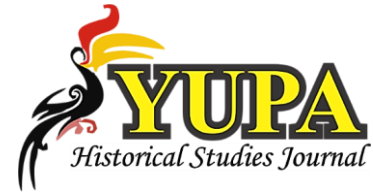


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## Physical Means and Trading Network of Onrust in the 17th and 18th Centuries

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**Abstract** This research aims to examine the physical facilities and trade networks on Onrust Island in the 17th-18th centuries. Onrust Island is a small island located in Batavia Bay (Jakarta) and has an important role in the history of trade in the Dutch East Indies. This research uses historical research methods through heuristics, source criticism, interpretation, and historiography. The research results show that Onrust has adequate physical facilities to support VOC trading operations, such as shipyards, warehouses, and commodity processing facilities. In the 17th century, Onrust also became Batavia's first defense center. In the 18th century, ship repair activities at Onrust began to decline due to the VOC's financial difficulties. However, Onrust remained an important post in the VOC trade network in the archipelago. This island became a stopover for the VOC trade fleet from various ports in Java and its surroundings. Products such as spices, wood, salt and others stopped at Onrust before being distributed further by the VOC. Thus, Onrust played an integral role in the VOC's maritime trade network in the archipelago in the 17th and 18th centuries through the infrastructure and logistics support it provided.

**Keywords:** VOC, Onrust, Trading Network, Physical Facilities.

**Abstrak** Penelitian ini bertujuan mengkaji sarana fisik dan jaringan perdagangan di Pulau Onrust pada abad XVII-XVIII. Pulau Onrust merupakan pulau kecil yang terletak di Teluk Batavia (Jakarta) dan memiliki peran penting dalam sejarah perdagangan di Hindia Belanda. Penelitian ini menggunakan metode penelitian sejarah melalui heuristik, kritik sumber, interpretasi, dan historiografi. Hasil penelitian menunjukkan bahwa Onrust memiliki sarana fisik yang memadai untuk mendukung operasi perdagangan VOC, seperti galangan kapal, gudang, dan fasilitas pengolahan komoditas. Pada abad ke-17, Onrust juga menjadi pusat pertahanan pertama Batavia. Pada abad ke-18, aktivitas perbaikan kapal di Onrust mulai berkurang akibat kesulitan keuangan VOC. Namun, Onrust tetap menjadi pos penting dalam jaringan perdagangan VOC di Nusantara. Pulau ini menjadi tempat persinggahan armada dagang VOC dari berbagai pelabuhan di Jawa dan sekitarnya. Produk-produk seperti rempah-rempah, kayu, garam, dan lainnya singgah di Onrust sebelum didistribusikan lebih lanjut oleh VOC. Dengan demikian, Onrust memainkan peran integral dalam jaringan perdagangan maritim VOC di Nusantara pada abad ke-17 dan ke-18 melalui dukungan infrastruktur dan logistik yang disediakan.

**Kata kunci:** VOC, Onrust, Jaringan Perdagangan, Sarana Fisik.



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## INTRODUCTION

Trade plays an important role in the region's economic growth. The smoother trade in an area, the larger the trade network it has. Expansion of regional trade networks will make it easier to procure merchandise. The existence of necessary goods is only possible through trade networks. This includes goods of higher quality, compared to those available in the country of origin. This confirms that trade plays an important role and has a significant impact on regional economic growth (Sarjiyanto, 2020). In addition, Wong (2016) emphasized that physical facilities and trade networks in the 17th and 18th centuries became the basis for global economic progress. Notes from sailors, traders, and diaries dating from the period provide a rich picture of the impact these developments had on the trade structure and physical infrastructure of the time.

Taylor (1983) also shows that in the 17th and 18th centuries in the Dutch East Indies, physical facilities such as ports and trade infrastructure played an important role in increasing the volume of international trade. He also explained how Batavia's strong and efficient infrastructure made a major contribution to the progress of trade in this period. One of these advances occurred in the area around Batavia, namely Onrust. Onrust is an island in the Thousand Islands which is located near Batavia. This island is known to the local community as "Ship Island" because it was frequently visited by VOC ships in the mid-17th to 18th centuries. This activity resulted in local people and fishermen giving the island its name. On the other hand, the Dutch call this island "Onrust", based on the condition of the island, where ship loading and unloading operations are always carried out and activities never stop (Dinas Museum dan Sejarah, 1993, pp. vii and 1).

This research seeks to review the physical facilities and trade networks in Onrust in the 17th-18th centuries. The availability of various historical sources certainly supports the continuity of current research. Onrust, located in Jakarta Bay, had a very important role in the history of trade in the Dutch East Indies in the 17th to 18th centuries. As one of the main trading centers, Onrust was certainly a silent witness to the development of infrastructure that supported trading activities at that time. Factors such as a very strategic geographical location in the trade network, adequate physical facilities built in Onrust, and its extensive trade networks made Onrust a center in the trade system during the colonial period. This research is also expected to provide detailed insight into the complex relationship between physical facilities, trade networks, and socio-economic changes in Onrust during the 17th to 18th century period, which was an important milestone in the history of global trade.

