

**The URBAN HERITAGE of PHILIPSBURG
(St. Maarten – Netherlands Antilles)**

*History of Foundation and Development
& Report of Fieldwork*

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*O, sweet Saint Martin's land,
So bright by beach and strand,
With sailors on the sea
And harbours free.
Where the chains of mountains green,
Variously in sunlight sheen.
O, I love thy paradise
Nature-beauty fairily nice!
O, I love thy paradise
Nature-beauty fairily nice!*

Chorus of *O Sweet Saint Martin's Land*, composed by G. Kemps in 1959.

Foreword

Within the Faculty of Architecture of Delft University of Technology the Department of Architectural Design/Restoration, chaired by Professor Dr. Frits van Voorden, has been conducting research into the characteristics, typologies and developments of Dutch overseas built heritage since the eighties of the last century. Traditional regions of study were the former colonies of the Netherlands.

Because of close cultural-historic and political links and abundance in colonial architectural buildings and ensembles, an emphasis existed on the countries of Indonesia, Suriname, the Netherlands Antilles and Sri Lanka.

With the doctoral research of Van Oers, entitled *Dutch Town Planning Overseas during VOC and WIC Rule (1600-1800)*, the field of research of 'mutual heritage' was expanded to other regions where the Dutch had been active in the planning and building of settlements. During that period new partnerships for co-operation in research were developed, of which the Graduate School of Engineering of Kyoto University in Japan is an important one. Under the supervision of Associate Professor Dr. Shuji Funo graduate and doctoral students are conducting research into British and Dutch Colonial Architecture and Town Planning, originally set in Asia, but eventually also directed to other regions of Dutch building activity in the world. This research and field visit was executed as part of and funded by Dr. Funo's Research Laboratory in Kyoto and will supplement important data and knowledge to the Mutual Heritage research of Delft University of Technology as well.

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Introduction

Set-up and Outline of Report

The objective of the doctoral research of Van Oers¹ was to give an overview of the settlements founded by the Dutch in the course of two centuries of overseas expansion and to establish whether or not these settlements were designed and developed according to certain principles. Criteria were developed to establish what could be considered a 'founded settlement' and these led to the distinction of two of those in the Caribbean Region: Willemstad on Curaçao and Philipsburg on Sint Maarten. Because of the nature of the study, which imposed necessary limitations, both were not covered in the doctoral research. This restriction was less important for Willemstad, since the history of foundation and development of this city was already covered in depth by the doctoral research of Buddingh',² while the monuments of Curaçao have been described in Ozinga's important work.³ Philipsburg, however, has only been covered marginally in some graduate theses, without a proper analysis of its urban and architectural history.

It has always been the intention to cover the regions not dealt with in the overall research in a separate manner through additional studies and field visits. This underlying report is the second of such studies⁴ and will be followed by others in the near future. Indeed, all with the aim to make the description and analysis of the Dutch overseas urban heritage as complete as possible.

In principle, the set-up and outlines used in Van Oers' doctoral research are also utilised in this report. Meaning that building practices between 1600 and 1800 are studied (being the period of Dutch overseas expansion), that a spatial-technical view is dominant in the descriptions and analyses, and that historic maps and plans are utilised in establishing the characteristics of the planned and built Dutch heritage. Next to related literature, an extensive study of historic maps to be found in the General State Archives (ARA) in The Hague form the point of departure for this report.

Objectives

The report consists of an academic and a practical component. The first aims to unravel the foundation and development of the town from its initial start in 1631 to 1819 (to be explained later). Through the study of historic maps -the primary sources- and supported by secondary literature, the underlying principles and guidelines employed in the planning, design and construction of the town can be revealed. These principles and guidelines become subject to the practical component. The latter aims to establish the present-day cultural historic value of Philipsburg by using the criteria of rarity, authenticity and conceptual value in relation to its urban planning and design, the principles and guidelines employed. These criteria are important international standards in the field of conservation and can be used to identify the important issues for preservation and development. The fieldwork was carried out not only to check historic building stock still present, but also to get an up-to-date picture of conservation and development practices carried out in Philipsburg. Are in the broader sense the underlying principles for the establishment of the town recognised and valued? Are they preserved and enhanced in the new developments taking place in Sint Maarten nowadays?

Next to supplementing the existing body of knowledge concerning the overseas planned and built heritage of the Dutch, also insights have to be gained into the state of conservation of the monuments and urban plan of Philipsburg. The various plans for development and functional re-use

for the near future are an important aspect to be taken into consideration. Only by redeveloping and adapting the historic buildings and sites to the social and economic needs of the local population their safeguarding can be best organised for the future. Therefore, an important part of the field visit was dedicated to meet local officials in charge of conservation and development of the sites, to get informed about future plans - or the absence thereof.

Eventually this information and data may help to formulate new or additional programmes for research and development, for planning and design projects. Carried out by governmental institutions (like the Dutch Department for Conservation) or by students at Delft University or Kyoto University - or anywhere else for that matter. Further to this, eventually an implementation of these plans may arise, since this study will be part of an overall investigative report to the Ministry of Education in Japan involving possible development projects in the field of urban heritage to be financed by the Japanese Government. The ultimate goal is not only the preservation of the forts, buildings and sites of the former-Dutch colonial period, but to improve the living and working conditions of the local population in the surroundings of these important monuments.

Limits

As a demarcation in time span of the historic development of Philipsburg the year 1819 has been chosen as a limit. In this year a hurricane struck Sint Maarten and devastated the greater part of Philipsburg. This proved to be the last significant (natural) intervention in the built environment until the end of the Second World War. This limit is also a practical one related to available sources. A shift in government in 1816 brought the former-Dutch part of Sint Maarten back from English to Dutch rule.⁵ As a result a series of surveys were conducted, to be found in the ARA, and probably because it was the last shift in government and few changes took place very little maps were produced after 1817.

For an overview of Philipsburg's historic architecture another limit is adhered to. Since virtually the whole body of historic architecture is dating from after the hurricane of 1819 this year is chosen as a starting point for the description of historic architecture. The end of World War II can be regarded as a last stage in the development of historic traditional architecture - after the Second World War new developments occurred that resulted in a breaking point in the building practices on the island.

¹ R. van Oers, *Dutch Town Planning Overseas during VOC and WIC Rule (1600-1800)*, Walburg Pers Zutphen (2000)

² B. R. Buddingh', *Van Punt en Snoa (Foundation and Development of Willemstad, Curaçao from 1634)*, Aldus Uitgevers 's-Hertogenbosch (1994)

³ M.D. Ozinga, *De monumenten van Curaçao in woord en beeld (The Monuments of Curaçao in word and image)*, Stichting Monumentenzorg Curaçao (1959)

⁴ The first was *Dutch Colonial Architecture and Town Planning in Ghana (West-Africa)* by H. Bothof and D. Keuning, Delft University of Technology (2001).

⁵ During the French conquest of the Dutch Republic in 1795 stadholder prince Willem V of Orange fled to England and he ordered the colonies in 1796 to put themselves under British rule. Because of this order all the Dutch colonies were placed under British government, except for Deshima in Japan and the forts on the coast of West Africa. After the defeat of Napoleon a part of the former Dutch colonial possessions was returned to the newly established Kingdom of the Netherlands at the Convention of London in 1814. As part of this convention Suriname and the West Indian islands were given back to the Netherlands in 1816. See: J. van Goor, *De Nederlandse Kolonien (The Dutch Colonies - History of the Dutch Expansion 1600-1975)*, Sdu Uitgeverij Den Haag (1994), p.172.

Chapter 1. General Overview and Short History

1.1 Dutch Presence in the West

During the period of Dutch overseas expansion (1600-1800), the Dutch East India Company (VOC) and the Dutch West India Company (WIC) established more than 150 trading posts overseas, often a fort or a set of warehouses, fortified or not. In thirty-six cases the Dutch seriously attempted to found a trade settlement or city.⁶ Two-thirds of the Dutch trading posts and settlements were situated in the East and belonged to the VOC, as this organisation was set up primarily to combine Dutch trading ventures in the East. In the West, however, founding practices were fewer, since the original activity of the WIC was organised buccaneering in Spanish waters.

In his general overview on the Dutch colonies, Van Goor points to a Dutch presence on the coasts of South America and on the islands in the Caribbean Sea already in the sixteenth century.⁷ In the beginning it concerned Dutch skippers in service of Spain with Spanish or Portuguese pilots. A strong increase in Dutch voyages to and trade with the West Indies occurred after 1580. The closure of Spanish harbours for Dutch ships and their successive capture by the Spanish, resulted in an increasing trade directly between Holland and Zeeland and the regions in the West.⁸ Central to this was salt, as this commodity was important for the Dutch in their Baltic trade. The Spanish salt was changed for salt from the Cape Verdian Islands or from the West Indies. Some islands, like Sint Maarten, had large natural reserves of salt and the Dutch sought them for exploitation by themselves.

In the last decade of the sixteenth century a regular trade in Caribbean waters was established. In the corners and sparsely populated regions of the Spanish empire, with poor communication and connections with the mother country and only occasionally inspected by the Spanish royal controllers, the illegal trade in various commodities flourished. Animal skins, sugar, tobacco, pearls, dyes, gold and ginger were among the goods brought back from these regions to Holland and Zeeland. However, the natural saltpans on the islands received the strongest attention. Particularly the large saltpan located at Punta de Araya in nowadays Venezuela was heavily frequented, since the salt there could literally be scooped up from the ground. In 1599 twenty-one Dutch ships loaded salt in Punta de Araya, while a hundred ships were sighted already a year later. From the notes of the Spanish guard in charge of controlling the salt pan, it turns out that between June 1601 and the end of 1606 at least 600 Dutch ships anchored in Punta de Araya.⁹ Every now and then the Spaniards reacted and the punishment for these illegal activities was severe. Several times Dutch sailors were hanged, drowned or otherwise mutilated.

Despite such attacks and punishments, the Dutch were relatively free in their movements and trade activities in the West continued. After 1600 the trade with the Antilles came up. Bonaire and Sint Maarten were frequently visited because of the wood and salt and a permanent settlement on Sint Maarten was established. The Dutch were looking for a home base from which activities and attacks against the Spanish ships could be coordinated. Since there were also plans for a large-scale expedition against Portuguese Brazil, a close proximity of this central rendezvous to Brazil was favoured. Various islands were known or had been visited by the Dutch, but they were considered

⁶ For a complete overview see: Van Oers, *Dutch Town Planning Overseas*, Chapter 3.

⁷ J. van Goor, *De Nederlandse Kolonien (The Dutch Colonies – History of the Dutch Expansion 1600-1975)*, Den Haag (1994), p.19

⁸ H. den Heijer, *De Geschiedenis van de WIC (History of the WIC 1621-1791)*, Zutphen (1994), p.15 Contrary popular believe Den Heijer states that the closure of Spanish harbours for Dutch ships and their successive capture by the Spanish has not been an important incentive for the direct trade between Holland and Zeeland and the regions in the East and West. According to his ideas the expansion of the Dutch trade to the East- and West Indies was initiated because the Dutch trading market within Europe had become saturated. The 'moedemegotie' (first right of trade) on the Baltic states and the trade on southern Europe had brought prosperity to the Republic and the increased Dutch (read: Holland and Zeeland) fleet and navigation skills had grown to such an extent that at the end of the sixteenth century the Dutch were able to extend their horizons.

Den heijer refers to J.H. Kemkamp, *De handel op den vijand (trade with the enemy 1572-1609, part I)*, Utrecht 1931, p.219/220.

⁹ J. van Goor, *De Nederlandse Kolonien (The Dutch Colonies – History of the Dutch Expansion 1600-1975)*, Den Haag (1994), p.21

unsuitable as home base because of Spanish presence on the island or the absence of a considerable safe anchorage. Curaçao was an exception and in 1634 the Dutch set out to conquer the island with success.¹⁰ Sint Maarten and Curaçao, although both out of a different initiative, would experience a longstanding Dutch presence and subsequent colonisation.¹¹

Willem Usselinx launched plans for Dutch colonisation of the region around the start of the seventeenth century. A refugee from Antwerp, he was a Calvinist with a profound dislike of the Spanish catholic regime. He suggested establishing colonies in the West Indies where the local population would be taught how to work the land and the ways of the true religion at the same time. Together with these new and faithful countrymen the Spanish colonial empire could be broken down. In 1606 a special commission from the States of Holland discussed these plans, but they rejected them. Trade was considered to be the main objective instead of the war against Spain, which was Usselinx' prime reason. Besides that, already negotiations were foreseen, which would lead up to the Twelve Year Truce, the peace with Spain during 1609-1612.

At the same time, however, the Spanish colonisers made an effort to remove as much Dutchmen from their territories as possible, since one of the terms under the Truce was that the Dutch were allowed to trade wherever they had truly settled themselves.¹² Thus, paradoxically, a real incentive existed to establish permanent settlements for the sake of trade. This paradox is perhaps an explanation for the rather haphazard practices and absence of strong support by the central government for city foundations – wherever the circumstances were in favour of such an action, the Dutch reluctantly took the decision to establish a permanent settlement. Such a decision was almost always solely dependent on the possibilities for trade and expectations of profit. A consequence of this principle of trade was that expenditure on whatever was necessary to maintain and enlarge the stronghold (military garrisons, building materials, etc.) depended more on a financial and economic balance, than on reason or vision, and was thus kept to a minimum.¹³

Both for Willemstad on Curaçao and Philipsburg on Sint Maarten the local circumstances and possibilities for trade favoured the establishment of permanent settlements.

1.2 Principal Dutch Settlements in the West Indies: Willemstad & Philipsburg

Willemstad and Philipsburg are among the serious attempts of Dutch city foundation in the West Indies. Both were established on virgin ground in the 1630's and developed into trade settlements. A short comparison into the important aspects and elements for foundation and development of the towns is made, taken from the doctoral research of Van Oers.

Willemstad

1. Founded: in 1634 / WIC-settlement
2. Period of Dutch rule: > 365 years (1634 – to the present day)
3. Building impact: total design, planning and construction of city
4. Location: strategic position on a rocky land point overlooking the entrance to the deep natural harbour of Anna Bay
5. *Raison d'être*: salt trade and WIC depot for slave trade and distribution in the West
6. *Leitmotiv*: harbour front and quay with main streets running perpendicular to the quay
7. Name and type of fort: Fort Amsterdam – designed as a pentagonal but constructed as an irregular quadrilateral
8. Settlement layout: regular street pattern, with minor adaptations to coastal profile
9. Open or closed: closed - surrounded by ramparts

¹⁰ C.P. Amelunxen, *De geschiedenis van Curaçao (The History of Curaçao)*, S. Emmering Amsterdam (1980), reprint of the original version of 1929, pp. 17-18

¹¹ Although no proof was found for the following statement the loss of Sint Maarten in 1633 and the conquest of Curacao in 1634 might be interrelated: after the loss of Sint Maarten, up to that point the central point of rendez-vous in the Caribbean for the Republic, a new centre had to be found. Curacao was to become this new base in the Caribbean region. DL

¹² Van Goor (1994) p.38

¹³ See : Van Oers (2000), Chapter 8 "Conclusions".

10. Size: 0,4 by 0,3 km. (mid-18th century)
11. Spatial-functional organisation: dichotomous – fort (Company), settlement (trade & habitation)

Philipsburg

1. Founded: in 1734 / WIC-settlement
2. Period of Dutch rule: > 265 years (1734 – to present)
3. Building impact: total planning, design and construction of city
4. Location: on land bridge between two hills with a fort and redoubts overlooking roadstead
5. *Raison d'être*: stronghold in the Caribbean Sea and the winning of salt, later also sugar plantations
6. *Leitmotiv*: maximum use of the flat land bridge in steep and hilly terrain, right in front of the salt pan
7. Name and type of fort: Fort Amsterdam – rectangle with three bastions
8. Settlement layout: regular pattern of blocks between front and back streets
9. Open or closed: open
10. Size: 0,25 by 1,5 km. (end-18th century)
11. Spatial-functional organisation: dichotomous – fort (Company) and settlement (trade & habitation)

Chapter 2. Philipsburg – Sint Maarten (N.A.)

2.1 Initial colonisation of Sint Maarten

Although Sint Maarten was considered Spanish territory after Columbus' explorations in the area, the Spanish did not make efforts to settle themselves on the island: there was no gold to be found, agriculture offered few possibilities and the island was off-route for the Spanish armadas, which made them unsuitable as places for rendezvous. There was not even a permanent Indian population to export as working forces (read: slaves), as had been done with the Indians living on the Leeward Islands. The island – as the other minor Antilles – was left abandoned by the Spanish leaving an opportunity for other Europeans to expand their overseas activities.

Sint Maarten is first mentioned in Dutch writings in 1624, when Pieter Schouten anchors on the 5th of October at the island in order to repair his ship. But, "alsoo (zij) daer gheen bequaem hout tot een boeghspruit en vonden"¹⁴ (because they did not find suitable wood for the construction of a bowsprit Schouten left again on the 9th of October. The presence of salt on the island was discovered later by the Dutch when on the second of April of 1627 an Amsterdam (eskader) convoy, headed by Dirk Simonsz van Uytgeest, Jochem Gijssen and Jan Reyersz Swart, "vonden daer ter halven van 't landt een seer groote Soutpanne"¹⁵ (found halfway the island a very large saltpan). By then the increasing trading activities in the Caribbean of the Holland and Zeeland people had made the need felt for a stronghold in the region, an idea that had developed from about 1625 onwards in the minds of several Flushing ship owners. A search for an appropriate location ends around August 1631 when the Dutch settle on Sint Maarten, headed by Jan Claeszoon van Kampen as 'commandeur' (commander). The Dutch settlement on Sint Maarten stood under direct rule of the WIC¹⁶ and could now serve both regional and interregional trade of the company, as the favourable position of the island along the main shipping route from the newly acquired territories in Brazil to the Netherlands made Sint Maarten suitable as a point for rendezvous for the interregional trade as well (see illustration 2).

The availability of salt, an important commodity in the seventeenth century, was the main reason for the Dutch to establish a settlement on Sint Maarten.¹⁷ Furthermore the island was considered to be uninhabited: "daer en is geen volck op" (there are no people). That this was at least partly due to the lack of drinking water was only discovered later; all the water sources found on the island proved to be salt or brackish.

In November 1631 the first house, built on the western side of the sand-ridge where present day Philipsburg is located, is "tenaasten bij elkaar" (almost finished), as commander Jan Claeszoon van Kampen reported. On the spot where Fort Amsterdam was built in a fort was erected, built up of wood and earthen walls. Sint Maarten proved to be a thriving colony in these days: according to Spanish sources, the Dutch were able to cover 2/3 of the costs of the settlement of Pernambuco, where 6000 men were stationed, by the profits of the salt-trade on Sint Maarten.¹⁸ The Spanish saw both their leading position in the region and their monopoly in the salt-trade threatened and conquered the island in 1633. They found on the Western side of the sand-ridge a village with a church and a hospital. The houses were made of brick and covered with tiles, and there was a fort with four large towers. In the settlement lived 127 people of several nationalities (all according to Spanish sources).

¹⁴ J. Hartog, *Geschiedenis van de Nederlandse Antillen (History of the Netherland Antilles, part IV: the Dutch windward islands)*, Aruba (1964), p.35

¹⁵ J. Hartog, (1964), p.35

¹⁶ The WIC governed its colonies either direct or transferred the right of government to a "patroon" (Lord). In the former case the WIC was responsible for profits and loss and had to initiate colonisation: a risky business that required considerable investments of which the revenues were uncertain. In the case of colonisation under patronage the company granted the right to govern the colony to a third person, which was then responsible for the cultivation of the colony as well. A "commandeur" was appointed to look after the rights of the company. In return for the lease the company received taxes through the trade in the products coming from a colony. If colonisation failed, the land was returned to the Company. Colonisation under patronage occurred most by the establishment of so-called plantation colonies.

¹⁷ J. Hartog, (1964), p.34

¹⁸ *Ibid*, p.42

Since the island served no further purpose to the Spanish they left again in 1648. Both the French and the Dutch claim the deserted island, and on 23 March 1648 a treaty is negotiated between both parties, dividing the island in a Dutch and a French part.¹⁹ No records are found of a precise demarcation made at that time.

