Planning Perspectives Interpretation of Simon Stevin's ideas on the Verenigde Oostindische Compagnie (United East…

Article in Planning Perspectives · October 2014
DOI: 10.1080/02665433.2014.943676

3 authors, including:

Robert C.M. Weebers
University of Malaya
15 PUBLICATIONS 2 CITATIONS

Yahaya Ahmad
University of Malaya
41 PUBLICATIONS 122 CITATIONS

Some of the authors of this publication are also working on these related projects:

The Development of the town of Tanah Rata in the Hill Station of Cameron Highlands from 1925-1957. View project

Performance of Urban Heritage Trees in World Heritage Site View project
Planning Perspectives

Interpretation of Simon Stevin's ideas on the Verenigde Oostindische Compagnie (United East Indies Company) settlement of Malacca

Robert C.M. Weebers\textsuperscript{a} & Yahaya Ahmad\textsuperscript{a}

\textsuperscript{a} Arts & Social Sciences, Faculty of Built Environment, Universiti Malaya, Jalan Pantai Baru, Lembah Pantai, Kuala Lumpur 50603, Malaysia

Published online: 25 Sep 2014.

To cite this article: Robert C.M. Weebers & Yahaya Ahmad (2014) Interpretation of Simon Stevin's ideas on the Verenigde Oostindische Compagnie (United East Indies Company) settlement of Malacca, Planning Perspectives, 29:4, 543-555, DOI: 10.1080/02665433.2014.943676

To link to this article: http://dx.doi.org/10.1080/02665433.2014.943676

PLEASE SCROLL DOWN FOR ARTICLE

Taylor & Francis makes every effort to ensure the accuracy of all the information (the “Content”) contained in the publications on our platform. However, Taylor & Francis, our agents, and our licensors make no representations or warranties whatsoever as to the accuracy, completeness, or suitability for any purpose of the Content. Any opinions and views expressed in this publication are the opinions and views of the authors, and are not the views of or endorsed by Taylor & Francis. The accuracy of the Content should not be relied upon and should be independently verified with primary sources of information. Taylor and Francis shall not be liable for any losses, actions, claims, proceedings, demands, costs, expenses, damages, and other liabilities whatsoever or howsoever caused arising directly or indirectly in connection with, in relation to or arising out of the use of the Content.

This article may be used for research, teaching, and private study purposes. Any substantial or systematic reproduction, redistribution, reselling, loan, sub-licensing, systematic supply, or distribution in any form to anyone is expressly forbidden. Terms & Conditions of access and use can be found at http://www.tandfonline.com/page/terms-and-conditions
Interpretation of Simon Stevin’s ideas on the Verenigde Oostindische Compagnie (United East Indies Company) settlement of Malacca

Robert C.M. Weebers* and Yahaya Ahmad

Arts & Social Sciences, Faculty of Built Environment, Universiti Malaya, Jalan Pantai Baru, Lembah Pantai, Kuala Lumpur 50603, Malaysia

(Received 2 October 2013; final version received 3 June 2014)

Simon Stevin’s (1548–1620) treatises had an influence on the construction of settlements in Southeast Asia as well as on the settlement of Malacca. In the treatise ‘Ideal Plan for a City’, published in 1649, Stevin developed a city design in which he was influenced by ideas of an ideal town according to the principles of the Italian Renaissance (fourteenth century until the sixteenth century). This treatise had an influence on the development of settlements in Southeast Asia. The settlement of Malacca was influenced, apart from the Dutch, by Portuguese design and architecture. The influence of Simon Stevin’s treatise was also noticeable on the Verenigde Oostindische Compagnie (United East Indies Company – VOC) settlement of Jayakarta (Batavia). VOC architecture and town planning in general was influenced by the ideas of Simon Stevin. The findings are that the three requirements, defence, agriculture and location, are met as mentioned by Stevin in ‘Ideal Plan for a City’. The other requirements of design (as mentioned in his treatise Vande Oirdeningh der Steden of 1599) – arithmetic, symmetry, placement of buildings and a system of streets – are not met.