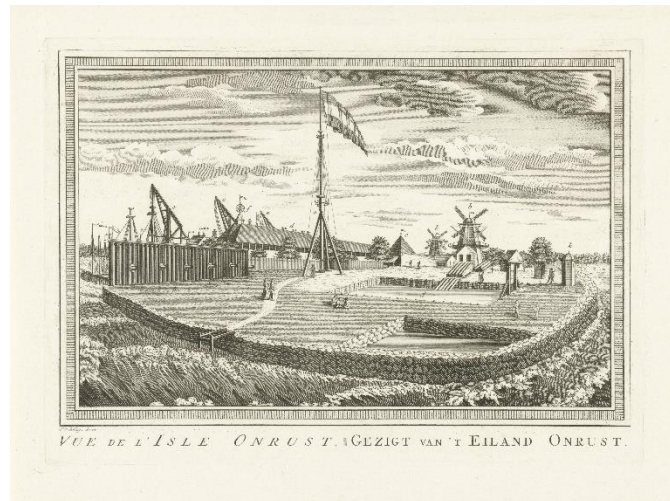
## **METHOD**

This research uses historical research methods. Starting from selecting a research topic, through searching for relevant historical sources (heuristics), critical examination of these materials for credibility and trustworthiness (verification), interpretation of the information found (interpretation), and also compiling the results of these findings in a historical narrative the whole (historiography). The primary sources that the author used in this research were *Jan Pieterszoon Coen: Bescheiden omtrent zijn bedrijf in Indië* by H. T. Colenbrander; *Generale Missiven van Gouverneurs-Generaal en Raden aan Heeren XVII der Verenigde Oostindische Compagnie* by Martinus Nijhoff; Valentijn's work entitled *Beschrijving van Oost-Indiën*; Johann Wolfgang Heydt's *Allerneuester Geographische- und Topographischer Schau-platz, von Africa und Ost-Indien* (1744); Joan Nieuhof's work entitled *Gedenkwaardige zee- en lantreise* (1682). The primary sources that have been collected are then verified internally. Researchers analyzed the physical facilities and trading networks of Onrust in the 17th-18th centuries. After analyzing the data, the researcher compiled the interpretation of the results chronologically into historical writing or historiography, thus creating a historical narrative that describes the glory of Onrust during the VOC era of the 17th and 18th centuries, especially Onrust's position in the VOC trade network in that period.

## **RESULTS AND DISCUSSION**

### **Physical Facilities and Infrastructure in the XVII-XVIII Century Onrust**

Onrust Island in the XVII-XVIII century had an important role in Indonesian maritime history. Onrust Island itself was first known as a place for Vereenigde Oost-Indische Compagnie (VOC) ships in the 17th century. Local residents named Onrust Island itself as Kapal Island. Onrust Island is called "Ship Island" because in the 17th to 18th centuries, many VOC ships often passed by this island in their routine, so local residents and fishermen gave it that nickname. On the other hand, the Dutch themselves gave the name "Onrust" according to the activities that often occur on the island, which are often busy with loading and unloading activities and never stop carrying out these activities (Dinas Museum DKI Jakarta, 2000: 7). In 1613 the VOC began construction on Onrust Island by establishing a shipyard. In this case, Jan Pieterszoon Coen as the governor general of the VOC hoped that Onrust Island would not only be used as a shipyard, but that there would also be a colony on Onrust Island. That's why the VOC sent Chinese families to Onrust and of course they were given adequate facilities, including providing sufficient water supplies. Next in 1618 J.P. Coen also made Onrust Island the first defense center because that year threats came from Banten and also England. Around 1618-1619 J.P. Coen also first proposed establishing a fort on Onrust Island. However, this plan was abandoned due to the lack of fresh water on the island (Bonke, Hans, 2002:45-60).



View of Onrust Island  
**Source:** rijksmuseum.nl

Around 1656 the designer Johannes Listingh began building a small rectangular fort which served as protection for the shipyard from sudden attacks. The fort also has 2 bastions which function as lookout posts (Dam, Pieter van, 1939:643). The increasing number of workers on Onrust Island also goes linearly with the number of buildings erected, even churches are erected on the island. The church on Onrust Island also functions as a gathering place for the Dutch community who live and work on the island. This community consisted of VOC workers, sailors, and perhaps also their families. The church is a place to meet each other, interact and establish social relationships between them. Apart from being a gathering place for the Dutch community, the church also functions as a place to convey information, share news, and discuss issues related to life on Onrust Island. In the context of Dutch colonialism, the construction of a church on Onrust Island not only met the spiritual needs of Dutch workers and sailors, but also reflected Dutch religious domination and power over the region. The church has become a symbol of Dutch presence and influence in the archipelago (Wiryomartono, B., 2020).

This year the VOC also established a hospital on Onrust Island to treat sick ship crew members during their journey. The establishment of this hospital was part of the VOC's efforts to maintain the health of its ship crew, who were very important in carrying out spice trade operations in the archipelago. The hospital established by the VOC on Onrust Island had the main function of providing medical care to VOC crew members who were sick or injured during their journey. The crew of these ships often experience various medical conditions due to long and harsh journeys, such as tropical diseases, malnutrition, infections, injuries, and other disorders. The medical staff at Onrust Island Hospital consists of doctors, nurses and other medical personnel. Trained VOC doctors were responsible for providing medical care to patients in

hospitals. They are also tasked with providing medication and care to ship crew who need it in the area around Onrust Island (Taylor, J.G., 1983).

The medical facilities and equipment at Onrust Island Hospital are equipped with adequate medical equipment to provide the necessary treatment. Although there are no detailed records of the facilities available, it can be assumed that this hospital had beds for patients, simple operating rooms, treatment rooms, and basic medical equipment such as medical equipment and wound care. The establishment of a hospital on Onrust Island shows the importance of maintaining the health and welfare of ship crew in the VOC spice trade. Healthy and strong crew members were needed to operate VOC merchant ships effectively. By providing adequate medical care at the Onrust Island hospital, the VOC hoped to speed up the recovery of sick or injured crew members so that they could return to sailing and continue their trading journey (Uhlenbeck, E.M. 1992:345-357).

In 1659, the first wooden warehouse was built on Onrust Island with the aim of storing 2000 loads of rice. This warehouse was built as an effort to strengthen the logistics system and rice supply in the region. This wooden warehouse was built using the main raw material of wood, which is abundant around Onrust Island. Wood was chosen as a construction material because of its strength and abundant availability in the area. The wood is then shaped and arranged in such a way as to form the walls and roof of the warehouse. The capacity of this warehouse is designed to store 2000 loads of rice. One load of rice at that time was around 100 kilograms, so the total capacity of this warehouse was around 200,000 kilograms of rice. This warehouse is designed in such a way as to be able to maintain the quality and durability of rice for a long period of time. Good air circulation and protection from moisture and insects are important factors to consider in the design of this shed. With this warehouse, Onrust Island became a strategic place for storing and distributing rice for Dutch colonies in the Dutch East Indies. This warehouse allows large stocks of rice to be stored in good condition, so that it can face times of scarcity or other emergencies. The construction of this wooden warehouse is also one of the early examples of colonial trade and logistics infrastructure in Indonesia. Similar warehouses were then built on other islands in the Thousand Islands and surrounding areas as part of the expansion and development of Dutch colonial activities in the region (RGP-GS125, 1968: 1007).

