

## Existence of Ampenan Port in the 19<sup>th</sup> Century (Maritime History Studies)

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Received 21 January 2025; Received in revised form 10 April 2025; Accepted 14 April 2025

### Abstrak

Penelitian ini bertujuan untuk mengkaji aktifitas Pelabuhan Ampenan sebagai pelabuhan perdagangan yang penting di Pulau Lombok pada abad ke-19. Metode yang digunakan dalam penelitian ini yakni metode penelitian ilmu sejarah yang terdiri dari pengumpulan sumber (*heuristic*), kritik sumber (*verifikasi*), penalaran (*interpretasi*) dan penulisan (*historiografi*). Konsep yang digunakan pada penelitian ini yakni konsep *port* yang dimana mengkaji pelabuhan dari segi ekonomi, terutama dalam hal perdagangan. Hasil penelitian menunjukkan bahwa pada abad ke-19 Pelabuhan Ampenan merupakan salah satu pelabuhan aktif yang menjadi pusat pelayaran dan perdagangan di Pulau Lombok. Sekitar tahun 1840 sampai akhir abad ke-19, Pelabuhan Ampenan dijadikan sebagai pusat kegiatan perdagangan antara pulau di Pulau Lombok. Adapun komoditas yang diperdagangkan terbagi atas dua yakni komoditas berdasarkan perpolitikan (beras, tekstil, senapan, amunisi, candu, dan minuman keras) dan komoditas berdasarkan kebutuhan (kacang hijau, telur, sarang burung, tembakau, tarum, sapi dan kuda, ikan, kayu cendana, teripang, penyu, dan lain sebagainya). Selain sebagai jalur pelayaran dan perdagangan lokal, Pelabuhan Ampenan juga masuk ke dalam rute perdagangan Internasional. Ada beberapa perusahaan pelayaran yang aktif melakukan pelayaran dan perdagangan di Pelabuhan Ampenan seperti perusahaan Eropa, Cina, dan Singapura.

**Kata kunci:** pelayaran perdagangan, komoditas, pelabuhan ampenan.

### Abstract

*This study aims to examine the activities of the Port of Ampenan as an important trading port on the island of Lombok in the 19th century. The method used in this study is the historical science research method which consists of gathering sources (heuristics), source criticism (verification), reasoning (interpretation) and writing (historiography). The concept used in this study is the port concept which examines ports from an economic standpoint, especially in terms of trade. The results showed that in the 19th century Ampenan Harbor was one of the active ports which became the center of shipping and trade on the island of Lombok. Around 1840 until the end of the 19th century, the Port of Ampenan was used as a center for trade activities between islands on the island of Lombok. The commodities traded are divided into two, namely commodities based on politics (rice, textiles, rifles, ammunition, opium, and liquor) and commodities based on needs (green beans, eggs, bird's nest, tobacco, tarum, cattle and horses, fish, wood sandalwood, sea cucumbers, turtles, and so on). Apart from being a local shipping and trade route, Ampenan Port is also included in international trade routes. There are several shipping companies that are active in shipping and trading at Ampenan Port, such as European, Chinese, and Singaporean companies.*

**Keywords:** shipping trade, commodities, ampenan port.

### INTRODUCTION

Indonesia is an archipelago state. The term *archipelago* or *archipelago* origin at

first from Greek meaning "sea" "main". In the context of No describe a number of an island surrounded by ocean, rather the

sea consisting of on row islands. So the sea No perceived as separator but rather one that integrates. Connectedness This Of course will happen If supported by tools transportation sea and its availability harbor For lean on (Sulistiyono, 2003: iv). Therefore matter the Already since long time ago Indonesia has Lots harbor important thing to be connector between island. One of the harbor important the namely Ampenan Port on Lombok Island.

Ampenan that we know Now as Name from one area of tourism epicenter beach and also culinary on Lombok Island is one of the harbor important in the 19th century. Ampenan Port in a way administration located on West Lombok Island and is center activity trade at that time. Besides being known as port, also famous as a port city where various type ethnicity inhabit city this. So it is not amazed if Ampenan Port called as door gate civilization on Lombok Island.