The second Dutch attempt to establish a settlement on Sint Maarten dates from the same year. The village was found in the valley to the Northwest of the Lammerenberg. The meetings of the Court were held in front of a stone church of which the foundations can still be seen nowadays; the meetings of the council with the commander were held in the fort on Forthill. The village was abandoned when in 1733 was decided to build "een durp" (a village) by the Grote Baai, present day Philipsburg.²⁰

Reasons for the foundation of the new settlement could not be found in the available sources but practical considerations might have led to this decision. Considerations might have been the limited distance between the new harbour in the Great Bay and the Great Salt Pond, which was about 200 metres, while at the same time the location secured control over the flow of goods coming to and from the hinterland. Furthermore the time needed to transport goods to or from the settlement was reduced considerably, in earlier days Simpson Bay and Kay Bay served as harbours, with a road leading to the village connecting port and city. Since the Dutch were used to live on flat, low-lying territories they were arguably more familiar with building practises on flat terrain than on a mountainous site and it is unlikely that they considered the proximity of the sea as a threat, although the sand-ridge rises only slightly above sea level. Finally, along the coast could be profited best from winds moderating the tropical climate.

2.2 Philipsburg: foundation and early development

The "Nieuwe Durp" (New Village), as the village was initially known, was to be situated on the 1700 meters long and 200 meters wide sand-ridge²¹ between two hills, Pointe Blanche on the East and Forthill to the West. On the south side it is bordered by the so-called Great Salt Pond and on the northern side by the Caribbean Sea (see Illustration 1). The decision "een durp te maken aan de Grote Baai" (to construct a village along the Grote Baai) was taken on the 15th of May 1733, by vice-commander Martin Meyers and the council.²² The "Nieuwe Durp" was to be divided in "erven van 40 treden²³ vierkant", square lots of about 38 meter wide by 38 meter deep.²⁴ From 1733 onwards Great Bay was used as harbour; before that time the vessels moored at Simpson Bay or Kay bay from where a road lead to the old village. The church remained at the old village; only in 1737 the piece of land between the Great Salt Pond and the Freshpond was connected to the shoreline at the side of Williamshill. The inhabitants used the crossing to go to the church in Cul-de-Sac. By then the Nieuwe Durp had risen to a "schoon dorp langs de zee" (neat village along the sea). Between Backstreet and the shore of the Great Salt Pond remained a strip of land of 9.42 meter (10 treden) unbuilt to serve as "privilegeland", land reserved for the harvest of salt, to which the inhabitants were privileged. Under the rule of Philips the Nieuwe Durp was renamed Philipsburg: on letters dated in 1738 the new name appears.²⁵

¹⁹J. Hartog (1964), p85/86; text of treaty based on *Histoire Generale des Antilles*, Jean Baptiste du Tetre, (1667-1671).

²⁰ The relocation of settlements was not uncommon in these days. Sainton describes the relocation of the French settlements on Martinique and Guadeloupe, based on similar grounds as the relocation of the Dutch settlement on Sint Maarten: "The sites were more judiciously chosen this time, both flat and vast, at the center of each island's transportation system". See: Sainton, J.P., *Kaz Antiye Jan Mounkarete: Caribbean popular dwelling, l'habitat populaire aux Antilles*, Paris, Push Paris (1982)

²¹ The location of the Philipsburg is not unique in the region: the Simpson Bay area, Marigot and Grand Case, all on St. Maarten, and Sandy Ground on Anguilla, are positioned in the landscape in a similar way. Anguilla and Sint Maarten form together with St Barthélemy a geological entity.

²² J. Hartog (1964), p.154

²³ 1 trede ≈ 0.942 meter

²⁴ Here one of the four requirements to qualify as a "founded settlement" as described by Van Oers is met: the vice-commander and council can be considered authorized commissioners while the decision to divide the "Nieuwe Durp" in "erven van 40 treden vierkant" proves the existence of a plan. See: R. van Oers (2000), p.34

²⁵ J. Hartog (1964), p.155

2.3 Description through Historic Maps

For the description of the reconstruction and development of the urban layout of Philipsburg under Dutch rule ten maps are used. These are MIKO 266, 267, 318, 319, 323, 327 and 328 (all Collection Ministerie van Koloniën) and VEL 1418, 1419 and 1421 (Collection Leupe), all to be found in the Dutch General State Archives.

The first detailed map is from 1803 (VEL 1418), leaving a time gap of seventy years since the establishment of the settlement. Although the initial growth of Philipsburg cannot be based on maps the available material provides enough information to make grounded assumptions. The absence of map documentation in this period is probably due to a combination of slow growth and loss, the latter partly due to hurricanes that strike frequently.

MIKO 266 (1765?)

It seems likely that the map is produced before the command of Gibbes, since we know from Hartog that during his rule as commander Philipsburg extended in westerly direction.²⁶ The map seems to depict a newly established border between the French part of the island and the Dutch part of the island; according to Hartog the borderline was never indicated after the treaty of 1648. Only in 1772 the commander of St. Eustatius was ordered "om de grenspalen van Sint Martin met de Franse opperhoofden te reguleren" (to settle with the French leading men the demarcation of the border).²⁷ Different dotted lines are drawn with the seemingly recent changes depicted in normal lines, dated 1764. This means that the map is made between 1764 and 1785, while since the purpose seems to be the annotation of changed borders it seems reasonable to expect that the map has been made shortly after the new situation: in my opinion the map is made around 1765. Hartog dates the map 1791 but without justification.²⁸ Philipsburg is not depicted very accurately, which can be explained by the differing purpose of the map.

Information that can be derived from this map concerning Philipsburg is that the town was initially laid out on the east side of the sand ridge while also the connection with the hinterland becomes apparent. Only one street can be distinguished, while we know from Hartog that already two years after the foundation of the settlement Back Street existed.

Two fortifications are depicted: Fort Amsterdam, put into use in 1737, and the St. Pietersbatterij, built in 1747.

The urban configuration of Philipsburg can thus be considered a dichotomy right after the establishment of the settlement: a juxtaposition of military and governmental functions sheltered in Fort Amsterdam, positioned to control the Great Bay rather than the settlement, and the burgher town where the inhabitants dwell and trade is conducted.

VEL 1421 (1802) - John Handleigh

Vel 1421 is included as a detail of VEL 1418: it depicts the house built for commander Rink, designed by John Handleigh. Rink held the position from 1790 until 1806, with several breaks due to foreign invasions. During his rule Sint Maarten prospered, what might be one of the most important reasons that his merits are acknowledged up to the present day; he is remembered as one of the most outstanding commanders in the colonial history of Sint Maarten. During his rule the seat of government was transferred from Fort Amsterdam to its present day location in the Court House. Rink considered Fort Amsterdam unpractical as seat of government and therefore asked permission for the construction of a new public building. The separation between the seat of government and military rule in Philipsburg just after the end of the WIC seems a coincidence; although the Court House was built in 1793 the request was made in 1790, still under WIC rule. The Court House is depicted on VEL 1418 (number 3).

²⁶ The Swede Johannes Salomon Giddes was appointed vice commander on 5 February 1785, a function that he held until 12 February 1790. In the meantime his rank had changed to commander. In the latter function he granted relatively low-priced yards, plotted on the empty stretch of land on the western side of the initial village. See: J. Hartog (1964), p.204

²⁷J. Hartog (1964), p.87

²⁸ Ibid, image 46

His private house must have been destroyed during the hurricane of 1819: except VEL 1418 (number 4) and VEL 1420 no sources have been found mentioning the mansion. Since it played no continuous role in the development of Philipsburg only the legend is translated. A. Height of the façade on the street side, B. Plan of the ground floor, C. Plan of the second floor, D. Storage of provision, E. Kitchen, F. Secondary entrance to the inner court, G. Stables, H. Chaise Huis? (possibly: Guard's House), I. Maid's chamber, K. Main entrance to the inner court, L. Cistern, M. Inner court, N. Scale of thirty feet, to measure the design, O. Street, P. Side street leading to the sea.

Rink is commemorated by Hartog in one of his books.²⁹

VEL 1418 (1803) – De Lamarche

Vel 1418 is the most detailed map of Philipsburg to be found in the ARA and is the only map on which the geodetic design becomes apparent. Initially yards of forty "treden" width and depth were laid out, and it is interesting to compare this size to the yards depicted on the map. What becomes apparent is that the street pattern of Philipsburg as it had condensed in 1803 can still be related to the initial yards (see Illustration 7). Another eye-catching feature is the break in the course of Back Street. The plots west of this line are considerably smaller than plots east of the same line (see Illustration 8). The breaking point in the course of Back Street thus indicates a socio-economical differentiation within the domestic part of the settlement. This distinction also becomes apparent in the architecture, as we will see on the townscapes made by Fahlberg and the descriptions of Teenstra.

The break in the course of Back Street could be an indicator of different phases in the development of the town as well. We know from Hartog that during the command of Gibbes Philipsburg extended in westerly direction. The exact location of the extension is not known but it is likely that it is the entire part of town west of the break in the course of Back Street; during the rule of Gibbes the number of inhabitants on the Dutch part of Sint Maarten was extraordinary high compared with the predeceasing and following years.³⁰

The former would imply then that the greater part of town east of the breaking point in the course of Back Street was constructed during the rule of Philips between 1733 and 1746, while the greater part of town east of the breaking line was constructed between 1785 and 1790. I am aware that the assumption is highly premature because sources that support it are lacking; still I consider it interesting because it is in my opinion an example of the potential of historic maps as primary source material.

We can derive from this map as well that Front Street was considered of a higher standing than Back Street, a statement based on a brief study on the size of the yards and the situation of the architectural landmarks.

The depth of the yards changes from block to block; in general the plots facing Front Street and Back street are equally deep but when changes occur, it are the plots facing Front Street that are deeper on the expense of the plots facing Back Street. Within the blocks, the yards facing Front Street are virtually without exception wider than the plots facing Back Street, leaving bigger plots for the people living on Front Street (see Illustration 8).

The architectural landmarks- the churches, the Court House, the Governor's building- face Front Street with their front façade while only from Front Street direct connections to the hinterland exist on Philipsburg's eastern side (see Illustration 9).

What not really becomes apparent is the architectural design of the public space in Philipsburg. Contradictive enough the map is too detailed.

VEL 1419 (1803) – De Lamarche

The purpose of this map is not mentioned but could be related to the transfer of Sint Maarten from the English to the Dutch in 1803. Commander Rink decided to have defence works carried out on

²⁹ J. Hartog, *The Courthouse of Sint Maarten: Life and work of Dr. Willem Hendrik Rink, commander and governor of the island 1790- 1806*, De Wit Aruba- St. Maarten (1974)

³⁰ Hartog (1964), p.704

present day Forthill³¹ and probably this is an explanation for a map focussing on a detail of an already highly accurate map of the same date (VEL 1418).

What I consider particularly interesting is not the Fort and its surroundings but rather a text on the bottom side of the map: "Entrée de la Ville de Philisburg". In between the actual entrance to the town and the grounds belonging to a mister Heyliger (the former vice commander?), marked on the map as "Savannes à monsieur Heyliger" is depicted a stretch of reclaimed (see civil engineering) land, subdivided in plots on which some small build structures appear. Since this was not considered part of the town, what function could this stretch of land have? Three explanations seem to be probable: it could be an area that was plotted on forehand to provide for yards in case of future expansion of the town. The small build structures could then be newly build houses: the first signs of expansion. Another possibility is that on the stretch of land vegetables and fruits were planted. Civil engineering works had made fresh water available³² and both the town and forts could be easily supplied. The build structures could then be sheds to store equipment.

A third possibility is that the stretch of land was a newly established cemetery. Initially people were buried around one of the two churches and when space became scarce another location, usually just outside the settlement, was designated as burial ground. The latter explanation seems the most probable to me (see Illustration 6, item B).

MIKO 328 (1817) – Samuel Fahlberg

The map has probably been made after what proved to be the final shift in government in 1816 from English rule to Dutch government in order to assess the state of affairs of the colony: a series of maps is produced around the same time.

The map does not provide highly detailed information as VEL 1418 but is nonetheless valuable as a source from which information can be derived about the architectural composition of the urban layout of Philipsburg. The layout of the town has virtually not developed from 1803; the course of Front Street is the line of development along which the town has grown over time, while the alleys generate diversification within the layout see Illustration 10). The break in the course of Back Street, discussed before, is made tangible by the course of Pompsteeg (see Illustration 10, item B), and the reason that Court House and C.M. Wathey Square function as an entity is due to their separation from the surrounding blocks by Wilhelminastraat and Hendrikstraat (see Illustration 10, item A). On the Western side of Philipsburg Kerkhofsteeg connects the settlement to the hinterland (see Illustration 10, item C). Furthermore the alleys that intersect Back Street and Front Street ensure a direct connection between Great Bay and Great Salt Pond, a feature that has disappeared with the reclamation of land along the northern side of the sand ridge between 1966 and 1968 and subsequent developments.

The entity of the Court House- sheltering a weighing house as well at the time, and present day C.M. Wathey Square, linked to their surroundings by an open view to the sea, was an is without doubt the most important architectural ensemble within the settlement (see Illustration 6, item A). It is arguably the only architectural refinement in the layout of the town; the rest of the layout is based strictly on pragmatic considerations. Architectural highlights as the governor's house or one of the two churches are rather isolated objects than generators for a deliberate design of the surrounding public space.

The author of the map, Samuel Fahlberg (1758-1834), was a surveyor of Swedish origin. In 1784 he migrated from Sweden to St. Barthélemy, which had become a colony of Sweden in the same year. Fahlberg moved to Sint Maarten in 1816 and acted there as surveyor, cartographer and architect. In 1828 he moved to St. Eustatius where he died in 1834.

MIKO 267 (1819?) – Samuel Fahlberg

Although not dated it seems that the map is made shortly before the hurricane that struck Sint Maarten on 21 September 1819: on the top the magnetic deviation is measured on 3 April 1819.

³¹ Hartog (1964), p.215

³² "Etang" is the French word for lake, and is distinguished from the names Petite Saline (Little Salt-pan) and Grande Saline (Big Salt-pan).

Philipsburg. According to the official "proces verbaal", 384 houses were destructed while the rest, 76 houses, were damaged. Of the governor's mansion (see VEL 1421) and the reformed church only the basements remained.³³

Recovery was slow, when we read Teenstra: in his description of Philipsburg seventeen years after the hurricane, he mentions that the village consists of a few houses in between which the ruin-like remains of blown down houses were still omni-present. Furthermore he recorded that directly after the hurricane only 26 houses were "enigszins bewoonbaar" (inhabitable).³⁴ The 1819 hurricane proved to be the last significant morphological intervention in Philipsburg until the construction of Pond Fill between 1966 and 1968.

The impact of socio-economical or demographic advents such as the abolition of slavery in 1863 or the migration to the Dutch Leeward Islands, predominantly in the 1920's and 1930's, had hardly any influence on the urban structure of Philipsburg.³⁵

MIKO 318 (1822) and MIKO 319 (1823- not included) - Samuel Fahlberg

From the water-paintings Fahlberg in the ARA in The Hague we can derive some information on the appearance of Philipsburg in the early twenties of the eighteenth century. The difficulty is to establish which features of the appearance of Philipsburg are due to man-made or cultural interventions and which characteristics can be related to natural causes: the paintings are made six to seven years after the hurricane, and we know from Teenstra that recovery was very slow. Considering the devastating effect the hurricane had one can expect huge changes in the skyline of Philipsburg.

In the ARA also two drawings of Becker can be found. The paintings are not used for a number of reasons: accurate dating is not possible; the drawings are signed "Beckers, secretaris St. Martin" (Beckers, secretary St. Martin), a position that he held from 1807 until 1832.

Furthermore the drawings are far less detailed than the drawings of Fahlberg and, although not dated, it seems that the drawings are made after the hurricane as well: the information on the drawings is not fundamentally different from the information on the drawings of Fahlberg.

One of the eye-catching features on the drawings is the abundance of palm trees. It is tempting to presuppose the use of trees as a deliberate means of town planning, as in Paramaribo for example³⁶. The paintings are made after the hurricane, what would explain the haphazard appearance of the trees. There are no other sources mentioning the deliberate use of trees in the layout of the town in the early eighteenth century though, and on historic photographs depicting Front Street and Back Street in the early twentieth century the lack of greenery in the street scene is striking; it appears only on private property.

Streets were sandy and not paved as we read in Teenstra: "De straten zijn echter geenszins vast, zoo als die in Paramaribo, maar zoo zandig en los, als de duinpaden te Scheveningen"³⁷ (The streets are not at all solid, as those in Paramaribo, but rather sandy, like the paths through the dunes in Scheveningen³⁸).

A design of the public space is limited to the design of the core of the town, being the Court House and the C.M. Wathey Square, as described before. No attention was paid to the materialization of public space; streets and alleys remained unpaved and no trees or other greeneries were deliberately used.

The watercolours further show higher build structures on the eastern part of Philipsburg. An explanation for the difference in height of the skyline can be found in Teenstra: "Het Oosterdeel,

het oudste gedeelte van het dorp, wordt boven, en het Westelijk gedeelte, of het nieuwe dorp, alwaar de geringere volksklasse woont, beneden geheten. Alleen enige der grootste huizen zijn van twee verdiepingen, waarvan als dan het beneden gedeelten of voor een pakhuis van negotie, of voor eene bergplaats voor provisiën gebezigd wordt."³⁹ (The eastern part, the oldest part of the village, is called upper side and the western part, where the lower class lives, is called down side. Only the houses belonging to the wealthier people have two floors, of which the ground floors are in use as warehouses or stores.)

In the eastern part, being the part where the more wealthy inhabitants of Philipsburg lived, multiple land use occurred: commerce was combined with housing. This part of town was subsequently more densely built-up than the western part of the settlement.

Design concept or initial idea behind development

In this chapter the information derived from the description and analytical sketches of the previous chapter provide the material to determine the design concept or initial idea behind the development of Philipsburg.

The design concept or initial idea behind the development of Philipsburg is elucidated by the superposition of Stevin's guiding principles for design and spatial development of a settlement, as established by Van Oers⁴⁰, on Philipsburg.

The primary axis refers to the initial reason to establish a settlement on Sint Maarten, which was the presence of salt. A central axis can thus be established that runs from the Great Salt Pond via the Court House and the market on C.M. Wathey Square to the part of the beach in front of the square where small boats moored. The smaller boats then brought their load to the bigger ships that anchored near Point Blanche.

The primary axis is oriented perpendicular to the main feature in the surrounding landscape. In most cases this implies a river or seashore with a harbour in front of it⁴¹, for Philipsburg this main feature in the landscape or leitmotiv for the establishment of a settlement is the sand ridge separating Great Bay from Great Salt Pond.

The Court House is a visual focal point when approached along the primary axis. Emphasis on a building is a rare phenomenon within Dutch town planning practices overseas: in the three cases that Van Oers has studied buildings function seldom as a visual focal point within the settlements; more often they are positioned along the building lines to continue the facades.⁴² In the case of Philipsburg a combination of these two phenomena appears. The Court House is a visual focal point when approached along the primary axis, while it is positioned along the building lines of the streets to continue the facades when approached from Front Street, the secondary axis, or Back Street. The primary axis thus emphasizes the importance of the urban ensemble of the C.M. Wathey Square and the Court House as the core of the settlement.

Perpendicular to this central axis a secondary axis exists, represented by Front Street. Front Street ends on both sides on natural barriers, being Point Blanche and Forthill. On the latter extensive military structures are erected, while the eastern end of Philipsburg is protected by a battery. The secondary axis links the major public buildings and the C.M. Wathey Square, being the most important public place in the settlement.

The residential town was initially laid out on a square grid that developed overtime in a slightly modified orthogonal street pattern, adapted to the natural course of the sand ridge on which the

³³ Hartog (1964), p.340

³⁴ Teenstra (1977/ 1836), p.249/250

³⁵Administrative measures were taken though: in January 1863 the abolition of slavery was anticipated by the division of Philipsburg into five borrows. Each borrow was surveyed by a police officer who had to control the "rooilijn" (building line), hygiene and common discipline). See: Hartog (1964), p.275

³⁶ Initially Paramaribo had an elaborate planting scheme consisting of royal palms planted in all north-south oriented streets and mahogany trees in all east-west streets. The mahogany trees also served as protective curtains against city fires. See: Van Oers, *Restauratie historische binnenstad Paramaribo*- Suriname, 1996, p.31

³⁷ Teenstra, M.D., *De Nederlandsch West-Indische eilanden (The Dutch West Indian islands, part II: Curaçao; St. Maarten; St. Eustatius; Saba)*, Amsterdam, S. Emmering 1977 reprint of the original version of 1837

³⁸ Scheveningen initially was a fisherman's village near The Hague in the Netherlands. It is now a beach resort

³⁹ Teenstra (1836), p.249/250

⁴⁰Van Oers derives from his analysis of Stevin's Ideal Scheme for a City several guiding principles for the design and spatial development of a settlement.

