

The Role of Ratu Kalinyamat in Past Maritime Successes: As a Study of Archipelago Sea Defense

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Abstract

The Kingdom of Demak was the first Islamic kingdom on the island of Java, centered in Jepara. The Kingdom of Demak was founded by Raden Patah in the early 16th century and reached its peak of glory under Sultan Trenggono. Jepara is a port city. The name of Queen Kalinyamat appears in the history of the Kingdom of Demak as a female hero who contributed to advancing trade and the navy on the island of Java. The research method in this article uses the historical method, which is the basic principle used in collecting data or sources, critiquing, interpreting, and presenting information or sources in a synthetical way in the form of a historical narrative. The historical method is studied in four steps to obtain complete results, namely heuristics, verification, interpretation and historiography. The research phase was carried out by collecting library sources, both primary and secondary. Jepara played an important role for the Kingdom of Demak not only as a trading port, but also as a Demak naval base. The strength of the Demak fleet is centered in Jepara. Queen Kalinyamat's courage in formulating her power strategy made Jepara the maritime axis of Java in the 16th century. Stories of past victories can encourage awareness about maritime history and are expected to be able to answer current problems. Maritime life is a very vital aspect in the history of the Indonesian nation since the 16th century. Jepara's maritime glory during the time of Queen Kalinyamat was supported by a large and strong navy. It is hoped that the story of Queen Kalinyamat can increase a sense of nationalism and increase public awareness that the Indonesian nation has always used the sea and used the sea as part of its life.

Keywords: Jepara, Queen Kalinyamat, Maritime

Introduction

The Kingdom of Demak or the Sultanate of Demak was the first Islamic kingdom on the island of Java. The Kingdom of Demak was the center of Islamic power in Java. At this time, the spread of Islam on the island of Java continued to expand, led by Walisongo. The Kingdom of Demak was founded by Raden Patah in the early 16th century and reached its peak of glory under Sultan Trenggono. This heyday was marked by the ability of military representatives who survived the war to seize Sunda Kelapa from Portuguese rule. The location of the Kingdom of Demak which was on the north coast of Java, made the sea the main source of the economy for people of Demak (Hayati, 2013).

The Karimunjawa Islands, an archipelago in the Java Sea, are also included in the administrative area of Jepara. Jepara was well known in the 16-17 century archipelago. For almost a century it was known as a transit port and also as a food exporter. The city of Jepara is actually smaller and less populated than Demak, but the center of the Demak Kingdom is in Jepara. The location of Jepara in the bay, where large ships usually anchored, allowed it to develop into an important port on the trade route between Malacca and Maluku. The position of this port is quite strategic. Based on these geographical considerations, the port and city of Jepara continued to exist as a military port and as the Sultanate of Demak (Agustinus Supriyono, 2013).

As a coastal city, Jepara is a commercial port which, because of its function, attracts traders from various tribes and nations to carry out their activities, both those who live temporarily and those who live in Jepara. The heterogeneity of society is a common feature of

commercial port cities. Women as kings (queens) are also featured in Indonesian folklore, including Nyi Ratu Kidul (Java), Ratu Kalinyamat (Central Java) and Nyai Undang (Central Kalimantan), Asung Luwan (North Kalimantan), Dewi Rengganis (East Java) and Ratu Kencanawungu (Majapahit) and Bundo Kanduang (Pagaruyung, West Sumatra). The existence of several folk tales from various regions in Indonesia with the main character being a female king shows that in the past women were trusted (Wiyatmi, Esti Swatika Sari, 2020).

The name Queen Kalinyamat or Retna Kencana appears in the history of the Kingdom of Demak when the kingdom suffered a setback due to civil war conflicts due to the struggle for the throne as a King. In the Chronicle of the Land of Java, Queen Kalinyamat is the third daughter of Sultan Trenggana who is married to Prince Prestasi or Prince Kalinyamat. After marriage, Queen Kalinyamat and Prince Hadiri settled in Jepara and became the rulers of Jepara. After Prince Hariri's death, the throne of the Kingdom of Jepara fell into the hands of his wife, Queen Kalinyamat. Since then, Queen Kalinyamat has continued to build and develop the Kingdom of Jepara until it is famous for its maritime and naval power. The kingdom of Jepara was ruled by the Queen for 30 years, and Jepara developed into a trading center and port city on the North Coast of Java (Sofiana, 2017).

