

## Policy and Backwardness of Maritime Society

### Case Study on Community Maritime Affairs Bugis Makassar South Sulawesi

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*This paper is the third series of the fifth series of planned, wholly extracted and developed on the results of the study lead author of the dissertation entitled Socio Cultural Transformation: Initiating Community Renewal Maritime Affairs Bugis Makassar in South Sulawesi.*

#### Abstract

This research is motivated by a concern to the maritime community in Indonesia and South Sulawesi in particular, which is still very behind compared with other communities on the mainland or degenerate far backward compared with the maritime community in the past royal era (VIII century - XVII century: Sriwidjaya, Majapahit, and Gowa-Makassar). This study aims to reveal the concern of the government on maritime development in the State Bugis Makassar of South Sulawesi. This study uses Verstehen method was conducted through "historical approach" since the period of the kingdom until the reform period. The results showed that the retardation of Bugis-Makassar Maritime Communities in the Bugis-Makassar State was started in inattention government or precisely turned attention both central and local governments from land to sea. Since independence era or period of the republic, government policy in general more focus on the continental policy (to the mainland) in terms of physical potential of this nation is dominant on the maritime potential and this nation has historically also known as the nation's oceans (maritime) than the nation's land. The study recommends to realize what has been painstakingly formulated in Repelita VII up to X, a formula that relies on modernization alignments according to the great potential of maritime nations.

**Keywords:** underdevelopment, historical approach, and inattention government to the Nation Great Potential

#### 1. Introduction

##### *1.1 Objective Considerations (Maritime Society In Historical Perspective)*

World History has proved that The Bugis-Makassar is known for having the greatness of the sea, when this nation known as the Archipelago. Tom Pires cited by Pelras in Abu Hamid, (2005) explicitly states that:

"..... Makassar Islands there are about four or five-day cruise through the new island as we know (Borneo), on the way from Moluccas ..... communities on the island to trade with Malacca, Java, Brunei, Siam State and also with Pahang. No nation is more like a Siamese except them ..... .. They are infidels, manly, and warlike. There are many foods. People of the island is the greatest robber in the whole world, strength is great and the boat a lot. They sailed to rob from their country to Pegu, the Moluccas, Banda, and in all the islands around Java. .... They cruise around the island of Sumatra. In general, they are called Bajau (the strait). Spoils they brought to Jumaika near Pahang, where they sell and conduct continuous market".

Malay History References, argued that before the seventeenth century (XVI century exactly), the State of Malacca was once attacked by Karaeng Samarluha of Balului State (one country in Makassar in the sixteenth century), along with a powerful fleet of 200 boats. They sailed a few days, with the equipment towards Malacca, in an effort to open the trade lanes. Historians or other humanist, such as LJJ Caron Noorduyn always portray that the Bugis-Makassar has a history of old shipping by using phinisi boat. This ethnic group known as agile and brave sailors who sailed the seas to Southeast Asia and Australia. Sailing as traders and transporters crops. Since long before the arrival of Islam in South Sulawesi in the seventeenth century, they already know the coast of Malaysia, Aceh, Borneo, Jambi, Banten, Archipelago, the Moluccas, and Australia. (Read: Abu Hamid, 2005: 3).

The fall of Malacca to the Portuguese in 1511, resulting in growth in the archipelago maritime kingdoms, including the Kingdom of Gowa-Makassar. In a relatively short time grow a giant maritime empire to rival the spice trade the Portuguese in Malacca Islands. This growth was also followed by the Kingdom of Bone in the first half of XVII century in the Gulf of Bone. These same circumstances found by the VOC, since beating the Portuguese domination in Eastern Indonesia (Read: Abu Hamid, 2005: 7).

In the history of Indonesia noted that long before the birth of Bongaya Agreement (18 November 1667), City of Somba Opu Makassar was once the Trade Center Inter-island in the archipelago. The prices of agricultural commodities such as rice, fresh vegetables, and spices are cheaper than in other islands in the region (including in the area of origin of the commodity in question). Not only that but the European merchants (Portuguese, English and Spanish) at that time had a representative office in the city of Somba Opu. This means that the City of Somba Opu been victorious in the past. But after resistance Sultan Hasanuddin paralyzed by the Dutch (VOC). Somba Opu Makassar city as per lands lost in the economic arena maritime (Sagiman, 1983 in Abu Hamid, 2005).

