

The Dutch East Indies Colonial Government Efforts to Eradicate Pirates Based on the 19th Century Colonial Newspapers

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Abstract

The presence of pirates in the waters of the Indonesian Archipelago had disturbed sailors and traders long before the arrival of the Europeans. This paper aims to show how seriously the Dutch East Indies Government faces the issue of pirates. News articles in the 19th century colonial newspapers contained considerable information about pirates in the Dutch East Indies, starting from the identities of various pirate groups and piracy cases to the Dutch East Indies Government's response to the rampant disturbances committed by the pirates. Historical methods used to examine sources include 19th century colonial newspapers, colonial archives, and previous studies and literature. This paper found that the Dutch East Indies Colonial Government made endless efforts, such as patrolling and chasing pirates, involving local nobles in the campaign against pirates, giving awards to those who played a role in pursuing and eradicating pirates, severe penalties for pirates, and the existence of cooperative efforts with the British colonies, illustrates how serious the pirates issue faced by the colonial government.

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Introduction

The Indonesian Archipelago had been known as an international trade hub in the region long before the arrival of the Europeans. Through trade and shipping routes, Hindu-Buddhist culture from South Asia and Islamic culture from the Middle East could spread to Southeast Asia, especially to the Indonesian Archipelago and the Malay Peninsula (Barnes 1995; Tjandrasasmita 2009). Various superior commodities originating from these islands are in great demand by traders from China, India, and the Middle East. Hall (Hall 2011) suggests that the Southeast Asian region has been known for its forest products, such as resin, camphor, and frankincense, since the early centuries AD. Camphor, one of the popular products at that time, was widely obtained from the highlands of northern Sumatra, making ports on the coast of Sumatra, such as Barus, crowded with foreign traders (Yatim and Nasir 1990; Andaya 2019). Tome Pires notes that Gujarati people had traded as far as Gresik to buy commodities from the Moluccas, Timor, and Banda long before the arrival of Europeans (Cortese 1944). According to Craig A. Lockard, Ruy Araujo, a Portuguese in Malacca, estimated that eight to ten Chinese junks came annually to Malacca to buy spices, opium, and certain woods, which were then exchanged for various products such as perfumes, silk fabrics, jewelry, and porcelains, in the early 16th century (Lockard 2010).

The waters from the Strait of Malacca to the Riau Islands had been known as a dangerous trade route for ships centuries ago. Various literature has spoken of the presence

of pirates in the region. Fa Hien, a Buddhist scholar from China, describes his experience passing through waters known to be dangerous for pirates on his way from Sri Lanka to Java (Legge 1965; Andaya 2008). The Ming Dynasty record, *Hsing-ch'a Sheng-lan*, briefly describes the people from Lingga who liked to rob passing ships (Groeneveldt 2018). Sultan of Lingga, Mahmud Riayat Syah, had even collaborated with pirates in his efforts to fight the Dutch East Indies Company which expanded its influence to the Riau Islands region in 1787–1795 (Malik et al. 2017). Piracy that occurs in the Malacca Strait and Riau Islands is often carried out by *orang laut*, who also plays a role in securing the trade interests of Malay rulers on the east coast of Sumatra, the Malay Peninsula, and the Riau Islands (Andaya 2019). *Orang laut* is a term for coastal communities that depend on marine products for their livelihoods (Lapian 2009).

Supported by its strategic location and abundant resources, the Indonesian Archipelago is often an arena for hegemony and domination from various parties driven by economic factors to control shipping lanes and trade networks from the interior to maritime trade centres on the coast (Sulistiyono, Masruroh, and Rochwulaningsih 2018). Pirates are of course one of the complicated problems that are often faced by authorities who trying to control maritime trade networks, including the Dutch East Indies Colonial Government. A literature study conducted by Teitler (2002) shows that there are still similarities in the pattern of pirate activities and countermeasures in the Southeast Asian region between the 19th and 20th centuries. This could mean that anti-piracy efforts in Southeast Asia have not had a significant impact in the last two centuries. Meanwhile, Dissel (2011) argues that territorial conquest and the expansion of colonial authority throughout the Indonesian Archipelago can systematically end pirate practices.