Around 1664, the storage warehouse was deemed insufficient to accommodate rice. Therefore, it is necessary to expand or expand the storage warehouse in order to meet the increasing demand. However, due to the second English War around 1665-1667, the desire to expand the storage warehouse was postponed (RGP-GS150, 1975:927). In 1674, on Onrust Island, a windmill was built which had the main function of meeting the needs of wood craftsmen. The windmill is designed to help process wood by using wind power as an energy source. The construction of a windmill on Onrust Island at that time was part of the VOC's efforts to increase

production efficiency and expand wood processing capabilities on the island. The construction of a windmill on Onrust Island has had a significant impact on increasing the efficiency and productivity of wood processing on the island. With a windmill, the wood processing process becomes faster, more accurate and efficient compared to using direct human power. This enabled the VOC to meet the increasing demand from ships and other trade needs more effectively (Dinas Museum DKI Jakarta, 2000:17).

In 1679, the feud between the VOC and Banten became tense so that Rijkloff van Goens as Governor General ordered that the part of the fort which was not defended by a palisade be closed. Furthermore, around 1681 Onrust Island became one of the most important shipbuilding centers in the Dutch East Indies. That's why on Onrust Island there are lots of VOC ships that are being repaired, built, or being updated here (Dam, Pieter van, 1943:613). As a shipbuilding center, Onrust Island has the facilities and infrastructure needed to repair and build ships. The ship repair process involves inspecting, maintaining and repairing various parts of the ship that are damaged or worn due to use. Materials such as wood, canvas and iron are used in the repair process. Onrust Island is also a place for building new ships. Skilled shipbuilders worked in the shipyards to build new VOC ships. The ship building process involves assembling various ship components, such as the hull, deck, and other ship equipment (Uhlenbeck, E.M., 1992:345-357).

Apart from that, Onrust Island is also a place to renew or upgrade existing VOC ships. Improvements and changes are made to increase a ship's strength, agility, or capacity. This aims to optimize VOC ships in carrying out their trade and war duties in the Dutch East Indies. The shipyard on Onrust Island also has sophisticated equipment and facilities to support the ship building and repair process. For example, there was a dock for VOC ships to dock and was served by ship docks that could be used to lift ships from the water. Apart from that, the shipyard is also equipped with various equipment and tools such as cranes, measuring equipment and other wooden equipment. The existence of a shipyard on Onrust Island provided strategic benefits for the VOC. By having quality ship manufacturing, repair and renewal facilities, the VOC was able to maintain and strengthen their fleet of merchant and war ships. Onrust Island became an important center for VOC business activities and made a significant contribution in maintaining the dominance of Dutch East Indies trade during that period (Bonke, Hans, 2002:45-60). In 1682, Onrust Island was also used as a wood storage area for VOC ships. This practice was important because wood was a vital source of fuel for VOC ships operating in Dutch East Indies waters (Ricklefs, M.C. 1991:85).

Onrust Island was chosen as the location for storing wood because of its existence as the center of the VOC shipyard and maritime base in Jakarta Bay. Wood was the main fuel used by VOC ships at that time, both to produce power for shipping and to operate equipment on board. The wood storage process on Onrust Island involves transporting wood from various

surrounding areas. The wood is cut down in the forests around Jakarta Bay and then transported to Onrust Island using ships or boats. This island has special storage facilities to accommodate and keep wood dry and ready for use. Storing firewood on Onrust Island is an important part of VOC operational logistics. The island's ample supply of wood ensured that VOC ships could obtain an adequate fuel supply during their voyages. Onrust Island also had easy access to the main shipping lane in Jakarta Bay, making it easier to distribute wood to VOC ships anchored on this island. By storing wood on Onrust Island, the VOC can maintain a stable fuel supply and reduce the risk of running out of firewood when sailing in the vast waters of the Dutch East Indies. This supported VOC trade operations which involved long-distance travel throughout the archipelago and increased the efficiency and resilience of the VOC fleet in carrying out their trade missions (Parmentier, J. 2003:15).

Around 1685, a new warehouse specifically for rice was built on Onrust Island. The new warehouse actually continues plans for expansion or expansion and continues construction which was postponed around 1665. The new warehouse for rice was built with the aim of improving the rice storage and distribution infrastructure on the island. Along with the growth of trade and increasing needs, facilities are needed that are more modern and in line with current developments to store and manage rice efficiently. This warehouse was also built with a bigger, better and more modern design than the previous storage warehouse. These facilities may have been equipped with more storage space, perhaps with a strong, durable floor to accommodate more rice (RGP-GS150, 1975:927).

In the area around Onrust Island there is also an island which is very close, the distance between this island and Onrust Island is about five to ten minutes by boat. The island is often called Cipir Island, but the Dutch call the island Kuiper Island. Of course, Cipir Island was also used by the VOC in its commercial activities (Bonke, Hans, 2002:45-60). Around 1689, a warehouse was established on Cipir Island to store ship materials. The establishment of this warehouse was based on the importance of storing and supplying materials needed for building and repairing ships.

The warehouse was established with the primary aim of providing a safe and organized place to store ship materials. These materials can include wood, rope, canvas, nails, and various other tools used in ship building and repair. This warehouse allows shipbuilders and ship repairmen to access these materials easily and keep them in good condition. The establishment of a storage warehouse for ships' needs was not only built on Cipir Island, but on Onrust Island a wooden paint and ammunition storage warehouse was also built around 1691 (RGP-GS150, 1975:927).

