



1. Jakarta- Batavia, History Travel Sunda Kelapa and vicinity

Dirk Teeuwen MSc



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Please, keep in mind! Citations, references, sources are added by
me as consequently as possible.



The old colonial Dutch City Hall, Jakarta 2002; photo Dirk Teeuwen

Explanation

Are you interested in travelling through the history of Jakarta-Batavia? Maybe my tour suggestions could help you. If so: buy a map of Jakarta and/or use Internet/Google Maps, read my Tour Guides (see contents on page 1), have a look at my pictures and then enjoy visiting the actual remains of a most interesting common past - Dutch and Indonesian, I mean. Click the internet and find Google Map locations of the following tour highlights I am going to introduce to you:

- 1. Hotel "de Rivier" (The River in English);**
- 2. Sunda Kelapa;**
- 3. Sunda Kelapa Look Out Tower;**
- 4. Museum Bahari, Batavia Western VOC Warehouses;**
- 5. VOC Shipyard Anchor Wharf;**
- 6. Jalan Tongol, Batavia Castle,**
- 7. Batavia Eastern VOC Warehouses;**
- 8. Taman Fatahillah, City Hall Square.**

Click the internet, then you certainly will find our places of interest without any trouble in the real world around you: look around in Jakarta Kota (Dutch-Indonesian Old Batavia).

However, click the highlights on the internet, and read my next chapters first, have a look at the pictures and comments.

1. Introduction

1.1 Pictures



**1. Hotel "de Rivier", formerly Hotel Omni Batavia on Kali Besar West; photo Dirk Teeuwen, Jakarta 2006. Hotel Rivier was built on the location of the formerly small palace of the Prince of Jayakarta about the year of 1600.
Photo Dirk Teeuwen, Holland**



2. Jan P. Coen circa 1625



3. Eva Ment circa 1625

Source > Stapel, dr. F. W.: *Geschiedenis van Nederlandsch-Indië* Volume III; Amsterdam 1939 p. 118 and p. 122. The founder of modern Batavia-Jakarta: Jan Pietersz. Coen and his wife Eva Ment, about 1620.



4. View of Jayakarta circa 1600, artist unknown

Source > Zee, D. van der: *Batavia, the Queen of the East*; Rotterdam 1924, p. 20



Photo Dirk Teeuwen,
Holland

Tuk tuk

5. Tuk Tuk: get on, do it.
Photo Dirk Teeuwen, Jakarta 2002

1.2 Tour Guide

Welcome to this tour. I am Dirk Teeuwen from The Netherlands and I try to inform you about some highlights of Sunda Kelapa near Jakarta Kota. First I want to introduce to you the Dutchman Jan Pietersz. Coen, the fourth Governor-General of the Dutch East-India Company and to his wife Eva Ment: see my pictures in 1.1. He founded Batavia on the location of the town of Jayakarta near the mouth of the river Ciliwung, Java 1619. The third picture shows a view of Jayakarta in the year of 1600. The artist is unknown. The first picture shows us Hotel Omni Batavia, now Hotel Rivier, built on the location of the 16th century Kraton (small palace) of the Pangeran (ruling aristocrat, prince) of the town of Jayakarta, later Batavia, much more later Jakarta. On the last one a tuk tuk: don't argue, jump in.

Colonial Batavia was – for almost 350 years, from 1619 until 1950 - the capital city of Dutch East-India, now Indonesia. Also, until 1799, Batavia was the administrative, managerial, financial headquarters as well as the logistic rendezvous of the Dutch East India Company, VOC for short, in Asia.

Let us try to discover some remains from the Dutch Period in Indonesia by walking around in a part of Old Batavia, now Jakarta Kota. We are going to see a selection of colonial buildings - streets, canals, squares , etc. - left behind by the Dutch. We are going to know some colonial governors, starting with Coen and his wife Eva Ment (see my second an third picture). We are going to admire some architecture and hear stories from the olden days: from Tempo Dulu, from nonya, from tuan besar and much more.

But, first of all, this tour starts in the northern part of Jakarta Kota in Sunda Kelapa, which means "Coconut Harbour on the Sunda coast". Sunda Kelapa in Old Batavia was the colonial Indonesian maritime logistic centre until 1886. Let us start from here, near Sunda Kelapa, near the old Dutch Harbour Canal.

You could decide to walk . However, why should not you get in a tuk tuk (see 1.1 picture 5) now and then? After all, climate is really hot there. Anyhow, enjoy the tour!

2. Arrival in Old Batavia, Sunda Kelapa Harbour

2.1 Pictures



1. Photo Dirk Teeuwen, Sunda Kelapa 2006



2. A view of Sunda Kelapa in 1870: right the City Inn. Source > Vries, J. J. de: *Jaarboek van Batavia en omstreken (Batavia Yearbook) 1927; Batavia-Weltevreden (Publ./Ed. G. Kolff & Co) 1927, p. 500.*

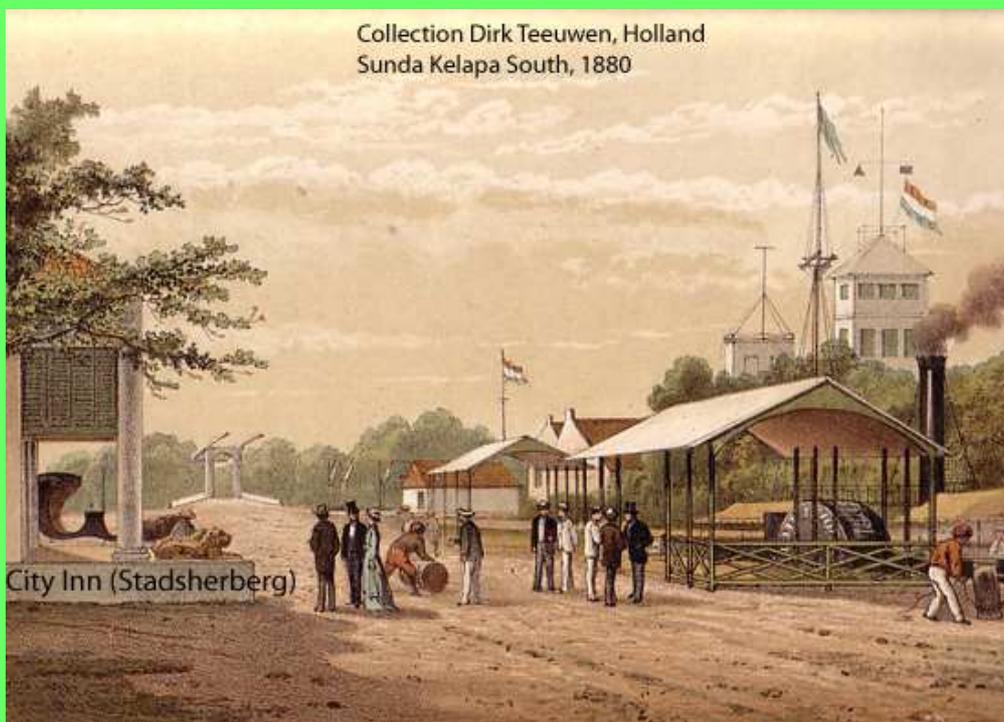


3. Sunda Kelapa 1895; source > Gent, L.F. van: *Pictorial Netherlands East-Indies; Batavia 1924 p. 173.* "View from the old observation tower towards the so-called small barrier, the spot where passengers used to disembark from the vessels which had arrived in Batavia Bay".



Private collection Dirk Teeuwen
 Stadsherberg (City Inn) on the eastern bank of
 the Havenkanaal (Harbour Canal) / Sunda Kelapa,
 Batavia / Jakarta 1870

4. Sunda Kelapa, Quay East 1870. At the right side the City Inn, left a pendopo (a covering) meant for passenger arrivals; in the centre (a little bit far away) customs offices. Source > Vries, J. J. de: Jaarboek van Batavia en omstreken (Batavia Yearbook) 1927; Batavia-Weltevreden (Publ./Ed. G. Kolff & Co) 1927, p. 199



Collection Dirk Teeuwen, Holland
 Sunda Kelapa South, 1880

5. The spot where passengers used to disembark, Sunda Kelapa 1880; lithography collection Dirk Teeuwen, Holland. The City Inn left and at the right the two towers with a flag are the offices of the harbour master also meant for signals and observation.



6. The location of the old City Inn; photo Dirk Teeuwen, Holland; Sunda Kelapa 2006. Needless to say that nowadays the City Inn is not there any more. The sixth one let us see an awful small building, a bar on the location of the City Inn.



7. Sunda Kelapa 1998; photo Dirk Teeuwen, Holland. The last photo speaks for itself.

2.2 Tour Guide

The opening of the Suez Canal took place in 1869. Because of that the Municipality of Batavia ordered to develop a new harbour east from the old city: Tanjung Priok Harbours, Port of Batavia, later Port of Jakarta. Before the opening of the modern Tanjung Priok Harbours in 1886, Sunda Kelapa (the old Dutch Harbour Canal) together with some islands in the Straights of Jakarta functioned as the main seaport of the Indonesian Archipelago. Maintenance of sea vessels was done offshore on islands like Pulau (Island) Kapal, formerly Onrust (Turmoil) Island, and on Pulau Damar Besar, formerly Edam Island, etc. (Edam is a town in Holland.) These Islands are a tourist destination right now.

Concluding: Sunda Kelapa was the old Dutch Harbour Canal until 1886. Before 1619, Sunda Kelapa was the small port of Jayakarta Town, a dependency of the Sultanate of Banten in Java.

Let me drop a hint here. Banten Town is only 80 km west from Jakarta, on the Java coast. Go and visit the place. You will discover a lot of history and you will never regret it.

Sunda Kelapa was (and is) the mouth of the branches of River Ciliwung. In Old Batavia, now Jakarta Kota, a branch of River Ciliwung, is called Kali Besar. In the early Dutch period, sea vessels could not put into Sunda Kelapa. So, before 1886, unloading of goods as well as disembarkation of passengers with destination Batavia-Jakarta took place at sea. Then, goods and passengers were sailed or rowed in rather small ships to Sunda Kelapa Harbour. After arrival these small ships were unloaded and disembarked near a customs office next to the City Inn, located on the eastern quay of Sunda Kelapa. Almost immediately, after enjoying drinks and meals in the City Inn, most passengers travelled in small coaches into Uptown Batavia-Jakarta and its hotels, nowadays the Medan Merdeka area.

The Look Out Tower, built in 1839 at the southern end of Sunda Kelapa, was the office of the harbour master. Before 1839 there was an office on this location also, an office meant for completing customs formalities. After 1839 customs formalities regarding goods were completed near the old Dutch Chicken Market Bridge on Kali Besar West and passengers were inspected at Sunda Kelapa, Quay East. Later all customs formalities were done near Sunda Kelapa.

