

Maritime Diplomacy of the Indonesian Navy on Sail Australia 1998

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Abstract

In the 90s, Indonesia's relations with Australia often had ups and downs. In addition, Australia has been a neighbour of Indonesia for a long time. Thus, Indonesia conducts Maritime Diplomacy so as not to cause more significant turmoil. Australia celebrated Australia Day 1998 by inviting Tall Ships from various countries. Indonesia was invited to visit the Royal Australian Navy (RAN), so Indonesia was willing to join the Sail Australia 1998 event. Indonesia joined Sail Australia in 1998. The cruise was adjusted to the AAL schedule to carry out Kartika Jala Krida. Therefore, the voyage was named Kartika Jala Krida 1998 to Sail Australia. During the voyage, KJK '98 experienced several dynamics. The tail of KRI Dewaruci was hit by a storm when the race did not get wind. When one of the KJK '98 was going to visit the Indonesian Ambassador in Canberra on the roadside, there were several demos about Timor-Timor. Thus, no matter the circumstances, Indonesian sailors, through the KJK '98 team, still show as professional, *trengginas*, *tanggon*, and responsive sailors. KJK '98 shows the performance of the AAL cadet marching band, ship parade, sailing role, and traditional dance using traditional customs. Open Ship also introduces Indonesian culture. The results of the struggle of Indonesian sailors fascinated the Australian people, who were amazed by Indonesia and then KJK '98 received the most trophies. Thus, the results of maritime diplomacy can reduce friction between Indonesia and Australia. This research uses a maritime history approach that aims to keep the Indonesian generation in the maritime spirit even in the circumstances, regardless of conditions. First, why Indonesia carried out maritime diplomacy through participation in Sail Australia 1998, despite the monetary crisis. Second, what are the dynamics of the Navy's maritime diplomacy in participation in Sail Australia 1998. Third, how the public responds to Indonesia's maritime diplomacy towards Australia.

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Introduction

Indonesia is a maritime country. Geographically Indonesia is surrounded and united by the ocean that surrounds the archipelago. In Indonesia's maritime history, the kingdom of Srivijaya, Majapahit, Mataram Kuno often makes a source of pride. These kingdoms depict a perceptive, *tanggon* and *trengginas* maritime spirit. They use a means of communication with the world through sailing, namely sailing ships (Asep 2016). In the era of President Soekarno during the inauguration of the Naval Institute in 1953, he once said (Penyusun 1993, 160):

“Try to make us a nation of sailors again. Yes.. a nation of sailors in the broadest sense. It's not just *jongos-jongos* on a ship. Not! But the seafaring nation in the sense of the oceanic horizon. A nation of sailors who have a commercial fleet, a nation of sailors who have a military fleet, a nation of sailors whose busyness at sea matches the rhythm of the ocean's waves.”

Meanwhile, in the era of President Soeharto's leadership regarding the concern for building a maritime nation in 1996, he once said in his speech:

“The Indonesian nation in the past recorded history as a maritime nation, but along the way, it has lost its nautical skills and faded its maritime spirit.”

Therefore, it has made a concern in the maritime field and the necessity of Indonesia to rise and be more enthusiastic as a maritime nation. In 1997, President Soeharto once advised and reminded the Navy. The Navy must continue to prioritize the human element in forming Marine Matra Soldiers who uphold the *Sapta Marga* and the Soldier's Oath, believe in the Tri Sila of the Navy as the best thing, namely discipline, hierarchy and military honor, and follow the development of marine science and technology. In addition, the Navy must also be able to revive the soul and nautical spirit of the nation in the broadest sense (Cakrawala 1997, 5).

However, several studies have analyzed and examined Indonesia at the maritime fulcrum. Yety Rochwulaningsih et al. (Rochwulaningsih 2019) questioned why Indonesia has yet to become a strong maritime country by capturing economic opportunities through the availability of abundant natural resources, geographical conditions, and historical relics of the past. He also emphasized that if Indonesia wanted to become a large maritime country, it was necessary to build maritime power in the fields of shipping, defence, and military. To build a nautical civilization, according to Meutia Farida Swasono (Widyarsono 1997), it must require a nautical society that is able to develop, is resilient and can make nautical civilization have significance for national life in general. In addition, a sailor is brave, persistent, and steadfast and has a broad horizon of thinking as wide as the ocean. Sometimes typhoons and storm surges in the middle of the ocean, at any time, can threaten the safety of life, so their mental and mental well-being is trained to face these natural challenges. The mentality and spirit of such a sailor have a positive impact on the person of the Indonesian nation who dares to face life's challenges. According to Singgih Tri Sulistiyono (Sulistiyono 2016), in the sense of a maritime country that is right for Indonesia is a country that is able to build its maritime strength both in the fields of shipping and trade, maritime defence and security forces, and advances in maritime technology to be able to take advantage of it.

One of the proofs of Indonesia's success in showing itself as a maritime nation to the international is the Sail Indonesia 1995 activity. The activity commemorates the 50th anniversary of Indonesia's independence. In addition, Indonesia, as the host, has succeeded in inviting and presenting participants in the high-mast sailing boat competition from various countries. The Sail Indonesia 1995 event consisted of a tall ships race, yacht race, and fleet review. In addition, Indonesia's proud high-mast sailing ship is KRI Dewaruci. KRI Dewaruci has fought to win the Tall Ships Race. The dynamics of KRI Dewaruci's struggle had been passed with AAL cadets. Therefore, KRI Dewaruci managed to get the presidential trophy, although, at that time, there were many high-sailing ships from various worlds (Anindito 2019).