Apart from Cipir Island, there is also Kelor Island. On this island, the wooden trees needed to build Dutch ships were planted. The function of Kelor Island as a timber forest for ships was

very important in supporting the success of Dutch expansion in the East Indies. Furthermore, there is also Bidadari Island, which is a small island located to the north of Kelor Island. This island was used as a place of recreation and rest for Dutch officials. Apart from that, Bidadari Island is also used for agricultural purposes. On this island, the Dutch grew various types of plants, including fruit, vegetables and spices. Bidadari Island is also known for its turtle colony which was introduced by the Dutch (Bonke, Hans, 2002:45-60).

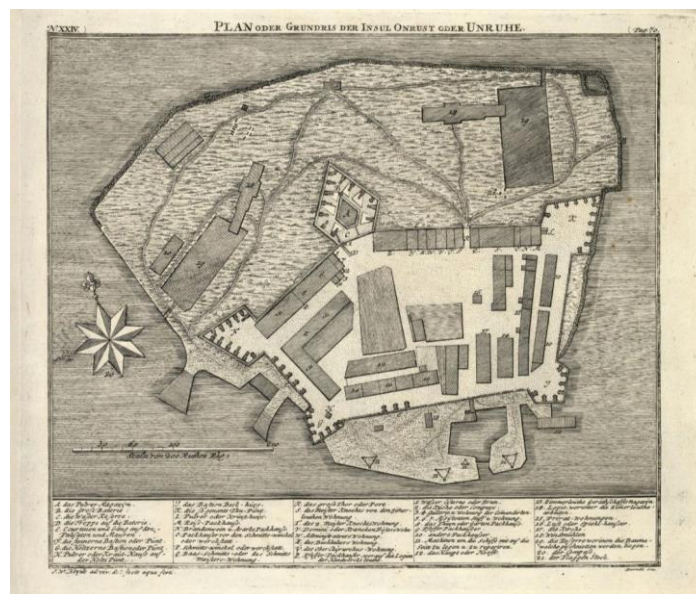
The establishment of this warehouse was based on the need to store materials that are important in the maritime and defense industries. The warehouse was built with the main aim of storing wood paint. Wood paint is used to protect the wooden surfaces of ships from damage caused by water, weather and attacks by marine organisms. Additionally, wood paint also provides a decorative coating that enhances the appearance of the boat. This warehouse provides a safe and organized place to store sufficient quantities of wood paint for use in boat maintenance and repairs. Apart from wooden paint, this warehouse is also used to store ammunition. The ammunition may consist of various types of bullets and explosives used in military or defense contexts (Gaastra, F.S. 1991).

Onrust Island, with its strategic location in Indonesian waters, might be considered an ideal place to store ammunition needed by ships and military units. In 1691 the first windmill on Onrust Island was renovated and a second windmill was also built. This windmill was an important innovation in the lumber industry at that time, because it utilized wind power to cut wood efficiently. By renovating and building a windmill on Onrust Island, this shows the importance of this island as a center for maritime industry and wood processing. The island's strategic location in Indonesian waters allows good access to wood resources and easy delivery of wood chips to various destinations. Wind saw mills use a concept similar to the one I explained earlier. The wind moves the blade of the saw which is connected to the wood cutting mechanism. With the use of wind power, wood production can be increased significantly, speeding up the cutting process and making it possible to manufacture boards and logs in larger quantities and more quickly (RGP-GS150, 1975:927).

In 1692, a salpeter warehouse was also built on Onrust Island. This salpeter warehouse was established with the aim of storing and managing salpeter supplies. Salpeter, also known as potassium nitrate, is an important chemical used in the production of gunpowder (explosives), fertilizer, and other chemicals. The establishment of a salpeter warehouse on Onrust Island shows the importance of this island in the maritime industry and commerce at that time. The location of Onrust Island was chosen as the salpeter warehouse due to its strategic location and also good accessibility for distributing and sending salpeter to other areas (Buchari, S, 2006:85-98).



Around 1699, Onrust Island became the center of salt production and distribution in the archipelago. Salt was an important commodity at that time because it played a role in various aspects of daily life, including as a food preservative and chemical in various industries. At that time, salt production on Onrust Island was done by evaporating sea water in artificial craters on this island. This process is known as evaporation or evaporation of sea water. The salt produced on Onrust Island is then distributed to various regions in the archipelago and surrounding areas. As a production and distribution center, Onrust Island plays an important role in meeting the salt needs of the region (Andaya, L. Y. 1993).



Map of Onrust Island off the coast of Batavia

**Source:** Heydt, Johann Wolfgang, *Allerneuester Geographische- und Topographischer Schau-platz, von Africa und Ost-Indien* (1744).

On the basic plan map above section A of Onrust Island there is a *das Pulver Magazijn* or gunpowder warehouse which is generally used for storing ammunition or explosives. Section B on the map contains *die Grose Bateria* which means large battery which probably refers to a defensive battery, usually consisting of various types of cannons and other defensive weapons placed in strategic positions to protect the island from enemy attacks, especially from sea attacks. For section C, there is the *die Wasser Reserve* or water reserve on Onrust Island which is stored for emergency situations when the main water supply is disrupted. In section D there is of course *die Treppe auf die Bateria* or stairs to the battery, this refers to section B which is used to reach or access the defense battery on Onrust Island (Heydt, J.W., 1744).

For section E there is the *Courtinen und Gäng auf den Palisaten und Mauren* or the dividing walls and passageways above the palisades and defensive walls on Onrust Island. Next, section F contains *die steinerne Bastion oder Pünt* which means stone fortress or pier. This refers to

defensive structures such as stone forts or piers that existed on Onrust Island at that time and were an integral part of Onrust Island's defense and operational system at that time. In section G there is *die Hölzterne Bastion oder Pünt* which means wooden fort or pier, this refers to a wooden fort or defensive structure made of wood and it is also possible that there is a pier or landing place for ships made of wood on Onrust Island. Section H also contains *Pulver oder Kraüt-Hauss auf der Holtz Pünt* or medicine warehouse on a wooden pier, this indicates that there was a warehouse of ammunition and medicine placed on a wooden pier on Onrust Island (Heydt, J.W., 1744).