Historical evidence that proves the existence of Ampenan Port at that time can be seen from the remains of old buildings from various ethnic groups, both Chinese, Malay and Arab, which are in *art deco style*. These buildings are located in the Old Town of Ampenan, which is a port city that is part of the Dutch heritage in the early 20th century (Ihsan 2020: 1). Other evidence that describes the existence of Ampenan Port is the discovery of a giant anchor from China on May 20, 1977, which is estimated to have

been made in India at the end of the 17th century. This anchor belonged to a Chinese merchant named Cowo Liung Hui, which is now stored in the West Nusa Tenggara Museum, Mataram City (Hartati 2018: 184).

Ampenan Port Already exist since the Mataram Kingdom (Selaparang Kingdom). This port own Power pull alone for traders. Not only traders local, but also traders Europe. Rice is commodity trading important results from agriculture (rice fields), even can be exported to a number of islands in the Indonesian Archipelago. At the beginning 19th century, precisely in 1830, rice on Lombok Island began to sent to areas around through Ampenan Port, such as: Sumbawa, Timor, Makassar and Maluku. On the other hand, some commodity from outside traded in Ampenan, for example salt (Bali and Makassar), wood sandalwood, wax (Timor and Sumba), fish (Bima), jerky, eggs ducks (Maluku), and so on (Parimarta, 2002:198-199).

In addition, Ampenan Port is a strategic port that can connecting western and eastern Indonesia, which became place stop by for traders. Therefore matter the network trade at Ampenan Port the more wide. This port become the most active port on Lombok Island. Many traders from outside that does activity commerce even settle around port. One of them namely Mads Johanes Lange, is trader German origin who got permission

open business and trade around 1834. Apart from that, there was also George Peacock King who was a citizen English. Two businessmen this is the dominant one trade at Ampenan Port at the beginning 19th century.

Entering mid 19th century, Lombok Island experienced upheaval politics that resulted in the occurrence war you between the Mataram Kingdom with the Karang Asem-Sasak Kingdom. This war Then won by the king of Mataram. As a result war This shipping and trade at Ampenan Port A little disturbed. Until end 19th century Ampenan Port starting to be controlled by the government Dutch East Indies.

From the picture above, appears a number of the question then will under review in article this, namely: (a) Commodity What only traded at Ampenan Port during 19th century?, (b) How the existence of Ampenan Port throughout the 19th century?.

## METHODS

The steps used to study this research are using historical research methods. According to Louis Gottschalk in his book entitled "Understanding History", the historical method is the process of critically testing and analyzing records and relics of the past which are then presented in the form of historical writing (Gottschalk, 1983:39). There are four steps in this method, namely collecting

sources (*heuristics*), source criticism (*verification*), data analysis or reasoning (*interpretation*), and historical writing (*historiography*) (Kuntowijoyo, 1997:89).

The collection of historical sources conducted in this study is related to trading activities in Ampenan Port in the 19th century. There are two types of sources used in this study, namely primary sources and secondary sources. Primary sources in this study are in the form of archives or documents, such as *Koloniaal verslag* which is an annual report of the Dutch colonial government and several other colonial sources. To support primary sources, secondary or supporting sources are also used in the form of relevant journals, books or newspapers. For example, a book entitled Trade and Politics in Nusa Tenggara 1815-1915 by I Gde Parimarta. These sources can be traced both online and offline on several websites such as the KITLV Library, the National Archives of the Republic of Indonesia (ANRI), the NTB Archives Agency, the NTB Regional Library, the library of the Muhammadiyah University of Mataram, and so on.

From these sources, source criticism (*verification*) is carried out. The sources that have been collected will be criticized to test the correctness of the data. The criticism carried out is to compare the data so as to obtain information that fits the "spirit of the times" of the 19th century. From here,

*interpretation is then carried out* to find historical facts. These facts are compiled to produce a historical construction which is then written down using good and correct Indonesian grammar rules or what is called *historiography*.

## RESULTS AND DISCUSSION

### Overview of the Research Area

Lombok is a region located in the eastern part of Indonesia, precisely to the east of Bali Island. Geographically, Lombok Island is included in the Lesser Sunda Islands or *Kleine Soenda Eilanden* along with several other eastern islands such as: Bali Island, Sumbawa Island, Flores Island, Solor Island, Alor Island and Sumba Island which are then known as the Nusa Tenggara Islands. This region is directly adjacent to the Lombok Strait and the Bali Sea to the west, the Alas Strait to the east, the Indian Ocean to the south and the Flores/Makassar Sea to the north (Parimarta, 2002:25-26).