Central to his findings is that the organisation of society in Stevin's ideal scheme is arranged through a hierarchy in directions, represented by two axes. A dominant, primary axis positions the settlement in the region and represents the direction of development of the line of production. The secondary axis organises functions and elements within the settlement; it organises the settlement on a lower level of scale.

⁴¹ Van Oers (2000), p.148

⁴² Van Oers (2000), p.162

town was built. Already in 1737, four years after the foundation of Philipsburg, the settlement had developed in a "schoon dorp langs de zee"⁴³(neat village along the sea).

3.3 Elements of Mutual Heritage: Fortifications, Civil-engineering works and Architecture

The early fort

After settling on Sint Maarten a fort was erected on the spot where nowadays the ruins of fort Amsterdam can be found. It was built up of wood and earthen walls and later strengthened with stones.⁴⁴ During this first attempt of colonisation on Sint Maarten the WIC governed Sint Maarten through the Chamber of Amsterdam, which was responsible for the government of the colony. All measures needed were thus decided upon by a representative of the Chamber in the name of the WIC.

Fort Amsterdam

Fort Amsterdam (Illustration 2, item A) was officially put into use on 31 December 1737.⁴⁵ It was situated approximately 28 meters above sea level and was built on the remains of a Spanish fort. The Spanish on their turn had obtained the fort from the Dutch when they conquered the island in 1633. The Spanish destroyed the fort when they left Sint Maarten in 1648. Considering the irregular plan of Fort Amsterdam it is unlikely that the fort was developed in the Netherlands according to standard types. Probably the decision to erect a fort was decided upon in the Netherlands, since Philips was the highest authority on the island and nowhere is mentioned that he had asked permission for or decided upon the erection of a fort. It seems likely that he was instructed to do so by a higher authority- the Company. Here, as was the case during the construction of the previous Dutch fort, probably the design and location of the fort was determined by the commander in cooperation with military engineers on the site. When Fort Amsterdam came in Dutch hands after the change of flag in 1816 it was not put into use anymore. Nowadays only ruins are remaining. MIKO 327 provides a plan of the fort in 1817.

St. Pieter Battery

The St. Pieter battery was constructed around 1747, during the rule of vice commander Abraham Heyligher Pz. on the peninsula to the east of the Great Bay, serving as back-cover for Fort Amsterdam according to Hartog⁴⁶. It seems to me that the distance to Fort Amsterdam is too large for appropriate covering, taking in consideration the artillery used in that time. In my opinion it is more likely that the St. Pieter Battery was constructed to cover the eastern entrance to Philipsburg, either from enemy attacks over land or sea (see Illustration 2, item B) The Battery was entirely paid for and partly constructed by the inhabitants of the colony. It appears on VEL 1420 and MIKO 328 (1817), but is not mentioned afterwards. It is probably destroyed during the hurricane of 1819 and never rebuilt.

Belair Battery

In 1795 the French constructed Belair Battery (see Illustration 2, item C). Its initial purpose according to Hartog was to gain control over Great Bay and Little Bay and to serve as back cover for Fort Amsterdam. According to Hartog the battery did not exist anymore in 1829.⁴⁷

⁴³ Hartog (1964), p.155

⁴⁴ Ibid, p.39

⁴⁵ Ibid, p.157

⁴⁶ Hartog (1964), p.162

⁴⁷ information probably derived from assessments made during or as a result of a journey made by commissaris-generaal Johs van den Bosch to the West-Indies in an investigation of a possible unity of the three colonies Dutch Windward Islands, Dutch Leeward Islands and Surinam.

Fort Willem I

Fort Gelderland (see Illustration 2, item D) initially comprised a blockhouse erected in 1803 on the present day Forthill. Initiated by the English to prevent landings on Little Bay (which they had used themselves to conquer the island in 1801) and called fort Trigge, it was finished and renamed Fort Gelderland by commander Rink when the island was returned to the Dutch. In 1808 and 1809 Fort Gelderland is strengthened with French help. Rocks to the northwest of the fort were blown up and the site on top of the hill was cleared from stones. The platforms and bulwarks were constructed of stones without mortar, and for the sake of security covered with chalk in 1809. Storage facilities for gunpowder were constructed and ovens to melt cannonballs were made of bricks. The whole operation was paid for by the French, who then occupied Holland and feared an attack of the English on Sint Maarten. The fort was renamed Fort Louis Napoleon, or Fort Louis. The fort is later renamed Fort Willem I. Although no written source mentioning the renaming could be found, maps generate evidence: on VEL 1418 (1803) a fort is depicted named Fort Gelderland, while on MIKO 267 (1819?), MIKO 328 (1817), the same fort is named Fort William, Fort Willem den Ersten or Fort Guillaume.

It was fallen to ruins after hurricane 1819, but remained in use in a dilapidated state until 1846. According to Hartog in 1848 equipment was transferred to the C.M Wathey Square and personnel was stationed in the cellar of the Court House.⁴⁸ Teenstra mentions the presence of military personnel and equipment in and around the Court House already in his writings dating from 1836.⁴⁹ Probably the transfer was made shortly after the hurricane of 1819, which caused a virtual total destruction of the fortifications. With the transfer the Court House had become both the military, commercial and governmental centre of Philipsburg.

Outlook post

On several maps is depicted an outlook post on Point Blanche (VEL 1418, MIKO 328; see also Illustration 2, item E). Although no sources mentioning its construction it could be an old Spanish fort: according to Hartog the Spanish decided in 1633 to erect a fort on Point Blanche to prevent hostile troops from approaching the island unseen from the East side, as the Spanish had done themselves. It is last depicted in 1819 and is not mentioned afterwards: assumable it is destroyed during the hurricane of 1819 and not rebuilt afterwards.

Civil engineering works

One of the reasons to settle on the east side of the sand ridge instead of on the opposite side, which was closer to the former village in Cul de Sac and therefore seems to be a more logical choice for the establishment of a new settlement, might be related to the amount of civil engineering work that was required to connect the new settlement to the mainland. On its eastern side the sand ridge was disconnected from the mainland by a narrow stretch of the Great Salt Pond, while on the west side the whole width of the present day Fresh Water Pond had to be reclaimed as it had an open connection to the sea. Data supporting this statement is that although Philipsburg has been founded in 1733 the first connection to the mainland on the western side only has been made in 1737.

Connections to the hinterland: land reclamation and bridges.

In 1737 the strip of land between the Great Salt Pond and the Fresh Water Pond was connected to the shoreline at the side of Williamshill to enable the inhabitants to go to the church in Cul-de-Sac.⁵⁰

On maps dating from 1803 onwards a canal appears, linking the Fresh Water Pond to the sea and separating the sand ridge from the mainland again. A bridge was constructed that connected Front Street to the fortifications. The main connection from Philipsburg to the inland was now by road, leading over the strip of land that separated the Fresh Water Pond from the Great Salt Pond and a

⁴⁸ Hartog (1964), p.324

⁴⁹ Teenstra (1977/ 1836), p.251

⁵⁰ Hartog (1964), p. 155

bridge crossing the Fresh Water Pond.

On MIKO 328 and on later maps a second bridge is depicted on the west side of town, linking Back Street to Fort William and the hinterland. Front Street is connected to Fort Amsterdam and Belair Battery (see Illustration 3, item A and C).

On the east side of town a link to the inland was established by the infill of a narrow part of the Great Salt Pond, linking only Front Street directly to the hinterland.

Water management: fresh water storage and maintenance of the Great Salt Pond.

Although expected otherwise, the Great Salt Pond was practically not maintained, probably since extensive civil engineering works were required for the production of salt. The poor maintenance is an explanation of the lack of maps depicting civil engineering plans for the salt pond; plans need to be designed before they can survive.

In 1792 a dam was built on the strip of land between the Great Salt Pond and the Fresh Water Pond. John Handleigh designed the dam, now known as the Long Wall (see Illustration 3, item B). Its purpose was to increase the capacity of the Fresh Water Pond, wherein the rainwater of the Cul de Sac district was gathered, and to direct an overflow of rainwater to the sea instead of over the strip of land in the Great Salt Pond. The measures proved insufficient: the dam broke in 1805, 1806, and 1814. Although repairs were carried out structural improvements were not made until 1852.⁵¹ They are not dealt with in this research since the time span reach beyond the scope of this research. Map MIKO 323 gives a beautiful detail of the civil engineering work required for the repair of the Long Wall.

According to Hartog from 1797 to 1817 no salt was produced at all on Sint Maarten, what was probably due to overflow of rainwater and mud in the ponds. The overflow of salt and mud hindered the process of crystallisation. The main revenues were generated through the trade in sugar⁵² and other commodities (unfortunately the Dutch didn't consider slaves as something else) coming from the Spanish, French and English West-Indian colonies or the west coast of Africa.

Only from 1831 onwards the production of salt occurred on a considerable scale when individuals were granted the right "tot het aankweken van zout" (to the production of salt).⁵³ Before that time the Great Salt Pond was common property, although in practice only a few could benefit from the common property.

Harbour facilities: wharves and landing stages

Wharves or landing stages were not constructed. Big ships could not enter Great Bay. It was not deep enough and there was a sand bank stretching from the stretch of land on which Fort Amsterdam was built to Pointe Blanche. To the side of Point Blanche the Bay reached its maximum depth, which was 12 feet (about 3½ meters) as we can read from maps MIKO 266 (see Illustration 13). On the other side it was only half the depth. Ships therefore anchored nearby Point Blanche and smaller boats were used to reach Philipsburg and landed directly on the beach nearby the weighing house in front of the Court House. The first landing stage was constructed in 1876.

Civil engineering related to fortifications

The fortifications did not require extensive civil engineering works since they were built on the mountainous peninsulas on both sides of the sand ridge on which Philipsburg was built. Within the walls of the fortifications a cistern was built to collect rainwater, and we know that after the first Dutch fort was built a ditch was dug disconnecting the site on which the fort was standing from the mainland.

⁵¹ Hartog (1964), p. 238

⁵² The trade in sugar was more profitable than the cultivation of sugar: although sugar plantations existed on Sint Maarten it never became very profitable, as the island was too small and the soil not suitable.

⁵³ Hartog (1964), p.430

Architecture

The Court House

On 12 February 1790 Willem Hendrik Rink was appointed commander. Despite the building activities of his predecessor he mentions a lack of governmental buildings: meetings with the council were held in Fort Amsterdam what was the seat of government since 1648, but the location was considered unpractical. Rink proposes the erection of a town hall, secretary, weighing house and jail, which were "hoog nodig gerequireerd" (needed) and worthwhile the costs.⁵⁴ The building, erected in 1793, is still located on the C.M. Wathey Square but has been altered frequently since the completion of the original building. It is occupied nowadays with the law courts on the first floor, while the post-office occupies the ground floor.

Surveyor John Handleigh was appointed both as architect and contractor for the initial design. Wilhelmina Street and Hendrik Street determined the footprint of the design to the sides and Front Street and Back Street to the front and back, leaving a building site of around ten meters wide by thirty-five meters deep. The walls were made of stone.

In 1819 the building was partly destroyed by a hurricane. The roof and the upper floor were blown down. A restoration was not possible until 1826, when a contribution of all the inhabitants of Sint Maarten between 16 and 60 years old was demanded.⁵⁵ Owners of slaves had to pay for their slaves. The new design for the building was made by Samuel Fahlberg, who also acted as cartographer as we have seen before.

The second floor was constructed of wood, and a smaller balcony extending above the principal entrance replaced the balcony that originally covered the entire width of the building and a tower was added on the front façade.

Between 1870 and 1873 the building was restored because dry rot was detected, resulting in the replacement of the balcony and the windows and doors on the ground floor.

The last renovation dates from 1966. The interior was adapted to contemporary demands: a staircase was added in the north-western corner of the ground floor, securing an entrance to offices of the Guardian Court and the Technical Department of the Central Government. The ground floor on the side of the square was redesigned to function as a post office, with the existing wooden stairs being replaced by a concrete one. The existing wooden upper floor was reconstructed in stone and extended over the former walled yard that was used initially to air the prisoners. The tower was reconstructed in concrete, and both the tower and the stone upper floor were covered with wooden boarding, in order to maintain the existing appearance of the building.

The Methodist Church

From 1816 onwards Methodists visited Sint Maarten. Methodism spread quickly over the Dutch part of Sint Maarten: on 1819 the first Methodist preacher settled in Philipsburg and around 1825 Methodism was well established, both under people from African, European, or mixed decent. The house on the corner of St. John's Alley and Back Street, now known as 'Brick Building' was used for Methodist congregations from 1826 onwards. When the house turned out to be too small the area that was formerly occupied by the English church, blown down during the hurricane of 1819, was chosen as building site for a Methodist church. After approval of the building plans the construction started on 20 March 1851. The church was finished on 19 October of the same year.⁵⁶ Information on interventions in the building between its construction in 1851 and its reconstruction in 1979 is virtually nonexistent.

The church as existing today is not authentic: the original church was in such a bad state of repair that restoration was not considered a viable option, decided upon was to make a replica of the existing building. The use of contemporary materials such as aluminium window frames and the demand to enlarge the capacity of the church from 350 to 500 seats, resulted in differences between the original church and the reconstruction. The Dutch government agreed on financing half of the costs of the reconstruction.

⁵⁴ Ibid, p.206

⁵⁵ Andel, J.D. van, *Caribbean traditional architecture, the traditional architecture of Philipsburg, St. Martin (N.A.)*, Leiden, Department of Caribbean Studies, Royal Institute of Linguistics and Anthropology 1985, p.53

⁵⁶ Hartog (1964), p.495

Traditional domestic architecture

Teenstra gives a rather detailed description of the housing types as they occurred around 1836. Since little has changed in building practices on the island until the 1960's the quote is still representative for the historic houses that are to be found in Philipsburg.

"De Huizen zijn in het geheel niet prachtig gebouwd; behalve dat zij klein zijn, zijn zij laag van verdieping, tot welke bouwtrant men door de allesverwoestende orkanen wordt genoodzaakt. De kleinste huisjes zijn geheel van hout opgetrokken, en rondom met kleine plankjes (singles) beslagen. Van de overige zijn de muren, eveneens als die van de geringere woningen aan Kaap de Goede Hoop, van ruwe onregelmatige klipsteen opgebouwd. De venster-kozijnen zijn zeer klein. Op de muren wordt dan nog een zeer vlak dak gelegd, waarvan de kaspanten uit Amerikaansch hout vierkant gezaagd worden. In de meeste huizen vindt men geen zolders, en zoo dezelve er al zijn, liggen zij als eene vliering midden des daks, om de lage vertrekken niet nog meer te benauwen. Alleen enige der grootste huizen zijn van twee verdiepingen, waarvan als dan het beneden gedeelten of voor een pakhuis van negotie, of voor eene bergplaats voor provisiën gebezigd wordt. Van dezen zijn de muren uitwendig wit bepleisterd, en van binnen zeer bont behangen, en de daken met singels gedekt. De grootste luister, en de meeste aangenaamheid dezer groote huizen, bestaat in derzelver breede gallerijen, waarop ruime port briséés uitkomen." (The houses are not built in a beautiful fashion; the houses are small, and floors are low, which is a necessity due to the devastating effects of the hurricanes. The smallest houses are erected in wood and covered with shingles. The walls of the remaining houses are constructed of cliff stones, like the lesser dwellings at the Cape of Good Hope. Windows are very small. On the walls a very flat roof is constructed of American wood. Attics are not common. Only the houses belonging to the wealthier people have two floors, of which the ground floors are in use as warehouses or stores. The walls of these houses are plastered white on the outside and wallpapered in an abundance of colours on the inside. The roofs are covered with shingles. The most pleasant feature of these houses is the veranda, on which porte briséés of considerable size end).⁵⁷

We can derive from this quotation that two traditional housing types can be distinguished: the average man dwelled in a "lil house", one floor high and generally built in wood on a stone foundation, while someone belonging to the upper class lived in a "great house" which was two floors high. The ground floor of the two-storied house was generally built in stone, and the upper floor was constructed in wood.⁵⁸ The great houses were both used as warehouse or store and domestic space.

According to Van Andel, the domestic space of the Antillean extends the house and can be divided in three principal parts: the front façade of the house, the house itself and the backyard.⁵⁹ The front of the house is the representative part of the house and is in general the only decorated part of the house- if decoration is applied at all. What is appalling in the front facades is the richness in detailing. This richness might be interlaced with the African background of the slaves and mulattos, which were commonly the artisans.⁶⁰ In the West African culture woodcarving was the most important expression of art according to Volders, so it seems probable that this aspect of African culture can also be found in the architecture of the Antilles. What is particular striking and what could be a proof of the assumption is that in Paramaribo in Surinam or on the surrounding islands the same skilled carpentry can be found as in Philipsburg on Sint Maarten. A veranda is a common feature at the front of the house, functioning as an intermediary between inside and outside, or public and private, and provides shelter against both sunshine and rainfall. The back yard is the area where the social life takes place. In general there can be found a cistern, a kitchen, some cattle, a little vegetable garden and other things that have to do with the household. The actual house is a place to retreat and to sleep.

⁵⁷ Teenstra, (1977/1836), p.250

⁵⁸ Van Andel, *Caribbean traditional architecture: the traditional architecture of Philipsburg, St. Martin (N.A.)*, Leiden, Department of Caribbean Studies, Royal Institute of Linguistics and Anthropology 1985, p.23

⁵⁹ Van Andel (1985), p.20

⁶⁰ Goslinga, C.H., *The Dutch in the Caribbean and the Guianas 1680-1791*, Assen/ Maastricht, Van Gorcum 1985, p.364

The basic shape of the traditional houses in Philipsburg consists of a rectangular space surmounted by a hipped roof. Incidentally a saddle roof occurs. The number of rooms in a house differs from one in the simplest type of house to three to six rooms in the houses with a more elaborate floor plan. The two- storied house generally consists of one large room on the ground floor and three to six smaller rooms on the first floor. The division of the entire floor plan in separate rooms is usually realised by wooden partitions set across the rectangular outset of the house. The partitions do generally not reach up to the roof structure to advance cross ventilation.

The structure of the wooden houses was generally built on a stone foundation. The use of a solid foundation might be related to the location of Sint Maarten in the Atlantic hurricane zone: once a year average a tropical storm or hurricane is passing by less then 200 km from the island. During 1880 and 1980 every four to five year hurricane-circumstances occurred in the region of the Dutch Leeward Islands.⁶¹ This explains the need for a solid base, considering that the up going parts can hardly be protected against the devastating forces to which the houses are exposed when a hurricane strikes.

Besides being a stable base for further construction the stone foundation served as an intermediary between the soil and the more vulnerable wooden up going parts.

The ground floor level of the house is raised by this measure above ground level; the difference in level is overcome by a flight of steps. Van Andel presupposes that the height of the substructure could be an indication of the social status of the inhabitants.⁶² Although houses constructed on wooden piles do exist, the foundation is usually made of natural stone, concrete or brick and is often plastered or sometimes covered by shingles.

The intensive contacts between North American merchants and their counterparts in the Caribbean might explain the frequent use of wood in the historic architecture of Philipsburg. In the nineteenth century many North American ships left the harbours of New England, New York and Pennsylvania for destinations in the Caribbean, exchanging wood and for salt and sugar.⁶³

Most of the wooden houses are painted in a combination of three colours. The walls are usually painted in a light colour, while dark or vivid colours are used for the shutters, verandas, balustrades and foundations. The corrugated iron roofs are in general painted red.⁶⁴ Volders considers the use of colour as a means of expressing the form of a particular element of the building instead of the material used a Dutch origin and compares it to the painted gables of the canal houses in Amsterdam.⁶⁵ It might be more probable that the use of colour can be traced back to British origins, since by the nineteenth century both building materials as buildings methods were imported from North America.

⁶¹ Several authors, *Encyclopedie van de Nederlandse Antillen (Encyclopedia of the Netherlands Antilles)*, De Walburg Pers (1983), p.276

⁶² Van Andel presupposes a direct relation between the height of the substructure of a house and the social status of the inhabitants. See: Van Andel (1985) p.23

⁶³ Savelle, M., *A history of Colonial America*, Hinsdale, Illinois, Dryden Press 1973, p.353/354

⁶⁴ Van Andel (1985), p.35

⁶⁵ Volders, J.L., *Bouwkunst in Suriname (Architecture in Surinam, three-hundred years national architecture)*, Hilversum, G. van Saane, *Lectura Architectonica* 1966

Chapter 3. Report of Fieldwork

Conservation on the Netherlands Antilles Windward Islands:

The story of a friendly island, a historic gem and an unspoiled queen.

