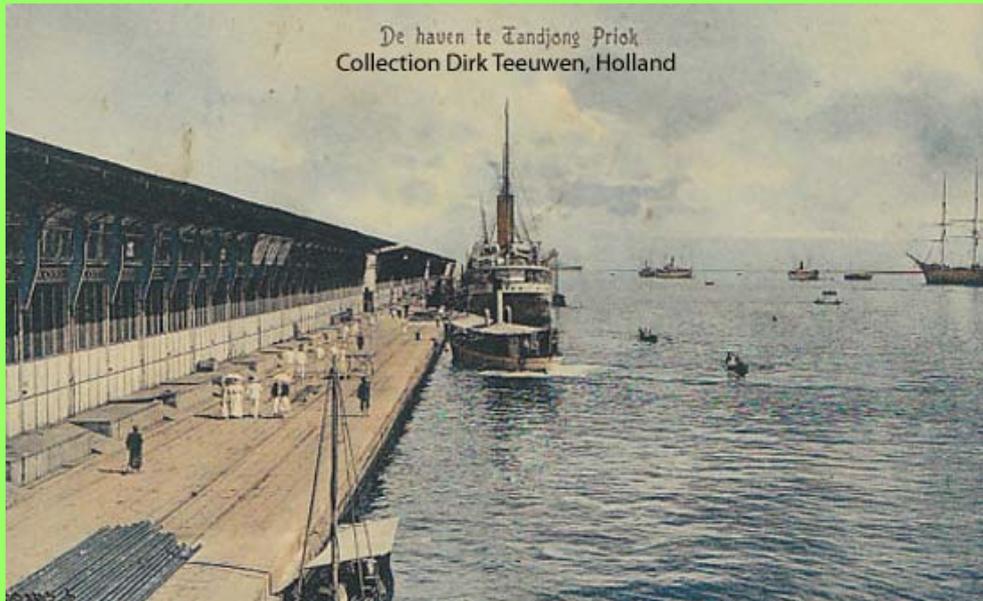


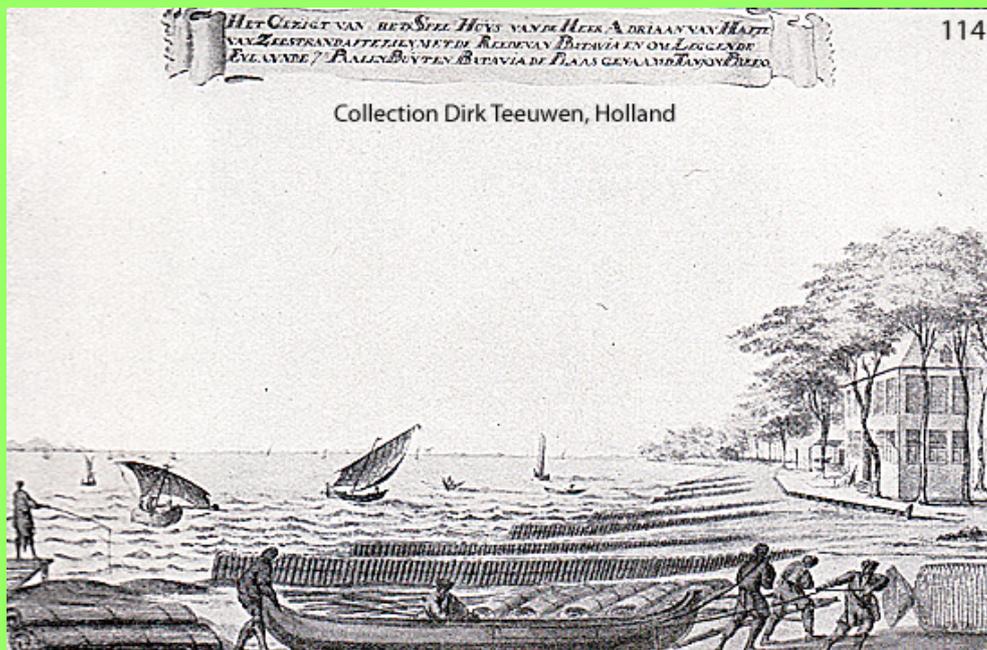
# Jakarta heritage, Tanjung Priok Harbours

## Batavia's Tandjong Priok drs Dirk Teeuwen MSc, Holland

The aim of this article is to summarize the story of the origin as well as the getting off the ground of what is now one of the most modern harbours of Java, Indonesia. Text continues on page 2. The numbers on most of the pictures refer to the survey of sources.



