



Figure 23. Beauty of a 13.4m pirogue (freeboard recently reduced) surrounded by her seine net. Velsao Dando. P. O'Beirnes.

observed that sewn ships were in the 13th-16th centuries ubiquitous within Indian Ocean trade networks. They remained so well into the 20th century (2012: 601). Perhaps the technological solutions which have uniquely survived in Goa until the present day were once widespread, enabling tight and seaworthy Indian-built sewn ships to trade from the earliest times westwards to Africa and northwards across the Arabian Sea.

Conclusion

Pirogues are not the only type of sewn wooden craft built in Goa. Another, plank-built and double-ended with keel and stems, is used to dredge ballast on rivers choked with sand (Fig. 24). However, today the builders of these boats are likely to come from Maharashtra or Karnataka. The inferences of this are unclear. Are these planked craft the offspring of a blend of European and Indian design in the yards of the Raj? Are they an Indo-Portuguese design which continues to be built by dint of employing cheaper skilled labour from adjacent states? Are they the product of a wider indigenous, possibly even medieval, West Coast tradition which happens to have