



Vogelvlucht

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KLM WILL SOON BE TWICE AS GOOD!

Commencing Sunday, March 29th, 1992, a second weekly KLM service to Australia will become a reality when one of KLM's brand new Boeing 747-400's will depart Amsterdam's Schiphol Airport for Sydney and Melbourne, arriving in Australia early the following evening.

The return flight to Schiphol will depart Sydney and Melbourne later that same Monday night, arriving in Amsterdam the following afternoon.

The new flight joins the existing popular Friday evening service, offering at long last the convenience of two direct KLM services a week between Australia and Holland.

The new second service is proof of KLM's ongoing commitment to serving Australia with the best in Dutch reliability and hospitality — a commitment that goes back over fifty years.

KLM was first.

On Tuesday July 5th, 1938, a Lockheed Super Electra of Koninklijke Nederlandsch Indische Luchtvaart Maatschappij (or KNILM as it was known in those days) touched down at Sydney's Kingsford-Smith Airport and the Sydney Morning Herald of the day rightly pointed out that this event had elevated the airport to international status.



But this was not the first time KLM's colours had been seen in Australia. Four years earlier, in 1934, KLM flew the first scheduled international air service to Australia, by participating in the now famous London to Melbourne air race with the then most advanced passenger aircraft of it's day, the Douglas DC-2.



With such a publicity generating event, KLM's founder, Dr Albert Plesman, was able to prove the viability of scheduled airline services between Europe and Australia and it was in 1938 that KLM's already finely developed service between Holland and Indonesia (then the Dutch East Indies) was extended from Batavia (now Jakarta) to Australia.

After a break of several years during World War Two, KLM resumed scheduled services to Australia in 1951 and, in the early sixties, the coming of the jet age shrank the KLM flying time between Holland and Australia to just over 24 hours.

International events.

For a short period between the early 1970's and up to 1981, KLM was able to operate two services a week from Amsterdam to Australia. However and, if you are a long time Vogelvlucht reader, you may recall our story several years ago on international air-political agreements, which explained why airlines such as KLM are not free to operate as many services as they wish.



Two services a week as from March 1992

The entire global aviation network is governed by complicated agreements between countries which limit, not only the number of flights that may be operated by any one airline, but also the routes over which they may fly.

Consequently, to fly between Amsterdam and Australia, KLM not only needs the approval of both the Dutch and Australian governments, but also the approval of the governments of the countries over which the flights must operate.

Owing to such factors completely beyond KLM's control, it has only been possible to operate a once-weekly service to Australia since 1981. However, a second KLM service to Australia has now been approved by all the necessary government authorities and the new flight will commence in March 1992.

A new age.

Since the early days of KLM's first flights to Australia, there have been huge changes in commercial aviation. Not only has the volume of passengers increased, but the size of aircraft has leaped from the tiny Douglas DC-2, capable of carrying only 18 passengers, to the giant Boeing 747, capable of carrying well over 400 passengers.



The latest version of this most successful aircraft, the 747-400, has a number of technical innovations, the most striking being the space-age flight deck, another being the greatly extended flying range, which allows the 747-400 to cover thousands of kilometres without a refueling stop. KLM now operates the 747-400 on flights to Australia with only one stop in between in Bangkok.

What hasn't changed though is KLM's dedication to passenger comfort and you'll find all the creature comforts imaginable aboard KLM's 747-400, including first-run movies and video entertainment, a stereo music system, appetising meals and complimentary drinks, not too mention friendly, caring cabin staff, who speak YOUR language.

No wonder KLM has become so popular that the once-weekly service is often fully booked. Now, with a second service, KLM will have twice as many seats available and twice as many opportunities for you to: FLY KLM!



COMING EVENTS, 1992

Here is a selection of some top events in 1992 to help you plan your activities in the Netherlands:

Floriade - Den Haag/Zoetermeer.
Giant horticultural exhibition,
April 10 through October 10, 1992

Keukenhof Lisse.
Spring flower "evergreen" show,
March 26 through May 24, 1992.

Rembrandt exhibition,
Amsterdam.
Fifty top works from this master,
until March 1, 1992. For ticket
reservations phone 070-3175454.

Open Monument Day.
On Sept. 12 1992, you'll have a
unique chance to view
monuments throughout the
country that are not normally
open to the public. Enquiries:
VVV's throughout the
Netherlands.

Early Music Festival, Utrecht.
Early classical music concerts
in various historical buildings
in Utrecht, Aug. 28 through
Sept. 6, 1992.

Skutsjesilen, Friesland.
Spectacular sailing regatta with
the Frisian cities as competitors
on the Frisian lakes. July 25
through Aug 7., 1992.



Welvarende Huizer vissers zagenerzo uit.

NATIONALE KLEDERDRACHTENDAG

We zaten aan de koffie in het gezellige boulevard-restaurant "De Landbouw" toen we buiten muziek hoorden en een allermerkwaardigste optocht aan ons voorbij zagen trekken: prachtige vrouwen in lange jassen van sits, een meisje met een bloemenhoedje, wit schortje en zwarte laarsjes achter een rieten poppenwagen, een schelpenvisser in zijn ondergoed, een vrouw met een strooien hoed en een rieten mand op haar hoofd.



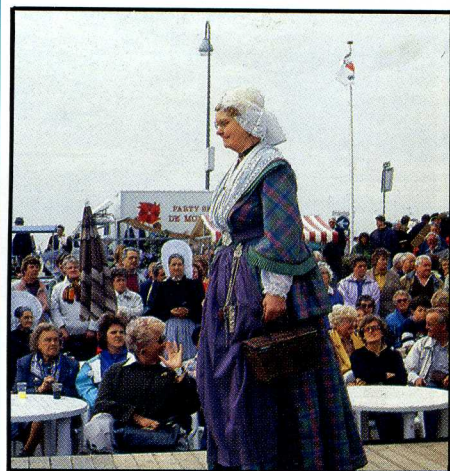
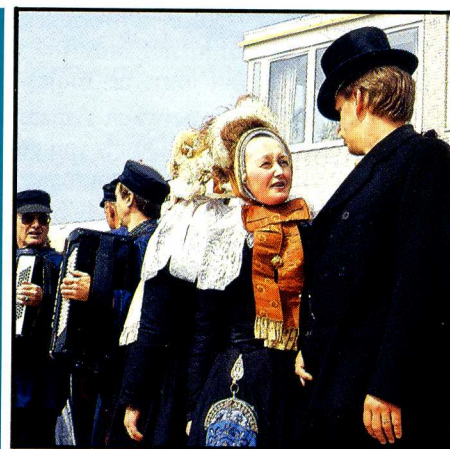
Uit Hindeloopen vrouwen met wentke (lange jas) en mannen met driekanten steek

Kees, Ko, Jan en Jan

De stoet was op weg naar een podium waar een klederdrachtenshow werd gehouden ter ere van het 125-jarig bestaan van Noordwijk. Bij elke groep hield een van de deelnemers een gemoedelijk praatje in het dialect van de streek, zo in de trant van: "Gerritje, Toon en Gerdien komen van de Veluwe en Gerdien heeft de kleren van haar grootmoeder aan", en "Kees, Ko, Jan en Jan tonen de mannendracht uit Zeeuws-Vlaanderen met kostuums uit de familie". Vooral een paar oudere dames hadden beslist gevoel voor show en demonstreerden koket de kantjes aan hun lange onderbroek.

De groep uit Staphorst had veel bijzonderheden uit de doeken te doen zoals de oorijzers die nog op maat gemaakt worden en tussen de f.3500.- en f.4000.- kosten, de plooirok waarop geslapen wordt, en de handgebreide kousen die soms met twee paar tegelijk werden aangetrokken als de benen nogal dun waren. De jongens droegen sokken met witte punten opdat je kon zien of ze schoon waren!