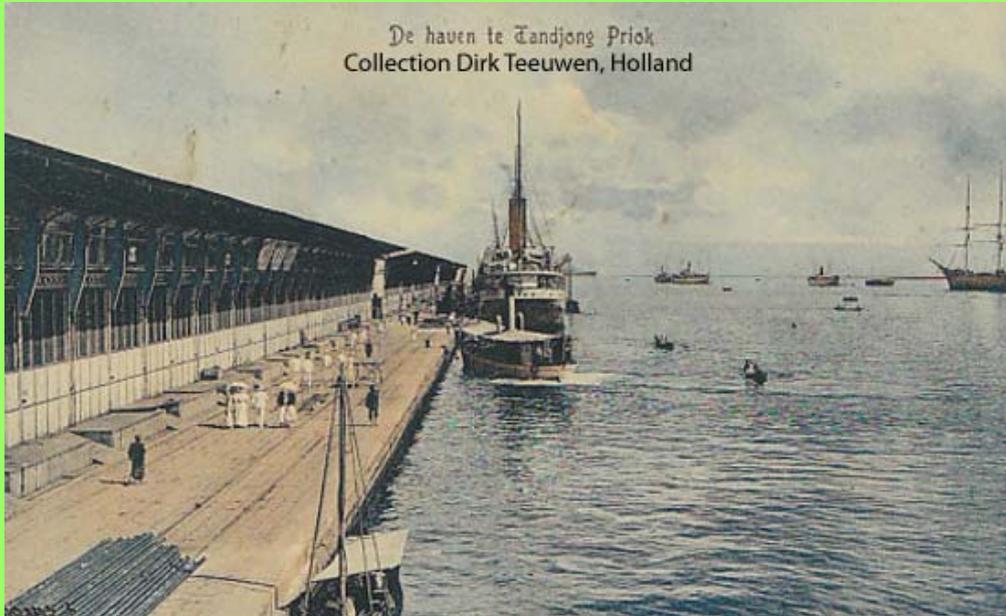
1. Tanjung Priok; Batavia-Jakarta 1895 Postcard collection Dirk Teeuwen



2. Tanjung Priok Estate; Batavia-Jakarta 1775

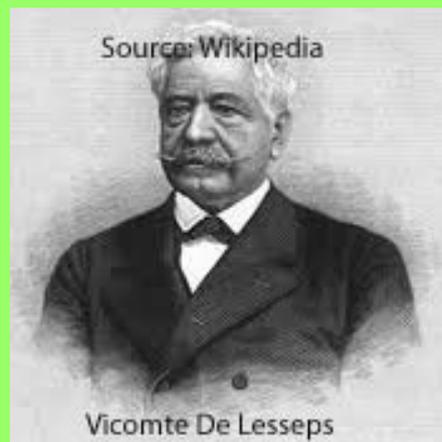
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The port of Jakarta-Batavia, Tanjung Priok, with its spacious harbours, was (and still is) one of many Dutch East-Indian grandeurs of labour and knowledge with regard to public works, specially regarding hydraulic engineering. Before 1877 one could find only tropical vegetation as well as crocodiles along this part of the coast of Java. In the days of old Batavia Tanjung Priok was nothing but the name of a small country estate in this area.



3. Tanjung Priok's first inner harbour; 1895 Postcard collection Dirk Teeuwen

The area's harbour development dated from 1877. Then it was found that the roads of old Batavia (Jakarta Kota), which were gradually blocked up with silt, were inadequate to meet the requirements of modern steamers which demanded deeper harbours and greater storage accommodation for their cargoes.