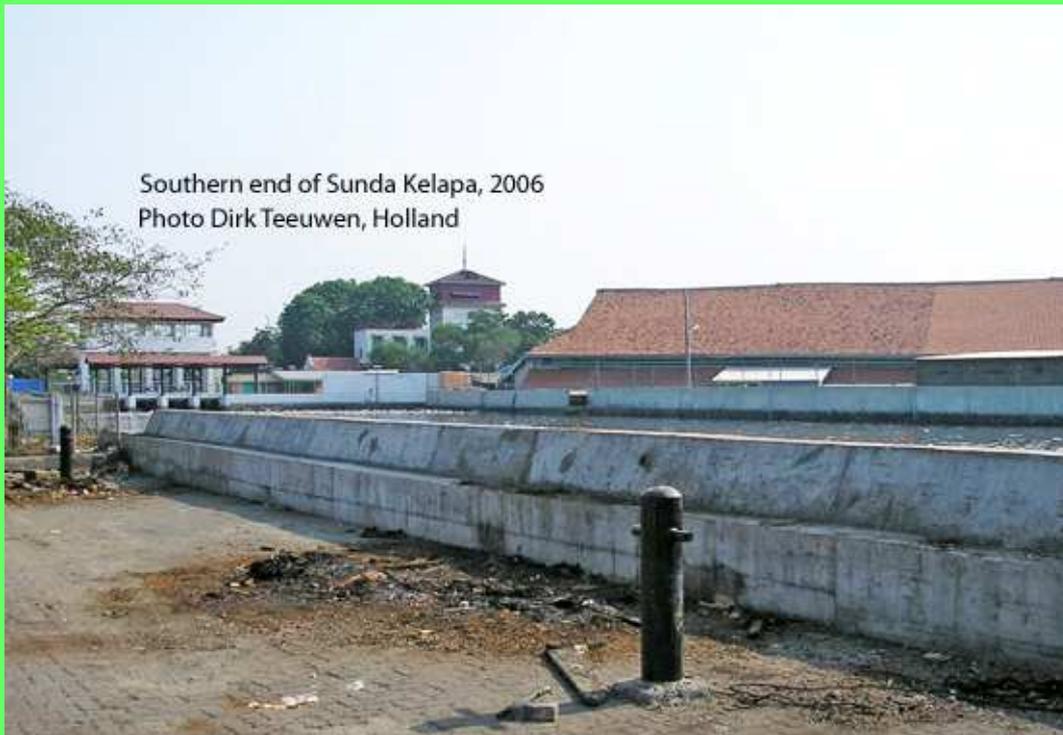
This is all history. Now Sunda Kelapa is a, more than beautiful, Indonesian schooner harbour. Mostly Buginese schooners from Sulawesi. Walk around there and see them for yourself. It is possible to visit ships and to make a harbour tour.

3. The old Look Out Tower, Museum Bahari and the Batavia defence wall

3.1 Pictures

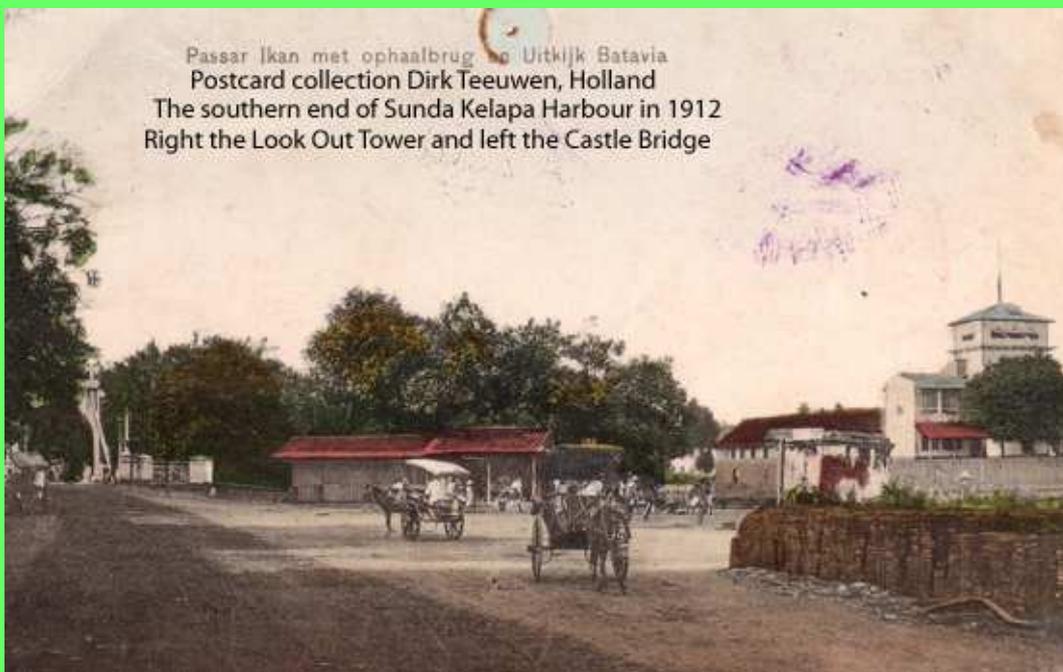


1. Museum Bahari 2006, detail of the 17th century Batavia defence wall; photo Dirk Teeuwen, Holland.



Southern end of Sunda Kelapa, 2006
Photo Dirk Teeuwen, Holland

2. In the centre the old observation tower is visible; photo Dirk Teeuwen Holland, Sunda Kelapa 2006. 2. The southern end of Sunda Kelapa Harbour, the old Dutch Harbour Canal. The structure left is a sluice which connects Kali Besat and Sunda Kelapa. Right the Look Out Tower.



Passer Ikan met ophaalbrug op Uitzicht Batavia
Postcard collection Dirk Teeuwen, Holland
The southern end of Sunda Kelapa Harbour in 1912
Right the Look Out Tower and left the Castle Bridge

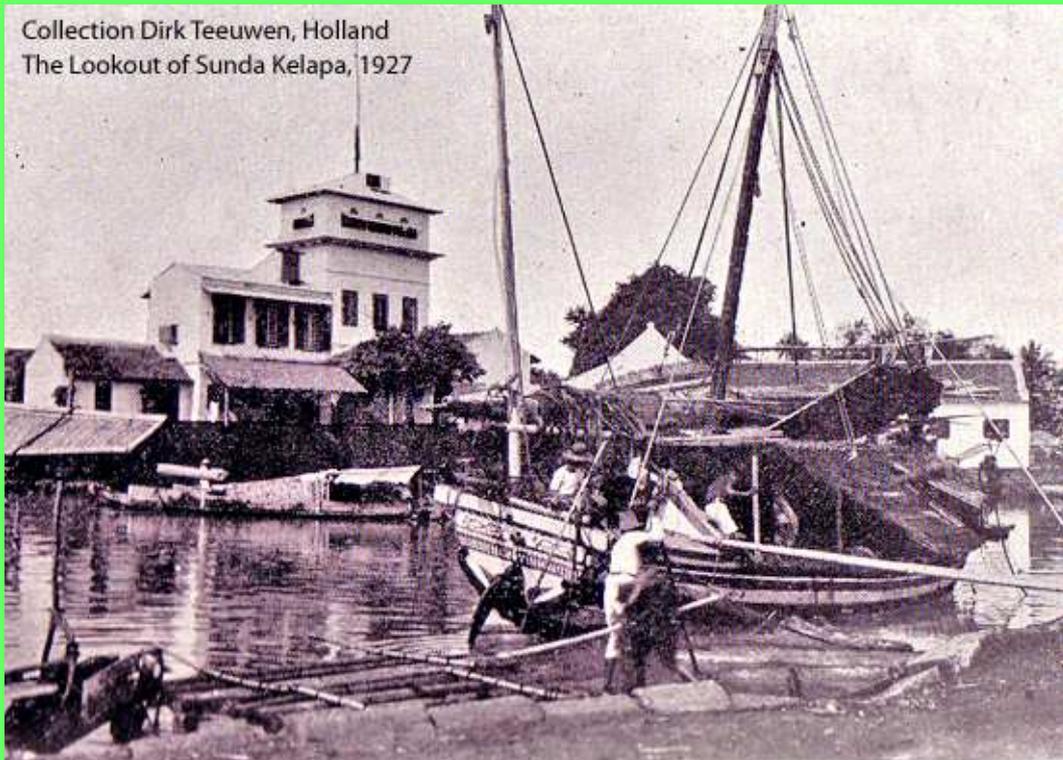
3. More or less the same location. Right the old observation tower, Sunda Kelapa 1912; postcard collection Dirk Teeuwen, Holland. The same view (more to the south) in 1910.



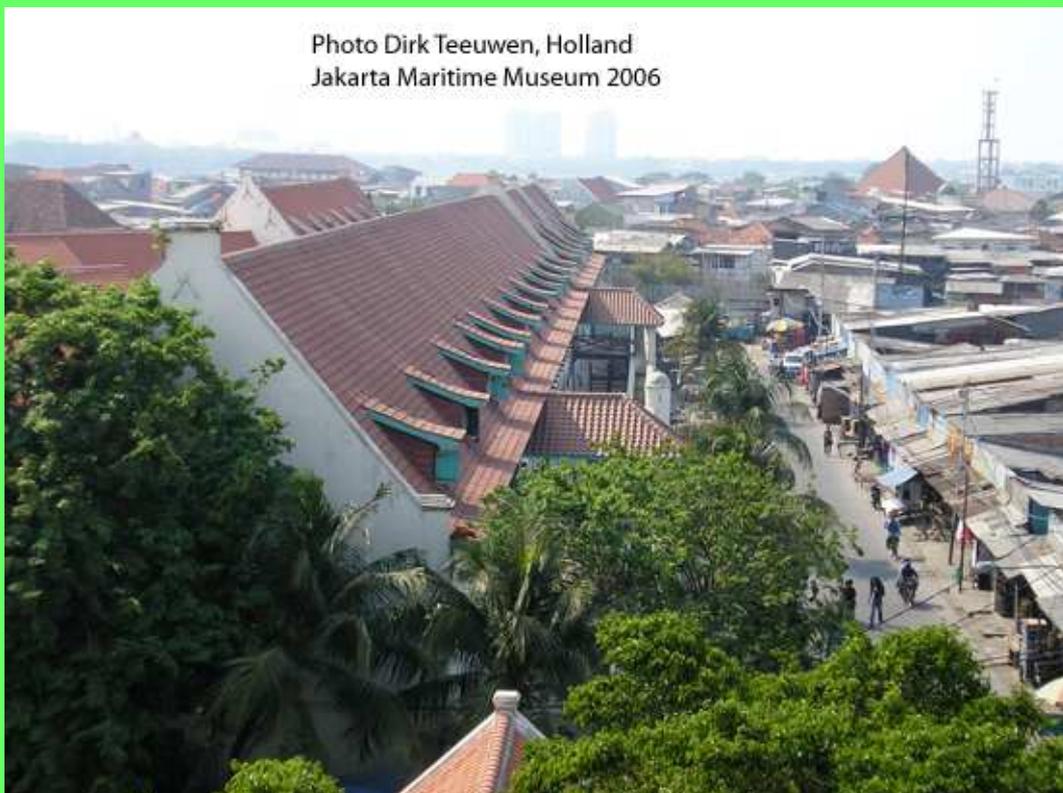
4. Sunda Kelapa, the old observation tower, the "Look Out" in 1998; photo Dirk Teeuwen. The Look Out from 1839 on Bastion Culemborg from the 17th century.



