oil, the book discusses the geographical conditions and the historical-linguistic background of each dhow-type, the life-pattern in its role as cargo, pearl-diving, and also how the seafaring communities interacted with the dhow world.

Arab Seafaring in the Indian Ocean in Ancient and Early Medieval Times Princeton University Press

Much of human history has played itself out along the rim of the Indian Ocean. In a first-of-its-kind attempt, bestselling author Sanjeev Sanyal tells the history of this significant region, which stretches across East Africa, the Middle East and the Indian subcontinent to South East Asia and Australia. He narrates a fascinating tale about the earliest human migrations out of Africa and the great cities of Angkor and Vijayanagar; medieval Arab empires and Chinese 'treasure fleets'; the rivalries of European colonial powers and a new dawn. Sanjeev explores remote archaeological sites, ancient inscriptions, maritime trading networks and half-forgotten oral histories, to make exciting revelations. In his inimitable style, he draws upon existing and new evidence to challenge well-established claims about famous historical characters and the flow of history. Adventurers, merchants, explorers, monks, swashbuckling pirates, revolutionaries and warrior princesses populate this colourful and multifaceted narrative. *The Ocean of Churn* takes the reader on an amazing journey through medieval geopolitics and eyewitness accounts of long-lost cities to the latest genetic discoveries about human origins, bringing alive a region that has defined civilization from the very beginning.

Recognising the fundamental role both of shipping communities and the technologies crafted and shared by them, this book explores the types of ships, methods of navigation and modes of water-borne trade in the Indian Ocean region and the way they affected the development of distinctive settlements against a changing but strong sense of regional consciousness and identity.

In the recent years, trade, cultural exchange and transfer of knowledge in the Indian Ocean have come increasingly into the scope of various scholarly disciplines. The previous perception that the exploitation of this sea did only start with the European colonial expansion at the end of the 15th century had to be abandoned: The Europeans absorbed the long existing structures rather than creating new ones. This concept of the Indian Ocean as a coherent space of transfer is also adopted in this volume. Some of the articles were presented at a conference held in Vienna, while the others were supplied independently. The contributions are arranged around the two "poles", represented by the western and the eastern part of the Indian Ocean, especially Iran and China, but also other cultures and the manifold relations with the land-based Silk Road are discussed. The time frame ranges from the 14th to the 17th century.

In this classic work George Hourani deals with the history of the sea trade of the Arabs in the Indian Ocean from its obscure origins many centuries before Christ to the time of its full extension to China and East Africa in the ninth and tenth centuries. The book comprises a brief but masterly historical account that has never been superseded. The author gives attention not only to geography, meteorology, and the details of travel, but also to the ships themselves, including a discussion of the origin of stitched planking and of the lateen fore-and-aft sails. Piracy in the Indian Ocean, day-to-day life at sea, the establishment of ancient lighthouses and the production of early maritime guides, handbooks, and port directories are all described in fascinating detail. Arab Seafaring will appeal to anyone interested in Arab life or the history of navigation. For this expanded edition, John Carswell has added a new introduction, a bibliography, and notes that add material from recent archaeological research.

On the world maps common in America, the Western Hemisphere lies front and center, while the Indian Ocean region all but disappears. This convention reveals the geopolitical focus of the now-departed twentieth century, but in the twenty-first century that focus will fundamentally change. In this pivotal examination of the countries known as "Monsoon Asia"—which include India, Pakistan, China, Indonesia, Burma, Oman, Sri Lanka, Bangladesh, and Tanzania—bestselling author Robert D. Kaplan shows how crucial this dynamic area has become to American power. It is here that the fight for democracy, energy independence, and religious freedom will be lost or won, and it is here that American foreign policy must concentrate if the United States is to remain relevant in an ever-changing world. From the Horn of Africa to the Indonesian archipelago and beyond, Kaplan exposes the effects of population growth, climate change, and extremist politics on this unstable region, demonstrating why Americans can no longer afford to ignore this important area of the world.

Cases of mutiny and other forms of protest are used to reveal full and interesting details of lascar shipboard life.

This set re-issues 4 volumes originally published between 1985 and 1991. They Examine the historical process of social formation that gave rise to the communal consciousness of the Arab nation and determined its sense of identity Present detailed analysis of resources in the Arab world, including population, employment, oil and water supplies Discuss dimensions of Afro-Arab co-operation and the future of Afro-Arab Relations Analyse the relations between state and society in the Arab World.

