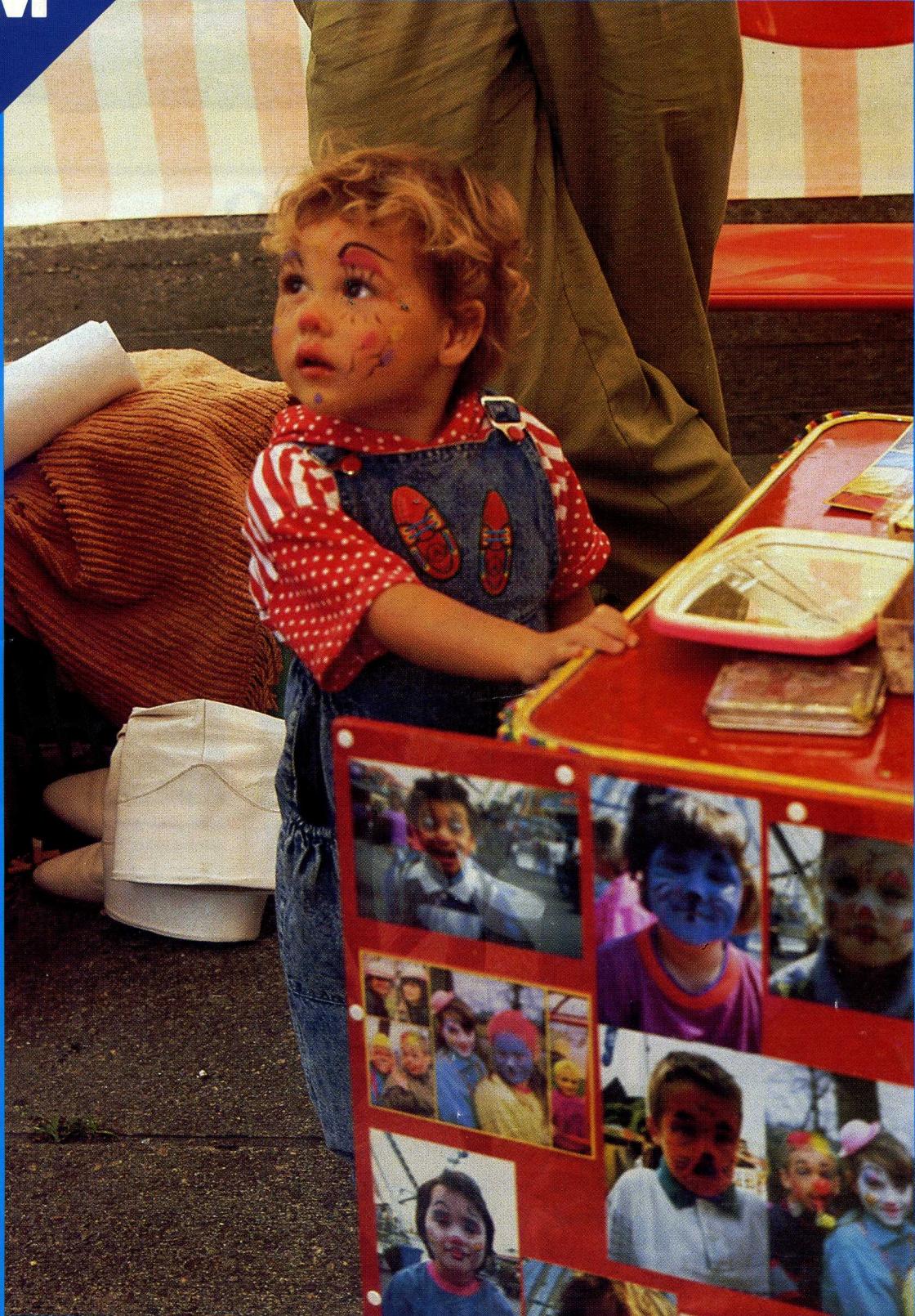



KLM



Vogelvlucht

Issue 3 September 1992
Registered by Australia Post – Publication No. NBP3783

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

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This publication is issued four times per year in the months of MARCH/JUNE/SEPTEMBER and DECEMBER for the Dutch community living in Australia and New Zealand.