Initially, newspapers in the Dutch East Indies were used as a medium for disseminating information by the Colonial Government. First of all, there is *Memorie des Nouvelles* which was first published in 1615, *Batavia Nouvelles* which lasted only 1 year (1744–1745), *Het Vendu Nieuws* (1776–1809), *Bataviaasche Koloniale Courant* (1810–1811), *The Java Gouvernement Gazette* in the early English period (1812–1814), and the *Javaasche Courant* which began to be published in 1927. In the 1830s, there began to be a growing number of private printing firms that published newspapers in several major cities such as *Soerabaiasch Advertentie Blad* (1835) in Surabaya, *Semarangsch Nieuws en Advertentie Blad* (1844) which later changed its name to *De Locomotief* (1863) in Semarang, *Java Bode* (1852–1958) and *Bataviaasch Handelsblad* (1858) in Batavia (Lubis 1952; Riyanto 2000). In addition to the Dutch newspapers, in the 19th century, there were also several newspapers published using Malay, Chinese, and Javanese.

News about pirates was quite often published in the colonial newspapers of the Dutch East Indies in the 19th century, making the topic of piracy very possible to study. Newspapers as a source of history are often seen as a less powerful source because the subjectivity element is very high and verification with other sources is required (Sunjayadi 2014). Although in historical research, sources in the form of official documents or archives are primary sources, in another perspective, sources such as newspapers and magazines can be used when there are no official documents related to a topic to be studied (Lohanda 2011). Of course, newspapers or magazines used must be from the same period as the topic to be studied. Several studies using newspapers in the Dutch East Indies as the main source

include those conducted by Riyanto (2000) and Sunjayadi (2014). Starting from the topics and problems above, this article tries to provide a perspective on how colonial society, through newspapers, viewed and identified who was considered a pirate, how various forms of piracy activities were carried out by pirates, and how the Dutch East Indies Colonial Government responded in tackling the problem of piracy in the 19th century. This time frame was chosen because, at this time, efforts to eradicate pirates were seriously carried out by the British and Dutch governments (Andaya 2008).

Method

In this article, historical research methods are used to test the sources used, including Dutch East Indies newspapers published in the nineteenth century, treaties of local rulers and Colonial Government, and literature related to the topic under review. The historical research method itself includes four stages of research, including source collection (heuristic), source criticism, interpretation, and historical writing (historiography) (Wasino and Hartatik 2018). The colonial newspapers used such as *Bataviaasch Advertentie Blad*, *Bataviasche Courant*, *De Locomotief*, *Java Bode*, *Javasche Courant*, *Samarangsch Advertentie Blad*, *Soerabaiasch Handelsblad*, as well as *Nieuwe Rotterdamsche Courant* and *Vlissingsche Courant* published in the Netherlands were obtained from the digital collection of Koninklijke Bibliotheek. For the source in the form of an archive of the contract agreement between the kings of Bali and the Colonial Government, it was found in the National Archives of the Republic of Indonesia (ANRI). Meanwhile, other sources of literature are obtained from several libraries such as the National Archaeological Research Center (Puslit Arkenas) Library and the National Library of the Republic of Indonesia (Perpusnas). Criticism and interpretation of sources are carried out by grouping each news about pirates in one newspaper headline and then comparing it with news that has been categorized in other newspapers. For example, news about the reward for those who can capture pirates from the Resident of Madura, can be found in *De Locomotief* and *Java Bode* in 1892, 1895, 1896, 1897, 1898. Then the analysis of the grouping of data sources was prepared in a descriptive manner to answer the proposed research questions.