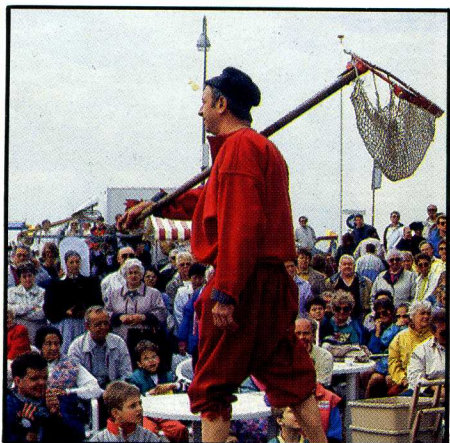
Een statige Hindeloopse lichtte de stadia van rouw toe. Die duurde acht jaar en werd in het kostuum tot uitdrukking gebracht door de kleuren: van zwart, paars en donkerblauw ging het langzaam via lichtblauw naar wit met blauw.



Stadse mode uit het Groninger Westerkwartier



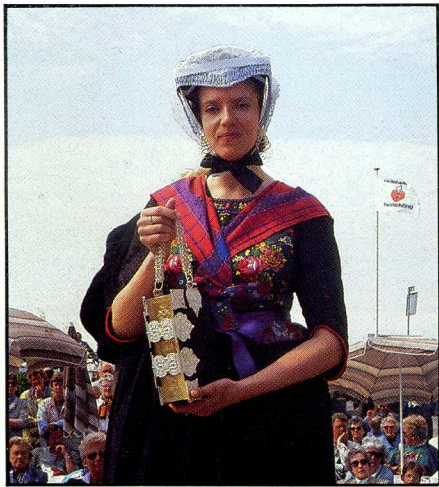
Liselotje met twee vrouwen in opknaptucht (Veluwe)



De schelpenbaggerder droeg in meekrap geverfd ondergoed tegen de rheuma



Sallands lied



In Staphorst was een ketting of een koord aan de Bijbel standsbepalend

De woordvoerder uit Salland vertelde in heerlijk dialect over een tocht naar de markt om kruidkoek te kopen, over het froezelen met elkaar van de jongelui, en over de mutsen die grof of fien opgeplooid werden. Hun hakketonen-dans werd met verve uitgevoerd, zoals eerder de Veluwenaren de Driekusman dansten. Kunt u zich nog het typische geluid van ritmisch bewegende klompen op een houten vloer herinneren?

Een bloemetje voor moeder

Tijdens en vooral na de show kwam je overal in Noordwijk de mensen van de deelnemende groepen tegen. Zo stond



Twee veluwse schone.

half Hindeloopen met ons in de bloemenwinkel om een boekje voor Moederdag uit te zoeken en ook de haringkar op het pleintje deed geen slechte zaken. Eigenlijk was dat nog de beste gelegenheid om alle details van de drachten te bekijken want zo kon je er ongemerkt met je neus bovenop gaan staan.

Krijgt u de smaak te pakken? De volgende Nationale Klederdrachtenshow is op 27 Juni in het onlangs geprivatiseerde Openlucht Museum in Arnhem. Een passender entourage is niet denkbaar!

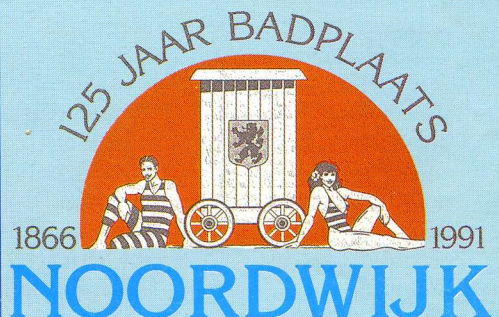


Tachtig jaar mode in de Friese dracht, moeder met paraplu en spoorwegmandje, dochter met (nieuw)gebreide muts waarvan de strook 900 steken telt!

VAN BADKOETSJE NAAR MAANLANDER

In de tweede helft van de vorige eeuw was Noordwijk een vissersdorp met een paar badkoetsjes en, sinds 1866, een badhotel. Maar langzamerhand verkreeg het faam en beroemde namen doken op onder de gasten zoals de tegenwoordige koning der Belgen, Boudewijn, en de Duitse schrijver Thomas Mann. Met ups en downs ontwikkelde het vissersdorp, dat in het gezellige centrum nog altijd te herkennen is, tot een echte badplaats met grote hotels en appartementen-complexen. Sinds kort is er behalve de zee nog een andere permanente attractie: Noordwijk Space Expo. Het is de grootste ruimtevaart expositie van Europa, tevens bezoekerscentrum van ESTEC, de vestiging van het Europese Ruimtevaart Agentschap ESA.

Als de gebruikers van de eerste badkoetsjes nu even het enorme ruimtestation konden betreden waarin de Space Expo is gevestigd, zouden ze niet kunnen geloven dat ze zich alleen maar door de tijd hadden verplaatst en dus nog steeds op dezelfde plek waren: Noordwijk.





THE HEERENVEEN SKATING FESTIVAL

if the atmosphere is more relaxed, competition is no less intense!

One of the handicaps introduced is skating "the wrong way round". Normally, runs are made counter-clockwise, so that all curves are left-handers. The speed-skaters' technique is fully tuned to this and it's a wonderful sight for the recreational skater to see that the pros are totally powerless if the situation is reversed!

One event that's becoming a classic is the Mini-Elfstedentocht. Kids have to run a distance, bind on their skates, make a round (the wrong way too!), run a distance with skates on (called klunen in Frisian) and then do another round. This

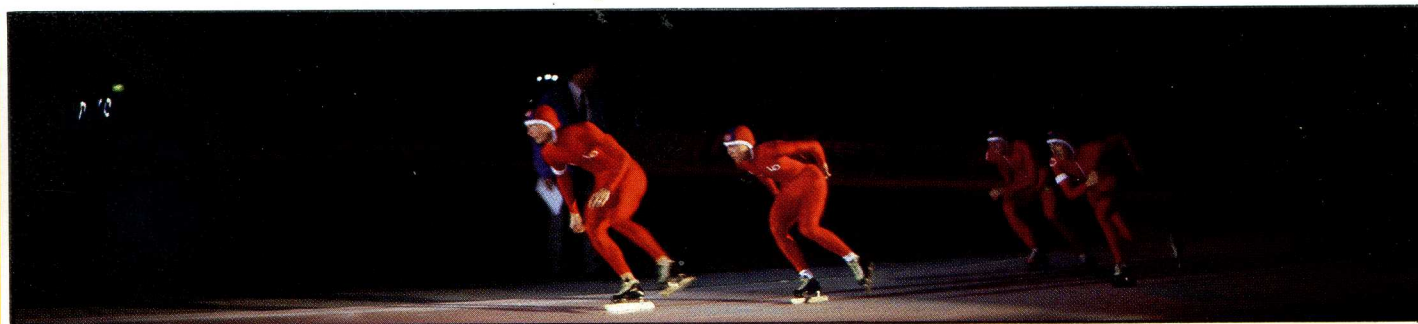
Each year, after the last of the great competitive events has ended, many of the world's top performers in speed skating meet for a friendly battle in Heerenveen, Friesland. In the magnificent indoors Thialf stadium, the season is closed with a night of fun and games. We went there in March because we thought this would be just the sort of event you might like: lots of skating folklore can be experienced in comfort and with full protection against the weather!

Venue and programme.

The Thialf stadium is not an ice-rink but a full length indoors track meeting the standards set for official competitions. In fact, Heerenveen is a favourite venue for the international championship competitions held each year. This means that you can have a look at the real thing and study the technique of the skaters really close-up if you're a true fan. Because the festival does not form part of the series of official competitions (intentionally, it's meant as a relaxed event), the programme is unconven-

tional. For instance, some of the distances are pretty odd, like 300 or 700 metres or the mile — which has not been part of the recognized events for over half a century. Also, teams may be formed that are not national but an odd mix of competitors from several countries. But





makes for high drama: skates that won't come on, starts in the wrong direction and tears all around. But you will also see fierce contests and you may be amazed at the technique of some very young participants. Future champions?

The atmosphere.

