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GIVEAWAY

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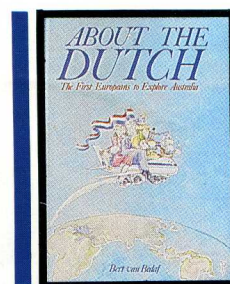
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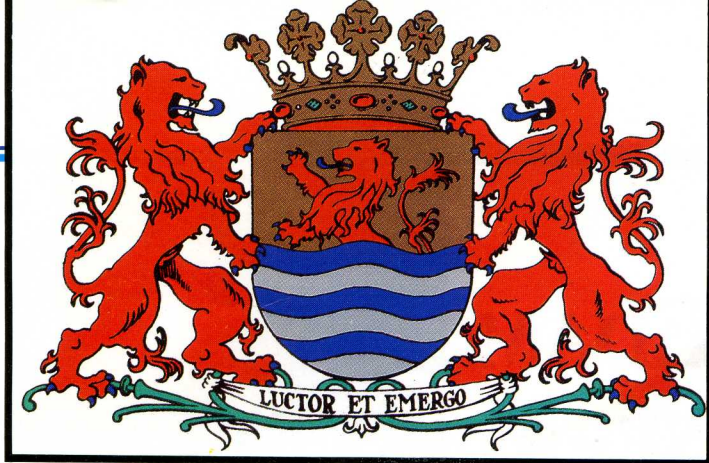
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ZEELAND

In many respects, Zeeland epitomizes what the tourist thinks of as "Holland", but of course the two should not be lumped together! As symbolized in the province's coat of arms, this area of the Netherlands is a true interface between land and water.

Total area is 304.000 hectares, of which 123.000 are agricultural land, 2300 woods, 9700 uncultivated land, 9400 built-up area, 1800 industrial areas and 1250.000 water! The remaining 33.000 are roads and areas reserved for recreation.

There are about 360.000 people in the province, some 2.4% of the total Dutch population. This amounts to 198 people per sq. km, as against the average of 439 for the country as a whole. There are 30 municipalities, with Vlissingen as the largest (43.000 people) and Sint Philipsland (2.326) as the smallest.

Nowhere has the economy changed so radically in our time as in Zeeland. Whereas formerly most people were employed in agriculture, the spectrum is now as follows:

agriculture and fisheries 7.8%, industry 32.2%, commercial services 33.5%, other services 26.4%. Unemployment is much lower than for the country as a whole.

The changes in the economy are closely linked to the complete restructuring of the area in the past few decades. And it's all attributable to the landscape!

Landscape and history.

The oldest traces of human activity go back over 10.000 years and up to AD 300 Zeeland's coastline consisted of a barrier of dunes with a few small estuaries in between. Farmers thrived there, but around AD 300 most of the province was inundated and for 500 years there were no permanent settlers! In the Middle Ages, land reclamation began and of course the 17th and 18th centuries led to an accumulation of wealth the tourist still enjoys in the magnificent old

cities like Middelburg, Veere or Zierikzee.

Throughout this period, nearly all of the province consisted of land reclaimed from the sea, which repeatedly took some of it back. The thriving city of Reimerswaal vanished entirely in 1631, a century earlier large areas disappeared from the map for many decades and the "Drowned Land of Saeftinge" has never been reclaimed. Large areas were again inundated in 1944 and hardly had the pre-war situation been restored or the catastrophe of Febr. 1st, 1953 meant that work had to start all over again.

This of course was the reason for the unique Delta Project, completed in 1986. The philosophy was: protection against a "Super Surge Flood" as could be expected to occur once in 4000 years. All estuaries except for the Westerschelde (which connects the important Belgian port of Antwerp with the sea!) have been closed off permanently. One exception is Oosterschelde, which is normally open but can be closed when storm surges occur (about once a year). This exceptional measure was taken purely for environmental reasons.

Closure of the estuaries has created large freshwater basins, improved accessibility out of recognition and catapulted Zeeland in a very short time from a position in the rear of the pack to that of one of the foremost centres of mass tourism and recreation.

Types of attractions

In general, there are still two different Zeelands. The quiet rural areas and peaceful historic cities have been described in previous issues of this journal, but for those who want to be "part of the scene" there is an immense variety of marinas and opportunities for fishing, windsurfing, boating and other wet activities. From protected nature areas to House music, it's all there and the best thing is to enquire at:

Provincial VVV Zeeland, Postbus 123, 4330AC Middelburg, Zeeland.

Some suggestions: "Zeeland Waterland 1992", "Zeeland voor alle seizoenen", brochure describing (car) trips along all locations related to the battle against the sea.





THE EDAM CHEESE-MARKET

Say "cheese-market" and the tourist will automatically think of Alkmaar. But on certain days during the holiday season, Edam has its own cheese-market as well. It's smaller, much less crowded and super - "gezellig" and a fine reason (if one were needed!) to visit this small and amazingly attractive town.

Now before we go on, here are three important remarks:

- Of course, cheese is no longer sold wholesale on the cheese market. The economic infrastructure of the country is just a bit more modern than that ... All cheese-markets are a reconstruction of the situation of several decades ago, therefore, although some of the customs (such as slapping the hand of your "adversary" while bidding) have survived in other sectors of trading

- Living quite nearby, we have been in Edam very often. We knew, therefore, that it was a beautiful little place with a nice atmosphere. However, we now spent the best part of a day sauntering along its canals and through its narrow streets and alleys and when we went home we were more enthusiastic than ever!

- So here's a piece of good advice: don't try to "do" Edam in an hour, but take your time. You will notice that the tourists all stick together near one souvenir shop and 100 metres away you'll only meet the occasional seriously interested visitor. The VVV (in the ancient Town Hall) has a good, and very nicely illustrated booklet (also in English) with city map. Just wander around and note the fantastic street names. If you find the alley called "Tussen Hel en Vagevuur" (really!), you'll have seen Edam.

The cheese-market.

