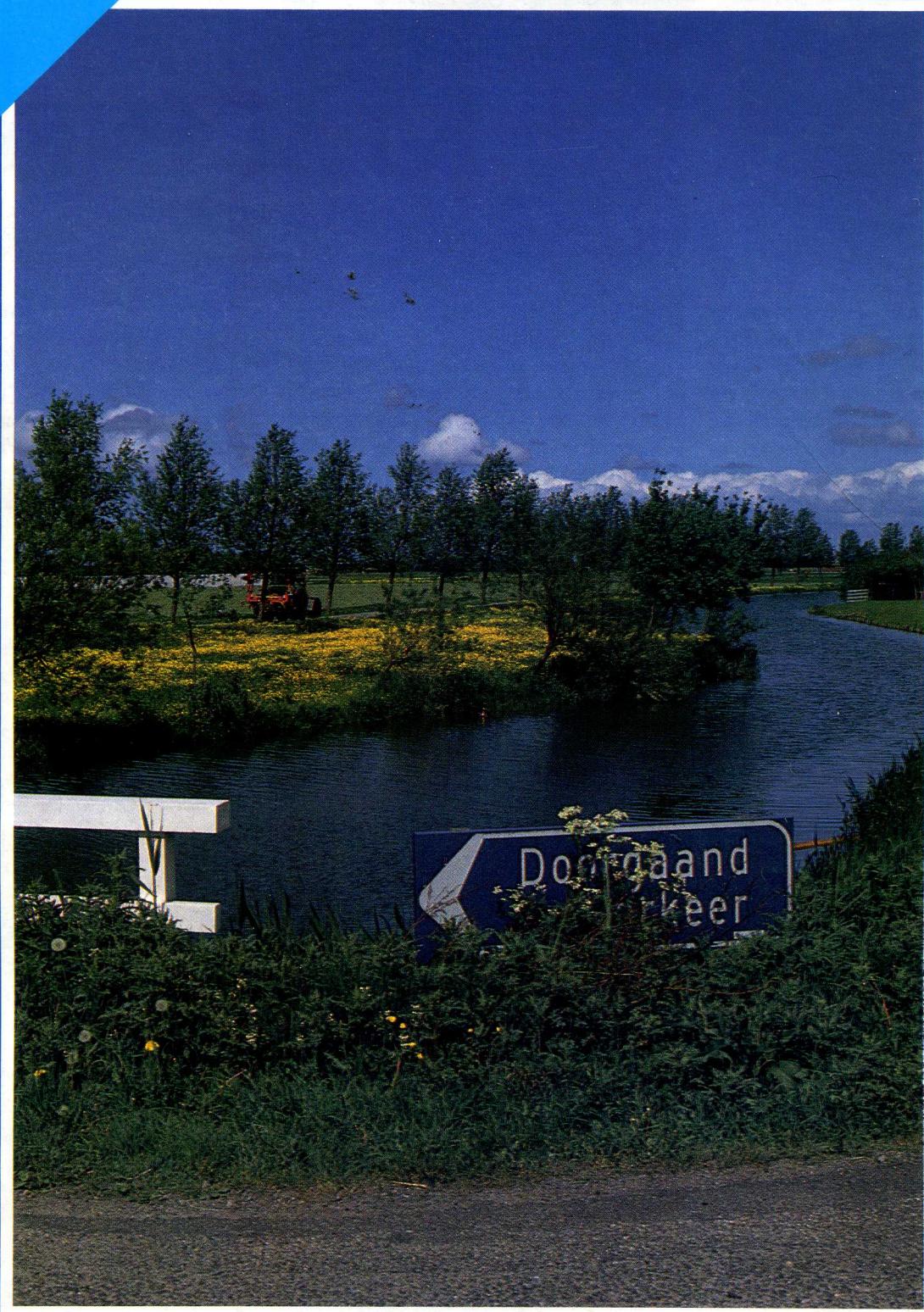


  
**KLM**

1 - 91



# Vogelvlucht



# KLM INFO...

We've had an overwhelming response to our last KLM Info column, which focused primarily on seating and eating on board KLM flights. Subjects no doubt very close to the heart of our passengers, particularly when so many hours are spent sitting and eating on the long flights between Australia and Europe.

We're happy to say that most of the comments about KLM were favourable. However, a few of you had an axe to grind about not getting the seat of your choice on a particular flight, or that a particular meal was not exactly to your liking. We'd like you to know that we're currently experimenting with a new system to allow all our Tourist Class passengers to actually pre-book the seat number of their choice at the time of initial reservation (just like going to the theatre or a concert) and also that our intercontinental Tourist Class is currently undergoing a major revamp, an important part of which is the introduction of new menus in Tourist Class based on lighter, fresher ingredients.

Also important in filling long hours aloft is the in-flight entertainment programme. New video monitors now installed on board most Boeing 747's allow crisper, clearer viewing of KLM's comprehensive in-flight video programmes, featuring ITN News from London, screen magazine round-ups of interesting people and places, some of your favourite TV series and, of course, the latest movies, in addition to "flight

tracking" piped directly from the cockpit, indicating the aircraft's height, speed over the ground, the outside air temperature and location of the aircraft, plus other interesting information, in both Dutch and English.

These improvements plus many more are all part of an ongoing "Product 90s" exercise to ensure KLM stays one of the top international airlines, offering friendly, reliable service at a reasonable cost. We have no doubt these improvements will satisfy even our most demanding customers!

## KLM INTRODUCES BOEING 747-400 ONE-STOP SERVICE BETWEEN AMSTERDAM AND AUSTRALIA VIA BANGKOK.

Commencing next April, KLM will introduce the very latest long-distance Boeing 747-400 aircraft to the Australian service, with only one stop in Bangkok between Amsterdam and Australia.

Exciting news for our many regular passengers to and from Holland as the new one-stop flight will cut many hours off the present flying time. Not only that but, after years of flying to Australia without the rights to allow passengers a stopover in the Far East, KLM has at last been granted full stopover rights in Bangkok, one of the most exciting cities in Asia.

As a result, our passengers now have the choice of either flying direct on the new faster route or having a relaxing break on the way to and from Holland in exotic Thailand. To help passengers

enjoy a stopover in Thailand, KLM has just released a full range of package holidays featuring the city of Bangkok and the popular resorts of Pattaya, Hua Hin, Cha Am, Chiang Mai and Phuket.

## NEW ... FRIDAY EVENING ARRIVAL AND DEPARTURE TIMES IN AUSTRALIA.

An important feature of the new Boeing 747-400 one-stop service has been the ability to adjust arrival and departure times aimed at eliminating some of the effects of "jetlag" - so-called because of the negative influences exerted on the body "clock" by flying through different time zones.

Our new service (KL843) will depart Amsterdam at 1.55 pm on Thursday afternoons and, after spending only one night on board, will arrive in Sydney at 7.10 pm and Melbourne at 10.25 pm on Friday evenings - just in time to go straight to bed.

The return flight (KL844) to Amsterdam will depart Sydney at 8.50 pm and Melbourne at 11.50 pm on Friday evenings - allowing passengers the full day in which to relax or finish last minute packing, as well as facilitating the participation of friends and relatives in airport farewells. The flight will arrive back in Amsterdam at 2.15 pm on Saturday afternoons - a much more convenient time for waiting family and friends in Holland.

That's it for this time round. Keep those letters coming in and enjoy the rest of the magazine.



