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KLM

Vogelvlucht



Vogelvlucht

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EDITORIAL

"NEDERLAND IN DEN VREEMDE (2)"

In de vorige editorial gaf ik een korte samenvatting van de doelstellingen van de Vereniging Nederland in den Vreemde, met de belofte dat ik op dit onderwerp zou terugkomen. In een volgend gesprek met de voorzitter, de heer J.H.C. Molenaar, bleek dat de plannen voor nieuwe activiteit in dit jaar inmiddels vastere vorm hebben kunnen krijgen.

"We zijn gericht op de Nederlander in het buitenland in de meest algemene zin: oudere mensen die van hun pensioen genieten, mensen die 2-3 jaar door een bedrijf worden uitgezonden en keihard werken en emigranten die de band met Nederland willen onderhouden. Maar de Vereniging wil ook iets doen voor de Nederlandse Verenigingen in het buitenland. Dat zijn er een paar honderd over de hele wereld en eigenlijk hebben ze te weinig onderling contact en missen een steunpunt in Nederland."

Bijeenkomsten

Dit jaar viert de Vereniging zijn 70-jarig jubileum, maar zoals de voorzitter zegt: "We hebben weinig behoefte aan een feestje. Wel willen we proberen de jaarvergadering (op 22 juni) wat meer inhoud te geven en hopen dat te doen op een punt dat reizigers vertrouwd is: Schiphol. Maar er zijn nog andere plannen: een seminar in de herfst van alle instanties in Nederland die iets met Nederlanders in het buitenland te maken hebben".

De bedoeling van dat seminar is een goed overzicht te krijgen van de specifieke problemen (bijvoorbeeld op het gebied van de wetgeving) van Nederlanders in het buitenland. De instanties die daar mee te maken hebben zijn vele: afdelingen van Buitenlandse Zaken, personeelsafdelingen van bedrijven, verzekerings-experts, culturele instanties... "We hebben nogal wat mensen wegwijs kunnen maken op een aantal gebieden. Velen zitten met problemen waar een consul ook niet direct raad op weet, zoals belastingtechnische problemen (wie mag belasting heffen op pensioenen?), AOW uitkeringen, welke opleiding moeten mijn kinderen nu volgen als ze in Nederland willen studeren, vragen op het gebied van de nationaliteit en dergelijke. We willen een aanvullende rol spelen met een netwerk van deskundigen in Nederland. Bestaande folders zijn bijvoorbeeld absoluut niet afgestemd op mensen die al jaren weg zijn!"

Wat die informatie betreft: het is wel goed even te wijzen op de Nieuwsbrief van de Vereniging, waarin objectief onderwerpen aan de orde komen als de tegenwoordige ontwikkelingen in de kerken of op economisch gebied -dingen die je nooit in een buitenlandse krant zal lezen.

Voor het stellen van vragen zijn de congressen "Welkom in Nederland" trouwens bij uitstek geschikt, het volgende zal van 21 tot 24 augustus '85 in Den Haag plaatsvinden.

Welkom in Nederland

Maar zoals de heer Molenaar zegt: "de vereniging moet niet alleen in het buitenland iets doen, maar ook in eigen land: we willen proberen in Nederland zelf meer belangstelling te wekken voor het verschijnsel buitenlandse Nederlander. Je zou wat meer voor die mensen kunnen doen om aan hun speciale behoefte tegemoet te komen. Tot nog toe hebben we daar een heel brede response op gekregen -dat loopt van de KLM die een verlofgangerspakket zou kunnen aanbieden tot aan allerlei verzekeringen, van een postorderbedrijf tot leerpakketten en ook het Nationaal Bureau voor Toerisme is bij de plannen betrokken. We willen de buitenlandse Nederlanders werkelijk tonen dat ze "welkom" in Nederland zijn." Een vereniging is zo sterk als de leden haar maken. Wij menen dat het streven voor u de moeite waard is, vandaar dat we er aandacht aan besteedden. De kosten van het lidmaatschap -dat persoonlijk is, maar in de praktijk voor het hele gezin geldt- bedragen f 40.- per jaar en hier komt nogmaals het adres waar u eenvoudig een briefje met aanmelding heen kunt sturen (voor betaling via de bank krijgt u dan de gegevens): Vereniging Nederland in den Vreemde, Noordeinde 64a, 2514 GK Den Haag.

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THE GROWING OFFSHORE CENTRE

From IJmuiden to Amsterdam, an English term has become an inherent part of the vocabulary of everybody involved in maritime affairs. Businessmen began to use it and after some initial hesitation the authorities took it up. By now it has become a stimulating formula that may shape the future of one of Holland's most important areas. The word is "offshore", the area is the entire corridor along the North Sea Canal. What we are talking about is a piece of

real estate over 20 kms long and about 5 kms wide. Some of it is state-owned, other areas are under municipal control and private enterprise is the third party involved.



THE NEW
IJMUIDEN
PORT RADAR
BUILDING.
(courtesy Hollandse
Signaal Apparaten)

Amsterdam - seaport

When Amsterdam became the world's leading port in the 16th and 17th centuries, it was a seaport, because ships sailed through the Zuyderzee to the distant corners of the world. The trouble was that this first part of the trip took a very long time because of the prevailing winds. Even more bothersome was the fact that many ships never made it through the treacherous Zuyderzee... Finally, the access route kept silting up. The problems were solved when the North Sea Canal was dug in the 19th century - a brave undertaking as it involved a deliberate breaching of the protection offered by the dunes! At the entrance of the canal, locks were built, one of which still belongs to the biggest anywhere. Instead of a tidal port, Amsterdam had become a non-tidal port. Although this has advantages, it implies that access to Amsterdam is controlled by the locks. And these are not situated in the middle of nowhere: they form the heart of another bustling port: IJmuiden!

Competitors

The locks and the North Sea Canal are controlled by the government and both the municipal authorities and the businessmen in Amsterdam are directly affected by anything the State of the Netherlands decides to do about this vital communication link.

Naturally the Dutch government ensures smooth operation. For instance, even the biggest ships do not have to pay anything for using the locks. Modern facilities enhance Amsterdam's attraction as a centre of maritime trade: impressive piers of almost 3 kms long guarantee safe access even during gales and the recently installed radar facilities are internationally recognized as a breakthrough.

But anything that enhances Amsterdam's attraction can also be to IJmuiden's advantage! So naturally, some healthy competition will always be there. But because of the mutual dependence, co-operation is the rule, especially for the new offshore ventures. As a look at the map will show, Amsterdam has facilities to offer, while IJmuiden is closer to the sea and also boasts a fishery harbour that does have direct access to the ocean.

Amsterdam's story

Although the port of Amsterdam is owned by the municipality, it is operated by private enterprise. The co-operation is expressed in the Amsterdam Port Association and its director, Mr W.R. Bongers, sketches the importance of the area.

"The North Sea Canal and the surrounding area constitute a commercial unit, and Schiphol Airport should also be included in the picture. The economic value of the area is illustrated by the fact that it contributes about as much to the gross national product as the Rijnmond area near Rotterdam".

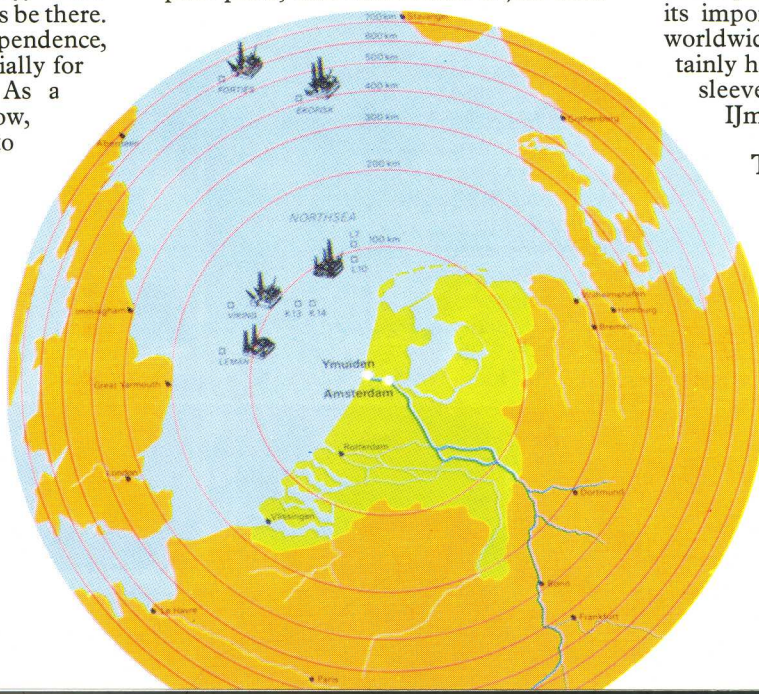
Within the Amsterdam Port Association, over a dozen firms became interested in the offshore activities developing on the Dutch continental shelf. In 1980 forces were joined with IJmuiden and this led to the AIJOP (Amsterdam IJmuiden Offshore Port), an organisation in which at present the Amsterdam port management authorities in IJmuiden, the Port Association and some 25 firms active in the field are represented.

