

Transcript

00:00:00 Speaker 1

We'll move to our next speaker.

00:00:02 Speaker 1

So we have Ms.

00:00:03 Speaker 1

Nurul Hamizah Binti Apandi.

00:00:05 Speaker 1

And the title of her talk is Curating the Sea: Preserving Pahang's Maritime and Riverine Past.

00:00:12 Speaker 1

And Ms.

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Nurul Hamizah is also from Perbadanan Museum Negri Pahang.

00:00:27 Speaker 2

And a very good afternoon to members of the floor, members of the hall for today, Your Majesty

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as Islam of Malaysia delegates from Oxford delegates from and Malaysia as well as the participants of this for today it's a pleasure and it feels so small to be here more like big names and scholars but uh I hope this presentation will provide some insights into part of the reason why we're here today as mentioned by which is

00:00:56 Speaker 2

how we actually organize this seminar or workshop as part of the preparation or establishment of a maritime museum that we will open soon in Pekan Paha.

00:01:08 Speaker 2

So this is just to give some context into what we're working on by my colleagues and my director of Museum Paha.

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So this is the Pulau Beram.

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museum, which we hope to establish it as a maritime museum.

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As you can see with the site itself, it looks like a boat.

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There's a boat-shaped site.

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And yeah, this is what we've been working on for the past few years and for our upcoming year as well.

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If we look at the role of a maritime museum, why do we want to establish a maritime museum in the 1st place in Pokka and Pahang?

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I guess a lot of people, a lot of representatives have been talking about how the representation relates to the maritime life and maritime society.

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So a maritime museum plays a role in collecting, preserving, and displaying objects from the past and present maritime life of its society and Pahang itself.

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itself, as we have seen from some of the presentations, especially from Mr.

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Muhammad's presentation itself, how we have a lot of records and history on how Pahang played an important role in maritime trade and also history.

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So why Pahang?

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Pahang forms part of the Malay Archipelago, so I guess a lot of people in the hall would probably be aware or familiar with how this

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Society of the archipelago is actually very eminently maritime in their habits and how we are very interconnected in our nature.

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But then, of course, some people have also talked about colonialism and how this colonialism has caused the loss of this interconnectedness of Nusantara due to trade.

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or material flow to be forgotten.

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So I guess part of our reason to establish this maritime museum is to at least uphold or reminisce this history, how we used to be a region that is so interconnected.

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As mentioned by a few speakers before, the region or South Asia has no borders.

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We used to be so interconnected by the rivers and the seas in history.

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So, this is an overview of the establishment of the museum from the museology, regional, and cultural point of view.

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So, I guess this summarizes what Mr.

00:03:19 Speaker 2

Muhammad has presented about the role of Bahang in trade, the moment radiation, similarly and war, and also how we have a lot of records highlighting the different transports and also different goods traded, including spices, by Bahang as well.

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Right, so apart from the records and historiography, I think it might be worth mentioning about the geography of Pahang itself.

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So when we talk about maritime, people would usually talk about the sea, but actually Pahang is very interconnected to its neighboring states via the river.

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So as we can see from this map,

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Pahang is located at the center of the Malay world, Malaysia itself.

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So it's connected to Kelantan, Tremgang, Pera, and Selangor, which is their neighboring states, via the river itself, the river of Pahang.

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But the river of Pahang, Sungai Pahang itself is connected to other rivers in the neighboring states.

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So you can actually-- it's like a maritime highway.

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So it's like how you were connected with the maritime transport back then.

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Right, and also apart from the rivers, there's trade routes, or like this one route known as the penary time, which probably some of the people in the hall have also came across or are familiar with.

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So, this sort of like route or trade route applies between...

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the Sertin River and also the Jumpol River.

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So this sort of like being part of the reason why Pahang is also one of the most important trades that connect the state itself with the west coast of the country.

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So Pahang is located in the east coast, so this route sort of connects Pahang with Muar and Galatco, which is located on the west coast.

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All right, so thinking about a museum, not just a maritime museum, in general, we always think about what kind of story that we want to tell and what should it consist of.

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So at the moment, we're looking at these components that we want to present in our upcoming maritime museum.

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So some of it includes the historical background of Poro Beram itself, because even the name of the place itself has its interesting origin, which is related to Aceh and also some of the kingdoms that kind of like have relations with Pohang.

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And then we have, of course, the maritime history of Bahang in Malay historiography.

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And then we're going to look at Pekan as a port city and how, of course, comparing it with other maritime kingdoms and river civilization of the Malay world, because I think a lot of people are aware of how, not just in the Malay world, but in the world civilization, a lot of these kingdoms arrive from, like, sorry, arise from estuaries and river civilizations.

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And of course, apart from the narrative that we want to present, we're going to look at the intangible and tangible cultural heritage of maritime history in Pahang as well.

