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KLM Vogelvlucht

KLM
75 years
BRIDGING THE WORLD

KLM Vogelvlucht

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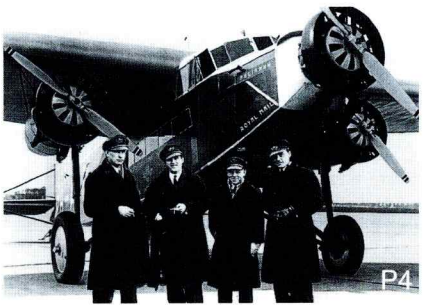
On October 7th 1994 KLM Royal Dutch Airlines celebrates its 75th anniversary. A remarkable milestone for the world's oldest airline still operating under the same name.



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IMPORTANT NOTICE

KLM is in the process of updating the Vogelvlucht mailing list. If you wish to continue to receive Vogelvlucht, please fill out the address sheet and send it to KLM to confirm your correct address, by December 15. Please feel free to include friends' and relatives' addresses if they are interested in receiving Vogelvlucht.

KLM 75 years
Bridging The World

KLM 75 years
BRIDGING THE WORLD

Dear Reader

Welcome to another edition of Vogelvlucht, KLM's magazine designed to keep you in touch with happenings in KLM and The Netherlands.

In this edition we feature an exciting and proud time for KLM – a celebration of our 75th Anniversary. You may not know, but KLM is the world's oldest airline still flying under its original name – established by Albert Plesman on October 7th 1919.

KLM is also the first international carrier to service Australia, with the first flight from London to Sydney arriving on July 5th 1938.

We have come a long way since the eight day trip (with 27 stops!) carrying just 11 passengers. Today, of course, the trip is far less onerous (and less adventurous) than then. Our Boeing 747-400 planes take just 21 hours to fly you from Sydney to Amsterdam with a brief stop in Singapore.

Our worldwide network now stretches across six continents, with 153 destinations in 81 countries. So we have much to celebrate. But much of the cause for celebration must go to our supporters – people like you who fly with KLM, as well as the travel agents who continue to recommend KLM.

You may notice that with this edition of Vogelvlucht we have reverted to our original larger format. Many of you wrote to us asking for the change – and we listened to you. Also, some of the more informative items on the Netherlands have been re-introduced, again at your request.

I hope you enjoy this 'new' Vogelvlucht. Please let us know.

Kind regards

KLM Royal Dutch Airlines

Harry Hemmer
General Manager
Australia and New Zealand

UPCOMING EVENTS

26 November 1994
Blues Estafette
Europe's biggest blues festival.
Live music from America.
Muziekcentrum Vredenburg
Urecht Tel: 030 31 4544

October-December 1994
Sculpture in the Netherlands
Covering five centuries of sculpture history in Amsterdam.
Amsterdam's Historisch Museum
Tel: 020 523 1822

6-12 December 1994
Holiday on Ice
Maastricht Tel: 043 83838

April 1995
European Squash Championships
Amsterdam
Ned. Squash Rackets Bond
Tel: 079 61 5400

23 March - 25 May 1995
Keukenhof Flower Show
Lisse Tel: 02521 19034

KLM Update

Carousel brochure

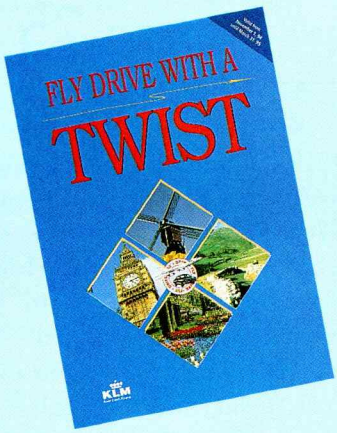
Ask your travel agent for the latest European Winter Carousel brochure with lots of ideas and special offers.

75th Anniversary fares

Because KLM is celebrating 75 years of service, they are offering special fares to Amsterdam from 10 October until 24 November.

Contact your local travel agent for details.

Fly Drive with a Twist



KLM's new fly drive holidays to Europe.

Economical, flexible rentals are the keynote – with the twist being eligibility for FREE car rental in the UK or Holland. PLUS a bonus of up to $1170 to spend on any product in KLM's Carousel brochure – accommodation, car hire, rail passes or stopovers.

Ask your travel agent for our special "Fly Drive with a Twist" brochure.

KLM's 75th Anniversary.

Fokker FV11-b widely used by KLM.

KLM – the world's oldest airline – turns 75

KLM was founded on October 7th, 1919, but the first flight (from London to Amsterdam) had to wait until May 17th, 1920... because of the winter! The fleet consisted of some leased De Havilland DH-9 aircraft, which carried two passengers. These passengers were even given a leather coat, flying helmet, goggles, gloves and a scarf – with a hot water bottle if the weather was really cold. According to the timetable the flight to London took four hours, but this was the minimum rather than the rule...

In its first year, KLM ordered Fokker's brand-new design for a true passenger aircraft, the F-11. The four passengers sat in cane chairs inside a closed cabin. Not so the pilot, who sat in an open cockpit and communicated with passengers by means of notes he pushed through a hatch.

Engine malfunctions were rather frequent, and so were unscheduled landings. But in general, the sturdy Fokkers gave excellent service and the experience gained by KLM (the first company to fly them) so enhanced the manufacturer's reputation that in a decade some 65% of all civil aircraft worldwide were Fokkers.

Intercontinental flights

From the outset, KLM had intended to fly to the Far East, because of the Dutch interests in the Indonesian archipelago. In 1924 KLM pioneered the first intercontinental route by completing a flight to Jakarta in 55 days! The F-VII seated 8 passengers and besides double controls pioneered an on-board toilet. An improved model, the F- VIIa was the first commercial aircraft with an air-cooled radial engine and metal prop and also boasted a heated cabin. For the long haul something bigger was required, however, and in 1929 the trimotor F-VIIb started regular flights to Indonesia, on what was to remain the longest scheduled air service until the Second World War.

The passengers wanted for nothing on these flights. The Fokker F-XII was furnished with comfortable sleeping chairs and the journey was interrupted for meals. Every evening, dinner was served in the highest-quality hotels along the route in such exotic haunts as Cairo, Baghdad, Jodhpur, Calcutta and Bangkok. The trip took twelve days, and it was a costly venture. A one way ticket cost 2,200 guilders, the equivalent of more than 26,000 guilders today.

All-metal aircraft

In the early Thirties, the traditional construction of aircraft (steel tubular frame, wood and canvas) made way for the all metal stressed skin principle still in use today. KLM's first such aircraft, the Douglas DC-2 "Uiver" brought laurels to the company and the manufacturer by winning first prize in the handicap category of the London-Melbourne race (1934). Incidently, the flight from London to Melbourne was completed in a journey time of 90 hours, 17 minutes (flying time 71 hours, 28 minutes) covering 19,887 kilometres.

