MALDIVE ODD HISTORY

THE MALDIVE ARCHIPELAGO AND ITS PEOPLE

VOLUME THREE

LARS VILGON

STOCKHOLM 1993

No. 9.

P.O.K

In Volume One and Two of my "MALDIVE ODD HISTORY" a good part of the traditional Maldive historical literature is to be found, including some unique documents.

Here in the Third Volume, the world "ODD" comes more to its right, as the greater part of the material in the book is rare manuscripts found in just one copy somewhere in Asia, Europe, or U.S.A, and most of these documents have never been under the eyes of the Maldive experts.

I have here started to give publicity to my vast collection of these manuscripts from the beginning of the 1600th up till today.

By systematic researches I have come in possession of these papers and also more than one thousand old Maldive pictures, dravings, and photos from the same epoc. The uesed copying method does not give the pictures full credit.

If God Allah will, it is all to be "published".

As always my wife, Connie From Vilgon, has been of great help and she has assisted me as soon as I have encountered any problem. For this, I express my deep gratitude, and dedicate this book to you. Connie

Stockholm 28th Oct. 1993.

Lars Vilgon

A Collection of 19 Entries translated from 10 Languages. 258 pages with 130 figures.

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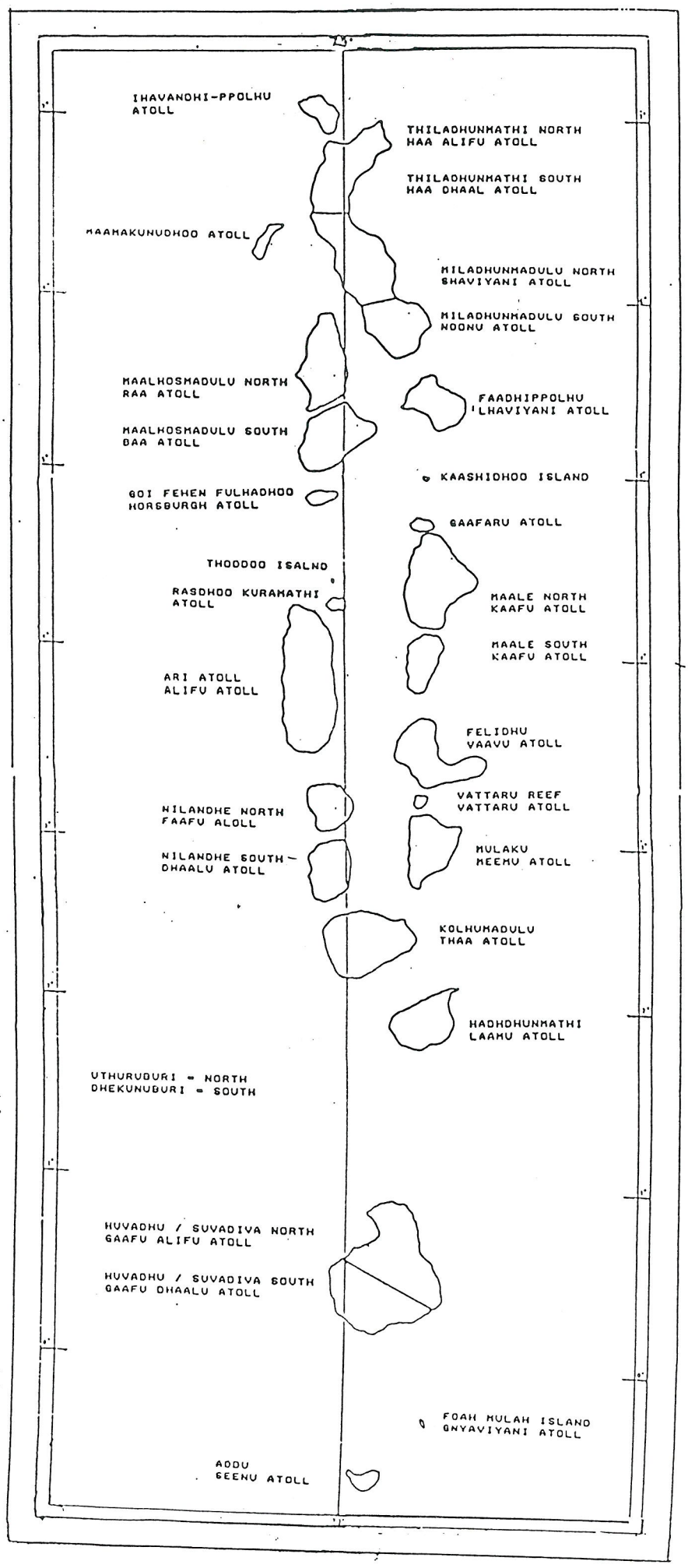
<....> = Doubtful Information / Source.
«....» = Translation into English.


IHAVANDHI-PPOLHU ATOLL
THILADHUNMATHI NORTH HAA ALIFU ATOLL
THILADHUNMATHI SOUTH HAA DHAAL ATOLL
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KAASHIDHOO ISLAND
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THODDOO ISALND
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FELIDHU VAAVU ATOLL
VATTARU REEF VATTARU ATOLL
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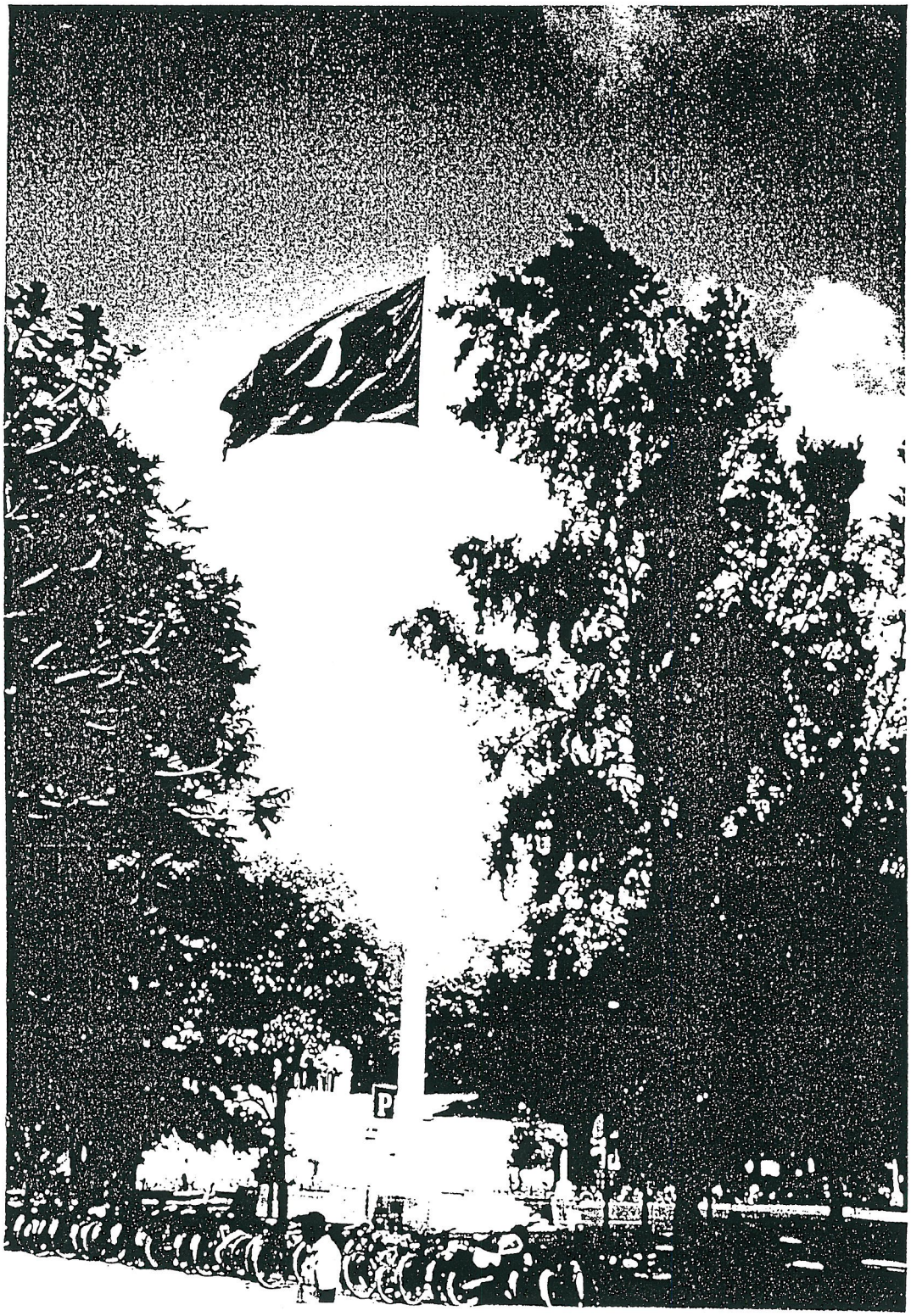


THE FLAGSTAF AND THE NEW MOSQUE IN MALE.
PHOTO 1991. VILGON CO.

362. AMMIANUS MARCELLINUS.

IN: Textes D'Auteurs Grecs et Latins relatifs a l'Extrem-Orient depuie le IV:e - XIV:e Siecle. By COEDES, GEORGE. Paris 1910. [FRENCH]
IN: Zur Geschichtsschreibung und Weltanschauung des Ammianus Marcellinus. By ENSSLIN, W. Berlin 1923. [GERMAN]
IN: Ammianus Marcellinus with an English translation, Vol.II By ROLFE, JOHN C. London and Cambridge Mass, 1937. [ENGLISH]

Ammianus Marcellinus, lived 330-400 A.D, was a Greek from Antiokia in Syria. He fought under the Emperor Julianus, who lived 332-363 A.D. aganinst the Persers. He wrote "RES GESTAE", the Roman history, from the year 96 to 378. This script contains just one sentence about the Maldive Islands, but nevertheless it proves that the Maldives were well known in Rom in the years around 362 A.D. [LATIN]

(*) Emperor CONSTANTIN died 361. Emperor JULIANUS died 363.

While Caesar Julianus (*) was attending to all these and other affairs he gained a reputation among foreign nations for eminence in bravery, seriousness, and knowledge of military skill, as well as of increase in all noble qualities. His fame gradually spread and filed the entire world.

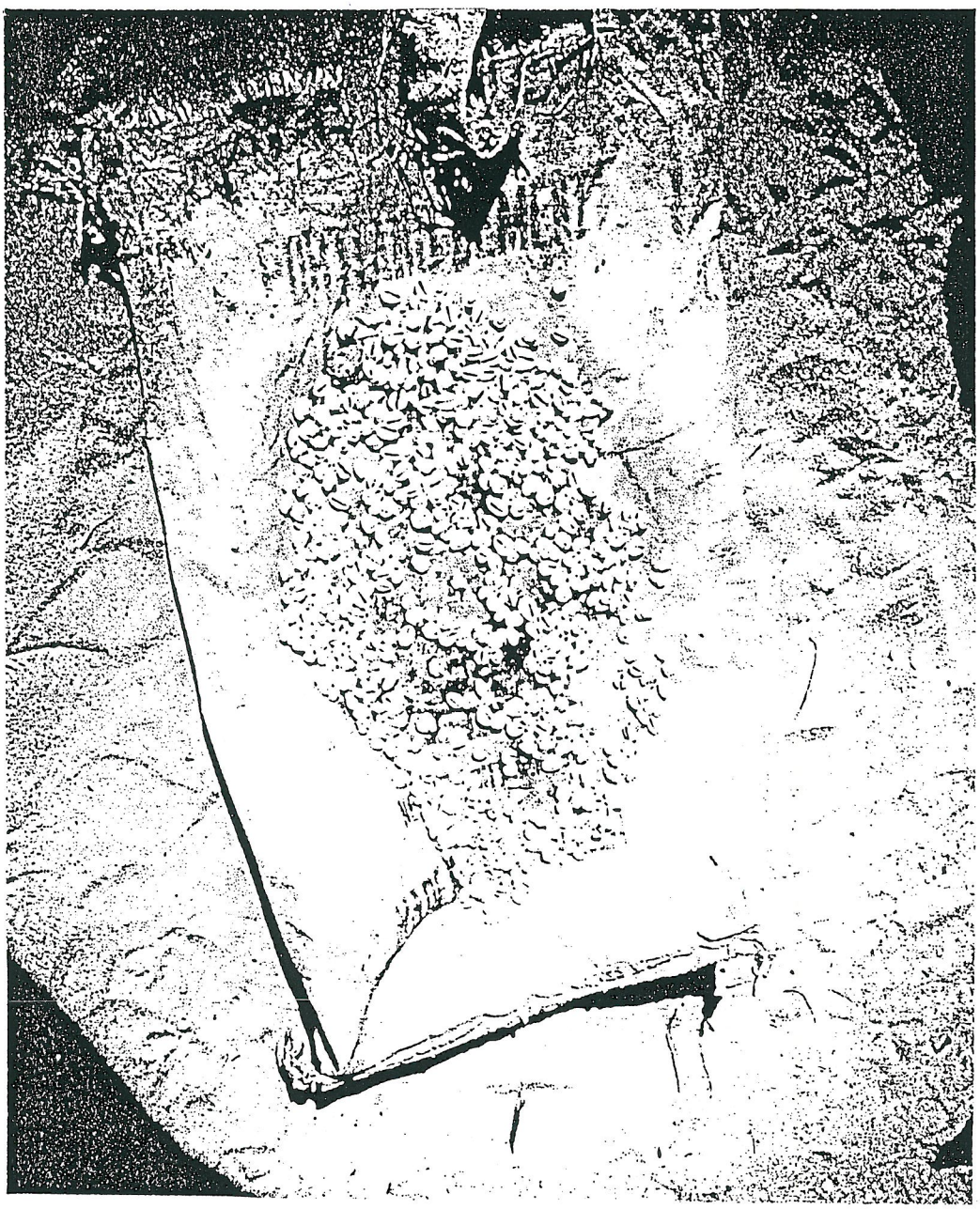
Since the fear of his powers extended widely over neighbouring and far distant nations, then deputations hastened to him more speedily than usual.

On one side, the peoples beyond the Tigris and the Armenians begged for peace.

On another, the Indian nations as far as the Divi (MALDIVES), and the Serendivi (CEYLON) competed the one with the other, in sending their leading men with gifts ahead of time.

On the south, the Moors offered their services to the Roman state, from the North and the desert regions, through which the Phasis flows to the sea, came embassies from the Bosporiani and other hitherto unknown peoples.

All humbly asking that on payment of their annual tribute they might be allowed to live in peace within the bounds of their native lands. ***



COWRIE SHELLS ARE STILL COLLECTED. BARAAH.
PHOTO 1991. VILGOH co.

525. COSMAS INDICOPLEUSTES.

IN: Voageurs Ancient y Modernes, Choix des Relations de Voyages, Vol.2, P.27-29. By EDOUARD CHARTON, Paris 1855.

IN: Chatay and the way thither, Medieval notes of China, No.36, of Hakluyt Society, By HENRY YULE, Vol.1, P.CLXXVI-CLXXIX, London 1866.

IN: The Christian Thopography of COSMAS, an Egyptian Monk, No.98, of Hakluyt Society, By J. W. McCRINDLE, P.363-365, London 1897.

IN: India in classical Greek writings, P.192-194, By BAIJNATH PURY, Ahemabad 1958.

COSMAS INDICOPLEUSTES, was an Egyptian Christian Monk who himself went to India and the Malabar Coast in the Indian Ocean about the Year 522. Coming back to Alexandria he wrote a geography, giving publicity to all his experiences. Very initiated and dependable description. [Greek]

Concerning the Island of Taprobane and the Maldives.

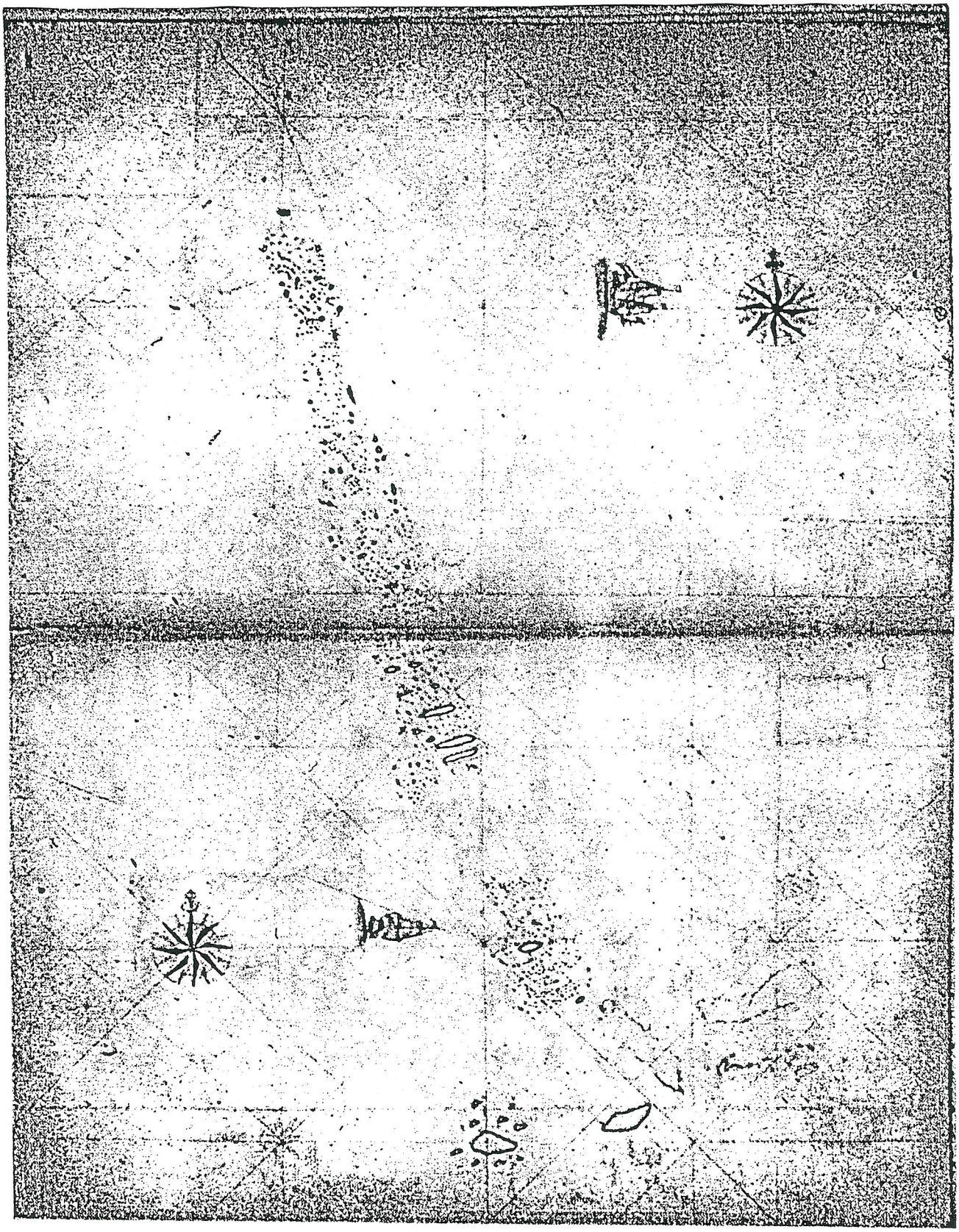
This is a large Island lying in the sea, called Indian Ocean. By the Indians it is called SERENDIB, but by the Greeks TAPROBANE [CEYLON], and therein is found the hyacint stone (Sapphire). It lies on the other side of the pepper country (Malabar/India).

Around it there are numerous small islands [MALDIVES], and in all of these you can find fresh water and cocoa-nut trees. And these are almost all set close to one another. They nearly all have deep water close up to their shores.

The great island (Ceylon), according to what the natives say...
There are two kings in the island, and they are ruling at opposite ends of the Island, or are enemies with one another. The one has the 'hyacint' (Sapphire) country, and the other the rest of the country, with the main place of commerce and where the chief harbour is (Puttalam).

The island being, as it is, in a central position, is much frequented by ships from all parts of India and Persia and Ethiopia, and it likewise sends out many of its own. And from the remotest countries, I mean Tzinista (China) and other trading places, it receives silk, aloes, cloves, sandalwood and other products, and these again are passed on to marts on this side, such as Male (Malabar), where pepper grows, and to Calliana (Bombay) which exports copper and sesame-logs, and cloth for making dresses, for it also is a great place of business....

Then out in the Ocean, at the distance of about five days and nights from the continent Serendib, that is Taprobane, and off the continents is Marallo [MALDIVES], a market exporting Chank shells (Cowery Shells), and which exports Alabandenum (Amber Gris). ***



MAP OVER THE MALDIVE ISLANDS.
AQUARELLE 1682. WARREN.

1518. CASTANHEDA, FERNAO LOPES DE

IN: Historia do Descobrimento e Conquista da India pelos Portugueses feita por FERNAO LOPES DE CASTANHEDA. 8 Vol. Coimbra 1552-1561.

Maldives in the Year 1518 in Liv.IV. Chapt.XXXV, in which they are described, what is in them and of how Don Jose da Silveira concluded peace and a treaty with the Sultan of Maldiva, and from 1519 in Liv.V. Chapt.IX. about the Portuguese Captain Joan Gomez's deaths in Male.

[PORTUGUESE]

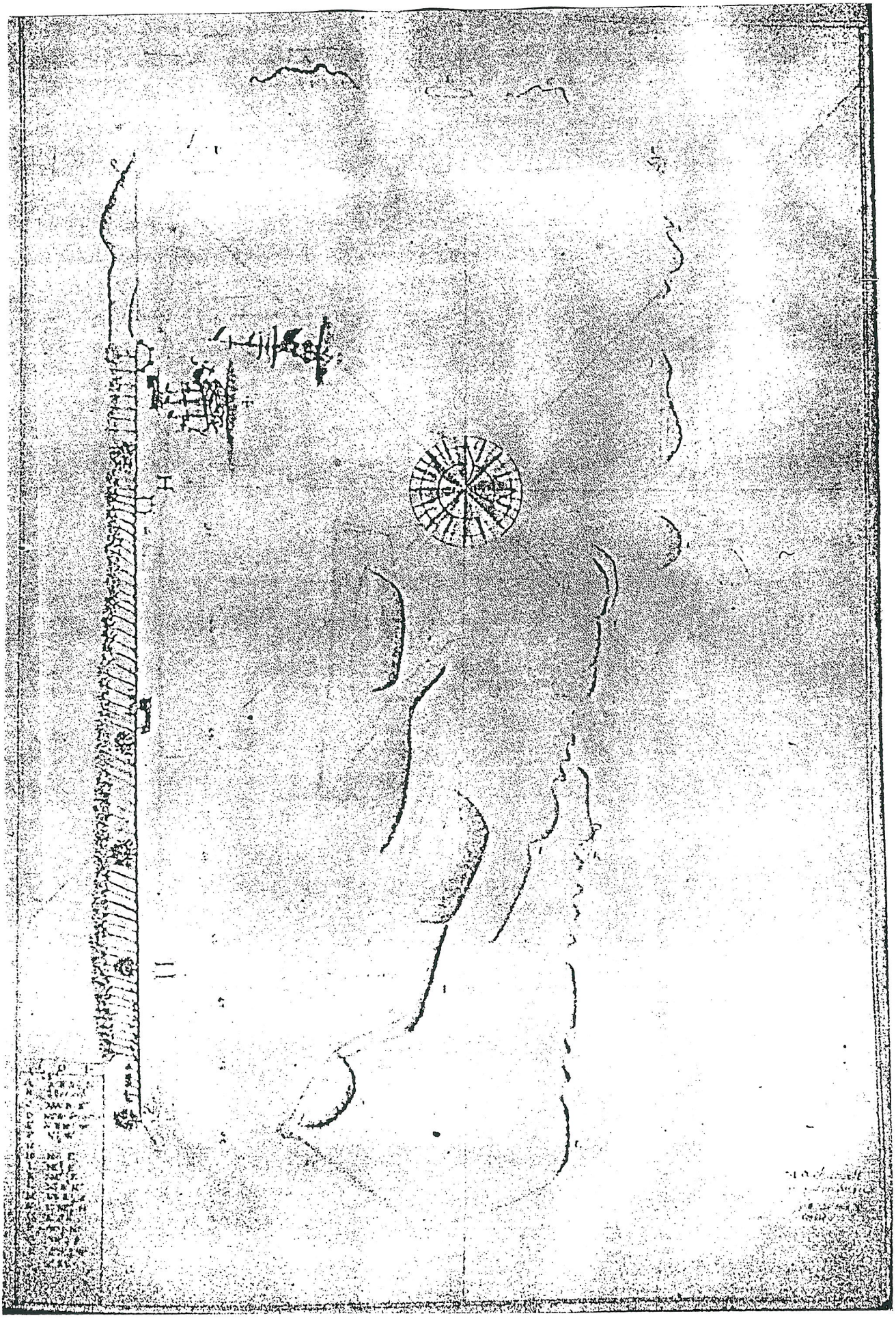
Liv.IV. Chapt.XXXV. 1518.

Don Jose da Silveira having left Cochin, he set his course for the Islands of Maldiva, which are said to be sixty legues from the coast of Malabar or a little more, and they form a large archipelago and the moorish seamen say that there are "twelve thousand and fortyeight", and commence in the sea at 'Mount Deli' there are the shoals of 'Padua', and extend in a straight line towards Malacca. And as I have said in the description of Maldiva, the moors hold that these islands were solid land and that it was formed into islands by the sea which covered the land of Malabar and ran over it and turned it into islands and Malabar remained solid land. And this appears to be so since these islands are joined one to the other and very small as I have seen in going amongst them.

The principal islands are small and flat as almost all are, and one of them is called Maldiva, and from this the whole are called in general the Islands of Maldiva, and in this there is a king and in another island which is called Candalus (Kashido) there is another king, and to these the people of the others yield obedience. Many islands are uninhabited on account of the great multitude of mosquitoes that are therein. And in those that are in the Southern portion they say that there is much silver. And in all there are many palm trees which yield coconuts and from the husks of which is made the Coir, which has a good sale throughout all India, in that they make fit all the cordage that they use, both for ships and vessels as well as for other things.

There is in these islands much fish which when dried they call Moxama, which they carry to many parts for sale. And they also obtain small cotton-white shells which they call Cowries which serve as small money in Bengala, as they are cleaner than the copper of which they used to make it. Which they say is their laris. There are made many and very rich cloths of gold and silk and cotton which are highly valued by the moors for there clothing. In case they also have put fine ornaments of gold and silk than in any other part of the world and there are also many tortoises, whose shells are a great article of merchandise at Canbaya (N. India).

There is also found in them more and finer ambergris than is found in any other part. The inhabitants say that it in formed in this manner. In thise country of islands-archipelago, in most of them there are many sweet herbs on which food certain great birds are living in these islands. The inhabitants call them "Unacacan-grisaeaul". Thees birds have their nests on certain rocks in these islands along the sea-shore,



MALE FROM THE NORTH.
AQUARELLE 1682. WARREN.

and there decays their dungs, which is the ambergris. It is of three qualities, the first in white and this is very fine and is found on the seas rocks, where it remains as the birds deposit it. The people of the country call it "Conah-ambar", which means "Golden amber", and it is worth more than all because little is found, and with much more trouble than the other two, which are grey and black. These are formed from the white, which being on these rocks that I have mentioned in course of time falls into the sea through the great torement of wind. Having fallen into the sea in great riotous, this amber is carried until it is cast up, on certain shores, and it is called "Cun-ambar" which means "Water amber", because from having been washed it has lost a large part of its base. The third kind is called "Mani-ambar", which means "Fish amber", and is black. They hold that from being gray it was swallowed by whales or other very large fishes, and not being able to digest it they throw it up again thus turning black, and it is worth little though it has lost almost all its virtu.

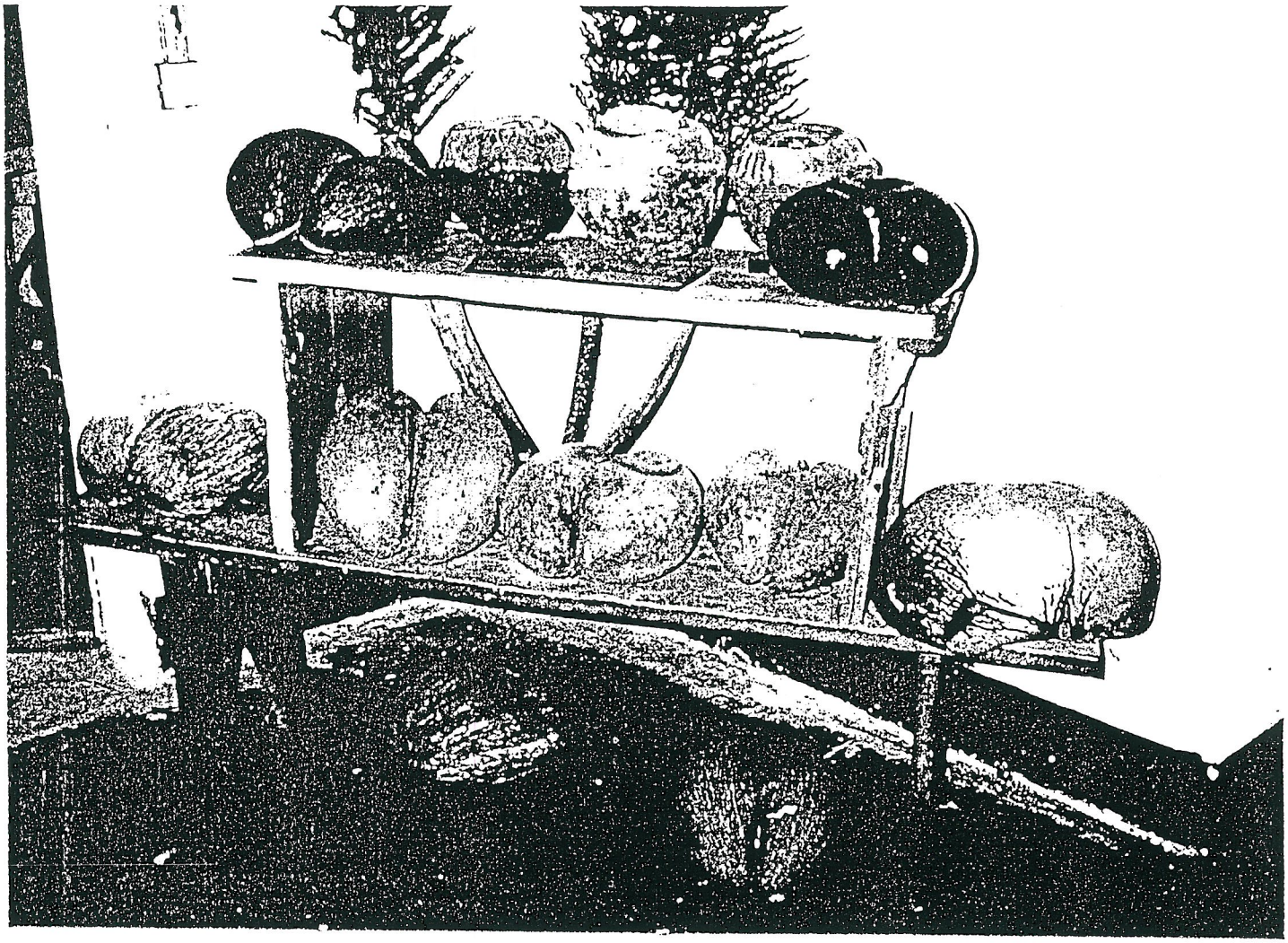
The inhabitants of these islands stay together for the most and use the Malabar language, but in Maldiva and Candalus there are many Malabar moors, the inhabitants are small persons and they do not start war and have no arms. They are in general great sorcerers, so much so that devils come visible and speak with them. There are as I have said two kings who have great treasures of gold and ambergris. And Don Joan da Silveira while residing on his journey after having made several ominous of ships of our nation.

The Moors came to anchor at the Island of Maldiva in order to conclude a treaty with the king, with the object to rent on shore a place with hostaged those whom they has left there. And the king received him with great ceremony, being accompanied by many lords and his principals and he himself adorned in the style of the king of Malabar, which he takes of in every kind of his service. He has also had his palaces built as they have. Don Jose having ventured with the King a treaty that the Governor might send and establish a factory in the country, and that he could send for help. He wanted to take all the coir that he might have short of, and also the other articles of merchandise that there were to be found the islands, where Don Jose continued waiting for the moorsmen to go to Bengala, and so remained until the right time came.

Liv.V. Chapt.IX. 1519.

I have already described how Joan Gomez Cheira Dinheiro went to the Islands of Maldiva to open a factory there, and after he had gone to Maldiva he found that a fortress there was superfluous, and that a factory was sufficient for the trade that there would be there. This he did and remained there as its keeper, and having want of a akin in which were some of his servants so that there remained with him only eight of our men and some natives, as the service in the factory.

There came these certain ships of moors of Canbaya (N. India), who as they were our enemies and saw Joan Gomez with so small a company, they determined to slay him and seize whosoever was in the factory, and this they did and Joan Gomez died defending himself as valantly as he had ever fought in battle, it being found that he was a very brave knight, and thus he ended his days with all the men who were with him and after they were done and killed, the moors sacked the factory and searched off all without the King of the country daring to resist through want of not having more of war. The governor when he heard of it could do nothing in the matter, the moors taking of from the fired place. ***



MALDIVE COCOA NUT or DOUBBLE COCOA NUT.
PHOTH 1988. VILGON co.

1519. GOMES, JOAO.

IN: ASIA DE JOAO DE BARROS. By CIDADE, HERNANI and MURIAS, MANUEL. Terseira Decada. P.142-146. Republica Portuguesa Ministerio das Colonias. Lisboa 1945.

JOAO GOMES was sent to the Maldive Islands 1519. He gave the following description in which he for the first time in the European literature mentions the "Double Coconut" or the "Maldive Nut" from the Maldive Islands and the use of it as the best antidote for poisoned persons. Obviously the nut was well known in the MALDIVES and in the Orient already in the end of 1400 and the beginning of 1500. [PORTUGUESE]

- - - - The coconut-palm-tree brings forth the fruit, and this fruit appears to be the most useful product that the lord has ever given man for his survival and necessary daily use. Beyond all the services, not mentioned here, it gives honey, vinegar, oil, wine, different foods to be eaten direct or prepared with rice and other ingredients as the Indians do and like to use. The main use for the (coconut-)fibre, is the coir-rope. This is very commonly used, and a necessity for all ships and the total seafaring in the Oriental area. The fibres are dyed and from them are made ropes in the same way as from hemp.

The palmtree as well gives good wood. The wood can be used as fire-wood. The (palm-)leaves are used for house-building and for tiling of the roofs, it is good as it lets the air through and at the same time shelters from the rain. The leafs can also be used as paper for writing, and it is possible to write what you like on them. From the young palm-tree you can eat the palm-marrow, the Palmito. Finally a person who somewhere owns a couple of palm-trees, he owns everything that a man needs for his livehood, and as it is said in a song of the good ways of life. "More fruits to your palms and prosperity to you."

Beside this there is another tree, that grows up from the ground on certain islands. ["The Maldive Nut" or "The Double Coconut"]. Obviously some parts of these trees grow in a natural way on these chosen places, and these parts grow under the salt-water table. Here (under the water) is the fruit of the tree generated. The fruit is much bigger than those of the ordinary coco-palm. In tests it has been proven that this fruit is a very good antidot against poisons. Much better than the Bezoar-stones, which are found in different parts of the Orient. The Bezoar-stones are grown in the stomach of certain beasts and is also called Razon. In the book "Comércio" it is mainly recommended for use against illness caused by poison.

The most common and attended merchandise these islands have to offer, and give reasons for merchands to sail there to fetch, is what we call the coir. Without this there should not be any sailing in all parts of the Orient. Furthermore they have a kind of mussel [Cowrie Shell], resembling greatly of a mollusc, but with a hard and strong shell, white and glossy, some are even coloured and lustrous, giving the impression as if they were of gold. - - - - ***



CEYLAN
&
MALDIVÆ

MALDIVE MAP.
ENGRAVING 1652. SANSON.

1554. SEIDI ALI REIS.

IN: Journal of the Asiatic Society of Bengal. No.56. Vol.V. P.461-462. Aug. Calcutta 1836. By: HAMMER-PURGESTALL, JOSEPH. [ENGLISH]

IN: Rendiconti della Reale Accademia dei Lincei. Vol.III. P.751-777. Vol.IV. P.36-51. Roma 1894. By: BONELLI, LUIGI. [ITALIAN]

IN: Mittheilungen der K.u.K. Geographishen Gesellschaft in Wien. Band 40 No.4/5. P.390-393. Wien 1897. By: BITTNER, MAXEMILIAM. [GERMAN]

IN: Relations de Voyages, Textes Geographiques Arabes Persans Turks. Tome II. P.492-493. Paris 1914. By: FERRAND, GABRIEL. [FRENCH]

A Turkish work on the Navigation in the Indian Ocean, by the Turkish Admiral SEIDI ALI REIS even called SIDI ALI BEN HOSEIN or KITAB I RUMI. His original manuscript, called MUHIT, is written in Gujarat in turkish 1554. It was copied in 1558 and this copy is now in the "Hofbibliothek [National bibliotekh], Handschrift N.F.184. 238 P. in Wien". Another copy is from 1570 in "Biblioteca Nazionale [Museo Borbónico], Neapel". SEIDI ALI's manuscript is compiled from many sources, some older and some contemporary.
These manuscripts have been mentioned in the above textes, but untill today the entier text has never been fully translated and examined to find out their full contents and value. [TURKISH]

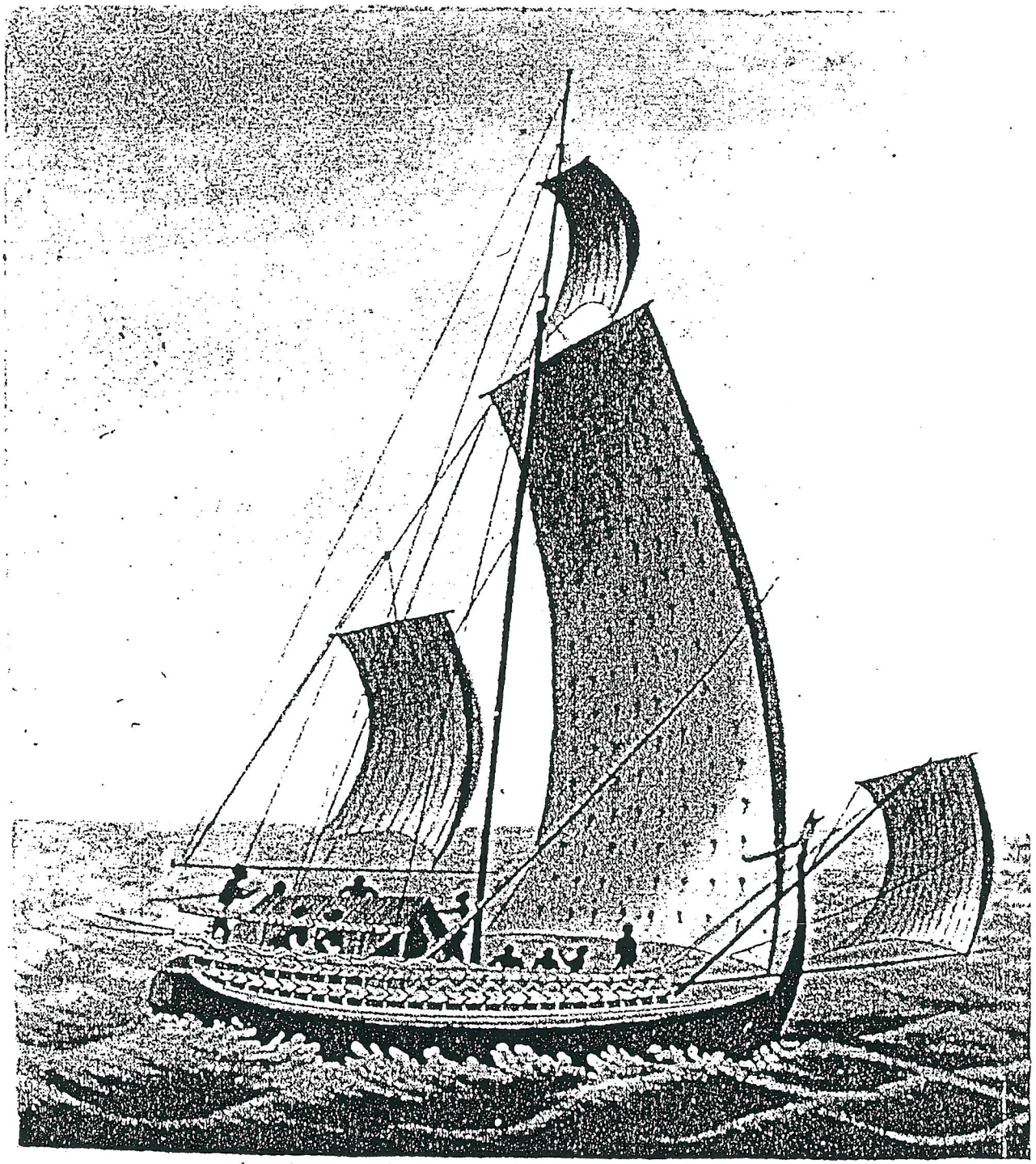
Nineteenth Voyage. From Diu to the Islands of Dib.
(From the Portuguese India to the Maldive Islands)

Steer first S.S.E. the pole being made by five inches, side towards the land in the direction of E.S.E. and S.E. by E. till you see the mountain of Monibar. From there to Daira Barra, till the Pole is three inches, from there to the South-Pole, till the Foráqad [Farkada is: The stars ß and ɣ in Ursa Minoris] are eight inches and a quarter. Then true West to the island Foyúka (in the Maldives), and the island is near it.
.....

Twentieth Voyage. From Daubúl to the Islands of Dib.
(From a Town in India to the Maldive Islands)

You follow first the direction W.S.W. till you lose the shore, from thence to Daria S.W by W. till land is in sight. From thence S.S.E. till the Pole comes to three inches, from thence to the South Pole and S.S.W. till the Farkada [Foráqad is: The stars ß and ɣ in Ursa Minoris] are marked by eight inches and a half, from thence true West to Foyúka (in the Maldives) or its neighbourhood. Mark what has been said above: till land is in sight steering S.W.by W., that means that the land is at hand.

(Observe that Voyage 19 says 8'& ¼, and Voyage 20 says 8'& ½.)



MALDIVE TRADING BOAT.
AQUARELLE 1835. CHRISTOPHER.

Be it known to you that in some of the Islands of the Maldives the inhabitants hunt with dogs, dred to the purpose, the Nisnaus or Orangootang and eat it. The Nisnaus is an animal ressembling a monkey, but endowed with speech. But generally monkeys are also called Nisnaus. I have heard from the brother of Janúm Hamza, the late Intendant of Egypt, that coming one day on commercial business at the extremity if Yaman [Yemen], to a walled village, he alighted at a house where two boys lying on the ground were crying, and that out of the commiseration he untied their fetters. The master of the house, returning, laughed at it, and said, these are Nisnaus, which we hunt. The next day the master of the house took his disbelieving guest with him, and he saw the Nisnaus hunted by dogs. Some Nisnaus emerge from the sea, their flesh is a great dainty, that they are endowed with the power of speech is even recorded in the books of philosophy. ***

.....

Twentineinth Voyage. (From Malaka to Aden.)

After leaving Malaka, and going along the Coast you must observe the Mountains of Pulo Pasalar. There, take care of the underwater Sandbanks. When seeing those Mountains in the direction East 1/4 South, and at some distance is Puto Gomar. After having observed these last Mountains your "Polar-distance" (Latitude) is the same as when you arrive to the Phulo Sanbilan, which are your position marks at your North-North-East during some time, until you arrive at the Island of Perak and the Yaflubotof. After these, you stear West 1/4 North till the Island of Nagabara, and at this point West ¼ South. This is at 7 3/4 "Fingers" Latitude of the Stars ß and ɣ in the Ursa Minoris. Here right in the West, Ceylon appears at your right ahead. If you want to pass Ceylon, continue your journey to the West, pass the Maldives, and keep for some time North West 1/4 West, until you arrive in front of Gardafun, where the Latitude is 4 1/8 Fingers. After this navigate after the Coast. ***

Guzr-El-Dib. Ship-ways at the Maldive Islands.

About the sailing-ways to the Maldive Islands it is as in the following:

One island caled is "Molakî" (Minicoy, N. 8° 15'). This islands distance from the main land (India) is about 7 Zâm (167 km) [Zam = ca.24 km] .

First understand, that their most North-West Island is called "Kân-Tarâkam" (Haa Thuraakunu, N. 7° 13'), where the Polar-Star is 1 3/4 and the Little Bear is 8 1/2 fingers high. In this place (The Maldives) the Little Bear is in fact 7 3/4 fingers high (1 Finger high = ca. 1° 45'), where the Polar Star is 1 finger high. Further now, where the Little Bear is 8 1/2 fingers high, is an Island, named "Makana-dû" (Maamakun-dhoo, 6° 25'), Westward of all the other Islands, and quite alone. Under good weather conditions it is possible to observe them out at the sea from the Western main Islands. In South-West to South, is an naked bank, extending 2 Zâm (45 km) out from the island Makanu-dû. This bank ends to the South, where the Little Bear is 8 fingers high (N. 6° 10').



THE BASTION INSIDE THE PALACE.
PHOTO ca 1960. VILGON co.

And it is known, that from "Kân-Tarâkan", where the Polar Star is 1 3/4 fingers high, the sailing direction to the Island "Kîlâî" (Kelaia, N. 6° 57') is South East to East, where the Little Bear is 8 1/3 fingers high. At the "Nûlî-waram" (Nolhivaram N. 6° 42') it is 8 1/4 fingers high, at the "Finûk or Fiyûk (Feevah or Feydhoo, N. 6° 20') it is 8 fingers high, but this is a little to much.

At "Fanadû" (Funadhoo, N. 6° 08') island is the Little Bear 8 fingers high and at "Kandîkal" (Kanuhurai, N. 5° 37') it is 7 3/4 fingers high. These Islands are on the Eastern side. From the mentioned Islands follow well known islands, and the heights of the Little Bear for these Islands are known. At the island "Gubati" (Ugoofaaru, N. 5° 40') it is 7 1/2, at the Island "Mahal" (Male, N. 4° 10') it is 7, at the island "Malûk" (Mulaku Atoll, ca. 3°) where clove is grown, it is 6, and at the island "Haddumatî" (Haddunmati Atoll, ca. N. 2°) it is 5 fingers high.

For the "Hûdu" (Foah Mulah, S. 0° 17') island, as it is named in the Maldive language, are the Pilots from "Suwaidû" (Suvadiva Atoll, about N. 0° 30') the most skilled, and here is the Little Bear 4 1/2 finger high. These Islands are nomerous.

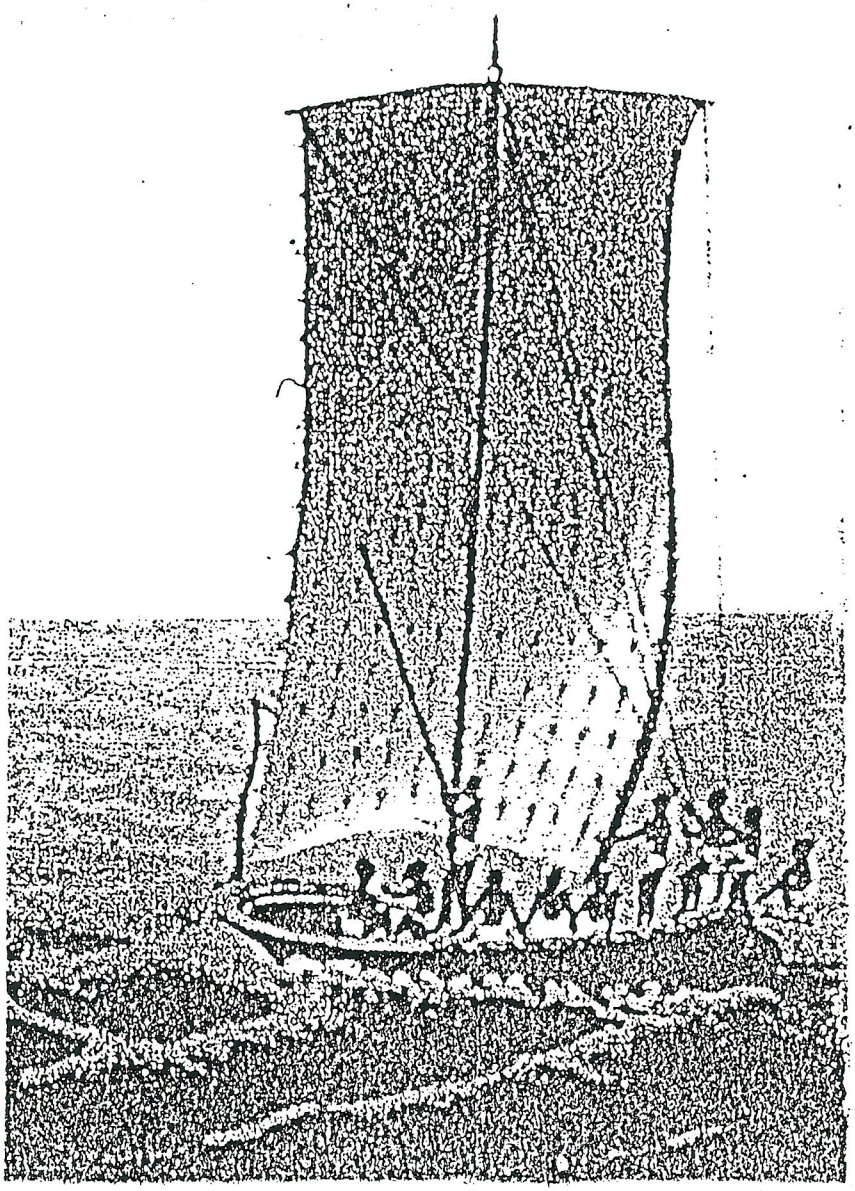
The "Addû" (Addu Atoll, ca. S. 0° 40') islands, where the Little Bear is 4 fingers high, are South of the Maldive Islands and form the end of the inhabited World. And it is well known that the Maldive Islands are situated close to one-another, as a matter of fact one island in the line is in sight of the next island. Only between "Haddumati" and "Suwaidû" the distance is greater, in fact 4 or 5 Zâm (ca. 100 km).

After "Sôlî":s (Arab navigator) information, the Little Bear is at 7 fingers by "Mahall" (Male); at 6 by "Haddumatî" (Haddunmati Atoll); at 5 by "Fûnaifâr"(Felidu Atoll); at 4 by "Kumayul" or "Kumaidi" (Kolumadulu Atoll); at 3 by "Suwaidû" (Suvadiva Atoll); at 2 fingers high by "Addû" (Addu Atoll).

That covers a wast distance. The Southern extreem of the Maldive Islands is not jet explored, but in some documents it is stated, that at the South end of the "Fâl" Islands (The Laccadives) is the Big Bear 11 fingers high (ca. N. 9½-10°). Some have also sudggested, that this Island-country, turns to the South and East where the Little Bear is 11 fingers high (ca. N. 20°). Others have informed, that their number is 12.000, but they are in fact 24.000 islands, of which 12.000 are inhabited and 12.000 deserted.

The sailing way to the Maldive Islands goes from "Molakî" (Minicoy, N. 8° 15') to the island "Kân-Tarâkam" (Haa Thuraakunu, N. 7° 42'), as some suggest, towards the South or, as some suggest, towards the South South East, - the author of these papers holds the first as being the thruth, - from Kân-Tarâkam" till the place where the Little Bear is 7 fingers high (Male, N. 4° 10') the direction i South and from that place to the Southern end of the Maldive Islands it is towards South South East.

It is in the Maldivie peoples opinion, that this is a well known and unobstructed sailing route. - Remember, that the heigths of the Little Bear, as they are told here are just for the present time, as they seems to change with the Culmination-point. ***



MALDIVE FISHING BOAT.
AQUARELLE 1835. CHRISTOPHER.

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In The "MOHIT" the Latitudes of some Maldive (and Laccadive) Islands are stated by messuring the Altitude of:

1) The Polar Star.
2) The Ursa Minoris Stars ß and ɣ, called the Farkada.
3 The Ursa Majoris.

The Altitude-Angel, the Stars heights over the Horizon, is messured in "Fingers" or "Inches". One of these is equal to ca. 1° 47', after LARS VILGON. The Polar-Stars altitude is roughly the same as the Latitude.

The Polar Star.

MOLAKI	(MINIKOY).	2 ½	Inches = N.	8° 54'	Right N. 8° 45'
MINIKOY-MALDIVES PASSAGE		2 ¼	-"- = N.	8° 17'	Right N. 8° 17'
MAL.N.ISLAND	(THURAAKUNU)	2 o	-"- = N.	7° 50'	Right N. 7° 08'
DIB. ATOLL	(THAVANDHIPPOLHU)	1 ¾	-"- = N.	7° 22'	Right N. 7° 00'
KILAI	(KELAIA)	1 ½	-"- = N.	6° 55'	Right N. 6° 57'
FINUK	(FEYDHOO)	1 ¼	-"- = N.	6° 27'	Right N. 6° 23'

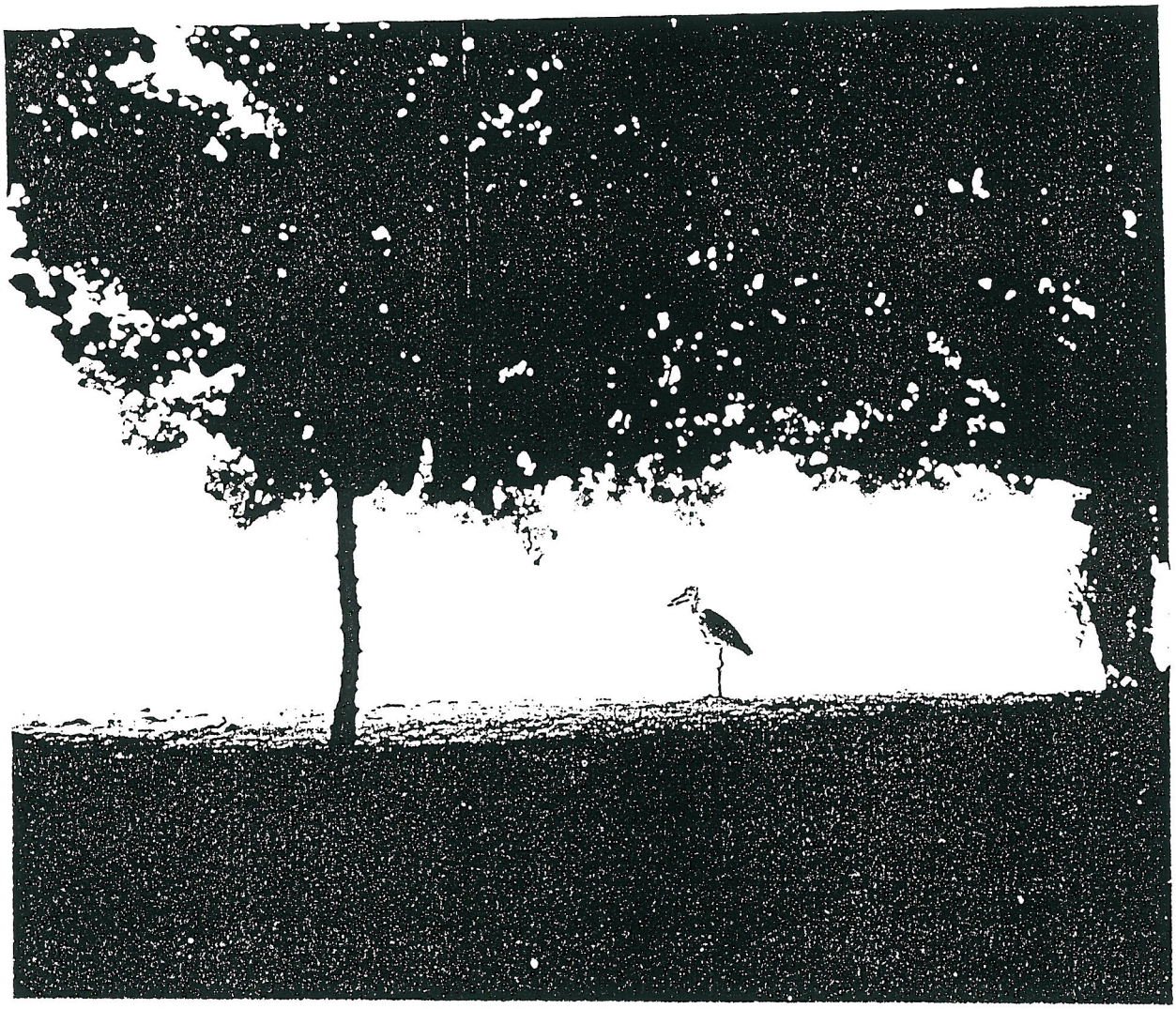
The Ursa Minoris.

KANDIKAL	(KEDHIKOLHOO)	8 o	Inches = N.	6° oo'	Right N. 5° 57'
GUBATI	(UGULU)	7 ¾.	-"- = N.	5° 33'	Right N. 5° 33'
KARIDU	(KAASHIDHOO)	7 ½	-"- = N.	5° 07'	Right N. 4° 58'
GAFAR	(GAAFARU)	7 ¼	-"- = N.	4° 40'	Right N. 4° 43'
MAHALL	(MALE)	7 o	-"- = N.	4° 13'	Right N. 4° 11'
MULUK	(MULAKU ATOLL)	6 o	-"- = N.	2° 26'	Right N. 2° 50'
HADUMATI	(HADUMATHI A.)	5 o	-"- = N.	1° 40'	Right N. 1° 50'
ADDU	(ADUU ATOLL)	4 o	-"- = S.	1° 12'	Right S. 0° 35'

The Distances are messured in "Zam", used by the Arabs in the Indian Ocean. One "Zam" is equal to 23.851 meters, after WILLHELM TOMASCHEK.

In the "MOHIT" the Distance from the "KANDIKAL" Island, ie. KEDHIKOLHOO in the MALDIVE MILADHUNMADULU ATOLL, to "TUTAGAM", ie. PUTTALAM in CEYLON, is 25 "Zam", or ca. 600 km.

The true distance is 10 % more, or about 660 km. ***



HERON WAITING FOR FISH. BAROS.
PHOTO 1972. VILGON co.

1586. COMMELIN, ISAK.

IN: Beginende Voortgang van de Vereenighde Nederlandsche Geoctroyeeede Oost Indische Compagnie. Vervatende de Voornaemste Reysem, by de Inwoonden selver Provintien derwaerts gedaen. Amsterdam 1646.

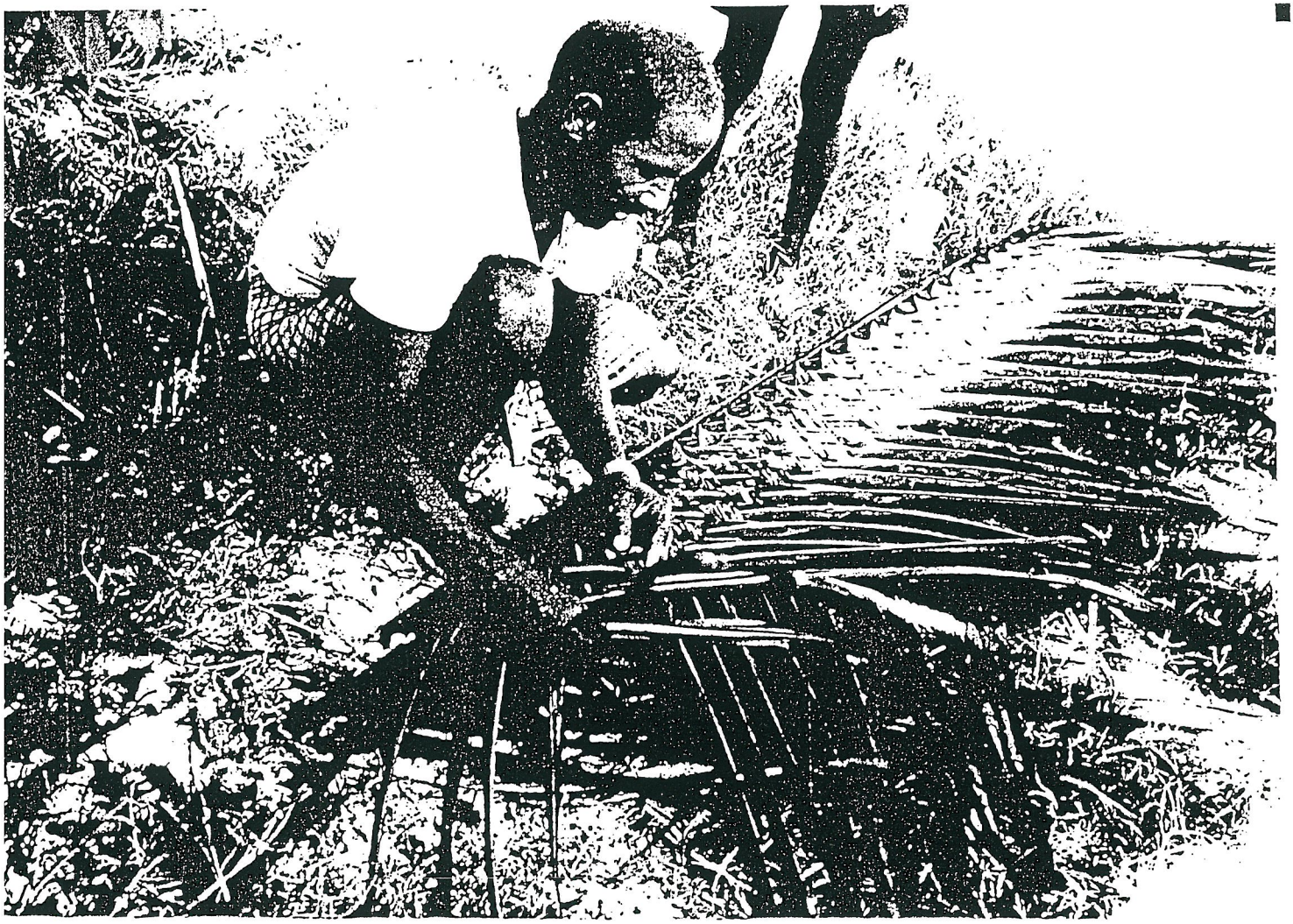
A Dutch Captain who wroht about a the Maldive Islands in 1586. A good description over the birds and fishes in the Maldive Islands and Waters. [DUTCH]

The Dutch seeing they could drive no Trade with the Inhabitants in main India, because they both mistrusted and feared them, put to sea again in Feb. 1596, and sailed with a fair gale at West-North-West, and South-West, till March 23. That Day the Wind changed to the East, chopping sometimes to the North, and sometimes more to the South. Here they encountered rapid Currents which came from the South-East of Java, and did them much injury. The calm weather also incommoded them, in so much that they resolved to steer their course to the most Southernly Island called MALDIVES.

Those Islands called Maldives or Maldivar, lie just opposite to the coast of Comarin and Malabar, and shoot out into the Sea about 140 German Leagues (ca. 1000 km) to the South of Cape Comarin. The common Opinion is, that they are above a Thousand in Number, for it is impossible to number them all exactly. Some are Peopled and fertil, others are Deserts and uninhabited. In general, they lie very low as well as Cochin, Craganut, and Parts of the Continent, and for that Reason are exposed to be overflowed by the Sea.

The inhabitants of Malabar say those Islands were formerly joyned to the Continent of India, and that they were separated by the Inundations of the Sea. But that which makes them so numerous, is the Multitude of Channels that divide them, which are so narrow, that the Sprit-sails of the Ships strike the Leaves off the Trees which are planted on both sides, and in some Places a nimble Man may leap into an Island from the Top of a Bough that growes in another.

In those Islands Provisions are very scarce, but they have great Plenty of Cocoa-Trees, which alone supply them with what is necessary for Life, as you will find hereafter, when we come to give a Description of that Tree.



VILAGE LIFE. MAKING CADIAN MATS.
PHOTO 1988. VILGON co.

They make Cloth and Stuffs of the Lint and Silk that is imported to them, and of these make long Garments, or very fine Night-Gowns, for they are much better, and more decently dressed than other Indians.
They fish with Nets made of the Branches of Palm-Trees, and find a sort of small Shells that are bright, and of several Colours, which in some Places pass for Pieces of Money.

The principal Island is called Maldive, where there stands a City of the same Name, which is well frequented for Trade, and being the Residence of the King, gives Name to all the Islands.

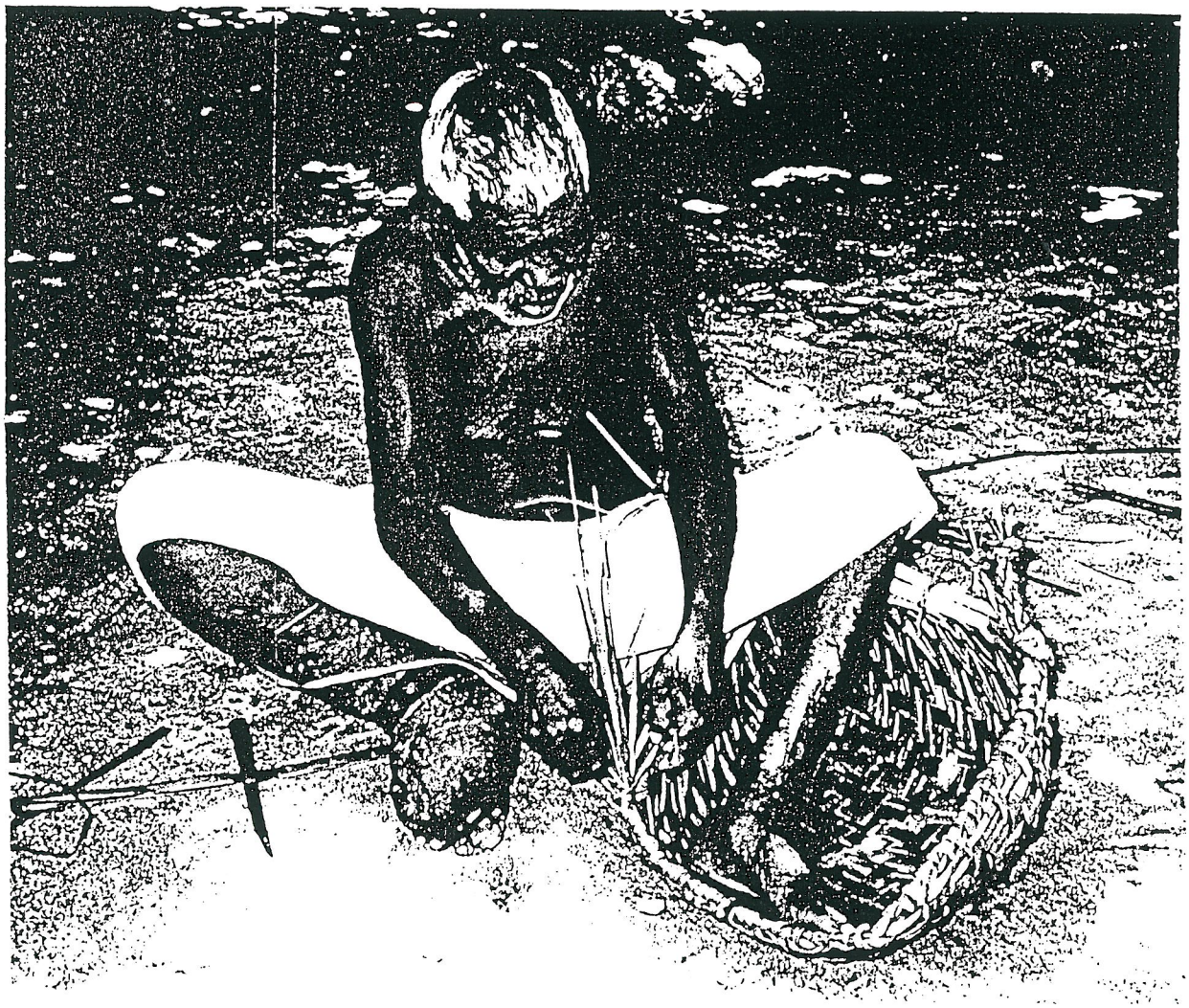
In this Course you may see at Season of the Year a World of Birds, particularly Grey Cobbs, called by the Portugueze, Garains Rubas Furcadas, i.e. Black-Birds spotted like Magpies, with a long Tail split like a Pair of Taylors Shears, another sort of Bird that are all white like Pigeons, with a long Tail, but few Feathers in it, and others which are much like Ducks spotted all over.

All these Birds feed in the Salt Water, in which there is a sort of a flying Fish about the Bigness of an Herring, having two Fins, and some of them four, resembling Wings, which, when they are pursued by great Fish, sise or fly out of the Water to save themselves, but cannot fly long, for as soon as their Wings are dry, they fall into the Sea, and are devoured by the great Fish. Besides that Danger, which is almost unavoidable, they are exposed to be catched in the Air by the Fowl, some of them being closely pursued in both Elements by their Enemies, fled to the Ships, where they found no better Quarter, for the Seamen eat them as very dainty Food. The Cobbs perched upon the Masts of the Ships, and were so taken, that they were not frighted when Seamen took them.

These Seas are frequented by Bonitoes or good Fishes, which are wholesome Food, though the Flesh is dry. They are of the same Figure and Bigness as Carps, but somewhat thicker. They swim in Shoals close together, and always follow the Ships. These also devour a great Quantity of the flying Fish, which you find many times undigested in their Bellies.

The Albocores, another Fish in the Sea, are so called because they have no scales, their Skins being smooth and white under the Water. They are made like Bonitoes, only they are somewhat bigger. Some are five Foot long, and as thick as a Man, and one of this sort made a good Meal for 60 Seamen. They are a lean sort of Fish, and have but one Bone from the Tail to the Head.

The Dorades, another sort of Fish in the same Seas, were so named by the Portugueze, because they appear yellow in the Water, and sometimes shine like Gold. The English call them Dolphins. They are in Figure and Shape like a Salomon. There is no Salt or Fresh-Water Fish of a better Relish.



MAKING COCOA-LEAF BASKETS. ELEPHANTIASIS.
PHOTO 1991. VILGON co.

They have small Scales, and the Back, from the Head to the Tail, is beautiful, and bristled, as 'twere, with small Fins.

The brown Fish, which the Portugueze call Tonnins, are a kind of Sea-Hogs, and are of two sorts, some have sharp Snouts like a Hog, others flat, having a kind of a Cowl over their Heads, and therefore some call them Sea-Fryars. They are commonly five or six Foot in Length, the Tail being split and very broad. Their Skin is very smooth, and their Insides just like Sea-Hogs, as to their Lard, Flesh, Liver, etz. for they eat the same Food.

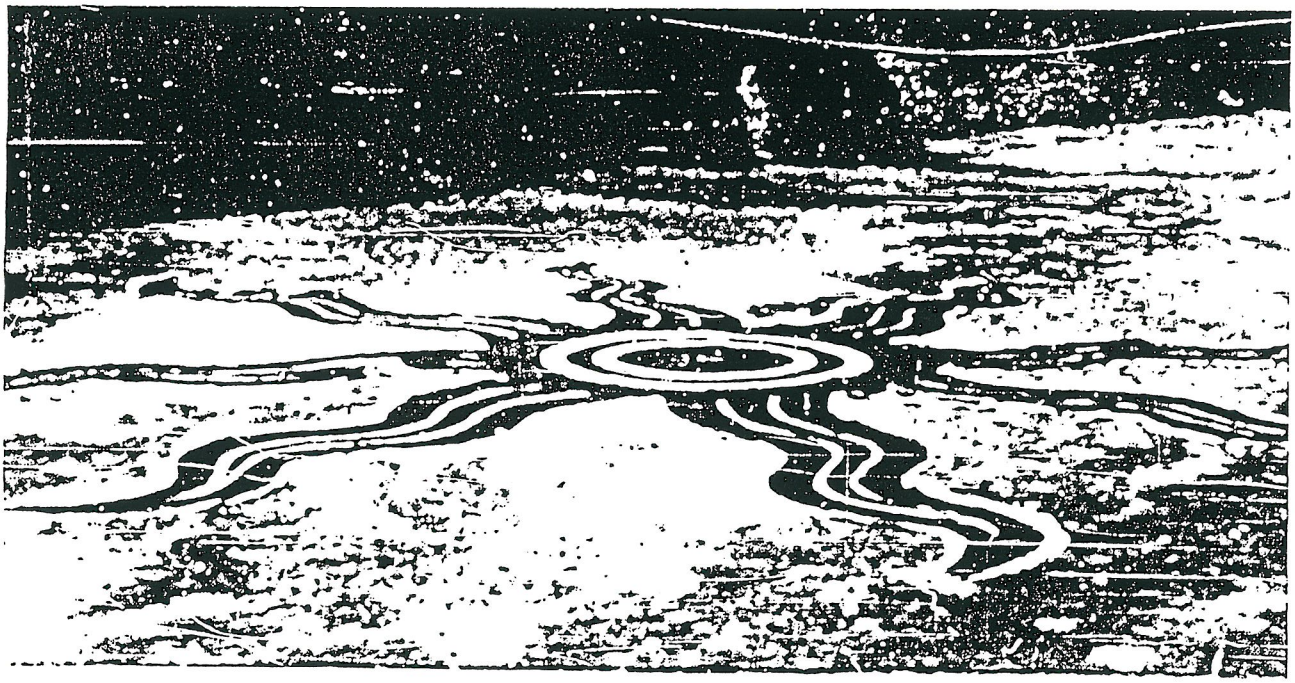
The Seamen having opened one of them, found in her a young Sea-Hog as big as a Land Pig. They always swim in great Shoals, and when the Sea begins to swell, they come to the Ships in such great Multitudes, that they make the Water look green, and snoar and grunt like Hogs, which would be a pleasant Entertainment enough if Approach were not a certain Prognostic of an ensuring Storm.

The Sea-Dogs called by the Portugueze, Tuborons, appear comminly in calm Weather. They swim very slowly, and have a smooth Skin. They are always attended by seven or eight little Fish called Leeches, about the Bigness of a Herring, sometimes less, which have a flat and wrinkled Head, by which they are glued, as 'twere to the Sea-Dog, till he catches some Prey, and then they come off and share with him. They enter the Bodies of the Sea-Dogs by the Mouth, and go out again without hurting them. When the Seamen are obliged to swim, they take great care to avoid Sea-Dogs, for many times they dragg them to the Bottom of the Sea. They are not very good to eat, having an unsavoury Taste.

The Fish which the Portugueze call Pisceporco, is about the Bigness of a Bream, and grunt like a Hog. In steering this Course, we likewise met with abundance of Tortoises, most of which sleep swimming. They are very Excellent Food, and taste like Veal. When the Sun hath heated the Shell upon their Back, they turn, and then the Seamen approach them softly, and fasten a Hook betwixt the two Shells, and so take them.

The Lamies swim in Shoals like the Tonnins, and are a little left than Whales, but have not a Hole over their Head like them to blow out the Water.

While the Dutch were sailing to the Islands of Maldives, the Quarter-Masters complained that there was but little Water left. Therefore it was resolved that each Man should have only a Pint of Water a Day, which was but a short Allowance at that Season, for it was then May, and exceedingly hot. Some of the Seamen were so thirsty, that they offered a Piece of Eight for a Glass of Water, but could not get it. ***



OCTOPUS. THE SULTAN'S EMBLEM ON A STREET.
PHOTO 1922. BELL/VILGON co.

1690. DUQUENSNE, ABRAHAM.

**IN: A New Voyage to the East Indies in the Years 1690-91.
Being a full description of the Isles of Maldives.
By Monsieur Abraham Duquesne. Chapter XV. P.55-58. London 1696.**

The French Commander Abraham Du Quesne, sailing with two ships from the Island of Mosambiqu to the Island of Ceylon, with Indian Ocean Pilots on board. He describes their passage of the Maldive Islands the 22d of July 1690. The title of the book is truly an overstatement.
[FRENCH]

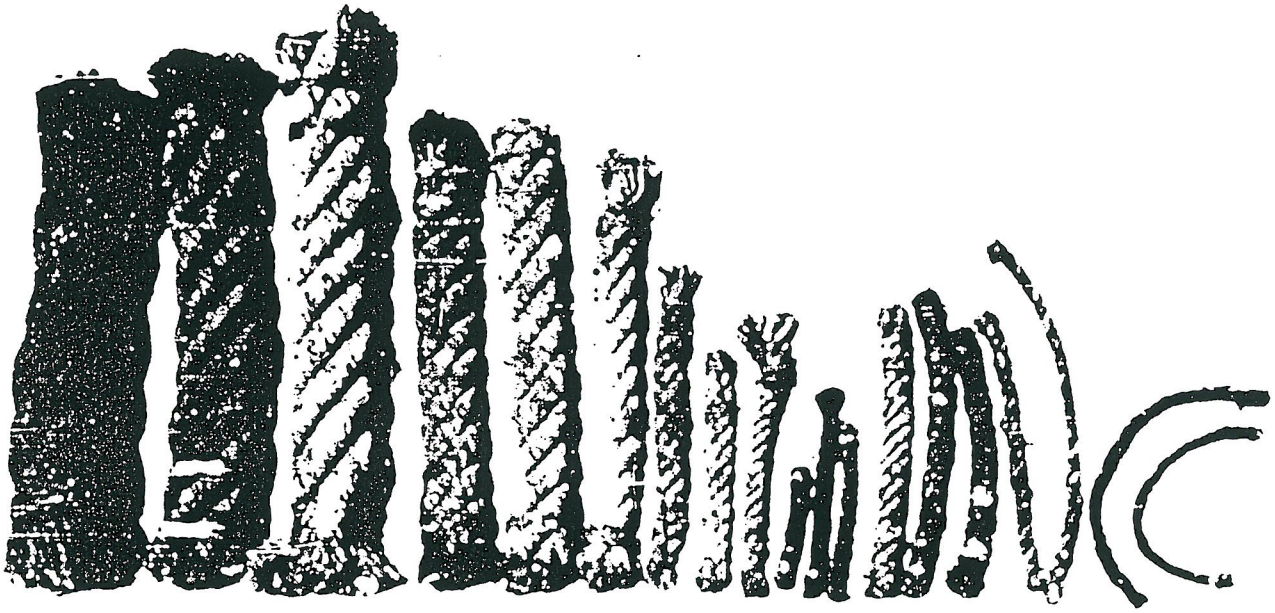
We passed the Line a second time in the 70th Degree of Longitude, without feeling any extraordinary heat, one of the Seamen unhappily drowned.

We were to pass the Line again before we could arrive at Pontichery, tho' in doing of it, we felt no extraordinary heat, nor the other usual inconveniences, nor were so much as becalmed, of the contrary, the wind increasing still more and more since our departure.

On Monday the 10th of July 1690 we repast it at eleven in the morning, in the 70th Degree of Longitude without so much as perceiving when we were under it, by reason of the Southern winds which blew so fresh, that the heat was less than that we often feel at Paris in summer. Never a Voyage happier, sailing no less than three or four Leagues an hour (ca. 9 knots), and the winds as good and constant as we could desire.

Sailing so successfully, we could not miss arriving quickly in the higth of the Maldives, which we left of the right, without so much as seeing them, Tho' we had sent the "LYON" [the other ship] on the 20th to discover them they are seldom past unseen.

But our Pilots according to their Cards, and their calculation, told us they must be there, so we reckoned we should soon be at the Isle



HAND MADE COIR ROPE.
PHOTO 1922. BELL/VILGON co.

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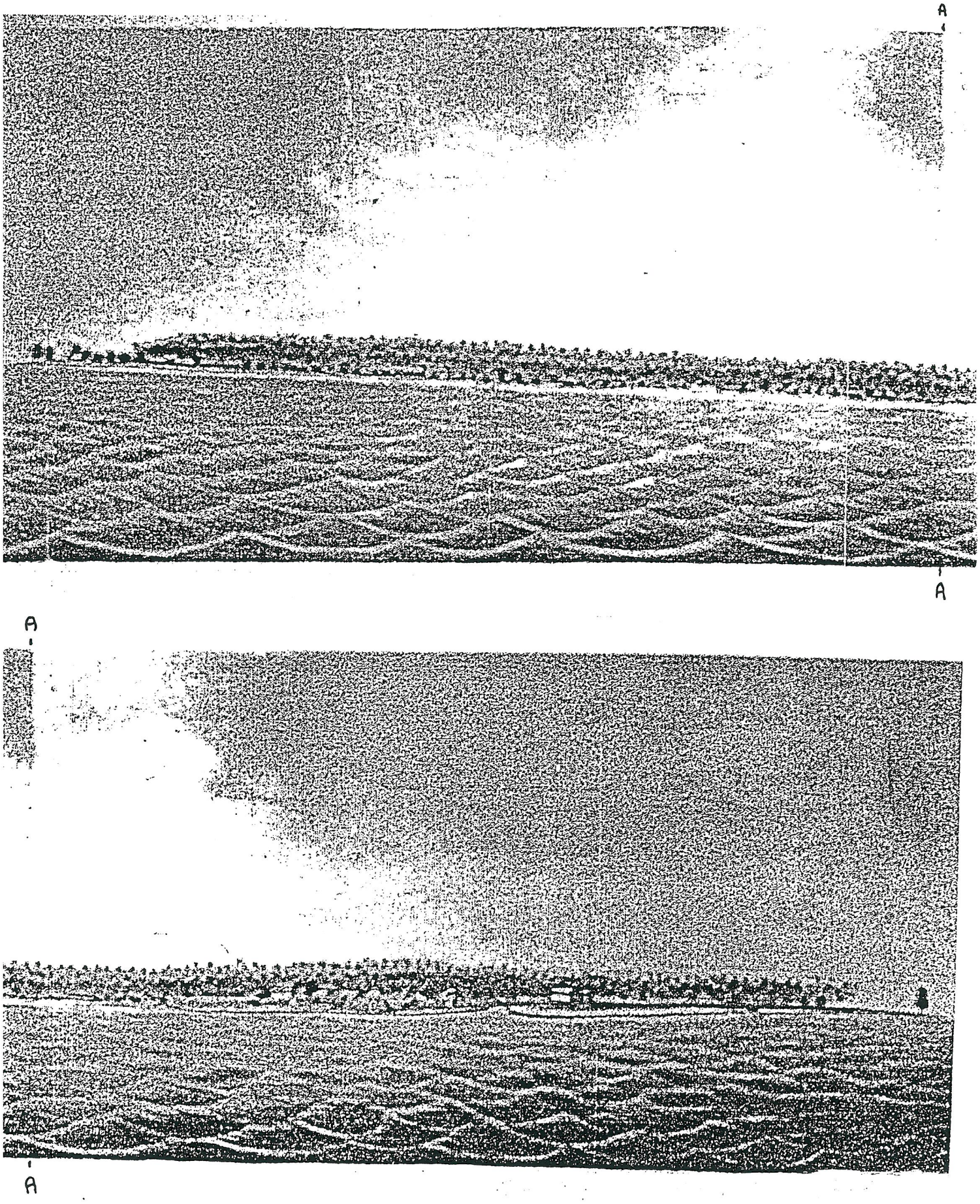
of Ceylon, whither we were ordered to go, to see if there were any of the Enemy's ships there, for besides that the Dutch, had several Colonies there, the English came thither every year for Nutmeg, Cinnamon, and Cloves, with which this Island greatly abounds.

