

Landing places of Batavia Sunda Kelapa and Tanjung Priok Dirk Teeuwen MSc Introduction: maps, text and old pictures

(See also my other articles in the Tanjung Priok section.)

The numbers on my pictures refer to my survey of sources.

Tanjung Priok / Tandjong Priok, a district of North Jakarta, hosts the city's harbour, the Port of Tanjung Priok. Once the coastal area of what is now Tanjung Priok was an area of brackish water with swamps, mangrove forests and a lot of crocodiles. The area was later developed in late nineteenth century as a new harbor of Batavia / Jakarta to replace the Sunda Kelapa Harbour / Havankanaal area: west from Batavia. Sunda Kelapa that had become too small for the increased traffic resulting from the opening of the Suez Canal. The construction of the new harbour was started in 1877 by Governor General Van Lansberghe (1875-1881). The new harbor was named Tandjong Priok. Several facilities were built to support the harbour activities, such as the Tanjung Priok Railway Station and a canal connecting the new harbour with the city of Batavia.



1. The steamer Merak alongside the wharf at Tanjung Priok, Batavia 1930

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2. Part of Tanjung Priok Harbour namely the first and second inner basin and the railway station. In the upper centre the road and the canal to Batavia Jakarta, 1926



3. Tanjung Priok (Estate) about 1753

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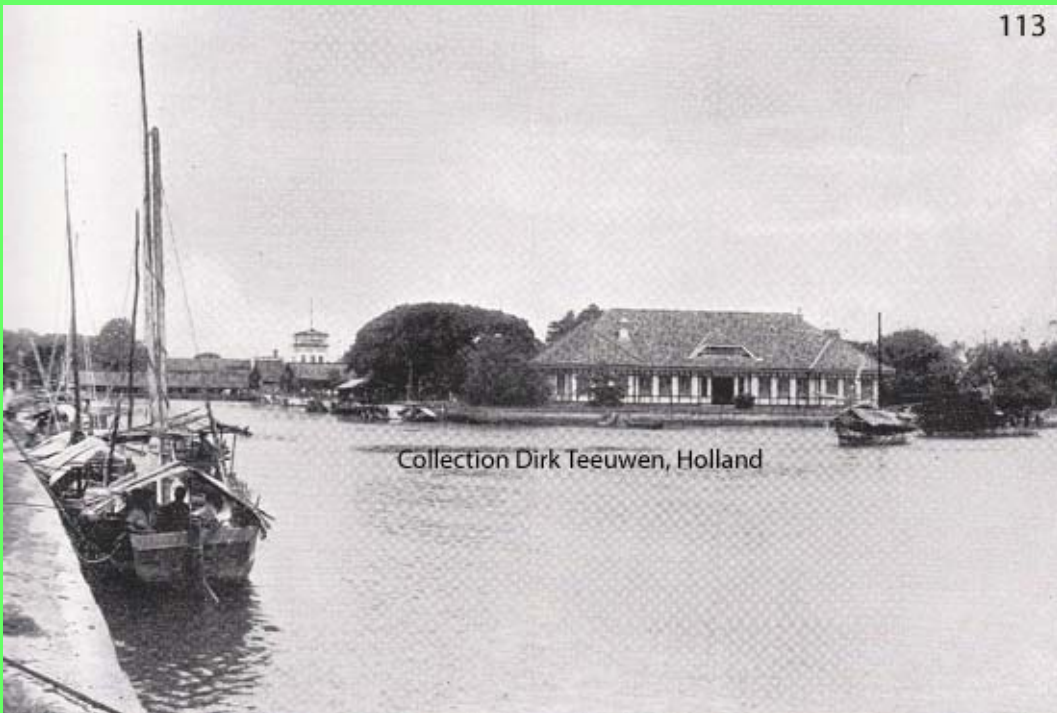
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4. View of the so-called "Kleine Boom" (Little Tree, in the olden days a big bough, a barrier, in a canal or a seaport), Batavia-Jakarta 1870
It is a view to the north, the eastern quay of Sunda Kelapa.

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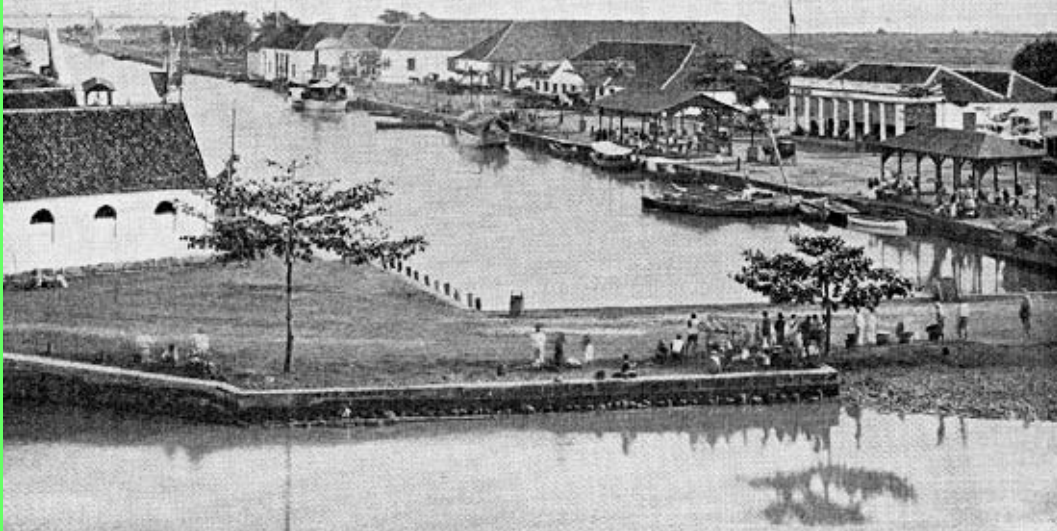
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5. Laboratory Oceanic Research (Sunda Kelapa, Batavia-Jakarta 1927