Ypie Attema
Peter van Dun
David Lesterhuis

St. Maarten

Introduction

Dutch interest for the cultural-historical value of Philipsburg originates from 1966, when Professor Temminck Groll compiled an inventory of the historic buildings and cultural historical values of Philipsburg. In 1985 Joan D. Van Andel made an update of the inventory as part of her study on the traditional architecture of Philipsburg⁶⁶.

In 1993 a 'Monumenteninventarisatie' (Monuments Inventory) was compiled by Saskia de Kock,⁶⁷ which resulted in a tentative list of protected historical sites and buildings on Sint Maarten, drawn up by VROM (Department of Public Housing, Physical Planning and Environment), in February 1994.⁶⁸

In January 2000 a 'Monumenteneilandsverordening' (Monument Island Ordinance) was enforced by the 'Gezaghebber', based on the 'Monumentenlandsverordening' (Monument Land Ordinance) of 1989. Sint Maarten was visited by the delegation to gain an overall overview of conservation practices on the Windward Islands of the Netherlands Antilles.

Context – Social, Economic and Cultural Aspects

Tourism has been the main initiator for recent developments on Sint Maarten. On 21 October of 1947 the first hotel is opened in Little Bay and from the 1960's onwards tourism has become the engine of the local economy. The employment that is generated by tourism results in migration from the surrounding islands and the Dutch Leeward Islands to Sint Maarten.⁶⁹

With the advent of tourism, the identity and culture of the inhabitants of Sint Maarten has become oriented on the United States, both through the number of American tourists and the local media, which is primarily oriented on the United States.

When mobility increases as a result of the growing prosperity a shift occurs in land-use in Philipsburg from the mid 1970's onwards, as people start to move to residential quarters outside Philipsburg and especially Front Street is becoming a commercial centre, geared on the tourists that frequent the island. Back Street remains an area where people dwell. Between 1966 and 1968 the Pond Fill is realized and subsequently developed. The government, being the owner of the area, claims the greater part of the Pond Fill. At the centre of the area a new town hall is built in 1978, and along Pond Fill Road houses for police-officers are realized. The remaining land is for the greater part leased to, and subsequently built up by, private companies. In the historic part of town the shift in land-use has consequences for the built-up area. The predominantly commercial function of the historic town makes it an attractive area for ground speculation, while increased rents and ground prices have resulted in a diminished demand for houses within Philipsburg. The impact of these developments on the appearance of Philipsburg are most felt on an architectural

⁶⁶ Andel, J.D. van, *Caribbean traditional architecture, the traditional architecture of Philipsburg, St. Martin (N.A.)*, Leiden, Department of Caribbean Studies, Royal Institute of Linguistics and Anthropology 1985

⁶⁷ Monumenteninventarisatie (Monuments inventory) Sint Maarten

Deel (part) I: Philipsburg, Front Street

Deel II : Philipsburg, Backstreet, stegen en overige straten (alleys and remaining streets)

Deel III: buiten Philipsburg (outside Philipsburg)

Saskia de Kock, 1993

⁶⁸ Proposed protected historical site & buildings on Sint Maarten

VROM, Department of Public Housing, Physical Planning and Environment, February 1994

⁶⁹ It is in 1971 for the first time since 1789 that the number of inhabitants on the Dutch part of the island exceeds 5000.

level; when spatial demands of the new building types could not be met in the existing building stock this led, and still leads, to the demolition of existing, mostly traditional domestic houses. The contemporary architecture replacing the traditional is often of a different scale and materialisation and has resulted in a shift of the appearance of the townscape from regional characteristic to general global.

Proceedings

Sint Maarten was visited from Wednesday the 7th until Saturday the 10th of February and from Thursday the 22nd until Monday the 26th of February. On Thursday 8 February the delegation was accompanied by Siem Dijkshoorn of PREAM Consultants to a lunch meeting with the director of the Sint Maarten National Heritage Foundation and the Sint Maarten Museum, Mrs. Elsje Bosch and Leo Hartevelde of Internal Affairs of the Government of the Kingdom of The Netherlands. During this lunch meeting the possibility was discussed to reserve resources for the preservation of mutual heritage for the Netherlands Antilles through the Ministry of Internal Affairs.

The Dutch HGIS subsidy program is a joint program of the Ministry of External Affairs and the Ministry of Education, Culture and Science and provides for financial support for non-commercial institutions in foreign countries that have defined conservation plans that aim to safeguard mutual heritage, but since the Netherlands Antilles is part of the Kingdom of the Netherlands they can not apply for funding through the program.

During the afternoon Elsje Bosch guided the delegation on a tour to potential monuments outside Philipsburg. What became apparent is that virtually the whole body is in a bad state of repair and the sites surrounding Philipsburg are exposed to either planned (Fort Amsterdam) or unplanned developments (Salt Factory).

On Friday 9 February the delegation visited Marigot, the capital of the French side of the island in order to compare conservation and development practices on the two sides of the island. As a means to display the different approaches in a visual way a comparative analysis is made through photographs, based on specific themes (see Illustration 36- 52).

On Friday 23 February a meeting that was scheduled with Commissioner Marlin was cancelled, as the commissioner was off-island that day.

Tentative conclusions

The original concept of alleys that provide a visual relation between Great Bay and Great Salt Pond is altered as the alleys now end on the urban fabric that is constructed from 1968 onwards on land reclaimed from Great Salt Pond (see Illustration 23). As the Great Salt Pond has lost its economical function the need for a direct link between Great Bay and Great Salt Pond has diminished, and as a result Great Salt Pond is nowadays a somewhat forgotten area that is swallowed slowly by unplanned growth on its northern side.

The urban pattern of the historic part of Philipsburg has remained virtually unaltered. In the eastern part of Philipsburg the pattern of alleys has densified as new alleys have been constructed in order to facilitate a denser build-up area (see Illustration 29).

Though the architectural landmarks within Philipsburg have been preserved, none of the historic architecture enjoys protection by law. The Court House is kept in a proper state of repair since it is a government building; the care of government buildings is a concern of the Ministry of Finance. Combined Antillean and Dutch funding made the reconstruction of the Methodist church possible. In general, interventions aimed at the conservation of built mutual heritage are dependent on private funds. As a result the body of traditional architecture has diminished and is to be found scattered among new developments.

Although a Monument Island Ordinance is being enforced the infrastructure that is needed for the implementation of a conservation policy is not yet existent.

St. Eustatius

Introduction

In 1972 a group of students from Holland compiled an inventory of the historic buildings and values of Oranjestad, locally known as Upper Town. This inventory was, after the publications of Professor Temminck Groll, a direct appeal to the authorities to take action in order to maintain the unique historical and natural character of the island, and resulted in the establishment of the 'St. Eustatius Historical Foundation' (SEHF) in 1974.

In 1989 the Institute for planning, development & design, Plan'D2 from St. Maarten designed 'Oranjestad, Historic core renovation inventory' which resulted in a master plan for the historic core in August 1992. The government formally approved neither the renovation proposal of 1989, nor the master plan of 1992.

In 1995 the government approached PREAM Consultants N.V. from St. Maarten to organize the implementation of the above mentioned historic core plan. This consultancy started with the preparation of a monuments ordinance for the island and a 'land use plan' for the Upper Town.⁷⁰ Although the plan aims at improving the tourist potentials of the island it does for instance not include the Lower Town. This part of the Island seems to be the most promising part for financial investments for tourism, by which it might be possible to get some financial profits to be used for less profitable activities such as the improvement of the housing conditions in the Upper Town. The 'Eilandgebied St. Eustatius, Nederlandse Antillen' asked the Ministry of Education, Culture and Science in January 2000 for assistance in the field of integrated conservation and legislation. In February 2001 a delegation of the Netherlands Department for Conservation (RDMZ), consisting of Ypie Attema and Peter van Dun in combination with a representative of Delft University of Technology (DUT), David Lesterhuis, arrived at St. Eustatius.

History

The most appealing era in the history of St. Eustatius is the booming (trade) economy that emerged on the island in the eighteenth century after St. Eustatius was declared a duty free port. Most of the commodities brought from Europe and Africa to the New World went through the harbour of Oranjestad, and the resulting prosperity earned St. Eustatius the nickname 'Golden Rock'. The booming economy caused among others an explosion of building activities, which resulted in a Lower Town with reclaimed land, warehouses and a 'Waag' and an Upper Town housing the government and the military defence. Furthermore the Upper Town had a residential function including churches, a synagogue and schools. Many of the goods destined for the rebellious North American colonies passes through St. Eustatius and it was in this 'Singapore' of the Caribbean that the American flag was formerly saluted for the first time.

The English could not accept such a 'buccaneers situation' in the front yard of their American colonies and helped destroy the island's economy at the end of the eighteenth century. St. Eustatius never found its way back into the commercial world and remained pauperised. The Lower Town, including the reclaimed land on which the warehouses were build, could not be maintained and decayed. Today one only finds the archaeological remains and some ruins.

Proceedings

When the above-mentioned delegation from The Netherlands arrived at St. Eustatius on Sunday the 11 of February, they found a lot of activities in the field of renovation already going on. One of the main aims of the historic core plan, the rehabilitation of dwellings for the (original) inhabitants of Upper Town was in full development. The consolidation of the synagogue was going on with the ultimate goal of turning it into a functional building again (in stead of maintaining it as a ruin). The Government of the Kingdom of The Netherlands financially supports these activities. On St. Eustatius Siem M. Dijkshoorn from PREAM Consultants N.V. and Mrs. Gay Soetekouw-Mc Allister, chairperson of the SEHF accompanied the delegation. On Monday the 12 of February the delegation

⁷⁰ Ontwikkelingsplan Historische Kern Oranjestad, St. Eustatius (Development Plan Historic core Oranjestad, St. Eustatius) PREAM Consultants, 1996

visited the 'Bestuurscollege van het Eilandgebied St. Eustatius, Nederlandse Antillen' (BC), consisting of the Commissioners Mrs. Ingrid F. Houtman-Whitfield, Mr. Louis M. Brown and chaired by Mr. Eugène R. Abdul, the 'Gezaghebber' (lieutenant governor). The delegation explained the specific goal of their visit to the island and gave information about the way they planned to organize their activities.

Given the fact that the implementation of the historic core plan is in progress on a sound financial base, the main issue of this moment is the institution of a formalized monuments ordinance and the approval of the 'development plan for the historic core'. Next to the monuments ordinance one has to design a list of protected monuments and the criteria on which the protection has to take place. It is of main importance that the acceptance of the monuments ordinance, the list of protected monuments by the government will take place on a short notice, because it is the only way to guarantee legal security. The approval of the historic core plan is of major importance in order to offer continuity to those who are willing to invest in heritage.

As mentioned above in the introduction, the historic core plan covers only a relative small part of Upper Town. Lower Town, with its ruins of warehouses is not included. On behalf of the fact that the Government also wants to protect individual monuments outside the historic core, the delegation did inventory work on the 'outside' of the historic core. Notice was taken of the historic value and the state of maintenance of the existing building stock in the designated areas. From this inventory some buildings have been proposed to become a future protected monument.

During the stay of the delegation the Island Work Group has made its proposals and expectations clear on which occasion the idea was launched, taking the unique character of St. Eustatius into consideration, to investigate the possibilities for the nomination of the whole island as a cultural and natural site on the World Heritage list of the UNESCO.

On Friday the 16 of February the delegation paid an extra visit to the 'Gezaghebber' in order to inform him about the idea of the UNESCO nomination and the procedures coming with the formal implementation of the Monuments ordinance and the registration of protected monuments. Mr. Abdul showed his great interest on the issue of nomination and promised that he would look into an efficient formalization of mentioned matter.

The delegation was brought in contact with all the foundations, which are concerned about the well being of the historical and natural values of the island. The delegation was also offered a flight above and around the island in order to studies the specific qualities (and disturbances of these qualities) from above. Crossing the Quill was a great experience. From the air it was clear were the Lower Town ended in the sea (the original boundary of the former reclaimed land was visible due to the clear seawater). It was also obvious that contemporary town extensions might, when not controlled become a threat to the island's identity, so nicely described as the *historic gem*. On Wednesday the 21 of February the delegation paid a second visit to the BC to report about their activities. Also the BC was pleased by the idea of nominating the island as a whole on the World Heritage List. It was stated by the delegation that the work on St. Eustatius was not completed yet—there still has a lot of planning to be done— but that they would investigate the possibilities for a next visit, but under the condition that the legalisation of the monuments ordinance and the register of protected monuments had be finished.

Tentative conclusions

Although the development of the historic core is in full progress and is showing already good results, the legislation of the monument protection has not yet been taking care of. During its stay the delegation discussed intensely about this issue and the criteria by which protected monuments would be selected. During the discussion it became clear that the Government of St. Eustatius has to inform the 'Landsregering' on Curacao that she wants to implement the 'Landsverordening' of 1989 on St. Eustatius. The Monument ordinance of St. Eustatius can then use the 'Landsverordening' (Land Ordinance) as basic 'ingredient' for the 'Eilandsverordening' (Island Ordinance). When the 'Eilandsverordening' has been implemented, the monuments, which have to be protected, can be selected and together with the causal description of the historical value must be send by the Government to the owners of the monuments. They then have a right to appeal. This whole procedure has to be followed in order to use the ordinance as a tool for formulating a development policy on the historical sites of St. Eustatius.

Up to this moment the ordinance has been designed, criteria for selecting protected monuments have been written down by the RDMZ, an inventory of potential monuments has been carried out by the delegation during its stay on St. Eustatius, a tentative list of protected monuments has been drawn up, so it is now up to the Government in getting the ordinance accepted.

The historic core covers only a relative small part of the historic town. During the inventory of potential monuments (and the state of maintenance they are in) the delegation extended the boundaries of the area. Especially the Lower Town is from a historical and archaeological point of view of great importance. Also the development potentials of the Lower Town – being the economic centre of the island in the past – are great. Tourism might become an important source of income for the maintenance of the whole town. By developing the area in a careful manner one can strengthen the historic identity and in the same time make the archaeological remains of the Lower Town accessible to visitors and tourists.

It was brought forward during the discussions that the whole of the island of St. Eustatius might be nominated for the World Heritage List of the UNESCO. Preliminary research at the office of the UNESCO in Paris gave an enthusiastic reaction. The Executive Council also reacted in a positive way. The first step the Government has to take is to inform itself about the acceptance of this idea by the 'Landsregering' and the 'Koninkrijksregering'. If they all agree to the nomination, the preparation of the nomination dossier could be started. The delegation has offered assistance to the Executive Council under the condition that their political commitment becomes clear.

Saba

Introduction

Activities in the field of conservation have remained limited to natural conservation until recently. The doctoral research of Brugman⁷¹ is the first description of the cultural historical values of the island.

The island was visited in order to gain an overall overview of conservation practices on the Windward Islands of the Netherlands Antilles.

History

The steep topography of Saba caused the island to remain off route throughout history. The Dutch laid claim to the island in 1632 and in 1640 colonists from St. Eustatius were sent to form a permanent settlement. Only recently, with the advent of tourism, Saba has succeeded in attracting visitors, contradictive enough by exploiting the natural features of the island that caused the island to be off the beaten track in former days. The island is dubbed 'the unspoiled queen'.

Proceedings

On Friday 16 February the delegation, accompanied by Siem Dijkshoorn of PREAM Consultants, arrived on Saba. A meeting was scheduled with Head of Planning Bureau Mr. R. Zagers, Director of the Housing Foundation Mr. R. Wilson, Commissioner Mrs. L. Hassell and Mr. A. Solagnier, de 'Gezaghebber'.

What became apparent is that the safeguarding of build heritage has the attention of the government, but as the government lacks expertise in the field of conservation no steps have been taken to define a conservation policy. A Building Regulation was enforced recently however, containing some guidelines about the appearance of build structures. There is no historical foundation active on the island, but the Saba Conservation Foundation pays some attention to the cultural- historical identity as part of their conservation policy that comprises both the natural and cultural values of the island.

During the weekend the delegation visited the villages The Bottom and Windwardside. The former is the seat of government, while the latter is the 'tourist capital' of the island. Despite the lack of regulations on the field of conservation the overall appearance of the villages is that of considerable urban coherence.

The layout of the settlements can hardly be retraced to guiding design principles as the course of the streets is determined by the steep topography of the island.

Most of the buildings are contributing or neutral to the cultural- historical identity of the island and are in a moderate or good state of repair. Build structures that disturb the cultural-historical identity of the villages are virtually not present although on Windwardside the first developments emerge that are not integrated in the existing fabric.

Tentative conclusions

The delegation advised the government to study the possibility to extend the Building Regulation with articles concerning the protection of monuments instead of drawing up a Monument Island Ordinance. As the enforcement of the Building Regulation required serious endurances and the villages are kept in a good state of repair it is considered an appropriate tool by the delegation, although the approach is unprecedented.

⁷¹ Brugman, Frans H., The Monuments of Saba: the Island of Saba, a Caribbean example. Zutphen, Walburg Pers 1995

4. Conclusions

When the urban plan of Philipsburg is compared to the ideal scheme of Stevin the influence of the topographic circumstances on the design and development of Philipsburg becomes apparent. The guiding principles underlying Stevin's ideal scheme can be traced back in the urban scheme of Philipsburg but appear disproportioned in relation to each other: the primary axis appears to be squeezed while the secondary axis is stretched to its outer limits (see Illustration 11).

Despite its limited length the primary axis represents the whole chain of the production of salt though and can therefore be considered one of the most efficient examples if it comes to the organisation of trade within the family of overseas settlements that were founded by the Dutch between 1600 and 1800 as established by Van Oers.

The initial "reason d'être" of Philipsburg, the production of salt, has lost its importance nowadays and is replaced by a constant flow of tourists as most important benefactor to the economy of the island. The direction of the flow appears to be inverted overtime: in older days the axis represented the production-line of salt from the Great Salt Pond to the ships near Point Blanche; nowadays it represents the flow of tourists from their cruise ships to the shopping facilities near C.M Wathey Square.

In recent times the primary axis is still guiding developments, as the Pond Fill can be considered an extension of the urban scheme perpendicular to the primary axis.

The secondary axis links the most important public functions within the settlement and ends on both sides on hills that enclose the sand ridge. On the western side of the settlement the secondary axis leads to Fort Amsterdam, which was both the military and governmental center during WIC rule. Fort Amsterdam and the other fortifications lost their importance after the final shift of government in 1816 and were not used anymore after the hurricane that struck Sint Maarten in 1819.

Although not as impressive as Cape Town or Recife/ Mauritsstad Stevin's guiding principles for design and spatial development can be extracted from the ground plan and functional organisation of Philipsburg as well. This is all the more remarkable when we take in consideration the natural features of the terrain that impose strict limitations on the layout of the town. The initial growth of Philipsburg cannot be based on maps since the first accurate map dates from 1803, seventy years after the foundation of the settlement. Nonetheless the available material provides enough information to make grounded assumptions about the development of the town.

Considering the neglecting of cultural historical values on the Dutch part of Sint Maarten it seems justified to conclude that there is little political commitment for the preservation of built structures of cultural historical importance. In general, interventions aimed at the conservation of built structures of cultural historical importance are dependent on private funds.

The urban pattern of the historic part of Philipsburg proved to be sufficiently flexible to accommodate new developments. In the eastern part of Philipsburg the pattern of alleys has grown denser to facilitate a denser built-up area. The original concept of alleys that provide a visual relation between Great Bay and Great Salt Pond is altered as the alleys now end on the urban fabric that is constructed from 1968 onwards on land reclaimed from Great Salt Pond. As the Great Salt Pond has lost its economical function the need for a direct link between Great Bay and Great Salt Pond has diminished, and as a result Great Salt Pond is nowadays a somewhat forgotten area that is swallowed slowly by unplanned growth on its northern side.

The architectural landmarks within Philipsburg have been preserved but the body of traditional architecture has diminished and is to be found scattered among new developments. The contemporary architecture replacing the traditional is often of a different scale and materialisation and has resulted in a shift of the appearance of the townscape from regional characteristic to general global.