The same day a Seaman was drowned about six at night, when the rest of our men were at supper, all things seemed to conspire to his loss, a slack wind in our stern, made the Ship rowl very much, and instead of eating with his Comarades according to custom, he went on deck to kill a Kidd, were treading on the blood of the Kidd, he sliped, and fell into the sea, to which the rowling of the ship very much contributed.

He was a pretty way off us before we perceived it, and so could give him no help by casting out ropes, the Mariners did all that they could, and Monsieur Duquesne ordered them to take down the sails, and hoist the boat out, but it was too late, and we saw him perish, without being able to give him the least assistance.

Next day being the 22d [July] there happened a pleasant, but an unlucky, mistake, presently after noon, the Seamen cried "Land" before us, and we immediately believed that it was the Coast of Coromandel, or the Isle of Ceylon, we made the ordinary signal, and presently after discovered eight Islands, near one another, which joined to the view we had of land to the South, made Monsieur Duquesne say, that it was certainly the Maldives.

The Pilot could not be of his opinion, and the reputation of their skill and judgement was concerned, to differ from him. In the mean time after perusing the Cards and their Journals, they owned their mistake, and agreed that the biggest sight of land, was the point of the Maldives, which is the most Northerly Island of the rest which we found too true, and we attributed the cause of this mistake, to the strong Currents which they found had thrown us too much to the West, we presently tack't about, and lay by all night, for fear of being run aground by the tides. ***



MALE FROM THE NORTH.
AQUARELLE 1835. CHRISTOPHER.

1783. H. M. S. "CATO" RECORD 1.

IN: Captain ADOLPHUS JOHN DICKSON letters and further information in "Marine Miscellaneous. Vol.325". Manuscripts from 1:st of July to 28:th Oct.1785. India Office. Ref. L/MAR/C/325. London.

In Oct.and Nov.1783 His Majesty's 50/58 Canon Ship "CATO", with admiral HYDE PARKER on board, was on her way from Cape of Good Hope to India, where admiral Parker was to take over the armed forces as commanding chief. The number of persons on board the "CATO" must have been by far over 500. The ship "CATO" left Africa and was not heard of any more, she just disappeared. Two years later, in July 1785, these information from Captain A. J. DICKSON about his observations in the Maldive Islands and Kings Island came to the Hon:ble East India Company's Office in Bombay. Captain A.J. DICKSON was a Luitenant in the Indian Navy, but at the time 1785 serving as Captain on board the Country vessel "FANCY". "FANCY" was a local supply boat, sailing under English flag between Indian ports collecting cargo for the East India Company's ocean going ships.

Honr:le Sir.
I have done myself the Honor of transmitting a particular account of the Misfortune that has attended the ship "FANCY", since she left the Bengal, my reason for troubeling you at the present is to acquaint you with a very particular piece of information communicated to me at the Maldives which I thought might be deemed improper to insert in a Letter to the Board.

The 24:t of March [1785] one of the Natives told Captain De la Butte, of an English Man of War appearing off these Islands. They made a fire on one of the Banks in the Night, the ship was lost, and the crew were massacred, they were tyed two and two together then hove into a hole which was filled up with Stones and Earth, he says he has seen the Commanding Officer's Coat, that is now in possession of the King, he describes the Naval Uniform, and adds it had an Epaulet, with a star on the breast, from which circumstances, and the time it happened, I am led to think, it must be the unfortunate Admiral Parker in the "CATO", he promised to show Captain De la Butte, the night before he sailed, the spot where they were buried.

Captain McLead of the ship "EUGENIA" sailed as a Midshipmen with the Admiral (Parker) and says he used to wear an Epaulet.

His Excellency has been pleased to order one of Maldive Men to proceed with me to Bombay from whom you may be able to learn the particulars, I find the Syrang of the "FANCY" has been informed of the business at the Maldives.

Hon:ble Sir. I am with the greatest respect your most Obediant and most



BURIAL-PLACE IN CENTRAL MALE.
PHOTO ca 1950. VILGON co.

Devoted Humble Servant. Adolphus John Dickson.
Ship "FANCY" July 1:t 1785. Goa River. Country Ship.

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Letter to Captain A. J. Dickson, Commander of the "FANCY" Country Ship.

Your Letter to the Hon:ble Board of the first Ultimo [1/7] as well as that to the President have been duly received and I am directed to desire that on the receipt of this letter you will have the depositions of every Man now on board your ship taken at Goa who can give any information regarding the ship said to have been wrecked on the Maldives, and transmit their account in duplicate to Bombay without loss of time, and any Expence you may be at on this account will be reimbursed you here.

I am Sir. Your Obediant servant. James Hattey. Secretary.
Bombay the 8:th of August 1885. Public Department.

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Letter from Captain A. J. Dickson to the Hon:ble and the President and Council.

On receipt of your Order of the 8:th of August, I made the necessary application to the Judges for a proper Officer to take the depositions of the People on board the "FANCY". respecting what they had heard of the loss of the "CATO", Man of War, and what part of the Stores they had seen the enclosed is the particulars which they gave to the Chancellors Officer.
When inquiered of the People at the Maldive whether they had heard any thing concerning the "CATO", Man of War, they positively denied having heard any thing of the Matter, it is very likely a little further Examination of Johnney Lascar may give a more particular detail of the Melancholy Affair.

I have the honor to remain Hon:ble Sir Gentelmen with greatest respect your most obediant and most devoted Humble Servant
A. J. Dickson. Bombay 9:h October 1785.

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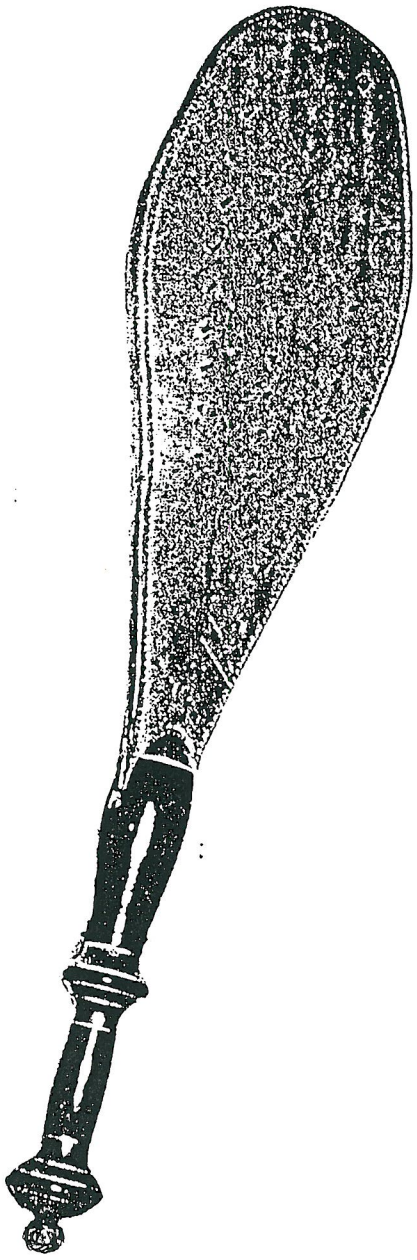
Translation of the Depositions taken by Authority at Goa, relative to a ship said to be wrecked on one of the Maldive Islands.
A. J. Dickson. Sentence of Justification.

Donna Maria by Grace of God Queen of Portugal, and Algarves, and of the Sea on eather side in Africa, Lady of Guinea, and of the Conquest Navigation and Commerse in Etiopia, Arabia, Persia and India and so forth. To all my Corregidores, Ouvidores, Judges, Justices, Officers and other Persons in said Kingdom and Lordspyers to whom this may Sentence or Justifaction shall come, and to whom the knowledge there of shall rightly appertain. Be it known that in this Court, before me, and my



"PALMA-DOR" WHIP, LEATHER WITH NAILS.
PHOTO 1991. VILGON co.

chief Judge Quvidor General in Civil Causes, and Judge of the Justifications in this Court in these Port of India.

Adolphus John Dickson delivered his Petition, saying the following, that he wished to Justify what is deduced in the said Petition, whose tenour and of its' dispatch the declarations of the Witnesses and other things are as follows.
Captain A. J. Dickson, shewed that he wishes to justify the following.

Item: Respecting the English Man of War "CATO", on board which Admiral Sir Hyde Parker was coming out, which it is advised was lost on the Island belonging to one of the King of Maldivie, where he, all the Officers and the Mariners that were saved, have been Massacred for whose effect it is necessary that the Witnesses who shall be interrogated for the reasons of their declarations be with all in dividuation.

Item: That the said Man of War was lost on one of the Maldive Islands, and all or most of the People were saved with a part of the said Man of War and her Stores.

Item: That the said Admiral, the Officers and Mariners were by order of the King of Maldive tyrannically massacred.

Item: That the effects belonging to the said Man of War, which were saved, were possessed by the King among which there was seen a dress of an uniform coat of the said Admiral.

This Petition therefore most humbly prays that your Honor the Chief Judge will be pleased to order his proofs to be taken and pass its Instrument, appointing for an Interpreter in the Language of the Witness, who are ignorant with Portuguese Language and shall ever pray.

On the 13th of August 1785 at Pangin at the dwelling house of Mansel de Sousa, when I, Joaquin Jose Alberti da Silva, the Serivan of Ouvidor General in Civil Cases, came and by the said Mansel de Silva, who served as Linguist and Interpeter, were interrogated the Witnesses to the Contents of the Justifications Petition in the following manner. I, the said Serivan have wrote it.

[First Deposition, by Francisco Xavier]

- Francisco Xavier, Married Man, and of the Island of Mauritius Inhabitant, now residing at this City of the Office of Suca or Helmsman, belonging to the English Ship, the "FANCY", now laying at an Anchor, in this River of Pangin, Aged 26 years, being duly sworn to the holy Gospel promised to declare truth which he knows, and interrogated of him and of the Custom Sayth not.

- The Petition on his being interrogated to the first Interrogatory of the Petition of the Justificator Adolphus John Dickson, he declared that on his being at the Island of Maldivie, where he had been in the Ship on which he goes Embarked, he had heared say publicly by every body that there having lost an English Man of War lately, whose name he is



CORALL-STONE WITH CIPHER INSCRIPTIONS. MAKUNUDHOO.
PHOTO 1985. VILGOM co.

ignorant with, that most part of the people were Saved, and a part of the said Ship, as also some stores, and Effects belonging therto, and further Sayth not.

- To the second he declared that he knows for the said reasons that as soon as the King of Maldivie was acquainted of the said Ships loss at that place, ordered to put the People which were saved there from upon an Island, not that where he resides, ordering to open a mine, in which the said People were put, not only Officers, but all the Garrison and afterwards he ordered it to be covered up with Stones, within which Mine they all died. Miserably and further sayth not.

- To the third interrogatoy he answered that he knows for the same reason and also by say, that the said King has made that he knows for the same reason and also by hearsay, that the Said King has made use of all the effects that were saved belonging to the said ship. He also heard say that in the possession of the said King there was a rich Dress, which must be belonging to the commandant of the said ship. That a French Captain called M:r De Loche made diligence to the said Dress, but cuold not obtain, and further Sayth not. He further declared that the said Dress, besides a very great rich Dragon, it had likevise of the same sort a Star on one side there of, and further Sayth not.

- And signed here, with the said Interpreter and I the said Servian have wrote the Same. Signed: Fransisco Xavier, Mansel de Souza,

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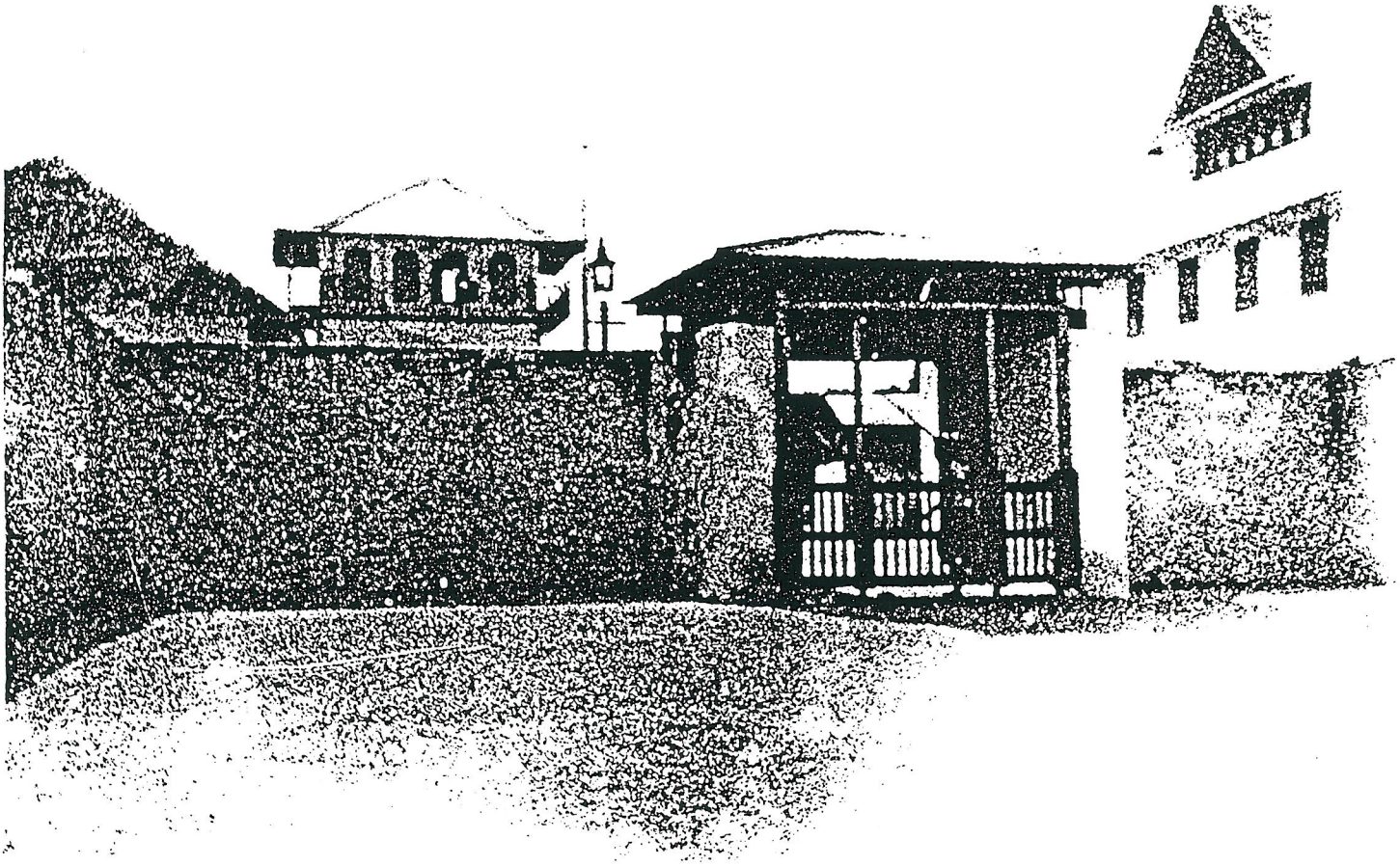
[Second Deposition by Joas Fernandes]

- Joas Fernandes a Single man, helmsman belonging to the "FANCY", 26 Years. I am a singel Man, Son of Shaik Jallin, Native of Saba belonging to the Mishe in the Kingdom of Bengal, of Callevattee Inhabitant, now residing at this City a Syrang. of the Ship "FANCY" which lays at Anchor in the River of this City, Aged 28 years, more or less, being duly sworn Agreeable to this promised to declare the truth that he knows, and of Custom sayth not of the Justifications Petition above mentioned.

- He declared that on Arrival of the Ship on which he goes embarked to Maldivie and on his disembarking a Shore, and being a Moorman he made friendship with some people of that Country who are also Moorsmen and as this deponent, had some design to remain there being requested so to do, he therefore made a great friendship with the Milbar [Mir Vairis = Emir el Bahr] who is the Intendent of the Port, where he being entertained at different times Europe Wine was presented before him, and as he knew it to be good, was surprized at it, and on this Deponents enquiring in what manner he had got such good Wine.
- He was told, that he had got it out of the Man of War, which was lost upon one of the Islands, adjoining to that of the Kings Island, which Ship belonged to the English, all which the Said Milbar together with others aquainted this Deponent, that the said ship was lost only a part therof was saved in which a great part of People, various Warlike stores, and other Effects were Saved where as after some days the King ordered the Officers and Crew belonging to the said Ship to be brought to his Island and further Sayth not.



MAIN ENTRANCE TO THE PALACE.
PHOTO ca 1940. VILGON co.

- To the second Interrogatory he declared that he had also knows by hearsay from the said Milbar and others, that after some Days they having remained on that Island and the Said King considering that their Stay on that Island would not turn out to Account, Ordered a Mine to be dug on the Same Island in which he had ordered them all to be put by which they all happened to die therin he having ordered it to be filled up and further Said not.

- To the third he answered that on the same manner and for the same reason he knows that the King was possessed of all that was in the said Ship, not only the warlike stores but also the effect of the said Ship and this deponent on his going at different times to the King, who is also a Moorsman, saw at the Palace by his house some great Brass Guns, Fabrices, Masts and Round Tops of the Ships Masts, they told him there that all the above belonged to the said Ship.

- He likewise saw in the house of the said King a rich uniform red coat laced with Dragon of the same and an Habit with a Star, all of Gold with its white Bands, he heared say that if belonged to the great Man of the said Ship, and further Sayth not
-And signed here, with the said Interpreter and I the said Servian have wrote the Same. Signed: Joas Fernandes, Mansel de Souza,

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[The manuscript has here two statements of almost excactly the same contents, and I have excluded them because of that. Next statement is documented by the Notarius Publicus in Bombay and gives more information. L.V.]

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[Third Deposition by Johnnry Lascar]

Examination on Oath of Iany Lascar [Johnney Lascar] belonging to the "FANCY" Country Ship, taken before Mr. James Tod, Notary Publik.

On the 27th day of October in the Year of the Lord 1785, before me Notary Public Jamed Tod, by lawful authority duly sworn.

- Personally appeared Iany a Moorsmen, Son of Jack Jallin, Native of Saba in the Kingdom of Bengal, now residing in Bombay, a Marine and late Syeang and Boatswain of the Country Ship "FANCY", in the Merchant Service of Adolphus John Dickson, Commander who declared that during their passage to Bombay, being in want of Water it was found necessary to put in at some of the Maldive Islands to obtain it and they accordingly put in at one of then called Kings Island.

- That on the arrival of the said ship at the Island aforesaid, he the aforesaid went on shore and being a Moorsmen he contracted an acquaintance with several of the Inhabitants who were also Moorsmen an by whose permission and request, he the declarant was inclined to remain there. That he particularly contracted a friendship with a Myrbar [Mir Vairis=Emir el Bahr] or intendant of the Port, who entertained him at



LOOKING THROUGH THE DOORVAY. HANIMADHOO.
PHOTO 1991. VILGON co.

different times with Europe Wines, which being very good the Declarant was informed by the Myrbar, as also by many others that the Wine had been got out of a Man of War, that had been wrecked on one of the Maldive Islands, adjoining to that of the Kings Island, where this Declarant was and where the "FANCY" had anchored.

- That the said ship, had belonged to the English, and only a part of her had been saved consisting of a great part of her People, various Warelike Stores, and other Effects. That after some days, the King had ordered the Officers and Crew to be brought over to the Kings Island aforesaid. That the Myrbar, and others further informed this Declarant that the above Officers and Crew, after being some days upon Kings Island were ordered by the King to be killed, cut off, or massacreed, one of the Officers having forced a Moor Girl [in 1783], which was contrary to their Laws.

- That what is set forth by the Portugueze writer of their being destroyed by a Mire is a Mistake as far as related to him the Declarant as this Declarant did not set forth to him, nor does he know further of their Death what he has above related.

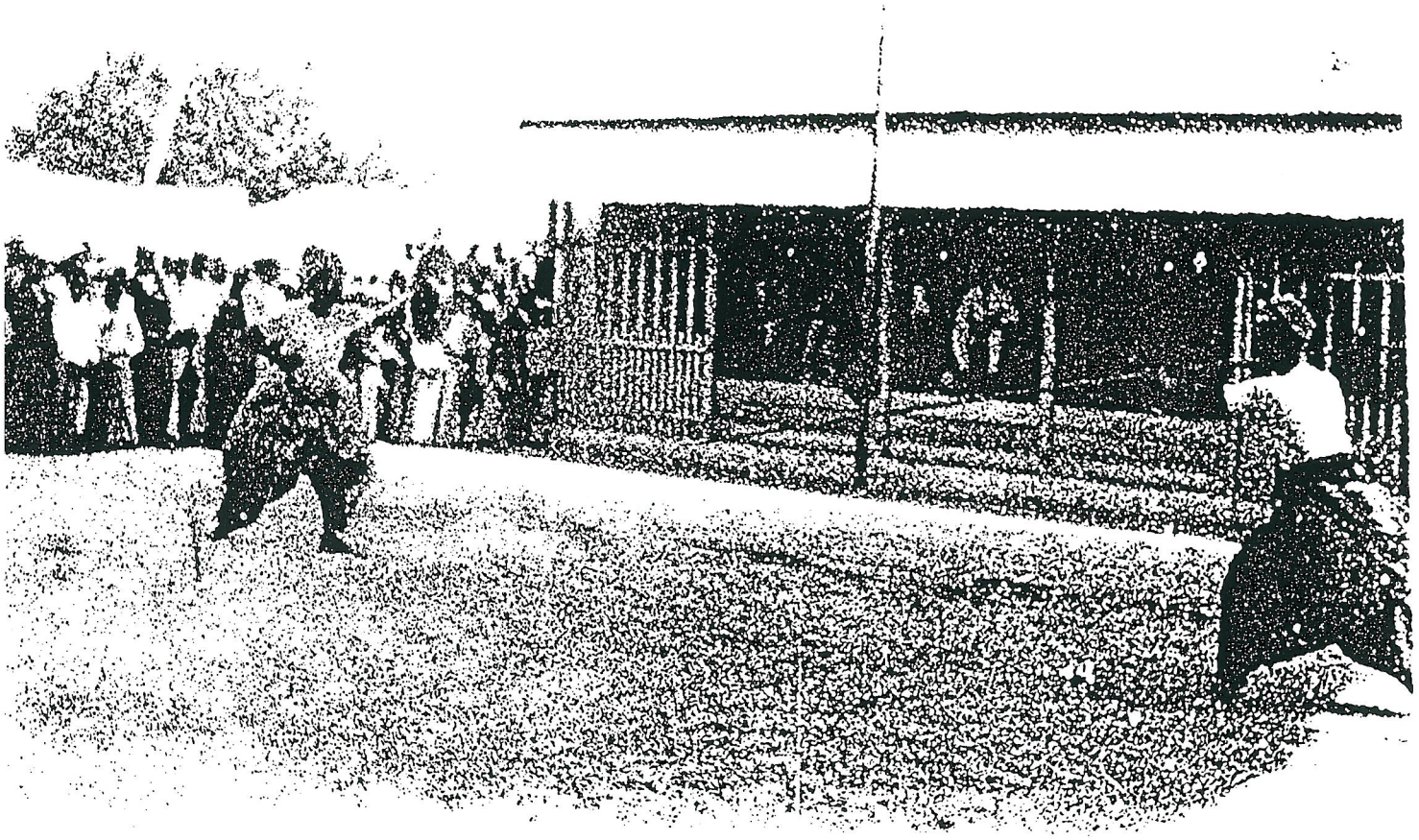
- Further the Declarant saith, that he is informed the King had possessed himself of all that was in the Ship, not only of the Warelike stores, but also of the Effects of the said Ship, and that he this Declarant giving at different times to the Kings House, and which King is also a Moorman, saw near his house some large brass Guns, Tops, Masts and Caps of Ships Top Masts. Also a yard and some sheets of copper, all which he was informed had belonged to the Man of War, lost as aforasid.

- Being shown the marks of of the Kings Broad Arrow, and asked if he saw such a Mark on the Guns, the Declarant says he did, also some English letters, but he could not read them. That this Declarant also saw in the House of the King, a Rich Blue Coat, Gold Laced with white Facings and Stars on the breast of it such as he has seen General Coote usually wear, and was informed that it had belonged to the Man of War, lost as above related.

- That he did not see the Moor-Woman, but heard she was alive, and being with Child, she had not been put to death [in 1785], but was by the Kings Order kept in Confinement, and he requested of me notary to certify and attest this his Declaration, which I do by these Present and in testemony thereof, have hereunto subscribed my Name and affixet my Notorical Seal in Bombay aforesaid, the Day and Year above written in the precence of Mr. Robert MacForlane and Bapoo Uenajee, my clerks Witnesses.

In testimonium Veritatis. James Tod Not. Publ.

The Mark of Iany Moorsmen, Syrang or Bootswain of the Ship "FANCY".
(Signed with an Anchor) Bombay 28:t Oct. 1785. ***



SPEAR-FIGHTING OUTSIDE THE PALACE.
PHOTO ca 1930. VILGON co.

1783. H.M.S."CATO". RECORD 2.

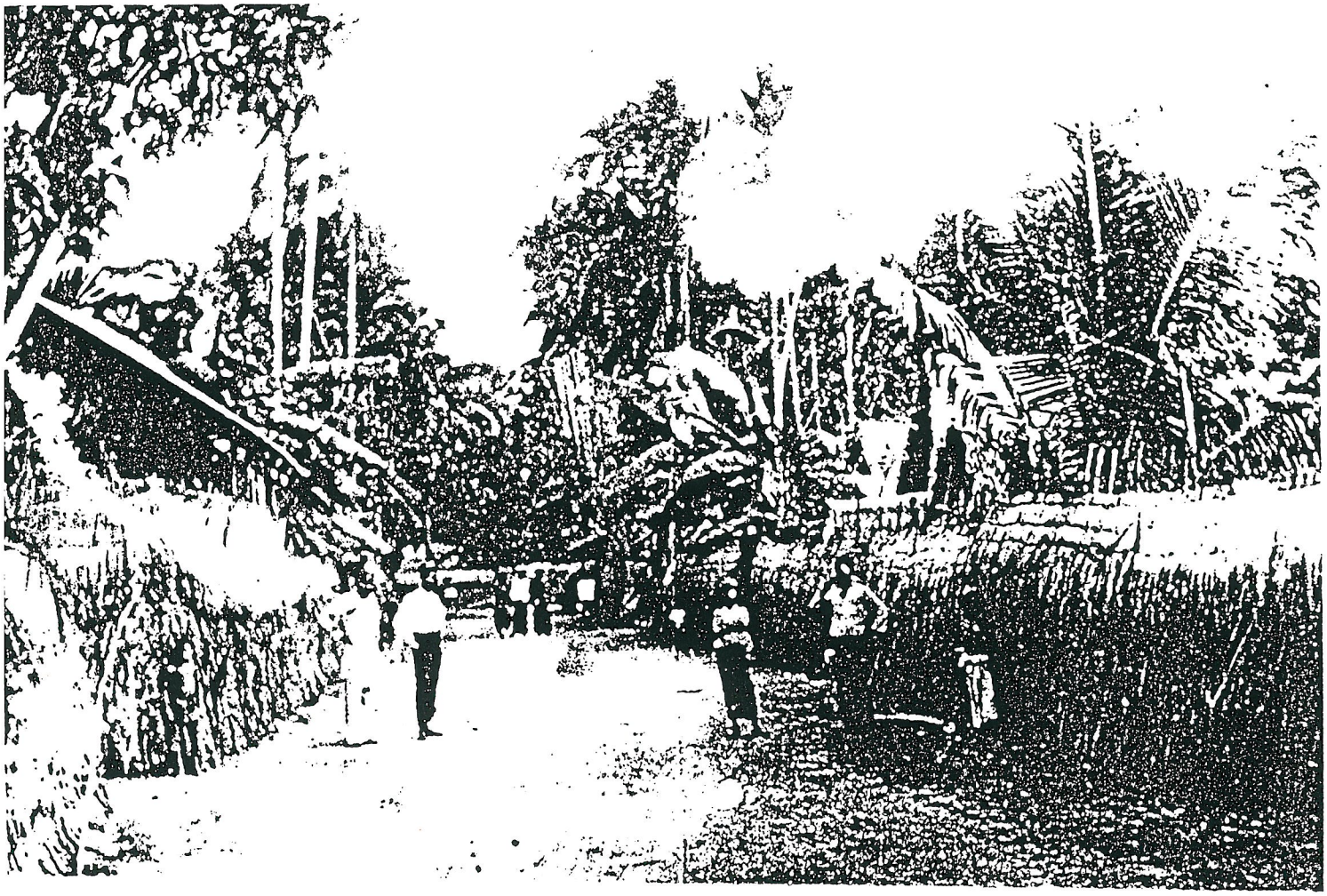
IN: "Bombay Despatches 1784-1787", India Office Library, Ref. E/4/470. P.340-341, and P.589, Manuscript, [Nothing more to be found in these matter in "Bombay Despatches, 1788-1791", Ref. E/4/471.]

This is how Captain A.J. DICKSON's concrete information from Oct. 1785, was handled by the Authorities in Bombay, The East India Company, during the time 1785 to 1791.
The 13 July 1786 their "Cout of Directors in London" sent a dispatch, (Bombay Dispatches VIII, P.461-462.) to the Authorities of Bombay, and ordered them to send a vessel to investigate the Wreck.
The 21 July [1787] the "Court of Directors in London" sent a renewed order (Par.159, "8:th Par, of Your Command the 21 July.") to send a vessel to the Maldive Islands.
In Nov. 1787, two Years after Captain A. J. Dickson's letter, nothing had been done, and the Managers for the "United Company of Merchants trading for the East Indies" in Bombay, decides to despatch a Ship to the Maldives, but obviously never did, because of some untold reason.

Letter with Information written Bombay Castle 30 November 1785.

To The Honr, Court of Directors [in London], United Company of Merchants trading for the East Indies.

Pararaph 36.
One of these Vessels called "FANCY" commanded by a Mr. Adolphus John Dickson, a Liutenant in Our Marin, but now under suspension from the service, was obliged by stress of weather to bear away for the Maldivias, and for security of the Ship and Cargo to anchor at one of them called Kings Island, from whence the Presrcibed harming the distress the Ship was in, a Cruizer was sent to the Assertarro, but although the Vessel got clear of the Island the Commander was not able to make his passage to Bombay but put in at Goa, where she lay all the Rains and the remains of the Cargo was there sold by our Powers.



STREE IN MALE WITH PALM TREES.
PHOTO ca 1920. VILGON co.

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Paragraph 37,
We have thus particular in noticing circumstance as We shall have occasion in the proper part of this address to mention some informatinon We have received from Captain Dickson relative to a Vessel, which is said to have been wrecked on one of the Maldiva Islands, and supposed to be His Majesty's Ship "CATO",

Paragraph 157,
The several Papers noticed in Par,37, of this Address to have been received from Captain Adolphus John Dickson, relative to the Ship, We are informed by Him a Ship was sometimes ago wrecked on one of the Maldivian Islands, and supposed to be His Majesty's Ship "CATO", are forwarded in the Packet under No,20, and with them is also an attested Copy of the original Depositions in the Portugueze Language taken from Goa,

Paragraph 158,
We have furnished the Commodore with Copies of these Papers and informed him, We shall be ready to pursue such further steps as he may propose towards gaining more full information, relative to this unfortunate accidenth, and Copy of our letter to him with reply are subjoined to the Other Papers,

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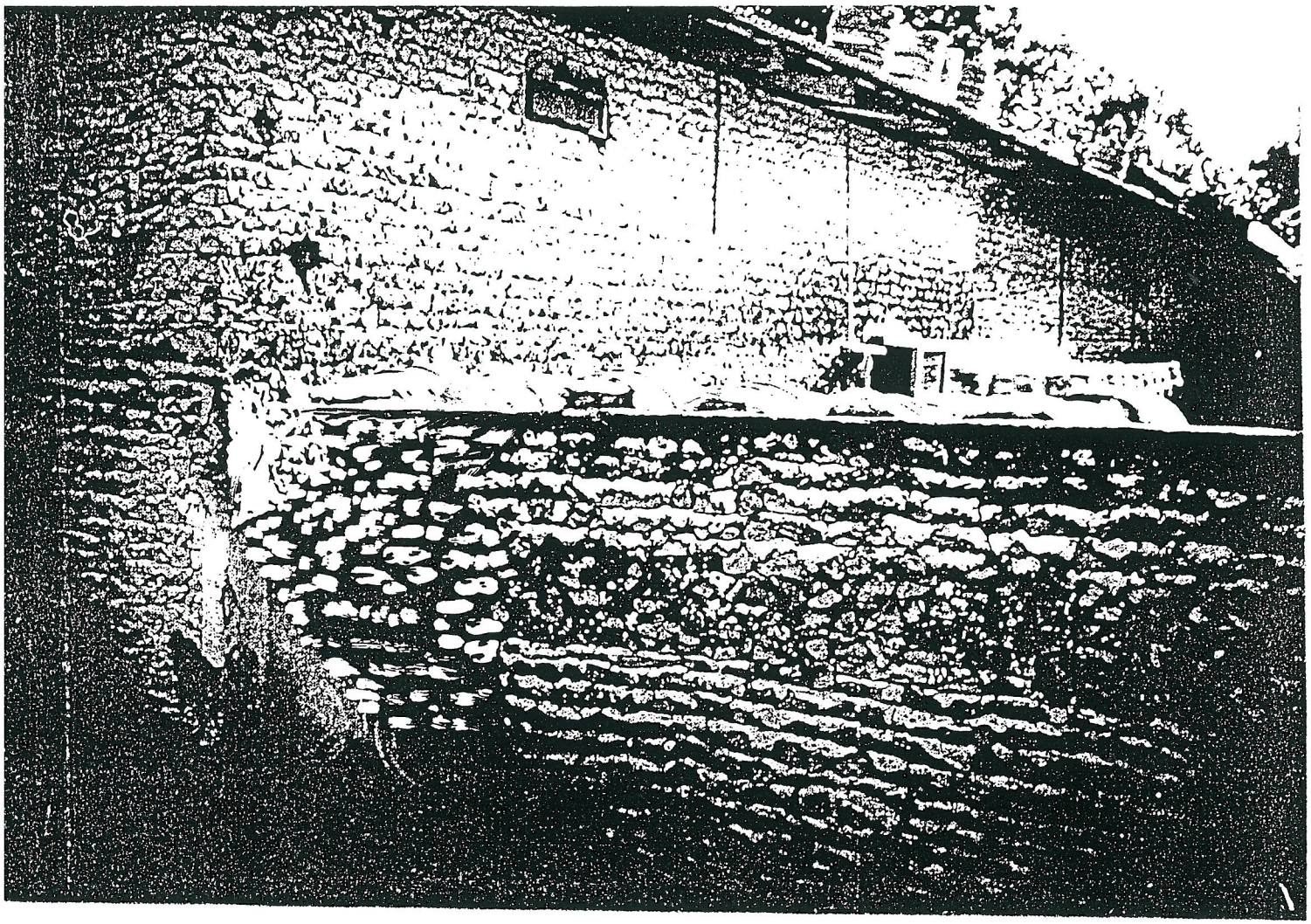
Information written 20 November 1887, Bombay Castle, Arrived in London 2 April 1788,

To The Honr, Court of Directors [in London], United Company of Merchants trading for the East Indies,

Paragraph 589,
In pursuance of the 8th Parag, of your Commands of the 21 July we shall dispatch a Vessel to Kings Island as soon as the season opens to make further discoveries respecting the Ship which was cast away there and which was understood to have been His Majesty's Ship "CATO",

We had desisted from making further enquiry about the Wreck, having learnt that it had answered to the description of a French Vessel which had been lost at that Island, ***



THE VILIGILI PRISON FROM 10 OKT. 1959.
WHERE THE SUVADIVA INSURGENTS WERE KEPT.
PHOTO 1988. VILGOM CO.

1783. H.M.S."CATO". RECORD 3.

IN: The Naval Cronicle, Jan-June 1800, P.40-41, London 1800.

The following information was laid before the Lords of the Admirality in London in the year 1791. They react as if this was the first news about His Majesty's Ship "CATO". The printed article in "The Naval Cronicle", the Admirality's information source, about the loss of "CATO", is a good evidence that The East India Company never made any investigation on the Maldive Islands, neither informed the Admirality, about Captain A. J. Dickson's report about "CATO"s fate. Why did they keep this secret ? On which Island close to Male are more than 500 English sailors still buried ? Even after this information, nothing was done to investigate "CATO";s fate in the Maldive Islands. The two names "MALABAR" and "MALDIVE" are easily mixed up, specially in a strange tongue. [ENGLISH]

Captain BURN, an Englishman, who commands a vessel in the service of the Nabob of Arcot, and who is employed to convey pilgrims on their annual visit to the Tomb of Mahomet at Mecca, where there last season [1790], was going ashore [Jiddah / Wadi Fatima], and saw a boat belonging, to a Malay'a vessel, then lying in the same place, with a man in her, bailing out the water. From the make of the bucket, he knew it must have belonged to a British Ship. He accordingly rowed alongeside of her, and saw the "CATO"s name painted on the bucket. Struck with the sight, he immediately enquired of the Malay, how he came by the bucket ? Who told him, that some years ago a large Ship was wrecked upon the Malabar Coast, and most of the people got safe on shore, but that, by order of the Malabar King, the major part of them were immediately put to death.

Captain BURN;s, after receiving this information, went on board the Malay Ship, and there saw "CATO"s mainsail, and a quantity of British cordage, and other sails, that had formerly belonged to the above unfortunate Ship. The Malay vessel was almost entirely rigged with the "CATO"s stores.

Captain Burns, when on board the Malay, made some inquiries relative to the number of the Ship "CATO"s Company that had survived the massacre, but could obtain no satisfatory answer, and the next day, when he intended going again on board the Malay, he found she had, in course of the night, dropped some miles from the place where she lay the preceeding day.

The uncertainty of the manner in which the "CATO" was lost had long been the coccation of much unhappiness, not only to relations of those who were in the vessel, but to the nation at large, who never ceased to lament the fate of the Admiral [Hyde Parker] whose courage and conduct were at all times an honour to the British Navy. The brave officers and seamen under his command have also had their share of national sympathy, a tribute which there services, and sufferings, certainly merited.

It must however, be a satisfaction to their country, to reflect, that there are yet distant hopes, that some of the unfotunate sufferers may still survive ! ***



MALE BEACH WITH VILIGILI ISLAND.
PHOTO 1922. BELL/VILGON CO

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1783. H.M.S. "CATO" RECORD 4.

IN: Cursory Remarks upon the Maldives Islands. By Mr. BOYER. Manuscript "O.D. 212" Maldive Archipelago. 1834-1837. Hydrographic Office. Taunton, Somerset. England.

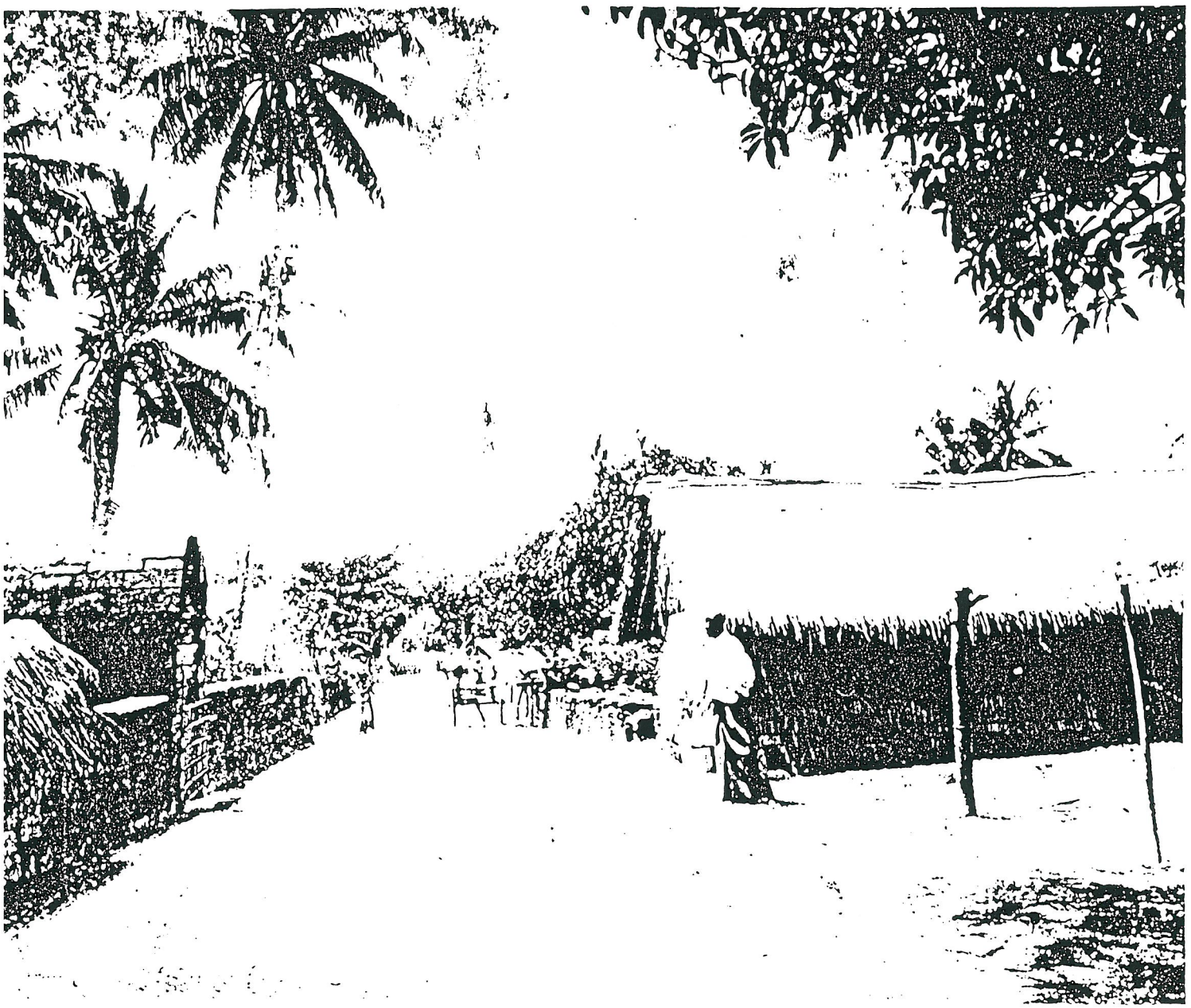
This information, documented by the Purser on board the Surveying Ship "BENARES", is an evidence that an English vessel has perished in the Indian Ocean and the crew of it has landed on the Maldive Island, Maavah in Hadhdhunmathi Atoll, around the year 1790, without giving any further notices. If it was the crew of the "CATO" remains to be proved.

.... We quitted Collomandoes (Kolhumadulu Atoll) on the 22nd of May (1835) and anchored in Adoumatis (Hadhdhunmathi Atoll) on the same afternoon off the Island Mavah (Maavah)....

.... I must not forget to mention amongst others, an old Maalim (Captain) with whom we were on very friendly terms, he was a shrewd, intelligent fellow, very fond of talking about Ship-navigating etc. I have spent whole hours with him in his house surrounded by a posse of men, women and children, and from the exclusion of fresh air. Literally steeving alive, this old man had been frequently to Calcutta, had a tolerable knowledge of Navigation, and was as stated before never so well pleased as when talking of Nautical affairs.

He informed me that about thirty years before the period at which I am writing, a boat containing the crew of an English Ship which had been wrecked on a Island about 300 Miles due West of Adoumatis and Colloumandoes Atollons, had arrived at Mavah. The story was too vague to cause any interest to be taken in it, but it may at some future period be the subject of investigation.

I can not but attribute some slight foundation for the story but as the general opinion has been against the possibility of any island existing in the direction, and at the distance mentioned by my old friend the Maalim, I of cause must not attempt to uphold a contrary opinion. Amongst other accomplishments, our old friend had an exellent penman. He showed me several compass-cases that he had made, the execution of which, was equal to Copper plate. One of these he gave me.... ***



MALE MAIN STREET.
PHOTO ca 1900. VILGON co.

1785. DICKSON, ADOLPHUS JOHN.

IN: Marine Misellaneous. Vol.325. India Office. Ref. L/MAR/C/325. London 1785.

Manuscript letter written by Liutenant Adolphus John Dickson the 19:th of October 1785 giving Information about the situation in Kings Islands, Male Town, on his visit there in March 1785. This letter was circulated and red before the Council in Bombay the 12th, the 20th and 21th of May 1786. [ENGLISH]

In obediance to your Orders of the 15:th instant (October 1885) I shall give you every information in my power of the Situation and Strength of Kings Island, Maldives.

Kings Island is very low, rocky bottom and sandy soil, with a number of Trees of a different sorts, the principal is Cococnut, there are upwards of three hundred and fifty Houses, built mostly with Cadjuans and laid out in regular Streets, their Mosques and Tanks are of Stone, the Island.is very well supplied with water, they have but feq Bulloks, and those confined to the Kings Island, the number of inhabitants exceed three thousand and the greatest number on any other is two hundred or so in population to ten Souls, some of the Islands not inhabited, not any of the Islands produce grain or Earth to make a Pot.

The Island is fortified after the Indian manner, and has near a hundred pieces of Canon Mounted, from a Six to a Forty pounder. The walls and Bastions are of Stone and Chunana and have nine Gates, or Doors, in front of the Fortification about the distance of fifty Yards, on the Edge of the Banks is piled a great quantity of Stones to form a Bastion, where the small Boats lay at the N.W. part. They have a Boom which is always shut in at the Sun set, and this is where their Dockyard is kept.



BOYS ON THE MALE BASTION.
PHOTO ca 1920. VILGON co.

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They have built a fine Grab Snow [For lifting coral-stones] from the Wrecks of different Ships and were just ready to Copper her, when I left the Place. The King has two other Snows. The Anchorage

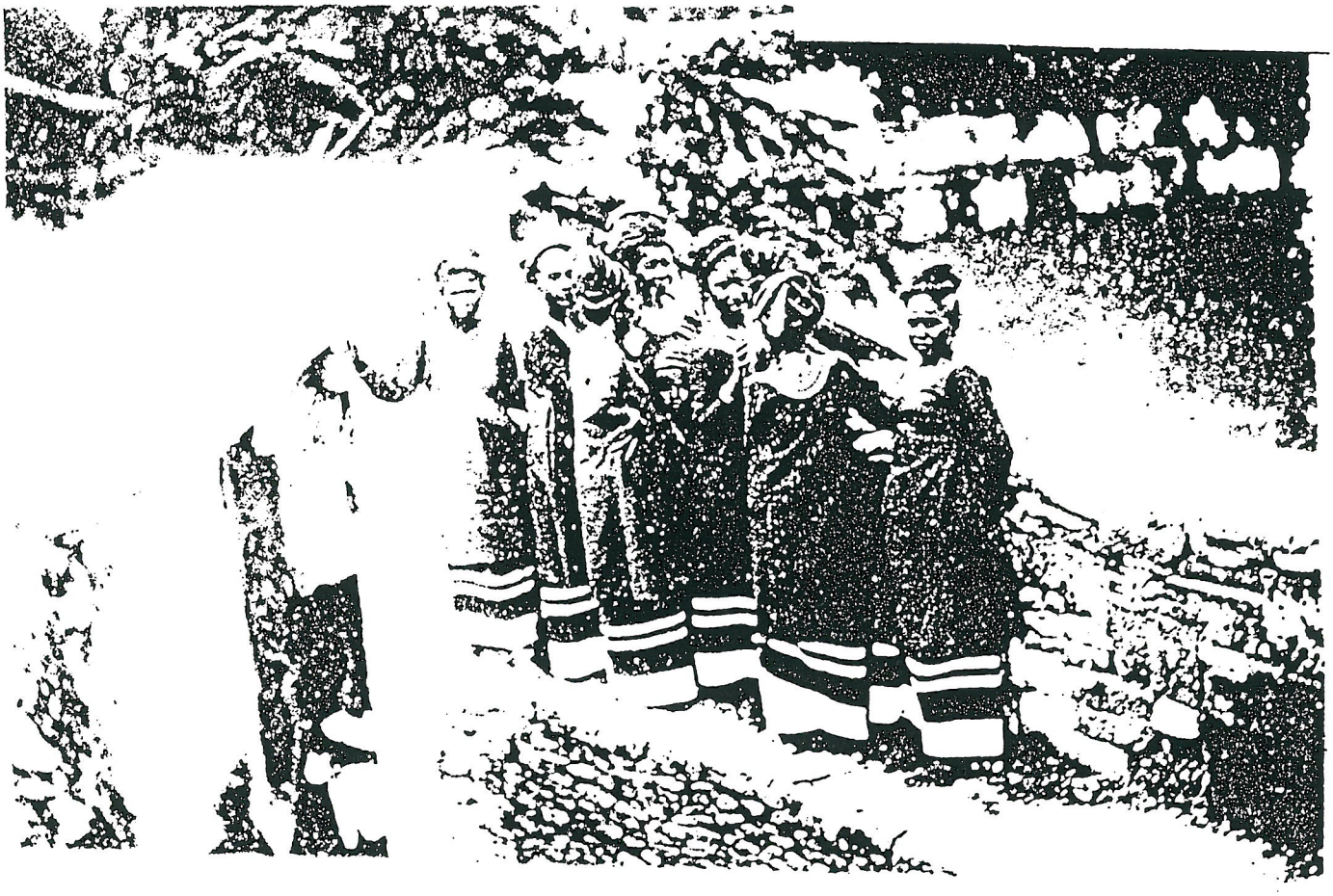
for Ships, is on the Northern Side of the Island, deep Water, and rocky bottom. They are obliged to lay under Towers at the distance of little more than a hundred Yards from the Walls, it is a very Sickly place and surrounded with very Danger.

The people of this Island (only) is supported by the King, and are Soldiers, Sailors and Fishermen. They are perdect masters of the art of dissumilation, deceit and low cunning. Amongst these numerous train of horrid Islands, which to twelve thousand besides three thousand Banks. I am really of the opinion only one good Man is to be found, and that is the second King, who is more than a Cypher when at Kings Island.

The Island is Governed by the King two Viziers (one of which is their General) the King's Head Merchant, Second Merchant, a Shabander and the Head Merchant Governs King Island, his Second and has every Pover expect taking away the life of any Person, so that the rest of the Council, have little to do except give their Votes in despart Cases. Such as the "CATO":s, and French Frigate that was lately lost there, the people were sent away in different Boats, to other Islands in November last [1784], and have not yet been heared of its very probable the French King may take possession of them, the Revenues of these horrid Islands will bear his Expenses of Several sail of the Line next War.

Humble Sir and Gentleman, I am with the greatest respect your most obediant and humble servant.

Adolphus John Dickson. Bombay 19th October 1785. ***



GIRLS IN MALE.
PHOTO ca 1920. VILGON co.

1787. THE INDIAN OCCUPANTS.

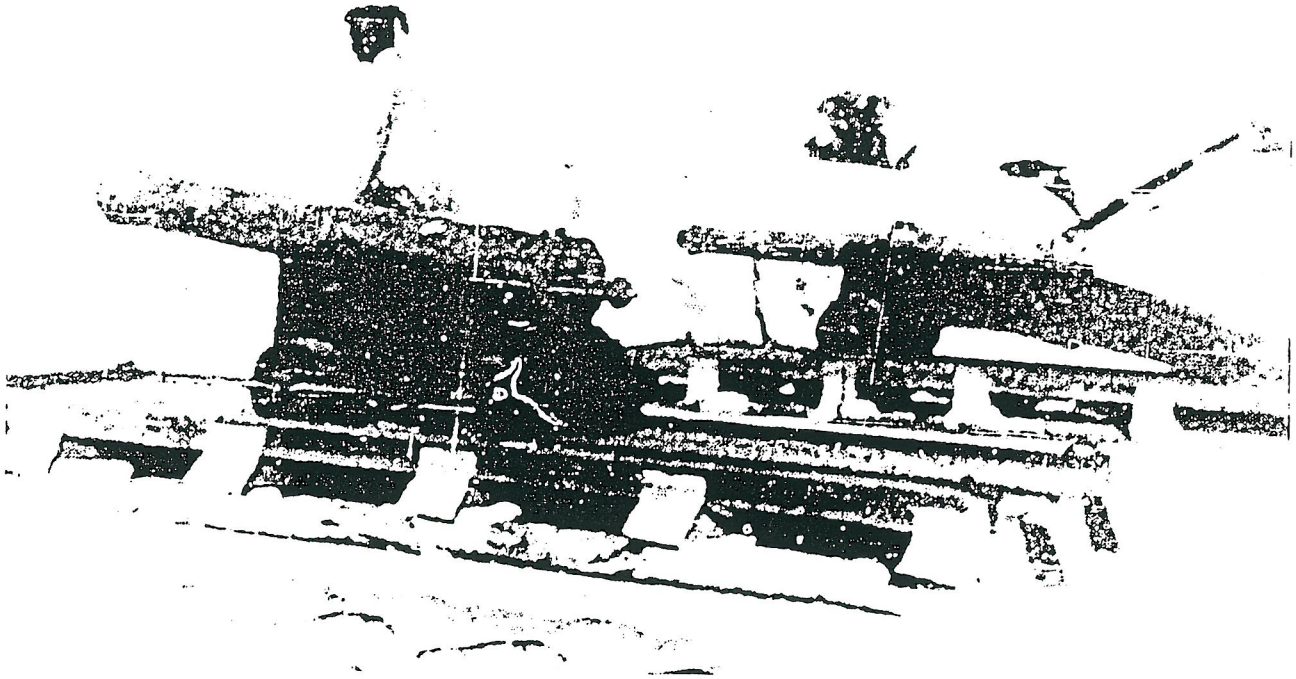
IN: Lakshadweepile Kathaganangal. P.SATHIKUMARAN NAIR. P.13-36.
Kottayam, Kerela. India. 1975.

This Maldive folklore goes back to the time just before 1787. It is a true story from the than newly by Indians occupied Maldive island Minicoy and showes the Indian pirates harsh regiment against the inhabitants. It givs much information about Maldive life and culture, specially the divorce and extra-marital rules for women. Ethnography, pirates, moon-phases, beads, umbrella, belief. [MALAJALAM]

It was the bite of the bugs, that awoke the Assistant to the Cannanore Raja's Malabar Collector at Minicoy. He found the Collector ready to go out, all dressed up, with sword and turban. The Assistant asked, "Where are you going, Sir ?" "I am going to the water-pool." It was the twenty-eight night of the month, and the night of the dark moon when women never dear to go out. The Collector hurried away and fell, rose and walked. In the dark he stood before the house called Andalamfalli. He called "Mami, Mami did you have your supper ? Are you all asleep ? I want some food." "I have a little, but it is for the child." Mami answered. "Give it to me." He ate the rice and washed his hands with hot water.

Now the Collector insinuatingly asked."How many daughters do you have ?""Three" "Do they all have husbands ?" She answered. "It is like a stone in my heart. The husband of my first daughter, has been sailing with his Doni for three months. The second daughter's husband has been away for two months and my third daughter's husband, my favorite one, is gone since fifteen days." "Who is that favorite man, Mami?" "Dont you know? The most valiant hero this island has ever seen. He gave me ten sacks of rice and will bring even more. His name is Mutham-hirakaa."

"Rubbish Mami, are you mad Mami ? Mutham is not alive any more. The pirates have left his boat on the shore." "This is not true! In the midst of my daughter Flower's honey-moon, the wife of Mutham." "Where is Flower, Mami ?" "She sleeps on the cot in the garden." The Collector went near her, went around her, pinched her and she awoke. "The Collector !" she screamed "What is the matter ? Has Mutham returned ?" The Collector glorfyed and flattered Flower and went down in her cot, and they both enjoyed the pleasure of love. Afterwards she slept with her honey-moon dreams. Before sunrise, the toddy-tappers went up in the palm-trees to draw toddy. From the tree tops they were the first to see the wife of Mutham with the Collector sleepeng in one cot. They spread



OLD CANON IN THE BASTION.
PHOTO 1922. BELL/VILGON co.

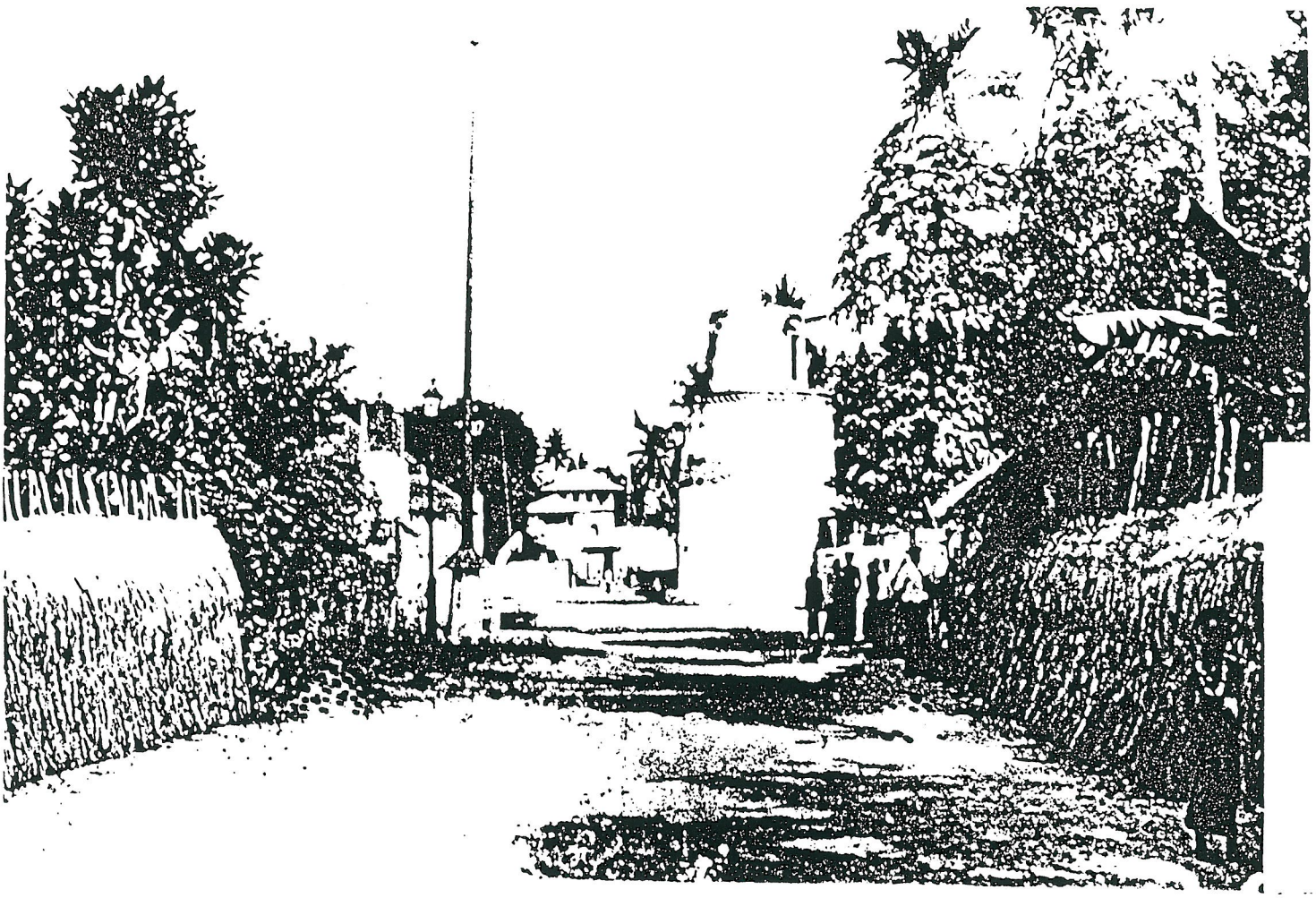
the news and people came to look. The Collector woke up and rubbed his body in oil, washed his clothes and took a bath.

Mutham's sister Kalhiya in her home Munamphira heard what had happened, she jumped up in anger, grabbed her veil, covered her head and ran, to the house of Andalamfalli. She called "Mami ? Flower ? Where are you ?" She found Flower sitting in the swing with the right leg upon the left, beautiful Flower, making a garment. Kalhiya cried when she saw Flower. "You disaster ! Are we not all here in this village ? Did my brother Mutham deny you anything you wanted ? Tell me - Do you not get three pints of toddy every day ? Tell me - Do you not get ten times ten sacks of rice every year ? You destroyed everything. Now you will get the vein of the betel leaf, the bones of the fish, the water of the cooked rice." After this Kalhiya sprang up and ran to the Munamphira house, and here she placed seven beads, one over another, spread out a white cloth, layed down and wept.

Out at sea onboard his Doni Mutham "sensed something in his nose", he knew that a bad omen had come. Is my sister Kalhiya no more alive ? Did my Flower surrender to another man ? Have the pirates entered the village and plundered it ? He turned his boat back to Minicoy. Early the next morning a long call was heared and the children ran to the shore where they saw the boat far away.

The frightened Collector, took a palm-leaf and on it he wrote to Mutham. "Your boat must not come ashore and the men may not enter Minicoy. With six boats and his men the Collector blocked the Minicoy entrance. One of them took the palm-leaf from the Collector's turban where he had carried it and gave it with fierce eyes to Mutham. "It is a command" he said. Mutham shouted "Who dare oppose me to come to my own Island?" His friend on the Doni, brought his box with his belongings to him and Mutham took out a shining silk lungi-shirt and wraped it around him-self, and also took a wrap-dress he had bought from the main land Ceylon, stepped into the slippers he had bought from the East-land Burma, opened his umbrella and stepped into the small boat they had and went ashore on the outer beach.

On the Island he met and kissed the palm of the elderly. His sister Kalhiya ran to him. "Brother, do not go to Andalamfalli. There awaits danger." As soon as she had said this Mutham nevertheless went to Andalamfalli. "Mami. Where is my Flower ?" "She is in the front sitting on the swing, making a dress." He went to her, calling her "Flower." No answer. He called again and he called for her thrice. No answer. He opened the betel case and showed it to her. No reply from Flower. With anger he pulled his sword from its silversheath and with one stroke he cut off her long hair. Flower screamed, "Mother, Mother, Mutham has disfigured me. I do not want him anymore, I will divorce him." "He called you thrice and you did not reply, why do you behave like this?" answered Flower's mother.



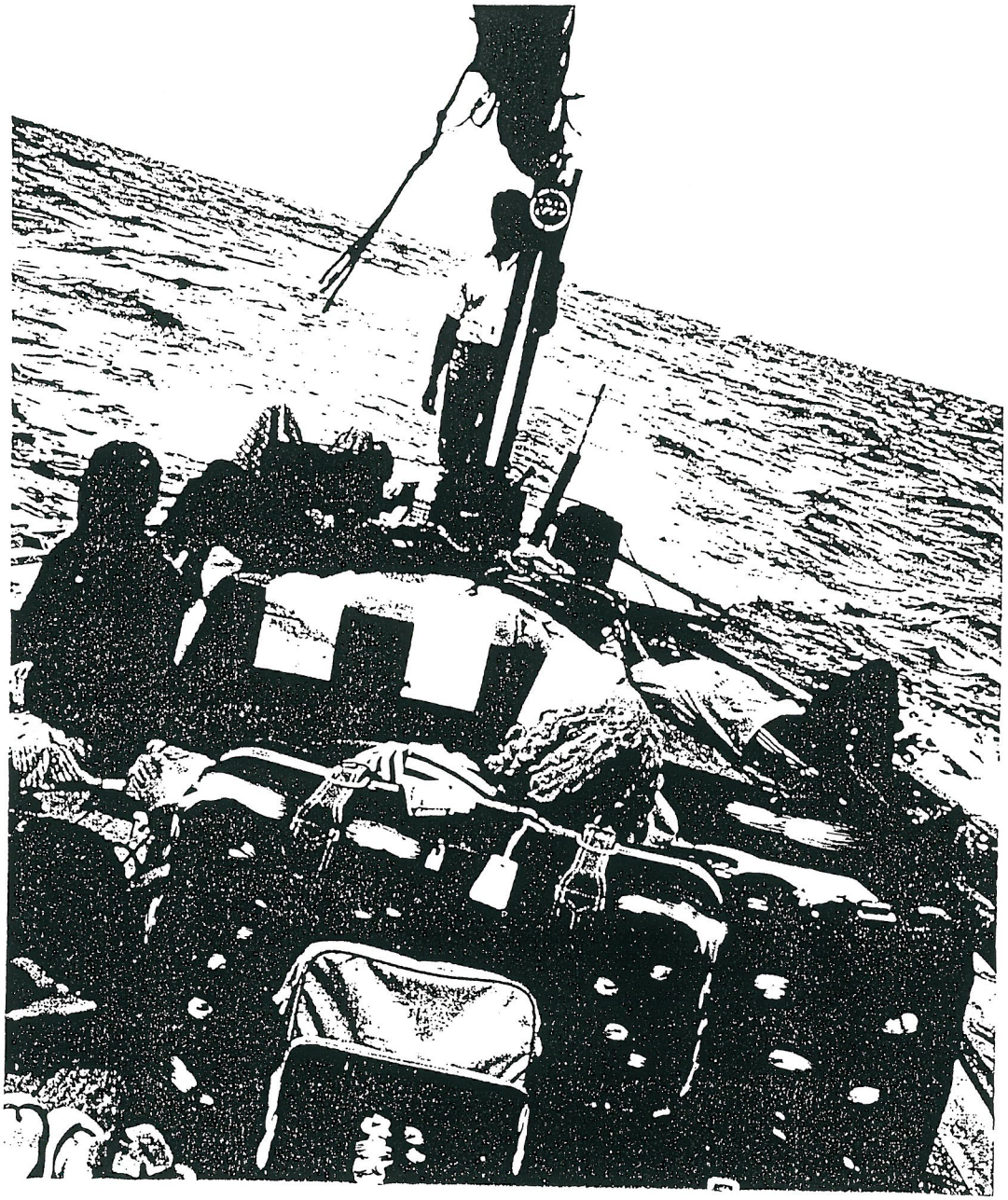
VIEW TO THE WEST WITH THE MINARET.
PHOTO ca 1920. VILGON co.

Flower did not listen, she covered her head with her veil and fled to the Mosque. When the Katibu heard the sound of the water drawn from the Mosque-well and the footsteps he asked "Who is it ? Why did you come here ?" "I want to divorce my husband." said Flower. She was met with an outburst from the Katibu "Dirty bitch, what have you done ? The Collector came to you and you made love with him ? We were all here, what did we deny you ? If you not do behave in a proper way and treat me as your Katibu I have to do with you what I must." Flower went back to her house and the Katibu realized he had a duty to perform. He told his Deputy to call all the people and called Mutham as well. When the people were disturbed they grumbled "What is it ? We have just started to eat our food." But they all went to Minicoy's public place in front of the Mosque.

Mutham came growling with anger, and when he saw the Collector there he drew his sword. "Why do you not strike me ?" called the Collector, "When the Raja of Cannanore hears that you have threaten me he will finish you in ten minutes and you will be a dead man. Mutham took up the challenge and he ran towards the Collector. Seeing this the Katibu jumped out and caught Mutham's sword. Than Mutham said "Give Flower her justice, but I want back the one hundred gold bangles that I gave her, the neck-chains of gold, the golden ear-rings, fortytwo unopened sacks of of rice and the pot of gold that is in the house." Flower had to give back all her ornaments, and than the "Woman" in her was aroused, she knew she had committed an act of wrong love and she cried and cried. "Why do you cry ?" the Collector asked. "He has given me so much and he loved me." "I will give you more." Then the Katzi was told to marry Flower with the Collector, and so he did.

The first night with her new husband, the Collector asked her, "Do you have the fat of the serpant here ?" "Yes" Flower replied, pointed it out and went back to sleep. He took the fat of the serpant, and quickly brought it near Flower's nose. Flower's new husband killed her in her deep sleep, and it was a dark night.

Somehow the Collector sneaked away from Andalamfalli and reached his office. When he next morning awoke early he shivered with fright and he told his Assistant that there will be some "bad news". The Assistant became suspicious, and he sent Flower's Grand-mother to Andalamfalli. The old woman ran away and asked Flower's mother. "Where is Flower ?" She is sleeping with the Collector. "The Collector is in his office" the Grand-mother replied. They went into Flower's bedroom and found her alone, so they placed their palm on Flower's brest, and found no sign of life. They tried the same thing near her nose, and there was no breath. They screamed, so the people of the island came, and all of them saw Flower's dead body. ***



GOING BACK FROM THE NILANDO ATOLL.
PHOTO 1992. VILGON co.

1805. LEYDEN, JOHN CASPER.

IN: Journal of Doctor John Casper Leyden's Travels on the Brigg "LOUISA VALLI" from Madras to Seringapatam. 1804-1805. P.1-72. British Museum, Manuscript Library. Ref. Add. 26.562. London.

Doctor J.C. Leyden was sailing off the Indian Coast He wrote: "The 26th Sept. 1805. On board the "LOUISA VALLI" Brigg outside Travancore. An abominable, nasty, dirty little Parse Brigg on way to Pooloo Penang from Madras". The Crew of the Brigg were from what then was the Maldives, or the island of Minicoy, and Dr. Leyden interviewed them. The information he gott, he wrote down in his Journal. This is the Maldive part of it. He also compiled a list of more than 300 Maldive words.

[Part one]

Fragments concerning the Maldives.

Few places of India have so completely escaped the observation of intelligent Europeans as the Maldives and Laccadives, two groups of islands on the Western coast of the Peninsula. At the beginning of the 19th century the only authentic account of them which exists is that done by an French mariner Laval who was shipwrecked among the Maldives at the beginning of the 17th century.

On my Voyage from Travancore to Pooloo Penang in a small Mapilla or ratner Parse Snow (Brigg), as there happened to be several intelligent natives of the Maldives on board, I took every opportunity of making enquiery concerning these islands that a very tempestaons passage every bad state of the earth and very imperfect means of communication permitted.

As my principal information however was derived from a native of Menaca or Malliki the most Northern of the Maldives which was taken from the Sultan of the Maldives by Adi Rajah, "Rajah of the Laccadives" or "Laccadivis Rajah" as they term him when he made war at the order of Tippou Sultan and took the Maldive Sultan prisoner. This island has since that time remained under the Bibis' authority. From this reason his observations may be expected to apply rather to that island in preferance.

The number of inhabitants on the island Menaca (MINOCOY) is about 5.000 and the principal town is named Malli (MALE). [* This sentence proves that the Minicoy people 1805 considered themselves as Maldive subjects, with Male as their capital town. L.V.*] --- In the vicinity of all these islands sunk rocks and shoals abound in every direction. --- The greater part of them lie low and almost level with the sea-line. --- These islands produce no species of grain and not many of trees. The principal of which are the sea-cocoa, the Cocoa, the Palm, the Plantain (Banana), the Jaca and the Bread-fruit tree.



VILGON ON A FREIGHT DONI IN THE NORTHERN ATOLLS.
PHOTO 1991. VILGON co.

The only Zu-aoropeds (Land-Mammals) are the cat, the rat and the mouse. --- The principal fouls are the Common Cock and Hen, the Parrot, the Kite, the Crow, the Owl and several kinds of Sea Gulls and others. The flying Cat and Bat are also found in these isles.

Of amphibia there are two species of Alligators, and various kinds of Lizards also the sea and land Tortoise, the sea and land Crab and the Frog.-- One species of Alligator is harmless, but the other destructive. --- There are no Snakes or Serpents but abounance of Scorpions and Spiders.

There are numerous kinds of fish found among the rocks and along the coasts the principal of which is the Bumbela-mas (Tuna) which when dried and prepared forms a principal article of commerce on the coast of Malabar and on the East side of the Bay of Bengal. Oysters and several kinds of Shellfish abound and numerous shells as well as Cowries. The divers are endangered frequently by a fish which from the description seems to be a species of Ray. --- There are only two Seasos, the Warm and the Rainy Season.

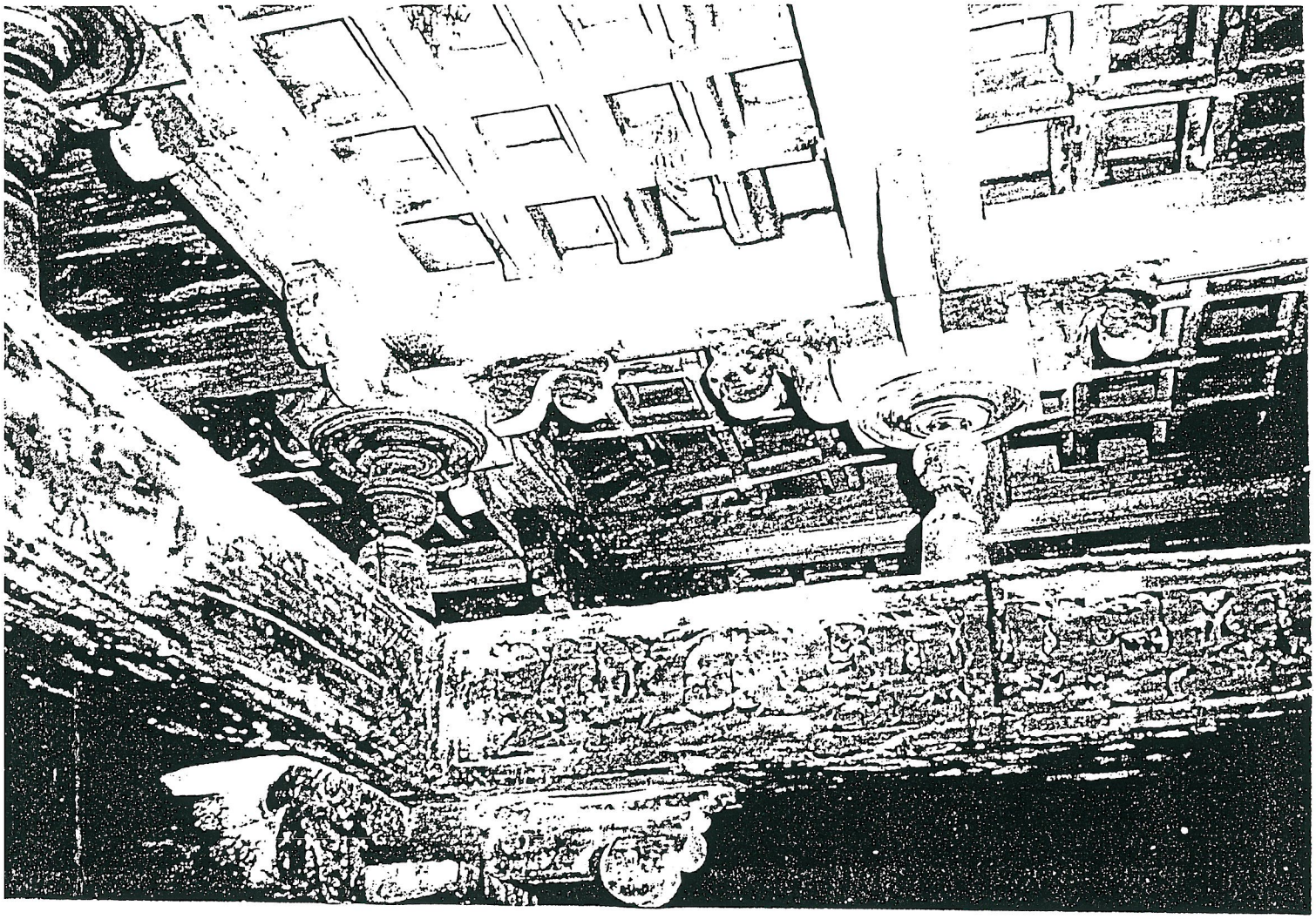
According to the traditional history the Maldivians derive their origin from "Ayapa Mooti" and "Tuttasam Bamadoo", the first Female and Male. Tuttasam Bamadoo is represented as a great warrior, and it is probable this his name ought to be written "Chattriya" or "Chittriyam".

They have a tradition also that the Christian religion preveiled among them previous to the Mahometan, which is now the only one in either the Laccadives or Maldives. This opinion is by no means improbable, if the early period be considered at "Arich Panternas" visited India. "Cosmas Indicspleastes" about the year 535 relates that at that time Cristianity had not only been introduced at Taprobane or Ceylon but in Malé, the pepper country, and that a bishop was established at Callican which is probably Cananore, being erroneously pronounced and written Callican by the Mapellas and Christians of the coast.

But a still stranger proof excites, the Maldivian alphabet at this day is a mixeture of Syriac and Arabia characters. The Syriac character coincide in many respects with the alphabet still employed by the native Syrian Churches of Travancore and both approximate considerably to the Estranghols or ancient Syria.

I was informed by the officers of the Bibi of Cananore that the inhabitants of the Laccadives spoke the common Mapilla, jargon of Malabar and that the inhabitants of the Maldives spoke the Cingalese. My Maldivians however strongly asserted that the inhabitants of the Laccadives [Minicoy] and Maldives spoke the same language, though one of them admitted that it was spoken in Ceylon. --- The Maldive language has been however a good deal cultivated, though the Arabic is the learned language, the Language of Law, of Religion and of Science, and that from which the popular language has borrowed its term in all these deeper senants [fonetic].

The Maldivians like the Mapillas of Malabar, the Lubbees of Ceylon and the Choulias of Coromandel are of the sect of Shafei. Like the Mapillas they constantly write the Koran in the Arabic character. The Lubbees and



INSCRIPTS IN THE OLD MOSQUE. THODDOO.
PHOTO 1991. VILGON co.

Choalias however write as in the Tamil and Cingalese characters though in the Arabic language.

The Maldivians are as "Hagira" and the names of their months are pure Arabic, they also commence their year with the Moharrion. The days of the week however retain their native appellations.

They are greatly addicted to Magic and as far as I can judge their science of medicin seems to consist of nothing more than a series of charmes and enchantations for expeling the evil spirit which they reckon (to be) the source of every disease.

One species of Demon termed "Kudafihoolloo" to whom the desires of woman are particularly attributed are described as of small stature with old withered faces and iron mouths.

Another species of Deemons termed "Undi" appear in the form of beautiful females, deprive those who see them of their senses and allow them into cowardliness. These seem to resemble the "Genii" of the Egyptian Pyramids mentioned by "Martadi".

A another sort of Demon termed "Naghoori Sumboo" appears on horsback and sieges and convinces off those by surprises. This demon is much better equipped than any of the islanders among whom there are no horses whatsoever. --- These demons are particularly found of haunting hillocks many of which they are left in soli-possession of. ---

The principal diversion among the islanders is a kind of "Chopbazi" or fencing in which they are reckoned very skilful. --- Among the chiefs however the game of Chess is very common.

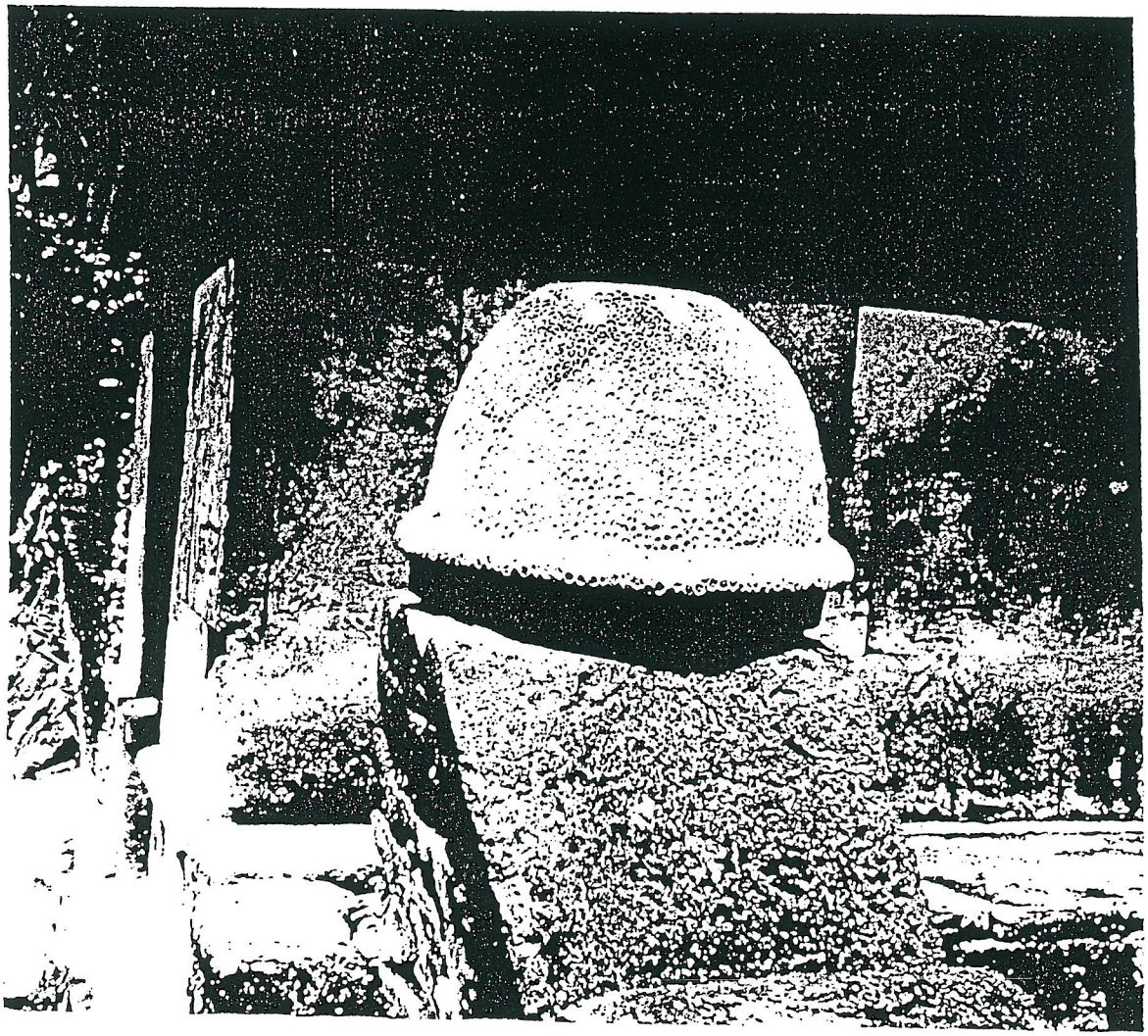
[Part two]

On the Maldives.