In terms of topography, Lombok Island has an area of about 5.000 km<sup>2</sup>. This island is famous for its fertility, lowlands that stretch in the middle from west to east, separated by a row of mountains in the north and mountains in the southern part of the island. In addition to being famous for its natural fertility, this island also has the highest mountain in West Nusa Tenggara known as Mount Rinjani and a lake known as Sagara Anak. Lombok is known to have a

river whose headwaters are in the mountainous area in the north and some flow in the middle of the island. In addition, in the southern region there is also a river with a not so large amount of water. In addition to rivers, on this island there are also anchorages, namely Ampenan which is in the western region and Labuhan Haji in the eastern region (Parimarta, 2002: 27).

Therefore its fertility, Lombok Island has results abundant agriculture and livestock. The results of agriculture and livestock this is what then become commodity important on the island This. Commodity the among them rice, corn, beans as well as animal cattle like cows, buffaloes, and goats. Commodities This Then Lots traded through Harbor Ampenan.



Figure 1. Ampenan Port in Colonial Period  
Source:

<https://kebudayaan.kemdikbud.go.id/bpcbbali/pelabuhan-kolonial-ampenan/>

In general, Indonesia has a tropical climate, but especially Eastern Indonesia, including Lombok Island in Nusa Tenggara, generally has a seasonal climate so that

evaporation is higher than rainfall. The climate in Nusa Tenggara is influenced by the monsoon winds. Indonesia's location between the continents of Asia and Australia makes Indonesia a crossing point for the monsoon winds. These winds move regularly twice a year, known as the West Monsoon *and* the East Monsoon. The West Monsoon blows every December with a peak in January and February marked by high rainfall, while the East Monsoon blows from July to August, blowing hard but cool. In April and May, the Monsoon is no longer erratic, this period is also called the transition period or the transition season at the beginning of the year. Likewise, October and November are the transition seasons or the transition season at the end of the year. In this transition season, sea water is generally calm (Monk, et al. 2000:69).

In addition to the Monsoon Wind, there is also the Trade Wind, which is a wind that blows around the Equator. The Northwest Wind (November-March) and Southeast Wind (May-November) also affect the surface currents of sea water. During the Northwest season, water from the China Sea flows from the Kalimantan Strait to the Java Sea, then continues to the Banda Sea and the Seram Sea. This Northwest Season is used by sailors in the west (China, Sumatra, Java) to go to Sulawesi, Nusa Tenggara, and Maluku. Conversely, they will return to the west during the

Southeast Wind season where water in the Pacific Ocean flows through Halmahera and the Seram Sea to the Banda Sea and Flores Sea, and so on through Sulawesi and the Makassar Strait to the Java Sea (Nontji 1993: 48-51). The Monsoon Wind and Trade Wind affect the direction of shipping and trade from and to Ampenan Port. So it is not surprising that Ampenan Port is visited by many traders from other regions in the Indonesian Archipelago.

### **Political Changes of the 19th Century**

The 19th century was period important in Indonesian history. Some researcher state importance century this, for example Sartono Kartodirdjo who is historian history social state that the 19th century was period upheaval social. While it is Adrian B. Lapien who is historian maritime state that period time the related with condition now. Where is the expansion area power The present Dutch East Indies is the territory of the Unitary State of the Republic of Indonesia which obtains form at that time. Traces policy economy Government Dutch East Indies during the period that's still the case can We Look until now (Poelinggomang 2016: 3).

I Gde Parimartha also said importance 19th century especially about development network trading where in the period 19th century to beginning 20<sup>th</sup> century network trading

wide going to world trade. This is marked with emergence material trading new, opened Suez Canal, and increasingly the crowd connection with Singapore (Parimarta 2022: 400). Things it also affects politics on Lombok Island, especially his mastery towards Ampenan Port.

In the 19th century, precisely in 1840, Lombok Island was under the control of the Mataram kingdom government with the reigning king I Gusti Ngurah Ketut Karangasem who ruled from 1831 to 1869. During his reign, I Gusti Ngurah Ketut Karangasem helped the Dutch East Indies Government in attacking the Karangasem Sasak Kingdom (Singasari), with the agreement that the Dutch East Indies Government would hand over the territory of the Karangasem Kingdom to the Mataram Kingdom. Then this was realized on July 21, 1849 with the signing of an agreement between the Dutch East Indies Government and the Karangasem-Sasak Kingdom which among other things stated that the Karangasem-Sasak Kingdom became one with the Mataram Kingdom under the Government of King Selaparang, domiciled in Mataram, Lombok (Gde Putra Agung, 2009: 64-65).