Pirates in the Indonesian Archipelago

Experts have proposed two concepts regarding pirate terminology: pirate and corsair or privateer. The difference between the two concepts lies in the motive behind it. In the first concept, piracy at sea is more likely to be carried out on personal and group interests, while in the second concept, it is more motivated by the interests of certain political authorities (Lapian 2009; McMahon 2017). Regarding the motives or factors that encourage the actions of pirates in carrying out piracy in the Dutch East Indies, unfortunately, it cannot be discussed in this paper and requires further research, so in this paper, the two concepts above will be referred to in general as pirates.

The term "pirate" has many mentions in newspapers and other historical sources. The term *lanun*, for example, is popularly used in areas with Malay culture and is widely found in Malay literary works. *Lanun* was mentioned several times in colonial newspapers of the 19th century, one of them in the *Nieuwe Rotterdamsche Courant* newspaper (June 26, 1847). Some *lanun* pirates attacked residents on Singkep Island, Lingga Archipelago. As a result of

the actions of the *lanun*, trade routes –especially tin– to Singapore were disrupted (*Nieuwe Rotterdamsche Courant* 1847). *Java Bode* (May 15, 1858), quoting an article from the *Daily Times*, carried a report about the "White King of Sarawak," Sir James Brooke, who attempted to eradicate *lanun* pirates who used Tanjung Datuk, Sarawak, as their hiding place (*Java Bode* 1858a).

In addition to *lanun*, there are other mentions, such as *magindanosche* and *balangingi*. *Javasche Courant* (April 25, 1855) contains news about *magindanosche* pirates who disturbed the waters of Gorontalo to Minahasa (*Javasche Courant* 1855a). Quoting from the *Singapore Free Press*, the *Javasche Courant* (June 26, 1847) reported piracy committed by *balangingi* pirates on a ship sailing from the port of *Grisse* (Gresik) to *Passier* (Paser, East Borneo) (*Javasche Courant* 1847a). The *lanun*, *magindanosche*, and *balangingi* are ethnic groups originated from the southern Philippines (Lapian 2009).

Pirate groups from the southern Philippines are sometimes also referred as *Soloo-zeeroovers* or "Sulu pirates," as mentioned in the *Javasche Courant* (April 24, 1847), which translated an article from the *Singapore Free Press*. Further in the article, it is said that the epicenter of Sulu pirate activity is located on the island of Balangingi and Tongkil in the Sulu Islands. This pirate group is estimated to have around 200 ships of various sizes and strength of 6000 people. In the same article, the pirates are said to have entered the Indonesian Archipelago through the Makassar Strait in December and January, then from the Makassar Strait headed to the waters of Maluku, the Lesser Sunda Islands, southern and northern coasts of Java, the south and west coasts of Borneo, to the Bangka and Riau Islands (*Javasche Courant* 1847b). Information about the routes of the Sulu pirates was also mentioned in the *Bataviaasch Handelsblad* (May 13, 1863). They usually enter through the South China Sea in June to July, then stop at islands such as Tambela, Anambas, and Natuna, from there they continue to the Karimata Strait and down the west and south coasts of Borneo, then return in September and October. It is also mentioned that sometimes they enter through the Sulawesi Sea, along the west or east coast of Sulawesi, then head to islands in the south such as Flores, Sumbawa, Lombok, Bali, and even to the Java Sea (*Bataviaasch Handelsblad* 1863). Both newspaper articles pointed to waters such as the Sulawesi Sea, Makassar Strait, and the South China Sea, serving as the main entry point for pirates from the southern Philippines to the Indonesian Archipelago.