The Maldive Islands are about 1.500 in number. They are divided into 13 groups by large channels some of which narrow and at times nearly dry, others are navigable and the greatest of them about 20 leagues (100 km) in breadth. Every group is termed an Atoll on or province which is generally of an oval figure and the largest about 30-40 leaguas (ca.175 km) in circumference. The greater part of them have only sandbanks or rocky islets.

Many of them are so low that the sea frequently covers them and comparatively a small number are inhabited. The home of their original settlement is unknown but a tradition currants among them that they originally formed only one isle which was divided by a violent commotion of the Ocean. When first visited by the Portugueze, they were subjected and missivearies (Administrators) introduced. The King who had the title of Rasquan and embraced Christianity and proceeding to Cochin to be baptized the Islanders took advantage of his absence and assisted by some Malabar Corsairs elected a new King and expelled the Portugueze.

In the beginning of the last Century the Bengala Corsairs made a landing on these Isles and sacked them and slew the Rasquan. Civil dissentions



STUPA-SPHEER STONE OUTSIDE THE NILANDHOO MOSQUE.
PHOTO 1992. VILGON CO.

and a dispute and succession then occured, which were finally terminated by the election of another Rasquan.

The King assumes the title of "Lord of the 13 provinces and 12.000 isles". The Capital is Malé which is naturally strong. Heavy and fortified by the arc from the rocks, sandbanks and shoal by which it is surrounded. The isle of Malé is somewhat more than a league (ca.5.000 m) in circumference. The houses of the town are built in a straggling (Outspread) manner. Houses of the inferior clasces are composed of the wood of the cocoa tree and covered with its leaves, those of the richer class are of stone. The palace of the King consists of four large spaces enclosed with walls and furnished with beautiful riches, and in the vicinity spacious gardens. The soil is not fertile but produces abundance of cocos which with fish formes their principal diet. The little rice they have is brought from Bengal.

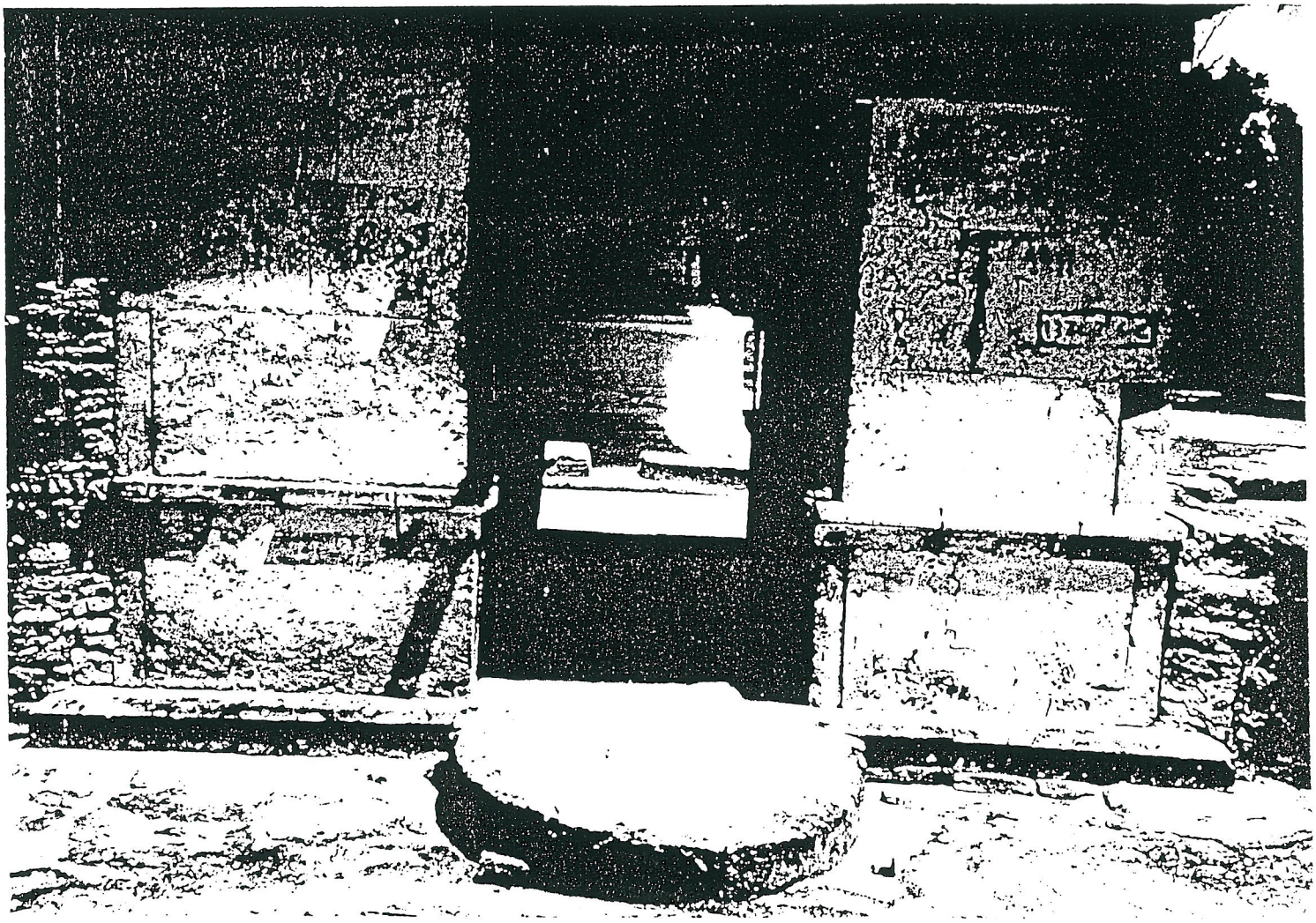
They have large Crabs and there are many Penguins (French Pinguin = Alca Torda) with a white head and a black belly, and Ducks trade freely. But the islanders relish most a certain root as thick as the leg. They have Pomegrants of a angular form, the top of which resembles the Hazel. From a Leech they make a kind of black oil. There are also produced the flowers of the Sun-plant and the plant of Melamcholy. The first of which opens and shuts with the Sun, the second opens at Sunset and closes at Sunrise and it produces an eye water in great request in the East. The Portugueze use the flowers for Saffron.

The Cocoa of the Maldives which is as big as a persons head grows at the sea-banks. The wood of the Candu, another species of tree as extremely light and easily produces Acre for Anchor and is generally used for Anchors by the islanders, who likewise avail the user of its extreme porousnes to adapt them in weighing up stones for building from the sea or Anchors that have been lost.

The Cowries with which they freight often 30 or 20 barks for Bengal, Siam etz. are generally collected by women who wade into the shallow channels for them and then pack them by 12.000 at each whole crate made of cocoa leaves. They are not current among the Maldives.

O, mais affeitos que estes ilheos verdem dos estrangeiros, ja õ velame e enxareia, caju Mativia se tira dos coqueiros sos, as asteizas de juneo, di versamente pintadus que saõ as methores do Oriente, o peixe secio, a tartaruga, o azeite, o mel, os cocos, cumbiegris e o coral. Recebem em trocat seda i algodaõ com que fuzem bellissumas vestias, arroz aromas, ferro ezpeciarius a lodus a sevas as neccszarias queo puiz naõ produz.
[Two Portuguese sentences about how nice the Maldive Islands are, what they produce and what is not to be found in the Islands.]

From the situation of these islets environed by the sea. The heats are not as extreme as might have been expected, but the climate is by no means healthy for strangers. The Smallpox which appears every ten years or there abouts makes great ravages as well as an Epidemic fever known in India by the name of the "Fever of the Maldives". The Seasons correspond to those of the Malabar, the Hot and the Rainy. Their religion is Mahometan with many superstitions observances. Those who have visited Mecca are respected much. They wash the young children six times only in salt water and do then anoint them with oil.



MOON-STONE AT THE MOSQUE ENTRANCE. NILANDHOO.
PHOTO 1992. VILGON CO.

The women from the success [Highest] downwards, all suckle their children. They have no family names and use only one proper name but they generally that of their house or employment.

The Arabic the Maldivian character and another signs in Ceylon and India are in common use. If a person is killed it belongs to them of the deceased to present the murderer, and if there are minors (children) he is obliged to mantain them till (they are) 16 years when they may prosecute him. These islanders are naturally very hairy. There is only Nobles, who wear a long beard. Barbers are only used by the higher classes and are of those in great repute.

The Islanders are of ordenary stature and mere brown than black. Some women are as fair as Europeans. Their days are enveloped with the religious and civil authority at the same time. Slaves are not permitted to bear testemony and that of three women is equialant to that of one man. The King of Malé presides over all those of the provinces he is entitled "Pandiuro". They have different degrees of Nobility but prefer that of ancient families to the creations by the Sultan.

They are fond of covering their relationship to an extravagant length. A Female of Noble extraction communicates her orignation, to her cildren but not to her husband and with same manner a male to his children but not to his wife. All the Nobles who are at certain obliged to wait daily on the King at his palace. The premier guard is about 800 men divided into six or eight companies. They are much given to astrology. Nobody eats except with his equals and consequently their meals are very solitary. Simple formation is wheated freely.

[Part three]

Onboard the "LOUISA VALLI"

I found something extremely embarrasing in conversing with the inhabitants of the Malayadwika or Maldivian Isles, not from any want of subjects for conversation but from the absolute painful fancy of their ideas and their total want of names for objects as well as their very imprefect ideas of objects not native as their sandbanks or isles.
[Documented over 300 new words in Maldivian-English in his Jouenal.]

At first sight it may be presumed to be very unfair mode of judging of an action by one or two shippers puked up at random but if we examine the subject more closely much of the strength of this argument will fall to the ground.

The Maldivians may not contain many persons superior to a mere Mariner in some particular art or perhaps in something which is distinguished within the name of a science, but it is much to be doubted if those among them who frequent foreign countries and by that means necessary gain a great affection for knowlauge not only at the art of social life but also of natural objects do not become the most intelligent part of the nation.

Those who remain at home may become greater aucsits (authority) in the entire and maximal of the cocos, they may be better used in the science



THE DAGOBA ON NILANDHOO, AFTER HEYERDAL's EXCAVATION.
PHOTO 1992. VILGON co.

of divination and even of calculation but still inspite of the knowledge of both those persons, must labour under a great fancity of ideas who have never seen any other nation, than the fishers or fellows of the 12.000 islands, who have never seen a tree exept the Cocos, the Betel and the Plantane (Banana), nor an animal but the Rat, and the Mouse, nor a fowl almost, but the common Cock and Hen and the Parrot, nor a reptile but the land Tortoise and the two kinds of Alligators.

But we return to our Maldivians there is something extremely irregular in the condition of people who depend on wrecks for the iron, of which their arms are manufactured and for the canon which they possess.

One of my fears, that should the Rayaha of Malay be Mucked by any enemy he could be found greatly inferior in arms especially in Canon. One says the Maldivians, there is no fear of that, there are plenty of fine ships wrecked on our islands, there are at last two or three every year.

It happends however that the Raya keeps up a constant military force of two or three thousand men, arranged in uniform and armed with musquets, swords and spears. The force is chiefly employed in collecting his revenue from the different islands.

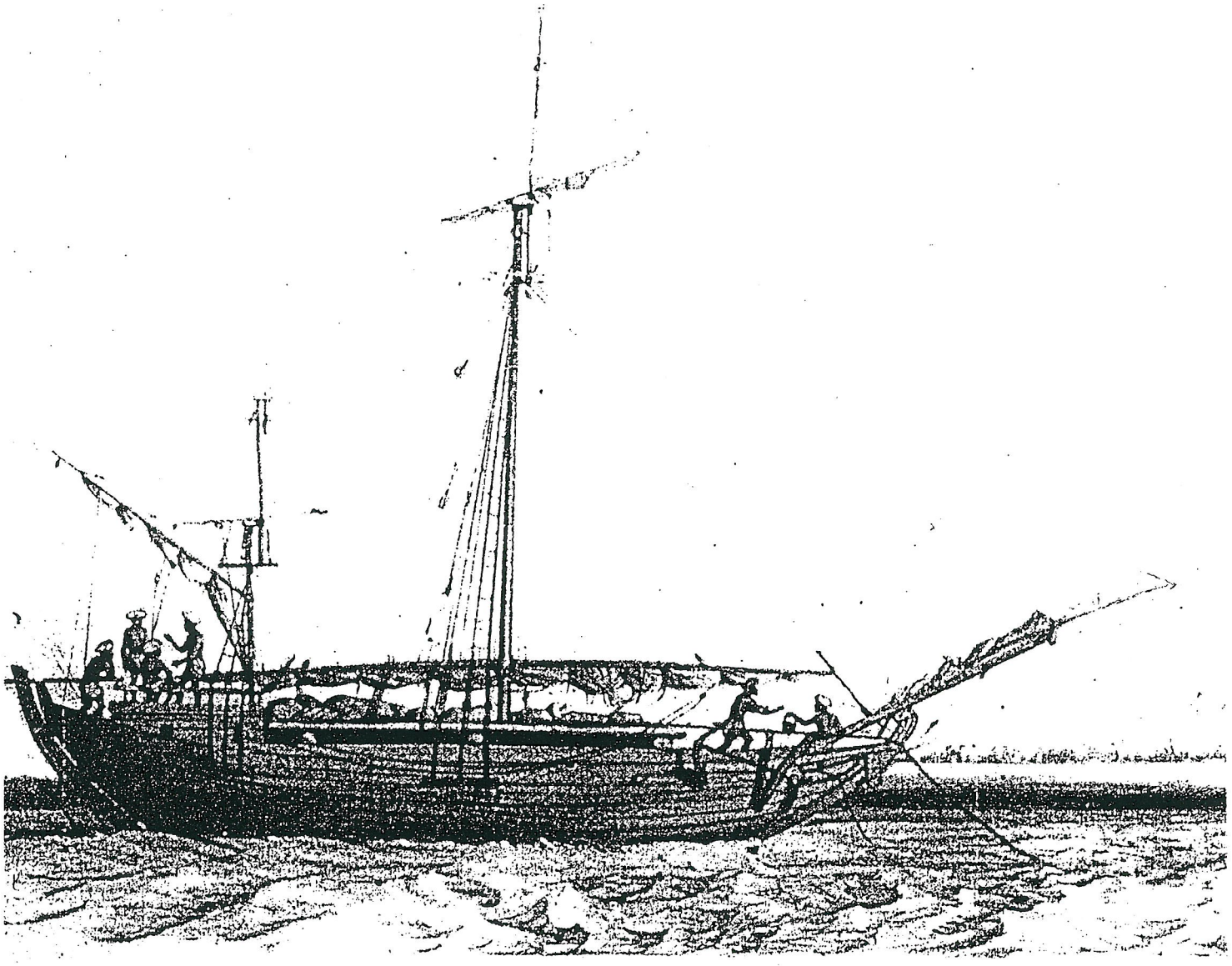
I was informed that the Queen of Male, or chief of the Rayas women was lately a female of the Isle of France [Mauritius], accidentaly wrecked on these islands. [See Note below.]

As no grain whatever grows in the country on fronting out the danger there was in case of the Rayah being at any time engaged and hostilities of this being deprived of that useful article of food. "No fear of that" replied the Maldivian "we have always as much rice in reserve as will serve us for two or three years during which we shall gett us supply."

The Muhamedans of these Islands are of the sect "Shafei" like the Mapellas of Malabar, the Chorchulas of Madras and the Lubbens of Ceylon and Coromandel. They probably however have been originally Christians of the Syro-Catolic Scool. I confess my reason for this suspicion is rather an weak one. My informer who is by moment distinguished for sazacity [Satanism] affirmed that his nation were of the Portugueze religion before they became Mohamedans.

[NOTE.] The Journal of the Geographical Society of London. Vol.II. P.81. Captain W.F.W. OWEN. "On the same Subject" about the Maldives. London 1832. Read for the Society April 9. 1832.

... "My attention was first drawn to them (The Maldive Islands) in 1806, by the wreck of a French vessel on them, the captain of which was obliged to redeem his liberty, and that of his family and crew, by sacrifice of his wife's chasity to the Sultan, one of whose privileges is the property of all shipwrecked mariners."... ***



MALDIVE "DONI" WITH HULL OF COCOANUT LOGS.
LITHOGRAPHY 1838. PARIS.

1833. MUHAMMAD MUR-UD-DIN I.

IN: ASIATIC JOURNAL AND MONTHLY REGISTER FOR BRITISH INDIA...
New Series. Vol.XVI. Part.II. P.227. London 1834.

About the British interests and their scientific examinations in and around the Maldive Islands in the beginning of the 1830. In order to make the English able to establish shipping facitities there, specially for the new steam-boat lines.

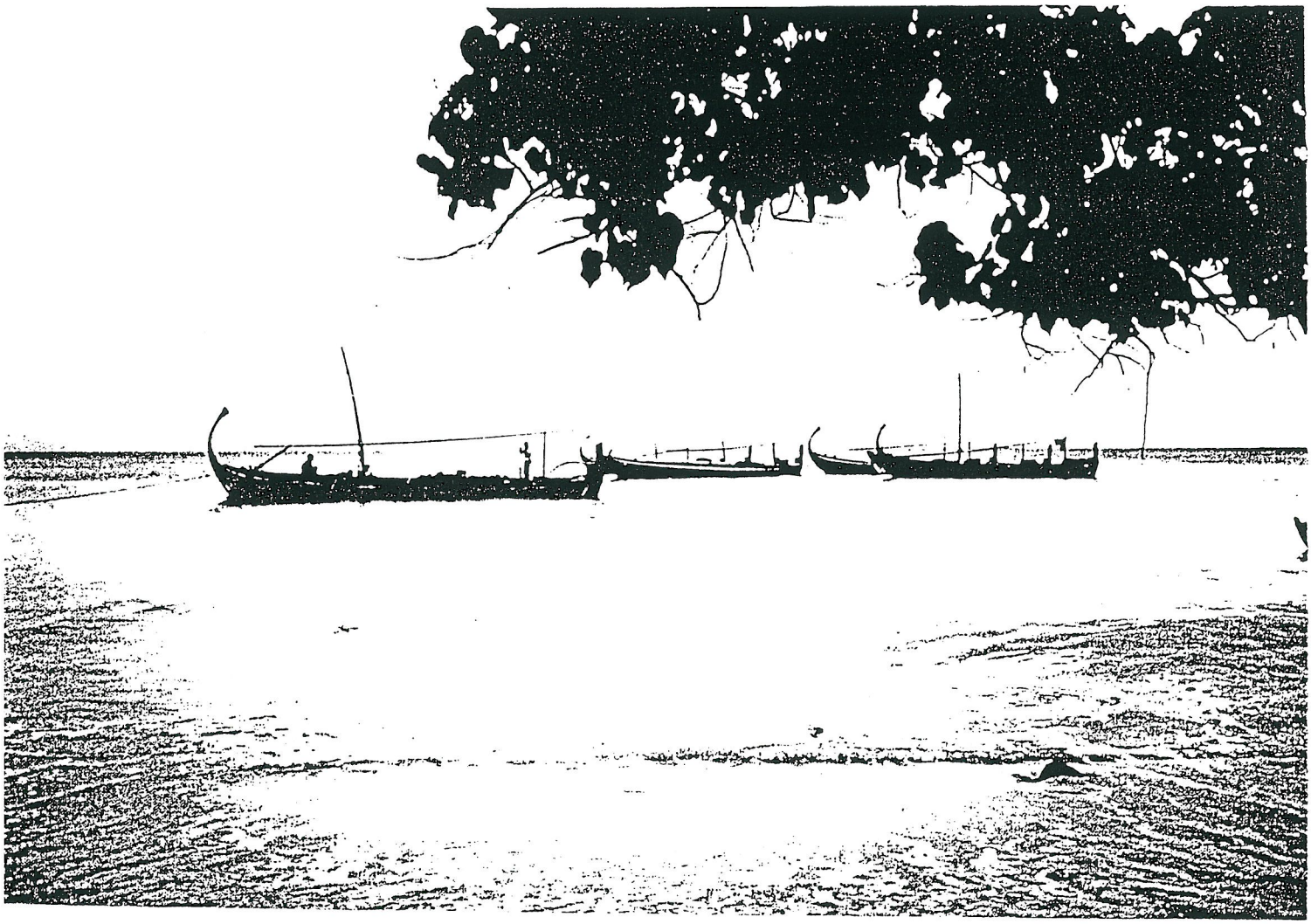
[This is before Captain Robert Moresby in Aug. 1834 started his great survey over the Maldive Islands, and in the same year Lieutenant Th. Powell sent a description with a map over the "Heavandoo Pholo" Atoll, suggesting a coal depot there.]

[ENGLISH]

Throughout the year 1833 preparations went on to prepare for the four projected voyages with the steamboat "FORBES", of the next year.

A petition was sent by the Calcutta Steam Committee to the British Government, asking for steamers to cooperate in the Mediterranean. Coasting vessels were sent out to establish depots in the Maldives, at Socotra, and on the Arabian coast.

The Mohamedan Sovereign Sultan of the Maldives, Muhammad Muin-ud-din I (1799-1835), sensing the loss of his independence, protested that no good harbours or coaling places existed in his islands, and that his subjects were bad people who might harm the English. But his objections were answered by the Calcutta Steam Committee with a present of a silver watch, some silk amd muslim cloth, and six prints of the "FORBES" steamer. ***



FISHING-DOHNIS. THODDOO.
PHOTO 1992. VILGON co.

1835. MORESBY, ROBERT.

IN: NAUTICAL INFORMATION FOR THE MALDIVA ISLANDS. [P.1-57] London 1840.
Commander Robert Moresby, of the Indian Navy. Survey 1834-1836.
Printed by order of the Directions of the Honorable East-India Company

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INFORMATION ABOUT THIS TRANSCRIPT.

1. All longitudes are in the original text, as well as here, about four to five minutes to high. Actual longitude is found by subtracting ca. 4½'.
2. Names in parentheses (...) give the present spelling of named island.
3. Names in brackets [...] give the present spelling of an unnamed island, and contains new information.
4. Some extremely long sentences are divided into two or three sentences.
5. All the information about the Atolls and the Channels has here been placed in geographical order from "North to South". In the original text some of the information is from "South to North".
6. All the text and informatoin is exactly the same.

MORESBY's TEXT in: "NAUTICAL INFORMATION FOR THE MALDIVE ISLANDS"

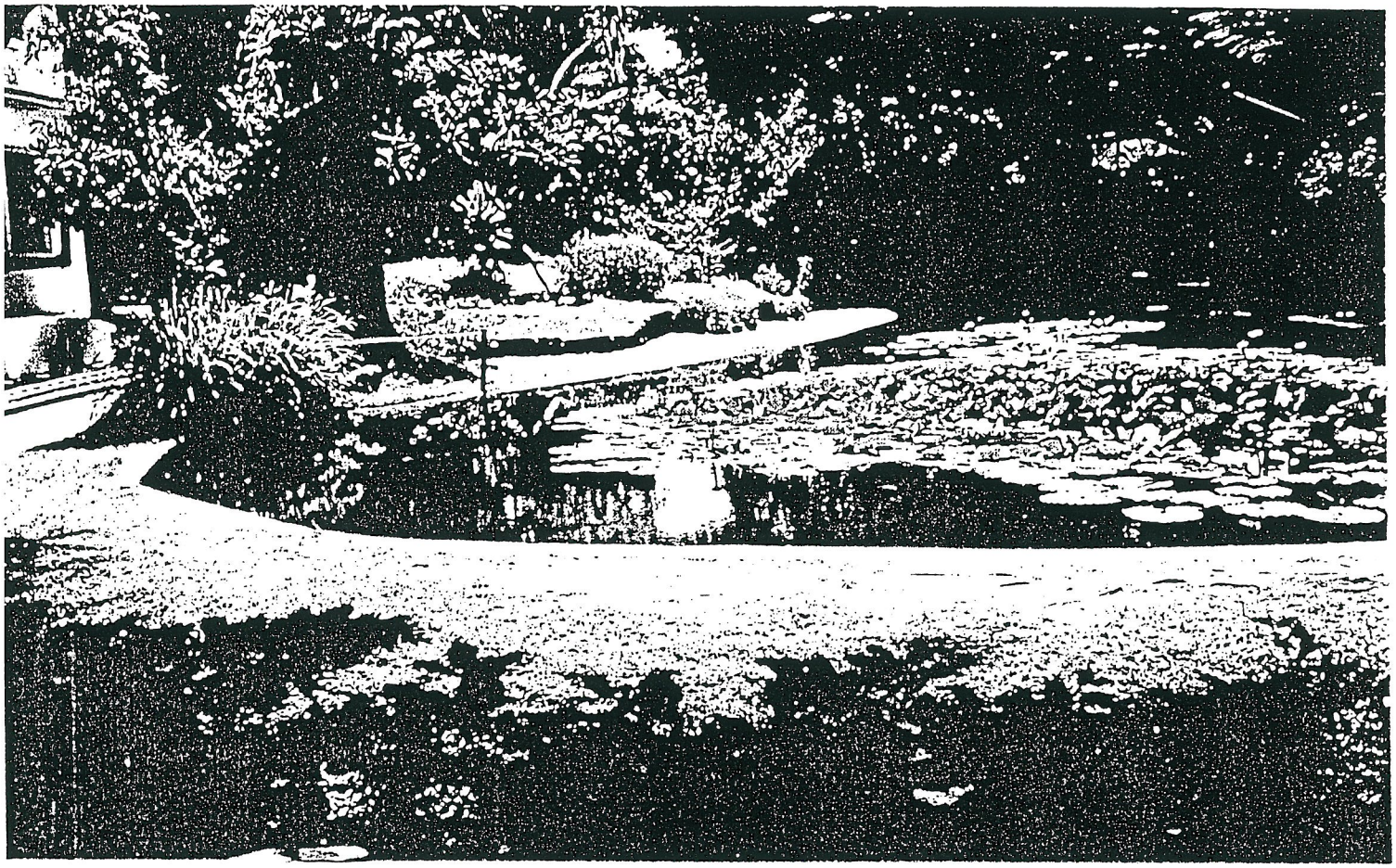
PRELIMINARY REMARKS. [P. V,VI,VII,VIII]

Navigators in general are not aware, more particularly those coming from Europe, that the whole group of the MALDIVA Islands are inhabited by a civilized race of people, who carry on a considerable trade with the British possessions in INDIA, more particularly BENGAL, CEYLON, and the MALABAR Coast, as also the RED SEA, and are expert navigators and sailors. Schools for teaching navigation are on some of the Islands. They make and repair nautical instruments, such as the astrolabe and quadrant. On one occasion I was much surprised in seeing a wooden sextant very neatly made by them, the glasses and telescopes had been fitted from old instruments, they copy our nautical tables generally using our figures, and translate the rules in our navigation books, into their own language. They are an inoffensive, timid people, and there appears far less crime among them than with more polished nations, murder is not known among them, nor is theft or drunkeness, being strict Musselmen, they are forbidden the use of spitituous liquors, which they easily made from the fermented juice of the cocoa-nut tree, which they have in abundance.

They are governed by a Sooltan whose title and rank are hereditary, under the Sooltan are five Viziers or Ministers of State, as also the Head Priest, and Judge, civil and religious, the Hendeggeree, or Custom Master, is also a very great man, and last of all is the Emir el Bahr, or Master-Attendant of the Port, all these reside at MALE', or KING's Island.

To the different Atolls are appointed one or two chieftains, or as they are styled Atoll Warrees, as also a Catib to each Atoll, the Catib is priest and judge. Every Atoll pays a certain fixed revenue, a portion of their produce, to the Government at Male', and none are allowed to trade with foreigners, except at Male'.

The men, in appearance are of a dark copper colour, rather short, and in person not unlike the natives of CEYLIN and the MALABAR Coast, but their language is totally different, their women are not pretty, and are extremely



LOTUS POUND OUTSIDE THE FORMER SULTAN's PALACE.
PHOTO 1991. VILGON co.

alarmed at the sight of strangers. These islanders have been more than kind in their hospitality to shipwrecked mariners, which was exemplified in their human and liberal conduct towards the commander, officers, and crew of two vessels, the "ADONIS" and "VICISSITUDE", who were totally wreched during the night, one on COLLOOMANDOO Atoll in 1835, and the other on HEWANDOO Atoll in 1836, nor would they accept any payment, though liberally offered by the Government of INDIA, they accepted of presents from our Government as a mark of friendship, of which I had the honour of being the bearer. During the two years we were employed surveying among these islands, and in constant intercourse with them, they always treated us with kindness and respect, yet shyness and suspicion, supposing our motives for making a minute survey of their islands had other ends than to guide shipping in their navigation to INDIA. However, I think we left them with mutual good feeling and understanding, which , I hope, will not be broken. Further information respecting these curious islands will be found in several papers written by myself and officers, and published by the Bombay Geographical Society.

The survey of these islands commenced in 1834 [Nov] and ended in 1836, under the orders of the Government of Bombay. I commanded the Hon. Comp. surveying ship "BENARES", assisted by Lieut. Fredrick Thomas Powell, in the H.C. schooner "ROYAL TIGER", and two tenders. Many other officers of the Indian Navy also rendered great assistance. Lieut. Robinson, Lieut. Young, Lieut. Johnstone, Messrs. Lynch, Jones, Baker, Fleming, Riddle, Christopher, King, Macdonald, Hord, Midshipmen. Also Mr Boyce, Purser, and Doctor Campbell, Suregeon. From the effects of the climate at the MALDIVES we have to lament the death of three of these gentlemen. Messrs. Riddle and Fleming, Midshipmen, as also Assistant Surgeon Champell. The survey is a trigonometical survey, the triangles carried on by flagstaffs from island to island, the bases measured by chain on shore, the angles by theodolite and sextant, the latitudes by several sextants, with the artificial horizon on shore. The longitudes by several measurements with chronometers from BOMBAY and CEYLON, allowing Bombay flagstaff to be in 72°54'51" East. Ships having our charts need not fear approaching these islands, if they are drifted near them they can easily pass through the Atolls, or between them, and then navigate along their lee side.

ROBERT MORESBY. Commander and Surveyor Indian Navy.
Hon. Company's Surveying Ship "BENARES" [1839]

NAUTICAL DIRECTIONS FOR THE MALDIVA ISLANDA. [P.1-57]

The MALDIVA or MALDEEVE Islands, and Atolls, extend from latitude 7°6'20" North, to 0°42' (miles) South latitude, and between the longitude 72°38'E. and 73°49' East. In this space are 19 Atolls, or groups. In the centre of the group the Atolls lie in double rows - east and west Atolls - with a space between them from 10 to 25 miles, at the north and south extremes, the Atolls lie singly. Between the whole of these Atolls are good channels for ships, in them there are no soundings, not even close to the outside of islands and reefs of the Atolls. The channels and their navigation I shall mention here after, as they follow in succession from north to south. A few preliminary remarks for a navigator will be requisite before I describe the Channels and Atolls. It is only three or four larger channels that ships ought to pass through at night time, which are as follow:

1:stly. The CARDIVA Channel (KARDIV/KAASHIDHOO), called by the natives CARDOO Kandoo, whose breadth is 25 miles, and length 67 miles, its direction, E.27°N and W.27°S, the centre of its west entrance is in lat. 4°34'N. and long. 73°47'E, its eastern entrance in lat. 5°05'N. long. 73°47'E. The navigation of this channel is hereafter decribed.



MALE STREET WITH BREADFRUIT TREE.
PHOTO ca 1920. VILGON co.

2:dly. The VAIMANDOO Channel (VEIMANDU), formed between the Atolls COLOMANDOO (KOLUMADULU) and ADOUMATTE (HADDUMMATI). This channel is 15 miles broad, by 27 miles long, its direction E.37°N. and W.37°S, the centre of its western entrance is in lat. 2°01'N. and long. 73°12'E, the centre of its eastern entrance is in lat. 2°16½'N. long. 73°33'E. Although this channel is safe, a commander would have less anxiety in passing through the larger channel, a little to the south of it, called the ONE-AND-A-HALF-DEGREE Channel.

3:dly. The ONE-AND-A-HALF-DEGREE Channel, situated between the Atolls ADOU-MATTE (HADDUMMATI) to the north, whose south side facing the channel is in lat. 1°47'N, and the north entrance of the SUADIVA Atoll (SUVADIVA) in lat. 0°55'N, and long. 73°20'E. This is a large channel, and a ship soon passes through it.

4:thly. The EQUATORIAL Channel, formed between the south end of the SUADIVA Atoll, in lat. 0°12'N, and the small Atoll to the south, called ADDOO Atoll (ADDU), whose north side is in lat. 0°35'S. The detached island of PHOOWA MOLOKU (FOAH MULAH) is situated a little to the south and east of the centre of this channel or space, in lat. 0°17½'S, and long. 73°28½'E. All the other channels may be passed through without danger during the day time, even through the Atolls between the coral reefs and the islands, as all dangers are visible at some distance, from the mast head.

All the Atolls north of the lat. 3°30'N. have no barrier reefs round them, excepting a few detached parts, such as HORSBURGH Atoll, in the N.W. part of the CARDIVA Channel. ROSS Atoll, in the south part of the same. GAFOR Reef (GAAFARU), in the S.E. part, as also the S.E. side of PHAIDEE PHOLO Atoll (FAADHIPPOLHU), in the N.E. part of the same channel. The centre of MAHLOS MANDOU Atoll (MAALHOSMADULU), in lat. 5°35'N. and long. 72°52'E, is much too intricate for a ship to pass through.

MALCOLM Atoll (MAAMAKUNUDHOO), its centre in lat. 6°20'N, and long. 72°41'E, is one continued barrier reef of 15 miles in extent. HEAWANDOO PHOLO Atoll (IHAVANDHIFFULU), the most northern Atoll, has a larger barrier reef surrounding its N.W. side, from lat. 6°58'N. to 7°05'N. long. 72°52'E. It was on this that the ship "VICISSITUDE" was lost in the year 1836, on her way from the MAURITIUS to CEYLON [Rather INDIA], by running on this reef in the night, with westerly winds.

HEAWANDOO PHOLO ATOLL. (IHAVANDIPPOLHU)

This Atoll is the most northern one of the MALDIVA group, its extent, from N.W. to S.E, is 12 miles by 7, it contains 24 islands, large and small, which lie on all sides of the boundary, seven of them are inhabited, and contain a population of 760 people, they afford wood, water, and some supplies. A barrier reef surrounds the north and west sides, on which the ship "VICISSITUDE", from MAURITIUS to INDIA [Right], was wreched. On the extreme north point of the Atoll is the small island called TURACOON (THURAAKUNU), in lat. 7°6½'N, long. 72°58'E. W.S.W. from TURACOON, 1½ mile, is another small island [VAGAARU], still more to the west, two miles, is the north extreme of the western barrier, between which and the island, as also between the islands, are good channels leading into the Atolls, with not less than nine and ten fathoms water in them.

To the S.E. of TURACOON, half a mile, is the large island of OOLEGAUM (ULIGAMU), which island is two miles long. On both sides, to the north and south, are good channels leading in. South-east of OOLEGAUM Island one, two, and five miles, are four other islands, the two next to OOLEGAUM are small, those to the S.E. from the eastern boundary of the Atoll, the south point of the large island MOORADOO (MULHADHOO) is on the extreme point, in lat. 7°01'N



WOMEN IN MALE WITH A GOAT.
PHOTO 1922. BELL/VILGON CO.

long. 73°03'40"E. S.¾ W, three miles from MOORADOO, is the small island of GULANDOO (GALLANDHOO), which gives name to the channel between HEAWANDOO PHOLO Atoll and TILLADOO MATTE Atoll (TILANDUMMATI). Between the small island of GULANDOO and the south point of the large island of MOORADOO, are two coral parches, having little water on them. They are in transit line between the islands, and ought to be avoided by ships. S.W. of GULANDOO Island, three miles, is the S.E. point of a large reef, which is on the extreme south point of the Atoll, in lat. 6°55½'N, long. 73°01½'E, between it and GULANDOO is a good channel to enter. The N.W. point of the Atoll is the outer part of the great barrier reef, in lat. 7°04½'N, long. 72°51½'E. Close to this is a small island [MATHEERAH], low and bushy.

HEAWANDOO Island (HUVAHANDHOO), in the south part of the Atoll, in lat.6°58'N long. 72°59'E, is the principal island of the Atoll, being the residence of the Sultan's Vizier, it is about one mile in length, and of a triangular form, covered with high cocoa trees and bread fruit. The island contains 150 inhabitants, good water, and some supplies. I have recommended it as a coal depôt. It lies nearly in a direct line between POINT de GALLE and SOCOTRA Island, and about one-third of the distance from POINT de GALLE, it is easy of access in every direction, and possesses safe anchorages for ships or steamers in all seasons. During the S.W. monsoon a vessel could anchor on the east side of the island, between it and a small reef, dry at low water, situated about half a mile to the N.E. of the centre of the island. In the N.E. monsoon the best anchorage is between the island and the large reef to the south, in 16 and 17 fathoms wather. There is a fine channel through the barrier, W.S.W. from HEAWANDOO, and is nearly a mile wide, having 12 fathoms in it.

There are three small islands in the centre of HEAWANDOO PHOLO Atoll, which abound with fine green turtle, seldom disturbed by the natives, who do not eat them. The general depths in the Atoll are from 20 to 30 fathoms, several small coral patches are scattered about.

GULANDOO CHANNEL. (GALLANDHOO KANDU)

This channel is formed between the south point of HEAWANDOO PHOLO Atoll, and TILLADOO MATTE Atoll to the south, the N.E. entrance is 12 miles broad, situated between the south end of MOORADOO Island, in lat. 7°01'N, and long. 73°03'40"E, and the N.E. extreme of KEELAH Island (KELAI), in TILLADOO MATTE, in lat. 6°59'N, long. 73°17'E. The west entrance of this channel is between the south point of HEAWANDOO PHOLO, in lat. 6°55½'N, long. 73°01'E, and TILLADOO MATTE, distant three miles to the south. We could find no bottom in this channel at 220 fathoms. The ebb tide runs to the W.S.W, and the flood to the E.N.E, high water at 9h. 30m. full and change, rise of tide five feet. Should a ship wish to anchor in passing through this channel, she may, without any danger, anchor in the north of TILLADOO MATTE, or south part of HRAWANDOO PHOLO Atoll. The channels between the islands and reefs are all safe, and free from sunken coral patches.

The currents about this part of the MALDIVA Islands set to W.N.W. in December, January, February, March, and April. In May, June, July, and August, to the eastward and N.E. In September, October, and November, they set south. The east and N.E. winds commence here about the beginning or middle of December; the south-westernly winds in May, which only continue four months. N.W. and N.E. are the prevailing winds.

MALCOLM ATOLL. (MAAMAKUNUDHOO)

This Atoll, or lagoon reef, until the late survey was not known to Europeans, I therefore named it MALCOLM Atoll, in honour of Sir Charles Malcolm, R.N. By







MALDIVE WOMEN's DRESS SINCE CENTURIES.
PHOTO 1938. VILGON CO.

the natives' account many ships have been totally wreched on the barrier reef which surrounds it, and all lives lost, leaving scarcely a vestige of the wreck a few hours after, from the violence of the surf and the perpendicular sides of the reef. On the extreme N.E. point is the moderate sized island of MAHKOONDOO (MAAMAKUNDHOO), whose centre is in lat. 6°24½'N, long. 72°46½'E. it contains 100 inhabitants, and has good water. Three and a-half miles to the westward of it, on the barrier, is a small island, and to the S.S.W. of it, six miles, another, which is on the east side of the entrance of the barrier, the south point of the Atoll is in lat. 6°13'N. long. 72°40'E. The general breadth of the Atoll is about three miles, it is full of coral patches, and has two boat passages into it, on the east side near the centre. The distance between the Island of MAHKOONDOO and the N.W. part of MILLADOO MADOU Atoll is ten miles, there is no bottom between them.

THILLADOO MATTE ATOLL. (TILADUNMATI)

This Atoll extends from the N.E. island, KEELAH (KELAI), whose north point is in lat. 6°59'N, long. 73°17'E, to the S.W. extreme of the Atoll S.36½°W, distance 35 miles, in lat.6°30½'N, long. 72°56'E. The N.W. point is the south boundary of GULANDOO Channel, in lat. 6°52½'N, long. 73°01'E, the S.E. point is the Island of MAHWAHDOO (MAAVAIDHOO), in lat. 6°31½'N, long. 73°06½'E.

This Atoll is a continuation of the north part of MILLADOO MADOU Atoll (MILADUMMADULU), indeed they are joined, or rather situated on the same bank of soundings, having no channels without soundings separating them, like the other Atolls. Why the natives should have given them two names I cannot tell. There are about 38 islands in this Atoll, generally of a larger size, particularly those on the eastern boundary, where the islands are principally situated. All the islands on the north and east sides are inhabited, afford good water and some supplies. Safe channels are between all the islands. The soundings commence between the islands and the reefs forming the boundary, the general depth is from 25 to 28 fathoms. The western boundary of the Atoll has not so many islands but more reefs, between which are safe channels, a very large one leads into the Atoll on the N.W. part. The tides are felt in this Atoll, their strength from one to two miles per hour, accelerated or retarded by the currents.

MILLADOOMADOU ATOLL. (MILADHUNMADULU)

The northern boundary of this Atoll is the termination of TILLADOO MATTE Atoll, the N.W. point in lat. 6°30½'N, long. 72°56'E, the N.E. point the centre of the island MAHWAHDOO (MAAVAIDHOO), in lat. 6°31½'N, long. 73°07' E, from this, S.9°E. 5½ miles, are two small islands, the south one NOOMERAH (NOOMARAA), which lies in a bay on the eastern side of the Atoll. This island on the east boundary lie considerably more to the east, the first island from NOOMERAH bears E.30°S., distant 9½ miles. It is named FEAWAR (FEEVAH), its centre in lat. 6°21'N, long. 73°16'E. Between this island and NOOMERAH is free from danger, on a bank of soundings from 20 to 25 fathoms, the Atoll is only ten miles broad at this place, in a S.W. direction, and a ship may pass through it with ease. FEAWAR Island is the northern one of 24 islands, large and small, which lie in succession along the eastern boundary of the Atoll, having safe channels for any ship, from one to two and three miles broad between them, they are as follow. From FEAWAR S.28°E., 10 miles to the north point of FAROOKOLOO (FARUKOLHU), in lat. 6°12'N, long. 73°21'E, there are three islands, on the same reef with FAROOKOLOO, distant 1½ mile, and south from FAEOOKOLOO, 12 miles, to lat. 6°00'N, are five smaller islands, having channels between them, these islands lie in a bay.

The islands to the south of 6°00'N. and 73°21'E. lie more to the eastward, the principal one is the large island of KAINDECOLOO, (KEDHIKOLHU), 2½ miles



WOMEN IN ORIGINAL MALDIVE DRESS, HAIRBUN ON RIGHT SIDE.
WATERPIPE. BREADFRUIT TREE. HANIMADHOO.
PHOTO 1991. VILGON CO.

in extent N.W. and N.E. This island has two villages on it, and the interior of it are salt water lagoons, the south point of this island is in lat. 5°56¼'N, long. 73°29'E. There is a good channel leading into the Atoll, round the south point of KAINDECOLOO, as also between the three smaller islands, to the S.S.E. of it. There is a good anchorage to the west of KAINDECOLOO, near its south point, good water may be obtained from the village. MAHFARROO Island (MAAFARU) is the most eastern island of the Atoll, it lies to the S.S.E. of KAINDECOLOO, distant seven miles. It is 2½ miles in length, and off its north end, 1½ mile, extends a coral reef, the centre and east side of MAHFARROO is in lat. 5°50'N, long. 73°32'E. S.W. from MANFARROO Island, 5½ miles, is the large island of MANAHDOO (MANADHOO), between which is a good channel, there is a good anchorage in 25 fathoms at MANAHDOO Island, either on the north or south sides, according to the season, the south point of this island is in lat. 5°46'N, long. 73°28'E.

It is a beautiful island, filled with groves of bread-fruit trees, and other luxuriant foliage, it contains 100 inhabitants, whose village is on the north side of the island. There is a good landing place on the north and south sides of the island, and a fine pathway through the island, good water, and some supplies may be obtained, the natives keep their boats inside the reef, on the N.E. part of the island, between which is a good channel leading into the Atoll. On the south point of the Atoll is the small island of KAHREMAH (KARIMMAA), in lat. 5°39½'N, long. 73°23'E, as also two miles to the west of it, the small island of KHARNDHOODOO (KANDOODHOO), in lat. 5°39'N, long. 73°21'E. These islands bound the channel on the north side, between MILLADOO MADOU and PHAIDEE PHOLOM Atoll (FAADHIPPOLHU), the distance from one Atoll to the other, across the channel, is 9½ miles.

There are not so many islands on the west side of this Atoll, but more lagoon reefs, not in one connected barrier, but in detached portions, on some are small islands, and between the whole are safe channels. The Atoll altogether contains 101 islands, 29 of which are inhabited, containing a population of 1.700 or 1.800. The islands are more numerous in the S.E. part of the Atoll. The general depths are from 20 to 25 fathoms, sandy bottom, with clay at times, there are no dangerous reefs within the Atoll, the tides are felt in the Atoll, and on the springs, about 1½ to 2 miles per hour, the flood to the E.N.E, the ebb to the W.S.W. The currents influence the tides much.

PHAIDEEPHOLO ATOLL. (FADIFFOLU)

This Atoll, which lies to the S.E. of MILLADOO MADOU 10 miles, is not of great extent, its southern part bounds the northern side of the CARDIVA Channel, on its extreme north part are two small islands, having a channel a quarter of a mile wide, leading into the Atoll between them. The eastern island of these two is named KOOREDDOO (KUREDHDHOO), its centre is in lat. 5°38'N, long. 73°32¼'E. Between the north and east sides of this Atoll are six islands, in a distance of 12 miles, between them are five small but deep channels, leading into the Atoll, facing the inside of these channels are a few coral rocks, for which a good look out must be kept.

The east and S.E. side of the Atoll, is bounded by an extensive barrier reef of 18 miles in extent, on which the sea breaks in the N.E. monsoon with considerable violence. At low water large masses of coral rock, and some sand-banks are observed on the barrier. There are eleven islands on this barrier, a larger one, called DEEVEPOORE (DHIFFUSHI), on its eastern part, is in lat. 5°24'N, long. 73°42½'E. Another large one [OLHUVELIFUSHI], on the S.E. part, whose centre a large high tree [Boo-tree], is in lat. 5°17'N. long. 73°39½'E. The southern island of the Atoll is on the extreme point of the barrier, it is named ALLIGOW (ALIGAU), in lat. 5°15'N. long. 73°34'E. From ALLIGOW, the Atoll and islands on the boundary take a direction N.W. and



WOMEN IN THE MALDIVE DRESS. HAIRBUN RIGHT SIDE.
PHOTO 1991. VILGON co.

west, to the extreme west point, in lat.5°22'N. long. 73°23½'E. Between these south and west points are several islands, with good channels between them, leading into the Atoll. There are several islands on the N.W. side, the two most numerously inhabited are MADEVER (MADIVARU) and NARFOREE (NAIFARU), the later is the residence of the Atoll warree, or chief of the Atoll. NARFOREE is a small island, and in lat. 5°26½'N, long. 73°25¼' E. Good water, and some supplies, may be obtained at these islands, which lie close together.

There are many small but deep channels on this N.W. side of the Atoll. Several coral patches, dry at low water, as also several sunken reefs, with one and two fathoms water on them, are within the Atoll, the general depths on a sandy bottom, are from 25 to 30 fathoms. There are only four islands inhabited in this Atoll, containing a population altogether of 550 people. Several of the other islands have been inhabited, but the natives informed us, many of them had died off, the remainder had deserted. The tides and currents run strong through the channels, leading into the Atoll.

MAHLOSMAHDOO ATOLL. (MALOSMADULU)

This is one of the western Atolls, it extends from lat. 5°01'N. to 5°59'N. the meridian 73°00'E. nearly runs through its centre. It is divided into two parts, the northern and southern having a channel between them, which has been named MORESBY Channel. The breadth of the channel is about two miles, having 135 and 125 fathoms in it, the direction of the channel is E.29°N, and W.29°S, and in length 13 miles. Should a ship wish to pass through it, instead of passing through the northern or southern part of the Atoll, if from the west, the entrance is in lat 5°19'N, and long. 72°54'E, and from the east, the entrance is in lat. 5°25'N, long. 73°06'E. There is also another deep gut or channel with 100 and 120 fathoms in it, leading through the northern part of the SOUTH MAHLOS MAHDOO, it is the only one mile wide, its direction nearly east, from the west entrance of MORESBY Channel.

NORTH MAHLOS MAHDOO is differently formed than the southern part, it is not more than 15 miles in breadth, east and west. From the east entrance of MORESBY Channel, its eastern side is a continuation of moderate sized islands, consisting of twenty in number, their direction from the east entrance of MORESBY Channel, is N.½ W., 30 miles. Between all these islands are good channels leading into the Atoll, none of them have good water, except the island where the chief resides, called FAINOO (FAINU), which is the second island from the south, and in lat. 5°28'N.

The north part of the Atoll is quite open, with a bottomless channel between its northern part and POWELL's Islands, which lie off its north part. These islands are inhabited, of a moderate size, and on one reef, the northern island is called by the natives ETINGEELEE (ETHTHIGILI). The southern one, close to it, ALLYFOOREE (ALIFUSHI), whose southern side is in lat. 5°58'N, long. 73°00'E. Between these islands and the north part of the Atoll is four miles, clear of dangers. The west side of the Atoll is principally lagoon reefs, between which are channels leading into the Atoll, its direction is from ALLY-FOOREE Island, S.S.W. 27½ miles, which is the extreme west point, a large lagoon reef, in lat. 5°32½'N, and long. 72°51'E. From this to the south part of the Atoll, or west entrance of MORESBY Channel, are large lagoon reefs, between which are channels. It would be impossible for ships to navigate with safety through the centre part of NORTH MAHLOS MAHDOO, it is so full of small coral patches and rocks, called by the natives the "JUNGLE", it lies between the latitudes of 5°30'N. and 5°40'N. on the west side of the Atoll. The north and south parts of the Atoll, a vessel might navigate through with ease, the general depths are from 20 to 27 fathoms.



MAKING CURRY. REUSEING THE GRAVE STONES.
PHOTO 1982. VILGON co.

The extent of SOUTH MAHLOS MAHDOO, is from the east and west entrances of MORESBY Channel, which is a large lagoon reef, in lat. 5°08'N., long. 72°51½' E. On the south part are four small islands, the westernmost one is HOOREEGERY (OLHUGIRI), in lat. 5°01½'N, long. 72°57½'E. To the west of this island, three miles, is a small island on a large reef, between them, a good channel leading into the Atoll. N.W., 1¼ from this small island, on the same large reef bounding the S.W. point of the Atoll, is a larger island [Thulhaadhoo], inhabited, in lat. 5°02½'N, long. 72°53½'E. Of the four islands in the south part of the Atoll, the second one from west is called HEETAHDOO (HITHAADHOO), and it is the principal one, it contains 250 inhabitants, and is in lat. 5°01½'N. long. 72°58'E, between these four islands are channels leading into Atoll, the broadest channel is about three miles to the N.E. of HEETAHDOO Island.

The S.E. boundary of the Atoll, consisting of islands and reefs, extending from HEETAHDOO, E.36°N, 21 miles, having safe channels between all the islands and reefs on the boundary. The east point of the Atoll is a large lagoon reef, on which are several low bushy islands, called MAHBAROO (MAGOODHOO), the centre part of them in lat. 5°15'N, long. 73°15'E. On the N.E. part several islands, and good channels leading into the Atoll, the general depth within is from 27 to 32 fathoms. The chief of this part of the Atoll resides at an island called DHURANDOO (DHARAVANDHOO), in lat. 5°10'N. long. 73°11'E, which island is on the S.E. side of the Atoll, and contains 100 inhabitants, and has good water.

CARDIVA CHANNEL. (KAASHIDHOO/CARDOO KANDOO)

This channel is extremely useful for ships to and from India, no ship ought to attempt to work through this channel against the strength of the monsoon, either the S.W. or N.E., having wind and current against them, it would be next to impossible, it may be advantageosly adopted coming from the westward with westerly winds, or from the eastward with easterly winds, or when the monsoon are changing, and the winds are light and variable, chalms are then very frequent, yet little or no danger is to be apprehended, the channel being sufficiently spacious.

KAASHIDHOO ISLAND.

The channel takes its name from the Island of CARDOO, or CARDIVA (KAASHIDHOO), situated near the centre of the eastern entrance, in lat. 4°58½'N. long. 73°31'E, this island is nearly two miles long, E.N.E. and W.S.W, and little more than half a mile broad. It is covered with a dense mass of high cocoa nut trees, its eastern side convex, having no soundings at 240 fathoms close to the beach, on its western side, a circular reef extends to the westward about one mile and three quarters, having a lagoon inside, where the natives snugly anchor their boats off the village on the north side of the island. The entrance through the reef into the lagoon is on the N.E. side near the N.E. point of the island, marked by a few sticks placed as a beacon. A ship's boat can only land on the island by passing through the boat channel. There is generally a heavy surf round this island and reef, except at the channel for boats, it contains about 200 inhabitants. It affords good water, and some few supplies.

A ship intending to pass through, the CARDIVA Channel from the east ought to steer into lat. 5°05'N. long. 73°47'E, from this position a straight course W.27½°S. will lead clear through the channel, distant 67 miles, passing to the south of CARDIVA Island one mile. A ship from the westward, intending to pass through the CARDIVA Channel, ought to steer into lat. 4°34'N. long. 72°47'E, from this a straight course E.27½°N, distance 67 miles, will carry a vessel through with a fair channel, the boundaries of it are as follow.



SHIP CONSTRUCTER. REUSEING THE GRAVE STONES.
PHOTO 1988. VILGON co.

CARDIVA CHANNEL EAST ENTRANCE. NORTH SIDE.

HOOWAILEEFOOREE Island (OLHUVELIFUSHI), a large island on the barrier reef of the S.E. extreme of PHAIDEE PHOLO Atoll (FAADIPPOLHU), on which is a high clump of trees, in lat. 5°17'N. long. 73°39½'E. ALLIGOW Island (ALIGAU), a small island with high trees on the extreme south point of the same Atoll, in lat. 5°15'N. long. 73°34'E. South side of the east entrance is the large lagoon reef of GAFOR (GAAFARU), its N.W. point in lat. 4°47'N. long. 73°28'E, the centre and north side of this lagoon reef of GAFOR is situated S.by W, distant 12 miles from CARDIVA Island, it has no soundings near it, and ought not to be approached in light winds, it lies close off the north end of MALE Atoll, having a channel between them one and a half mile broad, with no bottom at 100 fathoms in it. On the east end of the reef is the small Island of GAFOR, in lat. 4°44'N. long. 73°33½'E, the lagoon reef extends to the west of GAFOR 7½ miles into lat. 4°44'N. and long. 73°26'E.

CARDIVA CHANNEL WEST ENTRANCE. NORTH SIDE.

From this, across the channel W.N.W., 24 miles, to the centre of a large island, called GOIDOO (GOIDHOO), on the east extreme point of HORSBURGH Atoll, in lat. 4°54'N. long. 73°03'E. This Atoll is small, and is situated on the north and west boundary of the CARDIVA Channel, from east to west it is 10 miles long, its west end, the barrier reef, in lat. 4°52½'N. long. 72°54'E, its south point facing the CHARDIVA Channel in lat. 4°50'N. long. 72°57'E. At this part a good passage, for ships, through the reef leads into the Atoll, in the passage is eight and nine fathoms. It is known by several stony islands bounding the passage on the reef on each side. The west side of the passage is the deepest, the eastern side having five, four, and three fathoms. There is fine anchorage within, in 17 to 20 fathoms sandy bottom, mixed with mud and clay, and free from rocks, except near the edges of the barrier reef. There are three large islands on the north and east part of the Atoll, on the boundary, all of them inhabited, and afford wood, water, and some supplies. GOIDOO is the largest, next to it, one mile and a half, is FHENDOO (FEHENDHOO), then still to the west is FOOROODOO (FULHADHOO), they contain a population of 200 inhabitants.

Between these islands and the south end of the SOUTH MAHLOSMAHDOO Atoll is six miles, the south end of this safe channel between them, which may be used by ships, either departing from, or entering the CARDIVA Channel. The south part of MAHLOSMAHDOO Atoll is avalable for ships to anchor, who wish to obtain a few supplies, and some wood and water, which may be obtained at HEETAHDOO Island (HITHAADHOO), the centre one of four islands in the extreme south part of MAHLOSMAHDOO, in lat. 5°01½'N. long. 72°58'E. The island contains 250 inhabitants. To the E.N.E. of it three miles, as also to the west of it two and a half miles, are good channels leading into the Atoll.

From this island, the S.E. boundary of the Atoll, which faces the CARDIVA Channel, lies E.36°N. 21 miles, to lat. 5°14'N. long. 73°15'E. [MAGOODHOO], which is the east point of MAHLOSMAHDOO. Between these points are several small islands and reefs, between which a ship may enter the Atoll. From the east point of MAHLOSMAHDOO, just mentioned, the same island of ALLIGOW (ALIGAA), on the south point of PHAIDEE PHOLO Atoll, bears east a little north 20 miles, and the west points of PHAIDEEPHOLO, KANNEE-FOOREE Island (KANIFUSHI), N.E. 12 miles., this is the breadth of the channel between MAHLOSMAHDOO and PHAIDEEPHOLO Atolls, and may be used by ships proceeding to the north-east or eastward.

Having entered the CHARDIVA Channel from westward, after passing between the east point of MAHLOSMAHDOO (MILADHUNMADULU), and the west point of PHAIDEE PHOLO, a vessel may steer north until she sights the southern island in



WIFE WORKING IN A TYPICAL MALDIVE KITCHEN. GULHI.
PHOTO 1982. VILGON CO.

MILLADOOMADOU Atoll [VELIDHOO], in lat. 5°39'N. long. 73°21'E, she must then steer northeast, which will carry her clear between MILLADOOMADOU and PHAIDEE PHOLO, or if they have daylight they may steer boldly up north through MILLADOOMADOU Atoll. The south and west boundary of the CARDIVA Channel is the north part of ARI Atoll (ARI), in lat. 4°17½'N. long. 72°51'E. East boundary of ROSS Atoll, in lat. 4°17'N. long. 73°00'E., the center of TODOO Island (THODDOO), in lat. 4°25¾'N. long. 73°01½'E, a more particular description of this island and the north part of ARI Atoll will be found in the description of ARI Atoll. The flood in the CARDIVA Channel runs to the E.N.E., the ebb to the W.S.W., high water full, and change at 12 hours.

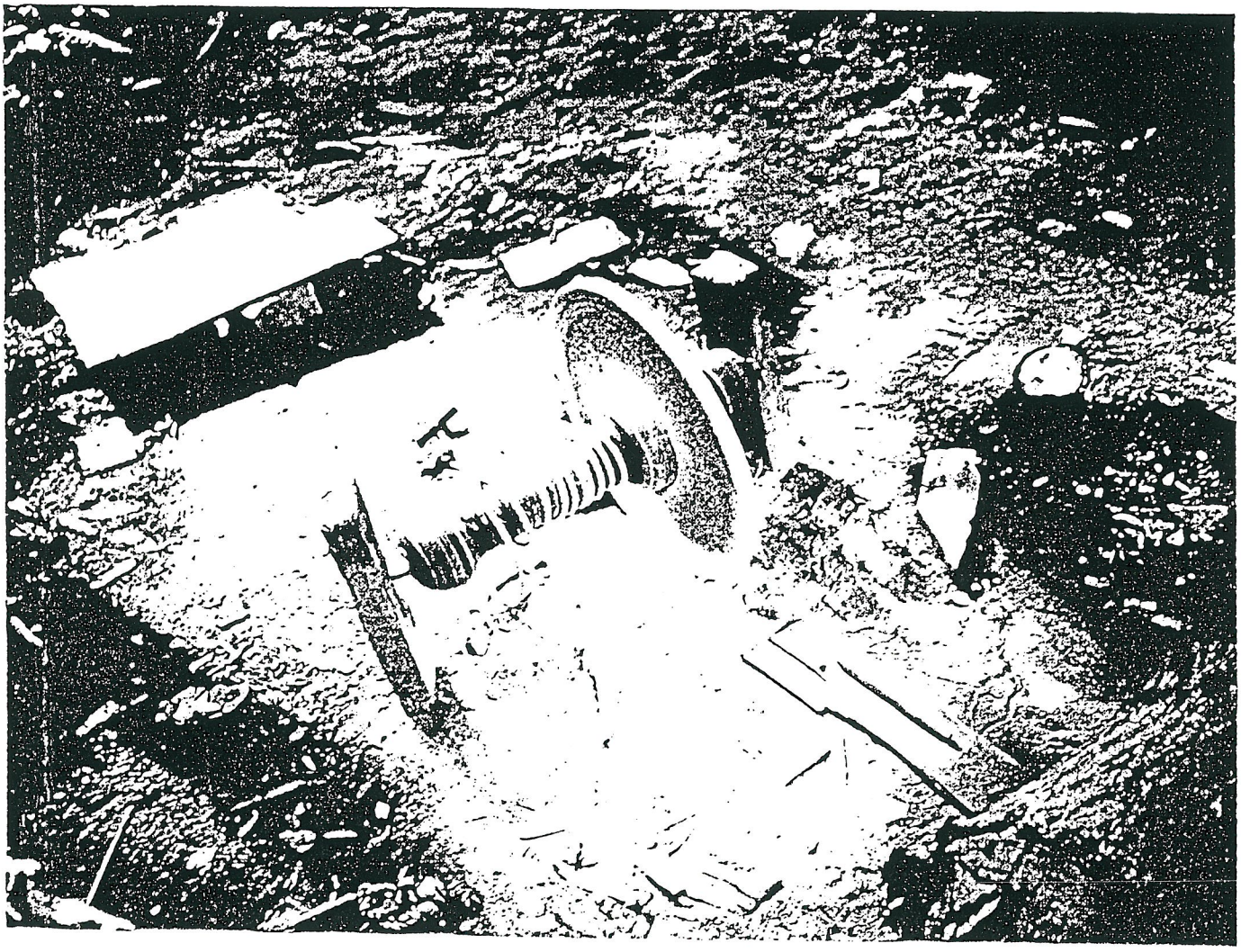
MALE NORTH ATOLL. (MALE NORTH)

Little can be said in favour of this Atoll, it requires a sharp look out even in the day time to navigate it, coral reefs and patches are so numerous, the eye, and not the chart, must guide a vessel through. The general depths in the Atoll are from 25 to 35 fathoms, sandy bottom. From the northern part of MALE Atoll, in lat. 4°41'N. to the southward, as far as MALE' or KING's Island is 31 miles, or in lat. 4°10'N. The small island of KAGHAY (KAGI) is on the northern extreme, and MALE' on the southern end, being nearly on the same meridian line of 73°34'E, the centre of the Atoll is in 22 miles broad, east and west.

There are numerous channels leading into this Atoll, all of which might be used by ships, but as some of them, on the eastern side, are rather narrow, I shall describe those most useful for ships making this Atoll from the N.E. Should a vessel make the northern part of this Atoll, she will finde a good channel exactly on its northern end, this is called the CHANNEL [KANDOOL], by the island of KAGHAY, it is about half a mile broad, having 23 and 24 fathoms in it. On the north and western entrance there is a large pile of coral stones, the small island of KAGHAY, with a clump of trees on it, bears from the pile, S.½ W. 1½ mile, and the centre of GAFOR Island (GAAFARU), about north, distant a little more than two miles. The next best channel is about five miles to the S.E. of this, it leads in, on both sides of a long low island, called HELLENGELLY (HELEGELI), in lat 5°38'N. This island may be known by a peculiar single cocoa .tree, the only one on the island. KAGHAY and this island are the only two islands on the N.E. part of the Atoll. Between the island of HELLENGALLY and the centre islands in the Atoll to the S.E., is 14 miles. Several large lagoon-reefs, with passages between them, are in this space. There are no marks to guide a ship, she may pass through by keeping a good look-out.

As a vessel approaches the centre islands of this Atoll, which are conspicuous from seaward from the distance of 16 or 17 miles, two low islands will be observed in lat. 4°26'N., they sometimes look like one island. At the same time, a high clump of trees will be seen to the westward of the low islands. This is the small island called ASDOO (ASDHOO), whose cocoa trees are very high - the island a small clump, and in lat. 4°27'30"N. ASDOO Island lies a little inside the Atoll, but is a guide to mark the channels here-abouts. E.20°N. 2½ miles from ASDOO, is a good channel, as also N.E. 2½ miles. These channels are to the N.N.W. of the two islands from 2½ to 3½ miles. The two islands on the eastern boundary are named, the north one, MEFAINGFOOREE (MEERUFENFUSHI), the south one, DEVAMPOOREE (DHIFFUSHI) - the latter one being well inhabited, and can supply men as pilots for MALE, but it is doubtful if they will come out. The centre of DEVAMPOOREE is in lat. 4°26½'N, long. 73°46'E. Both the islands are on the N.E. point of a long lagoon reef, extending about six miles to the S.S.W. and S.W.

On the southern part of which are three small cocoa islands [VILIGILI, MATHIDHAHURA, THULUSDHOO], which is the north boundary of the next channel,



ROPE HANDDRIVEN GRINDSTONE.
PHOTO 1991. VILGON CO.

but not recommended. W.S.W. of this, three miles, is another channel, three miles more to the S.W. is another, but both these channels, though safe, are small. The best and largest channel is in lat. 4°16'N. [N. of HULHULE], about seven miles to the N.N.E. of MALE' or KING's Island, it is from 1¼ to 1½ miles broad, a large reef bounds the north side of this channel, and a remarkable clump of cocoa trees on a small island is on its extreme point. But care must be taken not to mistake this clump for another, which lies to the northward about three miles.

On the southern side of this channel there are two small cocoa islands and a sand-bank, with some bushes on it to the westward. A vessel may pass between all these, but the best route is round the north side of them. After rounding the sand bank, a vessel may steer to the S.S.W. and S.by W.to MALE' or KING's Island, distante 5½ miles. The soundings are from 28 to 25 fathoms, sand, and in this depth a vessel may anchor at MALE' any where off the island, as most convenient. As good a berth as any is with the flag staff bearing S.E, distant half a mile. There are two good channels leading into the Atoll on each side of MALE', both of which are safe, but the tides run strong through these channels, as is the case with all the channels.

MALE NORTH ATOLL WEST SIDE.

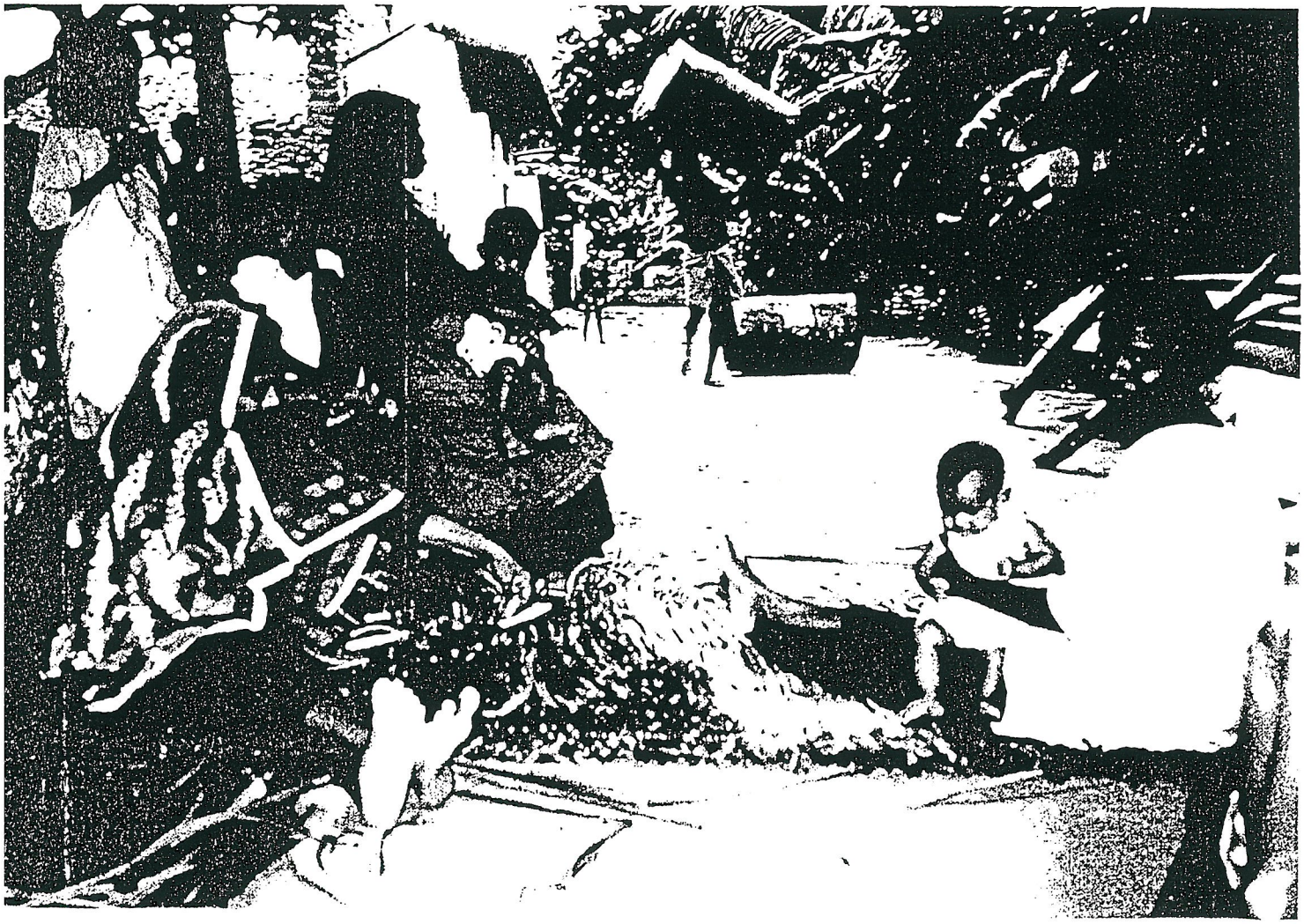
The western side of this Atoll is a continuation of lagoon reefs, between which, at every two and three miles, are good channels leading into the Atoll, a good one in the centre of the Atoll, in lat. 4°22½'N, 73°24'E. [RASFAREE KANDHOO] , another, in lat. 4°28'N. [MADIVARU KANDHOO]. On the N.W. part are two other channels, one near a thick bushy island [AKIRIFUSHEE KANDU], in lat. 4°37½'N, long. 73°27'E. Both sides of this island the channel is deep and safe. There is another channel about a mile to the N.E. of this last one. On the north part of the Atoll, near the west side, is a broad channel [OLHAHALI KANDU], with a sand-bank on its west side, this channel bears from KAGHAY Island about W.N.W. distant three miles.

A navigator must keep in mind that all the channels leading into the Atolls are not distinctly seen at a distance of three or four miles, presenting in appearance one continued line of reef, alarming for strangers to approach, but there is no danger to be apprehended when the winds are steady, and, by nearing them to the distance of one or two miles, the channels are distinctly seen, unless the sun glares in the face.

MALE' or KING'S ISLAND.

MALE', or KING's Island, is an oval shaped island, its length one mile by half a mile broad. The flag staff, is the centre of the north side, on one of the principal batteries, is in lat. 4°10'20"N, long. 73°34'E. The variation we made by one theodolite 1° E, by another 0°20' W. South dip of the magnetic needle 13°27½'. It is high water here at 12h. 30m., rise and fall three feet, sometimes four feet. The island has once been walled round, with bastions at different points. Only the north and west sides are now in any state of repair. They have several good cannon in the bastion close to the flag staff and landing place. The reef which surrounds the north and west sides is, on the outer part, built up as a wall, sheltering the small craft, which lie snugly within the lagoon. A gateway in this wall, close to the flagg staff, leads into the lagoon and landing place, at night time this gateway is closed, by a boom being drawn across.

The Sultan and head men are much pleased if a ship on her arrival salutes with a few guns, which compliment they return, and then the Emir el Bhar, or master attendant, comes on board to inquire after health of the ship's company, that they may bring no contagion to the place, particularly the



PALME LEAFS PLATED INTO CADIAN MATTS. KAASHIDHOO.
PHOTO 1882. VILGOM co.

small-pox. Good water may be obtained, but no supplies. None of the islanders in any of the other Atolls are allowed to trade with foreign vessels, except at MALE', all trade must be carried on at MALE', and I was authorized by the government of India to attempt by treaty, to open the trade with all the other Atolls and islands, but the Sultan and his ministers would not agree to it, they carry on a considerable trade between MALE and CALCUTTA, CHITTAGONG, POINT de GALLE, and the MALABAR Coast.

Their boats or vessels are from 100 to 200 tons burden. On their return from INDIA they bring principally rice, and some of their largest boats will carry 7.000 bags [Ca.175 tons]. They export from the islands cocoa nuts, tortoise shell, dried fish, coir rope, monet cowries, and mats. A few small brigs belonging to the natives at CEYLON and CHITTAGONG annually trade to this place. Some of them are commanded by Anglo-Indians, who are part owners. Strangers who would wish to participate in this trade would not be well received, and difficulties would be thrown in the way of their dealings.

To shipwreched mariners their conduct has been most kind, not an article that is saved from the wreck is ever stolen by them, the crew are housed, and if necessary, fed by the natives, who will, by the first opportunity, convey them in their boats to the KING's Island, from whence the Sultan always sends them to INDIA to the first English port, providing them with every thing necessary, and conveying them in one of their large trading boats, for all which acts of kindness nothing is ever changed. MALE' contains a population of between 1.500 and 2.000. Exclusive of MALE', there are eleven other islands inhabited in the Atoll, containing together 700 inhabitants.

The insalubrity of the climate is particularly injurious to strangers, either European or native [stranger], the latter feel its effects sooner than Europeans. No one ought to sleep on shore, and if every one sleeps afloat, a few days' or weeks' residence will not be attended with ill effects. During the S.W. monsoon, from June to December, vessels anchor on the east side of a lagoon reef, distant 1½ mile to the N.N.W. of MALE'. On the edge of this reef are several anchors, dry at low water, which vessels make fast to in this season, an anchor will require to be let go to the eastward, as well as being fast to the reef.

WARDOO CHANNEL. (VAADHOO KANDU)

This channel is formed between the the south part of NORTH MALE Atoll and the north part of the SOUTH MALE, it is only 2½ miles broad, its north and east side is bounded by the Island of MALE', or KINGS Island, in lat. 4°10'N. long. 73°34'E. the south and east sides by the reef and Island of FINARAH (FINOLHU), in lat. 4°06'N. long.73°35'E, its western entrance faces ARI Atoll. On its N.W. boundary is the small Island of GERARVER (GIRAAVARU), on the S.W. part of MALE Atoll, in lat. 4°11½'N. long. 73°28'E. The S.W. boundary is the north part of SOUTH MALE and the small island of VILLAT-SARROO (VELASSARU), in lat. 4°07'N. long. 73°30'E. This channel may be used by ships which cannot pass through the CARDIVA Channel. After entering by the westward, the direction of the WARDOO Channel is east and west 8 miles.

The tides are very strong in this channel, the flood tide to the east, the ebb to the west. During the monsoons, when the tides are increased in strength by the currents, they run with great velocity, 4 miles an hour, and cause a great rippling in the sea, setting in whirlpools, difficult in light winds to steer a ship through. There is no bottom in this channel at 200 fathoms. From the west entrance of WARDOO Channel to ARI Atoll is 25 miles, the space between them is free from danger, from TODOO Island (THOODOO), in the CARDIVA Channel, it bears S.55°E, 30 miles distant.



THE SULTAN's PALANQUIN.
PHOTO 1922. BELL/VILGON co.

MALE SOUTH ATOLL. (SOUTH MALE)

This Atoll is one of the eastern Atolls, and situated between PHALEEDOO Atoll, and NORTH MALE Atoll, between the lat. of 3°49'N. and 4°08'N, and between 73°24½' and 73°36'E, its greatest length N.by E and S.by W. 20 miles, and 12 miles broad near the northern part. It contains 22 islands, of which only 3 are inhabited, amounting together to 200 people. None of the islands afford good water, or supplies, they are all situated on the eastern side, except three on the western.

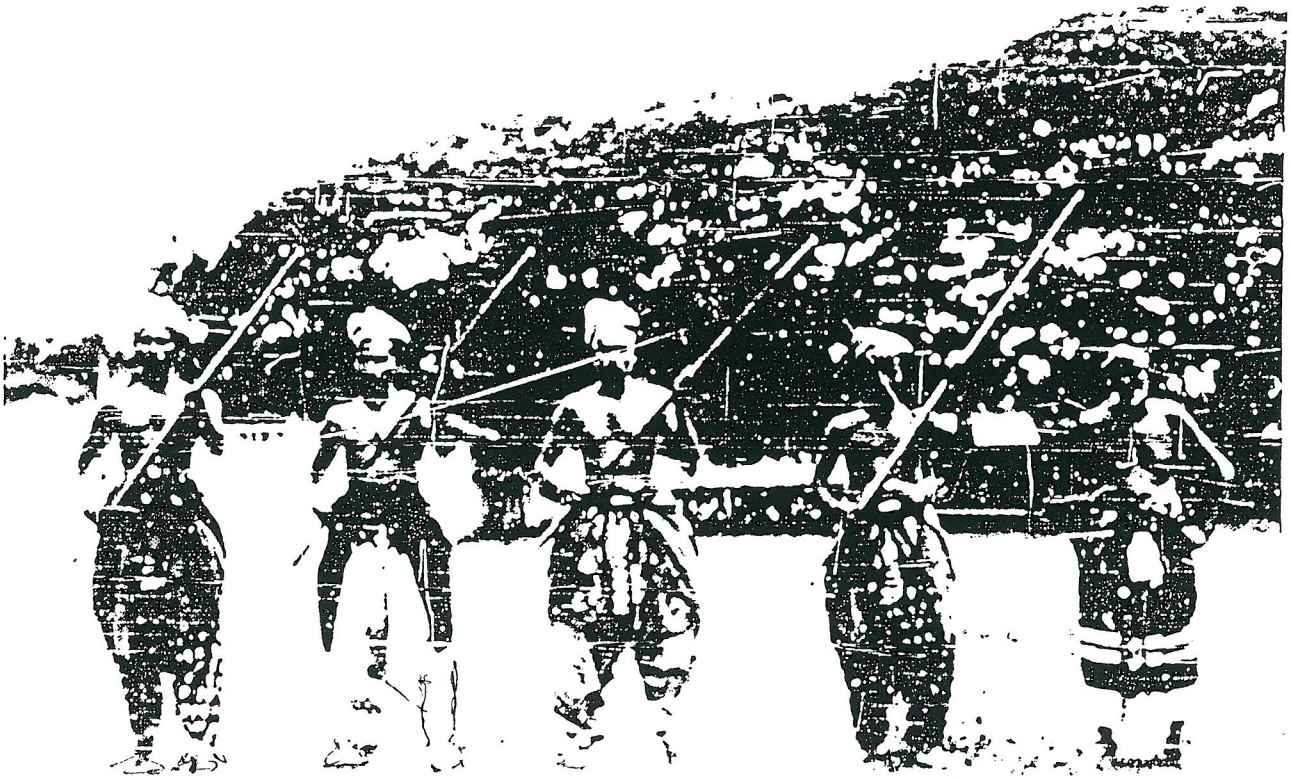
Where islands are situated, there are safe channels to enter the Atoll, sometimes on both sides of the islands, except in the smaller islands on the S.E. boundary, which are on a long and broad barrier reef, extending round the south side of the Atoll for 8 miles, leacing a channel on the S.W. part of the Atoll, with a heap of dry coral rocks on the west side of the entrance. The channel is half a mile broad, and has soundings in it from five to eight fathoms. The west side of the Atoll is nearly a straight line, in long. 73°25'E. There are several safe channels on this side, particularly one, in lat. 4°01½'N.

