



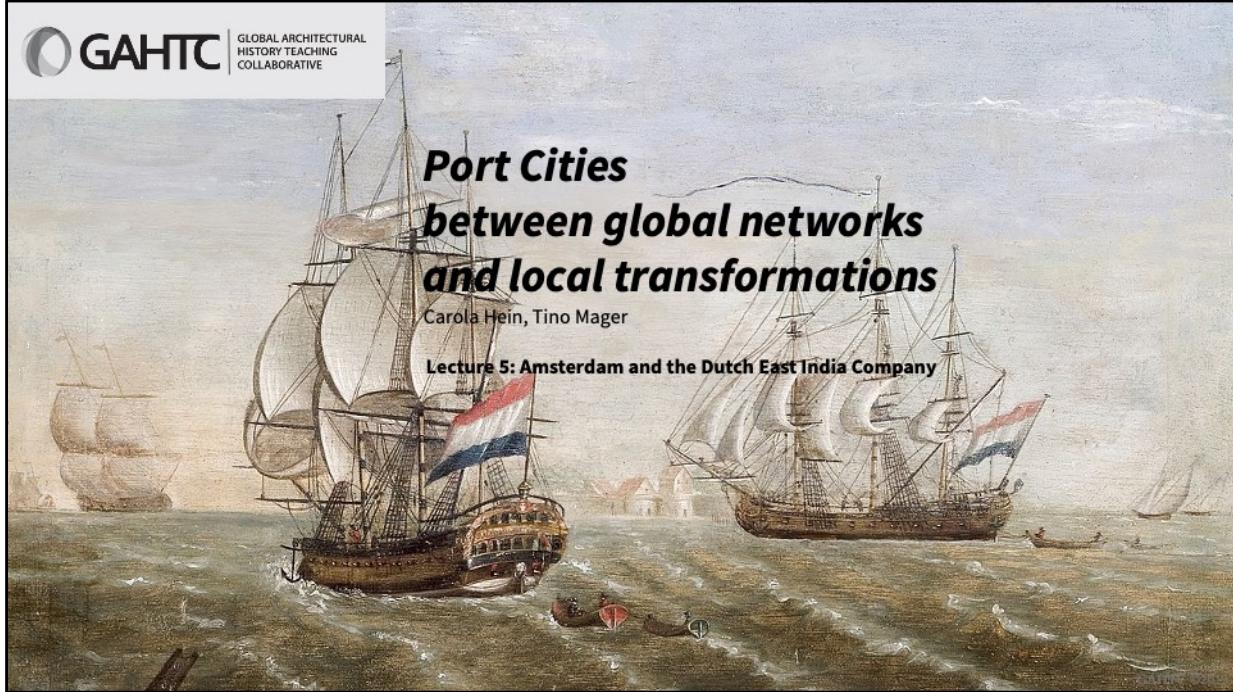
Welcome to lecture 5 of Port Cities between global networks and local transformations. In this session we are focusing on Amsterdam and the Dutch East India Company

Image:

VOC ship in the 18th century (18th C) CC0 1.0

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Lecture Abstract:

The lecture traces the founding of the Dutch East India Company (Dutch: Vereenigde Oostindische Compagnie; VOC) in Amsterdam and the associated invention of capitalism. At the beginning of the 17th century, the Netherlands quickly established a worldwide empire based on maritime trade. This was accompanied by the construction of harbours, forts and factors that exported the Dutch architectural language of the 17th century to the rest of the world.

Image:

VOC ship in the 18th century (18th C) CC0 1.0

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GLOBAL ARCHITECTURAL
HISTORY TEACHING
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Port Cities Between Global Networks and Local Transformations

Carola Hein, Tino Mager

Lecture 5: Amsterdam and the Dutch East India Company

Part One: Amsterdam

Part Two: Batavia

Part Three: Buildings

Part Four: Other Colonies

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The lecture explores the water-based port city architecture of Amsterdam in the Netherlands, Batavia in Indonesia, examining diverse buildings and structures also in other colonies

Amsterdam



Cornelis Anthoniszoon: Amsterdam (1538) Public domain

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At the end of the 15th century, Dutch merchants challenged the Portuguese dominance of the trade in spices from Southeast Asia. The financial requirements for shipping and trading with this distant region were problematic. In 1581, the Dutch had deposed the Spanish King Philip II, who ruled over their country, as head of state. This resulted in the Dutch Republic of the Seven United Provinces, which no longer had a royal house in charge. However, there was also no central source of financing for expensive discovery or trade trips. In order to do justice to this situation, a momentous innovation was made: capitalism. Individual merchants gave others the opportunity to participate financially in trade trips and receive in return shares of profit. The Dutch Republic became the world's leading economic and financial power. From about 1600 to 1720, the Dutch had the highest per capita income in the world. In addition to wealth, tulip mania - an early speculative bubble based on tulip bulb trading - was a first symptom of this new economic system that would soon spread worldwide.