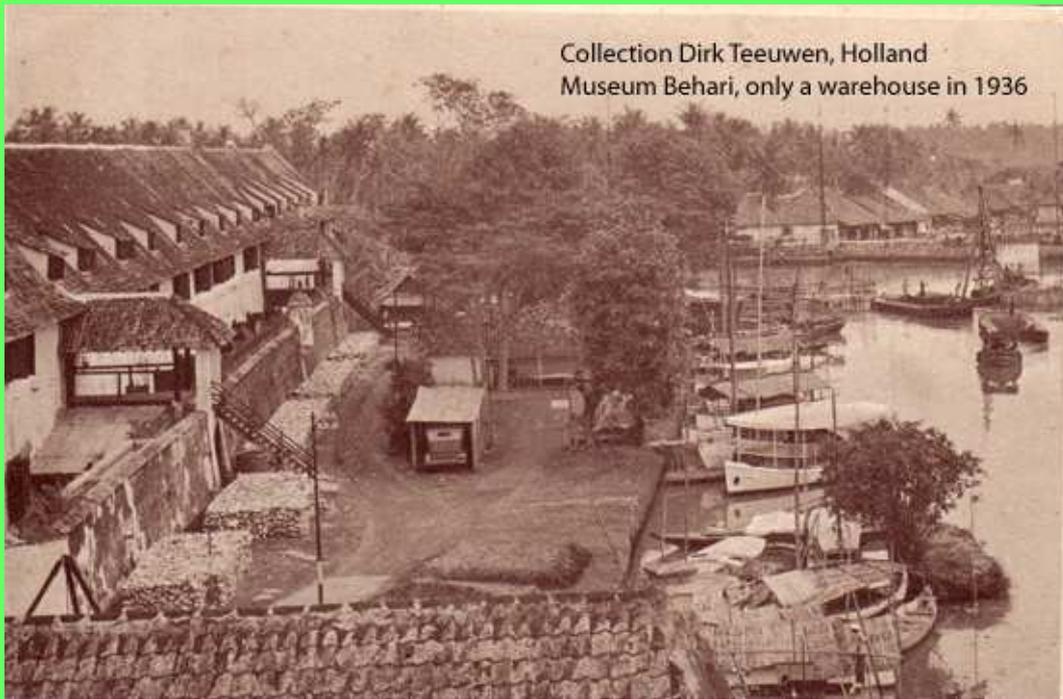
**5. A detail of Bastion Culemborg, Sunda Kelapa 2006
Photo Dirk Teeuwen, Holland. Detail of Bastion Culemborg.**



6. Sunda Kelapa, the old Look Out in 1920; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923 pict. A.4



7. Museum Bahari, left, Jakarta 2006; photo Dirk Teeuwen, Holland. Part of the West Bank VOC Warehouses, now Jakarta Maritime Museum.



Collection Dirk Teeuwen, Holland
Museum Bahari, only a warehouse in 1936

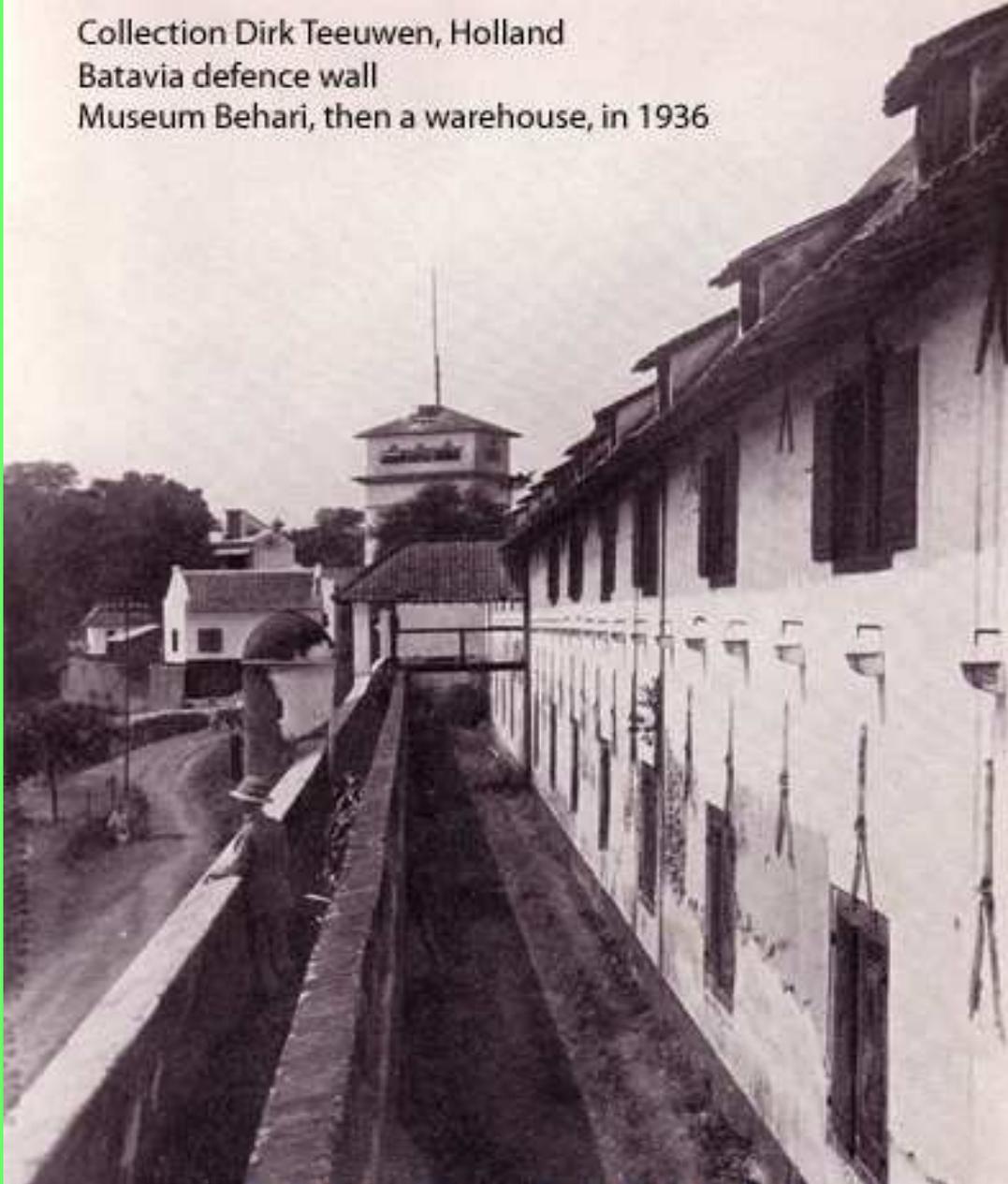
8. See 7. Same location in 1936; postcard collection Dirk Teeuwen, Holland



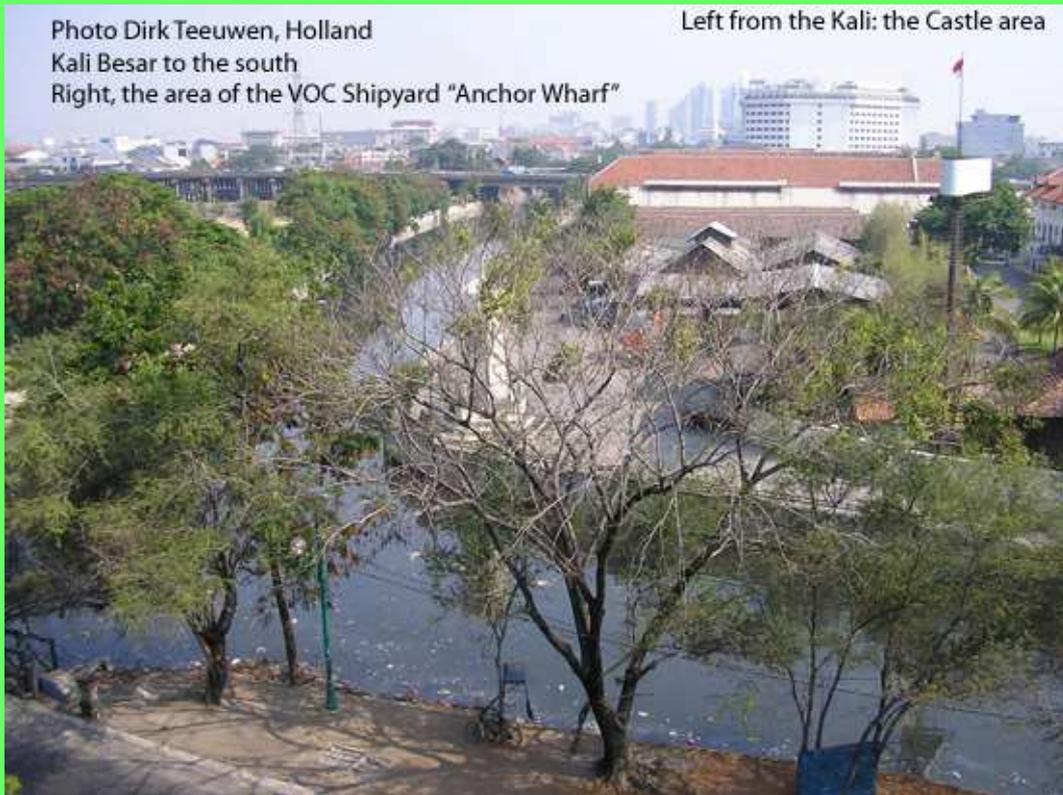
Collection Dirk Teeuwen, Holland
Museum Bahari in 1927, then a warehouse

9. View of one of the West Bank VOC Warehouses, (Museum Bahari) Jakarta 1923; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923 pict. A.2

