

in *Persian origins-early Judaeo-Persian and the emergence of new Persian*, *ibid*; *idem*, "Einige bemerkungen zum syrisch-neupersischen Psalmenbruchstück aus chinesisch-turkistan", in *Mémorial Jean de Menasce*, ed. Ph. Gignoux and A. Tafazzoli, Louvain: Imprimerie Orientaliste, 1974; J.C. Tavadia, "A rhymed ballad in Pahlavi", *JRAS* (1955); Bo Utas, "Arabic and Iranian elements in new Persian prosody", in *Arabic prosody and its applications in Muslim poetry*, ed. Lars Johanson and Bo Utas, Stockholm: Swedish Research Institute in Istanbul, 1994.

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دریا ← بحر

دریاییگی، عنوان فرمانده نیروی دریایی عثمانی، نام سنجق‌بیگیهای ایالت قپودان‌پاشا، نیز عنوان فرمانده نیروی دریایی ایران در دوره افشار و قاجار. تشکیلات نیروی دریایی عثمانی در ۷۶۳ در گلیبولی^۱ تأسیس شد (شکری، ۱۳۲۸، ص ۵). در این تشکیلات، فرماندهی هر کشتی برعهده یک رئیس و فرماندهی همهٔ رئیسها برعهده دریاییگی بود (همو، ۱۳۰۶، ص ۱۴۲؛ شوکت‌پاشا، ج ۱، ص ۴۶). دریاییگی که هم‌رتبه با میرلواء (← سنجق‌بیگی*) بود، سنجق گلیبولی را در اختیار داشت و بزرگ‌ترین فرمانده نیروی دریایی اولیهٔ عثمانی به شمار می‌رفت (← همانجاها؛ بستان،^۲ ص ۳۱؛ نیز ← گلیبولی*).

در جریان اصلاحاتی که با گسترش نیروی دریایی عثمانی و اهمیت یافتن آن در دورهٔ مراد دوم (حک: ۸۲۵-۸۵۵) صورت گرفت، واژه‌هایی از زبان ایتالیایی به این تشکیلات راه یافت و اصطلاح قپودان (برگرفته از کاپیتانو^۳)، جایگزین رئیس و قپودان‌دریا، جایگزین دریاییگی شد (← شکری، ۱۳۰۶؛ شوکت‌پاشا، همانجاها؛ وفیق، ج ۱، ص ۲۸۴). پس از این اصلاحات، منصب قپودان به وزرا داده شد و با افزودن لقب پاشا* به آن، قپودان‌پاشا به جای قپودان‌دریا مصطلح گردید (شکری، ۱۳۰۶؛ وفیق، همانجاها؛ پاکالین^۴، ذیل "Derya beyleri"، "Kaptan-ı Derya"، "Kaptan Paşa"؛ نیز ← قپودان‌پاشا*).

در دورهٔ سلیمان قانونی (حک: ۹۲۶-۹۷۴)، ایالتی به نام ایالت قپودان‌پاشا به مرکزیت گلیبولی، با سنجقهای متعدد ایجاد

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1. Gallipoli

2. Bostan

3. Capitano

4. Pakalın

DARYĀBEYGĪ (sea lord), originally an Ottoman naval title dating from the 15th century (Lewis, p. 165). In Persia it was first adopted in the 18th century, when Nāder Shah Afšār (1148-60/1736-47) built his fleet. The naval commander in chief bore the title *daryābeygī* or occasionally *sardār* or *sardār-e banāder* (Estarābādī, p. 580; Eskandar Beg, II, p. 665; Lockhart, 1936, p. 11; Floor, 1987, pp. 40-49). Nāder Shah's choice, in 1146/1733, of Būšeher (q.v.) for his shipyards and the residence of the *daryābeygī* led to the eclipse of Bandar-e 'Abbās (q.v.) as the major Persian Gulf port (Floor, 1979, p. 169; Lockhart, 1938, pp. 92-93; idem, 1936, p. 12). Nevertheless, the commanders of the fleet at Bandar-e 'Abbās and of a group of two frigates and four smaller vessels on the Caspian Sea (Lockhart, 1936, pp. 7-17) also bore the rank of *daryābeygī*. Nāder Shah's naval project did not survive his assassination in 1160/1747, but the title *daryābeygī* was also used to designate the commander of the small fleet assembled under the Zands (Lockhart, 1936, p. 15; Perry, pp. 150-66).