The RAN (Royal Australian Navy) invited Indonesia to attend Australia's Birthday on January 26, 1998 (Cakrawala 1998). In addition, Indonesia's relationship with Australia often has ups and downs (Mutiah 2015). Indonesia continues to seek to improve relations with Australia by attending Sail Australia 1998 (Surarto 2021). However, in 1997 Indonesia experienced a monetary crisis (Prasetiantono 1997). One of the factors that led to the Southeast Asian financial crisis lies in the monetary authoritarianism of each country in choosing the exchange rate system. Thus having an impact on prices that soar higher and higher. It is, therefore, a challenge for Indonesia as a solid and strong maritime nation despite the conditions of this monetary crisis to attend Sail Australia 1998 (Surarto 2021). Kartika Jala Krida 1998, with full dynamics of sacrifice and struggle and pride, joined the race at Sail Australia 1998. Navy ships that join Kartika Jala Krida '98 Sail Australia are KRI Dewaruci and KRI Arung Samudera. This event also carries the fragrant name of the Indonesian nation, which shows the success of stirring our nation's happiness in the international world. Especially for generous and all elements of Indonesian society. The dynamics of the goodwill voyage that Kartika Jala Krida had gone through in 1998 until participating in the 1998 Sail

Australia competition and returning to Indonesia. In addition, it also enhances Indonesia's maritime diplomacy with the Seaman Brotherhood, especially with Australia.

First, why Indonesia carried out maritime diplomacy through participation in Sail Australia 1998, despite the monetary crisis. Second, what are the dynamics of the Navy's maritime diplomacy in participation in Sail Australia 1998. Third, how the public responds to Indonesia's maritime diplomacy towards Australia.

Overview of Sail Australia 1998

Australia's maritime history

Australia is a commonwealth country located in the southern part of the earth consisting of the mainland of the Australian continent, Tasmania Island, and various small islands. Australia is surrounded by the Indian and Pacific oceans, separated by the Arafura and the Timor Seas. Australia's land width is 7,617,930 km² (Sulistina et al. 2020). Australians are pleased to bathe in the sea during the day. Water is Australia's largest recreational area. Sunbathing, swimming and all sorts of water sports, such as skateboarding, sailboat riding, motorboat riding, diving and fishing, are part of Australia's summer way of life (Wicks 1983). Therefore they are a maritime society and a maritime nation. Westerners call the indigenous people inhabiting the entire Australian continent Aboriginal. But they did not undergo significant changes. Aboriginal development was prolonged because it was still alive as it was in the stone age.

Around the 15th and 16th centuries, European merchants competed with each other for profits from the trade in goods such as silk, spices, gold, gems, sugar and other goods from the eastern world that Europeans carried out. The first time the line to Australia was opened by Portuguese sailors (Perry 1982). the new sea route to the east was essential for the Europeans' discovery of the Australian continent. Therefore, the shipping line was continued by Spain. A Spanish sailor named Torres saw the islands that are plugged in, the craggy ocean between New Guinea and Australia is called the Torres Strait (Person 2005). The European nation that discovered the following Australian continent was the Dutch. Sailors from the Netherlands managed to find a place in Australia that was given the following names: Cape Keerweer, Hartog's Island, Arnhem's Land, Van Diemen's Land, and New Holland for the designation of mainland Australia. The Dutch view of New Holland or mainland Australia was so arid that they were not interested in holding an occupation there and did not give an advantage. Therefore the supreme leader of the VOC in the Netherlands regretted the waste of money, manpower and ships of investigation (Person 2005; Wesley et al. 2010).

The subsequent discovery of the Australian mainland was in England. The discovery made by England originated from William Dampier, who joined sailing with the Pirates to the Australian continent. They don't see any gains on the Australian continent (Dampier, 1998). William, who joined his voyage, wrote about his voyage. Thus William's writings were of benefit to the British government. The purpose of investigating New Holland by the British was to obtain an area near Indonesia controlled by the Dutch. The British government, through the British Navy, entrusted the ship Roebuck led by Dampier, to investigate New Holland. Dampier managed to land somewhere he called Shark's Bay because he had caught and eaten sharks. In 1769 James Cook was entrusted by the Royal Society of London to lead an expedition observing the events of the "transit of venus", both making discoveries in the South Pacific by sailing to the 40-degree South Latitude. However, travel is an obstacle caused by unfavourable weather. The voyage led by James Cook used a ship called Endeavour Bark.

In March 1770, James Cook left New Zealand for Van Diemen's Land. The magnitude of the South Sea's waves caused it to fail to reach Van Diemen's Land. But he reached the east coast of Australia, which Europeans had never visited. He landed in a bay originally named Stingray harbour. Later this name was changed to Botany Bay. There was a lot of vegetation. Therefore James Cook's impression of the area was different Dutch. From Botany Bay, Cook continued his voyage northward along the east coast of Australia. After passing through the tip of the York Peninsula, on Possession Island, Cook stuck the British flag while claiming the entire area belonged to England. James Cook gave the name of the site New Wales or New South Wales. This event occurred on

August 23, 1770 (Siboro 1989). It was the invention of James Cook that answered the riddle opened by the Dutch. James Cook has also laid the foundation for Australia to develop. In his relationship, James Cook deserved the honour of being "*the real discoverer of the real Australia that we know...*" (Vere 1957).