We arrived early, because the cheeses would be brought to the market-place (in front of the ancient Waag or weighing-house) in rowboats. And when parking in the rural outskirts, we immediately hit the bull's-eye,

because the action of onloading was going on right in front of our noses. What the picture cannot tell you is the comments of the skippers, hinting at firearms hidden underneath the cargo and a dubious East-European origin of the cheeses themselves. The Dutch are a bit daft, especially during festivals.

At the point of off-loading, similar scenes of relaxed banter could be enjoyed, like an official waiting for the skipper with coffee and shouting "Kees, moet je d'r suiker in?" over the water when he was still 50 metres off. And examples of non-official Dutch a like a cheese-bearer commenting on his volunteer work: "Je komt je eigen's avonds wel tegen ..."

In the meantime, the brass-band had played some fine music and the market had been opened by Koos Koninga, aged 77 and with a record of 40 years of accident-free cheese trucking all over Europe.

Now perhaps you begin to see what the atmosphere is like. The more we saw and heard, the stronger became our conviction that the Edam cheese-market is first of all great fun for the Edammers themselves, with the tourists as welcome guests to their private house-party. That's not to say that the organisation was slap-dash, quite the opposite: the market-place offers a good view of the proceedings, the public address system really worked and the announcer was special, welcoming people in Dutch, German, French, English, Italian, Spanish, Swedish, Malay and Japanese - and quite capably too!

From what we heard, we share the following ins and outs of the cheese trade with you:



- an Edam cheese weighs 2 kgs
 - and requires 20 litres of milk to make
 - about a day's production of a good cow
 - the normal price at the time was about Dfl 9.50 per kg but for the festival there was a discount price
 - if you have a whole cheese, NEVER cut a segment out, always cut from the bottom and place the cut surface on a dish to prevent drying-out.
- A totally unexpected contribution to the festive atmosphere was of Italian origin, because while we were strolling we met about a dozen bikers from that country, all whistling and vigorously ringing their bells in perfect cadenza!





Best preserved example.

Festival or not, Edam is one of the most charming towns (actually it's a genuine city since 1375) you can imagine. In specialised works on city-architecture it's mentioned as the best preserved example of a "Dam city" in the country. Not many Dutch are aware of the fact that a "dam city" is an individual type, whose city-plan is immediately recognizable to the expert 6 centuries later: a city that grew organically where a river had been dammed.

Because we were so impressed, I decided to gather some first-hand information from the municipality of Edam-Volendam and here's what Mr. C.J.J. Kwakman, the municipal information officer told me:

"We are glad to hear you admired Edam, because it tells us the municipality is doing a good job. The entire historical city-centre of Edam has been officially designated a protected monument, but by itself that is not enough to keep it beautiful. The municipality stimulates efforts in that direction, by subsidizing restoration where possible and by an active anti-litter policy. Living and working in a monument does create problems – for instance, a supermarket would be appreciated in Edam but it can never be built in the city-centre. The combination of Edam and Volendam in a single municipality means that both the VVV and the municipal authorities are constantly dealing with two different categories of tourists: those who come for an hour (in Volendam) and those who come for a day (in Edam)."

So here's official confirmation of what I said before: take your time. And the box contains two tips to make it as easy as possible for you.

Look for the details.

Apparently Edammers are very much aware of the jewel they live in. You will really appreciate that if you start looking for the details. That's not to

say the larger things like the ancient Town Hall, the Victorian Post Office, the superb bridge across the canal nearby (with the steepest gradient I know, magnificent coats of arms "down under" and benches to gossip on provided courtesy of the 17th-century Dutch burghers) are not worth seeing. The same goes for the Grote or St. Nicolaas church, rather sober on the outside but impressively spacious inside and with the complete set of early 17-century stained glass windows and a fine organ of the same age. What it lacks in the way of an elegant belfry is compensated in a different part of the city, where you'll find one of the most beautiful belfries in the country – minus a church! The O.L. Vrouwe church itself was demolished in the 19th century and the belfry threatened to demolish itself about 20 years ago: overnight it got Pisa aspirations and began to tilt in such an alarming way that the neighbourhood was evacuated!

But the smaller things are perhaps the nicest discoveries Edam has in store for you. We lost count of how many people were painting their house, nearly everything looked as fresh as it must have done almost four centuries ago. In a previous issue of Vogelvlucht we drew attention to the signboards and sculptured stones – Edam yields a large harvest, some of them on very tiny houses. One thing to note is that the houses are perfectly attuned to the width of the street or canal: not too tall, not too small. Another thing to look for is that many houses do not share a wall but are separated by four inches or so – the ugly gap between them is filled with a

plank, often decorated and sometimes provided with a stand for a flagpole! Once your eyes get adapted to looking for details, you'll note sculpted window-frames, brasswork or wrought iron, lovingly tended gardens, beautiful figured brickwork... Possibly you'll come away with lots of ideas, like the tiny benches beside some front doors, because Edam is a sort of sampler of the irresistible urge of the Dutch – whether from the 17th or this century – to "beautify" their environment!

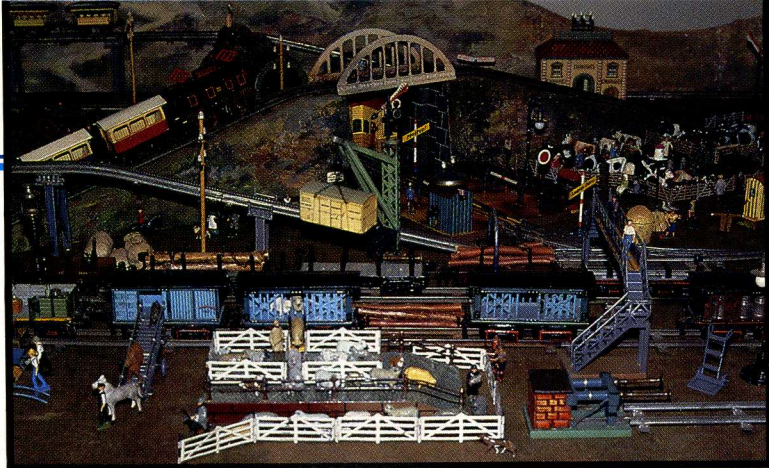
Edam has several restaurants and if we mention two, it's not because they are better than the others but because we've been there and liked them.