Keywords: Southeast Asia; VOC; Dutch; settlements; Malacca; Simon Stevin

Introduction

The focus of this article is Verenigde Oostindische Compagnie (United East Indies Company – VOC) architecture and town planning according to the ideas of Simon Stevin. The VOC was a chartered company founded in 1602 and based in Amsterdam, the Netherlands. It was granted a 21-year monopoly to carry out trade activities in Southeast Asia. The company was allowed to build forts, upkeep armies, and negotiate and bring about treaties. It went bankrupt at the end of the seventeenth century and was taken over by the Dutch government.

The Flemish mathematician and military engineer Simon Stevin (1548–1620) wrote treatises (principles) on the planning and construction of forts and settlements that influenced the construction of settlements in Southeast Asia. Materiae Politicae (Political Subjects) was published in 1649, after Stevin’s death. Part of this treatise, Onderscheyt vande oirdening der steden and Byvough der stedenoirdening, vande oirdening der deelen eens hvis Met i gheene daer ancleeft (Designing Cities), described his ‘Ideal Plan for a City’. Stevin was influenced by ideas of an ideal town according to the principles of the Italian Renaissance (a harmonious arrangement and a uniformity of elements as seen in classical antiquity and in particular ancient Roman architecture) in combination with Dutch civil engineering and fortification works from the sixteenth and seventeenth centuries (Figure 1).1

*Corresponding author. Email: robertcmweebers@gmail.com

© 2014 Taylor & Francis
Methodology

Access to primary sources (Stevin’s original treatises) was limited. Therefore, the research focused mainly on secondary sources accessed in the Royal Library in The Hague and the Library of the University of Nijmegen in the Netherlands. These sources provided information about the architecture and town planning of VOC settlements as well as about the VOC town of Malacca. The findings of Jabatan Warisan Negara (Department of National Heritage) on the excavation of the fort in Malacca were studied and the Nomination Dossier containing Malacca’s application for UNESCO World Heritage status was examined.

Outline

The article begins with a section on the historical context of Southeast Asia. Colonization events of the British in Southeast Asia are followed by the development of the settlement of Malacca and the importance of this settlement as a trade post or port town. The demolition of Malacca Fort by the British and the partial reconstruction by the Malacca State Government are discussed. The town planning from the Portuguese and VOC periods and the architectural influences on the town of Malacca are described, followed by a short description of the VOC settlement of Jayakarta (Batavia). More is explained on VOC architecture and town planning before a discussion on the application of the ideas of Simon Stevin on the settlement of Malacca. The article concludes with an overview of the present day development of Malacca as a World Heritage Site.

Historical context

In the sixteenth and seventeenth centuries, parts of Southeast Asia were conquered by consecutive European countries because of their importance to trade. The port town of Malacca was taken for that purpose. Due to its strategic position on the Straits of Malacca, goods were
traded there from Arabia, Persia, India, China, Japan and Portugal. The Portuguese recognized the importance of Malacca and conquered it in 1511.

A rivalry continued between the Portuguese and the Dutch, and eventually Malacca was taken by the Dutch in 1641. However, the Dutch did not develop Malacca as a trading town but favoured Jayakarta instead. Jayakarta, located on the island of Java, was the capital of the Dutch East Indies from 1619 until 1945, when Indonesia gained independence. The Dutch East India Company chose Jayakarta as the trade and administrative centre in Southeast Asia because of its location at the Straits of Sunda, an important alternative route to the West, and because it had a central position in the archipelago.4

The British administered Malacca from 1795 to 1818, during the Napoleonic Wars (1803–1815) in Europe. The development of Malacca was not encouraged because the British intended Penang to have a monopoly position in the Malay Peninsula. They recognized that Malacca would be a threat to Penang’s development after it was handed back to the Dutch following the fall of Napoleon in 1814.5 After Malacca was returned to the Dutch it remained a Dutch colony until 1824. Negotiations in 1824 between the Dutch and the British led to an exchange of Malacca and Bencoolen on Sumatra.