**Uitgave voor Australië en Nieuw Zeeland  
van de Koninklijke Luchtvaart Maatschappij N.V. A.R.B.N. 000 067 916**

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Although the information and prices given in this magazine are believed correct at the time of publication, their

accuracy cannot be guaranteed and they should not be regarded as binding for KLM or its agents.

#### **Subscriptions or Changes of Address**

Please refer to the coupon printed on the cover sheet inside plastic wrapping (for New Zealand at the back of the envelope). Otherwise, please send us a note.

## **SOME SPORTS EVENTS IN 1991**

In this and previous issues, we have referred to some sports events in 1992 we think you may be interested in. For your convenience, we have compiled a short list for the period May-July 1992, with brief comments.

### **May**

- 11th: National biking day, with a wide variety of relaxing bike tours individually or in company.

Great fun!

- 29th: Dutch TT motor racing, World Championships, Assen.

### **July**

- 9th through 12th: 25th Drenthe

Four-Day Biking Tour ("Rijwielvierdaagse") through Assen, Emmen, Hoogeveen and Meppel. A unique experience if you can participate.

- 13th through 26th: Skutsjesilen on the Frisian Lakes. Competitions of antique sailing-boats.

- 16th through 19th: Nijmegen Four-Day hiking event (Wandel Vierdaagse), international event worth visiting even if you do not participate.

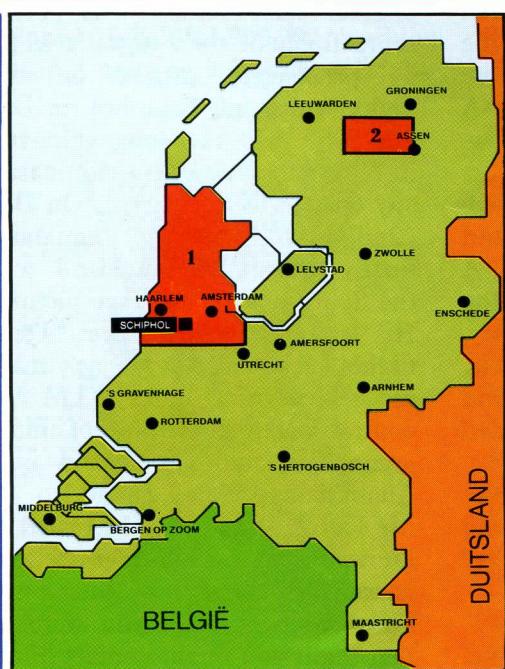
For all information on these events contact any of the major VVV offices in the Netherlands.

## **TEMPO DOELOE SCHEPEN**

In een vorige Vogelvlucht hebben wij aandacht besteed aan de serie boeken uitgegeven door de Maritieme Stichting Koopvaardij Historie van de Oost-Indië.

Deze serie is inmiddels aan het derde deel toegekomen, dat weer een schat aan zeldzame foto's en gegevens over oude schepen in het vroegere Nederlands-Indië bevat. De tekst is zowel Nederlands als Engels. De research die in een dergelijk werk gaat zitten is enorm en deze boeken lijken ons een "must" voor alle liefhebbers van oude schepen - en vooral voor degenen die vroeger "in de Oost" zo sterk afhankelijk zijn geweest van deze trouwe boten.

De serie zal in de loop der tijd nog groeien en omdat we niet elk nieuw deel afzonderlijk zullen kunnen bespreken geven we hier het adres waar u alle verdere informatie kunt krijgen: Kapitein L. Lindeboom, Overboschlaan 48, 3722 BM Bilthoven, Nederland.

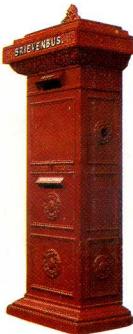


Starting with this issue, you'll find a somewhat stylized map of the Netherlands in Vogelvlucht, with the areas of special interest discussed in that issue coloured in. Some of our readers have confessed that their geography has become a bit rusty or that the atlas they have kept from their school-days shows water at the location now called Lelystad! In this issue, you'll find features dealing with the province of Noord Holland (1) and the North of Drenthe (2).





# LETTERBOX



**Recreating Vermeer**  
The Hand-weavers,  
Spinners and Dyers  
Guild of Tasmania is  
an active organisation  
combining friendly  
social contact and  
promotion of fibre  
crafts.

Mrs Clara J. Gregory-  
Evenhuis described a

highly original initiative taken by a team within the Kingston branch last year: the recreation of a mid-17th century Dutch interior as shown in Johannes Vermeer's famous "Melkmeisje" painting. The result was displayed during the bi-annual exhibition in Hobart and not only earned favourable comment from the general public but also from the Curator of Hobart's Museum.



"Although the staff of the Rijksmuseum was helpful and sent a picture of Vermeer's painting, they could not give much guidance as regards materials and dyes of that time", writes Clara. "However, the painting is so clear that even some of the stitching can be seen. A dressmaker's model was used as the basis. For the clothes, art folders of the period were studied. The felted jacket was difficult and so was dyeing with indigo. A potter was keen to take on the challenge of copying the pottery, with stunning results. The baskets, skirting of tiles, "voetstoofje" and "kolenbakje" were commissioned and hand-made as well."

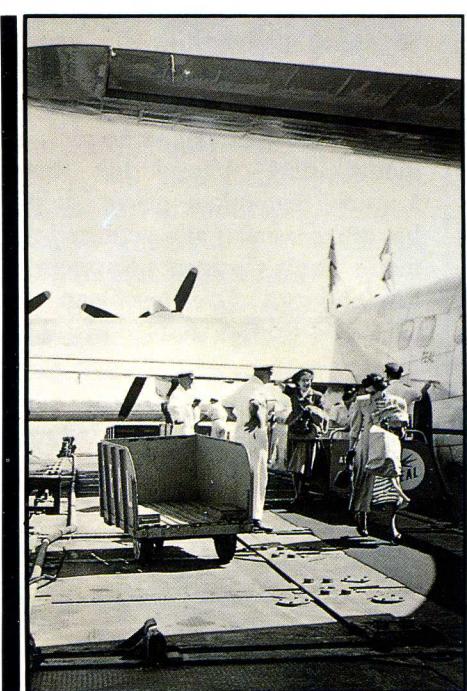
We think this idea could inspire readers to take another look at old paintings and the often "gezellige" Dutch interiors they show!

**Forty years ago**

Mr. K. Kuiper, 64 Ashby Avenue,

Auckland 5, N.Z. writes about the memorable 13-day flight he had when emigrating to New Zealand 40 years ago. In the pre-jet era, engine malfunction was much more frequent than nowadays! All 54 passengers carried on this flight, which left Schiphol on Dec. 9th, 1950, had two long stopovers in Nice and Bangkok - eliminating any chance of "jet-lag" ... On Dec. 22nd, 1950, the 54 emigrants finally arrived in Auckland with the flying-boat "Teal" (see picture). His letter ends as follows: "These flights, now forty years ago, made me realize how much KLM has contributed to the traffic of immigrants and families to and from Australia and New Zealand."

Mr Kuiper would be interested to know how his former fellow-passengers fared in their new home country, so if you were on that flight you might contact him.





# PROFILE OF THE PROVINCES

## Noord - Holland

Noord-Holland province opens the series of profiles and with good reason, as it has played a dominant role for centuries. Almost 2.5 million people live here, nearly 900 per square km. The largest (Amsterdam, 700.000 inhabitants) and smallest (Katwoude, 240 inhabitants) municipalities of the country are only a few miles apart.

Railways: 300 kms, navigable canals: 670 kms, biking-routes: 1200 kms, roads almost 10.000 kms (this may surprise you but it's not a printing error: ten thousand kms), beaches: 100 kms.