The DC-2 had a maximum cruising speed of 270kms/h and also introduced a whole range of modern concepts such as auto pilot, variable pitch propellers, retractable landing-gear and a sound-proofed cabin for 14 passengers. Its successor, the DC-3 (best known by its subsequent military nickname "Dakota") appeared in 1936 and introduced adjustable seats. As in the case of the DC-2, KLM was the first European airline to order this aircraft.

De Havilland D.H. 9 – prepares for take-off.

KLM 75 years
Bridging The World

Onboard buffet

In October of 1932, representatives of the press were invited for a flight in the Fokker F-XII 'Ekster' (Magpie) which, for the first time, featured a built-in buffet.

The October 29 issue of The Amsterdammer reports that passengers were given tea "served elegantly with sandwiches and cake" and "..one can find thermoses with broth, tea and coffee as well as bottles of a variety of beverages such as lemonade, mineral water, beer, wine and spirits and an assortment of comestibles such as bread, fruit, and small refreshments". The writer ended with the thought "would it be too daring to predict that the airplanes on all K.L.M. routes will furnish buffets in the not-too-distant future?"

In 1938 KLM established the first international flights to Australia, servicing Kingsford Smith Airport with a Lockheed Super Electra.

The establishment of this route followed KLM's success in the 1934 London – Melbourne Air Race. The plane was one of the new light-metal DC-2s and its performance heralded a new era in international aviation.

The Long Haul

In the late Thirties, long non-stop flights (especially Atlantic crossings) were in the planning stage, but due to the Second World War such plans had to be shelved. However, the war greatly accelerated technological development – not only in aircraft and engine design but especially in electronics (navigation, radar).

After the war, KLM had to start almost from scratch. For long distance flights the Douglas C-54 "Skymaster" was acquired. This was a four-engine low-wing aircraft with a cruising speed of 320 kms/h, carrying 28-36 passengers. The civil version (DC-4-1009) was used when KLM started flying to New York in 1946, as the first European airline to do so after the war.

KLM was also the first European airline to operate the Lockheed Constellation, in 1946. This beautiful aircraft with triple vertical stabilizers introduced the air-conditioned pressurised cabin, which made it possible to fly at high altitude "above the weather."

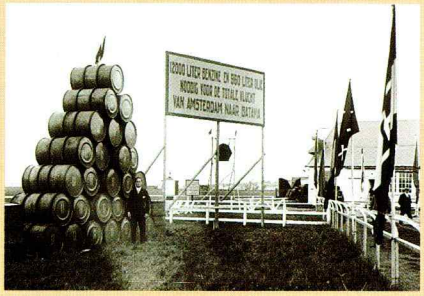
The introduction of jets revolutionised civil aviation. Comfort was tremendously increased by the higher

The aircraft of the 1920s, the De Havilland DH-9 carried two passengers at a maximum speed of 150 kms/h. Maximum take-off weight was 1765 kgs.

In the 1930s KLM flew Douglas DC-3s with 21 passengers at up to 285 kms/h. Maximum take-off weight had increased to almost 11 tons.

In the 1990s the Boeing 747-400 carries up to 424 passengers at a maximum cruising speed of 1,020 km/h. Maximum take-off weight is 395 tons. Most importantly its annual productivity in ton-kilometres equals that of 220 DC-3 Dakotas!

Flying in style. Cane chairs, heated cabin and regular stops in exotic places.



Fuel and oil requirements for the flight to Jakarta (Batavia) – 1930s.

cruising altitude, the lower vibration and noise levels and the larger cabin. In addition, travelling times were slashed by the much higher cruising speed. From 1960 the flight from Amsterdam to New York took only 8 hours and Indonesia was reached in less than 24 hours – including time for intermediate landings.

The wide-body jets

The Seventies saw the introduction of the wide-body jets offering a comfortable cabin seating 9 or 10 in a row, with 2 aisles.

The first was the Boeing 747B (387 passengers, 980kms/h) introduced by KLM in 1971. In 1972 the three-engine Douglas DC-10-30 for 283 passengers joined KLM's fleet. 1983 saw the introduction of the 747-300. With an upper deck stretched by 7 metres, this version carries 466 passengers. In the same year the wide-body Airbus A-310 was introduced for the busy European services and flights to Africa and the Middle East.

KLM has ensured that its fleet will be as modern as it has always been by the acquisition of the Boeing 747-400. Its vertical wing-tips ("winglets") are its most eye-catching feature, but its lower fuel consumption, higher take-off weight, very advanced systems and long range (10,800 kms with maximum pay load) are what counts for the customer.

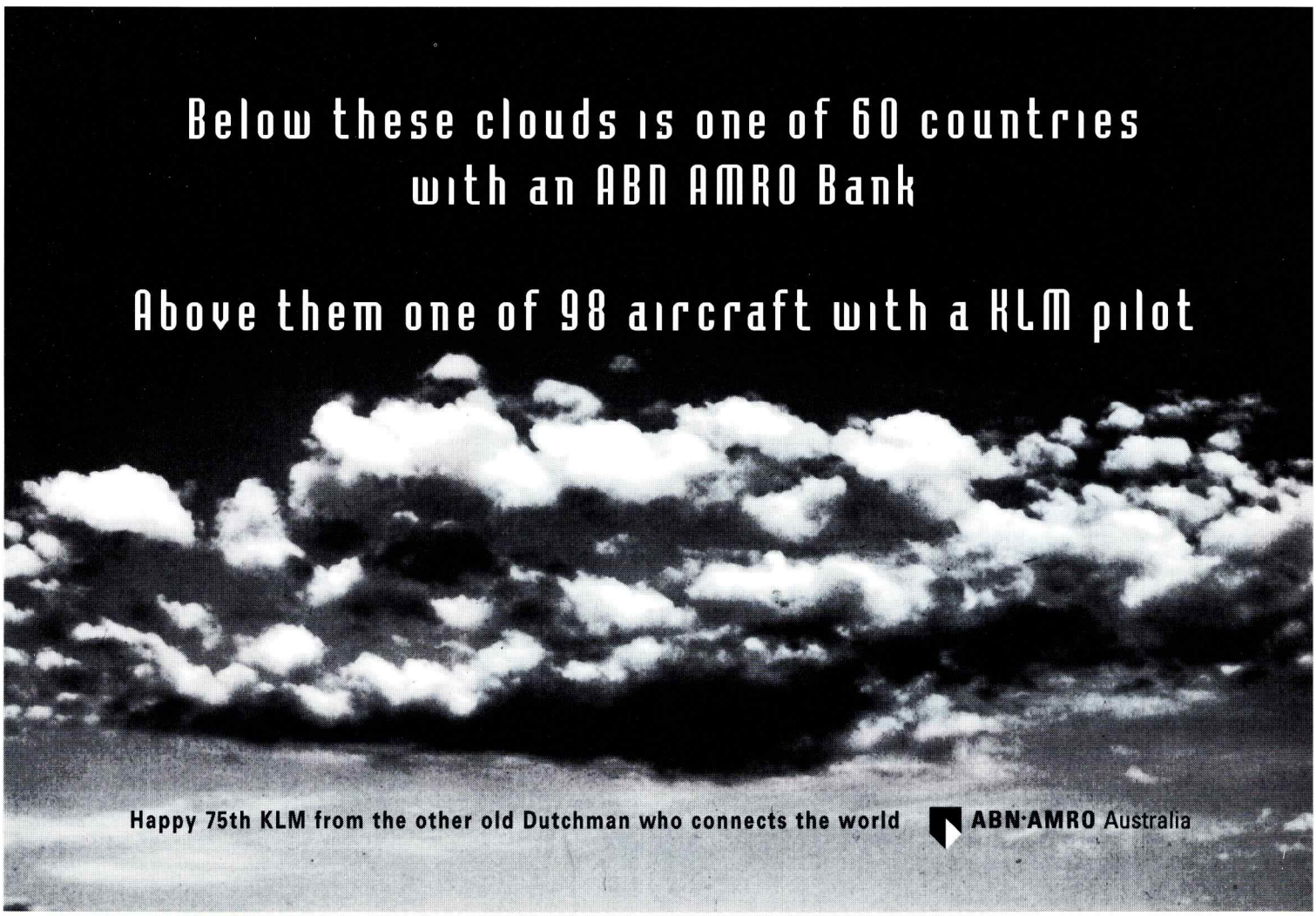
KLM continues to service Australia (as it has since 1938, as part of its world-wide network) with two 747-400 flights per week flying Sydney/ Singapore /Amsterdam.