Apart from the Southern Philippines pirate groups, there are also mentions of pirate groups originating from the Indonesian Archipelago, such as *boeginesche zeeroovers* and *Tobelo*. Reports of Buginese pirates or *boeginesche zeeroovers* appeared in *Samarangsch Advertentie-Blad* (June 23, 1854) and *Java Bode* (June 28, 1854). Both reported the presence of Buginese pirates in the waters around the Aru Islands, which was quite disturbing for passing ships (*Samarangsch Advertentie-Blad* 1854; *Java Bode* 1854). A local source, *Syair Kerajaan Bima*, mentioned that *Tobelo* pirates attacked several areas in Sanggar Sultanate. The same group also attacked the port of Sape, belonging to the Sultanate of Bima, which was later anticipated by Bima forces (Chambert-Loir 2004). Furthermore, an article from *Bataviaasch Courant* mentioned the people of Seram (*Seraamsche*) or Papua (*Papoesche*) who were considered pirates. The people of Seram or Papua reportedly committed piracy near the waters of Banyuwangi in June 1824. The government responded by sending a group of sea patrols led by the corvette *Komeet* (*Bataviasche Courant* 1825b). In newspaper

articles, stereotypes of certain ethnicities are often used to identify a pirate group. Therefore, it is difficult to trace the diversity of pirate groups at that time.

News of Pirate Action in Colonial Newspapers

Although in the 19th century there were Malay and Chinese-language newspapers in the Dutch East Indies, the ease of reaching Dutch-language newspapers compared to Malay and Chinese newspapers is one of the reasons why the author focuses on pirate news in Dutch-language colonial newspapers. In addition, several Dutch-language newspapers, as mentioned earlier, were a medium for disseminating information owned by the Colonial Government so that the information contained could describe the efforts made by the Colonial Government in eradicating pirates. Small to medium-sized and unarmed vessels belonging to merchants or fishermen became an easy prey for pirates. *Bataviasche Courant* (May 5, 1827) reported a hijacked fishing boat in Panarukan waters, Besuki Residency (Bataviasche Courant 1827a). Reports of pirate attacks also emerged in the same month. A ship sailing from Lingga to Surabaya was reportedly robbed by six pirate ships in Pekalongan waters, in which two crew members were killed (Bataviasche Courant 1827b). The *Javasche Courant* (June 9, 1847) reported that a *bandong* ship owned by fishermen in *Soengie Gossang*, near Pontianak, had been attacked by pirates who robbed and kidnapped fishermen from the ship in December 1846 (Javasche Courant 1847d).

Reports of shipwrecks allegedly being victims of piracy are also quite common in newspapers, especially in the *Advertentien* column. Several reports of abandoned ships were reported from Riau Residency, as well as Bangka and Belitung. For example, in 1826, 68 feet (20 m) long and 18 feet (5.4 m) wide *pencalang* ship loaded with pepper, with two sails, was discovered and announced in the newspaper that the owner or who felt entitled to the ship mentioned should report to the *Resident* of Riau within six months of the publication of the news (Javasche Courant 1828). Reports of the discovery of boats have also been made by the *Resident* of Bangka, Du Buij, published in the *Javasche Courant* (June 11, 1831 and June 14, 1831). The report contained information on the discovery of a *mayang* boat with a length of 35 feet (10.6 m), a width of 12 feet (3.6 m); two *pemangkat* boats thought to have been robbed, two *lela*, and a 6-pound gun (Javasche Courant 1831a; Javasche Courant 1831b). The ship or boat will usually be secured by the local port authorities and auctioned if no one claims ownership. Profits from the auction proceeds will then go to the state treasury (Bataviaasch Advertentie Blad 1825a; Bataviaasch Advertentie Blad 1825b).

Not only targeting ships belonging to unarmed local sailors, but pirates also did not hesitate to attack ships equipped with cannons, such as European ships. *Bataviasche Courant* (April 10, 1825) published news of a pirate attack that tried to rob a ship carrying the *Resident* of Sambas and several other Europeans at the mouth of the Kapuas River near Pontianak. Gunfire broke out between the two sides, killing the Sambas *Resident* and most of the crew, while four people were reportedly able to escape and return to Pontianak (Bataviasche Courant 1825b). A brig called *Sara*, with captain Johannes Kasperman, was reported to have been attacked by two pirate ships armed with 4-pound guns and several *lela* in the waters west of Mandalika Island north of Jepara on May 11, 1827 (Bataviasche Courant 1827c). An unfortunate incident was also experienced by the passengers of the steamship *Willem I*, which was stranded in the Lucipara Islands and was later found by

