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## The Dutchman, Chinese Klonthong, Javanese Skippers in Trade on the North Coast of Java in the 18th Century

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### Abstract

*This paper discusses the differential social structure activities of Dutch Businessmen or VOC, Chinese Clerks and Javanese Shipowners. After the disintegration of the Mataram Kingdom in the 18th century, it had an impact on the economic activities of the middle class of non-European traders on the North Coast of Java. The decline of the maritime trade situation in the 17th century in Southeast Asia in general and in Java in particular was caused by the VOC's military economic monopoly intervention pattern and agrarian kingdoms that did not pay attention to trade shipping. This writing uses a qualitative method with a socio-historical approach. This writing uses Mahan's theory that a strong maritime state must have a strong navy. This can be seen how the VOC maximized the military potential of its navy in dominating trade shipping on the North Coast of Java. Since then Java has been characterized by a rejection of the weak merchant class. The king of Java's choice to pull the economic center to the south also influenced the VOC's trade dominance on Java's North Coast. However, the economic pressure of the VOC slowly led to the emergence of a middle class that came from outside the rule of the royal class. This middle class was filled by Madurese captains alongside Javanese Nahkoda, as well as Chinese merchants, for the latter were considered tenacious despite often having strong trade relations with the Dutch or the VOC marking the discourse on the dynamics of trade and shipping in port cities on the North Coast of Java.*

**Keywords:** VOC, Chinese Klonthong, Java Skipper, Shipping, Trade

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### Introduction

The general background of this paper may look at the early pessimism of the shipping and trading communities on the North Coast of Java due to the pressure of the VOC monopoly. After the Trunojoyo rebellion, Mataram's power began to disintegrate. This was due to Amangkurat's II decision to ask for help from the VOC, which had a very long-term domino effect because The Javanese court owed a lot of money to the VOC.[1]

The purpose of this article is to investigate the influence of the Javanese king's retreat to the valley and maximizing the economy from agriculture rather than paying attention to the maritime economic base on the North Coast. Although the Javanese Kings withdrew into the valley and maximized the economy from agriculture. However, what is interesting from the findings of historical facts is the cosmopolitan nature of the Javanese Muslim middle class, both ship owners and captains. The pressure of the VOC monopoly in the waters of the northern Java sea did not make them retreat with Arab Traders, Madurese merchants and Chinese traders.

State of Art this study is the condition of the middle class among indigenous Javanese and Madurese fishing juragans as well as Arab and Chinese merchants in the midst of the VOC Monopoly. This is rarely the focus of study, because the study of coastal areas is more about the growth of import and export between port cities. The significance of this paper also tries to test the hypothesis of Gerrit J. Knapp in his previous research that under the pressure of the Dutch VOC trade monopoly only the Chinese were economically strong. In the end the author found that there were other economic middle classes horizontally that existed in the trade of the North Coast of Java including Madurese Juragan, several Arab Syahbandars and Javanese Shipowners. However, the author limits the scope of the study to three groups, namely the Regulator as well as the VOC actors, then the Chinese Merchant what I mention a Klontong and the Javanese ship owners.

If we relate it to G.J. Resink's theory that through a legal approach we can find out the common thread of the long strands of colonial history, namely that there is always a conflict of interpretation of the provisions that have been formulated regarding "sovereignty" and "power". This conflict is not just about how each person interprets the provisions but also, more importantly, authoritarianism through official regulations and the reality on the ground.[2] The strength of the VOC's pressure was not due to its trading skills but the strength of the Dutch navy, which intervened in every VOC trade. They understood very well that to monopolize trade it was not enough policy, but also the participation of ships such as the Galleon and Brigantijn with their large cannons. This was once revealed by the US naval admiral "Mahan" that a maritime nation like England, France and the Netherlands could become very strong in the world in the 18-19th century because of its navy. It is on this basis that Abdurrachman Hamid, while quoting Mahan's writings, makes reference to "Mahan's" theory regarding the importance of the role of the navy in supporting the development of a maritime state. [3]