And Schiphol Airport – KLM's home base – continues to be rated a favourite among passengers year after year because of its efficient one-terminal concept and convenient central location for side trips throughout Europe.

Seventy-five years of experience leave KLM well positioned for the future. Its recent alliance with Northwest Airlines now provides customers with access to a global network system linking more than 350 destinations in 81 countries across 6 continents.

Much of our success rests on the continuing support of our loyal customer base. Our thanks go to you, along with the assurance that as KLM heads into the third millenium the basis of KLM's reputation for being punctual, reliable, careful and friendly – putting passengers first – will continue.

State-of-the-art Boeing 747-400.



Special exhibition: The world of Paulus Potter

From 8 November 1994 to 5 February 1995, the Mauritshuis in the Hague (tel: 070 346 9244) will be the venue for the first special exhibition of the works of Paulus Potter (1625-1654).

Potter was the first to specialise in animal studies, while the Dutch countryside was also a favourite source of inspiration. Thirty paintings and more than twenty drawings, some on loan from museums and private collections throughout the world, attest to the diversity and creativity of this painter.

Potter is perhaps best known for his monumental *Portret van een jonge stier* (Portrait of a young bull) (1647; in the Mauritshuis collection).

Besides making portraits of cows, Potter also had an artistic fascination for dogs and horses. He had a great eye for biological detail: the bones, muscles and hide of the cattle can be clearly distinguished.

Potter also loved to paint farmyard scenes. De grote boerderij (the large farm) (1649) from the Ermitage, without doubt his masterpiece and back on display in the Netherlands for the first time in centuries, in a sense encapsulates his whole oevre. More than thirty animals and a dozen people are brought together in a well-balanced composition rich in anecdotal details.

During his years in The Hague (1649-1652), he painted a number of hunting scenes.

Special mention should be made of *Het leven van een jager* (the life of a hunter) from around 1650 (Ermitage), a large panel containing fourteen separate depictions.

"The Farmyard" by Paulus Potter.

't Winkeltje en de Dutch Weekly

geven maar liefst $10,000 aan prijzen weg en een gratis ticket naar Nederland.
Hoe u in aanmerking komt om 1 van de vele prijzen te winnen?
Door ons adressen te zenden van Nederlandse emigranten die u kent.
Ook uw eigen adres mag u daarbij doen. Voor ieder adres dat we uiterlijk
10 november van u ontvangen, maakt u kans op een mooie prijs.
Of wie weet wint u de vliegreis naar Amsterdam!!

De namen en adressen die u ons stuurt dienen wel correct te zijn!
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Voor Australië stuurt u de adressen naar:
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Bicycle Tours

In the Netherlands, once you have reached the age when you can reasonably keep your balance it's time to get on a bicycle. The first time is very awkward. You will not keep the handlebars steady and you'll glance in panic at the peddles, while your parent runs alongside you with one hand on the saddle. More than once you will land in a hedge, or worse, in a ditch. But once you have got the hang of it, the world is your oyster.

Cycling in the Netherlands is as straightforward as breathing. In the customary list of windmill, tulip and clog, the bicycle should really be included too. It is a landmark in itself. In the everyday street picture the bicycle occupies an important place. A city like Amsterdam is always buzzing with cyclists winding their way through the busy city traffic. Wherever you look there are bicycles. You will find them neatly parked in school bicycle stands, or simply fastened to lampposts with heavy chains and locks, or enticing you from the window of a bicycle store.

In total there are fifteen million bicycles in the Netherlands. Not only is it a practical form of transport which takes you anywhere at a relatively high speed – the bicycle is ideal for daily shopping and the short ride to school or work – but above all, the Dutch simply enjoy cycling.

An anthropologist from China once called the bicycle the most striking feature of Dutch culture. Why not frugality, moderation or simplicity instead? "Well, he said "in China the bicycle is a cheap means of transport, a first expression of social and spatial mobility. Once you start earning more, you buy a motorbike or a scooter. In Holland, however, people cycle because they enjoy it". And he added with surprise: "Even if they also own a car"!

The Netherlands is even more attractive from a bicycle saddle

In the Netherlands the bicycle has a very special cultural value. It suits the Dutch frugal lifestyle – although this is slowly changing. The sturdy, somewhat clumsy but extremely solid black bicycle which grandfather once used, sitting bolt upright on the way to church, has truly been relegated to the museum.

At weekends or during summer evenings there is nothing more pleasant than a long bicycle ride through the woods or dunes, past windmills and monuments, along rivers and dykes. From the saddle you have plenty of time to look around and forget all your worries. You can stop at intervals to take photographs and enjoy the peace and quiet. But cycling in the Netherlands also means braving the fierce southwester, your back bent and you legs smarting from the exercise. It all makes for an unforgettable experience.

The Netherlands is the ideal cycling country. There are no mountains, and only the odd high dune or the hills in Limburg challenge the cyclist's condition a little further. Nearly everywhere the cyclist will find special cycle paths, which span some 20,000 kilometres in total. The Netherlands is a varied country and the cyclist has many options: coast and national park, or interesting villages and towns.

It is not dangerous for cyclists to

KLM 75 years
Bridging The World

take part in Dutch traffic. There are separate cycle paths and new traffic plans are increasingly taking bicycles into account, so that cyclists can go out without any worries.

The possibilities for discovering the Netherlands from the bicycle saddle are inexhaustible. In many places you can rent a bicycle for a day

or longer at low prices. All the tourist information offices (VVVs) offer special cycling packages with many options, from simple to very luxurious. Often the bicycle is included in the package. You can take a bicycle with you on the train at a special charge, which is handy if you want to spend one day cycling through the green hills of Limburg and the next in, say, the Veluwe National Park.