According to a Portuguese source written by Meilink-Roelofs, in the 16th century Jepara became the largest port city on the north coast of Java and had a large and strong navy. Queen Kalinyamat succeeded in restoring Jepara's trade which was destroyed during the reign of Pati Unus. During his reign, in the mid-16th century, Jepara's trade with overseas territories became increasingly active. Traders from port cities in Java such as Banten, Cirebon, Demak, Tuban, Gresik, and also Jepara establish relations with international markets in the Malacca Straits. From Jepara, traders with products from their own regions come to Bali, Maluku, Makassar and Banjarmasin with goods produced in their respective regions (Hayati, 2013).

Queen Kalinyamat appears as a female figure and is often referred to as a heroine who is very instrumental in advancing trade and the development of Islam in Java. Queen Kalinyamat focuses on shipping and trade because in the Jepara region there are ports and also the navy. Queen Kalinyamat also introduced a commenda system in trade and shipping. The government's development strategy is more focused on trade and the navy. Thanks to cooperation with maritime kingdoms such as Johor, Aceh, Banten and Maluku which are running smoothly. In addition to development, during the time of Queen Kalinyamat also built diplomatic relations and cooperation with foreign countries to support and strengthen the position of Queen Kalinyamat and Jepara (Sulistiyanto, 2019).

According to Supriyono (2013) who gives an overview of how Jepara in the pre-colonial era triumphed as a port city and maritime empire. The existence of Jepara, which is on the peninsula, can become a stopover for traders from various directions, of course, because of its strategic location and easy access and it is safer to protect ships than the port of Demak. Jepara's fame as a port city and maritime kingdom was ruled by a queen, namely Kalinyamat, who is still known by the Javanese people today. As proof of the glory of Jepara at that time, it had a large and strong navy. In the expedition to Malacca in 1572, Queen Kalinyamat was able to prepare and send 300 warships, of which 80 were warships with a tonnage of 400 tons. In Supriyono's writings (2013) it is true that Jepara's glory as a maritime kingdom is proved, but the strategies that were owned and studies related to strategies at that time and the present have not been discussed.

In his writings, Nur et al (2021) explain the spiritual story of Queen Kalinyamat who performs meditation in Donorejo, Jepara. Queen Kalinyamat's hermitage begins with the killing

of her husband by Arya Penangsang for usurping the throne of the Kingdom of Demak. The hermitage was carried out on the orders of herself to repent and repent, and to ask Allah SWT for justice for the death of her husband at the hands of Arya Penangsang. This paper does not explain Queen Nyamat's leadership and the strategy implemented.

In Sofiana's writing (2017), Ratu Kalinyamat applied a policy to develop and restore Jepara to success by applying the commenda system in maritime trade. The rapid economic development during the reign of Queen Kalinyamat became a supporting factor for Jepara's political defense. Jepara's economic progress makes Jepara have a strong sea fleet so that trade, navigation and interaction are carried out in Jepara Port. Ratu Kalinyamat also cooperated with other regions such as Johor, Aceh, and Hitu to attack the Portuguese when they controlled Malacca because of Portuguese policies that were against Islam. Furthermore, in this article will study the sea defense strategy during the leadership of Queen Kalinyamat in Jepara and the study of the sea defense strategy of the past and present.