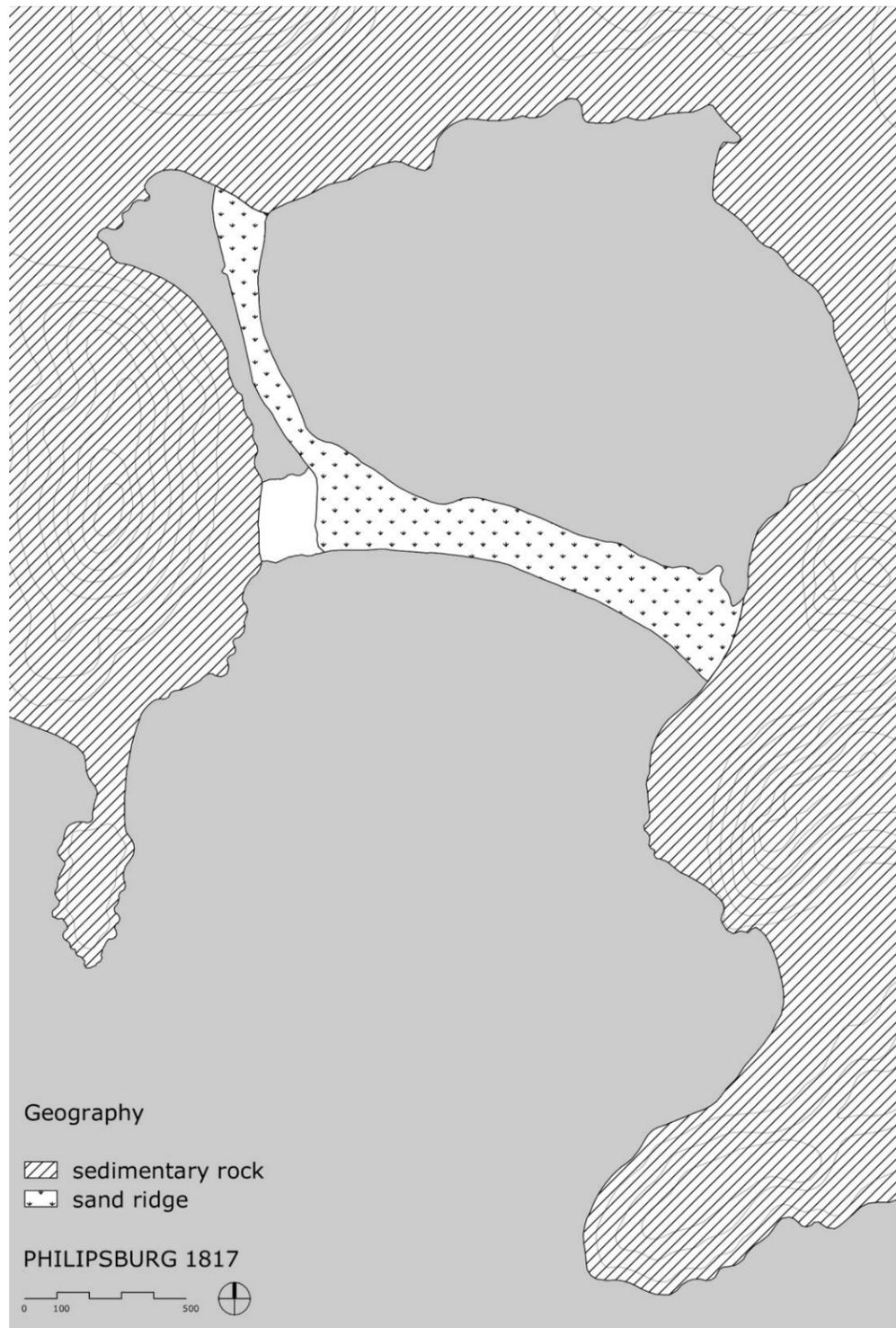


Illustration 1



Illustration 2



Illustration 2

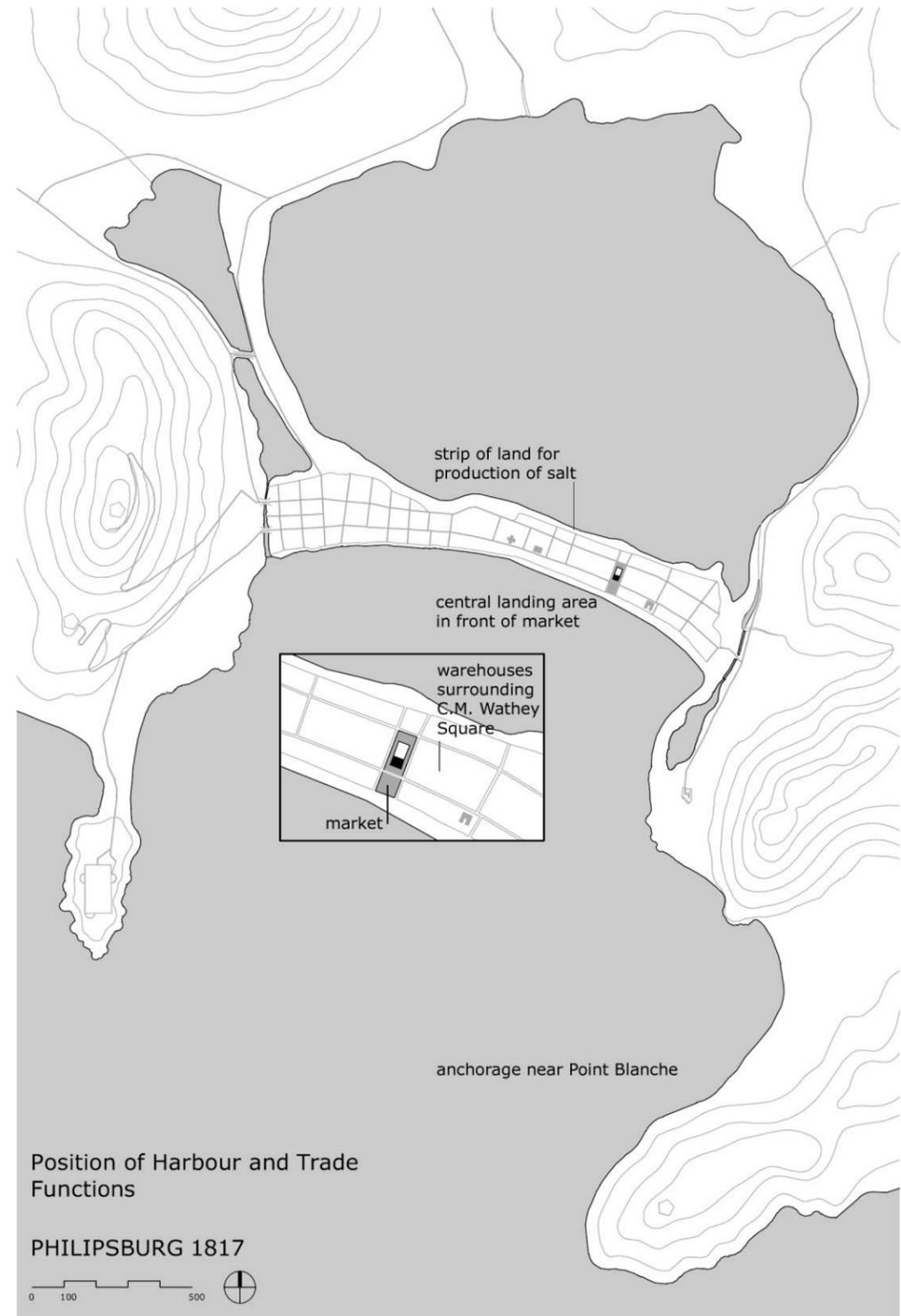


Illustration 4

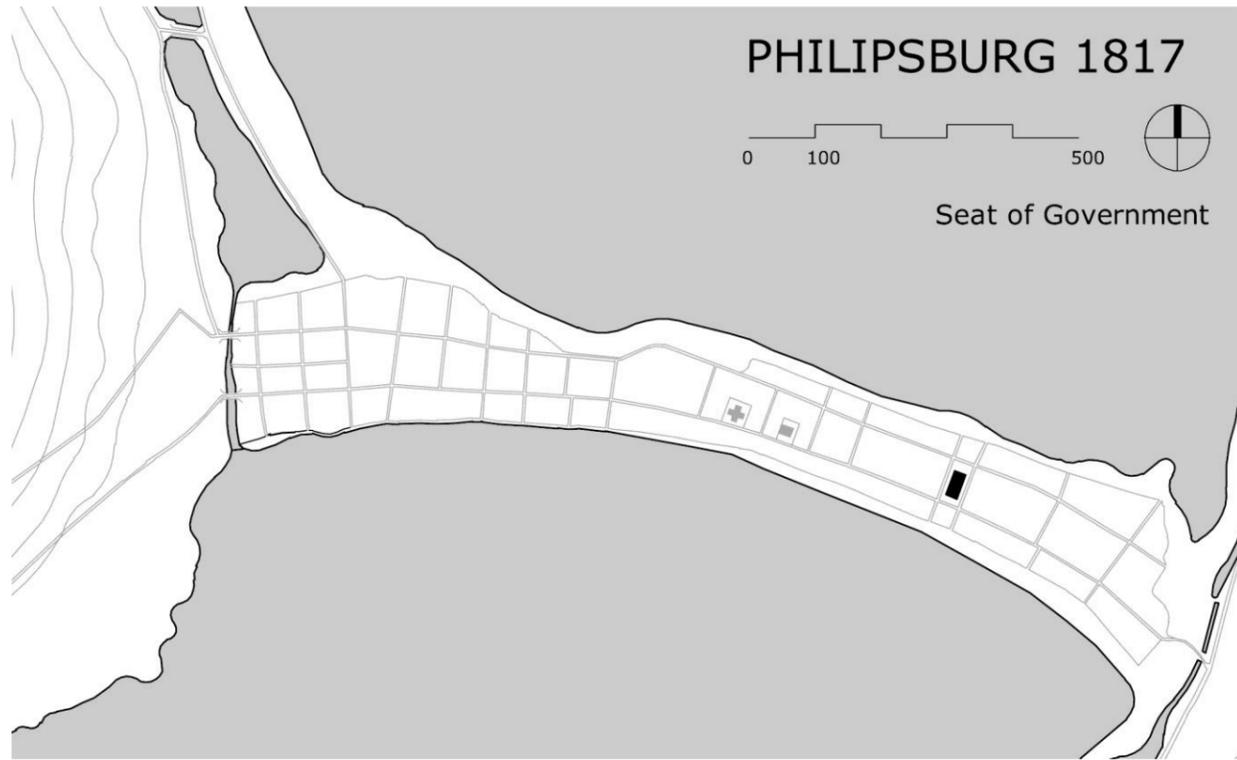


Illustration 5

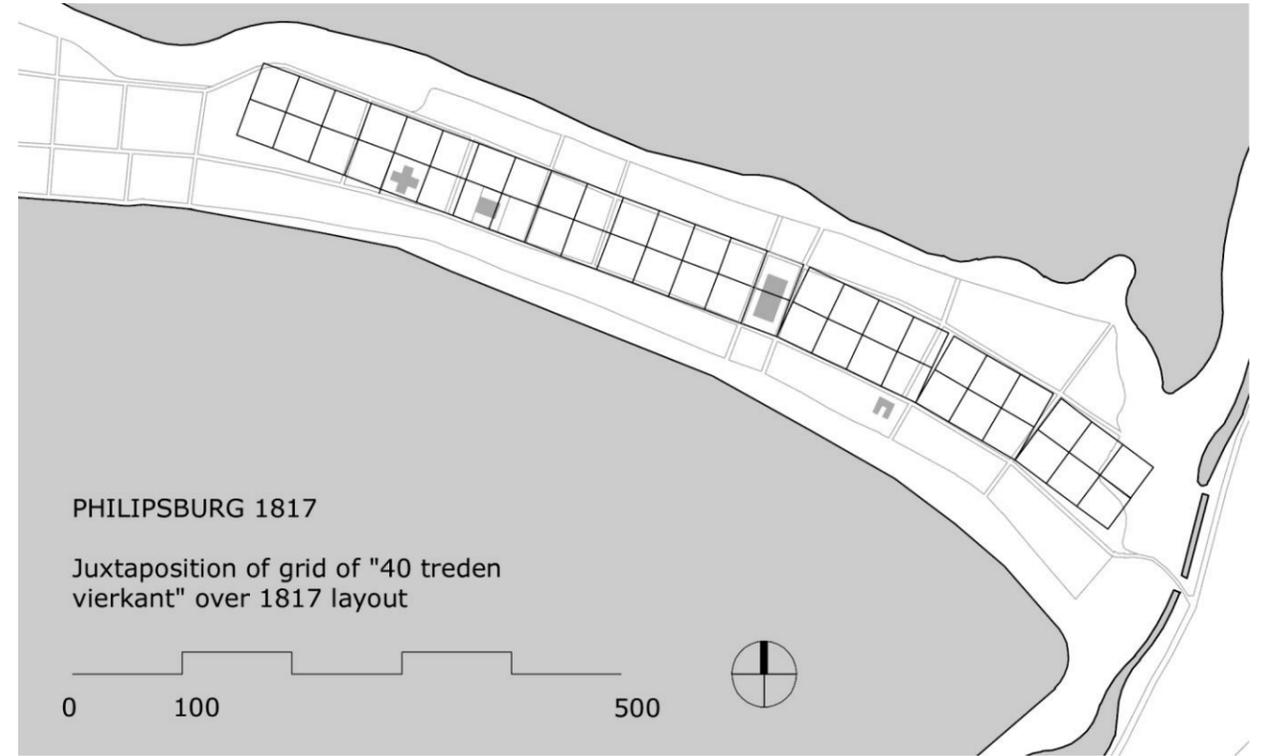


Illustration 7

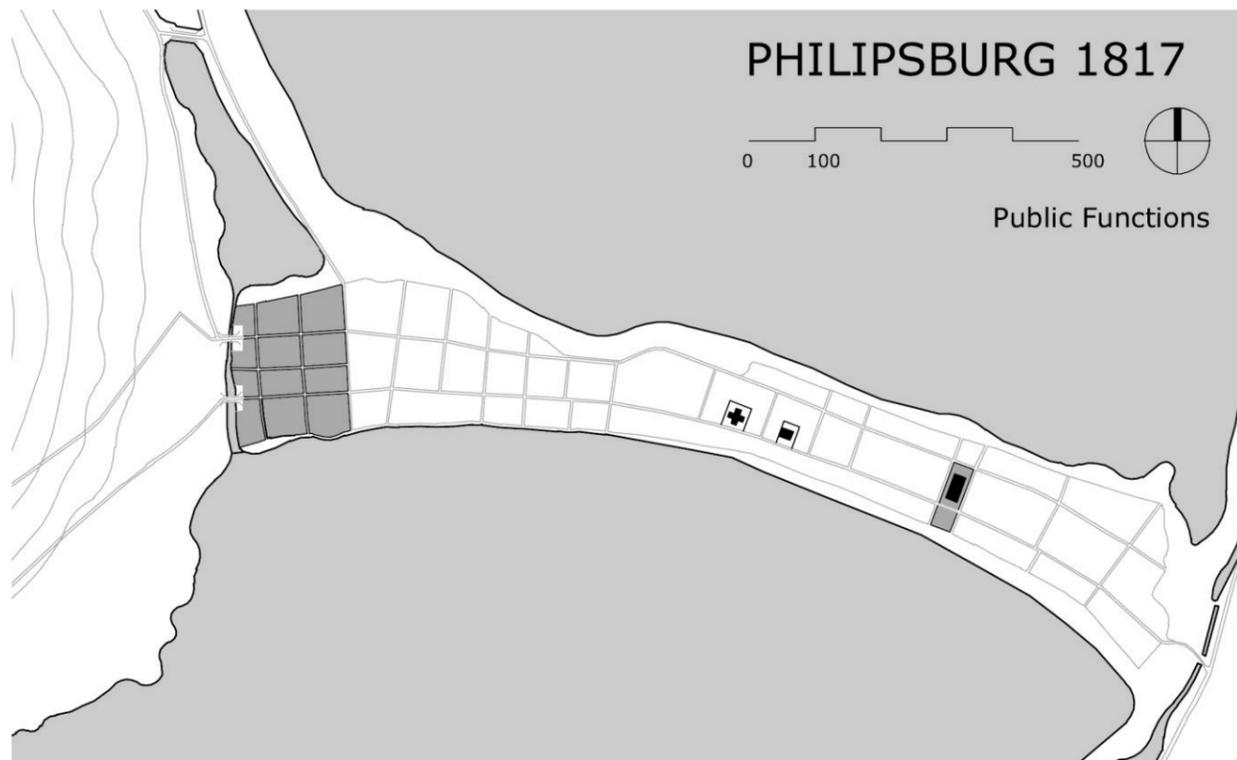


Illustration 6

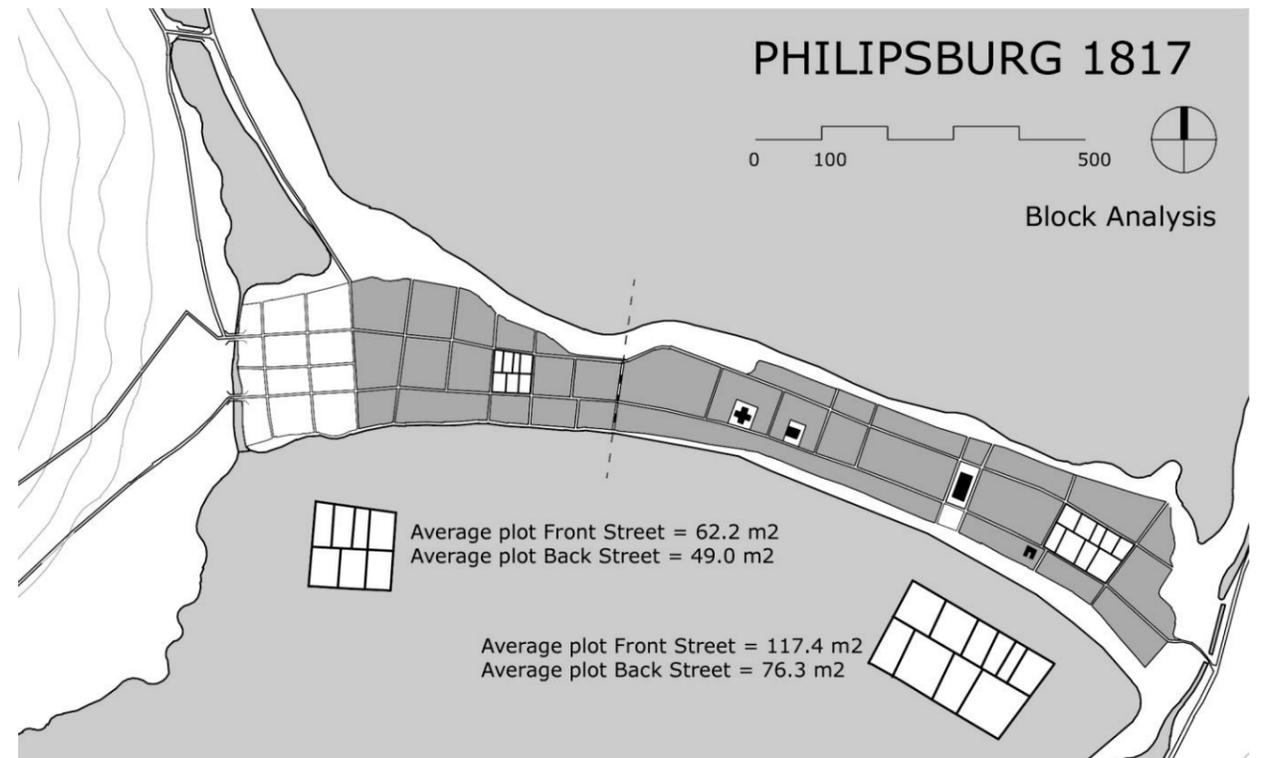


Illustration 8

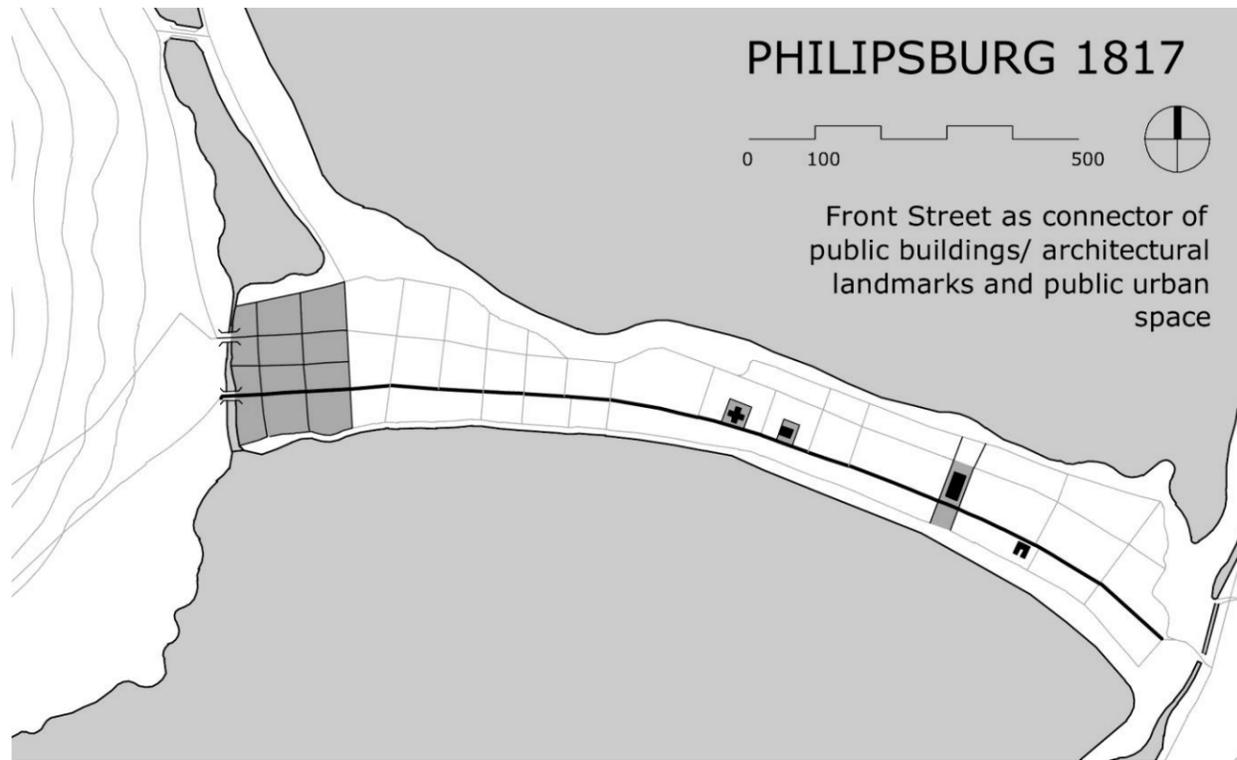


Illustration 9

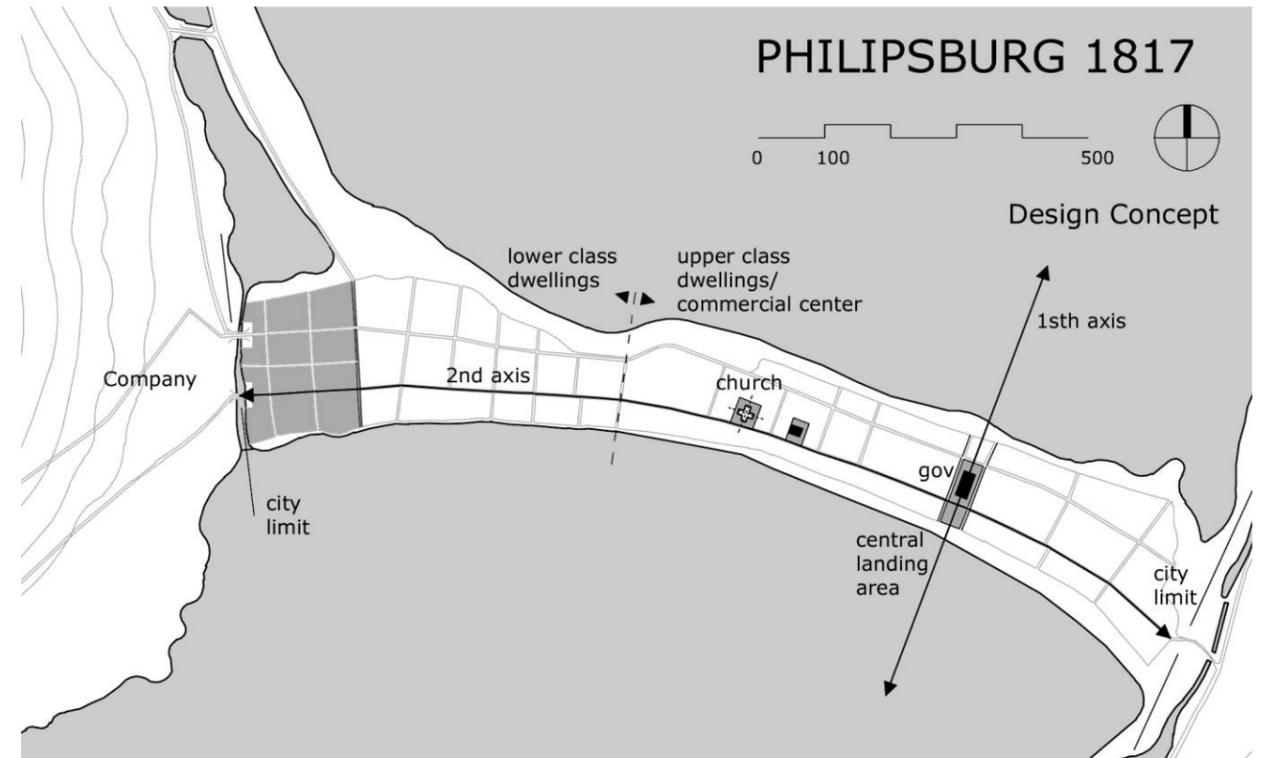


Illustration 11

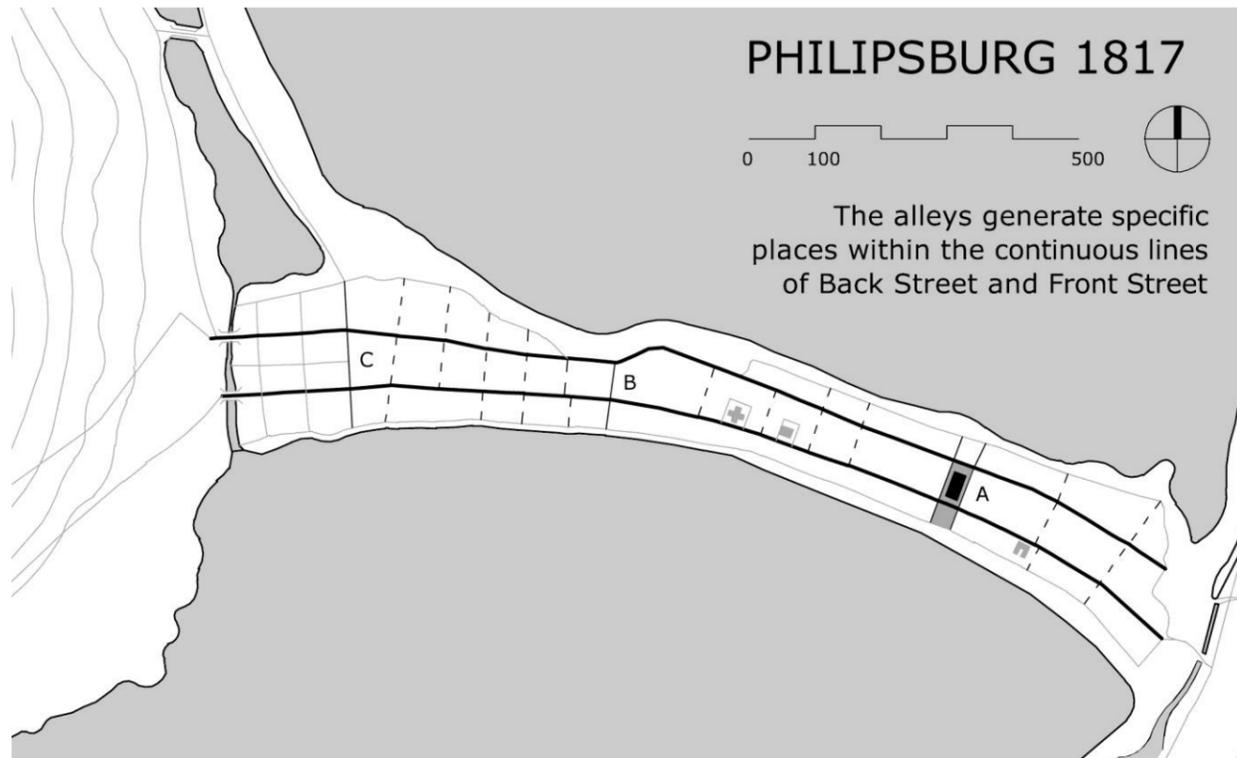


Illustration 10

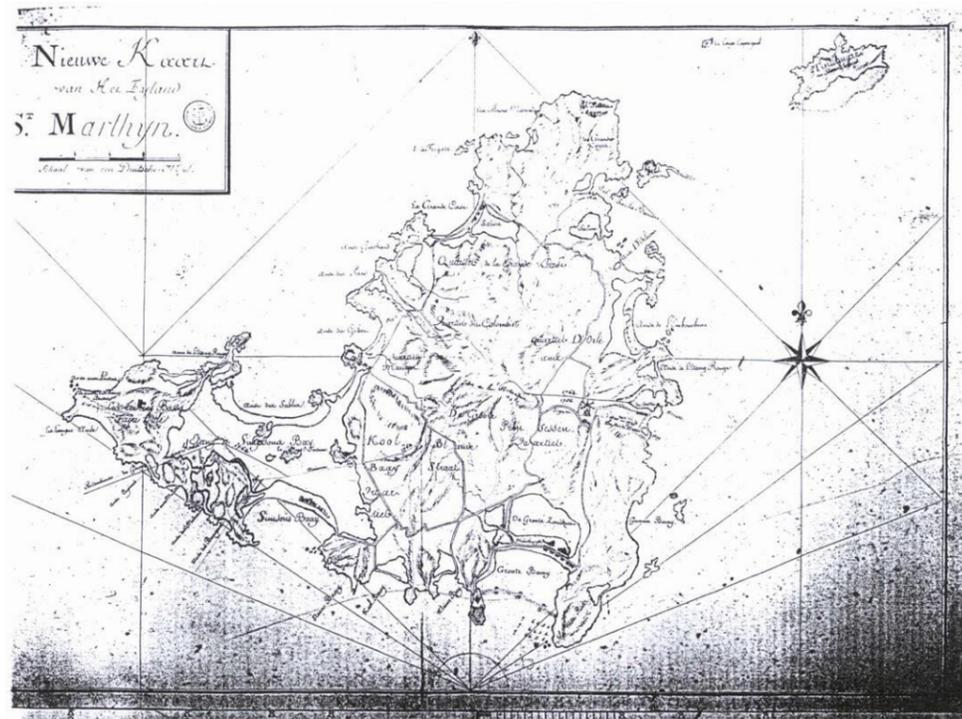


Illustration 12- MIKO 266: Nieuwe kaart van het eiland St. Marthijn, aanwijzende de vroegere en latere grenscheidung tusschen het Fransch en het Nederlandsch gebied. Produced after 1764

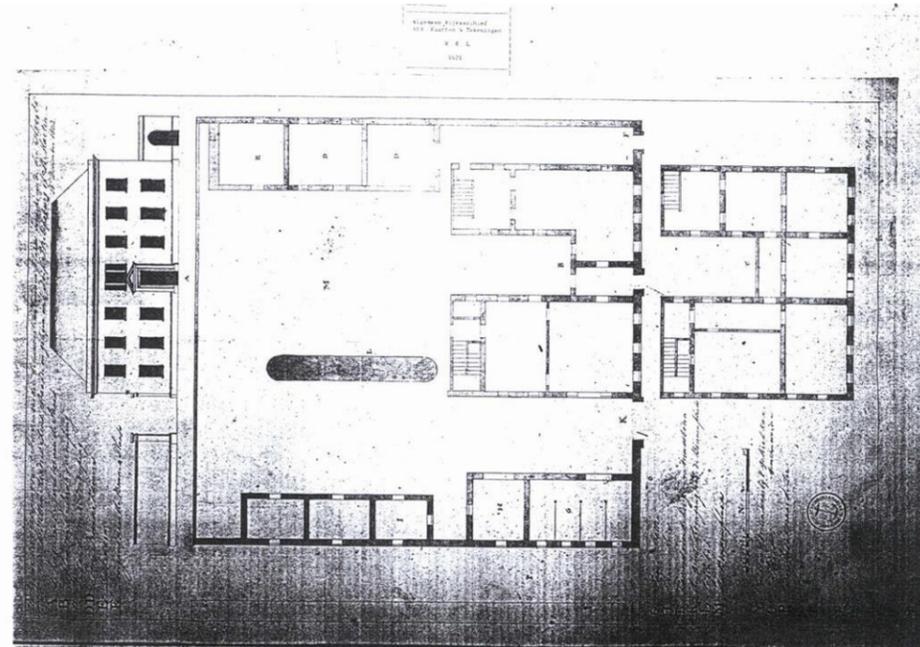


