

Maritime Economic Integration of Muaro Sakai Port Between the Dutch Colonial and the Indrapura Sultanate 17-18 AD

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Abstrak

Penelitian ini bertujuan untuk menginterpretasikan pola integrasi ekonomi-maritim di Pelabuhan Muaro Sakai dan mendeskripsikan hubungan historis dan politik-ekonomi antara Kerajaan Indrapura dan Perusahaan Belanda. Penelitian ini merupakan penelitian kepustakaan dengan metode penelitian sejarah yaitu: heuristik, verifikasi, sintesis dan historiografi. Hasil penelitian membuktikan bahwa Kerajaan Indrapura dan Perusahaan Belanda memiliki integrasi untuk meningkatkan ekonomi maritim pantai selatan Sumatera. Mereka berkontribusi untuk perdagangan dalam hubungan regional dan internasional dengan perusahaan lain. Pelabuhan Muaro Sakai memiliki peran terbesar dari transaksi perdagangan seperti lada, emas, dan rempah-rempah lainnya untuk didistribusikan hingga asing keluar Sumatera tentunya. Kesimpulannya adalah efek dari kerjasama mereka, akhirnya membuat Kerajaan Indrapura mengurangi kedaulatannya di pantai Sumatera Barat khususnya di bidang politik dan ekonomi. Namun di sisi lain, Kerajaan Indrapura menjadi salah satu kerajaan sukses di Nusantara dalam perdagangan internasional.

Kata Kunci: Kesultanan Indrapura, Ekonomi Maritim, Kompeni Belanda, Pelabuhan Muaro Sakai, Integrasi

Abstract

This research aims to interpret pattern of integration of economy-maritime in Muaro Sakai Port and describe historical and political-economic link between Indrapura Sultanate and Dutch Company. This research is library research with historical research method, they are: heuristic, verification, synthesis and historiography. Result of the research, prove that Indrapura Sultanate and Dutch Company had integration to raise maritime economy southern coast of Sumatra. They contributed for the trading in regional and international links with other company. Muaro Sakai Port had the biggest role from the transaction of trading such pepper, gold, and other spices to distribute untill foreign out of Sumatra certainly. The conclusion is effect of their cooperation, finally made Indrapura Sultanate reduced its sovereignty in coast of West Sumatra especially in political and economy. But in the other hand, Indrapura Kingdom become one of the success kingdom in Nusantara in international trading.

Keywords: *Indrapura Sultanate, Maritime-Economy, Dutch Company, Muaro Sakai Port, Integration*

INTRODUCTION

Maritime activities in the form of shipping and trade are not only related to commodities, but behind that there is a cultural heritage in the form of traditional boat-building technology skills, customs and rituals in the procession of making boats to launch into the ocean, and knowledge of navigation by reading signs in nature.¹ Shipping activities are seen as a medium of community communication in one area with other areas. To do that, sea transportation (ships and boats) are needed. Before the introduction of modern navigational tools, traditional sailors relied on their skills and experience to cross the sea, using natural signs both in the sea and in the sky (stars).²

By sea, the Malay kingdoms on the island of Sumatra carried out trade relations through shipping. The waters in the Malacca Strait and the West coast of Sumatra became a meeting place, both among themselves and with foreign traders. The Malacca Strait became a very busy traffic network and a meeting place for traders from various commercial zones, such as the Bay of Bengal, Java Sea, South China Sea, East Coast of the Malay Peninsula and the Sulu Sea.³ If at that time the merchandise that was desperately needed by the world market was spices, it is certain that the markets in the Indonesian archipelago played a very large role in meeting the demands of the world trade market. Therefore, through the role of these markets, Islam entered and developed into the archipelago. The strength of the spread of Islam lies in, namely: market control, mosques and

education, political or sultanate power and maritime control with maritime trade and awareness of Islamic law. Of these five problems, maritime or maritime issues are rarely written in history by Muslim historians themselves.⁴

Geo-politically and economically, the Indonesian archipelago is considered to have a strategic position between the continents of Asia and Australia as well as the crossing of the Indian and Pacific Oceans. Historical and archaeological studies prove the geographical condition, the archipelago has been part of the dynamics of the global history of Austronesian human migration since the ancient (pre-historic) period and maritime trade and cultural and religious exchanges since the early modern period. Therefore, the Archipelago not only has a strong maritime culture and civilization, which is marked by the emergence of various kinds of maritime political and economic sovereignty.

However, history also records that since the 16th century the archipelago as a world maritime power experienced a tremendous turning point. The arrival of European nations, initially Portuguese and Spanish then Dutch and British, slowly paralyzed and even destroyed the main political and economic forces throughout the archipelago and took over sovereignty and power over the maritime archipelago. The 'traditional' shipping and ports, as the marine activities of the local society were categorized by the colonial authorities, continued to survive navigating the archipelago's seas together with giant ships with modern technology belonging to the colonial government. They also continued to connect the archipelago of islands and anchored in small 'traditional' ports as well as giant ports

¹Yadi Mulyadi, "Kemaritiman, Jalur Rempah Dan Warisan Budaya Bahari Nusantara *)," September 4, 2016, 2–3.

²Abd. Rahman Hamid, *Sejarah Maritim Indonesia* (Yogyakarta: Ombak, 2013), 13.

³Mhd. Nur and dkk, *Perjuangan Sultan Alam Bagagar Syah Dalam Melawan Penjajah Belanda Di Minangkabau Pada Abad Ke-19* (Padang: BPNB Sumatera Barat, 2016), 37.