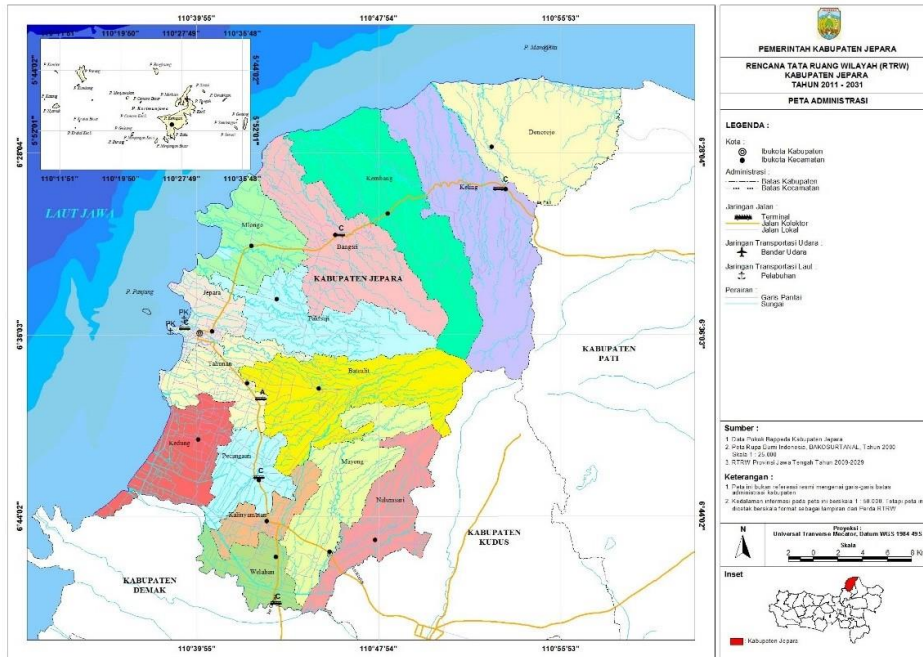
Methods

The research method in this article uses historical methods, namely the basic principles used in collecting data or sources, criticizing, interpreting, and presenting information in a synthesis or sources in the form of a historical narrative. Methods and methodology in historical research are two phases of different activities for the same task. The historical method is about "how to know history" while the historical methodology is about "knowing how history". The historical method is studied in four steps to obtain complete results, namely heuristics, verification, interpretation and historiography. The research phase was carried out by collecting library sources, both primary and secondary (Sofiana, 2017). Then the data obtained will be processed and interpreted to produce knowledge for drawing conclusions.

Results and Discussion

Jepara is a coastal city that is quite old. During the Demak Kingdom, Jepara was a major port. In pre-colonial times, Jepara was once a port city and maritime empire. Cities and kingdoms did not derive their income primarily from the exploitation of agricultural land which was part of their power, but benefited from shipping and trade activities with outside areas or other areas. Because Jepara was visited by traders from various ethnic groups (Hayati et al., 2000).

Because of its location, Jepara Regency is considered "unfavorable" because it is not crossed by the Pantura Route, which is the main route for the distribution of goods and passengers in Java. However, Jepara Regency has strategic potential in terms of the geographical location of the sea, especially with the strengthening of the maritime-based development paradigm (Suyekti Kinanthi & Rejeki, 2019). The relative advantage that stands out in terms of maritime is the length of the coastline along ± 82 km which offers great potential for the development oftourism activities, one of which is the Karimunjawa Region. The following is a map of the current Jepara Regency



Source: (Jepara, 2011)

Jepara played an important role for the Kingdom of Demak not only as a trading port, but also as a Demak naval base. The strength of the Demak fleet is centered in Jepara. When Pati Unus took office, he tried to perfect his fleet to attack the Portuguese who controlled Malacca. Pati Unus was known as a brave merchant and military sailor. Therefore, apart from using the navy, he was also able to develop the port of Jepara into a trading port and become one of the trade centers on the north coast of Central Java. The fleet consists of about 100 ships. The weight/tonnage of the smallest ship is at least around 200 tons in weight. This is the largest equipment owned by the Demak Kingdom's marine fleet (Said, 2013).

The city of Jepara actually has a smaller area and has a smaller population than the Kingdom of Demak, however Jepara port is more important. Because it is located in a bay that can be accessed by large ships and can protect their ships, making the port of Jepara an important port on the trade route between Malacca and Maluku. Agricultural products in Jepara such as rice and other agricultural products can be exported to Malacca and Maluku by sea. Jepara also plays an important role in politics and defense. From the port of Jepara, expeditions crossing the Java Sea departed to expand their power to Bangka and to South Kalimantan, namely Tanjung Pura and Lawe. The attack on Malacca was also carried out through the port of Jepara (Hayati et al., 2000).