On the N.W. part are several channels, but they are small. On the north of the Atoll are two small islands, the easternmost one called WARDOO (VAADHOO), in lat. 4°07¼'N. and long. 73°30¾'E, the westernmost small island called VILLAR-SARROO (VELASSARU), between them is a good channel leading into the Atoll, as also another channel to the east of WARDOO, from thence, to the N.E. part of the Atoll, 4 miles, is one large reef, on the east part of which is small a island called FINORAH (FINOLHU), close to the south of which is a broad channel to enter the Atoll. A small island just within this Atoll faces this channel, and is named HEEMBOODOO (EBOODHOO). The general depth in this Atoll is from 25 to 32 fathoms, sandy bottom. It is full of reefs and little coral patches, but these are easily avoided by a good look-out from the mast head.

ARI ATOLL. (ARI)

This is one of the western Atolls, and situated between the lat. of 3°30'N. and 4°17'N. long. 73°02'E. and 72°45½'E, it is an oblong shape, 48 miles in length, north south, by 17 in breadth, east and west. The greatest number of islands are situated on its eastern boundary, and they are generally small. The Atoll has no barier reef surrounding it, except a small space on the S.W. part, on all other sides, west, north and east, are numerous good channels leading into the Atoll, safe for any ship to enter, those on the west side of the Atoll are the broadest, and are 13 in number, formed between the large lagoon reefs and the island on the boundary, they occur every 3 and 4 miles.

The principal island on the western boundary are as follow, MANDOO (MANDHOO), in lat. 3°43'N. long. 72°46½'E, HEMENDOO (HIMANDHOO), in lat. 3°56'N. long. 72°48½'E, MAHLUS (MAALHOS), in lat. 4°00'N. 72°46½'E, FERIDOO (FERIDHOO), in lat. 4°03½'N. long. 72°47¼'E. All the above islands are inhabited, and afford wood, water, and some few supplies. To the south of MANDOO is a good channel, south of HEMENDOO another good channel between it and a small island, which lies 2 miles S.by W. from HEMENDOO. as also on both sides of FERIDOO Island. On the N.W. boundary of the Atoll a small group of four small islands are situated on the south and west side of a lagoon reef. The northern one of the four is the largest, and is named MATTEWAREE (MATHIVERI), in lat. 4°12'N. long. 72°48½'E. The island is inhabited, and affords good water and some few supplies. N.by E. of the island,2 miles, is another small island, with a narrow channel to the south of it, but close to the south of the group a large channel, 1½ mile wide, with 25 fathoms water in it, leads into the Atoll. There is a large lagoon reef on the northern part of the Atoll, 5 miles in



THE SULTAN's ELITE GUARD.
PHOTO 1922. BELL/VILGON co.

extent, and formes the north part of the Atoll, in lat. 4°17½'N. long. 72°51'E, to the east of this reef is a channel 3 miles wide, leading into the Atoll, with not less than 22 and 27 fathoms in it, soundings, from 100 to 170 fathoms, extend from the N. and N.E. of ARI Atoll 5 and 6 miles. The island of OCCULOUS (UKULHAS), which is inhabited and affords some few supplies, as also wood and water, is situated on the N.E part of the Atoll in lat. 4°13¼'N long. 72°56'E. A ship may anchor at this island without trouble or danger, except a few coral patches on the boundary to the S.E, two small islands lie close to OCCULOUS, distant 1 mile, one to the east [FUSHI], another to the north [GAUGADU]. The north part of ARI Atoll is very convenient for ships anchoring, as all dangers are visible, and the depths from 25 to 29 fathoms.

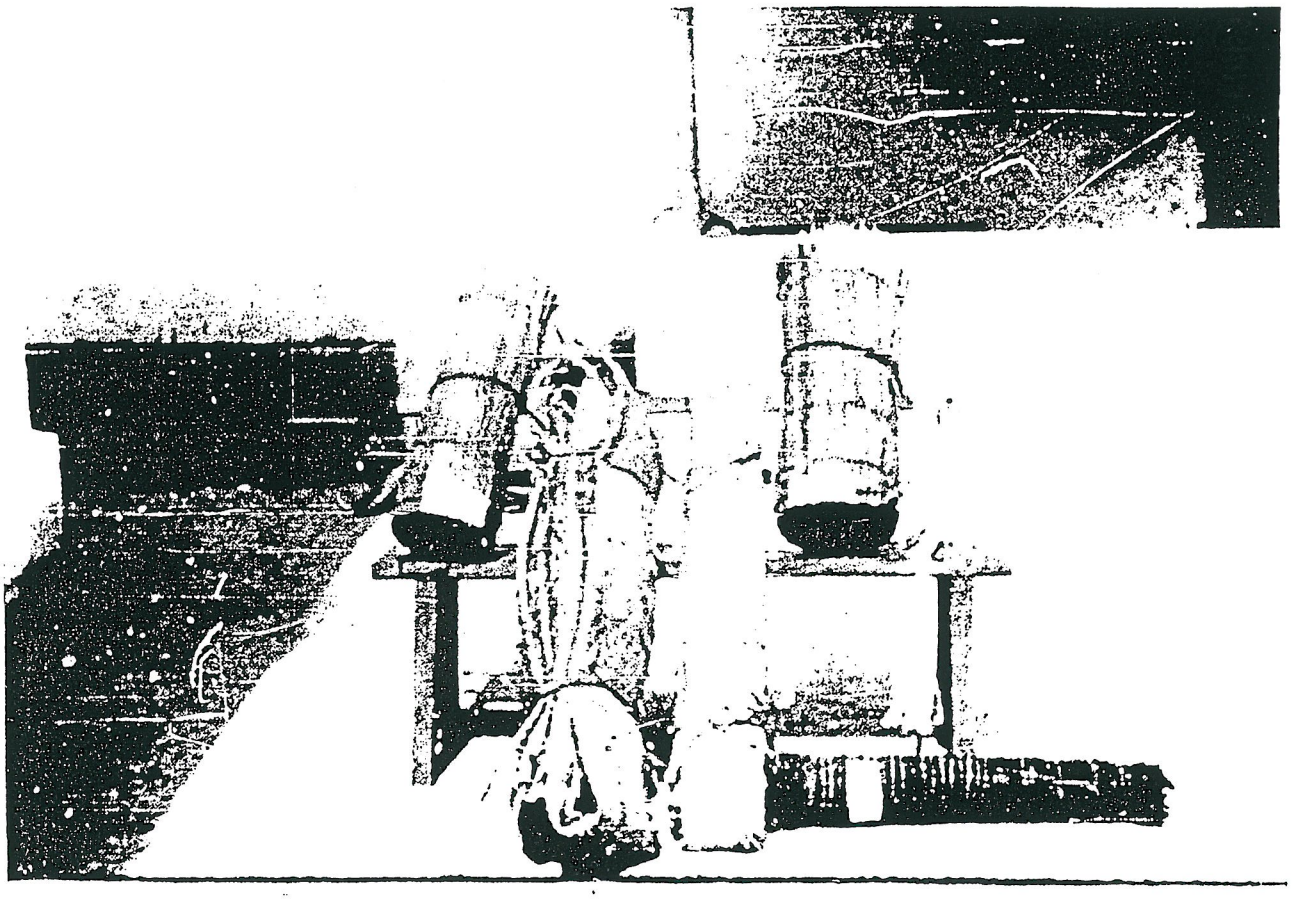
To the N.E. of ARI Atoll, 5 miles, is a large lagoon reef, which I have named ROSS' Atoll, in honour of Captain Daniel Ross, of the Indian Navy, formerly Marine-Surveyor-General. ROSS' Atoll is nearly circular, its diameter 4½ miles, its north part in lat. 4°20'N. long. 73°03'E, its west side is in long. 73°00'E, on its centre and south sides are three islands close together, the westernmost one is the largest, and called COURAMATTEE (KURAMATHI), in lat. 4°16'N. long. 73°02½'E. It is inhabited. Between the islands is a channel for small vessels leading into the Atoll, and another channel with 8 fathoms in it on the N.E. side, near which, on the south side, is the small island of WELLEGANDOO (VELIGADU), in lat. 4°18½'N. long. 73°04½'E. The N. and W. side of this Atoll is one continued barrier reef, within are soundings from 15 to 20 fathoms but it is full of coral patches. Between ROSS Atoll and ARI Atoll the channel is safe, having deep soundings from 100 to 140 fathoms.

North of ROSS' Atoll, 6 miles, is the moderate-sized island os TODOO (THODDOO), about 1½ mile in length, by 1 mile in breadth, it stands by itself, detached from any Atoll or reefs, it is steep, and safe to approach, the reef which surrounds it not extending more than 150 yards from the trees, its centre is in lat. 4°25¾'N. long. 73°01½E. It contains between 200 and 300 inhabitants, has good water, and some supplies, the natives on it principally employed in fishing. This TODOO, ROOS' Atoll, and the north part of ARI Atoll bound the south part of the west entrance to the CARDICVA Channel.

The east side of ARI Atoll abounds with numerous channels leading into the Atoll, some of them are small, but all safe, if a good lookout is kept. On the S.E. part of the Atoll there is a large island called DHIGHOORAH (DHIGURAH), its north part in lat. 3°33½'N. long. 73°00'E. This island is inhabited. To the north of it, 1 mile, is a broad channel leading into the Atoll. Between it and the south point of a reef, extending to the south 2 miles, from the island of DUNGAHTEE (DHAGETHI), an inhabited island, lying 4 miles N.by E. from DHIGHOORAH, five miles to the S.W. of DHIGHOORAH is one reef, on which are tree smaller islands, then two other larger ones, inhabited, the moust southern one is ARIADDOO (ERIYADHOO), and is on the extreme south point of the Atoll, in lat. 3°30'N. long. 72°55'E, on either side of it is a safe channel leading into the Atoll, to the westward and north of ARIADDOO, 8 miles, is one continued barrier reef, on the S.W. boundary of the Atoll, on which are few islands. There are numerous large coral reefs within the Atoll, which are not all dry at low water, some having 2 and 3 fathoms on them, many of the large coral reefs, whose edges are dry at low water, have deep lagoons inside of them, all may be avoided on a clear day with a good look-out. The general depths in the Atoll are from 30 to 40 fathoms, the tides on the springs are felt in this Atoll.

NILLANDOO NORTH ATOLL. (NILANDHU)

Has not many islands on its boundary, or within the Atoll, on its southern point the moderate sized island of NILLANDOO (NILANDHOO), in lat. 3°4½'N.



PALMLEAF-MATS OF VARIOUS MAKES.
PHOTO 1922. BELL/VILGON CO.

long. 72°58½'E, this island is inhabited, and affords some supplies, on its eastern side a good channel one mile wide, with 20 fathoms in it, leads into the Atoll. The next island to the E.N.E. of NILLANDOO is DAREUMBOODOO (DHARABOODHOO), to the east of which is another good channel, nearly one mile wide. On the west side of the Atoll, N.W. from NILLANDOO four miles, is one long reef on the boundary, a little north of this is a good channel leading into the Atoll, then there is a circular lagoon reef, to the north of which in lat. 3°9½'N. is another channel, these are the only channels on the west side of the Atoll, excepting two on the N.W. part, one close to the south of HIMMITTEE (HIMITHI) Island.

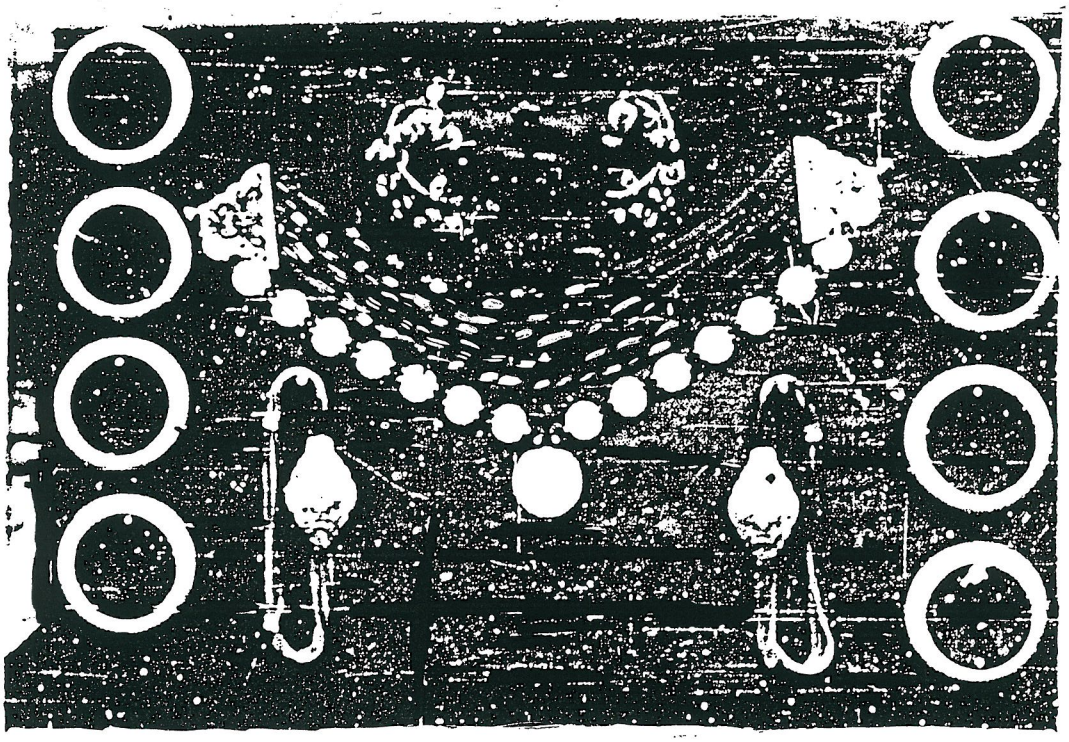
HIMMITTEE Island is a small island with high trees on it, situated on the boandary of the N.W. part of the Atoll, in lat. 3°16'N. long. 72°53½'E. The island, though small, contains between 200 and 300 inhabitants, they are great traders and navigators, sending annually to Bengal five or six vessels or boats, from 80 to 100 tons measurements each, here also is a large school for instructing the native youths in navigation, the natives also make nautical instruments here, and I was somewhat surprised at a very neat wodden sextant made by them. Although this island is thickly inhabited, the fresh water on it is bad. Ten or fifteen years past this island was twice the size it is now, the sea has been gradually washing it away. Close to the south of HIMMITTEE is a good channel leading into the Atoll, a small island [MINIMASGALI] within the Atoll, two miles, faces the channel, the least water in it is six fathoms, a ship after entering may pass either to the N.W. or S.W. of the the small island, and anchor; a reef [AYYULEEFALHU] extends from HIMMITTEE north one mile and a half, between which and the next boundary reef [KANDUMOONUFUSHI], to the N.N.E. one mile, is a good channel, having fifteen fathoms water in it.

On the north part of the Atoll is a small island [KANDUMOONUFUSHI] with a clump of cocoa nut trees on it, in lat 3°20'N. long. 72°58'E. Close to the east side of this island are two channels, and to the west of it, one and a half mile, another channel, whose depths are from 15 to 20 fathoms. On the N.E. and east part of the Atoll are channels every one, two, and three moles, some of them are narrow, but safe. The generals depth in this Atoll are 25 and 35 fathoms, several large reefs dry at low water are within.

NILLANDOO SOUTH ATOLL. (NILANDU)

Is one of the western Atolls next to the north of COLLOMANDOO Atoll, is 40 miles in length north and south, and is divided into two parts, the northren and the southern half, having a channel three and a half miles wide, without soundings, separating the two parts. SOUTH NILLANDOO Atoll extends from 2°40'N. to 3°01½N. long. from 72°54½'E. to 73°07'E, the northen part from lat. 3°04'N. to 3°20½'N. and long. 72°53'E. to 73°07'E. On the south point of SOUTH NILLANDOO is the moderate sized Island of KOODAH-HOOAHDOO (KUDA-HUVADHOO), inhabited, and which gives name to the channel south of NILLANDOO, this island affords some supplies of wood, water, and poultry, its centre is in lat. 2°40½'N. and long. 72°59'E, on its east side is an exellent channel one mile wide, leading into the Atoll, between it and the next two small islands [EBOODHOOFUSHI & OLHUVELI] to the E.N.E., distant one mile and a half, there is nine and ten fathoms in the channel. From the N.W. of KOODAH-HOOAHDOO a barrier reef extends 12 miles to the N.N.W. to lat. 2°51'N. with three islands [MAAFUSHI, KEDHIGADU & GAHADHIFFUSHI] on the S.W. part of the barrier, from two to three miles to the N.N.W. of KOODAH-HOOAHDOO.

On the S.E. side of the Atoll there is another good channel to enter, E.20° N distant four miles and a half from KOODAH-HOOAD-DOO, and the third island from it to the E.N.E. is the moderate sized island MAHIMBOODOO (MAAEBOODHOO) inhabited, on its east side is the channel having 14 fathoms in it, and



MALDIVE JEWELLERY.
PHOTO 1922. BELL/VILGON co.

nearly one mile wide, to the N.E. of this last channel near the S.E. point of the Atoll is another channel, and though a narrow it is deep. The S.E. point of the Atoll, in lat. 2°45'N. long. 73°06½'E., is the south extreme of a large group of 20 islands, situated close together on one reef, extending from the S.E. part to the northward five miles, where there is a channel to enter. The east side of the Atoll lies north from the S.E. point, nearly in a straight line.

On the northern part are several detached small islands on the boundary, all on separate reefs, with a safe channel on the south side of every island, they are situated as follows: in lat. 2°51½'N, 2°53¼'N, 2°56'N, and 2°59'N. The most N.E. island in the Atoll, is the small island of FOOREE (MEEDHU-FFUSHI), in lat. 3°01'N. long. 73°05½'E. South of it, one mile, there is another small island [KILEGE-MEEDHOO], and between them a good channel to enter the Atoll. On the north side of the Atoll there are no islands, two large reefs bound it, between them in the centre, in lat 3°01'N. long. 73°01'E. is a wide channel with 17 fathoms in it, and to the W.S.W. of this channel four miles, is another broad channel between the boundary reefs, also to the S.W. two miles and a half on the N.W. part of the Atoll, is another broad channel.

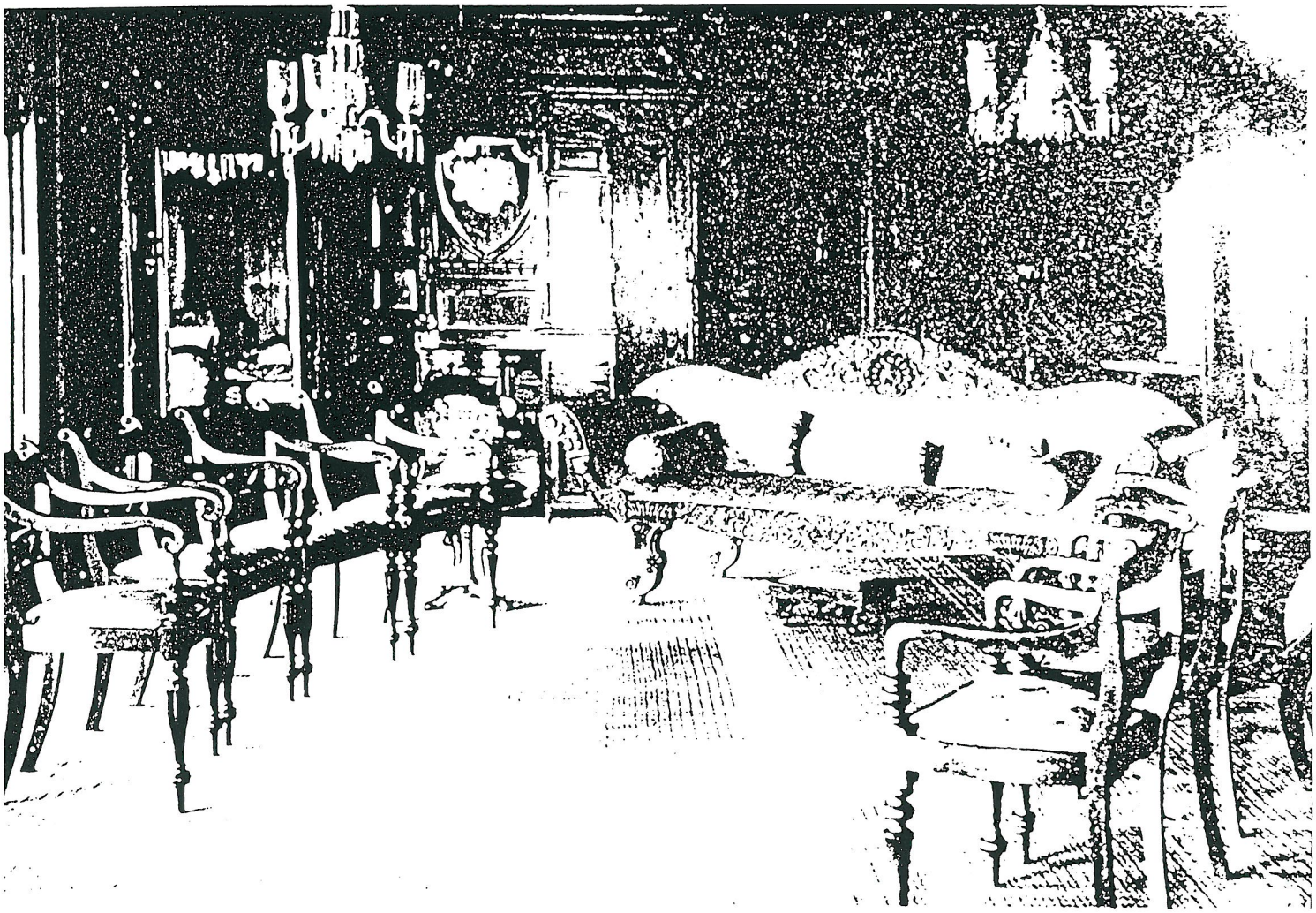
Two moderate sized islands are situated on the boundary on the west side of the Atoll, the northern one, MARDALLY (MAADHELI), in lat. 2°53½'N. long. 72° 55'E, the other island, HOOLOODALLY (HULHUDHELI), is two miles to the S.S.E. of MARDALLY, and is the larger island of the two, between them is a broad channel one mile and a quarter wide, with 19 fathoms in it, there is also a good channel close to the S.W. side of HOOLOODALLY and the north point of the large barrier reef, which extends from this to the S.W. and south of the Atoll. There are eleven small islands in the N.W. part of the Atoll, distant two, three, and four miles to the N.E. of MARDALLY, on the N.E. one, called DOORAIS (DHOORES), resides a number of working jewellers, who voyage among the Atolls for employment. Within are several large and small coral reefs, dry at low water, and some in the south part have one and two fathoms on them, they are all steep, and easily discovered.

PHALEEDOO ATOLL. (FELIDU)

This Atoll is the next to the north of MOLOQUE Atoll (MULAKU), and is situated between the lat. 3°19½'N. and 3°41'N. It is of an extraordinary shape, like a gouty foot and leg, the sole of the foot, or south part of the Atoll, is one immense barrier reef, extending 20 miles E.N.E. and W.S.W. On the eastern point, or toe of the Atoll, is an island, now uninhabited, called FATAO (FOTHTHEYO), which lies in lat. 3°27½'N. long. 73°49'E. on the extreme point of the barrier. There is no passage into the Atoll near this island. It is safe to approach from the eastward, coming from the northward care should be taken not to be drifted to the westward of it, as there is a deep bay on this east side of the Atoll.

The currents and tides run very strong into this bay, particularly during the N.E. monsoon. A heavy swell sets direct on the islands, in the centre, and east side of the Atoll in this bay, and, though there are channels close to all these islands, as well as several better ones to the northward of them, it would be hazardous for a vessel to steer for these channels or passages with light airs and heavy swell.

The north part of the Atoll, or PHOOLEEDOO (FELIDHOO) Island, is in lat. 3°41'N., long. 73°28'E, the centre and west side of the Atoll is in lat. 3°30'N. long. 73°20'40"E, at the south point, or heel of the Atoll, is an island called RACHEEDOO (RAKEEDHOO), in 3°19'N. long. 73°31'E. On either side if this island is a fine safe channel leading into the Atoll, within are



THE MAIN SALOON IN THE SULTAN'S PALACE.
PHOTO ca 1920. VILGON co.

numerous reefs and coral rocks, whose sides are precipitous, having soundings alongside of and between them from 25 to 35 fathoms. There are three channels leading into the Atoll on the N.W. side, nine on the S.W., and two on the south point at RACHEEDOO (RAKEEDHOO) Island. There are no channels on the south and east sides, but in the deep bay between the N.E. and East point there are 16 channels, all safe, some of them rather narrow.

There are two small islands on the N.E. part of the Atoll, DHIGGHERRIE (DIGGIRI) and ALLEYMATTAR (ALIMATHAA)), the former the northern one, the latter the southern, in lat. 3°36'N. Close to both these latter islands are good channels leading into the Atoll, there are only ten islands in the Atoll, five of them inhabited, containing a population of 320 inhabitants. The Chief, or Atoll Warree, resides at TINADOO (THINADHOO) Island, which is the northern one of those islands in the centre of the bay, between the East and N.E. points of the Atoll, in lat. 3°29½'N. long. 73°35¼'E. None of these islands affords wholesome drinking water, it is all brackish, the natives catch what they can when it rains, all kinds of pots and pans are then in requisition. The cocoa nut trees are very useful for catching the rain, as round the base of their trunks they tie leaves to conduct the water into jars. Some few turtle are to be procured, and a few fowls, some limes and fruit, firewood is in plenty.

CHANNEL BETWEEN MOLOQUE AND PHALEEDOO ATOLLS.

Between these two Atolls is 8½ miles from the north part of MOLOQUE (MULAKU) to the south part of PHALEEDOO, on which is a small island, called RACHEEDOO (RAKEEDHOO), in lat 3°19'N. long. 73°31'E, but this channel ought not to be used by ships, as it is nearly filled by a large lagoon reef, dry at low water, called WAHTEROO Reef (VATTARU), leaving a small channel on each side from 2 to 3 miles broad, having no soundings in them. The channel near MOLOQUE Atoll is the largest, in both these channels the tides and currents run strong, in which it is high water at three hours, flood to the east, ebb to the west. WAHTEROO Reef, situated between the two Atolls, is almost circular, and nearly 4 miles in diameter, there are two low bushy islands on its south part, between these islands is the only opening for a boat, leading into the lagoon within the reef,. in which there are soundings from 12 to 20 fathoms on a white sandy bottom, there are some young cocoa nut trees on these islands, as also some wells, in which the fresh water rises and falls with the tide, being drinkable only at low tide. There are no inhabitants on them.

Should a ship be obliged to pass through this channel from eastward, she may clear the western Atoll by passing between the channel separating north and south NILLANDOO, distant about 30 miles to the S.W., and should a ship coming from the westward enter the channel between the north and south NILLANDOO, she may clear the eastern Atolls by passing through the channel between MOLOQUE and WAHTEROO Reef, or PHALEEDOO Atoll and the Reef. If the winds will not allow her doing so,she can steer to the S.E. round the south of MOLOQUE, or to the north round PHALEEDOO Atoll, into the PHALEEDOO Channel.

MOLOQUE ATOLL. (MULAKU)

This Atoll, situated to the N.N.E. of COLLOMANDOO Atoll 15 miles, is in length, north and south, 25 miles, by 15 miles in breadth, east and west, the N.W. point is in lat. 3°10'N, and long. 73°26'E, the N.E. point is in lat. 3°07'N, long. 73°42'E, south or S.W. point lat. 2°45½'N, long. 73°28½'E, the centre and eastern side of the Atoll is in lat. 2°56½'N, long. 73°38½'E, here are several islands, the largest one called MOLOQUE (MULAH), which faces a large channel leading into the Atoll. MOLOQUE Island may be known by a large banyan tree near its north and centre part, it is in lat. 2°57'N, long.



DRYING THE FISH. MILANDHOO.
PHOTO 1992. VILGOM CO.

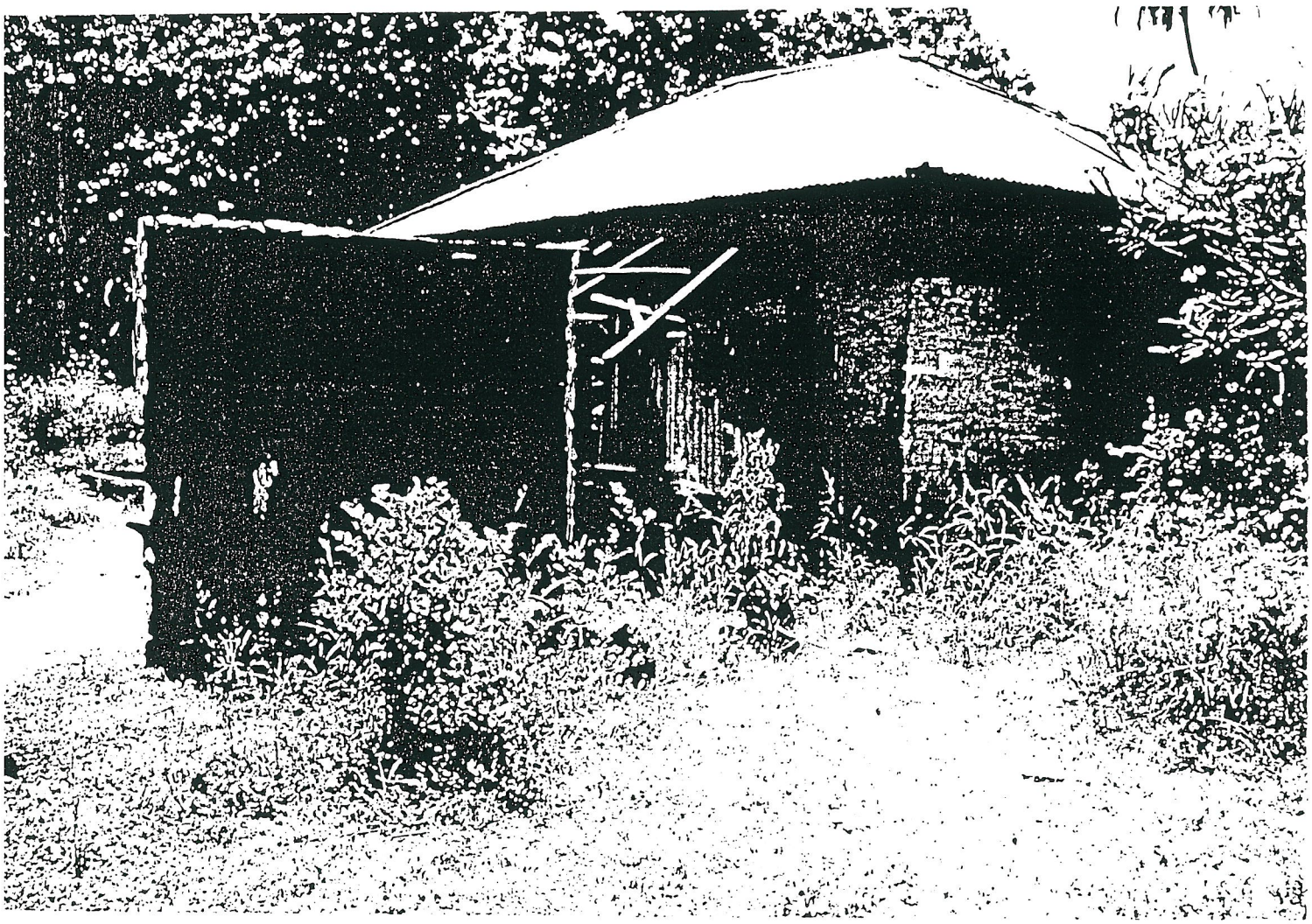
73°38'E, it affords good water, plenty of wood, and a few supplies, there are two good channels on each side of this island leading into the Atoll, in which are soundings from 8 to 15 fathoms, sand and rocky bottom, deepening to 25 and 28 fathoms, as you enter the Atoll, on which depth a vessel may anchor on a sandy bottom. The village on MOLOQUE Island, containing 200 inhabitants, is on the N.E. side of the island, from where the natives bring the water. The passage to the south of MOLOQUE is the best, being nearly a mile in breadth, with the island of MOLEE (MULI) forming the southern boundary of the passage.

MOLEE contains 200 inhabitants, but does not produce good water, the Atoll warree, or chief of the Atoll, resides here. N.E. of MOLOQUE Island, one mile. Bounding the north of the other passage leading into the Atoll, is the island VAIVAND (VEYVAH), one mile in extent, it has 200 inhabitants, the fresh water on it is bad. The passage between MOLOQUE and VAIVAND is rather contracted, as shoal water projects from the south end of VAIVAND and the N.E. end of MOLOQUE, however, with a fair wind the centre of the passage is safe, having eight fathoms sandy bottom.

From MOLOQUE or VAIVAND Island, N.N.E. 10 miles to the N.E. extreme of the Atoll, is nothing but a long barrier reef with no passages through it. There are three small islands in this space, and on the N.E. point of the Atoll, are two moderate sized islands, both inhabited, called RYMUNDOO (RAIYMANDHOO) [and MADIFUSHI], in lat. 3°05'N, long. 73°41½'E, they can not be approached, except from the interior of the Atoll. From these two northern islands the barrier reef takes a direction to the W.N.W., between which and the N.W. point of the Atoll are two small, inhabited islands [DHIGGARU & MADUVVARI], with high cocoa nut trees on them. Near and between these islands are two narrow passages leading into the Atoll. The channels are safe, though narrow, being about 50 yards in breadth, and having not less than 7 fathoms in them. From these islands to the N.W. point of the Atoll, which is the elbow of a large barrier reef, there are only two passages, almost too narrow for ships to enter, they might be adopted in case of great emergency.

From the N.W. point of the Atoll, in lat. 3°10'N, long. 73°26'E, as formerly mentioned, the outer and western boundary of the Atoll takes a direction south, a little west, distant 23 miles, to lat. 2°47', long. 73°25½'E. In this space there are fifteen passages, or channels, all safe for ships, some of them rather small, indeed, almost at every mile you find a passage on this side of the Atoll, none of them have less water than 10 and 15 fathoms, there is only one small island in the centre of this space, to the south of which is a good channel, the island has neither inhabitants or water, and is called TOOAH (THUVARU), in lat. 2°54'N. On the south point of the Atoll, from lat. 2°45½'N. to 2°48½'N., long. 73°28½'E. are situated on the barrier reef six islands close together, two of which are inhabited [VAAREYAAFUSHI & KOLHU-VAARIYAAFUSHI], and possess good water, they can only be landed upon from the inner part of the Atoll.

From this to MOLOQUE Island is N.E. 15 miles, and is one continued barrier reef, without a passage through it, several heaps of coral stones are here and there seen above the surf, and on some are bushes, the surf from the long S.E. swell breaks very high here, even in the N.E. monsoon. As you approach MOLOQUE several smaller islands are on the barrier to the S.S.W. of it, from four to five miles. The Atoll altogether contains 21 islands, nine of which are inhabited, having a population of 980 inhabitants. There are a number of coral patches within the Atoll, and the depth of water is from 28 to 38 fathoms on a sandy bottom, the greatest depth is in the centre of the Atoll, it is high water at three hours, full and change of moon, rise and fall about four feet.



THE OLD MINARET BY THE OLDEST MOSQUE. BAARAH.
PHOTO 1991. VILGON co.

OODAH-HOOAHDOO CHANNEL. (KUDA-HUVADHOO)

It is formed between the Atolls NILLANDOO, and MOLOQUE, to the north and COLLOMANDOO (KOLHUMADULU) to the south, its western entrance is its narrowest part, being only ten miles wide, between the south part of NILLANDOO Atoll, on which is a moderate sized island, called KOODAH-HOOAHDOO (KUDA-HUVADHOO), in lat. 2°40½'N. long. 72°59'E. From this to the nearest part of COLLOMANDOO Atoll across the channel is ten miles, to an island on its N.W. boundary, called KANDOO-FOOREE (KANDU FUSHI), in lat. 2°32'N. long. 73°04'E.

The eastern entrance of this channel is bounded on the north side by the islands [DHITHTHUNDI] in the south extreme of MOLOQUE Atoll, in lat. 2°46'N. long. 73°28½'E., and the Island WILLIFOOREE (VILUFUSHI) on the south side, which is on the extreme of COLLOMANDOO Atoll, in lat. 2°30½'N. long. 73°23'E. Near the centre on the south boundary of the channel is the small Island of BDORONEE [BURUNI], in lat. 2°34'N. long. 73°10½'E, which is the north boundary of COLLOMANDOO Atoll, N.N.W. of this island, ten miles, is an open space between MOLOQUE and NILLANDOO Atolls, which are 19 miles apart.

The tides in this channel have the same direction as in the other flood, to the east, and the ebb to the west. To the north of COLLOMANDOO Atoll, from lat. 2°35'N. to 6°00'N, the Atolls lie in double groups, east and west, with an open space between them, from 10 to 20 miles free from all dangers.

COLLOMANDOO ATOLL. (KOLHUMADULU)

This Atoll is of considerable extent and like ADOUMATTE Atoll (HADHDHUNMATHI) is principally surrounded by barrier reefs, it is of a circular form, except its S.E. side, which is neatly a straight line, there are only six islands within the Atoll, and those are near the western boundary. Numerous coral patches, dry at low water, lie within the Atoll, and the general depths from 32 to 42 fathoms, the limits of the Atoll are as follow. South point an island called KIMBEEDOO (KIBIDHOO), inhabited, its centre in lat. 2°10½'N, long. 73°08½'E, from this to the east points one straight line, N.E.by E, 22 miles. The east point is the south point of a large island, called PHALAH (FAHALA), in lat. 2°23'N, long. 73°26½'E, this island is 3½ miles in length, north and south, and bounds the east end of the Atoll.

The N.E. point of the Atoll is the centre of a moderate sized island called WILLIFOOREE (VILUFUSHI), inhabited, in lat 2°31'N, long. 73°23'E. The north point of the Atoll is the centre of a small island, called BDORONEE (BURUNI), in lat. 2°34'N, long. 73°11'E. The N.W. point of the Atoll, a small island called KANDOO-FOOREE (KANDU FUSHI), in lat. 2°32'N, long. 73°04'E. The N.W. point of the barrier, on which are no islands, is in lat. 2°28'N, long. 72°58'E, from this to the S.W. point, the centre of a small island on the barrier, called FOOREE (NARAKA/FUSHI), in lat. 2°12'N, long. 73°02½E, between these two last points is the west boundary of the Atoll, preserving nearly a straight line, having two conspicuous islands, the north one in lat. 2°19½'N., long. 73°00'E., called KARNDOODOO (KANDOODHOO), the southern island called HELANDOO (HIRILANDHOO), in lat. 2°16½'N, long. 73°01'E. Both these islands are inhabited, and afford good water, wood, and poultry.

Between them is a wide channel leading into the Atoll, having two islands [VANDHOO] within the Atoll, facing the entrance of the channel, and about one to two miles inside, and four other smaller islands at the back of them. A reef extends to the south of the larger island, which bounds the north part of the channel, to the distance of half a mile. In the middle and entrance of this large channel there is some shoal water, with coral rocks, having six and seven fathoms water on them, yet in one small spot there is only four fathoms, this may be easily avoided, as on either side of which there is a



THOUSAND YEARS OLD FIG-TREE.
CLOSE TO THE MOSQUE / VIHARE. THODDOO.
PHOTO 1992. VILGON CO.

deep gut, one close to the reef off the northern island, the other close to the southern island, either side may be used as a ship may wish to anchor, eastward of the north island KAENDOODOO, or to the south one HELADOO. There are no other channels on the west side of the Atoll, and from this round the S.W. and south part is one barrier reef.

Passing the south point of the Atoll, the island KIMBEDOO (KIBIDHOO) as formerly described, two miles to the E.N.E. is the island VAIMANDOO (VEYMANDOO), its centre in lat. 2°11¼'N, long. 73°10½'E, close to the east of which, and between it and the next island, KANHEMEEDOO (KANIMEEDHOO), is a broad and deep channel, with a large coral reef within the Atoll, facing the channel, distant about 1½ mile. One mile to the east of KANHEMEEDOO, is a small island [FONADDOO], and between them a good channel. Further east, one mile, another larger island, called TEMAREAH (THIMARAFUSHI), and between the two latter a deep and safe channel, having 35 and 38 fathoms in it, these are the only channels leading into the Atoll on its south part. TEMARRAH Island is situated on the extreme of the barrier reef, which bounds the south east part of the Atoll, and is in lat. 2°12½'N, long. 73°13'E. From this island, N.E.by E, 13 miles, there are no more channels, all is one barrier reef, thickly covered with islands.

Three miles to the S.W. of the east point of the Atoll, is a good channel, half a mile wide, having eight fathoms in it, the channel is between two islands [GURAADHOO & DHIYAMIGILI], and in lat. 2°20½N, long. 73°24'E, from this, round the east and N.E. parts of the Atoll, are no channels. Between the N.E. and north points of the Atoll, as described, there are six straggling small islands on the barrier reef. Close to the east point of each of the islands is a channel leading into the Atoll, and though small are safe. The channel close to the east of BDORONEE Island (BURUNI), the north part of the Atoll, in lat. 2°34'N, long. 73°11'E, is the best channel, being wider and deeper. On the N.W. part of the Atoll there are two other channels, a deep but narrow one close to the east of KANDOOFOOREE Island (KANDU FUSHI), in lat. 2°32'N, long. 73°04'E, and to the W.S.W. of this island, 1¼ mile, in it, a large bank of coral shingle is on the east side of N.W. or west sides, except the large one as formerly described on the centre of the west side of the Atoll.

VAIMANDOO CHANNEL. (VEYMANDOO)

Situated between ADOUMATTE Atoll (HADHDHUNMATHI) to the south, and COLLOMANDOO Atoll to the north, the direction of this channel is E.37°N. and W.37°S., in length 27 miles, and the breadth of the channel, or distance between the two Atolls, is from sixteen to seventeen miles free from danger, the centre of the east entrance is in lat. 2°16½'N, long. 73°33'E, the western entrance is in lat. 2°01'N. long. 73°12'. Should a ship in calms and light airs be drifted near either side of the Atolls, the channels to enter them and their boundaries have been described. The boundary of VAIMANDOO Channel is as follows.

East entrance, on the north side is PHALAH Island, its south point in lat 2°23'N, long. 73°26'E, and on the east extreme of COLLOMANDOO Atoll. The south boundary on the east entrance is the centre of the large island of ESDOO (ISDHOO-MULI), on the N.E. extreme of ADOUMATTE Atoll, in lat. 2°07'N. long. 73°38½'E.

The western entrance, north boundary, is the Island KIMBEEDOO (KIBIDHOO), on the south point of COLLOMANDOO Atoll, in lat. 2°10'N. long. 73°08½'E. South boundary is the Island of MHOWAH (MAAVAH), on the west side of ADUMATTE Atoll, in lat. 1°53½'N. long. 73°19½'E, but the narrowest part of the channel at the west entrance is between the south point of COLLOMANDOO Atoll, and the



THE DAGOBA ON THODIOO. WHAT IS TEFT OF IT.
PHOTO 1991. VILGON co.

N.W. Island of ADOUMATTE Atoll, in lat. 1°57½'N. long. 73°21'E, situated by itself on the N.W. part of the barrier reef. It is high water in this channel, full and change of the moon at three hours, rise and fall, about four feet, the flood tide runs to the east, ebb to the west, velocity about two miles per hour in the Springs.

ADOUMATTE ATOLL. (HADHDHUNMATHI)

Is a small Atoll, in shape like a leg of mutton, it lies N.E. and S.W, the smaller part of it to the N.E, it is principally surrounded by a barrier reef, its length is 26 miles, its breadth in the S.W. part from 15 to 17 miles, its boundary as follows. N.E. extreme point, on which is the large island of ESDOO (ISDHOO-MULI), two miles in extent, whose N.E. extreme point is in lat. 2°07'N, long.73°39½'E, from this to the south, six miles, and a little to the westward, lie eleven small islands, all on the same reef, a little more to the south, in lat. 2°01½'N, is the island of MAHBADOO (MAABAIDHOO), inhabited. North and south of this island are channels leading into the Atoll, the northern channels has from three to four fathoms in it, the south one has eight fathoms, and is formed between MAHBADOO and MUNDOO (MUNDOO) Island to the south, from this last mentioned island, MUNDOO, in lat. 2°01'N. The boundary of the Atoll then extends south a little east 6½ miles, then S.30 W, 5½ miles, then W.by S., 4 miles, all this distance is one continued barrier reef, thickly covered with islands.

A little to the eastward of the south point of the Atoll there is a large and safe channel, two miles wide, leading into the Atoll, leading into the Atoll, by which a ship may enter, three small islands are situated inside the channel, a ship may pass between them, or on either side, as the winds may be. HEENEDOOADOO (HITHADHOO) Island bounds the west side of the channel, its east extreme point is in lat. 1°48'N, long. 73°29'E, a reef extends off the island to the eastward from a-half to three-quarters of a mile, on which the surf breaks high. GAHDOO Island (GAADHOO) bounds the east side of the channel and its centre, in lat. 1°49'N. long. 73°31½'E.

Should a ship enter this channel, being in want of supplies of wood, water, and poultry, she ought when through the channel, proceed to the island of MHOWAH (MAAVAH), on the western side of the Atoll, distant about eleven miles to the W.N.W. of this channel, where wood, water, and poultry are to be procured. Care must be taken to avoid the coral patches inside the Atoll, all of which are discernible on a clear day, more especially after entering the channel, having passed between the island bounding the west side of the channel, and to the south of the three small islands inside the Atoll and channel, as several coral patches lie west from these islands, distant from one and a-half mile. From the south extreme of the Atoll, in lat. 1°47'N, long. 73°27'E, the Atoll then turns to the north and west, one continued barrier reef with several islands on it.

On the extreme west point of the Atoll, on the boundary, is the island of MHOWAH (MAAVAH), in lat 1°53½'N. long. 73°19½'E. This island contains between 300 and 400 inhabitants, who trade to CALCUTTA every year, in three or four vessels of their own construction, of from 80 to 100 tons burthen, the island is from a-half to three-quarters of a mile in length and breadth, with good anchorage on its inner side, from 17 to 20 fathoms. North of MHOWAH, a mile and a-half, is a narrow but safe channel leading into the Atoll, the direction of the channel is about S.E. and E. Two small islands on the north side point it out, and lie to the N.N.E. of MHOWAH, 1¾ mile, and are used as places of interment to those natives who die onboard their boats. On the N.W. part of the Atoll is a small island called HANGHOOREE (APURA FUSHI), situated N.N.E., four miles from MHOWAH, in lat. 1°57½'N, long. 73°21'E.



CORALL STONES BROUGHT UP FROM THE SEA LONG AGO.
TO BUILD HOUSES / MOSQUES OR WELLS. THODDOO.
PHOTO 1992. VILGON co.

From this island the northern boundary of the Atoll extends in a straight line E.30° N., distant twenty miles, having only three small islands in this space, and two indifferent channels, the first channel is 4½ miles from HANGHOOREE, close to the east of two small islands, called MOONEAHHOOREE (MUNNA-FUSHI), this channel has not more then four fathoms in it, and generally three to three and a-half. The next channel is close to the east of a small island, called WADINOO (VADINELHU), in lat. 2°01'N. long 73°26½'E, this channel, though narrow, has deep water in it. From this to the N.E. point of the Atoll, ESDOO (ISDHOOMULI) Island is one continued barrier reef, there are no islands within the Atoll, except those three mentioned in the south part. The general depth within the Atoll is 25, 35 to 42 fathoms.

ONE-AND-A-HALF DEGREE CHANNEL.

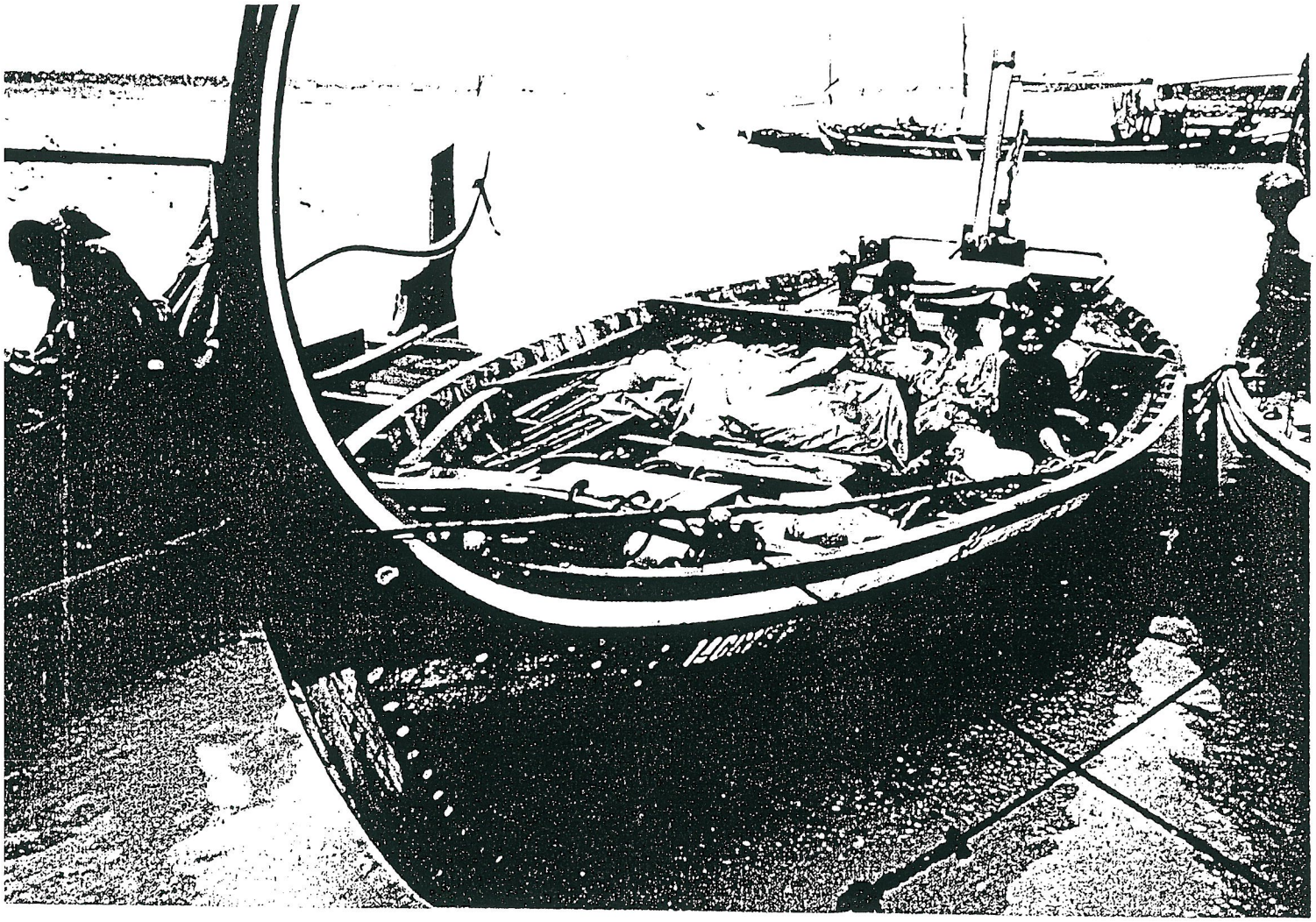
Situated between ADOUMATTE Atoll (HADHDHUNMATHI) to the north, and the SUADIVA Atoll (HUVADHU) to the south, is 51 miles in breadth between the Atolls. This channel is free from dangers, and a ship soon passes the north point of SUADIVA Atoll in lat. 0°55'N, and long. 73°19'E. and 73°21½'E. and the south part of ADOUMATTE Atoll in lat. 1°47'N, long. 73°27'E. Should a ship be drifted near to the south point of ADOUMATTE Atoll, she may enter the Atoll by a large channel two miles wide, situated from three to four miles to the E.N.E. of the south point of the Atoll, on which are two large islands looking like one island. Round the east point of them is the channel, having from 12 to 20 fathoms in it. Should a ship drift near to SUADIVA Atoll, the channels to enter this Atoll will be described.

EQUATORIAL CHANNEL with an account of PHOOWA MOLOKU ISLAND. (FOAH-MULAK)

This Channel is free from dangers, the island PHOOWA MOLOKU (FOAH-MULAK), erroneously called by former navigators ADDON Island, is situated a little to the south and east of the centre of the channel, which is 46 miles broad, between SUADIVA Atoll and ADDOO Atoll. PHOOWA MOLOKU Island is two miles long N.W. and S.E, by a-half to three-quarters broad, its centre is in lat. 0°17½'S, and long. 73°28½'E, from its centre S.E. extreme of SUADIVA, in lat. 0°23'N, long. 73°35'E, bears N.10°E, distant 41 miles. Its south extreme, which is the nearest part to the island, in lat. 0°12'N, and long. 73°13'E, bears N.27° W, distant 33 miles, and the W.S.W. point of SUADIVA, in lat. 0°18'N, long. 73°03'E. A line drawn through these three situations of SUADIVA, will shew the boundary of the south part of the Atoll, and which is the northern boundary of the EQUATORIAL Channel.

The southern boundary bears from the centre of PHOOWA MOLOKU, the point of ADDOO Atoll, S.37° W, distant 21½ miles N.E., the N.W. extreme of the same Atoll, S.51° W, distant 28 miles. A ship passing through this channel, and coming either from the east or west, ought with light winds to borrow over towards ADDOO (ADDUO) Atoll, that in case of calms, and variable winds, she may not be drifted too close to SUADIVA Atoll, if this should be the case, a vessel might in the day time easily enter one of the numerous channels leading into the Atoll.

One good channel, with plenty of water, lies to the W.N.W, three miles off the southern point of the Atoll, whose latitude and longitude has been mentioned. To the N.W. and N.N.W. of this channel, distant 20 miles, is one continued barrier reef, with a succession of small islands, which appear at a distance nearly as one island. Between the S. and S.E. points of this Atoll, there are eight channels leading into the Atoll, all safe for ships, and in case of being drifted near them, may be used to enter the Atoll, where she may anchor for the night. The depths are from 35 to 45 fathoms in the Atoll, and in the channels not less than 8 and 10 to 15 fathoms. Should the vessel not be able to return from the Atoll by the same channel she came in by, she



WOMEN IN A DOHNI. MALE.
PHOTO 1988. VILGON co.

may in the day time steer boldly to the northward through the Atoll, in deep water from 35 to 45 fathoms, passing occasionally some small coral reefs and islands, hauling to the eastward or westward, as her destination may be, that she may pass through some of the channels either on the east or the west of the Atoll, some of the natives will gladly conduct them through for a few pounds of rice or bread.

Between PHOOWA MOLOKU Island and ADDOO Atoll the channel is free from dangers, and PHOOWA MOLOKU may be approached quite close off the north, east and west sides having no soundings near it, but off the south side a shelving bank extends to the distance of 1½ mile. The surf breaks very high on this, to the distance of three-quarters of a mile from the island, yet on its extreme point, a vessel may anchor in six and seven fathoms water for a few hours, in moderate weather, the bank is hard sand, with small coral rock, and the anchor does not hold well, its sides, like the island, are precipitous. This island contains between 300 and 400 inhabitants, who are principally employed in fishing, and weaving cloth.

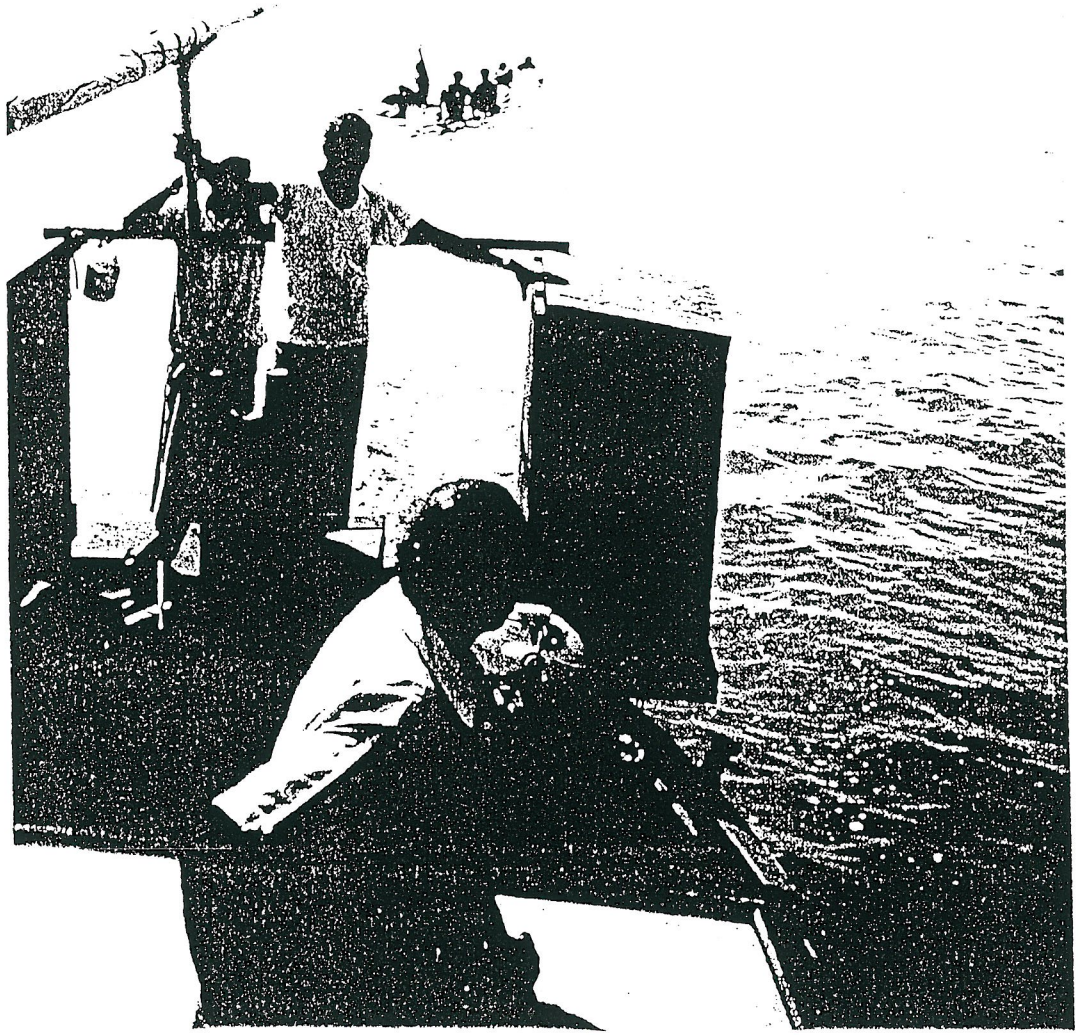
Here resides one of the royal family from MALE', or KING's Island, he is styled "Deedee". From the islanders may be obtained turtle, fowls, eggs, fruit, firewood, anf fresh water. The natives often visits ships in passing, on shewing their colours. Some of them speak Hindoostannee language. The trees on the island are from seventy to ninety feet high, it is high water at one hour full and change of the moon, rise and fall between four and five feet, the ebb-tide in the channel sets to the westward, the flood to the eastward, they are little felt, except in reading and accelerating the currents, the prevailing winds are from west to south and S.S.E. from May to December, with much rain and squalls. January, February, and March, the weather is less cloudy and rainy, the winds generally from the north and north-east.

SUADIVA ATOLL or by the Natives HOOAHDOO ATOLL.

This Atoll is one of the larges of the MALDIVA group. The depth of water inside from 35 to 45 and 50 fathoms, much greater than the other Atolls, also, less obstructed by coral reefs. There are thirty islands in its centre, two of which in the N.W. part are inhabited. The islands on the boundary are very numerous, fifteen of them being inhabited, containing together a population of about 2.000 inhabitants. The principal employment of the men is fishing, the women in weaving rush mats, for couches, beds, &c., which are wove with different coloured rushes, and pretty patterns, the rushes grow on the islands, and are dyed by the natives, a good mat will sell for from £.1 to £.3. The principal island for their manufacture is at GUDDOO (GADHDHOO), on the S.E. side of the Atoll, in lat. 0°18'N. and long. 73°28½'E.

Close to the westward of this island, between it and a long bushy island called GHANG (GAMU/GAN), is a good channel leading into the Atoll. GHANG Island lies to the W.S.W. of GUDDOO, distant one mile, and is a larger island, being a mile and a-half in extent. Close to the westward of GHANG Island there is a broad channel a mile and a-half wide, with thirty fathoms water throughout, also an island about three miles inside the channel, N.by E. from its entrance, having a projecting reef of considerable extent pointing south to the entrance of the channel, this island, after entering the channel, may be passed on either the east or west sides. The inhabitants of this Atoll are much subject to dropsical swellings of the lower extremities of the legs, called elephantiasis, common to CEYLON and the MALABAR coast, on the N.W. part of this Atoll, and the MALABAR coast.

On the N.W. part of this Atoll, in the year 1802, a SURAT [N. of Bombay] merchant ship was wreched, she was a prize to some French privateer, one of



THE RIGHT BOX IS THE TOIELETT.
THE LEFT BOX IS THE FIERPLACE/STOVE.
PHOTO 1991. VILGON co.

the island, there are several heaps, or dry banks at low water, of coral stones and sand along this boundary, on two of them are some bushes.

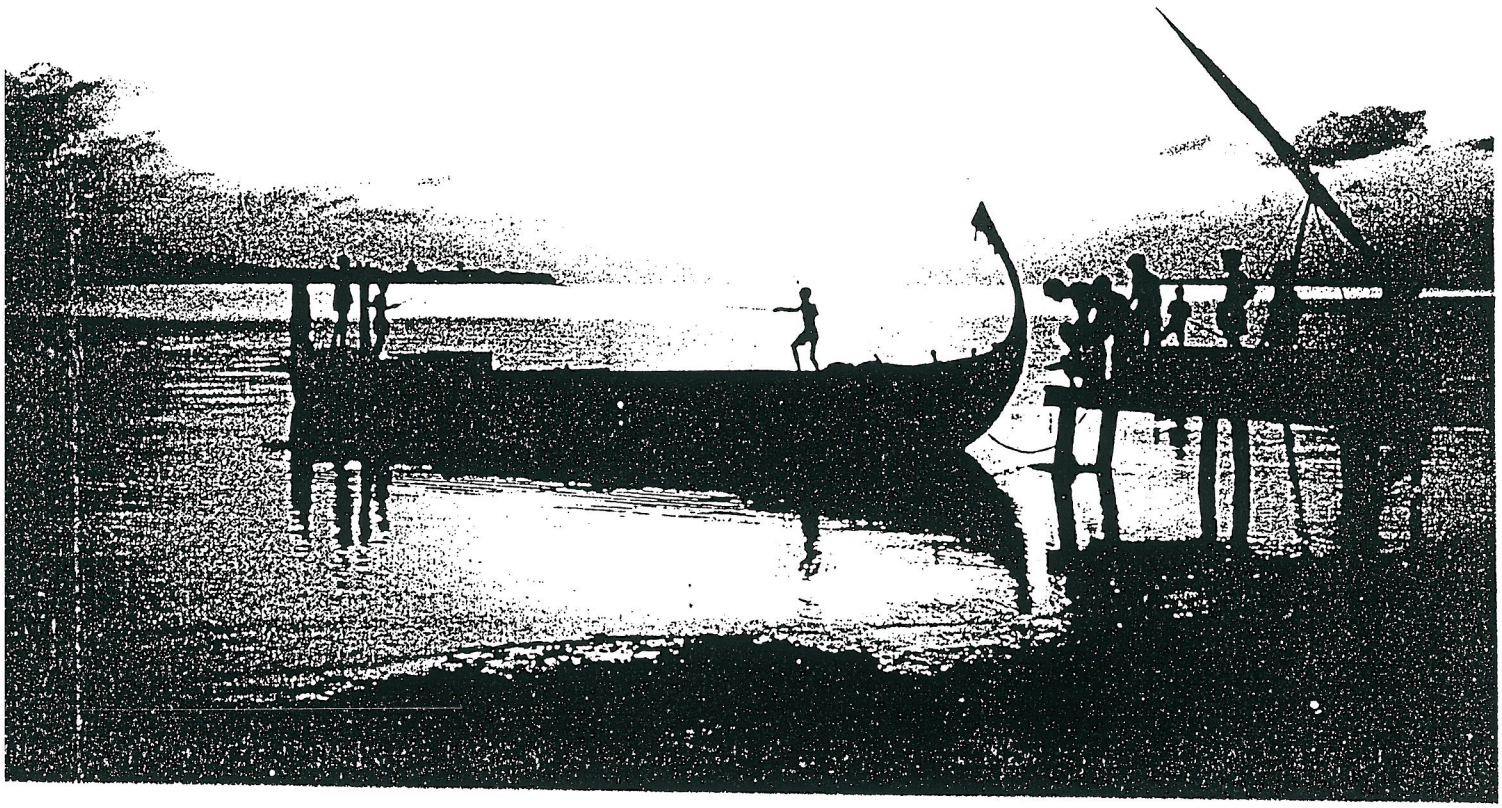
A ship coming from the westward or southwest would suppose TINADOO the most northern island of the Atoll. Should a ship wish to enter the Atoll, or if there is much chance of her being drifted into the deep bright to the northward, she ought if possible to enter the Atoll, either by the small, but safe channel, between the south end of TINADOO, and an island with low bushes, and one single cocoa nut tree on it, this channel is not more than 150 yards wide, and has six fathoms water in it.

There is a much larger channel, called by the natives the KANDADOO Channel (KAADEDHDHOO), being one mile in breadth, having not less than six and seven fathoms water in it. This channel lies south from TINADOO 3½ miles, it is most convenient for ships, its lat. is 0°18¼'N. long. 73°01'E. KANDADOO is the large island bounding the north side this channel, it is not inhabited, this island and TINADOO are the most western islands of the Atoll. Two other islands lie to the south of the channel, that forming the south side of the channel [MADAVELI] is not inhabited, but the second or southern one, which is the largest, is the residence of the Chief of the Atoll, called the Atoll Warree, the island is named HOONDADOO (HOADEDHDHOO), and contains about 200 inhabitants, good water, poultry, &c. may be procured here, good anchorage east of the island, from 27 to 35 fathoms water.

From the KANDADOO Channel to the southward, the S.W. boundary of the Atoll, is one continued barrier of reef for 79 miles, thickly studded with small islands, which at a distance in some places look like one island, the S.W. point is in lat. 0°18'N. long.73°03½'E, another point is in lat. 0°13'N. and long. 73°10'E., here is a good broad channel leading into the Atoll between two larger islands, the western one named FEOORWARREE (FIYOARI), which is inhabited. MATURA Island is the most southern island in the Atoll, and is to the W.S.W. of the last mentioned channel, three miles, in lat. 0°12'N. long. 73°13'E., this island is also inhabited, a coral reef extends to the eastward of it one mile and a-half, dry at low water, close to the east point of this reef is a good channel leading into the Atoll N.N.W.having not less than nine fathoms water in its shoalest part, the breadth of the channel is about half a mile, the eastern boundary of the channel is formed by the reef extending two miles and a-half from the large island of WAHDOO (VAADHOO), to the N.E.

WAHDOO Island, the east end in lat. 0°14½'N. long. 73°18'E, it is in length one mile and a-half, east and west, by half to three-quarters in breadth. By the natives' account it formerly contained 1.200 inhabitants, was very fertile and productive, for many years past it has been nearly deserted, having not more than 100 inhabitants, very poor, no cause is assigned why it has been deserted. The island is worth visiting, the ancient mosques, burial places, and other parts, are very interesting. On the N.E. side there is a broad channel, having 25 to 40 fathoms in it, leading W. and W.N.W. into the Atoll, and is more then one mile broad, there are two coral banks in the centre of this channel, having five and six fathoms on them, but in most parts seven and eight. These banks are very narrow, and are convenient for ships anchoring who wish to obtain wood and water, the tides are strong in this channel.

To the E.N.E. of WAHDOO, from two to three miles and a-half, are several small islands, between the two westernmost ones a safe channel with 34 fathoms, the least water in its deepest parts, leads north into the Atoll. To the eastward of these islands, from one to two miles and a-half, are two other channels leading in N.W., still further to the eastward is the large channel of GHANG (GAMU), off the west side of the large island of that name, which has been described in the first part of the description of this Atoll,



SUNSETT AT BARAAH.
PHOTO 1991. VILGON co.

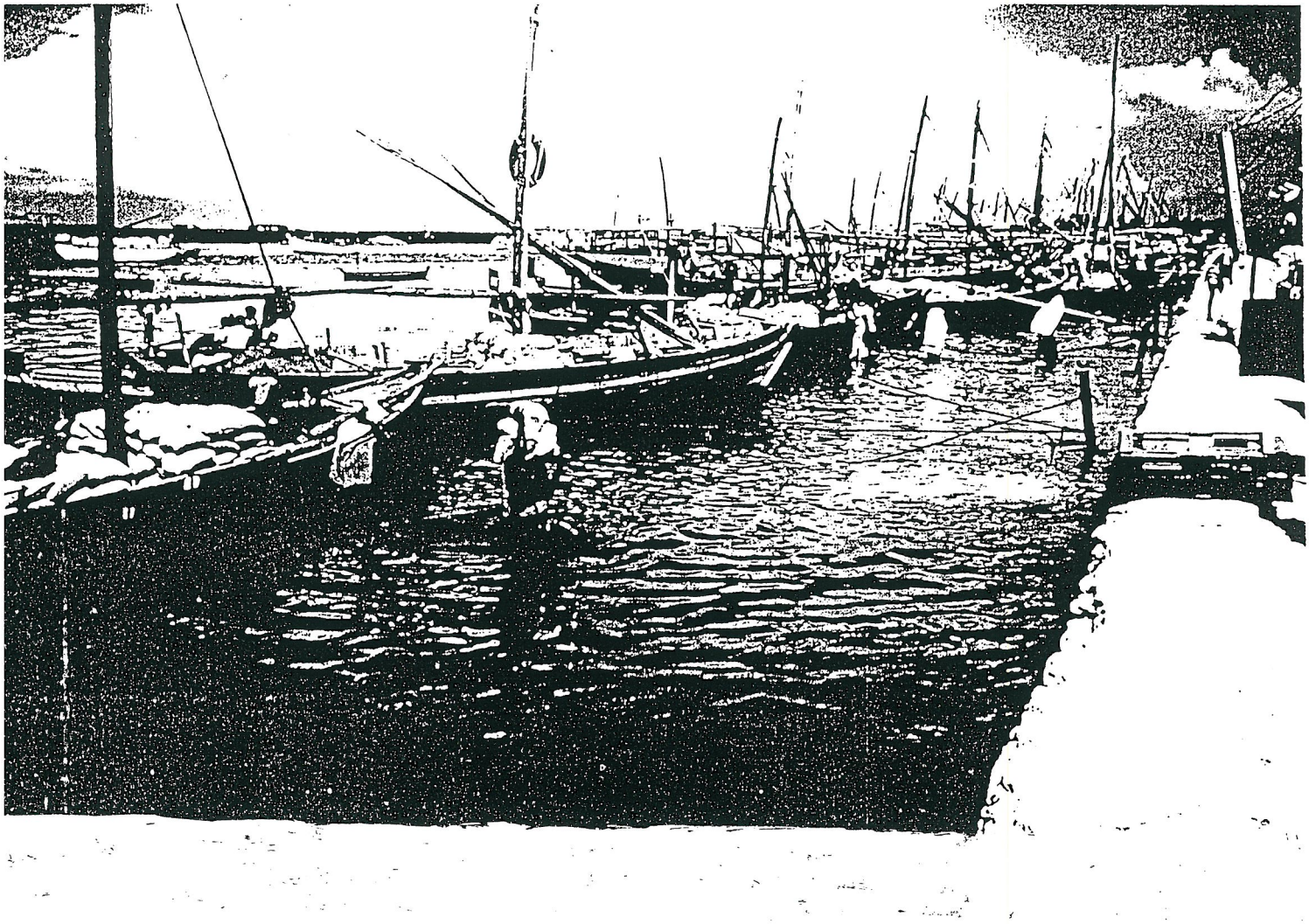
her crew, a Frenchmen, remained with the natives of the Atoll, adopted their manners and religion, Mahometan, married one of their women, and had a family, the man himself had died some few years before we came there, but his wife and children were living, whom we saw, and spoke to, they were much alarmed, supposing we intended taking them away, poor creatures, they had little of the appearance of being the offsprings of an European, the wife and children were dreadfully afflicted with elephantiasis.

The Atoll is 42 miles in length, north and south, by 34 miles in breadth east and west, south, and east sides, are numerous islands, the north and N.W. part of the Atoll is bounded by a continuation of coral reefs, between which are numerous safe passages for ships, as also between the islands to the southward and eastward, the north point of the Atoll is in lat. 0°55'N. long. 73°21½'E., here are two channels of 34 fathoms depth of water leading into the Atoll, two miles distant to the south and S.E. inside the Atoll, are two small islands [HURADO], these are the most northern islands of the Atoll.

To the W.S.W. of the north point of the Atoll, distant 10½ miles, is the moderate sized island of MAHFOOREE (KOLA-MAAFUSHI), this island lies on the northwest part of the boundary in lat. 0°50'N. long. 73°12¼'E., between these last two mentioned points numerous coral reefs, with safe passages between them, from the north boundary of the Atoll, having seven small islands inside the north part. MAHFOOREE Island is well inhabited, has good fresh water, and plenty of poultry, &c. In surveyng this Atoll, we were detained under the lee of this island for fifteen days in the month of December 1836, blowing in hard squalls, and fresh gales, from west to W.N.W., with heavy shower of rain. A ship wishing to stop at this island, if from the northward, ought to enter the Atoll at its north extreme, and then steer to the S.W. and west, passing between some small islands, keeping in mind those in the N.W. part of the Atoll. With MAHFOOREE Island bearing west, distant one mile in 10 fathoms, is a good anchorage.

From MAHFOOREE N.by E., distant one mile and a-half, is the small island of WILLEEGELLY (VILIGALAA), on both sides of which there is a channel, that on its west side, between it and MAHFOOREE, is rather shoal, having only four fathoms in it, the other to the eastward of the island is deep, two small islands are situated in the inner part of this channel. Another broad and safe channel is situated four and a-half to five miles from MAHFOOREE, with it bearing S.40°W, two small islands are also inside this channel, and bear from its entrance S.34°E., distant one and a half mile. A ship may pass them either on their east or west sides. From MAHFOOREE Island a long barrier reef extends to the S.E. four miles and a-half, on which are three small islands, close to the southward of the south one [MERADHOO], there is a good channel leading into the Atoll, with some coral patches about one mile and a-half inside the centre, three miles S.S.E. of this last channel is another, here the boundary of the Atoll forms a deep bay, having this channel at the bottom of it, and bears from the centre of MAHFOOREE Island S.32°E. distant seven miles.

TINADOO (THINADHOO) Island is the next principal island on the west side of the Atoll, its centre is in lat. 0°31½'N. and long. 73°01'E. The island is about one mile in extent, and contains about 200 inhabitants, has good water, and a few supplies. From this island, the boundary of the Atoll to the north, forms a deep bay towards MAHFOOREE Island, and which would be dangerous for a ship to be drifted into in calms and light winds, its direction from TINADOO is N.50°E., distant 19½ miles, which is the depth of the bay, and the entrance of the second channel south of MAHFOOREE Island, S.32°E, distance seven miles, as formerly mentioned. Between this channel and TINADOO Island, along the boundary, are seven channels, one of the best is situated four miles to the N.E. of TINADOO, and is off the east end of the reef which joins



MAMUAL DISCHARGING IN MALE WEST HARBOUR.
PHOTO 1991. VILGON co.

the centre of GHANG Island is in lat. 0°17'N. long. 73°27'E, on both sides of this island there is a good channel.

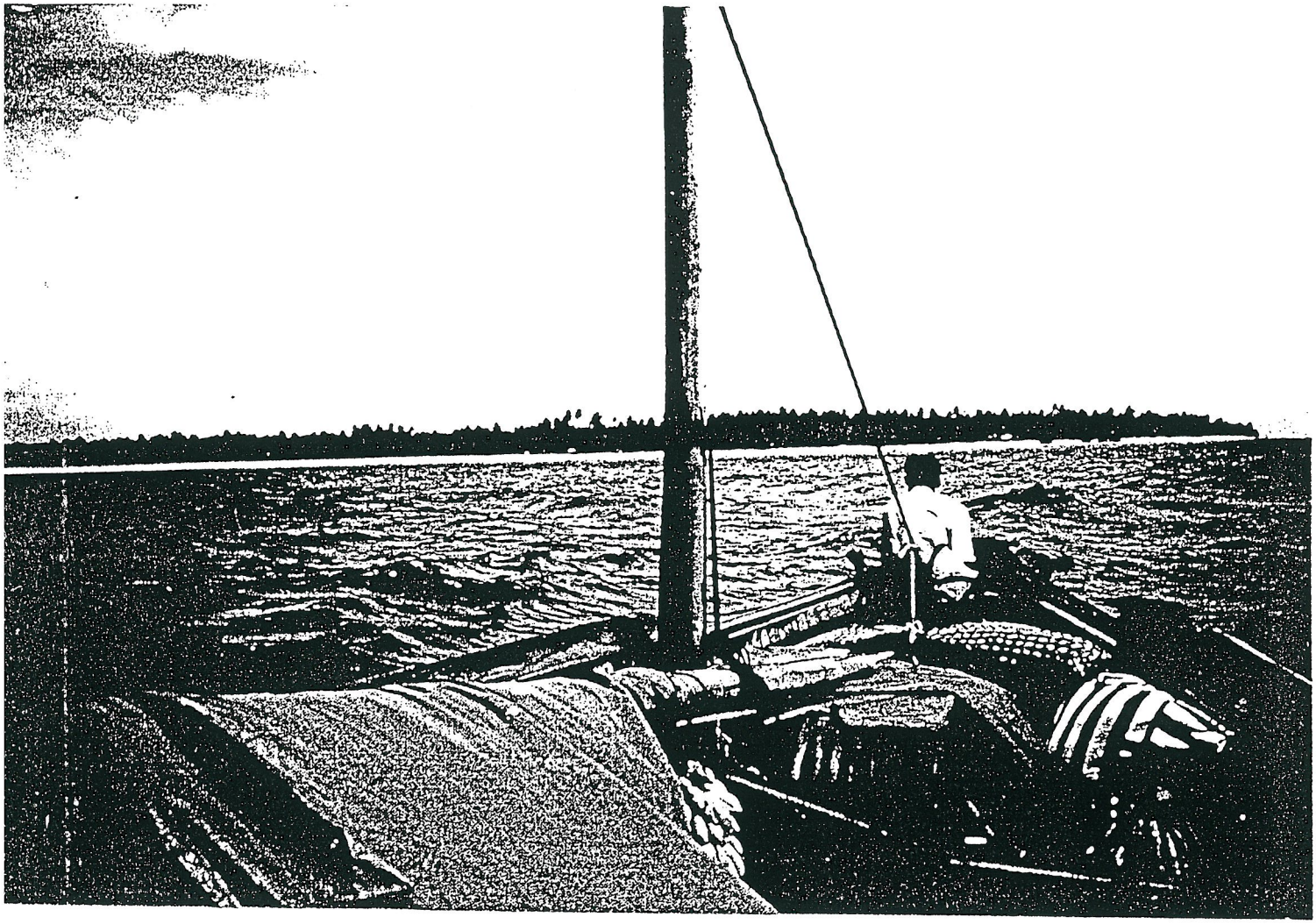
From GHANG Island the direction of the Atoll is E.35°N. distant 10 miles, to the S.E. point of the Atoll, which is in lat 0°23'N. and long. 73°35'E, in this space are several islands, looking at a distance like one island, they are all on one reef, and have no channels between them, except near the S.W. point of the Atoll, in lat. 0°21'N. long. 73°32½'E., this channel is wide and has seven and eight fathoms water in it,and leads into the Atoll north, it is bounded on its east side by the Island KANDOOHOOLOODOO (KADUHULHUDHOO), which is inhabited, and contains good water and some supplies. To the N.E. of KANDOOHOOLOODOO, distant one mile and a-half to two and a-half, lie two other islands, the northern one, KOOBOORAH (KUBUMAA-FUSHI), is a little to the westward of the S.W. point of the Atoll, and in lat. 0°23'N. long. 73°34½'E. North of this, 2, 2½, 3, and 4 miles, are four smaller islands, all on the same reef, without any channels between them, these are the most eastern islands of the Atoll, in long. 73°34¾'E. The barrier on which they lie, extends to the eastward or seaward from a quarter to half a-mile.

MAHRARAH (MAAREHAA) Island is the most northern island of these four last mentioned islands, and close to the north of it, in lat. 0°27½'N, is a good channel leading west into the Atoll, having seven fathoms in it. Opposite this channel, distant 1 mile and a-half, inside the Atoll, is a small island, N.by E. of this channel, from one to two miles on the boundary of the Atoll, are two more islands, both on one reef. Then another channel, between KOONDAY (KOODDOO) Island, to the north, and DEEAHDOO (DHIYADHOO) to the south, the channel is in lat. 0°29½'N., and lies east and west, having 17 fathoms water in it.

The islands on both sides of this channel are inhabited, the northern one, called KOONDAY, in lat. 0°30'N., and long. 73°34'E, is a little more than one mile in length, it is situated on the south extreme of part of the barrier reef, extending to the N.N.W. 3½ miles, on which are four small islands, on the north side of which is another safe channel for ships, in lat. 0°33'N, leading into the Atoll W.S.W. To the north, and N.N.W. of this, from one to two, three and four miles, four small islands are situated, on separate reefs, on the boundary, with channels between them, the channels are small, except between the two centre islands. This channel is in lat. 0°34½'N. long. 73°32'E, from this channel the Atoll and islands lie in a N.W. direction, 5½ miles, to the centre of NILLANDOO (NILANDHOO) Island, between which and the channel just mentioned are four islands and two good channels.