magindanosche pirates. The pirates demanded ransoms in the form of Spanish reals, opium, and linen (Javasche Courant 1837a). Furthermore, in September 1842, there was an interception of the *De Hoop* by several *padewakang* ships in the Flores Sea. Fierce resistance ensued between the two sides; *De Hoop* reportedly repelled the pirates, although it suffered minor damage in some parts. The writer of the news or report in this newspaper should be exaggerated by praising the courage and skill of the crew of *De Hoop* (Javasche Courant 1842). The *Javasche Courant* (April 15, 1843) reported hijacking a schooner named *Young James* in the Flores Sea. *Young James* was said to have sailed from Surabaya to Timor Island and hijacked around Palue, north of Flores. The captain and crew reportedly escaped to Larantuka after several days adrift at sea (Javasche Courant 1843b). *Young James* was found and brought to Makassar by a Buginese nobleman named *Daeng Matarang* from Bonerate (Javasche Courant 1843a).

In addition to targeting passing ships, residential areas were not spared from the threat of pirates. In his notes, Heinrich Zollinger wrote many reports about pirate attacks on Sumbawa Island, even as far as Manggarai in Flores in 1823 (Zollinger 1850). The rise of pirate action in the waters of the Flores Sea made the inhabitants of Sanggar in Sumbawa and Lewonama in Solor choose not to settle near the coast and live more inland, away from the coastline (Zollinger 1850; Hägerdal 2012; 2017). *Javasche Courant* (March 21, 1847) published news of a village on Lepar Island that was attacked by about 22 ships and 300 pirates (Javasche Courant 1847c). The pirates usually kidnapped villagers, men, women, and children to be sold as enslaved people. A Chinese source dating back to the 17th century, *Tung Hsi Yang K'au*, mentions that Mau-su pirates from *Bruni* often kidnapped residents, then brought them to Pahang to be sold as enslaved people (Groeneveldt 2018). In the slave market, the price of enslaved people could vary depending on physique, skill, and age. The price range for enslaved men in the Philippine Islands was estimated to be around 30 Spanish reals, the price of enslaved women could range from 80 to 100 Spanish reals, and the price for enslaved children was estimated to be half the price of enslaved men (Javasche Courant 1847b).

Dutch East Indies Government's Efforts Against Pirates

The presence of pirates certainly caused insecurity for merchants and residents. Merchants were reluctant to stop at ports within reach of pirates and would look for alternatives to avoid dangerous routes. Traders from India and the Middle East chose to use the overland route across the Malay Peninsula, through the Kra Isthmus, then continued eastward from ports on the Gulf of Siam when the waters of the southern Strait of Malacca became unsafe (Andaya 2019). The rise of piracy cases in the waters of the Dutch East Indies received serious attention from the government. Various efforts were taken to overcome and eradicate pirates, such as patrols and pursuits, cooperation with local rulers, and cooperative efforts with the British Colony Government in Malaya and North Borneo.

Bataviasche Koloniale Courant (May 11, 1810) carried news of the corvette *Lijnx* under the command of Captain Brouwer, which came into confrontation with several pirate ships in the waters of Mandalika Island north of Jepara. *Lijnx* captured a *padewakang* with 26 pirates (Bataviasche Koloniale Courant 1810). News of the pirate's arrest was also published in the *Bataviasche Courant* (October 24, 1818). The schooner *Emma* reportedly

captured 29 pirates from Tulang Bawang, Lampung, on October 6, 1818 (Bataviasche Courant 1818). The government took steps by deploying the schooner *Niobe* carrying a detachment consisting of infantry and artillery to pursue pirates in the waters east of Bangka Island in April 1844 (Javasche Courant 1844). The government also often involved steamships which at that time were modern ships in patrolling and pursuing pirates. The newspaper *Oostpost Soerabayasche Courant* (April 28, 1862) carried news about the departure of the steamships *Gedeh*, *Sindoro*, and *Sumbing* from Surabaya to patrol on reports of the presence of pirates in the waters of Madura Island (Oostpost Soerabayasche Courant 1862). News of the *Sindoro* steamship reappeared in *Java Bode* (August 13, 1880), which reported Sindoro's success in capturing pirates in the Sembakung River, East Borneo (Java Bode 1880a).