The province has 150 museums, 70 libraries and some 11.500 protected monuments – over a quarter of the total in the Netherlands. What may be a very surprising figure is that there are almost 1100 amateur choirs and 400 brassbands!

Economy: the vast majority of Noord-Holland's 900.000 working people have service-oriented jobs:



some 700.000. Industry and mining (i.e. off-shore) employ some 140.000, agriculture a mere 20.000.

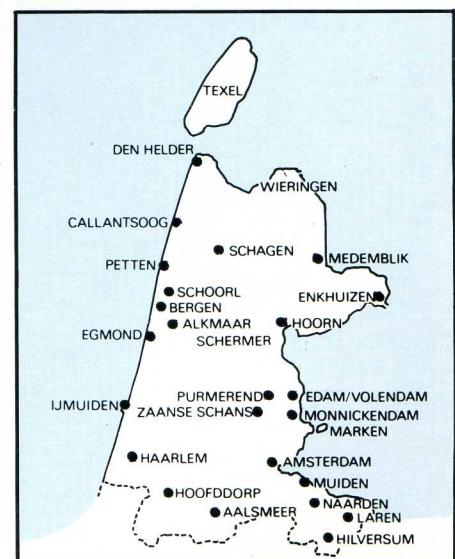
Some of the main forces in Noord-Holland's economy are the country's international airport Schiphol, the industrial areas near Amsterdam and Zaandam and the steel industry near IJmuiden.

For the average tourist, Noord-Holland epitomizes the Dutch landscape: the borders of the Zuiderzee (Marken, Volendam), the rich past (Amsterdam, Haarlem) and land reclamation complete with windmills (generally speaking between Alkmaar and Purmerend). But the Gooi area near Hilversum (radio and TV centre) also belongs to it and is completely different: sandy and originally consisting of woods and heaths.

Some 1500 years ago, the entire Western part of the country including Noord-Holland was covered with impenetrable forest, hence the name (Holland = Holtland = wooded land). Inundation began in the Middle Ages and between A.D. 1200 and A.D. 1500 major floods led to the start of reclamation (see the Waterschappen article in this

issue).

Politically, the province became dominant just after the Middle Ages, when trade moved from the Eastern shores of the former Zuiderzee to the Western (Hoorn, Enkhuizen, Amsterdam). Wealth from trade meant power in the more or less federal union formed in the 16th century that was a world power for almost two centuries (in 1664 the Dutch high seas fleet amounted to 16.000 ships – the French to less than 200!). Noord- and Zuid-Holland were one ("Holland") up to 1840, when they were split because "in comparison with the other provinces Holland was too dominant in size, population and riches". For comparison: at that time about a million people lived in Noord- and Zuid-Holland combined, with a total Dutch population of about 2.8 million. That's more than a third and the percentage has not changed fundamentally.





# DRENTHE'S NORTH -

## For Something Completely Different

As Vogelvlucht regulars will know, one of the things we like best is to explore the nooks and corners of The Netherlands not covered in the "see Holland in a day" glossies. And from the reactions we get, so do our readers. Doing something unexpected is much more fun, after all. So in this issue we're going to serve you an appetizer that's completely different and might be a good idea for your next holiday in the country: the North of the province of Drenthe. And if we happen to cross the frontiers of Friesland and Groningen now and then, we feel sure that nobody will object!



### Setting up camp

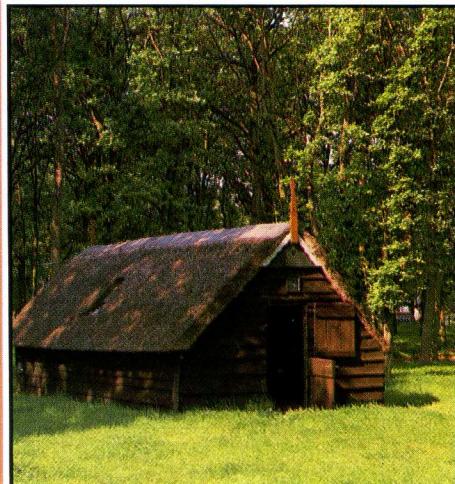
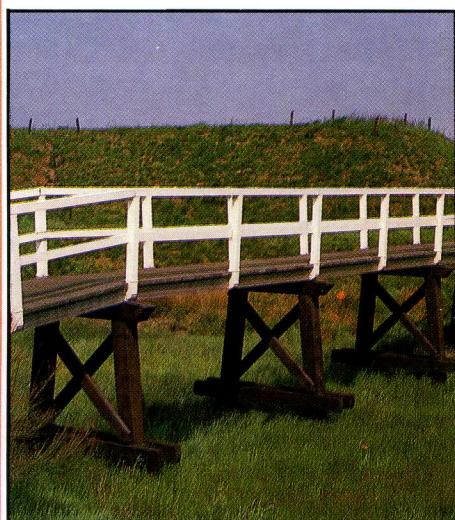
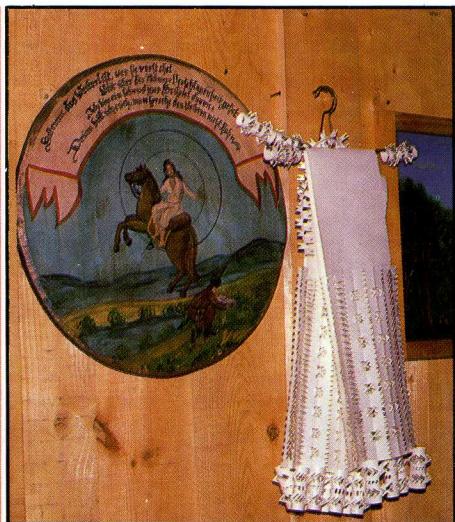
You'll certainly not cover the area in a day, so it's essential to set up camp for a couple of days in pleasant surroundings. And if you intend to stay in an hotel, we think you'll like Hotel Karsten, Brink 6, Norg. Its owners have paid particular attention to "gezel-ligheid" and tips on what to do. For instance, they have old-fashioned games (Mens erger je niet, Domino), books on nostalgia ("Spellegies die wij speulden"), information on sights and walks in the vicinity complete with the routes and even bikes on the house! Add nice food (including regional dishes), and personal service and you may feel tempted

...

The village of Norg is also a good place to start looking at typical Drenthe, if only for its cobble-stoned "brink" (village green) with pump and church. The latter was built in the 13th century, but there are remains of 4 or 5 even older ones underneath! As you will see further on, Drenthe has an history of very early Christian influence.

At Nr 21 on the Brink you'll find "Hoven's Hoes", a shop you should not miss. Highly tasteful displays of Frisian wood sculpture, beautiful chinaware, exclusive textiles and clothes, painted eggs, typical regional paper-cuttings ("klokkekleedjes") form only a portion of the superb range. If you're looking for truly tasteful presents, this is it!

Norg also boasts a VVV, so getting information on the region could not be easier.





## Wandering around

There are lots of things to do and see quite close by (see the box), so here is just a little selection.

- Prehistory: of course there are lots of prehistoric graves ("hunebedden") in Drenthe and one is quite nearby in Zeijen. Two kms further north there are more graves and prehistoric cultured fields (Noordseveld). Don't expect impressive monuments if you're looking for prehistory, but these ancient works of Mankind have a nice setting and atmosphere.

- Anloo: one of the most beautiful villages in the area. The church is very special indeed and is a "must". Its oldest parts go back to A.D. 1020, inside there are several

wall paintings and graves plus a magnificent organ. If you want to have an answer why such a tiny village has such an obviously important church, ask away during one of the guided tours!