Illustration 13- VEL 1421: Author: John Handleigh, 1802

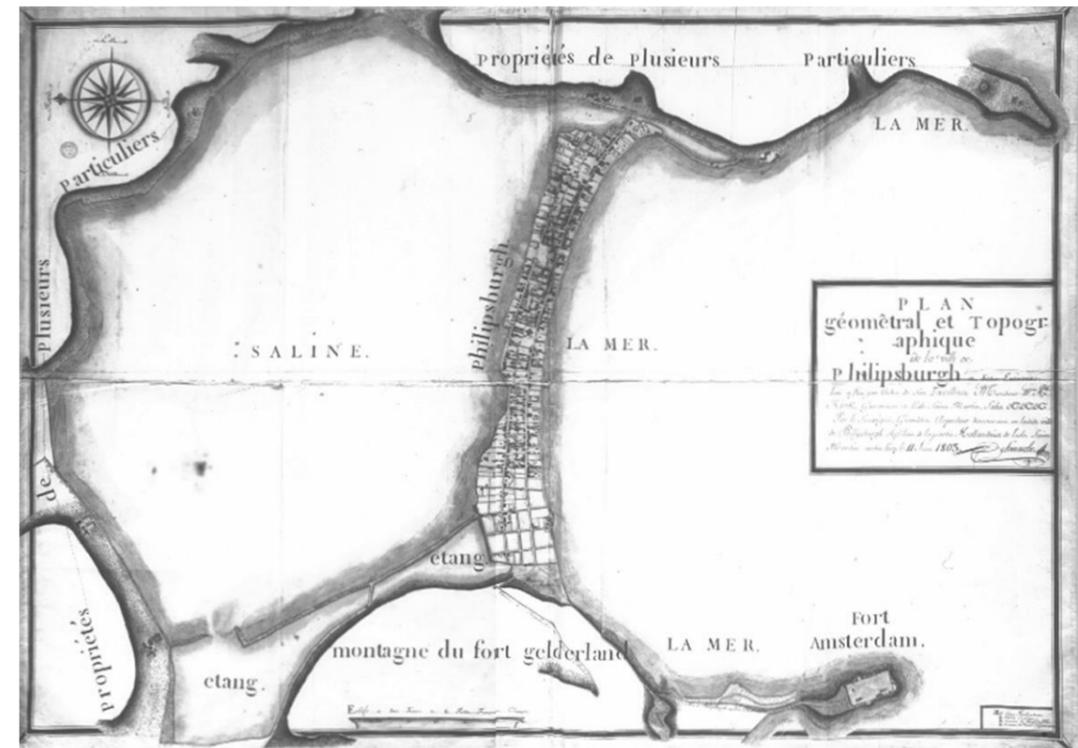


Illustration 14- VEL 1418 Documentation - Photographs, Maps & Plans de la ville de Philipsburg et ses environs etc.
Scale: 300 Toises = 244 strepen. Author: De Lamarche, Géom. Arp. St. Martin, 1803

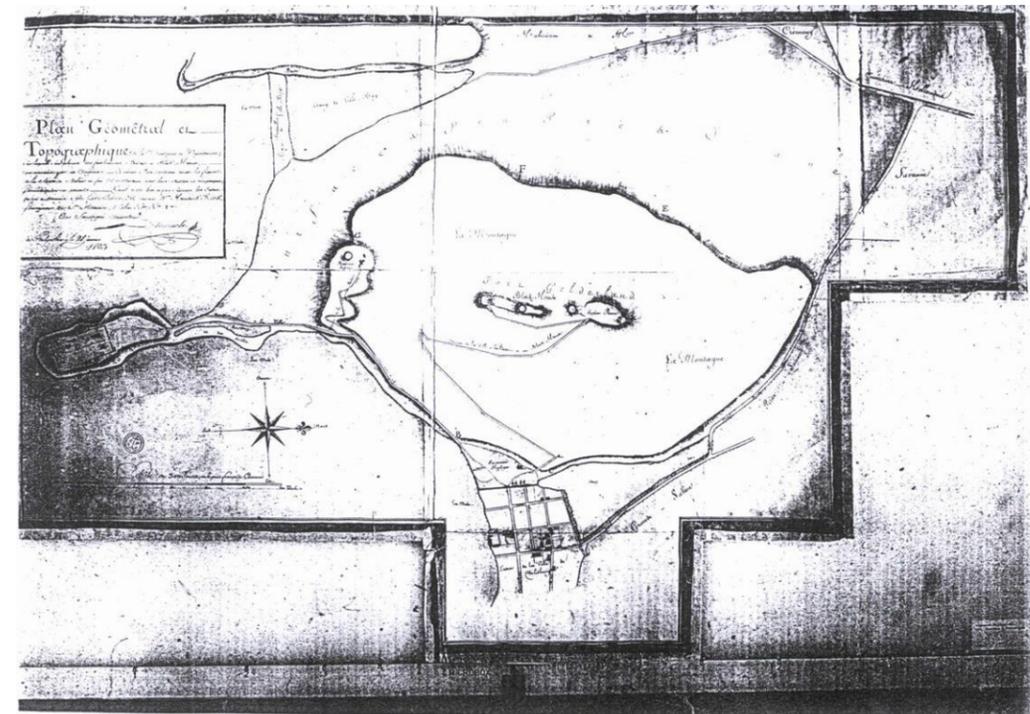


Illustration 15 - VEL 1419 Plan Géométral et Topographique de la Montagne et dependances sur la quelle sont placées des fortifications, batterie et blockhouse, etc.
Scale: 300 Toises = 244 strepen. Author: De Lamarche, Géom. Arp. St. Martin, 1803

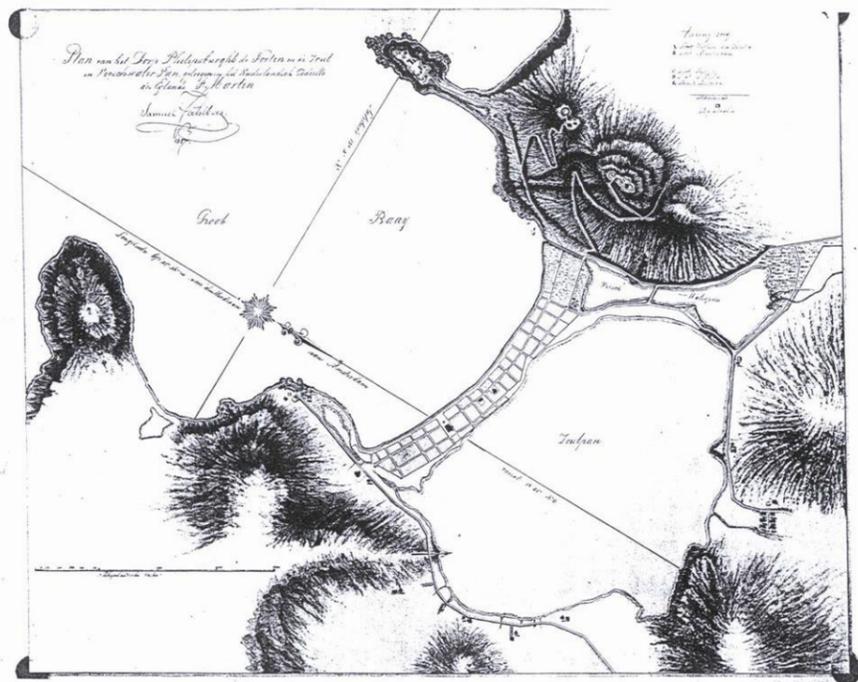


Illustration 16- MIKO 328: Plan van het dorp Philipsburg, de forten en de Zout- en Verschwatterpan, gelegen in het Nederlandse gedeelte des eylands St. Martin. Drawn by S.F. Fahlberg, 1817