After I Gusti Ngurah Ketut Karangasem died, he was replaced by I Gusti Gde Karangasem with the title of Ratu Agung Agung Gde Ngurah Karangasem and appointed his son as a co-king named Ratu Agung Agung Wayahan Karangasem.

This leadership lasted from 1870 to 1894. But unfortunately in 1877 Ratu Agung Agung Wayahan Karangasem as co-king died so that he was replaced by Ratu Agung Agung Ketut Karangasem on December 28, 1877 (Gde Putra Agung, 2009: 66).

During the reign of these two kings, the Mataram Kingdom, also known as the Selaparang Kingdom, experienced progress, especially in economic terms, one of which was trade. Almost all economic activities are regulated by laws called *Paswara*. The *Paswara* is a kind of edict which is usually issued by the king to regulate trade, namely: 1. *Paswara* in frame to put things in order Then cross trading with outsiders. 2. *Paswara* regarding the behavior and attitudes of the community towards foreigners. 3. *Paswara* that regulates foreign traders to Lombok who trade. 4. *Paswara* regarding the arrival of foreign ships that dock on Lombok Island. 5. *Paswara regarding* trade transactions between natives with *sub-owners* and foreign traders (Department of Education and Culture, 1977/1978: 126-127).

The rapid progress of Lombok, especially in terms of trade, made the British also eye the island. Especially the Dutch East Indies government, which was worried that Lombok Island with its strategic and fertile position would shift to British control. This concern was also exacerbated by the presence of an agent

from England who settled in Ampenan Harbor from the Almijsda trading company in Singapore. This agent was tasked with carrying out direct trade between Lombok and Singapore. In addition, trading companies based in Java also opened their representatives in Lombok called *Douglas Mac Kenzie & Co*, *Paine Stricker & Co*, and *King & Co*. Since the presence of the British company agent, Ampenan Harbor has become increasingly crowded with ships from abroad, where the Lombok Strait has become busy as an open trade traffic between Australia, Singapore and China (Department of Education and Culture, 1977/1978: 126-127). The Dutch concern about the existence of the British nation on Lombok Island made the Dutch East Indies government sail to Lombok in 1894. So that at the end of the 19th century, Lombok Island was controlled by the Dutch East Indies government.

## **The Existence of Ampenan Port in the 19th Century**

### **1. Determination of Ampenan Port as a Trading Port**

Like has explained previously that Shipping and trade in Nusa Tenggara is very dependent on wind Monsoon namely East Monsoon and West Monsoon. At the time wind East Monsoon ships in Nusa Tenggara depart to west direction and ships from Maluku and surrounding areas come. On the other hand, when wind West Monsoon ships trade from west

direction coming like from Malacca and Java, while the ships in Nusa Tenggara sail to direction east towards Sulawesi, Buton, and Maluku.

Entering 19th century shipping and trade in Nusa Tenggara experienced change because of existence competition political between the Netherlands and England. In 1811-1816 the Dutch colonial territory fell in hand English. Then In 1816 the Dutch began take over colonial territory said. As a result from competition trading the made the Netherlands expand its territory until to outskirts The Indonesian archipelago, including Nusa Tenggara.

One of the areas that became attention government Dutch East Indies namely Lombok Island. On this island there is some important ports, but which are used as a trading port export and also import namely Ampenan Port. Ampenan is one of the the port that has role important on Lombok Island. This port located on the west coast of Lombok Island. Its location is around Lombok Strait has vital role in track cruise Because is an area that is always crowded for traders local, regional and international (Department of Education and Culture, 1977/1978: 251).

Entering the 19th century, there was trade competition between the Dutch and British governments which caused a conflict that culminated in the struggle for colonial territory. England with a trading

center in Singapore and the Netherlands in Batavia made an agreement stated in the London Convention of 1814. The London Convention was a bilateral agreement between the Dutch and British governments to end the competition between the two nations. In the convention, the Netherlands agreed to implement a Free Port system in its colonies. This policy was a condition made by the Dutch government so that its colonies (the Dutch East Indies) would be returned. The handover of the colonies was carried out on August 19, 1816 (Poelinggomang 2016: 47).