The Pati Unus government made Jepara a strong base for launching attacks on Malacca, especially in the form of equipment and infrastructure for war. At the port of Jepara, the Javanese fleet was rebuilt and armed in such a way that it became a war fleet. Jepara and Rembang are areas that have a lot of teak forests, so they can have a shipyard that can make ships. Apart from being a trading port, Jepara is also a military port or naval base which is much bigger than the port of Demak (Hayati et al., 2000).

During the reign of Sultan Trenggana, the city of Jepara was officially handed over to his son-in-law, Pangeran Hadiri (Husband of Queen Kalinyamat) with the jurisdiction covering Jepara, Juwana, Pati and Rembang. However, as a result of the struggle for the throne of the Sultanate of Demak, Aryo Penangsang killed Prince Hadiri. After the death of Prince Hadiri,

Queen Kalinyamat was appointed ruler of Jepara in place of her husband. Queen Kalinyamat is the daughter of Sultan Trenggana, the third King of Demak, who is the son of Raden Patah, the founder of the Sultanate of Demak (Rochanah, 2019).

Queen Kalinyamat is a historical figure whose name is often forgotten in Indonesian colonial and patriarchal history which tends to be tendentious. The story of Queen Kalinyamat begins with her journey to find a hermitage after her husband and sister were killed by Arya Penangsang. After her husband and younger brother were killed, Queen Kalinyamat became increasingly spiritual. Queen Kalinyamat did hermitage on the bank of a river whose land smelled good, then the place was called Siti Wangi. After Arya Penangsang was killed, Queen Kalinyamat returned to Jepara and was crowned leader of Jepara. Around 1549-1579 during the reign of Queen Kalinyamat, Jepara became a kingdom with a large naval power. This became clear when the King of Johor asked for help against the Portuguese in Malacca. Queen Kalinyamat responded positively to the request, and dispatched thousands of soldiers and war fleets. The Portuguese were considered to have been arbitrary, taking into account the good relations between Jepara and Malacca and the large number of Jepara residents living in Malacca was also a consideration for Queen Kalinyamat to help the King of Johor (Nur et al., 2021).

Queen Kalinyamat succeeded in restoring Jepara's ravaged trade. During his reign, in the middle of the 16th century, trade between Jepara and overseas territories became increasingly active. Ratu Kalinyamat created a system which was later called the Commenda System to improve commerce in Jepara which was in ruins. In addition to this system, Queen Kalinyamat plays a role in politics and government, Queen Kalinyamat also trades and invests in ships anchored in Jepara. Under the Commenda System, Queen Kalinyamat was able to improve Jepara's economy by exporting rice, sugar, wood, coconut and also various crops suitable for planting in agricultural areas (Imas Emilia, 2019).

In a short time, Jepara also managed to develop into a trading center. Because of the strategic location of Jepara. Located in the peninsula area, its existence as a port city is used as a stopover for traders. Ports like Jepara also function to receive products from outside the area for further distribution or trade to remote areas that need them. This proves the success of Queen Kalinyamat in making Jepara a strong maritime city (Sugiarti & Qur'ani, 2019).

During the reign of Queen Kalinyamat, the prosperity of the maritime kingdom was supported by a large and strong navy. This can be seen from the two naval expeditions carried out by Queen Kalinyamat to help Malacca expel the Portuguese. With a strong navy, Queen Kalinyamat made two attacks on the Portuguese in Malacca. At that time, Queen Kalinyamat was one of the warlords of the Sultanate of Demak, more precisely as the commander of the navy. One of the leaders of the military expedition to Malacca at that time was Kyai Demang Laksamana, on the same level as Admiral Laut or General. This shows that as the ruler of the sea, Queen Kalinyamat prioritizes naval power over land force. However, this does not mean that the army force became more defensive by building land-based fortifications around port cities facing land (Imas Emilia, 2019).