If you're looking for a light lunch, " 't Pakhuis" in de Lingerzijde is truly "gezellig" inside (look for the lees-plankje) and if the weather is nice you can sit in the garden. The best summary I can give is that we were delighted to watch the faces of the customers when they discovered it: they too were delighted!

If you're looking for a "gezellig" place to have dinner, Rimi in the Prinsenstraat might be a good idea. It is just as nice in a completely different way, with a collection of fine samplers on the wall, for instance. Readers tell us that these are the sort of places they remember fondly.

Because Edam is worth taking your time for (lots of things to see in the vicinity, a trip along the old Zuyderzee dyke North, or a trip to Marken being ideal for biking) you might think of staying there for a couple of days. Then have a look at hotel "De Fortuna": several separate 18th-century houses, a fantastically tasteful interior design and a garden you will not want to leave! Quite nearby, in Katwoude, you'll also find a comfortable motel.





OOSTVOORNE MODEL TRAIN PARADISE

HANG ON!! Even if you're not a model train freak at all, this is a story you should not miss. And if you ARE a model train buff, that is certainly true.

Oostvoorne is situated quite close to Brielle (Den Briel), which in turn is quite close to Rotterdam. Oostvoorne could thus be a perfect side-show if you make a Rotterdam trip, but it would also be a fine destination during a tour of the Delta Works or Zeeland province, for instance. It's a nice village close to the sea and to some of the former estuaries and it is notable for three things:

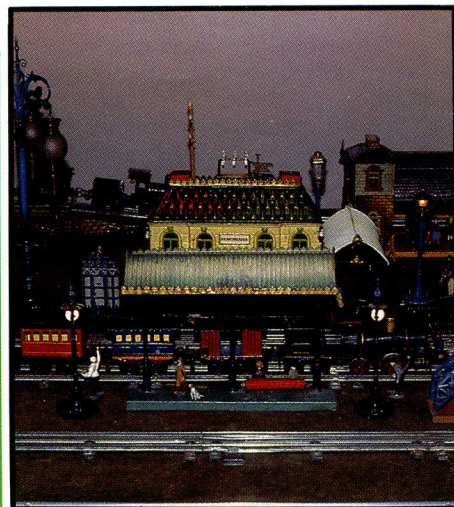
First of all, the dunes have been famous for their vegetation since the beginning of this century, and despite what has happened to Nature worldwide, they still have a rich flora and fauna to offer. Even if you just like to look at a nice landscape, the Oostvoorne dunes are ideal for walks. Secondly, the village boasts a truly ancient fortress of which there are only two others in the country: one in Sasenheim and one in Leiden. The fortress of Oostvoorne is provisionally dated back to A.D. 1100 and consists of a circular wall surrounding the ruins of a very massive tower. It can be visited, ask the local VVV.

And thirdly, Oostvoorne harbours a collection of model trains, miniature steam engines and nostalgic toys of a quality you're not likely to see bettered anywhere else. It's located in the former hotel-restaurant Buitenlust and a more tasteful entourage would be difficult to imagine. The building has been completely redecorated and adapted to its new function and the displays are simply magnificent. No wonder, because the man behind it all, Cor Spreeuwenberg, was originally an architect! The collection you can now admire began as a purely private enterprise:

"Perhaps surprisingly, I am not a typical model train buff at all, but I do have a 'collector's mentality'. Trains and to a lesser extent other nostalgic toys just happened to be a

particularly interesting subject, especially because good quality items are not to be found through the "regular" antiques channels."

In the course of time, this private collection attained a size and quality unique for Europe and fortunately it has become accessible to the public. The visitors span three generations, both female and male. Of course some of them are true model train enthusiasts, but many are not. If you belong to the former category, you will drool over unique and very costly pieces, but if a Marklin Crocodile (worth a very fat five-figure amount) only sounds like a particularly vicious reptile to you, we still think you will be lost to the world within a short time.





SHOPPING

Eetbare grachtenhuisjes

Een leuk souveniertje zagen we bij onze van ouds bekende groot-grutter Albert Heijn: vijf verschillende kartonnen huisjes met daarin zakjes met bonbons, ook weer in vijf smaken. Wij

betaalden er Dfl 3.95 per stuk voor, maar bij banketbakkers en chocolaterieën die ze ook verkopen, zal de prijs iets hoger kunnen liggen.



Shawls met plateelmotieven

Bij uw ouders of grootouders stonden ze vroeger vast en zeker op de schoorsteenmantel of op het buffet, die bonte vaasjes, bekers en bordjes met bloem- en geometrische patronen; het inmiddels beroemde Goudse Plateel.

Bij de ontwerper van de Romano-shawls staan ze er nog steeds, hij heeft een hele verzameling. En wat leent zich beter voor het bedrukken van textiel dan juist deze motieven? Met de hand bedrukt en gerold, 90 x 90 cm groot en vervaardigd van micro-fibres, een polyester met vrijwel dezelfde eigenschappen als zijde, kost dit fraaie stuk herleefd Nederlands erfgoed Dfl. 45.-. Het hoofdkantoor van Acampora mode-artikelen staat in Rijsenhout, Konnetlaantje 4, post-code 1435HN. In Amsterdam zijn de shawls o.a. te koop bij Raymond Linhard, Van Baerlestraat 50.



For the very first exhibit is a large display of a wide variety of toys all people over 40 will remember: dolls, sewing-machines, fantastic miniature cooking-ranges, games in the original boxes, toy cars ... quite enough for people to start exclaiming and pointing – as I did myself, I must confess.

Then you will be faced with an enormous landscape full of trains in action, bridges, railway stations, tunnels, trees, whatnots and people. What makes the collection so interesting to the non-specialist is that Cor Spreeuwenberg has given particular attention to what is called "accessories": everything that is non-train and non-wagon. The railway stations and bridges are good examples: they show architecture and engineering styles from the Victorian period to the Thirties. You will see tiny signboards bearing names that were banned for 70 years, to be revived only last year – like St. Petersburg. People on the platforms are in period dress, there are magnificent lamps and equally magnificent public conveniences! Just a study of the lettering on the goods-wagons will keep you pleasantly occupied – discovering old logos, for instance.