But possibly you'll like the atmosphere just as much as the programme. Some 12,000 fans have come to enjoy themselves, and they certainly do. Patriotic songs, giant waves propagating themselves through the ranks, painted faces, flags, slogans and smiles everywhere!

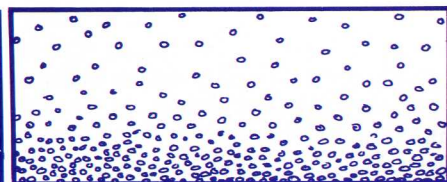
The great events like the Elfstedentocht have created a tradition of brassbands. Not the solemn ones, but rather the carnival-type of band playing popular tunes and generally keeping the audience warm and happy. Two have a glorious history (both are Frisian, of course): the Sterrekiekers and the Blauhuster Dakkapel, and both were there for the 1991 festival.

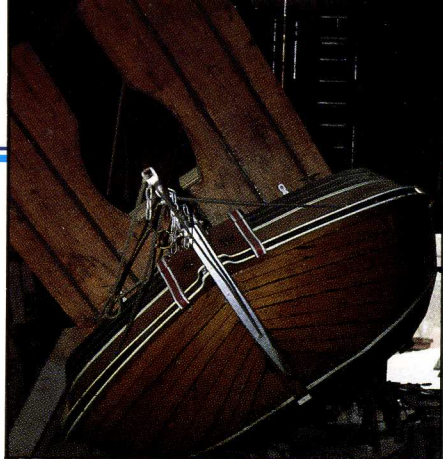
With a fireworks Grand Finale, the Heerenveen Gala marks the end of the season. And even if you do no longer trust yourself on the ice, you might revive some fond memories by joining the gang in Heerenveen next year!

The 1992 Thialf IJsgala will be exceptional as for once it will NOT mark the end of the season. Following the Olympic Games, the World Championships will be held at Butte, USA in March and the ice stadiums in the Netherlands will have closed already. An alternative

solution is being sought at the moment of writing and the best thing is to ask the VVV or the organising office (see below) for further details when you have decided to go.

Tickets for the Thialf IJsgala are available in a wide price-range from Referee Sports Marketing, Catsheuvel 95, 2517 KA, Den Haag.





BEROEPEN IN NEDERLAND “DE HOOP”, WORKUM

300 years of ship-building tradition

We have featured the South-West corner of Friesland with its lovely small towns like Makkum and Workum before, but this time our visit to Workum had a reason other than the picturesque cobblestoned main street called It Noard. For Workum harbours a ship-yard with a continuous tradition of three centuries. What's more: it has become an Industrial Monument and flourishes in the capable hands of a shipwright who has specialized in the ancient wooden ships bearing names like the “Lemster aak” or “Staverse jol”: Roelof Jansz. van der Werff.

What's in a name?

In this case the family name really tells the story, for it was derived in the beginning of the 18th century from the wharf in nearby Drachten operated by the family. Roelof's grandfather had 3 sons and two went into the shipwright's trade. The third - Roelof's father - went into farming, but the son apparently had the old craftsmanship in his veins ... It may come as a surprise to you that Roelof had to go abroad to become an expert in the construction of such ancient wooden vessels. First he worked with his uncle, then he went to the ancient shipyard

“t Kromhout” in Amsterdam, but to finish his education he had to go to Scandinavia. Twice in this century, the Dutch ship-building industry switched so rapidly to new materials (first steel, then plastics) that The Netherlands now are the only country in W. Europe where wooden ships are no longer built for utility purposes — fishing, for instance.

Sole surviving specimen

In the Fifties, interest in the classic ships began to revive and a foundation was formed for their conservation — with Princess (as she was then) Beatrix as patroness. Many traditional boats like the Skutsjes and bidders are now sailing again and their maintenance and repair are part of Van der Werff's business.

But if the ships have survived, the story is different for the yards that built them. The yard in Workum is a unique case: its ownership can be traced back continuously to 1693. What's more: it is the only remaining shipyard in Europe whose architecture shows it built an important type of ship, the “kof”, a two-masted ship for coastal trade used in the 19th century.

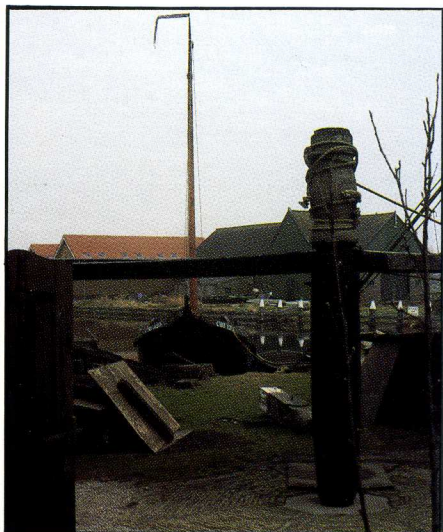
In the Seventies, the yard had declined as its own: Evert Zwolsman was also in his seventies and had always shown more interest in music than in boats anyway. However, the advantage of this period of inactivity was that nothing much had changed for about a century! When its last owner died, the initiative was taken to save “DE HOOP” and the end result was that it has now become a protected industrial monument.

That does not mean it's a sort of museum you can walk around in; De Hoop is a business and people are working there for a living. However, both from the street and from across the canal you can get a very good impression of what a traditional shipyard looked like. And frequently: of the ships it built, for besides repair, Roelof Van der Werff and his small workforce also build new specimens of traditional boats like the

Staverse jol and Fries jacht. On the average, 2 such boats are built each year. And besides, Roelof has several original ideas that are challenging — and also a bit controversial. “Using modern technology, the traditional boats can be greatly improved while still maintaining their classic model. For instance, a Lemster aak can be built using laminated wood, hull shape can be improved and so can the rigging.” This is no speculation, because Roelof has indeed built such a boat, which shows improved performance and requires much less maintenance. The problem is whether this is still “the real article” and the more conservation boat lovers will say it isn't. However, as Roelof points out “even the authentic boats are now sailing with Dacron rigging ...”

Two notes for the curious:

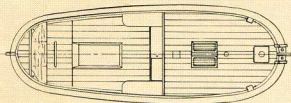
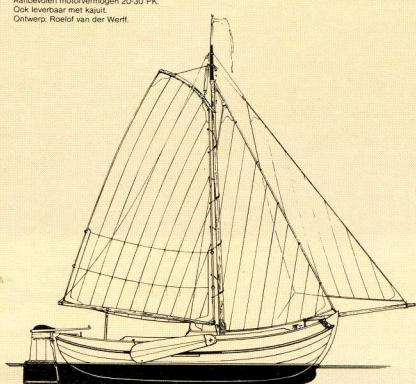
- Evert Zwolsman was indeed related (a cousin) to Reinder Zwolsman, the well-known entrepreneur.
- The “kof” is something completely different from the “kog” or “koggeschip”, which was a medieval type and only had one mast.