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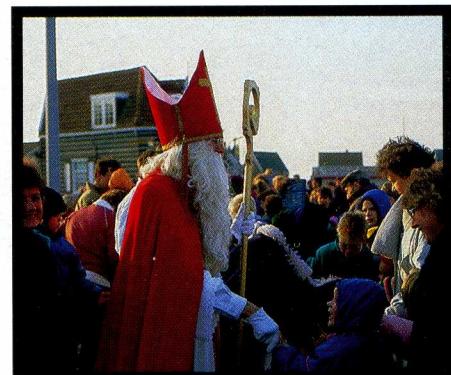
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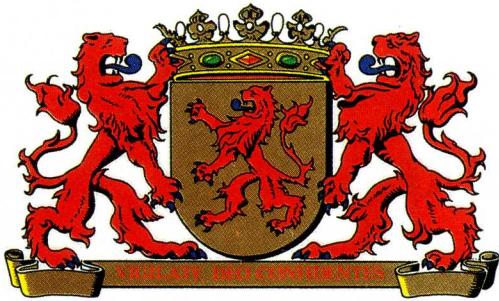


KLM INFO

It's that time of year again when travel plans must be made in order to enjoy a traditional white Christmas in Holland. This year why not see Sinterklaas and enjoy the wonderful splendour of gift giving and the reading of humorous poems from family and loved ones ... contact your nearest gateway agent for the latest prices on KLM and take-off for Christmas.



Don't forget, KLM now departs Monday and Friday from Sydney and Melbourne and returns from Amsterdam on Thursday and Sunday. This now gives you the choice to fly direct or take a relaxing break on the way to Amsterdam or on the return, in Bangkok (this is only available on the Friday/Thursday flight). KLM offers special stopover packages in Bangkok, or, as KLM has special agreements with other international airlines, which allow you to fly to other popular points in Asia, why not take advantage of a refreshing break in Singapore before continuing on with KLM to Amsterdam.

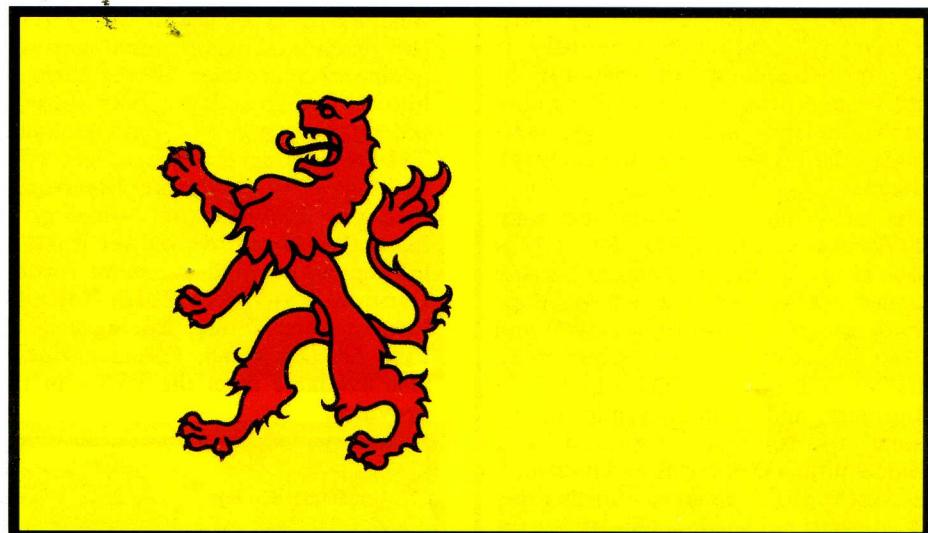


ZUID-HOLLAND

With Zuid Holland our series Profile of the Provinces has reached the centre of gravity of The Netherlands – literally and figuratively. What began as a heavily wooded area ("Holland" is thought to be derived from "holtland" = woodland) grew in importance until foreigners adopted its name for the country in its entirety.