During Simon Stevin’s lifetime, the European continent was in constant turmoil due to issues of independence, territory, religion, trade and succession. Wars raged in Russia, France, Portugal and Ireland. There were conflicts between the Spanish and the British, between the Russians and the Swedes, and many more. During the Eighty Years’ War (the Dutch War of Independence) from 1568 to 1648, Spain dominated the Netherlands, but eventually the Dutch succeeded in gaining their independence.

British colonization events in Asia

The British created an empire in Southeast Asia during the eighteenth and nineteenth centuries in India and the British East India Company administered India from 1757 until 1858. The British government assumed responsibility for the administration of the Indian subcontinent after the Indian rebellion of 1857, through 1947 when the country gained independence.

In the late eighteenth century, the British agreed to take over Ceylon (Sri Lanka) from the Dutch. Ceylon was a British Crown colony as of 1803. The whole country was under British rule from 1815 until independence in 1948. Burma, now Myanmar, was conquered during three Anglo-Burmese Wars (1824–1826, 1852, and 1885–1886) and became a province of British India in 1897. In 1935, the British agreed to separate Burma from India; the agreement came into effect in 1937. Burma negotiated its independence from Britain in 1948.

On the Malaya Peninsula there were three different British spheres of influence: the Straits Settlements created in 1826,6 the Protectorate of the Federated Malay States founded in 1896 and the Unfederated Malay States established in the first half of the twentieth century.7 In 1946, the Straits Settlements and the States were merged into the Malayan Union, which became the Federation of Malaya in 1948. The Federation became independent from Britain in 1957. In 1963, the Federation of Malaya was renamed Malaysia and merged with Singapore, Sarawak and Sabah. Singapore was asked to withdraw from the Federation in 1965, and since then has been an independent city-state.

Hong Kong became a colony of the British Empire after the First Opium War (1839–1842). Hong Kong Island was first ceded to Great Britain in perpetuity, followed by Kowloon
Peninsula in 1860. The New Territories were leased in 1898. Hong Kong was occupied by Japan during the Second World War, after which the British resumed control until 1997, when the colony was handed back to China.

Importance of Malacca as a trade post

Malacca was established at the mouth of a small river, the Bertam River, now the Malacca River, and was situated on the Straits at the west coast of Peninsular Malaya. Due to the monsoon winds, ships could only sail every half-year from east to west. Malacca was located in marshland and diseases were rampant. The first inhabitants were fishermen and pirates who in time became tradesmen. Malacca was a cosmopolitan and prosperous city by the time the Portuguese arrived.8

Malacca became an important port where ships from countries from all over Asia – Thailand, Indo-China, Japan and the Philippines – could anchor and where all kinds of goods were traded. Ships also came from the coast of Northern Sumatra, in particular the towns of Pasai and Pedir, with tin, gold products and pepper, and traded them for cloth, opium and food.9 Food, jungle products and poor quality gold were brought from Siak and Kedah on the Malay Peninsula.

Malacca Fort

In 1807, on the orders of the East India Company in Penang, demolition works started on the Fort of Malacca to prevent the Dutch from regaining their trade monopoly in the region after the Napoleonic Wars.10 The East India Company ordered the settlement’s evacuation and demolition.11 The demolition was overseen by the Resident of Malacca, Captain William Farquhar.12 The inhabitants protested about these measures in a petition. Farquhar sent the petition, which he supported, to Penang.13 However he was rebuked by the Board of Directors of the East India Company and was told to carry out the order. In 1808, Sir Thomas Stamford Raffles14 protested about the evacuation of the settlement in an official communication, sent via special messenger, to Lord Minto, Governor-General of India.15 In this communication, he argued the importance of keeping possession of Malacca.16 The only part of the Malacca Fort that was not demolished was the Porta de Santiago, also known as the Land Gate or Bort’s Gateway.