Although the port on Lombok Island is not included in the Free Port category because it is included as a port owned by the Indigenous Kingdom, the implementation of the free port system still has a positive impact on shipping on Lombok Island. Ships sailing from Europe to the eastern Indonesian Islands no longer stop at the Port of Singapore or Batavia but go directly to the destination port. For example, ships coming from Europe to Makassar, then from the port of Makassar to other ports in the eastern Indonesian Islands. In addition, the route used by Singaporean shipping companies is via Banjarmasin to Makassar then to other ports in the eastern region such as Nusa Tenggara, including Ampenan Port on Lombok Island (Poelinggomang 2014:49). Around 1840 existence Ampenan put into operation as the main port by the

Mataram Kingdom. Where this port is made into center export-import at that time. As has been explained Previously, the King of Mataram I Gusti Gde Karangasem with title of Great Queen Gde Ngurah Karangasem together the king's companion makes legislation (*Paswara*) especially in matter trade. The purpose For control the traders foreign or Europe that does trade at Ampenan Port. However matter This No obstruct English For open agent trade at Ampenan Port. Such as has explained previously, where agent This on duty For compile track track trade connecting Lombok and Singapore direct. Trading company English give impact positive for trade at Ampenan Port, where in 1835 the company *Douglas Mac Kenzie & Co, Paine Stricker & Co, and King & Co* founded workshop ship. This is give impact direct for existence of Ampenan Port. Ships foreigner who is not usually owned by the Dutch will stop by moreover Previously in Batavia, Semarang or Surabaya there was no Again stop by but direct towards Ampenan Harbor. With Thus the Lombok Strait becomes crowded with traders. As for the ships that anchored at Ampenan Harbor namely in 1841 a boat war English named Britomart, together with it also exists about 17 ships fish catcher. Also ever 18 European ships anchored, including 9 ships pillared three, three among them boat France, and others boat English but overall boat the

with the Dutch flag. In addition there are also boat or boat natives who stopped at Ampenan Port (Department of Education and Culture, 1977/1978: 252).

At Ampenan Port there is also *port master/harbor master* with authority as regulator shipping and commerce in the region. Harbormaster usually the origin of the traders, that's why No amazed most harbor master is a person from other ethnicities/tribes such as Chinese, Malay, Arab, and European. The harbor masters (subandar) assigned in a way special For interesting excise at a time required For give tribute to the king. Other duties of the harbormaster namely For secure track shipping and trade, as well become consultant for outsiders, inside matter This harbor master at a time play a role as someone who doesn't change it like a king. In carrying out his job harbor master accompanied craftsman note on duty For make letters transaction trade and also supervise performance harbor master (Department of Education and Culture, 1977/1978: 126-127).

Desire Government Dutch East Indies for control the port located in Nusa Tenggara so that it does not mastered England, making the Netherlands issue a number of policy, one of which is about Port Utilization. Policy the Dutch government regarding utilization harbor in accordance interest Government The Dutch East Indies are increasingly build Ampenan Port progress. progress even this

supported with development network transportation to all over corners of Lombok Island. Government Dutch East Indies build network transportation in the form of roads and bridges as well as means transportation, good transport land and also transport sea. Government Dutch East Indies Also build infrastructure tangible port repair pier, establish warehouse, house pawn, office *Dutch Bank of Handels And Royal Package Contents Education* (PKM) (Educate Pradjoko & Bambang Budi Utomo, 2013: 252).

## 2. Commodity Trading

Speak about commodity goods of course will discuss about trade. According to Van den Kraan in 1830 Lombok began to enter into the network trading world and rice as commodity main (Kraan, 2009: 95- 96). Rice No the only one commodity important but there is a number of commodity important others traded in Lombok both commodity export and also import. As for commodity export namely rice, slave, result forest, horses and commodities import between other opium, guns and money Commodity export-import the close the relation with politics 19th century.

Condition fertile ecology make Lombok Island have Lots results agriculture and also farm. Therefore fertility land and abundant water so that cultivate rice fields (rice farming) into more stand out. Since 18th century,

farmers on Lombok Island had already know rice field cultivation with system plow or ox - drawn harrow For to loosen and level agriculture. Methods such as This adopted from method Balinese agriculture, because that was the beginning worker irrigation done by Balinese people. Success processing land This make production rice on Lombok Island has increased. Therefore that Lombok is famous with trading rice in the 19th century.