Image source:

https://de.wikipedia.org/wiki/Amsterdam#/media/File:View_of_Amsterdam.JPG

Amsterdam



Hendrik de Keyser: Amsterdam Stock Exchange (1612) Public domain

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Amsterdam developed into an important trading centre with a stock exchange. Goods were traded here and a new building by the Dutch architect Hendrick de Keyser was inaugurated in 1611. The building featured a tower and inner courtyard, elements borrowed from the Antwerp Stock Exchange and later also found in the London Stock Exchange. In connection with this building and the flourishing spice trade with Southeast Asia, another invention was made in Amsterdam that is indispensable for today's business world: trading in securities, i.e. shares. The frequent necessity of early redemption of private deposits for trading trips made this necessary.

Image source:

https://en.wikipedia.org/wiki/Euronext_Amsterdam#/media/File:Engraving_depicting_the_Amsterdam_Stock_Exchange,_built_by_Hendrik_de_Keijser_c._1612.jpg

Amsterdam



Gerrit Adriaenszoon Berckheyde: Amsterdam Town Hall (1655) Public domain

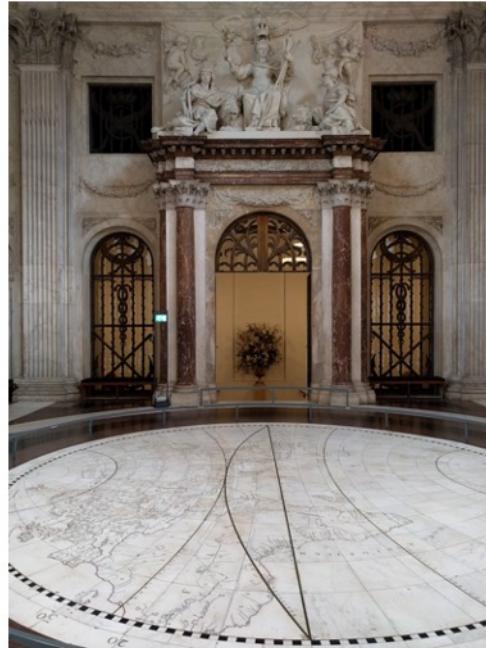
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Amsterdam's growing wealth helped the city develop into the economic and cultural centre of the world in the 17th century. Even today, the canal houses and town houses tell of this heyday of the port city. An important architectural masterpiece is the former town hall, the Paleis op de Dam. It was built in the middle of the 17th century according to designs by the architect Jacob van Campen. It stands on 13,659 wooden piles, due to the moisty underground makes necessary. The Paleis op de Dam is a unique example of civil power and directly linked with maritime expansion. It was built as a palace for mayors, although today it is the royal palace. Among the marble-clad interiors, the huge council hall is particularly noteworthy. On its floor there is still today a gigantic world map made of marble inlays. On it, the citizens and merchants of Amsterdam walked, as they moved freely on ships around the world.

Image source:

<https://de.wikipedia.org/wiki/Datei:AmsterdamDamssquar.jpg>

Amsterdam



Amsterdam Town Hall: Western hemisphere on floor (2017) Henk-Jan van der Klis

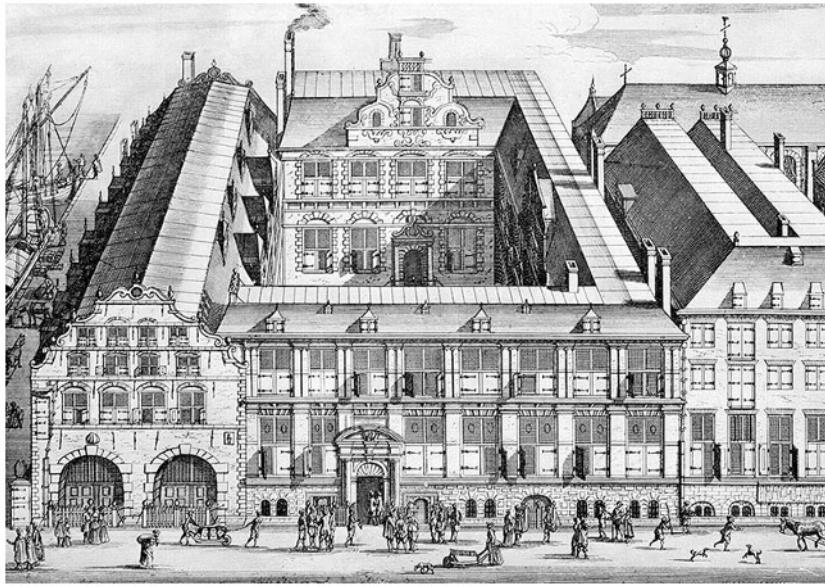
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The largest maps in the world are on the floor of the town hall. There are three world maps and a night sky, each with a diameter of 6.25 metres. The architect Jacob van Campen integrated them into the plans of the building. Amsterdam was then the world's leading cartography centre, with the best and most ambitious cartographers working here.

Image source:

<https://www.flickr.com/photos/hjvanderklis/35190579676>

Amsterdam



VOC Headquarter (East India House), Amsterdam (ca. 1650) Public domain

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Amsterdam's wealth at that time was largely due to the founding of the Dutch East India Company (Vereenigde Oostindische Compagnie; VOC). In 1602, the Dutch merchants joined forces to avoid competition among themselves and to be able to present and defend themselves more successfully to the outside world. The VOC controlled the entire spice trade with Indonesia, which at that time delivered high profits. The company was the first to issue shares. In addition to the headquarters in Amsterdam and Middelburg, the merchant shipping headquarters were located in Batavia, now Jakarta (Indonesia). The VOC headquarters in Amsterdam was built in 1606. The building is in the Amsterdam Renaissance style and was probably designed by city architect Hendrick de Keyser.