At some distance from the village you'll see a very large farm called Schipborg, which was designed by the architect Berlage (of Amsterdam Stock Exchange fame)!

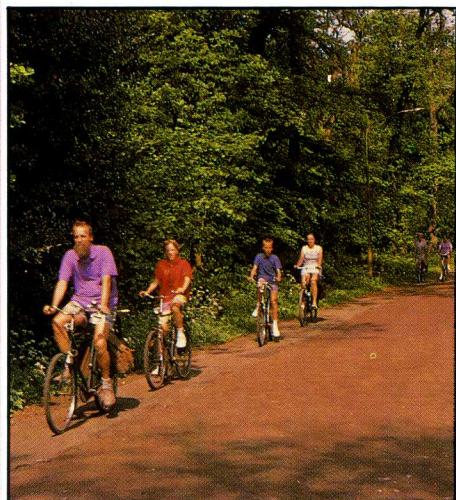
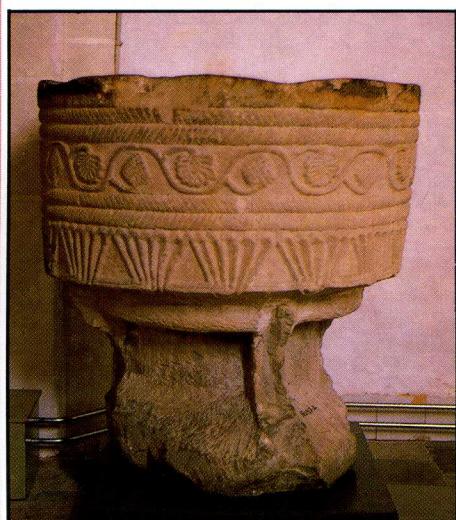
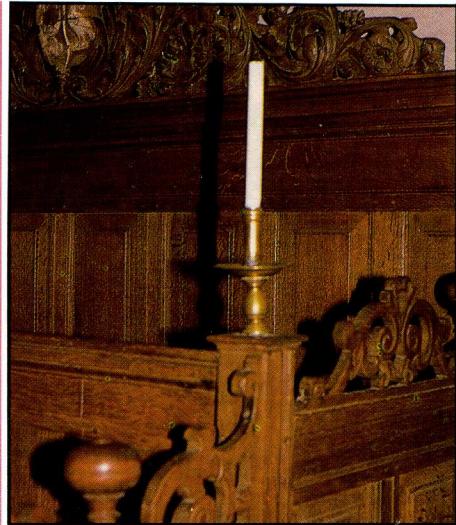
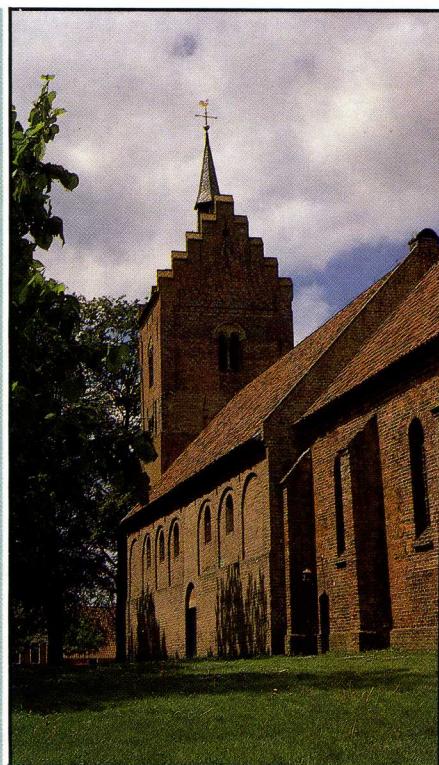
- Een: some of you may remember that this small picturesque village gained some national fame in the Fifties ("de kapper van Een"). But you'll also find fortifications of the 80-years' war there.

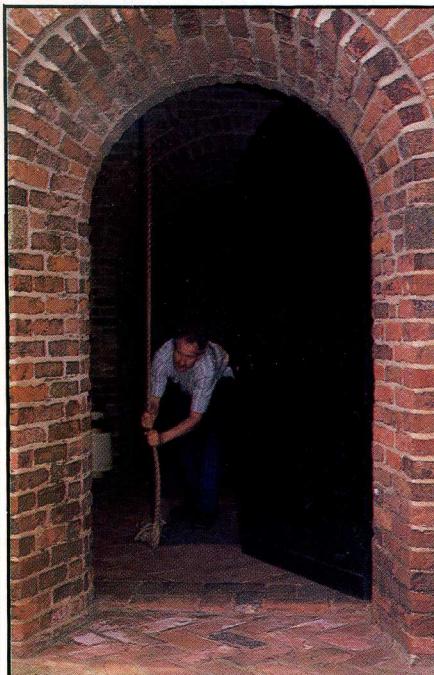
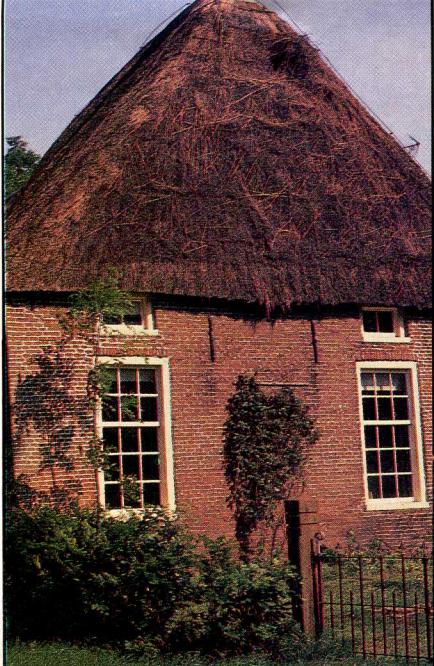
- Roden: this nice village seems to specialize in kids: on the Brink you'll see a statue for Ot en Sien, the Museum Kinderwereld has a fine collection of toys.

- Veenhuizen: of course you'll know that this is the location of a penal institution. It may sound ominous, but actually the setting along the canal is very nice. There is a museum in which you can see that some changes have occurred in the accommodation offered by prisons ...

- Nature: but one of the greatest assets of Drenthe's North is its varied landscape. It's a very peaceful patchwork of fields, woods, heaths and moors (the Fochtelooer Veen, for instance) ideal for walking and biking, dotted with small and well-kept villages. Nearly every route you plan on the map will make for a relaxing day! And if you want to go to the "city", both Assen and Groningen are just around the next corner so to say.

(continued on page 8.)





(continued from page 7.)

The best way to prepare yourself is to order the brochure (it's almost a manual!) "Aktief in Drenthe" (DF1. 3.25 in 1990) from: Provinciale VV Drenthe, Postbus 10012, 9400CA Assen. It contains all VVV addresses, an enormous number of hotels, bungalows and campings, plus all information on attractions and sights per village. At the same address excellent maps are available.

The brochure also covers lots of special events (e.g. the fietsvierdaagse), biking routes, hikers' paths (30 different "knapzakroutes"), information on boating and trips by covered waggon.