For those interested in the tiny details, hundreds of engines and wagons are displayed separately. If you belong to the lucky few who have ever played with a genuine steam toy – lighting a spirit burner, waiting for the pressure on a minuscule manometer to build up – you will remember it for a precious experience. There are steam locomotives and also steam engines and besides, you will see model aeroplanes (that's the right word in this case), and lots more. Perhaps we should warn you that there is a shop selling authentic specimens as well! Perhaps the most concise assessment of "Rail-Toy" in Oostvoorne is the following: we stayed more than twice as long as we originally planned!



TIPS IN ZEEUWS-VLAANDEREN

Sluis: roerig en rustig.

Houdt u van gezelligheid, veel mensen op straat, winkelen, lekker eten en drinken, en dat 7 dagen per week, ga dans middags en 's avonds op pad in Sluis in westelijk Zeeuws-Vlaanderen. De pandjes in het centrum herbergen of een restaurant, of een winkel, dus keus genoeg.

Trekt rustig genieten van natuur en architectuur u meer aan, ga dan's morgens op pad. De wandelpaden over de oude vestingwerken laten zien wat er allemaal bloeit en groeit, het stadhuis (sinds 1392 in gebruik) is een juweel van bouwkunst en uniek vanwege het enige belfort (een toren met vier uitgebouwde hoektorentjes) dat Nederland rijk is. Ga er vooral naar binnen, bekijk het fraaie interieur en klim naar boven over de leistenen treden – 138 in getal. Tijdens het klimmen is het goed te bedenken wat zich hier allemaal heeft afgespeeld. In de veertiende eeuw was het gebouw nauwelijks klaar toen het alweer afbrandde, in de Tachtigjarige Oorlog viel het ten offer aan vijandelijk vuur en in 1940 – 1945 werd het door beschietingen en bombardementen weer ernstig beschadigd. Hell Sluis heeft toen trouwens zwaar geleden maar vanaf de toren gezien blijkt dat de Zeeuwen zich niet laten kisten: het stadje ligt er levendig en welvarend bij.

"Met de dikke Van Dale".

Draai je een bepaald nummer in Sluis dan meldt zich "De Dikke Van Dale". Zouden er twee Van Dales zijn in dat Zeeuwse plaatsje, een dikke en een dunne? Kom je het vestingstadje binnen, dan zie je al gauw het borstbeeld van meneer Van Dale staan te blikken in de zon. Dik was hij zeker niet, en de telefoon beantwoorden doet hij evenmin: hij leefde in de vorige eeuw.

Tot aan de letter Z.

Vergeten is meester Van Dale allerminst, want zijn levenswerk staat

op menige boekenplank: het uitvoerigste woordenboek van het Nederlandse taalgebied, beter bekend als "De Dikke Van Dale". Op zijn 22ste was Johan Hendrik al hoofdonderwijzer in Sluis en een jaar later ook archivaris. Hij moet een zeer actief man zijn geweest, want behalve zijn "Groot Woordenboek" schreef hij leerboeken en historische studies. Tragisch is dat hij op zijn 44ste al bezweek aan de toen in Zeeuws-Vlaanderen heersende pokken. De kopij voor het woordenboek was klaar tot aan de letter Z.

Het Klooster in.

Onder de letter H, niet in het woordenboek maar in het telefoonboek van Sluis, vonden we een andere versie van "De Dikke Van Dale": een hotel. Een aantrekkelijk pand uit 1900 met een gezellig tuinterras verloochent op het eerste gezicht zijn afkomst totaal: het was oorspronkelijk een klooster en deed na misbruik in de oorlog door het Duitse leger nog dienst als seminarie voor priesters van St. Jan van Lateranen. Nu herinneren binnen in het gebouw slechts de lange gangen met de grijze deuren nog aan vroeger tijden, verder is het er goed toeven!

St. Anna ter Muiden.

Twee kilometer ten westen van Sluis, vrijwel op de grens tussen Nederland en België, dromen schilderachtige huisjes rond een pleintje met kinderhoofdjes. "S.P.Q.St.A." vermeldt de pomp trots: "Senaat en Volk van Sint Anna" in het Latijn. Het "Volk" zal heden ten dage nog geen 100 zielen tellen, maar in de 13e eeuw kreeg Mude – zoals het toen heette stadsrechten en ontwikkelde zich tot een voorhaven van Brugge. Een paar eeuwen later verzandde het Zwin en sindsdien is het stil op het Marktplaatsje. Hoewel: zo stil ook weer niet, want wij arriveerden tegelijk met een kleurrijke groep opgewekte Belgische fietsers die bij het voormalige raadhuis tekst en uitleg

kregen over de Mudense historie. Dat fietsen is trouwens een goed idee. Het Zwin (nu een natuurreserveaat) en het strand liggen op een kilometer of zes en de weg erheen langs groene weilanden, goudgele korenvelden en mooie boomprijen is bij mooi weer een genoegen.





FORTY YEARS OF REGULAR AUSTRALIAN FLIGHTS

Forty years ago, KLM initiated regular flights from The Netherlands to Australia. Of course we had intended to pay some attention to this anniversary, but we could never have improved on the inside story sent to us by one of our readers.

Mr. J. Bosdriesz, of Ferntree Gully, Vic., Australia, is a former member of the Marine Vliegdiens (Naval Air Service) and in 1952 he was stationed at Biak, a World War II airbase in what was then Dutch Nieuw Guinea. When the KLM Super Constellation "Arnhem" made its inaugural flight, the route went via Manilla in the Philippines. From there, the distance to Sydney was too long for a single "hop" and an over-night stop was made on the island of Biak. Then as now, the Royal Netherlands Navy can do ANYTHING! and the Marine Vliegdiens detachment on Biak – including Mr Bosdriesz – supplied ground support for the KLM.

What made Mr Bosdriesz' story so unique is the batch of pictures he took at the time. Some of these we print with this article as an eyewitness report on that flight long ago

The first shows the briefing of the stalwart naval ground crew. As you can see, it's all highly formal, complete with a sort of Moonlander vehicle that must have a Jeep somewhere in its ancestry ...