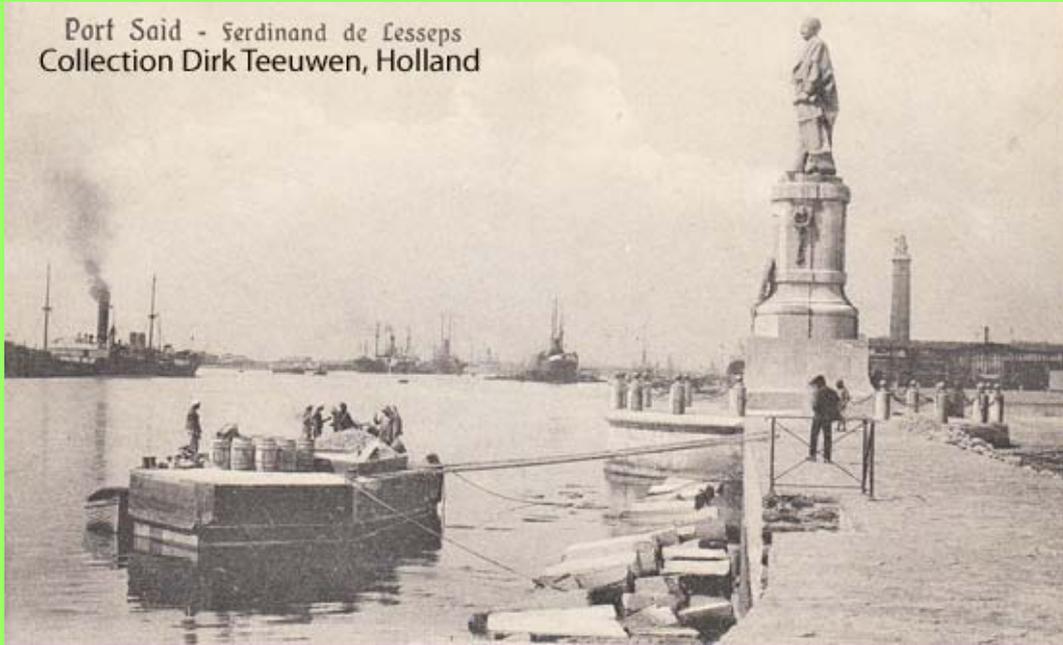


4. Ferdinand de Lesseps, about 1885

The Frenchman, Ferdinand Marie, Vicomte (Viscount) de Lesseps (19 November 1805 –7 December 1894), was the developer of the Suez Canal, which joined the Mediterranean Sea and Red Seas in 1869. Doing so he reduced sailing distances and times between the Europe and Asia. He attempted to repeat this

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success with an effort to build a Panama Canal during the 1880s. This project was troubled by epidemics of malaria and yellow fever. The projected Panama Canal was left uncompleted. De Lesseps was a ruined man. The idea was eventually partially superseded by a new project. This included a non-sea-level canal with locks, built by the United States government and was completed in 1914.



