

PROPOSAL: Architecture vs. Infrastructure in Indonesia

A real colonial-construction-boom occurred in Indonesia from 1619 until 1945, starting with the foundations of Batavia which is now the country's capital, Jakarta. During these three and a half years of Dutch administration, the archipelago transformed into a modern 'Water State' with irrigation facilities, hardscape roads, railroads, harbours and drinking water supplies. In 1854, the East Indies Public Works Agency or also known as B.O.W. 'Burgelijke Openbare Werken' was established. An organization of civil engineers trained at the Polytechnic College of Delft that was responsible for the construction of roads, bridges, irrigation works etc. in the Dutch colony. Besides being responsible for all major infrastructural projects in the archipelago, the engineers also designed several public buildings and houses for officials. Due to their lack of architectural training however, their constructions resulted in an architectural mannerism strictly designed through classic conventions and borrowed layouts from architecture manuals. Even multiple military engineers were involved in architectural projects during the 19th century designing fortifications, viaducts, barracks for their troops and officers' housing. No architect had set foot on the 'Water State' in the mid-19th century, colonial Indonesia was solely managed by governmental officials and Dutch military.

This travel proposal revisits some of these lost monuments in the tropical landscape of Indonesia designed by engineers of the B.O.W. and the army. The study will focus on infrastructural projects on the islands of Java and Sumatra which contain 5,500 and 2,000 km of railway lines respectively. The itinerary also includes visits to the three main harbours for international shipping in Medan, Jakarta and Surabaya. But also the public architecture realized in the first decades of the 19th century by Dutch engineers will be examined in order to draw possible correlations between these buildings and infrastructural projects of the same period. The structures will not only be carefully photographed à la Bernd and Hilla Becher, but also be analyzed through orthographic projections in order to reveal certain relationships between these constructions. The architectural drawing will try to disclose the proportions, dimensions and latent geometries of the steel trusses and concrete members used in the Calvinist structures. The chosen precedents range from bridges, water towers or dams in order to search for reoccurring motifs in these constructions, but also correlations with architectural projects of that period. Since there hasn't been much written nor documented about these infrastructural endeavors of the early Dutch colonial period, this travel fellowship would offer a great opportunity to investigate these often unknown and forgotten monuments.

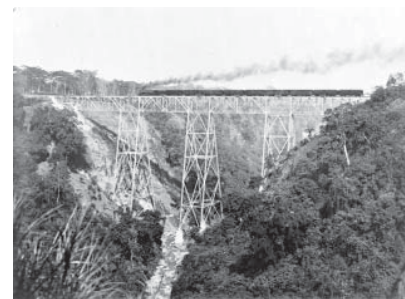
- Akihary, Huib. *Architectuur & Stedenbouw in Indonesië 1870/1970*. Zutphen: De Walburg Pers, 1990.

- Passchier, Cor. "Colonial architecture in Indonesia References and developments." In 'The Past in the Present' - 'Architecture in Indonesia', edited by Peter J.M. Nas, 97-112. Rotterdam: NAI Publishers, 2007.

- Ravensteijn, Wim, and Marie-Louise ten Horn-van Nispen. "Engineering an Empire: The Creation of Infrastructural Systems in the Netherlands East Indies 1800-1950." *Indonesia and the Malay World* 35:103 (2007): 273-292.



Jembatan Sasaksaat, West-Java



Jembatan Cisomang, West-Java



Cikubang Bridge, West-Java



Kota Intan Bridge, Jakarta



Jagir Water Gateway, Surabaya



Tirtanadi Water Tower, Medan

Itinerary

Day 1-6: Jakarta

Kota Intan Bridge, City Hall of Batavia, Government House, Waterloo Square, Lapangan Banteng, House for Public Council by J. Tromp, Jalan Gajah Mada, Pasar Glodok, Pasar Tanah Abang, Bank of Java, Hotel 'des Galleries', Office building 'Bank of China'

Day 7-8: Bogor

Train transportation Jakarta - Bogor: 1u44min.
One of the first railroads in the colony 1873

Day 9-11 Bandung

Train transportation Jakarta - Bandung: 3u31min.
Cikubang Bridge, Jembatan Cisomang, Jembatan Sasaksaat, Cihayang Bridge, Cimanuk Railway Bridge, Cirangrang Bridge, Citiis bridge, Town Hall, Gedung Sateh, Stock Exchange by C.P. Wolff, Villa Isola, Hotel Preanger

Day 12-16 Semarang

Train transportation Jakarta - Semarang: 7u38min.
Lawang Sewu (headquarters of the Dutch East Indies Railway Company), Gedung State, Office for Steam Navigation by Th. Kartsen

Day 17-21 Surabaya

Train transportation Semarang - Surabaya: 4u50min.
Jagir Water Gateway, Concordia building, Orphanage by J.P. Ermeling, Governor office building by W. Lemei, Civil hospital (CBZ)

Day 22-25 Medan

Flight Surabaya - Medan: 4u25min.
Tirtanadi Water Tower, Medan Post Office, Headquarters of Royal Packet Company

Day 26 Kuala Simpang

Kuala Simpang Bridge

Day 27-28 Jakarta

Flight Medan - Jakarta: 2u15min.

Estimated expenses

Transportation

Flight: Round trip to Jakarta:	\$1,650
Train: Surabaya - Medan:	\$150
Medan - Jakarta:	\$150
Jakarta - Bogor (roundtrip):	\$25
Jakarta - Bandung (roundtrip):	\$45
Jakarta - Semarang:	\$50
Semarang - Surabaya:	\$65

Accommodation & everyday meals

Hotel: \$50/night x 28	\$1,400
Food: \$30/day x 28	\$840

Archiving

Archiving materials:	\$2,500
Post-production drawings:	\$2,000

Total: \$8,875



Sumatra & Java