

## Summary

There were many anecdotes that widely spread among the Indonesian nationalists in the 2<sup>nd</sup> and 3<sup>rd</sup> decades of the 20<sup>th</sup> century. One of them was the twisted translation of KPM, an abbreviation of the name of the Netherlands Indies (NI) “national shipping company”: *Koninklijke Paketvaart Maatschappij* became *Kapal Paling Mahal* (the most expensive ship or *Kapal Paling Monopolistis* (the most monopolistic ship).

The above anecdote, besides had political meaning, was actually also an historical reality. The NI government controlled (monopolized) strictly the sea transportation, and KPM was founded intentionally to run that monopolistic policy. KPM received subsidy: It had the right to serve almost all of inter-insular routes, it had the right to set the ticket price, and the government protected her from the competitors (other foreign shipping companies). Besides, the NI government also gave special deals to other shipping companies under the Dutch flag.

The monopolistic policy in sea transportation relatively gave no chance for the other shipping companies to operate in the NI waters. Only an “extra ordinary event” could break this system. When this moment came the foreign shipping (included Japanese) companies had to catch it immediately. However, as soon as they operated, several barriers (regulations) were imposed quickly by the government, and Japanese shipping companies had also ever experienced those restrictions.

One of the said “extra ordinary event” was the 1<sup>st</sup> World War (1<sup>st</sup> WW). At that turmoil period, when European ships absented in the Southeast and East Asian waters, the NI government welcomed the operation of the Japanese shipping companies in its territory. This was clearly seen when NI Governor General ordered all of the Dutch higher functionaries in the cities of Manado, Makasar, Surabaya, and Batavia to welcome the ship of Osaka Shosen Kaisha (OSK) when this company launched its first trip to the Archipelago in 1916.

The Japanese also started its service in the Netherlands Indies with the very much “oriental manner”, but had deeply political meaning. The first trip of OSK was accompanied by 50 prominent Japanese; they were the parliament’s members, higher officials, businessmen, industrialist, and headed by the Japanese consul in Batavia.

Since the first visit of OSK until the last year of 1930s as many as 14 big and tens of small Japanese shipping companies had been operated in the NI. The big companies generally visited the main (‘open’) seaports in Java, Sumatra, Kalimantan, and Sulawesi, while the small companies, commonly visited the small (‘second class’) seaports in Java, Sumatra, Kalimantan, and Sulawesi as well as in the other small islands. The number of harbors visited by the small companies was bigger than those visited by the big companies.

There were three kinds of service carried out by the Japanese shipping: firstly, international service, between the main seaports in Japan and in the NI; secondly, feeder services, between main seaports in the NI and the harbors surrounding this archipelagic state, such as in the British Malays, Thailand, Caroline Island and Truk in the Pacific; thirdly, inter-insular or inter-coastal service, between seaport within the NI.

Besides trading ships, Japan also sent its warships to the NI. The 1<sup>st</sup> WW was also an important mile stone for Japanese warships visit to the Archipelago. In the pre-1<sup>st</sup> WW the Japanese warships only anchored in the Javanese seaports with a very small number (1-3 every year) and after the war (up to

1920) Japanese warships focused their visit to harbor outside Java, especially in East Kalimantan and Maluku. The most visited port were Tarakan and Samarinda (East Kalimantan), Menado (Sulawesi) and Ambon (Maluku) with the number of visit between 10 to 201 in every cities between 1920-1938.

With the higher number of visits, many kinds of services, many visited ports, and the amazed number of the warships, it could be said that the Japan was a country that successfully broke through the Dutch monopoly system in the sea transportation. And once Japanese shipping operated in the NI, it was very difficult to reduce or stop their activities. However, the NI always tried to issue several regulations, but the Japanese always found the ways to escape those regulations. This reality continued until the Dai Nippon army occupied the Archipelago at the end of 1942. And it was important to note, that the Japanese army entered the NI mainly through the most visited cities by its warships.

Publication of the Results of Research Project:

Verbal Presentation (Date, Venue, Name of Conference, Title of Presentation, Presenter, etc.)

Lecture of “Indonesian Maritime History” in the Post Graduate Program, Univ. Andalas, Padang, on June 28th 2010

Thesis (Name of Journal and its Date, Title and Author of Thesis, etc.)

“Japanese Shipping Java and Outer Islands of Indonesia Before 1942” in *International Journal of Maritime History* (2011).

Book (Publisher and Date of the Book, Title and Author of the Book, etc.)

*Penetrasi Lewat Laut: Kapal-Kapal Jepang di Indonesia Sebelum Tahun 1942* (Yogyakarta: Ombak, 2011).