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Hollandia Haven – Hollandia Binnen: Two Historic Towns in Jayapura City

ABSTRACT: *The history of the city seems to be beneficial in urban studies. Thematically, the discussion of the city is not only to look the city from the structural aspects, but also look at the historical reconstruction. The most important aspect of historical reconstruction is the time-bound development. Therefore, the thematic discussion of the city is essential to incorporate the discussion structurally with regard to the chronological aspect. This study relates to Jayapura City in Papua Province, that is located at the eastern end of Indonesia and directly borders with neighboring countries, PNG (Papua New Guinea). The geographical conditions of Jayapura City are very diverse and dominated by hills that lead to the formation of separated urban areas. Currently, there are two major parts of the urban areas well-known as Jayapura and Abepura. Historically, Jayapura and Abepura were two old urban towns, namely “Hollandia Haven” and “Hollandia Binnen”. The existence of two parts of the urban areas in Jayapura City is one of the interesting things to be studied to determine its relevance to historical factors of Jayapura City. The division of developmental stages into some phases was carried out to understand how the pattern of historical development of Jayapura City is. Results of the study showed that the two urban towns have existed since the established of Jayapura City and survived to date. The presence of both old towns form the characteristics of “two cities within a city”.*

KEY WORDS: *Historic Towns; Two Cities; Hollandia Haven; Hollandia Binnen; Jayapura City.*

INTRODUCTION

Jayapura City is the capital of Papua Province, located at the eastern end of the Republic of Indonesia and has direct borders with neighboring countries, PNG (Papua New Guinea). This city consists of five Districts (*Kecamatan*). At present, the development of urban areas has occurred in four Districts, namely: North Jayapura, South Jayapura, Abepura, and Heram (Jones & Suhartini, 2014). Meanwhile, Muara Tami District still

consists of rural areas and is being prepared as the next direction of development of Jayapura City, i.e. to the east of Jayapura City until the border with PNG (Jones & Suhartini, 2014; and Pakasi, 2016).

The diverse geographical conditions of Jayapura City resulted in the formation of separated urban areas. Nowadays, local people know Jayapura City as Jayapura city area and Abepura city area, even though both cities are located within the administrative

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area of Jayapura City (King, Elmslie & Gannon eds., 2011). The center of Jayapura city area is around Taman Imbi, while the center of Abepura city area is around Lingkaran Abepura. Both cities are separated by a hilly area known as Skyline. The well-known two urban areas in Jayapura City, i.e. Jayapura and Abepura cities, are not separable from the history of Jayapura City. Both urban areas are formerly the centers of old towns established by the Dutch government and the Allies at the beginning of Jayapura City (King, Elmslie & Gannon eds., 2011; and Jones & Suhartini, 2014).

The area known as Jayapura was formerly called *Hollandia Haven*, and the area known as Abepura was formerly called *Hollandia Binnen*. The area of *Hollandia Haven* (which was later known as *Hollandia*) was located on Yos Sudarso Bay, with a narrow strip of land and being dominated by hills. The area is at present an administrative region of North Jayapura and South Jayapura districts (Jones & Suhartini, 2014).¹

In this areas, for the first time, Captain Sasche built a government post in the form of military bivouac and proclaimed the establishment of *Hollandia* on 9 March 1910 (King, Elmslie & Gannon eds., 2011). Meanwhile, *Hollandia Binnen* was located in the hinterland with wider plains. The area is currently the administrative areas of Abepura and Heram Districts. *Hollandia Binnen* was formerly the administrative center of the Allies, which then became the center of the Dutch government after the latter returned to occupy at the end of the Second World War in

