Modernization of Sea Transportation Between Islands
On the Southwest Coast of Halmahera The 20th Century: A Socio-Historical Perspective

Abd. Rahman
Department of History-Faculty of Literature and Culture, Universitas Khairun, Ternate, Indonesia

Abstract
The Marine Areas and Islands of Maluku is the area that is not foreign in Indonesia national history. However, this region has not become a serious concern of nearly all researches and foreign writers. This region is known as the spices islands had been a struggle for the nations of Europe, especially Portuguese, Spain, and Dutch, to seized the trading monopoly of nutmeg and cloves. Foreign nations that had been faced by local kingdoms which traces can still found today, namely Loloda, Jailolo, Bacań, Tidore, and Ternate. One part of this area is the Southwest Coast of Halmahera. Lives of the people in this region cannot be separated from the world of inter-island shipping. Various types of water transport appear to operate from a dinghy boat does not sail until ships twin-engine large sized motors. The water transportation functions not only as a tool of the fishermen to catch fish but also as a means of transport of passengers, goods, and services between islands. The question is how to model the development of mechanization sea transportation between islands on the coast of southwest Halmehara? And how the shape of the resulting social change at the local community? Through this article those two question will be answered. The methodology used in this study is a historical methodology which includes: search primary and secondary sources; oral and written; criticism of external and internal sources; interpretation; and the writing of the history of the following conclusions. The approach used in this paper are of sociology and anthropology with the concepts of modernization of transport technology and social change.

Keywords: modernization-transport; sociohistorical; north west coast-Halmahera.

INTRODUCTION
The general meaning of modernization are all types of social change in society that progressively move forward according to the scale of progress recognized. Its use is in the historical sense and is applicable for the entire historical period. In a historical period, there is a process of transformation through which the traditional societies of pre-technology towards a society marked by engine technology, a rational attitude, and secular social structure that is highly differentiated [1]. Rebuilt marine civilization that debuted not only be hung on the availability of large vessels and sovereignty in the ocean. Marine civilization needs to be supported by networks that originate on land as well. The synergy between the sea and the land actually be the key to the triumph. The blend is usually appears in the archipelago. Because it would be more appropriate to use the term “culture-based heyday Nusantara Archipelago” than those based marine (maritime culture). Sea and land is seen as a unified whole. Seafood not dividing mainland and the mainland is not the dividing sea. Both interconnect lands into the right ecosystem for the growth of a great civilization. Understanding of the unity of island
ecosystem is important because it is the capital of adaptation election right transport technology [2].

Fig 1. Left: The island world of Southeast Asia; Right: The Maluku World [3].

Southwest coast of Halmahera in the Maluku sea and islands, administratively now entered the province of North Maluku society merges with maritime culture. North Maluku archipelago, is a very large area geographically with its own natural characteristics. The people of this region have the knowledge, technology, and art to build boats and ships of its own, which cannot be separated from the maritime culture of Austronesian people of the past, although the area is in fact dominated by the Non-Austronesian cognates [5,6]. Languages are classified as Non-Austronesian widely available in North Halmahera and west, while belonging to the Austronesian more widely spread in South Halmahera [6,7].

DISCUSSION
1. Modernization of Traditional Boats and Coastal Access Southwestern Halmahera.

One sea transportation between islands is by boat. The boat also is water vehicle (do not usually have the deck), pointed at both ends, and wide in the middle. While the ship is a passenger car and goods at sea. If the term were combine, then boat or ship is a form of construction that can float (floating) on water and have a nature fit the form of goods and passengers. The nature of motion both can be with a paddle, wind, or the machine. The main dimensions of ship and boat consists of long (Length/L), wide (Breadth/B), inside/high (Depth/D). This marine vehicle has foreign terms, among which are: (1) Ship: for larger vessels; (2) Boat: for small-sized vessels; (3) Vessel: for large boats or small; (4) Craft: for small sized vessels only; (5) Carrier: for ships carrying bulk cargo (bulk carrier) and timber (log & timber carrier). As for some form of the

![Diagram of different types of ship/boat bottoms](image)

