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Unfolding the Secrets of Vijaydurg Fort

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Abstract

In India historic forts have been attracting the attention of Indian and Western scholars in recent times. National and international heritage institutions like ICOFORT-ICOMOS (International Scientific Committee on Fortifications and Military Heritage – International Council on Monuments and Sites), ASI (Archaeological Survey of India) and State Archaeology Departments are focusing on the study of these forts, aiming for their conservation.

This paper presents a history and analysis of Vijaydurg Fort, one of the Maratha Sea forts of the Konkan region of Maharashtra, built along the coastline of Arabian Sea from 1657 to 1740 C.E. Vijaydurg Fort was an important naval station during the Maratha rule in order to administer the southern part of the Konkan coastline.

This paper provides a brief review of the literature on Vijaydurg Fort, and an historical overview of it, and then focuses on a graphic record of the place that comprises maps from both the Maratha and British periods as well as drawings and paintings. The paper seeks to establish what this unique and significant graphic record contributes to an understanding of Vijaydurg Fort. Why was it located where it was, what factors affected its design and its evolution, and why did it maintain its importance over time despite change in the ruling dynasties?

The paper shows that Vijaydurg Fort was strategically placed, given the cultural and maritime context, and that the design of the fort has evolved as per the requirements of each ruler and the activities carried out in and around it. Today the fort is accessed only from land, but the design and shape, including the proximity of gates and bastions to the inner built forms, convey its former maritime purpose. The fort was certainly placed at a strategic location using the natural features and it has evolved and undergone physical changes with the changing dynasties. The

amendments mostly dealt with expansion and strengthening with smart defence mechanism aimed at safeguarding the trade and maritime activity of the region.

Introduction

Often compared to the fort of Gibraltar, the impregnable fort of Vijaydurg, built on the west coast of India in the Konkan region of Maharashtra between 1657 and 1740 CE, is known by different names. These include ‘Gibraltar of Konkan’ or ‘Gibraltar of the East’, due to its resemblance of being flanked by sea and situated on a hill top like that of the European Gibraltar fort.¹ This portrays the rock-solid strength of the fort and the fact of it being impenetrable. Vijaydurg is also called the ‘Victory Fort’ which is the literal translation of the name. It is also known as the ‘Nest of Eagle’, referring to Sarkhel² Kanhoji Angrey, Head of Maratha³ Navy from 1693, as an eagle, because he “nested” in this fort. He was the main reason behind Vijaydurg being strong and difficult to invade.

This paper on Vijaydurg is motivated by the fact that it was a royal fort, yet is in a state of disrepair today, facing multiple issues like structural deterioration, growth of vegetation, poor maintenance, negligence, etc. There is no holistic proposal for the conservation of the fort and the building fabric needs immediate attention. In December 2021, the owners, Hindu Janajagruti Samiti,⁴ demanded the inspection of the fort, repairs and conservation works; and further investigation and conservation of the archaeological evidence found.⁵ Regardless, there have been no substantial conservation works commenced to date.

Along the western coast of India lies the Arabian Sea, where there is a chain of coastal forts built to defend the surrounding regions. Each fort caters to a purpose that has either acted as a main fort, a secondary fort or a fortified post. The secondary fort was to protect the main fort while the fortified post was to protect the main and the secondary forts. This distinction was on the basis of their function.⁶ One of the main places to store and produce arms and ammunition was Kolaba fort of Alibag; and the forts of Vijaydurg and Suvarnadurg were two naval depots,⁷ housed to establish the naval control of the sea depending on their locations. These three were main forts in the north and south parts of Konkan.

Once an important naval station, the fort of Vijaydurg provides fertile ground for research. It is situated in the town of Devgad, approximately 50 kilometres from Ratnagiri city of Konkan, Maharashtra. The fort is also known as Gheria as it is situated in Girye village. Apart from the associated historic battles, the main reasons behind Vijaydurg being a strong and impregnable fort have not been researched to date. There exist a few archival maps that provide an understanding of the earlier existence of the fort, but to date the maps have not been studied and analysed thoroughly. Various history and conservation institutions such as ICOFORT-ICOMOS (International Scientific Committee on Fortifications and Military Heritage – International Council on Monuments and Sites), ASI (Archaeological Survey of India) and State Archaeology Departments in India are recently involved in the research, study and conservation of Vijaydurg fort.

This paper explores the architectural design of the fort, comparing what exists on site with a unique and significant resource of graphic maps that are available from the Maratha period (1648–1818) and the British period (1818–1947). This paper analyses the location and the geographical setting of the fort to understand the strategic purpose of its establishment and evolution in light of the ruling dynasties and their maritime context. The continuous usage of Vijaydurg fort over centuries demanded structural and activity-based amendments that shaped its architecture. Today the fort is accessed only from land but the proximity of gates and bastions to the inner built forms suggest the design and shape of the fort had a larger maritime purpose.



Figure 1. The fort of Vijaydurg in 2021
(Photograph by Mugdha Kulkarni).

Literature Study

The available literature about the fort resonates around history. Strangely, there exists almost no scholarship about the architecture of the sea forts. The history is found recorded in the British Gazetteer of Ratnagiri district;⁸ Rev. Alexander Kyd Nairne's

book *History of the Konkan*,⁹ and Gajanan Mehendale's book *Shivchhatrapatinche Aarmaar*.¹⁰ The British Gazetteers were an early type of publication and included physical documentation. They were personalised and the information is difficult to authenticate.