There are special tours through the various provinces, a nature discovery tour of the island of Texel, four days of canoeing and cycling in the Biesbosch National Park, a Dutch windmill tour, a five-day bicycle tour for gourmets, and a tour along the Dutch rivers. All by bicycle.

A real treat are the cycling-and-boating holidays where the participants alternately cycle and spend time boating in the Dutch countryside and waterways. These holidays mean cycling through the polders, along lakes and rivers and over dykes. Cycle paths and country roads lead the cyclist to fascinating museums and places of interest. The boat functions as a hotel where you dine and spend the nights. The combination of cycling and boating is an ideal way of seeing all the Netherlands finest spots. The participants can choose between various routes: there are tours through Friesland, along the river Vecht or the River IJssel, and to Zeeland and Belgium.

The Netherlands Board of Tourism (NBT) and the provincial tourist information offices (VVVs) publish annual cycling guides with all sorts of new packages. Enquire at a KLM office and ask for the special cycling brochures.

Amsterdam Culture and Leisure Pass

Amsterdam offers visitors a special pass which gives free entry or substantial discounts on entry to many of Amsterdam's museums and other attractions.

The Amsterdam Passport, subtitled the "Amsterdam culture and leisure pass" costs only NLG 29.90 at any of the Amsterdam Tourist Office's four information offices and other outlets.

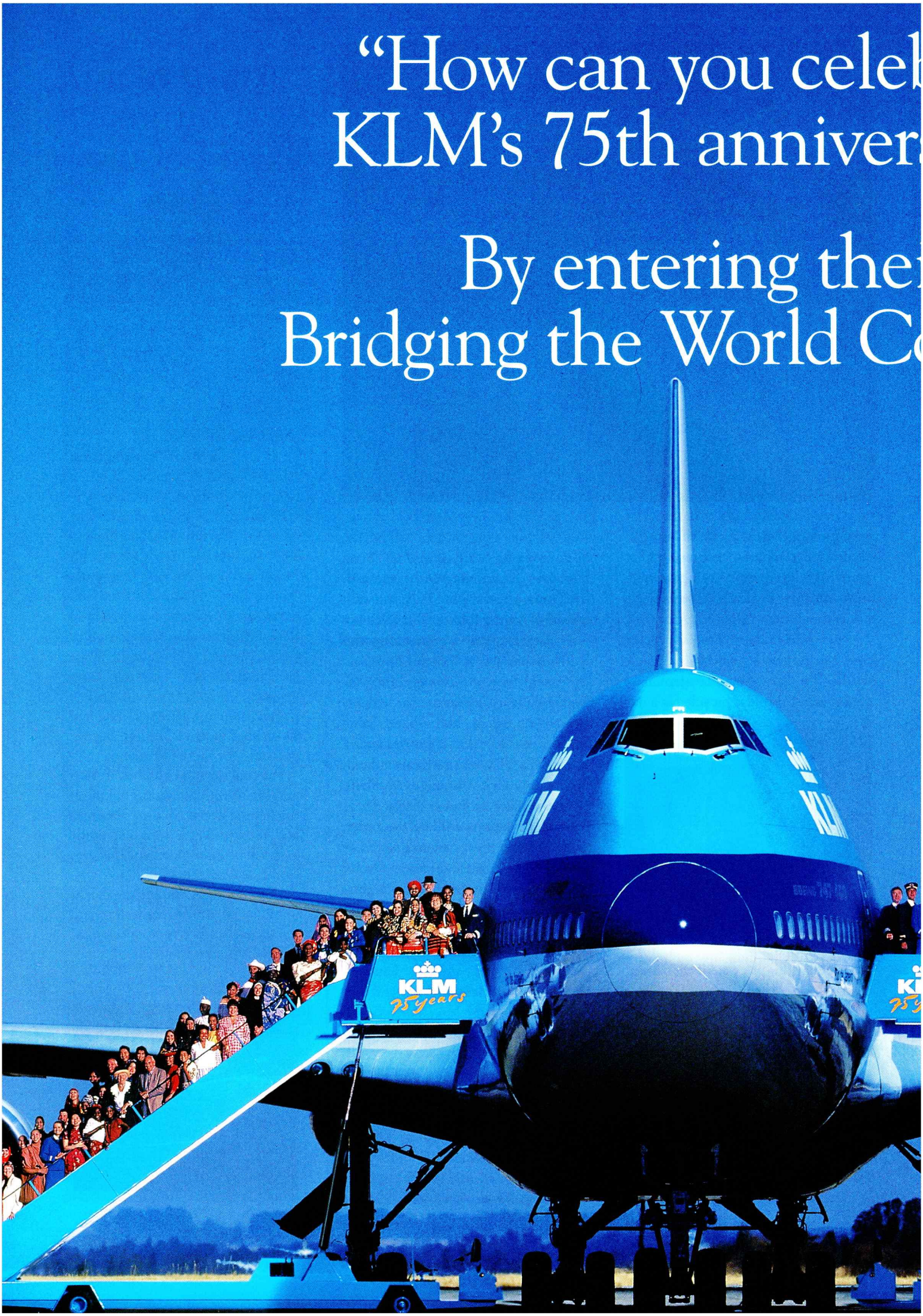
It is a handsome cheque book containing 28 coupons and a colourful information folder. The coupons in the passport give free entry to 5 museums, a choice among the Rijksmuseum, Van Gogh Museum, Stedelijk Museum, Amsterdam Historic Museum, Rembrandt's House Museum and Willet-Holthuysen Museum. Plus free entry to Holland Casino Amsterdam and a minimum discount of 25% on entry to the Dutch Maritime Museum, Tropical Museum, Madame Tussaud Scenerama and the Sloten Windmill.