Mattulada (1991) suggested that Makassar as one of Triumph Maritime Center in the Archipelago reached its golden peak in the late sixteenth century up to early seventeenth century (about half a century), or rather in the reign of King of Gowa to 14: I Manga'rangi Daeng Manra'bia - Sultan Alauddin with the posthumous title Tumenanga ri Gaukanna with Mangkubumi Karaeng Matowa: I Mallinggaan Daeng Manyonri - Sultan Abdullah Awwalul Islam with the posthumous title Tumenanga Agamana ri. Commonly called the Kingdom of Gowa Twins = Tallo ': Two King One People or also called the kingdom of Makassar.

But after the Kingdom of Gowa Makassar - forced to land by the Dutch Colonialism, since the maritime activities which had previously been in control of the kingdom to switch to close supervision by the colonial government. This situation continued until the proclamation of independence and even up to now in the republic era of attention to the development of maritime still not as serious as the government's attention in the Age of the Kingdom of Gowa Makassar - which is vigorously build an international port city, protect the traders who trade in Makassar and build fleets cruise on a large scale, and to establish friendly relationships with traders and merchants archipelago Europe, China, India, and Arabs in particular, as the realization of royal policy which is more popularly known as the "Open Door Policy". Thus glance we can say that adversity or retardation maritime community in the archipelago and South Sulawesi are due to lack of attention Colonialism Netherlands and the Government of the Republic in rebuilding the maritime civilizations in the archipelago.

### *1.2 Questions and Research Objectives (Why and for What)*

Starting from an objective consideration above, the study questioned till how far economic development policy (alignments) including choice of technology (both national, regional, and local) since the independence period to give serious attention to the development of maritime economic activities in South Sulawesi. This study is a review of the third series of five planned series. The first series is devoted to Capitalism and Underdevelopment Maritime Society and the second series that specifically discuss Sufism and Underdevelopment Maritime Society, both of which have been published. Overall article series is extracted and developed from the results of Study Lead Author dissertation entitled "Socio ~ Cultural Transformation: Initiating Community Renewal Maritime Affairs Bugis Makassar in South Sulawesi". The dissertation studies found that the downturn and or Underdevelopment experienced by the maritime community in the Land of Bugis Makassar is rooted a "big affair between Sufism, Capitalism, and the Continental Policy" in a long historical process. On the basis of the research question, the purpose of research or writing articles on this third series is to explore and analyze the level of attention of the government since the days of independence until now towards development of the State maritime Bugis Makassar in South Sulawesi in particular.

### 1.3 Theoretical References

#### Policy Perspective or Development Modernization

Policy or rather alignments generally demonstrated through regulations and programs that work with implementations that are usually marked with a choice of technology or what is called modernization. Most theories of modernization or development incorporate into it various levels of determinism, with reference to countries "developed" as a model. Is it because most theorists on this issue comes from areas "advanced" itself? Or study in countries "developed"? In this context, a Brazilian scholar: Alberto Guerreiro Ramos tried to clean the modernization theory of what he regarded as the rest - the rest of the metaphysical evolutionism in the nineteenth century.

By classifying all "theory of necessity" into such a theory group N, Ramos, in doing its job not only has held extensive study on European and North American contribution to the social sciences but also take advantage of practical experience in matters of Latin America, develop for our consideration of the outlines of a "model likelihood (possibility model)" herein after he calls Theory P, (Ramos in porcelain and Totten, 1985: 92).

