The Maritime Historical Background Of Bogak Port (8-20 Century), Tanjung Tiram District, Batubara Regency, North Sumatera Province

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Abstract. On January 2008 in the bank of the Bogak Beach, in the front of Fisherman Housing, Dusun XII Bogak Village, Tanjung Tiram District, Batubara Regency, North Sumatera Province found a boat. It was already researched that it was a heritage and related to that area in 18 century, and in that era was trade lines witches’ traders and fishermen from foreign countries sailed to Sumatera. Not only boat but also found Chinese ceramic and coins in 1734, 1752, 1760, 1780, 1781, 1788 and 1790 years. This paper tries to describe the role of Pantai Bogak Port at 18th Century until 20th Century in the east coast maritime, and to research the archaeological and historical resources in Tanjung Tiram Regency; to look for the authenticity from Batubara Regency, North Sumatera Province. It could be proud Indonesia, and give a horizon about the activities and the cultural human history in 18th century until 20th century. The data was from collecting data observation in the field, and to analysis data then to give recommendation. The information process is from collecting data about historical data and the archaeological data, and the collecting data was also used from the primer data through observation. The secondary data was from rapport, inventories register, study result, and from libraries.

Keywords: cultural heritage, boat, ancient port

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1 Introduction

Silau or Asahan in 18th – 19th century was the central of trade commodity from Toba area (McKinon, 1984: 329-330). The potential commodity is getah perca (sapotaceae) or gota ni meang (Batak language), specially for protected the leak of the boat or canoe. At that era, Asahan District still reign by the Batubara Kingdom, and reign by the 12th famous king, Datu Muhammad Yuda and yang bergelar Al Sridiraja. Datu Muhammad Yuda trade to Malaka, Singapura and the others area to had fund for built the Niat Lima Laras (1907-1912) palace.
In colonial era in Indonesia, East Sumatera include Asahan became district with Bengkalis, Riau as the capital city. It was an *Afdeling* (Regency) Asahan with the *controleur* in Tanjung Balai [1], and Dutch believed to Batubara Kingdom. At that time the famous kingdom was Datu Muhammad Yuda (Al Sridiraja), as the 12th ancestor. He was traded to Malacca, Singapore and other places to collect money for building new palace, the Niat Lima Laras Palace (1707-1912). The palace located in Limalaras Village, Tanjung Tiram District, Asahan Regency. After Datu Muhammad Yuda passed away in 1919, the ancestors stayed there, but in 1970 that palace was not took care anymore and no one stayed in the palace.

According to regulation number 8, at 1956 about Autonomy Established Great Areas, and also number 19, at the year of 1956 about Autonomy Established Small Areas said that the reign of king or sultan has been finished. The Batubara Kingdom became Asahan Regency territory included Tanjung Tiram. Because of this change, Bogak Port is remaining. This is one the reason why this paper should be written.

This paper would like to write again and to describe about Bogak Port history in 18th until 20th Century when Dutch reign and Batubara Kingdom reign. To describe the historical and archaeological in Tanjung Tiram District in east coast maritime.

The finding of boat, ceramics, coins and Istana Lima Laras Palace are data to describe about ancient living in east coast of Sumatera Island, especially potential of the Asahan District, Tanjung Tiram Regency, and North Sumatera Province authenticity.
2. Bogak Port

This is the map of Bogak in the east coast of Sumatera Island. The location of boat has been founded not far from Malacca Straits, near Tanjungtiram Left River and Tanjungtiram Right River. Photo no 3 showed the boat which has been founded in Bogak Village, Tanjung Tiram District, and according of Carbondating (C14) that it was about 240 ± 178 years ago [2]. From all the long of body Bogak boat it is showed the round form in the middle & strenght a long leght in the two points. Based on the technolgy showed that it was used pickax (*petel/belincung*). It could describe that whole wooden be cut in half, and made hold’s of boat with 7 centimeters thick. This boat construction showed combined with boat from Indonesian Archipelago and from the western. The keel of boat in the form of *lesung* boat showed the archipelago identifying mark, and the other park showed from western influence. The function of the boat is for freight commodity or trade, but not as a ferry, and this boat could load 15 ton.
The others finding in Bogak boat was some coins, it is refer to 1734, 1752, 1760, 1780, 1781, 1788 and 1790.

![Figure 4. Netherlands East Indies coins The front side](image1)

![Figure 5. Netherlands East Indies Coins – the back side](image2)

This coin was made from silver and the value about 1/20 Gulden, and be produce Koninklijke Leidong Munt, Utrecht, Netherland. In the front side showed an inscriptions – NEDERLANDSCH INDIES, and between the throne picture of 1887 year, in the below side script a word ‘CENT’. In the back side of the coins were script with two alphabet, Javanese alphabet and Arabic Alphabet. The Javanese alphabet: sapnyaba rayutus rupiyah and the Arabische: sakdu ratus rupiyah. It means seratus rupiah.