⁴Ahmad Mansur Suryanegara, *Api Sejarah 1* (Bandung: Suryadinasti, 2015), 13.

which were managed modernly by the Dutch East Indies government.⁵

Likewise, the Minangkabau maritime world on the West coast of Sumatra which is part of the Archipelago (Indonesia) which is now in the Province of West Sumatra which has an area of 42,297.30 km with a water area of 2.59%. The Minangkabau people have culture and customs that cannot be separated from the religious frame, whose philosophy is known as the *Adat Basandi Syara', Syara' Basandi Kitabullah* (ABS-SBK).⁶ This province used to have a large and victorious sultanate in the 17-18th century AD in terms of the maritime economy. The sultanate is able to connect trade transactions from local, regional to international areas, the name of the sultanate is the Indrapura Sultanate which is currently located in the southern district of the west coast of Minangkabau or precisely in the Pesisir Selatan Regency. The Indrapura Sultanate, which incidentally has an Islamic character, has triumphed in the past with trade and maritime affairs covering the international and regional worlds of Sumatra in the 12th century to the 19th century. The natural wealth of the Indrapura region has attracted the attention of the international community, including Aceh, Netherland, British and the Portuguese who have visited and explored the territory of the Indrapura Sultanate.

Generally, the arrival of Europeans to the land of the Indrapura Sultanate was nothing but to control the economic and political zone of the Indrapura Sultanate. In relation to the Dutch, their trading fleets had begun to

appear on the west coast of West Sumatra since 1595-1598, in addition to the Dutch, other Europeans who came to West Sumatra at that time also consisted of Portuguese and English.⁷ The Dutch colonials took over economic power and in the past Aceh had also taken part in controlling the economic area. Trade from various regions could not be denied during the time of the former Indrapura sultanate, via sea routes and inland rivers which contributed greatly to traders in continuing the sultanate's maritime economic system with other merchants. The trade, of course, will not run smoothly without a port. The port that existed during the famous Indrapura sultanate was named Muaro Sakai which still exists today.

Indeed, at first, Dutch merchant ships sailing to the west coast of Sumatra, first asked Aceh for permission to load pepper and local products. However, upon arrival in Aceh there were also other European nations who came for exactly the same purpose, namely the British. The two nations came to buy the same thing, in the same place and are now courting the same thing. This competition has its ups and downs. Until in the end the Netherlands won and England was eliminated.⁸ After the British were successfully removed, Aceh was the Dutch competitor. Due to Dutch incitement, the local people of Indrapura came forward and asked to be free to sell their crops to whoever gave the most profit. They did not want to be restrained anymore and were forced to sell their wares only to the Sultanate of Aceh Darussalam.⁹ Thus making Aceh Darussalam's power in Indrapura disappear after the Dutch and the

⁵ Abdul Wahid, "PUSAKA SEJARAH MARITIM DI INDONESIA: KHASANAH, TANTANGAN, DAN STRATEGI PERLINDUNGANNYA," *Patra Widya: Seri Penerbitan Penelitian Sejarah dan Budaya*. 19, no. 1 (2018): 20, <https://doi.org/10.52829/pw.92>.

⁶ Bustari (Ketua) dkk, ed., *Pedoman Kerukunan Hidup Umat Beragama Sumatera Barat* (Padang: Kementrian Agama Kantor Wilayah Sumatera Barat, 2012), 04.

⁷ Bustari (Ketua) dkk, 04.

⁸ Mega Jeli Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura" (diploma, Padang, Universitas Islam Negeri Imam Bonjol Padang, 2018), 45.

⁹ Putri, 45-46.

Sultanate made political cooperation to expel the sultanate from their territory.

Based on the geo-political and maritime-economic concepts of the Archipelago as well as the historical facts above, the attractiveness of abundant natural resources makes the Indrapura area a target for local economic exploitation, including a strategic location for trade routes from the West coast of Sumatra to all corners of the archipelago. Then it is very clear the difference between the Dutch colonial relationship with the Sultanate of Indrapura compared to the relationship between the Sultanate of Aceh Darussalam and the Sultanate of Indrapura. Indrapura's relationship with Aceh (which is actually Islam) experienced a socio-economic conflict, while Indrapura and the Netherlands carried out maritime-economic cooperation (in fact, foreign invaders were far from Europe and embraced Christianity) until the Dutch Colonial made a port on the legitimacy of the sultanate as well as controlled it and had monopoly rights. economically and politically outside the kingdom. As a result of this cooperation with the Dutch, the Sultanate of Indrapura experienced a reduction in the authority of political and economic sovereignty in the West coast of Sumatra.

METHODOLOGY

The method is a procedural way to do and do something in an orderly and planned system. So, there are strict prerequisites for doing that, namely systematic. The method used in this research is the historical research method. The historical research method includes four stages: heuristics, in the form of collecting materials/sources; source criticism in the form of internal-external criticism; interpretation in the form of classifying data and looking for

causal law; and explanation in writing. It will be explained as follows:¹⁰

1. Heuristics, is a method that prioritizes the search for as many sources as possible where only verbal, written and moving image sources are found, with two classifications: primary and secondary. Primary sources are concrete sources based on direct events, while secondary sources are a supporting part of primary sources and complement scientific editorials on facts related to events.
2. Verification, is the stage of determining the authenticity (authenticity) and integrity (wholeness) of historical sources (external criticism). Then criticize the truth or validity of the source (internal criticism). After that, it will be known which sources are included in the criteria for hard facts (the truth has been tested) or soft facts (still need to be tested for truth). Because, not all of them are directly used in writing, so that in the end valid and scientifically justified facts are obtained.¹¹
3. Synthesis, related to the making of logically arranged and related facts in a single unit, to form a historical narrative framework. By classifying facts (external synthesis) and also connecting the facts that have been compiled (internal synthesis) based on logical and objective sides.
4. Historiography, the method used in writing is descriptive-narrative method, namely historical writing in the form of narrative by utilizing theory and methodology. The author tells how the series of events that occurred chronologically.