Image source:

[https://commons.wikimedia.org/wiki/File:Gravure_van_het_Oost_Indisch_Huis_\(17e_eeuw\).jpg](https://commons.wikimedia.org/wiki/File:Gravure_van_het_Oost_Indisch_Huis_(17e_eeuw).jpg)

Amsterdam



Oostenburg island and Oost-Indisch Zeemagazijn, Amsterdam (1989) Public domain

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For the VOC not only buildings were erected, but an entire island was created. The island of Oostenburg was built in the port of Amsterdam to provide space for shipyards and warehouses. The picture of the model shows the gigantic warehouse of Daniel Stalpaert from the year 1665. The warehouse could be reached by land and by water. In front of it are the building sites for ships with ships in different production phases. Thanks to newly developed production methods, the Dutch were able to build new ships very quickly.

Image source:

<https://picryl.com/media/maquette-van-de-voc-werf-oostenburg-te-amsterdam-met-het-centrale-pakhuis-over-00d8c2>

Amsterdam



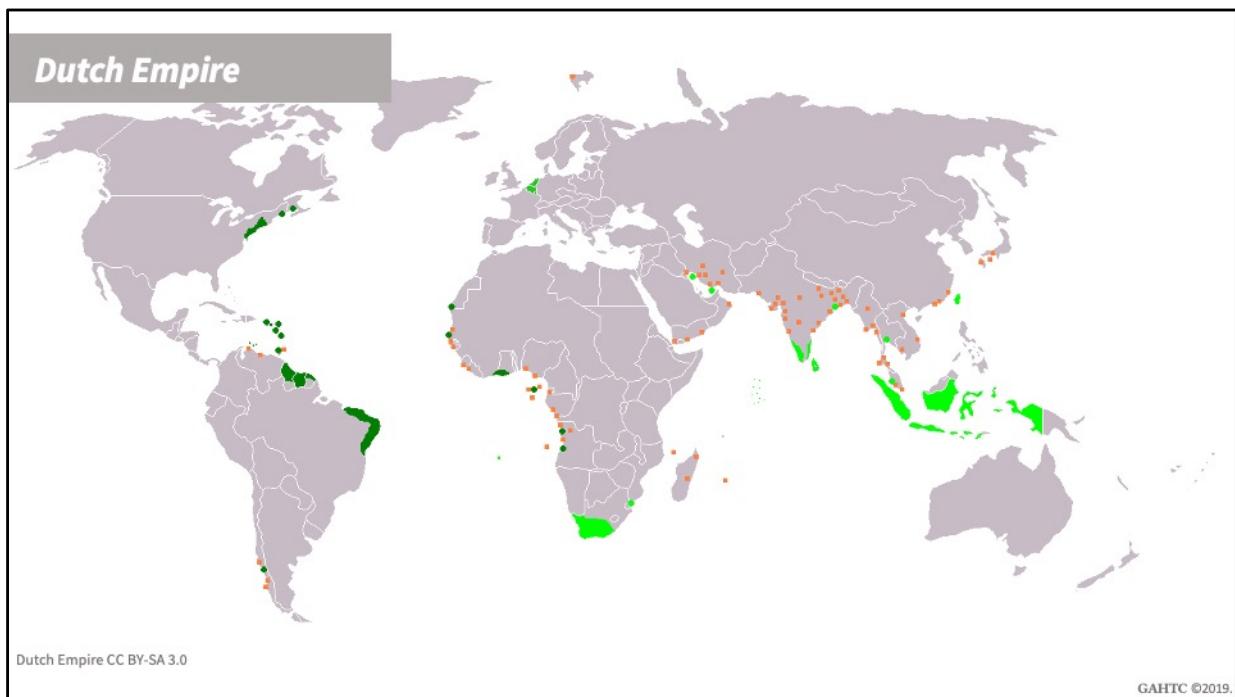
Jan Arends: VOC Wharf in Middelburg (1778) Public domain

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The headquarters of the VOC were located in Amsterdam for six years and in Middelburg for two years, resulting in an eight-year cycle. Of the 1772 VOC ships built between 1603 and 1795, 336 were built in Middelburg. The contemporary illustration shows the construction of ships in Middelburg. The water was also used to store and transport the wooden beams and planks. The ships were started on the shallow banks and finished while floating in the water. The buildings stand on wooden piles, which prevents them from sinking into the damp subsoil. A bascule bridge can be seen in the background.

Image source:

<http://www.zeeuwsarchief.nl/zoeken/?q=Jan+Arends&tab=archive>



The Dutch West India Company and the Dutch East India Company contributed significantly to the commercial success of the Netherlands. In the 17th century it was one of the most important colonial powers in the world. Around 1650 about half of world trade was handled by the Netherlands. In addition, the small country had extensive colonial areas in Asia, Africa, North and South America.

Light green: Dutch East India Company, dark green: Dutch West India Company.

