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Historical Heritage as a Media for Understanding the Maritime History of the Archipelago

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Abstract

Indonesia is an archipelagic country with the largest number of islands in the world. The islands in the Indonesian archipelago are separated by oceans, seas and straits. However, the area of the ocean is wider when compared to the land area, therefore the country of Indonesia is known as a maritime country. In addition to being called a maritime country, the country of Indonesia is also known as an agrarian country. The purpose of this paper is to understand the Facts of Maritime History in Indonesia, the Maritime Kingdom of Indonesia, the Glory of the Maritime Kingdom of the archipelago, Evidence of the greatness of Indonesian Maritime Culture, Maritime in the Colonial Period, Indonesian Maritime History (Dutch East Indies Colonial Period), and to understand Maritime in the Independence Era. Indonesia's current maritime situation has actually experienced a significant setback, because the maritime vision is no longer clear and the Indonesian people are unable to see the potential of the archipelago's strategic position. Therefore, it is appropriate to return to the maritime vision that used to be applied by our ancestors, because Indonesia actually bears the title of "Maritime State" or an archipelagic country. It is better for the government and other leaders to create the right perception of the ocean for the Indonesian nation, namely the sea as the lifeline and the future of the nation.

Keywords: Maritime, Indonesia, Maritime

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Abstrak

Indonesia is an archipelagic country with the largest number of islands in the world. The islands in the Indonesian archipelago are separated by oceans, seas and straits. However, the area of the ocean is wider when compared to the land area, therefore Indonesia is known as a maritime country. In addition to being called a maritime country, Indonesia is also known as an agricultural country. The purpose of this article is to understand the Historical Facts of Maritime in Indonesia, the Indonesian Maritime Kingdom, the Glory of the Maritime Kingdom of the Archipelago, Evidence of the Greatness of Indonesian Maritime Culture, Maritime in the Colonial Era, Indonesian Maritime History (Dutch East

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Indies Colonial Era), and to understand Maritime in the Era of Independence. The current state of Indonesian maritime affairs is actually experiencing a significant decline, because the maritime vision is no longer clear and the inability of the Indonesian people to see the potential of the strategic position of the archipelago. Therefore, it is appropriate for us to return to the maritime vision that was once implemented by our ancestors, because in truth Indonesia holds the predicate of "Maritime Country" or an archipelagic country. It would be better if the government together with other leaders create the right maritime perception for the Indonesian nation, namely the sea as the lifeline and future of the nation
Kata Kunci: *Maritime, Indonesia, Maritime*

Introduction

Indonesia is an archipelagic country with the largest number of islands in the world. The islands in the Indonesian archipelago are separated by oceans, seas and straits. However, the area of the ocean is wider when compared to the land area, therefore the country of Indonesia is known as a maritime country. In addition to being called a maritime country, the Indonesian state is also known as an agrarian country. The population in the Indonesian archipelago is very heterogeneous, consisting of various ethnicities, races, religions and societies. Based on its geographical conditions, Indonesian society can be divided into two, namely coastal communities and agrarian communities. Coastal communities live in areas around the coast, while agrarian communities live in the interior of the islands in Indonesia (Hamid, 2015).

Such conditions make coastal and inland communities have differences in various aspects of their lives. Coastal communities or can also be called marine communities are a group of people who live together in a place near the coastal area with certain bonds. Marine people generally inhabit areas around the coast on islands in the Indonesian archipelago.The Indonesian archipelago consists mostly of water areas in which there are thousands of islands. Or in other words, geographically Indonesia is in the form of an archipelago with a sea area larger than the mainland. This allows the role of marine or coastal communities to be inseparable from various aspects of life in Indonesia. Indonesia as a country surrounded by the sea almost all of its provinces have a water area, such geographical conditions make Indonesia a maritime country that has a marine fishery area of no less than 6.85 million km2 and it is estimated that the area has a fish production content of 10 million tons per year. But unfortunately, with the abundant marine potential, the Indonesian people have not been able to maximize this potential. This is