Next, for part I there is *das Bastion Beck-hüys*, which means fortress Beck-hüys, this refers to a fort or defensive position that has a certain geometric shape, often protruding from the main defensive wall to provide a better shooting angle against enemy attacks. While "Beck-hüys" is likely a specific name or term associated with a particular fort or structure on Onrust Island. In section K there is also *die so genante Tau-Pünt* or Tau-Pünt pier, this name probably comes from the fact that this pier is used to moor up ships using ropes or ropes. Furthermore, in section L there is the *Pulver oder Krüyt-huys* or explosives warehouse, this warehouse is used to store explosives needed for weapons and cannons used in the defense of Onrust Island. In section M there is a *Reiss-Packhauss* or rice warehouse, where at that time rice was a staple food that had strategic value in trade and sustainable food supplies for residents and sailors on Onrust Island (Heydt, J.W., 1744).

For the N section there is also *Brandenwein u: Ararks Packhauss* or arak alcoholic beverage warehouse and food storage warehouse, this facility will play a role in maintaining supplies and meeting the needs of crew, personnel and island residents in terms of drinks and food. Next, in section O there is the *Packhauser vor den Schmitts-winckel oder werckstatt* or warehouse in front of Schmitt or workshop corner, this warehouse is used to store goods or materials related to trade, production or repair activities carried out on the island. In section Q there is the *Baas-Schmitts oder des Schmitts Meisters-Wohnung* or Baas-Schmitt or Schmitt master's apartment. In section R there is *das grose Thor oder Port* which means big door or gate, this may be the main entry point to Onrust Island, which is important both for population access and for trade and defense activities (Heydt, J.W., 1744).

Furthermore, in the S section there is *des Meister Knechts von den Zimer-leuthen Wohnung* or the head carpenter's residence, as part of trade and construction activities, carpenters and their workers may have an important role in building and maintaining the island's infrastructure, including buildings defense and other facilities. In section T there is also *des 2. Meister Knechts Wohnung* or second carpenter's residence. For part V there is the *Domini oder Krancken Trösters Wohn:* or the residence of priests and nurses for the sick. In section W there is the *Administrateurs Wohnung* or administrator's house, this refers to the residence of administrative officials or

administrators who are responsible for various operational and management aspects of the island (Heydt, J.W., 1744).

Next, section X contains *des Buchhalters Wohnung* or the accountants' residence. This refers to the residence of the accountants or financial recording officers who were responsible for managing financial records and trade transactions that took place on Onrust Island. Section Y on the map is *des Ober Chijrurchus-Wohnung* or the residence of the highest-ranking clergyman, which was the residence of the highest-ranking clergyman or head of the church responsible for religious and spiritual aspects on Onrust Island. In section Z, there is also *Pfeffer-Packhauser, worauf die Logien der Handwercks leuthe* which means pepper storage and above the craftsmen's residences, depicting Onrust Island as an important pepper trade center, as well as a place where craftsmen gathered and worked together. Furthermore, on the map number 1 is *Wasser cisterne oder Brun* or a water tank or well, which can be interpreted as an effort to ensure an adequate water supply for the residents and workers on Onrust Island (Heydt, J.W., 1744).

Number 2 contains *die Küche oder Compuys* or the kitchen, certainly an important facility because in the VOC's trade and logistics, it required adequate infrastructure for food preparation and storage. At numbers 3 and 4, there is *Gallerie, u: Wohnung der Comandirten* or the commanders' residences. Next, at numbers 5, 6, and 7, there is *Assistenten Stuff u: Wohnung* or the assistants' staff and residences. Number 8 also contains *das Thuyn oder Garten Packhaus* or the garden and plantation warehouse. At number 9, there is *Pfeffer Packhäuser* which means pepper warehouses. Next, at number 10, there is *andere Packhausser* or other warehouses. At number 11, there is *Machinen um die Schiffe mit auf die Seite zu legen u: zu repariren* or machines for turning ships on their sides and repairing them, which would facilitate the repair and maintenance process, such as cleaning and renovating the hull, repairing damage, or performing other routine maintenance. At number 12, there is *das Haupt oder Hoofft* which means the head or center, referring to the main facilities supporting the trade activities, ship repairs, and logistics on Onrust Island (Heydt, J.W., 1744).

Number 13 contains *Zimmerleüthe Geräthaschafftsmagazijn* or the carpenters' warehouse and equipment. At number 14, there is also *Logis, worunter die Zimerleuthe arbeiten* or the place where the carpenters worked. Next, at number 15, there is *Privat-wohnungen* or private residences. At number 16, there is certainly *Lust oder Spiehl-hauser* or entertainment venues, where residents or workers could rest, have fun, or play outside of working hours. Next, at number 17, there is *die Kirche* or the church, which at that time served as a place of worship, a meeting place, and a center of spiritual life for the residents and workers on Onrust Island. At number 18, there is also *Windmühlen* or windmills, in this case, windmill structures used to power machines or equipment by harnessing wind energy (Heydt, J.W., 1744).

Number 19 contains *die Reserve worinen die Baume-welche geschnietten werden, liegen* or the reserve, where the trees to be pruned are located. The trees to be pruned were likely used to meet various wood needs on the island, whether for production, ship repairs, construction, or daily needs. Next, at number 20, there is also *der Compass* or the compass. At the last number, 21, there is *der Flaggen Stock* or the flagpole (Heydt, J.W., 1744).

In 1729, the church on Onrust Island was rebuilt using stone as the construction material. The reconstruction of this church was part of the VOC's efforts to repair and develop facilities on this island to support the growing trade and shipping activities (Heydt, J.W., 1744). Using stone as a construction material has several advantages, including better strength and durability than other materials such as wood. This will make the church more durable and able to withstand the harsh weather and environment in coastal areas. The process of building a church from stone certainly involves skilled labor such as bricklayers and construction workers. They will use special construction techniques to build strong and stable stone structures. These churches may also undergo certain design changes or adjustments to suit the new materials used. The rebuilding of this church shows the VOC's commitment to maintaining and developing important facilities on Onrust Island to support trade and shipping activities (RGP-GS205, 1988:895).