However, more scholarly and well referenced, Nairne's book clearly provides accounts of Konkan. In its elaborate textual description, the evidence proving the existence of old forts is confidently presented, but identification of architectural design and features is missing. The sections dealing with geographic locations do explain the terrain and topography along the creeks, bays and passes which have played an important role in history. The book also includes the topographic maps which were compiled by the US Army Map service from 1941 to 1968. This was a Military Cartographic agency of the US Defence Department. Such maps are documented in the British Gazetteers as well.

On the other hand, Mehendale writes about Chhatrapati Shivaji Maharaj's navy and how he was the first ever Maratha ruler to have successfully established control over the sea. References about the Portuguese and the English making their ways through sea trade and attacks are included. In fact, one understands that the foreign attacks demanded Marathas to enter seafaring and in response to this the Maratha navy was prominently established to ensure its sovereignty.¹¹

Another source that cannot be excluded are the romanticised historic novels such as Ranjit Desai's *Shreemaan Yogi* and Dr. Babasaheb Purandare's *Raja Shivchhatrapati Vol I & II*. Both romanticise the forts rather than being reliable as scholarly sources. Story books for children such as Ninad Bedekar's *Vijaydurgache Rahasya* and Bhagwan Chile's *Famous Forts in Maharashtra* glorify the forts even more, but in doing so, ensure that children growing up in the region are aware of these structures even before they visit them.

Similar to this generic literature about the forts, the immensely celebrated writings merely touch upon the design and evolution of Vijaydurg fort. They do not deal with the venerable rulers and their contribution towards the design of Vijaydurg fort. Moreover, the location of the fort with reference to the surrounding natural features and volatile maritime activities are not considered together. Hence the scholarship seems insignificant. However, there are two extraordinary archival maps of Vijaydurg fort that

belong to the two significant eras of Indian history. The exact date for the Maratha map is unknown, but the British map was produced in 1756.

Historical Description

The founder ruler of the Maratha rule was Chhatrapati Shivaji Maharaj (1630-1680) who established the Maratha navy under the name of Swaraj.¹² The rule that was limited to the land only, established the navy on the west coast of Arabian Sea to protect the coast and the hinterlands from foreign invaders like the Islamic, Portuguese, Dutch, British and the Siddis. They were sailing their ways in through trade, seafaring and maritime activities. Such congestion of powers began due to the activity of trade, but this was followed by invasions to procure lands and control over the sea. This tussle between different powers resulted in fort building activities that administered nearby trading ports and the recessed entries into the land.

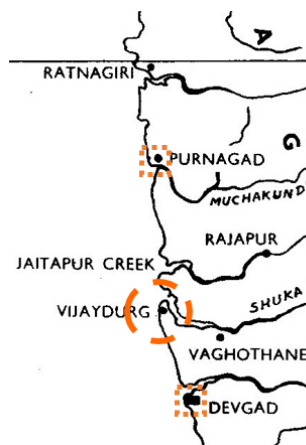


Figure 2. The image shows the location of Vijaydurg fort and the indents of the creek (Diagram by Mugdha Kulkarni).

Vijaydurg is one such sea fort, built in the ancient period by the Silaharas in the eighth century, later controlled by the Bahamani Kingdom in 1431 and further ruled by the Marathas from 1653 onwards.¹³ It is understood to have been strengthened and enlarged by Chhatrapati Shivaji Maharaj who added a third layer of fortification, making it triply fortified. Vijaydurg sits on a rock and is flanked by sea on three sides and land on the south side that leads to the town. Its greatest advantage is the natural setting that helped it stand tall. The Vagothan River lies to the south of Jaitapur Creek and at the mouth lies Vijaydurg fort. 30 kilometres east of Vijaydurg fort is Kharepatan Creek and Kharepatan port, from where the river bed widens nearing an indented hill. This hill provides protection from the south-west monsoon which is one of the very

important reasons to have ships take safe shelter here.¹⁴ This estuary is deep enough to carry large vessels. The rocky hill is at a height of 30 metres above the sea level on top of which lies the fort. Its location at the mouth of Vagothan River meant that Vijaydurg became the main naval station of the Maratha navy,¹⁵ while administering the Vagothan Creek.

Vijaydurg was successfully attacked only once, by the British Admiral Watson in 1756 (see Figure 3). That a series of historic maps of Vijaydurg survives is one indicator of its historical significance, but this particular map also sheds light on the geographical settlements around the fort. In order to understand the significance of the fort, consideration of its natural setting is crucial. It helps explain the fort's strategic purpose. The natural formations around Vijaydurg fort allow access for medium size vessels up Vagothan River from Vagothan Creek, while only small vessels managed to sail to Kharepatan due to the respective water depths.

