

Maritime policy during the Spanish, Portuguese, Dutch, and British occupation of Indonesia

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Abstract

Geographically, 70% of Indonesia's territory is water. This made the nations that occupied Indonesia such as Spain, Portugal, the Netherlands and Britain have their own policies towards the colony, namely Indonesia. In general, the purpose of arrival was due to control of Indonesian spices such as pepper, cloves and nutmeg. They came to Indonesian territory by sea until they came to power in Indonesia and regulated water and trade policies. The law of the Tordesillas treaty regulated the division of exploration routes between Spain and Portugal. Spain and Portugal proved to be the opening sea explorers. The path they crossed became a reference for other nations to explore as well. The Dutch with the longest colonization time in Indonesia succeeded in making the archipelago once achieved its greatest expansion. The Dutch also regulated the policy of shipping routes and ports according to the current situation in that place and the prevailing political policies. There was a strong maritime competition between the Dutch and the British that led to the Dutch-British treaty. The British developed power in the sea and land areas of the Malay Peninsula to Sarawak-Borneo, while the Dutch with a base in Batavia developed sea and land areas to the tip of the outer islands in the east.

Keywords: maritime policy, occupation, Indonesia

Preliminary

As the largest archipelagic country in the world, which has a total of 16,771 islands, spread from Sabang to Merauke (MMAF, 2020), Indonesia has a very

rich and deep maritime history. Geographically, Indonesia is flanked by two oceans and two continents, namely the Indian Ocean and the Pacific Ocean and the Asian Continent and the Australian Continent. This condition is a very strategic location for Indonesia because it is traversed by international trade routes. There is a very close relationship between trade and maritime. This can be seen from Indonesia's abundant natural wealth that produces trade products that are of interest to many nations in the world. Their journey to come to Indonesia was influenced by the spirit of exploring the oceans to find spices. In the 15th century AD, the Portuguese and Spaniards began to explore the oceans to find spices. At that time, Moorish Muslims controlled the Cape of Good Hope which is the route that is in Africa. Then, the Portuguese and Spanish tried to find their own path to the east (Indies) (Djafaar, 2007). Christophus Columbus was a pioneer of the western route. I not only suggested, but in his journey also proved the existence of a land that lies across the Atlantic Ocean.

Results

1. Portuguese

Arrival of the Portuguese

Portuguese voyages were carried out in the eastern region. The voyage was started in 1488 AD by Prince Hendrik, a Portuguese prince. Prince Hendrik lives on the Cape of Good Hope in southern Africa. The discovery of the Cape of Good Hope opened the way for Portuguese citizens to travel to various Turkish countries via the Timor-African Highlands. In July 1497, several years after the Cape of Good Hope was found, Vasco Da Gama made his way to the Timor Peninsula. He sailed along the coast of East Africa to the trading area of the Arabs after conquering the Cape of Good Hope. In May 1498 AD, Portuguese ships landed in Calicut, the heart of British India. Da Gama made

sincere attempts to communicate with the Zamorin King of India with the aim of announcing a treaty of friendship and trade agreement with the Zamorin King, but his efforts were unsuccessful. This event occurred because King Zamorin was killed by Arab traders who had stopped trading in Kaliikut. Due to Da Gama's aggressive strategy, his party was unable to carry out operations for contracting merchandise.

Da Gama only uses a small amount of goods sourced from Calicut. Some of these goods were then transported to Lisbon and sold there for a lot of money. Later that year, the Portuguese king sent a long-distance expedition under the command of Pedro Alvares Cabral, which eventually made its way to India. Cabral received a special assignment from the Portuguese king, namely to inform the Zamorin king of Vasco Da Gama's claim that he was a Christian and negotiate a trade monopoly with him. Unfortunately, Cabral also failed, leaving Cabral unable to obtain any items from any of the trades in Calicut. The physical confrontation between the Portuguese and the Arabs at Bandar Kalicut was caused by attempts by Portuguese and Arab traders to destroy Portuguese ships. This resulted in a constant presence of the Portuguese fleet in Kochin. Kochin Cabral managed to procure goods which were then sent to Europe. However, the proceeds from the sale of the goods in question cannot cover the costs of traveling back and forth. Only a few of the fourteen ships left Lisbon.

After the expedition led by Cabral encountered many difficulties, the Portuguese again sent out more expeditions, with Vasco Da Gama once again serving as expedition leader. The aim of Vasco Da Gama's expedition was to bribe the Zamorin king to end the alliance of Arab merchants, but Da Gama's ship capsized. This setback caused Da Gama to extend his journey to Kochin and Kanore. The arrival of the Portuguese ships at Kochin and Kanore received

a good reception, because these two places were still involved in hostilities with Calicut. With the acceptance of the Portuguese sailors, Vasco Da Gama made a trade agreement with the king of Kochin. From this agreement Vasco Da Gama obtained several benefits such as fixing prices for several commodities, besides that the Portuguese were also given permission to build warehouses in the port of Kochin. This is considered a victory for the Portuguese represented by Vasco Da Gama. The control of Kochin and Kanore by the Portuguese made Arab traders feel disadvantaged so they kept trying to expel the Portuguese.