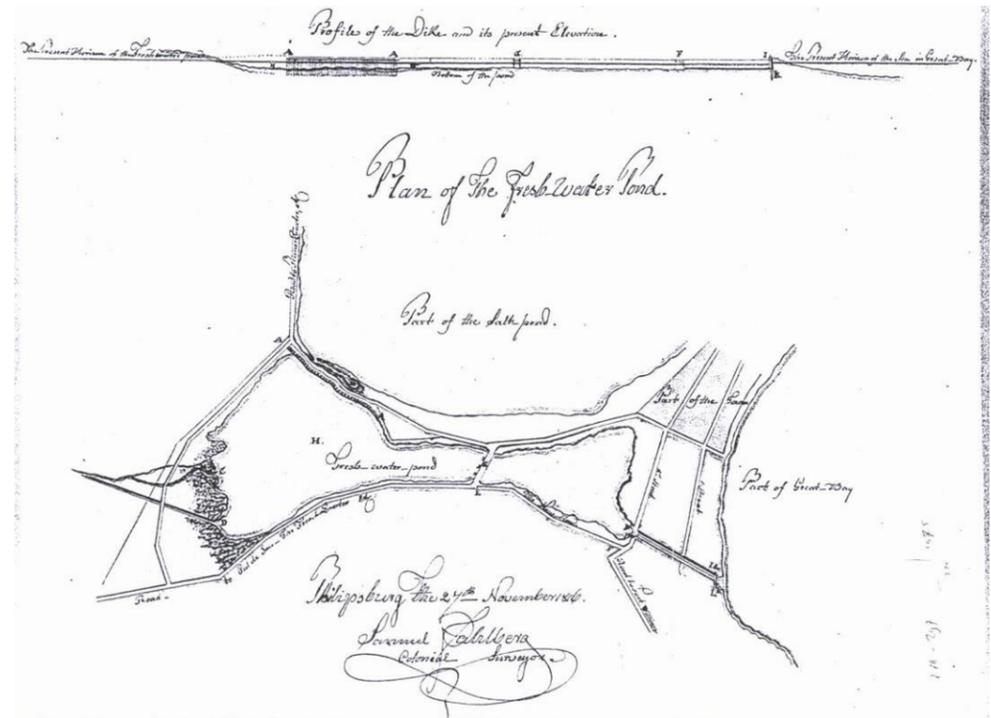


Illustration 18- MIKO 323: Plan of the Fresh Water Pond. Drawn by S.F. Fahlberg, 1816

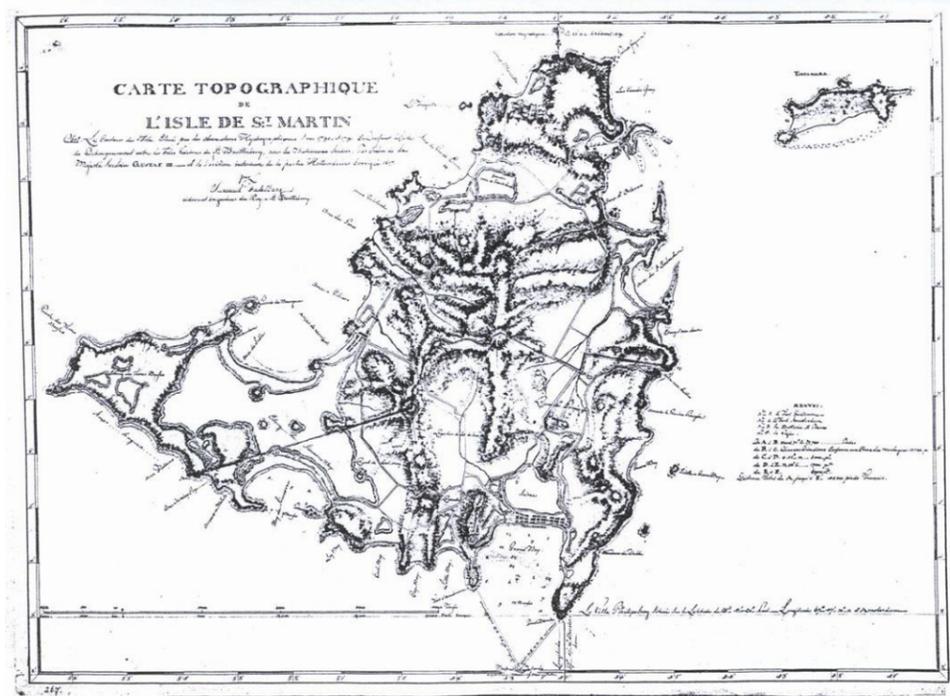


Illustration 17- MIKO 267: Drawn by S.F. Fahlberg

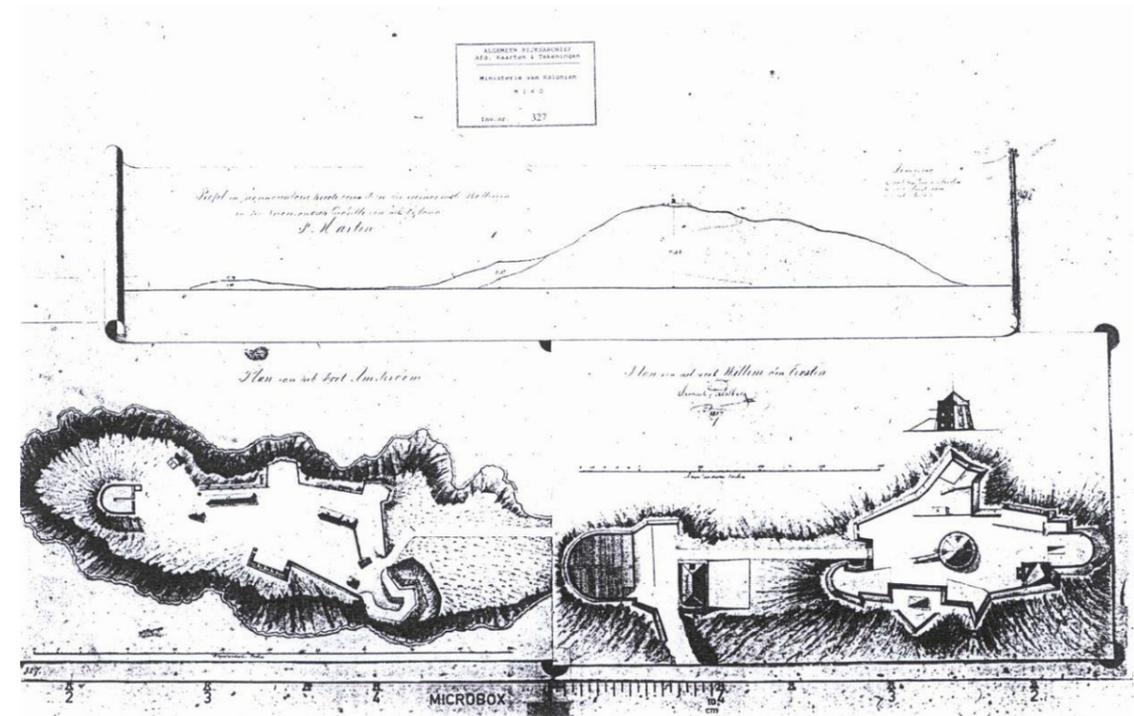


Illustration 19- MIKO 327: Drawn by S.F. Fahlberg

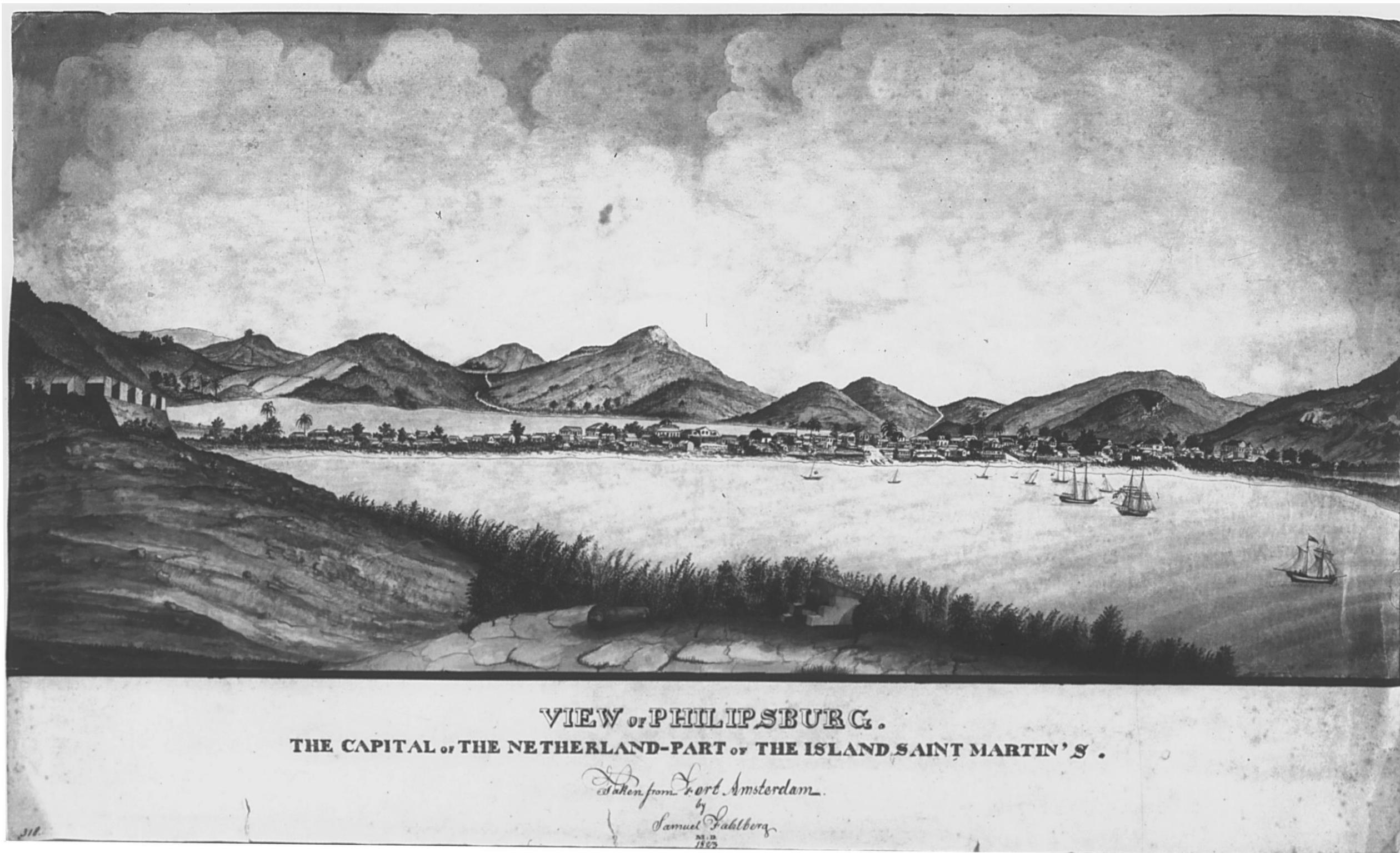


Illustration 20- MIKO 318: View of Philipsburg. The capital of the Netherland part of the island Saint Martins. Dedicated to William Henry Rink Esquire the former governor of the islands St. Martins and Saba. Drawn by S.F. Fahlberg, 1822



Illustration 21- Lesser Antilles/ Illustration 22- Sint Maarten, Saba & St. Eustatius



Illustration 23- urban characteristics



Illustration 24- Built structures of cultural historical interest



Illustration 25- Land use Philipsburg



Illustration 26-28- sequence of public spaces: landing jetty



Illustration 27- C.M. Wathey Square



Illustration 28- Market

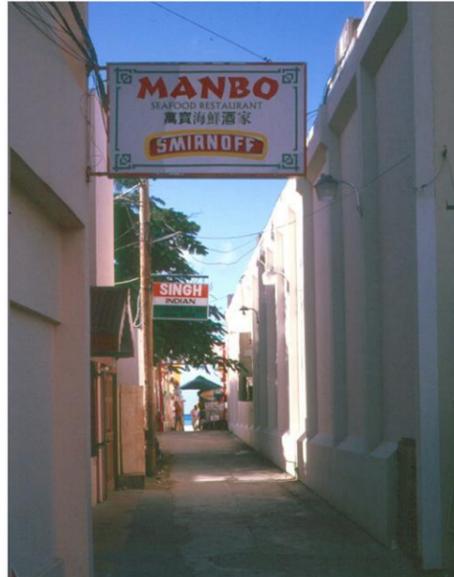


Illustration 30- alley



Illustration 31- Architectural landmarks: Methodist Church



Illustration 33- Architectural landmarks: Court House

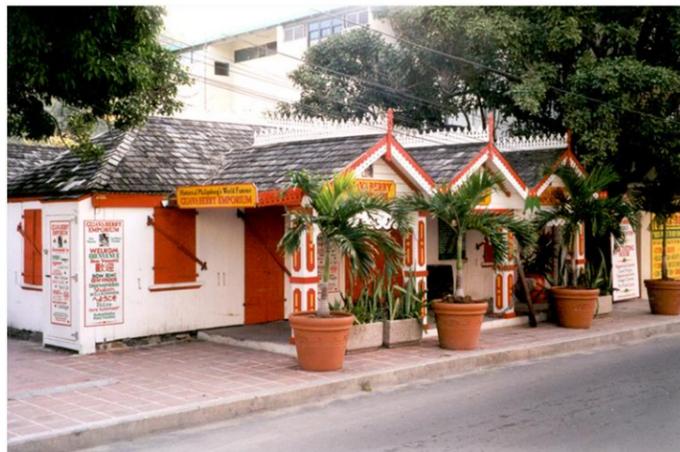


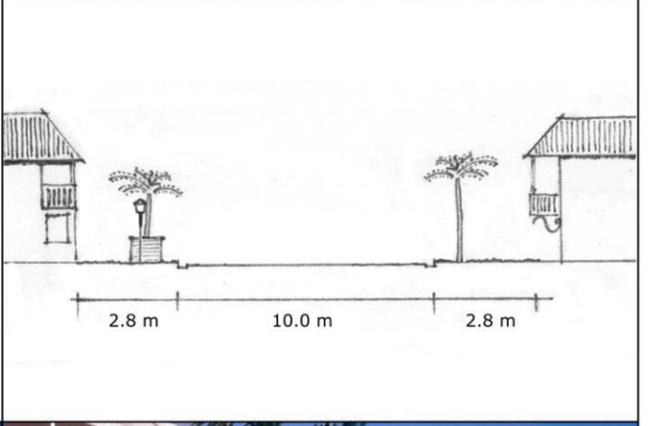
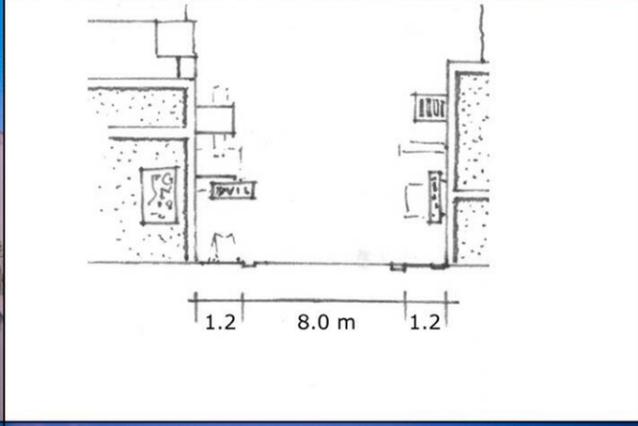
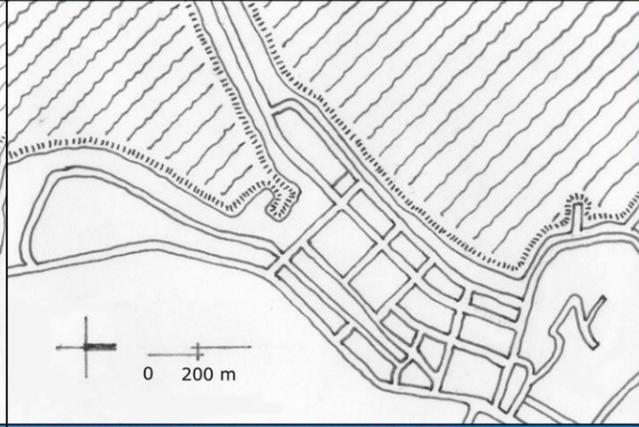
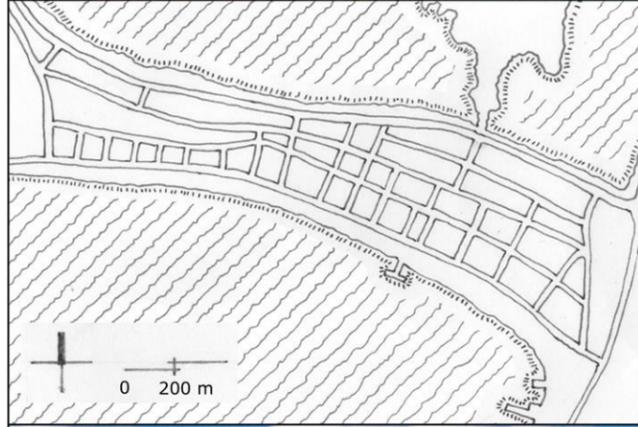
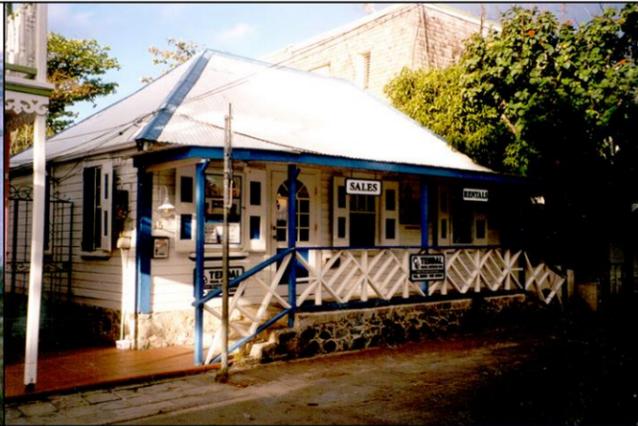
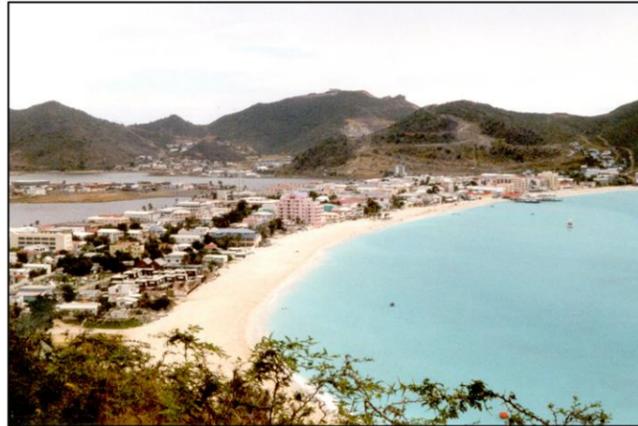
Illustration 33- adaptive reuse of traditional architecture



Illustration 35-36- tangible shift in land use: commercial functions



Illustration 36- Frontstreet; predominantly residential land use



<i>Illustration 37- Philipsburg: overview</i>	<i>Illustration 38- Marigot: overview</i>	<i>Illustration 45- Philipsburg: traditional domestic architecture</i>	<i>Illustration 46- Marigot: traditional domestic architecture</i>
<i>Illustration 39- Philipsburg: plan</i>	<i>Illustration 40- Marigot: plan</i>	<i>Illustration 47- Philipsburg Methodist Church</i>	<i>Illustration 48- Marigot: architectural landmark</i>
<i>Illustration 41- visual relation Philipsburg- Fort Amsterdam</i>	<i>Illustration 42- visual relation Marigot- Fort Louis</i>	<i>Illustration 49- profile Front Street</i>	<i>Illustration 50- profile Rue de la République</i>
<i>Illustration 43- Approach Fort Amsterdam</i>	<i>Illustration 44- Approach Fort Louis</i>	<i>Illustration 51- street scene Front Street</i>	<i>Illustration 52- Street scene Rue de la République</i>