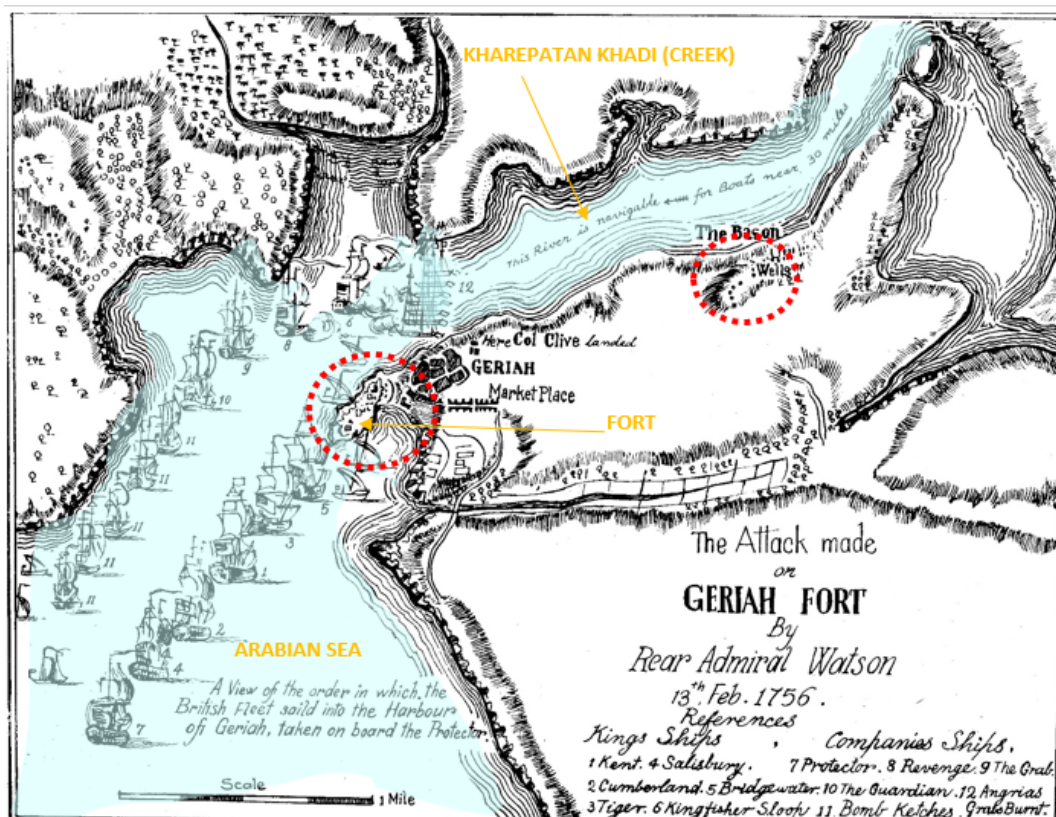


Figure 3. Map showing the attack made on Vijaydurg fort. The map also shows the indented profile of land where sea water enters and the areas in which differently sized vessels could reach (© The Trustees of the British Museum; Annotations by Mugdha Kulkarni).

The available scholarship explains the strategic location of the fort. Below, archival maps and drawings are analysed, together with an on-site inspection, to discuss and reflect on the physical design and architecture of the fort.

Physical Description based on Maps

The hand drawn and painted Maratha map of Vijaydurg fort is a unique graphical representation. The exact year of completion is unavailable but it can be easily predicted that it belongs to the Maratha period considering the cartography skills. The map contains buildings presented in plan and also in front elevation. This not only conveys the layout of buildings but also records evidence of their architectural form. The floors and roof profiles can be identified. To help decipher the individual features of the map, author B. K. Apte drew or commissioned a black-and-white diagram of it, which is considerably more legible. Along with different sized ships, the map shows different sizes of fish in the waters. This helps determine the depths of waters around the fort: the bigger the fish, the deeper the water, and vice versa. The depth can also be determined by the sizes of ships, as in the larger the ships, the deeper the water and vice versa. However, the map is not to scale; it is an abstract depiction of the fort, and the overall sizes of buildings, ships and fish are not proportionate to each other.

Here the individual parts of the map are identifiable in terms of function. Like any other fort, the buildings include entrances, bastions, ditches, administration headquarters, secondary offices, granaries, water storage tanks, store houses, hidden accesses, multi storey residences, palaces, etc.

More or less similar activities were carried out in the fort over time, in spite of the changes in rulers. Such parallel activities that are necessary to sustain a main fort, are present in the map from the British period as well. This map (Figure 4) was drawn in 1756. Both the maps are symbolic and representational rather than accurate, but the proximity of structures to each other and the basic layout of the fort in two different eras can be analysed. The important activities like a quay and dockyard in and outside the fort remained as per the drawings. Locally, the quay is called Godiwadi¹⁶ or Girye Godi.¹⁷ It was for ships to halt for a while and sail back, while the dockyard was where the ships were repaired and new ships were built. At one stage, 500 tonnes of Maratha ships were anchored and repaired here. The fort is said to have hosted a ship building

industry.¹⁸ This is the only quay on the west coast built by the Marathas and the built form is still present today.

Such activities were a response to the strategic location and natural landscape. The fortification and the bastions having machicolations, embrasures and merlons were adopted as they were by the British. Their sniping ranges and directional observations have given justice to all its rulers in attack and defence.

Vijaydurg is typical of Maratha built form in its combination of load-bearing and trabeated construction. The load-bearing walls grow thinner upwards, having small openings. The members like columns and beams are on the inside of the structure that are housed inside the walls and the floor. The mortar used for stone or brick walls is lime mortar that is mixed with local ingredients like jaggery, rice, etc. The floor was made of mud and plastered with cow dung. The roofs were usually sloping covered with clay tiles, thatch or hay. The entire fort is built in the locally available Jamba stone.