The main assumptions of the theory of N, as far as modernization, is that there is a law of historical necessity that forced every community, try to reach a level that has been achieved by the so-called societies that have developed or modern. Societies it reveals to what is called modern societies as a picture of the future of societies emerging. The conclusion of this approach is that the authors or practitioners Theory N using a dichotomy-a dichotomy as developed countries opposed to developing countries, and communities "reference (model)" opposed to society "followers". Usually most of them spoke of "obstacles to development" or "modernization absolute terms", it is clearly influenced by the assumptions of the theory of deterministic N, the main model of modernization that is frozen, which is more or less identified with the level Western Europe or the United States now. Instead, Theory P has two main characteristics in relation to the modernization, namely: (1) Theory Passumes that modernity was not found in a particular part of the world; that the modernization process does not need to be oriented to an original model as in the teachings of Plato; and (2) P Theory holds that every country, whatever its present configuration, always has the possibility- the possibility of modernizing itself, which can reflect by the use of a normative model that is frozen and alien to the possibilities of it.

How far maritime development policy in Indonesia and South Sulawesi in particular reflect the realization Theory N (normative model) or Theory P (possibility model) is a matter that needs to be studied ~ in order to strengthen or improve maritime development policy paradigm that has been done in recent decades, if development policy rests on the theory of N, it can be ascertained that the maritime development in Indonesia and South Sulawesi in particular is not based on development issues or the potential of the maritime community modernization is concerned. Thus when the maritime community neglected, then the policy or unfair development, including the choice of technology is becoming one of the causes (Schumacher, 1979).

Furthermore, in his work Schumacher: Small is Beautiful (1979) criticized the development of technologies in developing countries that are considered not faceless humanity because its presence is actually only robbed rights - economic rights of workers. Don Ihde (in Francis Lim, 2008) called it-bodied or not to add or expand its accessibility, or in view Makagiansar (1997) called it "does not connect with our culture" all of which in the view of Ramos (in Belling and Totten, 1980) does not can be regarded as a modernization: a policy and technology options that are not relevant to the potential of nature and culture. Including in Indonesia the greatest potential of their people: Indonesian Maritime Continent, in contrast to policies that focus more on agricultural land ~ (Habibie in Firdaus Sham, 2007).

## 2. Research Methods

This study uses historical methods related to development policy since the days of the kingdom in the archipelago (particularly the Kingdom of Gowa-Makassar) until the Republican era - independence (from the period of the old order, the new order to the order of the reform). Data were collected through intensive interviews (Indepth Interview) against a number of key informants in snowball and a number of policy documents related to the economic development of maritime bases in Indonesia and South Sulawesi in particular. Documentation data is generally collected from the results of previous research and policy documents stored both in South Sulawesi Province Regional Library, Library of Hasanuddin University, as well as those located in the Office of the Regional Planning Board of South Sulawesi province. The data is analyzed qualitatively and interpretative (Verstehen, Weber in Ritzer and Goodman, 2004 and Kaelan, 2005) by using the analysis procedures that begin with: (1) the collection of data (data collection), (2) reduction of data (data reduction), (3) mapping of data (data display), and (4) the conclusions (conclusion), Miles and Huberman, 1995. This study concludes with reflective thinking, namely intuition on the essence of the object studied (Husserl, in Zubaedi,

2007: 121-134 ).

### 3. Policy and Maritime Society Backwardness

#### 3.1 *Alignments Maritime Empire Era*

In the Kingdom era (Gowa-Tallo) shows a very high partisanship on the development of maritime activity. The King of Gowa-Tallo (especially the King of Gowa VII up to X and King of Gowa XIV up to XVI) believe that their future is in the sea and it is evidenced by policies that make this kingdom as a maritime empire that is unrivaled. Maritime policy of the Kingdom of Gowa Tallomost famous is the so-called Open Door Policy or adult is popularly called free trade and make the Port of Makassar as Bandar Transito Standard Internasional. With Open Door Policy to give a chance to anyone (provide they do not intend to monopolize trade) or who wish to trade in the State Bugis - Makassar. This policy coupled with the Kingdom Protection against anyone who conduct business transactions in Makassar. The main objective of this policy is to establish a Shared Prosperity in the State Bugis - Makassar.