Britain's desire to realise Cook's plans for the economic potential the South Pacific has in order to build a wealthy emporium in the South. Therefore, on 26 January 1788 entered the port of Jackson with eleven ships which would later become known as the First Fleet. They brought 520 male inmates, 197 female inmates, 290 officers, marines, auxiliary workers, women and children (Wicks 1983). By midday, the officers and marines landed at Sidney. The British flag was raised, they drank for the safety of the king's family, and a shot of honour was fired. With that ceremony came the colony of New South Wales, and that day is now Australia's national day, Australia Day.

In the British colonial era, two young men had a maritime spirit of spirit. Both young men are deeply idolised and respected by the Australian public. The two young men were named Georga Bass and Matthew Flinders. Matthew Flinders arrived in NSW at 21 as a cadet aboard HMS Reliance, while George Bass was 24. George Bass and Mattew Flinders sailed south of Sydney for 80 KM. They used a slightly larger boat with the boat name Tom Humb. They carried out explorations and expeditions in the water area of the Bass Strait (Person 2005). Around the bass strait waters, the Sydney Cove ship encountered a storm. The ship leaked, so a lot of cargo was thrown at sea. Hamilton, the commander of the Sydney Cove ship, tried to get the ship to turn west between the islands in the Bass Strait to find a place where the ship had run aground. Thus all Sydney Cove crew members were safe (Howgego 2003).

A few months George Bass got on a boat to find answers on whether a strait separated NSW and Tasmania. At that time, Flinder could not accompany George Bass because he was on duty on the ship to be promoted to lieutenant. For three months on his voyage, Bass circled Cape Wilson, discovered Westernport, and returned to Corner Inlet (Morgan 2016). During his Expedition, George Bass attempted to reach close to the wreck that had run aground and the wreck. The ship was named Sydney Cove. However, due to bad weather that caused him to fail to approach, he was pushed onto the Victorian coast. Later in February 1798, George Bass and Matthew Flinder did not despair. They do the mapping and name the newly discovered places.

The success of George Bass and Matthew Flinder has been mapping. Governor Hunter, therefore, provided them with a small lifeboat named Norfolk. Geoge Bass and Flinder sailed from Sydney on October 7, 1798. They conducted the study past Twofold bay, continuing to the west side of Group Furneaux in northeastern Tasmania. They continued their voyage along Tasmania's northern coast. They discovered and explored Port Dalrymple. At the same time, they reached the western end of the north coast at Cape Grim. Thus they concluded that Tasmania is an island. During their voyages and expeditions, they observed the beauty around Tasmania. Many species of birds and seals they saw. They arrived in Port Jackson on January 11, 1799 (Flinders 1958). The struggle of the sailor-spirited youth carried out by George Bass, and Flinders became a reference, an example for the people of Australia and other countries.

Sail Australia 1998

Australia held its first Sail Australia by inviting the world's highest-mast sailing vessels in 1988 to commemorate Australia Day, January 26 (Capp 1988). In addition to visiting Australia, tall ship participants also have activities, namely high-mast sailing boat races called Tall Ship Races. The race started from Hobart to Sydney on January 10 1988. After that, the participants experienced the Tall Ships Race on Australian Day, the entire boat parade on January 26, 1988, at 3 p.m. in Sydney.

Australia Day was a big day, a showcase for the people of Australia and the event was a spectacular success. Tall Ship, made up of different countries, joins local trainers and yachts across Australia. They sailed to Sydney to celebrate the exploration of Tasmania, which was later called Van Diemen's Land (Boyce 2006). Therefore, the experience of Sail Australia 1988, the Australian Government held Sail Australia 1998 again. Sail Australia 1998 is different from Sail Australia

1988. Sail Australia 1988, the race started from the city of Hobart and sailed Australia 1998 started from the city of Sydney.

In 1996, NSW Premier Bob Carr and Tasmanian Prime Minister Tony Rundle announced plans to return more than 100 historic high-mast ships to Australia by 1988. Each contributed 500,000 Australian dollars to enliven the event (The Sydney Morning Herald 1996). To celebrate the rise of the Bicentenary from across Tasmania by explorers Bass and Flinders. During Australia Day in 1997, the Australian Governments of NSW and Tasmania often held nautical events annually and seasonally. It was different in 1998 from the usual year. In 1998 the Tall Ships Race will be held at the international level based on the International Sail Training Association and commemorating the 100 tall mast ships that once gathered in the southern hemisphere in 1988. In addition, it is expected that the number of visitors in 1988, around 2 million people, gathered to witness the Tall Ship in Australia. In addition to revitalizing and resurrecting young Australians as a nation of sailors, the committee has opened an announcement in the media. The young man who needed to join Tall Ships Races Australia 1998 was a young man aged 16-25. They will be trained and become one of the teams of the Australian high-mast ships (The Sydney Morning Herald 1997). In his remarks, New South Wales Premier Bob Carr as host in the Sydney region, said:

“Perhaps more importantly, we give young people from different countries the opportunity of their lifetime to experience adventure at sea. By participating in ocean voyages, sometimes exhausting but always exciting, young people gain new skills and learn about themselves from others to improve their abilities (Official Program Tall Ships Australia 1998).”

Tasmanian prime Tony Rundle said:

“A race from Sydney to Hobart to commemorate the second century of the discovery of the Bass strait by George Bass and Matthew Flinders, and subsequent participants tour our island. Tasmania, therefore, has a rich maritime heritage and is an island that demands a connection with the sea that the Tasmanian people have embraced and enhanced. This is real if we consider the large number of marine exports that have become famous by the country, from seafood containing a lot of seafood to international catamaran ferry ships that broke records (Official Program Tall Ships Australia 1998).”