¹⁰ Johan Septian Putra, *Brunei Darussalam Dan Falsafah Melayu Islam Beraja (Sejarah, Konseptual Dan Implementasi)* (Jakarta: Guepedia, 2021), 27–28.

¹¹ Abd. Rahman Hamid dan M. Shaleh Madjid, *Pengantar Ilmu Sejarah* (Yogyakarta: Ombak, 2011).

However, based on existing sources, the writing will be in the form of descriptive-analytical which focuses more on why and how the event occurred.¹²

DISCUSSION

A. History of the Sultanate of Indrapura and the Maritime Acquisition of Aceh Darussalam

The Indrapura Sultanate was in the "overseas" Minangkabau region. The meaning of the "rantau" area is a colony area for Minangkabau residents who spread to the outskirts. Then it became a settlement of people who were separated from their area of origin. Culturally, the *rantau* still connect themselves with the area of origin. The *rantau* areas around Pasaman, Solok, and areas along major rivers that empty into the east coast called the eastern coast, such as Batang Kuantan, Siak River, Rokan Kanan and Rokan Kiri, Tapung Tangan, and Tapung Kiri; The area along the west coast of Sumatra from Singkil Tapak Tuan in the north and Muko-muko and Bengkulu in the South is called the coastal *rantau*.¹³

As with other traditional kingdoms, the original name of the Sultanate of Indrapura before it was named Inderapura was unknown. The name Indrapura known today consists of two syllables which are then forged (unified) into one. Indrapura consists of two words, namely the words "Indera" and "Pura". Pura in Indrapura language means *pugho*. *Pugho* is a kind of purse that wears a rope tied around the waist.¹⁴ There is another source from

another source who says that the name Indrapura itself is not that, it turns out that the original name is *Indo Jati*, which is often mentioned by a different name, even though it is the same person. Hamka mentions by the name *Indo Jelita* or by another name Ceti Reno. P.E Josselin de Jong mentions the name *Indo Calita*. According to Hamka, the *Indo Jati* character, whom he calls *Indra Jati*, symbolizes something noble in origin.¹⁵ Even so, a more suitable name is still the first version of the history, because it is more logical and in accordance with its origin to become the current one.

Historically, this sultanate was founded by Sultan Muhammadsyah in the 9th century AD. Since the establishment of this kingdom until the 15th century AD, its sovereign status as a new kingdom in the 16th century AD, this kingdom changed its name to the Sultanate of Indrapura along with the development of Islam. It was during this sultanate that the center of the kingdom moved from Teluk Air Manis to the Muara Betung palace and the state of Jayapura changed its name to Indrapura.¹⁶ Its sovereignty lies south of Padang on the West coast of Sumatra. The boundaries of this area are to the north of Padang, to the northeast of Air Aji and Bandar X, to the east of the Kerinci Mountains, to the southeast of Serasa and Bengkulu to the south and the Indian Ocean to the west.¹⁷ Officially this kingdom was once the origin of the Pagaruyung Kingdom. Although in practice this kingdom was independent and free to regulate its domestic and foreign affairs.¹⁸

¹² Dien Madjid dan Johan Wahyudi, *Ilmu Sejarah Sebuah Pengantar* (Jakarta: Kencana, 2014), 218.

¹³ Sjafnir AN, *Sirih Pinang Adat Minangkabau* (Padang: Sentra Budaya, 2006), 176.

¹⁴ Iim Imaduddin and dkk, *Inderapura: Kerajaan Maritim Dan Kota Pantai Di Pesisir Selatan Pantai Barat Sumatera* (Padang: Balai Kajian Sejarah dan Nilai Tradisional, 2003), 10.

¹⁵ Riwayat Attubani, *Adat Dan Sejarah Minangkabau* (Padang: Media Explorasi, 2017), 18.

¹⁶ Deki Syaputra, "TRADISI SURAT MENYURAT SULTAN INDRAPURA DENGAN DEPATI KERINCI," *JURNAL PENELITIAN SEJARAH DAN BUDAYA* 6, no. 1 (May 30, 2020): 60, <https://doi.org/10.36424/jpsb.v6i1.158>.

¹⁷ Syaputra, 61.

¹⁸ Syaputra, 60.

The existence of the Sultanate of Inderapura, which was once victorious to the point of controlling a wide area, exceeding the power of the Pagaruyung Kingdom and exceeding the current administrative area of West Sumatra, has only become a historical story that has received less attention. Compared to the popularity of the Pagaruyung Kingdom. The Sultanate of Inderapura is a small part tucked away among the historical stories of the greatness of the Pagaruyung Kingdom which gave birth to the descendants of the Minangkabau people who spread throughout West Sumatra and its surroundings.¹⁹ It should be from the support of the government and the community from among the intellectuals, wealthy and local cultural people to participate in rebuilding the once victorious Indrapura sultanate.