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6. The old harbour Sunda Kelapa, Batavia-Jakarta 1870

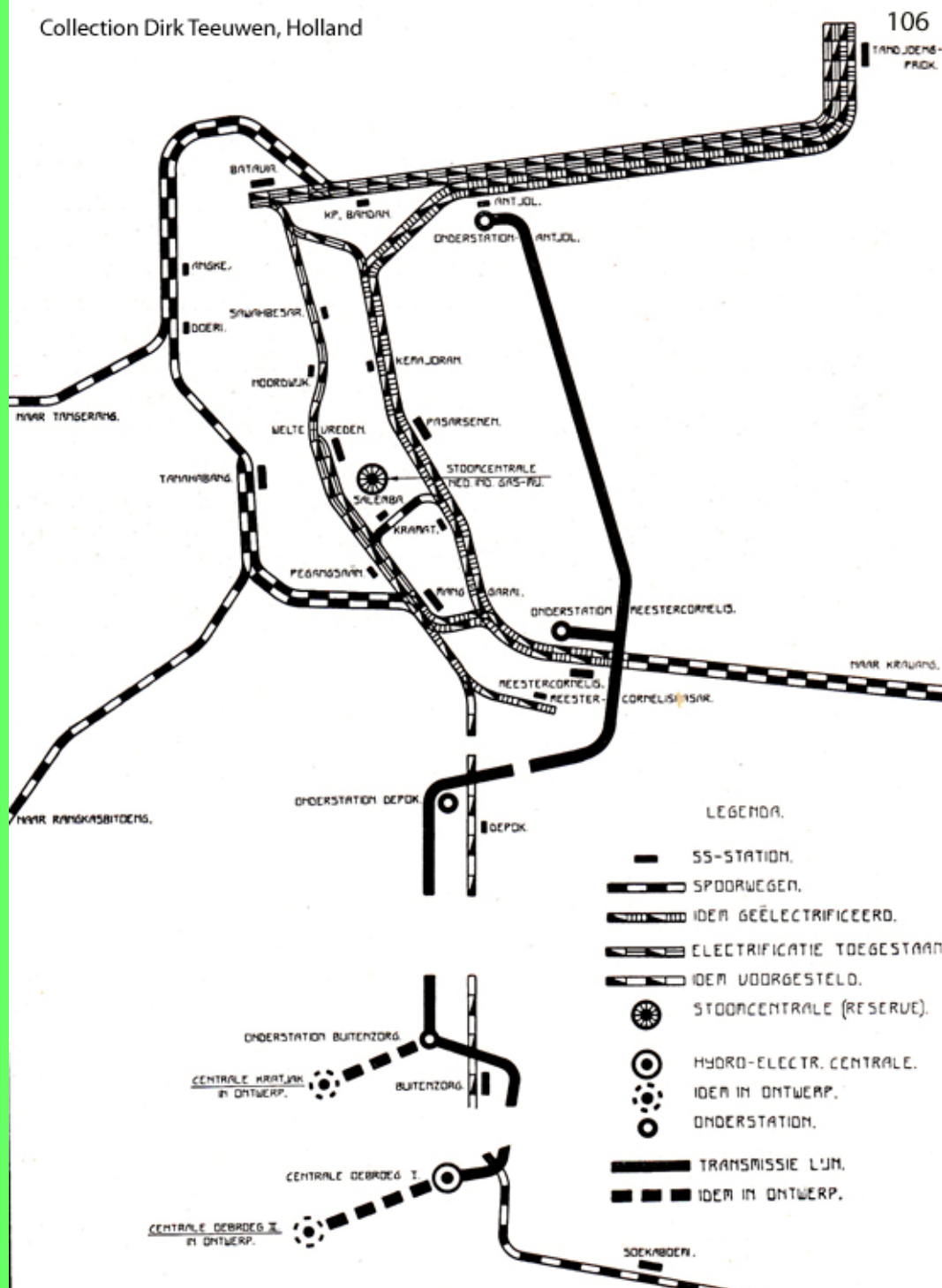
Sunda Kelapa was inaccessible to sea vessels. Unshipping and disembarking into small ships took place in the bay of Batavia. The building, right, with the front veranda was the "Stadsherberg" (City Inn). Disembarking from small ships took place in front of the Stadsherberg.