On the basis of this policy, the kingdom rebuild friendly relations that had long been awakened by a number of previous kingdom in the archipelago, namely with European traders (Except for the Dutch Company), West Asia (Middle East - India - Gujarat), East Asia (China) and Southeast Asia (the kingdom of Sriwijaya - Nusantara). This policy is supported by a fleet of boats that thousands of them, both as a carrier of merchandise (agricultural products) as well as a fleet of marine protection. In addition, in order to strengthen the Port of Makassar as a provider of food stocks, then the Kingdom of Gowa – Tallodoing development (expansion) power (through a process of Islamization) to the entire kingdom - Bugis Makassar and surroundings that are thought to supply the commodity trade (especially rice) in the amount of great to Makassar port.

Alignments Kingdom of Gowa – Tallo(Makassar) to maritime shown later when the Dutch showed lack faithful to the treaty of friendship as well as applicable with other European nations (Portugal and Spain). Similarly, when the Dutch request to the king of Gowa – Talloto suppress and prohibit trade Makassar people around the Moluccas and Banda. His Majesty the King of Gowa – Tallo rejected by stating:

"God has made the earth and the sea, the earth has been divided between humanity and the sea was given in general. Not unheard of that a seagoing prohibited. If you (the Netherlands) to do that, so you rob food (bread) in our mouth, the mouth of a king of the poor "(Dg. Patunru, 1983: 22).

Polinggongang, et al. (2003: 99) states that the rejection of the King of Gowa - Tallo' is at least contains four important things. First, the King of Gowa - Tallo' adheres to the principle of freedom of the sea. Second, the principle is seen as a divine arrangement. Third, the life of the Kingdom of Gowa - Tallo' and society is highly dependent on the terms of trade (spice) with Maluku so that when the Dutch demands would be met negate their livelihoods, and the Fourth, King of Gowa - Tallo statement' that shows the attitude against monopoly and if necessary carried out with violence.

#### 3.2 *Alignments Maritime Independence Era*

Entering the Age of the Republic - Independence, where the whole country in the archipelago joined the Unitary State of the Republic of Indonesia (NKRI), at the beginning of discretion still showing partiality to the development of maritime activities. In the hands of the First President of the Republic of Indonesia Sukarno succeeded in declaring Archipelago and then gets confirmation as State archipelago under Prime Minister Juanda (1957). Twenty-seven years later (precisely on November 16, 1984) under President Soeharto, the notion of State Nusantara managed to get international recognition.

But what happened later, after the State called Homeland is designing a development idea to the Five-Year Development Plan (REPELITA) her, especially from REPELITA I up to VI, experts around the Soeharto are experts in agriculture and the land - Suharto's background also as a man of Mataram, the economic development policies produced in REPELITA I up to VI over the land ~ based on the development of agriculture, with the assumption that the State of Indonesia is state agriculture. It is very is contrary to the above mentioned recognition as an archipelago country and even ahistorical as Ernah happen royal era (Read Devotional Habibie in Firdaus Sham, 2007).

In the elaboration and implementation of economic development (agriculture - mainland) in South Sulawesi as part of the Unitary Republic of Indonesia, is also still relies on the development of land and agricultural, of which we can see from the main program every periodization of government (governor) in South Sulawesi: (1) Lappoose Program and implemented by Governor Andi Oddang, (2) Commodities zoning program, Pick Process Selling, and Change mindset triggered and implemented by Governor Ahmad Amiruddin, (3) Grateks 2 Program triggered and implemented by Governor HZB Palaguna, (4) Golden Gate Program triggered and implemented by

Governor H. Amin Syam, and (5) South Sulawesi Program of Go Green is triggered and implemented by Governor Syahrul Yasin Limpo until now.

### *3.3 Alignments Maritime Reform Era*

Furthermore, in the Reform Era which is the era of transparency, we can understand the development alignments using budget approach. Especially in the reform era has formed Ministry of Maritime Affairs and Fisheries. National budget allocation up in the Reform Era (Fiscal Year 2004 - 2010), was also still remain dominant in the Ministry of Agriculture (or 1.040 Total 7.285 Trillion Trillion per year) compared with the Ministry of Marine and Fisheries (5.912 Trillion or 844.57 billion per year). Neither the Articles of South Sulawesi, especially in the Reform Era (FY 2005-2010) also remained dominant at the Department of Agriculture (390.111 billion or 65.02 Billion per year) compared with the Department of Fisheries and Marine Resources (238.312 billion or 39.72 billion per year). Funds allocated to the Ministry of Maritime Affairs and Fisheries is also still largely in the form of funds to finance offices.