In the early Qajar period *daryābeygī* was simply an honorific, as the state had no navy. Most often it was awarded by the governor of Fārs to the municipal governor of Būšeher and occasionally to other local dignitaries. For example, in 1238/1823 Ḥosayn-'Alī Mīrzā Farmānfarmā, bestowed it on the shaikh of Šārja and Ra's al-Ḳayma, Solṭān b. Šaqr, in order to enlist his help in capturing Bahrain (q.v.). When the British navy threatened the Persian Gulf coast in 1256/1840, in response to the Persian siege of Herat, Moḥammad Shah (1250-64/1834-48) himself appointed as *daryābeygī* and governor of Būšeher Shaikh Nāseher, whose family, of the Mataresh Arabs of Oman (Perry, p. 154), had ruled the city since the mid-18th century (Kelly, pp. 42-43, 220, 347). In 1266/1850 Fīrūz Mīrzā Noṣrat-al-Dawla, governor of Fārs, appointed Mīrzā Ḥasan-'Alī Khan, son of Mīrzā 'Alī-Akbar Qawām-al-Molk of Shiraz, governor of Būšeher and *daryābeygī* (Fasā'ī, I, p. 305). When he was captured by invading British forces during the Anglo-Persian War (q.v.) of 1273/1857 and sent to Bombay Aḥmad Khan Navā'ī 'Amīd-al-Molk was appointed governor of Būšeher with the title *daryābeygī* (Fasā'ī, I, p. 318).

Despite repeated efforts, the state remained without a fleet until the commissioning of two small vessels from German shipyards, *Persepolis* and *Susa*, in 1300/1883 (Curzon, *Persian Question*, II, pp. 393-96; Rā'īn, II, pp. 744-61; Šafā'ī, pp. 81-82; Lorimer, *Gazetteer* I/1, p. 294), which transformed the position of the *daryābeygī* and permitted the extension of the central authority over Arab tribes on the Persian Gulf coast, for example, the Jawāsem of Lenga (Sadīd-al-Saltāna, pp. 606-12; Šaybānī, pp. 345-52).

By the beginning of the 20th century the entire Persian coastal region was administered by the *daryābeygī* (Busch, pp. 41-47). The title was abandoned when Rezā Shah Pahlavī (1304-20/1925-41) expanded the Persian navy; it subsequently became a surname.

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(GUILTY NASHAT)

DARYĀÇA. For individual lakes, see entries under the names.

DĀRZĪN, a village (29° 11' N, 58° 09' E) on the road between Kermān and Bam on the site of a large early medieval town recorded as Dayr-e Wazīn (or Dīrūzīn), Dārjīn, Dārzīn, and Dārčīn and described as having a fine congregational mosque and many orchards (e.g., Ebn Ḳordāqbeh, p. 49, 196; *Ḥodūd al-'ālam*, tr. Minorsky, pp. 125, 375; Eštāḳrī, pp. 161, 169; Moqaddasī, pp. 461, 465-66; Ebn Ḥawqal, pp. 308, 314; tr. Kramers, II, pp. 302, 309). The town was the center of the region of the same name, which is known to have remained prosperous at least until the end of the 12th century (Afzal-al-Dīn, p. 66). Little is known about it in later periods, except that in 811/1408 a battle between Solṭān Oways, son of the amir Īdkū Barlās, who became independent ruler of Kermān in that year, and the Timurid prince Mīrzā Abā Bakr b. Mīrānšāh was fought in the area (Wazīrī, 1340 Š./1961, p. 243; *Ḥabīb al-sīar* III, p. 57). According to Aḥmad-'Alī Khan Wazīrī (1353 Š./1974, p. 96), the site was abandoned, and only in the 19th century was the present village established there.

The ruins of old Dārzīn cover an area 1.5 x 3 km east of the present village. There are abundant surface sherds, mainly underglaze-painted pottery, but earlier wares are also present, including slip-painted and yellow sgraffiato wares. So far the site has not been scientifically excavated, but the ruins of a number of buildings of different periods still stand. The earliest are probably three small forts of similar form (Plate III), built of straw-tempered rectangular mud bricks 27