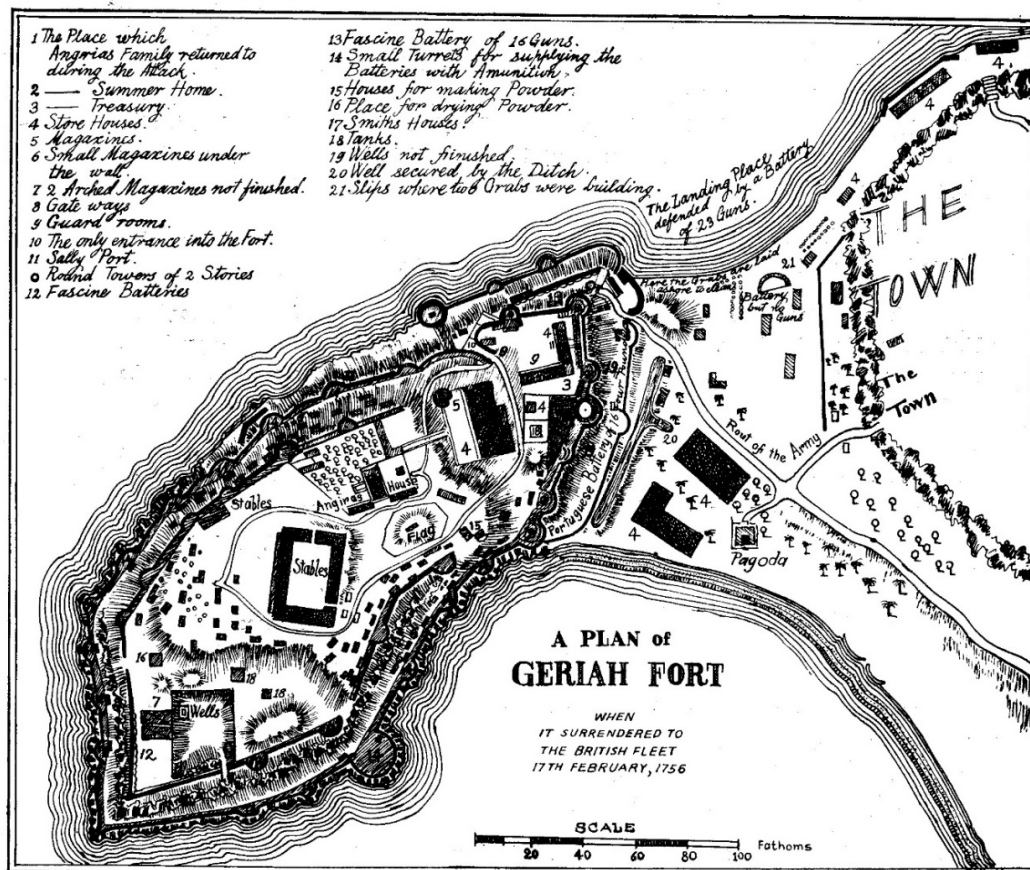


Figure 4. Map of Vijaydurg fort from the British period labelling all its parts (© The Trustees of the British Museum).

There is another map from the British period (Figure 5) that emphasises the layout of the town in relation to the fort, but the fort is represented in a very basic manner. Here, the fort shown is symbolic, as the map depicts it as circular or a decagon which was certainly not the case. There is a possibility that the British map of Vijaydurg was in progress or didn't exist at all before this map. On learning the nomenclature and identifying the parts of the map below, the features of the fort are seemingly covered but the map conveys the idea of the town well, just not the size and shape of the fort.

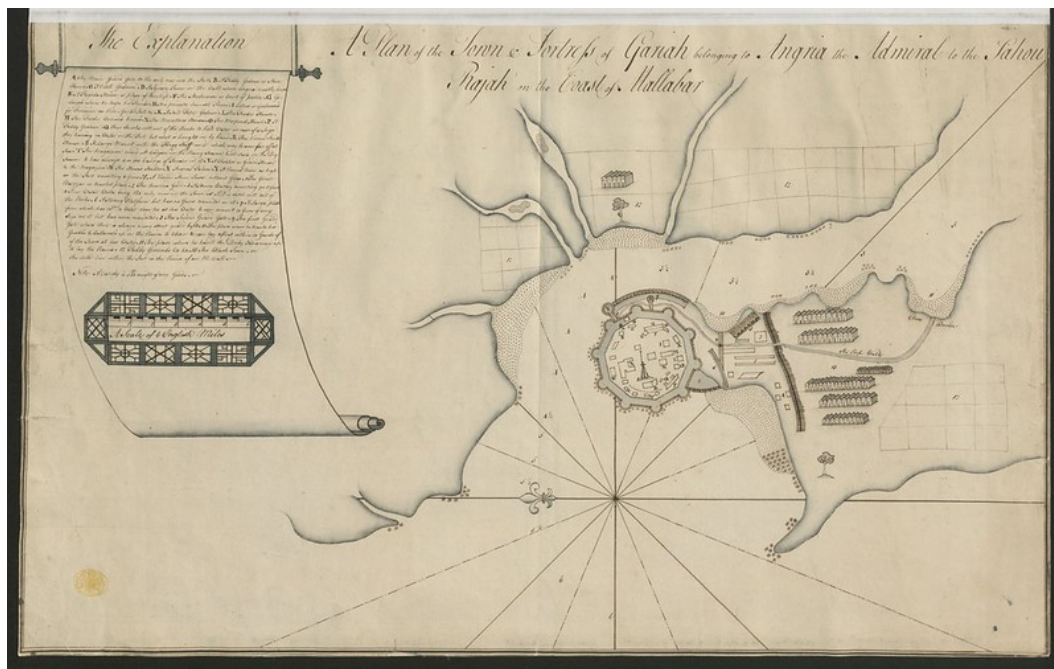


Figure 5. Map of Vijaydurg fort along with Girye town
(© British Library Board, Maps K.Top. 115.59.2).