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due to the development paradigm that prioritizes urban communities and agriculture in the interior so that it pays less attention to the lives of people in coastal areas. Another reason that results in the lack of attention from the people in coastal areas from a historical perspective is because there is still a lack of historians who conduct research in the maritime field. Historians' attention to maritime aspects such as trade, shipping, shipping, fisheries, piracy, and so on is still very disproportionate when compared to other aspects such as agriculture, industry, political relations and so on. This may be related to the experience of being an Indonesian nation that Since proclaiming their independence is more colored by western issues than by spiritual issues, this is what causes the Indonesian people to have their moral instincts to become more dull so that they are less able to see let alone act to take advantage of the spiritual world.

Geographically, the territory of Indonesia is an archipelago that places the sea as a connecting bridge, not as a separator. Thus, control over the sea is a must for the people who inhabit the islands in Indonesia. This kind of condition forms them as humans who are familiar with marine life. In addition, the islands in Indonesia are strategically located in the context of international maritime trade between the western world and the eastern world (Abubakar *et al.,* 2011).

Discussion

One-third of Indonesia's territory consists of stretches of water, ranging from the sea to lakes and rivers. In particular, the sea has an important role in the political dynamics and society of Indonesia. From today's point of view, the sea is no longer seen as separating land or islands but rather as a unifier. In addition, the sea is an important artery in communication between places in the archipelago. Nowadays, in the midst of increasingly sharp economic competition between nations, the concept of Indonesia as an archipelagic state needs to be established to be disseminated and fought for at the international level. Already in 1957, when the Juanda Declaration was proclaimed, the idea emerged. This declaration states that the territorial boundary or sovereignty of the Unitary State of the Republic of Indonesia is the outermost line of the interconnected coastal boundary and there is no gap (Claude *et al*., 2008).

This idea is an answer to the Free Sea view that gives rise to the notion of waters around the world as common property. In the 1980s, the idea of an Exclusive Economic Zone (EEZ) emerged, which gave sovereignty to island states to work on their maritime

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resources. Belitung is included in the ranks of leading islands (Zuhdi 2006: 8). Later, attention to Maritime History brought a major change in the methodology of Indonesian Historiography. The perspective of Indonesian history increases with the "perspective from the sea." That is, marine dynamics are part of the change in Indonesia, especially those that "take place on land." That way, the writing of Indonesian history becomes complete and comprehensive. In the thinking of Susanto Zuhdi (2006), a Professor of Indonesian History at the University of Indonesia, the perspective of the country needs to be considered in Indonesian Historiography. The writing of Maritime History began with the work of A.B. Lapian (1987) which highlighted the trichotomy of typology in constellations and dynamics in the sea, as the King of the Sea, Pirates and Others.

Maritime History Facts in Indonesia

Indonesia is the largest archipelagic country in the world. This country has a seascape area of 70% compared to a land area of only 30%. Indonesia as the largest maritime country in the world is inevitably proven by The world's recognition contained in UNCLOS (United Nations Convention on the Law of the Sea) which was ratified by countries around the world, as well as through the Juanda Declaration which regulates matters related to Indonesia's sovereignty as an archipelagic country, there are findings of prehistoric sites in several parts of the island. The discovery of prehistoric sites in the caves of Muna, Seram and Arguni Islands, which are filled with paintings of sailing boats, illustrates that the ancestors of the Indonesian nation were a nation of sailors (Freek *et al*., 2011).

Maritime Kingdom of Indonesia

The Indonesian archipelago has been an important trading area since the 7th century, when the Kingdom of Srivijaya in Palembang established trade and religious relations with China and India. Hindu and Buddhist kingdoms flourished at the beginning of the century

7 AD, followed by traders who brought Islam and various European powers who fought each other to monopolize the spice trade during the era of ocean exploration.