The Scheepvaartvereniging Noord is the organisation representing employers in the port of Amsterdam. Mr. D.E. Claassen is its director and describes one of the area's advantages.

"The port of Amsterdam is renowned for its industrial climate. The personnel is not only skilled, but also highly motivated and strikes or disputes are practically unheard of. Another attractive point is that Amsterdam is a multipurpose port backed by a "multipurpose economy": the area offers anything from ship repairs through transportation and storage to banking and automation firms".

Business climate

"In the eyes of other countries", Mr. Claassen states, "Holland can be a source of irritation. Here we are, a very small country, but we not only have the biggest port in the world - Rotterdam of course - we have several other ports of importance. This reflects the country's expertise in trade, but it means we're under some pressure. The government policy is that Holland must have at least two multipurpose ports, and Amsterdam is just that.



FROM IJMUIDEN TO AMSTERDAM: ONE

We can offer literally anything in the way of services, and two things we can also offer are: space and a minimum of red tape".

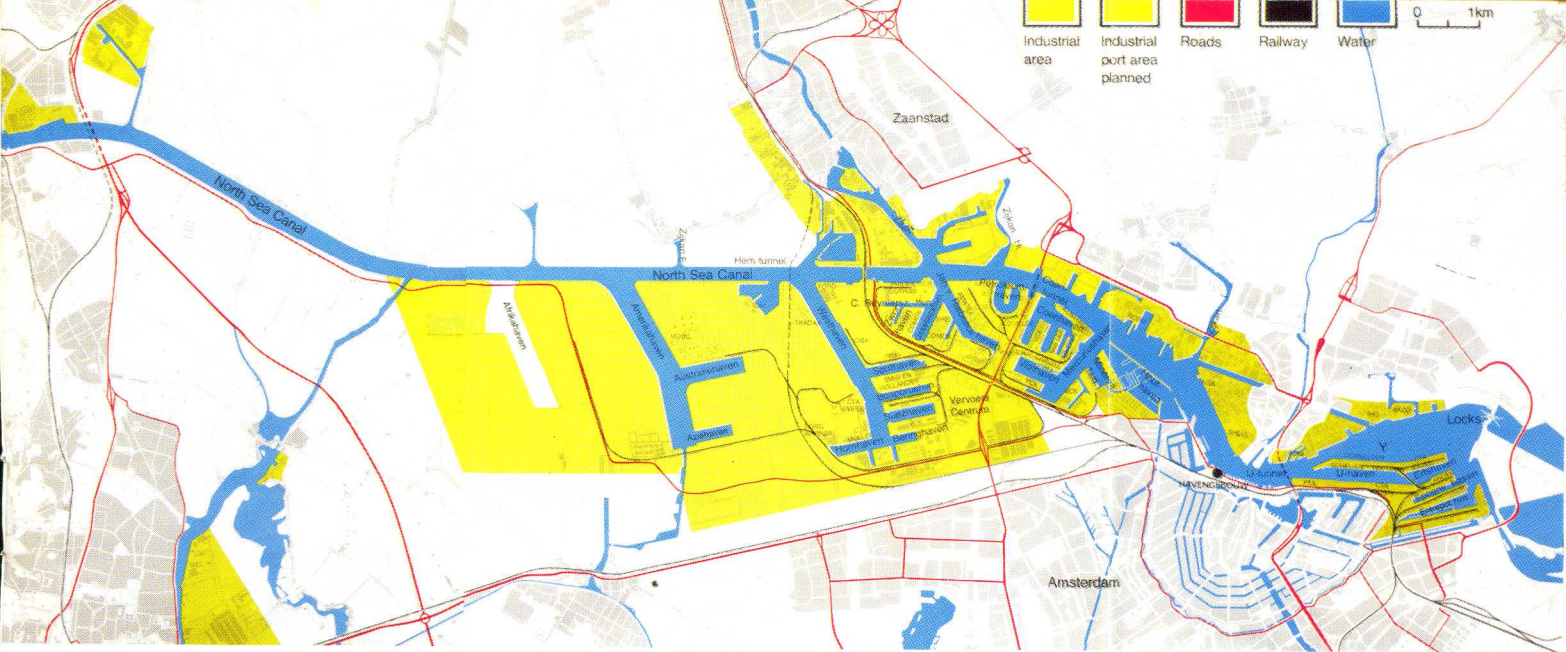
Even a big project may be sped in its way by astonishingly fast procedures, always a surprise for businessmen from other countries. Mr. Bongers gives two illustrative examples:

"One very large project under construction in the port is Nissan's distribution centre for automobile parts. Parts arrive by ship, but also by the Transsiberian Railway and are then distributed throughout Europe from Amsterdam. Another example, in the offshore industry, is the firm of Santa Fé. These people are experts in the production of pipelines, which they make in sections of 1 km long... Only in Amsterdam were they able to find a site of that size, and it is now the firm's longest base worldwide..

The infrastructure in the area is also ideal for the offshore industry - just think of the proximity of Schiphol Airport and its importance for an industry used to worldwide operations. The AIJOP certainly has a few aces up its Amsterdam sleeve, and the other sleeve is at IJmuiden.

The IJmuiden story

IJmuiden - part of the municipality of Velsen - has always been known as a major fishery port, located in the State Fishery Harbour. IJmuiden's locks were the theme of a sentimental song popular just after the war. And just across, Velsen vast steelworks offer a spectacular sight. IJmuiden also has its Port Association, with Mr A.S. Hammerstein as its secretary and Mr M. de Weers as member of the Board. Together, these gentlemen



OF HOLLAND'S RICHEST AREAS.

taught me quite a lot about the problems and perspectives of "their" end of the North Sea Canal.

"Offshore activities started around '68" Mr Hammerstein begins, "but IJmuiden did not have a chance because it had no

the meantime an industrial site had become available. The breakthrough came when one of the leading oil companies (NAM) decided to concentrate all its offshore facilities in IJmuiden.

"IJmuiden may be slightly more distant than Den Helder if you look at the platforms existing now" remarks Mr de Weers, "but so far activities have been concentrated in the North end of the continental shelf. At any rate, the decision of such a major operator has had a catalytic effect. Fortunately, attitudes to the offshore industry have changed for the better and sites are also becoming available now".

Pollbase, Octopusbase and Orca-base have become common expressions in IJmuiden's language, but things are still crowded. Quays are still in short supply. But this

will change soon. "The first thing to change -in the next year or so- will be a polder of 35 hectares, the Noordwijkermeerpolder" says Mr Hammerstein, "which will offer a quay of 650 metres.

"This should give us some breathing space, but it certainly is not enough. One thing you must keep in mind is that we may be concentrating on the offshore industry at present, but such activities are temporary. In 25 years' time, a switch must have been made to other activities and the sites should be suitable for them, as well. So we really have to think forward".

Bigger plans

In search of space to work in, many people have a cast a greedy eye on the State Fishery Port, which after all is located outside the locks.

If the Dutch fishermen were long past their prime, there would be no difficulty in putting a foot inside this State enclave, but the situation is quite different.

"The fishery industry is doing very well indeed" Mr de Weers confirms, "and hundreds of millions of guilders have been invested into deep-freeze fish storage. IJmuiden is a major distribution centre -to Nigeria, for instance. In addition, there are more than 100 small ship owners, many of them skipper/owner, and a great variety of service industries". But it is generally felt that the State Fishery Port can be greatly improved: longer quays, deeper basins and more efficient use of the available space. And what we are seeing now is a political decision difficult to imagine outside the Netherlands: in principle the government has decided to turn the port over to private enterprise! The details must be worked out, but new perspectives are appearing...

And this is certainly not all, as my two spokesman indicated. Executives in Amsterdam and IJmuiden have much bigger things in mind, and here are three of them.

- One set of big locks is not enough and construction of another set is certainly considered desirable. As an aside, it may be pointed out that deepening the North Sea Canal is not very feasible, because the Velsertunnel and the Coentunnel at Amsterdam would get in the way...

- In the early 70's Amsterdam wanted a large tidal port outside the locks for the bigger ships. Although these plans could not be realised then, enormous amounts of sand have been collecting at the outer face of the new piers and one possibility is the construction of a "strip" for container -and roll-on-roll-off ships.

- When the tidal port plan was rejected, Amsterdam asked for a transshipment ter-



AMSTERDAM'S WESTERN HARBOUR AREA.

sites to offer. We have a unique situation here, because the Fishery Port, which would have been an ideal location, is state-owned! Eventually, offshore activities on a very small scale were permitted in what is popularly called "the Bunker". This is a legacy of the war: enormous U-boat pens constructed for the Germans and impossible to demolish because half IJmuiden would be blown off the map. Lack of quays especially made IJmuiden lose out on its competitor Den Helder then".

About 3 years ago, IJmuiden got its second chance. Den Helder -with a large Navy base- became crowded too and in



THE ENTRANCE AND LOCKS OF THE NORTH SEA CANAL.

minal for coal and iron-ore to the North of the piers. Permission has been given and this "pilot project" may be the beginning of other activities.