There are also features that are visible at fort today that are not present in any of the Maratha or British maps. This suggests that such features were built after the maps were made. One such feature that was built in 1868 was Sahebache Ote.¹⁹ These were plinths built by two European scientists, Pear Johnson and Normen Lockeyer, to view and study a solar eclipse through a spectroscope. During this study the gas Helium was discovered. It was named Helium as Helios means Sun in Greek and the new gas form was found over the sun.²⁰ Thus the renowned fort of Vijaydurg is also known to be the place where Helium gas was first discovered.

Physical Description based on Drawings

In addition to the maps, a series of paintings and drawings also illustrate the features of the fort and further illuminate aspects of its design.

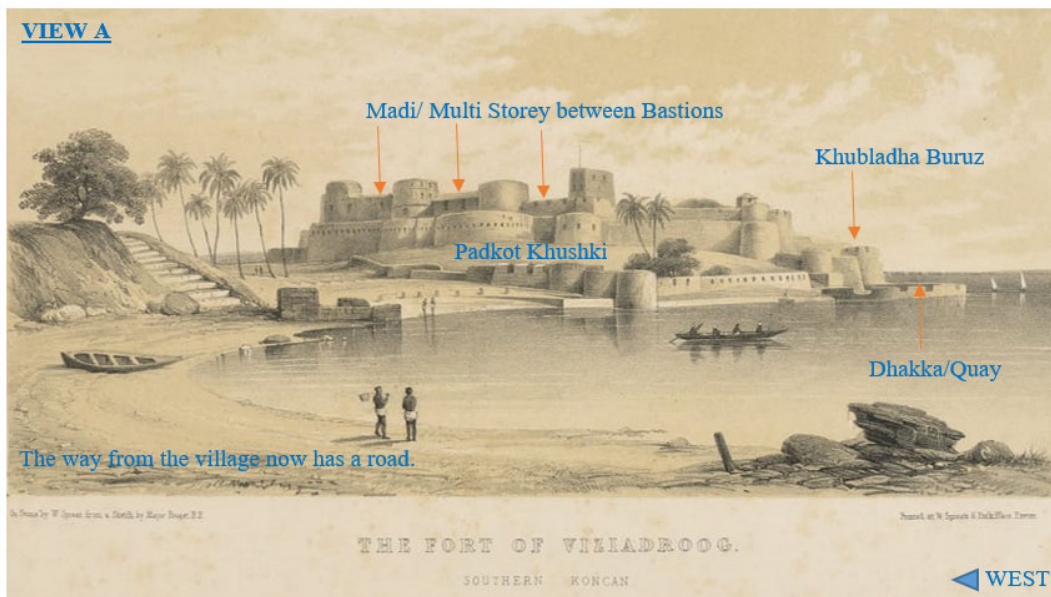


Figure 6. Vijaydurg fort in 1756. Lithograph of the Fort at Vijaydurg by William Spreat after an original sketch by Robert Pouget and one of a series of 'Views in India and in the vicinity of Bombay' dated c.1850 and published in London (© British Library Board, P2363/2363).

Figure 6 was hand-drawn and painted from 1756. Some parts of the fort are labelled to give an overview of the fort. One of the items is Madi,²¹ the purpose of which is unknown but Madi usually refers to a multi-storey residential structure in Maratha architecture, and usually acts like bed rooms. These spaces were usually multi-functional.

The fort of Vijaydurg is said to have triple fortification as the third layer of fortification contains a Dhakka²² or a quay. The outermost fortification on the land side is called Padkot Khushki²³ and the elaborate Khubladha²⁴ bastion. Khubladha is a celebrated bastion and was larger than those used to snipe. It was also called the Khubladha Nava Tofa Bara.²⁵ This means a bastion where 12 cannons or guns were placed to snipe. The location of the three features had different purposes to serve forming the third layer of fortification.