Photograph #2 shows the Super Constellation approaching, displaying its lines – surely among the most beautiful silhouettes in the history of aviation.

In the next picture the aircraft is rolling along the runway and photograph #4 shows "Arnhem" on the ground, with a DC-3 used for internal flights in the background. The final pictures show what Biak looked like then – pure nostalgia for those who knew the country at that time.

Thank you, Mr Bosdriesz, for servicing KLM then and letting us share in the feelings of pride that service with the Royal Netherlands Navy still bring after all these years!



1. Crew Briefing.



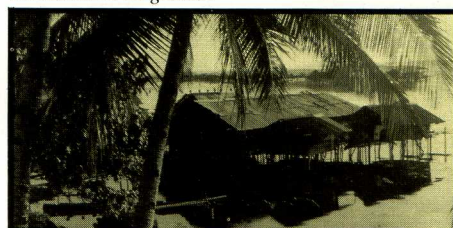
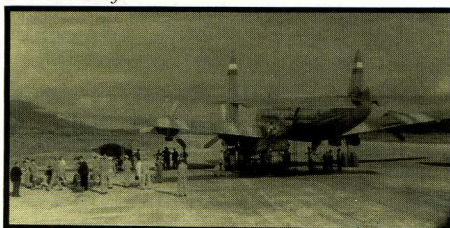
2. Approach of Super Constellation.



3. On Runway.



4. Arnhem on the ground.



Biak.

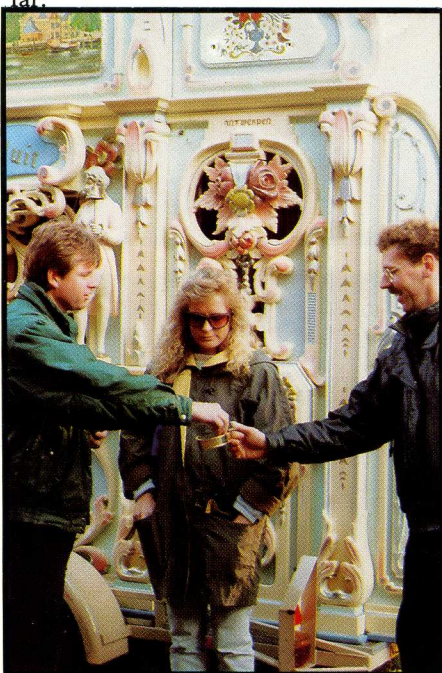




YOUNGER GENERATION LOOKS AT THE NEDERLANDS

We have known Henry Zaadstra from New Zealand for quite some time, but when he visited us a few months ago, he brought a pleasant surprise in the form of his wife Donna. After a day of seeing some of the sights, we sat chatting over coffee and I suddenly realized that they were telling me all sorts of things that warranted publication in *Vogelvlucht*. So I grabbed a tape-recorder and here is some of the result.

Why do I think their comments would interest you? Because we were talking about The Netherlands, its people, its points of interest for tourists in general. And the opinions came from two different angles: Henry is second generation Dutch, Donna had no connections with anything Dutch before she met him. Both are in their late twenties and widely travelled. So here are two views on things Dutch, Henry's has changed in the course of time, Donna's is a "first encounter" with a country she had only heard about so far.



The Dutch essence.

HENRY: "My appreciation of The Netherlands has definitely changed. One reason is that I've now seen a lot of other countries besides, so I have a better basis for comparison. The other is that I've become more familiar with the country, I'm less of a tourist and thus feel more at home. Of course one of the highlights of the first week was seeing my grandmother again – she's 86. But apart from that, the country is becoming more "my heritage" and even "my country" in a way. This time I even reached the conclusion: "hey, I might live here!" "hey, I might live here!"

DONNA: "I have a brandnew grandmother and a lot of uncles and aunts and that was a highlight for me too. As for the country: I still tended to think it was all windmills and clogs, despite having heard differently from my parents-in-law and from Henry. It's quite different when you see it, I am now full of new impressions and it's nothing like I expected. Sorry? Oh yes: much better ...!"

In the two months before, the couple had been touring several countries in Europe (using Euro Railpasses, which they thought super) including Greece and Spain, so I asked them to compare atmospheres

DONNA: "Holland is totally different from the others and the difference is in the people. The Dutch are communicative and always seem to put on their most friendly behaviour, whether to the neighbours or to total strangers walking down the road."

HENRY: "Somehow it seems to me that the Dutch are all individual, they don't come in standard patterns but each has a custom-built character so to say. But what strikes me most is the closeness between people."

DONNA: "It's totally different from what one is used to in other countries where it is not common to talk to people you do not know. Elsewhere, it would be most unlikely you would talk to a stranger during a daytrip,

here we're chatting our heads off with total strangers every day. I find the Dutch highly outgoing, even more so than the Spanish, for instance. Take houses: everybody has a big front window and the curtains are always open, which is something we just don't do. Then everything is decorated, plants, lace things ... You can't help looking in as you walk past and I think you're meant to!"

HENRY: "I think Holland is so attractive to us because the ease of social contact makes it so easy for us to slip into the life here. Holland has some of the things that we would ideally like to have in our own lives."

What to see and do?

HENRY: "Speaking for both of us, a great many places – particularly the smaller towns and villages – are perhaps the best the country can offer. Take Deventer, for instance: we were there on a cold, wet, dull and generally miserable day but we still like it!"

DONNA: "What's important is that somebody explains things to you."





That is especially necessary because of the amazing differences in areas only a little distance apart, and because within any small area there are so many things to see. It's a bit overwhelming and always takes more time than you thought it would. Next time we will hire bikes, just go to small villages and small towns. We want to investigate and now we have the background we feel more comfortable. The whole point, however, is that I want to KNOW. Take the traditional story of low land, dykes, reclamation. Only now I have looked at it have I begun to realise how amazing and fascinating it is: monks undertaking public works, or what is meant by a thing called "water management". It's all a matter of information: if Holland is promoted in the typically superficial touristy way, this robs you of the opportunity of enjoying the reality!"