As Mr Hammerstein puts it: "there will be quite a few changes and we in IJmuiden have great expectations".

The municipal view

To complete the picture, let's hear what the municipal authorities of Velsen think. Drs. A.F. Kouthoofd is the head of the municipal economics office and J. Joosten is First Officer to use a nautical rank.

"In the past few years there has been a fundamental change in attitude" Mr

Kouthoofd agrees objectively. "Some twelve years ago, when the term continental shelf was a new-fangled invention, the municipal policy was primarily focused on fishery, the steelworks and the paper industry. Offshore was thought not to "fit" and I can well remember an official document stating that the offshore people might try their luck in Den Helder. Of course, Den Helder then became the principal competitor..." Additional pressure on the housing market was one of the fears, but Mr Joosten gives another good reason for the change in attitude.

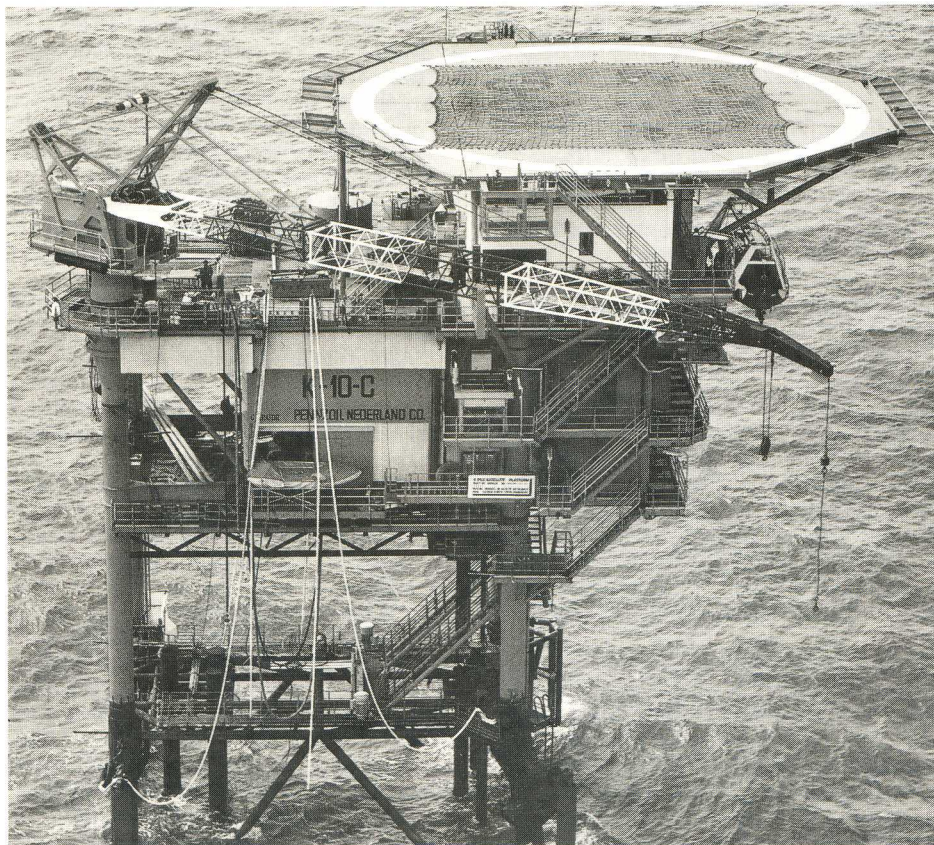
"A decade ago, authorities saw their

role as one of control, whereas now they think in terms of stimulating the economy. The developments around the State Fishery Port illustrate this on the governmental level. Of course, fishery may never suffer, because it is in the process of concentrating on IJmuiden. But on the other hand, oil firms are doing the same: ten years ago there were two here; after the NAM took the initiative, eight followed!"

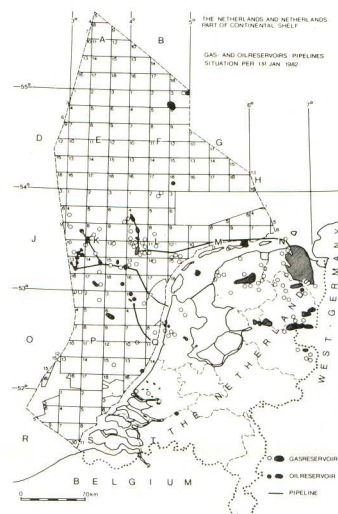
Good contacts between private enterprise and the municipal authorities are perhaps the best stimulus. The new project in the Noordwijkermeerpolder is a good example of what can be done: in about a year's time a brandnew base will be there to use, by the paper industry, by the offshore industry and the offspin. "Offshore is a highly varied activity and diversity is precisely what we want" says Mr Kouthoofd. "One asset we have is continuity: because of the steelworks with its four-shift operations, everybody is used to thinking in 24-hour-service terms".

Bright prospects.

Certainly IJmuiden does not aim at besting Rotterdam -port operations will always be on a smaller scale. But there are specialities where its strong points can be used to the full.



PRODUCTION PLATFORM IN OPERATION.



THE DUTCH CONTINENTAL SHELF.

"Offshore firms always generate work because they do not want to do everything themselves", concludes Mr Joosten. "A similar thing happened in the fishery industry, which in a century began to attract all sorts of technical service firms. That is why authorities need to be flexible. People are very interested and things are really happening in the AIJOP area".

So this is the story of Holland's growing offshore centre. What this growth may lead to eventually nobody can predict -nobody foresaw that Rijnmond would become an independent authority when Rotterdam decided to really get going. And "go" is the word for AIJOP, as the nation-wide offshore exhibition in the RAI will show in November!

DE HOLLANDSE VISSERSTRUI IN ERE HERSTELD



In Nederland worden de laatste jaren weer veel truien met de hand gebreid, soms zelfs door mannen! Schitterende wolsoorten en katoen met glitters en bobbels verwerken we naar hartelust tot heel exotische motieven in zeergewaagde kleur-combinaties. Maar voor praktisch en sportief gebruik rolt sinds kort ons

eigen erfgoed weer in donkerblauwe wol van de pennen dank zij het boek "Nederlandse Visserstruien" van H. v.d. Klift-Teleggen (Uit-

geverij Cantecleer, Postbus 24, 3730 AA De Bilt, prijs f. 29,50, 95 pag. met meerdere foto's en tekeningen op elke pagina!).

HOLLANDSCHE KLEDERDRACHTEN



Dit is de ondertitel van het boek "Onze Klederdrachten" van C. Nieuwhoff (Uitg. Zomer & Keuning, Kernhemseweg 7, 6718 ZB Ede, prijs f. 24,90).

Het is géén handboek voor het maken van "a Dutch costume". Wel vertelt het u welke dracht nog waar gedragen wordt en geeft het veel wetenswaardigheden over mutsen, schorten, jakjes etc. Bovendien wordt er een aantal patronen in gegeven van specifieke vormen van traditioneel handwerk. Veel daarvan is toe te passen op tegenwoordige

kleding en textiel in huis, zoals een gehaakt Volendammer dasje en een gehaakte kaper (een grappige muts met schouderstuk die de kinderen in Volendam, Bunschoten,

Huizen en Urk's winters droegen), een lampekaprands kraaltjes-kraalwerk uit het Land van Axel, een tasje in kralen-breiwark van het Kampereiland, een openge-

Vrijwel niemand wist meer dat er in onze vissersplaatsen vroeger de prachtigste truien werden gebreid met plaatsgebonden motieven. Na drie jaar research heeft Henriëtte van der Klift aan de hand van moeizaam verkregen foto's uit archieven en familie-albums (ze verluichten nu het boek) 40 verschillende truien beschreven.

Naast de technische aanwijzingen voor het nabreien, staan er leuke gegevens in over de symbolische betekenis van motieven zoals vlaggetjes, golven, visgraten, bliksemschichten, levensbomen en het Godsoog. Boeiender nog zijn de soms aandoenlijke verhalen van b.v. de Scheveningse bruiden die hun eigen haar meebreiden in de trui voor hun aanstaande echtgenoot en van de Urker vrouw die de trui van haar man thuisbezorgd kreeg en begroef: hijzelf had een zee-mansgraf gekregen...

De plaatsgebonden patronen speelden behalve bij identificatie ook een rol bij herkenning. Kwamen twee vissers elkaar tegen in een buitenlandse haven en bleken ze op hun trui de bolletjes uit Moddergat of de horizontale visgraten uit Maassluis te dragen, dan was het ijs meteen gebroken...

Voortbreien aan deze traditie kan ik u in alle opzichten aanbevelen!

werkte-doorgestopte rand van een Twents kussensloop, een gehaakt Staphorster gordijnrandje en, zeer uniek, een gehaakte Staphorster jasbeschermer voor op de fiets. Aantrekkelijk geïllustreerd in kleur en zwart/wit!