Port Saïd - Ferdinand de Lesseps  
Collection Dirk Teeuwen, Holland

5. Port Saïd, statue of De Lesseps; 1910

Postcard collection Dirk Teeuwen

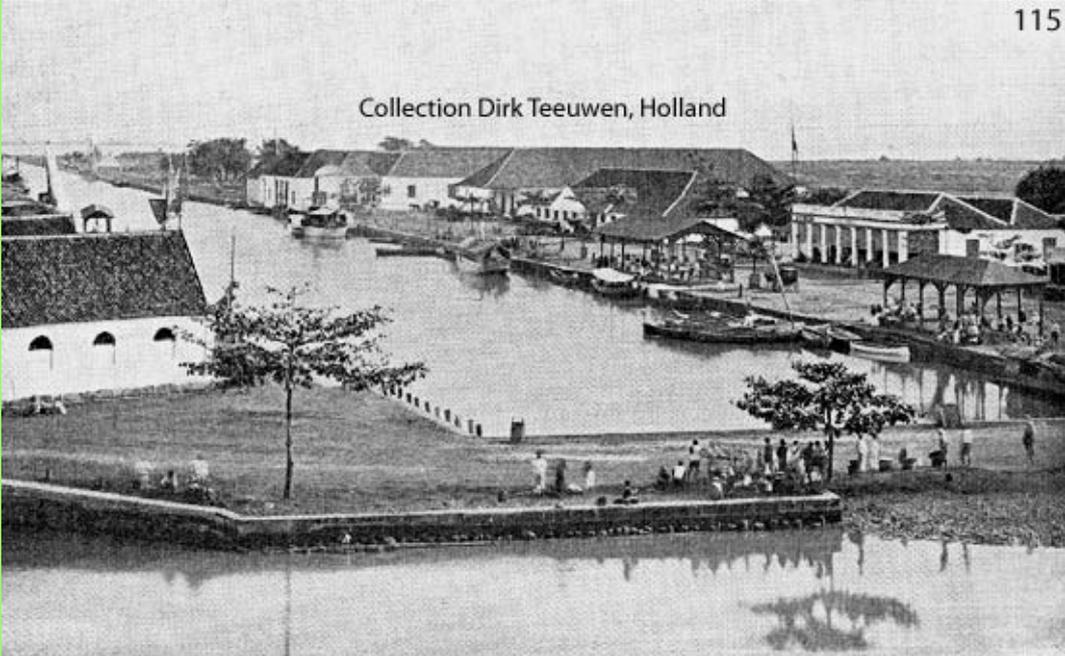


Port Saïd - Le Quai et le Bureau de la Compagnie  
Collection Dirk Teeuwen, Holland

6. Port Saïd, office of the Suez Canal Company; 1910  
Postcard collection Dirk Teeuwen

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Shortly after Ferdinand de Lesseps shortened the distance between Europe and India by constructing the Suez Canal, the Municipality of Batavia realized the urgent need for a modern harbour. Overseas trade was rapidly increasing. Each day saved in the loading or discharging of cargoes meant bigger profits. The old harbour of Batavia was Sunda Kelapa (named Havenkanaal by the Dutch) at the northern end of the Kali Besar. But this was only an inner harbour, inaccessible to sea-going vessels. Outside this inner harbour, in the high seas shiploads and passengers had to be transhipped into proas (praus, small ships). These proas sailed to Sunda Kelapa. Then, unloading took place and customs formalities could be settled. This indirect shipment became very inconvenient.