Patrols using steamships sometimes did not run optimally, like one patrol carried out by *Suriname* steamship that reported by *Javasche Courant* (April 4, 1855). *Suriname* sailing to Makassar via the waters of *Carimon Java* (Karimun Jawa), Bawean, *Solombo* (Masalembo), and *Dandoangan* (Doangdoangan), reported seeing no pirates in the waters passed (Javasche Courant 1855b). Plumes of smoke from steamships soaring into the air could be easily seen from a distance, giving pirates time to escape or hide, seen as one of the causes of the ineffective use of steamships (Soerabaiasch Handelsblad 1882).

Against the pirates who were caught, the government did not hesitate to impose severe punishments on them. Three examples of news of the punishment of pirates can be found in the *Javasche Courant* (April 26, 1834) and *Java Bode* (February 21, 1880 and September 7, 1885). The first case, published in the *Javasche Courant* (April 26, 1834), contains information about the success of the government's joint fleet with Sultan Lingga in defeating a pirate group at the mouth of the Indragiri River. The joint Dutch East Indies-Lingga fleet captured *Radja Mergong*, the pirate leader. He was later sentenced to death in Lingga, and some captured pirate crews were sentenced to hard labor (Javasche Courant 1834). *Java Bode* (February 21, 1880) contains news about a pirate named *Indjong*, sentenced to twenty years of hard labor with his feet chained by a court in Batavia (Java Bode 1880b). The third case was the news about the death sentence of five pirates in Surabaya on September 2, 1885. The news published in *Java Bode* (September 7, 1885) contains quite detailed information about the course of hanging the five pirates. On the fateful morning of the five pirates, the field where the hangings were carried out was crowded with people curious to watch the hanging. Other than people, judges, regents, other native officials, and *assistant resident* were also present to watch the execution. Security forces were on high alert to ensure the execution went off without a hitch. At six-thirty, the chariot carrying the five prisoners arrived escorted by several cavalry. The defendants then climbed the stage with as many as two people in turns, while the last man had to climb the stairs and stand to his death. The families or relatives of the defendants also attended the execution. The death sentence was completed at eight-thirty o'clock in the morning (Java Bode 1885).

The vast waters of the Dutch East Indies, which naval resources could not match, made the government take another approach to hunt down pirates. The news published in the *Javasche Courant* (April 26, 1834) contains the role of a nobleman from Sumbawa, *Kalie Balla*, together with the Lieutenant Governor of Bima, C. H. Steijns, who crushed a pirate

fleet in the waters near *Sumadan* Island (Medang) in the northwest of Moyo Island (Javasche Courant 1834). *Kalie Balla*, or *Kali Bela*, was a title or position for warlords of the Sumbawa Sultanate (Zollinger 1850). A *Depattie* from Belitung is reported to have repelled a gang of pirates who wanted to disturb the southern waters of Belitung in mid-March 1847 (Javasche Courant 1847c). The Dutch East Indies government also once assisted a prince from Jambi in eradicating pirates in his area (Javasche Courant 1833). Sultan of Bima, Ismail Muhammad Shah, together with the Lieutenant Governor of Bima, C. H. Steijns, raised funds to pay ransom to pirates who took the passengers of the steamship *Willem I* hostage (Javasche Courant 1837a; Vlissinngsche Courant 1837). Some examples of these reports show the role of local nobles in the government's efforts against pirates.