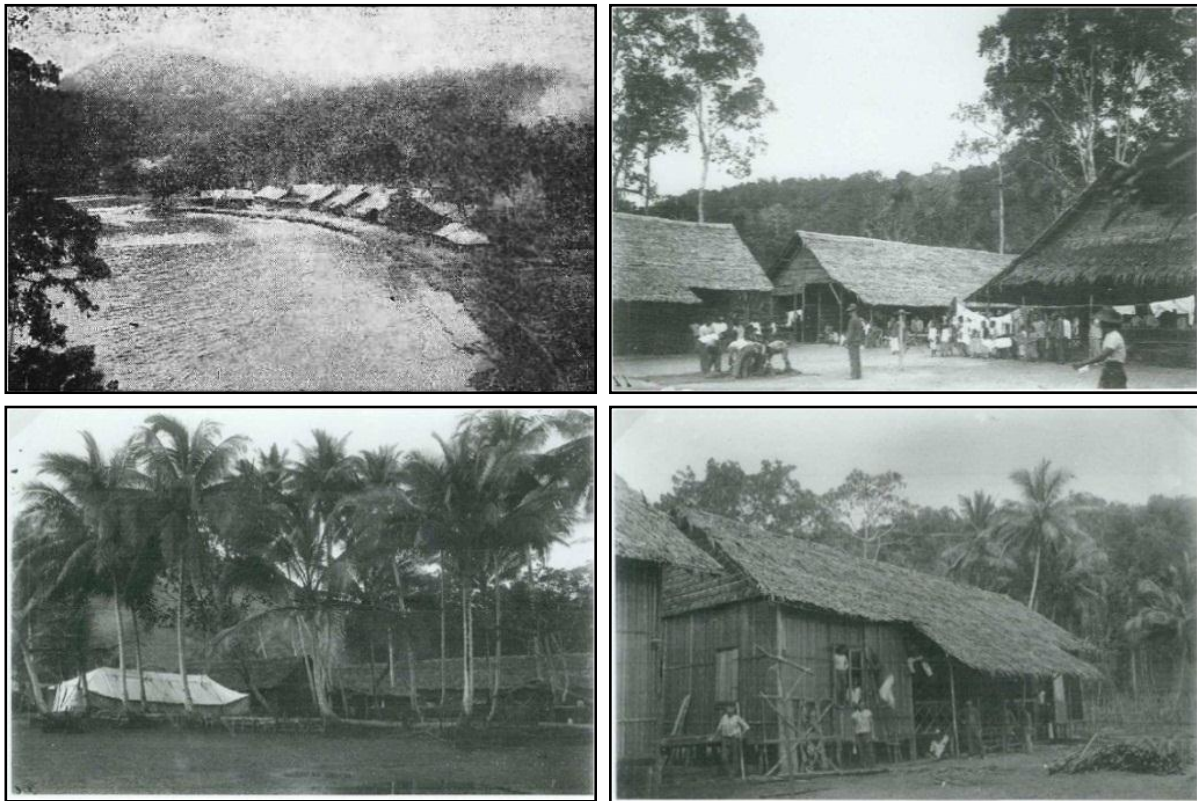
¹See, for example, "Jayapura Regency". Available online at: https://en.wikipedia.org/wiki/Jayapura_Regency [accessed in Yogyakarta, Indonesia: January 25, 2017].



Figure 1:
"Hollandia Haven and Hollandia Binnen in 1956"
(Source: <http://www.vanderheijden.org>, 19/12/2016)

1946. The Dutch government then moved its government center into *Hollandia Haven* in 1958 (Finney, 1970; and Pouwer, 1999). See figure 1.

The existence of both old cities, i.e. Jayapura (formerly *Hollandia Haven*) and Abepura (formerly *Hollandia Binnen*), resulted in two urban areas in Jayapura City. The geographical conditions in the two cities show unique characteristics, where almost all areas of the urban areas are separated geographically, but are similarly linked as parts of the administrative area of Jayapura City. Considering the unique geographical phenomena in Jayapura City, the researcher was interested in studying how the historical development of Jayapura City.



Picture 1:

“Bivak Hollandia in 1910”

(Source: K.W. Galis & H.J. Doornik, 1960; and <http://www.papuaerfgoed.org>, 6/5/2016)

METHOD

The history of the city seems to be beneficial in urban studies. P. Basundoro (2012) suggested that to further simplify the discussion of the history of the city, the scope can be simplified into just a few parts, namely a chronological discussion and a thematic discussion (Basundoro, 2012). The chronological discussion is to discuss the city from period to the period through the staging of urban development to be studied; while the thematic discussion of the city requires an understanding of problems that develop in urban areas with a structural model, with borrowing concepts and theories of social science (*cf* Kartodirdjo, 1982 and 1992; Colantonio & Dixon, 2009; Basundoro, 2012; and Stupariu *et al.*, 2015).

Thematically, the discussion of the city is not only to look the city from the structural aspects, but also look at the historical reconstruction. The most important aspect of historical reconstruction is the time-

bound development (Colantonio & Dixon, 2009; and Basundoro, 2012). Therefore, the thematic discussion of the city is essential to incorporate the discussion structurally with regard to the chronological aspect.

In this study, the division of developmental stages into several thematic development phases with regard chronological aspect was done to understand how the pattern of historical development of Jayapura City is.