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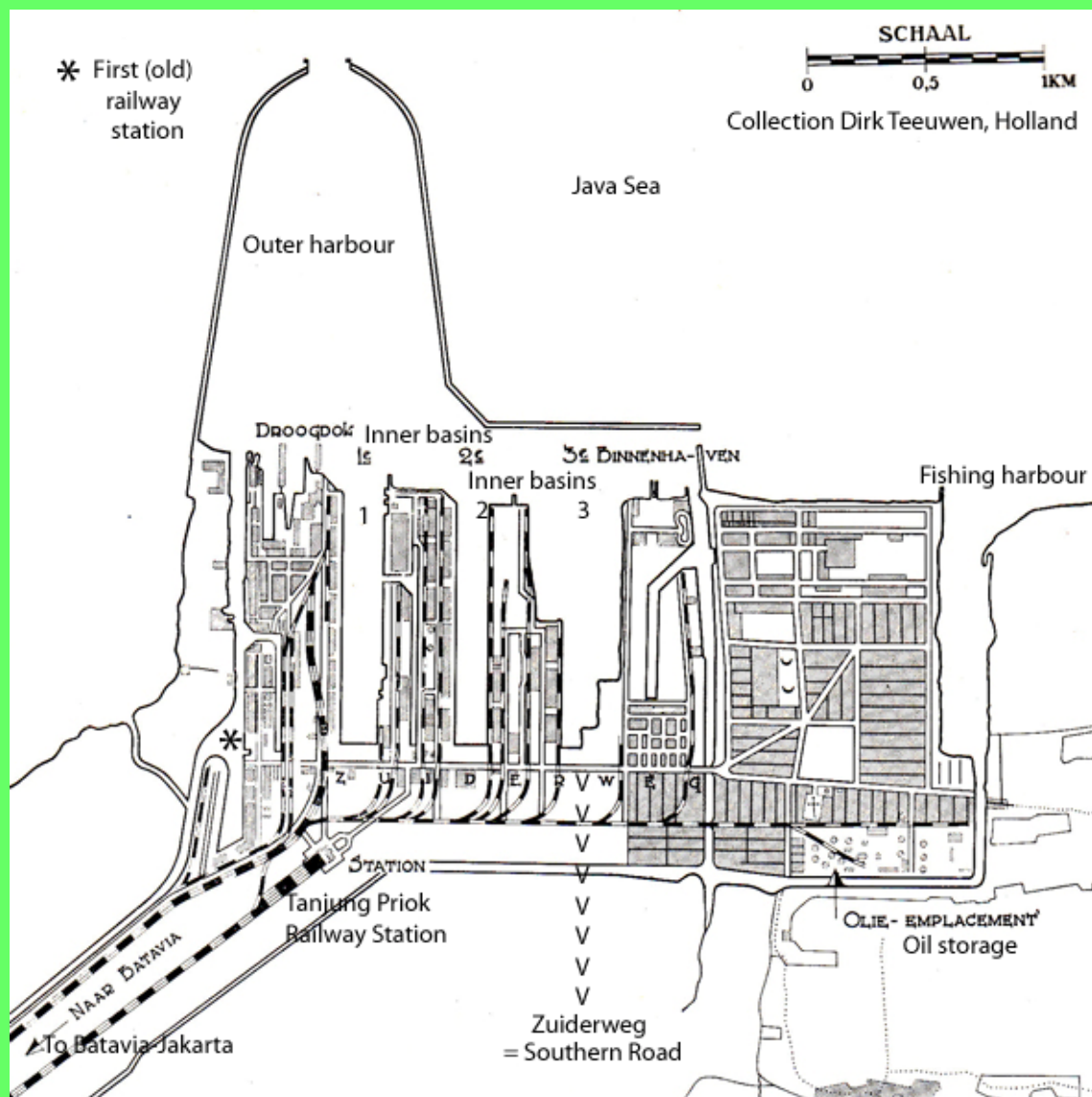
7. Kali Besar, Batavia-Jakarta about 1860

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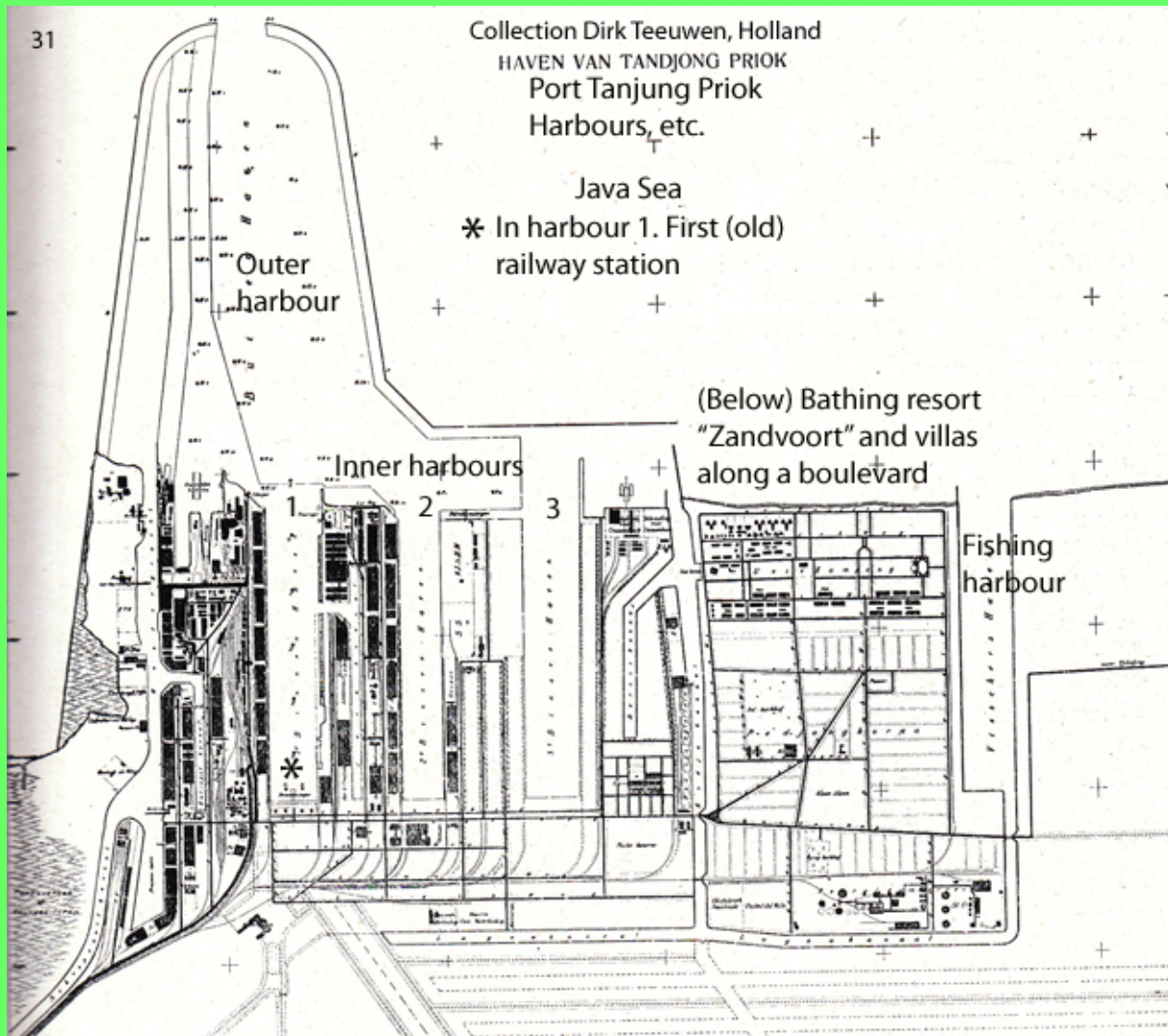
8. Batavia-Jakarta railways, 1927