# BEROEOPEN IN NEDERLAND

## De moderne boer

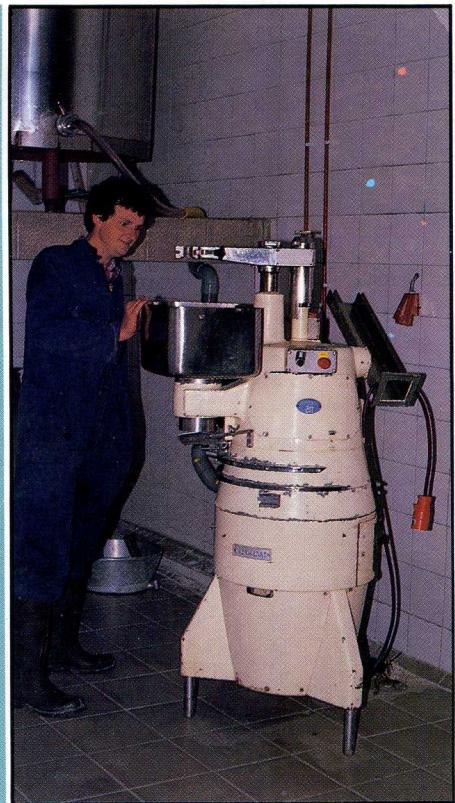
**Mensen van de oudere generatie kunnen zich nog herinneren dat kleine boeren elke dag de stad ingingen om een paar liter melk, een stukje kaas of boter te verkopen. Die tijd is voorbij - gelukkig. De moderne boer is overal ter wereld eerder een manager geworden. Maar behalve dat zijn er nog meer dingen veranderd - en in de nabije toekomst verwachten we in Europa nog verdere ontwikkelingen als gevolg van de Europese integratie.**

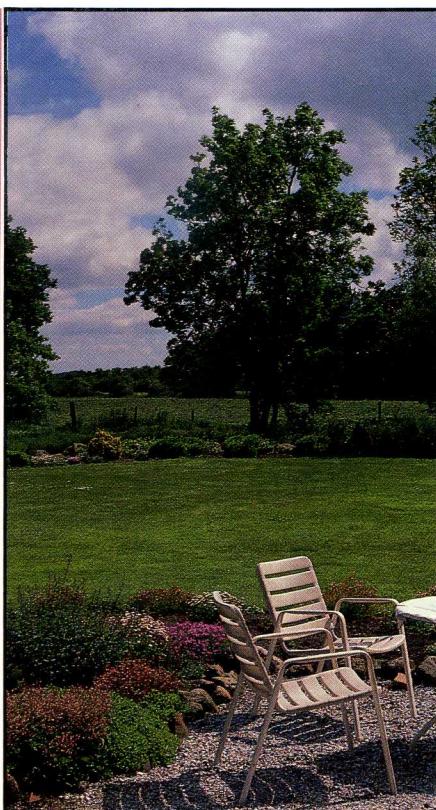
In een minuscuul plaatsje in het grensgebied van Drenthe en Groningen spraken we over het zuivelbedrijf met Gé de Graaf en zijn vrouw Adri. Het zijn niet helemaal vreemden voor u want in een vorige Vogelvlucht plaatsten we een foto van het bezoek dat H.M. Koningin Beatrix aan hun bedrijf bracht. Dat bezoek was onder meer het gevolg van het feit dat Gé actief is in allerlei organisaties - zoals het dagelijks bestuur van het Waterschap. En dat vertelt meteen veel over de sfeer op het Drentse platteland, want ten eerste zijn Adri en Gé van oorsprong helemaal geen boeren, en verder komen ze niet eens uit de buurt maar zijn "import". Gé werd in Rotterdam geboren en Adri komt uit Harmelen - "Hollanders" dus. Gé: "Mijn vader was commissaris in granen en tot het bombardement woonden we in Rotterdam. Ik wilde wel boer worden maar in Holland waren de landprijzen zo hoog dat het niet te betalen was. Wilde je wat, dan

moest je ergens anders heen."

Adri: "Mijn schoonvader hoorde dat er hier iets te koop was en toen zijn we 'ge-emigreerd'. Het was wel wennen, maar als je je wat aanpast wordt je hier makkelijk door de mensen geaccepteerd. Waar we vandaan kwamen in Holland waren de boeren en de burgerbevolking strikt gescheiden maar in Drenthe is dat niet zo - het is hier gemoedelijker."

De boerderij ligt erbij zoals op een Verkadeplaatje: aan een smalle kronkelende weg met bomen en wilde bloemen, land tot aan de horizon. Zo'n 50 hectare van dat land dient voor de veestapel van ca. 65 koeien. Voor Nederlandse





begrippen is dat aantal van iets meer dan een koe voor een hectare laag, maar omdat land in deze grensstreek van Drente niet duur is hoeft de landbouw niet zo intensief te zijn. De productie per koe is ongeveer hetzelfde als in "Holland".

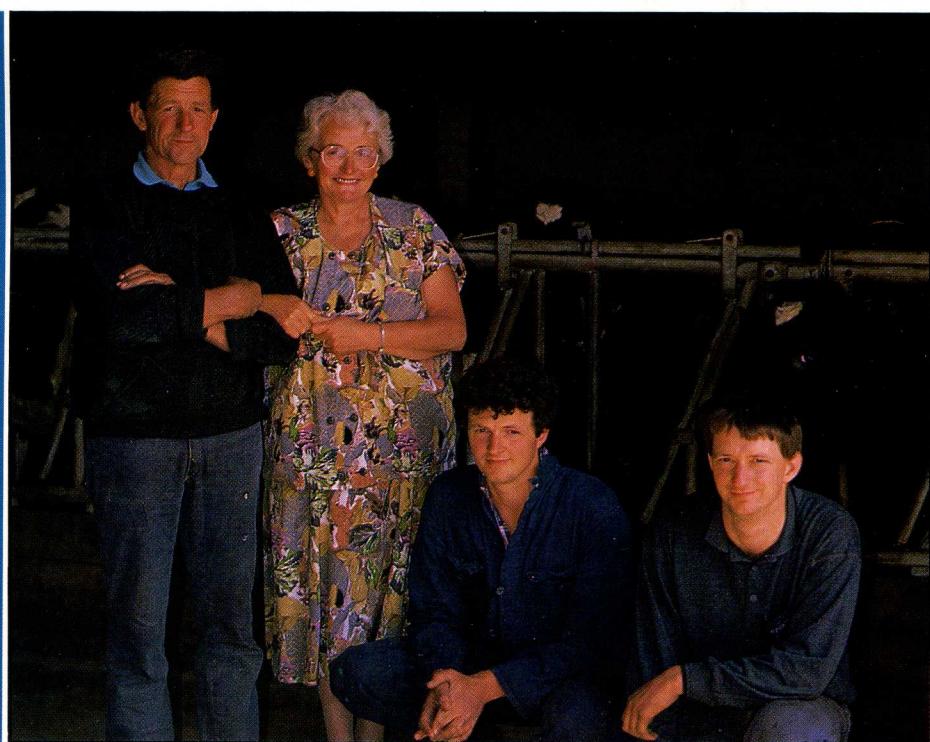
De werktijden vallen nog steeds niet mee: van half zes tot zes, als het gras binnengehaald wordt om te kuilen (hooien gebeurt vrijwel nergens meer, dat is te afhankelijk van het weer) wordt het nog veel later. Vacantie is er wel, vroeger kwam er een vervanger nu nemen de zoons het waar. De diepgekoelde melk wordt driemaal per week door een tankauto opgehaald.

Op dit moment spelen in de Nederlandse landbouw twee factoren: wat wij "milieu" noemen (environmental protection) en overproductie. Wat het milieu betreft: in deze streek is (anders dan in Brabant bijvoorbeeld) geen sprake van een overschot aan mest dus de milieuproblemen liggen wat makkelijker.