FINDINGS AND DISCUSSION

Hollandia Bivouac in Humboldt Bay, 1909-1944. Jayapura City has grown and developed on land around Humboldt Bay (currently Yos Sudarso Bay), which was formerly a sago forest and gardens of belonging to indigenous peoples, namely Tobati, Enggros, Kayu Batu, Kayu Pulo, and Nafri tribes. Meanwhile, the settlement of indigenous people was located on the water that lies scattered around Humboldt Bay in a form of stilt houses. The initial

establishment of Jayapura City began with the establishment of Hollandia Bivouac by the Dutch government in 1909. On 7 March 1910, or on exactly six months later Captain of Infantry F.J.P. Sachse proclaimed Numbay Plain with a new designation, i.e. Hollandia (Galis & Doornik, 1960; and Kambu *et al.*, 2009). See picture 1.

Until 1942, the development of urban areas in Jayapura City has practically only occurred along the valley. At that time, the Dutch government did not quickly develop regions in Hollandia and throughout Papua. Papua remained under the rule of Tidore residency (Bone, 1958; and Ploeg, 1999). The Dutch government considered that direct rule cost too much. Similarly, the Dutch central governments in Den Haag and in Batavia argued that the development in Papua was not profitable, because nature was too hard to occupy and local people were too primitive (Koentjaraningrat & Bachtar, 1963).

Hollandia then developed as a permanent representative of the Dutch-Indies government and missionaries who spread Christianity. At that time, the role of the colonial system in indigenous communities in Hollandia was more directed to build civilization (Koentjaraningrat *et al.*, 1994).

Twin Towns of Hollandia Haven and Hollandia Binnen, 1944-1958. When it was under the power of American soldiers, Hollandia developed very fast. American soldiers made Hollandia as one of the very strategic security bases to control Japan using a “jumping frog” war strategy (Lijphart, 1966; Taaffe, 1998; and Culpepper, 2008). Under the American soldiers’ war strategy, Hollandia was made as Base G, while Base F was located in Finchhaven or PNG (Papua New Guinea) and Base H was located in the Philippines (Taaffe, 1998).

When the American forces captured Hollandia, their headquarter were established at *Hollandia Binnen* (Roscoe, 1959). As a city that was built for military purposes, Hollandia had a distinctive face as the American soldiers built war facilities in distance to minimize severe damages due to enemy attacks (NGIR, 1958). The location of the American air force bases was located in Sentani, while that of the

military bases was located in Humboldt Bay. The location of headquarters in *Hollandia Binnen* was precisely located in the middle of air force base and navy base (Godschalk, 1993; and Taaffe, 1998).

The headquarters of General McArthur was originally built in Sentani, near the air force base, but was later moved to the area known as *Hollandia Binnen* (Taaffe, 1998). In this region, the residences of General MacArthur, the officers and various facilities, such as hospitals for American troops, ice factory, and *malaria* control unit were built. Meanwhile, in Humboldt Bay area, which was used as a military base, the Allied forces built various war facilities, such Destroyer Repair Base, 11 Shipyards, APO (Army Post Office), military camps, and warehouse supplies.²

To connect the various far distant locations, the Allied troops built a highway with a length of 70 km and a width of 10 m. The highway was named Queens High Road and later changed again to the name Polimac Road. Thanks to the heavy equipment mechanics, the road infrastructure could be finished quickly by members of the 350th Zeni Regiment and audied partly by members of CB (Construction Battalion) of the Fleet VII (Kambu *et al.*, 2009).

On 25 January 1946, the Allied forces under the American control handed back the Hollandia town, even the entire region of Papua, to the Netherlands East Indies government (Penders, 2002). When the Dutch returned, they were glad to occupy the buildings left behind by the Americans. The Dutch government then used the Allied forces’ heritage of buildings to run the government. The administrative capital remained at *Hollandia Binnen*. The headquarters that currently located in *Hollandia Binnen* was used as Resident *Ambtswoning*, which was then used as the Governor’s Palace (Markin, Terence, 1996; and Monbiot, 2003).

Meanwhile, the residences of the officers of the Allied forces were made as government hotels. In the area, the residential areas of

²See “Bases in the Southwest Pacific”. Available online at: https://www.ibiblio.org/hyperwar/USN/Building_Bases/bases-26.html [accessed in Yogyakarta, Indonesia: December 19, 2016].

new coming people have also appeared named in accordance with the ethnic name of people there, i.e. China Village, Ambon Village, and Kei Village. Since then, building construction has gone ahead steadily, and a fine town has grown up around the harbor, i.e. *Hollandia Haven* (Roscoe, 1959; and Galis & Doornik, 1960). See pictures 2 and 3.

