Kalinga's Relation with Indonesia

(Circa, 1st Century B.C. to 7th Century A.D.)

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In this paper an attempt has been made to highlight the possibility of maritime relations of ancient Kalinga with South-East Asian countries like Indonesia based on socio-economic and historical perspectives. The other objective of this paper is to make a historiographical study of Orissa's ancient overseas trade in terms of the genesis, evolution and characteristics. Also the cultural and the dominant role played by the navigators and merchants are subjects of great historical interest.

The ancient Kalinga (present Orissa) is identified in the ethnographic map of India's east coast and considered as famous for its rich cultural traits, and ancient maritime trading activities, which progressed even through the medieval period and surfaced in the shape of multifarious overseas activities in the modern period of Indian history.

The traders, navigators and different categories of people from the various parts of the world in ancient times like, the Oriyas, the Portuguese, the Dutch, the Olandaz; the French, the British, used to appeared at different periods of time on the ports located on the east coast of India where they had opened trading centres. The maritime traders resided there during the trading season and returned following the favourable wind. The trading activities led by Kalinga was flourishing in S.E. Asia, now inhabited by the present Asean countries like Indonesia, Philippines, Malayasia and Srilanka, Siam (Thailand). Besides the traders along also moved the east coast to Singhal, and Lakshadeep, situated on the west coast of India in the Arabian sea. Apart from this ancient Kalinga also developed a brisk overseas trade with Rome and Greece.

But from the close of the fifteenth century upto the mid-eighteenth century when the Portuguese and the British arrived in the Indian Ocean, the spread of Christianity and Islam took place due to the trading activities led by the Bengali and Gujarati Muslim merchants. B. Harisson rightly states "Islam was on the move across Asia and Muslim merchants were carrying the faith along with their merchandise whatever they travelled." This was the peculiarity of trading activities in the Indian Ocean.

Generally researchers in the field of maritime heritage of Orissa have used the Buddhist sources i.e., Ceylonese Chronicles,
Dathvamsa, Dipwavamsa, Mahavamsa, Nikayas, Jataka Tales, Brahminical sources viz. Bharatmuni's Natyasastras, Arthasastra by Kautilya, Raghuvamsa and Kumarsambham by Kalidas, Skandapuram, Vayu Puran, Mahabharata and Ramayan etc. The foreign accounts like Ptolemy's Geography, Pliny's Natural History, Travel Accounts Si-Yu-ki of Hiuen-Tsang the Chinese Buddhist monk, Indica of Meghasthenes and Ibanbatuta's Accounts etc. The work of above mentioned eminent scholars have not been occupied in proper spirit by other scholars as its aim was to glorify the Indian maritime heritage. Hence for the preservation of the importance of Orissan ports vis-a-vis the outside overseas world, more specifically with Ceylone, Maldives, Indonesia and the South East Asia and western world. The primary sources are required such as manuscripts, Log book of ships, Direction of Sailing, Antiquity maps from marine Archives, London. To access the most probable trading activities of Kalinga and its port sites at different periods of the modern and scientific method of coastal geomorphology is highly required. The ports of Dantapura, Kalinganagar, Tosali, Singhpur etc, have been highly emphasized besides Pithunda, Tamralipta, Poloura, Aphesterian, Kantakasila, Chelitalo, Chilikha, Puri, Konark, Subarnrekha, Narekha, Sarogo, Chhaluya, Baleswara, Loichanpur, Chudaman, the present Chudamani in Baleswar district etc. referred as the important ports of ancient Kalinga.

Besides Ptolemy's Geography in 1st century BC refers how the Sadhaba's were export in making their Arnababota or Boita by implementing the modern scientific techniques. The another source of informations about the maritime activities of Orissa is the then inscriptions. Which provides the knowledge about both the art of travelling in the sea and the overseas trade and commerce was the curriculum of the education of the Sadhabapuas and the princes.

The sailors from ancient Orissa were abundantly aware of the physical nature of the coastal line, like the flow of wind and oceanic current circulation used to happened advantage of this reserved wind current in winter, since on those days the country sailing boitas used to take advantage of the drection of wind and currents in the sea like the Bay of Bengal, Indian ocean. In the month of November in Orissa coast, average number of cyclones per annum was 0.09 and severe storms 0.0049. In the second half (mid-Nov.) about almost no storms are experienced in the Orissa coast, (datas are available from the Indian Meteorological Department) when the Kalinga's traders used to set their sails from the Mahanadi mouth. In about a month's time they used to cross Andhra Pradesh Coast and Coromandal Coast to reach Indonesia Coast and its southern most tip by mid - December. During December the Andhra coasts experience on an average per annum 0.019 storms and so severe storms are recorded while the Coromondal coast used to be a little more stormy as the average number of storms experienced is 0.116 and severe storms 0.068. So that the upward journey starts by the Kalingan sailors from Mahanadi mouth by mid-November and reached Bali by mid - January. They traded in S.E. Asian countries for about two months (mid - January to mid - March). Significantly this period is comparatively free from very heavy equatorial showers, which provide an ideal climate for trading in this equatorial region. They started their return journey by mid-March to reach Kalinga coast by mid-May.