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9. Map of the harbours of Tanjung Priok, Batavia-Jakarta 1937 (Source 201)

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10. Harbours of Tanjung Priok, Batavia-Jakarta 1927

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11. Map of Batavia-Jakarta, 1937

The sites indicated in grey were undeveloped (wild) municipal lands, not allotted to interested parties (1937!!!).

Baai = bay

Batavia Stad = Old Batavia (Jakarta Kota)

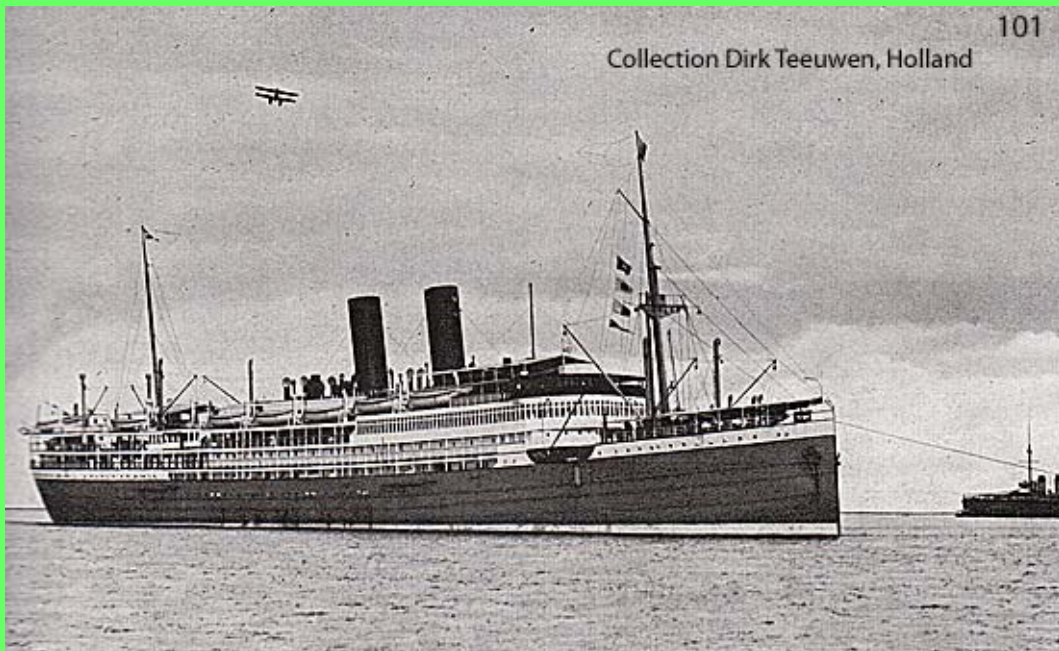
Batavia Centrum = Batavia Centre (Harmoni, Medan Merdeka, etc.)