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So that includes geography, cartography, shipbuilding, maritime subroach, which is going to be covered by my colleague Nekma tomorrow, and also the trade history of Pahang from archaeological evidence.

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So, just a quick one on where this museum is going to be located.

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It's located in Puncan, which is a lot of our museums are located in as well.

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So, I guess if you look throughout history, river estuaries have always been, yeah, we always have this affinity for rivers for Malay world, not just for administration centers for the Malay world, but also the world civilization.

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I guess because it's like, yeah, if we use like

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as tourists or rivers, as highways, so people would go to places where it's more convenient to communicate and travel.

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So rivers and the cities in Malay history have been known as communication route settlements as well as ports back in the days.

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And then, of course, Pekan itself is not just a port city, it's also where our royal town is.

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So in Malaysia, we have royal towns for each state.

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So Pekan is also where

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The royal town is the seat of rulers.

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So back then, when people have to enter the country, they would have to first dip themselves into the presence of the sultan or the rulers.

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So it's convenient to like trade or like enter the place via the estuary of a kind because it's just where you would have to go and meet a sultan.

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Okay, I guess this has been covered, which is where we're looking in Pahang and also the Malay world.

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And yeah, it's one of our collections, textile collection.

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Okay, go.

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So we're moving to the next part of the tangible heritage that we want to present in the museum, some of like the artifacts that we would consider to present to support the narrative of the Maritime Museum.

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Right, so one of the earliest, I guess, artifacts that are related to trade that we have in the museum is we actually have one of the Dongsong drums.

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Some people may be familiar with the Dong Son culture, which is the manifestation of belief system, related to culture, which came from a region called Dong Son in Vietnam.

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So these Dong Son drums have been found in some places in Malaysia, including one in Pahang as well.

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So usually these drums are found

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in areas where there are resources, so where gold and tins are being found.

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So Thimberlane is actually one of the places where these mineral resources are, where we have rich mineral resources in the place as well.

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This is just one of the drums, one of the fragments that we have found in Thimberlane, which is now being exhibited in the archaeology gallery in our museum.

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So we also have the Pontium shipwreck in our collection, so this is actually one of the important

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artifacts in the region because it's actually the oldest Southeast Asian vessel being found in Southeast Asia.

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So it's dated back to 1,600 years ago, which kind of like tell you the construction, the technology that they have, like 1,600 years ago.

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years ago and this is made from it's made from fully just fully wood like they use wooden dowels and there's no nails being used in the construction of this Pontian shipwreck.

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It's found in Pontian in Rompin which is at the south of Bahang.

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So to have like an evidence of how shipbuilding like ship are being constructed and we can see how these are being

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constructed and what kind of things that they brought as well.

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It's actually quite amazing.

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If you're in archaeology, then you know how rare it is to find something as organic as this to be preserved in history.

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And this is some of the displays that we have in the archaeology area.

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And then apart from the shipwreck, there's another shipwreck that was found in Koh An Thang.

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but we don't have the shipwreck in our collection we actually have the ceramics from the Royal Nanhai shipwreck so this one dated from around 500 years ago so this one we have the collection most of the collections are from Thai ceramics and then the most recent finding related to shipwreck in Pahang is actually this Fenjung shipwreck found in 2021 just like around four years ago but this one is more recent it's some it's a business team ship probably

00:10:55 Speaker 2

dated from the end of the 19th century, but still I think it's important because it's kind of like shows the evidence that it's found in Punjung in Kuala Libe, so it used to be, it's known to be a region that's rich with minerals also such as and gold as well.

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So the findings of this steam shape sort of like, kind of like proves the evidence of the existence of this area and European works that were going on.

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during that time as well.

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So we've talked a lot about Pekain I think in the beginning, but I think there's one from, we've talked a lot about Pekain in the record or in historiography in the beginning, but I think there's another thing we want to highlight in the next slide, which is there are also traces of archaeological evidence that has been found in Pekain.

00:11:46 Speaker 2

This one in particular that were shown in the slide is from Kuadapahang.

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So it's the river estuary of Pahang.

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Kuala means estuary.

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So there has been Chinese ceramics found in the estuary of Kuala Pahang.

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So it's kind of like an evidence to trade activities being done over there.

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And even in the records as well, like in more contemporary records, the history of Pahang and also 20th century British report also mentioned this area as a port.

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But it's probably not as

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not as prominent as any other port because of the area itself, like the geographic area of the estuary itself.

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The next one is Diomain, which is mentioned by Her Majesty the Queen in her speech.

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So Diomain is famously known as a collecting center for a range of local products.