During the reign of the Inderapura Sultanate, the geographical area of Inderapura was very wide covering the areas, in the north bordering Sikilang Air Bangis-Batang Toru (Batak), in the south bordering Taratak Air Hitam Muara Ketaun, in the east bordering Durian Ditakuk Rajo, the circle of Tanjung Simalindu (equivalent to Jambi), and in the west it is bordered by the open sea, the *badabua* waves (Indonesian Ocean).²⁰ However, this only happened when before Aceh took the mandate of economic power in the Indrapura Sultanate, they controlled Indrapura's natural wealth such as the produce from coffee, pepper and the most centric, namely gold.

Minangkabau natural wealth, especially the coastal areas, fell under the political-economic domination of Aceh since the mid-16th century in the context of mobilizing its economic potential to drive the Portuguese-Catholics from their port city, Malacca.

As a result of this political-economic domination, Islam began to spread widely in the coast, through Sheikh Burhanuddin.²¹ Furthermore, the area between Bungus Bay, Tarusan and Ketaun Bay consists of the "federation of autonomous countries" Bandar X (Bajang), the Kingdom of Indrapura and the Kingdom of Manjuta. Indrapura and Manjuta in particular are the largest pepper producers in the Pesisir Selatan. Aceh assigned a porter in Indrapura, because it was important as a producer and distributor of pepper, other valuable agricultural products and gold.²²

The main task of the *syahbandar* on the coast was to monopolize the purchase of pepper and gold, especially the sale of textiles and other necessities in the coastal area. Foreign seafaring merchants from India, Persia, Arabia and China from England, Netherland, France and so on, could only buy pepper and gold and sell the goods they brought in the Aceh Darussalam port. The trade policy of "single-buyer" and "single-seller" was firmly held by Sultan Iskandar Muda (1607-1636), in order to raise funds for his war with the Portuguese which was never ending.²³

For the coast in particular and Minangkabau in general, Aceh's trade policy meant that they had to sell their produce at a low price and buy the goods they needed at a high price, according to the amount determined unilaterally by the Sultanate of Aceh Darussalam. This discontent and desire to free oneself from the confines of Aceh's political-economic domination began to sprout and grow widely in the Coast, especially when Aceh's political authority began to decline (mid 17th century). The Dutch and British Companies in the areas of Aceh Darussalam were a weak link in the Aceh monopoly system. On the coast of

¹⁹ Imaduddin, *Inderapura: Kerajaan Maritim Dan Kota Pantai Di Pesisir Selatan Pantai Barat Sumatera*, 111.

²⁰ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 14.

²¹ M.D Mansur, *Sejarah Minangkabau*, Jakarta: Bharatara, 1970, h. M.D Mansur, *Sejarah Minangkabau* (Jakarta: Bharatara, 1970), 79.

²² Mansur, 79.

²³ Mansur, 82.

the area is Bajang (Bandar X., between the city of Padang and the Sultanate of Indrapura. It is there to develop its political-economic influence on the Coast (since the middle of the 17th century).²⁴

B. Maritime Economic Relations between the Sultanate of Indrapura and the Dutch Colonial

Departing from several concepts about the maritime world, the archipelago is an area surrounded by oceans and many islands. The archipelagic character of the archipelago, especially in Indonesia, has allowed very easy access for foreign influences. The fact that the Indonesian archipelago produces many commodities in abundance has attracted foreign traders and conquerors to come. This resulted in the islands and seas in the archipelago becoming a battleground for many powers.²⁵ Fernard Braudel said that the sea contains dynamics that create unity, relations between humans and between nations through transportation, trade, and cultural encounters.²⁶

After the golden age of maritime empires in Indonesian territory, the arrival of European countries to Southeast Asia created new economic opportunities and new challenges. Europeans established their own port cities such as the Portuguese in Malacca, Spanish in Manila, and Dutch Colonial in Batavia around the 17th century. This port city acted as a center of trade and colonial expansion of European countries in Southeast Asia and controlled trade in Southeast Asia and East Asia.²⁷

²⁴ Mansur, 82.

²⁵ Singgih Tri Sulistiyono, "Paradigma Maritim dalam Membangun Indonesia: Belajar dari Sejarah," *Lembaran Sejarah* 12, no. 2 (February 27, 2018): 83, <https://doi.org/10.22146/lembaran-sejarah.33461>.

²⁶ Sulistiyono, 105.

²⁷ Wahyu Wardhana, "POROS MARITIM: DALAM KERANGKA SEJARAH MARITIM

Meanwhile J.C van Leur brought Mahan's theory into his description of the Indonesian archipelago. Mahan said several things that a big country is a country that is able to control the sea.²⁸ Van Leur brought Mahan's maritime insight into the history of the VOC (*Verenigde Indische Oost Compagnie*) in Indonesia. He pointed to the role of the VOC as a great maritime power, while Verhoeven explained that the role of the VOC in its early years was as a tool of war that moved at sea and which succeeded in defeating the enemies of its mother country, especially Spain and Portugal, and also broke the competition from Britain in Indonesian waters. In the period before the VOC was founded, the Dutch rulers had thought of forming a war force to break the Spanish and Portuguese powers across the sea. Verhoeven argues that the VOC was founded solely for commercial purposes is an incorrect opinion.²⁹ Because realistically, the VOC, which was a trading company of the Kingdom of Netherland, had the aim of controlling the territory of every one it visited, including commodities on the West coast of Sumatra.

