

HH3039 Maritime Asia in the Longue Dureé

This course surveys the history of the seas in the making of Asian history. It examines the making of Maritime Asia in the *longue dureé*. It posits an alternative framing of Asian history from the perspective of the sea. Instead of focusing on individual oceans and seas, it shall treat the Indian Ocean, littoral and archipelagic Southeast Asia, the East Asian seas and the Pacific within a single analytical frame, and chart the impact of the seas and oceans, as well as the people, commodities, and ideas moving and circulating through these maritime spaces, on Asian history. It shall examine the making of premodern Maritime Asia, and its transformations during the periods of European commercial and imperial expansion between the sixteenth and nineteenth centuries. It shall also examine the continued impact of the seas and oceans on modern Asian history today.

Learning Objective

1. To demonstrate the importance of the seas and oceans in shaping Asian history
2. To challenge a re-thinking of Asia from the perspective of the sea and the mobilities concomitant with this environment
3. To explore different dimensions of the Asian seas, oceans, and maritime spaces and their interconnections: trade, shipping, port infrastructure, port cities, religion, environment, governance

Content

This course shall examine the history of Maritime Asia in the *longue dureé*. It shall explore the roles of the seas and oceans in shaping the region's history, away from the older models of land-bound nation-states. In doing so, it focuses on the mobilities of people, ideas, and commodities across these spaces. It shall examine different dimensions of Maritime Asia, from trade, business, and the economic infrastructures, to the social communities living and moving in these spaces and obtaining their livelihoods from them, cultural and religious systems and networks, political systems of governance, the environmental issues connected to the seas and maritime spaces, and the technologies and sciences associated with the traversing of such spaces. It also adopts a diachronic perspective tracing the transformations of Maritime Asia from the pre-modern to the early modern and the modern periods of Asian history, from the connecting of the Indian Ocean, Southeast Asian and East Asian seas to the Atlantic and the Pacific. Even as the centers of political power and the world-system shifted between the sixteenth and twentieth centuries, Maritime Asia continued to be the fulcrum of this global system. Looking at Asia from the perspective of the seas and oceans, as well as the littorals and islands that they connect, highlights the importance of mobility as well as the cross-cultural encounters and cosmopolitan environments that they engender. To understand these dynamics and structures, an interdisciplinary approach will be crucial, bringing together environment, technology, logistics, urban studies, piracy, and governance. The advent of air travel and transport, the oceans continue to be the most important spaces for the movement of goods and people, driving the global and Asian economies.

Schedule and Plan

Seminar 1: Conceptualizing Maritime Asia in the *Longue Dureé*: Approaches and Issues (16 August)

In this first seminar, we shall explore the idea of Maritime Asia and the *longue dureé* approach to its role in the shaping of Asian history, moving away from the territorial spaces of land-bound states to the maritime spaces connecting different parts of the Asian landmass to eastern Africa, the Americas, and archipelagic Asia. Yet, the concept of Maritime Asia changed over time, through its integration into new European projects of commercial and political expansion. In this course, we shall examine different aspects of Maritime Asia through the centuries, from the environment to port cities and societies and cultures, to trade, technology, business, health, knowledge, and state-formation. In addition to the chronological and interdisciplinary approach, we shall study the comparisons and connections between maritime regions that had hitherto been studied in themselves, namely the Indian Ocean, the East Asian seas and maritime Southeast Asia.

Premodern Maritime World

Seminar 2: Port, Polity, Environment and Society in premodern Maritime Asia (23rd August)

This second seminar surveys the maritime environments of premodern Asia, and various sources on the port cities and maritime emporiums, as well as the rivers, seas, and littorals in the Indian Ocean, East Asia, and Southeast Asia, and their importance for the creation of port-polities and empires in Maritime Asia. From the port-polities of Yue and Wu, in southern China, to the those of Srivijaya, Champa, and Majapahit, and the polities of the Chola in southeastern India, they drew on the sea and the political economy surrounding it, in the case of South and Southeast Asia, a Hindu-Buddhist ecumene.