Furthermore, in 1739, a German architect named J.W. Heydt visited Onrust Island in Indonesia. During his visit, Heydt took the initiative to draw views of the island and create a map detailing the layout and structures on the island. The views that Heydt drew involved visualizations of various elements found on Onrust Island at that time. This included depictions of the coastline, buildings, activities, and other natural features. The views provided an overview of the island's condition, with an emphasis on infrastructure, surroundings, and existing activities. Meanwhile, the map created by Heydt was a visual representation in the form of a diagram or map detailing the geographical layout and buildings on Onrust Island (Heydt, J.W., 1744).

Heydt's arrival and his work in drawing views and creating a map of Onrust Island provided important information about the condition and activities on the island at that time. It offered valuable insights into the trade, commerce, and infrastructure that supported maritime operations during that era. In the mid-18th century, particularly in the 1750s and 1760s, Onrust Island experienced changes in its economic role and significance (Heydt, J.W., 1744). The VOC experienced a serious financial decline in the 18th century. Several factors, such as competition with other trading companies and high operating costs, caused the VOC to experience financial difficulties. As a result, the company was forced to limit its expenditures, including in the areas of ship repairs and activities on Onrust Island. Initially, Onrust Island was also known as the center for ship repairs and shipbuilding for the VOC (Gaastra, F.S., 1991).

However, due to the financial problems faced by the VOC, ship repair activities on the island began to decrease significantly. This reduction may have involved a decrease in investment in facilities, equipment, and labor needed to maintain a high level of activity. During this period, the VOC's influence in the region began to wane. The VOC lost some trade monopolies and control over certain areas. In turn, this impacted Onrust Island's role as an important place in the trade and commerce network (Hanna, W.J, 1991:105-120). The VOC's waning dominance caused the island to lose its status as a major center for ship repairs and maritime activities. The combination of the above factors led to a decline in Onrust Island's role in trade and commerce in the mid-18th century. Although the island may have still functioned as a location for limited activities, its role and importance in maritime trade were no longer as great as before. This change was in line with major shifts in the economic and political history of the region, as well as the decline of the VOC as the dominant trading company. The company had also experienced financial and administrative problems in the years leading up to this, and this upheaval dealt a severe blow to the VOC's financial stability and sustainability. At the same time, the situation in the East Indies was becoming increasingly complex. Various powers, including the British, began competing for influence and control over the region. In 1795, there was also a war between France and Britain in Europe, which triggered tensions in the East Indies. The weakened VOC was unable to cope with the situation (Shulman, D.G., 1977:116-113).

To prevent valuable facilities and assets, including ships and shipyards on Onrust Island, from falling into enemy hands, drastic measures were taken. Ships and facilities on Onrust Island were destroyed or abandoned. This action was part of a strategy to prevent the use of resources by the enemy, particularly the British, who were intensifying efforts to take over the VOC's position and influence in the region. In 1800, a British fleet under the command of HL Ball blockaded Onrust Island. The British fleet first besieged the island. After successfully besieging Onrust Island, they eventually succeeded in destroying it. With the demise of the VOC and the destruction of facilities on Onrust, the era of the dominant Dutch trading company in the East Indies came to an end (Dinas Museum DKI Jakarta, 2000:17).

### **Onrust's Position in the VOC Trading Network of the 17th and 18th Centuries**

Onrust is a small island located in the waters between Batavia, which is now Jakarta, and the main port of the island of Java. This island had a strategic position in the trade network of the Vereenigde Oost-Indische Compagnie (VOC) or Dutch East India Company in the 17th-18th centuries (Dinas Museum dan Sejarah, 1993: 1). Onrust Island is the largest island among the surrounding islands, and Onrust was quite an important island in the 17th-18th centuries. In that century, Onrust also had an important role in the economic sector, and Onrust was also Batavia's first defense center (Parmentier, J. 2003:15). Therefore, Onrust also became an island that had an important role in the VOC trade network. At that time, all ships wishing to enter Batavia must also

go through checks on Onrust Island. Apart from that, there was also a spice storage warehouse there because Onrust was also a place for loading and unloading merchandise at that time (Bonke, Hans, 2002:45-60).

Onrust Island played an important role in the context of the VOC (Vereenigde Oost-Indische Compagnie) trade with Banten in the 17th and 18th centuries. Based on the source the author found, Willard A. Hanna in his book "Indonesian Banda: Colonialism and Its Aftermath in the Nutmeg Islands" explains several roles of Onrust Island. First, Onrust functioned as a maritime base, or center of maritime operations, for the VOC around Banten. This meant that the island was a strategic place where VOC ships docked, anchored, and underwent maintenance. In addition, Onrust was used for repairing VOC ships. The ships used in trade with Banten and the surrounding areas required regular maintenance and repairs. Onrust provided facilities and technical skills to carry out these repairs. Storage of Goods: In addition to the ship repair function, Onrust was also used as a storage place for various types of commodities. This included commodities traded between the VOC and Banten, such as spices, textiles, and other goods. Onrust also served as a logistics base supporting trade between the VOC and Banten. This included the provision of supplies, ship maintenance, and general logistics needed to conduct smooth trading operations (Hanna, Willard A. 1991). In addition, Jambi also participated in exporting spices such as pepper to ports in the archipelago to Makassar, Siam, and also including Banten and Onrust. The pepper was collected, and the VOC would consolidate various commodities, including pepper. Then, these goods were transported to Onrust, where in addition to having a spice storage warehouse, they would be processed, packaged, and prepared for shipment to Europe and other VOC trade areas (Meilink-Roelofs, 1962).

In the Minangkabau region, there were also pepper planters who came from the mountain people. They were also accustomed to selling the pepper they planted on the coast using their boats, which were fully loaded with pepper. Around 100 to 150 of these small ships would surely appear every year to sell their pepper. The Minangkabau people usually exchanged the pepper for cloth from Chinese traders, which they then resold in the interior (Meilink-Roelofs, 1962).