In recent years, Jabatan Warisan Negara determined the position of the walls of the fort and undertook its partial excavation and preservation. The fort had nine bastions: Middelburg, Ernestus, Amsterdam, Victoria, Emilia, Henrica Louisa, Wilhelmus, Maurits and Prins Henrik. Bastion Middelburg was discovered and excavated in 2006–2007.17 It is situated at the western corner of the wall next to the river mouth and was reconstructed in 2008–2009. The bastions of Victoria, Prins Henrik and Wilhelmus have also been excavated. Victoria is situated along the Malacca River, northeast of the fort, while Prins Henrik and Wilhelmus are to the southwest.

Architectural influences and town planning in Malacca

The Portuguese settlement of Malacca

To the Portuguese, Malacca was the most important commercial entrepôt in Southeast Asia.18 After they conquered and destroyed the town in 1511, the Portuguese reconstructed the streets
and squares and built buildings in the Portuguese style. The Malay Fort was severely damaged and was replaced in 1511 by a stone and mortar fort. Portuguese colonial cities are characterized by social and religious buildings. This is also the case for Malacca. The erection of imposing public structures including churches, municipal buildings, hospitals and fortresses is an expression of Portuguese expansion and colonization.19

During Portuguese times, Malacca town consisted of a central area, three suburbs and three parishes. In the town centre, the Rue Diretta, or Straight Street, ran from the main square inside the fort, where the Governor’s House stood, in a straight line across the Malacca River. The main characteristic of Malacca town is the hill that served as an outlook over the Straits. In a short time, a tangle of streets was constructed in the same style as in Portuguese cities, on and around the steep sides of the hill.

The VOC settlement of Malacca

After the VOC/Dutch took over Malacca from the Portuguese in 1641, the design of the Portuguese town was left intact. However, the Dutch did make changes to the town. They renamed streets and buildings. They demolished some buildings and built new ones in the Dutch style. The fort was remodelled to ensure that no other foreign country could take possession of Malacca and thereby threaten the position of the Dutch Trade Empire.

The fort was renamed Fort Wilhelmus. It remained on the left bank of the Malacca River. The town, which retained its original form, was on the right bank. The settlement was circular in form, with a radius of four to five miles.20 The city had a regular street pattern of horizontal and vertical streets, designed in such a way that they took into account the nearby coast and the land behind. The Dutch renamed the Rue Diretta as Heerenstraat (Gentlemen’s Street).21 The Portuguese church on top of the hill was renamed St. Paul’s and was used for Protestant religious services. The symbols of the Catholic faith, the churches and convents, were destroyed or appropriated. The Jesuit College continued as a school. The outer suburbs of the city were Tengkera, to the north of the town, Bandarhilir to the west of the fort on the same riverbank, and Bunga Raya and Bukit China, both northwest of the fort.22

At the bottom of the hill inside the fort, in the main square where the Portuguese Governor’s house had been, the Dutch built the Stadthuys next to Town Hall, between 1641 and 1656. On the same square, next to the Town Hall, a Dutch Reformed Church was built in 1753. The square in front of Town Hall was used as a marketplace. Along the quays at the riverside, other markets were set up where goods were delivered (Figure 2).

The Settlement of Jayakarta was the seat of the overseas government of the VOC and the central meeting point for VOC ships in Asia. The city was rectangular in shape. It was a total design with a fortress as the most prominent building, with a city and villages for the Javanese and Chinese. Construction of the city started on the left side of the river Ciliwung. Around 1629, the city was extended on the right bank of the river. The settlement had two axes. The primary axis ran inland from the fortress at the seaside. The city was extended along this line in the eighteenth and nineteenth centuries. The secondary axis ran horizontal to the first one. The important social buildings, including Town Hall and the main church, were erected along this axis. The secondary axis ran through both and ended at a bastion, which marked the city limits of the seventeenth century city. The defensive systems were extensive: an inner canal, a wall with bastions and an outer canal that surrounded the entire settlement. On the inside of the city there was
a network of canals. The fortress Batavia was on the coast and surrounded by water with an open field, which could be flooded, on the town side. The Ciliwung River was converted into a canal in 1632 and given the name Kali Besar, or Great River. It became the city’s new axis.