The existence of *Hollandia Haven* as a military base and *Hollandia Binnen* as government center (headquarters) can be seen as a form of the twin city. According to S. Kostof (1992), twin city is a couple parts in a city that are connected parallel, for example between administrative capital and a military base (Kostof, 1992). Liaison between the pair part of the city was the main road of military camp to the administrative capital. See also picture 4.

Monocentric Hollandia into Jayapura, 1958-1993. In 1958, the capital of *Hollandia Binnen* was moved to the beach of the Humbolt Bay or *Hollandia Haven* (Kostof, 1992; and Visser, 2012). A consideration of the capital transfer to the bay area was that at the area, there were more facilities as the heritage of the American soldiers that could be used for urban activities. In this phase, *Hollandia Haven* was established as the only *Hollandia* in the future. This was a part of the first step in the plan to leave *Hollandia Binnen* and then concentrated all people in *Hollandia Haven*.³

Before moving the old capital to *Hollandia Haven*, the Dutch government made the development plan of *Hollandia Haven* city



Picture 2:
Governor's Residence in *Hollandia Binnen*
(Source: K.W. Galis & H.J. Doornik, 1960)



Picture 3:
Hollandia Binnen in 1948
(Source: K.W. Galis & H.J. Doornik, 1960)

in 1953, which covered the area along the waterfront of Humbolt Bay (Galis & Doornik, 1960; and Kambu *et al.*, 2009). The development plan showed that the center of the city for trading and official activities was located along the valley and the surrounding bay. This area was an area where the *Hollandia Bivouac* was established as an embryo of the birth of Jayapura City (Flassy, 1997; and Kambu *et al.*, 2009). In addition,

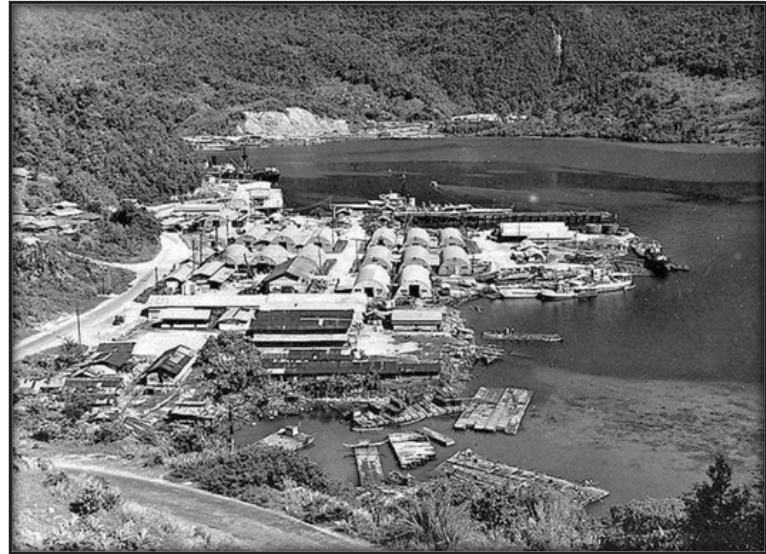
³See also "Hollandia" in *The Pacific War Online Encyclopedia*. Available online also at: <http://pwencycl.kgbudge.com/H/o/Hollandia.htm> [accessed in Yogyakarta, Indonesia: January 25, 2017].

the recreation areas, settlements with the facilities, and small industries were planned. See picture 5.