Voor de hele Nederlandse zuivelproductie geldt echter het in 1983 ingestelde melkquotum: wat meer wordt geproduceerd, wordt beboet -op basis van liters maar ook van vetgehalte.

Gé: "je gaat natuurlijk naar iets anders zoeken en wij denken dat we een goede oplossing hebben gevonden in zure melk producten zoals yoghurt en karnemelk, die

niet onder het melkquotum vallen. We zijn met karnemelk begonnen en we vinden het zelf erg lekker." Veel hangt af van een goede marketing van dat soort producten, bijvoorbeeld via supermarkten - de vrije markt is door de wisselende prijzen niet erg betrouwbaar. Maar ondanks alle veranderingen blijft het boeren de volgende generatie De Graafs aanspreken. Twee zoons hebben het besluit genomen door te gaan omdat het boeren ze nu eenmaal in het bloed zit. Maar één ding is zeker: als je niet van de boerderij afkomt kun je niet meer -zoals Gé en Adri- van de grond af alles opbouwen. De investering -met name het land- is eenvoudig te hoog.





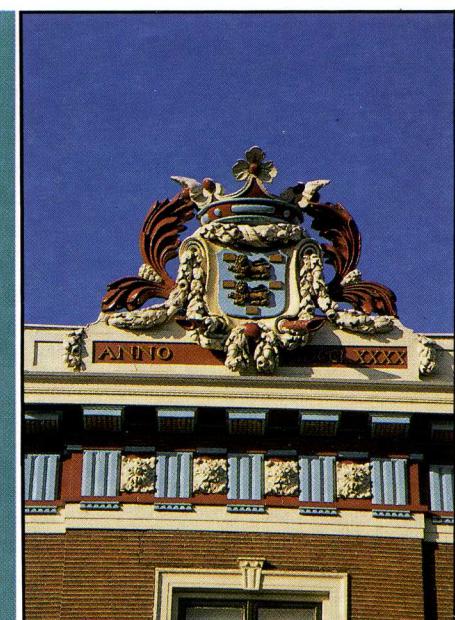
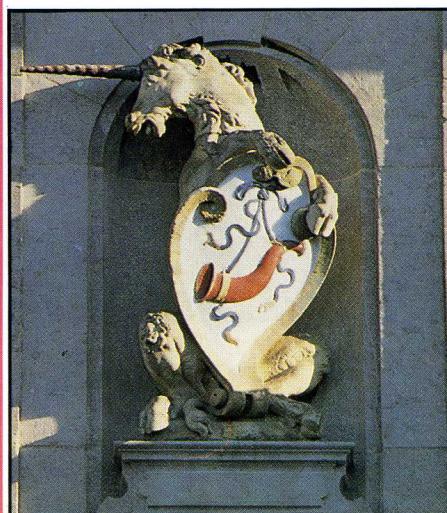
# EARLY ADVERTISING: SIGNBOARDS AND RELATIVES

"Active" holidays are popular it seems, to judge from the holiday brochures. The activities range from hair-raising bloodsports like parachute jumping to rather humdrum non-activities like bingo, but let's be frank: nowadays you're supposed to be an active swinging person even when you're relaxing!

The trouble is that some people (not you, of course) may want to be an Old Lazybones during their holiday. So it's time we came up with something you can safely present as a holiday activity while actually most of the time you've been just strolling around, hands in pockets, or even sitting down drinking a Pilsje. You can pursue this holiday activity under the pretext of sacrificing yourself for a day of shopping by certain other members of the family. If you wish, you can embellish the lot with Profound Cultural Comments and in no time you'll have lots of colour slides to prove you're not lying either. Sounds good? Here we go, then.

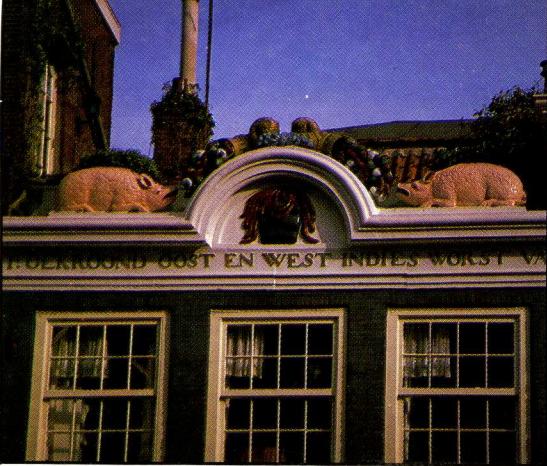
## The principles

Observe people in a town or city centre and you will soon notice that nobody looks higher up than about eye-level. That's where you find the shop windows with all their goodies, of course. A whole undiscovered continent is waiting for you if you forget about the "close-up, eye-level" scene and look at the rest: higher up and preferably across and along the



street. What you'll see is the façades, often just like they were a couple of hundred years ago. In any historic centre, many of them will sport sculptured stones with inscriptions and that's what we are looking for.

Although some people may say that these "gevelstenen" and signboards ("uithangborden") are something completely different, an authoritative English book called Signboards lumps them together. With good reason, because they had the same function: we're dealing with an early form of the TV spot here. Signboards in all sorts of forms: boards of painted and lettered wood swinging above the pavement on wrought-iron cantilevers, much bigger boards - sometimes in the shape of people or animals mounted on the sidewalk or over the entrance, symbols like the barber's pole or sculptured



stones forming part of the masonry all were meant to let the public know that "here lives so-and-so" and often "he would welcome your business" as well.

#### Identification and promotion

These were the two primary functions of the signboard from the outset. Street names are a relatively recent invention (some highly developed countries in the Middle East still do not have them) and house numbers are even more recent. Add to this that family names were not generally used until about two centuries ago and you'll agree that finding somebody in an unfamiliar city was a challenging problem. It had to take the form of searching for "John the son of Simon the butcher who has a draper's shop near the Old Church". The problem became much easier if John called his shop "In Ye Olde Drapery" and put a sign up consisting of a pair of giant scissors – people would know where to find that!

And even if you did not have a shop, things became a lot less complicated if you named your house "Moses' cradle", for instance, putting up a plaque showing the Biblical infant in the reeds with the beautiful princess smiling at him. In Great Britain many addresses still consist of the name of the house, not a street number.

#### A rich history

The origins of the signboard go back at least twenty centuries. We know that the Romans identified certain pubs or inns by name and

probably these were at the origin of the custom: it was in their interest to be correctly identified and promoted! When tradesmen became really important, they started advertising too. And whereas formerly only castles had a name, citizens had become rich and important enough to begin imitating the nobility: hence the sculptured stones. So in any city centre of the 17th century, a shopping-street would be a veritable forest of signboards – all clamouring for attention by size and colours. While we might appreciate such a sight now, the city authorities of that time noted that the streets became pitch dark even on a bright day and in the 17th and 18th century, lots of towns and cities simply banned signboards swinging over the road. All signs had to be placed flat on the gable

– and thus many took the same form as the sculptured stones identifying the houses of the wealthier citizens.

In a next issue we'll show some true signboards of the wooden variety, which are much rarer and mostly revivals of the ancient custom. For the present article we've included a selection of stones photographed during our trips in many different Dutch towns and cities. For some of the pictures you might note that they are rather a sort of coat of arms used as a decoration for the building. You're perfectly right of course, and that is the whole point: for the citizens this was a way of imitating the nobility and you'll see that they used the same forms as the coat of arms: often the stone is shaped like a shield,

(Continued on page 14.)