![Figure 6. EIC coin.](image3)

In the front of this coins draw English Kingdom symbol, and EIC coins means East India Company (English trade), and script the 1887 year. In the back side cannot be read.

![Figure 7. Victoria Queen coin](image4)

In the front side showed the picture of women, and around it write the Victoria Queen name. This was the first mold coins from Europe and made from bronze.
Coins with Arabic Script and showed the Islamic Year 1219 Hijriah = 1804 AD.

Figure 8. Arabic coin

Nederland Indie with 1886 year. The other side cannot be read.
Figure 9. Nederland Indie coins

According to Sir John Seeley [3] that the aim to study history is to be wise before something would be happen. So to develop the value of local culture, especially the history, as the important thing is to widen and bring some pattern in national culture. Local historical research is also to build local loyalty for national struggle to defense the Republic of Indonesia.

According to the observation should be known that around of the area which the boat has been founded, there not showed about the boat already made, not founded the wood shavings. From wood shavings could be known that the boat was made in that area. It is connected with the place where the boat has been founded, in the bank of the river, because of sediment many years ago. It is presumed that it was cast expressly, and in the lung run the closed by sediment material, and becomes thick. And then because of emotion and ablation made the boat float to the surface.

To have an absolute data about Radio Carbon analysis with C14 which was still on the wooden remains. The result show that 240 ± 120 BP (1950), that is 240 ± 178 years ago, or that the remains of sunken boat was from 200 years ago [4]. The Bogak boat was cultural heritage remains which is connected with social everyday life in the 18 century. Where the sailors and traders from many countries embellish the economic living and develop the multiethnic such as Javanese, Tamil people, and the Chinese in that area, which is becomes North Sumatera Society. When that area became rubber and others plantation, they became dock worker or coolie, porter or to be laborer.

Asahan Kingdom was reign in Islam Period in Indonesia. In the politic side, the changed could be happen, likes the last reign of Majapahit Kingdom and then came Demak Kingdom as the first Islam Kingdom in Java.
Be equal to shipping and trading expanded under Majapahit Kingdom influence – it is said as agrarian kingdom – the Islam influence in Indonesian Archipelago became more expanded. In Java the opportunity of see trade belongs before 15 century, it is seemed that the proselytization Islam religion was the trader and the seaman [4], and then followed by the harbor cities, especially along north Java coast. In fact, in 16 century, Demak was the one of trade city which the ruler already embraced Islam. The great influence also strongly grew in the eastern Indonesian Archipelago.

The Islamic influence spread greater than India influence. In the early period, Islamic cultural not grew in eastern Indonesian Archipelago, however is it not in the later on. The changed and the expanded of the Islam made cultural diversity because of Hinduism – Buddhism influence. The subordinate is not only in the economy, politic and social sector, but also religion.

3. Conclusion

The object from Bogak Beach had historical and archaeological value and should be preserved. It could be had a high value and make high prouder especially for Indonesia, and Asahan Regency. The main purpose of this research is to give benefit for science development which is connected with History Science, Archeology Science, Environment Science, and science connected to tourism, especially to develop the history. Hopefully that local person should known about to develop of maritime history in their area.

The Bogak boat was a potential and an attractive object as data for to known about every day’s life in east coast Sumatera Island. How they lived, they socialization, the traders living, and also some foreign tribe came and living together with the society.

The really potential problems use to solve through underwater remains study, ex. about cultural interaction between Indonesian and India, Arab, China and Europe. In the older period, the study also potentially help to uncover the dark side of ancient migration, likes the human migration Southeast Asia to Pacific. In the other scope, underwater remains potentially to show the capable of Indonesian Archipelago boats sailed. It proof that our ancestor has a navigation knowledge which make possible they sailed to every where cross widely the ocean. Besides that it could clear our comprehension about the shipping and trading regulation which makes possible the shipping and trading walking rapidly and orderly. It also can relate with the existence of Republic Indonesia, related with the borderline which connected to the waters territory. Underwater archaeology study for other objects can give especially the contribution and stressing in politic, cultural and social to effort about the borderline clearly.

Potency, problems and prospect on underwater remains in Indonesia which described above not give a critic to the underwater remains study, it show to realize and to encourage about what the expert has done and what should be done about underwater archaeology remains in Indonesia. Include what they hope. It is only will be back to us.
The Bogak boat as Archaeological Remains and as living culture, could be useful as attractive object destination for the tourists, and also to preserve it for another’s aims. For examples for economy, politic, and sciences. Tourism should to exploit it after knowing the nature potential, cultural potential, and historical potential of Bogak Village.
REFERENCES