On the second expedition, the Kalinyamat fleet brought 300 ships to Malacca. The first attack carried out by Kalinyamat was a salvo, a shot that seemed to split the ground. Then Malacca was bombarded with artillery, after which the Kalinyamat fleet headed to the mainland and dug defensive trenches. Even with maximum effort, but not yet get maximum results. When the Kalinyamat fleet attacked, 30 of its large ships caught fire. So Kalinyamat made a policy by blockading the sea. At the same time, in a sea battle, the Portuguese troops managed to capture

6 large ships filled with very large amounts of food. This caused Kalinyamat to carry out a sea blockade for 3 months, but their strength continued to dwindle due to a lack of food. The Portuguese only managed to break through this blockade after several attacks (Hayati, 2013).

Queen Kalinyamat's bravery in formulating her power strategy made Jepara the maritime axis of Java in the 16th century. As a queen, Queen Kalinyamat has maximized her abilities as the ruler of a maritime kingdom in Java and has even become a good leader. Due to internal conflicts in the Demak Sultanate, Queen Kalinyamat managed to resolve the dispute and restore the glory of the Demak Sultanate with the center in Jepara. Through her political, commerce and naval strategies, Queen Kalinyamat demonstrated her ability to lead the kingdom and deploy soldiers trusted warriors in large numbers (Imas Emilia, 2019).

In the 16th century, the people of Jepara were already active as traders and brave sailors, many immigrants and were able to make large ships using the products of their agricultural land in the form of wood. The people of Jepara show that since the 16th century the Indonesian people have traded at sea and carried out many activities at sea. Queen Kalinyamat as a leader in Jepara also shows that the strategy used at that time can also apply to the present. Many things related to the strategy used for the welfare of the coastal communities of North Java with the Commenda system which benefited many parties. The maritime strength of the Kingdom of Jepara during Queen Kalinyamat's leadership was in its naval strength, the port as a center for trade and the economy of the coastal community, the ability to build their own shipyards, produce their own cannons, courage in fighting to expel the Portuguese at that time, and being able to carry out good diplomacy with countries and establish good relations with them (Hayati et al., 2000).

The maritime concept which is limited to what happens at sea will be interesting when faced with the reality of the past. National and international maritime policies open a new chapter in world maritime activities. In this case, maritime history presents a challenge as a means that plays a role in fostering and strengthening nationalism. The development of maritime history, both as an event and as a construction, is related to the concept of history as a reference. Events always leave a meaning that can be used as a reference today's developments. In all Indonesian maritime development programs aimed at improving people's welfare and strengthening the country's position in the regional economy and politics, it should be able to draw from the maritime past, which can be used as an analytical material in the development process (Utomo, n.d.).

The future of maritime history has great potential as a catalyst for Indonesia's maritime development. The government's program to restore Indonesia's maritime glory as a maritime axis is a place where maritime history can play a role. World maritime axis concept as a strategy Maritime Indonesia is actually a continuation of the previous idea and at the same time is a strategic effort to maximize all the opportunities that Indonesia has. Stories of past victories can encourage greater awareness about the sea, and the maritime historiography that has been compiled is expected to be able to answer current problems (Utomo, n.d.)

Maritime history is believed to play an important role in solving various problems related to Indonesia's position as a world maritime axis country. Geographically, Indonesia is the largest archipelagic country in the world. The Indonesian people have used the sea as a means of transportation and communication with other nations for centuries. Maritime history is a means to raise awareness of the historical process that led to the formation of the Indonesian nation. Maritime history can be an excellent means to socialize and instill maritime cultural values as the basis for building a future maritime nation (Utomo, n.d.).

In his speech on October 20, 2014, President Joko Widodo asked all people to do their best to restore our nation's maritime glory. The President reminded that for too long this nation has turned its back on the sea, turned its back on the oceans, turned its back on the straits and bays. Where the oceans, seas, straits and bays are indeed the future of Indonesian civilization. What our President said is true. This nation has lost its identity as a maritime nation. Our nation has become an agricultural society and has forgotten its maritime potential (Lemhanas RI, 2014). In fact, the history of the archipelago shows that in the past this nation grew strong by exploiting its maritime potential, such as the story of Queen Kalinyamat (Lemhanas RI, 2014).