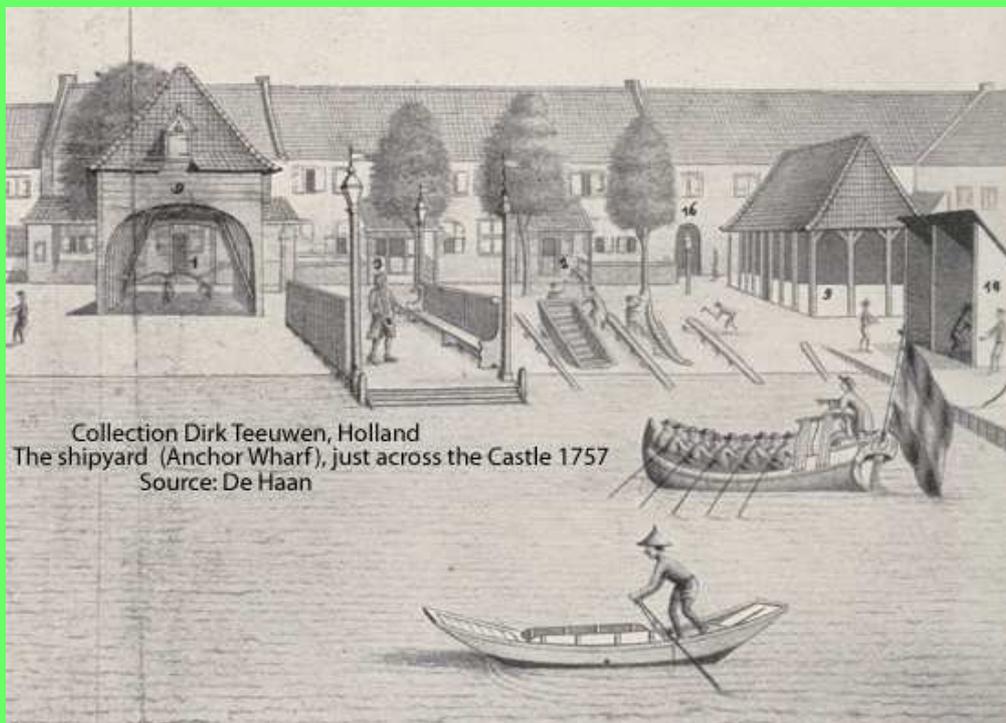
Collection Dirk Teeuwen, Holland
Batavia defence wall
Museum Bahari, then a warehouse, in 1936



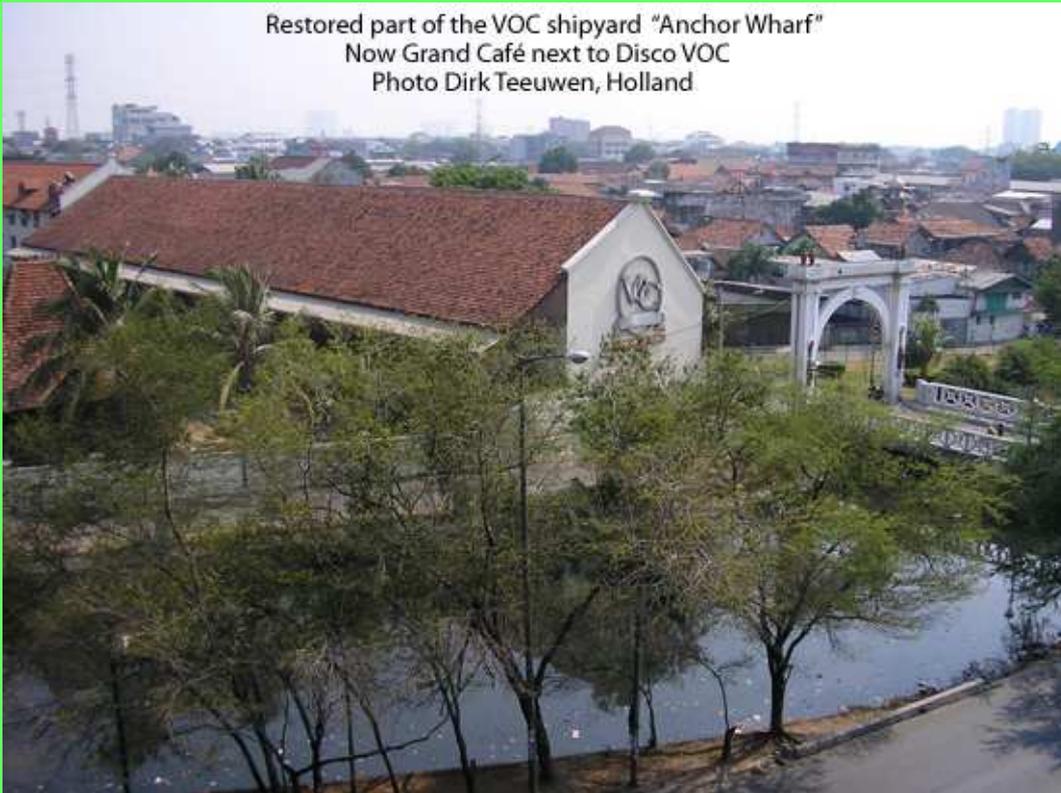
**10. The Batavia defence wall in front of (what is now) Museum Bahari, 1936;
source > Municipality of Batavia: Batavia as an industrial, commercial and
residential centre; Batavia 1937, p. 103.**



11. Kali Besar, Jakarta 2002; photo Dirk Teeuwen, Holland. View from the Look Out Tower: the Kali Besar to the south. Right the area of the former VOC shipyard "Anchor Wharf".



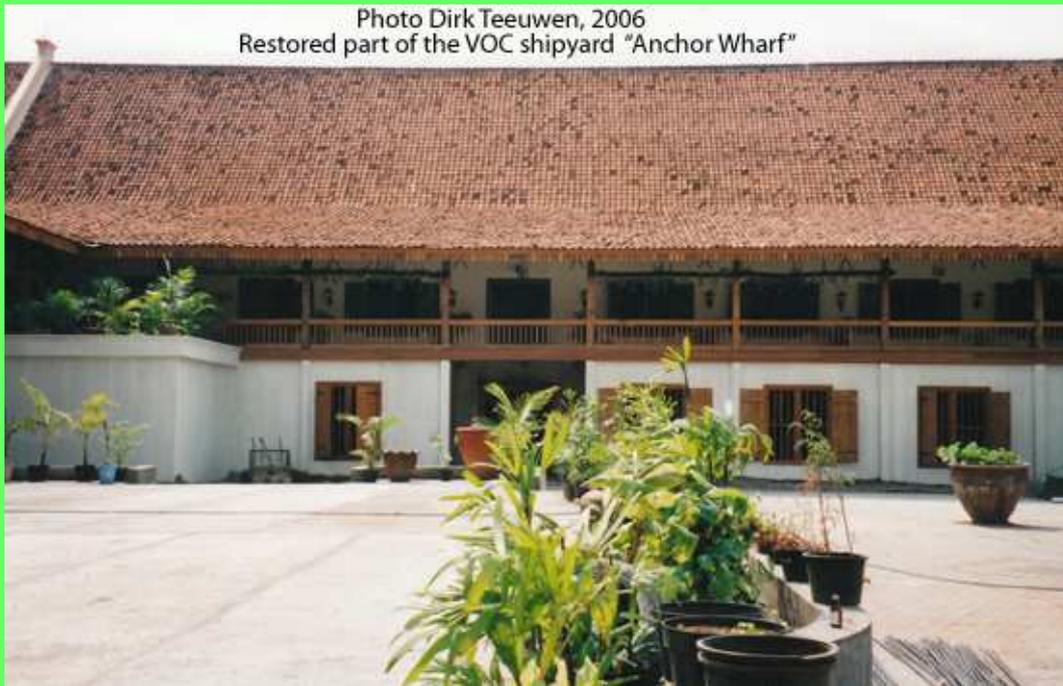
12. The VOC Anchor Wharf, Batavia 1757; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923 pict. A.22. Location was just across the VOC Castle on the east bank of Kali Besar.



**13. VOC Warehouse, restored part of the VOC Anchor Wharf, Jakarta 2006;
photo Dirk Teeuwen, Holland. 13. Now Grand Café as well as disco.**



**14. VOC Warehouse, restored part of the VOC Anchor Wharf, Jakarta 2006;
photo Dirk Teeuwen, Holland.**



15. VOC Warehouse, restored part of the VOC Anchor Wharf, Jakarta 2006; photo Dirk Teeuwen, Holland.



16. A part of the Anchor Wharf in 1926; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923 pict. A.21.

3.2 Tour Guide

I told you that the Look Out Tower of the Harbour Master, Menara Syahbandar in Bahasa Indonesia, has been built in 1839 and was used as the office of the harbour master as well as a signal tower and an observation post until 1886. I can imagine that the location of the tower amazes you, because from here you can hardly see the Java Sea. But since time immemorial there are silting and mudding problems along the entire northern coast of Java. So, in 1839, the sea was not so far away as it is now. The Look Out Tower was built on a 17th century Dutch bastion, Bastion Culemborg. Called after a town in The Netherlands.

The Look Out is open to the general public, but few people are interested. In case the door is closed, the best you can do is to ask some local kids for the key. Offer them an ice cream or so and they will go and get the key for you. Last time I was there, the kids kept this key. (My stupid blunder of course.) They were so kind to open the door from the outside only after my promise to buy more ice creams. Kids with a sense of humour, I presume. The top floor offers wonderful views of a lot of Dutch-Indonesian historic remains.

To the north, to the Java Sea, there is Sunda Kelapa. Left from Sunda Kelapa you see a fish market. More to the left you discover Museum Bahari (Maritime Museum of Jakarta) as well as a remain of Batavia's 17th and 18th century defence wall with sentry posts on top. These remains of the defence wall lead from Bastion Culemborg to Bastion Zeeburg. This last bastion is demolished: more or less. Long ago you could find more warehouses of the Dutch East-India Company, V.O.C., on the west bank of the old harbour. They were built in the 17th and 18th century and some of them are now Museum Bahari. The main building of the museum originates from 1652. The museum is very much worth a visit.

Realize: about the year of 1650 this was beach area! The warehouses bordered on the beach in the first place and later on some of the harbour canals. The beach shifted to the north almost continuously due to a lot of silting. South-west from the tower there are more West Bank Dutch Warehouses as well as an old shipyard, located along Kali Besar.