This discussion of Mahan's theory gave rise to two important terms in maritime history, namely sea power and naval power. Sea power refers to the overall control over the oceans, while the second refers to the armed forces organized in the oceans. Naval power is not only used to refer to a country, but

DAN EKONOMI PERTAHANAN," *Jurnal Masyarakat dan Budaya* 18, no. 3 (December 1, 2016): 374,

<https://doi.org/10.14203/jmb.v18i3.569>.

²⁸ Margareth Prillyanti, "Implementasi poros maritim dunia terhadap pembangunan postur pertahanan Angkatan Laut Indonesia," 2019, 12,

<http://repository.unpar.ac.id/handle/123456789/123456789/8476>.

²⁹ Yuliati Yuliati, "KEJAYAAN INDONESIA SEBAGAI NEGARA MARITIM (JALESVEVA JAYAMAHE)," *Jurnal Ilmiah Pendidikan Pancasila Dan Kewarganegaraan* 27, no. 2 (June 27, 2016): 131, <https://doi.org/10.17977/jppkn.v27i2.5523>.

can also be used to refer to an Agency/Company with a number of concessions that have ships that are sent to fight against the enemy or are used to protect commerce. The use of the term naval power means to refer back to all historical relationships that prioritize the influence of the sea. The VOC was born out of war and during its lifetime was both a trade body and a tool of war. In the first decades, the VOC could be said to be fighting more than trading because basically, the VOC was an institution that had a dual purpose, namely to trade and fight. Naval power is not just a simple term for a country that provides a war fleet to harm its enemy, but an expression that can be achieved by a political and maritime organization in reciprocal influence with the socio-economic structure of the era used to carry out war goals.³⁰ This fact is mainly supported by the implementation of Mahan's thinking on the development of America's impressive naval power. By placing Britain as a symbol of a preeminent maritime power, Mahan captivated the audiences of his time. Especially in those who are so ambitious for world control or expansive interests. This opinion is reinforced by the main theme of Mahan's thinking, namely military strategy.³¹

The West coast of Sumatra is characterized by city coasts and is unique in its commodities. Gusti Asnan classified these cities into three categories: first, the coastal city around Padang (*Padangsche Benedenladen*). Included in this category are Padang, Pariaman, Tiku and Air Bangis. Second, the North Coast (*noordelijk Havens*), which includes Natal, Tapanuli, Sibolga, Barus and Singkil. Third, the South

Coast (*zuidelijk Havens*), including Bandar X to Indrapura.³²

Regarding the Indrapura Sultanate itself, the geographical situation changed during the VOC period. The territory of the Indrapura Sultanate which was previously included in the Sumatra's West Sumatra region. At this time the areas along the West Coast mentioned above, which were originally under the control of Inderapura, were gradually narrowed down by the Dutch. One by one these areas were released by the Dutch and British from the administrative ties of Indrapura. The peak occurred when the position of Sultan was removed by the Dutch and replaced by the position of Regen. At this time the territory was shrinking, especially the area in the south, the muko-muko, which during the Sultanate was included in the administrative area of Indrapura, was forcibly released by the British. To replace the position of the Sultan, a regen was appointed. Since then Indrapura has been included in Painan's care. Finally, Indrapura became part of the Balai Salasa afdeeling.³³

Trade relations on the west coast of Sumatra with the Netherlands have started since the early 17th century. Two Dutch merchant ships from Banten on their way back to their country, docked successively at the port of Pariaman, Tiku (*Bandar Khalifah*) and Air Bangis (Pasaman) to buy pepper. Chaos arose when the two ships stopped to buy pepper at the Aceh Darussalam airport. Dutch-Aceh relations in the 17th century and the centuries that followed were marked by political tensions, which often erupted into open war. The ups and downs of the Aceh-Dutch political-economic relations

³⁰ Yuliati, 131

³¹ Lillyana Mulya, "Postur Maritim Indonesia: Pengukuran Melalui Teori Mahan," *Lembaran Sejarah* 10, no. 2 (April 3, 2017): 128, <https://doi.org/10.22146/lembaran-sejarah.23701>.

³² Sudarman Sudarman et al., "Local Trade in the Kingdom of Inderapura in the 17th-18th Century Ce," *TSAQAFAH* 16, no. 1 (May 3, 2020): 43–44, <https://doi.org/10.21111/tsaqafah.v16i1.3889>.

³³ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 14–15.

greatly affected the coastal trade relations with the Company.³⁴

The Dutch Company in the 17th century built forts in strategic, military and economically important cities for the development of its commercial influence, free from the risks it had suffered so far. Efforts will not be successful if the military situation with Aceh cannot be resolved peacefully. The Aceh-Dutch political-economic relationship, which since the reigns of Iskandar Muda (1607-1636) and Iskandar Tsani (1636-1641) has been more bad than good. In the middle of 1659 AD, the envoy of Aceh Darussalam came to Batavia in order to mutually agree on peace between the two. In 1660, an agreement was reached, among others, allowing the Dutch to buy pepper and gold in the coast, establishing a fort in Padang, helping the Dutch Company to collect its debts in Tiku, Pariaman, Padang and so on and forbidding the Coastal area from cooperating with the British.³⁵