Seminar 3: Trade, Tribute, and Technologies in the making of pre-modern Maritime Asia (30th August)

This seminar moves away from the focus on the port-cities and environments to the commodities and people traveling within these maritime spaces and environments, as well as the political and diplomatic systems created to facilitate such an exchange. It shall examine records of the Asian tributary trade system and the accounts of Chinese and Arab traders, pilgrims and travellers on these maritime spaces.

Visit to National Library: Introduction to the collections of the National Library on Maritime Asia. (6th September)

Early Modern Transformations

Seminar 4: Exploration, War, and Empire: European Expansion, a new world-system, and the transformation of Maritime Asia (13th September)

For this week, we shall discuss the transformation of Maritime Asia during the age of European explorations, from the perspective of technology, business, and empire. We shall examine the impact of new European ship and armaments technologies and a new commercial vision and strategy in Eurasian trade, especially in the maritime sphere. We will examine the new maritime empires created between the sixteenth and nineteenth centuries.

Seminar 5: European Port-Cities: Cosmopolitanism, and Mestizos, cosmopolitanism, and race in Maritime Asia (20th September)

This seminar examines the structure and dynamics of European port-cities established in Maritime Asia, and their relations with their respective hinterlands and other local port settlements. We look at the processes of cross-cultural interactions, both between European and local communities, as well as between European and other Asian migrant communities. We examine, in particular, the processes of social and cultural miscegenation and mixing, and the emergence of mestizo societies and cultures in these port cities, looking in particular at dress, literature, food, and religion.

Colonial Transformations

Seminar 6: Colonialism and the Making of a New Order: Piracy, Politics, and the Maritime Asian World (27th September)

This seminar examines maritime violence and state-formation in Maritime Asia in the Indian Ocean, Southeast Asia, and East Asia, both in the early modern and the nineteenth century. From the *Wako* in East Asia to the state of Zheng Zhilong and Zheng Chenggong, and early nineteenth-century piratical enterprises and politics along the Sino-Vietnamese maritime frontier, to the different communities frequently associated with piracy in Southeast Asia, and the corsairs of the Persian Gulf, it explores the frequent connections between maritime communities with maritime violence, and their place in the traditional port-polities in these regions, and revisits assumptions about piracy, state-building and community in Maritime Asia.

Submission of Group Documentation Project (20th September)

Submission of Individual Paper Annotated Bibliography: 27th September

TERM BREAK

Seminar 7: Technology, Travel, and Empire: Steamships, Dry Docks and Logistics and the Port in Colonial Maritime Asia (4th October)

The seminar for this week shall discuss the roles of technology in the transformation of maritime travel, trade, as well as the port in Asia. It examines the impact of steamship shipping on the maritime transport and commercial environment in Asia and the creation of new systems to support the new shipping technologies. Concomitant with this would be the transformation of the communications technologies and environments, as well as the modernization of land transport-systems. This impacted not only the movement of commodities but also communications (both the telegraph and the movement of letters and parcels by sea) and travel (especially the rise of the travel industry). These technological changes had far-reaching social, economic, and cultural implications, in these port-cities, both for the colonial and post-colonial periods.

Seminar 9: Knowledge, Environment & Extraction: Science, Cartography, and Ethnography in the Reconceptualization of the Sea (11th October)

The expansion of colonial rule was accompanied by the establishment of new traditions of knowledge, not only for society, history, culture, and geography. Much as colonialism involved the extension of European control and suzerainty over the land, the colonial gaze was soon turned to the sea, as important repositories of resources, be it fishes and other marine products, and natural minerals and resources. The new colonial states began to see these thalassic and oceanic spaces as territories and new frameworks of sovereignty were created to lay claim to these seas. In many ways, these processes built on earlier debates about the Law of the Sea, although discussions of local custom and ideas also became important in the creation of the new regimes of governance over the seas and littoral waters in the new colonial and autonomous states created in the late nineteenth and early twentieth centuries.