Efforts to make Indonesia a world maritime axis is not an easy thing. President Joko Widodo needs to implement a structured maritime policy. President Joko Widodo's policy to form the Coordinating Ministry for Maritime Affairs is correct. Indonesia does need a Coordinating Ministry for Maritime Affairs to regulate the management of maritime potential to become "one door" in order to further improve performance. In Presidential Regulation 165 Article 15 Paragraph (1) it is explained that the Coordinating Ministry for Maritime Affairs oversees four other ministries, namely Ministry of Marine Affairs and Fisheries, Ministry of Energy and Mineral Resources, Ministry of Transportation, and Ministry of Tourism. The Coordinating Ministry for Maritime Affairs is responsible for formulating all of Indonesia's maritime policies, including port development, power plant construction, marine and fishery development, tourism development, and management of oil and gas resources (Lemhanas RI, 2014).

To optimize the flow of maritime trade traffic, the government has established a "sea highway" policy. This logistics distribution system uses ships that connect ports on the main route, from Nanggroe Aceh Darussalam, Jakarta, Surabaya, Nusa Tenggara, Maluku, to Papua. However, this policy also requires participation multimodal transportation. Connectivity is needed between modes of transportation, such as trains or buses that can transport goods or people from sea transportation. The many problems and challenges to realize Indonesia as the world's maritime axis, have not weakened the enthusiasm of the Indonesian people to restore maritime glory (Lemhanas RI, 2014).

In addition to making laws and regulations that can develop the sea transportation business, the government can eliminate the tax burden on shipping companies, and strengthen the role of financial institutions as creditors for national shipping companies. A strong shipbuilding industry is also needed to advance the maritime industry, so that fleet needs can be provided. Therefore, it is hoped that the elimination of component imports and 10% VAT on the supply or sale of ships will have a bigger impact on accelerating the growth of the competitiveness of the national ship industry. Another step that needs to be taken is the improvement of marine infrastructure, namely the shipbuilding industry. More attention must be given to the shipbuilding industry, especially outside Batam. This is to ensure that the price of ships produced by domestic shipyards is much cheaper than imports (Lemhanas RI, 2014).

One of the efforts to protect marine natural resources is the eradication of illegal fishing which is rife in the territory of the Republic of Indonesia. This can be done through the implementation of strategic steps. These efforts will continue to be carried out in collaboration with all parties who have maritime law enforcement powers to strengthen legal sovereignty at sea. This was realized through the acceleration of the establishment of the Agency Maritime Security (Bakamla) which aims to improve the bureaucratic network and coordination of law enforcement agencies at sea. Bakamla was then given command and control authority over all patrol fleets as stipulated in Maritime Law Number 32 of 2014. Its main mission and function

is to prioritize early warning systems in every implementation of maritime security, so that the operation is carried out effectively, efficiently and responsively (Lemhanas RI, 2014).

Conclusion

Maritime life is a very vital aspect in the history of the Indonesian nation since the days of pre-colonial kings. During the reign of Queen Kalinyamat, the influence of Jepara along the North coast, apart from its political position, was also due to its abundant wealth, which came from shipping and trading with other areas which was very profitable. Jepata's maritime glory during the time of Queen Kalinyamat was supported by a large and strong fleet. It can be seen that there was an expedition to Malacca in order to expel the Portuguese.

Sea waters are not just shipping and trade routes, but also natural resource exploitation spaces. New policies on the sea play a role in changing human views about the sea. Indonesia's maritime history is no longer dominated by trading and shipping activities, but maritime warfare activities, as in the story of Queen Kalinyamat. It is hoped that the story of Queen Kalinyamat can increase a sense of nationalism and increase public awareness that the Indonesian nation has always used the sea and used the sea as part of its life.

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