HARING IN HET LAND, DOKTER AAN DE KANT



Als dit oude gezegde waarheid bevat, gaan we hier een goede tijd tegemoet: in juni/juli stroomt het zilver van de Noordzee weer binnen. Vorig jaar beleefde onze Hollandse Nieuwe een glorieuze come-back nadat in 1976 om biologische redenen een totaal vangstverbod moest worden afgekondigd. Een dramatische ingreep die echter tot resultaat had dat de haringstand op de Noordzee zich explosief herstelde na vrijwel uitgeroeid te zijn door Skandinavische industrie-vissers. De nazaten van Willem Beukelszoon van Biervliet, die in de 2e helft van de 14e eeuw met het kaken (wegnemen van het

grootste deel van de inwendige organen) begon, pakken het zilte zeebanket straks weer bij de staart en laten het genietend door de keel glijden. Veel meer zullen we er hier maar niet over zeggen want bij de ruim 500 ton vis die we vorig jaar naar Australië exporteerden, was geen haring en de export naar Nieuw Zeeland is vrijwel nihil. U zult dus naar Holland moeten komen... Gelukkig kennen we in de Hollandse keuken genoeg andere vissoorten om uit te kiezen. In veel huishoudens is vrijdag nog altijd visdag, ongeacht het geloof van de gezinsleden...

One of my favourite recipes is an unusual combination of fish, bacon and cheese. It sounds incredible but the proof of the dish is in the eating so do try it once and I am pretty sure it will stay on your list as a surprising way of presenting cod.

Kostelijke Kabeljauw

- 400 g deepfrozen cod
- 100 g bacon in thick rashers

(we use "ontbijtspek")

- some butter or oil
- salt and pepper
- 250 ml sour cream
- 50 g grated cheese (Parmesan or some other tasty variety)
- 3 tbsp breadcrumbs fried golden brown (not "paneer-meel" but real crumbled bread!)
- 2 tbsp fresh lemon juice
Spread the rashers on the bottom of a shallow dish. Cut

the cod (which should be half-way thawed and wiped quite dry with a kitchenpaper towel) into four pieces. Grease the fillets with a little butter or oil and put them on the bacon. Mix $\frac{3}{4}$ of the cheese with the sour cream and lemon juice and pour this over the fish. Divide the fried breadcrumbs over the cream. (In my opinion this is the secret of this recipe, without these crumbs the dish would

not be half as interesting, so never omit this finishing touch). In a pre-heated oven of 175°C. the Kostelijke Kabeljauw will take about 25 min. to be just nicely done.



Geachte Vogelvlucht abonnee,

Er zijn talloze redenen om de KLM te kiezen voor Uw vlucht naar Nederland. We gaan ze niet allemaal opsommen want dat zou een speciale Vogelvlucht editie vergen. We beperken ons tot de steekhoudende argumenten.

Wat is werkelijk belangrijk?

KLM vliegt U zonder overstappen het snelst van Australië naar Nederland. Als U op de globe de KLM route uitstippelt ziet U waarom. (De route is Sydney-Melbourne-Colombo-Dubai-Amsterdam.)

Bij de meeste andere luchtvaartmaatschappijen moet U overstappen van het ene in het andere vliegtuig, meestal op tropisch warme vliegvelden, terwijl U op een Europees klimaat gekleed bent.

Er van uitgaande dat U de aansluiting haalt, moet U de handbagage meeslepen, wachten, en de kans dat Uw bagage ergens anders verzeild raakt wordt er niet kleiner op! Dit alles geldt ook voor de terugreis!

KLM vliegen betekent: hier opstappen en uitstappen op Schiphol, 's werelds beste luchthaven.

Het KLM personeel staat U vriendelijk te woord in het Nederlands of, desgewenst, in het Engels. Zowel in Australië, als onderweg in onze Boeing 747, en in Nederland.

Aan boord krijgt U met zorg bereide maaltijden geserveerd, en de drankjes zijn van het huis. We geven U een ruime keus uit kwaliteitsdranken, zoals Heineken bier, Bols of Bokma jenever, Beefeater gin, Hennessy Cognac VSOP, Drambuie liqueur, enzovoorts. Uiteraard hebben we ook frisdranken, verse Hollandse koffie en bijvoorbeeld warme of koude melk.

Onderweg zorgen we ervoor dat U zich niet hoeft te vervelen. We hebben stereomuziek: klassiek, jazz, pop, Zuid-Amerikaans en zelfs korte verhalen in het Nederlands en Engels. We vertonen twee films en we geven U de gelegenheid om te slapen. Mocht dat niet lukken, dan kunt U altijd wat lezen want U heeft een persoonlijk leeslampje, en wij hebben tijdschriften en kranten. U kunt natuurlijk ook een boek meenemen.

En wat kost het U om met de KLM naar Amsterdam en retour te vliegen? Er zijn verschillende mogelijkheden en seizoenen. De KLM heeft tegenwoordig zeer concurrerende tarieven! Vraag Uw reisbureau om nadere gegevens of bel KLM. U zult aangenaam verrast zijn!

Als U de reis wilt onderbreken om onderweg nog iets anders te zien, heeft KLM verschillende stopover mogelijkheden. Bijvoorbeeld in Sri Lanka, het "paradijs in de Indische Oceaan" of in Griekenland (zie deze editie van Vogelvlucht). Met KLM kan je alle kanten op. Ook ROND DE WERELD, met een keuze tussen de combinaties KLM-PANAM, KLM-CONTINENTAL AIRLINES, KLM-AIR NEW ZEALAND. Dat geeft U mogelijkheden om te reizen via de USA, Azië en zelfs Zuid-Amerika. Wilt U nadere informatie? We sturen U graag een brochure op. En we sluiten voor het gemak meteen KLM's European Carousel bij, een 68 pagina's dik boek, vol met vakantie ideeën voor Nederland en Europa. Geheel vrijblijvend en zonder kosten.

Er zijn rode en groene vliegtuigen, witte en paarse, met vogels, rondjes, driehoekjes, zelfs met kangoeroe's op hun staart. Er is maar één maatschappij met de kleur van de lucht, en die heeft langer dan wie ook ervaring in de blauwe lucht: de betrouwbare KLM.

Betrouwbaar in de lucht,
betrouwbaar op de grond.



KLM's HOLIDAYS

For many people around the world, KLM represents the modern, reliable and courteous image of Holland and the Dutch. You might even say, that KLM is part of Holland, because KLM knows the country best.

Whether your trip is planned to visit your relatives and friends, or just as a European discovery holiday, you'll find that KLM knows plenty of possibilities to see Holland and Europe, at bargain prices! Another good reason to fly KLM to Amsterdam. We have listed on these pages a selection of holiday ideas. Full details and many other ideas are in KLM's "European Carousel" brochure. Just complete the coupon on the opposite page and send it to your nearest KLM office and we'll send you a free copy.

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There are hundreds of hotels all over Holland where you can stay in, and you just simply phone ahead to reserve your room as you drive along.

A similar package called Drive-Inn Europe is also available, giving you the opportunity to explore any

AY BARGAINS

of 11 countries with more than 600 hotels, inns and motels to choose from in this bargain priced holiday. Prices are from \$228.00 for the basic package of 7 days/7 nights.

RAIL-INN HOLLAND

from \$86.00 per person

Do you want to see Holland, but prefer not to drive, then this package offers you the combination of an unlimited First Class rail pass and Superior Tourist Class hotel accommodation for 3 days/2 nights. (Dutch Railways N.S. have several different passes for railtravel in Holland, available from N.S. Railway Stations. For more details see Vogelvlucht issue 1984-1, page 7).

A similar package called Rail-Inn Europe offers you the alternative to see any of 11 countries in Europe, based on a minimum of 7 days/7 nights with the option to extend to 15 days, 21 days and additional nights.

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KLM offers a 14 day/13 night tour starting at \$833.00 or a 20 day/19 night tour from just \$1139.00.

On pages 14 and 15 of this edition of Vogelvlucht we introduce KLM's Greece Stopovers, and the Holland Culture Card.

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“Noem me één reden waarom ik
beter met de KLM naar Holland vlieg”

“Mogen 't er ook meer zijn?”

1. Rechtstreeks en snel. KLM vliegt rechtstreeks van Sydney naar Amsterdam. Overstappen is dus niet nodig.

2. De juiste dag. KLM vliegt elke vrijdag. Dus aankomst in Nederland is op zaterdag. Dat geeft mijn familie en vrienden de gelegenheid ons af te halen op Schiphol.

3. Gratis drankjes. KLM serveert alle drankjes gratis en je hebt een grote keus –

oer Hollandse jenever, Heineken bier, een goed glas wijn enz. Zeg het maar.

4. Gratis earphones. De luisterapparaten worden gratis ter beschikking gesteld voor stereomuziek, korte Nederlandse en Engelse verhalen en voor de films.

5. Omdat ik me toch nog Nederlander voel... kies ik voor de betrouwbare blauwe vogels van de KLM.

Betrouwbaar in de lucht,
betrouwbaar op de grond.



A little more suited to hot weather is a fish-salad.