The Kalinga seafarers (Sadhabas) used to go to Indonesia particularly Bali in the sea worthy
country by boats taking the advantage of this retreating monsoon (N.E. Monsoon) from Mahanadi mouth down to the S.W. along the east coast of India right up to Nigappatanam in Pennar delta and Point, Calimere 10°20’ N. Latitude further South, just, North of Palk Strait. The Kalingan sailors used to trade all along their S.W. ward voyage along the east coast of India and used to replenish the essential provisions like food and water if required. Besides, Tamralipta (now Tamluk) in the Midnapore district, Balasore, Chandbali, Dhamra, Palur and Gopalpur in the present Orissa coast and Kalingapatanam, Macchilipatnam Bimalipatnam on the present Andhra pradesh coast also died down which had a very flourishing maritime activities during 1st century B.C. 7th century A.D. 10

Ancient Kalinga had prosperous relations with Indonesia not only on the overseas activities but also in a socio-cultural segments. Like the range of pottery with rouletted ware and metal artifacts have been recovered from Buni culture11 on the west coast of northern Indonesia of which the three are very significant. These pottery specimens have been extensively found from the Orissan coast, like Manikapatna and Sisupalgarh which have been dated to the period of 1st century B.C. 12 Besides the representation of crocodile in the sculptures of Orissan temples suggest the relationship with Indonesia which is seen even now there. The typical colloquial languages in our Oriya literature also is highly influenced by the culture of Indonesia due to the trading activities by the Sadhabapuas, in ancient time. The term Bou13 (Mother) originally originated from Indonesia. Which is extensively used in nook and corner of Orissa. And in Oriya tales the words like Tuantuin14 also found in Indonesian literature, Tuan means old man and Tuin means Old women. Hence it can be presumed that the Oriya traders learnt and brought these terms to their mother country through their close commercial links.

Overseas trade and maritime activities of Kalinga played significant role in the spread of Indian's glorious cultural heritage. Indians more specifically the people of Kalinga established their colonies in South Eastern Asia like Indonesia.

It is said that long before the Pallavas of South India the people of ancient Orissa had laid the foundation of Indian trades in South East Asia. According to Si-Yu-Ki by Hiuen-Tsang and accounts of other historians the people of S.E.A. called as Kulmun15 or king (the people of Kalinga). Besides, the Indian immigrants in the Malaya, and Indonesia Archipelago are still called Orang Kling which is perhaps derived from the word Kalinga, the name by which the inhabitants of ancient Orissa were once known. There was also a Hindu Kingdom in Central Indonesia, which the Chinese called Holinga or Kalinga. On the colonisation of South-East-Asia, M.M. Das points out : The expansion of Kalinga, political and culturally into the lands so mentioned was really a great contribution of that land to the civilization of the East.16 Even today the pacific islanders take towards the shores or India in memory of a very remote age, when the people from that side went and civilized them. The remains of Hindu and Buddhist monuments in Malaysia and Indonesia still proclaim a cultural conquest of those lands by Kalinga. The names like, Talaiing, Telinja, Kling, Keling and Kalinga are still used by the people of Indonesia and Malaysia. Besides the colonies, Prof. P.R. Rao, of Osmania Univesity, Hyderabad, suggested that, even today a port named Kalinga in Indonesia is existing. Perhaps
Kalidas in his monumental work *Raghuvarsam* has described the Sudhabpuas are known as the Lord of the Sea.\(^{17}\)

Thus, in my considered opinion ancient Kaling's relations with Indonesia is not only a cherishable cultural trait but also one of the best achievements in ancient maritime trading activities of the world. Undoubtedly it can be said that the Oriya seafarers (Sadhhabapuas) played an important role for the spread of their indigenous heritage in S.E. Asia in memory of which even today the Oriyas observe the day of *Kartika Purnima* every year as the day of Boita-bandan and the historic Balyatra on the bank of the river Mahanadi the auspicious days for launching the sea-voyage of maritime trade activities.

**References:**

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