Buildings were constructed in the Dutch style. Among them were the Kruyskerk (Cross Church), built in 1632 in the Stadhuisplein (Town Hall square), and characterized by its cruciform shape. In 1732, it was replaced by the domed Nieuwe Hollandsche Kerk (New Dutch Church), now demolished. From 1707 to 1710, the Town Hall, now the Museum Sejarah Jakarta, was built in the Stadhuisplein.

**VOC architecture and town planning**

Dutch settlements in Southeast Asia resemble each other in appearance and character because of the influence of the VOC. During the seventeenth and eighteenth centuries, guidelines and technical and legal regulations were issued from the Head Office of the VOC in Amsterdam. They covered every aspect of life in settlements, from social, economic and cultural matters to trading and warfare, from construction of buildings to trade and everyday living and working. These guidelines and regulations were introduced when the VOC was founded; they were adapted and expanded during the existence of the VOC, a large company for its time.

The choice of a site on which to build a settlement depended on three aspects. It had to be capable of adequate defence, the soil had to be fertile and it had to be located at the estuary of a large navigable river for trade purposes. The important fact in the plan of the city was that all components related to the principles of trade. For that reason, the Vorstelijck huijs or Hof (Royal Palace) was placed to the side of the town. In other less democratic countries, the royal or the noble court was located centrally.

Social, public and trade components were important parts of a VOC settlement. No sick, begging or needy people were to be seen in the streets. All social groups were represented with
their own architectural designs. The VOC granted other religions relative freedom so as to attract foreign workers to their settlements, as the company was not capable of providing enough workers from the Netherlands. Land was reserved, in a VOC settlement, to build churches for other religions next to the centrally located Protestant church.

The VOC introduced strict rules on planning and on the form of the houses and materials to be used. The regulations covered details like building lines and usage of bricks and roof tiles, as well as the design, form and size of doors and windows. Allowances were made, however, for the hot climatic conditions, so different from the Netherlands, and consequently air fans, deep verandas and overhanging roofs were introduced (Figure 3).

The design and planning of VOC settlements, notably Jayakarta, Cochin (India) and Colombo, show the influence of Simon Stevin’s treatises. As described in his ‘Ideal Plan for a City’, he argued that the most suitable city form was a rectangle divided into rectangular blocks for plots, houses, courts and markets, all ordered symmetrically. The street pattern was orthogonal and the streets contained buildings for military and civil use. Military buildings were forts with fortification walls, canals, locks, dikes and bridges (Figure 4).

All buildings and public spaces had a distinct placement in the plan. They were accessible by water or by a network of perpendicular streets. Stevin’s ground plan included a central river or canal that formed the primary axis and ran from the sea, through the settlement, to the land behind. One side of the settlement (the short side) was parallel to the coastline. Gates were located on both sides of the town and on the seaside, the quays of the inner harbour. The most important social and public buildings, including the centre of government, were situated on the second axis, which ran at a right angle to the first one. Both axes were associated with the town’s organization. The one running through the settlement was for transport, while the other related to its social and public functions.

Figure 3. Stadthuys/Town Hall (1641–1656), 2012. Source: R.C.M. Weebers.
A VOC settlement had two distinct axes at right angles to each other – a main axis, a
canal or a river – along which the development of the entire settlement took place, and a
secondary one along which the important buildings, spaces and elements were built. Typical Dutch features like an encircling water-filled moat and canals were added. An elabor- 
ate system of sewerage canals for the release of refuse and sewage from the houses above 
was underneath the street pavements. Canals divided the settlement into four main identical 
bands or strips. Every band had a principal arrangement of 20 similar building blocks. Blocks 
were subdivided into 2 by 10, and were the same in every detail. Buildings were built back-
to-back. A pattern of streets and building blocks, or housing plots, characterized the urban 
structure (Figure 5).