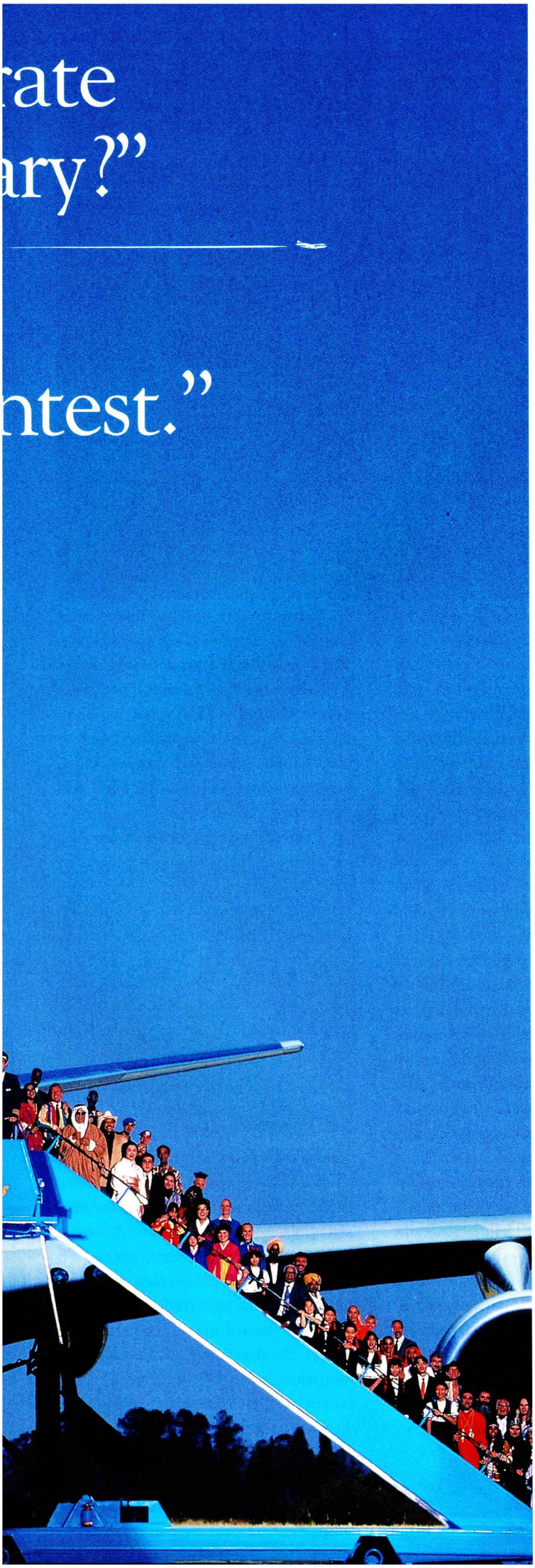
Several special cafes and restaurants also participate, including the tasting-house De Drie Fleschjes and Die Port van Cleve restaurant as well as the Pancake Bakery, Dorius and Selecta.

Two typically Amsterdam means of transport, the Museum Boat and the Canal Bus both give substantial discounts on their day tickets.

"How can you celeb
KLM's 75th anniver

By entering the
Bridging the World C





2000 free tickets to mark a unique anniversary

KLM, the world's first airline, is 75 years old! And to mark the occasion, we're holding a unique competition. Offering you the chance to turn your secret dream into reality. And offering a total of 2000 free tickets to help you do it.

Original ideas for uniting people and cultures

We're inviting people to submit original ideas which illustrate our theme: Bridging the World. It could be flying a team from a children's hospital in Sydney to challenge a soccer team in Barcelona. Or helping renovate a schoolroom in Africa. It could be letting a Russian child virtuoso play with a famous musician in New York. Or using KLM Cargo to fly endangered animals to a safe haven. It all depends on your creativity.

Ten star prizes

From the entries, an international jury, under the chairmanship of Ruud Lubbers, former Prime Minister of KLM's home country, The Netherlands, will choose the 10 most original ideas. And we'll turn them into reality. Not only by providing free air tickets or cargo capacity, but also by footing the bill for all travel and lodging expenses. And the runners-up will be given the air tickets necessary to turn their ideas into reality.

350 worldwide destinations

And where can your idea take place? Quite simply - anywhere in the world served by KLM and its partner Northwest Airlines. Giving you more than 350 destinations where you can make your dreams come true.

WORLDWIDE KLM NORTHWEST RELIABILITY

Enter Today

Just tell us – in no more than 750 words – what your idea is, when it should take place, and why you think it illustrates our theme. And send off your entry today to KLM Bridging the World Contest, PO Box 750, 1000 AT Amsterdam, The Netherlands, before November 15, 1994.

Conditions of Entry:

- KLM's Bridging the World Contest is open to all individuals.
- Written entries, with a maximum of 750 words, must explain what the idea is, when it should take place, the number of people involved, and why you are suggesting it.
- The entry should illustrate you own idea of the theme of "Bridging the World".
- All points of departure and arrival must be on the worldwide network of KLM and its partner Northwest Airlines.
- Each idea must take no longer than 7 days to put into practice and involve no more than 25 people.
- All entries must be sent to KLM Bridging the World Challenge, PO Box 750, 1000 AT Amsterdam, The Netherlands, and reach KLM no later than November 15, 1994.
- Winners will be informed before January 31, 1995.
- The prize-winning ideas must be carried out before July 1, 1995.
- Competitors must be prepared to co-operate in any PR activities KLM may wish to organise in connection with the Contest.
- All entries become property of KLM, who reserves the right to refuse any entry without reason.
- KLM cannot enter into any discussion or correspondence about the results.
- KLM employees, staff or affiliated companies, and its advertising agencies are not eligible for entry.

The Reliable Airline. KLM 75 years

Castles in the Netherlands.

The Netherlands has a rich past. This is evidenced not least by the many historic buildings, such as castles, stately homes and country houses. These are the Netherlands' pride and joy, witness the millions of guilders that the state spends each year on their maintenance and restoration. Castles were the social and economic centres of civilisation, culture, trade and so on. Although their role has changed they are again being used for an increasing number of purposes, for besides castles as museums and therefore as sources of knowledge about the past, they also serve nowadays as hotels, restaurants and conference centres.

In the middle ages a castle was the economic centre of a district. Justice was administered, policy made, business done and regulations and laws drawn up there.

Frequently agriculture and animal husbandry were carried on in the neighbourhood.

There was merrymaking and entertainment, such as plays and music. In part these activities are being restored to a place of honour.

Castles – still lively centres

Castles can very readily fulfil a commercial role for activities that are in keeping with their history.

The combination of the commercial and the cultural is appropriate to castles precisely because a castle was always multifunctional. You'll therefore see castles being used as hotels, restaurants and conference centres. Even as venues for civil marriages and, in the occasional case where a castle chapel is still in use, for ecclesiastical marriages too.

De Haar Castle, Haarzuilens.

People usually have a great longing to become acquainted with the past. A visit to a castle can be like entering a fairy tale. You abandon the present and are immediately in a different world: a world of lords, knights, damsels, swordfights, old traditions and rituals. In short, you can give free reign to your imagination. Back to your roots, in the heroic role of the powerful lord or the bold knight.

A castle is not an island. So it is important that a castle should fit in with its district as regards both its exterior and its interior. A good example is Chateau Neercanne in Maastricht. This terraced castle (the only one in Benelux) is built of limestone and is famous for its French cuisine.

There are culinary packages, in which various castles participate, and castle tours that take in five castles in three countries, the visitors themselves determining the dates and length of the trip and the choice of castles. A castle tour of this kind also provides an excellent opportunity to enjoy the wildlife and countryside and to get to know historic cities such as Aachen, Maastricht and Cologne.

Virtually all castles have their origins in the Middle Ages. Some, such as the Muiderslot, Kasteel Nijenrode and Loevestein, have been preserved in that form, whilst there are many which in the course of time have experienced many changes, such as Middachten Castle and Amerongen Castle.

Take the typical medieval castles, for example. They're characterised by a whimsicality in their construction. You can see that very well at the Muiderslot, Loevestein, Ammersoyen and Doornenburg. Then there are castles that flourished right on into the Golden Age, such as Middachten, Amerongen and Zuylen. Of the smaller ones Oudaen Town Castle on the Oude Gracht in Utrecht is a jewel. De Haar Castle in Haarzuilens is in a class of its own, large-scale with admirable aspects.