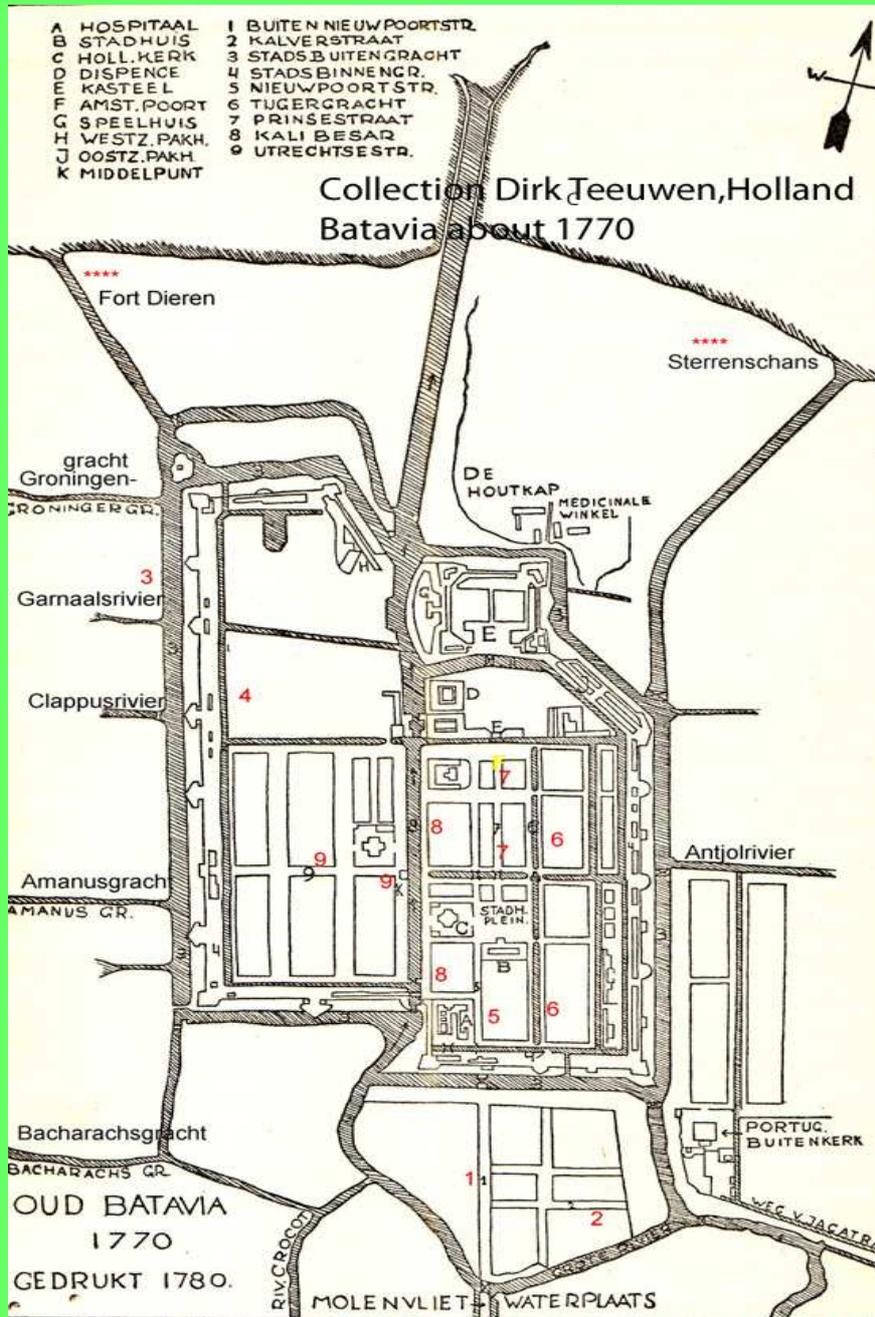
Most of the area has been redeveloped into disco's and more absolutely unnecessary facilities. However, one of the discos accommodates a Grand Café also.

Once, east from Kali Besar one could look admiringly at a large castle, which origins dated back to the years of 1618-1619. This castle was built by the Dutch East India Company and it was the soul of this enterprise.

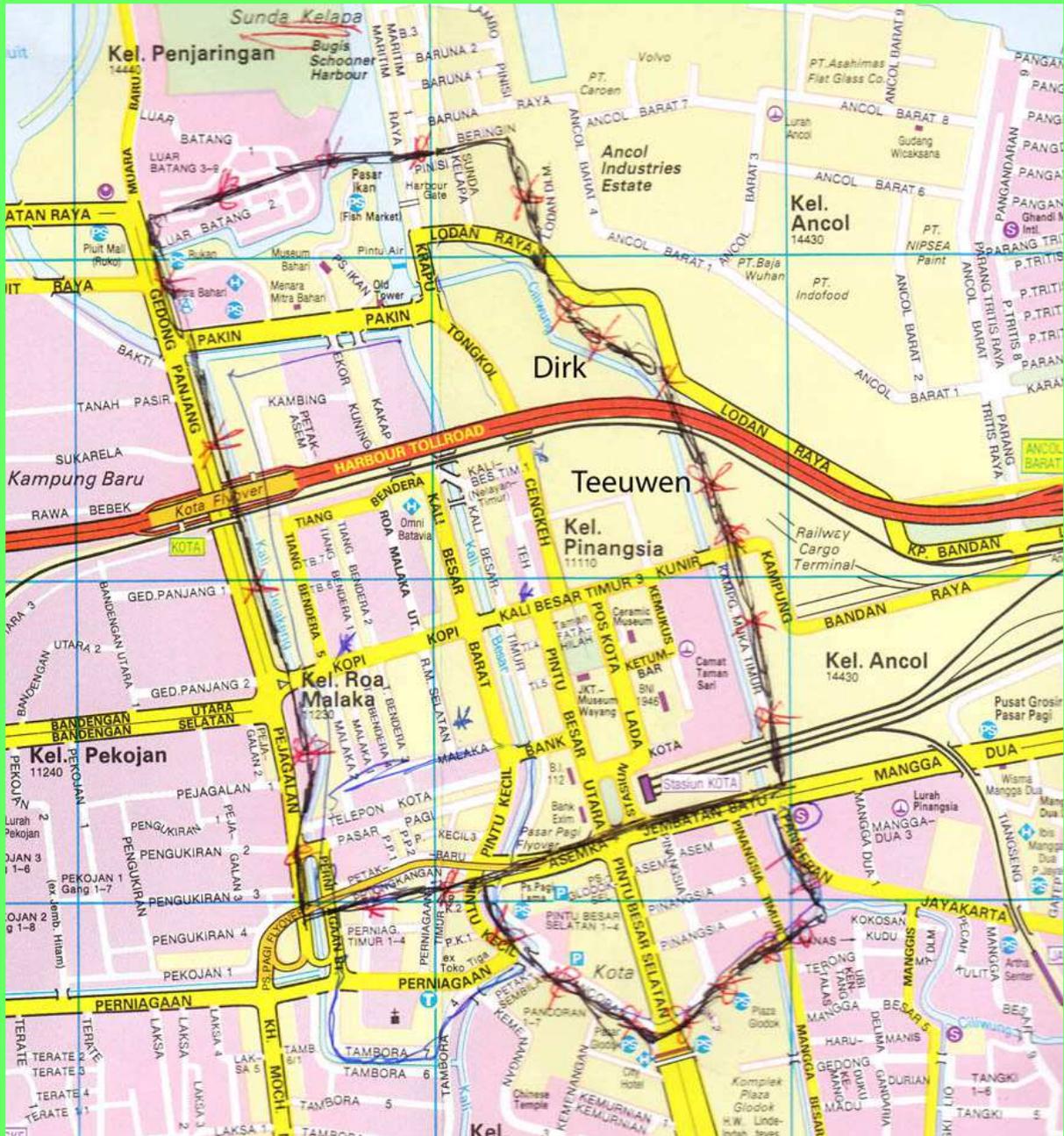
In Museum Bahari there is a replica of the VOC Castle, but more about this later. Jump in a tuk tuk and ask the driver to bring is to Jalan Pakin and specially to Jalan Tongkol (formerly Castle Road).