Meester Cornelis = Mester Quarter

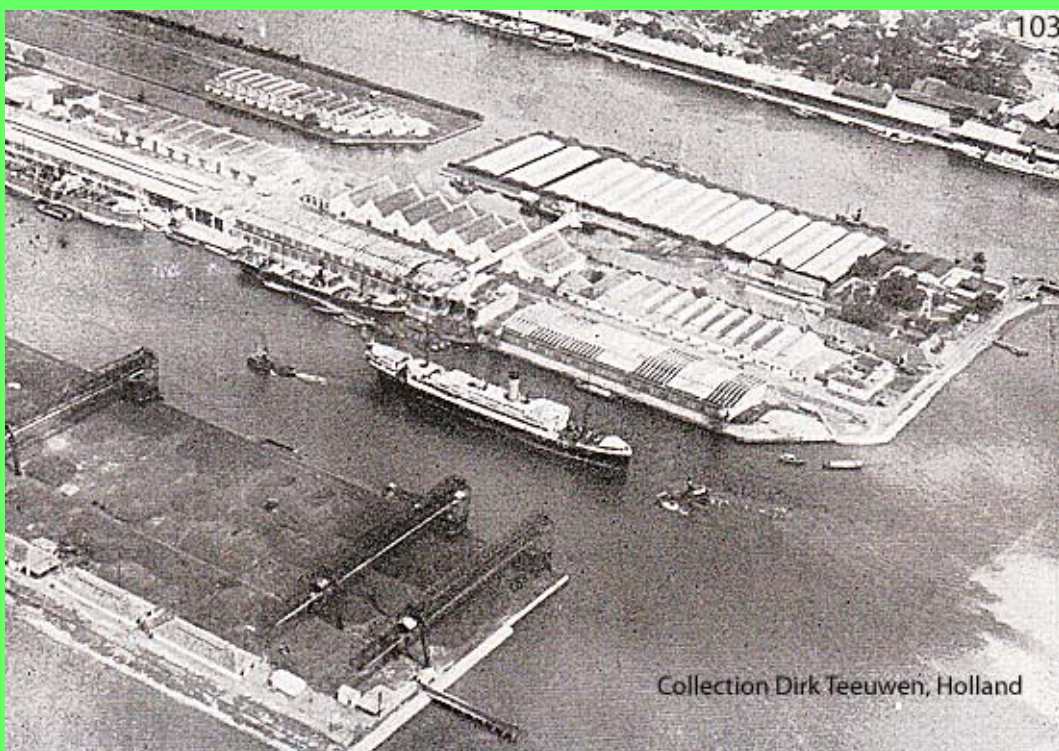
Vliegfeld = Airport

Schietbaan (right from the airport) = military shooting (practice) grounds

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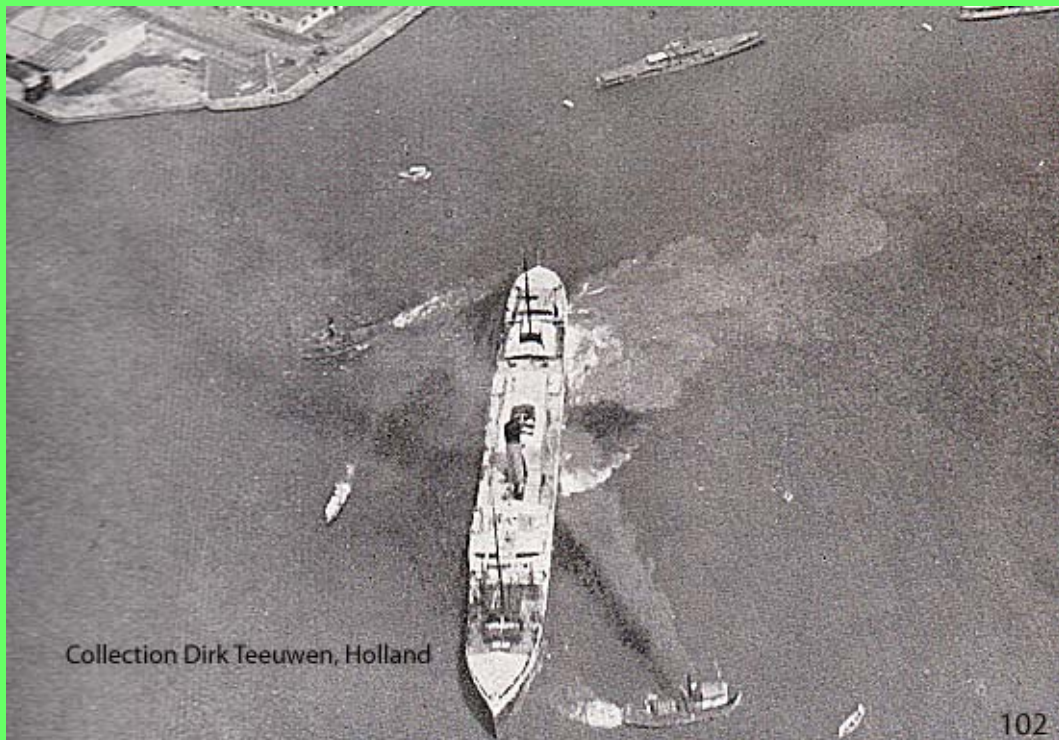
12. Arrival of the steamer "SS Insulinde" at Tanjung Priok, 1927



13. Steamer "SS Juliana", Tanjung Priok 1927

A tug-boat tows the Juliana back to front into the second harbour basin.

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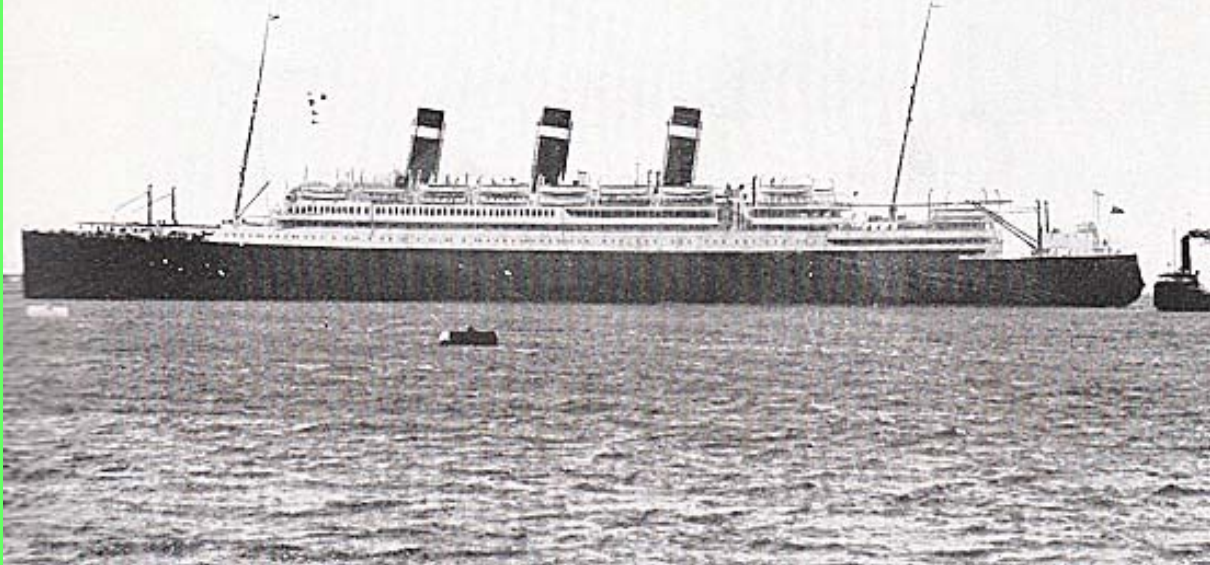