Seminar 10: Colonial Port-Cities: Cosmopolitanism, Modernity, Health and Urban-Planning (18th October) [Visit to the Malay Heritage Centre]

The scientific knowledge of the sea paralleled the rise of new political regimes which sought to control the movement of people, commodities, and violence over the sea which had characterized the maritime worlds of Asia for the past centuries. Large scale migration of people brought about by improvements in maritime technologies were soon to lead to problems of disease and health, adding to earlier issues of governance such as piracy and smuggling. New institutions of border control, both for humans and for

commodities, and instances of anxiety and disruption caused by epidemics and carriers of contagious diseases underlaid the institutions of control and seeing underlying the modern colonial and nation-states.

Modern Transformations

Seminar 11: Creating a New Maritime Order: Territory, Sovereignty, and Law in Navigating the Asian Seas (25th October)

The creation of colonial empires in Asia laid the foundations for the emergence of a new territorial order and regime that brought new perspectives and definitions to the sea and the communities living in these littoral and thalassic spaces. Competing territorial claims as well as the extension of concepts of sovereignty to the sea and the creation of a new legal framework to govern these spaces, the resources therein, and the ships and people moving through paralleled new processes of globalization during the Cold War and into the new millennium.

Seminar 12: Maritime & Littoral Communities and Cultures in modern maritime Asia (1st November)

Maritime communities have been an important part of the social and geographical environments of Maritime Asia. The creation of a new Maritime Order and the new projects of economic and infrastructural development led to the displacement and relocation of such communities, with important implications for their identity, cultures and life-chances. This seminar shall examine the case studies of orang laut, the *tangka*, and other maritime communities in different parts of Asia.

Seminar 13: Technologies, Logistics, and the new Maritime Industries (8th November)

While air travel has very much replaced sea transport as the most common means of long-distance (and even short-distance) travel, the sea and maritime transportation remain very important in the global and regional flow of goods in Maritime Asia. As such, new technologies of transport and logistics, such as the rise of the container, have further transformed port infrastructures and the dynamics of the logistics business, as well as our understanding of ports and the maritime in the fortunes of Asian economies. Using the case study of the Maritime Port Authority of Singapore as the end-point of the course's discussion of Maritime Asia, we shall examine the history of Singapore's port as it moves into the 21st century and towards the future, where it has retained its importance despite the economic diversification of Singapore and its transformation into a major industrial and high-tech production economy.

Submission of Final Paper (8th November)

Seminar 14: Final Group Documentation Project Presentations (15th November)

Submission of Group Documentation Portfolio (22nd November)

Learning Outcome

Students will be asked to rethink Asia and Asian history, from the perspective of the sea. They will be able to adopt an interdisciplinary approach to the study of Maritime Asia. They will also be able to understand the history of Maritime Asia in the *longue durée*, from the contexts of pre-modern Asia to the present. They will understand the significance of Maritime Asia today, even as the world has been transformed by air transportation and travel. They will gain a better understanding of Maritime Asia from an interdisciplinary perspective

Student Assessment

Students will be assessed by 100% Continuous Assessment.

- a. Class participation/Seminar Presentations/Discussions (30%)
The seminar presentations shall be based on readings assigned for each week. They will be evaluated in terms of organization, content, style, and fluency. Depending on the size of the class, presentations will be done by individuals or groups with the marks assigned accordingly. The grade will also include the student's class participation outside of the presentation and discussion. 3% will be deducted for every class missed without a valid reason with the approval of the instructor.
- c. Group Documentation Project / Presentation (35%)
The Group Documentation Project will be based on three components: the proposal (5%), the documentation portfolio (20%), and presentation (10%). The aim of the project is for the group to document the history and heritage of a particular aspect of Maritime Singapore, be it the port, the buildings, technologies, infrastructures, people/communities, occupations, businesses, rituals/religion. The emphasis will be on crafting and executing a research documentation project. It shall focus on collecting oral histories (through videorecordings) and collecting various primary materials (such as photographs, letters, old footage & documentaries etc). The students will be divided into groups to undertake these projects and presentations.
- d. Individual Final Paper (35%)
Each student shall also complete a final paper of at least 3500 words. The final paper assignment shall constitute of an annotated bibliography (10%) and a final paper (25%). The annotated bibliography shall consist of an introduction and an list of primary and secondary sources with annotations. The final paper has to contain a stipulated number of primary sources.

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