*Roelof Jansz. van der Werff op de
Scheepstimmerwerf „De Hoop” te Workum*

Lemsteraak

Lengte 9,20 m, breedte 3,20 m, diepgang 0,80 m
Zeiloppervlakte grootzeil 24 m², fok 17 m², kluiser 10 m², totaal 51 m²
Materiaal: eiken of hout-epoxye
Gewicht 6,5 ton. Strijkbare mast met loodballast.
Aanbevolen motorvermogen 20-30 PK.
Ook leverbaar met kajuit.
Ontwerp: Roelof van der Werff



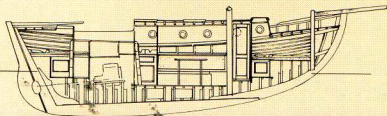
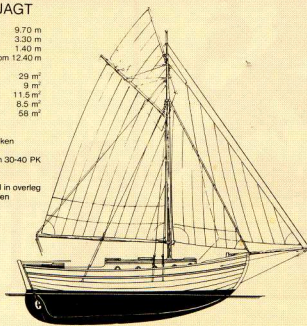
Séburch 7, 8711 EE Workum, Telefoon (0515) 2176

*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

32 fods ÆRØ-JAGT

Lengte over de stevens 9,70 m
Breedte 3,30 m
Diepgang 1,40 m
Lengte met roer en kluiserboom 12,40 m
Zeiloppervlakte
Grootzeil 29 m²
Fok 9 m²
Kluiser 11,5 m²
Gaffeltoezeil 8,5 m²
Totaal 58 m²

Materiaal:
Spanten, kiel en stevens: eiken
Huid: lank
Aanbevolen motorvermogen 30-40 PK
Gewicht: 7 ton
Zelflozende kulp
Inrichting en tuigage geheel in overleg
Ontwerp: Armand Christensen

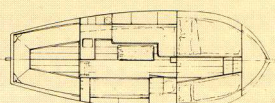
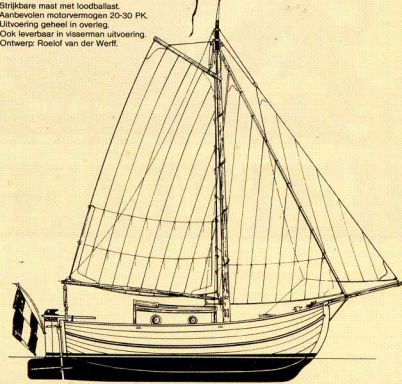


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*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Staverse jol

Lengte 8,60 m, breedte 3,20 m, diepgang 0,80 m
Zeiloppervlakte grootzeil 26 m², fok 16 m², kluiser 9 m², totaal 51 m²
Materiaal: eiken
Gewicht: 6 ton
Strijkbare mast met loodballast.
Aanbevolen motorvermogen 20-30 PK.
Uitvoering geheel in overleg.
Ook leverbaar in visserman uitvoering.
Ontwerp: Roelof van der Werff

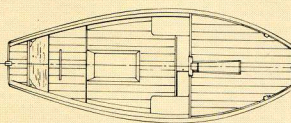
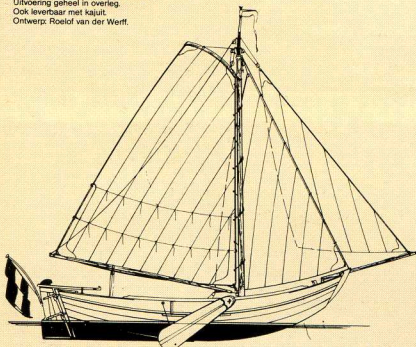


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*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Vissermanschouw

Lengte 7,80 m, breedte 3,10 m, diepgang 0,60 m
Zeiloppervlakte grootzeil 18,5 m², fok 10,5 m², kluiser 7,5 m², totaal 36,5 m²
Materiaal: eiken
Gewicht: 4,1 ton
Strijkbare mast met loodballast.
Aanbevolen motorvermogen 10-20 PK.
Uitvoering geheel in overleg.
Ook leverbaar met kajuit.
Ontwerp: Roelof van der Werff

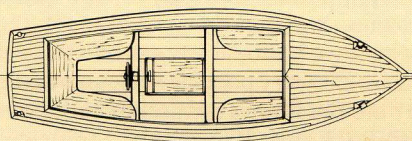
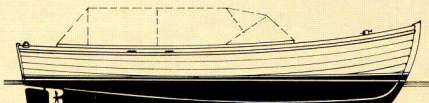


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*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Barkas

Lengte 7,20 m
Breedte 2,40 m
diepgang 0,70 m
Materiaal: roko
Gewicht: 2200 kg
Aanbevolen motorvermogen:
20-30 PK.
Zeet geschikt voor sportvisserij
Uitvoering geheel in overleg.
Ook leverbaar met kajuit
Ontwerp: Roelof van der Werff

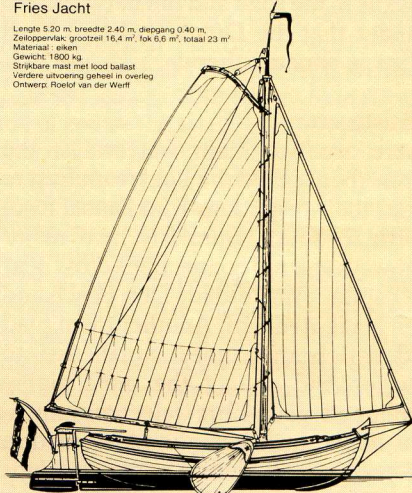


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*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Fries Jacht

Lengte 5,20 m, breedte 2,40 m, diepgang 0,40 m
Zeiloppervlakte grootzeil 16,4 m², fok 6,6 m², totaal 23 m²
Materiaal: eiken
Gewicht: 1800 kg
Strijkbare mast met lood ballast
Vendere uitvoering geheel in overleg
Ontwerp: Roelof van der Werff

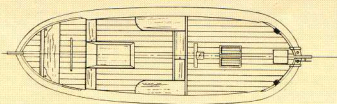
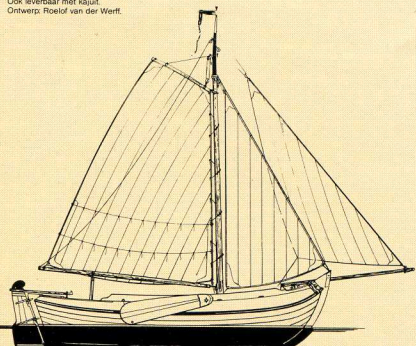


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*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Wieringer schuitje

Lengte 11,25 m, breedte 3,90 m, diepgang 0,90 m
Zeiloppervlakte grootzeil 32,5 m², fok 14 m², kluiser 13 m², totaal 59,5 m²
Materiaal: eiken
Gewicht: 11 ton
Strijkbare mast met loodballast.
Aanbevolen motorvermogen 30-40 PK.
Uitvoering geheel in overleg.
Ook leverbaar met kajuit.
Ontwerp: Roelof van der Werff

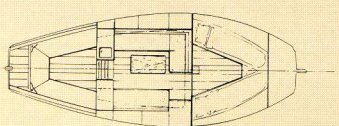
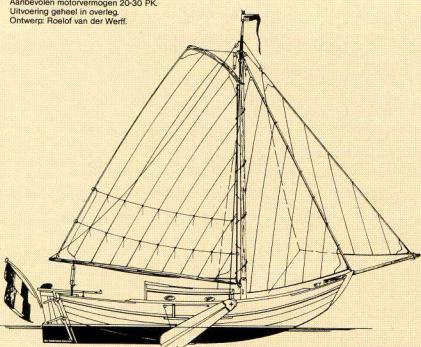


Séburch 7, 8711 EE Workum, Telefoon (0515) 2176

*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

Kajuitschouw

Lengte 7,80 m, breedte 3,10 m, diepgang 0,60 m
Zeiloppervlakte grootzeil 18,5 m², fok 10,5 m², kluiser 7,5 m², totaal 36,5 m²
Materiaal: eiken
Gewicht: 4,2 ton
Strijkbare mast met lood ballast
Aanbevolen motorvermogen 20-30 PK.
Uitvoering geheel in overleg.
Ontwerp: Roelof van der Werff

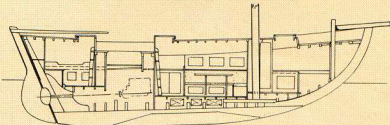
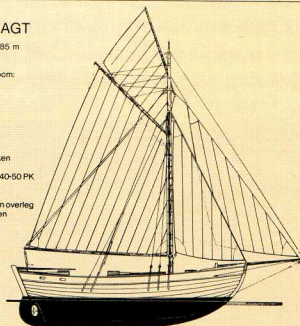