Verse Vissalade

- 400 g cold cooked fish (whiting, cod or haddock)
- 250 g cold boiled potatoes
- 1 hard-boiled egg
- 2 tomatoes
- 1 big onion
- 1 sizable apple
- pepper and mustard
- mayonnaise
- lettuce

Cut up fish, potatoes, onion and apple and mix together without mashing (the ingredients should remain recognizable). Add the mustard and dust with pepper. Cover a flat dish with lettuce-leaves and heap the fish-mixture in the middle. Spread some mayonnaise on top and garnish with sliced egg and tomatoes.

When we have guests from abroad, they always tell me Dutch "croquetten", either with fish, meat or chicken, are something special, so I'd better include the fish-variety here.

Viscroquetten

- 4 g gelatin (= 2 leaves)
- 35 g butter
- 35 g flour
- 2½ dl fish stock
- 250 g cooked fish fillets
- tbsp thin cream
- 1 lemon
- 1 egg
- breadcrumbs (paneermeel)
- pepper, salt, parsley
- fat or oil for deep frying

Soak gelatin in plenty of cold water. Melt butter and gradually stir in flour. Add hot-stock, beating or whisking well until you have a smooth, thick sauce. Remove from heat and add gelatin, fish (divided into small pieces), cream, some lemon juice, pepper, salt and chopped parsley. Spread this mixture on a plate and allow to set in a cool place. Divide into 8 portions and form into croquettes

with two spoons. Dip into breadcrumbs (a tricky and sticky business) and restore shape. Then dip into beaten egg and once more into breadcrumbs. Fry in hot, deep fat for 3 to 5 min. Serve hot, garnished with parsley and a slice of lemon.

Its name is as simple as its preparation:

Dikke vissoep

- 2 onions
 - some butter
 - 1 good-sized leek
 - 500 g fillets (cod, haddock or any other kind of suitable fish)
 - 1 l. stock
 - pepper and parsley
- Fry finely chopped onions in butter until golden brown. Cut up leek and fish and add to onions together with stock. Bring to the boil and cook for about 5 min. In the meantime cut tomatoes into small pieces and add to the soup, together with seasoning and chopped parsley.

A variation on the same theme is a traditional Dutch dish called

Waterzooi

- 500 g fillets of freshwater fish like carp, pike and eel
 - 100 g butter
 - peppercorns, thyme, (bay-leaves), celery, lots of parsley, pinch of salt
 - water
- Gently fry fillets in butter for a few minutes. Then add water together with seasoning and simmer until just done. Remove fish and keep warm. Cook stock in uncovered pan for another five minutes. Serve fish and stock separately, accompanied by slices of white bread.

As the reactions we received were all in favour of English for the recipes, this practice will be continued. I am not unfamiliar with the English kitchen but as you know, terms vary in English-speaking countries and so do groceries... do you have castor sugar, paneermeel, sour cream, gelatin, self-raising or self-rising flour? Sometimes I will just have to guess and if I guess wrongly, well, sorry, but it cannot always be helped. Do you feel like giving me a hint, your reactions will be appreciated!

NEERLANDS DIS

Bent u behalve in Nederlandse recepten ook in culinair-historische wetenswaardigheden geïnteresseerd, dan is bij Uitg. Het Spectrum, Park Voorn 4, 3454 JR De Meern, onlangs HET boek voor u gepubliceerd: "Neerlands Dis".

Dit originele kookboek is 22 x 28 cm groot, telt 180 pagina's, bevat 300 recepten en is aantrekkelijk geïllustreerd met sfeervolle foto's in kleur en leuke tekeningen in zwart/wit. De prijs is in verhouding zeer redelijk: f. 39.90. Ongeveer de helft van de tekst is gewijd aan de dagelijkse pot, de andere helft aan voedsel tijdens hoogtijdagen in het gezin, kalenderfeesten, eten en drinken buiten de deur, en speciale maaltijden.

Het meest opvallende van de Hollandse keuken, de overvloed aan zoete gerechten, komt ook in dit boek goed uit de verf. Het aantal recepten onder Nagerechten, Pannekoeken, Pappen, Brood, Gebak en Versnaperingen doet onze nationale "sweet tooth" alle eer aan.

Elk onderwerp wordt ingeleid door een stukje geschiedenis en wat achtergrond-informatie. Wist u b.v. hoe het aardappelras "Bintje" aan zijn naam komt? De ontdekker, Klaas de Vries, was schoolmeester in Suameer (Friesland). De aardappel die hij in 1905 kweekte, kreeg de naam van zijn beste leerlinge: Bintje Jansma. Meester, Bintje en de rest van de leerlingen kijken ons plechtig vanaf een schoolfoto aan!



Het woord "merklap" is in de loop der jaren nogal eens gebruikt in deze rubriek. Vanaf de tweede helft van de 16e eeuw tot halverwege de 20e eeuw oefenden kleine meisjes hun vaardigheid op linnen lappen en legden zo motieven, letters en randen vast die ze later op kleding en linnenuitzet zouden aanbrengen.

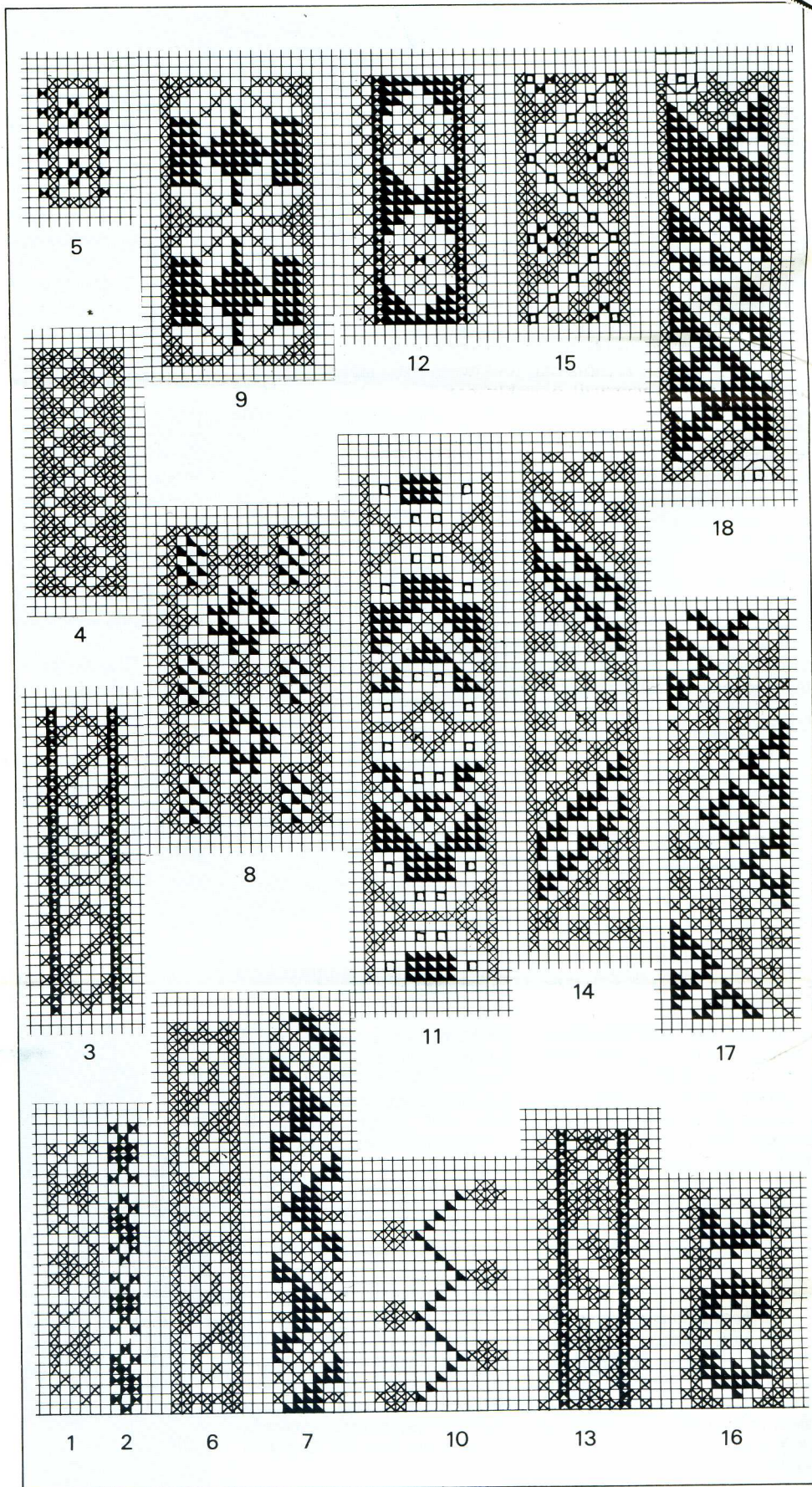
Deze praktische toepassing is in onze tijd weggefallen: de oefenlappen zijn wandversiering geworden met een heel speciale waarde. Vaak zijn het erfstukken uit de familie of ze worden aangekocht bij een antiquair (in Edam zag ik vorige week nog een paar merklappen waarvan de prijzen tussen f. 1000.- en f. 3000.- lagen!). Zijn het eigentijdse werkstukken, dan werden ze gemaakt met een speciaal doel, zoals de lap die u hier afgebeeld ziet: ruim drie jaar heb ik randjes verzameld en vastgelegd om aan u weer een stukje Nederlandse handwerkcultuur te kunnen doorgeven.