Special elements including churches, colleges, poorhouses and markets subdivided the 
bands or strips into symmetrical parts. The buildings were placed symmetrically. The Hoog-
school (college) was located on the main canal. On the other side of the canal was the Stadthuys, 
and behind it the Armhuijs (poorhouse). A double row of houses was built for the labourers at the 
edge of the town to make a social distinction between the central part of the settlement and the 
rest of the city.

The streets were 60-feet wide and included a separate lane 10-feet wide on each side of 
the street in front of the houses. This left a 40-foot-wide street for traffic. Squares of 360 feet
were designed for the housing blocks, with the two housing plots to be built on the squares back-to-back. 33

In the centre of the town were two squares, the *Grote Marct* (Big Market) and the *Beurze* (Exchange). The Big Market, close to the centre of town, was where fresh goods were sold: fish, poultry, dairy products, vegetables and fruit. Other markets were located next to the Big Market, in the two middle bands. They were the *Coornmarct*, *Beestemarct*, *Houtmarct* and *Steenmarct*, for wheat, animals, wood and bricks, respectively. 34

**Application of the ideas of Simon Stevin to the settlement of Malacca**

The settlement of Malacca possessed the three requirements stated by Stevin in ‘Ideal Plan for a City’: a fort, a large navigable river and fertile soil. The river was the primary axis that divided the settlement into two parts, the town and the fort. Areas throughout the town were accessible by water and the settlement was surrounded in large part by the sea (Figure 6).

The development of the settlement took place along the river as stated in Stevin’s treatise. However, the plan was not rectangular and therefore did not match Stevin’s recommended form. Malacca did not have a network of perpendicular streets and it was not divided symmetrically into rectangular blocks of plots, houses, courts and markets. In other words, buildings and public spaces had no distinct placement in the plan.
Malacca as a World Heritage Site

Since 2008, Malacca has been recognized as a World Heritage Site. It meets three criteria by the International Council on Monuments and Sites (ICOMOS), as mentioned in the Operational Guidelines of 2005. The town of Malacca (1) exhibits an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design; (2) bears a unique or at least exceptional testimony to a cultural tradition or to a civilization, living or disappeared; and (3) is an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates a significant stage, or significant stages, in human history.

In 1989, the Federal Government of Malaysia declared Malacca a Historic City. In 1988, realizing conservation of the town of Malacca would enhance tourism, the State Government of Malacca organized a seminar on the heritage of Malacca, involving local and foreign experts. The outcome was that the state designated the area of St Paul’s Hill a heritage zone. As a result, heritage buildings within the zone, including the Dutch Stadthuys and the Portuguese Porta de Santiago, have been conserved and restored. Recognizing the importance of preserving the cultural heritage of Malacca, both the federal and state governments are involved in the preservation and restoration of historical monuments and sites in Malacca. Local enactments have been introduced which make conservation and preservation possible. As a result, more historic buildings in Malacca, in both the core and buffer zones, have been restored and conserved. Some examples include: the...
VOC Building (1673) in Jalan Hang Jebat (Jonkerstraat), the former shipyard/warehouse in Lorong Hang Jebat, the Department of Museum & Antiquities (before 1700) and the Stamp Museum (late eighteenth century), both in Jalan Kota. Their restoration and conservation has increased public awareness of the importance of heritage conservation in Malacca.38

Conclusion

Simon Stevin’s ideas on town planning did not influence the reconstruction of Malacca during the Dutch period. The three requirements in his treatise, ‘Ideal Plan for a City’, on defence, agriculture and location, were met. However, others requirements on design (as mentioned in the treatise Onderscheyt vande Oirdeningh der Steden of 1599), such as a harmonious arrangement and a uniformity of elements, placement of buildings and a system of streets, were not met.

Malacca was rebuilt in the architectural style of the European countries, Portugal and the Netherlands, by whom it was conquered. The plan of the Dutch settlement did not change appreciably from the Portuguese period.

The Federal Government of Malaysia and the State Government of Malacca have implemented guidelines and legislation to keep designated parts of Malacca as a historical site. On an international level, Malacca’s historical importance was recognized in 2008 by UNESCO when it was granted World Heritage status.