**14. The steamer "SS Juliana" sails into Tanjung Priok Harbour, 1927
Tug boats approach alongside.**



**15 Tanjung Priok first harbour basin, 1927
View to the north, the wreath of smoke marks the location of the old (first)
Tanjung Priok Railway Station.**

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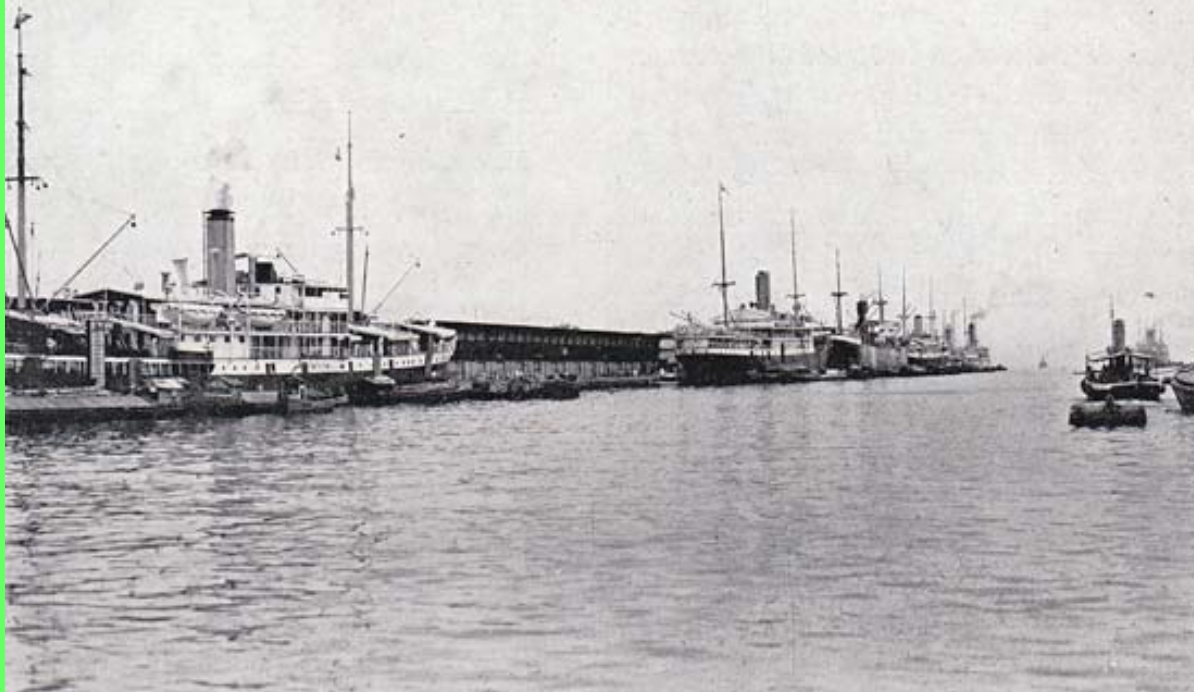
16. The big steamer, the cruise ship "SS Resolute" with American tourists leaves Tanjung Priok, 1927



17. The steamer, the American cruise ship "SS Laconia" is towed into Tanjung Priok Harbour, 1927

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18. View on the the Tanjung Priok Harbour, first basin, 1924