*Maar ook sommige wegen vallen onder het waterschap. Dorpsstraat van Twisk.*

Het klinkt oud, een "waterschap". En een beetje geheimzinnig ook, want niet al te veel mensen in Nederland -en zeker niet daarbuiten- hebben een goed idee van de positie en functie van deze ... ja, wat eigenlijk: iets van het rijk of van de provincie?

Redenen genoeg om eens een kijkje achter de schermen te nemen, want niet alleen zijn de waterschappen voor Nederland van levensbelang, ze tonen Nederland ook op zijn best. En wat zou je in zo'n geval beter kunnen doen dan naar je eigen waterschap stappen?

#### Oeroude gezagsdragers

De tocht ging dus naar Hoorn, naar het Waterschap Westfriesland, waar Harry Bakker -Hoofd Algemene Zaken- nog vlak voor een bezoek aan familie in Tasmanië tijd voor een gesprek kon vrijmaken.

"Vooral hier in Westfriesland is het ontstaan van de waterschappen heel interessant. We moeten dan teruggaan tot de Middeleeuwen. In die tijd werd de Westfriese Omringdijk aangelegd -hij ligt er nog steeds trouwens- op initiatief van monniken. Om zo'n enorm bouwwerk -de dijk is meer dan honderd kilometer lang- te onderhouden heb je een centraal gezag nodig. En dat was met name voor de Westfriezen een hele moeilijke zaak: het waren vrijbueters die niets voor hoge heren voelden. Er is toen een organisatievorm ontstaan die nog steeds bestaat en een heel vroeg voorbeeld van de democratie genoemd kan worden."

## DE WATERSCHAPPEN: NEDERLAND OP ZIJN BEST



*Het werkterrein van het waterschap.*

Het principe is als volgt: iedereen die in een waterschap woont heet een "ingeland" (hij woont in het land). De ingelanden kiezen een algemeen bestuur: de Hoofdingelanden. Die op hun beurt kiezen het dagelijks bestuur, de "heemraden". Als hoofd van dat bestuur wordt een "dijkgraaf" gekozen. Het is te vergelijken met een gemeenteraad en een burgemeester, maar uniek voor de middeleeuwen was het principe dat iedereen gekozen werd. Aan iemand die ze zelf uit hun midden hadden gekozen wilden de individualistische Nederlanders wel gehoorzamen!

"De oorspronkelijke opzet van een waterschap was te zorgen dat de ingelanden droog bleven. Daarom werd -en wordt nog steeds- gecontroleerd of die ingelanden de nodige werkzaamheden tijdig uitvoeren. Die controle heet ook al weer met een mooi oud woord "de schouw". In ploegjes van twee (om een getuige te hebben!) controleren de schouwmeesters of de sloten -bijvoorbeeld rond een boerderij- goed onderhouden zijn. Dat

gebeurt tweemaal per jaar." En dan komt het kernpunt: als het niet goed is, wat dan? Een paar eeuwen geleden hebben de lastige Westfriezen (en andere Nederlanders) vrijwillig het waterschap een zeer grote macht gegeven: mensen kunnen gedwongen te werk gesteld worden, er kunnen forse boetes worden geheven en het waterschap kan zelfs eigendommen in beslag nemen! Over die mogelijkheden beschikken de waterschappen nog steeds.





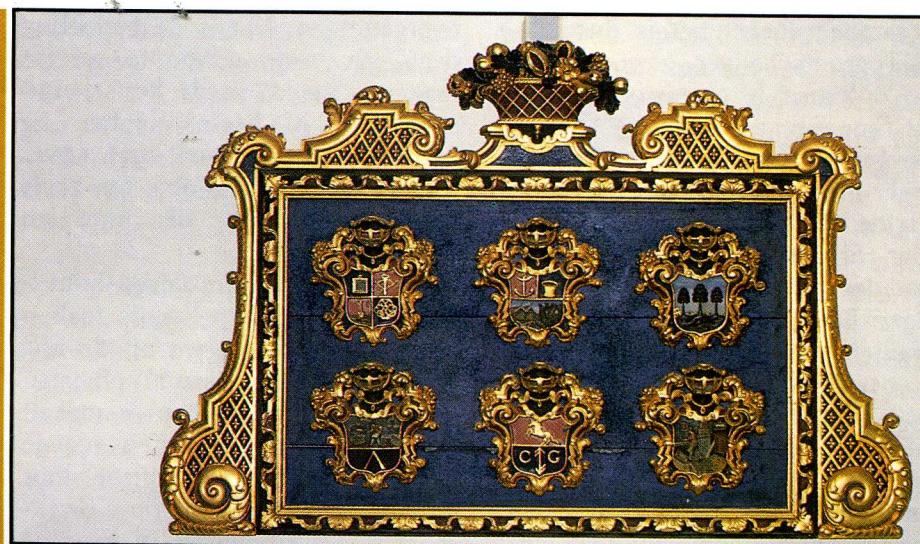
Oude inlaat, met uitzicht op het IJsselmeer



## Eigendommen en middelen

Laten we met de financien beginnen; het waterschap komt aan de centen door een hoofdelijke omslag (een soort belasting dus). Die omslag wordt vastgesteld per hectare grond die een ingeland bezit en (volgens een heel ingewikkelde formule) naar gelang de waarde van de gebouwen.

“Het zal al opgevallen zijn dat ik met geen woord over de Staat of regering heb gesproken, ook niet als het over de omslag gaat. Dat is juist kenmerkend: waterschappen zijn in zeer grote mate zelfstandig. Als het Rijk een groot project wil uitvoeren waarbij waterschappen betrokken zijn, moet met die waterschappen overeenstemming worden bereikt. Hetzelfde geldt voor de contracten tussen Rijkswaterstaat en de waterschappen. Ook dat is typisch traditioneel Nederlands: om de tafel gaan zitten en praten tot iedereen tevreden is. Het is allemaal in de loop der



Enkele wapens van vroegere waterschappen.

eeuwen gegroeid tot de vorm die de belangen van de gemeenschap optimaal verzekert.”

Dat heeft ook tot gevolg dat de scheiding niet altijd even duidelijk is. In principe houdt Rijkswaterstaat zich met de grote zeewerkingen en projecten als het Delta Plan bezig. Maar de Hondsbossche Zee- wering -echt geen kleintje-

valt juist weer onder een waterschap (“Noordhollands Noorderkwartier”) en hetzelfde geldt voor de dijken rond het IJsselmeer. Een aantal wegen is van het Rijk, maar een heleboel zijn eigendom van een waterschap. Dat zijn niet zomaar kleine binnenweggetjes, maar ook bijvoorbeeld de Dorpsstraat van Twisk.

“Dat is ook weer historisch ontstaan: vroeger hadden kleine gemeenten soms niet de vakmensen. Het waterschap had die wel en kreeg dan de uitvoering van het onderhoud -plus vaak het eigen- dom- van de weg. Wat natuurlijk vanzelf spreekt is dat de gemalen van het waterschap zijn. Het waterschap Westfriesland heeft een aantal nieuwe laten bouwen -uite- raard een zeer kostbare zaak- maar we hebben ook nog 3 windmolens in beheer! Verder vallen talloze sluisjes, kleinere gemalen en natuurlijk de dijken onder de waterschappen.” (Continued on page 14.)



Het tegenwoordige budget van een waterschap past niet meer in deze oorspronkelijke schatkist uit de 16e eeuw!

# DE WATERSCHAPPEN: (CONTINUED)

## De moderne tijd

In de laatste decennia is er veel veranderd. Het gebied van het waterschap Westfriesland bestond vroeger uit vele kleine waterschappen. In 1973 werden de resterende 15 samengevoegd. Het is dus allemaal grootschaliger geworden en een dijkgraaf is tegenwoordig een full-time job.