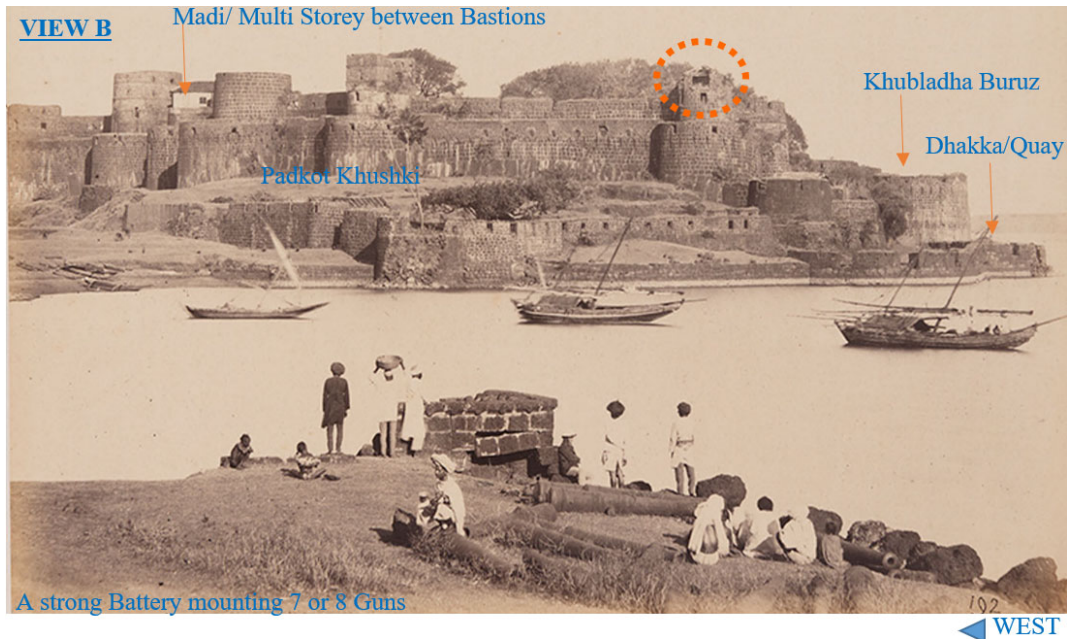


Figure 7. Old image of Vijaydurg fort in rear and land surface of town in front (www.alamy.com).

Figure 6 depicts items like the marine yard and a strong battery mounting seven or eight guns. Here, one can also observe the small sized boats or vessels called the Grabs or Gallavats that accessed the inner-most part of the creek. The image clearly identifies the different levels of land, sea and the fortifications. It is evident how the fort was designed to capitalise on the advantages of the natural topography.

Figures 6 and 7 depict Vijaydurg as a rugged strong structure. The entire fort sits on naturally available rock and is built in local materials. The fort has a large number of bastions with varying heights. The top of the bastion is highlighted in orange colour that appears to have a very European castle-like profile.

The Madi or the multi-storey structure has sloping roofs similar to the local houses in the region. These sloping roofs were either covered with thatch and hay, or mud tiles called Cowl.²⁶ This is evidently found in the local Maratha architecture of the period. The truss kind of sloping roof engineering was introduced by the British. However, no remnants of it survive. The bastions were also covered with sloping roofs to protect the defenders who were armed to look out and snipe throughout the day. Only one or two bastions can be seen in the images below.

Another view taken from the north-east side, shows the Granary or the two arched magazines. From this end, the medium size vessels sailed near the fort. In this view,

the Dhakka or the quay show a large number of vessels anchored to load and unload the passengers or the commodities. The small houses of the town are shown with identical sloping roofs in single line near the fort, similar to that in the British map with the fort and town together (Figure 5).

The two small bastions highlighted in yellow may have been newly introduced by the British as they do not appear to be a part of the old fort from the Maratha period. It appears to be a European addition, considering their size and the cone-shaped roof on top.

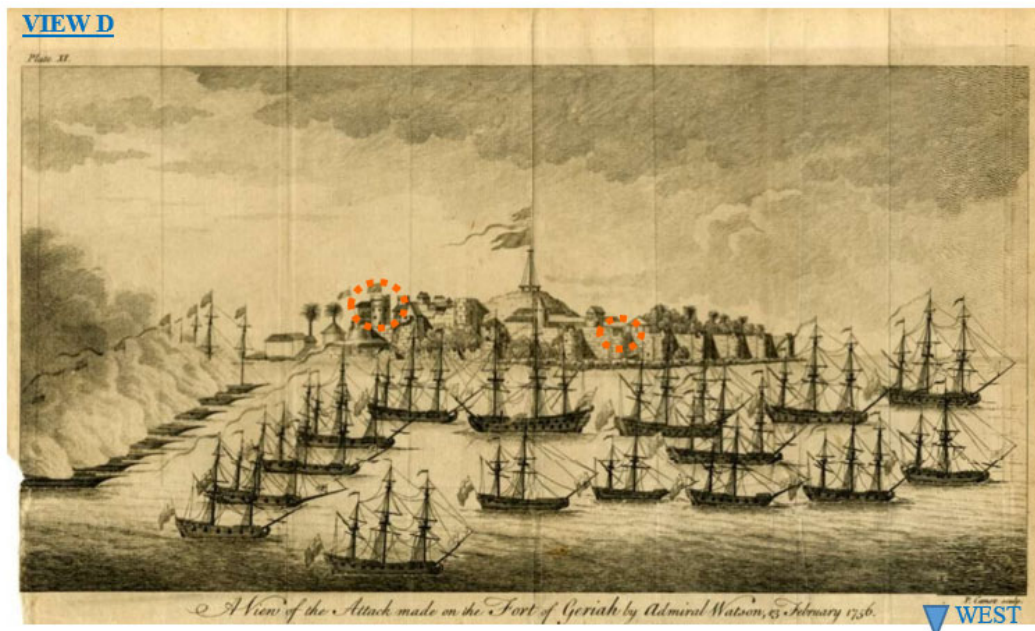


Figure 8. View showing the attack made on Vijaydurg fort by Admiral Watson on 13th February 1756 (© The Trustees of the British Museum).