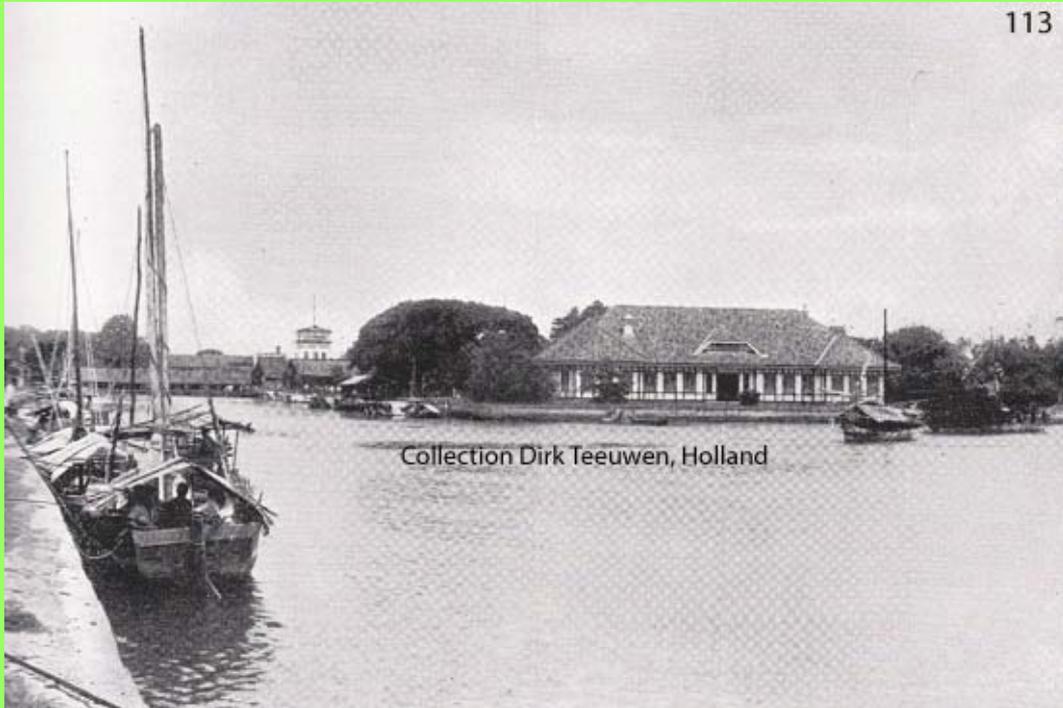
Pictures 7 and 8. Text on page 5



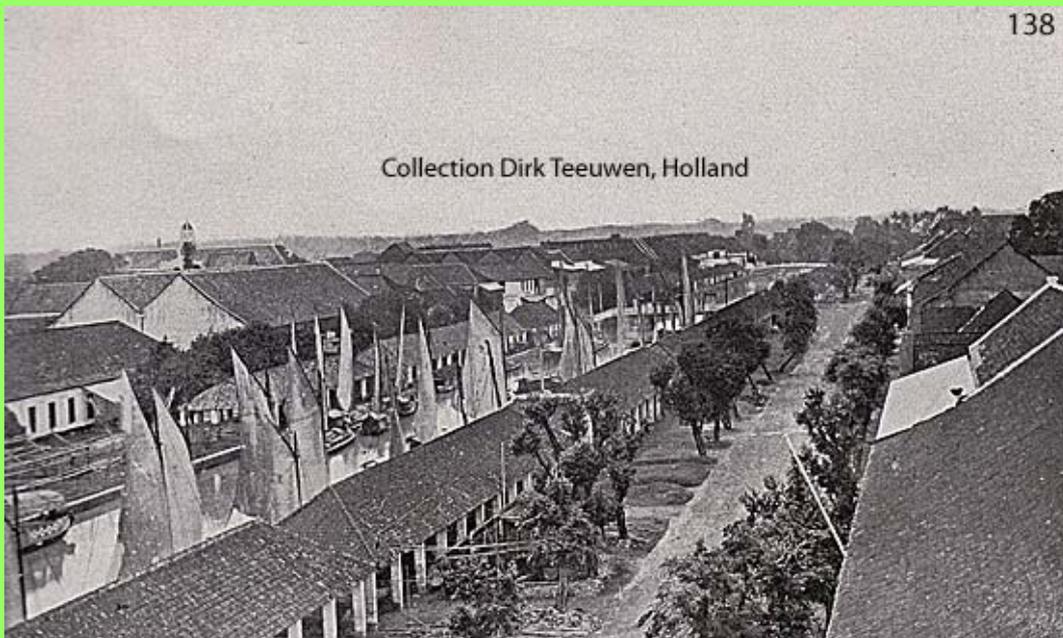
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**Pict. 7 Sunda Kelapa (named Havenkanaal, Harbour Canal, by the Dutch) in 1875**

**Pict. 8 Eastern quay of Sunda Kelapa in 1875. At the end the customs house for passengers. There was one more customs house in Batavia, located more to the south along the Kali Besar This one was meant for business imports and exports.**