Notes on contributors

Robert C.M. Weebers is an Art Historian by profession. He finished his PhD in 2012 in the Faculty of Built Environment of Universiti Malaya in Malaysia. The research topic was on the Influence of Simon Stevin (1548–1620) Principles on Dutch Towns and Buildings Outside the Netherlands: Case Study of Melaka. His research interests are in the field of art and history.

Yahaya Ahmad is an associate professor with the Faculty of Built Environment of Universiti Malaya in Malaysia. His research and teaching focuses are on different aspects of conservation of built heritage. He is currently lecturing at the University of Malaya and supervising nine PhD students from all over the world.

Notes

1. Oers, Dutch Town Planning Overseas, 11.
2. Oers, Dutch Town Planning Overseas; Mare, “Het huis en de regels van het denken”; Heuvel, “De legerent als bibliotheek” and Heuvel, Reconstructing Stevin’s Huysbou.
5. Napoleon Bonaparte (Ajaccio, Corsica 1769 – Longwood, Sint Helena 1821) was a French military and political leader. Napoleon was Emperor of The French from 1804 to 1815.
6. The Straits Settlements consisted of Penang (1786), Singapore (1819) and Malacca (1824).
7. The Unfederated Malay States included the states of Johor, Kedah, Kelantan, Perlis, and Terengganu. The Federated Malay States was a federation of four protected states. These were the states of Selangor, Perak, Negeri Sembilan and Pahang.
8. Reis Thomasz, Early Portuguese Malacca, 35–6.
11. Ibid., 9.
12. Captain William Farquhar (Aberdeen 1774 – Perth 1839). Chief Engineer in the expeditionary force that took Malacca from the Dutch on 18 August 1795. Promoted to the rank of full Captain on 1 January 1803. Acted as Resident of Malacca from 1803 and was made a full Major in Corps on 26 September 1811. Officially appointed Resident and Commandant of Malacca in December 1813. Held this position for several years, in charge of both civil and military offices, until the Dutch returned in September 1818.
14. Sir Thomas Stamford Raffles (Port Morant, Jamaica 1781 – London 1826). British statesman. Best known for founding the city of Singapore (now the city-state of the Republic of Singapore). He was also involved in the conquest of the Indonesian island of Java from Dutch and French military forces during the Napoleonic Wars, and contributed to the expansion of the British Empire. He was an amateur writer and wrote a book entitled *History of Java* (1817).
15. Gilbert Elliot-Murray-Kynynmound, First Earl of Minto (Edinburgh 1751 – Stevenage, Hertfordshire 1814). Scottish politician and diplomat. Member of the Privy Council of King George III. Viceroy of the short-lived Anglo-Corsican Kingdom from 1793 to 1796 and Governor-General of India between 1807 and 1813. Known as Sir Gilbert Elliott between 1777 and 1797 and The Lord Minto between 1797 and 1813.
21. Other streets were named, for example, Jonkerstraat (Noblemen’s street), Goudsmidstraat (Goldsmith street), Smidstraat (Blacksmith street), Eerste, Tweede and Derde Brugwalstraat (First, Second and Third Bridgewall street) en Vischerstraat (Fisherman’s street).
25. Ibid., 83.
26. The Hoogschool (college) and Armhuijs (poorhouse), Vangenis (prison) and Tuchthuijs (reformatory school) represent the social component. The Groote Kerck (main church) and the Stadthuys (Town Hall) represent the public component. These buildings are all centrally located around and beside the Beurze (Exchange). The Vishuijs (fish house) and the Vleeshuijs (meat house) located adjacent to the Big Market, represent the trade component of the settlement.
28. Ibid.
29. Ibid., 11.
30. Ibid., 81.
31. Ibid., 82.
32. Ibid., 83.
33. Ibid., 82.
34. Ibid., 83.
35. ICOMOS is a non-governmental international organisation dedicated to the conservation of the world’s monuments and sites.
37. *Nomination Dossier*, 133.
38. Ibid., 131.

**Bibliography**