Participants in the high-mast sailing boat race in Sydney on 19 January 1998. Furthermore, on 20-26 January 1998, it consisted of the Inaugural Address of the NSW Meneteri, Open Ship, Waterhouse Reception, Governor's Reception, Maritime Museum visit, and Ship Visit at KRI Dewaruci, Pallada, Cuthemocc, Kirab city. On 26 January 1998, a boat parade was organized, and a high-mast sailing boat race to Hobart. Tall Ships Race participants are limited to arriving in Hobart until 18 January 1998. Participants stayed in Hobart until 8 February 1998. Activities in Hobart during Sail Australia 1998 consisted of a communal meal, a boat parade, exhibitions, local performances, Museum Visits, Sports together, Town rhymes, Marine Rescue Discussions, and Open Ship. The participants of Tall Ships Australia 1998 consisted of various countries. Countries that joined Tall Ship Australia in 1998 include Indonesia sending KRI Dewaruci and KRI Arung Samudera. The Russians sent the ships Pallada and Nadezha. Mexico sent its large sailing ship named Cuauthemoc. Canada sent its tall mast sailing ship named HMCS Oriole. Vanuatu with its ship named La Violante. New Zealand sent his ship named Lady Windemere. The British sent their ship called the Eye of The Wind. While Australia as its host, sent its tall sailing ships totalling 42 high-mast sailing ships.

KJK (Kartika Jala Krida) to Sail Australia 1998

Surarti (2021) explained one year before the departure, Indonesia received an invitation from the committee through the RAN (Royal Australian Navy). Navy Chief of Staff Admiral Arief

Koeshariadi followed up by giving a telegram. KASAL instructed its assistants to form a Task Force. This activity is already known as "Operation Kartika Jala Krida" (Cakrawala 1997). KJK is a routine program every year of the AAL education academy. This practical activity of sailing and goodwill sailing makes the meeting place for all sailors worldwide. They see these activities as very important to promote the unity and unity of the people of the whole world. Therefore, Indonesia is willing to join in revitalizing the 1998 Tall Ship Australia event and participate in the Tall Ship Races Sydney Hobart. The ships serving in KJK '98 are KRI Dewaruci and KRI Arung Samudera.

The commander of Kartika Jala Krida 1998 is Lieutenant Colonel Ign Dadiék Suryanto, as well as the commander of KRI Dewaruci. Meanwhile, the commander of KRI Arung Samudera is Captain Sarmono. The 1998 KJK goodwill voyage to Australia was named Circum Navigation Australia. The KJK '98 voyage to Australia was with AAL cadets of batch 44 level II to III. Whimbo (2021), before sailing to Australia, all the crew and AAL cadets made preparations. Sutrisno (2021) explains that the crew's preparation consists of checking ships, ship sails, docking ships, making shipping line routes, preparing logistics, etc. However, in the preparation, one of the obstacles is exchanging the dollar currency. Surarto (2021) explains that initially, the dollar exchange rate was IDR 2500 per 1 USD to IDR 3000/1 USD. The 1998 KJK team had been looking for a place to exchange money but did not get it. Only half of the budget can be exchanged for USD in Indonesia. Meanwhile, cadets carry out preparations with marching band rehearsals and art performances and prepare the necessary performance equipment to be submitted to the AAL Governor.

The departure of Kartika Jala Krida (KJK) in 1998 was divided into two places. Both places are from Surabaya and Jakarta. KRI Dewaruci and AAL cadets were released directly by AAL Governor Maj. Gen. TNI (Mar) Sudarsono Kasdi in Surabaya. They were released on December 21, 1997. In addition, KRI Arung Samudera was released by the Commander of the Indonesian Fleet Command for the Western Region, Rear Admiral Achmad Sutjipto, in Jakarta on December 26, 1997. The KJK '98 voyage involved 187 personnel consisting of 79 crew members, 80 AAL Cadets, 98 KJK Task Force personnel and 11 caregivers from the AAL as well as representatives from the Midshipmen of the Republic of Singapore Navy (RSN) 2 people, Royal Australia's Navy (RAN) 2 people, Hang Tuah University students two people, Taruna High School students 2 people, Saka Bahari Scouts 2 people, Cadets of 3 people each, as well as from Dispenal 2 people and journalists from the Pearl Tabloid media.

Whimbo (2021) explains that the AAL Governor said that KJK '98 aims to implement lessons in the essential professions of the marine dimension that the cadets have received. Kartika Jala Krida 1998 also to take part in the Tall Ship Races Sydney-Hobart 98. The concern of the KJK '98 Operation Task Force is to determine the name of the Indonesian nation as a seafaring nation and a maritime nation. In addition, the AAL Governor also conveyed a message to cadets, students and scouts that were expected to be followed as well as possible. The impact is beneficial for cadets during assignments in the Navy. Also, advise cadets always to be careful and not to look for trouble. Being cautious is not the way to run or dodge. Suppose there is a demonstration. There is no need to invite discussion because it is a matter of time.

KRI Dewaruci sailed towards Kupang. The distance from Surabaya to Kupang is approximately 870 NM. During the voyage, cadets get lessons in theory and practice. One of them is carrying out the role of sails, maintenance of ship equipment, etc. In addition, cadets also carry out ship guard pickets. Their task is to carry out the creation of a cruise line track, driving the ship. For those who get picket assignments, do not take classes. Upon arrival in Kupang, cadets, together with ABK, carry out Christmas activities for those who celebrate it, completing needs that are still lacking, such as buying red coca-cola, and a cocktail party with Danlanal in Kupang. In Kupang Kartika, Jala Krida '98 leaned for three days. KRI Dewaruci and KRI Arung Samudera departed together from Kupang to Australia.