4. Batavia Castle, Eastern Warehouses

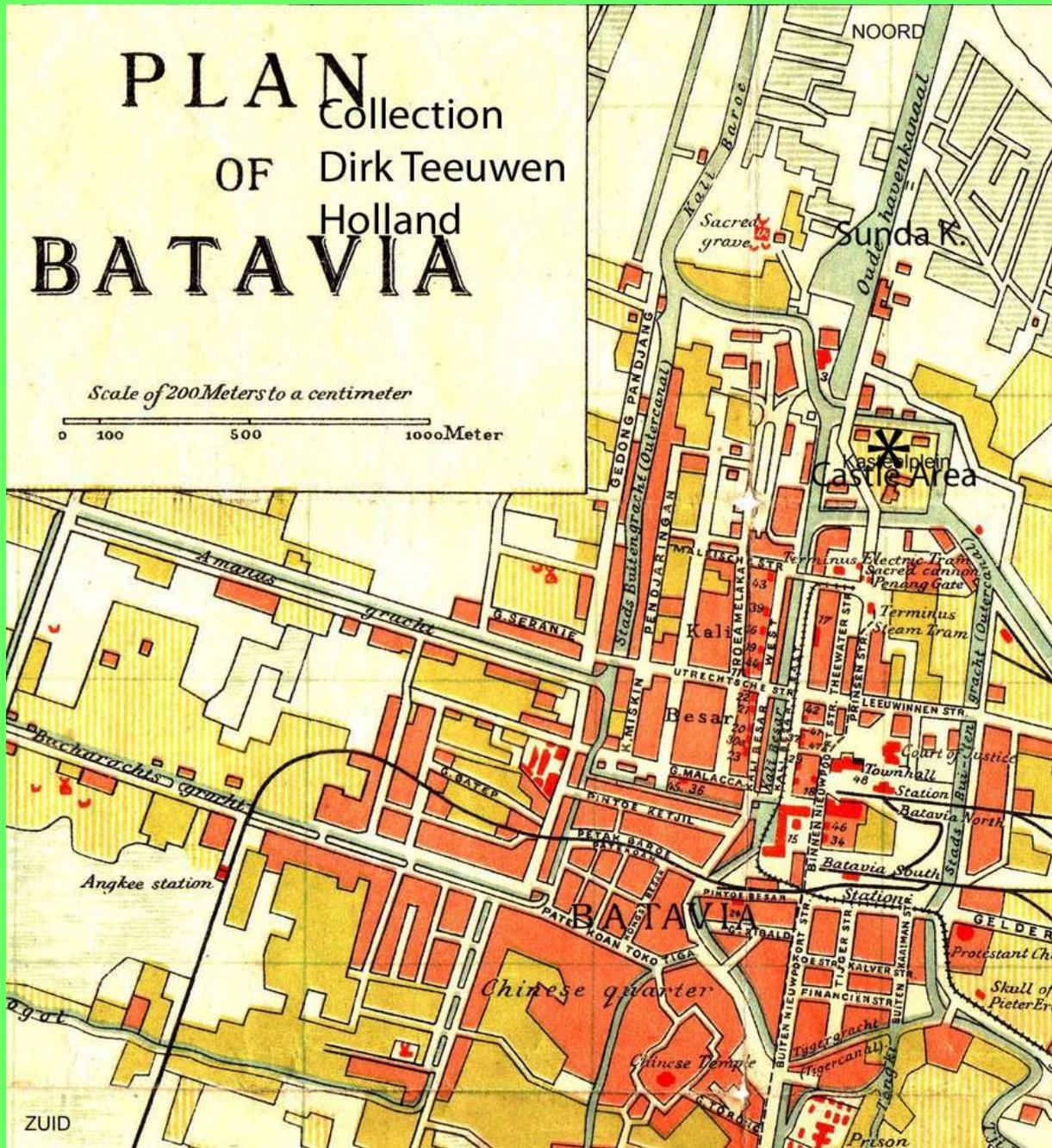
4.1 Pictures



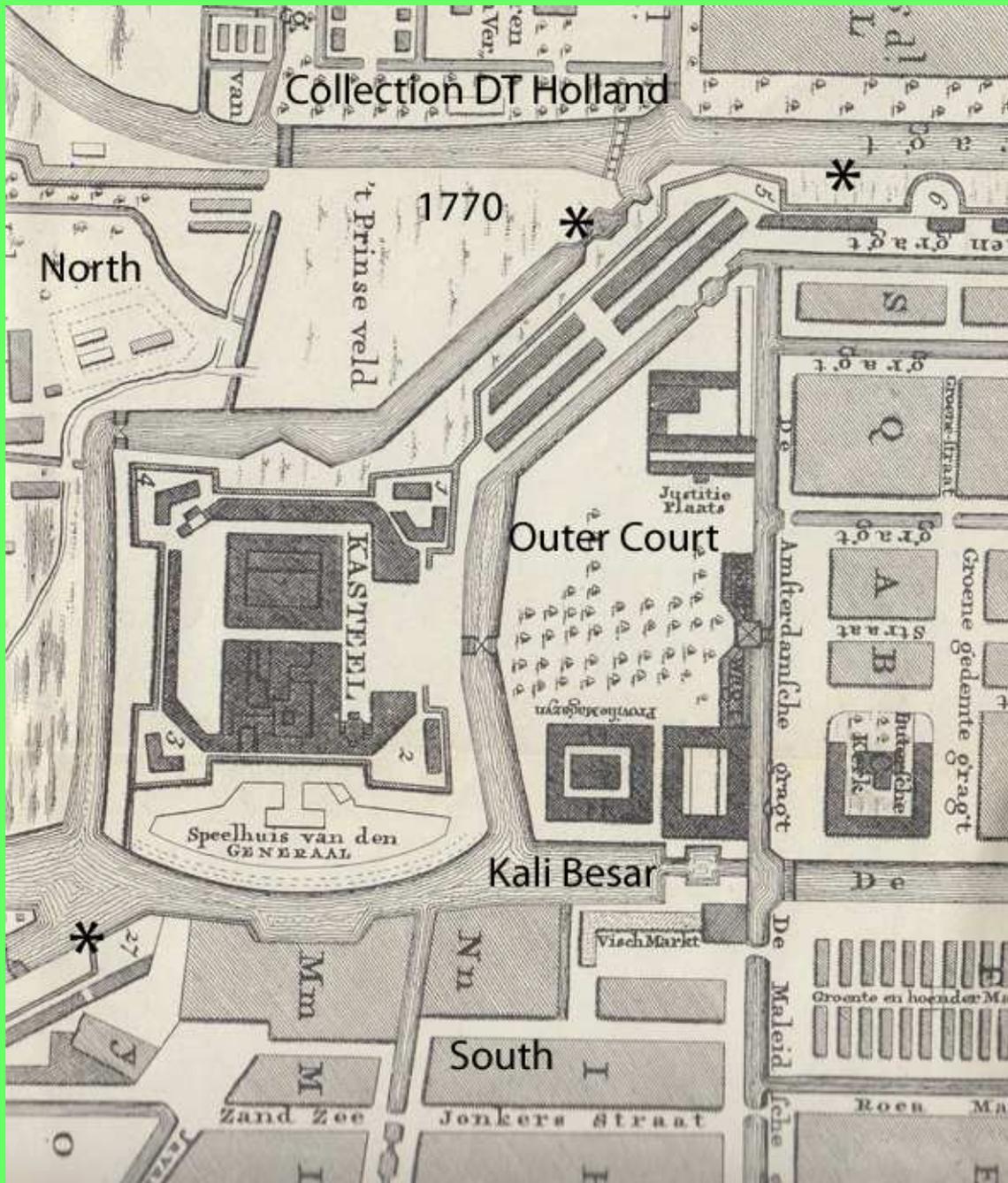
1. Old Batavia 1770, the castle; map collection Dirk Teeuwen, Holland. Batavia-Jakarta in 1770, the VOC Castle is marked with E. To the north (up): Sunda Kelapa.



2. See 1. The same area on a map from 1998; a detail (1998) of a map published by Nelles Verlag München Germany. The old city of Batavia, in the year of 2000, lined by me.



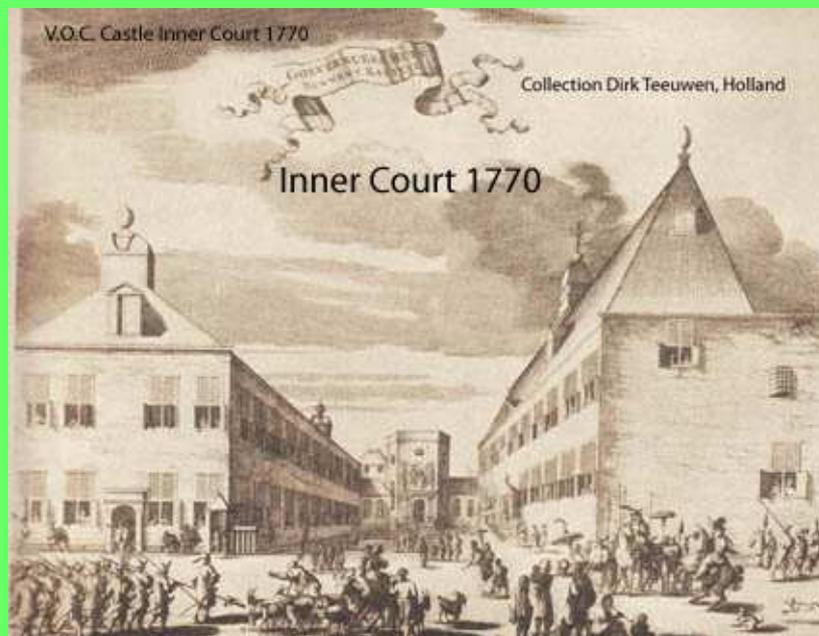
3. See the black star, Old Batavia, 1914; map collection Dirk Teeuwen, Holland. . The old city in 1914, the star marks the Castle area.



5. Castle area in 1770; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923, annex to the book (detail). The castle in 1770. The north, the Java Sea, is to the left. Two stars (up) mark the Eastern Warehouses. The one star (down) marks a part of the Western Warehouses.



6. Bird eye's view of Batavia, 1660; source > Feith, mr. P.R.: Catalogue of prints and books, Batavia 1937, nr 75. Left in front the castle.



7. Part of the inner court of the VOC Castle of Batavia, 1770 Right the offices of the Governor-General, in the centre, far away, the protestant Castle Church. Source > Kalff, S.: De Loffelijcke Compagnie; Amsterdam 1916 p. 49. Original drawing in > Nieuhof, Johan: Zee- en Lant-Reize door verscheidene Gewesten van Oost-Indiën; Amsterdam (Weduwe Jacob van Meurs) 1682 p. 209.

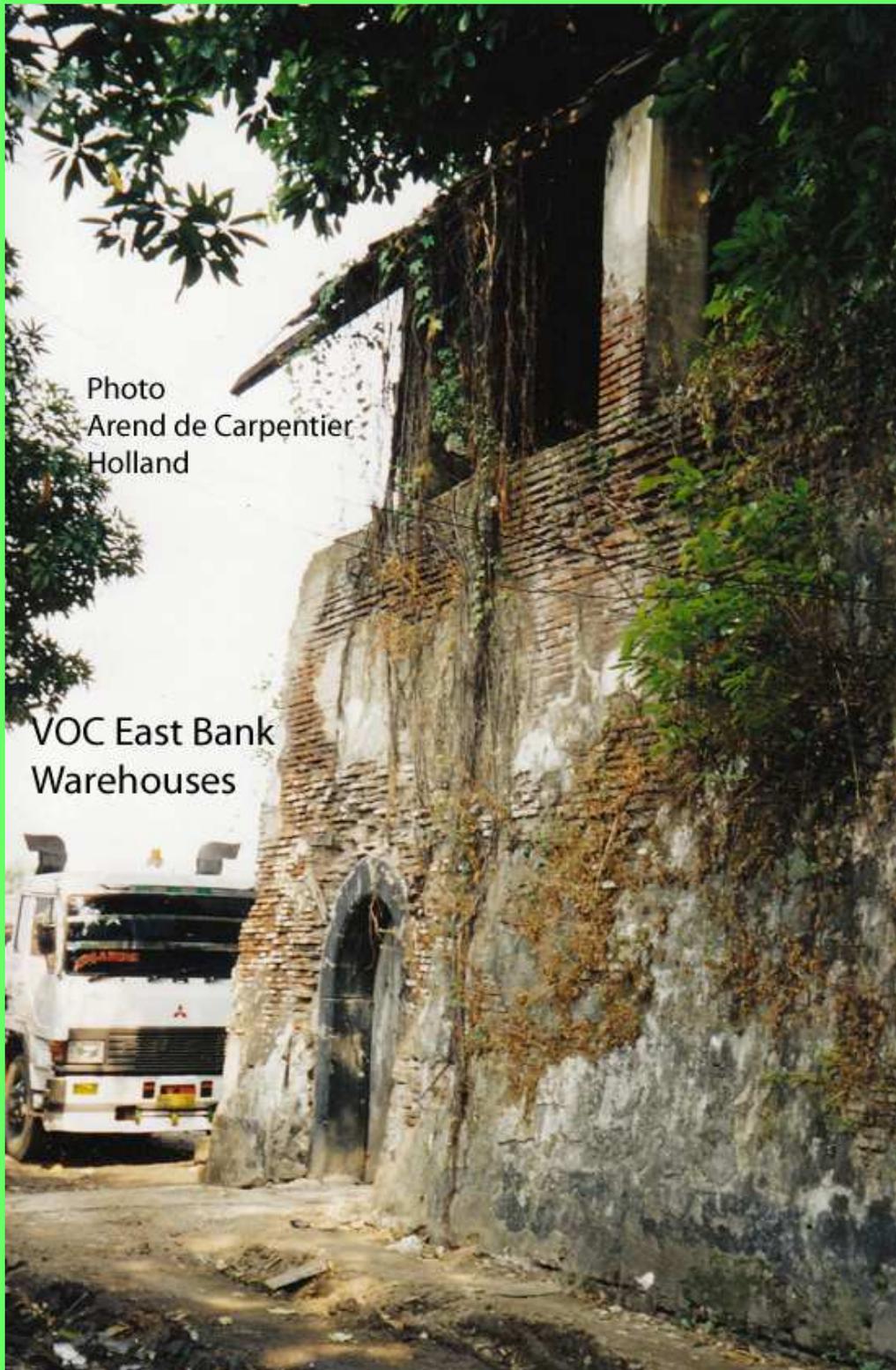
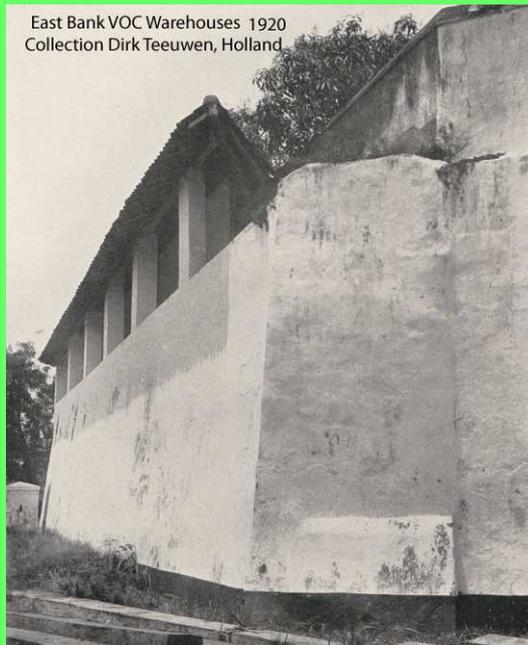