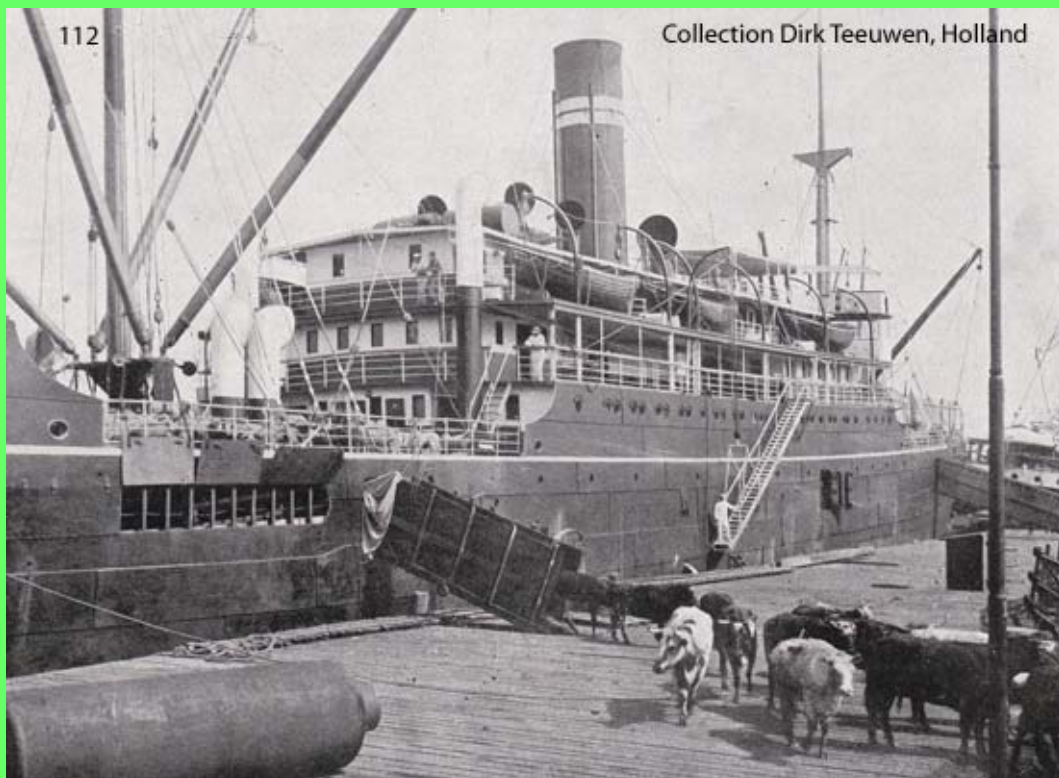
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19. Western quay of the first harbour basin, Tanjung Priok 1915
Postcard collection Dirk Teeuwen

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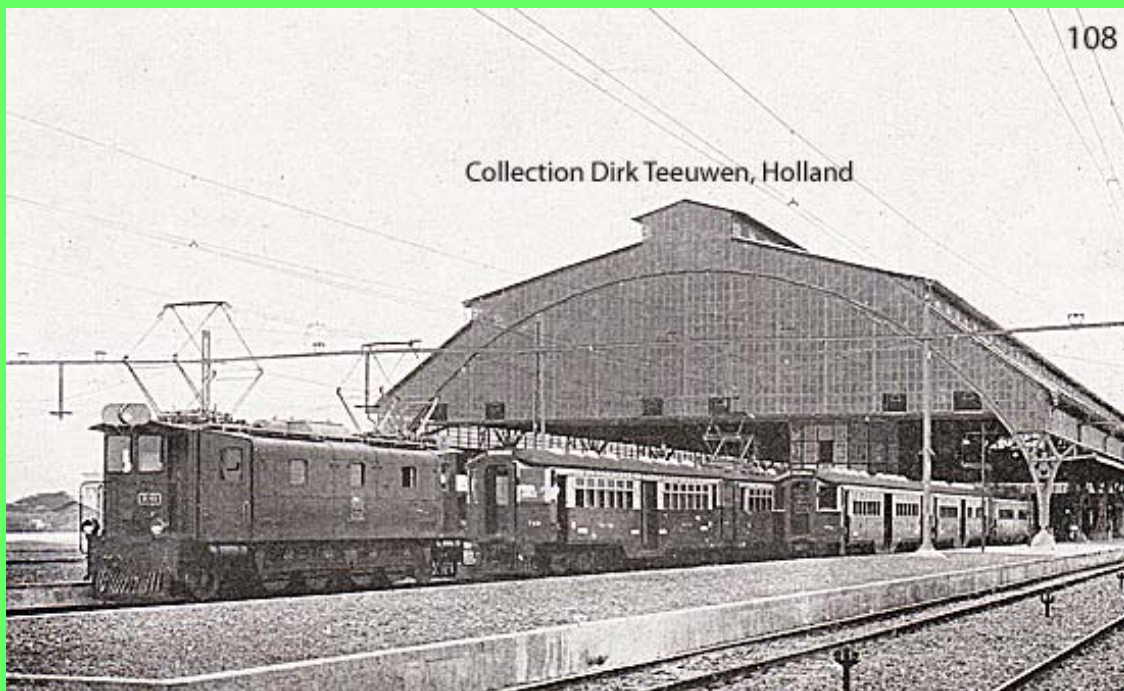


20. Unshipping Australian cattle, Tanjung Priok 1927
Destination: the Jenne Corporation (Firma Jenne, abattoirs).



21. Tanjung Priok 1927
Unshipping mail-bags.

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22. The new (second) Tanjung Priok Railway Station, 1927



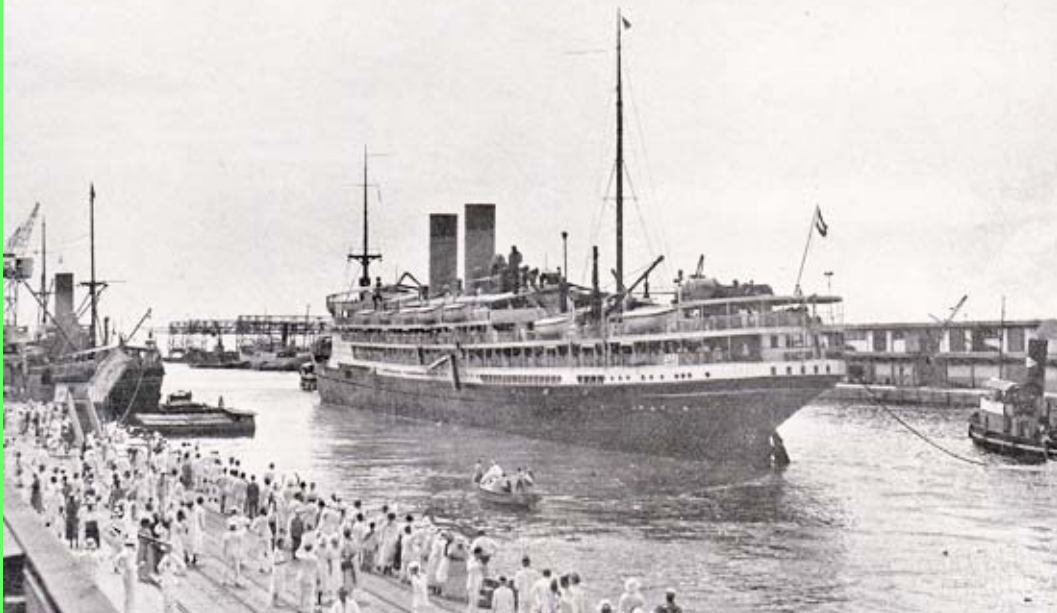
23. The new (second) Tanjung Priok Railway Station, 1927