The issue of pirates was also often mentioned in treaties between the Dutch East Indies Government and local rulers in Indonesia. The Dutch East Indies Government's agreement with the Kings of Bali in 1849, for example, contained articles demanding that the Kings of Bali shall prohibit all pirate activities in their territory, prohibit their citizens from engaging in or supporting piracy at sea, and prohibit the practice of buying and selling goods traded by pirates (Arsip Nasional Republik Indonesia 2000). Agreements between the Dutch East Indies Government and the Sultanate of Bima in 1857 (article 16) and the Sultanate of Sumbawa in 1858 and 1875 (article 18), mentioned the obligation of Bima and Sumbawa to assist the government in the pirates eradicating campaign (Noorduyn 1987). The Dutch East Indies government again mentioned the same issue in an agreement with the King of Klungkung, Dewa Agung Putra, not to give room for all activities related to pirates in his territory (Arsip Nasional Republik Indonesia 2000).

The government rewarded brave people who accomplished the mission of eradicating pirates. The highest award of the Kingdom of the Netherlands, the *Military Order of William*, was awarded to: *kapitein ingénieur* van der Wijk, *2^{de} luitenant der pionniers* Dufruij, *sergeant* Schuurman, *slankeur* de Jager, from the 18th regiment; *kanonier* Lalande, of the 5th regiment, for their services in suppressing pirates in the Bangka Islands (Bataviasche Courant 1822). The colonial government also gave awards to local rulers who were considered successful in helping the government's efforts in fighting pirates. The government rewarded Sultan Abdullah of Bima, for his assistance in fighting pirates on Sailus Island, north of Sumbawa (Hägerdal 2017). Local rulers sometimes turned to the colonial government for help in fighting pirates. Sultan Abdul Hamid of Bima wrote several times to the Governor-General in Batavia asking for assistance with weapons such as rifles, cannons, and ammunition to fight pirates who often disturbed the country of Bima. The sultan offered Bima superior commodities such as sappanwood as a medium of exchange for the requested weapons assistance (Chambert-Loir 2010). It indicates the mutual relationship between the colonial government and local rulers in fighting pirates. In addition, the government has also conducted a competition to attract public interest in helping hunt down pirates. The newspaper *De Locomotief* (June 3, 1892) carried a report about the *Resident* of Madura, who was said to have given a sum of money totaling f 500 as armament assistance for ships as well as gifts for those who contributed to capturing pirates (De Locomotief 1892; De Locomotief 1895; Java Bode 1896; Java Bode 1897; De Locomotief 1898).

The role of local rulers has yet to be able to produce significant results in efforts to eradicate pirates. Several newspaper articles contained cooperative efforts between the Dutch East Indies Government and the British Colonial Government, especially in North Borneo. Efforts to cooperate with the British Colonial Government were taken to eradicate pirates who disturbed the territory of the two countries, especially in the areas bordering the two countries, such as the Riau Islands, South China Sea, and Borneo. The Dutch and British Colonial Governments had agreed on a joint effort to resolve the problems associated with pirate actions, since the surrender of colonies after the end of the Napoleonic wars, based on the Treaty of London of March 17, 1824. In the treaty, the two countries agreed to establish the Malay Peninsula, Singapore, and several territories in India occupied by the Dutch handed over to the British, then Bengkulu, Belitung, and Riau Islands previously controlled by the British, handed over to the Dutch (Marks 1959; Swastiwi 2022). One of the points in the treaty is the obligation of both countries to cooperate in eradicating piracy at sea (Java Bode 1862). An article entitled "the Iranun or Sulu pirates" from the *Singapore Free Press*, quoted by *Javasche Courant* (April 24, 1847), contained the views of a high-ranking British naval official, Lord Stowell, who stated that pirates were a severe threat and enemy to every nation and should be fought without compromise (Javasche Courant 1847b).