Under the command of Admiral Charles Watson, a fleet of British-led ships of Indo-Portuguese force of the East India Company is shown in Figure 8. This is a formation in front of the fortified island of Gheria, i.e. Vijaydurg. The image shows the stronghold of the Maratha ruler Tulaji Angrey on the fort with a flagpole on a hill in the centre and a line of fire barges approaching from the left. From the west, medium and large size ships are seen nearing the fort to attack.

On studying the history of Vijaydurg fort in the 1980s, Mumbai's Maritime History Society's Curator Commander Ajit Gupchup learnt about various ships that attacked

Vijaydurg and either sank or broke down while approaching the fort from the north-west.²⁷ Thus an archaeological underwater expedition was carried out in 1989. The Commander was thrilled to have found a V-shaped stone wall underwater. This wall was at a distance of 100 to 150 metres from the Vijaydurg fort and to its north west. It stands at a depth of 2 to 5 metres below the water level and runs east-west before turning north-south. It was claimed to have been at least 300 years old, probably built by Kanhoji Angrey.²⁸ This is a very unique feature of Maratha fort architecture which has not been found anywhere else as yet. This experiment was further explored by the National Institute of Oceanography, Goa, in 1995. These researchers found that the small sized stone blocks were of three sizes; namely 1 x 0.4 x 0.3 metres, 0.7 x 0.5 x 0.3 metres and 0.55 x 0.3 x 0.22 metres; while the large sized stone blocks were 3.5 x 2.5 x 2.5 metres. These stone blocks are placed together without mortar.²⁹ This is called as the Chirebandi³⁰ style of stone wall construction. It was one of the masterpieces of Maratha fort architecture. This secret feature, having a very strategic purpose, shows the level of innovation in construction engineering in the Maratha period.

Conclusion

A sustainable city in itself, the major activities of the fort of Vijaydurg were to protect itself and its region during a siege. People resided in the fort and in the surrounding town. Its placement not only commanded the mouth of Vagothan creek,³¹ but also protected the ports in close proximity. Though the fort underwent so many different dynasties, no ruler changed the location or the access routes to the fort. The same fort served the purposes of defence since the Silahara dynasty. This does not make the fort typical, but the consecutive expansions and additions of building elements added complexity to the structure. On understanding the advantages of the fort, the Maratha Navy eventually made Vijaydurg the main naval station for South Konkan.

Along with the fort the adjoining areas have proved to be significant as well. The places like the quay and the dockyard were used as they were, considering the factors of location, topography, climate and geography; they remained the same. Along with these factors the strategic location of the creek and the indented pieces of land also played a vital role. Their able capacity ensured the prolonged use of the fort and its quay and the dockyard. Once the dockyard was built the fort-related and defence activities increased and were enhanced. In spite the dockyard being a Maratha establishment, it served for ship building and repairs even in the British period. The

sea farers assassinated the opponent rulers and without any hesitation acquired their possessions and continued with similar operations, owing to the strategic setting of Vijaydurg fort.

It is evident that the fort of Vijaydurg has evolved over time and has undergone physical changes with the changing rulers, but the amendments were mostly concerned with expansion and smart engineering techniques of construction. The advancement in the technology of defence mechanism demanded updates in construction, but the purpose of safeguarding the region based on trade and maritime activities was always prioritised.

The political situation then played a vital role in the significance of Vijaydurg. Forts have always been crucial entities in changing rulerships. The changes in leadership demanded the architecture of the fort to be shaped accordingly. The newer layers of construction were plastered on top of one another with different purposes such as necessary activities, expansions, strengthening, repairs and maintenance. Each new set of rulers demanded an advanced set of requirements, depending upon their strength, finances and the baggage that they carried from their native lands. Moreover, the degree of destruction of the old structures in the fort also resulted in the volume of new construction and the architectural alterations.

Nevertheless, one cannot deny the role of local artisans and the locally available construction materials. The time frame of each rule and ruler had their influence on architecture of Vijaydurg fort. If the ruler was consistent for a longer duration, he had contributed more effectively as opposed to the ruler having ruled for a shorter term or who was volatile.

Supporting this, of forts in general author Alexander Kyd Nairne states that the old works are hidden below more recent works, and this is the case for Vijaydurg fort. In spite of the Bijapur Kings building or using the fort for a long time, there is more importance attached to Vijaydurg than just its use by the Islamic rulers.³² If the two layers of Maratha and the British periods are compared with what is existing today on site, one can easily predict the architectural changes in the fort.

The maps cater the most to understand the design and layouts of Vijaydurg fort. More pictorial representation showing buildings in plan and the front elevations is found in

the Maratha map. All the buildings have sloping roofs with thatch or hay like profile or a semi covered front porch that is prominent in Wada construction. Such a profile is of typical Maratha buildings. However, the British map showing the town and the fort together (Figure 4) help explain the town in relation to the fort rather than the details of the individual features of the fort.