In the waters of Carpentaria Bay, KJK '98 organized a simple New Year's Eve party. Commander of the KJK '98 Task Force, Lt. Col. (P) Dadiék Surarto, emphasized that in this new year, all crew members must be able to spur themselves in carrying out the tasks that have been

entrusted, especially to achieve achievements in the 1998 Tall Ships Australia match. Events were organized on the deck of the ship. Although in the natural sea, the atmosphere of silence can be lively. The activities included commanding and climbing skills by AAL cadets with the crew. At exactly 00:00 local time, the explosion of the beacon/hand flare was released from KRI Dewaruci. In addition, it was followed by the sound of the ship's gawk and the blowing of the trumpet by the crew and cadets. This shows as a sign of having entered 1998. While at KRI Arung Samudera with, an afterthought on the deck led by the Commander of KRI Arung Samudera, Captain Laut (P) Sutarmo.

During the voyage of KJK '98 to Australia coincided with the holy month of Ramadan. ABK and cadets in KRI Dewaruci and KRI Arung Samudera who are Muslims still reap their fasting. Meanwhile, the task he carried out was still carried out well. They practice preparing themselves with various sail maneuvers and anticipate changes in wind and weather situations. Once in the evening, they performed the Terawih Prayer in a congregation under the ship's sails. Meanwhile, at the time of suhoor, the ocean soldiers who carry out missions as ambassadors of the nation enjoy suhoor to prepare themselves to carry out fasting services during the day. In carrying out his duties as an ABK soldier, it continues to run, which is quite time-consuming and energy-consuming.

On January 10, 1998, the 1998 Kartika Jala Krida Operation Task Force was in the waters of the town of Townsville. Before leaning, the Commander of the KJK '98 Task Force permission to Athan RI to enter the town of Townsville. "Please permit. The KJK '98 group and I are near the port of Townsville allowed to enter to lean on the port" next to Athan allowed to lean on Townsville. The town is adjacent to the Great Barrier Reef. This city was first visited by KJK in '98. Every time he stopped at the port visited by Kartika Jala Krida in 1998, he was always assisted by ATHAN Australia Admiral Handoko Prasetyo to communicate with the local mayor. Townsville is a small town located in the east of Australia. Upon arrival in Australia, it turns out that the dollar exchange rate has reached RP 17,000/USD.

There the city built stilt houses. Seams often hit the city. Where it was supposed to be in the town of Townsville, KJK '98 leaned on three days only, but the Commander of Task Force KJK '98 decided only two days. Based on several factors considered by the Commander of Task Force KJK '98 to leave Townsville immediately. Because of seeing the Australian weather news. Those weather news always appears every hour or two. In addition, the Commander of Task Force KJK '98 observed the movement of the wind and weather news. Thus it was decided to leave the city immediately. It turned out that after being left, the town was hit by floods. The ships that were initially in port on the urban plot. The city became history as the most violent storm of the time.

In the evening, leaving the town of Townshile, KRI Dewaruci, on the ship's tail, was hit by a storm. Therefore, a ship with a lot of cargo and heavy cooling pumps becomes hot, and suddenly the engine becomes hot, and the rear property is also damaged. The commander ordered the members to repair the damaged ones immediately. ABK KRI Dewaruci rushed to fix it. But after repairing and forcing the cooling pump to become hot and burn. Therefore, this journey has been hampered. The ship should be in a 130-degree bow, but KRI Dewaruci is heading to the right continuously. This is because it is displaced by the wind that is not in the right direction.

All crew and officers of KRI Dewaruci have tried their best. At that time, some Cadets were assigned as drivers, some served in machinery, and some were on the platform. In addition, some cadets are sick or drunk because of the big waves. Cadets also helped with the role of the screen, one of which was Tabor Major Taruna Wimbo closing the screen. Even at night, Tabor Major Taruna Wimbo almost fell into the sea because of such a big storm. All of them have tried their best. But it did not produce progress, and many fasted, so there was no more strength. Therefore, KRI Commander Dewaruci Lt. Col. (P) Dadiek decided to lean on the town of Gladstone. KRI Dewaruci communicated by radio or others to ask for help. Finally, the port of Gladstone responded and sent personnel assistance to help KRI Dewaruci lean on the port of Gladstone.

In Gladstone, the ship's condition was damaged, hence only the ship's repair. During the restoration of the ship, the team carried out repairs from torn sails sewn. In addition, there was a broken mast cable was replaced with a new one. We are together doing ship repairs. But apart from

that, what ABK could not fix was done by workers from Australia. All done together to finish and continue the voyage quickly. In Gladstone, it was only two days from the night, out of the docks at night. In addition, Dharmawan (2021) explained during the leaning, the Australians who helped the KRI Dewaruci ship lean were amazed by the KRI Dewaruci. The next day, she took her family and children to KRI Dewaruci. The ship is old and has characteristics from KRI Dewaruci. According to First Lieutenant Bambang Dharmawan, the sailing officer who chatted with him, he considered Indonesia a primitive country at that time. They need to learn about Indonesia. Therefore, they explain Indonesia's culture, beauty, and tourist destinations like this. Thus, although KRI Dewaruci suffered damage, we can carry out diplomacy with the Australians when repairing ships. When they got hit by a storm on the tail, KRI Dewaruci arrived in Newcastle on the afternoon of 16 January 1998. Before leaning back, all the cadets were ordered to Parade Rollers and play their Marching Band. Slowly approaching the pier, KRI Dewaruci and KRI Arung Samudera carried out the Roller Parade, accompanied by the Waltzing Matilda song music to greet the Australians who were welcoming him. Because of the tireless maritime spirit of the Kartika Jala Krida 98 Task Force team, it received a rousing reception from hundreds of Newcastle city residents.