Actually, which played an important role in the maritime world in the southern coastal region was the Indrapura Sultanate as the most important kingdom and the largest pepper producer in the Pesisir Selatan.³⁶ However, the Indrapura Sultanate was only a "stepping stone" for the Dutch to monopolize trade in the region. This happened based on an agreement that became known as the "Painan Agreement" (*het Painans Tractaat*) in April 1663 on the basis of a secret agreement between Raja Panjang, Raja Indrapura (sultan Mansyursyah), merchants from Tiku, and merchants from Padang and Joan Maetsuyker (Governor and Dutch General on the West Coast of Sumatra). Among other things, it was also written that the Company was granted a monopoly right to trade in the Indrapura area and other

places that were subject to its orders, without paying any duty, except for offerings to local authorities as was customary before. The Company reserves the right to test the grade of gold sold to it before the purchase price is determined. Indrapura and the subjugated areas, would expel the commanders and other Acehnese officials from their areas and the Company would protect them from enemies attacking from the sea, as far as it could. Furthermore, the agreement contained a provision that the law of Indrapura did not apply to people and company employees who committed a crime in Indrapura, as well as on the coast and in writing the official Dutch Company had a monopoly right on the coast (especially the south), but the exercise of that right was not as smooth as it was supposed to be. envisioned by the Company.³⁷

C. Economic-Maritime Centralization Between Indrapura-Dutch at Muaro Sakai Port

1. Description of Muaro Sakai Port

Muaro Sakai Port is located in the Muaro Sakai village. Formerly Muaro Sakai was called Batang Sakai, then Muaro Sakai became a village in Indrapura because of its strategic position and became a meeting place for major rivers such as the Sindang River, Batang Air Lunang, Batang Tapan, Batang Air Indrapura (Sungai Batang) and small rivers- other small potential as a port base. The remains of the building can still be found in the Indrapura area.³⁸ This former port is one of the Dutch ports on the coast of West Sumatra for the southern region and has the same function and status as the Port of Muaro Padang, Air Bangis Port in West Pasaman Regency, namely as a port between countries or regions at that time. According to information, the Muaro Sakai port site was built by

³⁴ Mansur, 87.

³⁵ Mansur, 89–90.

³⁶ Mansur, 91.

³⁷ Mansur, 94–95.

³⁸ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 18.

Koninklijke Paketvaart Maatschappij (KPM) in the 1800's after being used by another Dutch trading company, namely HPA. This port is one of the berths for ships in the southern region or ships from Muko-Muko, Kerinci, and the surrounding area.³⁹

For the construction of this port, the Dutch trading partnership leased land to the Indrapura Sultanate and the Indrapura Sultanate was entitled to oversee the port. The transfer of the management of the Muaro Sakai port to the Indonesian government was carried out in the 1950s. To oversee the administration of the port, the sea transportation authority places the port under the coordination of the Teluk Bayur Port Administration (Adpel). Then Post-independence, after the nationalization of the port by the Government of Indonesia, this port was still operating until the 1970s. After that, this port was no longer functioned and is now only used as a harbor for fishing boats.⁴⁰

This port is no longer in use for several reasons, namely reasons of non-use and reasons of convenience. The first reason was because the government no longer used the port in conducting maritime transactions that connected the route on the West coast of Sumatra at that time, therefore a lot of the debris from the former port was taken by the community, some then sold it and some used it for the foundation of the house. Then the second reason is because the Muaro Sakai area often floods up to several kilometers from the center of the port to seep into the houses of surrounding residents, therefore the company from PT. Incasi Raya made small ditches so that the circulation of the Muaro Sakai river water spread to several coastal areas of Ujung Tanjung. PT. Incasi Raya Sodetan is a subsidiary of a business group PT. Incasi Raya

Group, which is engaged in plantations (especially oil palm) and its processing industry, which is located in Muaro Sakai Indrapura, Pancung Soal District, Pesisir Selatan Regency.⁴¹

The remains that are still visible in this port are four warehouses located on the banks of the Muaro Sakai river. To facilitate identification, these four warehouses are named Warehouse A, B, C, and D sequentially starting from the north side. Warehouse A, which is located in the northernmost part, is separated from the other three warehouses. This warehouse was previously functioned as a place to store daily necessities. The surrounding community calls it a salt warehouse because this place used to be a place to store salt and other daily necessities such as cooking oil, kerosene, soap, and others.⁴²

Warehouse A has a tin roof with wooden walls and a permanent stone floor. There are five entrances on the north side, each door has two doors. At the top of the door there is a vent with five bars, hinges and locks made of iron. The main room is raised 78 cm from the terrace so that at each entrance there is a connecting ladder between the inner room and the terrace. This building measures 28 m x 9 m with a height of 5.2 m. Meanwhile, Warehouse B measures 35 m x 10 m, while Warehouse C and D are the same size, which is 30 m x 10 m. These three warehouses are supported by H-shaped steel pillars. The roof of the building is made of zinc, while the lower walls are made of stucco brick as high as 60 cm.

⁴¹ Ellysa Wilya Pratama and Syamsir Syamsir, "EVALUASI PROGRAM CORPORATE SOCIAL RESPONSIBILITY (CSR) PT. INCASI RAYA SODETAN DALAM PELESTARIAN LINGKUNGAN HIDUP MASYARAKAT DI NAGARI INDERAPURA KABUPATEN PESISIR SELATAN," *Jurnal Manajemen Dan Ilmu Administrasi Publik (JMIAP)* 2, no. 3 (November 15, 2020): 47, <https://doi.org/10.24036/jmiap.v2i3.170>.