Meanwhile, to see how the facts in the field with the emergence of the anthropological side of the juragan, the crew, the ship owner who is perceived by Knaap with the subject terms *bappa dagang*, *ten benko* as a private entrepreneur who still exists to dominate shipping and trade in the 15 ports of the north coast of Java, amid the intervention of the VOC monopoly. We can analyze this through the theory of the behavioral approach to history by F. Berkhofer, according to which environmental, cultural, social, economic and other circumstances affect a person's condition.[4]

## Methods

The method used in this research is the historical research method. The historical method is a set of procedures or tools used by historians in conducting research and compiling history. This research uses a socio-economic approach with its qualitative methodology where the source is taken by literature study. This research reveals a middle class consisting of a group of ethnic Chinese merchants we call Cina Klontong, then Javanese juragan often called *Nahkoda Kapal Jawa* (Javanese Ship Captains) who were considered quite existent in the mid-18th century after the VOC had full control over shipping and trade on the North Coast of Java.

In the first stage, researchers conducted data collection (heuristics) by searching for archives at the National Library, Diponegoro University Library and colonial archive sites from the 17th to 18th century. For authentic and original sources of credibility both digitally and visiting local libraries. To get quality information, the second stage verification with internal and external criticism of sources that have been sorted based on several categorizations. Then the third next stage is data interpretation, the author can obtain interrelated meanings regarding the development of shipping and trade in the North Coast of Java. And the final stage of this History of Education research is that the author conducts the last stage, namely Historiography. The researcher writes chronologically to convey the findings of maritime history for the use of the resilience of the North Coast of Java.

## Results and Discussion

### 1. The Transitional Period of the Shipping Trade on the North Coast of Java

We know together that although Nusantara was not a vassal of the Islamic Sultanate Power in the Middle East, but Trade in the Indian Ocean has been connected to each other. The maritime trade network with Malacca and Java as intermediaries for port cities has grown long before the presence of Europe in Southeast Asia.[5] The formidable naval military power of the Ottoman Turks at that time also had an interest in protecting the Muslims' spice trade shipping routes along the Indian Ocean.[6] However, the connectivity of the network was disrupted after the conquest of Malacca by the Portuguese and the slow sinking of the power of the Mataram Sultanate on the coast of Java by the Dutch. Which later on the Dutch through the VOC greatly dominated the trade network on the North Coast of Java by placing its capital in Batavia.

The reaction of the Islamic kingdoms to western penetration in the 16th-18th centuries was total

resistance, and it must be admitted that the defeat in the field of technology, especially weaponry, made the westerners able to conquer important ports but the most difficult was the sultanate of Aceh which was only conquered at the end of the 19th century. The rest that still survived were sultanates that underwent agreements with the Dutch that were actually very detrimental to the kingdom, and this is where western imperialism began with the politics of *devide et empire*.<sup>[7]</sup>

And uniquely because of the diversity of the archipelago, our language is rich in words to distinguish various kinds of winds. And it is not wrong if our ancestors are nicknamed a conqueror of the sea because they can also know the land winds and sea winds, something that is very important for fishermen. It should also be noted that the Nusantara sailors' knowledge of the way to the north (China) is not as old as the knowledge of the way to the west.<sup>[8]</sup>

Not only wind systems but types of ships and places of manufacture, how cosmopolitan the north coast of Java is by having several trading port cities that are already very systemized like a network such as Banten, Cirebon, Semarang, Demak, Jepara, Rembang, Gresik and Tuban as well as an explanation of a very famous shipbuilding site such as in Lasem and Jepara, at that time also ships made in Java. The Javanese natives have been exported to Malacca and foreign nations because of the excellent materials typical of the wood from Jepara. But it cannot be denied that these shipyards are not more promising from the point of view of economic strategy in their geography, which may not seem so important in trade transactions compared to other trading ports which are often a stopover place for traders to wait for the wind to sail.<sup>[9]</sup>