Activities in Newcastle are used in preparation for the Sydne-Hobart Tall Ship Races. In addition, the two Navy training ships held various activities in the framework of Diplomacy and introduced Indonesia as a maritime nation. The activities include the AAL Gita Jala Taruna Marching Band Display in the city centre, volleyball and indoor football matches with local teams, and an Open Ship to welcome people in Newcastle to KRI DWR. The welcome of Australians in New Castle to KJK '98 was enthusiastic. This can be seen from several residents who have been waiting at the city pier. They immediately invaded the two proud Tall Ships of Indonesia. Even the number of those present is getting more and more. They are willing to go out of their way or wait for them. Residents who visited from various ages and, for multiple reasons entered the proud ship of Indonesia. They admire the uniqueness and antiquity of Indonesian ships.

Meanwhile, children in Newcastle are interested in the AAL Cadets' equipment and the mechanics of sailing ships. Even among them tried to get on the sailing pole accompanied by AAL or ABK cadets. In addition, when the Display Marching Band AAL attraction in City Mall became a concern for visitors to shopping centres in the city. Several residents followed the AAL cadet line to where the ship was leaning. Additionally, Newcastle city officials gave Task Force KJK '98 the opportunity to visit the Royal Australian Navy's warship shipyard and the city's Maritime museum. Furthermore, KJK '98 also visited the hospital in Newcastle City. Cadets presented souvenir plaques to visited patients. Therefore, it has given the attention of the surrounding community. In addition, when KJK '98 left the city of Newcastle, many Newcastle people were saddened and touched by their hearts.

On Sunday, January 18, 1998, KJK '98 arrived in the waters of the city of Sydney. The Committee has given a time limit to come to Sydney to a maximum of January 18, 1998, because if they exceed the conditioned time, the Committee has yet to have anyone to take the ship to the leaning place. Sydney's waters have been greeted with great fanfare. His welcome was with small boats, yachts and the like. The commander ordered a roller parade. Cadets were assigned to board the mast of the ship. Meanwhile, cadets in charge of the Marching Band play it in small towns where there is no such lively reception as in Sydney. The roller parade, accompanied by a marching band, made the crowd enthusiastic and the people who watched became impressed by the performance of the KJK '98 Indonesia team. Both Indonesian ships rested on Pyrmont 9. The Indonesian Embassy in Australia and the Indonesian people around it welcomed the KJK '98 Task Force. The atmosphere in Sydney is lively, and the Australian public is eager to witness it. But initially, they needed to learn about the existence of Indonesia. Even some know Indonesia is a country of krismon, looting of timtim, and inter-ethnic conflicts. As if from the point of view of the Australian media, Indonesia is a country of bars and therefore, making the entire Kartika Jala Krida 1998 team pessimistic. This is a challenge for Indonesia to prove a formidable seafaring nation.

There is also an Australian citizen of Indonesian descent named Jeffrey Alexander and his wife, Lidya Ratna Sari, living in Sydney. They are most loyal to every ship leaning he is always present and even helps to buy the needs of the Cocktail Party; although not much for his help, it becomes beneficial for the smooth running of Kartika Jala Krida 1998. On 20 January 1998 at 5:00 p.m. in the Operation Centre room, the Australian Prime Minister of South Wales gave a speech to the participants of Tall Ship Australia 1998. At the heart of his message, the Government and the community welcomed the arrival of the participants of Tall Ships Australia 1998. The event commemorates the Anniversary of George Bass and Matthew Flinders. As well as commemorating the International sea year. For every official activity, the cadets are Sergeant Major Ashari, with the Commander of Task Force KJK '98 and Master Sail. The exercises consisted of Price Waterhouse on board the Pallada on 21 January 1998 and on 22 January 1998 Governors' Captains Reception from 4:30 p.m. to 6:30 p.m. local time at the local government house.

Representatives of KJK '98 were invited to visit the Embassy of the Republic of Indonesia. Representatives consisted of Master Sail Commander, KJK '98 Task Force Commander, KRI Arung Samudera Commander, AAL Instructor Officer, Cadets and Scouts. However, on the way to the Embassy of the Republic of Indonesia, the car vehicles of the group were already blocked by ten protesters. They protested the problems of the Teams. Opposing writings were shown to the Indonesian troupe. Finally, they were able to enter the Embassy of the Republic of Indonesia in Canberra. Meanwhile, the other members followed the sport. The sport consists of horseback riding, rock climbing, Golf and tug-of-war between countries. They competed against each other and competed for the power of their fellow sailors. Furthermore, there is Tall Ship's entertainment with handmade art, sculptures and models related to maritime affairs in Australia. The exhibition was held at Pier 13 in Pyrmont Bay from January 17 to 26, 1998.

Participants of Tall Ships Australia 1998 held in Open Ship. They are open to the public who want to visit the Ship. Open Ship is available from morning to evening, and the event was held from January 20, 1998, to January 25, 1998. KRI Dewaruci is also crowded with visitors. They are willing to squeeze and wait to enter Indonesian-owned sailing ships. KRI Dewaruci has its characteristics. Dewaruci was played by ABK and cadets, thus attracting the Australian public's and other participants' attention. In addition, it has also been the envy of other ship participants—meanwhile, those in charge of introducing culture, tourism and the Indonesian nation as a maritime nation.