⁴² Bahar and Amril, "Peninggalan Maritim Pantai Sumatera Bara," 30.

³⁹ Yusfa Hendra Bahar and Fauzan Amril, "Peninggalan Maritim Pantai Sumatera Bara," *Jurnal Amoghapasa* 13, no. XV (June 2009): 30.
⁴⁰ Bahar and Amril, 30.

Based on what remains, the top of the wall is most likely made of zinc and the top edge is decorated with vents made of steel wire. The floor of the building is made of crushed stone. In Warehouse B on the west side or the side facing the river there is a 3 m wide road leading to the river. This road is an access for loading and unloading of goods. A similar road was also found on the west side of Gudang C. Based on local information, these three warehouses used to function as storage places for plantation and agricultural products such as coffee, cloves, tea, cinnamon, rice, and others.⁴³

2. Impact of Maritime Economic Centralization of Muaro Sakai Port

In simple terms, the maritime economy of the southern coastal region can not be separated from the commercial network with coastal cities built due to several factors: first, the political network is the most dominant thing that was built by the Sultanate of Indrapura. In the 16th-17th centuries, the majority of coastal cities on the west coast of Sumatra were under the control of Indrapura. In addition, the king was also active in sending political letters to small kingdoms along the West Coast of Sumatra. Second, a profitable trading network. Indrapura has developed a duty-free trading system. With a trading system like this, the Muaro Sakai port in Indrapura became crowded. Third, a network that is built based on the same culture and religion. Broadly speaking, the people of the west coast of Sumatra are Muslim and strongly adhere to Malay culture.⁴⁴

Muaro Sakai Port is located on the west coast of Sumatra. As you need to know, that the coastal area is a meeting area between land and sea, towards the land covering both dry and submerged

land which is still influenced by the characteristics of the sea such as tides, sea breezes and salt water seepage. Towards the sea includes parts of the sea that are still influenced by natural processes that occur on land such as sedimentation and freshwater flow, as well as those caused by human activities such as agriculture and pollution in the Directorate General of Coastal and Small Islands (2003). Dahuri, et al. (1996) defines a coastal area as a transitional area between land and sea, where the landward boundary is an arbitrary distance from the highest average tide and the seaward boundary is the jurisdiction of a province or state in a country. The coastal area is a transitional area between land and sea waters.⁴⁵

Coastal communities have a high survival for fittest. Limitations in natural resources seen from the level of fertility when compared to rural areas make them persistent in trading. Coastal traders made great profits in the city. As brokers, they are very agile in exchanging goods. Inland residents enjoy imported goods brought by brokers. Items such as: Silk, Salt, Salted Fish, Ceramics, and Opium were traded. Forest products from inland communities are exchanged for these goods, and brought to the coastal port, a network of foreign traders, intermediaries, and inland traders reflects the existence of cultural trust between them. The inhabitants of the West coast were formidable sailors, They sailed far away islands, even as far as Madagascar (East Coast of the African Continent) to do business. There they joined other Malay settlers.⁴⁶

⁴⁵ Kadhung Prayoga, ed., "Pemanfaatan Kearifan Lokal Dalam Rangka Peringatan Dini Bencana Masyarakat Pesisir Yogyakarta," in *Bunga Rampai Kepesisiran Dan Kemaritiman DIY Dan Jawa Tengah* (Bogor: Badan Informasi Geospasial, 2016), 16.

⁴⁶ Imaduddin, *Inderapura: Kerajaan Maritim Dan Kota Pantai Di Pesisir Selatan Pantai Barat Sumatera*, 46.

⁴³ Bahar and Amril, 30.

⁴⁴ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 43-44.

As far as the boat sails, it will also return to the pier. In that context, the port plays an important role as a place for boats to dock. The main function of the port is not only a place of anchorage, but also a gathering place for trade. The word port in English (harbour) refers to its function as a place of refuge and shelter. In addition, a term that is close in meaning to the port is a port that sees the port as a gate, where ships and boats go in and out. Thus, according to Lopian, the hinterland is in an interaction, especially maritime trade. The development of ports is often followed by the emergence of port cities in coastal areas, also increasing the intensity of communication between merchants at the port.⁴⁷

Even though Muaro Sakai Port was founded in the 1800s or in the 19th century AD, from the perspective of the construction of warehouse buildings and loading and unloading of commodities, still see the remains of its remains until now in the Indrapura area. Long before that 1513 Indrapura was busy with the impact of foreign powers in its waters. This certainly proves that prior to the existence of a port where heritage can still be found in Muaro Sakai district, Indrapura, land and river trade had already taken place there. This former port is one of the Dutch ports on the coast of West Sumatra for the southern region and has the same function and status as the Port of Muaro Padang, the port of Air Bangis in West Pasaman Regency, namely as a port between countries or regions at that time.⁴⁸

Muaro Sakai Port is a special port for people who trade Coffee and Tea. Muaro Sakai is strategic because it is a meeting place for large rivers, such as the Sindang River, Batang Air Luang, Batang Tapan, Batang Air Inderapura and other small rivers. The West Coast is a trade route that connects South Asia

with the Sumatra region and has access to Java known as Java Dwipa. The goods are loaded onto the ship and taken to Padang. The commodity of tea comes from Kayu Aro, while coffee from Batang Berangin Kerinci, Indrapura's main commodity is traded and brought by British, Portuguese and Dutch traders, Kerinci, Muaro Labuah, and Jambi are the buffer for Inderapura which also produces export commodities. Trade and agricultural activities are increasing in frequency, making outsiders flock to the port of Muaro Sakai. Contract workers from Java are employed as workers in the Kayu Aro plantation. Foreign traders, such as China, England, India, Spain made trade contacts with Indrapura. In the past there was such a thing as "pencalang", or a boat as a means of transporting traders from the archipelago. Banten conducts trade relations to look for daily necessities, such as coffee, pepper, chili, rubber, corn, sweet potatoes and taro.⁴⁹