**Fig 3.** Some form of the ship/boat below the water line(WL) [8].

During the 20th century already four their vessel ship manifold operates mainly between the years 1900-1915 and 1916-1940. The type of ship is a type of boat and ship already sailed southwest coast of Halmahera. Types of ships are generally only shipping company owned by the Dutch Colonial Government, namely KPM (Royal Dutch Shipping Company/Koninglijke Paketvaart Maatschappij). Ship (schepen) driven by a steam engine that is based in Ternate as the main port in North Maluku. The second type (boat) is a type that includes: (1) small boats and dinghies such simple cano made from trees infested wood in the middle shaped dimples (canoe). The boat of this type there is a use of the screen there is nothing that is with a paddle. Cano has a mileage usually not too far out to sea; (2) The second type of boat is that include traditional boat manifold kora-kora (corcoa, corcorra); (3) Juanga (traditional boats are exclusively reserved for the royal party/sultanate as Loloda, Jailolo, Bacan, Tidore, and Ternate; (4) Semang-semang (traditional outrigger boat and motorized light with special steering rod made of wood/bamboo along the ½-1 meter; (5) Katinting (boat landlord-landlady sized bit length is not bercadik (long boat) with outboard engine propulsion simple/light is not wearing outrigger (long boat), with propulsion outboard engines simple/light an is usually made of fiberglass), and Giop, a type of boat made of wood planks boards or fiberglass are typically sized slightly long, thick, and strong, and had a motor/outboard-powered single or double. Fuel type of boat is usually a gasoline and diesel. The third type (vessels). Before the period of Japanese occupation army presence and Allies (the united states, Australia, the Netherland, and the UK in 1942-1949, marine vehicle models of inter-island vessels as the vehicle has not been found. In contrast to when the Pacific War broke out (1944-1945) which is part of the world war II (1939-1945) in which the manifold vehicles vessels belonging to allied troops, go out of the waters of Halmahera and Morotai.

Craft-type vessels (sea craft), is a kind of motorized boats speed boat (twin-engine speedboat from small to moderate with a passenger capacity of 50-500 people. The ships of similar water craft are modern single-engine vehicles and doubles with a higher speed level. The ships generally similar body has been made of fiberglass material that is much more resistant by the pounding waves of the sea. A kind of inter-island transport is not strange for people Halmahera now. The reason, in addition to the more advanced technology as well because its design is better, longer distances, and higher speeds. The kinds of inter-island transportation are very popular with residence of Halmahera including Loloda and Jailolo own geographic horizontal social mobility high on Halmahera Coast to other islands in surrounding a round.

The type of carrier ships is needed to transport various types of building materials both for its own use and for sale on Halmahera resident who need. Besides similar craft vessels may also be used to transport a wide range of agricultural products (plantation, agriculture, fisheries, farming, and mining) to be marketed in North Maluku capital and other cities in the region. The type of carrier ships is needed to transport various types of building materials both for its own
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In terms of form the hull/boat traditional and modern before and after the 20th century according to the trunk line floating boat/ship above the water level (water Line/WL), then the general model of the hull boat/ship used by the inhabitants of the coast southwest Halmahera is: V-Bottom (boat-shaped hull inverted triangle); Round Bottom (boat hulls semicircular WL); and Hard Chin Bottom. Three hull shape is commonly appeared on their boats. This form is still used today as a conventional model. But as the 20th century ended, the technology of boat/ship transport between island in North Maluku’s not much more accustomed to using two models of the boat hull. In line with the rapid advancement tech boats/ship between islands in this area, the other models will be used in accordance with the needs of.

2. **Inter-island Transport development in Coastal Southwestern Halmahera.**

Halmahera population southwest coast of Halmahera lived in the area which includes two districts namely North Halmahera and West Halmahera (formerly North Halmahera just before the separation) and the islands in the vicinity. In social mobility geographical horizontal inter-island transport is inseparable from the use of water from the boat kind of canoe/dinghy with oars using manual labor to the use of larger ships motor/twin-engine large-charged anyway. Residents in the southwest coast of Halmahera had hundreds of years to make the transport of water/sea dominant in social mobility between islands and villages in both scope southwest coast of Halmahera itself and to the other islands are smaller like Ternate. This town is the gateway that connects the North Maluku Islands one with the other Island. Technological developments sea transportation between islands on the coast of Halmahera can be seen in the image below:

![Fig 4. Left and Right: Parts of Boat and Ships [10].](image)

![Fig 5. Left: Kora-kora boat war in North Maluku, in VOC era, the beginning of the 17th century, looked exploited by Dutch to make the voyage Hongi (hongitochten). Right: the boats on the coast of the Island of Ternate, 1912-1917 [9].](image)
Fig 6. Left: Small boats and motor boats in the gulf of Kao; Right: Steamships Dutch Government and traditional boat of Halmahera towards Ternate, 1912-1917 [9].

Fig 7. Left: Simple outrigger boat outboard engine gasoline. Steering the boat’s steering wheel is a stick made of wood/bamboo along the ½-1 meter. Right: Simple outrigger boat with outboard motor gasoline ready for use, in Kedi, Soasio, South Loloda (Source: Abd. Rahman, Personal Photo Collection, 2016).