Arab merchants persuaded the Zamorin king who ruled in Calicut to seize the port of Kochin. The efforts made by Arab traders were successful because in 1503 AD the port of Kochin was captured by the Zamorin king (Patra, 2020). The capture of the port of Kochin by the Zamorin king brought in newly arrived Portuguese swordsmen for trade involved with helping Kochin drive out the Calicut army. With their participation in the defense of Kochin, these Portuguese merchants were then given permission to build forts and monopolize trade in Kochin.

The success of the Portuguese in controlling territories in India has continued to increase from year to year. In 1510 AD Goa was controlled under the leadership of Alfonso d'Albuquerque who had a very aggressive nature. The cave that he controlled at that time was used as a base, with this base it was hoped that he could carry out routine attacks on his opponents. Alfonso d'Albuquerque realized that keeping his troops in the base required a lot of money, to make up for the shortfall the only way was by trade. This is what made Alfonso want to find a very profitable source of spices to be traded in Europe. Malacca is a port in the East that issued spices and all kinds of merchandise traded in Europe. Therefore, Alfonso wanted to control Malacca

port. To find out the conditions and situation of Malacca at that time, Alfonso sent a spy, namely Don Lion Lopez da Squeira under the guise of seeking trade relations.

After receiving a report from da Squeira, Alfonso with 17 ships immediately moved east towards Malacca. The fleet led by Alfonso managed to stop at the port of Malacca in July 1511 AD. The Portuguese fleet at that time anchored to demand the release of the Portuguese who were held captive by the Malacca kingdom and also asked for permission to build a fort there. Sultan Mahmud Syah, who was in power at that time, did not accept Alfonso's request. This prompted the Portuguese to make a surprise attack on Malacca. Beginning with the burning of merchant ships from Gujarat. Sultan Mahmud saw the burning of Gujarati trading ships as an outlet for his frustration and thought that the Portuguese would return to Goa, which was their headquarters. However, Sultan Mahmud's estimate turned out to be wrong, the Portuguese actually made preparations to attack Malacca. On July 25, 1511 AD, Portuguese troops attacked Malacca suddenly and succeeded in controlling the Malacca river bridge. After successfully mastering the Malacca bridge, the Portuguese troops devised a strategy while resting for two weeks.

After feeling that they had a strategy that was strong enough, the Portuguese troops launched a second attack, directly on the defenses of the Malacca kingdom and succeeded in making Sultan Mahmud's troops excited. The success of the Portuguese troops was due to the support of more modern and stronger weapons, apart from the weapons aspect, the success of the Portuguese troops was supported by the expertise possessed by the Portuguese troops. After successfully controlling Malacca, the Portuguese continued their voyage until they reached the land of spices in eastern Indonesia. The area the Portuguese were aiming for was Maluku, with the help of Indians as guides.

This voyage was carried out by the Portuguese as a road introduction or survey voyage. After learning about this shipping route, the Portuguese could come to Maluku without instructions to trade (Samingan, 2021). Then in 1514 AD followed by a second voyage to the center of spices. Since then, traders regularly visit Maluku to buy and buy spices. The arrival of the Portuguese ships was welcomed by the people of Maluku because the price of their spices could rise. The trade of the Portuguese nation ran smoothly and succeeded in monopolizing the spice trade in Maluku because they were the strongest in terms of finance, contract and military. The arrival of the Portuguese to spice-producing areas has proven their success in reaching spice centers in Eastern countries.

2. Spanish

a. Arrival of Spain

The character who traveled to Indonesia was Christopher Columbus, he walked west. After two months, he arrived on an island which was later named San Salvador. However, Columbus failed to reach India. After Columbus failed to find India, the next Spanish expedition to the spice area was spearheaded by Ferinand Magellan. Unlike the Portuguese fleet, in 1519 Magellan set sail across the Atlantic Ocean. After crossing the tip of South America, it enters the Pacific Ocean. He arrived in the Philippines in 1521. while trying to resolve tribal wars in Cebu, Magellan was killed. He was replaced by Del Cano. On their way back to Spain, they stopped at Tidore. Since then, cooperation has been established between Spain and Tidore. This cooperation was not only in terms of trade, but also strengthened by the construction of a Spanish fort in Tidore. This condition of course caused the Portuguese and the Spanish to open their trading office in Ternate at that time. The Portuguese felt threatened by the presence of Spain in Tidore. This is reinforced by the fact that Tidore and

Ternate have been enemies for a long time. For this reason, the Portuguese were supported by Tidore troops. The Spanish fort on Tidore can be captured by the Portuguese. However, thanks to the intercession of the Pope in Rome, Portugal and Spain finally entered into an agreement called the Zaragoza Agreement. Based on the agreement, Maluku was controlled by the Portuguese while the Philippines belonged to Spain.

b. Portuguese and Spanish War

Prior to the arrival of the Portuguese and Spanish in Ternate, the two great countries had experienced competition which resulted in a prolonged conflict resulting in the issuance of the Torde-sillas Treaty which divided the world into two parts, one part for Spain and one part for Portugal. The Portuguese sailed through the Cape of Good Hope, headed for India and continued towards the Malacca Straits and arrived at Ternate. Meanwhile, Spanish cruise ships must pass through the Philippines and arrive at Tidore at a different time than the Portuguese. With the arrival of the Portuguese, who were Europeans who succeeded in discovering the spice-producing islands for the first time, the two kingdoms competed with each other to bring these foreign nations. The race to get help from other countries was won by the Envoy of the Kingdom of Ternate who first arrived on Nusa Tellu Island, at which time the expedition was led by the Portuguese by Serrao who was on the island of Nusa Tellu. Previously, Ternate and Tidore sold their goods to the Dutch, but Ternate and Tidore traders actually sold them illegally to other traders.