Onrust Island played an important role in the VOC trade network with Jepara in the 17th and 18th centuries. VOC ships, before departing for Jepara, certainly had to go through inspection at Onrust. The VOC ships sailing to Jepara carried very important commodities. One of the commodities mentioned in your source is teak wood. Teak wood was one of Jepara's prime commodities, and the VOC was heavily dependent on this teak wood for trade and export. Teak wood was a highly valuable construction material at the time, used for building VOC ships and many other purposes. Onrust, as a base supporting this trade, may also have had facilities for processing and storing teak wood before it was sent to Europe (Ricklefs, M.C. 2008). Teak wood

exported from Jepara usually came in the form of bamboo, logs, and boards. In addition to exporting teak wood, Jepara also exported foodstuffs such as rice, pepper, salt, onions, garlic, arrack, and dried salted fish. Jepara also exported goods such as cotton fabric, Chinese iron pans, and knives (Meilink-Roelofs, 1962).

Onrust's role as a bridge between the VOC and the city of Semarang was an integral part of the trade dynamics in the region at that time. VOC ships carried various types of commodities, including spices, textiles, wood, and other trade commodities, from various regions of the archipelago and abroad. Onrust was used as a place to store and process these goods. While at Onrust, the commodities brought by VOC ships could be processed or prepared before being distributed to the city of Semarang. For example, spices may have needed to be sorted and repackaged before being sold in the market. Onrust also played a role in providing supplies for the needs of VOC ships sailing to and from Semarang. This included food, water, and other goods needed for long sea voyages. Onrust Island functioned as a strategic logistics center. Goods obtained from the city of Semarang could be transferred and transported through Onrust for further distribution to various other ports and markets in the archipelago region (Taylor, Jean Gelman. 1983).

Tuban was also involved in the trade context of that era with Onrust. Based on the source book "Frontiers of Fear: Tigers and People in the Malay World, 1600-1950" by Peter Boomgaard, Onrust, as one of the VOC's maritime bases in the archipelago, functioned as a place for ship repairs, goods storage, and a logistics base for VOC trade in the region. This included the sugar trade produced in Tuban. The sugar produced in Tuban needed to be transported by VOC ships to Europe and other markets. Onrust could be used as a place for the preparation and shipment of sugar, as well as providing the supplies needed during the long sea voyages. The VOC ships used in the sugar trade also required regular maintenance and repairs. Onrust, with its ship repair facilities, could help ensure that these ships were in good condition to make the long journeys and safely carry sugar cargo. Onrust was an integral part of the VOC's trade network in the archipelago. It worked together with various other VOC trading posts, including Tuban, to support efficient and profitable trading operations (Boomgaard, Peter. 2001). In addition to the sugar produced by Tuban, there was also pepper exported from the Tuban market. At that time, the Dutch seemed amazed when they saw the shape of the ships used by Tuban fishermen. Generally, the ships used for trading and cargo by the Tuban community consisted of pepper (Meilink-Roelofs, 1962).

Gresik also certainly played a very important role in VOC trade, especially in salt production and supply. Based on the source you mentioned, the book "Nusa Jawa: Silang Budaya, Bagian 2: Jaringan Asia" by Denys Lombard, Gresik was known as a vital salt production center for the VOC. Salt was a very important commodity at that time, used to preserve food during long

sea voyages. Onrust could be used as a temporary storage place for salt collected in Gresik before being loaded onto VOC ships. This allowed the salt to be arranged, packaged, and ready for transport to Europe or other regions. The VOC ships used in the salt trade from Gresik to Europe required regular maintenance and repairs. Onrust, with its ship repair facilities, could help ensure that these ships were in good condition to make the long journeys (Lombard, Denys. 2011). Gresik also exported rice, beans, sugar, game animals, livestock, and fish. Although Gresik was used as a bustling trade traffic conducting spice trade, the Dutch did not consider it a major place. Products marketed in Gresik could also be easily purchased with the needs of the Spice Islands rather than in Banten. Agricultural products in Gresik made it a place for restocking supplies for routes to the Spice Islands. In addition, no more than 7 ships were used to send nutmeg flowers and nutmeg fruits from the Banda Islands to Java. Furthermore, Surabaya also played an important role for Gresik because in 1613 there was an attack carried out by the rulers of Mataram that had been planned since 1610. The VOC officials and local residents at that time fled, carrying their belongings to the city of Surabaya, which was surrounded by a fortress. However, when the Mataram troops were struck by disease and retreated, the VOC officials resettled in Gresik (Meilink-Roelofs, 1962).

Madura, an island to the east of Java, played an important role in the VOC trade network, especially in the context of salt and fish production and trade, and certainly also had a connection to Onrust. Based on the book "A History of Modern Indonesia Since c. 1300" by M.C. Ricklefs, Madura had small ports used by the VOC for local and regional trade. Onrust, as one of the VOC's maritime bases in the archipelago, may have played a role in managing ships coming and going from these ports. Madura was famous as an important salt production center for the VOC. Salt was a commodity greatly needed by the VOC for their expeditions. Onrust, as a maritime base, may have been used to store and transport salt from Madura to VOC ships. Fish was also an important commodity in VOC trade. Madura could supply fresh fish to VOC ships that needed it. Onrust may have played a role in the storage and shipment of fish. Onrust, as a VOC maritime base, also played a role in providing the necessary logistics and storage facilities to support this salt and fish trade. This included the provision of supplies, ship repairs, and other services that supported VOC trade operations (Ricklefs, M.C., 1991).