"Bovendien zien we het water niet langer meer alleen als bedreiging - al is de bescherming nog steeds de belangrijkste functie. Er zijn zogenaamde kwaliteits-waterschappen opgericht die tot taak hebben de kwaliteit van het oppervlaktewater te beschermen. Het waterschap heeft dus ook een taak in het milieu gekregen en zelfs met de recreatie hebben we te maken: op een plaats waar veel watersporters hun boot afmeren kunnen we besluiten extra oeverbeschermingen aan te brengen."

Omdat de waterschappen van zo'n vitaal belang zijn is het een goed

idee geweest eenmaal per jaar een "waterschapsdag" te organiseren.

"De Noordhollandse waterschappen namen daartoe in 1989 het initiatief en dat bleek zo goed te zijn dat het in 1990 landelijk werd overgenomen. Het is de bedoeling daar een vaste gewoonte van te maken - steeds in de herfst, eind september of begin oktober. Er zijn dan tentoonstellingen over ons werk en allerlei objecten zoals gemalen kunnen dan worden bezocht."

Maar ook op andere dagen kunt u met het waterschap kennis maken en daarom hebben we op de bijgaande kaart een aantal objecten die met het waterschap te maken hebben aangegeven. Een goede bestemming voor een tourtje door het schitterende Westfriese landschap - dat zonder de inspanning van de waterschappen allang onder de klotsende golven verdwenen zou zijn!

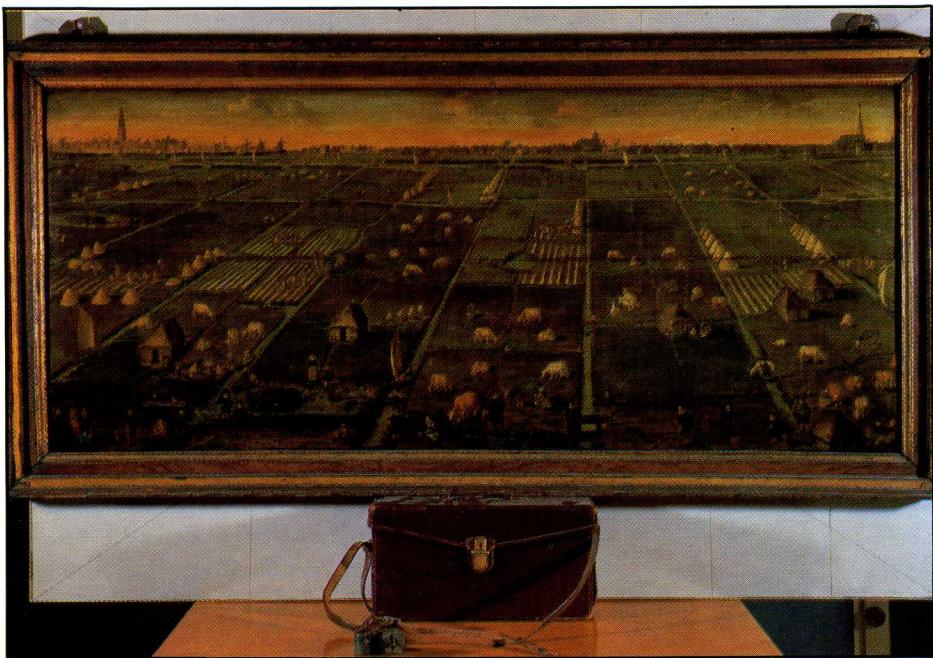
# EARLY ADVERTISING: (CONTINUED)

there are helmets and even the sort of picture shown is very similar to the "pictures" in coats of arms. The Lion is of course a mighty popular animal in Dutch heraldry, and if you were to visit all pubs called The Red Lion for a drink you'd be an alcoholic in a day ... And finally, the border-line can be very vague indeed as for an official body like the municipality or one of the Waterschappen described in this issue: these really have a coat of arms and from very early times they have wanted to show their importance by working in a nicely decorated building.

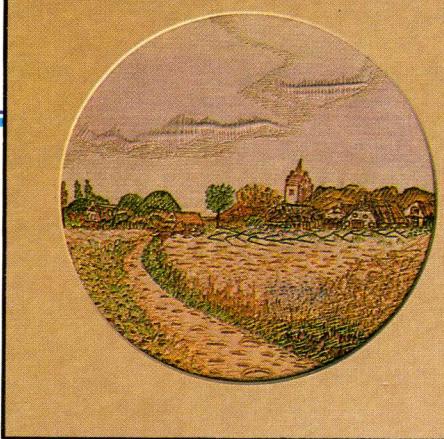
## On your way!

There's lots of interesting things to tell and hefty books crammed with information have been published on the subject. But we think the principal thing is to start looking for these interesting architectural details yourself. You'll soon enough discover that certain types of subject are especially popular: animals is one category and themes from the Bible are very frequent. Some pictures are complete mysteries to us now and may have been puns on the owner's name or references to events now completely forgotten.

An excellent place to get started is the city of Utrecht. In the Centraal Museum (Agnietenstraat 1) we photographed some of the exhibits of a special exhibition, but some stones are permanently on display. In the museum you can also acquire a booklet called "Langs Utrechtse Geveltekens" and that's exactly what you need: it contains small city maps showing 5 different walks along interesting signs on buildings - from sculptures to tiles and from the 14th century to the present time. The booklet (Dutch only) also gives background information on each object.



"De polder het Grootslag en de stad Enkhuizen", onbekende schilder, ca. 1600. Eigendom der gemeente Enkhuizen, reproductie met dank aan het zuiderzeemuseum Enkhuizen.



# NEEDLEWORK PICTURES

When returning from a journey one has a mind full of memories, one has pictures, books, films, but often there is one particular scene, not necessarily very spectacular, that has struck a special chord. After our visit to Drenthe my mind's eye presented me with a medley of snug farms, footpaths bordered with springflowers and church spires seen from a distance. Of course the camera did its duty but one little technical "click" is not the kind of attention one wants paid to a cherished memory. A scene that has preserved the gentler pace of life is better caught with a brush, a pen or a needle ...

## Drawing with a needle

Colourwise a piece of faded curtain offered the perfect background for the picture I had in mind but as it was rather flimsy I had to attach it to some firmer linen. This to illustrate that any backing fabric will do as long as it suits your purpose and you like the look of it.

I roughly pencilled in the outlines of path, buildings and trees, prepared my "palette" with stranded cotton, mostly greens, browns, yellows, greys and some pink, blue and purple for the flowers. Due to the fineness of the background fabric and the small scale of the picture (18cm diameter) I had to work with a single strand. For the same reason I only used the simplest of stitches: straight stitch, back stitch, stem stitch, detached chain stitch, French knots for the

flowers and blanket stitch for some trees and clouds. In areas of delicate stitchery I put straight lines of a different colour on top of the leaves and flowers in the same way as hatches are added to a drawing.

## Do it your own way

For a project like this it is impossible to give full instructions. I just wanted to draw your attention to the possibility of creating a needlecraft picture to grace

your wall. According to size and material you can choose and combine all sorts of techniques like quilting, fabric painting, hand and machine embroidery, appliquéd. Anything will do as long as you like it and it is technically within your reach. You can even knit a highly stylised sunset if that is your way to preserve a memory. If in your opinion it is particularly successful and a Dutch scene provided the inspiration, you might even send me a transparency.



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