One example of cooperation between the two colonial countries can be seen from reports that mention the foundering of the steamship *Celebes* at the mouth of the Sabang River near Samarahan City. *Celebes* intended to assist Sir James Brook in quelling pirate pirates in Tanjung Datuk province, Sarawak (Java Bode 1858a). Both sides are seen as necessary to jointly patrol on an ongoing basis to narrow the space for pirates to move. The absence of British naval patrols allowed pirates to freely enter the waters of the Riau Islands (Java Bode 1858c; Java Bode 1858b). R. Bloem, the *Assistant Resident* of Sambas, once expressed his concern to the central government regarding the rampant smuggling, especially firearms in the Sarawak region, which was feared to be easily obtained by pirates (Irwin 1955). The British government once requested that the Dutch East Indies government dispel pirates in its territory before entering British waters in the South China Sea (Java Bode 1862). Through news published in the *Bataviaasch Handelsblad* (May 13, 1863), the Dutch East Indies Government once alerted its naval fleet to secure the waters between Borneo and the Riau Islands. Steamships such as *Scout*, *Barosa*, *Crown*, *Janus*, *Bustard*, *Hardy*, and *Leven* were alerted to patrol the waters of the Tambelan Islands (Bataviaasch Handelsblad 1863).

Information about the role of the Spanish Colonial Government in the Philippines in the "war" against pirates seems to be lacking in newspapers. However, the pirates commonly originating from the Sulu Islands in the southern Philippines. The Spanish government in the Philippines seems less active in cracking down on pirates than the British and Dutch. A news article from the *Singapore Free Press* quoted by the *Javasche Courant* (April 24, 1847) viewed the Spanish Colonial Government as incapable of cooperating with the British Colonial government to eradicate pirates (Javasche Courant 1847b).

In addition to the efforts mentioned above, the colonial government took other approaches, one of which was giving a piece of land to pirates. This plan allows pirates to cultivate agricultural land instead of piracy at sea. The government once planned to grant permission to *magindanosche* pirates to settle on the island of Tanah Jampea (Javasche

Courant 1834). The government has also permitted several pirate groups to live on Tambolangan Island (Javasche Courant 1837b). Both examples show that the government chose the uninhabited islands of the Selayar Islands to serve as a "sanctuary" for pirates. Being a pirate does not seem to be someone's lifelong destiny; this can be seen in stories about "former" pirates who changed professions and took on other jobs. Ludvig Helms mentions the existence of a servant named *Badjoo*, who had been a pirate before working for Mads Lange when visiting the Danish merchant's residence in Kuta in 1847 (Vickers 2012). David Woodard, a British sailor who had been a prisoner of the Kings of Palu and Donggala in the late 18th century, mentioned a prominent Muslim figure named *Tuan Hadjee*, who was a former pirate from Mindanao (Ahsan 2022).

Conclusion

Through the news obtained from the 19th century colonial newspapers, the pirate problem can be said to be a serious problem for the political and economic interests of the Dutch East Indies Colonial Government. This problem seems difficult to deal with considering the disparity in the number of maritime security officers with the vast area of waters owned by the Dutch East Indies. Newspapers provide a relatively broad picture of the pirate phenomenon in the Dutch East Indies, ranging from the identity or background of pirates and the territorial waters often visited to counter-pirate efforts carried out by the government. The pirates, who often operated in the Dutch East Indies, usually originated from the southern Philippines and local pirate groups from the Indonesian Archipelago. Crowded shipping routes, such as the waters of the Riau Islands, South China Sea, Bangka Belitung, Java Sea, and Makassar Strait to the Flores Sea, are numerous in reports related to pirate actions. The government made various efforts to narrow the space for pirates, such as: patrolling and pursuing pirates, giving severe punishment to pirates, involving local rulers in resistance to pirates, giving awards to soldiers of the armed forces and local rulers, to efforts to cooperate with the British Government in Malaya and North Borneo, shows how serious the pirate issue faced by the Dutch East Indies Government.

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