Based on the maps and the available scholarship, this paper concludes that the major styling of Vijaydurg fort can be called Maratha. The fort may not have been this large in scale during the Bijapur Kings, but the architectural styling must have been evident then too. Also, as Nairne rightly suggests, there is hardly any Islamic feature that stands out on site today. Evidence of Islamic inhabitation is probably not available on site, but there is a strong possibility of the Islamic fort being transformed into what is Maratha facing continuous evolution. In addition to the Maratha layer, the British layer also must have added their flavour during their long reign, but their additions were probably in the interior structures that hardly exist on site today. Ignoring the changes the fort has undergone since 1947, nothing but a few plinths, a majority of dilapidated ruined structures, the triple layered fortification walls and some bastions still exist.

In comparison to the other sea forts, Vijaydurg is relatively in better condition, marking the epoch in the history of sea forts. Considering the scenario of fort architecture, there is nothing that has evidently belonged to a particular ruler, but rulers carried influences and that eventually generated into respective architectural styles with appropriation. Stylistically the word appropriation is preferred as the word literally means “the act of taking something such as an idea, custom, or style from a group or culture that you are not a member of and using it yourself.”³³ The local attributes in some or the other form were added to the forts then.

Countering this, Alexander Kyd Nairne claims Vijaydurg to be Islamic with most massive buildings within and on the fort walls.³⁴ However difficult it is to typecast a fort under one style of ruling dynasty, and in spite of Vijaydurg undergoing a continuous evolution due to the seafaring activities of various rulers like the Mughals, Siddis, Portuguese, British and the Marathas, its architecture can be called as Maratha with appropriation. As the architecture of Vijaydurg fort is a result of series of stylistic evolution put together, it is the culmination of changing rulers and their layers evident in the built form.

Endnotes

- ¹ Alexander Kyd Nairne, *History of the Konkan*, 2nd edn (New Delhi: Asian Educational Services, 2008 [1894]), 93.
- ² Sarkhel was a post that means Admiral of the fleet.
- ³ Maratha is identified as a caste and Maharashtra state gets its name from being the land of Marathas.
- ⁴ Hindu Janajagruti Samiti translates as The Indian Public Awareness Committee.
- ⁵ Hindu Janajagruti Samiti, "Pitiable State of Vijaydurg fort, HJS demands conservation and maintenance of the fort" 29th December 2021, <https://www.hindujagruti.org/news/154109.html> Accessed 22nd June 2022.
- ⁶ M S Naravane, *Forts of Maharashtra* (New Delhi: APH Publication corporation, 1995), 34-35.
- ⁷ Nairne, *History of the Konkan*, 79.
- ⁸ Maharashtra State Gazetteers Ratnagiri District (Bombay: Directorate of Government Printing, Stationary, and Publications, Maharashtra State, 1962[1880]).
- ⁹ Nairne, *History of the Konkan*.
- ¹⁰ Gajanan Mehendale, *Shivchhatrapatinche Aarmaar*, translated by Santosh Shintre (Thane: Param Mitra Publications, 2010).
- ¹¹ B. Arunachalam, "Maratha Naval Resistance to European Powers on the Konkan Coast" in *Essays in Maritime Studies Vol I* (Mumbai: Maritime History Society Seminar [2007], 2016), 34.
- ¹² Swaraj translates as self-rule or self-governance.
- ¹³ D.R. Ketkar, *Mazi Itihasatil Mushafiri*, (Pune: Aparant, 2015), 20.
- ¹⁴ Mehendale, *Shivchhatrapatinche Aarmaar*, 166, 167.
- ¹⁵ B. Arunachalam, "Maratha Naval Resistance to European Powers on the Konkan Coast" in *Essays in Maritime Studies Vol I* (Mumbai: Maritime History Society Seminar [2007], 2016), 37.
- ¹⁶ Godi translates as Dockyard and Wadi means place.
- ¹⁷ Girye is the name of the town and Godi translates as Dockyard.
- ¹⁸ Ketkar, *Mazi Itihasatil Mushafiri*, 25.
- ¹⁹ Saheb translates as Boss – in this case the British and Ote translates as plinths in Marathi language.
- ²⁰ Ketkar, *Mazi Itihasatil Mushafiri*, 23.
- ²¹ Madi is a multi-storey building in Marathi language.
- ²² Dhakka is place from where goods and passengers are loaded and unloaded in Marathi language.
- ²³ Padkot Khushki translates as the outermost fortified wall on land side.
- ²⁴ Khubladha translates as fight nicely in Marathi.
- ²⁵ Tofa means cannon or guns and bara means 12 in number in Marathi.
- ²⁶ Cowl is a vernacular roofing tile made out of mud and clay.
- ²⁷ Ketkar, *Mazi Itihasatil Mushafiri*, 24.
- ²⁸ Ketkar, *Mazi Itihasatil Mushafiri*, 24.
- ²⁹ Sila Tripathi, M.K.Saxena, Sundaresh, P.Gudigar, S.N.Bandodkar "Marine Archaeological Explorations and Excavation of Vijaydurg – A Naval Base of the Maratha Period, Maharashtra, on the west coast of India," *The International Journal of National Archaeology*, 27, no. 1, (1998), 51-63.
- ³⁰ Chirebandi is a Marathi word which means a stone wall built without mortar. Instead of mortar small stone chips were used as fillers.
- ³¹ Sachin Pendse, *Maritime Heritage of Konkan* (Mumbai: Maritime History Society, 2011), 269.
- ³² Nairne, *History of the Konkan*, 42.
- ³³ <https://dictionary.cambridge.org/dictionary/english/appropriation>.
- ³⁴ Nairne, *History of the Konkan*, 42.