Image source:

[https://en.wikipedia.org/wiki/Fort_Zeelandia_\(Taiwan\)#/media/File:Atlas_Blaeu-Van_der_Hem_-_Taioan.jpg](https://en.wikipedia.org/wiki/Fort_Zeelandia_(Taiwan)#/media/File:Atlas_Blaeu-Van_der_Hem_-_Taioan.jpg)

Batavia



Clement de Jonghe, Jan Janssonius: Map of the Castle and the City of Batavia (1681) Public domain

GAHTC ©2019

From 1619 to 1799, Batavia, now Jakarta, was the headquarters of the Dutch East India Company in Asia. The first governor general in Dutch India, Pieter Both, built a factory (trading post of merchants) there in 1611, and later a fort (top left). Batavia was built on a sheltered bay. The Dutch were experienced in draining marshy ground and building canals (Take a close look, what looks like roads are actually mostly canals lined with roads). The city developed to a size of 50000 inhabitants at that time.

Image source:

https://upload.wikimedia.org/wikipedia/commons/thumb/4/4a/Waere_affbeeldinge_Wegens_het_Casteel_ende_Stadt_BATAVIA_gelegen_opt_groot_Eylant_JAVA_Anno_1681.jpg/1920px-Waere_affbeeldinge_Wegens_het_Casteel_ende_Stadt_BATAVIA_gelegen_opt_groot_Eylant_JAVA_Anno_1681.jpg



The panorama shows a view across the big river in Batavia. Behind it are various elements of the port city to be seen: a. the pond / b. the great river / c. the flagpole / d. the ship's cabin crew lodge / e. packing houses in front of ship's ropes and equipment / f. a part of the square / g. bascule bridge / h. guard houses / i. gardener's house / k. ships at the free port

Look for the letters in the picture.

Image source:

https://commons.wikimedia.org/wiki/File:AMH-7027-KB_Prospect_from_the_pleasure_gardens_of_the_Governor-General_on_Batavia.jpg

Batavia



The New Gate of the walled town center of Batavia (unknown) CC BY-SA 4.0

GAHTC ©2019

The canals also made local transport possible, just like in the Netherlands. Boats were more efficient than carriages because they could carry larger loads. Next to the fortified city and its new gate, a typical Dutch drawbridge can be seen.

Image source:

https://upload.wikimedia.org/wikipedia/commons/thumb/6/6c/The_New_Gate_of_the_walled_town_center_of_Batavia_%28Jakarta%29_Wellcome_L0038155.jpg/1280px-The_New_Gate_of_the_walled_town_center_of_Batavia_%28Jakarta%29_Wellcome_L0038155.jpg

Batavia



Hoenderpasarbrug bridge in Jakarta (2017) CC BY-SA 4.0

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The Hoenderpasar Bridge is a preserved double drawbridge over the Kali Besar Canal in the centre of the former city of Batavia. It was built in 1628 by the Dutch regime and resembles the Dutch bridges of that time, as they can still be seen in Amsterdam, for example. The levers mounted above the bridge contain heavy counterweights with the help of which the two bridge parts can simply be folded up by hand. So it was possible for boats and ships to pass the canal.

Image source:

[https://commons.wikimedia.org/wiki/File:Jembatan_Kota_Intan_2017-08-22_\(8\).jpg](https://commons.wikimedia.org/wiki/File:Jembatan_Kota_Intan_2017-08-22_(8).jpg)

Batavia



The basic construction details for the new port cities could often be taken over from the old homeland of the colonial masters. Nevertheless, adaptation to local conditions was needed. In the case of Batavia it was necessary to make the swampy land usable and to construct canals for shipping. For this precise plans were necessary. The plan shows a new lock to regulate the water of the big river in Batavia. Remarkable here is that it is a 3D plan: the wooden retaining walls are drawn on paper strips that can be folded up to give a precise spatial idea of the structure.

Image source:

https://commons.wikimedia.org/wiki/File:AMH-6391-NA_Maps_and_cross-sections_for_waterworks_on_the_river_at_Batavia.jpg

Batavia



View of Batavia Castle from the Koningsplein square (1738) Public domain

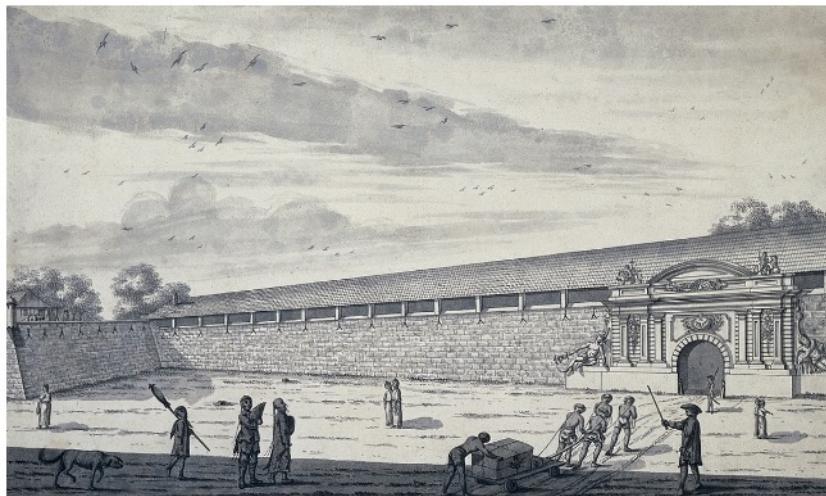
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The seizure of Batavia was not uncomplicated. The Dutch prevailed against the Javanese and the British. To consolidate their supremacy they built a fort. These fortifications were an important means of controlling foreign territories and protecting cities and trading posts. Protection had to be provided against pirates, but also against competing colonial powers and against the subjugated local population. Batavia Castle played a special role in Asia as the administrative center of Dutch East India Company. It also served as the residence of the highest VOC official, the Governor-General, in the East Indies.