3. English

a. Arrival of the British to Indonesia

Ceremonially, the British ruled Indonesia since August 26, 1811. Under the leadership of Thomas Stamford Raffles and marked by the Tuntang Agreement, the British had taken control of the Dutch East Indies at that time.

The Tuntang Agreement contained the surrender of Indonesia into British hands with all Dutch troops being British prisoners.

b. NISM (Nederlandsch Indisch Stoomvaart Maatschappij) Based on the official website of indonesia.go.id, this company is owned by a British national, William Mackinnon. From 1866 to 1875, the Netherlands Indies Steamship Navigation Company changed its name to Nederlandsch Indisch Stoomvaart Maatschappij. The Netherlands did require using Dutch so the name was changed. After operating, there was concern for the Dutch East Indies colonial government. The policy of tightening shipping due to concerns over the colonial economy made NISM a priority transporting tobacco in North Sumatra and changing ports from Batavia to Singapore for reasons of route efficiency. This also causes the inter-island shipping schedule to be incomplete (Mulya, 2004).

4. Dutch

a. Dutch arrival

Dutch explorers first entered the archipelago in 1595 with four ships, 64 cannons, and 249 crew commanded by Cornelis de Houtman. Four Dutch ships led by Cornelis de Houtman arrived in Banten waters on 27 June 1596, this day 422 years ago. Before departing from Amsterdam, Cornelis received information that there were islands producing spices in the far east. It was on that day that the Dutch discovered Banten, which was actually only a small part of the most tempting spice islands in the world. The practice of Dutch colonialism in the archipelago began immediately, and Cornelis de Houtman was the pioneer of the way. Even so, de Houtman's party managed to return to the Netherlands in 1597 with many chests of spices. The first Dutch voyage to look for spices in the archipelago was then considered a success. The success of de Houtman's group then encouraged other voyages from the Netherlands

to the archipelago. The voyages that took place after the de Houtman group returned were known as the *wilde vaart* (irregular voyages) (Hasadungan, 2021).

b. Dutch Maritime Policy and the VOC

The free trade that was developed by Singapore at the initiation of Thomas Stamford Raffles was motivated by trade competition that occurred between England and the Netherlands. The free trade was successful and made the port of Singapore grow fast and become famous. The implementation of this policy was then adopted in the Dutch East Indies. The difference with Singapore, the Netherlands in the end only implemented half free. Practice states that the Netherlands still imposes customs duties on several ships (Sulistiyono, 2003). Gradually, starting from 1856, shipping easing was implemented, namely uniform rates. This is also supported by internationalization ports in the Outer Islands that allow foreign ships to dock, but with a note under the control of Batavia (Mulya, 2004).

Control of the Dutch East Indies trade flow at that time was under the VOC or *Vereenigde Oostindische Compagnie* policy. The trade corporation originating from the Netherlands was in charge of controlling the Asian trading center. When in power, the VOC had implemented the *Hongi* shipping policy. *Hongietochten* concentrated the cities of Ambon, the Lease Islands, and the Banda Islands, which incidentally are included in the Maluku region, to become clove and nutmeg producers. Expeditions like this have at least two objectives namely; first, reduce clove production so that prices remain controlled, and second, close access to illegal traders (especially traders from Makassar) who often make trade contacts in several places in the Maluku region (Pattasiana, 2021). This tactic is very precisely applied. This is because if there is too much production, the price of cloves and nutmeg will decrease.

When planting cloves or nutmeg exceeds the amount needed, they will be slashed.

c. Koninklijke Paketvaart Maatschappij (KPM)

KPM is a reinforcement of colonial existence. This company can connect world shipping from Amsterdam to Indonesia. KPM provides a traffic unit that is very important for national trade or in another sense has strengthened the economic foundation in the Dutch East Indies (Diehl, 1994). The concept thought by KPM is long term oriented. KPM uses and utilizes technology to adapt to 20th century modernity. Collaboration carried out by the government and KPM will later lead to intertwined interests in the form of administrative, economic and maritime expansion.

Conclusion

The background of the Spanish, Portuguese, British and Dutch occupation was due to Indonesia's ownership of the abundant natural resources needed by the Europeans. This paper proves that there are two strong influences between the economy and maritime affairs. Starting from the idea to look for spices, to continue with the occupation and control of the colonies. Commodities and trade routes are regulated in order to maintain the systematic circulation of commodities so that the flow of economic activity becomes stable.

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