Speedboat engine driving at high speed with sound a bit noisier. Engine speedboat as it is commonly used by residents of the coastal areas southwest of Halmahera. They have a boat and speedboat to catch fish and as a means of inter-island transportation to and from Halmahera.

Fig 8. Left and Right: Speedboat dock at the Port of Kedi, Soasio, District Loloda South, West Halmahera District.
### Table 1: Ship Visits in North Maluku Utara, 1998.

<table>
<thead>
<tr>
<th>Num.</th>
<th>Description</th>
<th>Kind of Voyage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Ocean</td>
</tr>
<tr>
<td>1</td>
<td>Call Ship</td>
<td>194</td>
</tr>
<tr>
<td>2</td>
<td>Size</td>
<td>1.241.378</td>
</tr>
<tr>
<td>3</td>
<td>Dismantled</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>Loading</td>
<td>203.449</td>
</tr>
<tr>
<td>5</td>
<td>Passenger Down</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>Passenger ride</td>
<td>-</td>
</tr>
</tbody>
</table>

### Table 2: Flow Passenger vessel in North Maluku, 1998.

<table>
<thead>
<tr>
<th>No</th>
<th>Kind of Voyage</th>
<th>Passenger Down</th>
<th>Passenger ride</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Ocean</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>Archipel.</td>
<td>52.795</td>
<td>52.377</td>
</tr>
<tr>
<td>3</td>
<td>Local</td>
<td>2.058</td>
<td>2.274</td>
</tr>
<tr>
<td>4</td>
<td>people</td>
<td>115.176</td>
<td>135.067</td>
</tr>
<tr>
<td>5</td>
<td>Pioneer</td>
<td>45.960</td>
<td>58.507</td>
</tr>
<tr>
<td>6</td>
<td>Special</td>
<td>25.728</td>
<td>20.182</td>
</tr>
</tbody>
</table>

### Table 3: Local Transportation between Islands in North Maluku, 1997.

<table>
<thead>
<tr>
<th>Num.</th>
<th>Type Motor</th>
<th>amount</th>
<th>These sub-District</th>
<th>Frek. Week/day</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Outboard Motors</td>
<td>177</td>
<td>Gane Barat-Sofifi-Kayoa</td>
<td>2 X /Week</td>
<td>6</td>
</tr>
<tr>
<td>2</td>
<td>Sailboat</td>
<td>35</td>
<td>Saketa-Wanci-Bacan, dll.</td>
<td>2 X /Week</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Motor ship</td>
<td>1799</td>
<td>Babang-Saketa-Jaiolo-Daruba-Obi, dll.</td>
<td>everyday</td>
<td></td>
</tr>
</tbody>
</table>


### CONCLUSION

Social and cultural life of coastal communities and islands in Indonesia is very diverse. The social development of the coastal culture directly and indirectly affected by natural factors and the surrounding. Socio-cultural behavior is closely linked with people’s behavior in utilizing natural resources in the vicinity. Coastal and island communities who use the sea as land main livelihood, show different patterns and characters from the waters one region to another has a pattern different. Custom of tribes who live in coastal areas and island is very diverse as well. In some places often found their cultural sea or land arrangements often called sea customary right.

Region southwest coast of Halmahera covering North Loloda district and archipelago (Halmahera Utara) and South Loloda and Islands (West Halmahera) and Jailolo and islands (in West Halmahera) is part of the sea area and the Moluccas (North Maluku). Lives of the people in this region in the theories, concepts, and practice cannot be separated from the world of custom and tradition as a maritime culture that cannot be separated from the natural and geographical situation which demands a variety of technological innovations sea voyage, which developed throughout the history in the area of the sea and the Maluku Islands. Tens of thousands of island scattered here and there, some large and some small. The islands are connected by a variety of inter-island transportation to the mobility of the population is increasing, thanks to technology and motorized boats and boat motors. Halmahera island is the largest island of the longest coastline in North Maluku.

The historical study of modernization and mechanization of sea transportation between islands from traditional to modern in the southwest coast of Halmahera still needs to be nurtured, for maritime studies, including on marine and coastal communities in the areas of the islands of eastern Indonesia is still very are conducted by historians and other researches. Study in this paper is expected to be source of inspiration for the development of studies, research, and
other scientific publication in future development program related to the region as a center of maritime, marine, and island remained neglected. In addition, through this paper are also expected to follow up with both government and the private sector to continue to develop technological modernization and mechanization of inter-island shipping transport well in different types of boats and ships, as well as the pier, and his ports. Thus the government program will be the development of “marine highway” east-west can become a reality, so that the Indonesia people are no longer linger backs to the sea, which in fact has become the medium of progress and excellence in the past in the history.

REFERENCES