NILLANDOO Island, its centre in lat. 0°38½'N. long. 73°27½'E, is a little more than one mile in extent, on both sides of this island, north and south, are good channels leading into the Atoll, having 12 and 13 fathoms in them, the northern channel leads in west, the southern one W.S.W. NILLANDOO is inhabited, as also the island to the south of it, called DANDOO (DHAANDHOO). The former has good water, and some supplies, with good anchorage, on its inner side from 17 to 25 fathoms. From the centre of NILLANDOO Island, as described, the islands and outer boundary of the Atoll lie N.½ W. and N.by W, 15 miles, the first six islands north of NILLANDOO 5 miles, are on one reef, with no channel between them.

A little more to the north, in lat. 0°44'N. long. 73°27'E, is the Island of KOOBERDOO (KUBUDDOO), having a safe channel on its north and south side. That on its south side is formed between the Island MAHMENDOO (MAAMENDHOO), distant one mile, that on its north side by the Island WILLEEGILLEE (VILIGILI), distant one mile, these three islands are inhabited. WILLEEGILLEE Island, which is on the north side of the channel, is situated on the extreme south point of the barrier reef, extending from the extreme north point of



APPROACHING THE HOME ISLAND WITH A FREIGHT DOHNI.
PHOTO 1992. VILGON CO.

the Atoll, 11 miles, close to the north of WILLEEGILLEE are four smaller islands. In lat. 0°50½'N., 73°25½'E. on the barrier, are two other small islands [MAMENDHOO], having no other nearer than five miles to them, these are generally first seen by ships coming from the northeast.

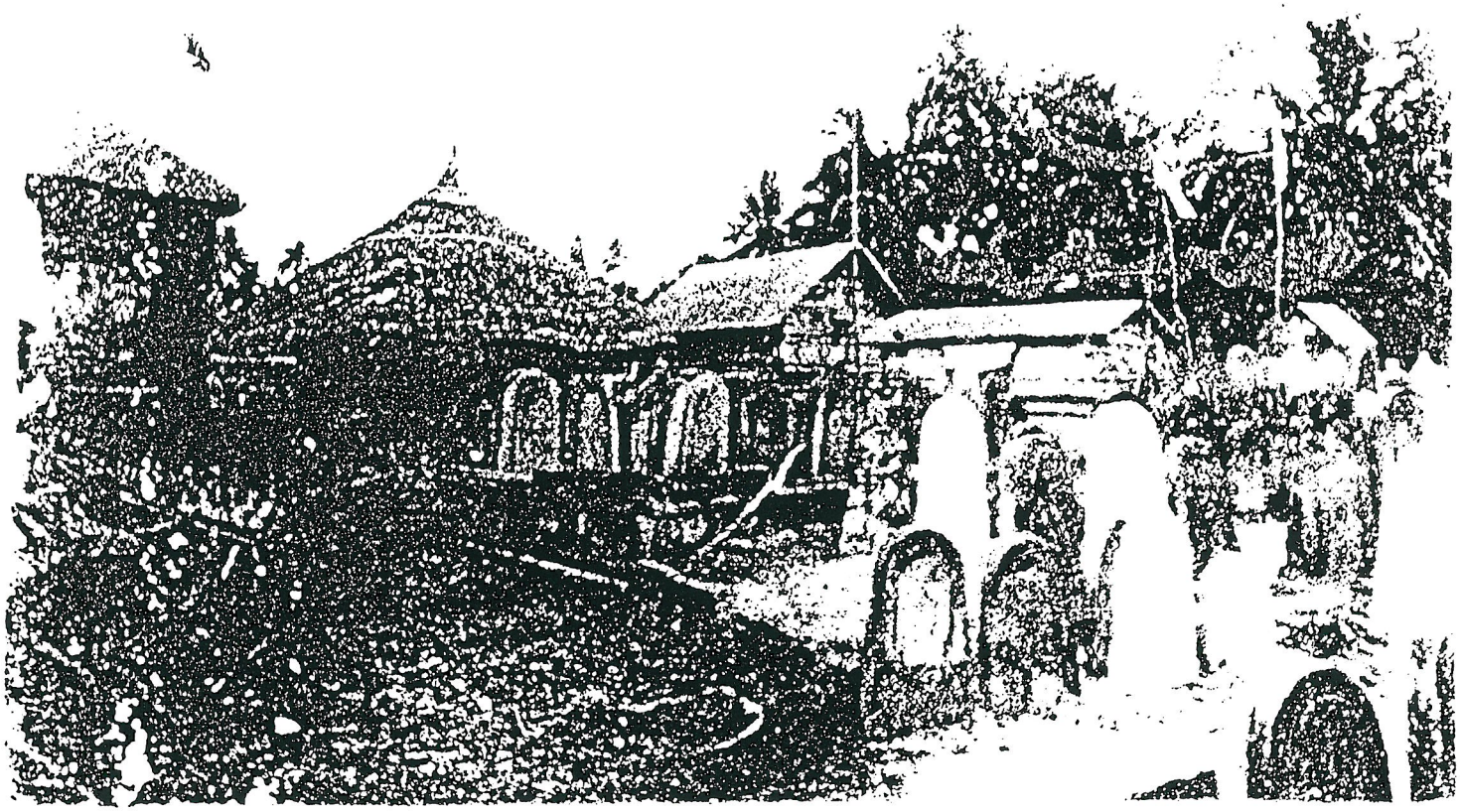
ADDOO ATOLL. (ADDU)

ADDO Atoll, erroneously called by former navigators PHOOLAH MOLOQUE Atoll. This Atoll, being rich, well inhabited, and available for ships, much in want of supplies, I shall be particular in describing it. This Atoll terminates the south extreme of the MALDIVA chain of islands, is the smallest of all the Atolls, being only 10 miles east to west, and seven miles from north to south, it is of a half moon shape, the concave side facing the north, and the convex side the south. The N.W. point is in lat. 0°35'S. long. 73°06½', the N.E. point in lat. 0°35'S. and long. 73°15½'E, the south and centre in lat. 0°41½'S. long. 73°10½'E, there are nine larger, and several smaller islands, the two principal islands lie, one on the N.W. point, the other on the N.E. point, that on the N.W. point of the Atoll is named HITTADOO (HITHADHOO), and extends to the S.S.E. 5 miles, its breadth is from a quarter to half a-mile, next to the S. of it, is MARRADOO (MARADHOO), about 1 mile in extent. Then FAIDOO (FEYDHOO), which is smaller, next to the south, is GUNG (GAMU/GAN), which is 1½ mile in extent, and is the most southern and centre island of the group, all these islands, four in number, lie on the western side of the Atoll, and are connected by a barrier reef of coral, dry at low water, with no soundings outside of them.

There are four channels leading into this Atoll. Two in the centre, on the north side, and two in the centre, on the south side. The southern channels are the largest, and may be used at night time. The northern ones are not so broad, yet are safe, and available for vessels comming from the northward with northerly winds, or leaving the Atoll with southerly winds. A vessel could not work through the northern channels, but with fair tide it could be done through the southern ones. The best way is to adopt that channels through which a vessel will have a fair wind. The northern channels are not easily seen by a vessel coming from the northward, as the northern barrier at some distance appears like one unbroken reef. On a near approach, and almost in the centre of this barrier, between the eastern and western islands, lie the channels, which will be known by a small bushy island and a high bank of coral stones. Both on the same reef, on either side of them is a channel leading into the Atoll.

The eastern channel is the largest, being 400 or 500 yards broad, having not less than six and seven fathoms. Its direction N.W. and S.W, the western channel is narrower, yet longer, and its direction north and south, the depths are from ten to twelve fathoms. In both these channels the tides and currents are strong, as also in the southern ones. The flood tide sets into the northern channels, and the ebb sets into the southern ones, rise and fall of the tide about four feet, high water at one hour full and change of the moon.

The southern channels lie on the east side of the GUNG Island, the southern islands of the Atoll. This I shall call GUNG Channel, and is formed between GUNG Island and two small islands to the E.N.E. of GUNG called WILLINGGILLY Islands. GUNG Channel is half a mile broad, having no dangers in it, and the depths are from thirteen to seventeen fathoms, it is convenient for any ship entering the Atoll. The other channel I shall call WILLINGGILLY Channel, is on the east side of the WILLINGGILLY Islands, formed between them and the south point of the dry coral reef bounding the east side of the Atoll. This channel is one mile broad, and has from seventeen to twenty fathoms water in it, deepening as a ship enters the Atoll, the direction of this channel is about N.W. and S.E. About one mile inside the entrance, on the N.E. side



TOMBSTONES AND MOSQUE.
PHOTO ca 1900. VILGON co.

there is a small coral reef, and as a vessel proceeds on to the centre of the Atoll, three coral patches will be observed, on which the sea breaks at times, but these are easily avoided by a common look-out, the depths in the centre of the Atoll are from 25 to 35 fathoms sand and clay.

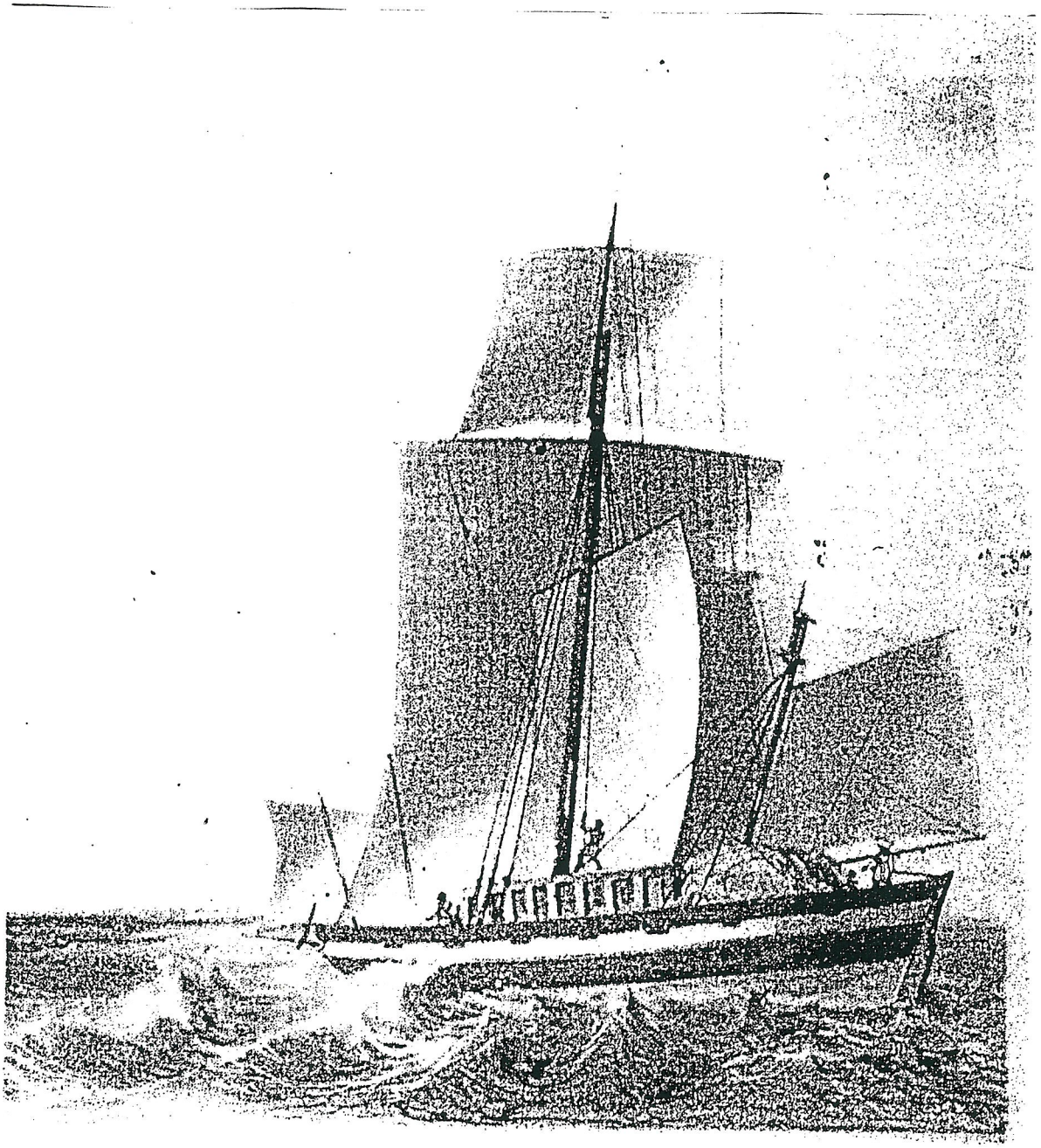
The most convenient anchorage for communication with the natives is near the islands, on the west side of which all are inhabited. From the WILLINGGILLY Channel, round the N.E. side of the Atoll, to the centre on the north side, is one continued barrier reef, on which are several islands, the only large one [HULHUMEEDHOO], of two miles in extent, is on the N.E. point of the Atoll This is well inhabited, and an interesting island, it is called MEDOO. (MEEDHOO) and HOOLOODOO (HULHUDHOO), from two villages situated in the centre.

This Atoll is clear of reefs, except in the centre, the three small patches, as formerly mentioned, and which are easily avoided, 30 and 35 fathoms is the depth of water in the centre. Near the islands on the east and west sides, are 20 and 25 fathoms, a vessel may anchor as most convenient, according to the seasons, during the N.E. monsoon, on the north or weather side, and in the other monsoon, on the west side. The islands afford a few supplies of fruit, limes, poultry, eggs, water and firewood in abundance. The natives are very civil and obliging, and will exchange their articles either for money or rice, biscuits, sugar, salt, onions, and garlic. They are extremely lazy and indolent, and very timorous, fearful of strangers, and will not be induced to assist a ship in wooding and watering unless paid for it, and obliged to work. They are under the government of the Sultan at MALE', or KING's Island, and the Aroll-Warree, or chief of the Atoll, is the person strangers ought to apply to for assistance in getting supplies. Some of the natives speak the Hindoostannee language.

Their principal occupation is making cottoncloths of white, red,and black colours mixed, all of which they dye themselves, and sell at a good price in the other Atolls. They are not allowed by their government to trade with foreigners, not even with the English, their allies. All their produce must be sold at the KING's Island, MALE'. They seldom visit ships passing, from fear of molestation, and it would be wrong of any ships stopping at these islands, to allow their crew to intrude into the privacy of their houses, among their females, or want only and without permission take their fruit,cocoa nuts, fowls, &c. They are poor and inoffensive, and have reason to regret the visits of some merchant ships. In religion they are all Mussulmen. The Atoll contains about 500 inhabitants, and in appearance they are like the the natives of INDIA on the MALABAR Coast.

There are no soundings outside of this Atoll close to the barrier reef, and being to the southward of the line or equator, is almost without the influence of the monsoon, the winds and weather being very variable, subject to squalls and rain. The N.E. monsoon is felt in January, February, and March. Westerly winds more in July, August, and September. The currents about this Atoll are very strong, for six months they set to the westward, and then back again to the eastward, according to the monsoons, but are subject to checks from variable winds. They commence to set to the west about January, and to the eastward about June. Their velocity from 40 to 50 miles per day, decreasing considerably in strength 40 or 50 miles from the islands. There was in 1836 no variation of the magnetic.

I have been thus particular about this Atoll, as so many ships pass this place on their way to and from INDIA. I have also recommended it as a coal depôt for steamers. ⁂



MALDIVE "ODIE". TRADING INDIAN OCEAN.
LITHOGRAPHY 1838. PARIS.

1838. PARIS, FRANCOIS EDMOND

IN: Essai sur la Constrution Navale des Peuples extra Européens, ou Collection des Navires et Pirogues. Ill. Paris 1841. The Maldive Ships in P.25-26.

FRANCOIS EDMOND PARIS participated in M. LAPLACE's Voyage to India in 1837-1840. The purpose with the Maritime Expedition was to establish new areas of interest for the French Government, and the Maldive Islands were in these years a potential French territory, as England not yet had any agreement with the Maldive Sultan.
F. E. PARIS wrote this book about all the different Ships he saw in the Indian Ocean, and he illustrated the book with numerous exellent coloured litographics. His Maldive obsevations are from 1838.

[FRENCH]

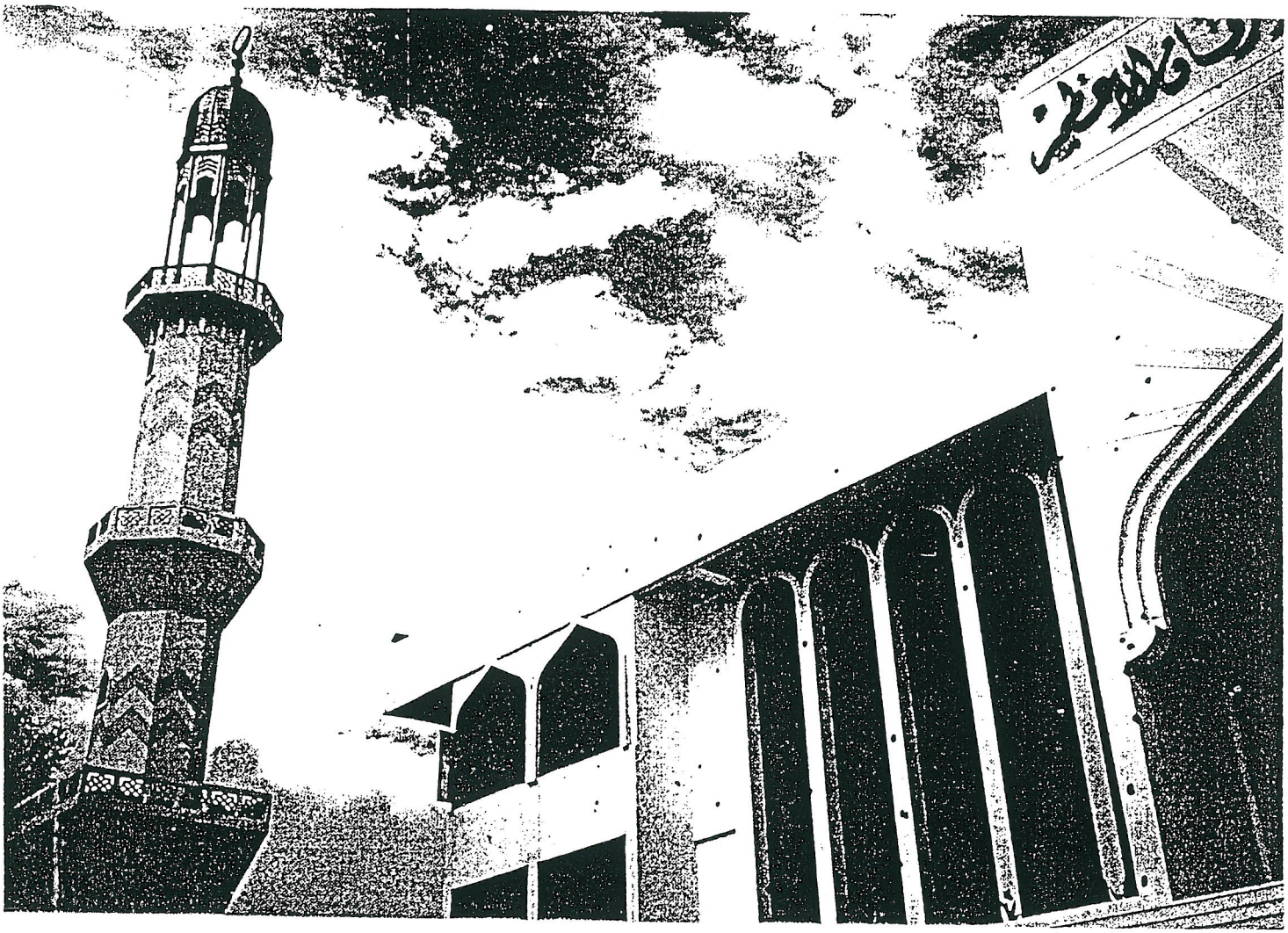
The local ships in the Maldives.

The Island-group of the Maldives, is located out in the Ocean in front of the Indian coast. They belonged for some short period to the Portuguese. The coral-reefs that surrounds the Islands are the guarantee for there independance, and a hinder for the loss of their products. Everyone ought to see all these small coral-islands, all formated and buildt up by the coral-polyp, and raising all the way up to the surface of the sea, where the corals brake to pieces and form the banks and isles.

The fruit of the cocoa-palm, the cocoa-nut, floats around and keeps alive for a long time in the salt water. It drifts to the island-shores, where it germents and grows. The dead palm-leaves fall to the ground and are the base for the small amount of soil, in which the plants take their nourishment, and the moist in the sand is filtrated salt water.

Even if these islands are very old, their fertility is astonishing. They appear at a distance as great green floating rafts. By the ships' movements in the sea, the islands appear to be the moving as well. They are almost always round like circles and in the centre of them there is usually a salt water lake with an opening to the ocean.

This round islands are joined in larger figures or rims, formed by the waves going in and out in the constantly moving sand on the beaches of the reefs. The beaches are all the time exposed to the wind, and this has a great effect on the windvard side of the circular island, and it is of cause increased by the constant wind.



THE NEW MOSQUE, AFTER THE COUP ATTEMPT 1988.
SEE THE BULLET HOLES.
PHOTO 1988. VILGON CO.

The number of Islands is uncountable, many of them are not more than small patches, and on these islands there are only a few cocoa-nut-palms growing. The palms are of a great value for the inhabitants of the islands. They use the milk to slake their thirst, and they use the nut-kernel to feed themselves, and the ripe fruit is a source for cocoa-nut-oil. The wine from the palm is called toddy. The nut-shell-fibres are used in rope-making, and from the leaves are made mats, and as if this is not sufficient there are many other uses for the cocoa-nut-tree. All this makes it possible for the natives to survive on their Islands.

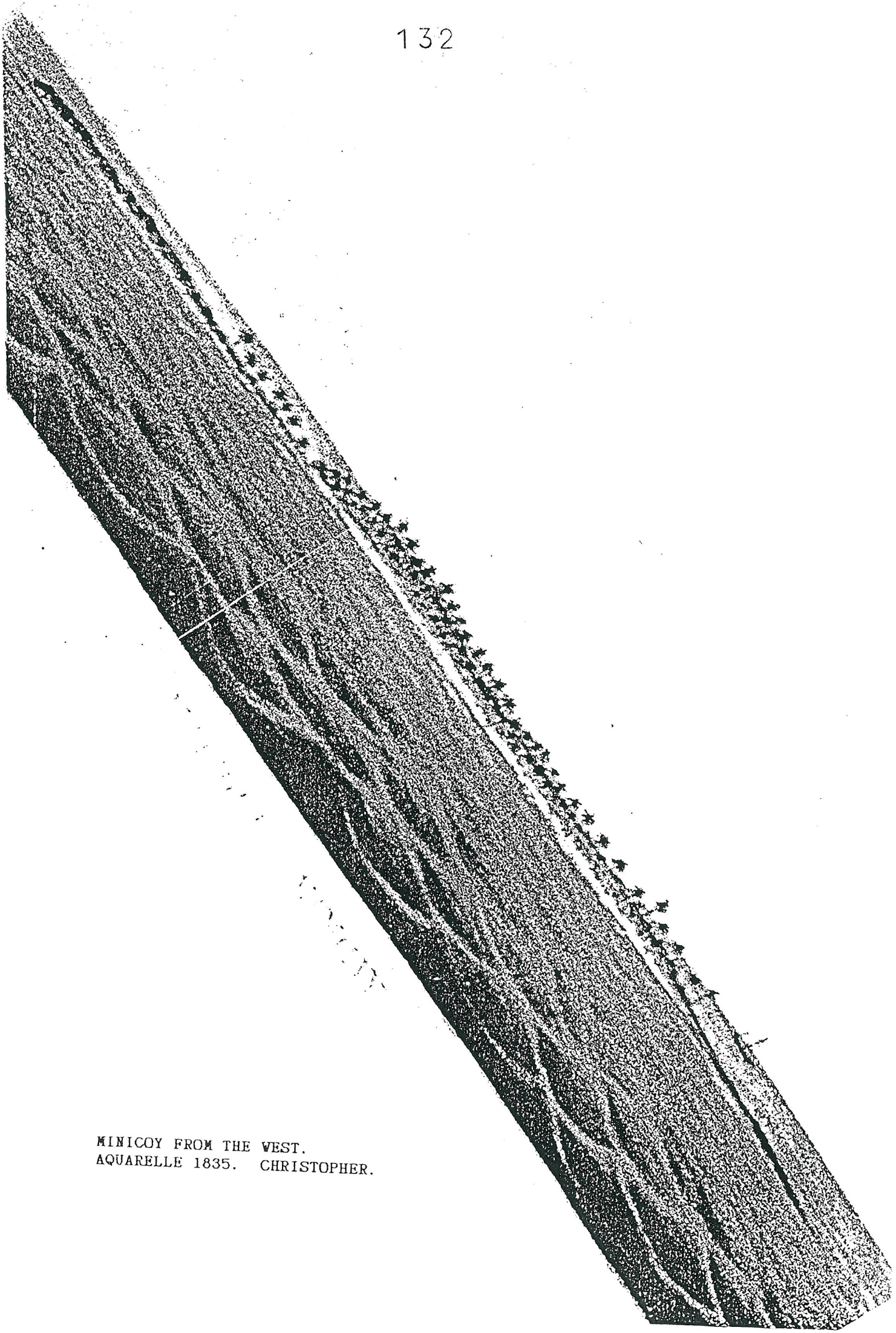
But it is not enough to make the Europeans interested in the islands, as they can not make any profitable business there.

The people of these Islands are Muselmans, who live isolated in a tranquil manner. Their own trade with the Indian Continent supply them with the timber and wood that they need for their construction of their ships. They are just simple sailors in the eyes of the Indians, but their ships buildt with hulls of cocoa-nut-wood, come and leave regularly. These ships resemble the Arab boats in size and construction.

On the deck they carry a large cabin built of wood and covered with straws and in the stern by large mats. The cabin is located close to the middle of the ship. On the fockmast-stay has a triangular sail been attached. The mainsail is rectangular, and it is higher than its widths, and made of plated cococa-nut-fiber mats, strengthened by horizontal slings joining the sails bolt-ropes. It has stitches in the lower-end base for the reef-ropes. In the bow is a small square-formed sail, resembling our ancient ships' bowsprit sail. It is fastened to an outrigging boom in the bow, and is secured with several ropes. One goes to the top of the mast, another to a place on the bulwark or to a special pole, and a third is fastened to the windward side. The sheet is placed in front of the shroud.

For the sailors onboard it is possible to arrange that the sails prevent the wind and waves to brake over the bow of the ship. We have but little knowledge how they do these arrangements, especially for the Indian Ocean. In the poop is a small mast with a mizzen-sail, very well done. We have seen ships with a long sailflagg right under the yard-arm.

These barges are about 20 meters long and do never sail against the monsoon, during the months of June and July. They arrive in fleets of 20 to 30 ships to the anchoring-berth at Balazore, and they spred all over the Bay of Bengal, where they freight cocoa-nut-oil, beautiful red mats, and ropes of cocos-fiber i.e. coir, whose quality is much appreciated. Other ships transport to Sumatra a kind of tuna-fish, which is cut and dried in the sun. The dried fish has a very high standard, and this quality has put it into a great demand along these coasts. ***



MINICOY FROM THE WEST.
AQUARELLE 1835. CHRISTOPHER.

1885. BARTHOLOMEUSZ, OLIVER.

IN: "Minicoy and its People." Written by Oliver Bartholomeusz.
Privat booklet of 32 pages with one map. London 1885.

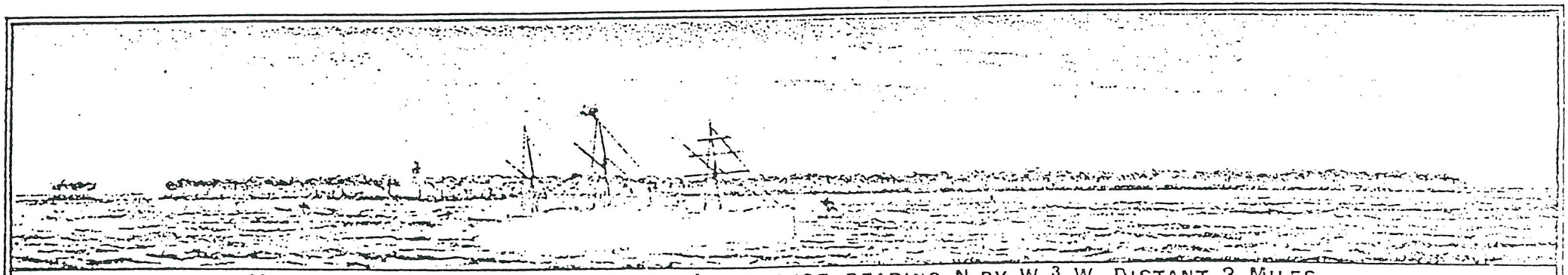
Oliver Bartholomeusz was the Medical Officer at Minicoy Island during the construction of the Lighthouse for Trinity House from end the of 1883 to the beginning of 1885. This is his memorirs from the Island.
[ENGLISH]

MINICOY AND ITS PEOPLE

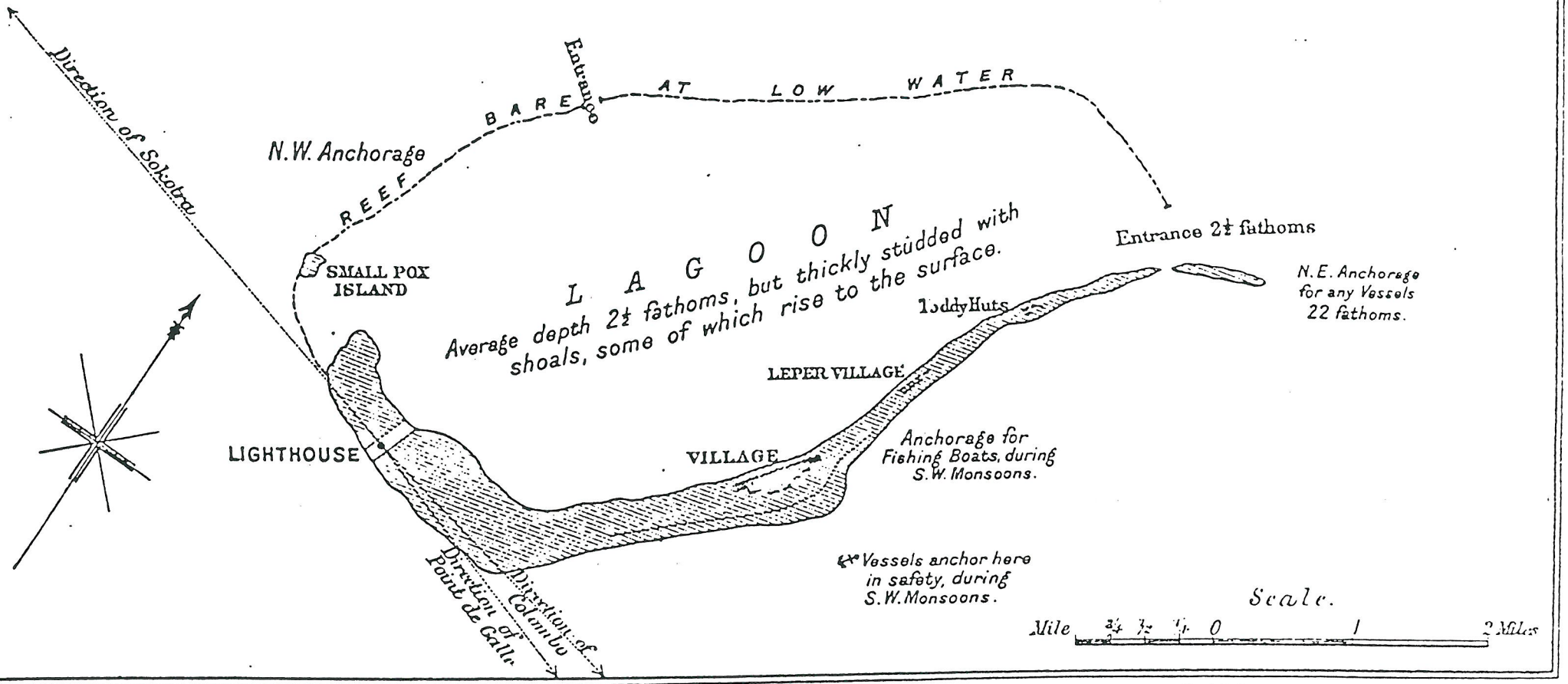
Minicoy, or "Malika," otherwise known by the natives as "Lakadadhebe," belongs to the group of coral islands called the Lakadives, which derives its name from it. The islands of this group differ from those of the Maldives, in that they are larger, and lie at a greater distance from one another; Minicoy, for instance, is more removed from the islands of its own group than it is from the Maldives. It lies about 100 miles to the south of the former, while only a distance of about 69 miles separates it from the latter; and Malie, the principal island of the Maldive group, is not half as extensive as Minicoy; but, though the islands of this group are comparatively large, they are very much less numerous than those of the Maldives. These two groups together stretch over a space extending about 1,200 miles from north to south, and of this more than two-thirds is occupied by the Maldives, which is said to consist of about 12,000 islets. These islands are grouped together by twos and threes, within girdle-like reefs, which are themselves often studded with little islets. Each such little group is called an "atoll" by the natives. So close together are these islets situated, that the natives are said to carry on a sort of telephonic communication from one to the other, by means of a cord, the ends of which are attached to the centre of a membrane stretched over the end of a hollow cylinder.

Minicoy is populated by the same race of people as those inhabiting the Maldives, but the other islands of this group are peopled by a race of Malabars, whose Hindu ancestors, it is said, escaped there from the shores of Southern India during the period of the Mohammedan conquests.

The islands of this group belong to the Government of Madras; each is governed by a native chief, called an Amin, who is appointed by the "Sirkar" or Collector of Calicut. The Maldives are tributary to the Government of Ceylon, and are ruled by a petty King, called a Sultan. His residence is in the island of Malie.



VIEW OF THE ISLAND OF MINICOY, THE LIGHTHOUSE BEARING N BY W ¾ W., DISTANT 3 MILES.



Thos Bell & Son. Lith. 40, King St. Covent Garden

GEOGRAPHICAL POSITION.

The interest attached to the island of Minicoy is from the fact of its having been selected by the Board of Trade on which to build their lighthouse, for the benefit of vessels passing through the "eight degree channel," of which this island forms the northern limit.

The island of Minicoy lies between lat. 8° 14′ and 8° 19′ N.; long. 72° 59′ and 73° 5′ E. It is seven miles long and about half a mile broad at its widest part. It is semicircular in shape, and lies N.E. and S.W., with its concave border directed northward. Facing this is an irregular coral reef, also semicircular, which with the island encloses a large oval lagoon, the area of which is about 12 square miles.

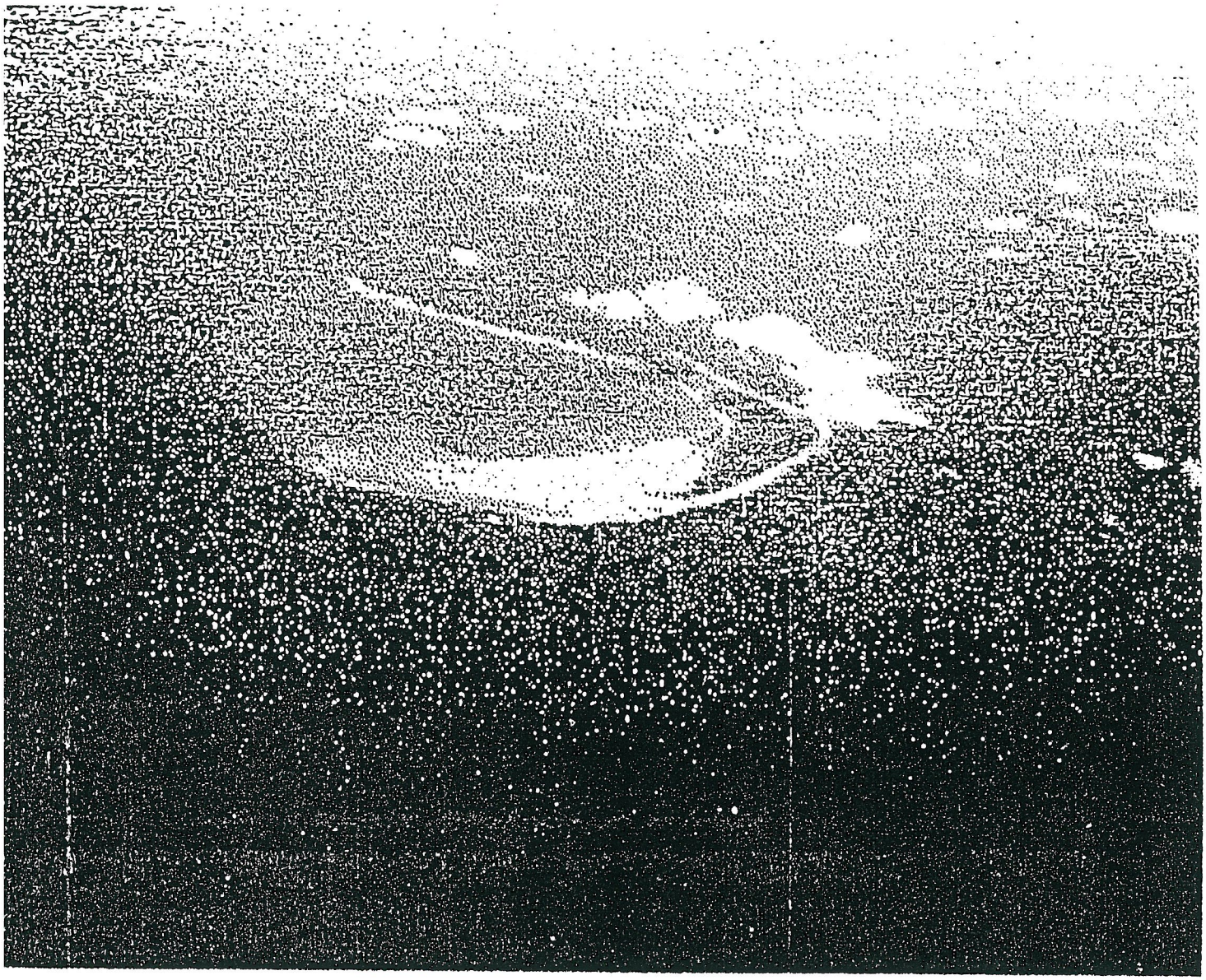
Between the reef and the S.W. end of Minicoy, is a small islet which at one time formed a part of the island. It is used as a place of quarantine for small-pox patients and goes by the name of Small-pox Island.

Comparatively safe anchorage for ships is found about three miles to the east of Small-pox Island and half a mile to the north of the reef. This anchorage it must be said is not safe during the prevalence of the S.W. monsoon. In fact no vessel can with safety anchor anywhere about the island at this season. Ships calling here during the S.W. monsoon will find shelter near the N.E. end of the island, where a bend in the land affords some protection from the fury of the wind and waves; but the anchorage here is not considered safe at any season of the year, as the bank is narrow and shelves down very abruptly.

Toward the N.E. end of the reef is a wide gap which affords safe passage for boats and native vessels, but ships drawing more than ten feet of water cannot cross the channel or enter the lagoon. At a point about midway between the two ends of the reef is a narrow gap affording passage only for boats. This is the channel generally used by the fishing boats during the N.E. monsoon. It is through this channel too, that a great part of the material used in the construction of the lighthouse was conveyed to the island.

GEOLOGICAL FORMATION.

The island as well as the bed of the lagoon is entirely of coral formation. A section across the island would be represented by first an almost perpendicular line from the base of the coral formation to the level of the bank; this is the region of the growth of solid coral, and the material formed here is firm, tough and compact, its structure and arrangement presenting a striking evidence in proof of a design in nature; for this part serves as a buttress to the island, and protects it most effectually from the fury of the waves. The blocks of coral found here are generally of a conical shape, with their cells radiating from the apex of the cone to its base, which is



AERIAL PHOTO OF MINICOY. LACCADIVES.
PHOTO 1991. VILGON co.

as a rule slightly rounded The cells are hexagonal or octagonal like those of a beehive, with this exception, that from each angle there is a solid plate projected inwards which meets its fellows at the centre. Another common variety of coral found here is of a more rounded form, and has its cells so arranged as to give it the appearance of the convolutions of a brain. Others again are flat, with very minute cells and thick, tough cell walls; this variety is hard as rock. These are some of the many varieties of solid coral forming the buttress of the island.

We next have to describe the upper surface of this buttress or the bank. This would be represented by a horizontal line drawn from the upper extremity of the first almost perpendicular one. The breadth of this bank from the beach to its edge is about an eighth of a mile. It is composed of a conglomerate of old coral and coral sand, and this is built upon again by more minute varieties of the coral insect, which helps further to strengthen and bind together the old material. This bank is exposed during low tides, and except opposite the bend in the island before referred to, it cannot be approached by boats. Opposite the bend it is broad and deep. A third oblique line drawn upwards from the end of the horizontal one would represent the beach. This is composed of fine coral sand, dead coral, and the débris of old shells. Part of the surface of the island passes through heaps of dead coral, which are thrown up by the tide. These lie bleaching in the sun, and in time decay and crumble down. Coming further inward, the soil is composed of bits of crumbled down coral, the débris of dead shells, coral sand, and decayed vegetable matter; and between this and the edge of the lagoon the soil consists almost entirely of fine coral sand and dead vegetable matter. The general surface of the island lies about five or six feet above the level of the sea; but about its centre, where the village of Minicoy is situated, it lies much higher.

The declivity of the lagoon and its bed are composed entirely of extremely fine white coral sand and coral mud. Many species of delicately branched coral find a suitable home within the lagoon where it is deep enough to retain the water during ebb tides. It must be mentioned here that the western half of the lagoon is shallow, and a great part of it is left almost dry when the tides are very low. Here, as a rule, the water is never more than five feet deep, even when the tides are at their highest. The eastern half of the lagoon is about three or four fathoms deep, but several large blocks of coral lie hidden about here, and render even boat sailing rather unsafe, except to those who are well acquainted with the position of the hidden dangers.

The reef rises rather abruptly from the bed of the lagoon. It lies high and dry during low tides, the exposed part of it being formed of heaps of large blocks of dead coral. The bank outside the reef is much wider than the one previously described, and seems



GIRL OUTSIDE CADIAN HOUSE. MINICOY.
PHOTO 1984. VILGON CO.

to descend in tiers like the terraces of a hillside paddy field. It is on this bank that ships calling here during the N.E. monsoon find an anchorage. It is about five fathoms deep.

THEORIES REGARDING THE FORMATION OF CORAL ISLANDS.

According to the researches of Professor Darwin, the coral insect can not live below a depth of twenty or thirty fathoms. It can not be supposed, therefore, that these persevering little builders laid their first foundation on the bed of the ocean, for "within a hundred yards of the reef no bottom is found." What then is the basis of the coral formation? We can do no better than state here the different theories regarding the formation of coral islands in general, held by those who have made this a subject of study. One very commonly received at one time was that they were built on the craters of submarine volcanoes. According to another, banks of sediment composed of the silt washed down from rivers were supposed to form the basis of the coral growth. A third theory supposes the bed of the ocean to have been upheaved by volcanic forces to the required height, on which the coral insects laid their first foundation. And the fourth is that submerged mountains and islands form the basis of the coral growth. This last is the theory advocated by Professor Darwin, and, at least as far as these two extensive groups of coral islands are concerned, seems to be the most plausible one.

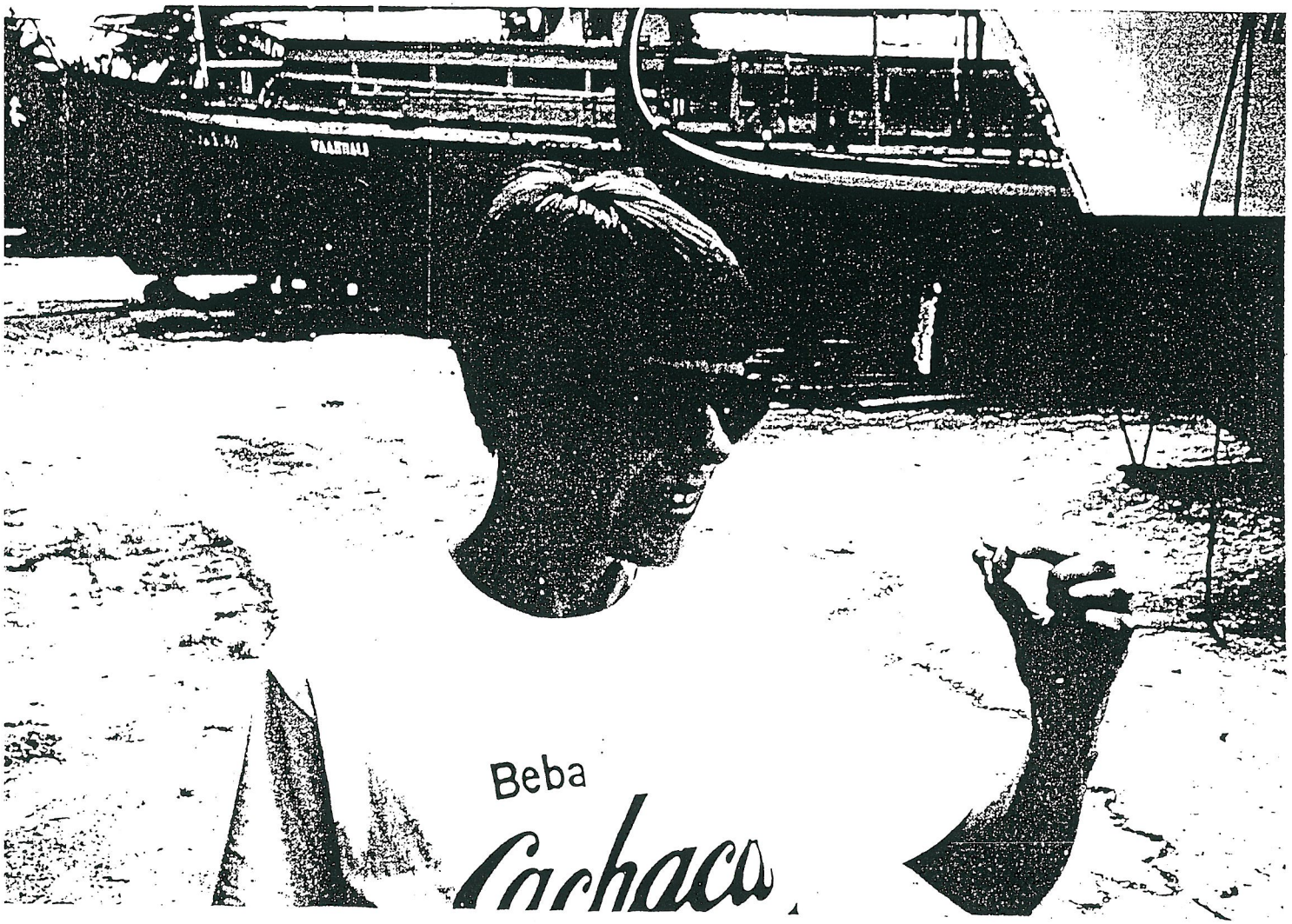
The submarine crater theory cannot be entertained in connection with these islands, for the lagoons enclosed by the coral growth are as a rule shallow; nor is it in the least likely that there ever existed so extensive a range of submarine volcanoes, as these thousands of atolls, scattered over a space of ocean twelve thousand miles in length, must lead us to suppose.

The silt theory can not hold good in this case, considering the distance of these islands from any large rivers.

It is considered improbable that volcanic forces should have heaved up the bed of the ocean into peaks or points of such an even elevation of twenty to thirty fathoms, without in a single instance bringing it up to the surface. It must follow, therefore, that submerged mountains and islands form the basis of these atolls.

It is well known that reefs of coral formation, more or less continuous, fringe the shores of Ceylon If we were to suppose that the islands in the Straits of Sunda, submerged in 1883, were surrounded by similar fringes of coral growth, it is not at all unreasonable to expect that these rings of coral, growing as they do upwards and outwards, would at some future period reach the surface, and form circular islands, and with their enclosed lagoons occupy the site of pre-existent hills and mountain tops.

If, then, from submerged hills and mountains we can argue

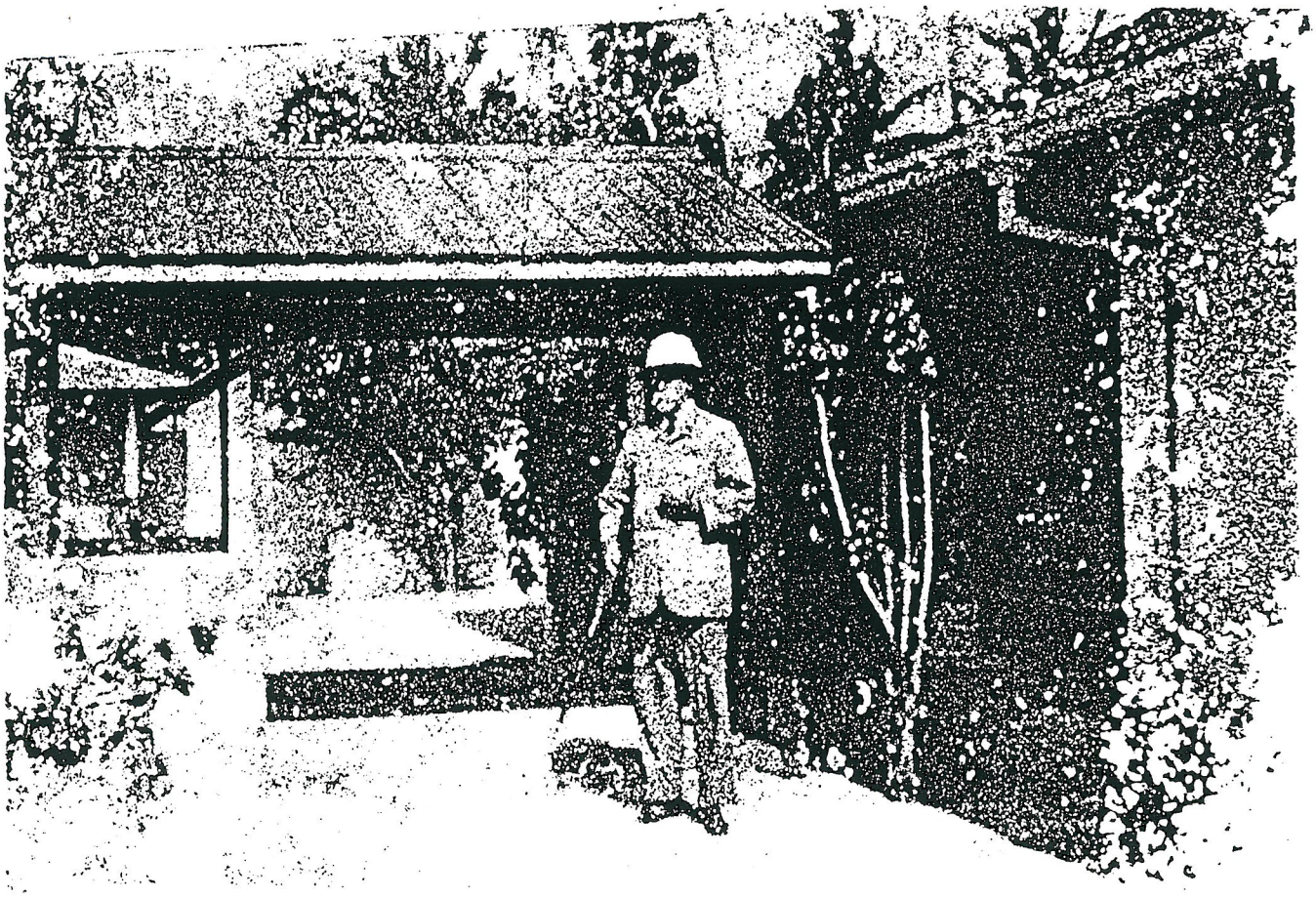


SHIPYARD. VILIGILI. CONNIE FROM-VILGON.
PHOTO 1988. VILGON co.

the future existence of coral islands, it is nothing but reasonable that, with coral islands as a datum, we can argue the pre-existence of hills and mountains. It requires no great strain on the imagination to suppose that at some long past age, the site of these atolls was occupied by an island of large dimensions, perhaps as large as Madagascar or larger, and that a chain of mountains extended from north to south, like those in Madagascar, or like the Eastern and Western Ghats in Southern India. When, owing to subterranean forces, this great island sank, every high hill and mountain peak must have remained above the surface for a period more or less extensive, forming a vast range of little islands. Around the shelving bank of each islet thus formed, the coral insect laid the foundation of its circular reef, which, gradually growing upwards, in time reached the surface, while at the same time, the island gradually subsiding, sank below it to form the basis of the lagoon bed. Here pieces of broken coral, detached by the waves, were washed in by every tide; and these by the decay of time, the trituration of the waves, and the agency of coral-eating fish and zoophytes, have been converted into the fine coral sand and white chalky mud of which the superficial stratum of the bed of the lagoon is composed.

FLORA.

Having thus briefly noticed tho structure of the Island and the history of its formation, we proceed to the consideration of its flora. The cocoanut grows here in its wild state, and thrives with a wonderful luxuriance. Indeed the Island from end to end is covered with a thick growth of cocoanut palms. Clumps of screw-pine, with their aerial roots and tufts of long drooping leaves, grow about the water's edge, and perfume the air with the odour of their sweet smelling flowers. The almond and the banyan tree also flourish here uncultivated. There are very few fruit trees among those which grow without cultivation. Of these the bread fruit deserves special mention. The early Portuguese settlers in the East seem to have considered it indigenous to these islands; and their descendants in Ceylon still call it the Jack of the Maldives—"Jaka de Maldave"—the Jack or Jaka being the well-known timber tree of Ceylon, the fruit and floury nut of which are to the Singhalese "Goya," what the potato is to the Irish peasant. The soil of coral islands seems to be specially adapted to the growth of the bread fruit, which in some coral islands forms the staple article of diet among the natives. It may be said to resemble the fig tree somewhat in its growth. The leaf is large and divided into several finger-like sections. The fruit is more or less oval, being about six inches long through the core, and about twelve inches in circumference; its skin is of a light green colour, and has an irregular



HARRY C. P. BELL IN MALE.
PHOTO 1922. VILGON co.

pimply surface. The substance of the fruit, or the part between the skin and the core, is firm and white; and when boiled is soft and floury, and forms a good substitute for potatoes.

The castor oil plant also thrives here uncultivated; it grows to the height of about eight or ten feet, and bears an oval seed about the size of a small bean, smooth and shining on the surface and mottled with dark spots. It is this seed, which, when crushed, yields the castor oil of commerce.

Almost all the shrubs, weeds, grasses, and creepers found here are those common to the western coasts of Ceylon. A few ferns, too, may be seen where the soil is damp and shaded, but they do not seem to thrive well.

It may be interesting to learn how all these trees and plants found their way here. The process of vegetation, in the first instance, must have been a very gradual one; plants of a more simple organisation being the pioneers; these by their decay enriching the soil and preparing it for the reception of those of a higher order; and these in their turn providing both food and shelter for their betters; and so on from grade to grade, till at last the noble cocoanut palm takes a firm footing among them and shoots its feathery crown high into the air, as if scorning to notice the moss and weed and shrub, its real but unassuming benefactors.

From recent experiments in botany it has been found that certain varieties of sea-weed can be cultivated on dry land. The growth of algæ on the surface of this island affords further evidence in proof of this fact, for there can be very little doubt of their being identical with those found on the reef. It must be supposed, therefore, that modified forms of algæ and sea-weed formed the first vegetation of this island; these, by their decay, prepared the soil for the reception and growth of seeds washed ashore by the tide, and as each succeeding generation of plants flourished and died, the soil was more and more prepared for the growth of plants and trees of a higher order. There is sufficient evidence to show that seeds and nuts are being continually washed ashore here by the tides, and these are such as are found on the western coasts of Ceylon and Southern India. Seeds and beans, too, are found here, which are common only to the hill districts; they are evidently washed into the sea by rivers and streams, and carried here by the tides.

FAUNA.

The island contains no wild animals properly so called, and the few specimens of reptiles and insects found on it are such as are developed from the egg; the egg in the first instance having been doubtless washed ashore, attached to the stems and roots of trees that had drifted away from the coasts of India and Ceylon.

There are, fortunately, no snakes here; one, however, made its



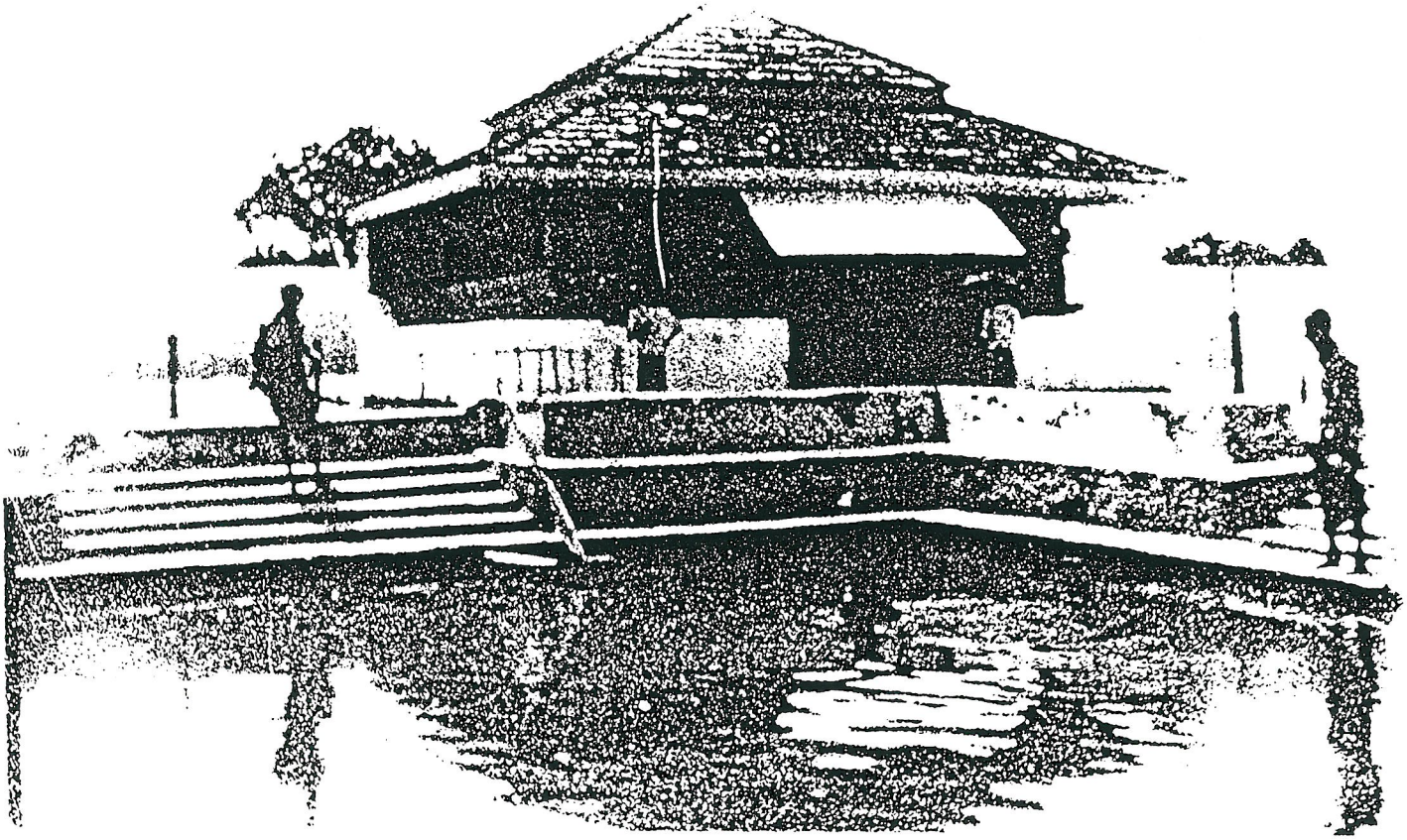
HEALTHY CHILDREN. MINICOY.
PHOTO 1984. VILGON CO.

passage to the island as a "stowaway," hidden between the knots of a bamboo, but it was soon discovered, and had to share the same fate as the gentleman we read of in history, who is said to have been drowned in a butt of malmsey. The liquor used in this instance, however, was not malmsey, but rum, which latter, although so destructive to the living, has undoubtedly great preservative properties over the dead.

Some of the winged insects, perhaps, were carried here by the wind. In March, 1884, we had a swarm of black crickets blown here by the winds of the N. E. monsoon; they continued to disturb us a few nights, but soon perished. At present (November, 1884) the air is alive with thousands of dragon flies, which are also said to come from over the seas; the natives meet with them while out deep sea fishing.

The mosquitoes, or as the old woman in the tale calls them, the Miss Kitties, deserve special mention; it will be a very long time before the members of the lighthouse building staff will forget them. As the story goes, the old woman was shocked when that part of her son's letter was read to her in which he described them as coming into his room through the chimney. We hope we shall not be sending her into hysterics when we say that the Miss Kitties of Minicoy think nothing of entering one's bed through the meshes of a two-fold curtain, and that they keep on saluting his face and ears in a very feeling manner, till he is obliged either to fall asleep in spite of them, or rush out of bed in utter desperation.

We have occasional visits from such birds as teals, gulls and curlews, and often when the wind is from the N E., some stray land birds from the coast of India find their way here. But as soon as the rough weather sets in and the wind begins to blow from the opposite direction, all our feathered visitors forsake us, leaving behind only the crane and the little white-breasted jungle fowl, which make this their permanent home. A few hawks may be seen during dry weather hovering about over the tops of the cocoanut trees in quest of rats; these latter evidently found their way here in the first instance hidden away in native vessels. They infest the cocoanut trees and are very destructive. They are large, and have thick, long tails, designed doubtless to help them in going up and down the long and slippery stem of the tree, and in crawling along its branches. The rat finds both food and drink in the cocoanut, which he bores through with a wonderful sagacity, directing his course through the husk in such a manner as to reach the most tender part of the shell possible. The hawk is not the only enemy of the rat, for when he comes down he finds the cat ready to give him a warm reception. There are scores of cats about the jungle, the descendants of stray domestic cats run wild; these thrive well on rats, mice and crabs, and seem in no way disposed to return to a state of domestication.



WASHING TANK OUTSIDE MOSQUE.
PHOTO ca 1940. VILGON co.

HERMIT CRABS.

Speaking of crabs, we must take this opportunity of describing one variety of them which no stranger visiting these islands can fail to notice; these are the hermit crabs. They are found in all sizes crawling about on the beach and under the trees, carrying on their backs a dead shell in which they place their soft sack-shaped bellies, which, if not for this borrowed protection, must render them an easy prey to their enemies. As they increase in size, they shuffle off their old tenements, and enter into such as better suit their altered growth. Some hardy old ones attain such a size that no dead shell can be found capacious enough to contain them; they are not at a loss, however, when they reach this stage, for in the tough shell of the cocoanut they find a splendid substitute.

The description of the hermit crab leads us conveniently to a consideration of some of the various forms of animal life found in the waters of the lagoon. It would be beyond the scope of this essay to dwell on all the different varieties of fish, reptiles, crustaceæ, insects, and zoophytes that people the lagoon and the moss-covered reefs. Nor is it possible here to describe the spangled beauty of the many colored rock fish as they sport among the coral, or to speak of the wonders of the flower-like actinia or the plant-like zoophyta hydroida, which at once partaking of the nature of plant and animal seem to form a connecting link between two great kingdoms of nature. Indeed, the grateful mind that recognises the hand of an Almighty God in the star-spangled firmament and the boundless ocean, must in these hid treasures of the sea acknowledge the providence that tints the flowers and clothes with beauty and comeliness even the meanest of His creatures.

OCTOPUS.

Most of us have at some time or another heard of the Octopus. We had the pleasure of securing two of these, and one of them was sent, preserved in spirits, to the De Soyza Museum. It has a purse-like body with a beak-shaped head and face, and from between the head and body are projected eight long tentacles, each of which is provided with three rows of cup-shaped suckers. These tentacles armed with the number of suckers are very powerful in their grasp; and where the animal is large and strong, an encounter with it is attended with danger. We take the liberty of inserting here a quotation from an English paper pertinent to the subject. "A Victoria (Australia) paper reports that recently a gentleman had a rather unpleasant encounter with an Octopus whilst bathing alone on the southern side of Middle Island, in one of the many dark and silent pools of salt water which remain trapped after each receding tide. He struck away to explore a grotto-like opening in the rock



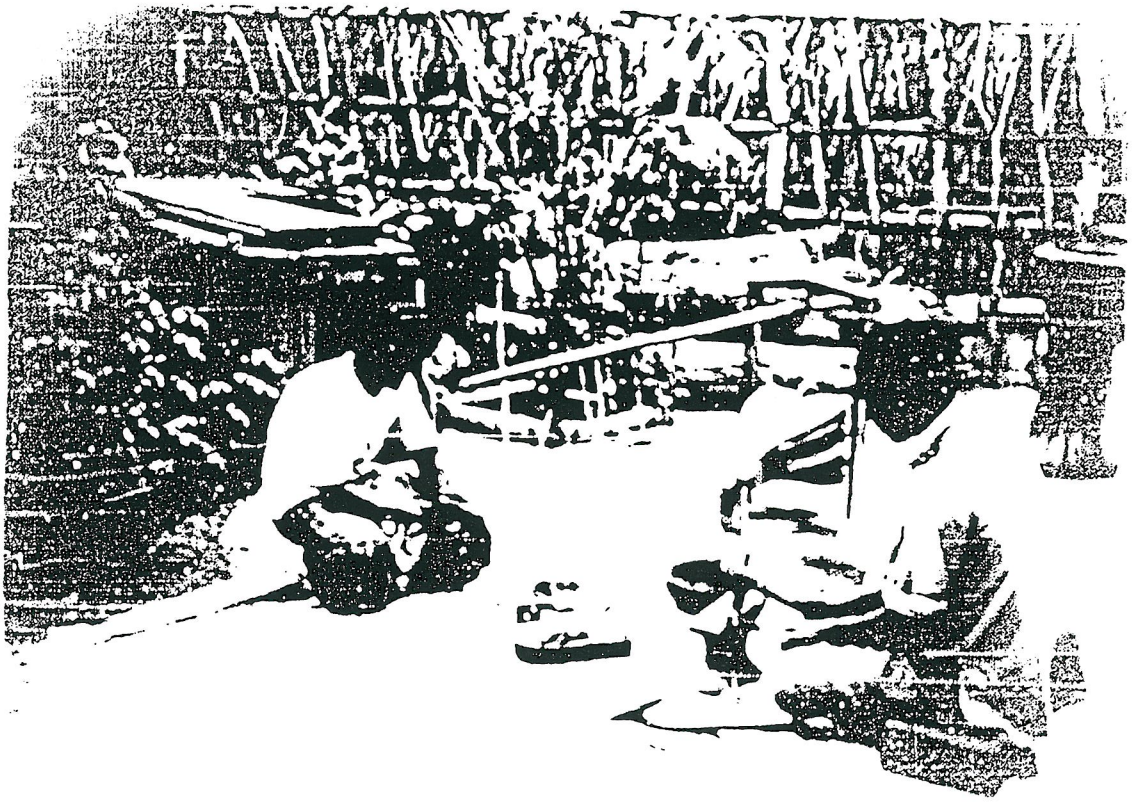
SHOP-KEEPER IN THE ORIGINAL MALDIVE DRESS. GURAADHOO.
PHOTO 1992. VILGON co.

which he discerned on the opposite side of the pool. He penetrated the cavernous aperture, but no sooner did he attempt to regain his footing than he felt himself seized by the left leg. Thinking it was a loop of seaweed he shook himself; and repeating the process with some violence, he found his action resisted; and the next moment he was prone on the floor of the cave. No sooner was he down than both his legs were entangled; and sitting waist-deep in the water he saw, to his intense horror, the spreading arms of an Octopus, and quickly felt the sucking tentacles on his unprotected limbs. In another moment the head of the repulsive monster was seen dimly through a surrounding of murky fluid. Its parrot-beak touched the breast of the adventurous swimmer before the real gravity of the situation was experienced. Realising his peril the bold explorer tore with fierce energy the manifold strips of slimy flesh which were darting forth to enfold him. The struggle was a long one, but at length the horror stricken man had the gratification of seeing the long arms of his foe paralyzed, and drop from his nervous grasp. With a vigorous wrench he managed to free himself, bleeding, breathless, and well nigh beaten in his terrible battle with the sea monster; and regaining the upper earth, he lost no time in making his way to the opposite shore."

Large numbers of sea serpents are found among the reefs and in the mud of the lagoon. The larger varieties of them are of an ash-grey colour, mottled with little dark spots. Some of them attain an enormous size, the largest being as thick as a man's leg. The smaller varieties are as large as the common fresh water snakes of Ceylon, but are very much prettier, being mottled and streaked in bright colours. None of them are considered venomous.

BECHE-DE-MER.

The shallow portion of the lagoon abounds with Holothuriæ, commonly known as the sea leech, or "Beche-de-Mer," and said to form a favourite dish among the Chinese. These are of a black colour, and are from eight inches to a foot in length. They are provided with several rows of suckers along their body for purposes of locomotion. Their oral orifice is surrounded by several filamentous tentacles, which, when projected, resemble the stamens of a flower. Something very peculiar with these creatures is that at death they eject their organs. Like most other zoophytes found here, the Holothuriæ live on dead coral. Another very common occupant of the bed of the lagoon is a white worm, about a foot and a half in length. It buries itself perpendicularly in the soft sand, keeping only its oral orifice exposed. On being approached when the tides are out, these little creatures draw themselves in, and while doing so squirt out little jets of water into the air. To a stranger walking on the sands here, these miniature fountains must



BLACK-SMITH IN MALE.
PHOTO 1922. BELL/VILGON co.

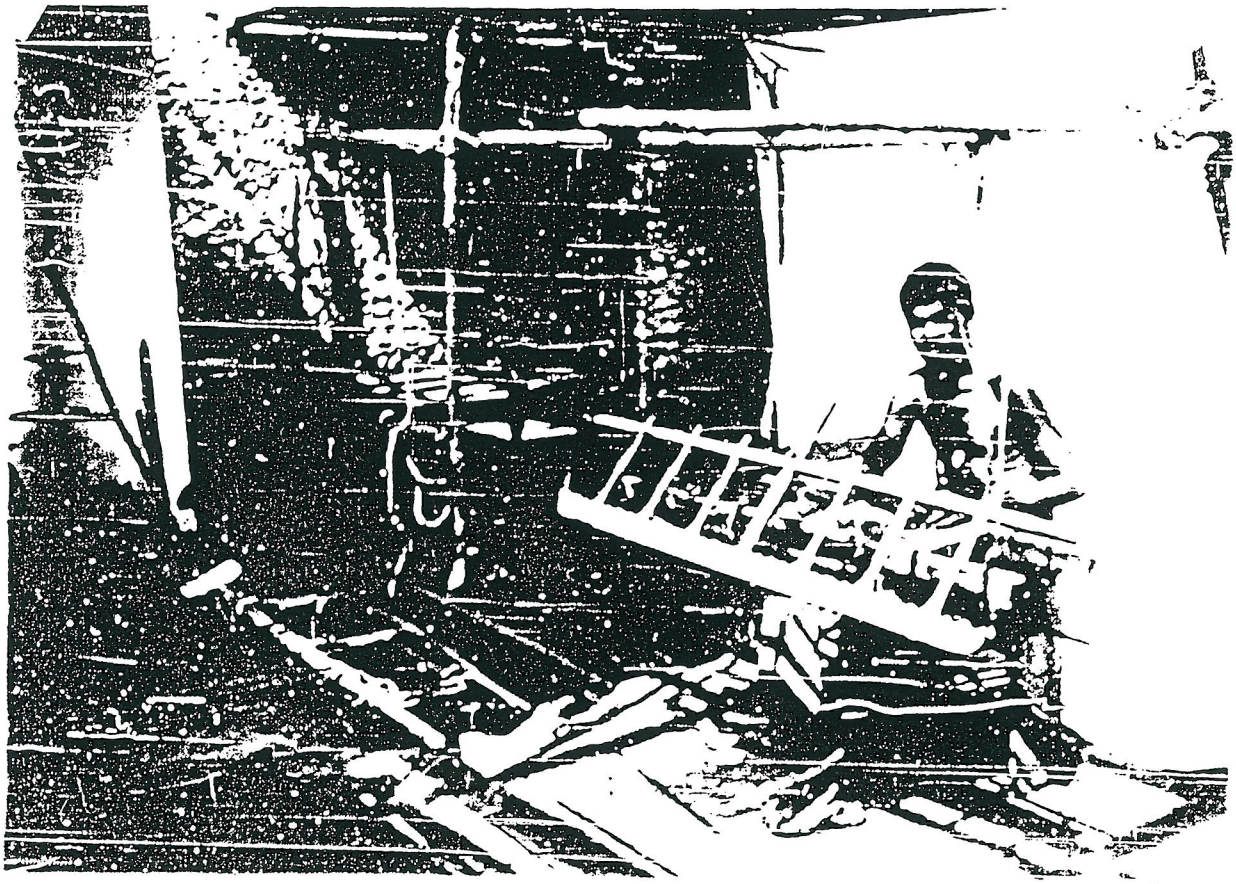
appear strange and interesting. These worms are much sought after by the natives, who use them as bait for fish.

The coral insects deserve special mention. They are zoophytes, and belong to the class called polypi. They have a soft cylindrical body, with a mouth surrounded by tentacles at one end, while the other end is attached to the coral. On picking up a lump of live coral, it is found to be coated with a strong-smelling mucilaginous fluid. This fluid is evidently secreted by the insect in order to attract the calcareous matter held in solution in the water, and perhaps, at the same time, it serves as a protection against coral-eating fish and zoophytes. The calcareous matter is assimilated by the insect, and helps to form the hard protecting envelope in which it is enclosed. The coral insects are said to develope their species by means of eggs, as well as by granulations, which spring from different parts of the surface of their bodies, and never become detached.

The lagoon as well as the banks outside abound with turtles; they are of two kinds, the shell turtle and the rock turtle; the former is scarce and is highly valued on account of its shell, which is the well-known turtle shell of commerce. The rock turtle lives and thrives unmolested, as the natives, being Mohammedans, are forbidden the use of it as food. They make no scruple, however, to eat the egg of the turtle, which it lays and buries in the sand of the sea-shore to be hatched by the heat of the sun. The egg, which is perfectly round, is half the size of that of the common fowl, and in place of the shell it is covered with a soft parchment-like skin. A turtle is said to lay from fifty to two hundred eggs, which, according to the accounts of the natives, are hatched in about eight or twelve days. The young ones fall an easy prey to the large sea snake, their great enemy, and very few of them escape. A full sized turtle measures about five feet from head to tail, and three feet from side to side. A fact worth noticing in a turtle is that it retains its muscular contractility for a long time after death; the heart, for instance, continues to beat for ten or fifteen minutes; and the eye in the severed head of a turtle was observed to respond to irritation for fully half an hour.

Several varieties of shells are found on the reefs; the prevailing class here is the univalve. The little white cowry has its habitat in the bed of the lagoon. It is collected by the natives and exported to India, where it is used as money by the "ryots" or peasants of the villages of Bengal.

Of the fish caught in the lagoon, one resembling the mullet and another very like the seer fish of Ceylon are the most palatable. A long-nosed fish resembling the "Hurullo" of Ceylon, is very common. Several young sharks and dog-fish come in with the tides in quest of their prey; and it is interesting to watch the movements of the shoals of little fish as they attempt to escape their enemy, now darting away from the centre, now coming closer together, now



CARPET-WEAVER IN MALE.
PHOTO 1922. BELL/VILGON co.

moving in a circle, and now as if with one mind springing into the air. But all their attempts are in vain; the enemy never leaves them till he has had his fill. Large numbers of cray fish and crabs are found on the reefs and around Small-pox Islet hiding in the crevices of dead coral. None of the crabs are edible, but the cray fish are much sought after and are easily caught when the tides are low.

CLIMATE.

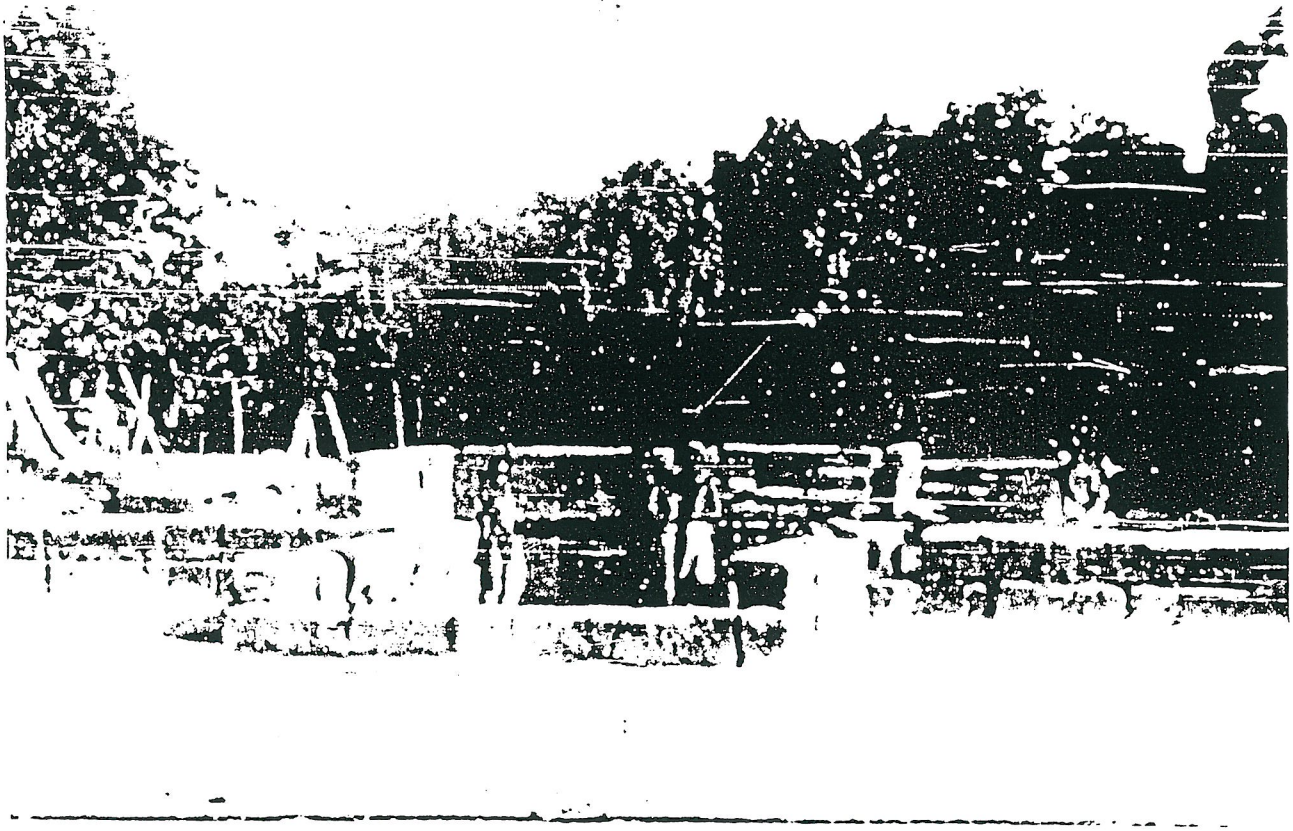
Minicoy enjoys a comparatively warm and dry climate. It is decidedly malarious, but less so than the islands of the Maldive group. The weather is greatly influenced by the N.E. and S.W. monsoons; the former prevails from October to April, and the latter from May to October; the latter is the more severe of the two and commands the greatest amount of rainfall. The wettest months are June and July. The weather in 1884 was exceptional, and it was very wet in August and September too. The most dry and hot months are from January to April, and the coolest months are October, November and December. The thermometer in the shade at noon, in the hot months, stands between 85° and 90°, and at early morning in the cool months between 75° and 80°.

POPULATION.

The inhabitants of Minicoy, numbering between two and three thousand, as previously stated, belong to the same race of people as the Maldivians. According to the tradition of the natives, their ancestors came here from the Maldives shortly after those islands became populated. But, as to the source from whence these received their first population, tradition is almost silent. The natives, however, believe them to have emigrated from the shores of Ceylon. At all events there is sufficient evidence to prove that these islanders are the descendants of a colony of ancient Singhalese. Whether these people came here directly from India, at the same time as their fellows emigrated to Ceylon, or whether they came here subsequently from that island, is however a matter of uncertainty.

ETHNOLOGY.

One striking proof of their affinity with the Singhalese race may be observed in their physiognomy. As in Ceylon and elsewhere, so here, the lowest castes preserve this originality best. The "Raveries" of this island, corresponding in the grade of social life with the "Hakuros" and "Rodias" of Ceylon, are from the nature of their occupation (toddy drawing), confined to their island home, and have no occasion to take to themselves wives from among other nations; nor are their women sought after by strangers settling here, who, being either seafaring men or traders, take rank with the higher castes and marry among them. Hence it is that among these may



WATER-TANK FOR WASHING.
PHOTO 1922. BELL/VILGON CO.

be found a stronger resemblance to the Singhalese than among the higher classes. The men are well built, strong and muscular, averaging in height between 5 feet 2 inches and 5 feet 6 inches; they are of a dark copper colour, and have angular features, with dark eyes and well shaped noses, and foreheads of medium width. The women are small but have shapely figures, with small feet and hands. They are of a lighter colour than the men, and have long, straight, black hair. Among the majority of the men and women of the other castes the features of the Moors and Singhalese seem to be blended. The remaining few show, either by their hair, features, or colour, an intermixture of African, Arabian, or Malabar blood.

The next great proof of a Singhalese origin is the language of the people, which is the same as that spoken by the Maldivians.