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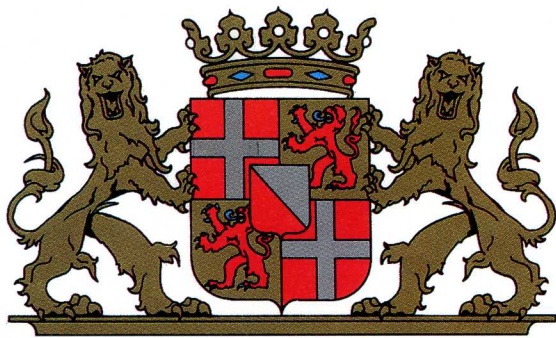
*Roelof Jansz. van der Werff op de Zwolsman's
Scheepstimmerwerf „De Hoop” te Workum*

39 fods ÆRØ-JAGT

Lengte over de stevens: 11,85 m
Breedte: 3,80 m
diepgang: 1,60 m
Lengte met roer en kluiserboom: 15,30 m
Zeiloppervlakte:
grootzeil 49 m²
fok 13 m²
kluiser 16 m²
gaffel-toezeil 12 m²
totaal 90 m²
Materiaal:
spanten, kiel en stevens: eiken
Huid: lank
Aanbevolen motorvermogen: 40-50 PK
Gewicht: 12 ton
Zelflozende kulp
Inrichting en tuigage geheel in overleg
Ontwerp: Armand Christensen



Séburch 7, 8711 EE Workum, Telefoon (0515) 2176



PROVINCIE UTRECHT

PROFILE OF THE PROVINCES UTRECHT

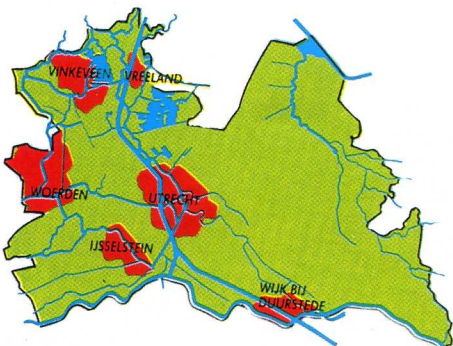
The province of Utrecht – with the capital of the same name – occupies a very special position in the Netherlands. Here is where you would find the North Sea beaches if the dunes and dikes were not there ... But even without that rather unpleasant exercise of the imagination, Utrecht has a unique location: it is literally the heart of the country and thus a nexus in the road and rail network. No wonder that the Dutch Railways head office is situated there!

Infrastructure

There are two main waterways: the Rhine (here called the Lek) from East to West, the Amsterdam-Rijn kanaal from North to South. Similarly, two major highways and rail connections cross near the capital: Amsterdam-Den Bosch and Den Haag-Arnhem. Another main road and rail branch goes Northeast: to Zwolle. And one of the most highly developed glass-fibre telecommunications networks is being implemented in the province as well.

There are over a million people (about 230.000 in the capital) and they have almost 1500 sq. kms to live in. They earn their money as follows:

Agriculture, Fishing: 2.9% — Industry: 13.3% — Construction: 7.6% — Trade, Catering: 20.3% — Transport, Communications 5.5% — Economic Services 17.7% — Other Services (Government, Medical, Education, etc.) 32.7%.



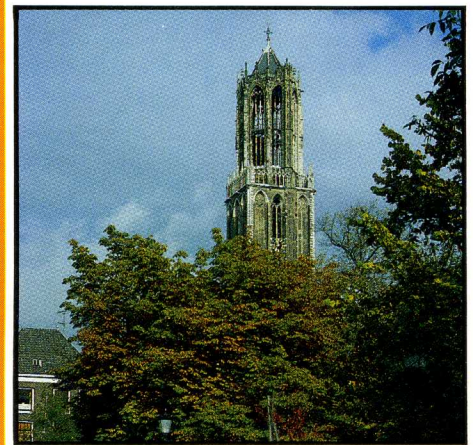
The province is obviously an attractive location for international business, and some 450 foreign companies have set up offices or European headquarters there. The average annual economic growth rate during a recent five-year period was higher than for the other provinces. Utrecht is also a centre of science and technology. The capital has a large university with an international reputation in medicine and “hard” science like physics and chemistry. TNO (broadly comparable to CSIR) has three research institutes in the province and of course the national meteorological institute is another major asset, featured elsewhere in this issue.

Culture and Nature

Utrecht city is the scene of the annual Ancient Music Festival, which keeps growing and has become one of the major international events in classical music. Two very popular museums in the city are the Railway Museum and “Van Speelklok tot Pierement” (musical automata). The Centraal Museum starts with archeological finds and via a superb Viking ship goes on to cover classic and modern art. The Catharijne Convent specialises in religious art.

But the capital is not all: Amersfoort was covered in a previous issue and for this one we have focused on Wijk bij Duurstede and environs. The province is well-known for its large number of castles and country mansions and the green areas on the maps are inviting touring destinations: Loosdrechtse Plassen, Vecht, Gooi, Utrechtse Heuvelrug ...

From the early Middle Ages, Utrecht has been an important religious centre (Dom cathedral!) and the city is still the set of the Archbishop. The red and white in the flag and coat of arms derive from the ancient diocese colours. Note that the lions bearing the shield face you – none of the other provinces has that.





FORECASTING THE FICKLE DUTCH WEATHER

The Dutch weather has been a welcome topic throughout the ages and for the visitor from the Southern hemisphere it is certainly an unknown factor of importance. So I have studied the literature and contacted the KNMI (Koninklijk Nederlands Meteorologisch Instituut) to take a look at how the experts try to make some sense out of the fickle Dutch weather. And very soon I found out that most of what people believe is not true at all. To start with, some facts that have come to light.

Fact and fantasy

Apparently nobody (including the Dutch) believes it, but it only rains 7% of the time in The Netherlands. Furthermore, the Dutch weather is not at all as unstable as people think, because rather long periods of a constant type of weather are by far the most characteristic property of our climate. And finally, you'd better forget the ancient pieces of wisdom like

**"Vliegen met Kerst de muggen rond
dan dekt met Pasen sneeuw de grond"**

because they sound nice, but that's all ... Also, no relationship is demonstrable between a warm summer and a cold winter, or vice versa.

One thing is certain: the Dutch weather belongs to the temperate zone type. Here comes a fact: - the coldest year (from AD 1706 on) had an average temperature of 6.5 deg. (1740), about 3 deg. colder than the hottest (10.9 deg., 1990).

But what is temperate when here are some other facts:

- maximum hours of sunshine for the month of June are 301 (1959), minimum 98 (1987)
- minimum recorded temperature in February is -26.8 deg. (1956), maximum for that month is +20.3 deg. (1900)
- maximum recorded rainfall for the month of October is 321 mm (Zandvoort 1932), the minimum for that month is 0.7 mm (Vlieland 1959)

Of course, these are extremes and the averages are much less spectacular, but for the practical holidaymaker it would be nice to know whether next June is going to be like 1959 - or like 1987!

Now here we have a typical reason why people's impression of the weather may be different from the actual situation:

climatology deals with probabilities and averages, while people like to think in certainties and remember extremes - not averages. If we look at averages, there are some interesting aspects of the Dutch climate you may not know.

The first is that throughout the year, least rain and most sunshine occur near the coast. Most rain and least sunshine are found in the East. During the winter months, it's coldest in the Northeast, during spring and summer it's warmest in the South. The difference may be only just over a degree, but it's quite noticeable if you look at people's gardens. Second: we may think of a typical "White Christmas", but that is an exception. Actually, the period around Christmas happens to be a particularly mild one, even if it was cold only a week before. The phenomenon is not explained, but it is a fact.

KNMI

KNMI was founded in 1854 by professor Buys Ballot, who is still known because of the rule he formulated - which describes the relationship between wind direction and pressure. He was also a pioneer in promoting international co-operation, which is essential to meteorology: if you cannot obtain data over a large area, you won't know what hit you! For instance, two active "kitchens" where much of the weather of West Europe is being cooked are situated near the Azores islands and Iceland - both some 2000 kms away. With the invention of the telegraph, fast communication of such data became possible and meteorology got a chance - in the last quarter of the 19th century.