- The Kingdom of Sriwijaya Sriwijaya is a strong Maritime kingdom on the island of Sumatra and has a lot of influence in the archipelago, especially Maritime issues. The power of the Srivijaya Kingdom stretched from Sumatra, Java, Kalimantan, Sulawesi to Cambodia, Thailand and the Malay Peninsula.

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- Majapahit Kingdom The Majapahit Kingdom is the richest kingdom and has the largest number of boats and ships in the world. But it also refers to the books of "enemies of Majapahit" such as Kidung Sundayana, Hikayat Banjar, Hikayat Raja-raja Pasai, Sejarah Melayu, Hikayat Hang Tuah and so on
- Gowa Kingdom The Kingdom of Gowa is one of the famous kingdoms in South Sulawesi. The kingdom of Gowa became an Islamic kingdom thanks to the da'wah of Datuk ri Bandang and Sulaeman from Minangkabau, in (1605). The kingdoms of Gowa and Tallo were finally able to control other kingdoms. The two kingdoms are commonly called the Kingdom of Makassar. Makassar grew into a bustling port because it is located in the middle between Maluku, Java, Kalimantan, Sumatra, and Malacca.

The Glory of the Maritime Kingdom of the Archipelago

The Indonesian archipelago experienced its glory during the Srivijaya, Majapahit to Demak kingdoms, the archipelago is a large country that is respected in the Asian region, as well as around the world. As a powerful maritime empire in Southeast Asia, Srivijaya (683-1030 AD) had based its royal politics on the control of shipping routes and trade routes and control of territories strategically used as a base the power of the sea. Our maritime toughness was also demonstrated by Singasari under the rule of Kertanegara in the 13th century. With the unparalleled strength of the naval fleet, in 1275 Kertanegara sent a maritime expedition to the Malay Kingdom and Campa to establish friendship so that together they could hinder the advance of the Mongol Kingdom to Southeast Asia. The peak of the archipelago's maritime glory occurred during the Majapahit Kingdom (1293-1478).

Evidence of the greatness of Indonesia's Maritime Culture

Maritime archaeology found many shipwrecks under the sea of this country, with manufacturing years starting from the 7th century BC, having manufacturing technology that is unmatched in the world. Records from explorers, geographers, or historians from various parts of the world (Egypt, Greece, China), describe the exploration of the sailors of the archipelago, with ships, products, and high cultural products, to various corners of the world. The discovery of artifacts in various parts of the world, including several places in this country (e.g. in the Pasemah cave, South Sumatra, the Made cave in Jombang, East Java, the Mada valley in South Sulawesi, Batujaya in Bekasi, or many other locations

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such as Timor, Kutai, Maluku, Halmahera) indicate not only the crossing between nations, but also the culture

advance that has been achieved. The spread of the language that covers half of the world, and includes more than 400 million speakers, proves the existence of nations in the archipelago on this earth. Weapons, musical instruments, and astrology from various regions, from Africa, the Middle East, India, to Polynesia, show how cultural influences have long since come to this country.

Maritime in the Colonial Period Indonesian Maritime History (Dutch East Indies Colonial Period)