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So if you're familiar with the collecting center, collecting center is used to collecting center usually refers to like a

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a place or a spot where you can get a range of forest products or natural products which is something that's quite hard to prove because this is something that doesn't survive or like it's like something that doesn't survive in archaeology so to prove a place is a collecting center is quite hard but then Tioman is one of the examples of this particularly Tulong and Kampongjarim they are two villages in Tioman so why do we say this is a collecting center it's because Tioman is

00:13:16 Speaker 2

famous for its natural resources such as fresh water and natural harvest.

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But we also know that it's a spot or it's a place where trade happens because we actually have a record document that mentioned about Tioman being a port and also like how people have been harbouring in Tioman and also we actually have ceramics found in Tioman as well.

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So this is one of the ceramics that were found.

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I think this one is from the 15th century, from the Ming dynasty.

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And if you go to the next slide, we have all sorts of these ceramics found in Tioman as well.

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This is just some part of it.

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We have, I think, over 200 ceramics found in Tioman itself.

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So we have Chinese, Thai ceramics, Khmer, Vietnamese, and some other ceramics from other places as well.

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And I think one of the things that are quite important to highlight, as I've seen in a lot of other maritime music as well, is the shipbuilding technology or the traditional boats.

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I think it's interesting how, like because as a younger generation, I think we're not really familiar with this maritime transport and maritime history and how people actually go to places on like river and routes, things like that.

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But then to look at how there are different types like

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I guess like 100 different types of like boats that serve for different things.

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Like there are definitely going to be reasons why these different names or different types of boats exist.

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So as you can see, there are different boats that are being used in, sorry, Patay Timo is east coast and then Pantaywar is the west coast.

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So different boats are being used in the west coast and the east coast of Malaysia.

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And there are also different boats being used in rivers and also seas because you have different

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different I guess what you can say anatomy for different regions because of course you can't use a boat I'm sorry a boat that are being used in the sea because it's big to use it in the river so and then this is not it's not just about the boat the different type of boats but also we can go to the next slide yes traditional boats have a lot of like components and decorations as well so even though

00:15:31 Speaker 2

A lot of these decorative elements are more of a character of like Terengganu and Kelantan boats, which are more up north in the east coast.

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But I think it's interesting to see how these components of decoration actually tell something as well.

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So for example, if we found a shipwreck or a boat, like for example, these boats that we have stored in the gallery for now, it doesn't have any sail.

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But then, because, so the one on the left, sorry, the one on the right is called a bangao, if I'm not mistaken.

00:16:02 Speaker 2

So, if you look at the boat, I was having this conversation with one of the curators at the museum, and he looked at the boat and then saw this bangao on the boat, and then he says that, oh, it must have a sail because it has a bangao, because bangao serves the place where you put the sail.

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So, if you look without the sail, it can tell a lot of things from the components of the remaining components of the boat itself.

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So, this...

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Yeah, a lot of the components actually tell you things, so in the shipbuilding process, I guess I think it's amazing how people don't use plans in the past, and then things just kind of work out for them to sail, but yeah, of course, I think these are the things that you call local genius that you just like, I don't know, becomes part of their maritime.

00:16:46 Speaker 2

habit or maritime routine, it's just part of their life to do things and just become their second nature.

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And one of the things that I want to highlight, one of the last things that I want to highlight as well, is the traditional navigational techniques in this maritime life.

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So I think without like GPS and without like land routes and land travels at the time, I think it amazes me how people, when we talk a lot about astrolabs and these technologies, but

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Just looking at the nature actually helps people navigate their ways on the sea a lot.

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So this is some of the things that I read or heard from some people who study astronomy and navigational text as well.

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So you actually can look at ocean swells and wave patterns.

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And then people have been looking at wind patterns, landmarks and sea marks to actually navigate themselves on the sea, which I think is really amazing.

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Your observational skills are like

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so amazing that they can look at these mountains and see color and actually navigate their sum to it.

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And I think one of the most things that I'm kind of like quite amazed with is that you can look at animals, dolphins, flying fish and sea birds to actually tell where you're going to go and where you are.

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So it's actually quite cool, I think, all these things.

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But yeah, if you don't like actually preserve all this maritime history, maritime, this maritime society's story, then it's just going to go, yeah, without being preserved.

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So I guess that concludes the end of my presentation.

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I would like to thank my director for the opportunity to present here, and then of course my colleagues for the encouragement, guidance, and also support.

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And for your attention as well for the past 15 over minutes, I'm sorry, but hopefully this will provide an insight, yeah, and hopefully the rest of the day and also will be fruitful for us to contribute to the establishment of this paratime museum.

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Thank you.

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Fantastic.

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I did not want to stop you.

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I thought that was an excellent, excellent presentation.

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And again, fascinating in terms of, you know, archaeological discoveries and how archaeological discoveries can help construct Pahan's maritime history.

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Thank you so much.