In terms of communication between the center and the regions, it must be done continuously considering that the capital of the kingdom is very dependent on the regions because upheavals in the regions will greatly affect the political situation of the kingdom. For kingdoms in Java, this communication is generally done through the regions. In other places, of course, it will be adjusted to the geography itself. There is a term for this communication, namely *Tundan desa*, which is a communication system between the center and the regions that is carried out by sending news through messengers delivered from one village to another until the news finally reaches the destination. Technically, the messenger from one village only conveys the news to the next officer and will be continued by the newly visited village officer to the destination. This goes on until the news finally reaches the intended recipient.

## 2. Port Cities

The ports in Java in the early modern period were very different from what we call 'ports' today. Except for a few wharves, there were no 'harbor factories' or 'docks'. Ports were actually river mouths and/or anchorages on open roads. Larger ships had to anchor at these berths and their passengers and cargo had to be rowed ashore on barges or small boats. In Java, this situation is exacerbated by the fact that the coastal zone is a shallow water area. In addition, it seems that most of the ports discussed are constantly faced with the problem of river siltation. These harbor towns located on shallow coasts are usually clusters of un-walled village-like settlements. Many of these settlements were reserved exclusively for non-Javanese seafaring and merchant communities, such as Chinese, Indians, Malays, Celebes, and so on. Most ports have relatively small populations: less than 10,000 people.<sup>[10]</sup>

In the 17th century, cities like Batavia, Semarang and Surabaya were the only places with populations between 10,000 and 30,000. Port cities were usually the economic center of the region, serving as import entrances or export exits for remote inland areas, connected by a network of small roads and/or rivers. In 1619, the VOC conquered Jayakarta and established its own capital on its ruins: Batavia. From around 1680, the VOC began to expand its grip on territories along the north coast of Java. By 1750, the VOC had taken over sovereignty from the native rulers.<sup>[11]</sup>

### Port Bureaucratic Structure

When the ship arrives at the port, it will usually meet the port bureaucrats, then when the ship will enter the big port, it will meet the two languages of the port bureaucracy in European language "harbourmaster" or "syahbandar" in non-European vocabulary. In administration there is someone in charge of checking the shipping papers. In Semarang, for example, the harbormaster also collected taxes. Merchants coming to the port would report their luggage to the harbormaster's office.<sup>[12]</sup>

The long-term impact of VOC occupation was that indigenous ship captains in the 1770s had to deal with two kinds of bureaucrats when sailing from or anchoring in a port: European harbor captains and customs officers, who were usually non-European. The former was in charge of supervising and issuing sea passes or safety bonds and collecting port dues. He also had to ensure that no prohibited products were imported or exported. The latter was the representative of the tax farmers who had leased the right to collect customs duties from the VOC. At the time the VOC assumed sovereignty in the region, most of the tax lands

were leased to the Javanese lords in the districts, who used to lease them to the local Chinese. By the 1770s, however, most of this tax land went straight into the hands of a few very wealthy Chinese business conglomerates from the major ports. One thing that is difficult to explain is whether the skippers fell victim to bureaucratic procedures and exorbitant payments. The general impression is that the nominal rates are not very high, but we do not know to what extent the skippers are subject to 'unofficial' taxes.

### 3. VOC Economic Policy

The object of the colonial economy here or the VOC period was indeed in the early days to take more food sources from the eastern regions of the archipelago. From buying and selling activities to colonialism. The VOC wanted to become a trading bridge between Europe and Asia. And to reduce the high cost of taking Asian commodities, the VOC greatly stabilized their economy with a trade monopoly system. They realized the monopoly even harder by conquering the areas where the sources of trade commodities were. Here the VOC preferred the political path rather than buying on the free market to offer back to Europe. In essence, the VOC implemented military politics to realize their economic goals.[13]