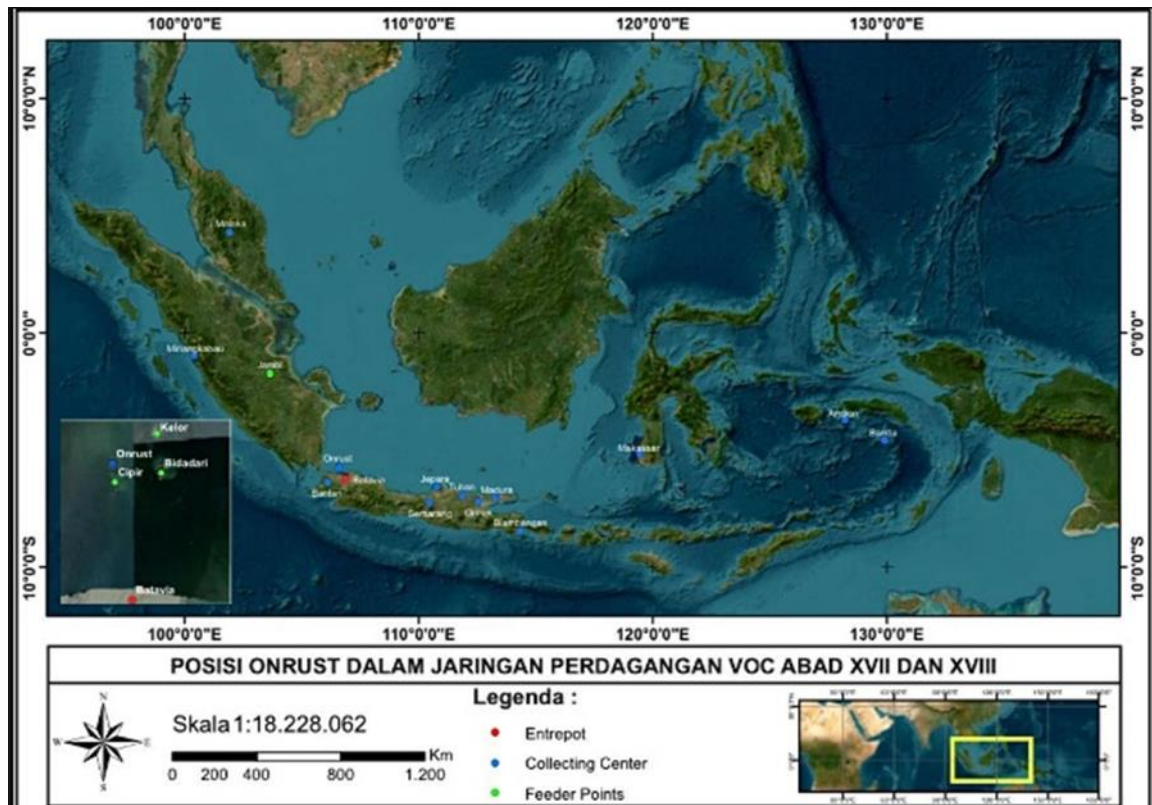
In addition to Madura, Blambangan, which is now part of Banyuwangi, was an area that played an important role in the production of spices, especially cloves, in the Nusantara region. Based on the source book "Indonesian Sociological Studies: Selected Writings" by B.J.O. Schrieke, Blambangan was known as a spice-producing area, especially cloves. Spices were a highly valuable commodity at that time as they were used for various purposes, including as seasonings and food preservatives. The VOC often took harsh measures to control spice production and ensure a sufficient supply. This could include a monopoly on production, restrictions on local



producers, and even conflicts with local communities in an effort to control spice resources. Onrust also played a role in supporting the VOC's efforts to control spice production and trade in Blambangan by providing the necessary logistics infrastructure, storage facilities, and transportation. Onrust was also one of many VOC maritime bases used to support trade operations and control of spice resources in the Nusantara region (Schrieke, B.J.O. 1955).

Malacca was a very important trade route at that time, connecting the Maluku Islands, which were the main source of spices such as cloves and nutmeg, with markets in Southeast Asia and Europe. After falling into Dutch hands in 1641, Malacca became a strategic VOC trading center in the region. The city provided direct access to the Strait of Malacca and became an important place for the VOC to regulate and control trade in the region (Wijaya, D. N., 2022). Onrust served as a support base for the VOC fleet anchored in Malacca. Here, ships could be repaired, maintained, and prepared for further trade voyages. Onrust also played a key role in controlling merchant ship traffic passing through the Strait of Malacca. This included ships carrying spices, produce, and other valuable goods. Onrust also played a role in the highly valuable spice trade. The Maluku Islands, especially islands like Banda, were the main sources of cloves and nutmeg. Controlling the supply of these spices was a major objective of the VOC, and Onrust was used as a temporary storage and distribution point before these spices were shipped to Europe (Leonard Blusse, De Witt. 1989).

Ambon, based on the book "Imperial Alchemy: Nationalism and Political Identity in Southeast Asia" by Reid, A., along with the surrounding islands, was famous for producing high-quality nutmeg and cloves. Both were valuable spices that were highly sought after by the VOC and the European market at that time. Nutmeg and cloves were used as spices, food preservatives, and perfume ingredients, giving them high economic value. The presence of spice sources in Ambon made it a prime target for the VOC in the spice hunt. The VOC wanted to control the production and trade of these spices to gain substantial profits in the European market. Onrust was an important base for the VOC. Although quite far from Maluku, Onrust played an important role in the spice trade. The island was used by the VOC as a place for ship repairs, spice storage, and a distribution center for goods imported from various regions, including Ambon. Spices collected from Ambon and other Maluku islands would be sent to Onrust. There, the VOC would process, package, and prepare them for shipment to Europe. Onrust also became an important stopover for VOC ships sailing between Maluku and Europe. By controlling production in Ambon and having a logistics base in Onrust, the VOC could oversee and control the spice trade from Southeast Asia to Europe. This gave the VOC a major competitive advantage in the spice trade at that time (Reid, A. 2010).



Map of Onrust's Position in the VOC Trading Network of the XVII-XVIII Centuries (Developed based on Meilink-Roelofs, (1962); Hanna, W.J. (1991); Taylor, J. G. (2003); Ricklefs, M.C. (1991 & 2001).

## CONCLUSION

The research results show that Onrust has adequate physical facilities to support VOC trading operations, such as shipyards, warehouses and commodity processing facilities. In the 17th century, Onrust also became Batavia's first defense center. Then in the 18th century, ship repair activities at Onrust began to decrease due to the VOC's financial difficulties. However, Onrust remained an important post in the VOC trade network in the archipelago. This island became a stopover for the VOC trade fleet from various ports in Java and its surroundings. Products such as spices, wood, salt and others stopped at Onrust before being distributed further by the VOC. Thus, Onrust played an integral role in the VOC's maritime trade network in the archipelago in the 17th and 18th centuries through the infrastructure and logistics support it provided.

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