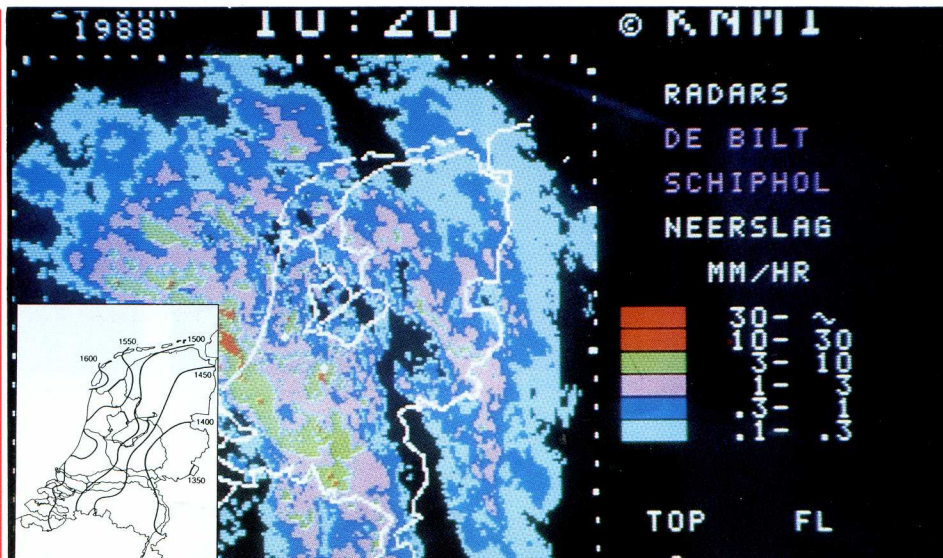
While for the general public the weather forecast is nice to have but not really vital,

the situation is quite different for aviation.

For these professional users, KNMI has a separate aviation service, with stations at Schiphol and three regional airports (Rotterdam, Groningen, Maastricht). The weather forecasts for aviation have a different format than those for the general public because captains need to know about crosswinds and windshear just above the surface - but also about jet streams 30.000 feet up.

At present, there are some 9000 fixed meteorological stations worldwide. Add to this the balloons regularly flown from some 800 stations, observations from aircraft and of course the satellites, and you have a truly massive amount of data. These are sent via special computer networks to a number of meteorological centres such as the European meteorological computer centre in Reading (UK).

With all that sophisticated hardware, some people think that meteorologists should become able to "predict" the weather infallibly. However, that will never happen. At present, forecasts are about 85% reliable for the shorter term. Five days is about the maximum period, reliability drops off rapidly after that. Some of the weather may be very local: there have been notorious "mini-depressions" that were so small as to escape attention until sailors were suddenly faced with a very unpleasant situation. But some of the uncertainty is never going to disappear, because modern scientific insights have shown that some processes - most notably the long-term weather - are fundamentally unpredictable. And that's a good thing too, because conversation would be pretty dull without the endless variety in weather we have!





THE FORGOTTEN CORNER

Forget the present in Utrecht Province

I've said it before: one of the most surprising aspects of the Netherlands is that despite 15 million people living in a small country, there are whole areas quite close to the cities where peace and quiet prevail. Now if some of you are a bit doubtful, here's a perfect example: no more than 20 kms from Utrecht city there's an area called "The Forgotten Corner". We went there in the middle of July – right at the peak of the summer holiday season – and most of the time we saw only the occasional industrious local pottering about in the garden or doing something presumably useful on the land. An area where people greet the passer-by – always a good sign.

We had to go on a certain day – why will become clear further on – so we could not select the weather and as you'll see from the pictures (all taken during the actual trip), this was typically Dutch: from gorgeous sunshine to an overcast sky, making for the wide variety in the quality of light for which the old Dutch paintings are famous. Before we let you share in our expedition into the white places on the map of The Netherlands, here's a piece of advice if you want to do this trip yourself. From the map you will see what the general situation is like. We would strongly recommend touring the

area by bike and in Driebergen, Doorn and Wijk bij Duurstede you can find both hotel accommodation and bikes for rent (ask the VVV for the latest information) so we suggest you spend a night in one of these towns, all of which are quite nearby. Inside the area I'm not sure about hotels – at least we did not see any and it's not called the Forgotten Corner for nothing! Before you go, buy a good map showing lots of detail of the area. Now if you think nobody goes there because there's nothing to see anyway, just read on. Of course you need not take the same route as we did, but we began the trip in:

Ancient Dorestad.

"Dorestad is one of the largest and most important cities in the West, the centre of the wine transit trade and endowed with a magnificent harbour capable of taking the largest ships in the world."

If you've lost me, this is what a brochure about the city would say – if it had been written over a thousand years ago. But in that time it was perfectly true and it was the reason why the city of Wijk bij Duurstede – as we now know it – was pillaged and burnt several times by the Viking pirates. Undeterred, the citizens rebuilt it but they were powerless when the Rhine river (called Lek here) kept shifting its bed to the East.

We approached Wijk bij Duurstede from the West, taking the exit marked "Nieuwegein-Zuid" of the Utrecht-Breda highway. In Nieuwegein-Zuid drive North ("centrum") and then take the right turn to Tull en 't Waal (yes, really!). This will take you to the dyke, with a magnificent view of the river. A large area has been reserved for those who want to sit on a bench and look at the ships passing by. You'll see that invaders were still considered a problem in much later times: there are many pillboxes of WWII vintage scattered throughout the farmland. The intersection of the Amsterdam-Rhine canal and the Lek is quite interesting because of the largest inland locks in Europe.

Now before we go on, here comes the usual tip: the local VVV (in the former Town Hall on the Markt) has an illustrated (Dutch) brochure with city plan for your self-guided tour. The brochure not only gives detailed information on the many sights, but also tells you how to catch goldfish with mouse-traps!

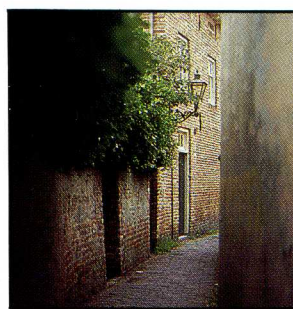
After AD 1000, Dorestad declined and what remained was a farmer's village called Wijk. Therefore, the location of Dorestad is not the same as the present location of Wijk bij Duurstede, which began as a very heavily defended castle built in 1270. Its square tower



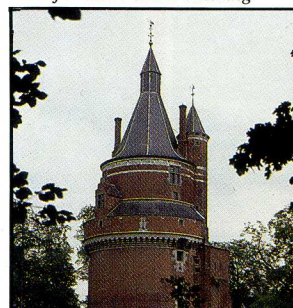
Not Ruijsdael's mill!



Neoclassic jewel



Mazijk: duck when entering



Restored castle tower



Truncated ambition ...



How Dutch can you get?



still stands – more or less – as does the restored round tower, but the rest was carted away by the locals for other building purposes in the course of the centuries ... If you walk around the castle, through the trees to the Southwest you'll see a magnificent white house with statues built in the neoclassical style, De Wildkamp.

In the city, you'll note that many stretches of the streets are not even brick-paved but cobblestoned, quite in tune with the general ancient atmosphere of the city. One of its most intriguing streets – a lane, actually – is called Mazijk and to enter or leave it you must really mind your head!

A visit to the small municipal museum will give you a good insight into the historical background and one thing worth finding out is the amazing story of a piece of jewelry found in 1969 in an ancient refuse-heap. This is only one of the many fascinating finds archeological explorations have yielded in the vicinity.

Two sights deserve special mention: the truncated tower of the church of John the Baptist (it should have become taller than Utrecht's "Dom" but money ran out) and the windmill built right on top of a former city-gate. Many of you will know Ruysdael's famous painting of the "Mill of Wijk bij

Duurstede", but that was another specimen and the brochure will tell you how to find its remains.