The gross weight of the goods imported at Tanjung Priok in 1936 was 307.200.000 kilogrammes with a value of fl 72.800.000 guilders whereas the gross weight of the export was 246.100.000 kilogrammes with a value of fl 79.800.000.

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24. Departure of a mail boat (packet ship with passengers) for Holland, Tanjung Priok 1927

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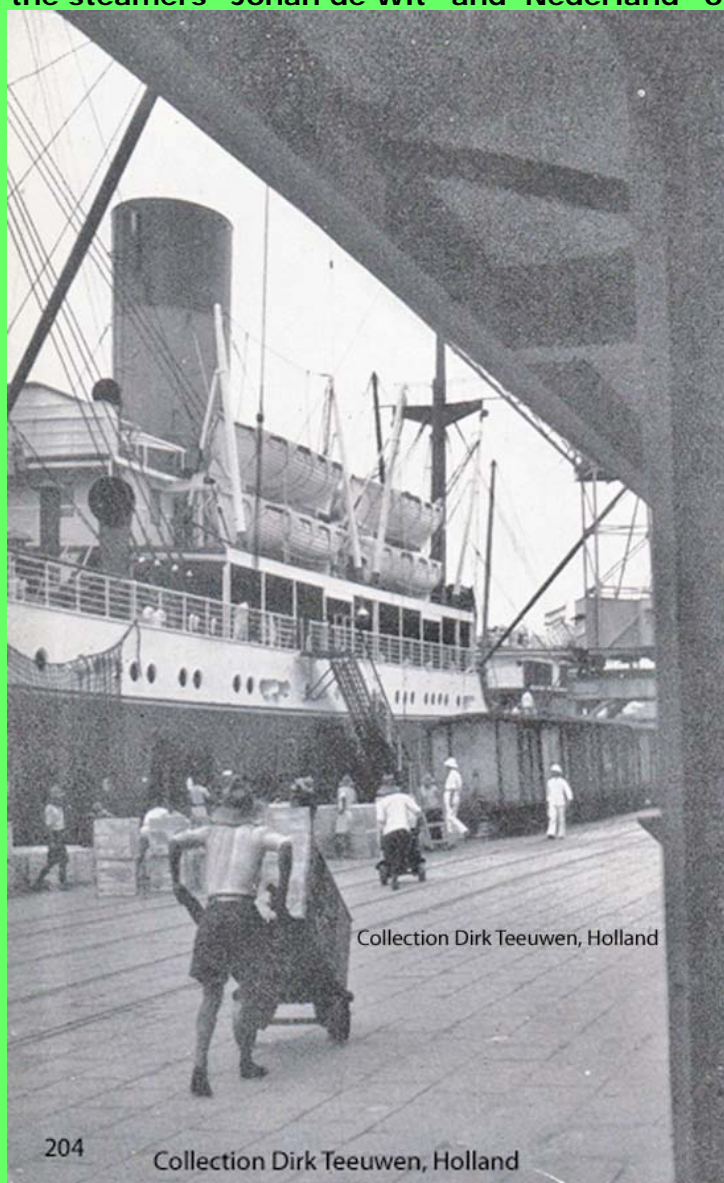
25. General view of the second inner basin at Tanjung Priok on the departure of a mail steamer for Holland, 1936

In 1936 the harbour of Tanjung Priok was visited by 2197 ships, measuring more than 300 cb. meters nett.

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26. View of the second inner harbour, Tanjung Priok 1927
Tug ships tow the steamers "Johan de Wit" and 'Nederland" out of the basin.



27. See page 17
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Picture 27 ^ View of the K.P.M. quayon the first inner basin at Tanjung Priok,
1937
K.P.M. means Koninklijke Paketvaart Maatschappij (Royal Packet Navigation
Company).



28. The old K.P.M.-quay in 2006

Photo Dirk Teeuwen



29. Quay of the "Steamship Company Ocean", Tanjung Priok 1927

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31. Steamer "Plancius" owned by the K.P.M. (See page 17), Tanjung Priok 1927



32. The steamer "SS Insulinde" arrives at Tanjung Priok, 1927

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33. Dry dock (graving-dock) of the “Droogdok Maatschappij Tanjong Priok” (Dry Dock Company Tanjong Priok), 1927



34. Proas (praus, perahus, prahus). Here: small motor vessels in the outer harbour of Tanjong Priok in 1927 meant for transportation of coal. In Dutch East-India such boats were called proas or praus.

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**35. A dry dock of 8.000 tons, Tanjung Priok 1937
Owned by the Dry Dock Company "Tanjung Priok" LTD (N.V. Droogdok
Maatschappij "Tanjung Priok").**

End

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