**9. Sunda Kelapa to the south, left a small part of the eastern quay; Batavia-Jakarta 1920**



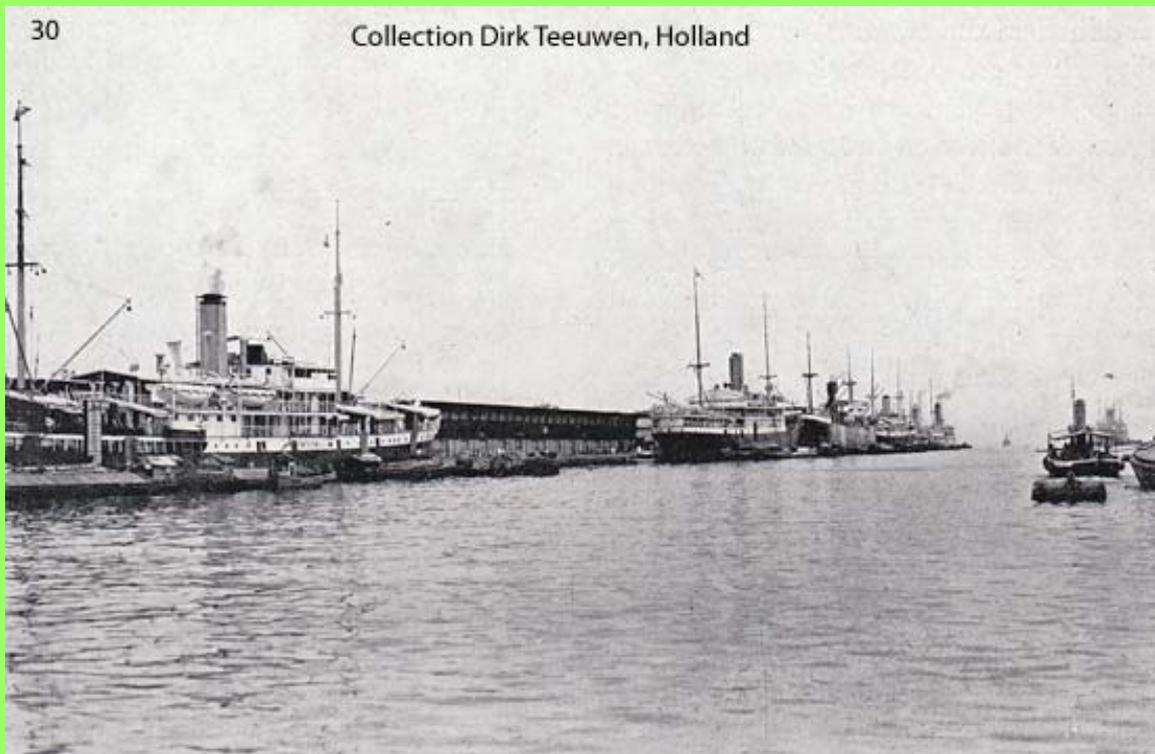
**10. Kali Besar to the south; Batavia-Jakarta 1875**

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The need for direct shipment having been recognized, the first harbour of Tanjung Priok was built between 1877 and 1883. However there was considerable opposition to the scheme. Opposition was offered by some old commercial firms, who had become attached to old Batavia. They preferred to continue their business from there. But the advantages of a new artificial harbour became soon very clear to everyone.

If, in the olden days coming from Kota, if one followed a broad road, the Priok Road, lined with trees, which ran alongside the Canal Antjol, one reached Tanjung Priok's harbours. The first inner harbour – 1,100 meters in length - was lying directly in front (east from) of the old (first) railway station which formed the terminus of railway connections with Batavia and Weltevreden (namely Lapangan Banteng, Medan Merdeka, Harmoni and their vicinity). The outer and the inner harbours were connected by great jetties and the offices of the Harbour Board played an important part in the scene. In 1910 expectations were more than realized and it became necessary to increase the harbourage. Therefore, between the years 1910 and 1917, the second inner harbour with a length of 1000 meters and a width of 120 meters, was completed. Near the new Tanjung Priok Railway Station, at that time a massive building in light marble, a road led from the Priok Road to this new inner harbour.

This new station, built in 1914 during the reign of Governor General A.F.W. Idenberg (1909 - 1916), was the work of the Dutchman Ir.C.W.Koch an engineer and employee of the N.I.S., Nederlandsch-Indische Staatsspoorwegen (Dutch East-Indian State Railways Company N.I.S.). During its construction about 1700 workers were needed and among them about 120 Europeans.



**11. First inner harbour; Tanjung Priok 1926**

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Text continues on page 10 and 11.