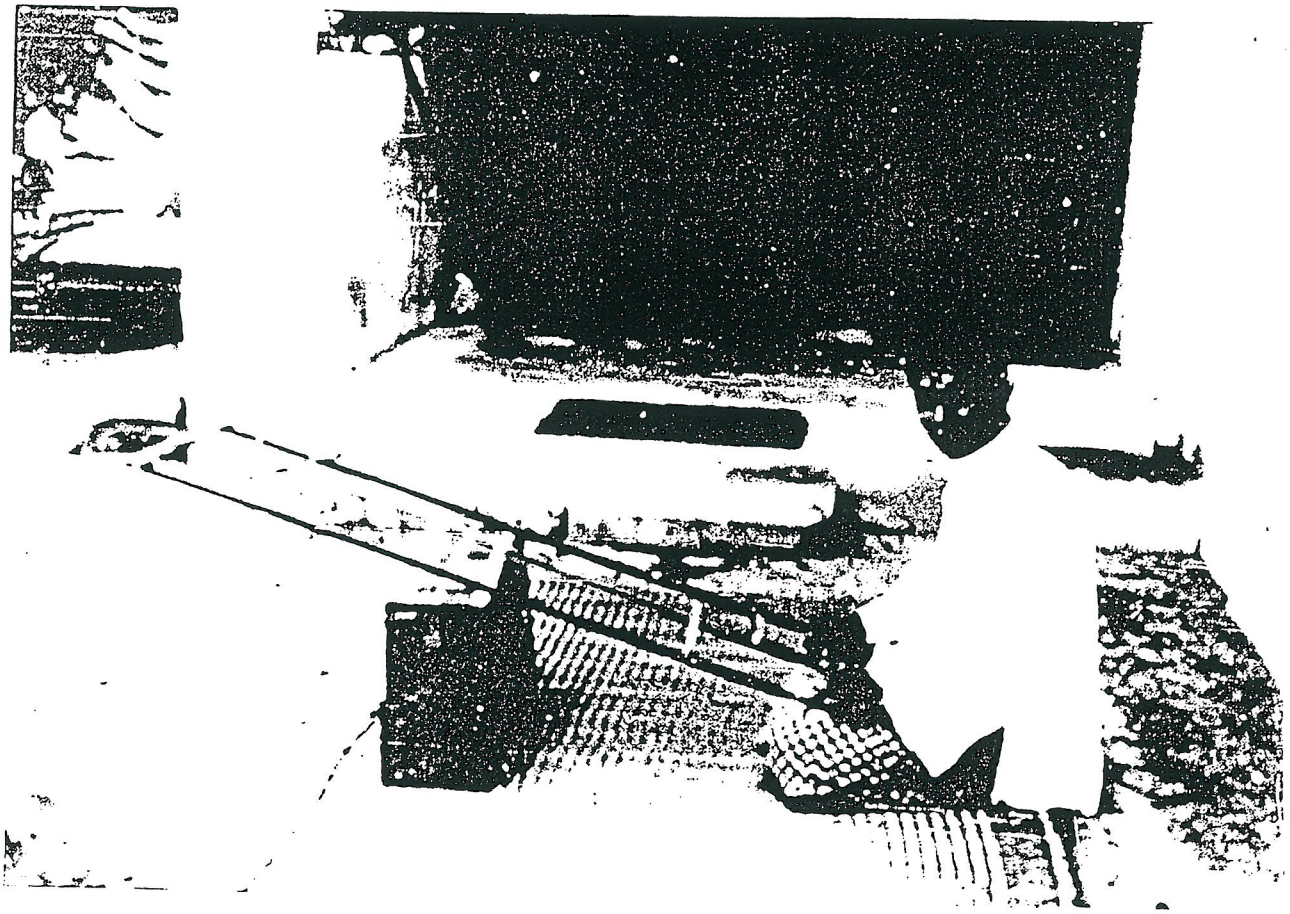
"Mr. Gray seems right in conjecturing that if the Singhalese were the first colonists, they were probably there as far back as the beginning of the Christian era, when Ceylon was a powerful monarchy. It can hardly have been much later than this period that Elu (the pure Singhalese) was the vernacular of Ceylon, unadulterated by the Sanskrit and pali infusions. And it is to this form of Singhalese that the Maldive language approaches nearest. Indeed it may be preferable to assign to the original colonisation of the group a date synchronic with that of Ceylon itself (viz., several centuries before the Christian era) by a distinct isolated party of the same Aryan adventurers, and to presume a subsequent direct immigration from this island."

LANGUAGE.

A glance at their numerals will show how much they resemble those of the Singhalese even as spoken at the present day; they are these:—

MALDIVIAN AND SINGHALESE NUMERICALS COMPARED.

ENGLISH.	MALDIVIAN.	SINGHALESE
One	Eka	Ekkai
Two	Dha	Dhekkai
Three	Thenen	Thunnai
Four	Hatharā	Hatharai
Five	Fahā	Pahai
Six	Ha	Hayai
Seven	Hathā	Hathai
Eight	Arā	Attai
Nine	Nua	Namai
Ten	Dhea	Dhayai
Eleven	Ekkolos	Ekkolahai
Twelve	Dholos	Dholahai



MAT-WEAVER IN MALE.
PHOTO 1922. BELL/VILGON CO.

From twelve upwards the original numerals are lost, and the more intelligent classes continue their calculation in the Hindustani or a corruption of it; while the women and others continue counting by twelves after the following style: Ek-dholos, Dha-dholos, Theen-dholos, Hathara-dholos, Pas-dholos, and so on.

FURTHER EXAMPLES OF AFFINITY.

The following is annexed as a further illustration of the affinity of the two languages, and here it will be observed that the sister words are almost identical.

ENGLISH.	MALDIVIAN.	SINGHALESE.
Sugar	Us Hakkuru	Us Hakkuru
Fish	Mas	Mas
Male	Perehena	Peremia
Female	Anhena	Angena
Foot	Pa	Paya
Teeth	Dhai	Dhath
Head	Isthari	Issa
Shoe	Pa-vahan	Vahan-sanhala
Medicine	Bās	Bāth
Fever	Hūn	Unna
Child	Dharri	Dharrawa
Month	Mäs	Mässa
Mother	Ammu	Amma
Firewood	Dharru	Dharra
Moon	Handhu	Handha
Sun	Eru	Era
Salt	Lonu	Lunu
Day	Dhuwalu	Dhawal
Night	Ragandu	Ra

Since the introduction of Mohammedanism the Mohammedan calendar has been adopted and the months are generally called by their Arabic names, and the native names applied to them by the women and lower caste men have some reference to the fasts or feasts or other religious observances which characterise each of these months. They are as follows:—

NAMES OF MONTHS.

1. Rhoda-mas, the month of the fast (Ramadän.)
2. Kuda-Edu-mas, the month of the little feast of Edu.
3. Dha-Edu-dhathara-mas, the month between the two Edus.
4. Bodu-Edu-mas, the month of the big feast of Edu.
5. Kande-mas, the month of congee (this has reference to the Muhurum, when for ten days congee is used in place of ordinary food).
6. Safara-mas. This is the Arabic Saphar.
7. Duwa-mas, the month of prayers (Rabia); prayers are read in every house.



MARSH INSIDE THE BEACH. BAARAH.
PROVE FOR THE GROWING OF AN ISLAND BY THE SEA-LEVEL RAISE.
PHOTO 1991. VILGON co.

8. Manikuwanu-maluda-kea-mas, the month of reciting the chants at the Manikuwans.
9. Maduakera-mas,
10. Pahua-kera-mas,
11. Thēn-maha-rodha-mas, commencement of three months' fast.
12. Handu-kanda-mäs, the month of pounding rice (for the preparation of sweets, to be eaten at nights during the fasting months).

This method of identifying the months may remind the reader of the description given by travellers, of certain African tribes, who divide the day in something after the following manner: the hour of cock crowing, the hour of milking the cow, the hour of the sun's reaching the place of the rice mortar, the hour of taking the cow to water, and so on.

Although the ancient names of the months have been thus committed to oblivion by the introduction of the new religion and its attendant changes, the names of the days of the week still preserve much of their original purity, and point to the descent of the people using them from progenitors among whom the sun, moon, and other heavenly bodies were held in veneration. The following are the

NAMES OF DAYS.

ENGLISH.	MALDIVIAN.	SINGHALESE.
Sunday.	Adhitha.	Eredha.
Monday.	Homa.	Handhudha.
Tuesday.	Angara.	Angaharuwadha.
Wednesday.	Budha.	Badhadha.
Thursday.	Buraspathi.	Buraspathindha.
Friday.	Hukura.	Sikuradha.
Saturday.	Hunira.	Senasuradha.

The natives read even prose in a singing, recitative manner, like the Singhalese, and the style in which they sing their "geeths" or secular songs can scarcely fail to remind a Ceylonese of the long drawn monotonous singing of the "Sepedhas," by the low country cart driver or the Kandyan "Goya."

Although there is such a striking similarity between these two languages, it is surprising to note the dissimilarity between their alphabets: neither in name nor formation do the Maldivian letters resemble the Singhalese; and the question, therefore, may well be asked whether the Singhalese existed as a written language at the time the exodus to these islands took place. The supposition, founded on internal evidence, is that the Maldivian alphabet is a corruption of the Arabic. It must, therefore, have been introduced about the same time as the Mohammedan religion, which, according to the tradition of the natives, took place between four and five hundred years ago. If these islanders had an alphabet of their own prior to this period, it is hard to believe that they should have so



WOMEN AND GIRLS
PHOTO ca 1920. VILGON co.

utterly abandoned it for a new and strange one, while still retaining their ancient language. And yet it seems unfair to suppose that a people so far advanced in other matters should have had no written language of their own till a period comparatively so recent.

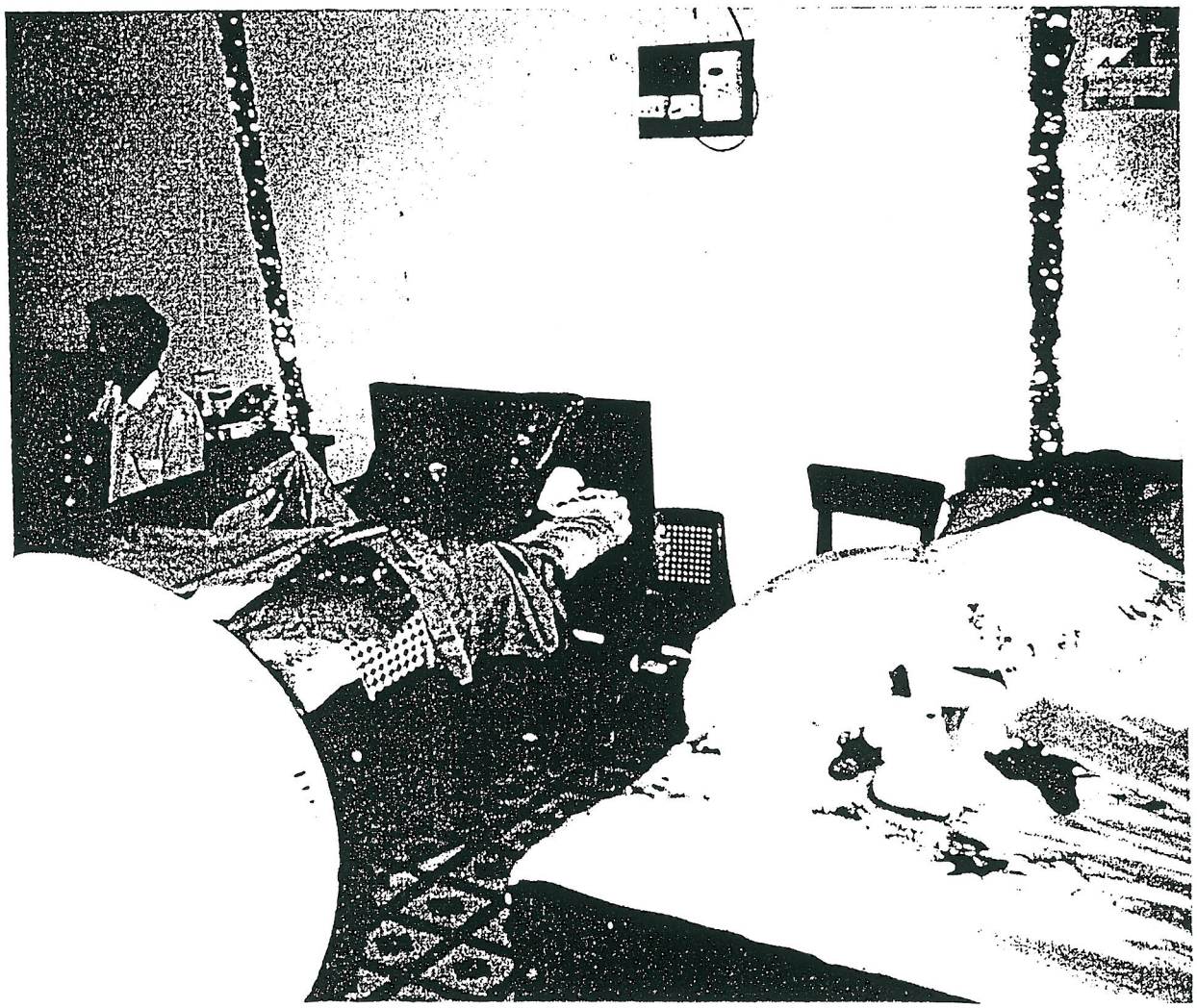
ORIGINAL RELIGION.

The general belief among the islanders is that their ancestors were Buddhists. Idols carved out of coral have been met with till very recently, and there still exist, in close proximity to each other, the ruins of a Buddhist temple and of an artificial tank. They are situated on a mound of coral at the back of the village, and are covered over with jungle. The floor of the temple seems to have been considerably below the level of the surrounding ground, and suggests the idea of intended secrecy, as the island has been subject, from a very recent period, to the attacks of pirates from the coasts of India. On the same side of the island as this ruined temple, and between it and the site of the lighthouse, may be seen at different intervals from one another the ruins of several coral-built caves, whither the islanders used to flee for refuge during the invasion of the mauraders. The cave nearest the lighthouse is in almost a perfect state of preservation. It is about three feet deep, four feet wide, and eight feet long. The walls are regularly built of small flat coral, and the roof is covered over with large slabs of solid coral. An opening in the roof affords means of ingress and egress.

PRESENT RELIGION.

As previously stated, the islanders are all Mohammedans. According to tradition, the new religion was introduced here between four and five hundred years ago by Boduthakuru-wan, a religious reformer from the Maldives. He is said to have gone there originally from Southern India. Under his teaching the natives forsook idolatry, destroyed their images, and embraced the faith of Islam. The principal items of their creed may be summed up in a few words. They believe in God the Creator, and that Mohammed is His prophet. They also believe in a future state of eternal bliss and in a future state of eternal misery. All true Mohammedans who have learned the Koran, said their prayers regularly, and observed diligently the precepts of the prophet, will at death be translated to the abode of the blessed "Swargā." But all Mohammedans who have been such only in name, and all Christians, pagans, and other unbelievers, will be cast into hell (Narka). The punishment of the Mohammedans will, however, not be everlasting, for at the end of forty thousand years they shall be delivered by their prophet.

They recognise many of the Old Testament worthies, and are able to narrate the events connected with their lives, but with many



CIRCISION SEREMONY FOR THREE BOYS. MALE.
PHOTO 1992. VILGON co.

variations and modifications. They believe in Christ as a prophet, "Esa Nabbi," and recount some of the miracles wrought by Him, which in the main correspond with the description given of them by the Gospel writers. Let us hope and pray that the time is not far distant when they shall believe in Christ, not only as a prophet, but as the prophet of God and the Saviour of the world.

The principal mosque is situated in the heart of the village, and is presided over by a high priest. Here all true Mohammedans are expected to meet every Friday noon for prayer. Several smaller mosques lie in different parts of the village, and are in charge of priests of a lower order, who not only conduct the daily worship in their respective mosques, but also have to announce, in a loud voice, the hour of prayer, at the hearing of which every Mussulman is expected to engage in worship.

EDUCATION.

Children of both sexes are taught to read and write, and they are all expected to commit to memory the prayers and certain portions of the Koran. The teachers are either laymen or priests, and education, such as it is, is given gratis.

AMUSEMENTS.

Almost the only toys used by the children are models of boats, many of which are elaborately carved and painted. It is interesting to watch the little ones swimming after their boats, as they float away with their diminutive sails filled with the wind. The children take to the water like amphibious animals, and they learn to swim almost as soon as they can walk and run. It would be quite exceptional to meet with a boy or girl above five or six years old who is unable to swim. In learning to swim they use a float on which to buoy themselves. This float is a piece of light wood, about two feet long and six inches thick, flat on the upper surface, and shaped under like the bottom of a boat. With this placed lengthwise under their chest and belly, the little ones float fearlessly on the water, and propel themselves with their arms and legs.

Fishing with the rod and line and kite flying are amusements the boys are fond of, and they also know the use of pop-guns, which they make from the branches of trees having a soft central pith, but they do not seem to know the use of marbles or tops; nor do the girls know what dolls are. Children as well as grown up people are fond of playing on the tom-tom, "beru."

There is a game called "Edu Kalu" (so named from being played principally during the feast of Edu), in which both girls and boys and young men and maidens join. The young people meet at an open place and take sides, an equal number of girls on one side, and an equal number of young men on the other. Lines are drawn on



SCHOOL GIRLS CLEANING THER BLACK BOARDS. MILANDHOO.
PHOTO 1992. VILGON co.

the sand like in the game known as "thattu" in Ceylon, and a young man is stationed at each line, and has to guard it from being crossed over by his opposite partner. If he touches her while crossing, she "is out," and has to pay him a forfeit, which generally consists of a chew of betel. And so the game goes on, each set having to guard the lines when the other is defeated.

Games of skill, played on the same principle as chess or draughts, are not uncommon among grown-up people.

COSTUME OF THE WOMEN.

The dress of the women seems to be peculiar to this and the Maldive Islands. It consists of a cloth worn round the waist and kept in position by a silver girdle; and over this a long loose tunic, "libbas," reaching from the neck to a little above the ankles, with sleeves up to the wrists. The collar of the tunic is beautifully embroidered with threads of different colours, and has a slit and button on either side instead of in front or at the back. All classes of women and girls wear this tunic, and they look very decent and modest in them. They are made either of silk or some less costly material, according to the social position and means of the wearer. Only two colours are used, and they distinguish the upper from the lower caste women; that worn by the former is red with black stripes, and by the latter yellow with black or brown stripes.

JEWELRY.

The women, as is natural to their sex, are fond of jewels; but, unlike most other women, they wear nothing round their necks. They make up for this, however, by their profusion of bangles and ear-rings. What attracts one's attention at first sight are their bangles. There are two kinds in common use. The low caste woman wears a set of three bangles on each arm; they are made of brass, are spiral, and extend from the elbow to the wrist, tapering from top to bottom. The high caste woman wears a set on each arm made of silver, and extending from the wrist to the elbow. Each set consists of about twenty-four distinct bangles, increasing in size from the wrist upwards. The united weight of all the bangles worn on each arm amounts to about three lbs.; and it is not uncommon to see women with warts on their wrists, caused by the friction of the lowermost bangle, which has to bear the weight of all the rest when the arm hangs down. What tortures even semi-civilised women endure to please the whims of cruel Queen Fashion! They wear several ear-rings like the Moorish women of Ceylon, about eight or ten along the border of each ear. Nose-rings are unknown among them, and finger-rings are very little used. They have fine dark hair, which they do up into a sort of chignon, like some of the Tamil women, and over this they wear a blue silk kerchief when fully dressed.



GIRLS, TRACEBLE FROM PERSIA, AFRICA and INDONESIA.
PHOTO 1991. VILGON co.

PAINTING OF EYEBROWS.

All of them go in largely for painting; not like many of their more civilized sisters, however; for it is not their cheeks they paint, nor is it rouge they use; but it is the ancient Eastern custom of painting their eyebrows and the borders of their eyelids that is carried on among them. This is evidently the kind of painting referred to by the Prophet Jeremiah (Jer. iv. 30). The paint is a thick, tarry substance, of an intense black colour, and is said to be prepared from burnt almond shells or frankincense. The natives call it "handun," and in Hindustani it is known as "summa." The painting does certainly lend a peculiar charm to the countenance, especially if it be that of a "cuda bebe," or young woman.

SOCIALITY.

The women are more free and social than their Mohammedan sisters in India and Ceylon. Indeed, on visiting at their houses they received us cordially, and were ready to hold conversation with us if we could only understand their dialect. Some of them would even point to their jewels and other articles of interest among them, and try to teach us their native names. Nor were the visits one-sided, for often has our bungalow been graced by the presence of the fair sex of Minicoy. They visited us in groups, and were of course attended by their husbands or brothers. They admired the construction of our bungalow, built as it was on piles driven into the bed of the lagoon, and almost every article in it attracted their admiring gaze. Our clocks, pictures, lamps, and watches were objects of special interest to them; and more than all these, a sewing machine belonging to our Engineer, Mr. Edmond, a description of whose wonderful accomplishments by the first visitors excited the curiosity of all the feminine portion of the village, and for many long weeks and months the poor machine had scarcely any rest, having to sew and braid, and tuck and tuck, and braid and sew for the delectation of the "bebes" of Minicoy.

The women are good natured and kind towards each other, and love their children. Their well-combed hair, clean faces, and spotless garments testify to the fact that they observe personal cleanliness; and not only are they satisfied with being clean themselves, but they see that their children, too, are clean. They are, as a rule, active and industrious, and judging from their clean and comfortable homes, their pretty dresses, and other little household articles, their well-cooked food and tempting sweets, it must be remarked that they make good housewives. And more than all this, it must be said to their credit that they take a very important part in the chief industries of the island; the manufacture of coir rope and the well-known Maldive fish is almost entirely the work of their hands.

Our "bebes" are fond of pleasure, although the sources of amusement are so limited here; and of these few, boat excursions on



THE OLD MOSQUE'S WELL. MAKUNUDHOO.
PHOTO 1984. VILLGON CO.

the lagoon and the game of "edu kalu," before referred to, are their favourites. They seem to be strangers to courtship and love-making, for before they attain the happy age of sweet seventeen they are wives and mothers.

Much pleasure was afforded them early in the history of our stay here, when a large boat built by our Engineer was launched at his request by the Amin's pretty daughter, Miss Amina. She is Mrs. Hussen Manikawan now, and has a little baby boy. The arrangements for the launch, the sliding form on which the boat was placed, the greased ways, the weights and ropes, were all perfect. The little vessel was gaily decked with flags and streamers of all colours. Our pretty maid was, chisel in hand, at her post, and "her sisters and her cousins, whom she numbers by the dozens," and her aunts and her friends, all took their places in the boat. At a given signal the rope was severed, and amid the shouts and hurrahs of the assembled crowd, the little vessel glided gracefully into her native element, carrying with her the fair freight of mirthful "bebes."

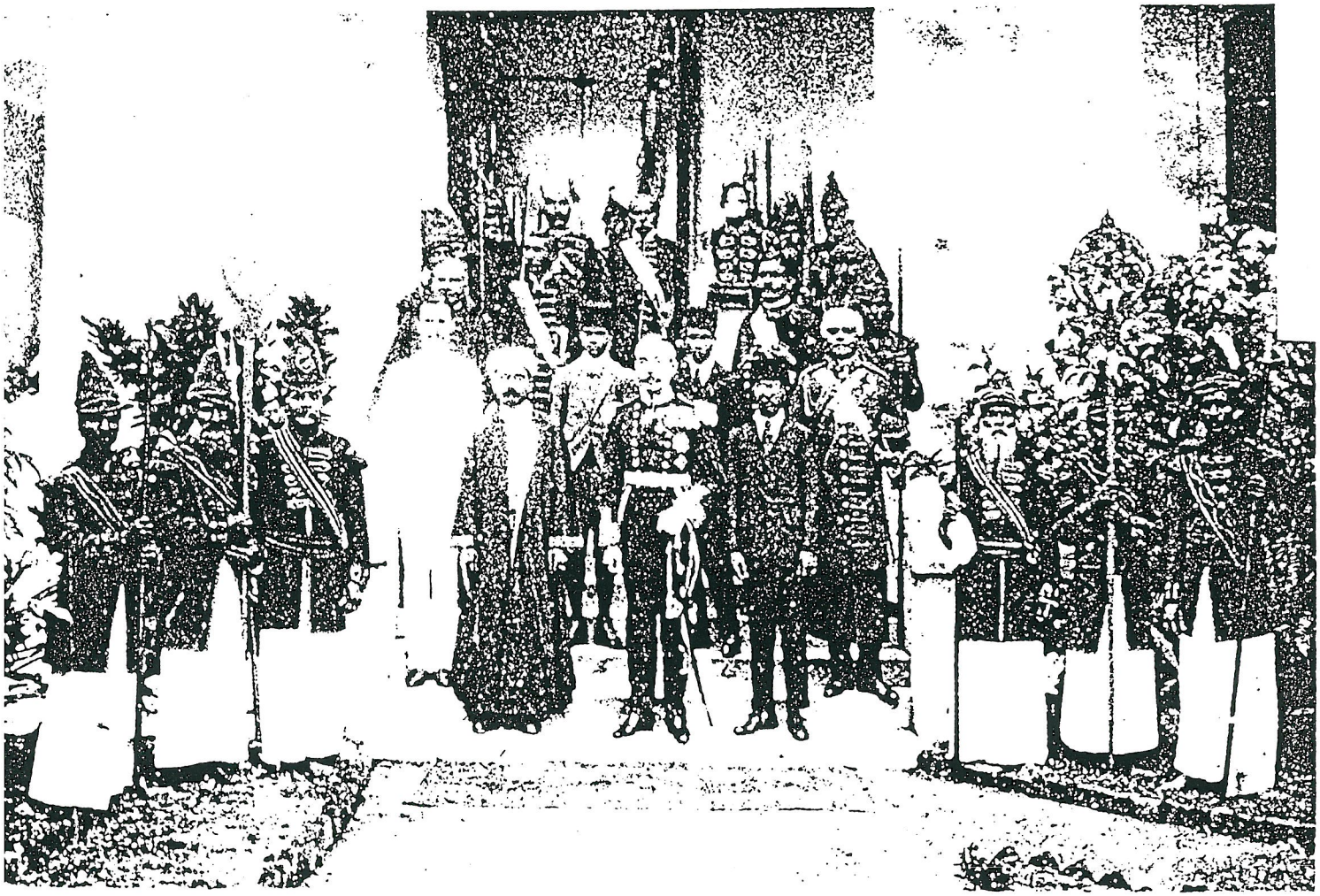
MATCH-MAKING AND MARRIAGES.

In the matter of marriages the parents of the intended couple are, as a rule, the match-makers. When everything has been settled agreeably between them, both parties take the young people to the Kachcheri, where the marriage is registered by the Amin. The parties then separate for the day, and the evening is spent by the bride's parents in entertaining their guests at the marriage feast, each class or caste being received separately. Relations and intimate friends remain over to meet the bridegroom, who comes at midnight attended by his friends; and then the religious part of the marriage ceremony is performed by the priest, "Mudhim," and the young people are declared man and wife. Like in the "Bene" marriages of Ceylon, the husband, as a rule, marries into the family of his bride, and shares her home.

A girl is considered marriageable when she is about thirteen years old, and is said to be "achcha nai" ("no good") as soon as she passes her teens. Men generally marry between the ages of nineteen and twenty-three.

MARRIAGE OF THE AMIN'S DAUGHTER.

While on the subject of marriages, we are reminded of the wedding feast we (the officers and foreman of the lighthouse staff) had the pleasure of being present at, about a year ago. The bride was none other than Miss Amina, the pretty daughter of the Amin, who launched the boat, and the bridegroom, Hussen Manikuwan, a young man of about twenty, a relative of the late Amin. We had a pleasant sail to the village, and on reaching the wedding house found the place illuminated and decorated in the Mohammedan fashion, and our friend, the Amin, waiting to receive us. After the



THE SULTAN AND THE BRITISH GOVERNOR.
PHOTO ca 1910. VILGON co.

usual salutations we were seated, and immediately fell to taking stock of what we saw around us. Among other things a pair of curtains claimed our admiration ; they were said to have been designed and made on the island, and were really fine specimens of native skill and workmanship. The feast consisted of an endless variety of dishes, for the perfection of which all the elements had richly contributed. The more substantial part of the meal being over, we were treated to sweets and sherbet, and this inoffensive beverage was heartily drunk to the honour of the bride and bridegroom, in response to the toast proposed by the chief guest.

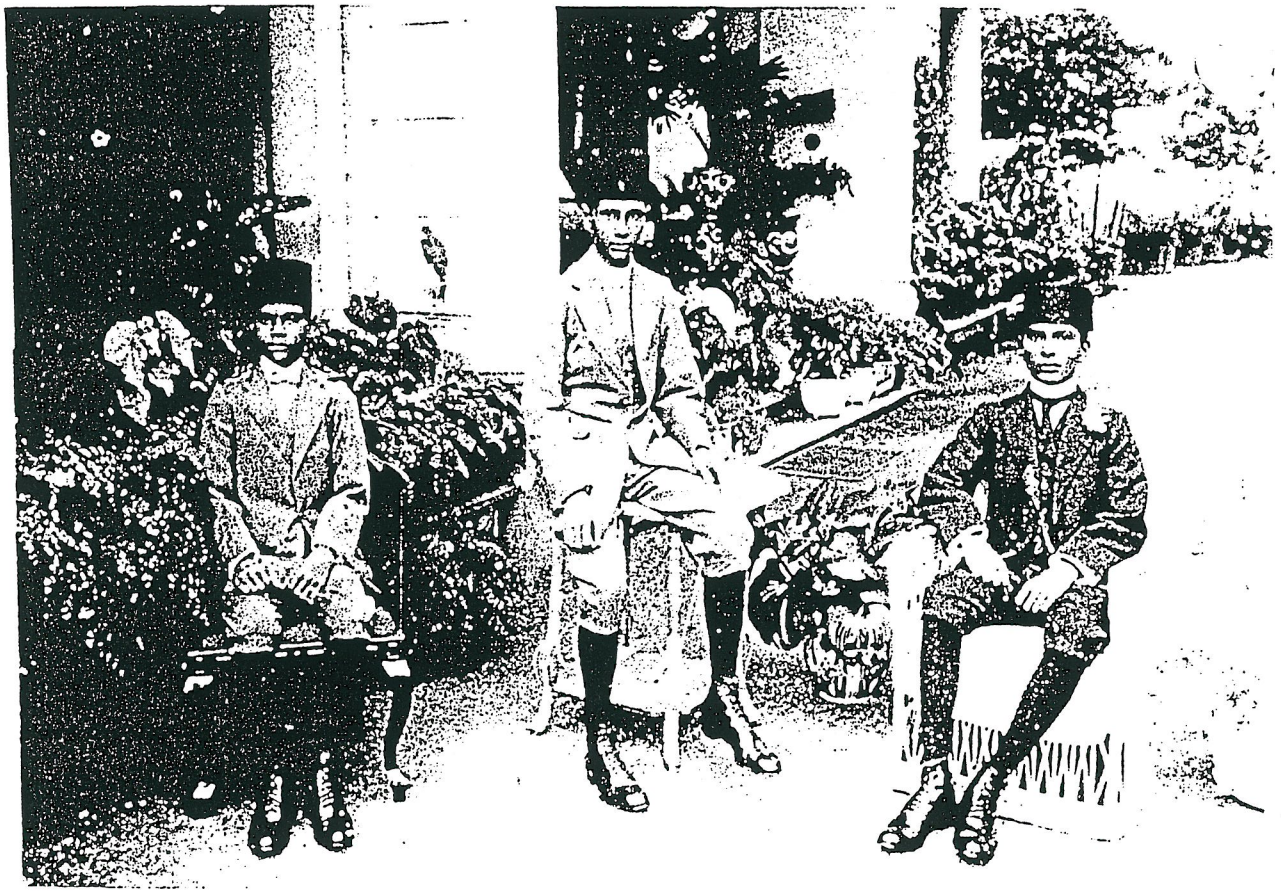
The marriage ceremony was to have been performed in the house at midnight, when the bridegroom was to come in procession, attended by his friends and relations. For this, however, we could not wait, as we had a long walk before us, the wind and tide being against us for sailing back. We were, however, presented to the bride, who was led out to us by her father from the " gha," or female apartment, where, with her friends and sisters, she was preparing to meet the bridegroom. She was richly attired with silks and jewels, and looked a charming young bride indeed. We paid her our compliments, and wished her health, prosperity, and happiness, and with this we brought our visit to a close.

COSTUME OF MEN.

There is nothing very peculiar in the costume of the men. It consists of a pair of drawers (" pyjama ") and a cloth round the waist, both made fast with a belt or kerchief, or, in the case of low caste men, a girdle made up of several coils of thin rope made of goat's hair. On their shaven heads they wear a white embroidered skull cap, and over it a stiff dome-shaped cap of many colours, like those worn by the Moors of Ceylon. With the exception of the high caste gentlemen, who wear an article on their backs, half shirt half jacket in shape, made of some light cotton stuff, all the others are naked from their waist upwards. The wearing of a jacket by a low caste man is considered an impertinence, and indeed it was distinctly forbidden during the reign of the Rajas.

CASTE DISTINCTIONS.

There are three castes generally recognised—Manikuwanus, Thakuruwanus, and Raveries. Besides the distinction in the dress, there is a distinguishing affix added to their names, by which the caste to which a man or woman belongs may be made out. Thus, Dhom Manikuwan and Asa Manika are the names of a gentleman and lady respectively of the aristocratic caste. The affixes for the second caste are Thakuruwan, or Thakura, masculine, and Bephanu, feminine: thus Musa Thakura and Amina Bephanu belong to the second caste. The males of the lowest or Raveri caste are called Kallus, and the women are allowed the affix Bebe or Be. Alli



THE SON OF THE SULTAN AT SCHOOL IN COLOMBO.
PHOTO ca 1918. VILGON co.

Kallu and Caddha Be would therefore represent a man and woman of the lowest caste. This caste affix to names much represents the Singhalese style of nomenclature, where in such names as Kalu, Banda, Dingiri Manika, Tikiri Naide, and Ran Etena, the castes and often the callings of the persons so named may be recognised. Besides this caste affix there is the family name corresponding with the "gha nama" of the Singhalese. The houses of the upper ten have the high-sounding name of "Ganduwaru," corresponding with the Singhalese "Wallouwa," while all other houses are simply called "Gothe," or "Gha." Accordingly, the full name of a Manikuwan would be something like the following: "Bodu-ganduwarugā Musa Manikuwan;" while "Olithura-gothegā Ali Thakura" would represent the full name of a middle-class man.

OCCUPATION.

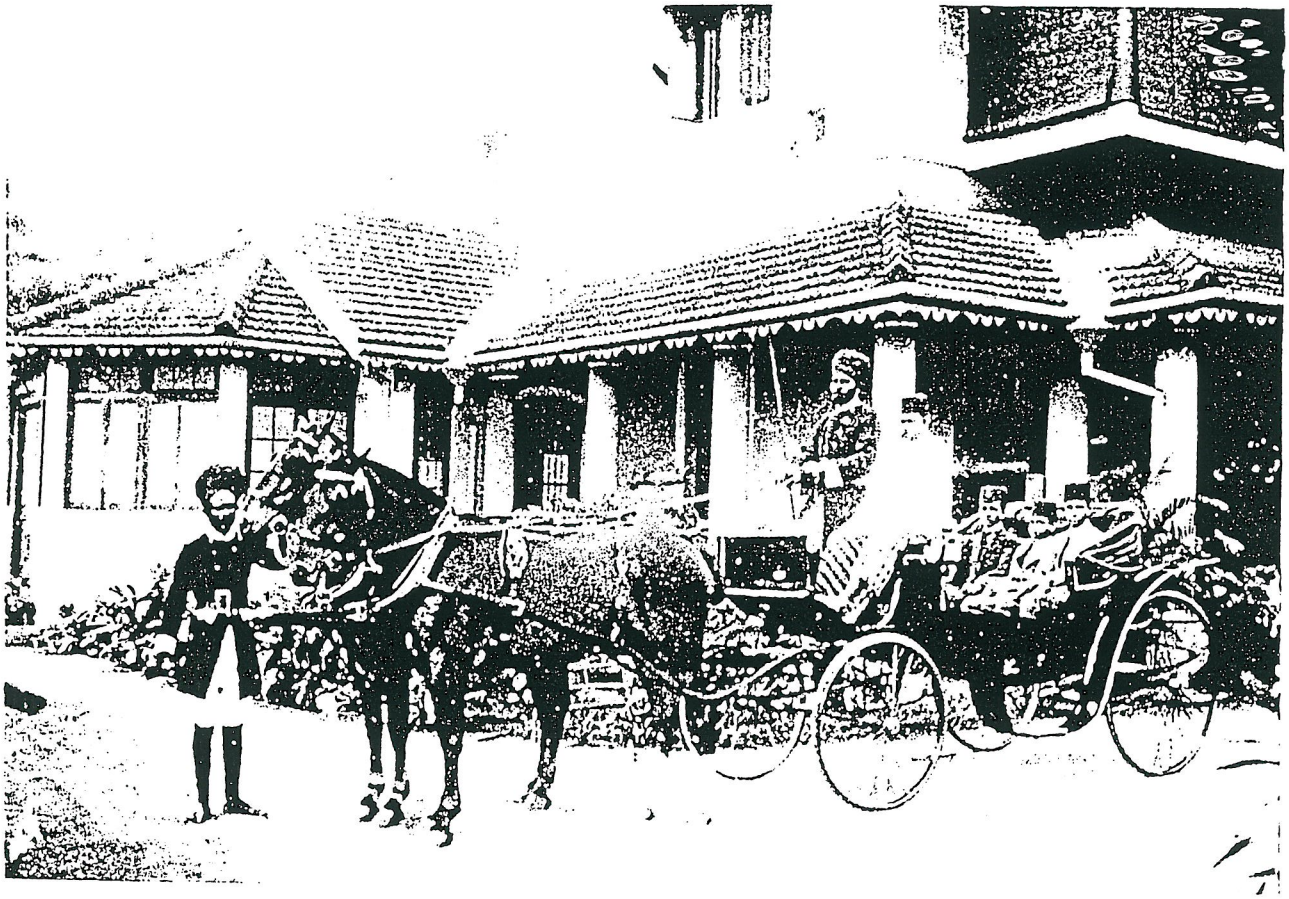
The Raveries, as their name implies, are toddy drawers, and stand parallel in the social grade with the "Hakuros" of Ceylon. They are looked down upon by the upper and middle classes, and are not allowed to aspire to anything higher than the trade of their fathers, although rising high is an essential feature in it. The toddy is extracted from the flower of the cocoanut palm, and is converted into jaggery by the simple process of boiling it over a slow fire. None of the toddy is allowed to ferment, as the natives are all strict teetotalers, and condemn the use of intoxicants as sinful. To this cause may be mainly attributed the peaceable nature of the people.

The manufacture of jaggery is one of the chief industries of the island, and is carried on by the women and girls of the Raveri caste, while their men and boys employ themselves on the tree tops, cutting and trimming and tapping and binding the flowers from which the toddy is extracted.

The flower selected should be still enclosed in its spathe or flower sheath, and must be one that will not bloom or expand for at least four or five days more. It is at first tapped all over with a mallet or the handle of a knife, and then tightly bandaged from the base to within about two inches of the tip, with tape-like strips of the pandanus leaf, and the tip is then cut off, and the cut surface rubbed with lime and saffron, and adjusted over the cocoanut shell, which is suspended under it to receive the nectar or sweet flower juice which trickles down from the bruised flowerets. The toddy is gathered in twice a day, and a thin slice is taken off the end of the flower every morning, and the cut surface daubed over with saffron and lime as before. The object of the lime is doubtless to neutralise the acidity of the toddy, and thus prevent fermentation.

The Thakuruwanus, or middle class men, generally follow a seafaring life, some as fishers, others as sailors, and a few as mates of native vessels.

The Manikuwanus, or aristocratic caste, are either owners of vessels, captains, or traders.



THE SON OF THE SULTAN AT SCHOOL IN COLOMBO.
PHOTO ca 1918. VILGON co.

There are several ship-builders and carpenters, and about three or four silversmiths; most of these are drafted from the middle class.

The silversmiths carry on a comparatively lucrative trade, considering the profusion of bangles worn by the women.

NATIVE VESSELS.

The natives build their own sailing vessels, called "gundras" or "hodies," in which they carry on a regular trade between this and the ports of India and Ceylon. They resemble a brig in shape and appearance, carry two masts, and are square-rigged. They are built in two sizes; the big ones, "bodu hodi," are equal to a freight of about two hundred tons, and are intended for long voyages. The smaller ones, "bandu hodi," with a carrying capacity for about fifty tons, are confined only to the trade between these islands and Ceylon.

The vessels leave every year between August and September, and return about April or May, shortly before the setting in of the S.W. monsoon, when they are hauled ashore for repairs.

COMMERCE.

Besides the island produce which the vessels take on their outward voyage, they carry a large number of islanders as passengers to the chief ports of India and Ceylon, where they seek employment in steamers and other vessels as lascars.

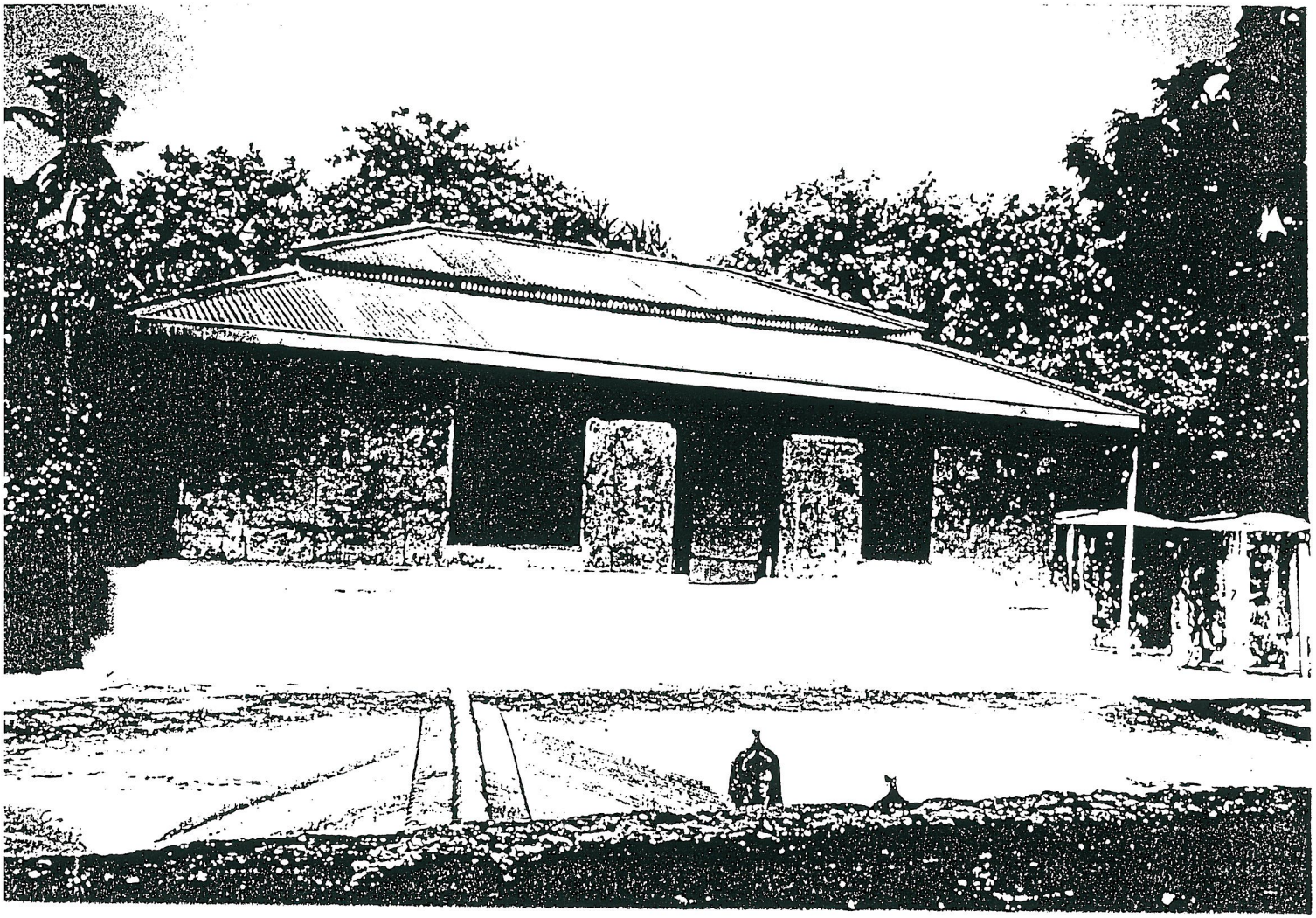
The chief exports are cocoanut, coir rope, Maldive fish ("Kumbala Machche"), fish sauce ("Dhea Hakuru"), "Bonda Aluwa," jaggery, and cowries; and the chief imports, rice, salt, curry stuffs, wearing material, pots and pans, tea, sugar, tobacco and areka nuts.

"KUMBALA MACHCHE."

The Maldive fish, or "Kumbala Machche," called "Umbala Kadda" in Singhalese, is prepared from the Bonito fish, which is found in abundance about these islands. They very readily take the bait, and are caught with the hook and line. They are of the size of an ordinary scar fish, and in colour and consistence of their muscular tissue they resemble the "Kalavala" of Ceylon. On being brought ashore they are immediately deprived of their heads, tails and internals, and the trunk being quartered, the pieces are thrown into a cauldron of boiling water to which a quantity of salt has been added. In this they are placed over the fire for about half an hour, and then taken out and spread on a sort of shelf made of sticks, and dried over embers till the next morning. They then undergo a process of sun drying for about eight or ten days, and are stored up for exportation.

"DHEA HAKURU."

The water in which the pieces of fish have been boiled, holding as it does in solution the blood and juices of the fish, is preserved over embers till the next day, when another quantity of fish is boiled



MOSQUE AT NILANDHOO WITH TRACES OF THE BUDDHIST CULTURE.
PHOTO 1992. VILGOM co.

in it and removed, and the water treated in the same manner as before, till with daily additions to its consistency, and diminution by evaporation from its quantity, it assumes on about the seventh day the consistence of a syrup. To this syrup is added a quantity of bruised, smoke-dried "Kumbala Machche," and it is again placed over the fire and evaporated, till it becomes as thick as tar or treacle. This is the much-prized "dhea hakuru" of the natives. Care is taken to skim off regularly the fish oil which floats on the surface, as its presence would spoil the flavour of the sauce.

"BONDA ALUWA."

The "Bonda Aluwa" is a hard, dry, sweetish conglomeration of cocoanut, coarse rice flour, and jaggery, in proportions known only to the islanders, shaped like a German sausage, and wrapped up in plantain leaves.

Fishing is a regular occupation with many of the men and boys. While the more adventurous push out into the open sea in their fishing boats, the others find enough to do in the lagoon with their lines and nets and spears and harpoons.

BOATS.

The boats are built entirely of wood grown on the island, cocoanut timber predominating. None of them carry an outrigger. The fishing boats are larger than any of the kind used in Ceylon, and in calm weather are capable of making voyages between this and the Maldives, and even between this and the West of India. The bow of the boat is narrow and prominent, terminating in a gracefully carved beak; the stern has a little projecting deck, and the tiller is ornamented and shaped in the form of some fabulous bird. Rising from the centre of the deck, and close to the tiller, is a carved post with a notch at the top, for supporting the mast when it is not in use. The mast is made of cocoanut wood, and the main sail of cocoanut leaves.

COCOANUT LEAF SAILS.

The material invariably selected for the manufacture of the leaf sail is the tender leaf of the cocoanut, before the leaflets have properly expanded. This is first heated and steamed over a fire, which, by depriving it of a good deal of its moisture, renders it soft and pliant. It is then exposed to the sun and dew alternately for two days and two nights. The leaflets are now torn away from the midrib, and divided into strips, each about a third of an inch wide; these strips the women weave into a large mat, which, when complete, measures about twenty feet long and eight feet broad. The strips are woven as close together as possible, so as to render the sail air-tight; and, in order to help it to bear the strain of the wind, thin coir rope is stitched into it from top to bottom, and from side to side. It is further strengthened by bands of gunny,



FRESH WATER LAKE AT BAARAH.
PHOTO 1991. VILGON CO.

about ten inches wide, sewn on to the margins. The lower half of the sail has several diamond shaped patches on it, to which are attached the strings for holding the folds of the sail, when it may be necessary to shorten it. These patches are generally cut out of the flower sheath (spathe) of the cocoanut. The sail is now complete, except that the distinguishing number has to be attached to it; this is generally cut out in blue cloth and sewn on to the middle of the upper half of it. The numbers are large, and can be seen at a great distance, and are evidently intended to help those on shore to prepare to meet their boats as they return after a day's fishing.

BONITO FISHING.

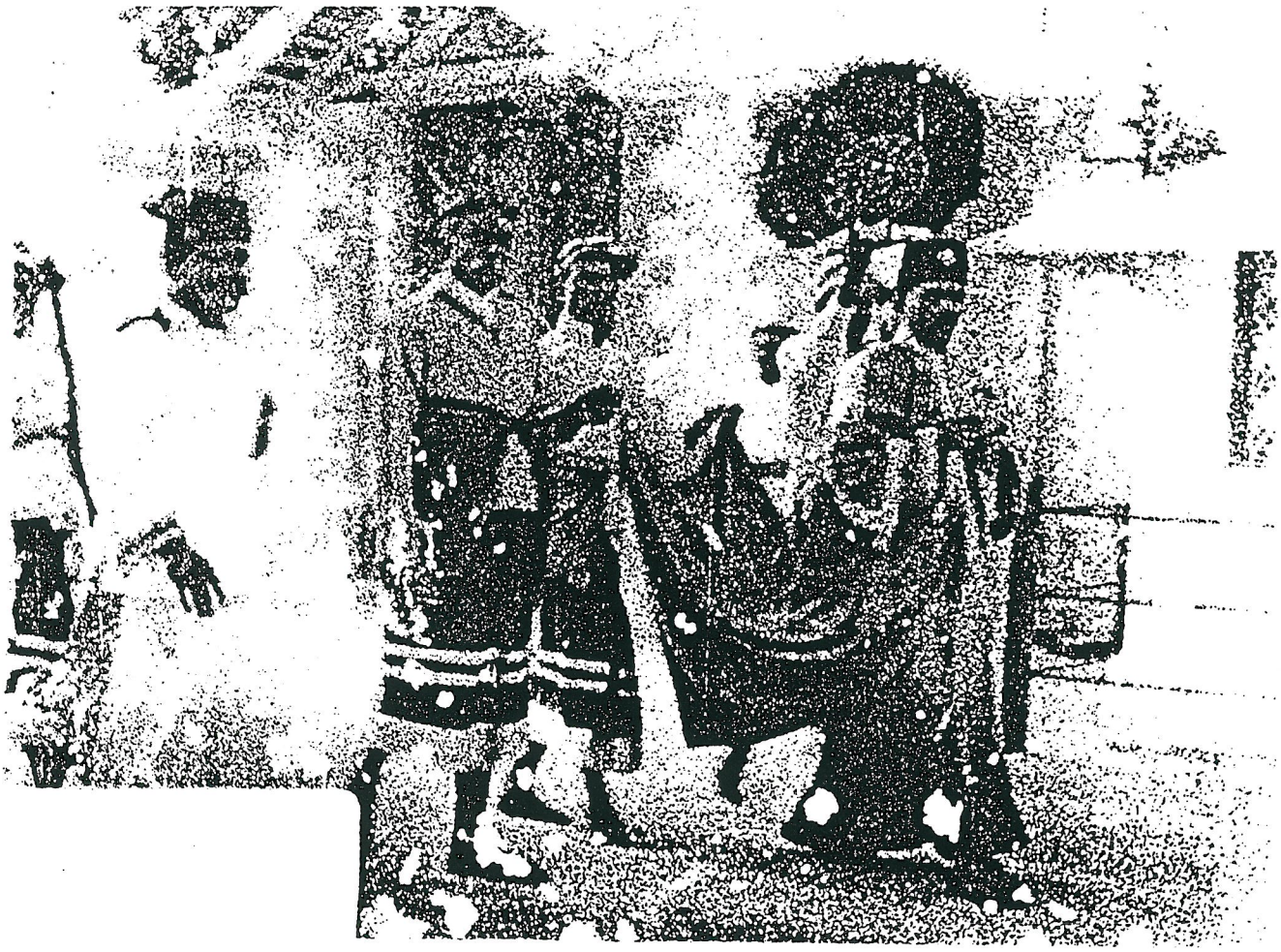
While on the subject of fishing boats, a few words on Bonito fishing will be interesting. The fish are caught with the hook and line, both of which are manufactured on the island. Fine strong thread is made from the outer bark of a tree growing wild here, and this is the material used in the manufacture of the fishing lines as well as the nets. The hooks are made of iron and coated with lead; the object of this lead coating being to give the hook the colour of the little fish used as bait. The hook has a broad curve, and the second barb is dispensed with, so that there may be no delay in unhooking the fish. On approaching a shoal of fish, handfuls of the live bait are thrown out towards them, and they immediately follow the boat, which does not stand still, but continues sailing along; and the bait is doled out to them as long as they keep on following. At the same time ten or twelve men, armed with rods and lines, station themselves on the little after deck, and with a dexterity seemingly natural to them, they land the fish into the boat almost the very moment they take the hook.

In ordinary seasons a boat is supposed to bring in from two to three hundred fish a day; but when fish are plentiful a boat's crew is said to catch as many as a thousand a day. This certainly is not impossible, for the writer has seen about fifty fish landed into the boat within half an hour. The fish on being brought ashore, are divided between the owner of the boat and the boat's crew, which consists of from fifteen to twenty men and boys.

THE VILLAGE.

The village of Minicoy is situated in the centre of the island, which is also the most elevated part. On approaching it from the lagoon, the first objects of interest seen are the large swinging cradles on the beach, on which the native gentlemen lounge in the evenings and enjoy the breeze.

Beyond these are rows of boat houses, where boats are built or repaired, and where the sails and other fishing gear are stowed away. From the beach, narrow roads and lanes lead into the village, and are intersected by others running at right angles to



THE SULTAN IN MALE.
PHOTO ca 1903. VILGON co.

them. On either side of the roads are coral-built walls or cocoanut leaf (cadjan) fences shutting in the houses and home enclosures from the public gaze. At intervals in these walls and fences are the gates leading into the home-enclosures, and these are kept constantly closed by means of "cadjan" doors hung on horizontal beams. On the side of the roads may also be seen large square tanks with terraces of steps leading into them from one of the sides; in these the men and boys have their daily ablutions; and in these, too, the frequenters of the mosques, which are close by, have their ceremonial washings before going in for prayers. The tanks set apart for the women are more secluded. In the heart of the village, too, and on the same ground as that on which the mosques stand, are the cemeteries. The graves are all marked with little tombstones, which are cut out from solid coral and beautifully engraved. Each grave has two stones, one at the head and one at the foot. Those for females are smaller and differently shaped from those for males, which latter are about three feet in height.

There are no aristocratic quarters in the village; the rich and poor live together. Indeed, the houses of the better classes seem to form so many nuclei, around which their poorer retainers settle.

HOME ENCLOSURES.

Each home enclosure contains two or more houses, the families occupying which are more or less related to each other. This is partly or wholly due to the fact of husbands having to marry into the families of their wives; where, as each young family increases, new quarters have to be provided for it within the same home enclosure. This domestic arrangement prevails in many of the up-country (kandian) villages of Ceylon, and is another proof of the affinity between the Singhalese and these islanders.

DWELLINGS.

The dwellings of the poor are in most cases nothing more than huts, built of cocoanut and jungle wood, and roofed and walled with the platted leaves of the cocoanut; but in these, as in the better class houses, the female apartments are distinct from those used by the males. The better class houses are built of small slabs of solid coral, and mortar made of coral, lime and sand. The doors and panels, which are elegantly carved, are made of wood imported from India and Ceylon. The roofs are covered with platted cocoa-nut leaves, and the floors, which are raised about a foot above the surface of the surrounding ground, are made of bits of coral and mortar pounded down. In some cases the floors are ornamented with cowries tastefully set in the mortar. Every house has a verandah, and a porch, called the "hundoligha," or swing-house. In the centre of this porch, suspended from the beam, is the "hundoli." This is a large swinging cradle, similar to those on the beach. On this the master of the house has his mid-day siesta.



BOYS IN MALE.
PHOTO ca 1900. VILGON co.

On a side of the porch is a large raised platform or divan, built of coral and mortar, and covered with pretty Maldive mats. Here visitors are entertained, and on it they sit, tailor fashion, and chew the aromatic but mouth discoloring compound of betel leaf, areka nut, lime, tobacco and cloves, which is as sure to be offered to them as are liquid but intoxicating compounds among nations boasting of a Western civilization. Here, too, they eat sweets, and sip tea or coffee, or else lounge comfortably and smoke the hookah.

Leading into the porch, or verandah, from the main building are two doors, the space between which is ornamented with carved wooden panels. They open from the male and female apartments respectively. The former, called "ghadaru," is used in common by all the males belonging to the family. A raised platform or two—"ari phai"—similar to the one in the porch, occupy nearly a third of the room; on these they arrange their boxes, hats, clothes, tomtoms, and other scanty furniture, and on these they take their meals by day and make their beds at night. The female apartment has wooden cots, "palanka," or hanging beds, each of which is completely veiled in with ornamental curtains, both for purposes of decency as well as for protection from mosquitoes. Most houses have a store room attached to the main building. Furniture is as a rule scanty, but some of the houses of the upper ten are not innocent of chairs, tables, couches, globe lamps, and so on.

The kitchen ("badegha") is, as a rule, detached from the house, and every home enclosure has a well sunk close to the kitchen; precautionary measures these against possible fires, learned, doubtless, from sad experience in the past. The wells are built square, of coral and mortar, and are not more than five or six feet deep; and the apparatus for drawing water is nothing more than a long stick with a large cocoanut shell fixed to the end of it. The water in the wells rises and falls with the tides, yet it is not as brackish as might be expected, considering the proximity of the wells to the sea, and the loose and porous nature of the soil.

GARDENS.

Behind the village, and separated from the beach by mounds of soil twenty or thirty feet high, are the gardens of the well-to-do people. They occupy the site of what were paddy-fields during the Buddhist or anti-Mohammedan period. The soil is damp, and rich in vegetable matter, and well suited to the growth of the plants and trees cultivated on it; of these the plantain, areka nut palm, betel creeper, lime, mango, sugar cane, and brinjal are the most common.

LEPER VILLAGE.

About three miles to the east of the village is a group of huts called the Leper Village; here the poor mortals suffering from that terrible disease have to spend the remaining days of their lives, the Mohammedan, like the Jewish law, demanding complete segregation of those thus afflicted.



MARKET STREET WITH BAZAAR IN MALE.
PHOTO ca 1920. VILGON co.

KACHCHERI.

On the west side of the village and about half a mile from it, is the Kachcheri or Government House. This is where the Amin holds court, collects port dues and taxes, stores the government share of the island produce, registers births and deaths, unites young couples in the bands of matrimony, and breaks the bands of older ones who have grown tired of each other; in short, this is where he performs all the multifarious duties connected with his important office. Speaking of births and deaths reminds us of two important village worthies we failed to notice earlier; these are, to follow the natural order of things, the midwife, "ādoru datha," and the doctor, "bas waria." Considering the crowds of little boys and girls one meets with in the village, and more than this the unequalled proportions of the midwife's outer self, it must be evident that she has the largest practice of the two. As among the Singhalese "wederales," medical books and the study of medicine descend from father to son. But our doctor has gone beyond this, and has not only a son, but a wife, too, who has a knowledge of the healing art. Both father and son have recently left the island in search of "pastures new." The young doctor has given up dealing in herbs and pill boxes, and hopes to box the compass in future in the capacity of a "malim" or mate.

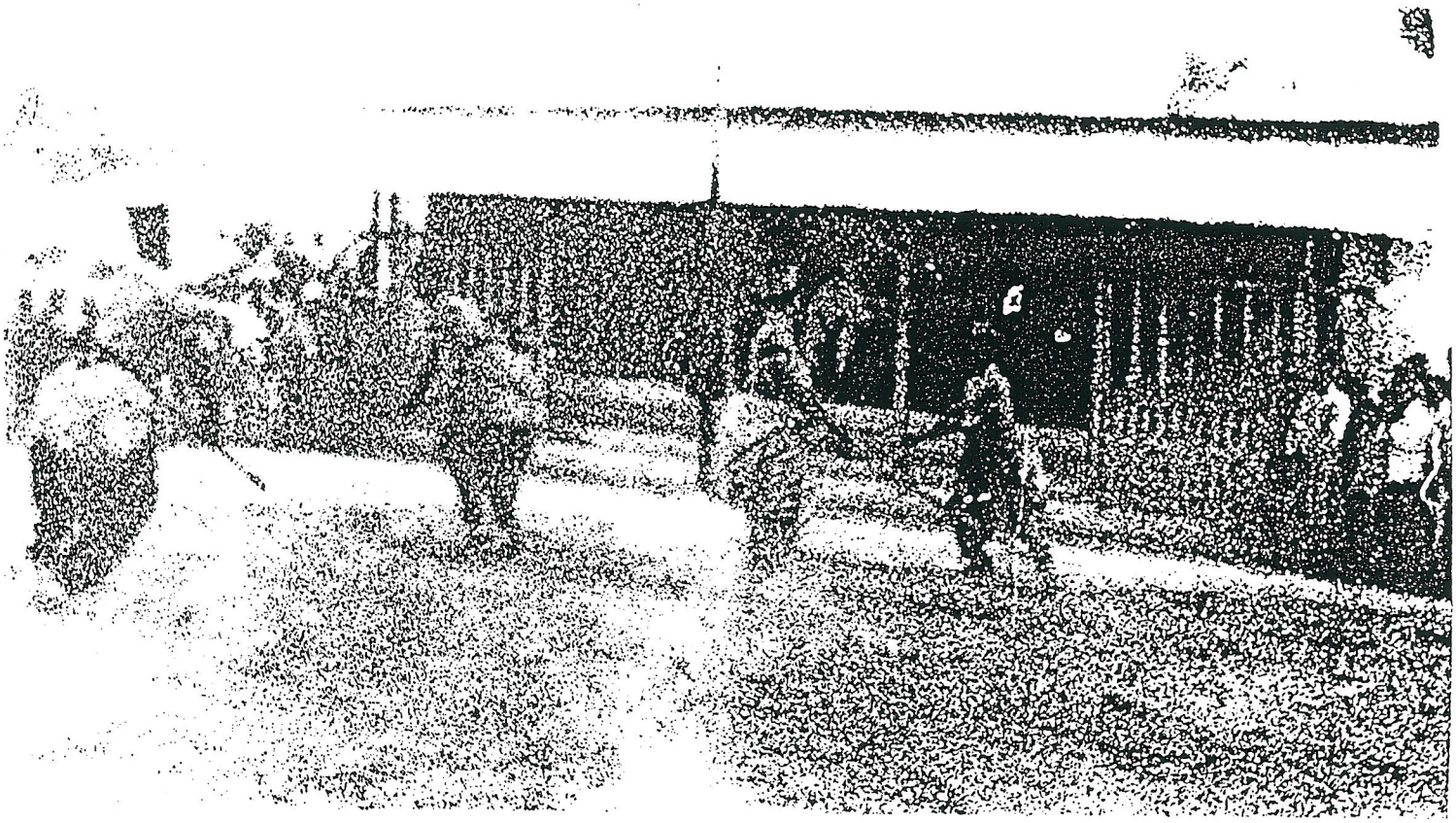
HEALTH AND DISEASE.

The fact of the two doctors having left the island is no proof, however, that the people are blessed with good health; the island being malarious, fever is very prevalent, especially after the rains. Both adults and children suffer from intestinal worms; this being evidently due to the large proportion of jaggery and insufficient quantity of salt that enters into their diet. Skin diseases are very common. Many, especially middle aged women and old men, suffer from a chronic inflammation of the eyes; this is supposed to be due to the intense glare that rises from the white coral sand. Small-pox has been imported to the island very often; it found its way here in 1884 in one of the "gundras," and carried off eight souls, only five recovering from the number that took the disease. Chest diseases are comparatively rare.

Between the kachcheri and the village is the shipbuilding yard. The gundras are hauled up here at the setting in of the S.W. monsoon, and are placed under large sheds for repairs.

THE LIGHTHOUSE.

About two and a half miles to the east of the kachcheri stands the lighthouse. The works in connection with this building were commenced in November, 1882, by Mr. Thomas Edmond, assisted by Mr. John Woodcock and three European foremen, under the



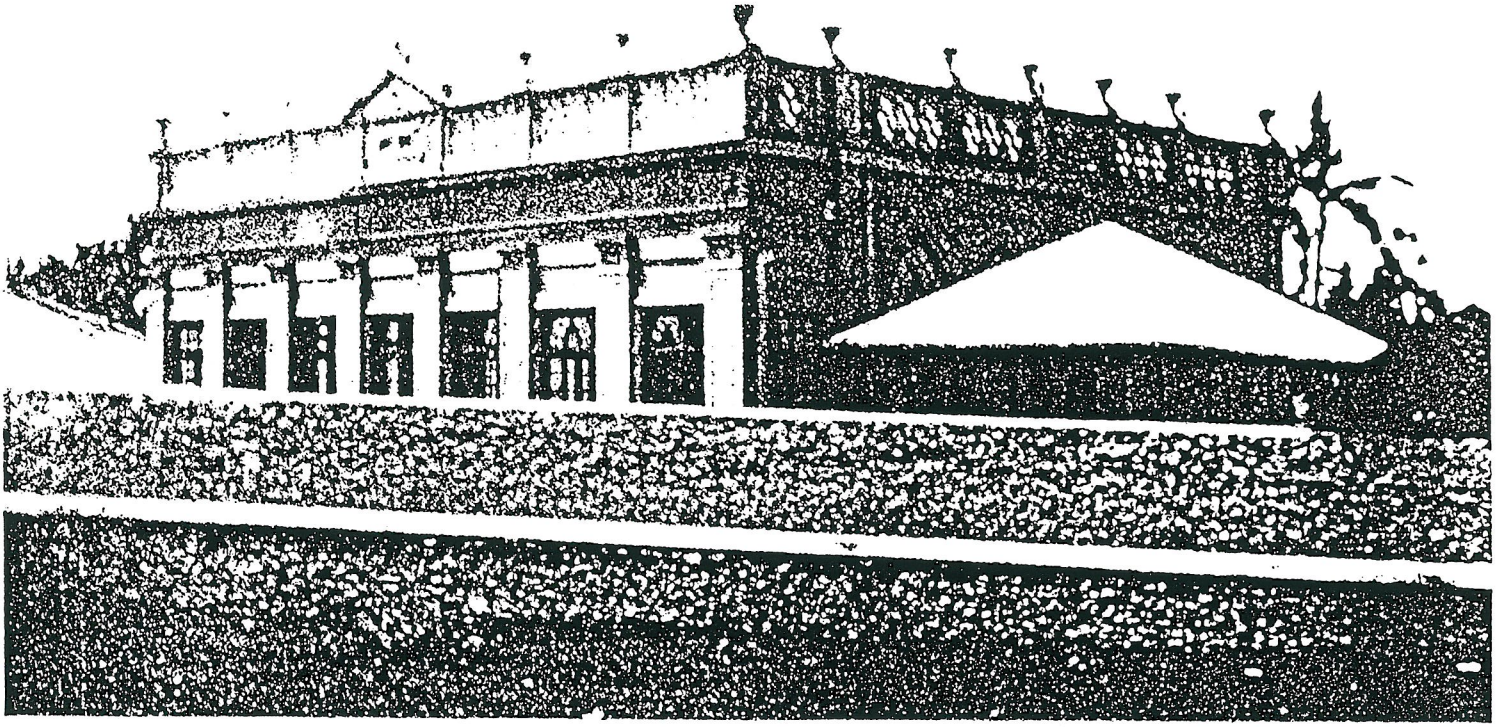
SPEAR-FIGHTING OUTSIDE THE PALACE.
PHOTO ca 1930. VILGON co.

direction, in England, of Sir James Douglass, Engineer-in-Chief to the Trinity Corporation. The first few months being spent in necessary preliminaries, the foundation was laid in May of the year 1883, the ceremony of laying the first stone being performed by Miss Howah Bephanu, the youngest daughter of the Amin.

Masons and other skilled labourers were had from Galle, many of them having been employed in the erection of the Basses lighthouses. The islanders were employed largely for ordinary labour, and though the work was foreign to them at first, they proved themselves efficient in a very short time. The building progressed rapidly, and in March, 1884, the tower was so far completed as to be ready to receive the lantern, for the fitting up of which a skilled mechanic was sent from London.

The works were fast approaching completion, and the staff of officers were beginning to congratulate themselves that they kept their health so well and escaped the dangers of the malaria, for which these islands are so notorious. But our jubilations were premature. Mr. Woodcock, the Assistant Superintendent, while supervising the excavations for the out-buildings, took the fever and had to go to Ceylon for a change. He was expected back in a month's time, restored to health and invigorated by the fresh mountain air of Kandy. But our expectations were not realized; he succumbed to the ravages of the disease while under treatment in the Colombo Hospital, and a stone monument in the general cemetery of that city marks the spot where his remains lie. He was a God-fearing man, a loving husband and father, and a faithful servant to his employers. While rejoicing in the hope that his end was peace, our sympathies are with the sorrowing family he leaves behind; and we could hardly close these lines without an expression of humble gratitude to Almighty God for the merciful protection granted to us during our stay here. Though the dangers incidental to these works have not been few, we have been brought safely through them all.

The lighthouse was completed at the end of 1884, and the light exhibited therefrom, in the presence of Sir James Douglass (who had come out from England to finally inspect the works) and the Amin of the island, on the night of the 2nd February, 1885. The top of the tower, which is built of black bricks, and the lantern, are visible by day above the trees. On the bearing of N.E. ½ N. from the lighthouse the light is obscured by cocoanut trees within a distance of about 8 miles. This obstruction extends in an easterly direction for 74 degrees to the bearing of E.S.E., where the distance obscured decreases to about 1½ mile. The light is white, revolving every half-minute, showing all round the horizon at an elevation of 150 feet above high water, and visible in clear weather at a distance of about 19 miles. * * *



THE BOHRA MOSQUE IN MALE.
PHOTO ca 1950. VILGON co.

1885. ROSSET, CARL WILHELM.

IN: Aus allen Welttheilen. Illustrierte Monatshefte. Vol.23. No.10. Oct.1892. P.270,271,272. Leipzig 1892.

This is one of Carl Wilhelm Rosset's rather unknown articles about the Maldive Islands. It proves that C. W. Rosset never came back to the Maldives, after his one stay there in 1885, contrary to other (his own) information saying that he returned in 1887. Here, seven years after his visit to Male, he has got a fair distance to what he experienced during his three months' stay there. The Photographical documentation seems to be lost. This is the first translation into English. [German]

The Maldive Islands and their Inhabitants.

On behalf of the British Government I was traveling, in the year 1884 [Passing Minicoy on going to Ceylon 1884] and 1885, to the Maldive and Laccadive Islands with steamer from Ceylon, to make Etnographical collections and Photographical documentations for the Indian Colonial Exhibition in London [1886]. Even though the Maldive Islands since almost one century are under English dominans, and earlier they were under Dutch and Portuguese superiority, has no European but the French adventurer Pyrard de Laval, the English Mr. H. Bell, and humble me, tryed to investigate and explore the Maldives.

Maybe it has been the climate that has kept the Europeans back, or maybe it is because of the attitude of the Maldive natives that has hindered the Europeans. I was met by the Islanders in the best way and with the greatest hospitality. It can be explained by the fact, that I had more experience than the mentioned persons, as I had lived for many years among the Arabs and the Indian people, and knew their traditions, customs and languages.

The Maldive Islands, are about 14.000 small isles. The largest is 1.500 meters long and 500 meters broad, and the smallest is 200 m. long and 60 m. broad, and they are probably the most marvellous islands in the entire world.

In enormous circles, so called Atolls, buildt up during hundreds of years by the work of the small coral-animals, we recognize 20 groups of Islands. In the centre of each of these Atolls, there is a Lagune, from which a very bad air is spread, that makes the islands unhealthy and hard to live on. The "King's Island", or rather the "Sultan's Island", is also called Male, is in the Male Atoll, at a distance of 80 miles [German] (800 km or 500 eng. miles) distance from Colombo. In this Male



BOHRA MERCHANTS OUTSIDE THE BAZAAR.
PHOTO 1943. VILGON co.

Island, all the commerce and all the authority for the entire country is concentrated.

Because of their buildt and base, the islands have no running water streams. The fresh water must be brought from tanks or wells, and there you get but brackish water. During the South-West monsoon the waves go over the coral-reefs, and that brings new healthy water into the Lagunes. In the hot season, when the North-East monsoon prevails, the water turns unhealthy and spreads a pestilential stink.

Viewed from the seaside, the Islands are marvellous. In the middle of the emerald green Lagune, that surrounds the islands, with their dark green vegetation. The view of the snow-white spray from the waves, and the light-green sea that turns into blue furtherout, all fulfills the nice panorama.

It is hard to decide what race the Maldive population belongs to. Their faces tell us that they are of Arian origin, and maybe came to the islands at the same time as Ceylon was inhabited. The persons belonging to the higher castes have a light yellowish face colour, and nice black eyes, and they look like the inhabitants of Persia. Particularly the women are of such a light colour, that they easily can be taken for South Italians or Spanish. The lower casts are of mixed origin. Even if their language is simular to the Cingalese, they seem to be more related to the Arab people of the Western Indian Ocean than to the inhabitants of Ceylon.

Their customs and traditions are like those of the Arabs'. The well known kindness to guests that the Arabs' practise, is as well a tradition in the Maldives, though they are living under rather poor conditions. This gives them credit. Religion and Ocultism are strong forces, and occupy the natives' thoughts most of the time. The religious life is intensive and many of the men go to the Mosque three or four times a day. Even greater than their interest in Allah, seems their fear of Satan to be. Every accident, even sickness and every mishap is ascribed to the Devil. No one goes out in the dark night without fear that he might meet the Satan.

Under these conditions the preacher have great power, specially the main religious leader in Male, who is next to the Prime Minister, and is one of the most intelligent persons in the Islands. He is not interested in the Europeans, and he does not give any information about the land and its people, fearing that such information can be used to harm the prevailing customs.

The natives of the Maldive Islands are split up by the caste-system, and the people are by this tradition strictly divided. The different official titles and occupations are given to some special castes. From the highest caste does the Sultan take not only the Ministers, muslim Preacher (judges), Governors (for the Atolls), but also the people who care for his daily wants, as his royal guard, his musicians and his dancers. The people from the lower castes, show the high-caste people the outmoust respect. They always stand up in the presence of high castes, and do not sit down if they are not told to do so. In the street



THE SULTAN IN HIS SALOON.
PHOTO ca 1940. VILGON co.

they move to the other side and stand still, until their superiour has walked away.

Only the Sultan has the right to carry a hat and shoes, and in the whole country there are but two persons, beside the Sultan, who are allowed to use an umbrella, and that is the Sultan's Cousin and his Prime Minister. The Sultan's umbrella is white, his cousin has a black umbrella, while his Prime Minister has a red umbrella. Persons of different castes are not allowed to dine with one another. The one who holds the rank above, takes his meal first. With the Sultan may just his Cousin and Prime Minister sit at his dining table. The chief ministers are always close relatives to the Sultan. Husband and wife are never dining together, the wife has to wait at the table while her husband eats, and she dines alone afterwards.

In contrast to all other primitive societies, the wedding ceremonies are here withouth any glance and almost without all celebration. If a couple wants to get married, the two parts goes to the Katibu, the headman of the Island, and declares to him their decire to join each other in marriage. In the doing of this the husband goes himself, and the wife is represented by some of her parents. The Katibu declairs them man and wife, and calls this out to the surrounding persons who are serving as witnesses to the union. The price for the wedding-act is about one Rufia. The bride is then escorted by the people from her old home to her husbands home, and here they amuse themselves with music and dances.

As the wife does not bring any dowry to her new home, but the husband has to feed her and supply her with her whole outfit. Because of this the ties to keep the man and wife together are rather lose, and as the Maldivian people are quite promiscous, the divorces are an every day event. The divorces are common among the people of the lower castes, and they are handled in a very simple way. The husband places his wife outside the door of his house, and the divorce is completed.

Among the upper castes, the husband goes himself to the Katibu, and the wife sends two male representatives. These persons explain the reason why the couple want to end their marriage, and the Katibu decides in accordance of this. The divorced wife goes back to her parents house, sometimes with the children, sometimes without the children, and she has no difficulty in finding a new husband. The people of this Islands love the change in life, this is obvious, as there are couples who have married and divorced each other three or even four times in their life.

When still alive the natives of these Islands decide the place where they want to be buried. When dead, the body is washed and put into a white cotton sheet. A string is tied around the neck, one around the waist, and one around the knees. The traditions deny all relatives to show any emotions like crying or complaining, but nevertheless it often comes to the situation, that they let all their feelings loose.

The corpse is first laid upon a bench made of Kadu-wood, and thereafter buried at the place where the deceased wanted to be. During the passage from his home to the burielplace, the muslim preacher are reciting and singing Arab verses out of the Koran. The relatives of the deceased, if



MALE MAIN SQUARE NORTH OF THE PALACE.
PHOTO ca 1940. VILGON co.

of the lower castes, give away cowries, a kind of seashell-money, and if of higher castes they give away rice and dried fish. The relatives always spray perfumed water over the bystanders. The official preacher is given some presents of Gold, Silver or Silverplated. When in the grave, the corpse is covered with white sand, and at every Friday the following three weeks the dead persons' relatives and friends visit the grave and covers it with white sand, pray and the preacher sings.

It is strange, that the natives, in spite of the deadly climate and the unhealthy air, not adapt themselves to a more rational life style. Their houses are so built that they only hide the deadly reasults of the bad air. Even if the people keep their houses in a clean condition, they are nevertheless very unhealthy. The predominant weather conditions, ought to give them reason to build their houses in an entirely different way. The houses are about 5 to 6 meters high, built of cocoa-tree wood and covered with cocos-leaves. An opening without a door is the entrance and a hole, ca. one m.square, with removeable cocos-leaves is the window. These are always closed with the cococs-leaves covers, and this prevents all the circulation of the air.

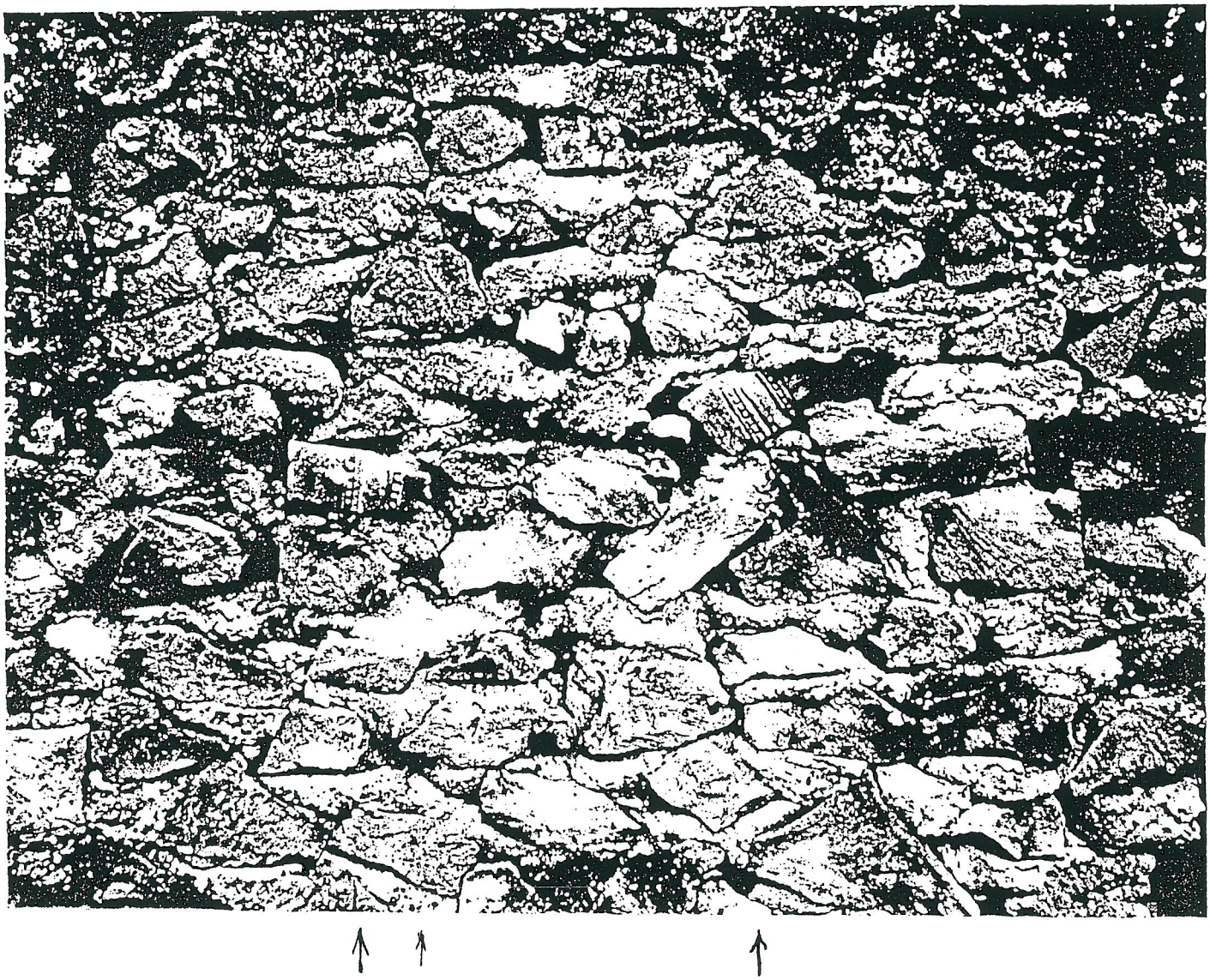
The house of the Prime Minister is one of the few that has an upper-floor, but is nevertheless built in the same manner as all the others.