From an exploitative and colonial point of view, the VOC's administration of the in the spice colonies was a remarkable success. To maintain its monopoly, the VOC resignedly bought all the cloves available. While maintaining its monopoly, the VOC imposed its own rule of law, which allowed village chiefs and regents to attempt unfair actions. Unfair claims. In the 17th century, lessons learned from the VOC's monopoly regime in Ambon were often cited as an example of how VOC policies were based on ruthless coercion rather than market-based policies.[14] On the other hand, the VOC monopoly had to approach the ethnic relations of large traders such as two groups played an important role as middlemen who handled the retail trade and to a lesser extent, the Chetties.[15] This group plays an important role as intermediaries middlemen who took care of the retail trade and also organized the important distribution of commercial products within the monopoly to and from the VOC depots, and outside the monopoly to and from these depots.

### 4. The Fisherman's Middle Class: Chinese Klonthong and Javanese Skippers

In Knaap's research, published in 1996, it is explained that the bustling shipping and trading activities of typical Nusantara ships in more than 15 ports on the north coast of Java, have proven the existence of the middle merchant class amid the pressure of the VOC's political economic monopoly. On the other hand, Knaap is in line with Reid that in the midst of the economic crisis ethnic Chinese are a group that survives with their economic independence.[16] Knaap opens the discourse by mentioning a group of fishermen with the subject of several terms typical of Indonesian coastal areas. Among other things, Bappa Dagang, a merchant master, a juragan from Sumenep in the Madura archipelago, they used to fish as far as the coastal area of Semarang 500 kilometers from Madura. Knaap was interested in the fact that they only numbered six personnel in a ship of average size at the time, and the ship was often armed. The ships also consistently returned with up to 75 pikuls of fish and 5000 coconuts. Their voyages were very leisurely as they experienced their own difficulties with the condition of the ship.[17]

Looking at the sociological conditions of the fishermen's economy, it continues to grow and their lives are quite good when compared to farmers. In fact, in some research, fishermen's income is better than plantation farmers and company day laborers. The vertical mobility of fishermen is quite high and pandega fishermen (crew members), who originally did not own a boat, became sea juragan (captain) who owned a boat. Some of them even become land juragan (boat-owning fishermen who do not participate in fishing) after successfully owning a boat. The number of sea juragan or land juragan increases and the number of pandega automatically increases as well.[18]

In another area observed in 1776 in the East Javanese coastal town of Gresik, local Chinese clerks who owned pencalang-type ships and were often nicknamed Tan Benko, the pencalang boat that was brought to sail was usually filled with 8 fishermen and also had simple weapons as security for sailing in the eastern region. They are fishermen who usually sail to the Balinese sea, which is between 300 and 400 kilometers from their homes. They were unique according to Knaap because they often traded salt, opium and a little rice. Sometimes Tan Binko also traded weapons to the east, such as small cannons and rifles.[19]

On the other hand, there is also a foreign group that represents the west, namely the VOC ships, the Renswoude group based in Batavia. This group is called Renswoude by having old and distinctive ships. These ships were usually built in the Amsterdam ship port in the Netherlands. After several voyages between the Netherlands and Asia, this type of ship also served inter-island voyages in the archipelago, one of its famous commanders being Kornelis Brouwer as the "Grand Juragan." The crew was up to 100 people and had 28 cannons and small arms at the stern. Their ships were 50 times larger than the indigenous juragan group, the Bappa Dagang ships.[20]

The people on the ship from the Bappa Dagang group, Tan Binko and then the large Renswoude group spoke different languages. The Bappa Dagang group spoke Madurese and Javanese, while the Tan Binko group spoke Javanese and Malay and the Renswoude group spoke the language of the Dutch colonizers. They sailed and traded in almost the same area, namely the north coast of Java and parts of southern Java.[21]