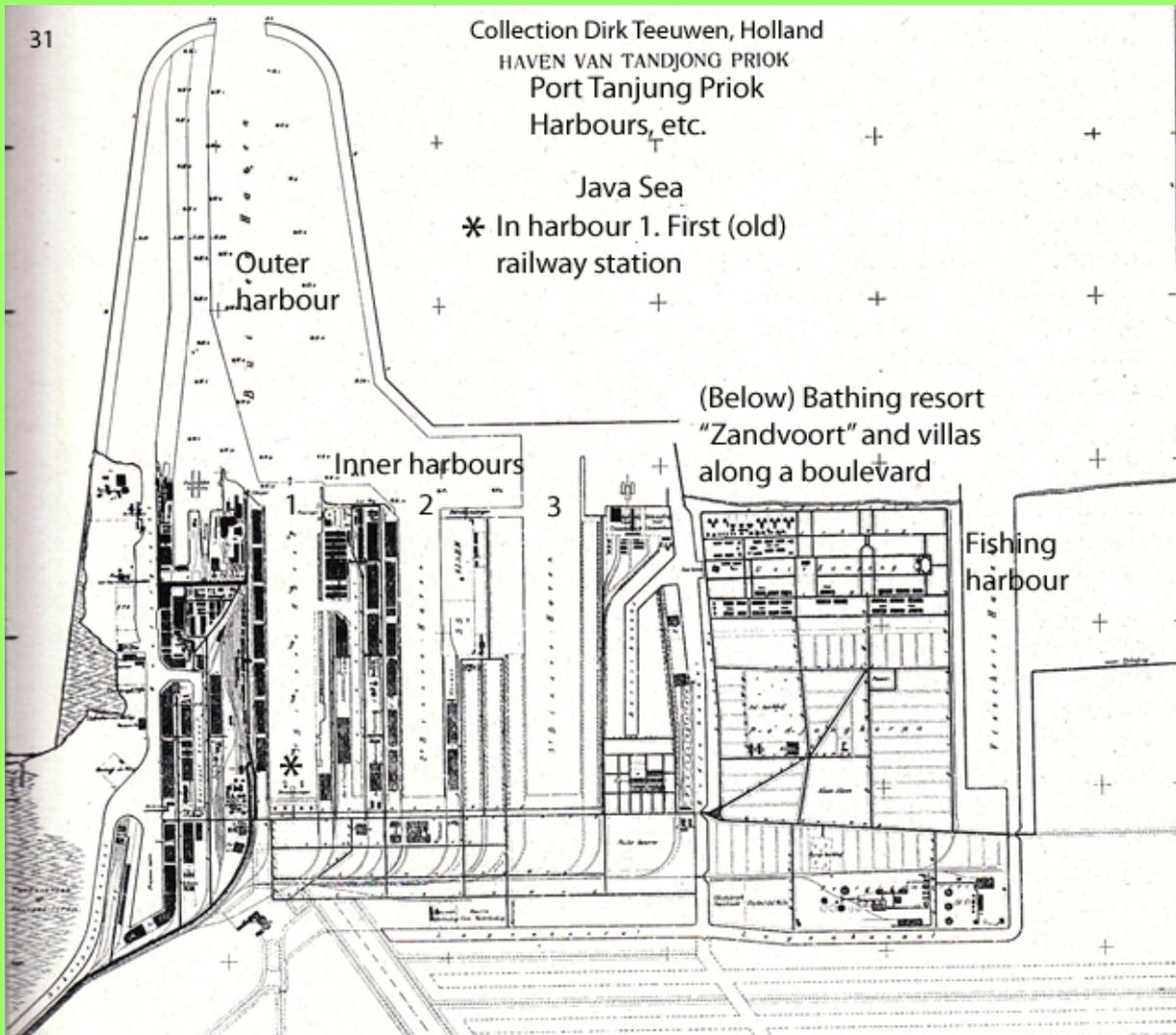
12. Tanjung Priok , first harbour 2006

Photo Dirk Teeuwen



13. Tanjung Priok, 2006

Photo Dirk Teeuwen



14. Map of Tanjung Priok Port; 1924



15. First harbour and the new Tanjung Priok Railway Station; 1927

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**16. First harbour; Tanjung Priok 1927**

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**17. First harbour; Tanjung Priok 1927**

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The Priok Road to Kota (Old Batavia) was the first road one trod after disembarking at Priok, and along it ran a constant stream of motor-cars, carrying passengers for the weekly mailship-services to and from The Netherlands.

When, in the olden days before 1942, the long voyage across the Indian Ocean had come to an end, and when the ship had passed the moles and had entered the first inner harbour, then slowly steaming past the great sheds owned by the Java-China-Japan Line, the Rotterdamsche Lloyd, the Netherland Steamship Company as well as the towering electric cranes of the Netherlands East-Indian Coal Trading Company, no time was lost in making fast to the quay. The passengers found themselves on the threshold of an earthly paradise, Dutch East-India, which held out illimitable hopes for the future. ( Sometimes I feel the impulse to romanticize colonial times. Please forgive me. Anyway, it was not as bad as it seems now to some colony haters.)

In 1925 a start was made with the construction of the third inner harbour to the east of the second one: a kilometre in length and a width of 215 meters, whilst the quays could accommodate ships with a draught up to twelve meters. Far-sighted in 1925! The biggest ships which, in those days, were able to pass through the Suez Canal were able to moor here.