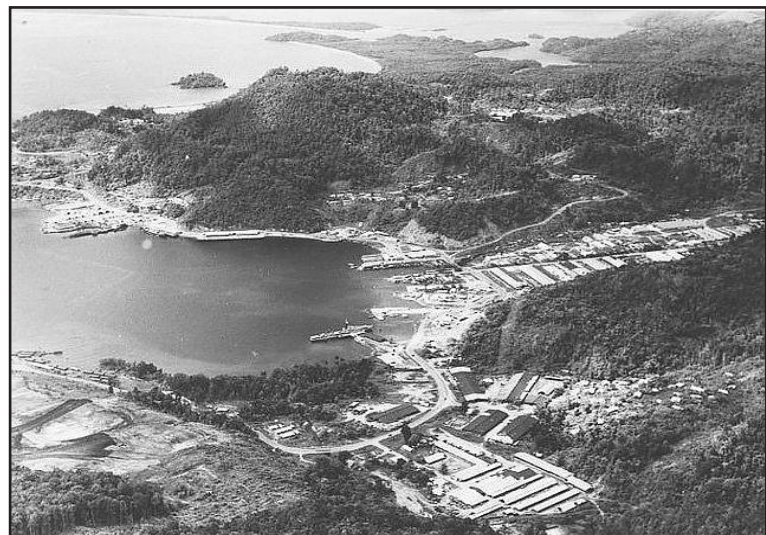
Hollandia town at the time became a place to accommodate Dutch people exodus from other cities in Indonesia after the Dutch government recognized the Indonesian independence in 1949 (Lagerberg, 1979; Soedharto, 1997; and Suroto, 2010). The highest echelons of government, including the mission, were held by the Dutch only; while the middle and low levels were populated by the Malay-speaking Asians. In the 1930s, there were only about 200 Europeans in Papua. But towards the end of 1949, both the Indo-European and the Netherland people moved in large number and many Indonesian people also left Papua. In a year the European population that was previously less than a thousand was more than 8,500 people (Bone, 1958; Lijphart, 1966; and Lagerberg, 1979).

Since the beginning, *Hollandia* town was a *Burger-Staad*, so that the population was averagely civil servants or employees working in various businesses, such as contracting, commercial, plantation projects, and so on. People who entered this town were filtered tightly as it must be regulated in accordance with the capacity of meeting the needs for infrastructures and facilities available. In such stringent conditions, immigrants from other parts of West Irian were for particularly good reasons (Flassy, 1997). See picture 6.

With the fulfillment of basic needs, there was the difference in *Hollandia's* population in liberal capitalist society between the Indonesian middle employees in Polimak and the European employees, who had the right to reside *Noordwijk* (Dok V) or *Hemelsport* (Angkasapura). Such status actually confirms



Picture 4:
“Destroyer Repair Base in *Hollandia Haven*, 1948”
(Source: <https://www.flickr.com>, 20/4/2016)



Picture 5:
“*Hollandia Haven*, 1955, Humboldt Bay”
(Source: <https://www.flickr.com>, 20/4/2016)

the definitive separation between the Netherland and Indonesian people within the same urban areas (Mansoben, 1997).

P. Basundoro (2012) argued that one of the characteristics of a colonial town in the Indonesia is that the designer and builder of the town were Dutch people, so that the physical forms were also tailored to the interests, needs, and tastes of the Dutch people from Europe (Basundoro, 2012). In addition, the colonial cities also became the

center of colonial rule at central and local levels. One characteristic that distinguishes the colonial city and non-colonial city was the concentration of social, economic, and political forces in the hands of colonists, which usually was in a race-based group (Furnivall, 1948; Vlekke, 1960; and Basundoro, 2012). See picture 7.

On 31 December 1963, for the first time, the First President of the Republic of Indonesia, Ir. Soekarno, visited Papua and renamed *Kota Baru* (New Town) as *Soekarnopura* and *Humbolt Bay* as *Yos Sudarso Bay*. Based on the Presidential Edict No.22/1963, as outlined in the Decree of the Deputy Minister of Irian Barat No.97/PM/1965, with the elimination of the Residency name (formerly *Afdelings*) was changed to be Administrative Sukarnopura Regency; and, in October 1968, be Administrative Jayapura Regency, while Sukarnopura becomes Jayapura District (Flassy, 1997). Jayapura District was a capital of Irian Jaya, covering the area of *Hollandia Haven*.

Twin Cities of Jayapura and Abepura, 1993 - Present.

In 1993, a change occurred in status from administrative city to Jayapura Municipality (Flassy, 1997; Mansoben, 1997; Hedman ed., 2007; and Kambu *et al.*, 2009). This change in status was also followed by administrative territorial expansion with the inclusion of Abepura District, which had previously been part of Jayapura Regency. With Abepura District included into Jayapura Municipality, the historic town area that was formerly known as *Hollandia Binnen* joined to the territory of Jayapura Municipality.