Image source:

https://commons.wikimedia.org/wiki/File:AMH-7022-KB_View_of_Batavia_Castle_from_the_Koningsplein_square.jpg

Batavia



Johannes Rach: Batavia Castle (1767) Public domain

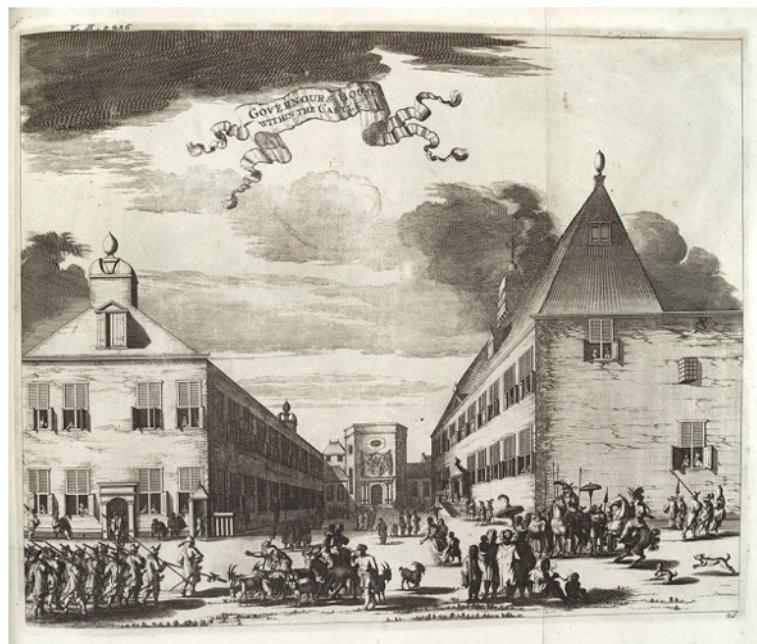
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Batavia Castle had two entrances, a southern one to the city and a northern one to the sea. The picture shows the access from the lake side. The neoclassical portal was delivered by ship from the Netherlands in 1628 and integrated into the finished building. On the picture you can also see how the buildings were erected: through the hard work of slaves.

Image source:

https://commons.wikimedia.org/wiki/File:Casteel_te_Batavia_1767.jpg

Batavia



Govenors House within the Castle, Batavia (unknown) CC BY-SA 4.0

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Inside the fort stood, among others, the residence of the Governor-General (right), a church in which Reformed services were held (back), and the residence of the General-Director/Councillor of VOC (left). The buildings initially had flat roofs, but gradually became more imposing. They also received sandstone portals imported from the Netherlands. In the fort itself there were no other residential buildings, these were located in the fortified settlement south of the fort.

Image source:

[https://commons.wikimedia.org/wiki/File:The_Govenors_House_within_the_Castle,_Batavia_\(Jakarta\)_Wellcome_L0038162.jpg](https://commons.wikimedia.org/wiki/File:The_Govenors_House_within_the_Castle,_Batavia_(Jakarta)_Wellcome_L0038162.jpg)

Batavia



Stadhuis (city hall), Batavia (2015) CC BY-SA 3.0

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The town hall of Batavia resembles another building that we have already encountered. It was built on the model of the Palais op de Dam in Amsterdam and exemplifies cross-cultural exchange along shipping lines. Although the Batavia Town Hall is much more modest, the architectural model of the Amsterdam building is unmistakable. The building comprises 37 artistically furnished rooms. The building is the result of the renovation of a building from the middle of the 17th century, which took place in 1707. Today it houses the Jakarta History Museum.

Image source:

https://en.wikipedia.org/wiki/Jakarta_History_Museum#/media/File:Jakarta_Indonesia_Jakarta-History-Museum-02.jpg

Batavia



Church of the Cross of Batavia (1780) CC BY-SA 2.0

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Another building that reflects cross-cultural exchange along shipping lines, is the Kreuzkirche, a church built in 1640, which was one of Batavia's most representative buildings. Johan Nieuhof, who spent three years in Batavia, praised it in his description of the city. The tracery windows, which are usually found in Gothic churches and are a rarity outside Europe. Nieuhof wrote his report in 1660 and, in view of the condition of the barely 20-year-old building, already noticed the effects of the climate: the air, which is much "sharper" here than in Europe, contributed considerably to the rapid decay of the buildings.