Herkomst

De herkomst van de randjes is een verhaal op zich dat ik zo volledig mogelijk voor u optekende. Ondanks de afstand in eeuwen en kilometers kunt u zich bij het borduren een beetje verbonden voelen met Corneli Corver, Gotsie Ians en Neeltje Jacobsdochter wanneer u ergens in Allora of Dunedin de patroontjes nawerkt waarover zij honderden jaren geleden hun kleine hoofdjes bogen.

1. Wygerdje, afkomstig van de Marker klederdracht
2. S-M-randje (Sancta Maria), één van de oudste motieven waarvan vele variaties in omloop zijn, merklap 1807, Rijksmuseum Huis Lambert van Meerten, Delft
3. Essentje en Emmetje (zie onder 2.), Marker klederdracht
4. van merklap 1663, door Annetje Muijsdochter, 11 jaar, Ned. Openluchtmuseum, Arnhem
5. van merklap 1640, privé-bezit
6. Witte vetertjes, Marker klederdracht
7. van merklap 17e eeuw, privé-bezit

(Vervolg op achterpagina)



THE WORLD OF MECHANICAL MUSIC

If you happen to own a home computer that has a complex sound generator inside - permitting you to write and play our own computer music - you will possibly not realize that you're continuing a tradition that is some 600 years old. A tradition that spread throughout Europe, reaching its zenith in the Netherlands: the art and craft of building and programming music machines.

In our own time of computers and robots invading trade, industry and the home, there has been a marked revival of interest in "mechanical music" or musical automatons. Part of the interest is pure nostalgia, but much of it is far from superficial. What we are dealing with here is the first generation of true robots: machines that automatically execute a set of instructions (called programme) to do a certain job. That job is to make music and the programme can be changed at will - another characteristic of the computer. So let's take a fresh look at this wonderful world of mechanical music.

A unique museum

The best place to do that is the unique museum called "Van Speelklok tot Pierement" in Utrecht. It was the first museum to be dedicated to music machines

as a whole: not just musical boxes or the like, but the entire range of musical robots. And a very impressive range it is

too: from musical watches that just fill the hand to barrel organs that easily fill a large room...

Our host is Huub Blankenberg (32), the museum's head of education and information. I asked him how he prepared professionally for this highly interesting position? "While studying history at the university of Utrecht, I became a guide/demonstrator in the museum. As you know the museum gives continuous guided tours, so that the visitors can actually hear the instruments. Well, I did that for some time and just as I had finished my studies, this position became available..." Training tells, for Huub Blan-

kenberg does some expert organ grinding!

Van Speelklok tot Pierement must rank among the most lively museums to be found anywhere. The instruments may be very beautiful (or highly grotesque!) as exhibits, they can only be appreciated - or even believed - when they come to life. Kids go wild, of course, and form a large proportion of the museum's annual clientele of about 100,000.

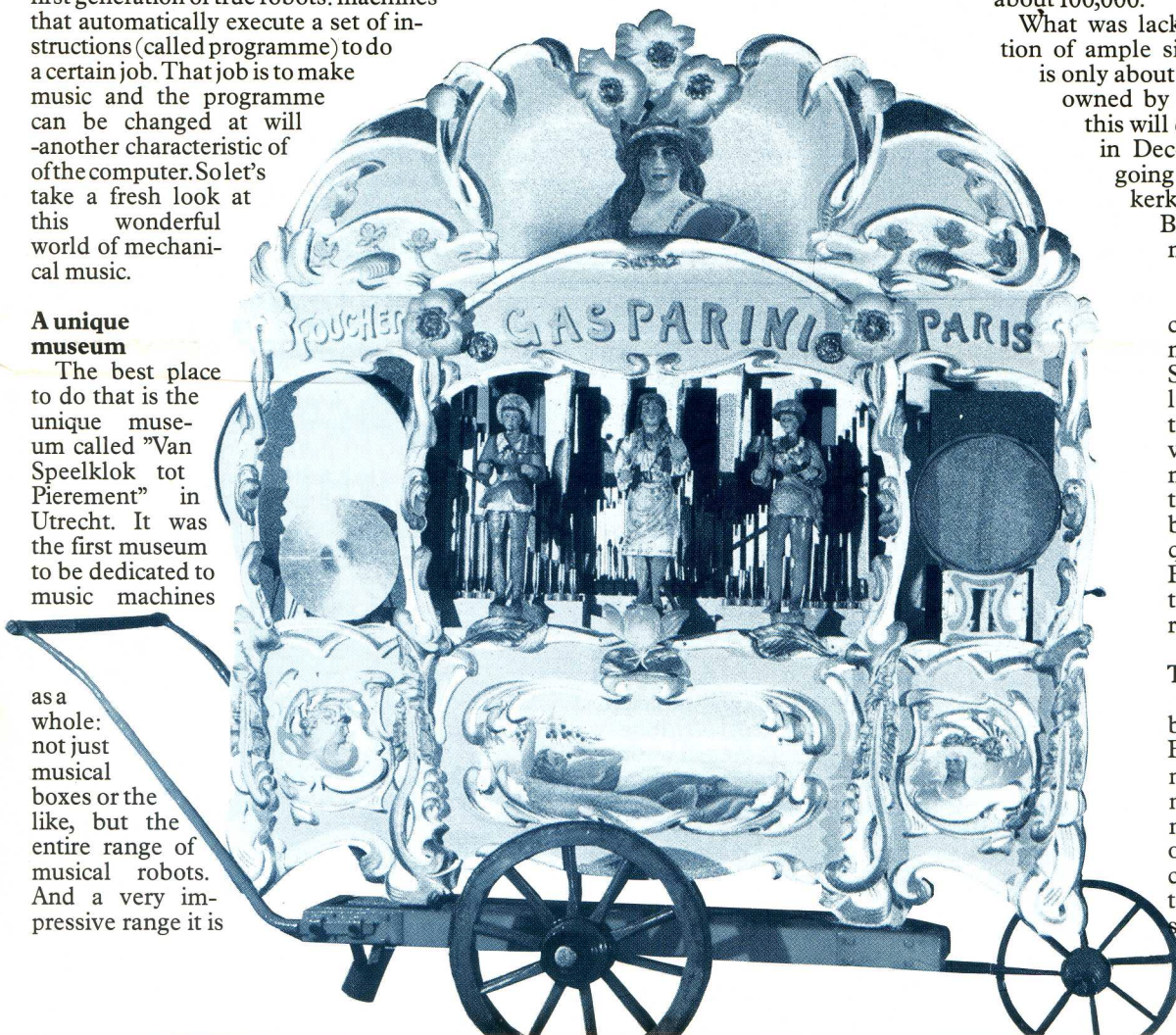
What was lacking so far was a location of ample sizes: what's on display is only about a third of the collection owned by the museum! Happily, this will change in 1984, because in December the museum is going to reopen in the Buurkerk, also in Utrecht.

Because of the move, the museum closes between Oct. 29 and Dec. 1." The

Buurkerk is a gothic church and will offer tremendous possibilities. Some people think the location is a bit odd, but there have always been very close links between mechanical music and the churches. In fact, barrel-organs are still quite frequently found in English churches and the museum owns several beautiful specimens."

The origins

In the third century b.C., engineers in Greece, Egypt and the Near East made designs for "automatons". Although sometimes called "water organs", these hydraulically powered automatons were probably fairly simple: a bird lifted its



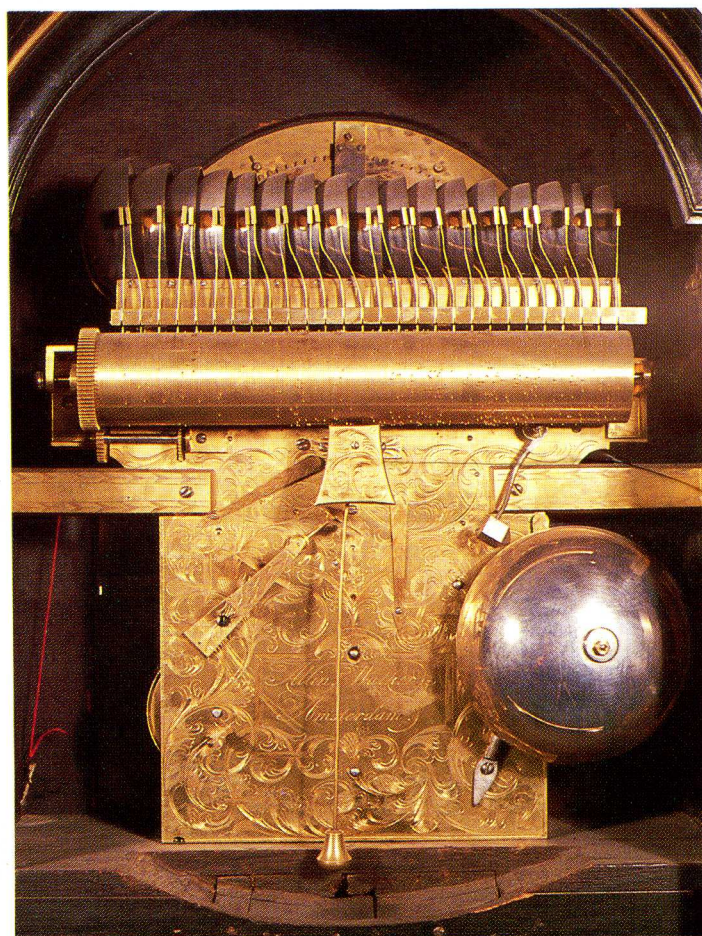


TABLE-CLOCK, AMSTERDAM ±1750.

wings, a flute player lifted a flute and possibly a more or less musical squeak was produced by one or more small whistles. Reports are not very clear, and none of these antique robots has survived.