HENRY: "The general tourist promotion angle is not going to make you come back, you've seen the mills and clogs and the superficial



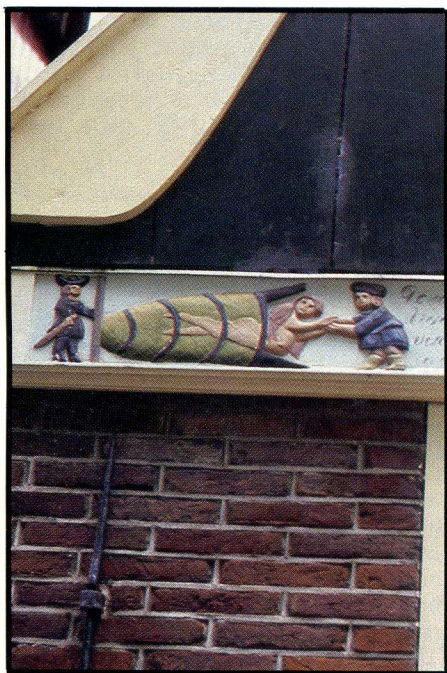
promotion spoils your chance of really even trying to find out more. We saw a perfect example this afternoon: Volendam is OK to drive through, but the whole point is that all the shops look alike and NOBODY looks the other way at the only thing worth looking at: the fantastic panorama of the former Zuiderzee and boats. Then take Edam, for complete contrast. Hardly a typical "tourist" in view, but you need an extra pair of eyes for the amazing sights: you eyes dwell on the canal, then they are drawn to this building and across to the other one, up at the roof and back down to the vaulted bridge. That's good fun."

The future.

HENRY: "As I grew up, I have become aware that as a second generation Dutch I increasingly relate to Holland. Throughout the world there is a tendency for people to understand about their background. Two very good friends of mine are also second-generation Dutch and they feel the same so I'm not the exception, I think. Youngsters pass through a phase where they do not want to stand out at school and try to assimilate, but as they grow up to become adults, they do not stay away from their roots. My future may be in New Zealand, but my history is over here."

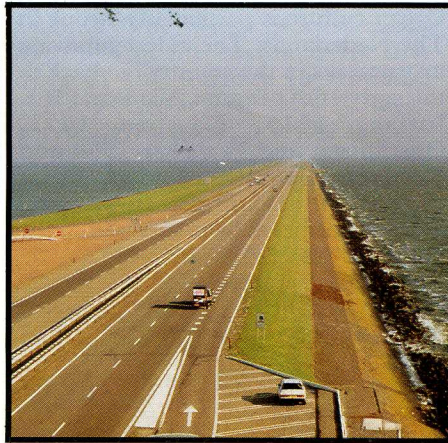
DONNA: "I'd like one day for our children to understand about things Dutch. I don't want to create a sort of artificial tradition, but I still would like them to know where their grandfather came from, or the recipe for speculaas ... Even being married to a second-generation Dutch makes me relate to the country. I am acquiring a new family and an interesting history as well. In a funny sort of way I have begun to have Dutchy feelings. It's the little things like the chocolate letter, which is something totally different from a piece of chocolate. Each year I know I'm going to get it, but each year I open the package and say "WOW", a chocolate letter!"

Thanks, Donna and Henry, for your most thoughtful comments, which we found refreshing. We feel sure many readers may wish to bring up the subject in their own family "after-dinner" conversations!



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BUILDING THE QUEEN OF INSTRUMENTS

The pipe-organ has often been called the Queen of musical instruments. No wonder, because it's by far the biggest and most complex piece of machinery to make music on. But also, it has the widest range of tonal colour – from the soft and almost eerie *Unda Maris* ("wave of the sea") to the triumphant trumpet. And finally, the organ has become an inseparable part of Christian church services.

Organ culture is particularly strong in The Netherlands. The oldest surviving instruments in the country go back to the early 16th century: Alkmaar 1511, Jutfaas 1515, Kampen 1523, Oosthuizen and Franeker 1530 and Krewerd (Groningen) 1531. From the 17th and 18th centuries, many more instruments have survived. With such a history, it is understandable that there are several specialists in the field of organ building and restoration in the

country, and in Zeeuws-Vlaanderen we visited David Kunst to hear about the challenging art and craft of building the Queen of instruments.

How to start?

"You become an organ-builder by starting to build! I had been fascinated by music since I was a child and at the age of 16 I decided I wanted to build organs. I studied at an international school in Germany, but that's merely the basis. The only way is to master the techniques in practice."

Because the organ is such a complicated instrument, there are a lot of different techniques involved: carpentry, cabinet making, decoration by gilding, wood carving and marquetry, metalwork ... Quite apart from the fact that first of all the instrument must sound as intended!

"I make everything myself, what comes in is just raw materials and what comes out is the finished instrument. I personally select the wood and show how I want it to be cut. Then, after 3-4 years, it's ready for use. Because I want to make the whole instrument myself, building a fair-sized organ takes about 4 years. And that means I have to specialize in building the smaller types of instrument."

The search for sound.

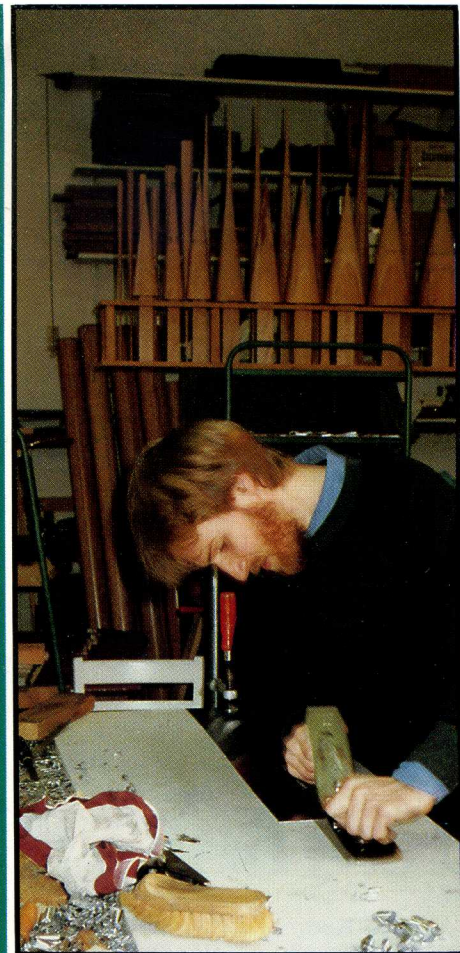
To indicate the work that goes into making an organ, here is a crash-course in the principle of the instrument. Each note is produced by a pipe – something like a flute, from very small to very large ones. The organ keyboard has about 50 keys to use a round value, so that means 50 pipes. The whole point of an organ is that it has several different voices – and each requires a full set of 50 pipes of a model different from that of the other voices. A fair-sized organ would have 10 voices for instance, so you'll have to make 500 pipes – and find room for them too ...