Image source:

<https://www.flickr.com/photos/bibliodyssey/2386600045/>

Batavia



Old Dutch house in Batavia (1921) CC BY-SA 3.0

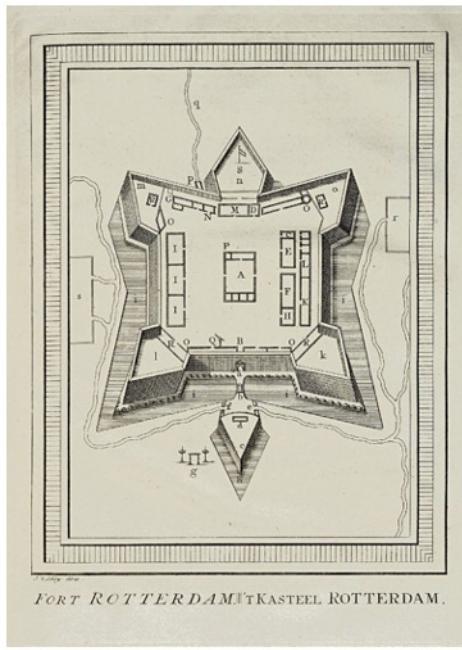
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Many architectural details in Batavia resembled those of a Dutch city, but its elements were adapted to the tropical circumstances. The dwellings had overhanging roofs to protect them from the sun. Moreover, they often included outbuildings for slaves. Only gradually did buildings in the Javanese style emerge, which in turn contained elements of Dutch architecture.

Image source:

<https://www.flickr.com/photos/bibliodyssey/2386600045/>

Forts



Jacobus van der Schley, Pierre d' Hondt: Fort Rotterdam in Makassar (1757) Public domain

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Fort Rotterdam (1675) was built on older fortifications in Sulawesi. It shows typical elements of the European fortifications of that time: Bastions, moats and city walls. Until 1930 it was the regional headquarters of the Dutch administration and the military. Today it is located in the middle of Makassar, but is relatively well preserved and gives an insight into the strategies for securing and managing a port city at that time. Dutchmen, Arabs, Malay, Buddhists and Chinese settled in Makassar. The main commodities were products from East Indonesia - copra, sandalwood, rattan, pearls and trepang.

Image source:

https://en.wikipedia.org/wiki/Fort_Rotterdam#/media/File:AMH-8028-KB_Floor_plan_of_Fort_Rotterdam_at_Makassar.jpg

Forts



Fort Rotterdam in Makassar (2010) CC BY-SA 3.0

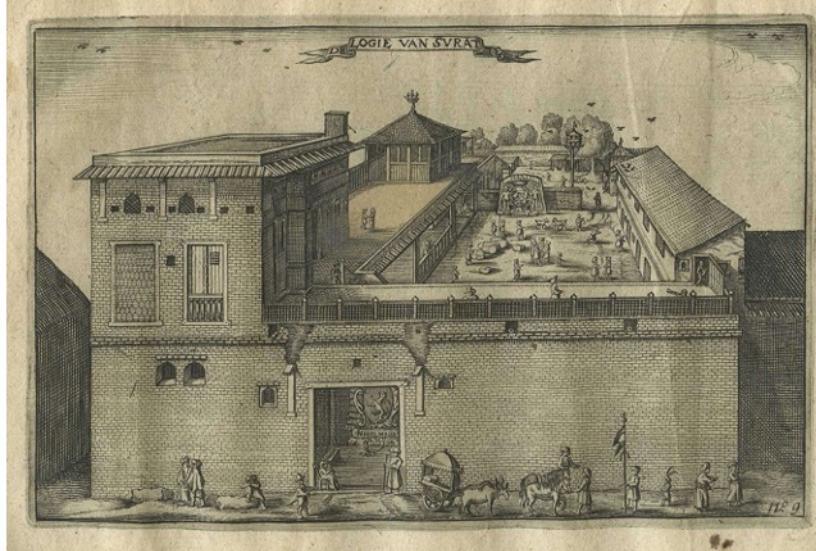
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Fort Rotterdam on Sulawesi is a well-preserved fortress that gives an accurate impression of these important fortresses. In addition to the military elements, the warehouses in which the goods were picked up, stored and prepared for the journey are the most important. Eleven original buildings from the 17th century of the fortress have been preserved. In the middle of the fort there is a church. The colonial period was also a time of missionary work and many local inhabitants were converted to Christianity. Along the walls there are administrative buildings, a VOC headquarters, a prison, arsenals and warehouses. In contrast to earlier colonial buildings, which were constructed like Dutch buildings, the buildings in Fort Rotterdam already have region-specific adaptations such as wide-open verandas, ventilation and indigenous high pitch roofing.

Image source:

https://en.wikipedia.org/wiki/Makassar#/media/File:Fort_Rotterdam,_Makassar,_Indonesia_-_20100227-01.jpg

Factories



Dutch East India Company's warehouse and living quarters in Surat (1624) Public domain

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Factories (trading posts) were an important means of establishing and maintaining foreign trade relations. These trading posts were the foreign representations of the trading states. They mostly consisted of a few camps, houses for the staff, a church and a headquarters. Some factories also included a garrison and defense against robbers or attackers. They had their origin in the Hanseatic League, which maintained factorials in the Baltic region. In the 17th century, however, they were used by all seafaring nations in Asia, America and Africa. This Factory was founded in Surat, in the Indian state of Gujarat.