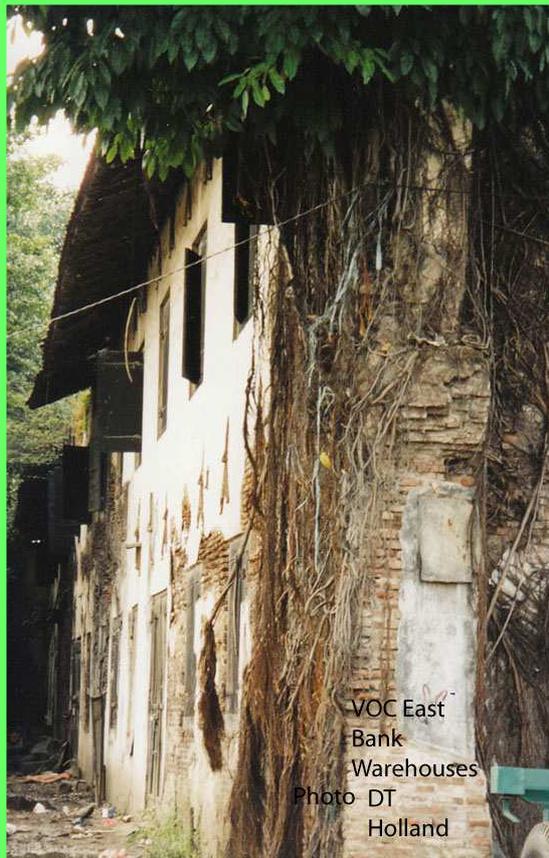
Photo
Arend de Carpentier
Holland

VOC East Bank
Warehouses

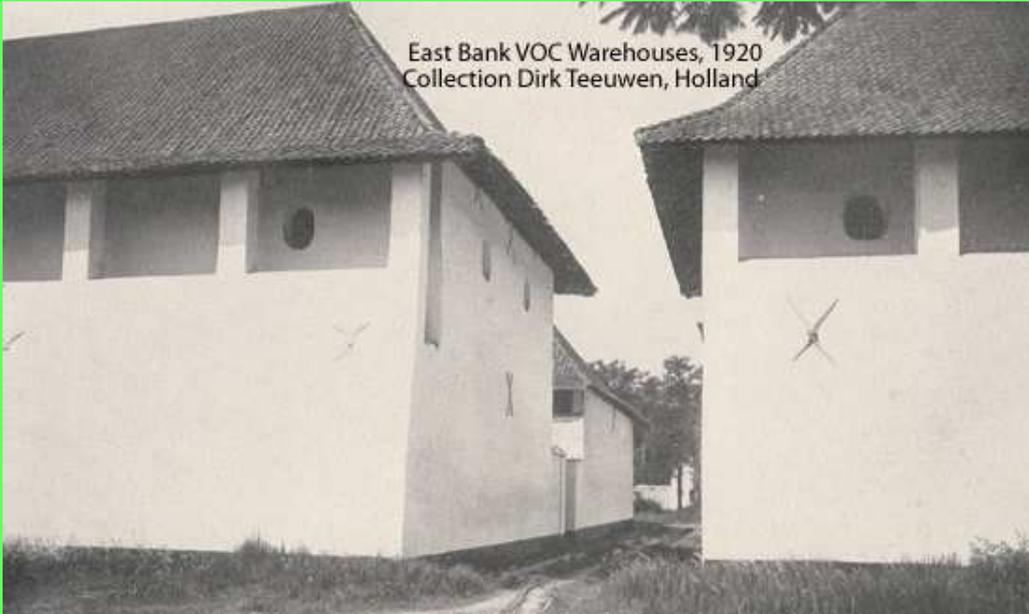
8. Remains of the Eastern VOC Warehouses; photo Dirk Teeuwen, 2006. Impression of the Eastern Warehouses. The military guards' corridor on top, storage door on ground level.



9. Eastern VOC Warehouse and Batavia defence wall, 1920; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923, A.26. See 8, more or less the same location in 1920.



10. Remains of the Eastern VOC Warehouses, photo Dirk Teeuwen, 2006.



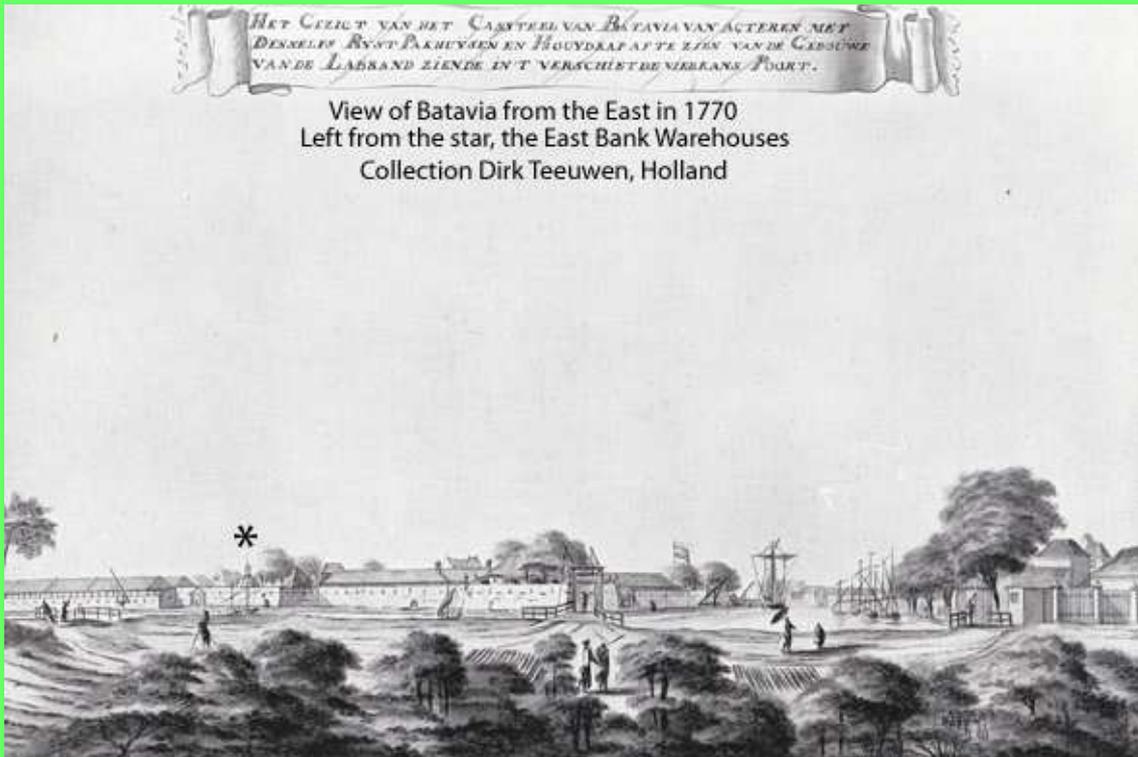
East Bank VOC Warehouses, 1920
Collection Dirk Teeuwen, Holland

11. Eastern VOC Warehouses, 1920; source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923, A.27. You see the corridor of the guards (up). The open space in the centre used to be a gate once. The corridor of the guards ran over this gate continuously from left to right (and v.v. of course).



Photo Dirk Teeuwen, Holland
Voc East Bank Warehouses

12. Remains of the Eastern VOC Warehouses (a storage door), photo Dirk Teeuwen, 2006.



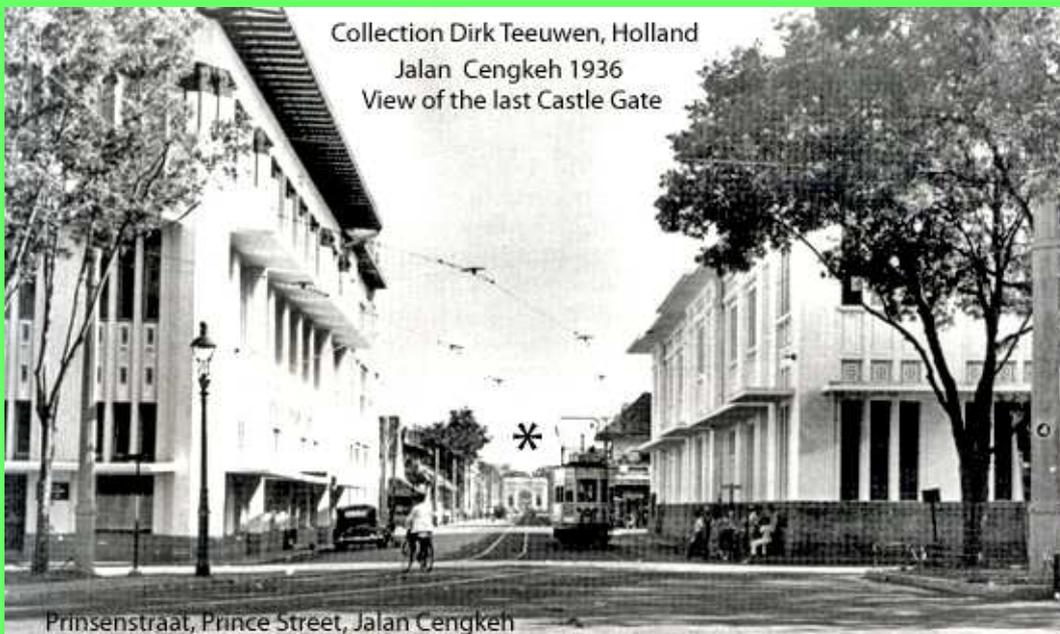
13. Batavia from the east, 1770, Eastern VOC Warehouses, part of the defence wall: left from the star. Right from the star: the VOC Castle. Source > De Loos-Haaxman, J.: J. Rach en zijn werk; Batavia 1928 p. 99.



14. Remains of the Eastern VOC Warehouses; photo Dirk Teeuwen, 2006.



15. The Amsterdam Gate and guards in 1907, a remain of the former VOC-Castle. Source > Colijn, H.: Neerlands Indië, deel/part 1; Amsterdam 1911 p. 55. You are looking at the ceremonial guard, in fact a special detachment of the Batavia police, called Papangers.