For visitors to Dutch castles there is lots to see. At castles that are also museums you can look at architecture, military aspects, gardens, parks and interiors. But of course you may also be interested in artefacts, such as paintings, furnishings and carriages.

At commercial castles special facilities are being created for receptions, banquets, dinners, wedding receptions, congresses,

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courses and concerts. Here one thinks of places such as De Hooge Vuursche Country Estate with its own party service, Engelenburg Castle & Estate with golf course and wine cellars, Elsloo Castle with its park and botanical gardens, the conference and banqueting rooms at Chateau Holtmuhle, the knights' hall for wedding receptions at Doorwerth Castle or Groeneveld Castle where concerts are held regularly.

A castle is a cultural expression of the past. It therefore is important that any restoration should be carried out in a culturally responsible way. The Netherlands' cultural heritage must not be threatened. Also, the surroundings such as the gardens, should be involved with the castle. This has been done in a unique way in the restoration of Het Loo Palace in Apeldoorn.

Het Loo Palace was the favourite summer residence of the Dutch ruling family (first the stadholders and then the royal family) from 1686 until 1975. Since 1984 the palace has functioned as a museum, after some parts of the interior and the outside of the palace, together with the gardens, had been spectacularly restored to their 17th century state. The palace's interiors show the three hundred years of occupation by members of the House of Orange, the stadholder William III, the successive Frisian stadholders and the like-named kings down to Queen Wilhelmina. The baroque parterres surrounded by terraces, pergolas, statues and vases are planted in spring and summer in accordance with 17th century tradition. This is unique in Europe. As in the 17th Century the fountains and cascades flow continuously. Behind the palace stands the hunting lodge, whose exterior has been restored in neo-gothic style. In the stables are ceremonial and hunting carriages, sleighs and vintage royal limousines, such as Queen Wilhelmina's famous painting car. The palace is visited by some 350,000 people annually.

The Netherlands Castles Foundation (NKS) was founded in 1945 and is engaged in maintaining the castle as part of The Netherlands' heritage. The NKS publishes monographs about castles in the Netherlands. It also publishes two castle guides: "Castles open for viewing" (published annually) and "Castles suitable for events" (published periodically).

For brochures and guides on castles as museums, hotels and restaurants and information on castle trips and packages:

Nederlandse Kastelenstichting (Netherlands Castles Foundation – NKS). Langbroekerweg 10a, 3941 MT Doorn. Tel. +31 3430 16282.

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Dutch Australian Centre

It has become apparent that, as the Dutch community population aged, an important slice of history was "ageing" with them.

After the establishment of the successful "Juliana Village," the Dutch community has more recently completed the "Abel Tasman Village."

In this second large village project, a separate building is dedicated to the preservation and illustration of the rich and varied Dutch-Australian culture.

The Dutch Australian Centre, as this unit will be known, is a focal point for the Dutch-Australian community, and will assist in illustrating the proud recent history of this community to their children, to subsequent generations and the Australian community at large.

The Centre is operated by a community group but remains part of the village. It gives some of the residents of the village a lasting interest while drawing "outsiders" to the village.

Exhibitions in the Dutch Australian Centre

From Clogs to Thongs
The Dutch migration to Australia, which includes:

- Socio-economic situation in The Netherlands 1945-1950
- The journey to Australia
- The first ten years
- Where are we now

KLM Royal Dutch Airlines' 75th Anniversary (7/10 - 5/11)

Dutch Australian Centre
222 Waldron Street, Chester Hill
Contact: Paul Budde, phone: (049) 988 144, fax: (049) 988 247

Klederdracht weliswaar uit de 'mode,' maar nog graag gezien

Nog altijd zijn er buitenlanders en Nederlanders die denken dat de Volendendamse dracht de nationale klederdracht van Nederland is. De zwarte rokken, het gestreepte schort en jak, het dasje en de kanten hul zijn over de hele wereld bekend en worden meteen geassocieerd met Nederland. Een nationale klederdracht heeft Nederland niet. Wel een rijke verscheidenheid aan streekdrachten, maar dat wordt in snel tempo minder. Wie nu in Volendam vrouwen in klederdracht wil aanschouwen, maakt de meeste kans door de plaatselijke VVV of een souvenirwinkel binnen te stappen. Er zijn niet zoveel vrouwen meer die de originele dracht nog dragen.

Klederdrachten zijn ontstaan in de zestiende of zeventiende eeuw. De adel en de geestelijkheid droegen vaak andere kleding dan kooplieden, vissers of ambachtslieden en hun vrouwen.

Kleren waren - en zijn nog - een belangrijk middel om rang en stand van de drager/draagster in de maatschappij aan te geven. Vaak ook was kleding helemaal aan een beroep aangepast, zoals bijvoorbeeld die van de Urker en Volendamse mannen, die eeuwenlang visser zijn geweest en waarvan de kleding voetvrij, warm, waterafstotend en winddicht is, en dus uitermate geschikt voor het werken op kleine, open boten in een koud klimaat.

In tegenstelling tot vroeger wordt klederdracht nu alleen nog maar gedragen in een aantal plaatsen in Zeeland, de noordoostelijke Veluwerand en in Noord-Holland (Volendam en Marken).

Op Marken hebben de mannen hun bestaan gevonden in de visserij. De vrouwen en kinderen op het eiland leefden in een groot isolement. Omdat er geen werk bij huis was in de land- of tuinbouw, en de mogelijkheden om zich te verplaatsen zeer beperkt waren, kon er veel tijd besteed worden aan het bewerken van kleding en huisraad. De Marker dracht is van alle Nederlandse streekdrachten het uitbundigst versierd met allerlei vormen van borduurwerk. Dit vrijwel totale isolement van zovele eeuwen heeft waarschijnlijk tot gevolg gehad dat omstreeks 1930 de gehele bevolking van Marken zich nog in streekdracht huldde.

Wie nu in het voormalige Zuiderzeeplaatsje rondloopt waant zich in een groot openluchtmuseum met zijn groen/wit geschilderde houten huisjes. De kleding is prachtig gekleurd en rijk geborduurd.

Staphorst is, in vergelijking met bijvoorbeeld Drenthe kleurrijk en rijk aan sieraden, maar net weer iets minder uitbundig is dan bijvoorbeeld Zeeland. De vrouwen in Staphorst zijn de enigen die de rokken op de knie dragen. Zij maken hun kleding veelal zelf en daarbij gebruiken ze niet alleen de traditionele, maar ook eigentijdse stoffen.

Kenmerkend voor Zeeland zijn de grote witte kanten kappen. Opvallend is dat de protestantse vrouwen op Noord- en Zuid-Beveland de schelpvormige kappen dragen, de katholieke vrouwen de meer vierkante. Wie het fijne ervan wil weten, moet een kijkje gaan nemen in het Zeeland Museum in Middelburg waar een grote collectie klederdrachten te zien is.