The tonal quality is determined by



teaching. The whole process, from first ideas of the customer via first ideas of the builder to finished product, takes several years: "I make everything by hand, just like the old masters. In that way, you get a sort of natural rhythm to think about what you're doing. Working in that

manner, you get a wholly different sound as well. Building an organ is a growth process, if I go on working as I do now I will probably build 20 to 25 instruments during my lifetime. And I strongly suspect that when my beard is white, I will be a lot wiser than I am now!"



the type, shape, material and dimensions of the pipe and the amount of "wind" it receives. Getting the desired tonal quality out of the hardware is where craftsmanship and artistry blend.

"The organs I build are intended for use in rather small localities. Often these are very poor acoustically. The organ I just finished is surrounded by absorbent ceilings, walls and carpets! That is the most unfavourable environment you can find and it makes the task especially challenging."

Most customers are top-notch professional musicians who want their own organ to practice on and for

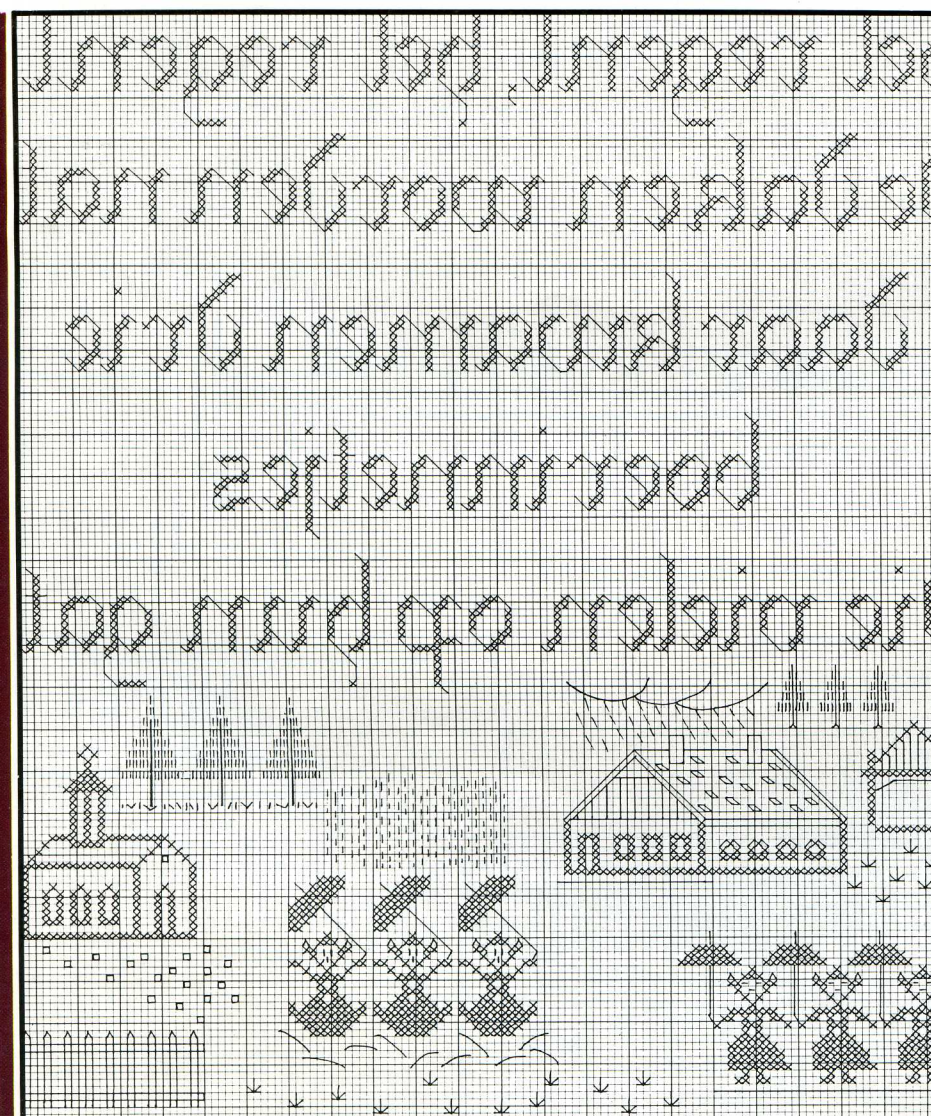


KINDERLIEDJES HANDICORK

Na de vele reacties die we op de St. Maartenversjes kregen, leek het me een goed idee nog even op het thema van de kinderliedjes door te borduren. Om u alvast de wind uit de zeilen te nemen: er zijn van deze oude rijmpjes natuurlijk weer verschillende versies in omloop.

Van "Het regent" is er ook een waarin de pannen inplaats van de daken nat worden, en niet de boerinnetjes maar

twee soldaatjes onderuit gaan. Ik borduurde het geheel met zwart maar het ontwerp leent zich ook voor allerlei bonte kleurtjes. Neem wel meer ruimte tussen de tekst en de figuurtjes dan op de teltekening. Alles is met kruis- en stiksteekjes gewerkt, voor de omlijsting koos ik een bijpassend gebloemd katoentje. Uiteraard kunt u ook een open zoompje en/of een geborduurde rand maken, of het geheel laten inlijsten.