At the beginning of the 17th century AD, large ships from abroad had docked in the waters of Indrapura. The ship that was very popular at that time was the Bahrul Abyad ship which was used by the people of the west coast of Sumatra to perform the pilgrimage to Mecca. The ship which has a capacity of 350 tons comes from Egypt. Every year, this ship sails back and forth through the western route of Sumatra then passes through India and docks in Basrah. It can be said that in addition to the function of the Muaro Sakai Port as a trading port on the west coast of Sumatra, the port is also used for the departure of people who want to perform the pilgrimage.⁵⁰

Likewise with the VOC merchant ships. In 1648 AD, three VOC ships had docked on the West Coast of Sumatra

⁴⁷ Hamid, *Sejarah Maritim Indonesia*, 13–14.

⁴⁸ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 32–33.

⁴⁹ Imaduddin, *Inderapura: Kerajaan Maritim Dan Kota Pantai Di Pesisir Selatan Pantai Barat Sumatera*, 47–48.

⁵⁰ Putri, "Pelabuhan Muaro Sakai Di Pantai Barat Sumatera Masa Kesultanan Indrapura," 35.

which was the territory of the Sultanate of Indrapura. The ship *Wesel* docked at the Inderapura port, the *Noordstar* ship docked at Salido, the *Swarte Beer* ship docked at Pariaman Port and the *Wolff* ship docked at Tiku port. The ships stopped at Indrapura to buy quality pepper to be traded in Europe.⁵¹

In short, the port of Muaro Sakai experienced a heyday between the 16th and 19th centuries. The port, is so important and the price of pepper is so high that there is an expression "as expensive as the price of black pepper" to describe something that has a high value. During Dutch rule in the early nineteenth century, the port of Muaro Sakai was modernized by making fencing (lighthouses) from storage warehouses. If in the past these warehouses were used to store pepper, in the Dutch period they were used to store tea and quinine from Kerinci which would be transported to Java. Currently (I mean 2003) some warehouses are used to store lokan, salt and logs. That is why people know the warehouse as a "salt warehouse".⁵²

Maritime affairs that occurred at Muaro Sakai Port, provided an opportunity for all regions of the archipelago to carry out trade transactions without many significant disturbances in the transaction process until they were separated from the west coast of Sumatra, especially the Indrapura area. In addition, the great role of ports that have warehouse facilities is to make safe any logistics goods or commodities that are temporarily stored in ports before being distributed by land or sea routes again. Because this makes it easier for the trade network to be simpler and more complex for the implementation of maritime trade in Muaro Sakai Port.

CONCLUSION

The origins of the Indrapura Sultanate are not known with certainty, only the founder and the initial period of the sultanate's sovereignty in the Indrapura region in particular are known. This sultanate experienced a dysfunctional sovereignty after the political acquisition of the sultanate under the authority of the Sultanate of Aceh Darussalam, including in the monopoly-controlling trade in the area that would be subject to natural resources. The existence of the authorization of the Sultanate of Aceh Darussalam against the sovereignty of the Sultanate of Indrapura had bad implications for the sustainability of their trade monopoly in Indrapura, because the original indigenous people did not accept that the Aceh Darussalam Sultanate had colonized their economic rights which led to several conflicts between the Indrapura Sultanate and the Dutch Company military to expel the Sultanate. Aceh in their territory.

The harmonious and cooperative relationship between the Dutch Company and the Indrapura Sultanate in the sustainability of maritime economic activities in the West coast of Sumatra.

⁵¹ Putri, 35.

⁵² maduddin, *Inderapura: Kerajaan Maritim Dan Kota Pantai Di Pesisir Selatan Pantai Barat Sumatera*, 48.

The arrival of the Dutch initially only wanted to conduct trade cooperation in the area, but gradually the Dutch Company eventually became the ruler and controller of the territorial economic movement of the Indrapura Sultanate, especially in the southern coastal areas, namely the Salido (Painan) and Muaro Sakai (Painan) districts. The wealth of natural resources was under the economic control system of the Dutch Company without any significant interference from inside and outside the Sultanate of Indrapura. The center of the Dutch Company's economic movement in the Indrapura Sultanate was the establishment of the Muaro Sakai Port in the Muaro Sakai river area which was connected to the Indonesian ocean sea route at that time.

Muaro Sakai Port, which was founded by the Dutch, actually gave two impacts at the same time for the sustainability of the existence of the Indrapura Sultanate on the south coast. The positive impact is the trade route which has covered the regional area, when the Dutch took over its maritime economy until it finally reached the entire archipelago and even internationally to Europe, thus the trade route was not limited to spices, even to mining products and porcelain objects. Then the bad impact is the reduced power of the Indrapura Sultanate as the holder of the power of the territorial area itself, thus making the authority of the Indrapura Sultanate not very visible. However, despite this, the Sultanate of Indrapura also has an active role in the process of regional and international maritime trade transactions in various commodities.

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