If you're a bit footsore after all the walking (and shopping, because we found out that the city has a surprising range of good shops), there are many cosy restaurants in all sorts of categories! You'll need to stock up before we go to the:

Forgotten Corner

This area lies to the North of Wijk big Duurstede and its axis is the road from Overlangbroek to Odijk, called the Langbroeker Wetering. Leave Wijk bij Duurstede by the secondary road to Leersum and take the road to Odijk at Overlangbroek. If you have a good map, it will show a dozen symbols indicating "castle" in that area, and these form the purpose of our tour. In addition, you'll see one of the best-preserved and magnificent landscapes of the country, with meadows surrounded by strips of almost impenetrable narrow woods. Some of these are (just) accessible and they harbour a fantastic flora and fauna – note that others are protected (and closed) areas for just this reason!

The word "castle" is often used very loosely for all sorts of buildings, from a true fortification (like in Wijk bij

Duurstede) to a country mansion. Some of the "castles" you'll see are of a very special type: they were built around AD 1250 by wealthy people not belonging to the nobility and included a fortified tower as a status symbol by which the owner could hope to become recognized as a knight.

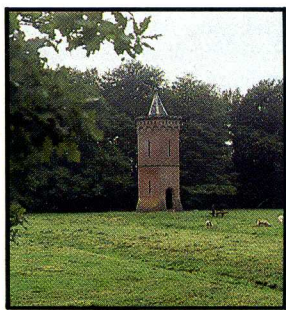
The first you'll see, called Zuilenburg at Overlangbroek, is a perfect specimen. As with some of the others, you'll have to look very carefully because foliage may hide it and you may have passed it before you know! If this has whetted your appetite, continue along the road for the others. Two additional surprises are in the category Britains have been very good at and call "follies": decorative buildings that have no true function. A tiny church and a nice tower right in the middle of nothing are good examples, both will be seen on the left-hand side of the road during the trip.

In the village of Cothen, there is a very interesting example of the historical growth of such a "castle": one building goes back to the 14th century, the other is half ancient and half 19th century! Unfortunately, none of these "castles" is open to the public, although some of the parks are. But there is one exception:

Walenburg

On certain days (ask the VVV), the grounds of Walenburg are open to the public. The result practically amounts to a roadblock of the otherwise almost deserted narrow road. And with good reason, because Walenburg and its garden are a testimonial to the monumental private restoration job of the Canneman couple, who tackled a wilderness and derelict semi-ruin when they were already middle-aged, in the mid Sixties. The book they wrote about the joys and despair of this project would be the most perfect souvenir of your tour. Some pictures I took will give an impression of the superb result of their efforts but the comments of the people (including ourselves!) were just as interesting: anybody with any interest in gardening recognizes her (his?) own delights and problems in the Walenburg garden and overhearing the other visitors was great fun ...

If you make this trip, be sure to go on a day when you can visit this jewel of the 13th century – and like us, you will be tied to a certain date. But whenever you go, you will certainly never forget the Forgotten Corner!



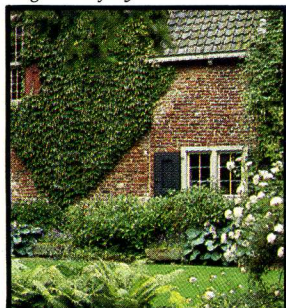
A genuine folly.



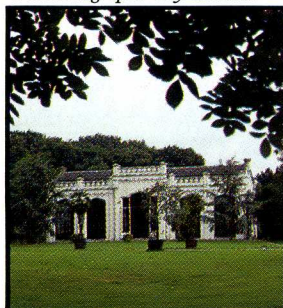
Walenburg open day visitors.



Tower promised status ...



Walenburg tucked away in magnificent garden.



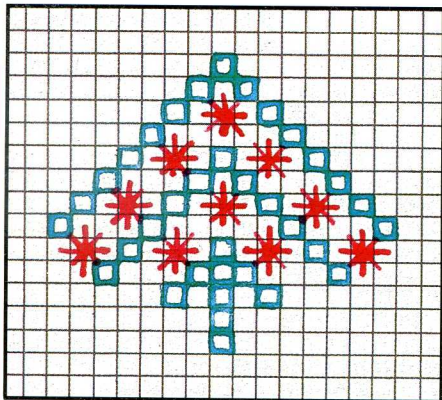
Sandenburg: this is only the orangery!



13th century part of Rynesteyn.



VROLIJK KERSTFEEST

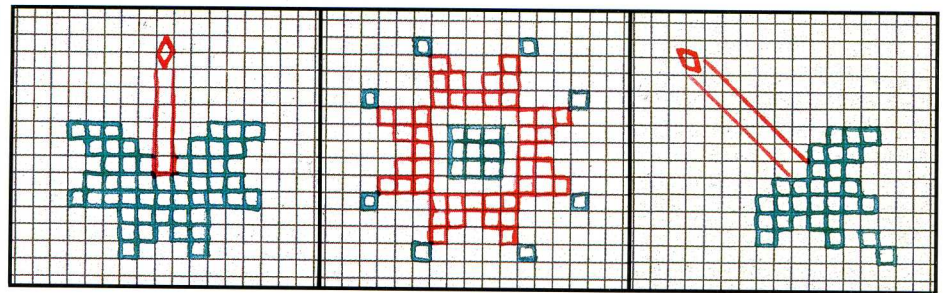


Kent u nog die gezellige A'i-da-stof met ingeweven ruiten? Ik meende dat die allang niet meer gemaakt werd maar het toeval wilde dat ik drie keer achter elkaar het tegendeel bewezen zag. Een leidend handwerkblad bood de stof per meter aan en gaf allerlei patroontjes voor zomerse tafelkleden en gordijnen; een interieurtijdschrift toonde als het allernieuwste een

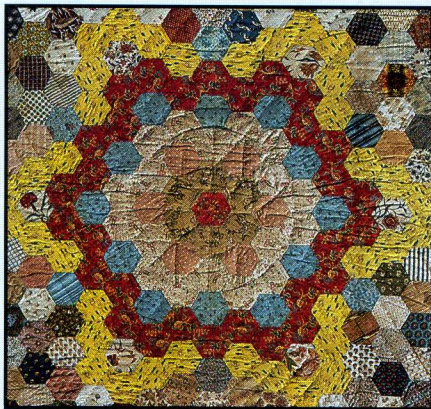
houten bed met een patchwork deken en geborduurde kussens van geruite A'i-da-stof en toen ik ten slotte een couponnetje in een handwerkwinkel zag liggen, was ik overtuigd. Het is er weer, of nog, het is prettig om te bewerken en geeft leuke resultaten. Mocht u er niet aan kunnen komen, neem dan effen handwerkstof en maak zelf de ruiten door op regelmatige afstanden draden uit te trekken en te vervangen door een gekleurde draad of draden van gelijke dikte. Vanwege het naderende Kerstfeest

borduurde ik een kleedje met toepasselijke motiefjes die gemakkelijk na te maken zijn. Ik werkte met de hokjessteek over twee weefseldraden (die overigens heel simpel vervangen kan worden door een kruissteek), de kaarsen kunnen met een stiksteek worden gemaakt, de sterren in de boompjes uiteraard met een stersteek.

Met de figuurtjes kunt u randen maken, vandaar het schuine kaarsje voor de hoeken, maar u kunt ze ook toepassen als strooimotiefjes. Hoe dan ook: gezellige Kerstdagen!



NEWSFLASH FOR QUILTERS



"Detail of a 19th-century quilt"

The American Quilters Association in Houston, Texas, is organising its next congress in The Hague (April 30 - May 1, 1992). In relation to this event the Nederlands Openluchtmuseum in Arnhem will stage an exhibition showing the origin of patchwork and quilting. From providing protection against cold, the main purpose of this old craft has now developed worldwide into one of giving visual delight.

Come and see the roots of it all in Arnhem from April 23 to August 23, 1992. Some 60 Dutch quilted objects ranging from clothes to coverlets from the 18th century onwards will be on show.

Book/CD review

LIEDJES UIT DE OODE DOOS

We geloven dat we deze keer iets heel speciaals te pakken hebben voor jullie, dus ga er maar even rustig bij zitten. Het gaat om twee kostelijke boekjes en twee uitstekende CD's (nostalgie dringt ook in de nieuwst media door!).