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Er zijn verschillende redenen waarom de traditionele dracht steeds minder gedragen wordt. Van het isolement waarin bepaalde bevolkingsgroepen vroeger leefden, is tegenwoordig helemaal geen sprake meer. Ook het nieuwe moderne leven drong door tot in de meest afgelegen gehuchten. De maatschappij veranderde. Steeds minder mannen kozen - of werden daartoe gedwongen - voor de traditionele beroepen van boer of visser en gingen in de fabriek werken of op kantoor, op werkplekken waaraan andere eisen werden gesteld aan kleding.

Het dragen van de tradionele dracht mag dan in Nederland op zijn retour zijn, de kledingstukken zelf worden nog gekoesterd. Overal in den lande worden activiteiten ontplooid om dit laatste restje cultuurhistorisch erfgoed levend te houden: folkloristische feesten, visserijdagen, braderieën en in de toeristische promotie. Klederdrachtdemonstraties worden massaal bezocht.

Evenals zovele klederdrachten bestaan er ook musea waar klederdrachten te zien zijn. Praktisch elke provincie heeft wel een paar streekmusea en oudheidkamers, waar men een goed beeld kan krijgen van de streekdracht.

Naast de vele kleine musea, heeft ook het Nederlands Openluchtmuseum in Arnhem een uitgebreide collectie kostuums.

Om te voorkomen dat de gevarieerde streekdracht die Nederland nog rijk is, in de vergetelheid raakt, organiseert het Nederlands Openluchtmuseum de jaarlijkse Nationale Klederdrachtendag.

Op een zaterdag in juni komen streekdrachtverenigingen naar het Openluchtmuseum en verzorgen voor het publiek presentaties, dans-en zangvoorstellingen.

Voor meer informatie:
Nederlands Openluchtmuseum
Arnhem
085-576333

Jongeren Programma Groep IX Reünie

A reunion has been organised for members of the "Jongeren Programma Groep IX" who travelled from Rotterdam to Australia on the Flavia in February 1964.

The reunion will be in Canberra on 29 and 30 October 1994. If you happened to be a member of Groep IX, please contact Ria van de Zandt-Satink, 14 Moorehead Place, Latham, ACT 2615, phone: 06 254 9676 (h): 06 249 2362 (w) or fax: 06 294 4896.

The Abel Tasman Village

We congratulate KLM with their 75th anniversary and maintaining a vital link between Australia and The Netherlands.

We also like to say "Thank you" for your continous support and contribution to our village.

From the Board of Directors,
Staff and residents.

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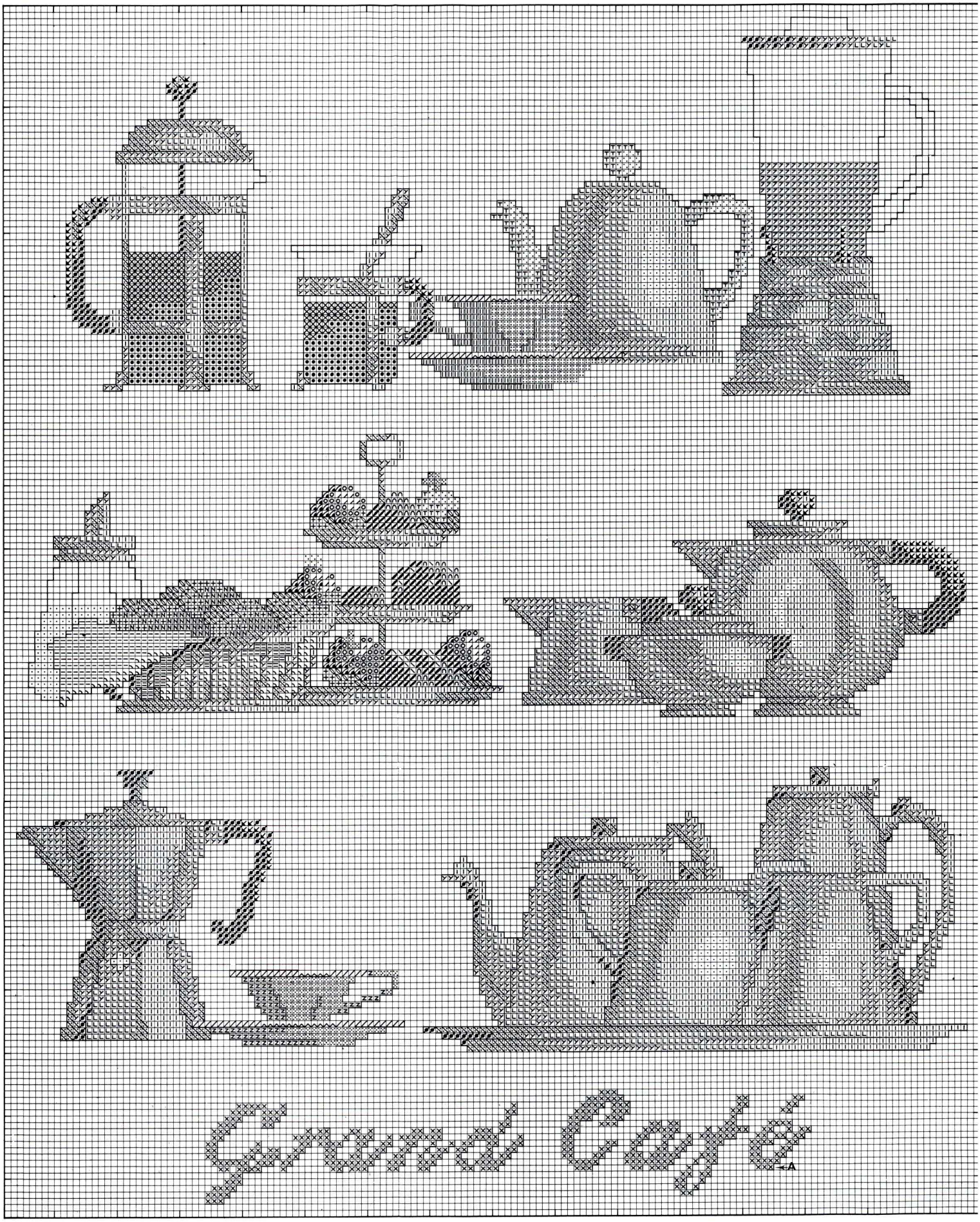

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GRAND CAFÉ-SCHILDERIJ

Kleurverdeling

Kleur	Anchor	D.M.C.
wit	1	blanc
lichtroze	49	963
roze	75	894
licht mintgroen	185	964
mintgroen	186	959
heel lichtgrijs	234	762
donkergrijs	235	414
heel donkergrijs	236	3799
lichtgroen	240	955
groen	242	954
heel lichtroze	271	819
heel lichtgeel	275	746
geel	292	3078
oranjegeel	311	108 (ombré)
geelbruin	374	3045
heel lichtbruin	376	3774
lichtbruin	378	3773
bruin	379	3772
heel donkerbruin	380	838
lichtgrijs	398	415
grijs	399	318
zwart	403	310
lichtbeige	830	822
beige	831	644
licht okergeel	874	676
lichtgeel	885	712
okergeel	907	833
ecru	926	ecru
donkerbruin	936	632
zachtgeel	942	739
goudbruin	943	437

Stiksteken: hardroze om de roze gebakjes, donkergroen om de kopjes en groene delen van de gebakjes, donkerbruin om de randen van het bovenste kopje, okergeel om de lichtgele delen van de bovenste koffiepot, geelbruin om het servet in het mandje, heel donkerbruin om de broodjes en de randen van het onderste kopje, heel donkergrijs om de letters en de overige stiksteken met zwart.