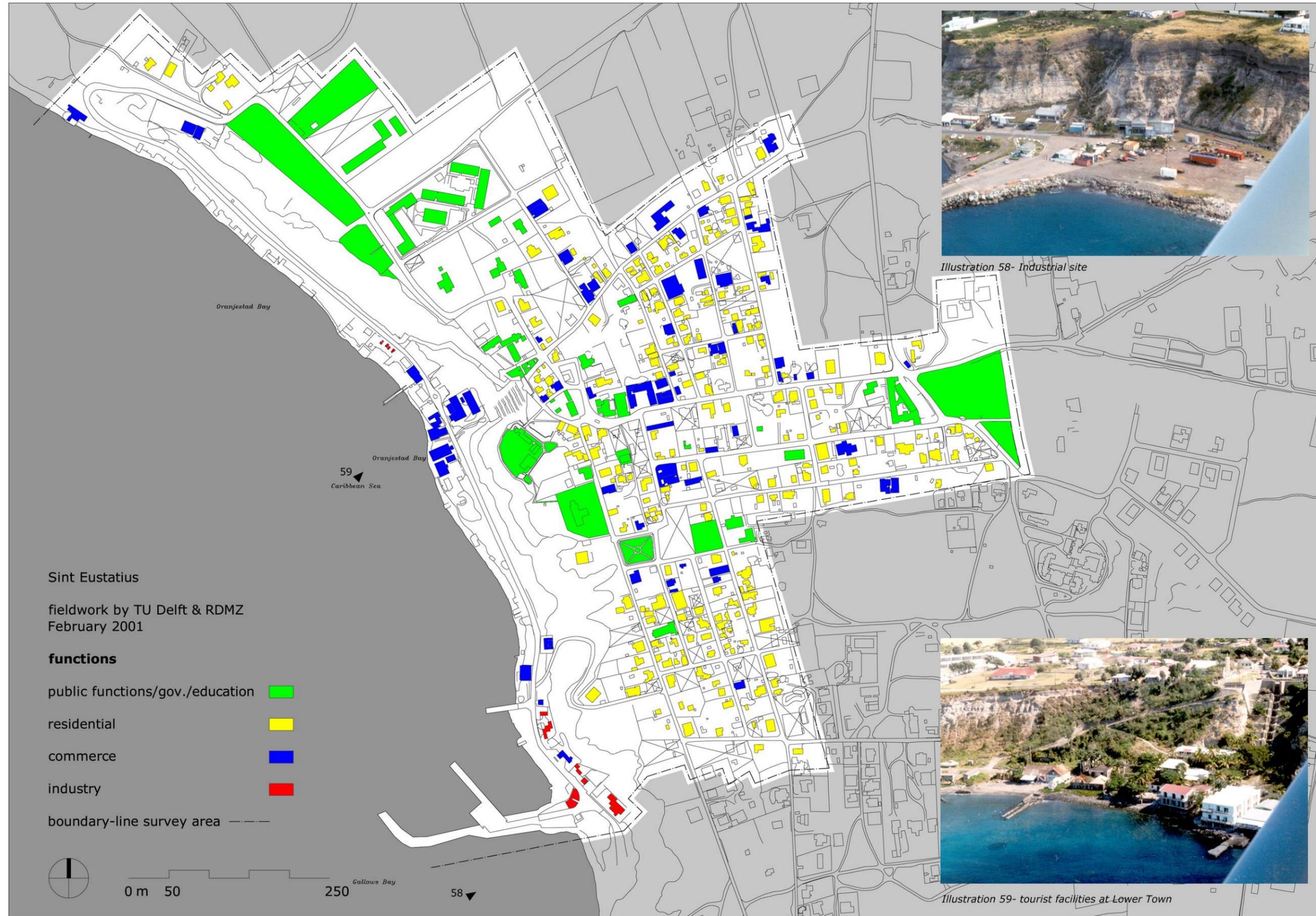


Illustration 53- Land use Oranjestad

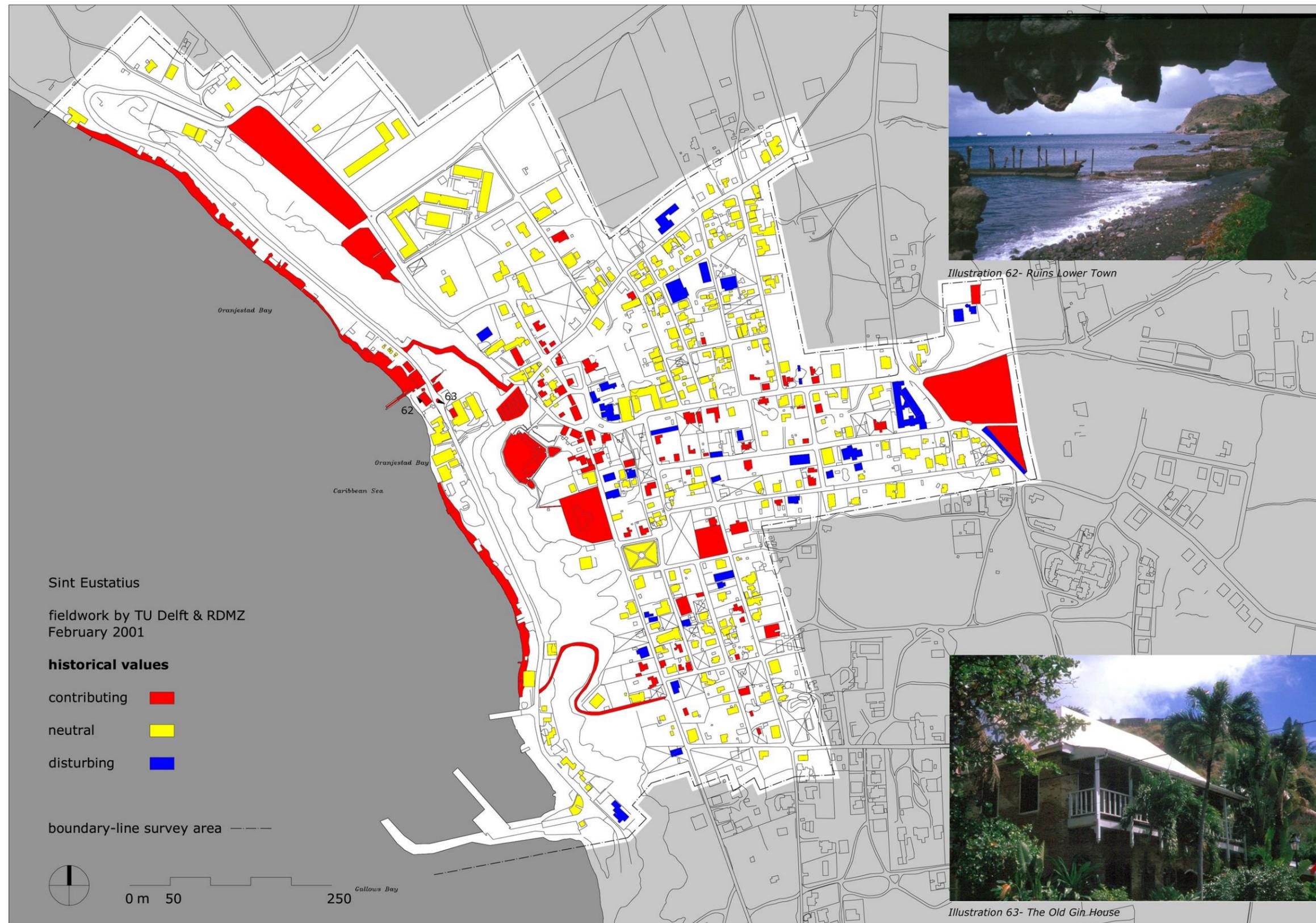


Illustration 54- Cultural historical values Oranjestad



Illustration 55- State of repair Oranjestad

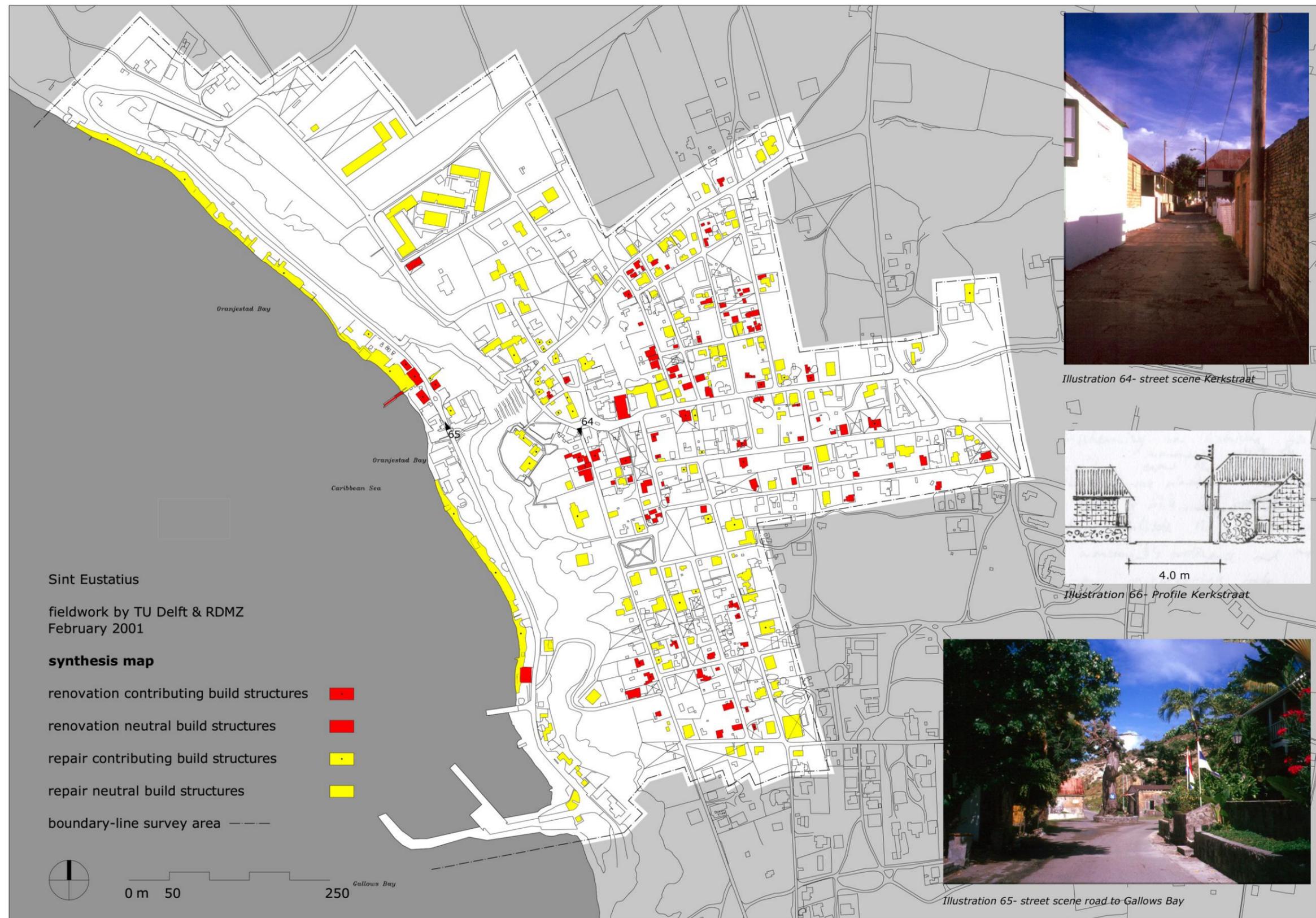


Illustration 56- Synthesis map

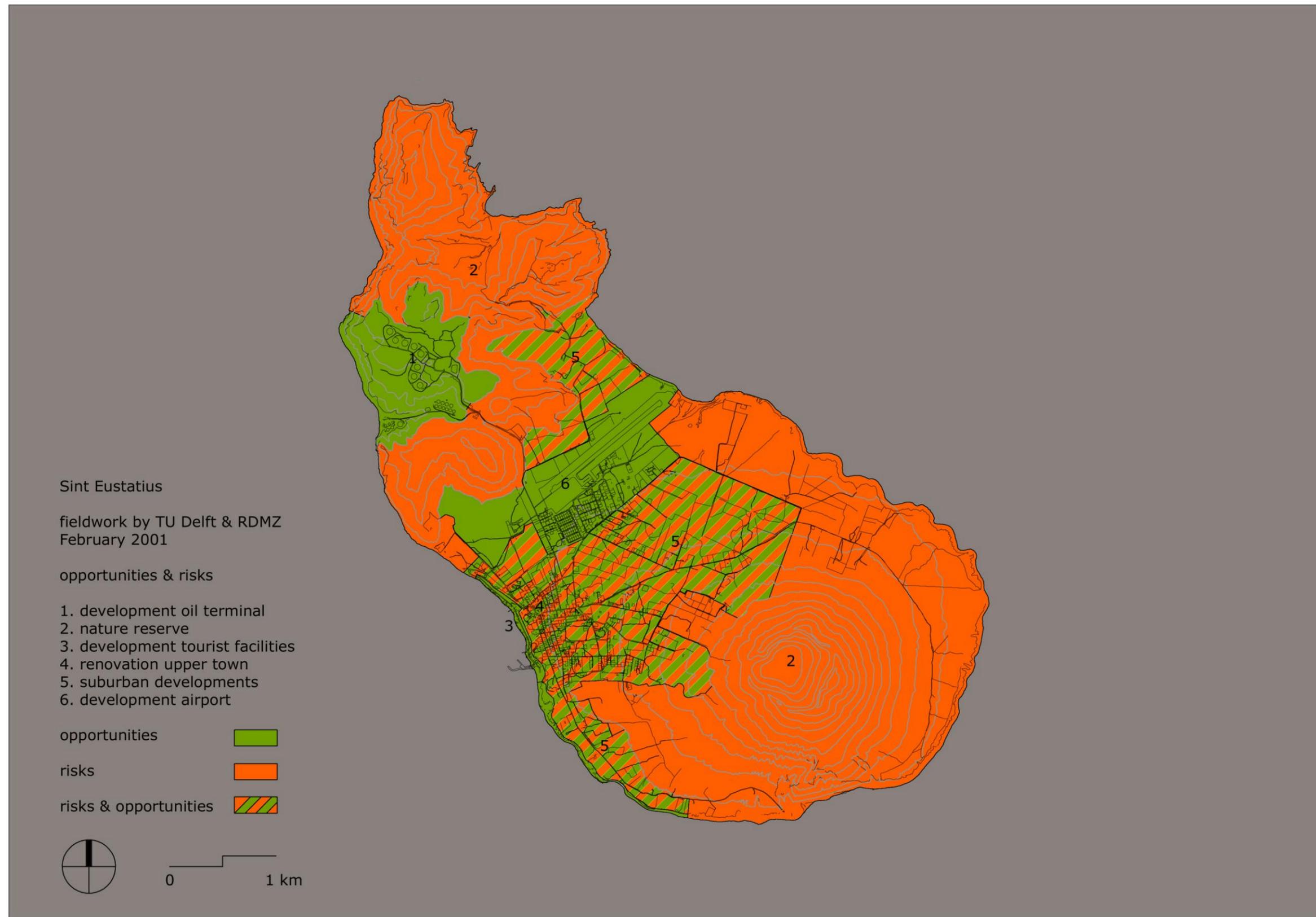


Illustration 57- Opportunities & risks

Appendix 3: Program of Fieldwork

5.2.2001	6.2.2001	7.2.2001	8.2.2001	9.2.2001	10.2.2001	11.2.2001
		arrival	fieldwork 12:30 lunch director Historical Foundation, BZK (internal affairs) and PREAM Consultants field visit mon. outside Philipsburg	fieldwork Marigot, visit Grand Case	11:05 dep. St Eustatius	9:15 tour museum 11:00 field visit Lower Town field visit outside Oranjestad
12.2.2001	13.2.2001	14.2.2001	15.2.2001	16.2.2001	17.2.2001	18.2.2001
9:30 meet. government St. Eustatius 11:00 meet. monuments workgroup 15:00 meet. PREAM consultants	field work	fieldwork 15:30 meet. PREAM consultants	8:00 visit reconstruction Synagogue 9:00 visit fortifications outside Oranjestad 15:00 meet. Lieut. Gov.	11:30 dep. Saba 14:00 meet. Government Saba	fieldwork	fieldwork 16:50 dep. St. Eustatius
19.2.2001	20.2.2001	21.2.2001	22.2.2001	23.2.2001	24.2.2001	25.2.2001
9:30 visit round flight St. Eustatius fieldwork	fieldwork 14:30 meet. AJZ (legal affairs) 17:00 meet. historical foundation	9:00 meet. monuments workgroup fieldwork	fieldwork 18:10 dep. Sint Maarten	fieldwork	19:00 dep. RDMZ	
26.2.2001	27.2.2001	28.2.2001	1.3.2001	2.3.2001	3.3.2001	4.3.2001
15:30 dep. DUT						

Appendix 4: Other Recent Studies:

Sint Maarten:

Paula, A.F., "Vrije" slaven, Een sociaal-historische studie over de dualistische slavenemancipatie op Nederlands Sint Maarten 1816-1863 ("Free" slaves, a social-historical study on the dualistic slave-emancipation on Dutch St. Martin 1816-1863,) Zutphen, Walburg Pers 1993

Monumenteninventarisatie (Monuments inventory) Sint Maarten
Deel (part) I: Philipsburg, Front Street
Deel II : Philipsburg, Backstreet, stegen en overige straten (alleys and remaining streets)
Deel III: buiten Philipsburg (outside Philipsburg)
Saskia de Kock, 1993

Proposed protected historical site & buildings on Sint Maarten
VROM, Department of Public Housing, Physical Planning and Environment, February 1994

Sypkens Smit, M.P., *Beyond the tourist trap: A study of St. Maarten culture*, Amsterdam, Publications foundation for scientific research in the Caribbean region no.136, 1995

Coomans, H. & Coomans-Eustatia, M., *Sint Maarten in Kaart en Beeld/ St. Martin in Maps & Prints*, Bloemendaal, Stichting Libri Antilliani 2000

Sint Eustatius:

Oranjestad Historic Core Renovation Inventory, volume 1-4
Plan D'2- Institute for Planning, Development & Design, November 1989

Oranjestad Historic Core Renovation Policy, volume 1 & 2
Plan D'2- Institute for Planning, Development & Design, May 1990

Oranjestad Historic Core Renovation Master Plan
Plan D'2- Institute for Planning, Development & Design, June 1992

Schinkel, K. & Versteeg, A.H. (editors), *The archaeology of St. Eustatius- The Golden Rock Site*, Publication of the foundation for scientific research on the Caribbean region no. 131, 1992

Ontwikkelingsplan Historische Kern Oranjestad, St. Eustatius (Development Plan Historic core Oranjestad, St. Eustatius)
PREAM Consultants, 1996

Ontwerp inrichting openbare ruimte historische kern Oranjestad, Sint Eustatius (Design public space historic core Oranjestad, St. Eustatius)
WTD- Landschapsarchitecten voor Spectrum design & technical support, May 2000

Saba:

Brugman, Frans H., *The Monuments of Saba: the Island of Saba, a Caribbean example*. Zutphen, Walburg Pers 1995 Sources & Literature

Archival sources

All maps can be found in the Dutch General State Archives (ARA) in The Hague, the Netherlands

Collection Leupe (code VEL) 1418, 1419, 1421

Collection Ministerie van Koloniën (code MIKO) 266, 267, 318, 323, 327, 328,

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Heijer, H. den, *De Geschiedenis van de WIC (History of the WIC 1621-1791)*, Zutphen, Walburg Pers 1994

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Palm, J.P.H. de (editor), *Encyclopedie van de Nederlandse Antillen (Encyclopedia of the Netherlands Antilles)*, Zutphen, Walburg Pers 1985

Teenstra, M.D., *De Nederlandsch West-Indische eilanden (The Dutch West Indian islands, part II: Curaçao; St. Maarten; St. Eustatius; Saba)*, Amsterdam, S. Emmering 1977 reprint of the original version of 1837

Watson, J.B., *The West Indian Heritage: A history of the West Indies*, London, John Murray Publishers Ltd. 1982