### **Ship's crew and skipper**

Square-rigged VOC ships usually carried European crews of slightly more than 50 people. The average number of crew gathered on board ships active in the intra-Asian network was around 80, while those in the interinsular category varied between 10 and 40. The type of vessel exclusively used for local trips has a crew of between 4 and 10 people. The ethnicity of the majority of seafarers on intra-Asian routes is Indian or Chinese. In the case of the interinsular and local routes, most of the ordinary seafarers were Javanese. Only around Batavia or on certain other interinsular routes do a number of other Southeast Asian ethnic groups appear to be involved, including Malays, Celebes and Balinese. There is a clear impression that in order to operate their vessels, the owners of the vessels can utilize the considerable, almost "homeless", labor force in or around the ports in Java. Furthermore, there must be considerable overlap between the marine transportation sector and the fishing sector.

In fact, the prominence of the mayang as both a cargo carrier and a fishing vessel is evidence of this. Another, albeit less obvious, indication of such overlap can be inferred from the fairly low frequency of trips in the cargo transportation sector. The total number of people involved in the private maritime sector in Java is estimated to be at least 65,000 to 70,000. The skippers have been determined to be around 8,000 people. These skippers have learned their profession through the daily routine experience of a seafarer's life. This was somewhat different from their counterparts in the VOC, who had learned both through practical seamanship and through theoretical instruction. There is no shortage of information on the ethnic background of private sector skippers in the ports under consideration, with the exception of Batavia. About 45% of the skippers were Javanese, 30% Chinese and almost 10% Malay.[22]

In Batavia, most of the skippers active in inter-island contacts would have been Chinese. On the other hand, Batavian skippers active over short distances, for example to Banten, were quite often Celebes or Balinese, who were probably former slaves. In general, one can say that the role of the Chinese and non-Javanese Southeast Asian ethnicities, such as the Malays, tended to become more important in the harbor whenever inter-island contact occurred.

Turning next to where the skippers lived, one can distinguish three types of concentration. First, not surprisingly, many of them lived in ports with inter-island or wider networks, such as Batavia, Semarang and Surabaya. The second and third concentrations are found in relatively barren coastal areas, such as the eastern part of Central Java and Madura Island. Both areas have strong boatbuilding and seafaring traditions. In the former, large nakhoda communities are found in Juwana and Rembang; in the latter in Sumenep and Bangkalan. If the ethnicity of nakhodas in the private sector is linked to the type of vessel they sail, the following picture emerges. No ethnicity is exclusively tied to the use of the vessel type in its home country. This is not only true for the non-Javanese migrant ethnic towns but also, to some extent, for the Javanese themselves, as one-seventh of them sail on a type of boat Non-Javanese vessels. The most numerous ethnic groups, the Javanese and Chinese, scored above average in sailing on the mayang.[23]

The average ship tonnage for the entire private sector, except Batavia, is 21 tons. Javanese skippers, however, seem to have a much lower average tonnage of just over 12 tons. In contrast, the Malays and Chinese scored between 25 and 30 tons. Both the Chinese and the Malays proved to be more active on inter-island routes than the Javanese, which explains their relative preference for larger types, such as gonting and shallop. As a result, it was Chinese skippers who took the lion's share of the total shipping volume in the private sector.[24]

## **5. Shipping Conditions in the Jawa**

### **Sea Shipping Engineering**

Every trade, whether by land or sea, had to face various risks before they could make a profit. Storms and shipwrecks were the main challenges that sailors had to face at that time. In the past, the people of the archipelago still used wood as shipbuilding material, so it can be imagined that ship materials derived from wood must not be stronger than iron ship materials. Of course, shipping techniques are influenced by the environment; rivers, oceans, small seas, straits and so on. Indian Ocean ships were not used more extensively than Atlantic ships.[25]

During the 18th century the seas of Java were familiar with a wide variety of large ships. What Knaap

specializes in and discusses are private vessels belonging to captains or merchants registered by the administration of the harbor master in Batavia. This includes many unknown categories. In the port of Batavia there were 47 different types of ships. The bark and brigantijn always dominated the ship types on this voyage. The VOC itself in producing ships in Java relied on the Rembang and Juwana shipyards. European maritime history researcher Larrie once illustrated that entering the 18th century the shipping traffic between the archipelago and the Indian Ocean began to be dominated by Galleon and Frigate type ships belonging to European commerce.[26]