Grand café keukensfeer
Extra sfeermaker: een prachtig geborduurde woondecoratie met grand café-accessoires. Moderne en nostalgische keuken accessoires: espresso-koffiekannen, een antiek zilveren roomstel en de originele keukenblender.

ABN-AMRO Radio Programme

Right through 1995, radio 2MBS-FM in Sydney (102.5 MHz) will be broadcasting regular monthly programmes of one hour's duration featuring Dutch composers, conductors and performers.

The programmes are being sponsored by ABN-AMRO Australia Limited, and will be broadcast at 8pm on the third Sunday in each month.

Each programme will include music by Dutch and other well-known Western composers, generally in performances by Dutch artists.

The programmes will survey a range of genres and styles, covering the period from the Middle Ages to the present day.

A highlight of the first programme, to be broadcast on Sunday, 15 January, will be an interview with Mr Edo de Waart, resident conductor of the Sydney Symphony Orchestra, followed by a performance of Wagner's "Flying Dutchman" overture, conducted by Mr de Waart.

The Duyfken Replica Project

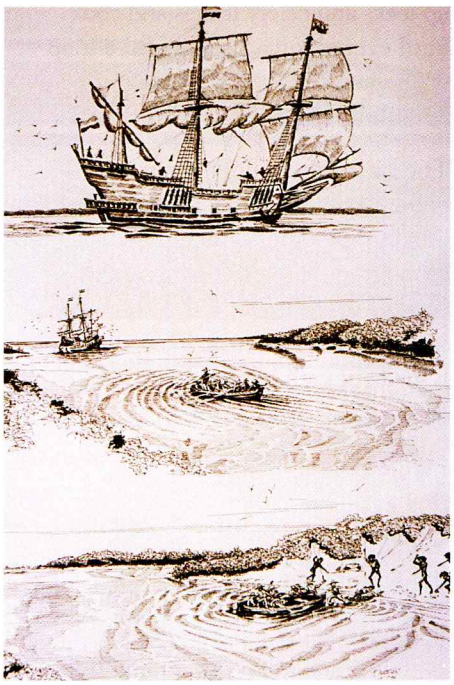
Many Dutch names are inextricably linked with Australia – Dirk Hartog, Frederick de Houtman, Pieter Nuyts, Abel Tasman and William de Vlamingh being but a few – but none are more important than Willem Jansz and the 'Duyfken'.

In 1606 Willem Jansz, skipper of the Duyfken sailed south from Java looking for new trade opportunities. Part of his journey brought him in contact with the coast of Cape York Peninsula in the Gulf of Carpentaria.

Now, almost 400 years after the Duyfken was first built an enterprising group in Western Australia are building a 1:31 scale replica.

The project, endorsed by the WA Government Tricentennial Committee, includes research into Duyfken related maritime activities including a better understanding of the importance of early Dutch ships leading to the discovery of Australia (Hollandia Nova).

The replica project is ambitious and of course requires funding to support its objectives – donations would be welcomed. For details, contact Michael Young, Committee Secretary, The Duyfken Replica Project, 57 Fortescue Street, East Fremantle, Western Australia 6160 (tel: 09 339 2041/364 1380).



Dutch Cooking

Dutch Pea Soup

(Erwtensoep)

2 cups split green peas
3 qt cold water
1 pigs trotter 1 pig's ear
1 cup bacon squares
4 frankfurters
1 lb potatoes 4 tbsp. salt
1 celeriac
1 bunch celery-green
2 leeks 2 onions salt

Wash the peas, soak for 12 hours (unless you use quick cooking peas) and boil gently in the water they were soaked in for at least two hours. Cook in this liquid the trotter and the ear and the bacon for one hour. Add the sliced potatoes, salt diced celeriac, cut up leeks and celery leaves and cook until everything is done and the soup is smooth and thick. Add the frankfurters for the last 10 minutes.

The longer the soup simmers the better the taste. Three hours is the usual time in the Netherlands. The soup gets so thick when it cools that it can be cut next day. The next day the soup tastes even better. That is why it is made in such big quantities.

Limburg pies

(Limburgse vlaaien)

For the dough: *a sweet bread dough (or fine bread dough) baked in a 10" round pan or in 4 individual smaller pans, made of 2 cups flour (use your own favourite recipe).*
For the filling: *any fruit, dried fruit – sugar.*

Limburg pies are thin, flat pies made of bread dough. They are made in all sizes from 4 to 20 inches in diameter. For a pie of about 8 inches a dough made of 2 cups flour will suffice. For preparing dough use recipe for sweet bread dough or fine bread dough adding a little butter or margarine. Knead dough, leave it to rise, roll it out thinly, put it in a greased round pan, cover up and leave it to rise to double its size.

Prick dough with fork or knife if it has risen too high. Cut e.q. plums into halves, stone them and put them closely together on dough with cut side upwards, or fill pie with stoned cherries or stewed fruit. Bake pie in hot oven (450° F) for about 30 minutes. Sprinkle fruit with sugar 10 minutes before pie is taken out of oven, sprinkle once more when pie is done. If stewed fruit is unsweetened, sprinkle with sugar before filling pie.

Herring Salad

(Haringsla)

1 head lettuce (use inner leaves only)
3 pickled herrings, chopped
3 apples, diced
3 hard boiled eggs, chopped
2 boiled beets, diced
8 cold boiled potatoes, mashed
3 dill pickles, sliced
1/2 medium-sized onion, chopped very fine
Oil
Vinegar
Pepper and salt
Mayonnaise
8 Servings

Decorate an oblong dish with the lettuce leaves. Mix all the ingredients with oil and vinegar, and pepper and salt to taste. The result must be a rather solid mass. Spread this on the lettuce leaves like a pudding. Cover with a thick coating of mayonnaise.

For decoration:
2 hard boiled eggs
Slices of dill pickle
1 tablespoon chopped parsley

Chop the whites of the eggs and rub the yolks through a sieve. Use these with round slices of pickle, and the parsley cut in strips or squares on top of the mayonnaise.

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Send your entry, your name, address and ticket, boarding pass or anything else from a KLM flight, to KLM, 75th Birthday Competition, to Box 3538, Auckland to be in the draw.

CONDITIONS:

The winning tickets are not to be sold or transferred to any other person.
KLM employees, their families and travel agents are not permitted to enter.
Entries must be received by KLM by 30 November, 1994. The draw will take place on Sinterklaas day, 5 December 1994.
On the 7th of December, the winner's name will be available from your nearest Holland Gateway Agent listed below.
This competition is not part of the Bridging the World competition.

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