Some countries become source import commodity important like textiles, ammunition, weapons, opium and drinks hard, imported from Singapore and Bengal (India). While that, gold and silver imported from Mauritius and Bourbon. Commodities This very needed by the top brass or nobility. Besides commodity import important said, the community local Also routine do trading with commodity like peanut green, egg, nest birds, tobacco, tarum, cows and horses, fish, wood sandalwood, sea cucumber, and turtles. Commodities This imported from Sumbawa, Bima, Timor, Makassar, and Maluku.

A number of the rulers in the Lombok area became super rich right due to by activity economy and also running trades, however comes from the results the tribute they collect from the farmers. With Thus it can be concluded that treasure the object obtained by the rulers the pure Because

existence element politics. Besides That, the King in Lombok. got source income from full control on two The ports in the Lombok region are Ampenan in the region West and Labuanhaji in the region East. The King of Lombok also to pick up excise trading on Arab and Chinese traders. Van Den Kraan mention that income received by the kings due to strong control to ports and activities commerce range between f 126,625 per year (Pradjoko & Kartika 2014: 116).

Increasing results production the rice that is around region Island Southeast on 19th century caused the occurrence surge trading rice, especially export to area others in Nusa Southeast of the land the rice fields very little. In the 19th century, Lombok was Wrong One areas that are classified as fertile with wide irrigation reach more than 25.000 hectares and rice fields cistern Rain as wide as over 45.000 hectares, making it as manufacturer abundant rice. In 1890, Lombok succeeded export rice with significant value. worth 20,000 *rijksdaalder*, oil coconut 600 *rijksdaalder*, and tobacco 13.000 *rijksdaalder*, importing opium worth 4.200 *rijksdaalder*, textiles 3.200 *rijksdaalder*, and liquor and brandy 900 *rijksdaalder* (Pradjoko & Kartika 2014: 115). Horses and sea cucumbers Also is commodity important exports from Lombok. Commodities This traded with textiles, weapons, porcelain,

silk, and opium. Since 1840s, trade opium in Lombok is done by trader English, Dutch, and Bugis. Although the king of Lombok forbade use opium, trade This still done in a way secret, even though the king himself own factory processing opium in Bali which is managed by Chinese people. Business opium give profit big for the king because many Chinese and Balinese people smoke it (Pradjoko & Kartika 2014: 116).

### 3. Ampenan Port in Network Regional- International Shipping and Trade

In its further journey, Ampenan as a port city, established relations with outside areas both in the field of shipping and trade with several ports in the Indonesian archipelago. The contact areas of Ampenan ports were not only with ports located around Nusa Tenggara or with areas in other Dutch East Indies, but also established relations with Sumbawa-Bima, the areas of Ended and Waingapu, Solor, Alor, Larantuka, Kupang, Makassar, Banjarmasin, Sampit and others.

For example, trade relations between Ampenan and East Timor can be seen in the colonial reports of *Overzicht Handel en Schepvaart Buiten Java en Madura* in various years. it was reported that there was import export between several ports in the Indonesian Archipelago and Ampenan Port. In 1861, Timor Koepang imported from Ampenan

Port using a Dutch-flagged ship amounting to f 3.926 and exported as much as f 414 (*Beknopt Overzicht van den Handel en Schepvaart to Timor Koepang, 1862*). Then in 1863, Banjarmasin and Sampit Ports imported from Ampenan Port amounting to f 2.592 (*Beknopt Overzicht van den Handel en Schepvaart to Timor Koepang, 1863*).

Ampenan's trade relations were also established with Makassar. Based on the 1864 *Colonial Verslag data*, it was reported that Makassar and its subordinate areas experienced bad weather which affected the rice harvest in Bantaeng and the northern part of South Sulawesi. This required the government to import rice from Java, Bali, Lombok and Sumbawa amounting to f 500.000, but f 400.000 of it was sent to Maluku (*Colonial Verslag 1864:186*). Furthermore, export-import activities from Ampenan Port to Makassar Port were also reported in the colonial trade report. Where in 1868 and 1869 the total import of Makassar commodities was reported as f 571,086. However, unfortunately this data does not explain significantly about the commodities exported or imported (*Beknopt Overzicht van den Handel en Schepvaart te Makassar en Onderhoorigheiden, 1868-1869*). This export-import relationship lasted until the end of the 19th century.