Image source:

https://upload.wikimedia.org/wikipedia/commons/thumb/5/57/Dutch_East_India_Company%27s_warehouse_and_living_quarters_in_Surat.jpg/1600px-Dutch_East_India_Company%27s_warehouse_and_living_quarters_in_Surat.jpg

Factories



Hendrik van Schuylenburgh: Trade lodge of the VOC in Hoogly, Bengal (1665) Public domain

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The factory in Hooghly was located many river kilometres from the coast. It was the most important trading post next to Calcutta in Dutch Bengal. From here the inner Asian opium trade was organised. In these factories the goods were checked, weighed and packed to prepare for the long sea voyage. Therefore, they consisted mainly of storage areas. As representatives of the trading partners, the factor was responsible for the goods and their transport. Factories were also often the starting point for later colonies. Here, goods from distant countries were assembled. There were accommodations of Western standard, an administration and military protection.

Image source:

https://upload.wikimedia.org/wikipedia/commons/a/a2/De_handelsloge_van_de_VOC_in_Hougly_in_Bengalen_Rijksmuseum_SK-A-4282.jpeg

Formosa



Johannes Vingboons: Dutch East India Company's Fort Zeelandia on the island of Formosa (ca. 1630) Public domain

GAHTC ©2019

Fort Zeelandia is one of the smaller trading posts that could not be maintained permanently. Beside the fort, in which the church, the garrison, the prison and the administration were located, a settlement existed, which comprises dwellings and warehouses. Between fort and settlement lay a market. The bricks were supplied from Java and the mortar consisted of a mixture of sugar, sand, ground mussels and sticky rice. For the brick walls the Dutch bond was used: a special method of laying brick, similar to the English Cross bond. The red and very solid bricks were fired for 10 days.

Ships moored around the settlement on the flat shores of the peninsula.

Image source:

[https://en.wikipedia.org/wiki/Fort_Zeelandia_\(Taiwan\)#/media/File:Atlas_Blaeu-Van_der_Hem_-_Taioan.jpg](https://en.wikipedia.org/wiki/Fort_Zeelandia_(Taiwan)#/media/File:Atlas_Blaeu-Van_der_Hem_-_Taioan.jpg)

Malacca



Dutch Square in the city of Melaka, Malaysia (2012) CC BY 2.0

GAHTC ©2019

The Dutch Empire also included other territories than the later colony of Indonesia. Important trading posts were in India, Malaysia, Taiwan and Japan. Malacca, located in the southwest of Malaysia, was conquered by the Portuguese in 1511 and again by the Dutch in 1641. They left behind a Dutch influenced old town. On Red Square is the former Town Hall of Malacca, one of the oldest surviving Dutch buildings in Southeast Asia. In Malacca, however, buildings of other origins can also be seen, typical of a harbor town with extensive networks. In addition to the Malay buildings, buildings of Indian origin and a Chinatown are also preserved.

Image source:

https://commons.wikimedia.org/wiki/File:Dutch_Square_-_Malacca.jpg

Malacca



Famosa Fortress, Melaka, Malaysia (2015) CC BY-SA 3.0

GAHTC ©2019

The Portuguese fortress of A Famosa was demolished in 1806 by the British who occupied Malacca during the Napoleonic wars. This was done mainly to weaken the city with regard to the British settlement of Penang. The ruins of the fortress still tell of the serious conflicts that the colonial port cities were exposed to during the quest for the supremacy of the various European powers.

Image source:

https://nl.wikipedia.org/wiki/A_Famosa#/media/File:A_Famosa_Fortress.JPG

Hirado



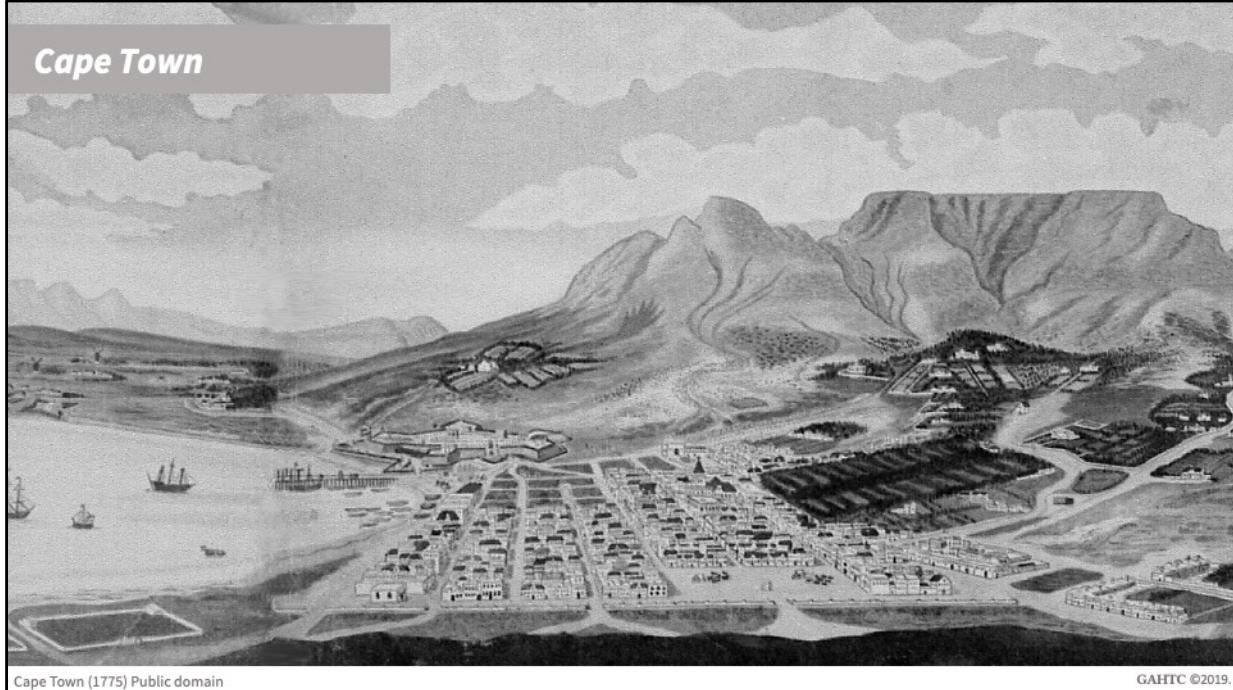
Bay of Hirado (1621) Public domain

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In 1609, the Dutch set up their first factory in Hirado, in the bay of Nagasaki (Japan). In addition, a British factory was established, which was soon abandoned. Also the Dutch remained only 30 years, afterwards they had to move to Deshima, which we already saw, and could no longer move freely. A pretext for the forced move were two stone department stores built in 1637 and 1639. The dates of the construction were carved into the gables of the buildings, a violation of the strict ban on the use of Christian dates.

Image source:

https://nl.wikipedia.org/wiki/Dejima#/media/File:Map_of_the_bay_of_Hirado.jpg



Cape Town (1775) Public domain

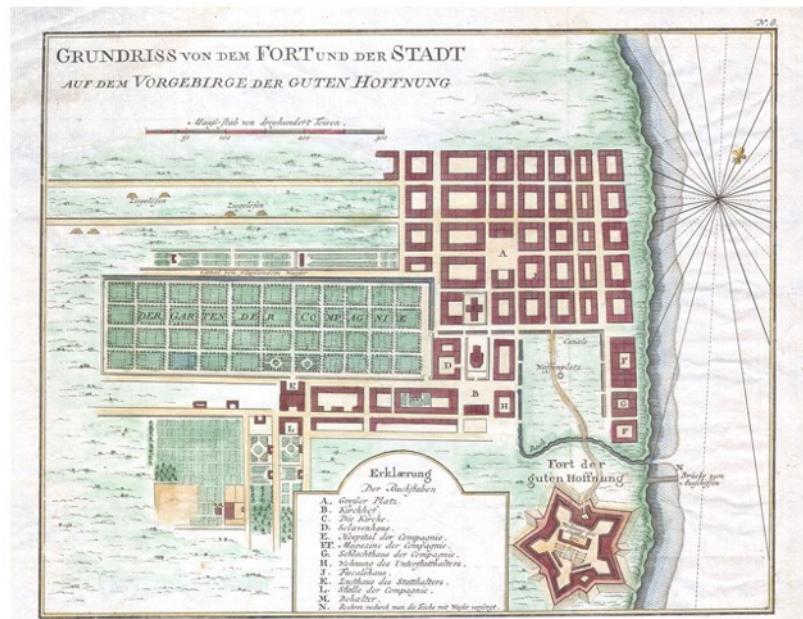
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Today's Cape Town was claimed by the Dutch for the VOC in 1652 to build a supply station for their ships to Southeast Asia. The place was located on a sheltered bay and about halfway to Batavia and near the Cape of Good Hope, one of the most dangerous places for sailors on their way between Europe and Asia. The picture shows already known elements of colonial port cities: a fort, a landing stage for larger ships, flat banks for boats and an orderly urban planning.

Image source:

https://upload.wikimedia.org/wikipedia/commons/1/1e/Johannes_Schumacher01.jpg

Cape Town



Cape Town (1750) Public domain

GAHTC ©2019

This German map of Cape Town from the year 1750 provides a good overview of the essential elements of the former harbour city. We see a grid plan, the fort with the apartment of the governor, the garden of the company together with a canal and some kilns for the production of bricks. The letters denote: A large square, B church yard, C church, D slave house, E company slaughterhouse, F company magazines, G slaughterhouse, H low governor's apartment, J tax house, K summerhouse of the governor, L stables

Image source:

https://upload.wikimedia.org/wikipedia/commons/thumb/a/a5/1750_Bellin_Map_of_Cape_Town%2C_South_Africa_-_Geographicus_-_Gundriss-bellin-1750.jpg/1270px-1750_Bellin_Map_of_Cape_Town%2C_South_Africa_-_Geographicus_-_Gundriss-bellin-1750.jpg

Cape Town



Neetlingshof in Stellenbosch (1814) CC BY-SA 3.0

GAHTC ©2019

The region has developed its own architectural style, based on elements from different regions: Cape Dutch architecture. The buildings are characterised by ornately rounded gables, whitewashed walls, hatched roofing, wooden sash cottage panes and long horizontal structures. They are a good example of the fusion of various cultural influences typical of port cities.

Image source:

https://de.wikipedia.org/wiki/Kapholl%C3%A4ndische_Architektur#/media/File:Neethlingshof.JPG

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These texts provided some inspiration for the present lecture.