Each Ship conducts a party in the evening so that the number of visitors increases. Some do not do activities at all. There were no musical performances on other ships, and some rented concerts in Cuauthemoc. Some performed music that interested the elderly, while the young people were not interested, but KRI Dewaruci did not want to be outdone by them. Dewaruci held a Cocktail Party. In the evening, KRI Dewaruci was decorated with lights on the Ship's mast. Therefore, KRI Dewaruci looks elegant and beautiful, and many want to visit. At the Cocktail Party event, KRI Dewaruci performed a music band. They played the most popular song in Australia. The event was from afternoon to evening. Official guests came to KRI Dewaruci, such as the Ship's commander, the local government, and the Indonesian embassy, on January 23, 1998. At that time, Dewaruci also performed a regional art dance played by AAL cadets. In addition, Indonesia also provides culinary food and red fanta drinks. Australia had no red fanta, and the red fanta was brought from Surabaya.

As the night wore on, it turned out that young Australians were still coming. Therefore, the event is late at night. One of the music played is the song asereje. They looked pleased. We eliminated the discipline of time because most of the participants were civilians. On January 24 1998, the entire 1998 Australian Tall Ship Races Ship Commander was assembled. They are collected for Technical Meetings held by the Committee. At that time, those who participated in the Technical Meeting (TM) representatives from Indonesia were the Commander of the Kartika Jala Krida 1998 Task Force, Lieutenant Colonel (P) Dadiék and accompanied by the Head of the Operations Department Major (P) Erwin and the Head of the KRI Dewaruci Screen, First Lieutenant (P) Bambang (Dharmawan, 2021).

The TM was held at 10:00 a.m., discussing the briefing parade, followed by 11:00 a.m. discussing the Tall Ship Races briefing and rules. During the race, Tall Ship explains the limits and what is not allowed when the race takes place. Tall Ship Australia 1998 provisions and regulations based on ISTA (International Sail Training Association). However, the important thing during the race is that it is forbidden to use the Ship's engine, and it is strictly prohibited to throw garbage or waste in the sea. If they violate these rules, tall ship race participants will be disqualified. Besides it also conveyed the order of departure of tall ship races participants to the starting line. The presentation was at the Briefing Parade session. The Tall Ship Parade was held on January 26, 1998. Departure is based on the order in which the parade of ships has been timed. Small-class Tall Ships, yachts, boats and so on set off in advance and followed by the legendary Australian Tall Ship Young Endeavour. The boat parade begins with Young Endeavour and its group, followed by the next group consisting of one main Ship and about eight small ships. Tall Ships Races participants form a parade sailing eastward along the harbour from Harbour Bridge, beginning at 11.30 a.m. Australian time.

Nine Main Ships were nominated as group leaders and will continue westward along the Parramatta River around Cockatoo Island. The departure was divided into eight groups. For Indonesia, it is in group 3. KRI Dewaruci became a pilot in group 3, consisting of KRI Arung Samudera and other small ships from Australia. Additionally, on the same day at 3:00 p.m. local time, all participants of the Tall Ship Races Sydney Hobart in Australia held a City March. The city walk is held in Sydney's urban centre. Each country displays its outfit or appearance (Whimbo 2021). Indonesia featured Marching Band. The marching band of cadets was followed by a dress code of Indonesian traditional clothing and Ponorogo reog and navy sailor uniforms. It's just a line wearing sailor uniforms. When the drum band was played, the surrounding Sydney community was excited about it. The song that was played and led into a frenzy at that time was the song *Waltzing Matilda* from Australia. Therefore, people on the top of the building also watched it. Even the people who watched it, also joined the ranks of Indonesia. For the lively appearance of the city from Indonesia, it was announced that it received the Best Dressed Ship Trophy.

On Sunday, January 25, 1998, the Embassy of the Republic of Indonesia Canberra were requested to perform the AAL Marching Band in the city. The entire KJK '98 Task Force team came to the Embassy. The performance of the Navy cadet Marching Band has received rave reviews from thousands of people, including the Chief Minister of Government (ACT-Australia Capital Territory), Kate Carnnel, accompanied by the Indonesian Ambassador S. Wiryono and the other Indonesians. The Ambassador of the Republic of Indonesia in Canberra conveyed to all ABK KJK '98 that the Muhibah of the 1998 KJK Task Force carries a noble mission to improve the friendship of the two neighbouring nations. In addition, he explained that this era of globalization diplomacy is not only between governments but can be carried out by all elements, including those carried out by KJK '98.

On Monday, January 26, 1998, the KJK '98 Sail Australia Task Force conducted the Tall Ship Races. All participants carried out a parade of ships to the starting place of the high-mast sailing boat race. All cadets carry out the ship parade during the ship parade and play the AAL marching band with the song *Waltzing Matilda*, etc. (Whimbo 2021). In addition, during the ship's parade, cadets wore traditional Indonesian and AAL uniform PDH clothing. From the beginning, KRI Dewaruci and KRI Arung Samudera were no longer one existence. KRI Arung Samudera has preceded KRI Dewaruci. The two ships fell out a few hours after crossing the starting line. The distance difference due to the difference in ship type affects the speed rate. KRI ARSA is designed for the race. Suryanto (2021) explain this ship is in the C class of the schooner category. In addition, the entire crew of KRI ARSA has experience in high-mast sailing boat races, and thus the strategy they did in the race was to read the direction of the wind motion was very important. The KRI ARSA always has the upper hand before crossing the starting line by utilizing the wind to suit their purpose, and although KRI ARSA does not use machines, the ship always gets the upper hand at the race.