The Sultan resides in a house resembling the style of the European Governor's house, close by the castle, constructed by the Portuguese. It is surrounded by high walls, and lit up by European iron-lampposts in the corners and at the entrance. They are lit in the night and burned by cocos-oil. Inside the walls there is a tent-roof without any sides. Here does 150 to 200 actors perform their dances and games for the Sultan.

The people of the Island do in their design show a kind of luxury. The women of the higher castes, wear a robe of Atlas-silk, and this is embroidered with gold, silver,· and silk thred. In the Southern Islands they do a kind of silk-brocade. The material it is made from is brought to the Islands from India and Ceylon. Like in the rest of the East, the women carry Jewels, Necklace, and all kinds of Chains. In earlier days they had certain laws regulating, what kind of Jewels, and what material it contained, that the different castes was permitted to wear. These rules are not in use anymore, and now they can wear all what they like and can afford to buy.

The men are dressed in a very simple and common way. It is a kind of underwear, and a cloth tied around their hips, like the Cingalese dress. At certain days, for instance on Fridays, when going to the Mosque, they do wear a shirt and a jacket. Over all this they use a loose mantelet, that goes all the way down to their feet. Only the Sultan and his Preacher are allowed to carry a Turban.

The amusements that they are given are rather boring, as the Maldive people are rather quiet and dull, and do not involve in lively actions. Their main engagements is in fishing and in Kate-flying, but this is only permitted during a certain season. As domestic entertainment they play chess and an other kind of war-game played on a board and where they just use their tecnical skill.



WALL BUILT OF REUSED GRAVESTONES. THODDOO.
PHOTO 1992. VILGON co.

At certain festivals they organize special tournaments, and by these the Sultan is preciding. They have different games i spear-fencing where the young men participate with long wodden-spears. These games are quite interesting.

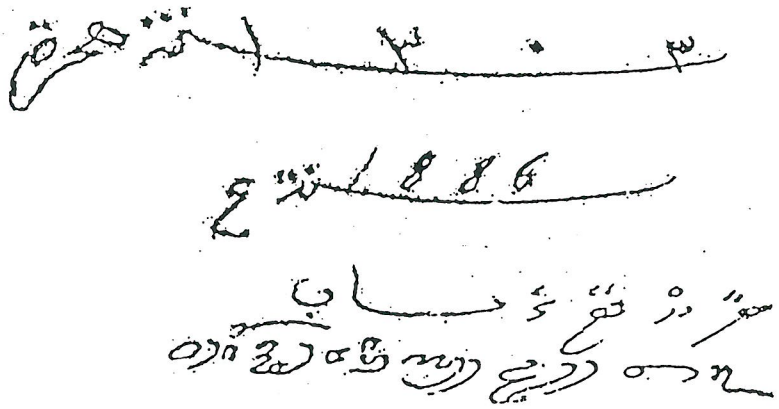
The two main dances they perform are "Malikutasa" and "Todu". The first has its origin from the Northern Island Minicoy, and is exhibited by about twenty men with tambourines, which they beat rythmically and move their bodies accordingly.

The second dance is entirely Maldivian and has its origin from the Atoll Ari, and is performed by ten pairs of men armed with wood Sticks. Each Stick has in its top-end a container (empty coconut) filled with cowrie-shells. Accompanied by the Tamtam-music the dancers move in special turns and beat the Sticks against each other, and thereby causing an enormous larm or noice. The Sultans private music-band is worth a special attention. They usually play only for the Sultan, and just occatianaly play for the people. Their instruments are either Portuguse or Dutch, and the music has an Arabic tone.

All Maldive commerce is in the hands of certain Indian Merchants, Bohras. Rice and Cottonwool-materials is barterned for Turtle-shields, Dried fish, and Cowrie-shells. The Bazaars in Male are the only existing in the entire Island-group. The Sultan, who is in possesion of them, collects from each one of the different shops, beetween 15 and 50 Rufias per Months. (1 Ruf.= 1 DM.).

To do manufacturing works in the Maldive Islands could turn out to be very prospering, as the people are good and skilled in handicraft work, but the Sultan showes an enormusly great hostility against the Europeans. European products are perfectly copied by the natives, with just the primitive tools they possess. Their mats are in no way inferior to the Indian mats, and in the same manner it is with their woodwork.

It is strange that England, that has a special interest in the Islands (through Ceylon), and in case of a future war in the Indian Ocean, these Islands can be used as an operation base and as a coaling depot. Nevertheless England has acted in a passive way, and have not taken them under their direct sovereign power. Maybe they restrain themself from any actuel presency, because of the bad climatic conditions. A garrison of soldiers on the Maldive Islands, could not survive very long, and in case of necessity it is easy for England to occupy the entire Maldive Islands. ***



FRONT PAGE OF MALDIVE CENSUS 1886.
HANDVRITTEN 1886. VILGON co.

1886. MALDIVE CENSUS.

IN: Manuscript in the hands of LARS VILGON. Stockholm, Sweden.
Recovered among other old Documents. **[DIVEHI]**

The Maldive Census from 1886 includes just the number of all male persons over 15 years of age, inhabiting the named Island and/or Atoll.

All Women and All Males under 15 Years are consequently excluded.

The Census is made to form a tax-roll, pointing out the persons liable to taxation.

Statistic Census for 1911 and 1921 are used for estimating the total Maldive Population 1886, supposing that the proportions between the sexes and agegroups are the same in the years 1886, 1911 and 1921.

	A	B	C	D	E
Census. Total	Male over 15 Years	Male under 15 Years A × 68 %	Male Total A+B=C	Women Total C × 84½ %	Population Total. C+D=E
1911	Ex. 23.078	Ex. 15.960	Ex. 39.038	Ex. 32.993	Ex. 72.031
1921	Ex. 22.764	Ex. 15.193	Ex. 37.239	Ex. 32.239	Ex. 70.196
	100 %	68 % of A	A+B= 100 %	84½ % of C	C+D= 100 %
1886	Ex. 14.939	Cal. 10.170	Cal. 25.170	Cal. 21.217	Cal. 46.326

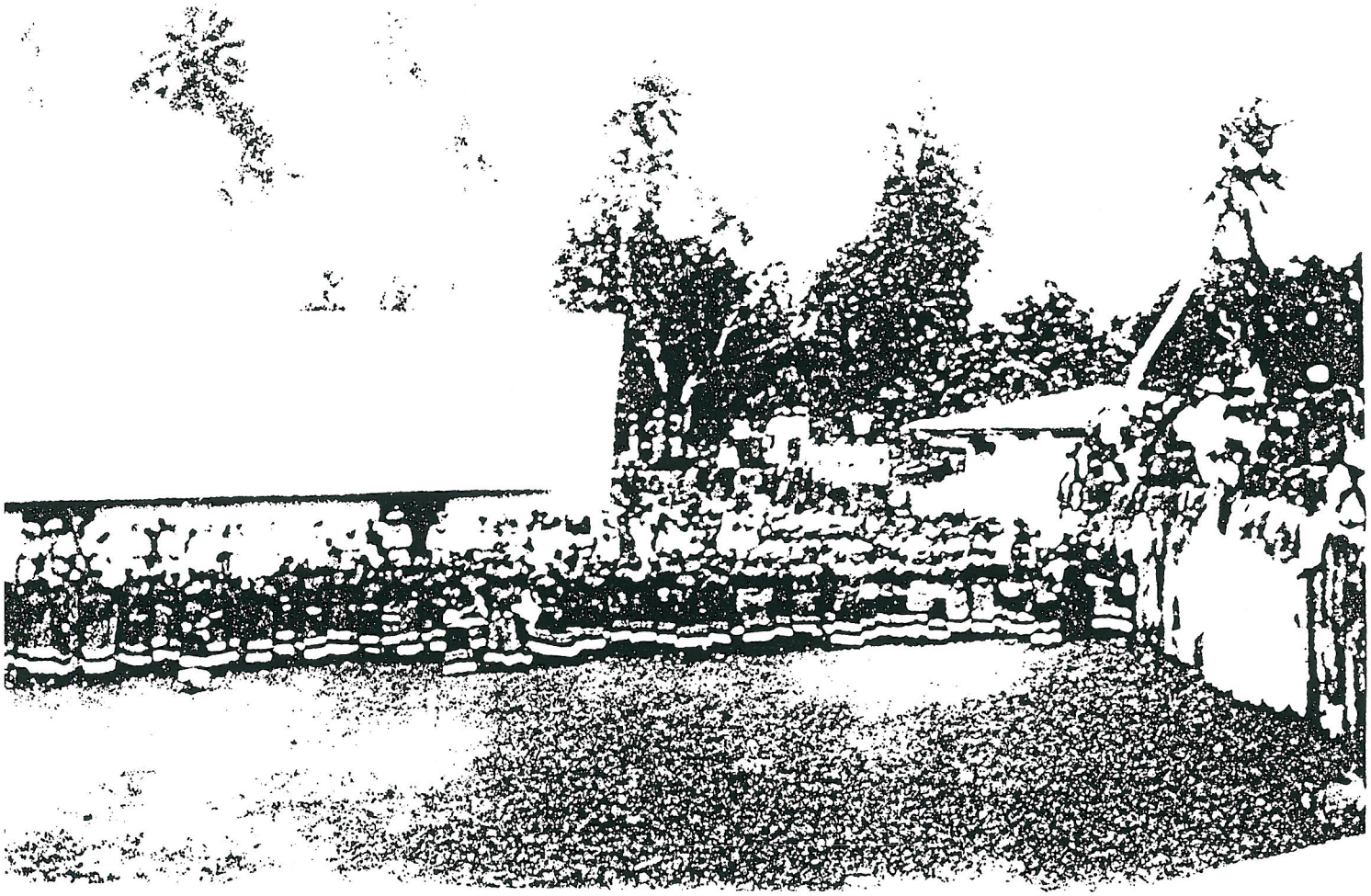
Exact = Ex. Calculated = Cal.

The Maldive Census 1886 = Exact 14.939 Male population over 15 years.

14.939 multiplied with Factor 3,1 gives a Total Population of 46.311.

Factor 3,1 is used to calculate the population on the Atolls and the populated Islands

CALCULATED POPULATION 1886 46.326.



ANNUAL CELEBRATION FOR THE SULTAN.
PHOTO ca 1950. VILGON co.

*

	A	B	C	D
	Tax-Paying Male A	Tax-Free Male B	Total Adult Male A+B=C	Estim. Total Popul C×3,1=D (*)
THILADHUNMATHI ATOLL.	1.993.	125.	2.118.	6.569
MILADHUNMADULU N. ATOLL.	702.	30.	732.	2.270
MILADHUNMADULU S. ATOLL.	493.	80.	573.	1.777
MAALHOSMADULU N. ATOLL.	935.	7.	942.	2.922
MAALHOSMADULU S. ATOLL.	754.	0.	754.	2.338
FAADHIPPOLHU ATOLL.	252.	91.	343.	1.063
ARI ATOLL.	859.	40.	899.	2.787
MALE ATOLL.	602.	102.	704.	2.182
FELIDHU ATOLL.	404.	33.	437.	1.355
MULAKATHOLHU ATOLL.	320.	50.	370.	1.149
NILANDHE NORTH ATOLL.	261.	2.	263.	814
NILANDHE SOUTH ATOLL.	529.	0.	529.	1.640
KOLHUMADULU ATOLL.	871.	50.	921.	2.855
HADHDHUNMATHI ATOLL.	746.	0.	746.	2.316
HUVADU ATOLL.	863.	124.	987.	3.059
FUAMMULAH ISLAND.	0.	500.	500.	1.550
ADDU ATOLL.	780.	191.	971.	3.010
MALE TOWN.	0.	2.150.	2.150.	6.665
SUM	11.364.	3.575.	14.939.	45.321

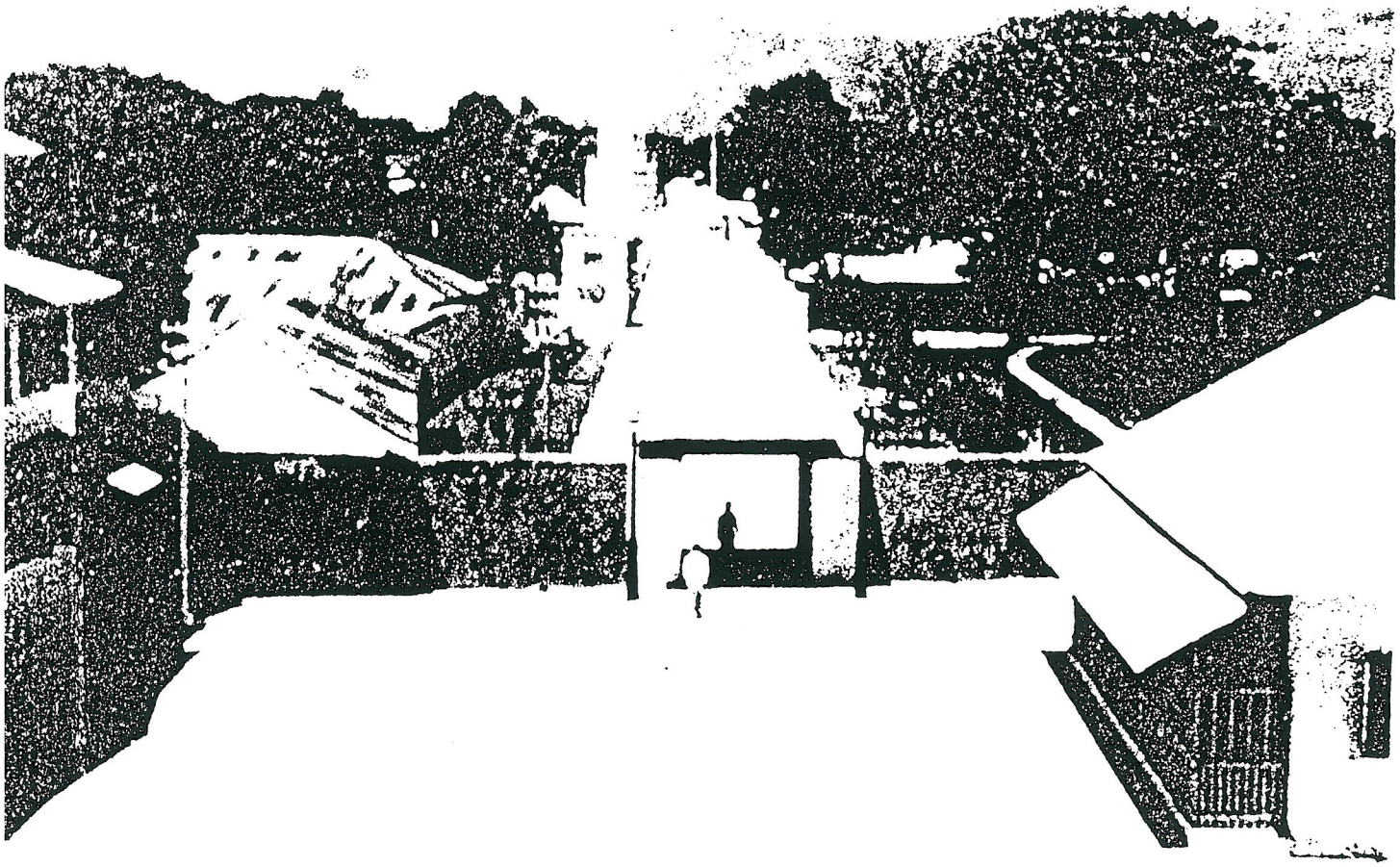
(*) The population of each Islands in the Atoll is used as the population sum of the Atoll. Total difference is 5 persons.

Further calculations to estimate the total population 1886.

With an error of ca. five uncounted males over 15 years on every inhabited island (persons onbord boats, 15 year old boys said to bee 14 for the reason of taxation, etc.) the total population 1886 can be estimated to be about 50.000 persons
[200 islands × 5 men × Factor 3,1 = 3.100 persons pluss 46.326 cal.]

This agrees with a natural Population increase from 1886 to 1911 or during exactly 25 Years. During this time it is right to estimate an Annual population growth of ca. 1,25 % .
This equals ca. 20.000 growth, and then the population turns up to be ca. 70.000 persons 1911. (+50.000 + 20.000 = 70.000).
Census 1911 Total Pop. 72.000.

A good estimation of the total population of the Maldive Islands in the Year 1886 is 50.000 persons, including all men, women, and children.



VIEW FROM THE CASTEL BASTION TO THE EAST.
PHOTO ca 1930. VILGON co.

Here are the exact number of Male persons over the age of 15 Years in the different Islands and Atolls given in the Maldive Census 1886.

First column: Tax Paying Male. (Exact)
Second column: Tax Free Male. (Exact)
Third column: Calculated total population, by multiplying all the adult men, with factor 3,10. (Calculated)

THILADUMANMATHI ATOLL.

Uteem	0	50	155
Kelaa	67		208
Vashafaru	21		65
Thakandhoo	140		434
Maarandhoo	27		84
Ihavandhoo	68		211
Huvarafushi	184		570
Thuraakunu	28		87
Uligamu	32		99
Berinmadhoo	17		53
Mulhadhoo	129		400
Faridhoo	16		50
Hodaidhoo	18		56
Finey	50		155
Hirimaradhoo	18		56
Naivaadhoo	28		87
Nellaidhoo	32		99
Kuribi	40		124
Kuburudhoo	24		74
Makunudhoo	51		158
Neykurendhoo	40		124
Vaikaradhoo	32		99
Maavaidhoo	20		62
Komandoo	116		360
Kulhudhuffushi	204		633
Nolhivaramu	120		372
Nilhivaranfaru	90		279
Hanimaadhoo	32		99
Kuda-M-Uraidhoo	40		124
Baarah	56		174
Hatifushi	0	75	233
Dhidhdhoo	178		552
Filladhoo	75		233
SUM	1.993	125	6.596

MILADUNMADULU NORTH ATOLL.

Maakadoodhoo	120		372
Narudhoo	48		149
Feevah/Fivaka	67		208
Foakaidhoo	48		149
Feydhoo	71		220
Noomaraa	16		50
Goidhoo	33		102
Kaditheemu	51		158
Komandoo	34		105
Bileffahi	51		158
Lhaimagu	39		121
Maaugoodhoo	68		211
Hebadhoo	56		174
Maroshi	0	30	93
SUM	702	30	2.270

MILADUNMADULU SOUTH ATOLL.

Manadhoo/Mandupa	90		279
Magoodhoo	40		124
Miladhoo	42		130
Holhudhoo	59		183
Fodhdhoo	26		81
Velidhoo	30		93
Kuredhivaru	0	40	124
Kudafari	0	40	124
Lhohi	24		74
Mafaru	49		152
Landhoo	37		115
Maalhendhoo	12		37
Tholhendhoo	16		50
Kedhikolhudhoo	47		146
Kulhudhoo	11		34
Hebadhoo	10		31
SUM	493	80	1.777



THE SULTAN's BARGE.
PHOTO 1922. BELL/VILGON CO.

MALOSMADULU NORTH ATOLL.

Maduvvari	78		242
Ufulandhoo	12		37
Meedhoo	70		217
Alifushi	51		158
Vaadhoo	17		53
Rasgetheemu	55		171
Agolhitheemu	35		109
Gaaudoodhoo	33		102
Ugulu	56		174
Ugoofaaru	20		62
Maakurathu	49		152
Rasmaadhoo	52		161
Innamaadhoo	57		177
Iguraidhoo	102		316
Fainu	70		217
Kinolhas	68		211
Kadhoulhudhoo	110		341
Kudafushi	0	7	22
SUM	935	7	2.922

MALOSMADULU SOUTH ATOLL.

Maalhos/Madolaga	47		146
Eydhafushi	120		372
Maadhoo	48		149
Goidhoo	39		121
Fehendhoo	15		47
Fulhadhoo	26		81
Hithaadhoo	60		186
Thulhaadhoo	72		223
Kendhoo (Fani-)	84		260
Funadhoo	20		62
Udaadhoo	45		140
Kuda-Rikilu	51		158
Kamadhoo	24		74
Kihaadhoo	31		96
Dhonfanu	30		93
Dharavandhoo	42		130
SUM	754		2.338

FADIFFOLU ATOLL.

Naifaru	136	23	493
Hinnavaru	96	8	322
Olhuvelifushi	20		62
Kurendhoo	0	60	186
SUM	252	91	1.063

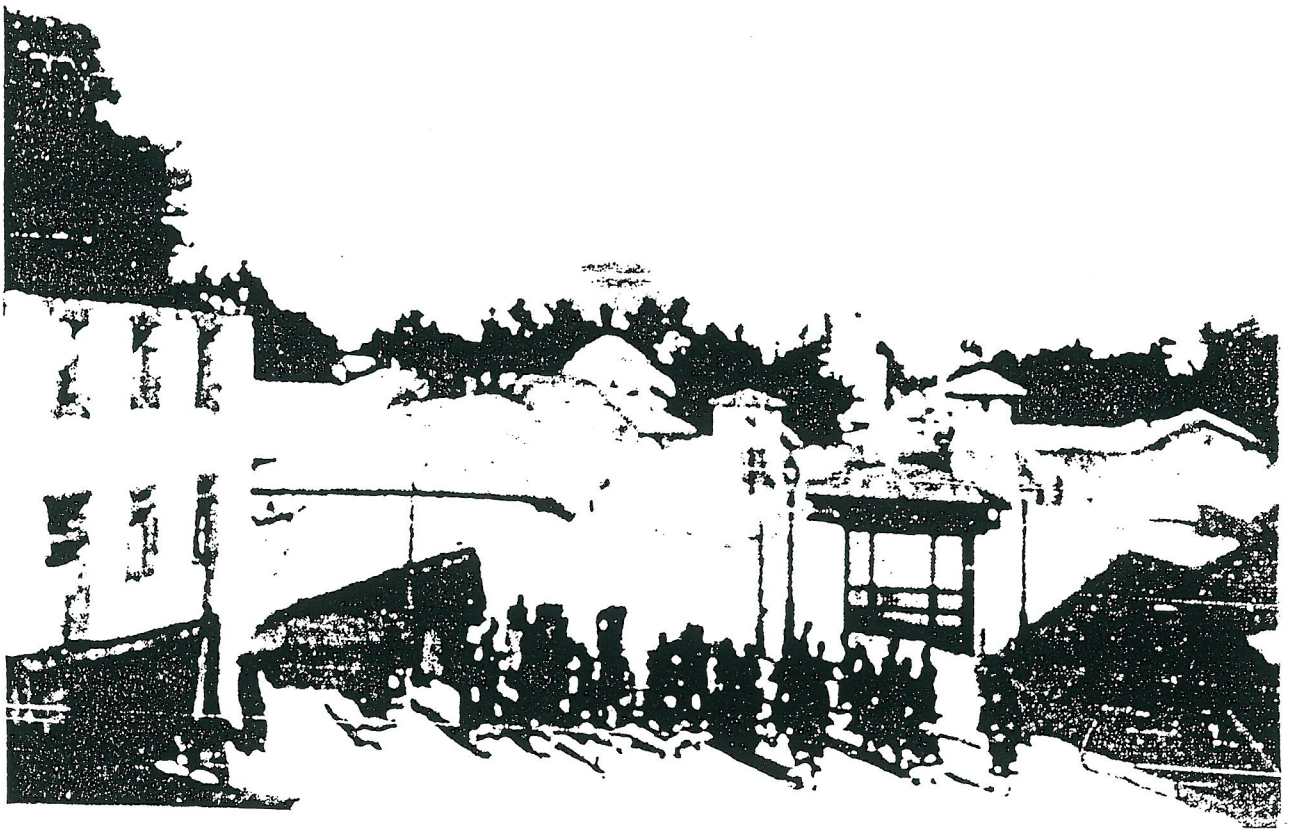
MALE TOWN	2.150	6.665
All taxfree		

MALE ATOLL.

Himmafushi	43		133
Huraa	34		105
Thulusdhoo	81		251
Dhiffushi	72		223
Gaafaru	52		161
Kaashidhoo	136		422
Gulhi	98	16	353
Maafushi	36	4	124
Guraidhoo	50	17	208
Giraavaru	0	65	202
SUM	602	102	2.182

FELIDU ATOLL.

Thinadhoo	42		130
Fulidhoo	21		65
Felidhoo	99		307
Keyodhoo	45		140
Rakeedhoo	33		102
Diggiri	85	33	366
Vattaru/Maduwaru	79		245
SUM	404	33	1.355



THE PALACE ENTRANCE AND THE GUARD.
PHOTO 1922. BELL/VILGON co.

MULAKU ATOLL.

Raiymandhoo	15		47
Madifushi	15		47
Veyvah	113		350
Mulah	50		155
Muli	0	50	155
Naalaafushi	55		171
Kulhufushi	35		109
Vaareyaafushi	37		115
SUM	320	50	1.149

ARI ATOLL.

Maamigili	97		301
Fenfushi	62		192
Mandhoo	22		68
Himandhoo	44		134
Maalhos	77		239
Feridhoo	25		78
Maamigili	27		84
Mathiveri	36		112
Bodufolhudhoo	47		146
Ukulhas	51		158
Thoddoo	86		267
Rasdhoo	20		62
Kuramathi	20		62
Omadhoo	45		140
Kuburudhoo	12		37
Mahibadhoo	82		254
Dhagethi	59		183
Dhidhdhoo	12		37
Kururan	35		109
Hangnaameedhoo	0	40	124
SUM	859	40	2.787

NILANDHE NORTH ATOLL.

Nilandhoo	55		170
Dharaboodhoo	32		99
Magoodhoo	30		93
Biledhdhoo	50		155
Feeali	34		105
Himithi	60	2	192
SUM	261	2	814

NILANDHE SOUTH ATOLL.

Kuda Huvadho	115		357
Maaemboodhoo	66		205
Vaani	51		158
Gemendhoo	33		102
Ribudhoo	67		208
Hulhudheli	93		288
Meedhu Ffushi	52		161
Bedidhoo	52		161
SUM	529		1.640

KOLHUMADULU ATOLL.

Veymandoo	87		270
Kibidhoo	75		233
Omadhoo	51		158
Hirilandhoo	101		313
Vandhoo	131		406
Kadoodhoo	127		394
Buruni	81		251
Vilufushi	44		136
Madifushi	54		167
Guraidhoo	38		118
Gaadhiffushi	28		87
Thimarafushi	54		167
Dhiyamigili	0	50	155
SUM	871	50	2.855



THE SULTAN's ARMED GUARD.
PHOTO 1922. BELL/VILGON co.

HADHDHUNMATHI ATOLL.

Isdhoo	101	313
Dhabidhoo	48	149
Hulhiyandhoo	27	84
Maabaidhoo	37	115
Mundoo	45	140
Kalhaidhoo	21	66
Gan	96	298
Fonadhoo	106	329
Gaadhoo	32	99
Maamendho	44	136
Hithadhoo	66	205
Kunahandhoo	18	56
Maamendhoo	105	326
SUM	746	2.316

HUVADHU ATOLL.

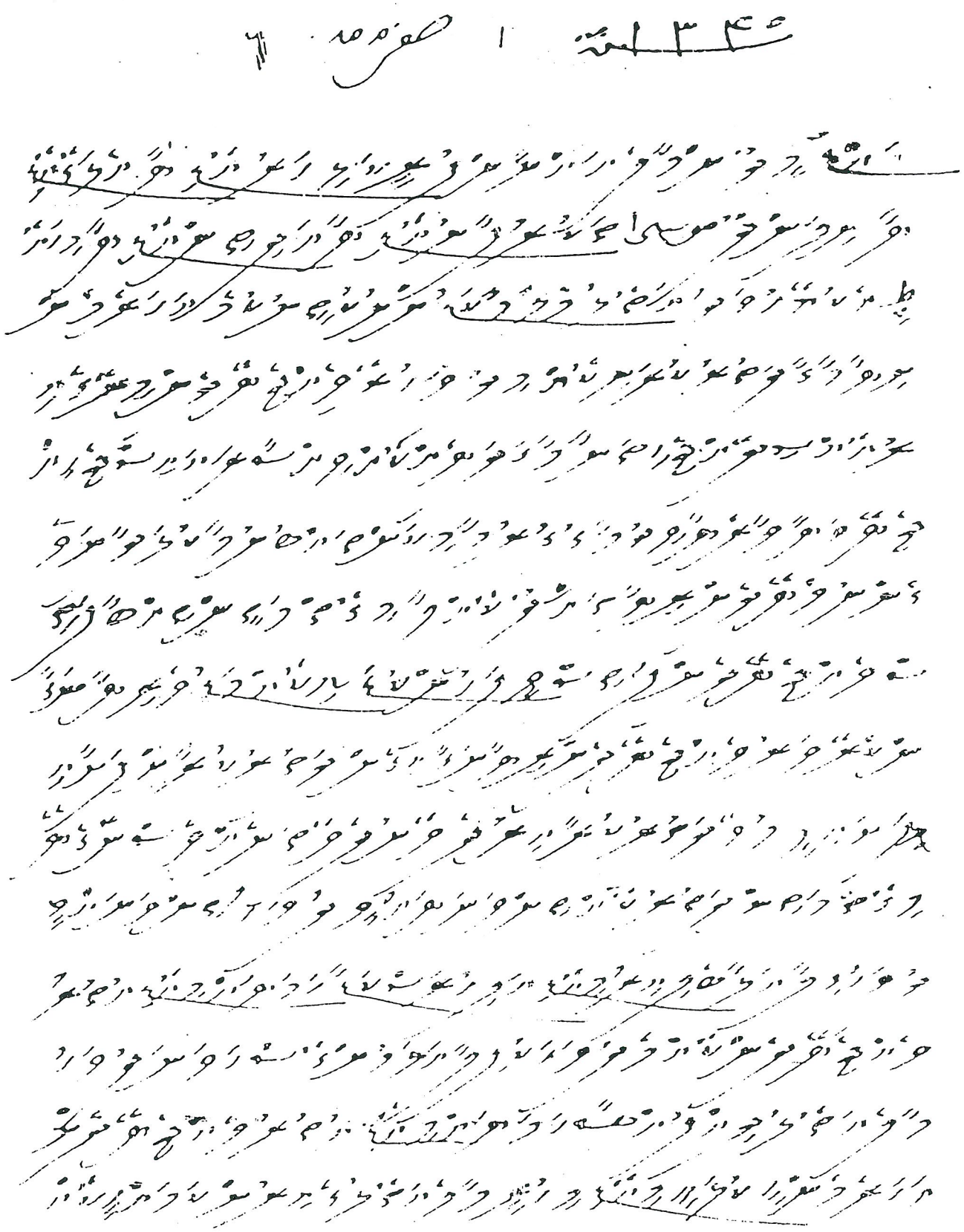
Fares	13		40
Maathodaa	18		56
Vaadhoo	23	19	130
Gadhdhoo	79		245
Maa-Vaarulu	8	12	62
Kanduhulhudhoo	18	5	71
Gemanafushi	26	8	105
Dhiyadhoo	5	16	65
Kodey	29	23	161
Dhaandhoo	55		170
Nilandhoo	54	8	192
Maamendhoo	21		65
Viligili	45	2	146
Dhevvadhoo	40	29	214
Havoddaa	17		53
Thinadhoo Huvadu-	205		636
Madaveli	35	1	112
Hoadedhdhoo	43		133
Rathafandhoo	30		93
Fiyoari	32	1	102
Nadallaa	9		28
Kola-Maafushi	58		180
SUMMA	863	124	3.059

FOAMMULAH ATOLL. (ISLAND)

Foahmulah	0	500	1.550
All taxfree			

ADDU ATOLL.

Hithadhoo	253	60	970
Maradhoo	48	1	152
Feydhoo	48	0	149
Gamu	68	40	335
Hulhudhoo	192	40	719
Meedhoo	171	50	685
SUMMA	780	191	3.010



FIRST PAGE OF THE ANONYMOUS DESCRIPTION OF
THE MALDIVIANS DRIFTING TO AFRICA IN 1921-1922.
SCRIPT 1922. VILGON CO.

1921. MALDIVIANS SAIL TO AFRICA.

IN: Manuscript in the hands of LARS VILGON. Stockholm, Sweden.
Twenty hand-written pages in Divehi from 1922 by an Anonymous person on board the Odi "MELAA-MAA-KANDU" from Meedhoo Island in Addu Atoll. Transcribed by Mr ALI RIZA:s wife and translated from Dhivehi by Mr. ALI RIZA. [DIVEHI]

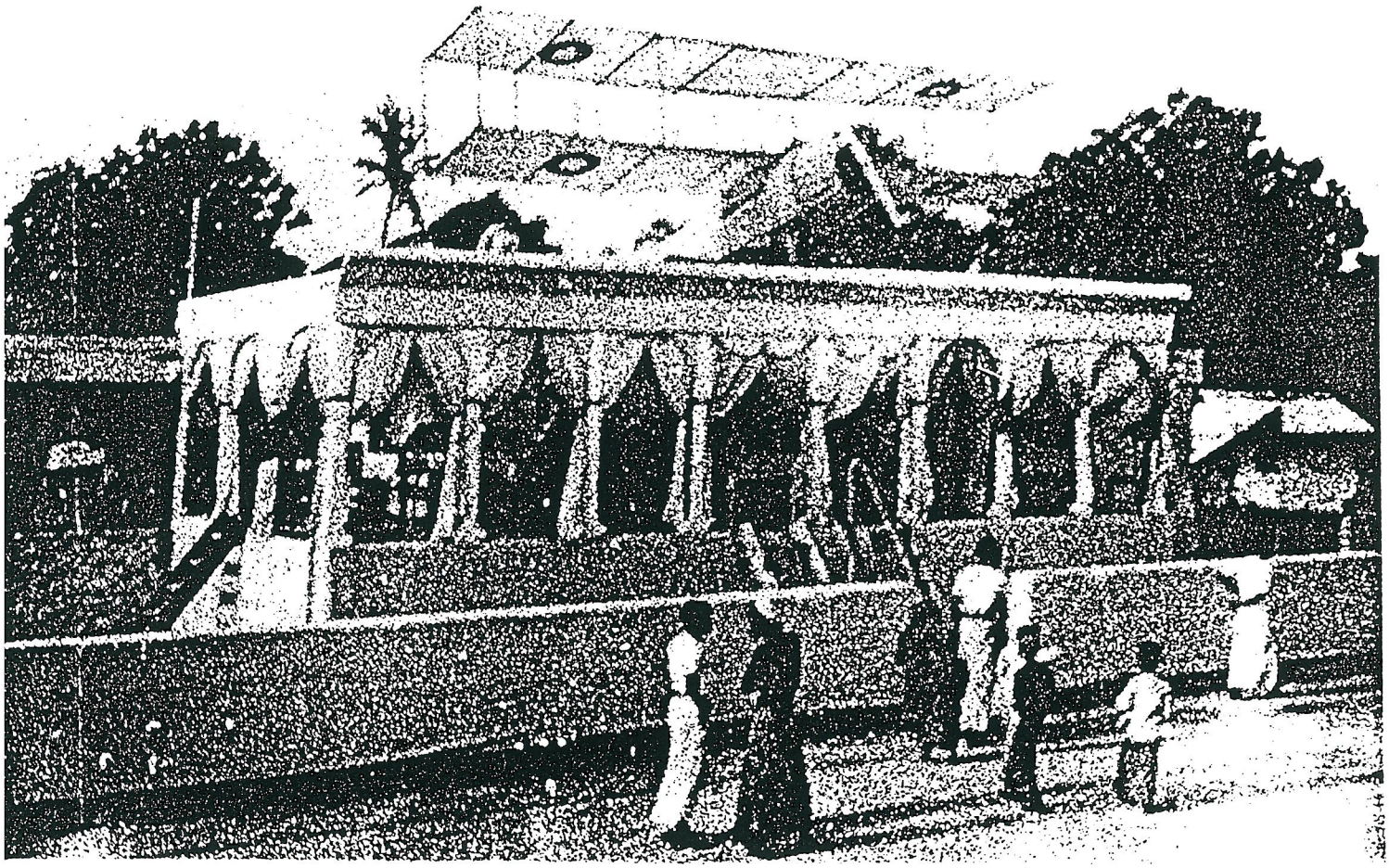
H.C.P. BELL mentions the incident in P.116. of "The Maldive Islands" Colombo 1940, as follovs:

«Midu (Meedhoo) and Huludu Islanders in Addu Atoll are jointly well known as intrepid mariners. Of late years more than one vessel, albeit unin-tentionally, has sailed as far as the East Coast of Africa, when driven out of their course, in adventurous voyaging, by the treacherous winds and currrents which render navigation of the "Equatorial" and "One-and-a-Half Degree" Channels always hazardous for the seaworthy, but small, Maldivian barques. The inhabitants own a total of 54 boats. Late in 1921 three Midu boats, bound for Male, were carried Westwards across the Indian Ocean finally making the East African Coast in safety. The crews were reshipped to Ceylon and the Maldives in 1922.» ***

Story of Meedhoo Islanders carried by wind and current to East Africa.

Kali Haru Odi "MELAA-MAA-KANDU", Elago Odi "FATHUL RAHMAN" and "Nilandhoo Moosa Thakufaan's" Odi (No name stated) and three other Odis (All together six Odis) sailed from Meedhoo Island in Addu Atoll to the capital Male. We crossed the Huvadhoo atoll, "MELAA-MAA-KANDU" sailing pleasantly. By about 2 O'clock that night (ie. 8 O'clock P.M.) we met with a storm of strong wind and heavy rain with thunder and lightening beyond expression. Then we lowered the sails and waited, by about dawn the weather became little better and we were able to put up the sails. We do not know our position but just sailing blindly. Three days later we were able to navigate by the stars and calculate our position. Our Odi had then then gone very far to the North and reached up to Alihuras Kandu (South end of South Male Atoll. N.3° 48') and thereafter we used to calculate our position regularly.

Six days later our Odi had gone still futher North up to Dhiffushi island in North Male Atoll (N.4° 27'). We presumed we had been far of (to the West of) North Male Atoll so we turned the Odi to enter the Atoll and thus we were sailing for one full day and to our surprise the Maldive islands were not in sight. Then we knew that we had been far to



BRITISH AIRPLANE IN MALE.
PHOTO ca 1920. VILGON co.

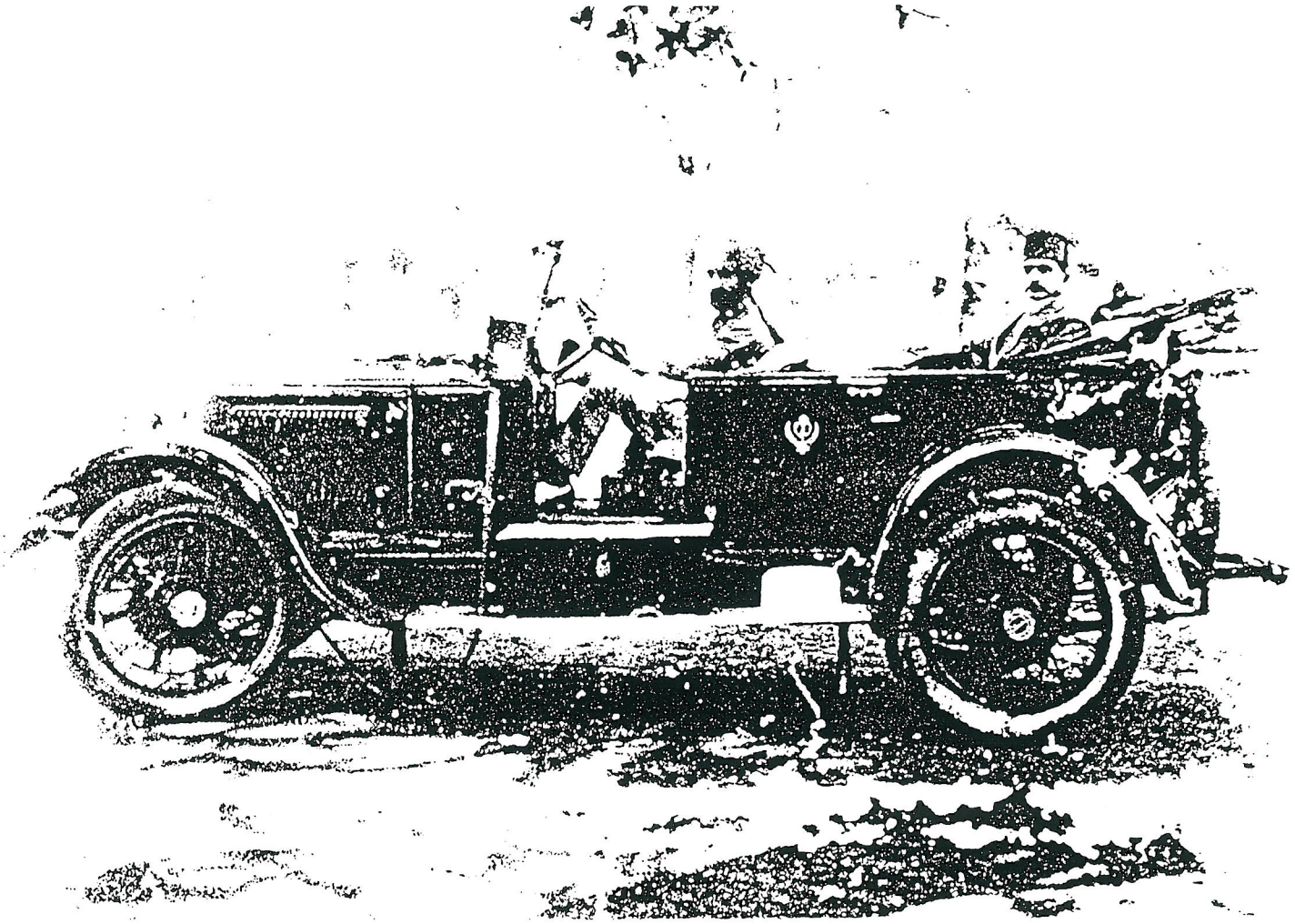
the West of Maldives and that however much we tried we would never be able to get back to Male Atoll.

We decided to let the Odi drift on the sea and to be carried according to the wind and current, hoping that we may reach some land before our food provision is finished. After tossing on the high seas like this for 21 days a steam-ship was sighted at about dusk. Then we gave distress-signals by hoisting a pice of cloth. The ship came close to us and we tried to go on board that ship, but they only dropped a barrel of water into the sea near our Odi and steamed away signaling to us with their hands to travel North-West ward. We took the barrel into our Odi and travelled on. The following day at night our Odi ran aground somewhere. Then we all woke up, lowered the sail, dropped the anchor and the "bokkura" (a small flat boat) and started the salvage work. We were also jettisining the cargo exepting the essentional food items. Then the Odi has been set afloat, by then the sun was rising.

We had run aground on a long sandbank, like a plain with no plants or trees. Its colour was brownish. While we were gaizing at this long stretch of land some people were seen there and later disappeared and when the sun was bright enough we could see three of them, they were all nude. They were black and well built and the upper part of their bodies were shorter. Up there some huge heaps of sands were also seen at a distance. So beliving that, that can not be safe place, we started sailing away from that place. But when it was dark again we turned and traveled closer to the land and sailed Southward with the wind in our favour and watching the land.

At about 2 O'clock that night (ie. 8 O'clock P.M.) we were able to see the light-house of a place called "Mafdishoo" (MOGADISHO), then hoping to enter that place the following morning we kept on sailing up and down watching the light-house. However we were not able to enter that place even in the morning. Failing all our attempts we again set the Odi to sail to the favour of the wind and current, the sun was set for that day too. Soon after midnight a light has becom visible. We lowered the sail and waited. By daybreak our Odi had reached that light, then we entered that place somewhere South of that light where the waves were also not very high. We anchored our Odi and hoisted a flag.

After some time seven men came in a boat. They spoke Arabic. They said that the place was called "Baaraava" (BRAWA) and it was in SOMALI. Also that the place was under Italian authority. They then anchored our Odi in their harbour and took six of us to the Custom's house, where we were questioned. They told us that they could dispose of our Odi and the goods and take us to either to "Zanjabaar" (ZANZIBAR) or "Adhan" (ADEN). The following day they removed all our goods in the Odi to the Customs, and the day after, we were all taken to the Customs and were told that it would be advisable if we ourselves sell our own goods, as otherwise they might be blamed, saying that they disposed the goods of such poor people.



THE SULTAN's CAR. FIRST IN MALE.
PHOTO ca 1925. VILGON co.

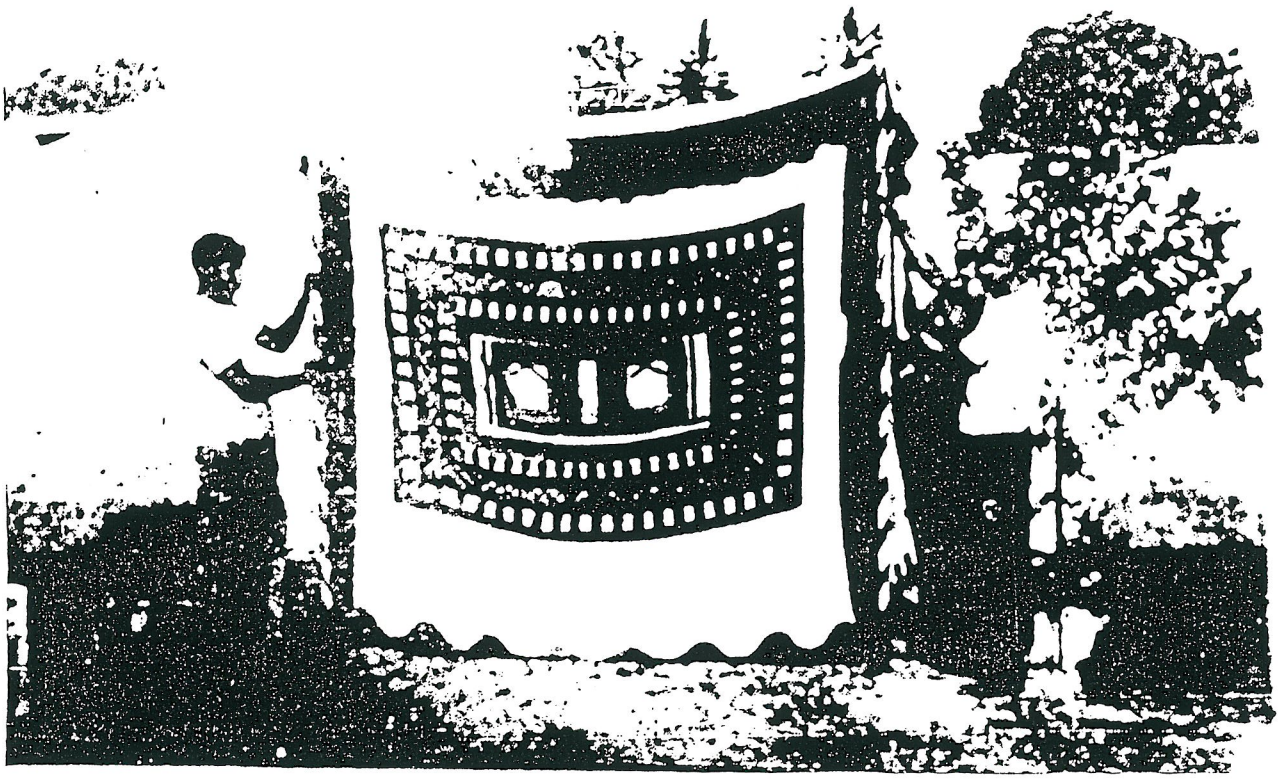
There after some of us were sent to the Odi to look after the Odi and a rich man of that place named Sheik Muheenuddeen accompanied the rest of us to his house and said that he would feed and look after us untill we were able to go some where else. He gave us a room in the second floor of his house, by then it was dusk that day. We did not eat anything that night.

The following morning we were given our breakfast and it consisted of "Roshi", a kind of chapathi made of maize flour and tea. For our lunch they give us maize flour, a kind of rice cooked using ghee and a kind of mutton or beaf curry cooked without currystuff, but with onions, garlic, pepper and ginger. The people of this place are very kind-hearted and when they see us on the road they wish us by saying "Innamal Mouminoona Ikhwathun" meaning "All Believers Are Brothers" also invite us to their homes and offer us something to eat. Their kindness is just far beyond expression. There were 27 mosques in this country of which two were for Friday prayers as well. Camels, goats and cows were in plentiful and cheap, a couple of goats can be bought for three Rupees only.

Sheik Muheen-ud-deen went to the Customs on our behalf to dispose or auction our goods and after deducting their commission he gave us Rs. 370:-. Then they told us there was another place cloceby known as "Bombaasa" (MOMBASA) which was undre the British and they also told us to go to that place in our Odi. At this time there had been another Arab vessel in that port and when we spoke to them, one of the men from that vessel agreed to take us to that port "Bombaasa" on payment of 30:- Rupees. The name of that man was Naakhooz Ali.

Now we were ready to sail. There lived in Bombaasa a brother of Sheik Muheen-ud-deen, who now looked after us, and this brother's son Noor was married to the daughter of Sheik Muheen-ud-deen and was staying here. Then when we gave 30:- Rupees to Naakhooz Ali, he with the permission of the Government, and he came on board our Odi. Then Sheik Muheen-ud-deen wrote a letter and gave it to Noor and along with two others we all went to our Odi and sailed. The said letter had been addressed to his brother Umar Muheen-ud-deen asking him to look after us. Five days later we reached Bombaasa.

When we arrived there the men of "Nilandhoo Moosa Thakurufaan's" Odi had already been there. And when we inquired from them they told us that they had come close to "KARAG" Odi between Maskata (MUSKAT) and Maflusoo (MALOSU), then they saw two vessels comming from Maskata so they gave a distress signal to the two vessels by hoisting a pice of cloth as a flag. Then the two vessels came up to them. They explained to them they had been caught by a storm and drifted here, and they had nothing to eat or drink. They gave us drinking water, rice and dates. Also one man from their ships came on to the Odi. Then both these vessels sailed on eather side of the Odi. Five days later they all arrived at a place called Marukaa. There after one man from one of the two vessels came to the Odi and sailed with one vessel. Five days later they reached here in



"KEEMAAS". TENT FOR THE SULTANA
TO HIDE INSIDE WHILE WALKING IN MALE.
PHOTO 1922. BELL/VILGON co.

Bombaasa. The men of this "Moosa Thakurufaan's" Odi were being looked after by a rich man from Bombaasa named Haajee Ibrahim.

Thereafter we too were looked after by this Haajee Ibrahim. He gave us rice with curry twice daily and tea and Faaroshi (kind of toasted buns) for our breakfast. But still the afore Sheik Muheen-ud-deen also used to see about our wellfair. Some days later we happened to meet a Sinhalese gentleman and we asked him to speak to his Government and see if any possibility existed for us to go back to the Maldives. But dispite his approach to his Government it took no notice.

About a week later some forign and local buisnessmen assembled at the house of a wery rich Ameer (Emir) in Bombaasa and after discussing the matter they sent a letter to our (Maldive) Government stating that we too were your fellow citizens. "Why do you ignore them ? If you are not going to care for them we could send them to the Maldives in a steamboat, because these people also belong to our own and same religion." Then the (Maldive) Government said: "No, we would care and look after them and also bring them home". The (Mombasa) Government then, reimbused the money incurred by him on us to Haajee Ibrahim and has started to spend on us and also look after us.

Thereafter we have started to walk around in this country to see the places. This is a place where roads are properly made with high buildings on either sides. The Muslim houses here are not roofed but are concreted with cement (roof-)sheets. There are some British (citicens) too reciding here in this country, their houses are covered with earthenwear tiles or iron sheets. There are English and Arabic schools too.

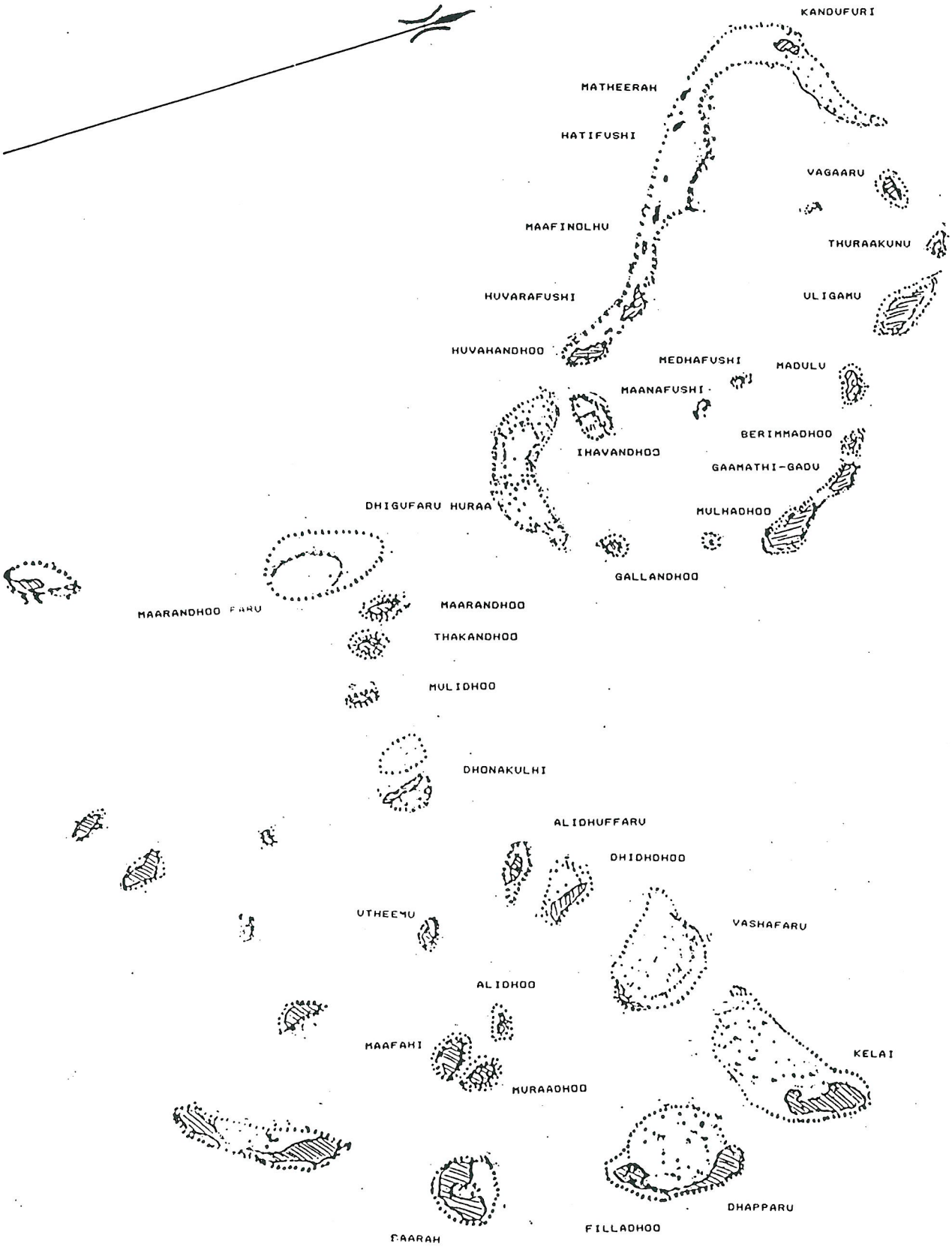
The Muslim women, when they are at home here wear short pyjama and over this a kind of cloth tied to their waists. Another piece of cloth with flower-embroided is woven on their head with one end thrown on their back. Their hairdo is woven nicely. The men wear a long pyjama and cover the upper part of their body with a kind of cloth called libaas. Their heads were shaved and also wear a white caps. The women walk about on the roads, at day time, in "Keemaas" as the ladies of the Royal family do in Male (Tent carried around the walking lady).

This country is a civilized place, there are lots of motor cars, horse-carts and bicycles too. The people are very kinde-hearted. If we stop at the front of any of the shops during our sight-seeing walk they give us some thing to eat and sometimes a fifty-cent coin. Also if they see us wearing very old and spoiled clothes they would give us some new clothes too.

Some time later we fell ill with fever and cold, dooctors could not come to our Odi unless they are paid Rs. 25:- and since we could not afford

THILANDHUMATHI NORTH ATOLL.
HAA ALIFU.

A.



that money, nine of us were taken to the hospital and six of them were sent back with medications, but Edhuruge Ahmed Didi and two others, were admitted. The very day the men of the other Odi "FATHUL RAHMAN" of Elago which also sailed with us and had been drifted to a place called "Laamu" (LAMU = Sea-port North of Mombasa) were sent to Bombaasa by the Govermnent of Laamu after noting down their names and the goods in the Odi, and assuring them that those things would be sent back to the Maldive Government. Now the people of these three Odis numbered 59 all together at one place.

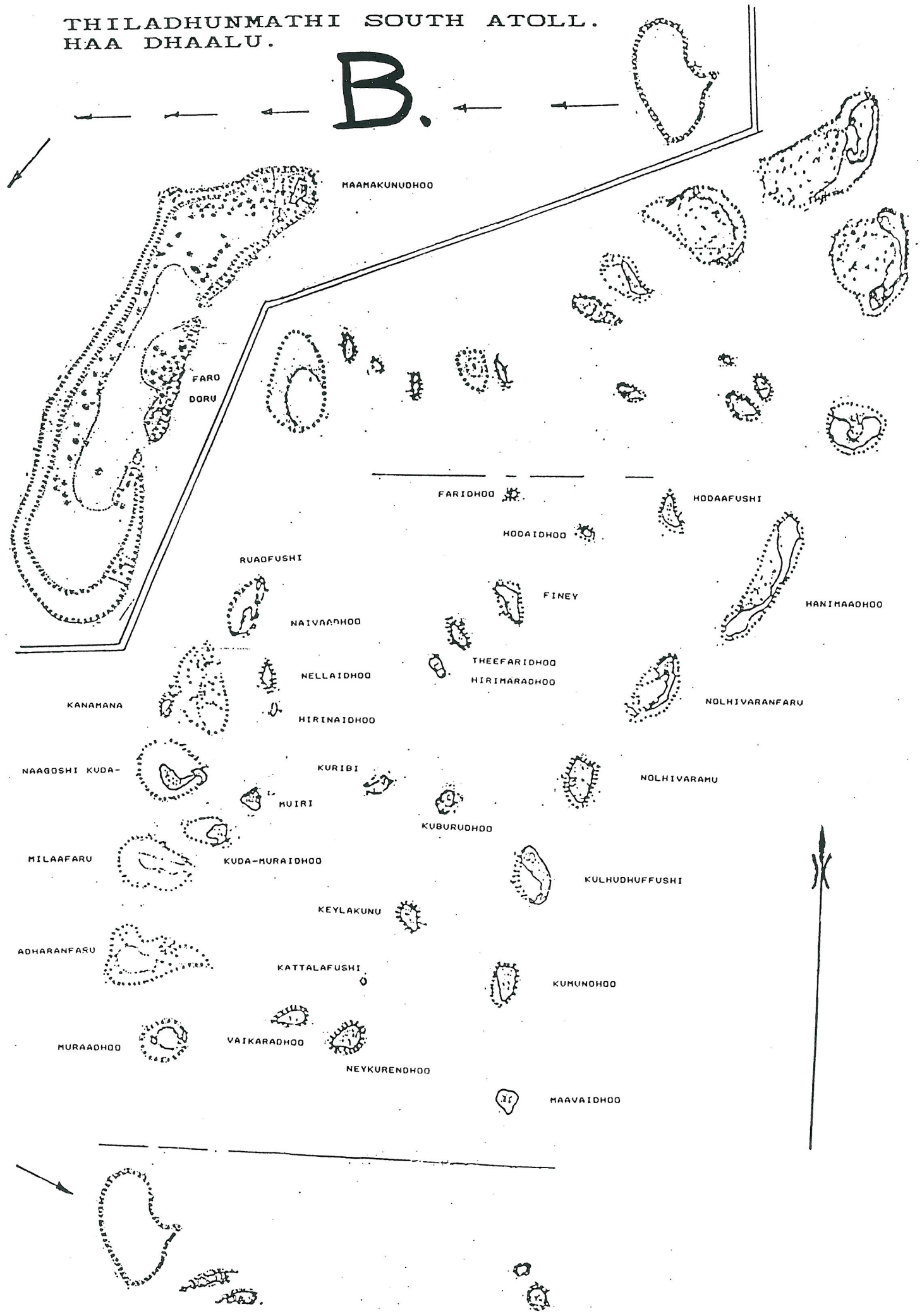
On the third day after this, Edhuruge Don Ahmed Didi died in the hospital. Then the hospital authority told Abdullah Didi, the son of Elage Ibrahim Didi, to wait at the dead body. After that they covered the dead body with some kind of cloth and put him to a room, closed the door and asked us to go and make arrangements for his buriel. They also said that the dead body could be removed from there after 2 P.M. Then we went and told Umar Muheen-ud-deen and Hajee Ibrahim about this. Then both of them came with everything needed and took the dead to their house, layed him on a bed and spread a silver cloth on him. When the dead body was being carried to the buriel ground the people on the roads, one by one, volunteered to carry it even for a while and thus, by the time the dead body reached the buriel ground some six hundred men in terms must have volunteered and carried it.

The Umar Muheen-ud-deen at the expense of Hajee Ibrahim did the needful and buried the dead body. The days sun has set. It was 1st of Jumaadil Akhir. The following day this Hajee Ibrahim took us all (men of the three Odis) to his shop and gave a sarong, a libas (shirt-like outfit) and one Rupie to each one of us, also offered "Muskata Halwa" for us to eat and asked us to recite "Solawath" (a prayer) coffee was served to us. And even after after drinking coffee we recited "Solawath" and more prayers for his wellbeing.

The following day we were taken to the concerned Government's office and after giving us 10 Rupies each, we were put on board a steamship that was to proceed to Bumba (BOMBAY). They said that this money could be used to pay for our food till we reached Bumba. The ship left with us around three O'clok the same day, it was the 3rd of Jumaadil Akhir. That night we had nothing to eat. The following morning we told the Captain that we had nothing to eat that night and requested him to make some arrangements for our food. The Captain said if we could pay 500 Rupees he could provide us with breakfast and two meals of rice and curry a day.

Then we gave him 500 Rupee out of the monney given by the Government. Then the Captain showed us a kitchen and provided us with rice, ghall, potatos and pumpkins also cooking utensils, and asked us to cook for ourselves ouer food. On the fourth day after our departure from Bombaasa we arrived at a place called "Sesels" (SCYCHELLES). Here the islands were vrey much like the islands in Maldives. The only difference is that

THILADHUNMATHI SOUTH ATOLL.
HAA DHAALU.



there were high mountains in some of the islands. The mountains were so high that they reached the clouds in the sky. The most common types of trees here were COCONUT and THAAVAKKAASHI and many other types of fruit trees were also there. There after the ship did its unloading and loading of goods. Also some passengers disembarked and others embarked. This was done in about four hours and we then started from there.

Sewen days later the ship arrived at Bumba and the ship was taken to the dock. Thereafter the letter from the Government of Bombaasa to the Government of Bumba was handed over by the Captain. Then three soldiers came and took us and we were kept under some huge trees, army barracks were on all sides. It was evening by now. Then we asked if we could have some shelter and were told that was the place for us. We spent the night there helplessly. The following morning at 3 O'clock (ie. 9 O'clock A.M.) we were led to one of the houses and gave us half-a-rupee each and told us that that was for our food for one day. There after they gave us half-a-rupee every day.

Now that they too have started talking to us we inquired if ther were a Friday mosque in Delhi or even here, and that we would like to see such a place. Then we went to see a mosque anf found that the mosque had been constructed in a lake. The surounding walls of the lake were made of "Sangu Maru-maru Hila" (valuable blach rocks). The hight of these walls, we estimated to be, higher than two "Udu Bama" (about 15 ft. or 3 m.). The floor was made of black tiles.

When we entered the mosque on our left hand there was a pipe and five taps. The people who come there wash there feet from those pipes and go down the steps to the lake for their abulation, before pryers. This was a doubled storied mosque. There was a tall tower too, and to climb this tower one has to climb 133 steps. The shutters were made of "KURIKEELA" wood and the whole mosque was painted with golden paint. Also electric lamps were lit everywhere.

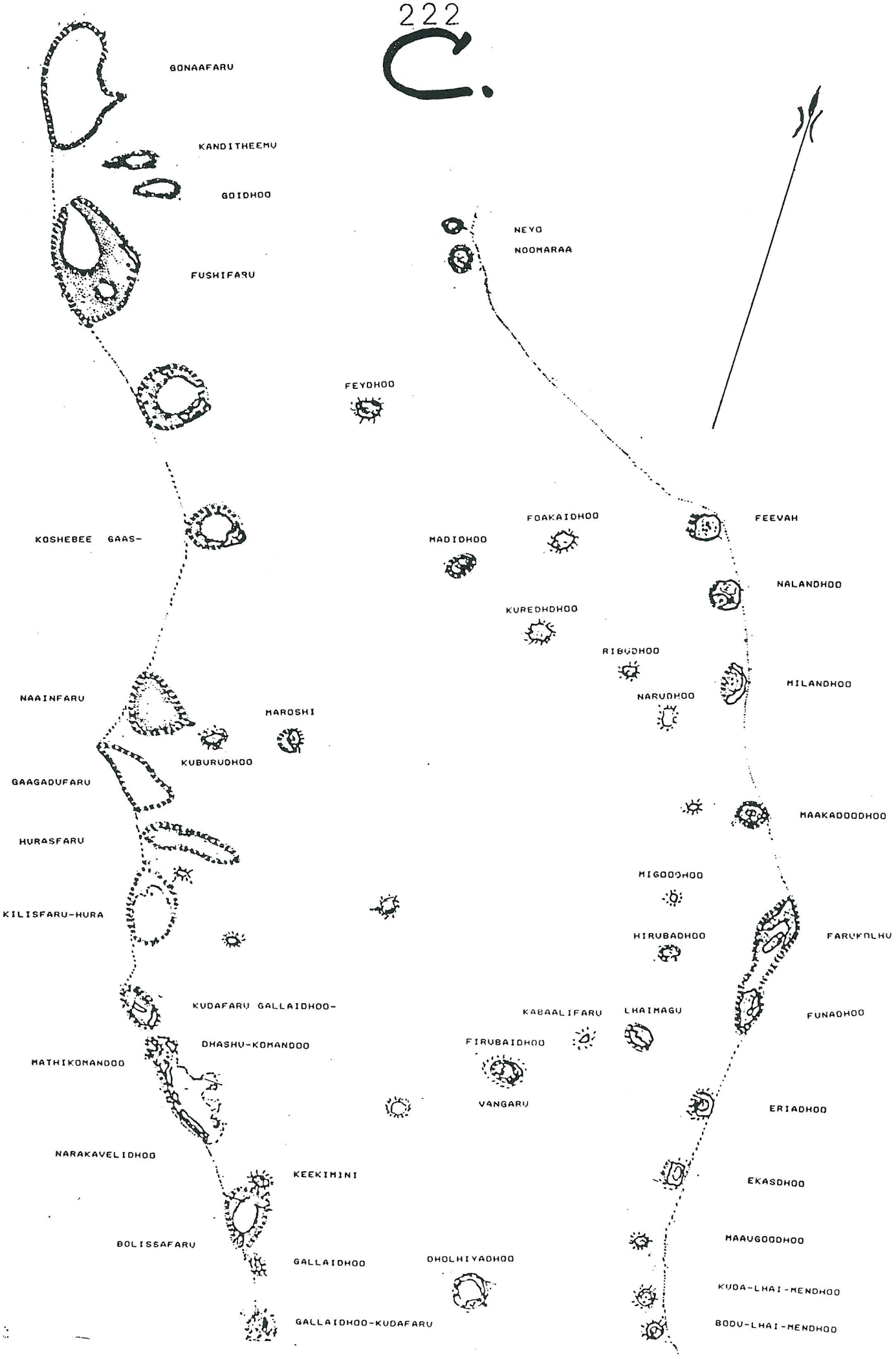
After our visit to the mosque we went back to our quarters. On the fifth day of stay at Bumba the man in charge of us came in a lorry and took us all with our luggages to a doctor who examined us and fumigated all our luggages with carbolic and took us all in the same lorry to the jetty. Soon after two launches came, all of us got into one and our luggages were put to the other. Then we were taken to a steamship there after we were provided with rice, ghee, gototos and curry stuffs, also cooking utensiles, and a kitchen too. In addition we were also being given Mutton curry.

Five days later we arrived at Colombo and on our arrival at Colombo, the Maldive Government's Agent in Colombo "MARAKKAARU", came along with two policemen and took us to the Custom office. Thereafter we were being fed and looked after by the Agent MARAKKAARU. ***

MILADHUNMADULU NORTH ATOLL.
SHAVIYANI.

222

C.



1993. MALDIVE ISLANDS MAP.

First published in this book by LARS VILGON.

Maps, or rather Sea-Charts, over the Maldive Islands are known for about 1000 years,some are just a cluster of dots signifying islands, some are extremely well done with good information. The British Sea-Chart made 1834-37, is copied in Germany, France, U.S.A., Russia, and in the Maldives. Till today they are the only official Maldive Maps.

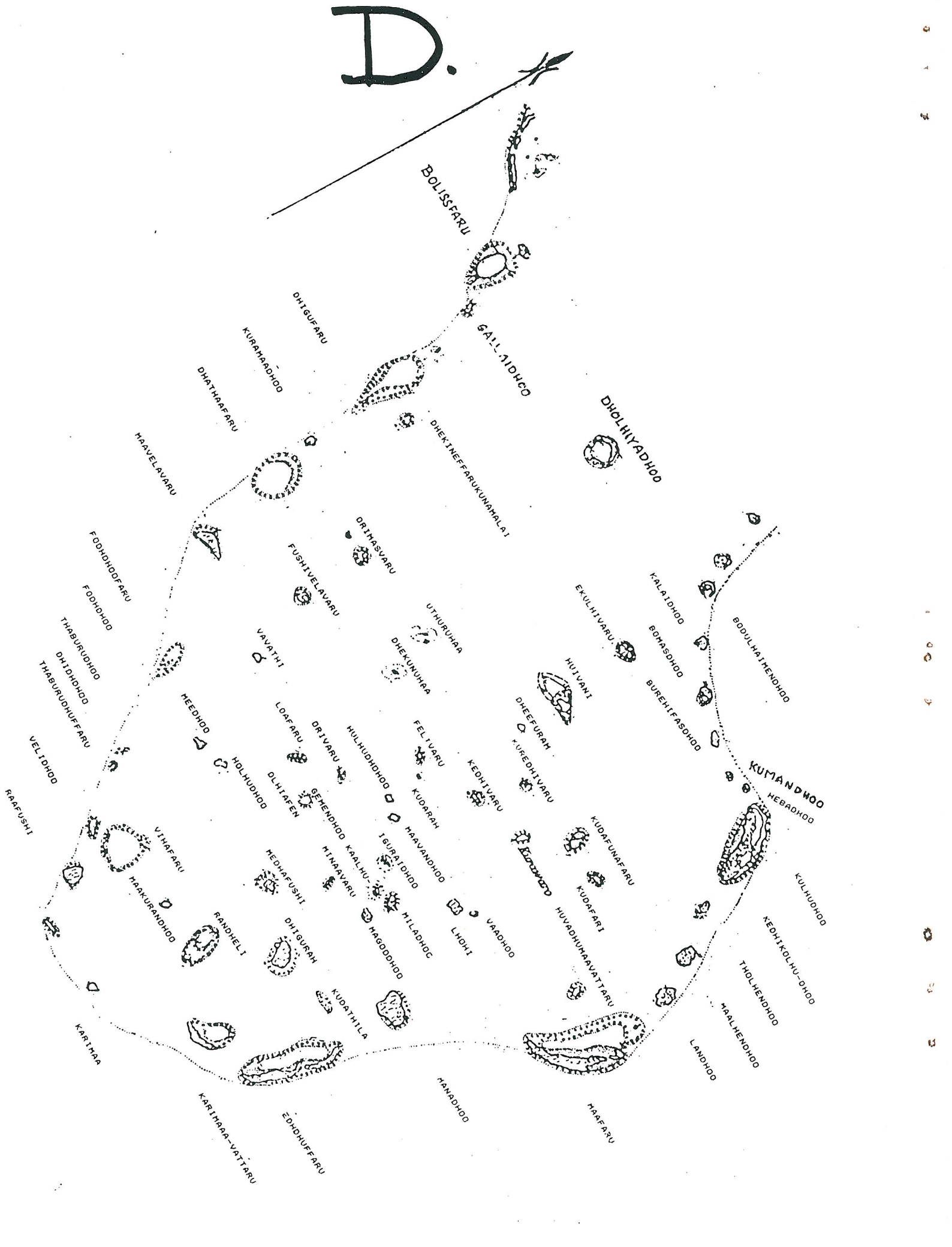
I have used Satelite Photoes for these new maps, and consulted available sources to be able to give name to as many islands as possible.

I am aware of that nothing can be all correct, and the spelling has caused confusion. (CAP=Atoll Capital)

This are the "Letters" I have used for my maps.

A.	THILANDHUMATHI NORTH ATOLL.	HAA ALIFU.
B.	THILADHUNMATHI SOUTH ATOLL.	HAA DHAALU.
C.	MILADHUNMADULU NORTH ATOLL.	SHAVIYANI.
D.	MILADHUNMADULU SOUTH ATOLL.	NOONU.
E.	FADIFFOLU ATOLL.	LHAVIYANI.
F.	MALE NORTH ATOLL.	KAAFU ALIFU. Northern half.
G.	MALE NORTH ATOLL.	KAAFU ALIFU. Southern half.
H.	MALE SOUTH ATOLL	KAAFU DHAALU.
I.	FELIDU ATOLL.	VAAVU.
K.	MULAKATHOLHU ATOLL.	MEEMU.
L.	KOLHUMADULU ATOLL.	THAA.
M.	HADHDUNMATHI ATOLL.	LAAMU.
N.	HUVADU/SUVADIVA NORTH ATOLL.	GAAFU ALIFU.
P.	HUVADU/SUVADIVA SOUTH ATOLL.	GAAFU DHAALU.
R.	ADDU ATOLL.	SEENU.
	FUA MULAKU ATOLL.	GNYAVIYANI.
S.	MAALHOSMADULU NORTH ATOLL.	RAA.
T.	MAALHOSMADULU SOUTH ATOLL.	BAA.
U.	ARI & RASDU ATOLL.	ALIFU. Northern half.
V.	ARI ATOLL.	ALIFU. Southern half.
X.	NILANDHE NORTH ATOLL.	FAAFU.
Z.	NILANDHE SOUTH ATOLL.	DHAALU.

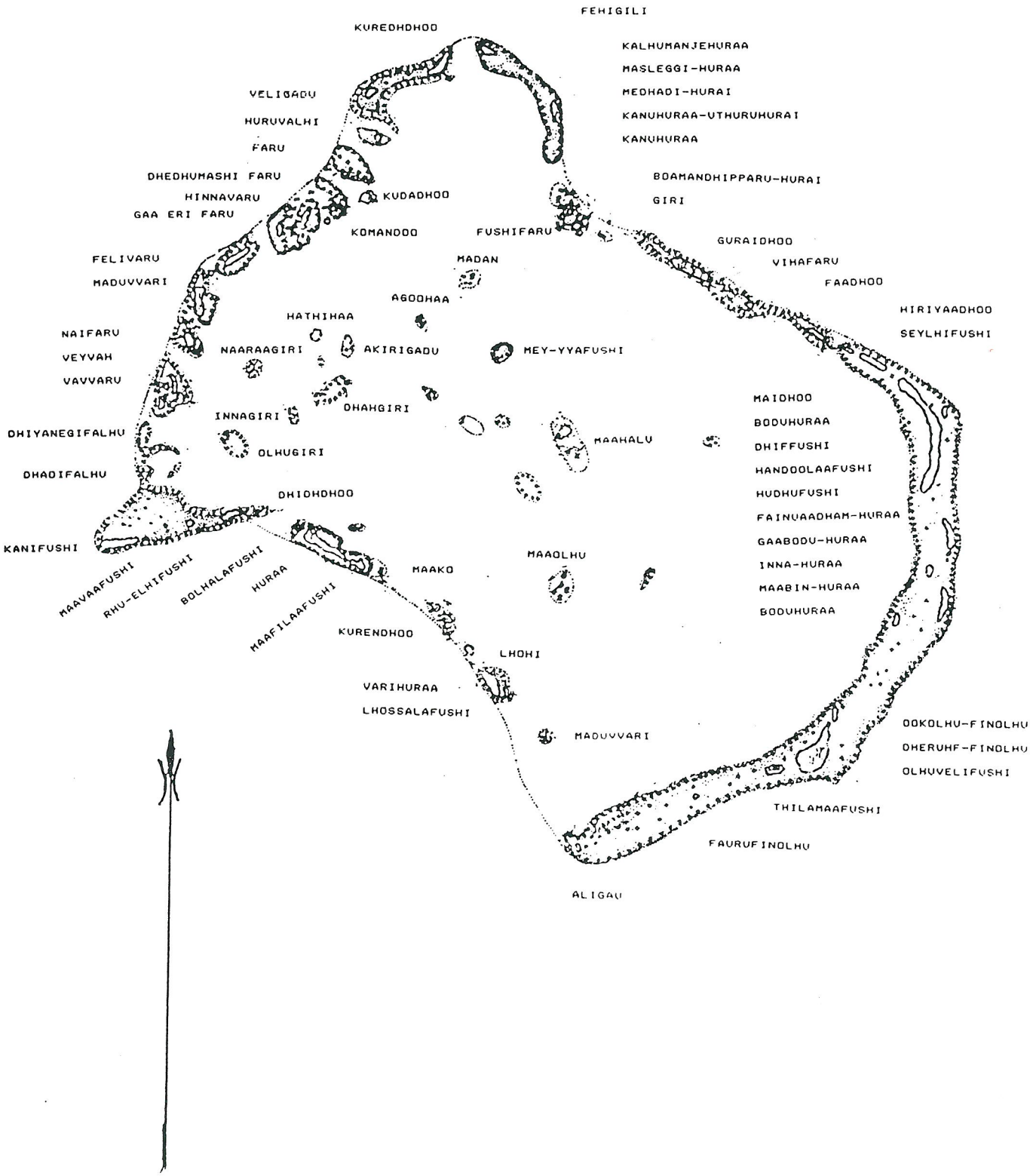
MILADHUNMADULU SOUTH ATOLL.
NOONU.



AANUGADUFALHU	G	
AANUVELI	K	
AARAH	G	
AARAH	S	
ADHANGAU	X	
ADHARANFARU	B	
AESHURUFUSHI	S	
AGOLHITHEEMU	S	INHABITED
AGOOHAA	E	
AGULUGALEE FINOLHU	X	
AHIVAFFUSHI	T	
AIDHOO	T	
AKIRIFUSHI	F	
AKIRIFUSHI KANDU	F	
AKIRIGADU	E	
ALHU OIY FINOLHU	E	
ALI DHEEDHU RUHELHIHURAA	K	
ALIDHOO	A	
ALIDHUFFARU	A	
ALIFUSHI	S	INHABITED
ALIGAA	E	
ALIMATHAA	I	
ALUVIFUSHI	Z	
ANBARAA	I	
ANGAAGAU	V	
ANGAAGIRI	S	
ANHENUNFUSHI	T	
APURA	M	
ARIADU	V	
ARILUNDHOO	S	
ASDHOO	F	
ASDHOOKANDU	F	
ATAMANDU	N	
ATHAFARU	V	
ATHURUGAA	V	
ATHUTHILA	V	
AYYULEEFALHU	X	

FADIFFOLU ATOLL. LHAVIYANI.

E.



BAARAH	A	INHABITED
BADIDHOO	Z	INHABITED
BAKETHTHAA-NOORBHAI	N	
BALIHARU	R	
BANDAARA FALHU	K	
BANDARA	P	
BARAASILU	M	
BARESDHOO	M	
BAROS	G	
BANDOS MAAGAA	G	
BATHALAA	U	
BATHALAA HURAA	T	
BATHALAA-MAAGAU	U	
BERINMADHOO	A	INHABITED
BERIYANFARU	I	
BEYRUGIRI	K	
BEYRUKOLHU	V	
BEYRUMADIVARU	U	
BILEDHDHOO	X	INHABITED
BILEHFAHI	C	INHABITED
BISFUSHI	F	
BIYAADHOO	H	
BOAHURAA	K	
BOAMANDHIPPARU HURAI	E	
BODU AANGAAFALHU	V	
BODU BANDOS	G	
BODU FARU FINOLHU	S	
BODU FINOHLU	H	
BODU FINOLHU	T	
BODU FINOLHU	M	
BODU FOLHUDHOO	U	INHABITED
BODU FUSHI	S	
BODU FUSHI	I	
BODU FUSHI FINOLHU	I	
BODU GAAFALHU	F	
BODU HAA	C	
BODU HALI	F	
BODU HITHI	F	
BODU HURAA	E	
BODU HURAA	E	
BODU KAASHIHURAA	V	
BODU KALHI	G	
BODU LHAIMENDHOO	C	
BODU LAHIMENDHOO	D	
BODU MOHORAA	I	
BODU VELI	K	
BOLHALAFUSHI	E	
BOLI	P	
BOLIDHUFFARU	H	
BOLIFUSHI	H	
BOLISSAFARU	C	
BOMASDHOO	D	
BUDHIYAFUTTAA	N	
BUDU	N	
BUKHALOHI	U	
BULHALOHI	V	
BURA	K	
BUREHIFASDHOO	D	
BURUNI	L	INHABITED
BUSHY ILES	R	
BOVFUSHI	T	

MALE NORTH ATOLL. KAAFU ALIFU.
Northen Half Part.