This led to the presence of two historical town centers in Jayapura City, i.e. the historical town center located on Yos Sudarso



Picture 6:

Governor's Palace in *Hollandia Haven*, 1960

(Source: K.W. Galis & H.J. Doornik, 1960; and "Album Hollandia 50 Jaar" at: <https://www.google.co.id>, 15/1/2017)

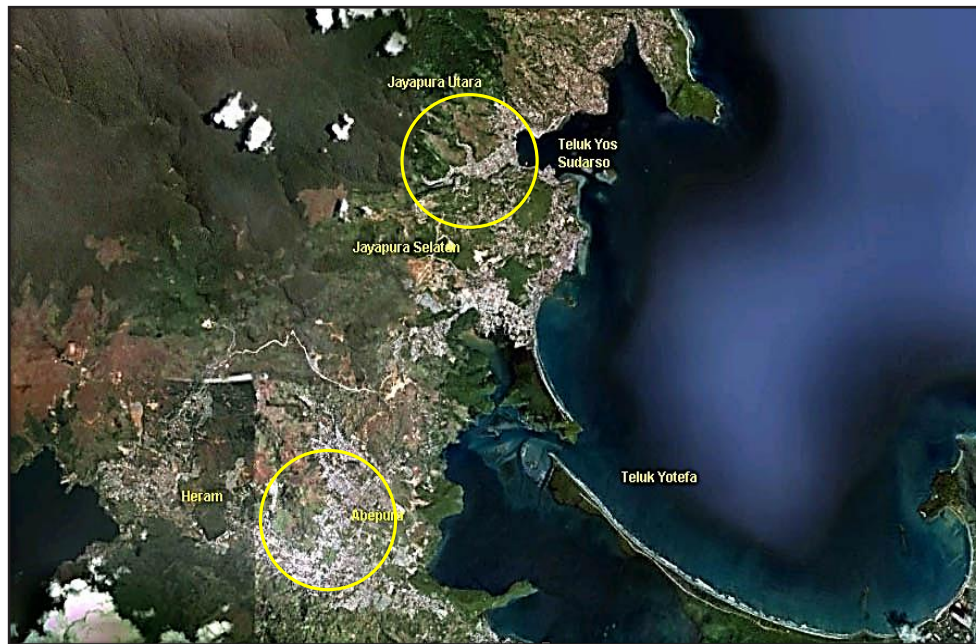


Picture 7:

"Noordwijk Dock V in *Hollandia Haven*, 1960"

(Source: <https://www.flickr.com>, 20/4/2016)

Bay established by the Dutch government and the historical town center located in Abepura established by the Allies forces, and followed by the Dutch government when it returned to occupy in Hollandia (Penders, 2002; Monbiot, 2003; King, Elmslie & Gannon eds., 2011; and Baharuddin *et al.*, 2016). See picture 8.



Picture 8:
Two Centers of Urban Areas (Jayapura dan Abepura) in Jayapura City
(Source: Alfini Baharuddin *et al.*, 2016:154)

CONCLUSION

Two urban areas in Jayapura City have actually existed since the establishment of Jayapura City. Both urban areas were formerly two separate old towns known as *Hollandia Haven* and *Hollandia Binnen*. *Hollandia Haven* was located on the bay, while *Hollandia Binnen* was located in the hinterland. Both towns were formerly administrative centers. Although in some development phases of Jayapura City, each of the historic towns was an administrative center indicated by the existence of Governor's Palace, at present both historic towns have joined the administrative area of Jayapura Municipality. People in Jayapura City have a strong image for the existence of both the historic towns.

Initially, the formation of two towns, i.e. *Hollandia Haven* and *Hollandia Binnen*, was also the influence of power (regime) at the time. *Hollandia Haven* was a town established by the Dutch government, while *Hollandia Binnen* was a town established by the American army. Historically, Jayapura town built as a military town shaped the typical face of town where parts of the town were located far apart, which were intended to minimize devastation due to enemy attacks. The location

of the American air force bases was located in Sentani, while that of the military bases was located in Humboldt Bay. Selection of the location for the headquarters of USA (United States of America) forces in *Hollandia Binnen* was based on consideration of the determination of distant locations for military purposes. The location of headquarters in *Hollandia Binnen* was precisely located in the middle of the air base and sea base.

In its development, the existence of both old towns, Jayapura and Abepura, show the persistent characteristics of "two cities within a city". In this context, I. Pătru Stupariu *et al.* (2015) argued that identifying the historical persistence of land cover and transferring this information to the analysis of cultural landscape continuity can be an important tool both in assessing the past and projecting the future (Stupariu *et al.*, 2015:96).

As a continuation of this study, it is necessary to conduct a more in-depth study of the factors influencing the survival of both the historic towns, especially in view of spatial perspective.⁴

⁴**Statement:** I, hereby, declare that this article is my original academic work, it is not product of plagiarism, due to all sources used and cited in the analysis are showed clearly and available in the References. This article is also not submitted, reviewed, and published yet in other scholarly journals.

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