Zuid-Holland is the fifth in area (2870 sq. kms) and with about three and a quarter million inhabitants the most densely populated province (over 1100 per sq. km.). Some 22% of all Dutchies live in Zuid-Holland and the cities of Leiden, The Hague, Delft, Rotterdam and its neighbours and Dordrecht and environs have become a single agglomeration. But surprisingly, only a little distance away there are still many quiet areas with small villages.

There are 95 municipalities and the two principal ones are Rotterdam (580,000 inhabitants, the world's largest port – and Den Haag (445,000 inhabitants, the seat of government). The road network – from 8-lane highways to secondary roads – is very

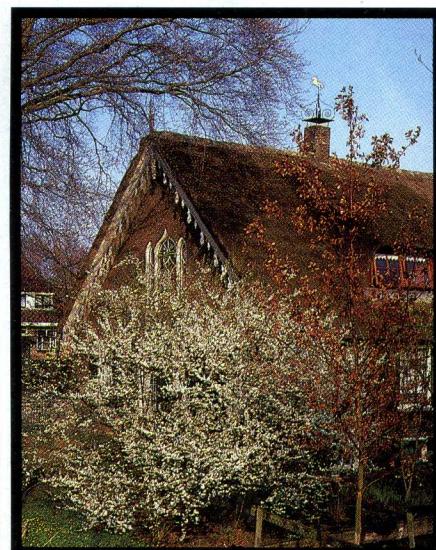
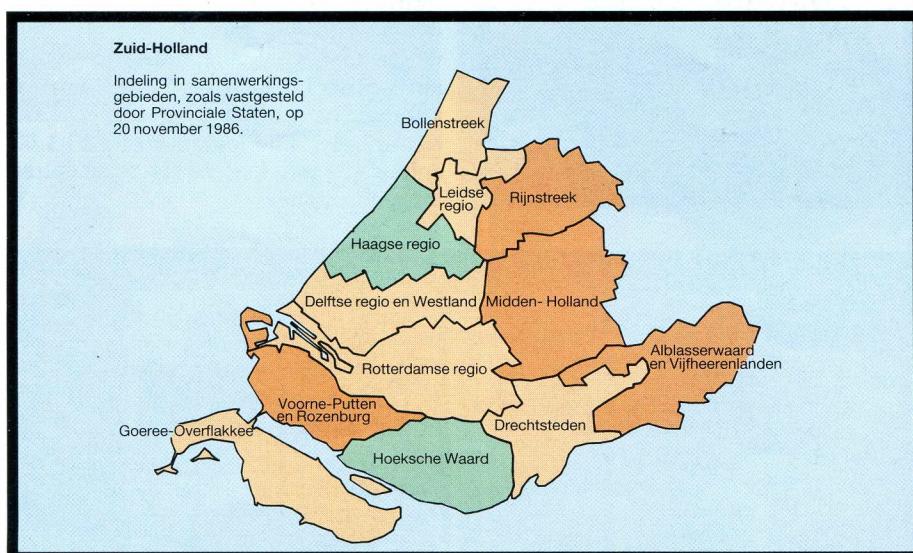


dense and stretches to almost 13,000 kms.

Employment (expressed in rounded figures) is as follows: service 30%; trade, catering and repairs 20%; industry 15%; banking, insurance 14%; transport & communications 10%; construction 8%; agriculture, fisheries 4%.

History

It all began as the county of Holland, the west of the province roughly from the present Keukenhof area to Hoek van Holland. The counts and countesses of Holland extended their power to the north (notably Floris V) and south and when their line died out in 1299 the area was inherited by other European noble houses, e.g. Bavaria,



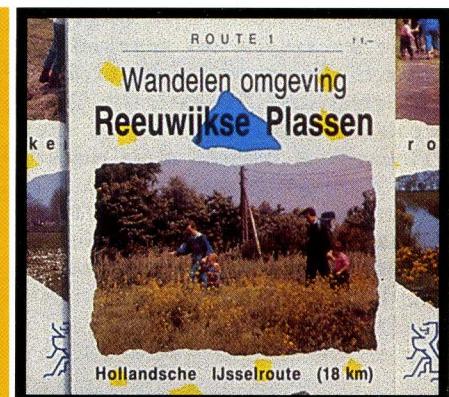
HIKING, BIKING AND CANOEING IN ZUID-HOLLAND

Burgundy and the Hapsburg monarchy. In the 16th century it became the focus of the war of independence, of course, and together with Zeeland and Noord-Holland gained the leading role in the country's affairs.