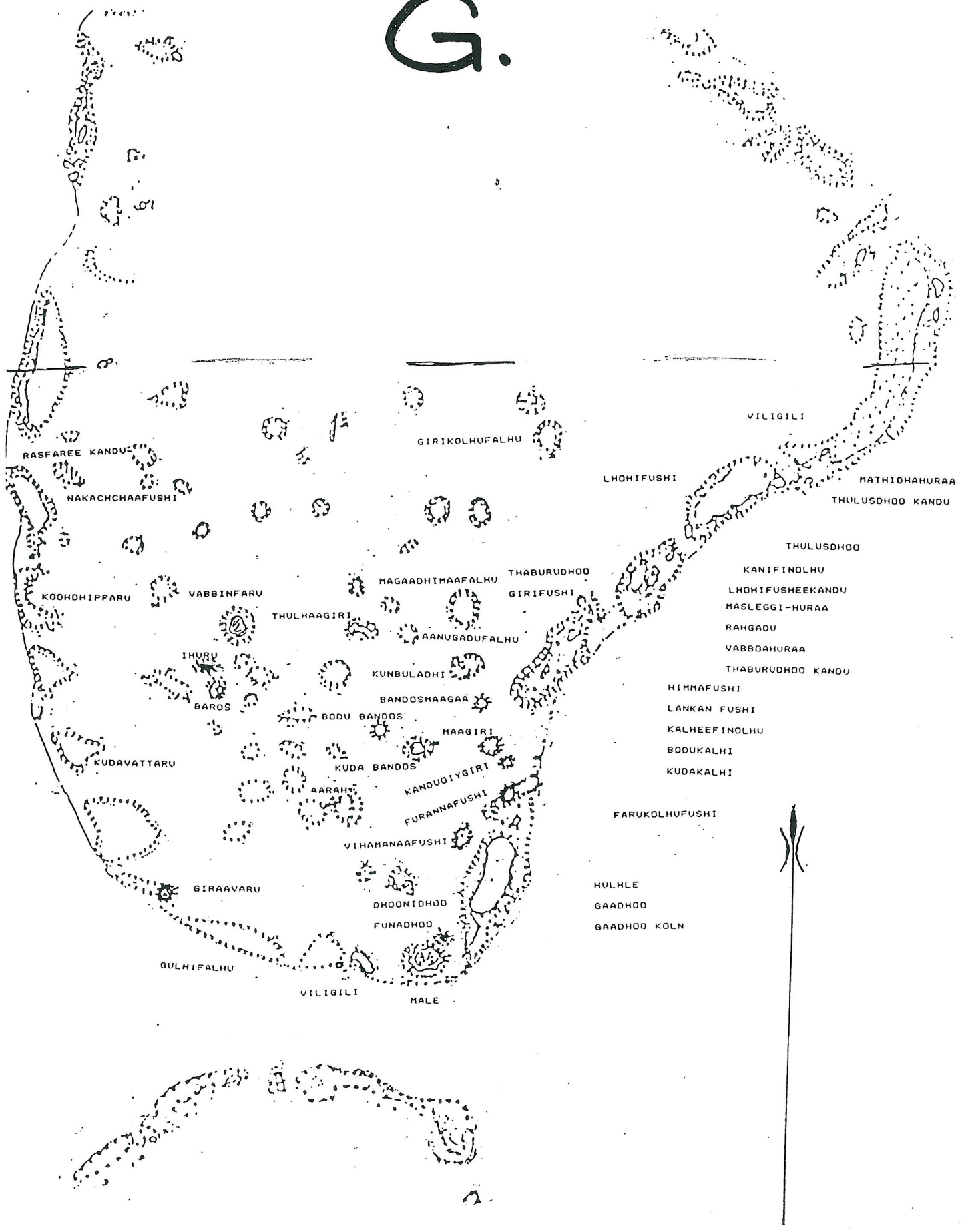
F.



DEFTI FARO	T	
DHAANDHOO	N	INHABITED
DHABIDHOO	M	INHABITED
DHADIFALHU	E	
DHAGETHI	V	INHABITED
DHAHGIRI	E	INHABITED
DHAKENDHOO	T	
DHANDHOO	T	
DHAANDHOO	N	
DHAPPARU	A	
DHARABOODHOO	X	INHABITED
DHARAVANDHOO	T	INHABITED
DHATHAAFARU	D	
DHEDHUMASHI FARU	E	
DHEEFURAN	D	
DHEFAHALHU	U	
DHEHASANULONUBUI	V	
DHEKINEFFARUKUNNA MALAI	D	
DHEKUNU	M	
DHEKUNUHAA	D	
DHEKUNUKUDADHOO FALHU	V	
DHERUH FINOLHU	E	
DHEVVADHOO	N	INHANITED
DHIDHDHOO	A	INHABITED
DHIDHDHOO	D	
DHIDHDHOO	E	
DHIDHDHOO	V	INHABITED
DHIFFUSHI	E	
DHIFFUSHI	F	INHABITED
DHIFFUSHI	V	
DHIFFUSHI	L	
DHIFFUSHI MULI	F	
DHIFFUSHI KANDU	F	
DHIGALI	S	
DHIGERATAA	N	
DHIGGARU	U	
DHIGGARU	K	INHABITED
DHIGGIRI	V	
DHIGGIRI	U	
DHIGU UMURUHAA	U	
DHIGUDHUNI	F	
DHIGUFARU HURAA	A	
DHIGUFARU	D	
DHIGUFARU	S	
DHIGUFARU VINAGADU	T	
DHIGUFARU	U	
DHIGURAH	D	
DHIGURAH	V	INHABITED
DHIGUVARU FINOLHU	X	
DHIKKUREDHDHOO	S	
DHINNAAFUSHI	S	
DHITHTHUNDI	K	
DHIYA ADI	F	
DHIYA ADIKANDU	F	
DHIYADHOO	N	INHABITED
DHIYAMIGILI	L	INHABITED
DHIYANEGIFALHU	E	
DHOLHIYADHOO	C	
DHOLHIYADHOO KUDARAH	C	
DHONAKULHI	A	
DHONFANU	T	INHABITED

MALE NORTH ATOLL. KAAFU ALIFU.
Southern Half Part.

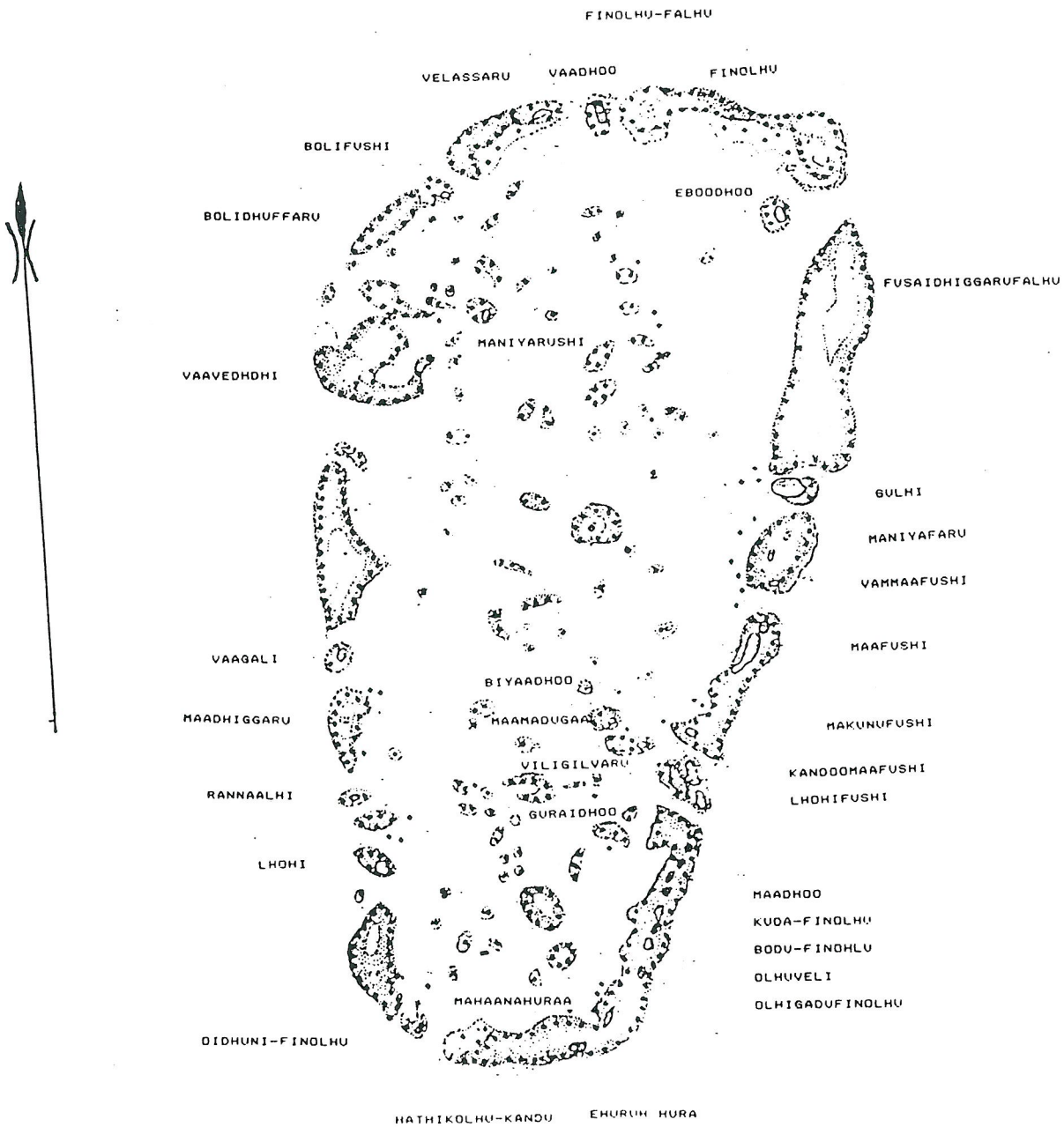
G.



DHONLAFARU KANDU	F	
DHONLAFARU	F	
DHOONIDHOO	G	
DHOORES	Z	
DHORAGALI	S	
DHORIMENO	S	
DHORU KANDU	T	
DHOSHUKOLHUGIRI	V	
DHUNIKOLHU	T	
DHUVAAFAEU	S	
DIDI	N	
DIGGIRI	I	
DIGURA	N	
DUNBAKANDU	F	
EBOODHOO	H	
EBOODHOO	T	
EBOODHOO	V	
EBOODHOO FINOLHU	H	
EBOODHOO FUSHI	Z	
EDHDHUFFARU	D	
EHRUH HURA	H	
EKASDHOO	C	
EKULHIVARU	D	
ELLAIDHOO	U	
ELLAIDHOO GIRI	U	
ERIADHOO	C	
ERIADHOO	G	
ETHEREMADIVARU	U	
ETHIGADUJEHI HURAA	S	
ETHTHIGILI	S	
EYDHAFUSHI	T	INHABITED CAP.
FAADHOO	E	
FAANUMUDUGAU	U	
FAANUMUDUGAUGIRI	U	
FAARAFUSHI	S	
FAHALA	L	
FAHALA / FALA	P	
FAINU	S	INHABITED
FAINUAADHAM HURAA	E	
FALAVARU	N	
FALHUKOLHUGIRI	F	
FALHUMAA FUSHI	N	
FANIHANDU	N	
FARES	T	
FARES	M	
FARES	P	INHABITED
FARIDHOO	B	INHABITED
FARMIDERE	Z	
FARUDHOO	P	
FARU	E	
FARU FINOLHU	E	
FARUDHIGGAA	U	
FARO DORU	B	
FARUKOLHU	C	
FARUKOLHUFUSHI	G	
FASGADUFARU	S	
FASMANDHOO	S	
FATHASSAAGIRI	K	
FAURUFINOLHU	E	

MALE SOUTH ATOLL. KAAFU DHAALU.

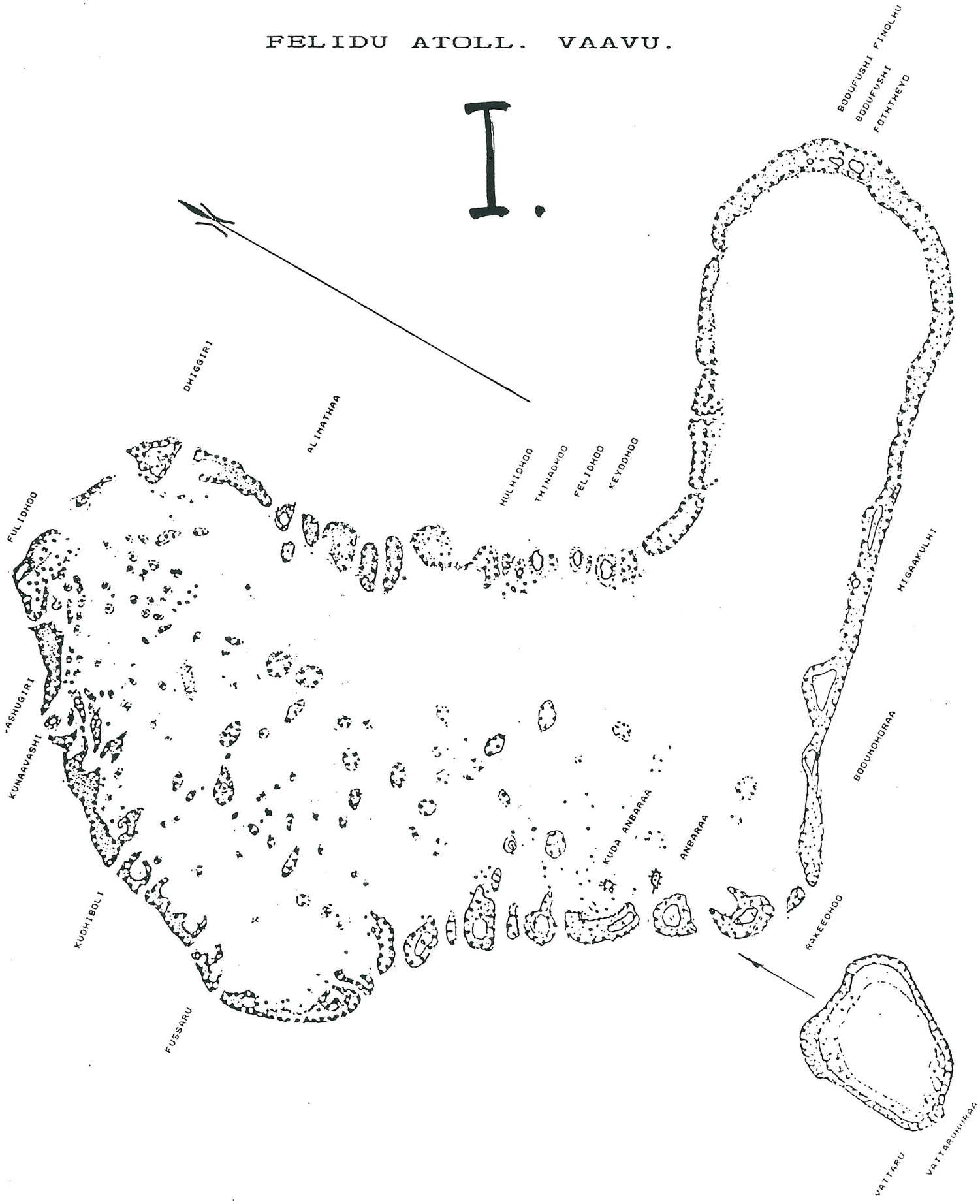
H.



FEEALI	X	INHABITED
FEEVAH	C	INHABITED
FEHENDHOO	T	INHABITED
FEHIGILI	E	
FEHNDHOO	T	
FELIDHOO	I	INHABITED CAP.
FELIVARU	D	
FELIVARU	E	
FENBOAFINOLHU	K	
FENENFURA	T	
FENFUSHI	S	
FENFUSHI	V	INHABITED
FENFUSHI FARU	S	
FENFUSHI GIRI	S	
FENMAAEBOODHOO	S	
FERIDHOO	U	INHABITED
FESDHOO	U	
FESDHOOMAAHAA	U	
FEYDHOO	C	INHABITED
FEYDHOO	R	INHABITED
FILAADHOO	S	
FILAAGADU	L	
FILITHEYO	X	
FILITHEYOMAAVARU FALHU	X	
FELIVARU	D	
FILLADHOO	A	INHABITED
FINEY	B	INHABITED
FINOLHOS	T	
FINOLHU	H	
FINOLHU	S	
FINOLHU	U	
FINOLHU FALHU	H	
FINOR	L	
FIRUBAIDHOO	C	INHABITED
FIYOARI	P	INHSBITED
FOAH MULAH	R	INHABITED CAP.
FOAKAIDHOO	C	INHABITED
FODHDHOO	D	INHABITED
FODHDHOOFARU	D	
FANADHOO / FONADHOO	L	
FONADHOO	M	INHABITED
FOTHTHEYO	I	
FUGGIRI	S	
FULANGI	N	
FULHADHOO	T	INHABITED
FULIDHOO	I	INHABITED
FULU	P	
FUNADHOO	C	INHABITED CAP.
FUNADHOO	G	
FUNADHOO	T	INHABITED
FUNADHOO	Z	
FUNADHOO BALIMEEHUN	N	
FURANNAFUSHI	G	
FURAVERI	S	
FURHI / FURHU	M	
FUSAIDHIGGARU FALHU	H	
FUSHI	U	
FUSHI	N	
FUSHI DHASHUHALU	U	
FUSHI DHIGGAA	U	
FUSHI FARU	C	

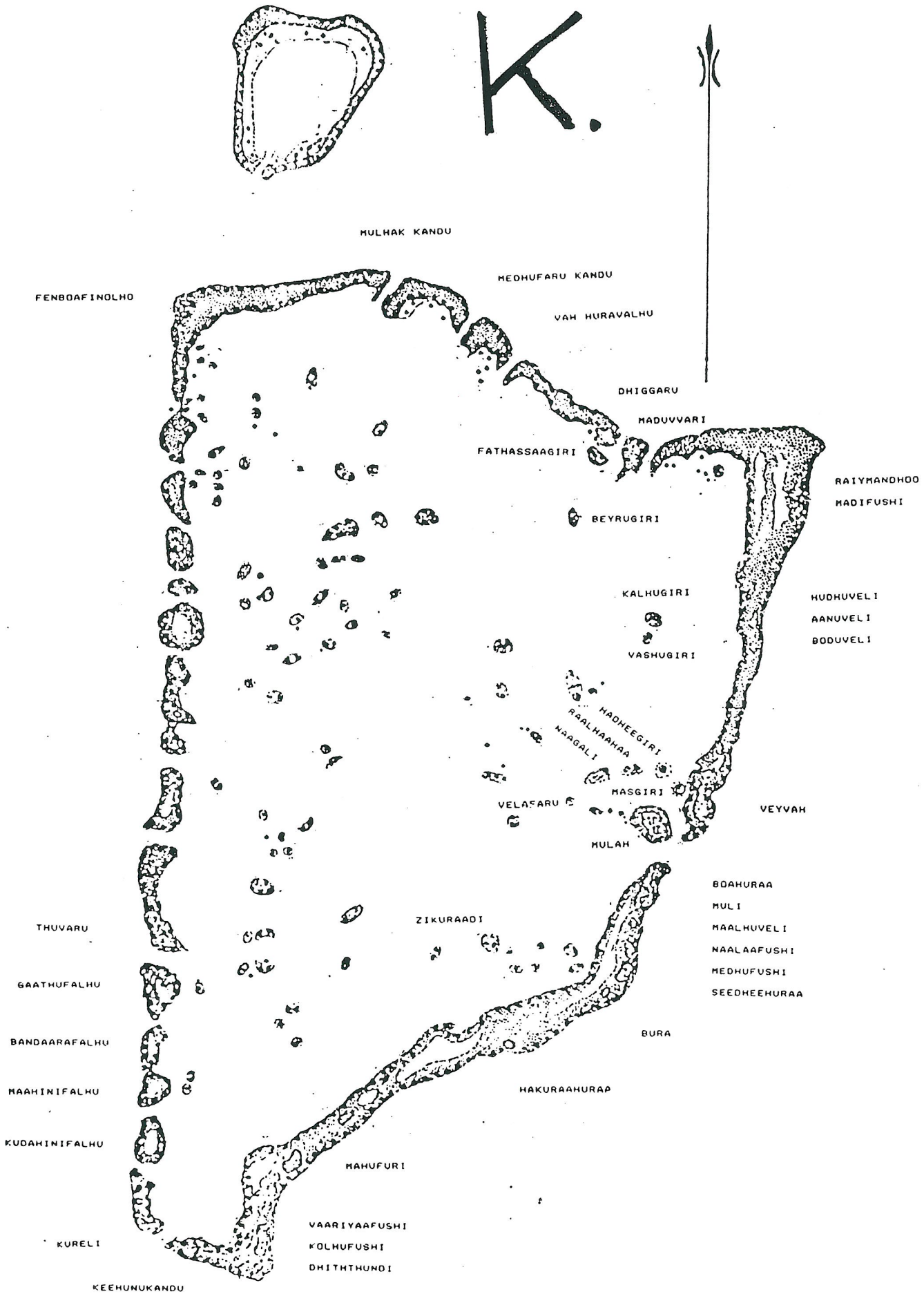
FELIDU ATOLL. VAAVU.

I.



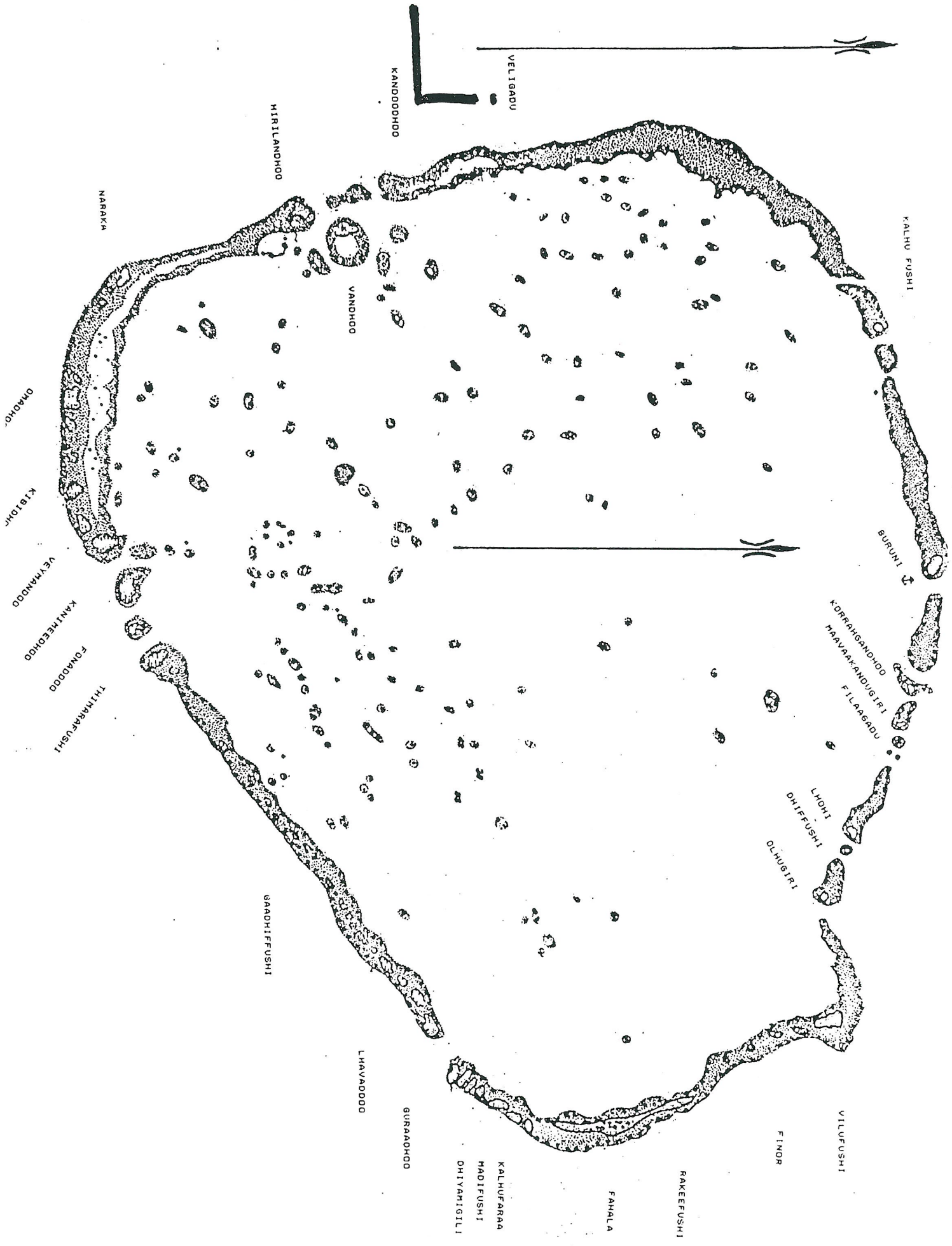
FUSHI FARU	E	
FUSHI FARU	U	
FUSHI VELAVARU	D	
FUSSARU	S	
FUSSARU	U	
FUSSARU	I	
GAA BODUHURAA	E	
GAA DHIFFUSHI	L	INHABITED
GAA ERI FARU	E	
GAA UDOODHOO	S	INHABITED
GAADHOO	G	
GAADHOO	M	INHABITED
GAADHOO KOLN	G	
GAAFARU	F	INHABITED
GAAGADUFARU	C	
GAAMATHIGADU	A	
GAATHUFALHU	K	
GADADHIFUSHI	Z	
GADHDHOO	P	INHABITED
GAHA	T	
GAHATHAFUSHI	U	
GALAGILI	U	
GALLAIDHOO	C	
GALLANDHOO	A	
GAMU / GAN	M	INHABITED
GAMU / GAN	P	
GAMU / GAN	R	
GANGEHI	V	
GANGEHIMAAVARU	V	
GAUGADU	U	
GAVAAFARU	T	
GEBURUGAU	V	
GEMANAA	S	
GEMEN HULHU DHOO	T	
GEMENDHOO	Z	INHABITED
GEMENDHOO	D	
GEMENEFUSHI / GAMANAFUSHI	N	INHABITED
GIRAAVARU	T	
GIRAVAARU	G	
GIRAAVARU	S	
GIRI	E	
GIRIFUSHI	G	
GIRIKOLHUFALHU	G	
GOIDHOO	C	INHABITED
GOIDHOO	T	INHABITED
GOIMARU	S	
GONAAFARU	C	
GOSI	P	
GOYYAFARU	S	
GUBOSHI	S	
GULHA	N	
GULHI	H	INHABITED
GULHIFALHU	G	
GURAADHOO / GURAIDHOO	H	INHABITED
GURAADHOO	L	INHABITED
GURAIDHOO	E	
GURAIDHOO	V	
HADAHAA	N	
HADHEEGIRI	K	

MULAKATHOLHU ATOLL. MEEMU.



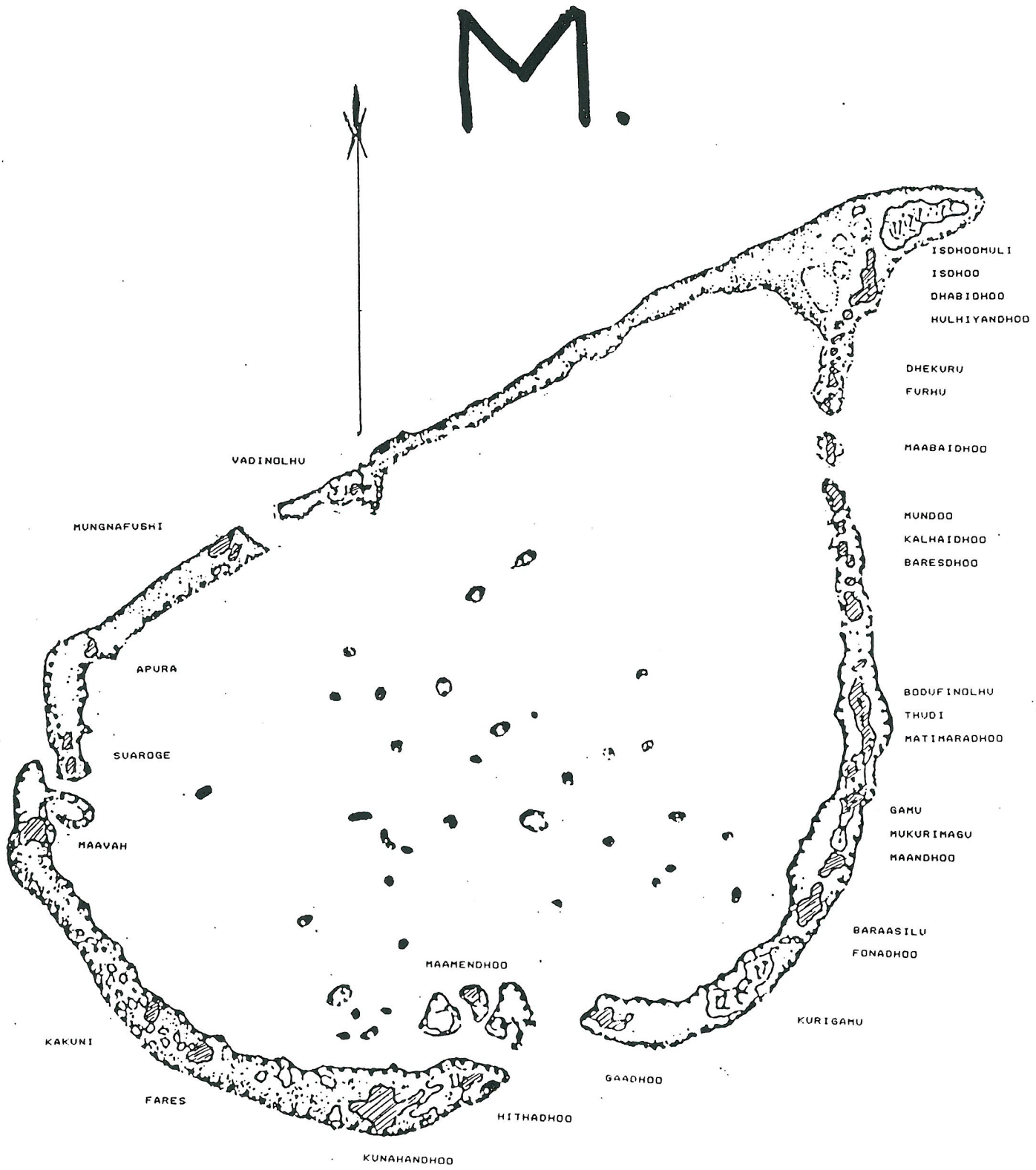
HAGEDHOO	L	
HAIYKONDI	S	
HAKAARU / HAKANDHOO	P	
HAKURAAHURAA	K	
HALAVELI	U	
HANBU	N	
HANDOOLAAFUSHI	E	
HANGNAAMEEDHOO	V	INHABITED
HANIKANDU	F	
HANIKANDUFARU	T	
HANIMAADHOO	B	INHABITED
HANKEDE	R	
HAODIGALAA / HAVODIGALAA	P	
HATEDU	N	
HATHIHAA	E	
HATHIKOLHUKANDU	H	
HATIFUSHI	A	INHABITED
HAUGURAAMAGIRI	U	
HAVODDAA	P	
HEBADHOO	D	INHABITED
HEBADHOO	F	
HELEGELI	F	
HELEGELI UTUR KANDU	F	
HELEGELI DHEKUNU KANDUR	F	
HENDHEGIRI	U	
HERA	R	
HERETHERE	R	
HIBALHIDHOO	T	
HIBAADHOO	N	
HIBOODHOO	S	
HIGAAKULHI	I	
HIKAHERA	R	
HIMANDHOO / HIMENDO	U	INHABITED
HIMANDHOO MAAVARU	V	
HIMITHI	X	
HIMMAFUSHI	F	INHABITED
HINMIYAA	F	
HINNAVARU	E	INHABITED
HIREVERI	S	
HIRILANDHOO	L	INHABITED
HIRIMARADHOO	B	INHABITED
HIRINAIDHOO	B	
HIRIYAADHOO	E	
HIRIYAFUSHI	Z	
HIRUBADHOO	C	
HITHAADHOO FUSHI	T	INHABITED
HITHADHOO	R	INHABITED
HITHADHOO	M	INHABITED CAP.
HITHIFARU	V	
HITHIKANDU	F	
HOADEDHDHOO	P	INHABITED
HIDAAFUSHI	B	
HODAIDHOO	B	INHABITED
HOLHUDHOO	D	INHABITED
HORUBADHOO	T	
HUDHUFUSHI	E	
HUDUFURI	Z	
HUDHUHAA	U	
HUDHUVELI	K	
HUIVANI	D	
HUKURUELHI	V	

KOLHUMADULU ATOLL. THAA.



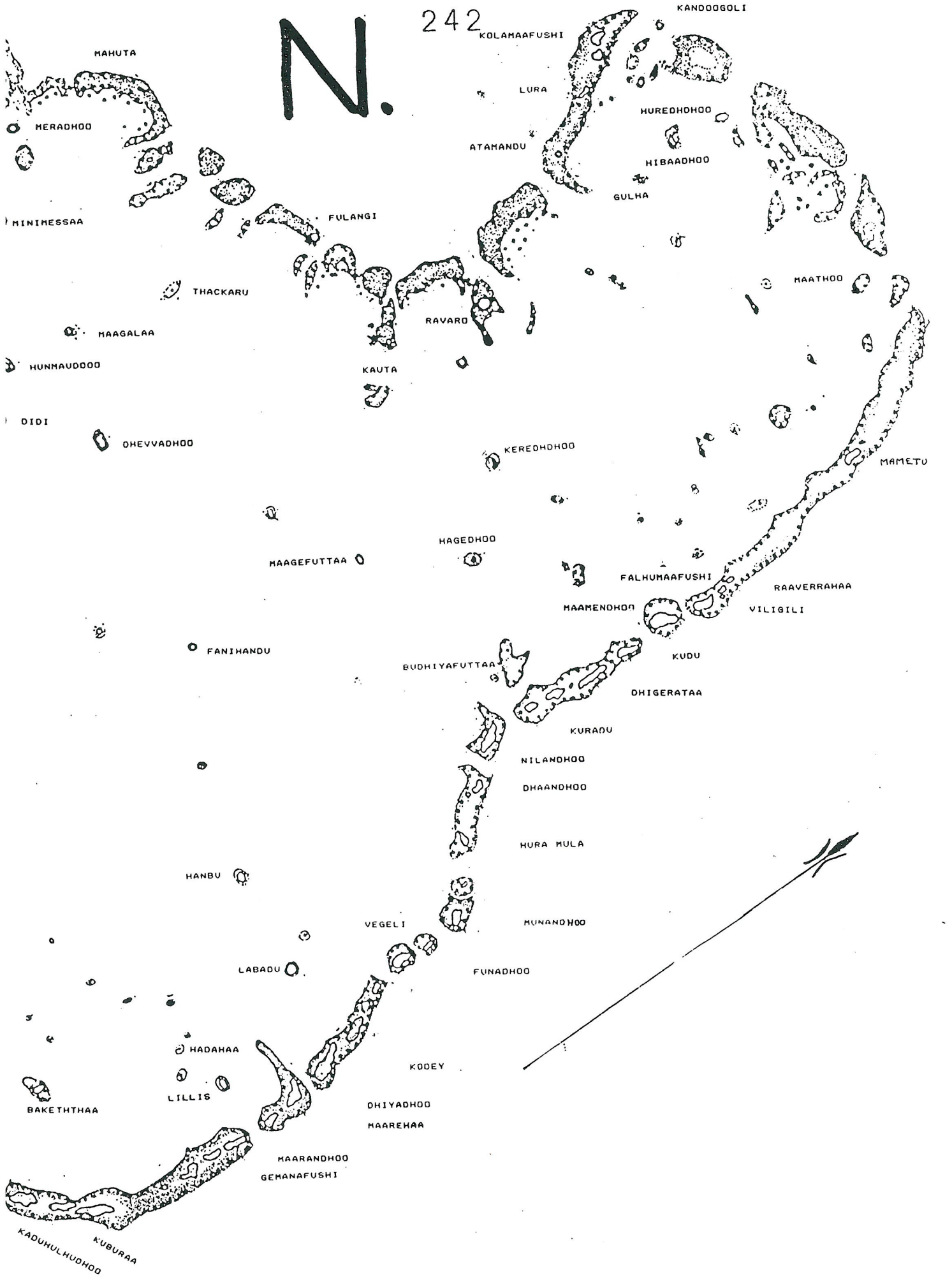
HULHIDHOO	I	
HULHIYANDHOO	M	
HULHLE	F	
HULHUDHDHOO	D	INHABITED
HULHUDHELI	Z	INHABITED
HULHUDHOO	S	
HULHUDHOO	T	INHSBITED
HULHUDHOO	R	
HULHUDHUFFAARU	S	
HULHUGALI	U	
HULHUVEHI	Z	
HUNMADUDDOO	N	
HURAA	E	
HURAA	G	INHABITED
HURAA	S	
HURAA	S	
HURA MULA	N	
HURA DHOO	N	
HURASDHOO	V	
HURASFARU	C	
HURASFARU	S	
HURAVALHI	S	
HURUELHI	V	
HURUVALHI	E	
HURUVALHI	T	
HURUVALHI	V	
HUSFARU	F	
HUVAHANDHOO	A	
HUVAHENDHOO	V	
HUVARAFUSHI	A	INHABITED CAP.
HUVADHUMAA VATTARU	D	
IFUSHU	S	
IGURAIDHOO	D	
IGURAIDHOO	S	INHABITED
IHAVANDHOO	A	INHABITAD
IHURU	F	
ILIAFAROL	P	
INNAFUSHI	T	
INNAFUSHI	V	
INNAGIRI	E	
INNAHURAA	E	
INNAMAADHOO	S	INHABITED
ISDHOO	M	INHABITED
ISDHOO MULI	M	
ISVERI	Z	
JINNATHUGAU	X	
KAASHIDHOO	F	INHABITED
KAADEDHDHUVAA	P	
KABAALIFARU	C	INHABITED
KADHOLHUDHOO	U	
KADHOLHUDHOO	S	INHABITED
KADIMMAA	Z	
KANDUFUSHI	A	
KADUHULHUDHOO / KANDU..	N	INHABITED
KAFENAA	P	
KAGI	F	
KAGI KANDU	F	
KAKUNI	M	

HADHDHUNMATHI ATOLL. LAAMU.



KALAIDHOO	D	
KALAIRADHOO	C	
KALHAIDHOO	M	INHABITED
KALHEEFINOLHU	G	
KALHU FARAA	L	
KALHU GIRI	V	
KALHU GIRI	K	
KALHU HADHIHURA	V	
KALHU MANJEHURA	E	
KAMADHOO	T	INHABITED
KANAMANA	B	
KANDHOO	S	
KANDHOO / KANDADHOO	P	
KANDITHEEMU / KADITHEEMU	C	INHABITED
KANDOODHOO	D	
KANDOODHOO	L	INHABITED
KANDOOGADU	S	
KANDOOGILI	N	
KANDOOMAAFUSHI	H	
KANDU HULHUDHOO	N	INHABITED
KANDU FUSHI / KALHU..	L	
KANDU MOONUFUSHI	X	
KANDU OIYGIRI	G	
KANDU OIYTHAAGIRI	V	
KANI FINOLHU	G	
KANI FUSHI	E	
KANIMEEDHOO	L	
KANNEHFARU	Z	
KANUFUSHI	T	
KANUHURAI	E	
KANUHURAI UTHURU HURAI	E	
KARI FARO	T	
KARIMAA	D	
KARIMAA VATTARU	D	
KASHIDHOO	T	
KASHIFARU	T	
KASSANFARU	F	
KATTALAFUSHI	B	
KAUTA	N	
KEDHIKOLHU	D	INHABITED
KEDHIVARU	D	
KEDIGADU	Z	
KEEHUNUKANDU	K	
KEEKIMINI	C	
KEHEFUN	V	
KELAIA	A	INHABITED
KENDERA	N	
KENDHOO	T	INHABITED
KEREDHDHOO	N	
KEUDHOO	T	
KEYLAKUNU	B	
KEYODHOO	I	INHABITED
KHIADY FHUR	T	
KIBIDHOO	L	INHABITED
KIHAADHOO	T	INHABITED
KIHAADHOO FARU	T	
KIHAADHOOBINMATHEE FARU	T	
KILEGE MEEDHOO	Z	INHABITED
KILISFARU	C	
KINOLHAS	S	INHABITED
KODHDHIPPARU	G	

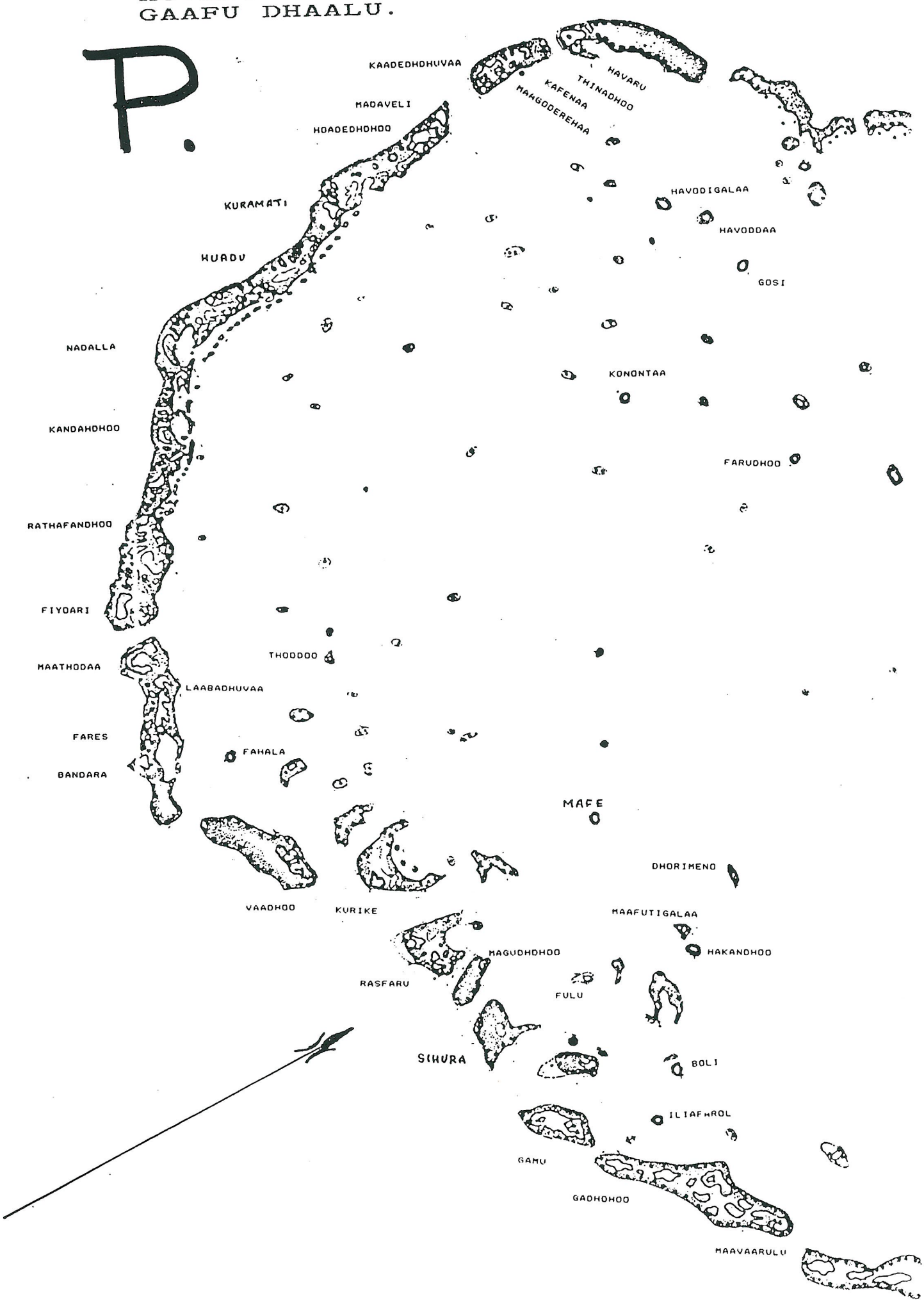
HUVADU / SUVADIVA NORTH ATOLL.
GAAFU ALIFU.



KOLAMAAFUSHI	N	INHABITED
KOLHUFUSHI	K	INHABITED
KOMANDOO	C	INHABITED
KOMANDOO	E	
KONAGAU	U	
KONDEY / KODEY	N	INHABITED
KONONTAA	P	
KORRAHGANDHOO	L	
KOSHEBEE	C	
KOTHAAFARU / KOTTAFARU	S	
KUBERA	N	
KUBULADHI	U	
KUBURUDHOO	B	INHABITED
KUBURUDHOO	C	
KUBURUDHOO	V	INHABITED
KUDA ANBARAA	I	
KUDA BANDOS	G	
KUDA BADHI	F	
KUDA DHOO	E	
KUDA DHOO	T	
KUDA DHOOFALHU	V	
KUDA FARI	D	INHABITED
KUDA FARU	C	
KUDA FINOLHU	H	
KUDA FOLHUDHOO	U	
KUDA FUNAFARU	D	
KUDA FUSHI	S	
KUDA GIRI	S	
KUDA HAA	F	
KUDA HAIYKONDI	S	
KUDA HALI	F	
KUDA HINIFALHU	K	
KUDA HITI	F	
KUDA HUVADHOO	Z	INHABITED CAP.
KUDA KALHI	G	
KUDA KURATHU	S	
KUDA LHAIMENDHOO	C	
KUDA MURAIDHOO	B	INHABITED
KUDA RAH	D	
KUDA RAH	V	
KUDA RIKILU	T	INHABITED
KUDA THILA	D	
KUDA THILA	F	
KUDA VATTARU	G	
KUDHIBOLI	I	
KUDU	N	
KUKULHU DHUFFARU / RUFUSHI	S	
KUKULHU NDHOO	S	
KULHUDHOO	D	
KULHUDHUFFUSHI	B	INHABITED
KUMUNDHOO	B	INHABITED
KUNAAVASHI	I	
KUNAHANDHOO	M	INHABITED
KUNBULADHI	G	
KUNFUNADHOO	T	
KURADU	N	
KURAFUSI	V	
KURAMAADHOO	D	
KURAMATHI	U	INHABITED
KURE / KURIKE	V	
KUREDHDHOO	C	

HUVADU / SUVADIVA SOUTH ATOLL.
GAAFU DHAALU.

P.



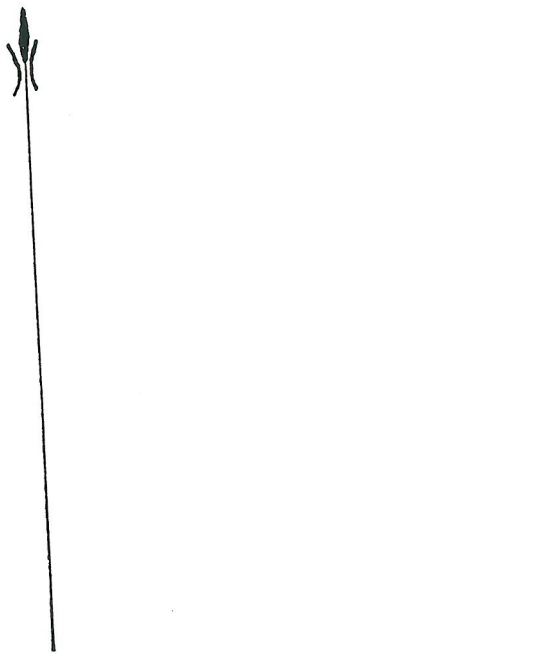
KUREDHDHOO	E	
KUREDHDHOO	S	
KUREDHDHOO FARU	S	
KUREDHIVARU	D	
KURELI	K	
KURENDHOO	E	INHABITED
KURIBI	B	INHABITED
KURIGAMU	M	
KUROSHIGIRI	S	
LAABADHUVAA	P	
LABADU	N	
LANDHOO	D	INHABITED
LANKAN FUSHI	F	
LHAABUGALI	S	
LHAVADDOO	L	
LHAIMAGU	C	INHABITED
LHOHI	D	INHABITED
LHOHI	E	
LHOHI	S	
LHOHI	S	
LHOHI	H	
LHOHI	L	
LHOHI	Z	
LHOHI FUSHEEKANDU	G	
LHOHI FUSHI	G	
LHOSFUSHI	H	
LHOSSALAFUSHI	E	
LILLIS	N	
LOAFARU	D	
LUNDHUFUAHI	S	
LURA	N	
MAABADHI	F	
MAABAIDHOO	M	INHABITED
MAABINHURAA	E	
MAADDOO	T	
MAADHAFFARU	S	
MAADHELI	Z	
MAADHIGGARU	H	
MAADHIGGARUFALHU	X	
MAADHOO	H	
MAADHUNIFARU	S	
MAADHUNIFINOLHO	F	
MAAEBOODHOO	Z	INHABITED
MAAFAE	P	
MAAFAEU	U	
MAAFAHI	A	
MAAFARU	D	INHABITED
MAAFARU	S	
MAAFARU	S	
MAAFARU	T	
MAAFARUFALHU	V	
MAAFILAAFUSHI	E	INHABITED
MAAFINOLHU	A	
MAAFUNAFARU	D	
MAAFUSHI	H	INHABITED
MAAFUSHI	X	
MAAFUSHI	Z	
MAAFUSHIVARU	U	
MAAFUTIGALAA	P	

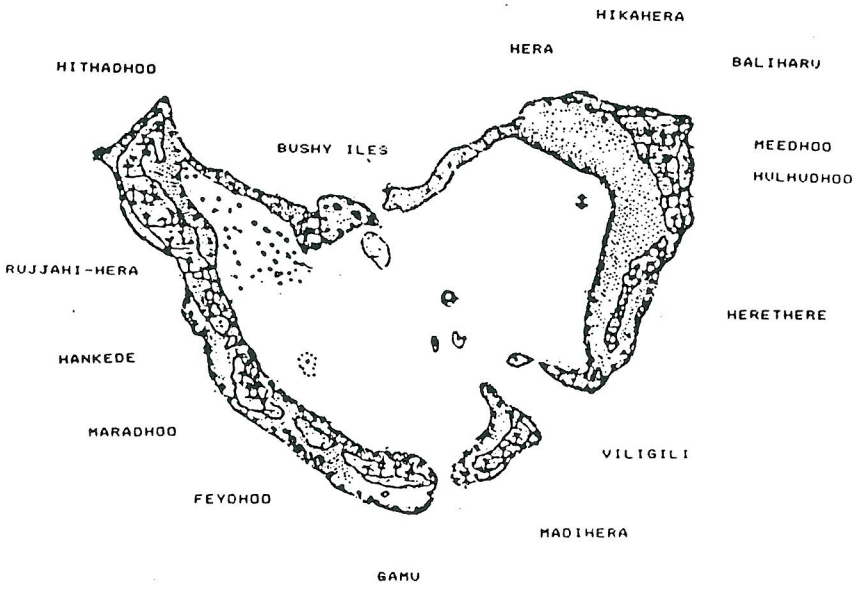
ADDU ATOLL. SEENU.

FUA MULAKU ATOLL. GNYAVIYANI.

R.

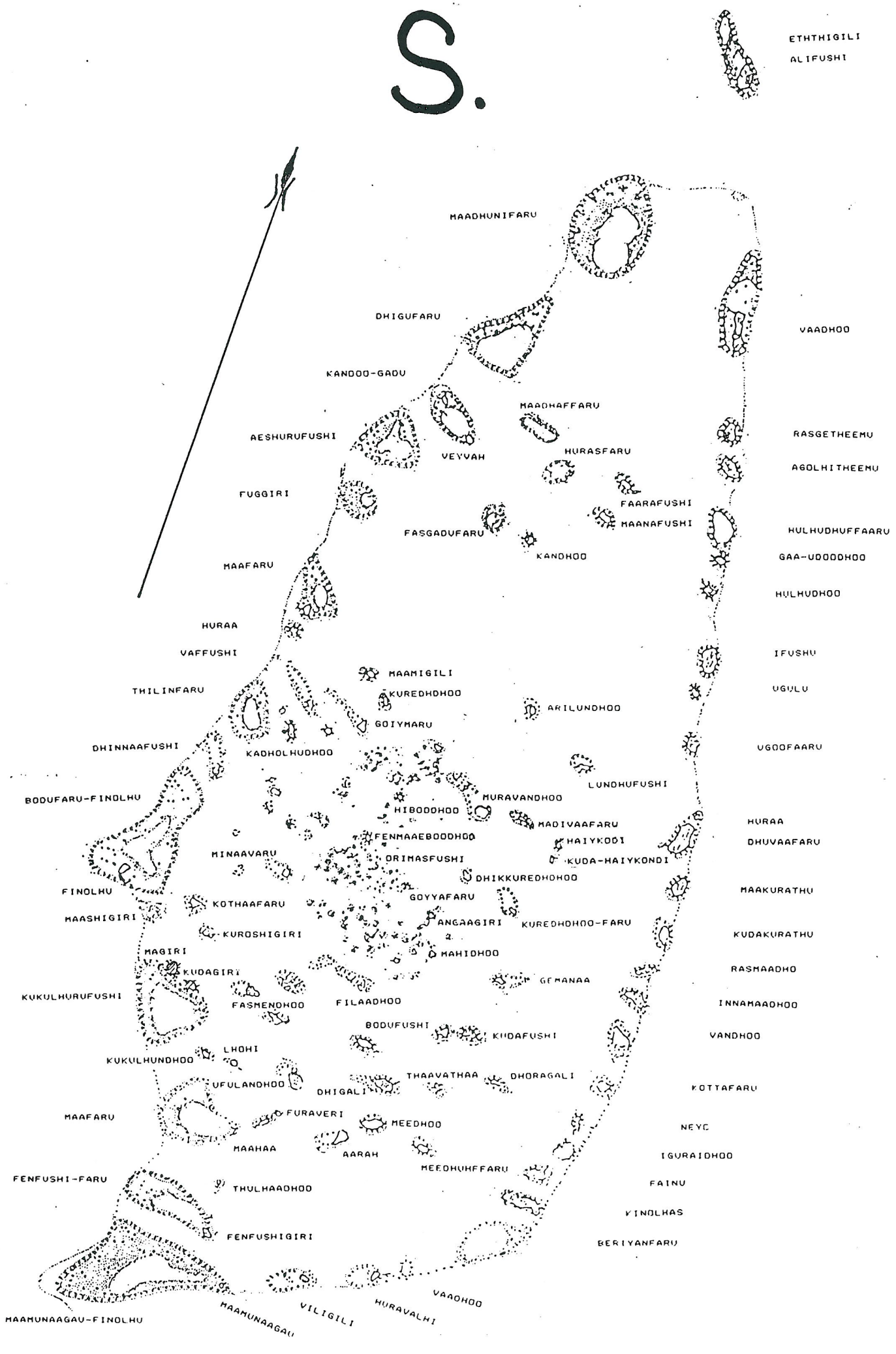
FOAH MULAH





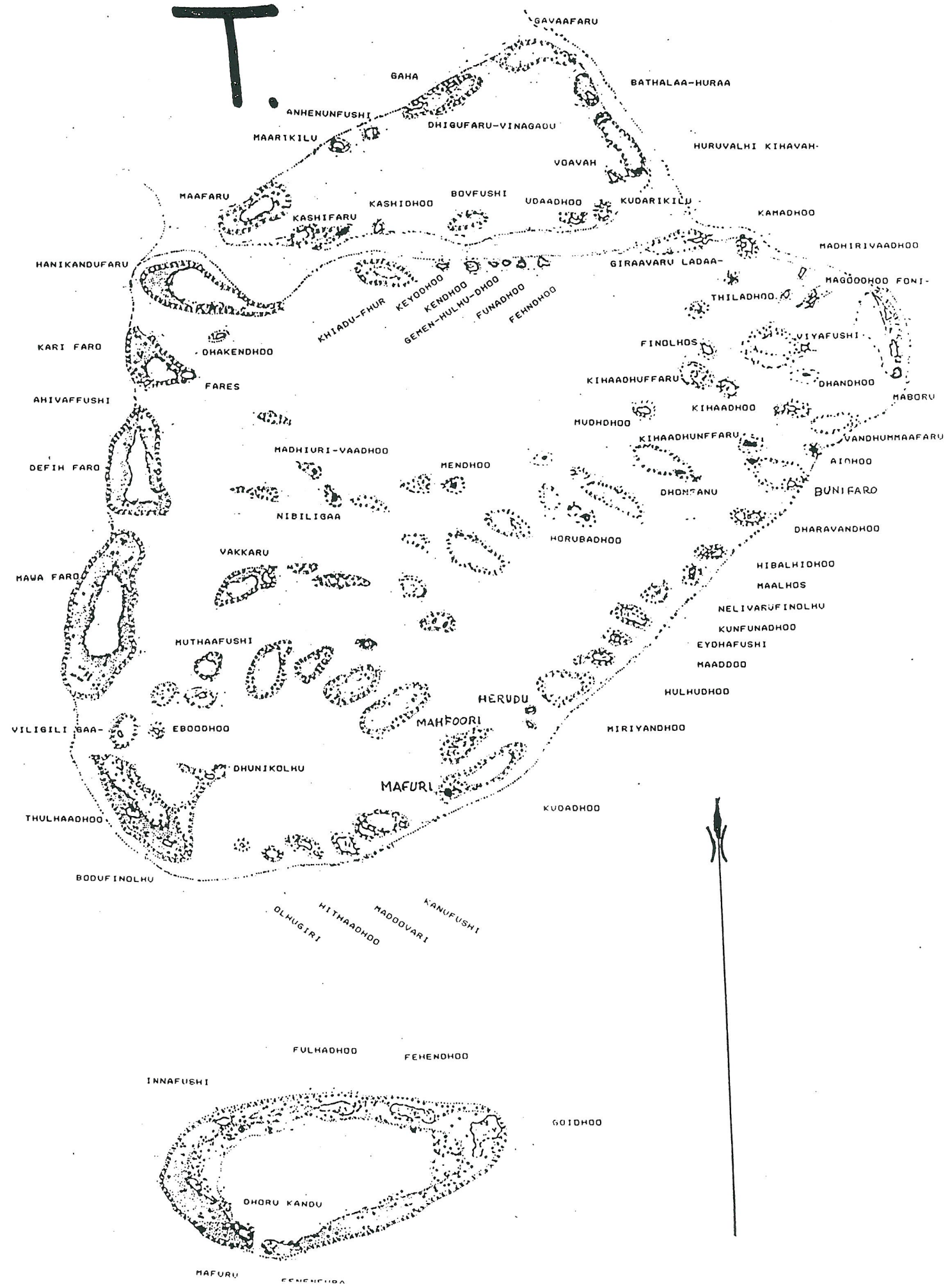
MAAGAA	Z	
MAAGALAA	N	
MAAGAU	U	
MAAGEFUTTAA	N	
MAAGELI / MAAGEFUTTAA	N	
MAAGIRI	G	
MAAGODEREHAA	P	
MAAHAA	F	
MAAHAA	S	
MAAHAA	V	
MAAHALU	E	
MAAHINIFALHU	K	
MAAKADOODHOO	C	INHABITED
MAAKO	E	
MAAKURANDHOO	D	
MAAKURATHU	S	INHABITED
MAALEFARU	Z	
MAALHENDHOO	D	INHABITED
MAALHOS	T	INHABITED
MAALHOS	U	INHABITED
MAALHUVELI	K	
MAAMADUGAA	H	
MAAMAKUNUDHOO	B	INHABITED
MAAMENDHOO	M	INHABITED
MAAMENDHOO	N	INHABITED
MAAMIGILI	S	
MAAMIGILI	V	INHABITED
MAAMMAGAAFARU	S	
MAAMUNAGAUGITI	S	
MAAMUNAGAU FINOLHU	S	
MAANAFUSHI	A	
MAANAFUSHI	S	
MAANDHOO	S	
MAAOLHU	E	
MAARANDHOO	A	INHABITED
MAARANDHOO	N	
MAARANDHOOFARU	A	
MAAREHAA	N	
MAARIKILU	T	
MAASHAGALI	U	
MAASHIGIRI	S	
MAATOO	N	
MAATHODAA	P	INHABITED
MAAUGOODHOO	C	INHABITED
MAAVAAFUSHI	E	
MAAVAAKANDUGIRI GADU	L	
MAAVAARULU	P	
MAAVAH	M	INHABITED
MAAVAIDHOO	B	INHABITED
MAAVAIDHOO	D	
MAAVARUFALHU	X	
MAAVARUFALHU	F	
MAAVARUHURRAA	X	
MAAVELAVARU	D	
MABORU	T	
MAAYYAFUSHI	V	
MACHCHAFUSHI	U	
MADAN	E	
MADAVELI	P	INHABITED
MADHIRI	T	
MADHIRIVAADHOO	T	

MAALHOSMADULU NORTH ATOLL. RAA.



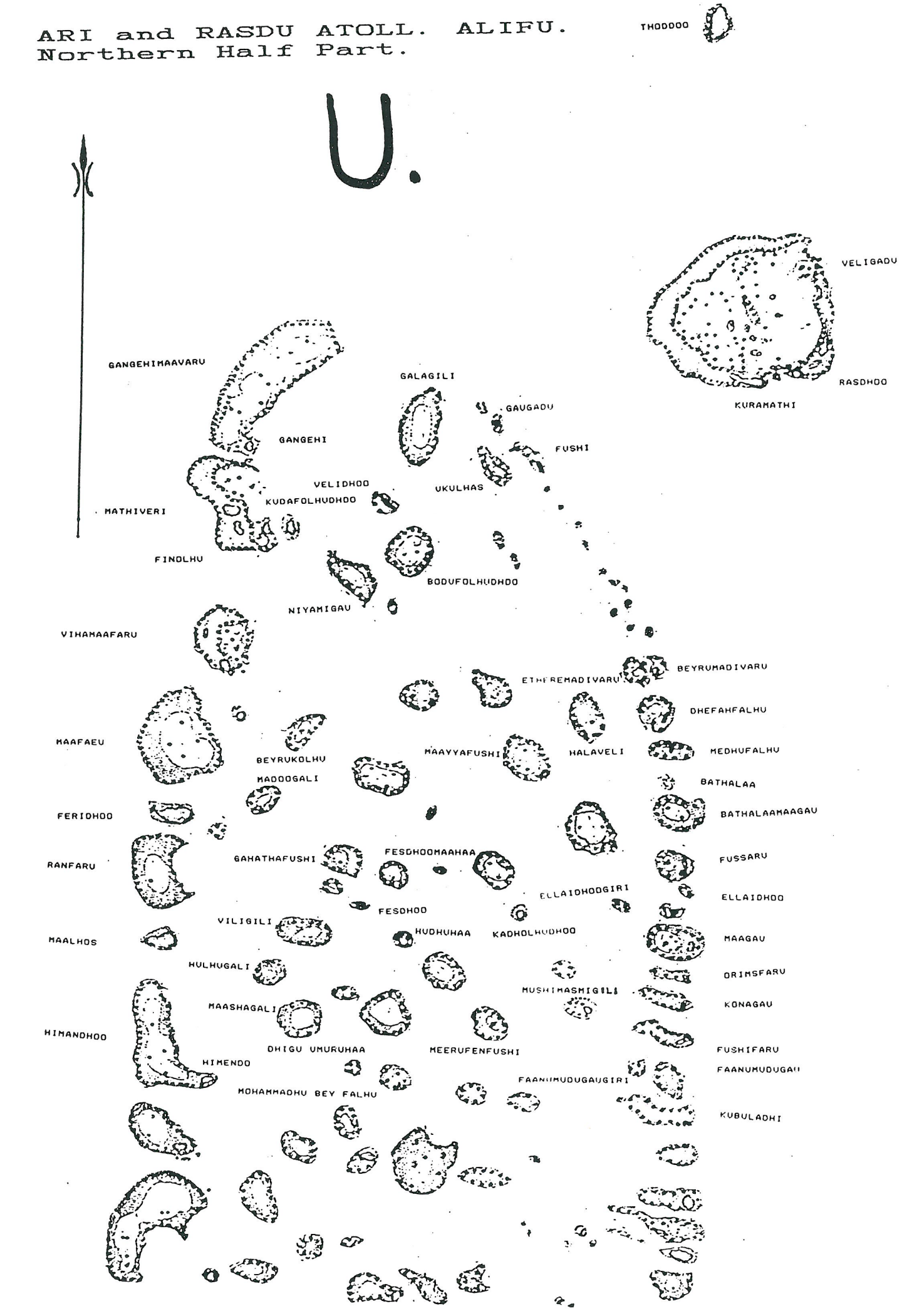
MADIDHOO	C	
MADIFUSHI	K	INHABITED
MADIFUSHI / MAHFURU	L	INHABITED
MADIHERA	R	
MADIURI	T	
MADIVAAFARU	S	
MADIVARU / MADUVVARI	E	
MADIVARU	F	
MADIVARU KANDU	F	
MADOOGALI	U	
MADOOVARI	T	
MADOOVARI	K	INHABITED
MADULU	A	
MADUVVARI	S	INHABITED
MAFURU	T	
MAGAADHIMAAFALHU	G	
MAGIRI	S	
MAGOODHOO	D	INHABITED
MAGOODHOO	T	
MAGOODHOO	X	INHABITED CAP.
MAGUDHDHOO	P	
MAHAANAHURAA	H	
MAHFURU	S	
MAHIBADHOO	V	INHABITED CAP.
MAHIDHOO	S	
MAHUFURI	K	
MAHUTA	P	
MAIDHOO	E	
MAIFALHU	F	
MAIFALHUMATHEE KUDA FALHU	F	
MAKUNUDHOO	B	INHABITED
MAKUNUDHOO MAAVARU	F	
MAKUNUDHOO KANDU	F	
MAKUNUDHOO	F	
MAKUNUERI	X	
MAKUNUFUSHI	H	
MALE	G	INHABITED CAP.
MANADHOO	D	INHABITED CAP.
MANDHOO	V	INHABITED
MANIYAFARU	H	
MANIYAFUSHI	H	
MARADHOO FEYDHOO	R	INHABITED
MAROSHI	C	INHABITED
MASGIRI	K	
MASLEGGI HURAA	G	
MASLEKKIHURAI	E	
MATHEERAH	A	
MATHIDHAHURAA	G	
MATHIKOMANDOO	C	
MATHIVERI	U	INHABITED
MATIMARADHOO	M	
MEDHAADIHURAI	E	
MEDHAFUSHI	A	
MEDHAFUSHI	D	
MEDHAFUSHI	E	
MEDHAFUSHU / MEDHUFALHU	U	
MEDHUFARU KANDU	K	
MEDHUFINOLHU	F	
MEDHUFUSHI	K	
MEEDHOO	D	
MEEDHOO	Z	INHABITED

MAALHOSMADULU SOUTH ATOLL. BAA.



MEEDHOO	R	INHABITED
MEEDHUFFUSHI	Z	
MEEDHUHFARU	S	
MEERUFENFUSHI	F	
MEERUFENFUSHI	U	
MENDHOO	T	
MERADHOO	N	
MEY-YYAFUSHI	S	
MIGOODHOO	C	
MILAAFARU	B	
MILADHOO	D	INHABITED
MILANDHOO	C	
MINAAVARU	D	
MINAAVARU	S	
MINAAVARU KUROLHI	D	
MINIMASGALI	Z	
MINIMASGALI	X	
MINIMESSAA	N	
MIRIHI	U	
MIRIYANDHOO	T	
MOHAMMADHU BEY FALHU	U	
MOOFUSHI	V	
MUDHDHOO	T	
MUIRI	B	
MUKURIMAGU	M	
MULAH	K	INHABITED
MULAKUNFARU	F	
MULEEFALHU	F	
MULHADHOO	A	INHABITED
MULHAKKANDU	K	
MULI	K	INHABITED CAP.
MULIDHOO	A	
MUNANDHOO	L	INHABITED
MUNDOO	M	INHABITED
MUNGAFUSHI	M	
MURAADHOO	B	
MURAADHOO	A	INHABITED
MURAVANDHOO	S	
MUSHIMASMIGILI	U	
MUTHAAFUSHI	T	
NAAGALI	K	
NAAGOSHI	B	
NAAINFARU	C	
NAALAAFUSHI	K	INHABITED
NAARAAGIRI	E	
NADALLA	P	INHABITED
NAIFARU	E	INHABITED CAP.
NAIVAADHOO	B	INHABITED
NAKACHCHAAFUSHI	G	
NALANDHOO	C	
NANGIRI	T	
NARAKA	L	
NARAKAVELIDHOO	C	
NARUDHOO	C	INHABITED
NELIVARUFINOLHU	T	
NELLAIDHOO	B	INHABITED
NEYKURENDHOO	B	INHABITED
NEYO	C	
NEYO	S	
NIBILIGAA	T	

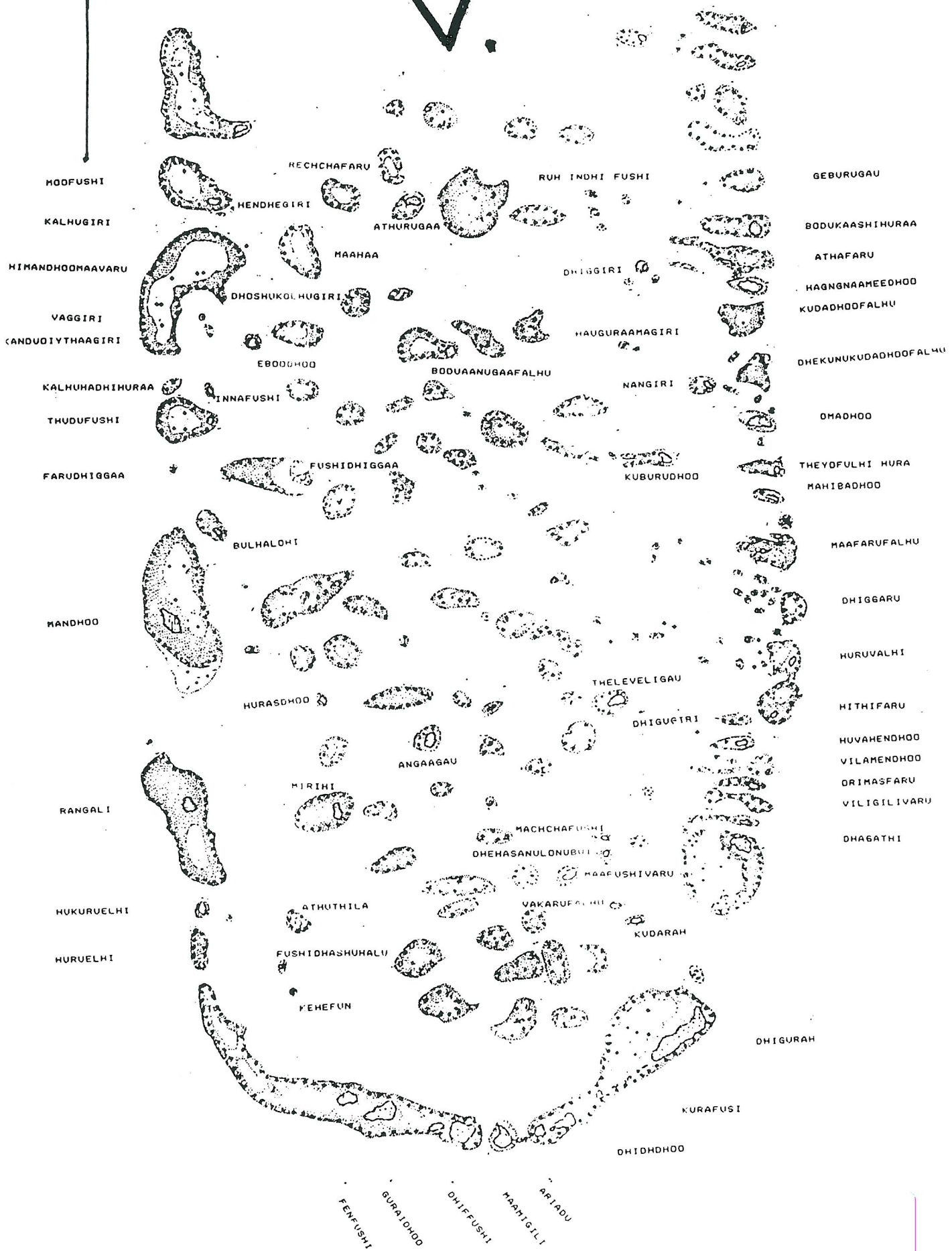
ARI and RASDU ATOLL. ALIFU.
Northern Half Part.



NILANDHOO	X	INHABITED
NILANDHOO	N	INHABITED
NIYAMIGAU	U	
NOLHIVARAMU	B	INHABITED
NOLHIVARANFARU	B	INHABITED CAP.
NOOMARAA	C	INHABITED
NUISHEENNAKALOA FINOLHUFALHU	F	
OIDHUNI	H	
OLHAHALI	F	
OLHAHALI KANDU	F	
OLHIAFEN	D	
OLHIGADUFINOLHU	H	
OLHUFALHU	F	
OLHUGIRI	E	
OLHUGIRI	F	
OLHUGIRI	T	
OLHIGIRI	L	
OLHUVELI	H	
OLHUVELI	Z	
OLHUVELI FUSHI	E	INHABITED
OMADHOO	V	INHABITED
OMADHOO	L	INHABITED
OOKOLHUFINOLHU	E	
ORIMASFARU	V	
ORIMASFUSHI	S	
ORIMASVARU	D	
ORIMSFARU	U	
ORIVARU	D	
RAAFUSHI	D	
RAALHAAHAA	K	
RAALHUARAAGIRI	F	
RAALHUGADU	D	
RAAVERA / RAAVERRAHAA	N	
RAHGADU	G	
RAIMANDHOO	K	INHABITED
RAKEEDHOO	I	INHABITED
RAKEEFUSHI	L	
RANDHELI	D	
RANFARU	U	
RANGALI	V	
RANNAALHI	H	
RASDHOO	U	INHABITED
RASFAREE KANDU	G	
RASFARU	P	
RASGETHEEMU	S	INHABITED
RASMAADHOO	S	INHABITED
RATHAFANDHOO	P	INHABITED
RAVARO	N	
RECHCHAFARU	V	
RHU-ELHIFUSHI	E	
RIBUDHOO	C	
RIBUDHOO	Z	INHABITED
RUAOFUSHI	B	
RUH INDHI FUSHI	V	
RUJJAHARAA	R	
SEEDHEEHURAA	K	
SEYLHIFUSHI	E	
SUAROGE	M	

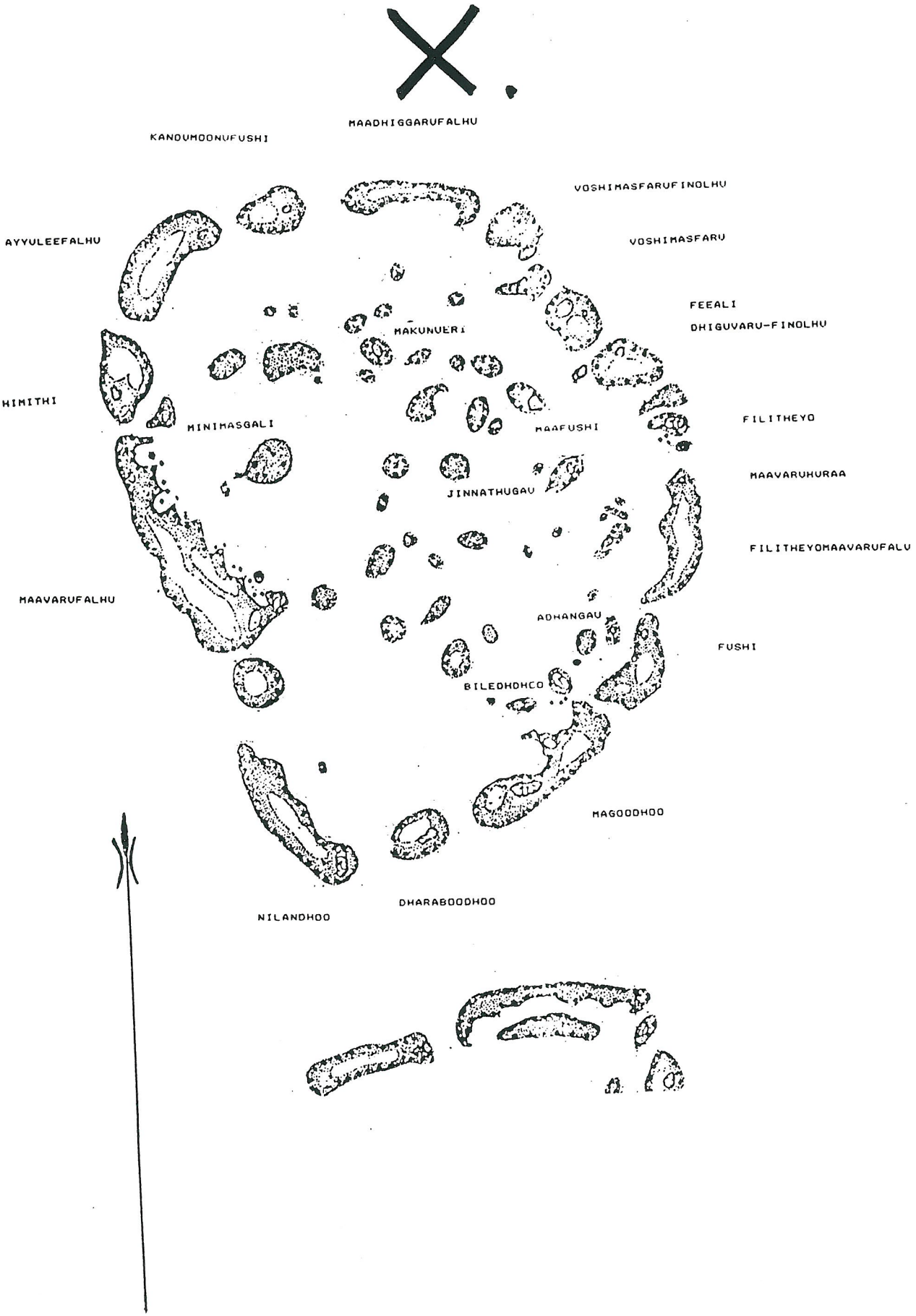
ARI ATOLL. ALIFU.
Southern Half Part.

V.



THAAVATHA	S	
THABURUDHOO	D	
THABURUDHOO	G	
THABURUDHOO KANDU	G	
THABURUDHOO FARU	D	
THACKARU	N	
THAKANDHOO	A	INHABITED
THEEFARIDHOO	B	
THELEVELIGAU	V	
THEYOFULHI HURA	V	
THIMAMASFARU	F	
THILADHOO	T	INHABITED
THILAMAAFUSHI	E	
THILINFARU	S	
THIMARAFUSHI	L	INHABITED
THINADHOO	I	
THINADHOO	P	INHABITED CAP.
THIYANEE KOLHUHAA	F	
THODDOO	U	INHABITED
THODDOO	P	
THOLHENDHOO	D	INHABITED
THUDI	M	
THUDUFUSHI	V	
THULHAADHOO	S	
THULHAADHOO	T	INHABITED
THULHAAGIRI FALHU	F	
THULHAAGIRI KANDU	F	
THULHAAGIRI	G	
THULUSDHOO	G	INHABITED
THULUSDHOO KANDU	G	
THURAAKUNU	A	INHABITED
THUVARU	K	
TUBAFALHU	F	
UDAADHOO	T	
UDHDHOO	Z	
UFULANDHOO	S	
UGOOFAARU	S	INHABITED CAP.
UGULU	S	INHABITED
UKULHAS	U	INHABITED
ULIGAMU	A	INHABITED
ULLAANI	F	
USFUSHI	S	
UTHEEMU	A	INHABITED
UTHURUHAA	D	
VAADHOO	D	
VAADHOO	H	
VAADHOO	S	INHABITED
VAADHOO	S	
VAADHOO	P	INHABITED
VAAGALI	H	
VAANI	Z	INHABITED
VAAREYAAFUSHI	K	
VAAVEDHDHI	H	
VABBINFARU	G	
VABBOAHURAA	G	
VADINOLHU	M	
VAGAARU	A	
VAGGIRI	V	
VAHFUSHI	S	

NILANDHE NORTH ATOLL. FAAFU.



VAHFUSHI HURA	S	
VAHHURAVALHU	K	
VAIKARADHOO	B	INHABITED
VAKARUFALHU	V	
VAKKANDU	F	
VAKKARU	S	
VAKKARU	T	
VALLA	Z	
VALLALHOHI	Z	
VAMMAAFUSHI	H	
VANDHOO	S	
VANDHOO	L	INHABITED
VANDHUNMAAFARU	T	
VANGARU	C	
VARIHURAI	E	
VASHAFARU	A	INHABITED
VASHUGIRI	I	
VASHUGIRIR	K	
VATTARU	D	
VATTARU	I	
VATTARUHURAA	I	
VAVATHI	D	
VAVVARU	E	
VEGELI	N	
VELAFARU	K	
VELASSARU	H	
VELAVARU	Z	
VELIDHOO	D	INHABITED
VELIDHOO	U	
VELIGADU	E	
VELIGADU	U	
VELIGADU	L	
VAYMANDOO	L	INHABITED CAP.
VEYVAH	E	
VEYVAH	S	
VEYVAH	K	INHABITED
VIHAFARU	D	
VIHAFARU	E	
VIHAMAAFARU	U	
VINAMANAAFUSHI	G	
VILAMENDHOO	V	
VILIGILI	G	
VILIGILI	G	
VILIGILI	S	
VILIGILI	T	
VILIGILI	U	
VILIGILI	N	INHABITED CAP.
VILIGILI	R	
VILIGILIVARU	V	
VILIGILVARU	H	
VILUFUSHI	L	INHABITED
VIYAFUSHI	T	
VOAVAH	T	
VOMMULI	Z	
VOSHIMASFARU	X	
VOSHIMASFARUFINOLHU	X	
ZIKURAADI	K	
ZIYAARAIYFUSHI	F	
ZIYAARAIYFUSHI KANDU	F	

NILANDHE SOUTH ATOLL. DHAALU.

Z.