Limitations of the government's attention to the development of the maritime community can also be seen from the substance of the development program that had been developed by the local government of South Sulawesi - as contained in the Long Term Development Plan (RPJP: 25 Years - 2008-2023) who subsequently translated into the Medium Term Development Plan (Development: Five Year) South Sulawesi. At RPJM South Sulawesi Year 2008 - 2013 found that of seven (7) agenda and the development policy 48 development programs in South Sulawesi, only 5 (five) program of which can be expressed touching aspects of maritime development. The fifth development program in question is: (1) an increase in agricultural production (including sea and inland fisheries) and rural agribusiness development, (2) increased public accessibility to credit institutions, (3) regional cooperation and trade promotion via Hasanuddin Airport and Ports - Soekarno Hatta, (4) the realization of South Sulawesi as the leading tourism destination in Indonesia, and (5) development nexus. But this was not the main agenda, because that is the main agenda of development in the South Sulawesi administration period 2008 - 2013 is more focused on service improvement of basic rights (education, health, and food ~ Raskin) as a top priority. Similarly, the formulation of the development agenda contained in RPJPD South Sulawesi (2008 - 2023), the overall further illustrate the strengthening of continental development, more emphasis on increasing agricultural production (food, agriculture, fisheries and livestock) towards the creation of strategic industrial development based on agriculture land.

### *3.4 Alignments and Options Maritime Technology*

Thus what is formulated in RPJMD South Sulawesi (2008 - 2013), including RPJPD South Sulawesi (2008 - 2023) is still the sustainability of development policy to the mainland (continental) or completely different to what has been formulated in Repelita VII (1999: since Reform Order: Era Habibie) up to Repelita X (2019), all of which are more focused on building maritime (fishing, marine tourism, marine transportation, maritime industry, mining and marine energy) which is supported by Science and Technology (Science and Technology) and Human Resources (HR) is reliable.

This does not mean that during REPELITA I - VI in Indonesia and or during Lappoase Program touch Sulawesi of Go Green and Programs in the Reform Era (RPJPD and RPJMD) in South Sulawesi, there is no concern at all aimed at the development of the activity maritime economy. Indeed in the Era of the New Order government (Soeharto) once echoed Blue Revolution program in the field of Marine and Fisheries which although not on par with the Green Revolution in agriculture - Mainland, has been able to raise revenue recognized maritime community. Just because the technology developed in the Blue Revolution in general is not adaptive technology with the natural potential of ~ anugrative and local maritime culture, the way then it raises a lot of problems. Good Technology to Accelerate Growth of shrimp and fish milk in the Community Pallawa or popular known as INTAM Program (Intensification Pond) and the Technology Acceleration Sailing on Pakkaja Community and Pasompe or popular known as Motorization, both of which have led to economic burden (operational costs) are kept increased, robbery of the rights of workers which then leads to social pathology mutual claimed (Silukkakki), robbery locality culture (especially traditional navigation in Community Pakkaja and Pasompe), and environmental destruction inevitable.

## **4. Epilog: Theoretical Reflection and Policy Implications**

Placed in modernization theory, what is done by the government in the development of maritime in Indonesia and South Sulawesi in particular better reflect the transfer of technology (aka growth acceleration program at Community Pallawa INTAM cruise or motorization and acceleration on Pakkaja Community and Pasompe) a revolution that is not adaptive with the great potential of the nation and utterly failed in building a maritime civilization, so what is done by the government so far towards maritime development can not be regarded as a

modernization. This failure is mainly triggered because of the impartiality of the government since the Soeharto era were more oriented to the development mainland (continental). Consequently the locality of maritime culture (traditional navigation) which is the national pride has been undertaken; the destruction and the takeover of the economic rights of the workers who have now led to social pathology (each claimed) and environmental destruction. This paper recommends to realize maritime alignments as has been painstakingly formulated by actors modernity in Repelita VII (1999) up to Repelita X (2019), which better reflect the overall modernization theory in the real sense.

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