We can categorize ships into four categories: global, intra-Asian, interinsular, and local shipping. The latter, local voyages, did not sail beyond the coastal waters of North Java. Interinsular refers to voyages that crossed the Java Sea but did not leave the boundaries of the Malay-Indonesian Archipelago. Intra-Asian and global shipping are labels applied to Asian connections outside the Islands and to connections with Europe, respectively. The main types in this category are:

- 1) Global Spiegelschip (square stern ship)
- 2) Intra-Asian Scheepje (small ship), Wangkang (junk ship)
- 3) Interinsular Brigantijn (warship), Chialoup (small ship), Gonting
- 4) Local Pencalang, Cunea, Mayang.

However, there is much overlap between these categories given that larger vessels were also used for short distances. The square-rigged stern ships that sailed to Java all belonged to the VOC, their average capacity being around 1,000 tons. The smaller ships were sailed by British village merchants from India and the junks by Chinese skippers from Fukien Province. The average size varies between 200 and 600 tons. Inter-island connections were served by ships under the command of many private skippers of various backgrounds. European-style brigantines and shallops share this route with Southeast Asian native types, such as the Javanese gonting. The size of the inter-island vessels varies between 20 and 200 tons. Regardless of whether or not these vessels were built in the European or Southeast Asian style, they were all manufactured in Java, usually in the Rembang area, where the largest teak forest on the island is located. Local shipping contacts were made by ships that were sufficiently which vary between 8 and 200 tons. As the latter have to operate in fairly shallow waters, quite a few flat-bottomed vessels are active here, the most common being the native Javanese mayang, which is actually a type of fishing boat.

Meanwhile, the types of small ships that dominated Java sea voyages were the Jukong and Paduwang types. These ship variations are related to Madurese seafaring traditions and small shipbuilding. The paduwang ship has a length of 30 feet, but the size of the jukong ship is also almost the same size. Then there is also the acculturation of local vessels with outside combinations of this pattern occurs where there are 2 types of small vessels, the first type of sampan and cunea. Sampan in Chinese vocabulary is a small boat. In Indonesia, the context of a small boat is a boat that is easy to control for local purposes. In West Java these small boats are always wet at the top. Sampans are also common in East Java. On the coasts of East Java sampans are sometimes described as jukong. Knaap argues that jukong and paduwang are closely related, we assume that their size is 30 feet. The Cunea, on the other hand, is an indigenous Chinese vessel type with a considerable carrying capacity and is often anchored in large harbors. It is probably larger than the previously mentioned vessels as it can reach sizes of 30 and up to 50 feet.

Then the Mayang ship type, the word mayang is a development of Payang and is indicated as an original ship designed for fishing, although from the findings revealed there are also those used as community transportation ships. The average size of mayang vessels is more than 30 feet, another type of vessel often called gonting is always larger than mayang. then the type of pencalang and paduwakang which are not original Javanese products. Ship It often sails between Rembang, Lasem and Juwana. Pencalang is native to the Malay area of the Malacca Strait. The average size of a pencalang is between 40-60 feet long. Another regional vessel that also sails in Java is the paduwakang, a native product of Sulawesi, but this vessel is difficult to control in certain weather conditions.[27]

Although the Javanese are known to develop their civilization in an agrarian rather than coastal orientation, according to Knaap and Reid's assumption, Javanese shipping developed very rapidly. Tome Pires' report even mentions that the intensity of trade in Java was greater in the 18th century, the Javanese shipping activities were thought to have reached Aden and the Javanese were also recorded as dominant in trade to South India, Bengal and Pasai. The development of shipping in Java was a creative merger of Chinese and Javanese shipping technology.[28]