The situation changed abruptly in the middle ages. Bells became enormously popular and especially in the Netherlands the bell-founder's expertise reached a peak. In the 14th and 15th centuries the carillon is a fully developed music machine, with a programming technique that has not altered since. A drum carries a large number of pins and as the drum revolves (controlled by the clock in this case) the pins actuate the mechanism by which the bells are struck in succession. The programme can be changed at any moment because the pins can be taken out and re-inserted in different positions. This is the principle used in all automations up to the mid-19th century, although in the smaller instruments the pins are mostly fixed. In that case reprogramming involves changing the drum.

Social changes

"The popularity of the carillon in the 15th century is an indication of the great changes taking place in society at that time" says Huub Blankenberg. "Carillons are very costly and could only be paid for because cities began to develop. Because

of this urbanisation, this is the first time that music became available to everybody -if you lived in a city, at any rate. Carillon music was made for the cities and paid for by the cities, and there is a clear parallel between carillon music and the modern Top Ten lists".

These social influences are also reflected in the subsequent development of the carillon, which was the ancestor of the whole range of music machines. The carillon (in smaller form) was introduced into the private home -of the rich to begin with. This was especially typical for Holland, where the rich merchants from the collective to the private sector. They wanted beautiful things and gadgets for the home and especially in Amsterdam a large number of complex musical clocks were produced, which were really a miniature carillon.

The organ

The drum-and-pin principle can be transferred to almost anything (washing-machines), but the organ was next in line. Again this is a costly instrument, but again it spread downwards from the church and court to the rich burghers.

"Organ-clocks were also made", explains Blankenberg, "and at a very early time: it is known that queen Elisabeth I presented one to the Sultan of Turkey.

Great Britain kept up the tradition of the automatic organ, as we have seen, so that they are still playing in churches. For the complete book of Psalms, you need about ten drums -saving one organ-player".

In the 19th century, "parlour organs" with cylinders are frequently found in the homes of the rich, and Haydn and Mozart composed music for them. Several of these instruments have survived and they give highly important information on the authentic manner of playing in that time. This is but one of the many historical aspects of mechanical music that requires further exhaustive research!

"In the 19th century, an enormous production of small organ-clocks (Flöten-uhren) starts in the Black Forest in Germany. At present, only the cuckoo-clock is still widely known, but some of these clocks had a battery of pipes, and these were well within the means of ordinary people".

The piano

Stringed instruments also fell prey to the robot, and at a much earlier moment than you may think.

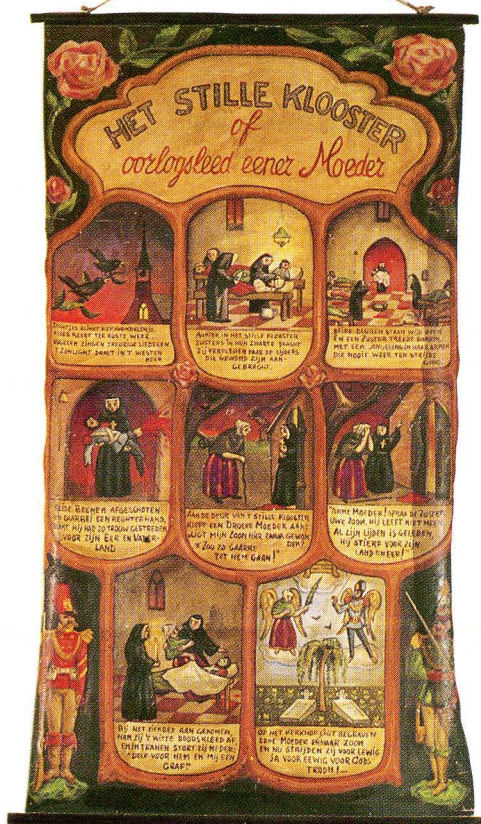
The first reference is in an inventory of Henry VIII (Elisabeth's father), where mention is made of harpsichord "that goes with a wheel". About a hundred years later, the German town of Augsburg

became the centre of production of large automatic harpsichords complete with moving figurines. But the piano really took off around 1870, when two inventions created the pianola: a pneumatic mechanism to actuate the keys and a paper roll to supply the programme.

"In its most sophisticated form, this led to the reproduction grand piano, of which we have a perfect Steinway specimen. The programme also defines the loudness of the tones played and if you hear such an instrument you would never believe it's a robot. The reproduction grand is also interesting from a musicological point of view: many famous pianists and composers played it and this is the only way in which we can determine how people like Grieg, Debussy and Saint Saëns intended their music to be played -because the gramophone had not yet been perfected during their lifetime".

The organ strikes back

The pianola became so immensely popular that the mechanized parlour organ now tends to be forgotten. But the organs had been gathering strength for a comeback in the meantime. "In the 19th century, organ grinders had appeared in the streets. Probably the street organ derives from the sérinettes or "canary organs" that became popular in France in the early 18th century. These were small (cigarbox size) organs - "tweet boxes" would be a better word- to teach birds to sing a particular tune. When they became larger, they were adopted by organ grinders, complete with monkeys and melodramatic songs. This was especially so in Holland, where it led to a typically Dutch phenomenon: the "smartlap". Every Dutchman will know the word (literally grief cloth), but few know what it stands for. The organ grinder produced his songs with titles like "A mother's woe of war" and "The ghastly massacre of..." while his assistant displayed the text, complete with macabre illustrations, by holding up



THIS IS THE "SMARTLAP"!

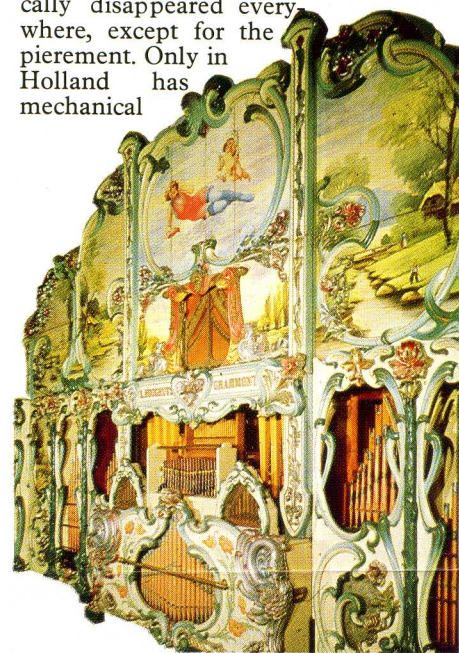
a sort of banner. The cloth therefore does not refer to the song, but to the words and pictures on the banner". And in 1892 the street organ experiences a breakthrough by the invention of a new form of programme by the Italian Gavioli. Instead of a drum, there is a "book": the folded strip of heavy cardboard that is familiar to anybody who has ever seen a barrel organ. Then the street organ, or "pierelement" to use the proper Dutch word, becomes immensely popular throughout Holland.

The repertoire

Owing to slightly misguided promotion, "tulips from Amsterdam" and "Rock around the clock" are widely regarded as typical of the street organ's repertoire, but Huub Blankenberg and yours truly agreed that they form the bottom end only. Much better and much more typical are Strauss compositions and opera excerpts. One of the museum's organs is especially suited to Wagner, and the Tannhäuser and Lohengrin selections must be heard to be believed...

"But there are many more possibilities. In carillon music we have seen a marked revival of the classic tunes, from the 17th-century Valerius Gedenckclanck for instance. And similarly, renowned Dutch church organists like Piet Kee and Gert Oost have become highly interested in the barrel organ and have transcribed Renaissance dance tunes for the instrument". During our visit to the museum, we heard the results and this type of music -so deservedly popular at present- is ideally suited to the barrel organ. Also, the barrel organ has been confronted with its church relative in concerts organised by the museum. Especially for Spanish organ music this is a perfect solution, because the "pierelement" is much closer to the Spanish church organ than the Dutch church organ is.