On the first day, KRI Dewaruci sailed smoothly, but the following day, KRI Dewaruci did not get any wind. All the crew and cadets are already struggling to get the wind. They roll sails, blow shells to get the wind, and pray, and yet, the result was nil. In addition to KRI Dewaruci, it turns out that there is also a ship that does not get the wind at all, such as Pallada. At that time, the conditions in the Bass Strait were in a state of low depression, and therefore it did not get any wind. Despite not getting the wind they needed, the KRI Dewaruci's crew carried out takbir night and Eid prayers in the Bass Strait. On holidays they perform Eid prayers and eat together with happy faces even though they are not gathering with their families during Eid. For the participants in sailing ships that do not get wind, the committee from CYCA and RYCA, as the organizing committee of the Tall Ships Race, decided that the ship of that type in the last position does not get the wind as the place where the high mast sailing boat race ends. Therefore, the Commander of KRI Dewaruci decided to blame the ship's engine. Upon arrival in Hobart, all crew and cadets staged a parade of ships. No less exciting when they were in Hobart. Cadets carry out ship parades and play their Marching Bands. They were welcomed by the committee and the surrounding community on small boats and boats resting in Hobart's harbour. Sutrisno's (2021) Hobart activities include welcoming by the Premier of Tasmania, Opening the Ship, Reception at government service houses, sporting fellow sailors and cadets, and eating festivals. In addition, it is the most important thing when it comes to the city. Indonesia features its Marching band, traditional clothes, reog ponorogo and sailor uniforms. The enthusiasm of the Hobart people is even higher. People follow the Indonesian crew to the point they are willing to wear batik on loan and fly the Indonesian flag.

When the committee announced the winner of the 1998 Sydney-Hobart Tall Ships Race winner, the KJK '98 task force was already pessimistic, inferior and unsure that Indonesia would win. It turns out that the Creator said otherwise, that the winner in the 1998 Sydney Hobart Tall Ships Race was Indonesia. RI Arung Samudera received the First Overall Class C Trophy as the overall champion of all Tall Ship classes contested. The Head of Government of Tasmania handed over the trophy to the Commander of KRI Arung Samudera, Captain Laut (P) Sutarmono. KRI Arung Samudera was also selected as the fastest ship in class C Division 2 Graff Rig, so the Governor of Tasmania awarded it the Winner of Line Honours Trophy. The following announcement of the prestigious Tall Ship Trophy is Sark Whysky's Cutty Trophy. This trophy is the trophy that any sailor who participates in the Tall Ships Race wants to get. As it turned out when it was announced, the one entitled to receive the Sark Whysky Cutty Trophy was KRI Dewaruci, KRI Dewaruci Commander Lt. Col. (P) Ign Dadiiek rushed forward to receive the prestigious international trophy. We are grateful, moved and proud of the dynamics of the KJK '98 Sail to Sail Australia struggle. The trophy is awarded to the most friendly crew participant who contributes to international association and friendship (Surarto 2021).

After Indonesia received the prestigious Trophy, Indonesia immediately notified the Chief of Staff of the Navy. KASAL responded immediately by sending a telegram congratulating KRI Arung Samudera and KRI Dewaruci on the success. Bravo Sulu, which means it's excellent. On top of his achievements, he has contributed to maintaining a good name for the Navy and the Indonesian nation (Dharmawan 2021). The next day, all participants of Tall Ship Australia 1998 carried out a release anchor and a parade of ships. KRI Dewaruci and KRI Arung Samudera carried out a parade of ships. All the cadets climbed onto the pole, waving their hats accompanied by the sound of their Marching Band. The Australian people are very enthusiastic; some are watching by the sea, and some are following the middle of the ocean.

After carrying out the Tall Ship Australia 1998 activities, Kartika Jala Krida 1998 continued the journey to Adelaide, Fremantle, Banyuwangi and back to Surabaya. Upon arrival in Surabaya, the entire KJK '98 team was greeted directly by KASAL. The Navy's Chief of Staff reviewed the award trophy obtained by the TNI while sailing to Australia. KASAL expressed its gratitude to the KJK '98 team for their struggle to obtain achievements, and thus, it has brought Indonesia's good name in the international.

Conclusion

Relations between Indonesia and Australia had frequent ups and downs in the 1990s. In order to improve the peace between the two countries and not add to the conflict between the two countries, then when Australia will host Sail Australia 1998 invites its neighbors and friendly countries. On behalf of the Sail Australia committee through the RAN (Royal Australian Navy) invited Indonesia to join Sail Australia 1998. Thus, Indonesia responded and followed up by forming a shipping task force called Kartika Jala Krida (KJK) 1998. A voyage aimed at goodwill as well as providing astronomical sailing exercises for AAL cadets.

The dynamics of the KJK '98 voyage began when Indonesia experienced a Monetary Crisis, hit by a storm when the ship race did not get wind. In addition, some Australians do not know Indonesia's existence, thinking Indonesia is a primitive country with looting teams. The sailing of the Kartika Jala Krida team in 1998 did not recognize individualism, but what is urgently needed is togetherness, cohesion, good cooperation, demanding sailors, responsiveness and tenacity among AAL members and cadets. In addition, the deployment of cadets in Operation Kartika Jala Krida 1998 has been successful. The development consists of lessons and training. Therefore, for the excellent cooperation and cohesiveness, KJK '98 received a welcome from the community and the Australian Government and participants in the competition, especially Indonesia with Australia and the success of the Seamen Brotherhood mission as an ambassador for the Indonesian nation through Maritime Diplomacy.

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