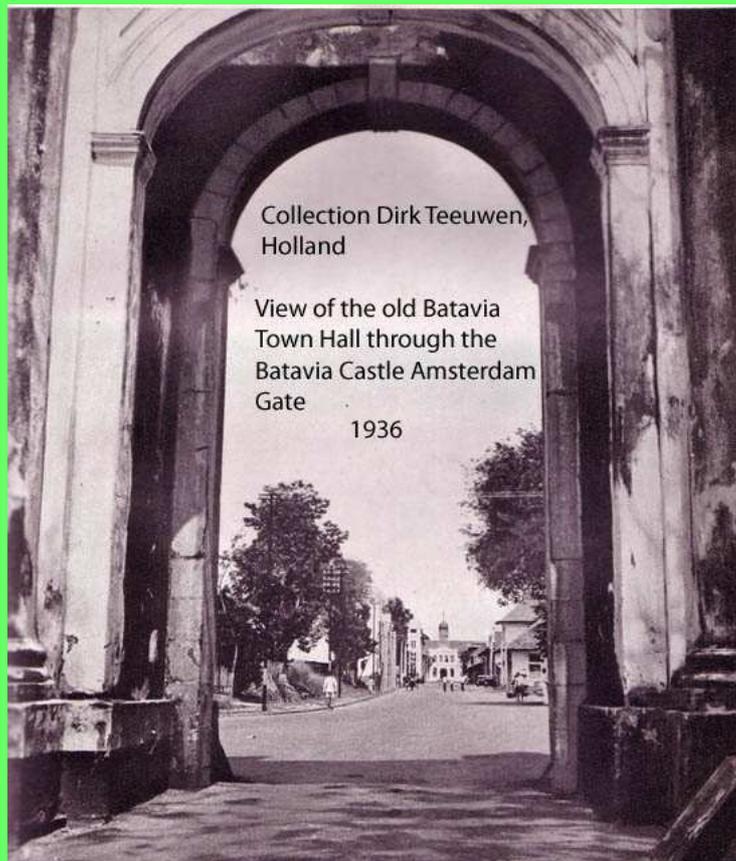


16. Jalan Cengkeh and (under the star) the Amsterdam Gate in 1936. Photo was taken on the City Hall Square (Taman Fatahillah). Source > Municipality of Batavia: Batavia als handels-, woon- en industriestad; Batavia 1937 p. 41.



View of Jalan Cengkeh (Prince Street)
From Museum Jakarta, the old Dutch Town Hall
Photo Dirk Teeuwen, Holland
1998

**17. Jalan Cengkeh, formerly Prinsenstraat. See 16.
Photo Dirk Teeuwen, 1998.**



Collection Dirk Teeuwen,
Holland

View of the old Batavia
Town Hall through the
Batavia Castle Amsterdam
Gate

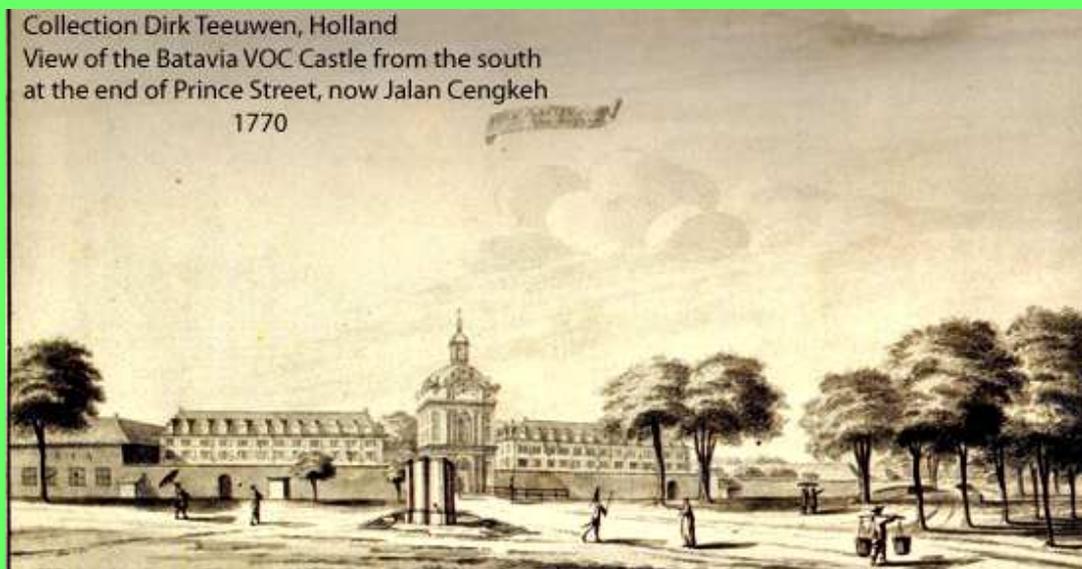
1936

**18. The Old Batavia City Hall from the remains of the Amsterdam Gate, 1936.
Source > Wormser, dr C. W.: Zóó leven wij in Indië; Deventer Holland 1943
p.41.**



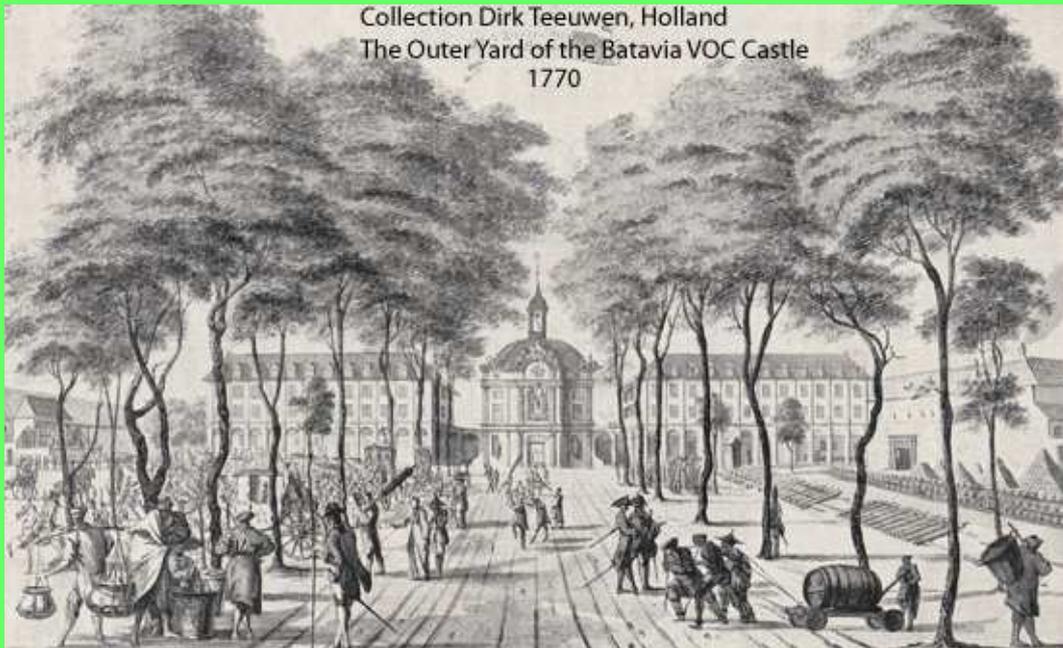
Collection Dirk Teeuwen, Holland
View of the VOC Castle of Batavia in 1661

19. A painting by Andries Beeckman of the Kali Besat to the north in 1661, view of the Batavia VOC Castle from Kali Besar West. Source > Stapel, dr F. W.: *Geschiedenis van Nederlandsch-Indië deel/part III*; Amsterdam 1939 p. 497. At the right the VOC Castle. We observe that the Governor-General is going out after his own fashion. Left the Kali Besar market place in those days.



Collection Dirk Teeuwen, Holland
View of the Batavia VOC Castle from the south
at the end of Prince Street, now Jalan Cengkeh
1770

20. See 21. View of the VOC Castle and its Amsterdam Gate at the northern end of (what is now) Jalan Cengkeh. Source > De Loos-Haaxman, J.: *Johannes Rach en zijn werk*; Batavia 1928 p. 107. The artist made this one sitting near Kali Besar's Pasar Ikan Drawbridge.



21. VOC Castle, Outer Court and Amsterdam Gate; 1770. Source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923, K.1.



**22. Bastion Zeeburg (north from, what is now, Museum Behari)
Source > Haan, dr. F. de: Oud Batavia Gedenkboek; Batavia 1923, A.1.**

4.2 Tour Guide

We continue our tour by walking or driving on Jalan Pakin, which was the location of the northern wall of the former Batavia VOC Castle, and on Jalan Tongkol. Jalan Tongkol is Holy Ground, because it cuts the site of the former VOC Castle into two pieces. Indeed there is no VOC Castle any more and the area is uninspiring. Nevertheless the main office of the Dutch VOC in the Far East was right here. The Dutch demolished the Castle between 1795 and 1810 without respect for history. They used the bricks to build the White House uptown. The White House at the east side of Lapangan Banteng was and is a governmental Finance Department. Lapangan Banteng was Waterlooplein-Waterloo Square in the Dutch Period.

The Castle site is large, very large: from the northern end of Jalan Cengkeh (where the Toll Roads runs) to the north, to Jalan Pakin. And from Kali Besar to the eastern Batavia moat, near Jalan Raya Lodan. Of course the Kali Besar is still there, as well as most of the Batavia defence moats. These moats are in fact branches of River Ciliwung. The eastern moat is very clearly visible on the Google Map of Jakarta: look after Jalan Tongkol (or click Jalan Pakin) and look east from it! The castle was bounded by a lot of warehouses on its west side but also on the east side.

First I shall pay a visit with you to what is left from the Eastern Dutch VOC Warehouses. These depots were meant for storage of grain and iron and were meant also for military defence of the colonial town. I warn you: after a while you will feel on the verge of tears because of the terrible state of these historic remains. Nevertheless we go on, we drive on Jalan Tongkol until we reach the Toll Road. Before the Toll Road we turn to the left and enter a muddy, a really awful, area where you will meet the remains of these Eastern Warehouses. A couple of years ago there were a lot of them left. Some of the old buildings were part of the Batavia defence wall at the east side of the old town; I said so before, I am aware of that. I visited the warehouses several times and have to report to you that the owners are demolishing these monuments bit by bit. Without any respect for history, what a shame. If you are lucky, you still can see the military corridor (meant for guard duties) on the top of some of the warehouses, as well as the small gates (meant for provisioning) on the ground floor level.

Feeling emotion? Well, so I felt: again and again. Tears or not: we leave Jalan Tongkol and drive into Jalan Cengkeh on our way to Taman Fatahillah, the old Dutch Town Hall Square.

From here we could have a look into Jalan Cengkeh from the other side, from south to north (to the Java Sea). On my pictures (see 4.1) I show to you something about the Amsterdam VOC Castle Gate, so, as an advice, visit my pictures. In 1951 the last remains of the so-called Amsterdam Castle Gate were demolished to facilitate traffic.

The end of this tour, maybe the right moment for a final observation regarding th Castle. In 1622 there was only a small Dutch VOC Fort Jacatra, while in 1627 the Batavia VOC Castle was definitely ready and surrounded by walls and moats. There was a bridge over the southern moat of the Castle, which connected the fortress with a square. A square located at the northern end of what is now Jalan Cengkeh. About 1740 this square became part of the Castle as its bulwarked Outer Court. As a result the Castle became almost twice as large as it had been before.

End of this tour