Table 1. Table of Ship Voyages in 15 North Ports of Java, 1774-1777

No.	Port Name	Indigen ous Ship	Foreign European ship outside VOC	VOC	Total
1	Batavia	>1487	44	186	>1717
2	Pasuruan	144	-	?	>144
3	Sumenep	790	-	?	>790
4	Bangkalan	529	-	?	>529
5	Surabaya	941	-	>10	951
6	Gresik	959	-	>11	970
7	Rembang	985	-	18	1003
8	Juwana	859	-	15	874
9	Jepara	139	-	13	152
10	Semarang	1681	-	63	1744
11	Banten	825	-	13	838
12	Banyuwangi	163	-	-	163
13	Tegal	343	-	10	353
14	Cirebon	671	-	9	680
15	Pekalongan	595	-	9	604

Knaap presents data that the main ports in Java were quite busy even under the supervision of the VOC. The dominance of private ships owned by merchants or juragan shows that the ports in Java also attracted a lot of activity from private ships. Although the VOC centered its activities in Batavia as its capital and trading city, Semarang was clearly busier than Batavia. However, foreigners still gave Batavia the figure of a major port, rarely mentioning Semarang as the main one. The Batavia region itself has a hot climate with an average temperature at that time of 270 C. The west monsoon winds that occur in November-April and the east monsoon winds that occur in May-November greatly affect shipping and the morphology of the coast.[29]Astronomically and geographically the Batavia area itself is located between 6 -800 South latitude and 106 -10800 East longitude with a harbor area of  $\pm$  65 km.[30]

The third busiest port is Rembang in the west of East Java. Rembang is almost as busy as Gresik and Surabaya. Generally, private shipping dominated in the number of ship voyages. Although the VOC monopolized trade, there was no fear of private shipping. Then we see that the European ships that arrived in Batavia, around 44%, dominated the shipping around Batavia Bay, with 80% coming from England, 15% showing the Portuguese flag and 5% Spanish flagged ships. The British ships were competitors of the VOC by relying on the East Indies Company EIC trading partnership.

## Conclusion

From the above description, some important notes can be taken: namely about the condition of ancient beaches and ports in the coastal area of Java, traditional shipping patterns, and the condition of the coastal hinterland of Java related to the trade products produced at that time. 1. In the pre-modern era, ports in the north coast of Java had emerged and developed. This was possible because the coast of Java had a strategic position in the international spice trade. This was also supported by relatively calm sea conditions and a conducive monsoon system as well as sloping coastal conditions and close to navigable river estuaries inland.

The north coast of Java is strongly supported by relatively calm sea conditions and a conducive

monsoon wind system as well as sloping coastal conditions and proximity to navigable river estuaries inland. Likewise, the hinterland area that is productive in trade also further supports the position of the coastal area as an important trading key in the archipelago. Therefore, it can be understood if the Java coastal area has played an important role in the spice trade network both in the archipelago and international maritime trade since the early days of the development of the spice trade in the archipelago. The emergence and development of various political forces in Java is closely related to the role of the pantura in the world spice trade route. 2. The coastal area of Java increasingly played an important role in the world spice trade route when it entered the early modern period when Westerners began to come and dominate the coastal area of Java, although indigenous traders and sailors were increasingly displaced in the spice trade. Indigenous fleets and sailors tended to be displaced by European ships to only sail the trade routes in the Java coastal area itself and the trade routes in the Java coastal area.

in the archipelago to the vicinity of the Strait of Malacca. Meanwhile, long-distance trade routes to Asia and the rest of Europe were dominated by European ships. 3. The shipping and spice trade network in the Java coast was still developing when the VOC controlled the spice trade in the trading towns in the Java coast. In this case, the traders based in the coast of Java made various adaptations so that they still survived. They no longer played the main role as spice traders monopolized by the Dutch, but tended to switch to trading other commodities needed by the community as a result of the development of cities in the archipelago and Southeast Asia.

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### End Note:

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