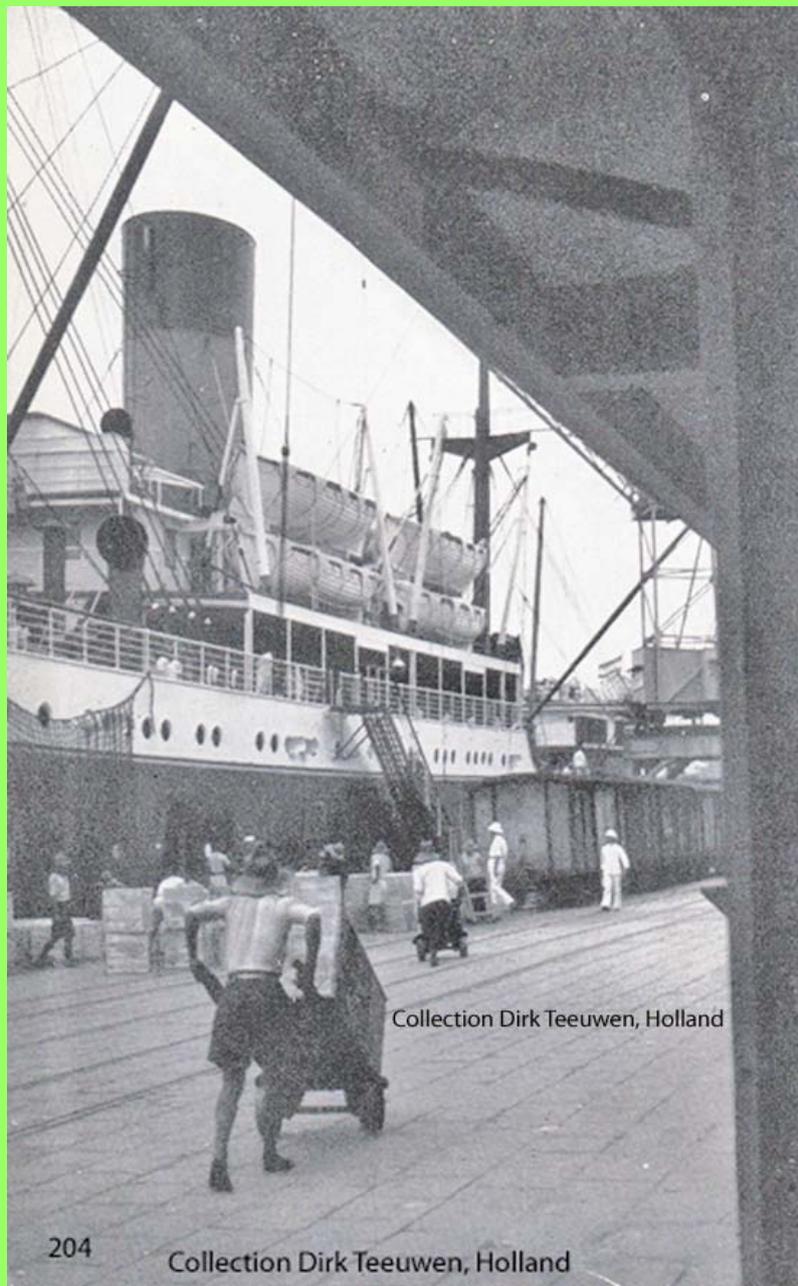
18. First harbour and the remains of the old, first, railway station (the white building); Tanjung Priok 1937

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If one followed the main road along the south side of the harbours and, after passing the third harbour as well as the adjacent shopping centre, one could turn to the left (to the north) along Kodja Canal and reach at the commencement of a new boulevard the charming colonial bathing resort of "Zandvoort", named after a sea side village in Holland. A few delightful European dwellings had a beautiful view over the vast expanse of water. At the end of the boulevard was (and is) a fishing harbour. South from the fishing harbour one could find the residential quarter of Pedjongkoran. Whilst east from the harbour an aviation ground had been constructed.

*The almost deserted Tanjung Priok area of the days before 1877 had become a gay suburb of Batavia, with harbours, offices, fine modern buildings, spacious roads, railways, railway stations, etc..*

Author Dirk Teeuwen, Holland



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