At the end of the 19th century, precisely in 1888, the Dutch East Indies

Government established a new shipping company, namely *Koninklijke Paketvaart Maatschappij* (KPM). In 1889, this shipping company received monopoly rights to conduct shipping and established thirteen shipping routes. One of the routes opened was the Sawu Sea area with a route from Singapore to Surabaya - Buleleng - Ampenan - Makassar - Bima - Waingapu - Maumere - Bima - Makassar. This shipping route was passed once a month (Pradjoko & Kartika 2014: 218).

The Dutch East Indies government was well aware that in order to compete with the Port of Singapore, it was not enough to just open as many ports as possible, but it was necessary to create a strong and integrated shipping lane, to match the shipping fleet of the British Empire. The economic crisis that occurred in the 1880s, the Dutch East Indies government implemented strict policies along the coastline of the Dutch East Indies colony. This strict protection was carried out with the aim of expanding the role of the fleets under the authority of the government and minimizing the dominance of shipping activities carried out by outside parties. This is where the importance of building shipping connections connecting islands or regions that will strengthen government control, both from an economic and administrative perspective. The Dutch East Indies government then established a *company* or company named *Koninklijke*

*Paketvaart Maatschappij* (KPM) on September 4, 1888. A year later, KPM obtained a monopoly to transport passengers, money and goods on predetermined shipping lanes. In addition, KPM is also permitted to build dock facilities, cargo, communication facilities and storage warehouses (Pradjoko & Kartika 2014: 218).

In addition to colonial shipping companies, there were also Chinese shipping companies that were tough competitors of the government. Campo stated that Chinese shipping companies had the most steamships. In 1888, the Chinese shipping company, Wee Bin & Co., had around twenty steamships serving the China-Strait of Maluku-Maluku route. Chinese shipping companies made huge profits because they had lower operational costs compared to European shipping companies. The Wee Bin & Co. shipping company has served shipping routes in Singapore - Jambi - Palembang - Munok - Banjarmasin - as well as the east coast of Kalimantan - Makassar - Maluku - Surabaya - Bali - Lombok - Sumbawa (Pradjoko & Kartika 2014: 219). was a major step in the Dutch East Indies government's efforts to fully control shipping in the region. KPM ships through three twelve track strategic shipping. In 1891, KPM succeeded in reach domination in activity shipping and commerce almost part big Dutch East Indies, with far number of fleets more bigger and more Lots other

companies. At the same time, the path important other opened For Eastern Residency and its surroundings with departure each the month from Singapore to The KPM shipping route that crosses the eastern region and its surroundings considered important Because experience growth significant economy. Therefore That Government The Dutch East Indies added timetable departure other shipping such as Surabaya, Buleleng, Ampenan as well as from Amboina, Makassar, Ampenan, Buleleng, Surabaya. With increase track said, then the Ampenan area and its surroundings in a way direct start connected with center trade on a large scale more big such as Surabaya and Makassar (Pradjoko & Kartika 2014: 220-221).

## CONCLUSION

History Ampenan Port is one of the ports located on Lombok Island. This port became one of the important ports in the 19th century, where it was the center of shipping and trade on Lombok Island at that time. In the early 19th century, Ampenan Port was under the control of the local kingdom, namely the Mataram Kingdom or also known as the Selaparang Kingdom. However, at the end of the 19th century, when the Dutch East Indies Government implemented a policy of expanding power, Ampenan Port became one of the ports under colonial control. During the 19th century,

shipping and trade on Lombok Island developed rapidly and entered the world trade network.

Commodity trading important thing that is attractive main in the Port Ampenan namely rice from farms in Lombok. In addition That Also there is commodities other Good commodity export and also commodity import. Active commodities traded through Harbor Ampenan can categorized in two matter namely First commodity based on development politics like rice, textiles, guns, ammunition, opium and drinks hard. Both commodity based on need public like peanut green, egg, nest birds, tobacco, tarum, cows and horses, fish, wood sandalwood, sea cucumber, turtle, etc and so on.

Shipping and trade commodity the to form a network trading Good at level regional and also international. Traders active local do trade in the port Ampenan among them traders from Bima-Sumbawa, Bugis-Makassar, Java, Maluku. Then trader other namely Chinese, Arab, Indian, Bengali and European.

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