BOOK REVIEWS

Martin Kers: Natuurmonumenten in beeld. 160 pag. 25x30 cms, full colour, gebonden Dfl 49.90 . Uitgeverij Terra in samenwerking met de Vereniging tot Behoud van Natuurmonumenten. Ook Engelstalige editie "Nature in Holland".

Martin Kers is een fotograaf die het Nederlandse landschap op indrukwekkende wijze kan "vangen". Dit boek, dat 75 beschermde natuurterreinen door het hele land in alle seizoenen weergeeft, is daarvan een uitstekend voorbeeld. Natuurmonumenten zijn gebieden die bij uitstek typerend zijn voor ons land en de honderden kleurenfoto's geven dus een schitterend overzicht van de karakteristieke Nederlandse landschappen: zandverstuiving, legakkers, vennen, duinplassen, loofbos,



LETTERBOX



St. Maarten memories

The story and pictures about the continuing St. Maarten tradition apparently revived many fond memories of readers' childhood experiences. Several readers were inspired to write down the rhymes as they remembered them, and as we anticipated,

we saw that some varied greatly in the text. Such different versions were probably regional. Here are some of the comments we received:

Mrs Vink (Wainuimata, N.Z.) confesses that the texts are still a complete mystery to her but writes that "it sounds good, so kids like to recite it!" She has "paarden dragen

staarten" and "vrouwen dragen schorteldoeken".

Mrs Ann Krans (Monbulk, Vic.) sent an extract of her personal story diary, which should be a treasure-trove of fascinating stories for kids of the next generations, and supplied the following extra introductory lines to the "honderdduizend kronen" epos:

St. Martinus bisschop, roem van alle landen,

\dat we hier met lichtjes lopen is voor ons geen schande.

Hier woont een rijk man ... etc.

She also remembers that in 1918 (!) the feast had to be skipped because of the shortage of candles!

Cathy Smit (Parkdale, Vic.) writes that the old country continues to fascinate the family even after 35 years. She pointed out that Groningen province was another area where St. Maarten was especially celebrated and supplied the following

alternative to the "honderdduizend kronen": "Geef ons een appel of een peer, dan kom ik het hele jaar niet weer. 't Hele jaar duurt toch zo lang, dat mijn lichtje niet branden kan."

Perfect Picture.

Perhaps you will not notice it at first sight, but the illustration in this Letterbox is a painting. It captures the atmosphere of a late afternoon in Holland's western parts to perfection, we think. Yet the artist, Mr van Vliet, painted it in Underwood, Qld. We selected it from quite a batch of photographs, which also showed paintings of scenes from "Down Under", by the way. Although painting became a hobby for him relatively recently, he was a professional photographer and had a well-known business in Utrecht until about 20 years ago. His professional "eye for images" certainly has not failed him!

schorren en slikken ...

De mooiste stukken natuur van Nederland (ik teken bezwaar aan tegen het "Holland" in de Engelse titel) in een omslag, en als u op een lange vakantie in Nederland bent kunt u door lid van Natuurmonumenten te worden vele van deze beschermde plaatsen bezoeken. Voor Dfl. 35,- helpt u dan nog mee ze te bewaren ook!

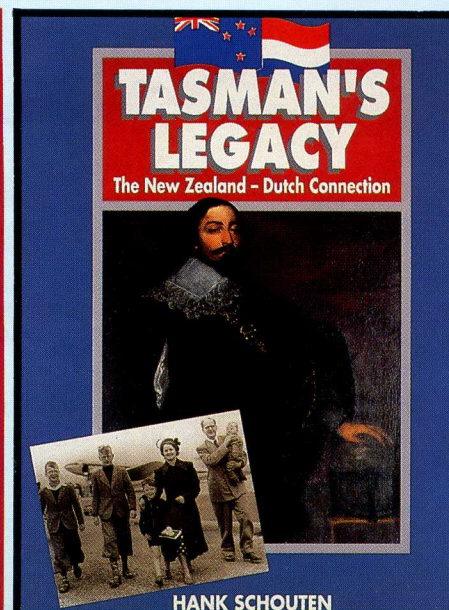
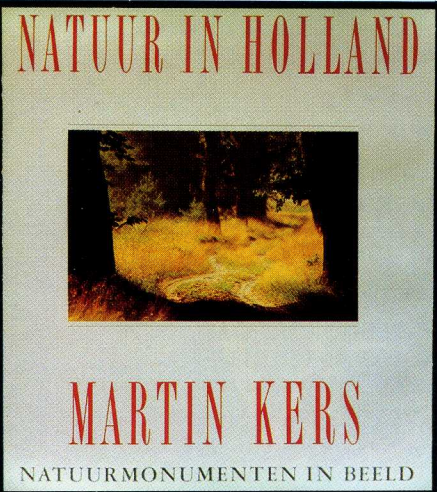
Hank Schouten: Tasman's Legacy. The New Zealand - Dutch Connection. 264 pages, many colour illustrations, hard cover, NZ \$59.95. Available from: Whitcoulls, Bennetts and Government Book Shops in New Zealand.

The Tasman festivities and especially the Queen's visit have justly put the Dutch in the limelight in New Zealand and conversely: the country and its large population of Dutch extraction have been covered extensively in the Dutch press and on TV. And just as we had finished the copy for this issue of Vogelvlucht, the embargo was lifted on Hank Schouten's authoritative study on the Dutch in New Zealand. It's a professional's job: well-researched, profusely illustrated and showing just the right blend of a detached attitude and personal involvement one would expect from a man born in The Netherlands but emigrating when still an infant.

Tasman's Legacy naturally begins with the (second!) discovery of the country, but most of the story is of the past 50 years: the Dutch immigrants - not only from The Netherlands, but also from the former Dutch Indies, a migration route not many people in the "old country" are

aware of. Interviews with a wide variety of Dutch Kiwis are placed within a logical framework, so that this is not a mere collection of personal stories, but rather a socio-cultural profile of a group that has had a lasting effect on the New Country.

If you belong to that group - whether as one of the original migrants or as their offspring - Schouten's book is a must!



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