This book is a study of the seafaring communities of the Arabian Gulf and Oman in the past 150 years. It analyses the significance of the dhow and how coastal communities interacted throughout their long tradition of seafaring. In addition to archival material, the work is based on extensive field research in which the voices of seamen were recorded in over 200 interviews. The book provides an integrated study of dhow activity in the area concerned and examines the consciousness of belonging to the wider culture of the Indian ocean as it is expressed in boat-building traditions, navigational techniques, crew organisation and port towns. People of the Dhow brings together the different measures of time past, the sea, its people and their material culture. The Arabian Gulf and Oman have traditionally shared a common destiny within the Western Indian Ocean. The seasonal monsoonal winds were fundamental to the physical and human unities of the seafaring communities, producing a way of life in harmony with the natural world, a world which was abruptly changed with the discovery of oil. What remains is memories of a seafaring past, a history of traditions and customs recorded here in the recollections of a dying generation and in the rich artistic heritage of the region.

Written by the renowned authority on ancient ships and seafaring Lionel Casson, *The Ancient Mariners* has long served the needs of all who are interested in the sea, from the casual reader to the professional historian. This completely revised edition takes into account the fresh information that has appeared since the book was first published in 1959, especially that from archaeology's newest branch, marine archaeology. Casson does what no other author has done: he has put in a single volume the story of all that the ancients accomplished on the sea from the earliest times to the end of the Roman Empire. He explains how they perfected trading vessels from mere rowboats into huge freighters that could carry over a thousand tons, how they transformed warships from simple oared transports into complex rowing machines holding hundreds of marines and even heavy artillery, and how their maritime commerce progressed from short cautious voyages to a network that reached from Spain to India. This book documents the relationship and wisdom of Asian cartographers in the Islamic and Chinese worlds before the Europeans arrived.

Proceedings of a workshop on Coastal histories : society and ecology in coastal India, sixteenth-eighteenth centuries, held at New Delhi during 13-14 February 2007.

This volume examines Islamic maritime law and practice of Muslim mariners during the classical period using Fatwa and Geniza sources. Maritime terminology, interrelationships of mariners, maritime commercial and military laws, territorial waters and the performance of Islamic religious duties at sea in the period are discussed.

The Arabian dhow, with its characteristic features, is one of the evocative images of the Gulf, the Red Sea and the Indian Ocean. This book features over two hundred interviews with shipwrights and seamen in the Arabian Gulf and Oman. It compares information given firsthand with the literature already written on the dhow and on Arab seafaring.

This volume initiates a new series of books on maritime or underwater archaeology, and as the editor of the series I welcome its appearance with great excitement. It is appropriate that the first book of the series is a collection of articles intended for graduate or undergraduate courses in underwater archaeology, since the growth in academic opportunities for students is an important sign of the vitality of this subdiscipline. The layman will enjoy the book as well. Academic and public interest in shipwrecks and other submerged archaeological sites is indicated by a number of factors. Every year there are 80 to 90 research papers presented at the Society for Historical Archaeology's Conference on Historical and Underwater Archaeology, and the Proceedings are published. Public interest is shown by extensive press coverage of shipwreck investigations. One of the most important advances in recent years has been the passage of the Abandoned Shipwreck Act of 1987, for the first time providing national-level law concerning underwater archeological sites. The legislation has withstood a number of legal challenges by commercial treasure salvors, a very hopeful sign for the long-term preservation of this nonrenewable type of cultural resource. The underwater archaeological discoveries of 1995 were particularly noteworthy. The Texas Historical Commission discovered the Belle, one of La Salle's ships, and the CSS Hunley was found by a joint project of South Carolina and a private nonprofit organization called NUMA.

This volume discusses the various socio-economic and political processes that evolved over centuries in the vast coastal fringes of India and out of the circuits of the Indian Ocean, ultimately giving it the distinctive consciousness and identity of Maritime India. The book comments on a wide range of issues, including the nature of maritime trade of the Sassanids with India; the

impact of maritime trade on the political processes of Goa; the impact of Portuguese commercial expansion on the traditional Muslim merchants of Kerala and the role of private traders in the structure and the functioning of Estado da India.

The Volume Brings Together The Results Of Ongoingresearch On Different Aspects Of The Archaeology Of The Indian Ocean: Archaeo-Botany; Ethno-Archaeology; Maritime Ethnography And Numismatics. These Issues Have Been Discussed Withinthe Wider Context Of Movements Across The Indian Ocean Of Fishing And Sailing Communities, And Of Travellers And Traders. A Range Of Textual Sources, Including Those In Greek And Arabic Have Been Analysed, And Are Accompanied By Representations In Cartography, The Objective Being To Initiate-Interest In A Manner Holistic To Early Seafaring Activity. The Contributors Form Part Of A Larger Indian Ocean Community Of Scholars, Actively Involved In Study And Research In Different Parts Of The Region. Many Of Them Have Participated In The Two International Conferences Held In 1994 In New Delhi And In 1996 In Lyon.