Eerst de boekjes, beide uitgegeven bij Nijgh & Van Ditmar, Amsterdam, pocketformaat maar perfect ingebonden in een harde band. Ze liggen heerlijk in de hand en nodigen uit tot lezen en datzelfde geldt voor het onderwerp.

"Omdat ik zoveel van je hou" is ruim 300 pagina's van Nederlandse chansons en cabaretliedjes van 1895 tot 1958, met "klappers" die alle een beetje grijze Nederlanders wel kennen zoals "Louise zit niet op je nagels te bijten", "M'n eerste (het meisje van de zangvereniging)" en "Weet je nog wel oudje". "Ik zou je het liefste in een doosje willen doen" is het vervolg: 450 pagina's chansons en cabaretliedjes van 1958 tot 1988, met heel bekende namen als Toon Hermans en Annie Schmidt.

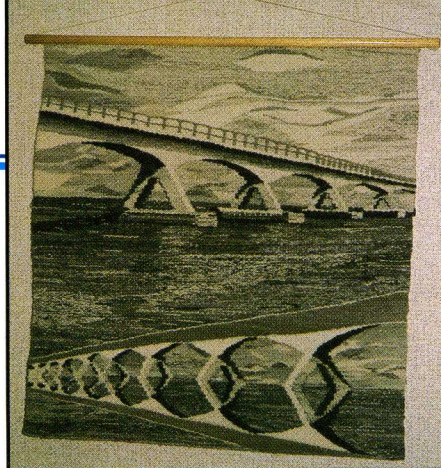
Bij elkaar bestrijken ze zowat alle onder-

werpen van bedrogen dienstmeisjes tot de perestrojka, van spitse humor tot felle aanklachten. En wat vooral zo interessant is: het veranderende taalgebruik in bijna honderd jaar. U zult schrikken als u leest wat je in 1900 kon zeggen! Beide boekjes bevatten ook gegevens over de auteurs zodat je even kunt opzoeken hoe dat nou ook weer zat met Pisuisse. Zalig leesvoer!

Prijs in Nederland: Dfl. 45.00 per stuk, beide boeken zijn ook te bestellen via de DI Bookshop, 72E Maroonbah Highway, Croydon, Vic 3136, Australia.

(Uitgeverij: Nygh en Van Ditmar, Postbus 3879, IOOI AR Amsterdam).

De twee CD's zijn al even goed: 44 liedjes door niemand minder dan Louis Davids, in de originele uitvoering. Met "Naar de bollen", "De kleine man", "De olieman" (met zijn Fordje) en nog veel meer. IJzersterke teksten (de Voetbalmatch heb ik altijd verschrikkelijk knap gevonden) en de orkesten mogen er ook zijn: doorgaans Engelse topmusici onder leiding van



LETTERBOX



Thérèse and Roen Vink, Hamilton East, New Zealand, sent us a letter and some interesting newspaper cuttings dealing with the first direct flight by KLM to New Zealand. The date: Dec. 14th 1950, the aircraft: DC6 "Overloon", the "cargo":

55 young men "none of them with a good idea of what was in store". Reading the story of the flight, you can't help wondering at the changes that have taken place: the Gulf Emirate of Sharja then consisted of "an ancient fort and some ramshackle shanties", the "6000 inhabitants of Darwin could only rest, protected by mosquito netting", "Sydney's night life was non-existent" ... What always strikes us in these stories is that nobody had the slightest idea of what was going on: the emigrants knew about as much as the "authorities" did. A perspicacious contemporary article in "Whites Aviation"

predicted that emigration by air would have a future. It really did!

The Vink couple would like to know what happened to the other emigrants on board this flight. If you were there, you can contact them: Resident Managers, Chanel Park Conference/Retreat Centre, P.O. Box 4353, Hamilton East, N.Z.

Two extremes

Ron Brons, Croydon, Vic., Australia, compliments the studio people working on Vogelvlucht - this is done in Australia, by the way - and has two requests that form extreme opposites. The first is a nice picture of the "space-age" cockpit of KLM's 747-400 and you're lucky: you'll find it elsewhere in this issue as part of the "Second Flight Special". The second is not about the space-age, but about the distant past: archeological sites and finds in The Netherlands. We're permanently interested in that subject: in a previous issue we covered the story of the

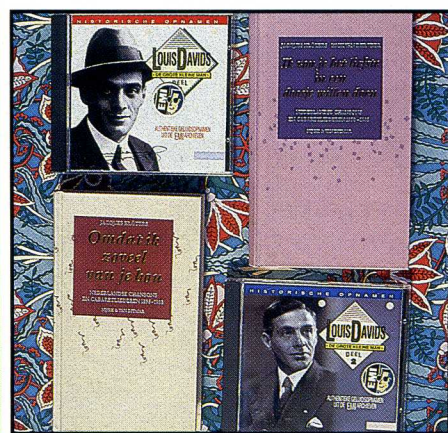
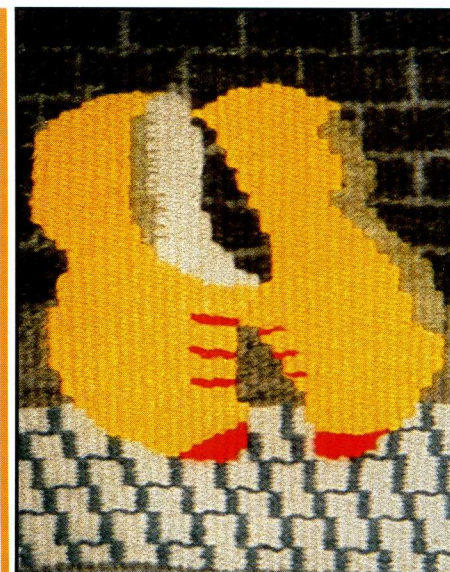
"Lady of Sijbekarspel" and in this issue you'll find some data on medieval Dorestad. At the moment of writing there are rumours of something very spectacular that may be just around the corner - or not! - and we will certainly keep you informed of developments concerning our oldest cultural heritage!

To conclude this Letterbox, some general remarks. Unfortunately we cannot publish all letters we receive in full. We can only select those items that we believe are of interest to all readers. But your letters and questions are always welcome and all letters will receive a personal answer. We will try to meet your requests whenever we can, but we have one small problem: if we would plot all requests for an article on city/town/village/area so-and-so on the map of The Netherlands, this would by now have become one solid red smudge. So if you were born in Oudhuizen/ever/aterspelsluiswoud or something equally picturesque, be patient with us.

As a dutchie I CHOSE A PAIR OF CLOGS

Mrs Co van Steenis, 55 Hogarth Road, Elizabeth South, promptly reacted to a remark in the needlework section in our March issue. "My hobby is tapestry weaving," she writes, "As a Dutchie I chose a pair of clogs against a wall for my very first work eight years ago. I drew it up and added a downpipe and part of a window. Later on I saw the Oosterscheldebrug in a book. I enlarged it, drew the bridge without the rail upside down and fitted the top part on it, leaving out the concrete base. The weft is spun from a variegated fleece with no other wool or colour added."

Our reaction to the pictures was twofold: we were pleased to see the Dutch element so successfully applied and we were impressed by the progress Mrs van Steenis made in a comparatively short time. The intricate design of the Oosterscheldebrug impression is no mean feat!



beroemdheden als Ambrose en Firman. Prima geluidskwaliteit, ik heb zelf een paar van de originele uitstekende 78 toeren opnamen en de klank van de CD's is goed gebleven. Bij de CD's is een boekje met informatie over deze meest beroemde Nederlandse liedjeszanger aller tijden en ik denk dat u even een relatie moet inschakelen om ze in een Nederlandse platenwinkel aan te schaffen!

EMI 7930542 en EMI 7930552, Louis Davids deel 1 en deel 2, ongeveer Dfl. 30.- per stuk.

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