As Huub Blankenburg reflects, the wheel has turned full circle. "Musical robots first reached their peak in Holland with the carillon. Automatic organs became immensely popular for fancy fairs (Germany and France), dance halls (Belgium) and in the streets (Holland). After the second World War they practically disappeared everywhere, except for the pierelement. Only in Holland has mechanical



FLEMISH DANCE ORGAN, ± 1912.

music continued to prosper in everyday life -as tinkling sounds from clock towers or triumphant fanfares from barrel organs". And the only museum where you can see (and hear!) this history in its entirety continues to grow and flourish in Utrecht!



CYLINDER ORGAN, ± 1880

The Museum offers recorded music played on the instruments in its possession.

Het Openluchtmuseum, Schelmseweg 89, 6816 SJ Arnhem also offers LP's and cassettes, of the Mortier dance hall organ and the barrel-organ de Schelm. The published price is f17.50.

The address of the Museum van Speelklok tot Pierelement: Achter de Dom 12, 3512 JP Utrecht.

KLM GREECE STOPOVER

As you all know, KLM operates the fastest service between Australia and Holland without having to change aircraft. However, we know that some of you prefer to break the journey and have a stopover in places such as Sri Lanka which, as mentioned in a previous edition of Vogelvlucht, is served from Australia by KLM every Friday.

Recently, KLM has added a new destination on the routes to Amsterdam: Greece.

Fly KLM's Friday flight to Dubai and change there to another KLM Boeing that takes you direct to Greece, arriving on Saturday morning at 07.55 local time in Athens.

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HOLLAND CULTURE CARD

It is always very exciting to see the family when visiting Holland. There is so much to talk about, not having seen them for such a long time. At the same time the visit to Holland is of course also a holiday. To go and see the things you've always wanted to see or to re-visit places of which you hold dear memories. There are always the major tourist attractions such as a canalcruise in Amsterdam, Euromast in Rotterdam, Madurodam in The Hague or St. Pietersberg in Maastricht.

KLM have now a different way of (re-) exploring the Netherlands. We all know that Holland is famous for its "Dutch Masters" like Rembrandt, Frans Hals, Vermeer and Van Gogh. But Holland has much, much more to offer in the cultural scene. There are hundreds of museums all over the country, there are concert halls, historical buildings, art studios, music festivals, dance and ballet performances, all of an international standard.

KLM offer you the "Holland Culture Card" for only A\$11.00 (NZ\$15.00) to see Holland from a different angle. And the Culture Card entitles you to many things included in the price:

- The National Museum Card. Valid for this calendar year gives you complimentary entry to over 250 museums all over Holland. Plus a booklet and map describing the museum collections with admission times.
- Visit the Artists Studios gives you access to visit selected artists at their studios.
- A Holland-Arts Rail Concession. You are entitled to obtain a special day pass at considerable discount for unlimited travel on public transport in The Netherlands (streetcar, bus or first class rail travel).

- Theatre Booking Facilities. The Holland Culture Card has permanent reservations for cardholders in the major theatres. *After arrival in Holland* you can book a seat up to 24 hours before curtain time.

- Your Holland Heart of the Arts contest. **Win a piece of Art!** Holland Culture Card Information Kit.

- An Events Calendar with a chronological rundown of cultural and folkloristic events.

- A Contemporary Art Booklet, telling you all you need to know about the galleries and artists' studios.

- A Performing Arts Booklet, listing what's on in concerts, ballet, theatre and opera.

- A Strolling Through History Booklet. Architecture, old and new. Selected walking tours make it easy for you to visit points of interest.

- A Booklet Travelling Through Holland with a.o. rail and tour suggestions.

— Additional Arts booklets and folders.

Here's all you do!

Simply book your Holland Culture Bag with your travel agent or KLM when you are making your flight arrangements to or from Amsterdam by KLM.

On payment of AUS\$11.00 (NZ\$15.00) you will receive a voucher.

Just present this at the KLM Hotel Reservation Desk in the Arrival Hall at Amsterdam Airport Schiphol. They will give you the Holland Culture Bag containing all the Holland Heart of the Arts features.

400 VVV offices to help you!

Holland has an extremely well-informed and tightly coordinated network of Tourist Information Offices (VVV's).



More than 400 offices throughout the country will supply any additional information on events, exhibitions, regional and local attractions and hotel information.

Would you like to know more about Holland, Heart of the Arts? Drop us a line and we'll send you more details. Our address is KLM Royal Dutch Airlines, P.O. Box 4095, Sydney, 2001.

TRADITIONELE MERKLAP-RANDEN VANAF 1585

8. van merklap 1688, door Corneli Corver, 9 jaar, Zaanlandse Oudheidkamer, Zaandijk
9. van ongedateerde merklap, privé-bezit
10. Zigzagrandje van een eenvoudige merklap op grof materiaal, 1789, door CKM, privé-bezit
11. Gorgelraaks (raaks = rand), behalve kruissteken zijn hier Spaanse oogjes gebruikt, Marker klederdracht
12. van merklap 1640, privé-bezit
13. variatie op S-M-motief (zie onder 2.)
14. van merklap 1670, door Neeltje Jacobsdochter, 9 jaar, privé-bezit Marken

Geraadpleegde literatuur

G.E. Boone-Stolp: Merklappen
Maria van Hemert: De handwerken op het eiland Marken
A. Meulenbelt-Nieuwburg: Merklapmotieven

Kleuradvies

Aangenomen dat u werkt op ecru handwerkstof, dan staan u de volgende wegen open:

a. de gehele merklap in zwart of donkerbruin; het effect is zeer decoratief

b. werken met drie opeenvolgende tinten van dezelfde kleur of met twee opeenvolgende tinten en een contrastkleur (in het telpatroon is daarvan uitgegaan, ik gebruikte drie kleursymbolen). Wanneer u, rekening houdend met uw interieur, kiest uit de z.g. tapestry shades van DMC, zal het resultaat zeer fraai zijn

c. het leukste borduren en het vrolijkste eindproduct bereikt u met een stuk of 10 harmoniserende, niet te harde kleuren. U moet er dan wel op letten dat u ze regelmatig over de lap verdeelt, dus niet b.v. halverwege pas een hele nieuwe kleur introduceren.

Om u een idee te geven, volgen hier de nummers van DMC-splijtzijde die ik toepaste: 2 tinten zandgeel (834, 3046), theeroos (402), 3 tinten



MERKLAP UIT 1688, GEMAAKT DOOR CORNELI CORVER.



DETAILOPNAME MERKLAP 1688.

groen (731, 3051, 3053), 2 tinten blauw/grijs (926/927), 2 tinten bruin (400, 920), chocolademelk (407) en aubergine (315).

Voor het geval u niet weet waar DMC-garens in uw buurt verkrijgbaar zijn, volgen hier de adressen van de agentschappen: Olivier Pty. Ltd, 45-57 Collins Street, Alexandria (Australia)

Warnaar Trading Co, p.o. Box 19567, Christchurch 2 (New

Zealand)

Praktische aanwijzingen

Als ondergrond kiest u afteerbare handwerkstof waarbij het aantal draden per cm bepaald wordt door uw smaak en uw ogen. Ik werkte op stof van 10 draden per cm met 2 afgesplitste draadjes DMC-zijde en maakte de kruissteekjes over twee weefseldraden.

De afmetingen van de lap bedragen 26 x 72 cm, met aan

alle kanten 2 cm extra voor de zoom. Spreekt een vierkante lap u meer aan, kies dan de mooiste randen uit en plaats die op een lap van b.v. 40 x 40 cm. Zijn uw moed en werklust toereikend, dan kunt u zelfs met wol op grove stof aan de slag gaan en er een wandtapijt van maken.

Begin altijd met het omslingeren van uw lap zodat u geen rafels krijgt. Rijg dan een draad in afstekende kleur precies door het verticale midden en begin elke rand op of één draadje naast het midden, afhankelijk van het feit of het centrale motief uit een even of een oneven aantal kruisjes bestaat.

Let erop dat alle kruisjes op dezelfde manier gemaakt worden, dus de bovenste steek altijd in dezelfde richting.

Begin bovenaan te borduren met het smalste randje, eindig onderaan met de breedste. (Bij mijn lap kon ik dit principe niet toepassen omdat borduren en verzamelen tegelijkertijd plaatsvonden. Bij de teltekening evenmin omdat daar economisch gebruik van de beschikbare ruimte prioriteit had.)

Wilt u uw lap een persoonlijke noot geven, borduur dan uw naam of initialen en het jaartal onder de laatste rand.

De afwerking van de zoom moet in overeenstemming zijn met de stof waarop u werkt: een open zoompje bij fijn materiaal, een simpel randje van kruis- of kastjessteek (□) bij grovere stof. En omdat ook uw lap de tand des tijds moet kunnen weerstaan, voert u hem met een soepele stof in de kleur van de gebruikte handwerkstof of laat hem inlijsten. Ontspiegeld glas is daarbij een must. ■

In verband met de afmetingen van de randjes is het niet mogelijk ze in één nummer van Vogelvlucht op te nemen. Voor het volgende nummer houdt u nog 15 randjes tegode!