Part adventure story, part maritime archaeological expedition, part historical look into ninth-century Chinese economy, culture, and trade, Shipwrecked is a fascinating journey back in time. Twelve centuries ago, a merchant ship—an Arab dhow—foundered on a reef just off the coast of Belitung, a small island in the Java Sea. The cargo was a remarkable assemblage of lead ingots, bronze mirrors, spice-filled jars, intricately worked vessels of silver and gold, and more than 60,000 glazed bowls, ewers, and other ceramics. The ship remained buried at sea for more than a millennium, its contents protected from erosion by their packing and the conditions of the silty sea floor. Shipwrecked explores this precious cargo and the story of the men who sailed it, with more than 250 gorgeous photographs and essays by international experts in Arab ship-building methods, pan-Asian maritime trade, ceramics, precious metalwork, and more.

Die Reihe Islamkundliche Untersuchungen wurde 1969 im Klaus Schwarz Verlag begründet und hat sich zu einem der wichtigsten Publikationsorgane der Islamwissenschaft in Deutschland entwickelt. Die über 330 Bände widmen sich der Geschichte, Kultur und den Gesellschaften Nordafrikas, des Nahen und Mittleren Ostens sowie Zentral-, Süd- und Südost-Asiens.

This book is a collection of essays addressing multiple aspects of African maritime history in attempt to counter the lack of academic research that exists in comparison to other nations and continents, and to assert the value of African topics to the global study of maritime history. Each essay addresses African maritime history whilst also demonstrating an inextricable link to the global maritime stage. The topics discussed include early human migration to Africa; early European contact with Africa; the role of West African maritime communities in the Atlantic slave trade; New World slaveholders and the exploitation of African maritime skillsets; the construction of Atlantic world racial discourses; the rise and fall of colonial rule; and African immigrant communities in Europe. These essays cover maritime topics such as seafaring labour, navigational technology, swimming, diving, surfing; plus political subjects that include colonisation, decolonisation, immigration and citizenship. The book consists of eight essays and an introduction that evaluates the existing research into African maritime history. It includes case studies from every major geographical part of the continent, bar North Africa, and covers the Early Modern period up to the twentieth century. The purpose is not to provide a comprehensive chronological history, but rather a diverse collection of topics across a range of periods and locations to reflect the wealth of maritime topics in the history of Africa and their global significance. It concludes with a call for further research into non-European maritime activity, to deepen the global historiography.

Drawing upon Arabic literary sources, iconographic evidence and archaeological finds, this book examines trade, port towns, ship construction, seamanship, ship typology and their historical development in the Western Indian Ocean, focussing on the Medieval Islamic period but including earlier sources.

Preface; Foreword Michael Marmura; Conventions; Titles and locations of the original articles; Introduction; 1. Islamic theology and Muslim philosophy; 2. Ethics in classical Islam: a conspectus; 3. Ethical presuppositions of the Qur'an; 4. 'Injuring oneself' in the Qur'an, in the light of Aristotle; 5. Two theories of value in early Islam; 6. Islamic and non-Islamic origin of Mu'tazilite ethical rationalism; 7. The rationalist ethics of 'Abd al-Jabbar; 8. Deliberation in Aristotle and 'Abd al-Jabbar; 9. Ash'ari; 10. Juwayni's criticisms of Mu'tazilite ethics; 11. Ghazali on the ethics of action; 12. Reason and revaltion in Ibn Hazm's ethical thought; 13. The basis of authority of concensus in Sunnite Islam; 14. Ibn Sina's 'Essay on the secret of destiny'; 15. Averroes on good and evil; 16. Combinations of reason and tradtion in Islamic ethics; Select bibliography; Index.

"David Abulafia's new book guides readers along the world's greatest bodies of water to reveal their primary role in human history. The main protagonists are the three major oceans—the Atlantic, the Pacific, and the Indian—which together comprise the majority of the earth's water and cover over half of its surface. Over time, as passage through them gradually extended and expanded, linking first islands and then continents, maritime networks developed, evolving from local exploration to lines of regional communication and commerce and eventually to major arteries. These waterways carried goods, plants, livestock, and of course people—free and enslaved—across vast expanses, transforming and ultimately linking irrevocably the economies and cultures of Africa, Europe, Asia, and the Americas" --

In 2007 a symposium was held at Texas A&M University to celebrate the twenty-fifth anniversary of Texas A&M University Press's publication of the first volume reporting the Yassiada shipwreck site. Seventeen papers from that symposium featured in this book broadly illustrate such varied topics as ships and seafaring life, maritime trade, naval texts, commercial cargoes, and recent developments in the analysis of the Yassiada ship itself.

This photo-essay book is a modest attempt to link our maritime past, along with the entire progress, to the present, and in light of the same, to relate the future of the nation to a distinct maritime orientation with the Indian Navy as the lead national maritime agency. It traces about 7,500 years of India's maritime history and heritage. There are eight chapters, each dwelling on different aspects of maritime heritage namely, trade and commerce, evolution of cultures, influence of architecture, forts and lighthouses, naval battles and the evolution of the Indian navy.

With images and artwork, this book will give the reader a vivid insight into our country's rich maritime past.

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