Trade in Asia has begun in the Portuguese and VOC periods, and even existed centuries before, both by land (silk road) and by sea In the early modern period, there was a trade interaction between the rulers and their merchants in the archipelago and large European trade organizations such as Estado da India and the East India Company (EIC) from Britain and the VOC from the Netherlands. Many nations that entered Indonesia such as the Portuguese, British and Dutch the motivation of Europeans to the archipelago was due to factors such as the fall of Constantinople to the hands of the Ottoman Turks which was the center of the revolution with which they sought the latest sources of spices, forgetting the spirit of 3G (Gold, Glory, Gospel), and the development of technology and wind systems over time the Dutch succeeded in ruling alone in the Indonesia with that the VOC also ruled in the archipelago. Over time, because it continued to lose money, the VOC was unable to pay dividends from the shares bought by the people. Therefore, from year to year the company must owe the state to pay its obligations. However, in 1795 the state took over all the wealth of the VOC as a repayment of these debts. In 1799 the VOC was declared a failite and dissolved. The VOC's immovable wealth, such as forts or spice production areas in the archipelago, was taken over by the state. That is the asset of the Dutch kingdom which became the forerunner of the Dutch East Indies colonial state which was established in 1817. The territory owned by the Dutch was less strategic because the land area was small and the land area was lower than the sea, so they worked hard and became the forerunner of the spirit of work and life guidance for the Dutch nation, especially the Dutch sailors themselves to develop the nautical spirit because through the sea they could develop the economy of their country as an example of their work spirit, namely the Dutch were good at making sturdy ships and Strong in exploring sea and ocean waters, not to forget its sailors who are very tough in the ocean.

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Indonesia independent and trying to take advantage of its geographical advantages. Indonesia's crossed position flanked by the Pacific and Indian oceans, as well as flanked by the Asian and Australian continents, makes Indonesia have the spirit of this maritime country outlined by the founder of the Republic of Indonesia in Pancasila and the 1945 Constitution. The Soekarno administration also tried to make Indonesia a maritime axis. Many Indonesian shipping companies are also growing. One of them is Jakarta Lloyd which was founded by several TNI members from the Navy in 1950. "So actually the concept of the maritime axis has been trying to be made since the time of President Soekarno," said retired Major General TNI TB Hassanudin when talking to metrotvnews.com. The government also tried to close the "hole" in the inter-island sea by fighting for the concept of an archipelagic state by issuing the Juanda declaration. Based on the law of the sea that prevailed at that time, the territorial boundary was measured from the coastline and caused a free sea between Indonesian islands. Indonesia continues to strive for the concept of an archipelago state to be accepted by other countries and uses the outermost coast benchmark as a measuring point for territorial boundaries. This concept was also approved in the United Nations through UNCLOS (UN Convention on the Law of the Sea) 1982 which was ratified in Law 17 of 1985 (Gusti, 2007)

Finally, Indonesia's sea area increased by 2.5 times. Indonesia's maritime industry is also getting more and more exciting. Several commercial shipping companies sprang up and became more prosperous. In addition to controlling the business in the Indonesian sea which has an area of 5.8 million km2, Indonesia's maritime industry has also succeeded in penetrating the world market. "My era was still sailing in the 80s, Indonesia could be said to have dominated ASEAN," said Bobby. Indonesian-flagged ships can also be found in almost all ports of Southeast Asian countries.

Conclusion

So, it is undeniable that Indonesia was actually born as a maritime country. This is evident from various existing historical facts, as well as evidence of the glory of our ancestors during the time of the kingdoms, coupled with historical relics that further strengthen these facts. However, Indonesia's current maritime situation has actually

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experienced a significant setback, because the maritime vision is no longer clear and the Indonesian people are unable to see the potential of the archipelago's strategic position. Therefore, it is appropriate to return to the maritime vision that used to be applied by our ancestors, because Indonesia actually bears the title of "Maritime State" or an archipelagic country. So that by optimizing the strategic location of Indonesia and the abundant wealth of marine resources, it is not impossible that Indonesia will become a nation that is respected and accounted for in the world in the maritime field like in its heyday.

It is better for the government and other leaders to create the right perception of the ocean for the Indonesian nation, namely the sea as the lifeline and the future of the nation. Such a perception can spur awareness of the importance of maritime in national development. Some of the functions of the sea that should be considered by the government in determining maritime-based policies are; The sea as a media that unites the nation, the media of transportation, the media of resources, the media of defense and security as an archipelagic country and the media to build influence throughout the world, the ultimate goal of which is of course the control of the national sea that can uphold the nation's self-esteem.

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West Coast Maritime

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