The early counts of Holland that were the local rulers from AD 889 to 1299 have always been rather vague because in that era not much was being done about recording history. In 1949 and 1950, however, 16 skeletons were discovered by archeologists in Rijnsburg, and in the Seventies others came to light in Egmond and Middelburg. Doctor B.K.S. Dijkstra, a medical specialist interested in this sort of detective work, has recently published the results of his 40 years of research. Using everything from radiocarbon dating to X-ray examination of the bones and even determination of blood groups, he has identified some 30 members of the House of Holland. As a result, the history of Holland's Middle Ages has to be rewritten: there was one more count than the history books say and the House of Holland descends from the House of Friesland – which extend its lineage to the early 7th century!

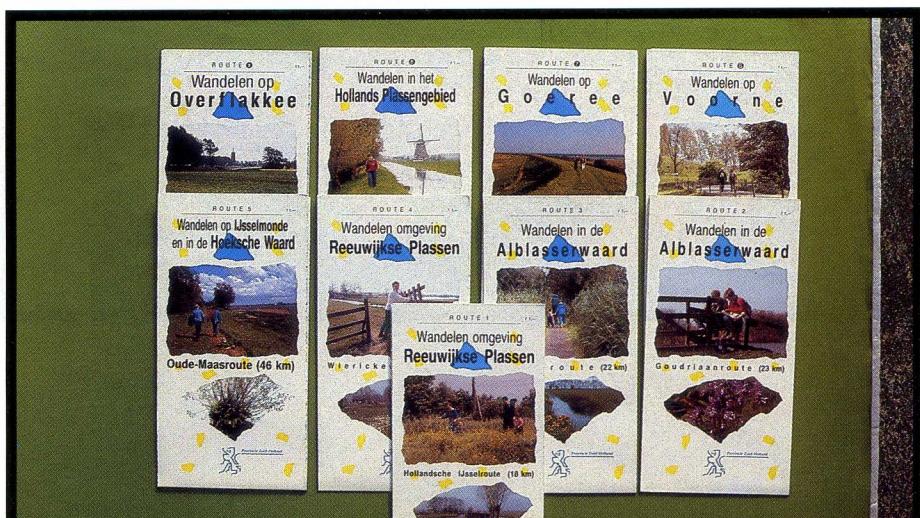


Besides the VVV's and the ANWB, the provincial government actively promotes recreation in the form of hiking, biking and canoeing through the unspoilt areas of Zuid Holland. The best thing for you to get your bearings is to obtain the "Recreatiemagazine Zuid-Holland", which gives general information on the various hiking, biking and canoeing routes. Contact: Provincie Zuid-Holland, Bureau Voorlichting, Koningskade 1, 2596 AA Den Haag. The magazine is also available from the VVV's in the province.



From the Provincie, you can obtain (DFL. 2.50) a map showing 11 biking routes through Zuid-Holland, with data on the types of landscape you will see on the way. In 1990 the "Holland Route" (99 kms from Den Haag to Haarlem) was inaugurated and the folder and map are still available.

De Provincie also has folders and maps of nine different hiking routes and these are simply fantastic. The routes are between 18 and 46 kms long (of course you can do them in 2 days) and often lead you along footpaths that are still in almost medieval condition – which means that you may have to climb a gate or cross a plank laid across a ditch! The folders tell you where to begin, what route to follow and especially: they give highly informative data on what you will see on the way. The folders cost DFL 1.00 apiece (!) and I've rarely seen better value for money!



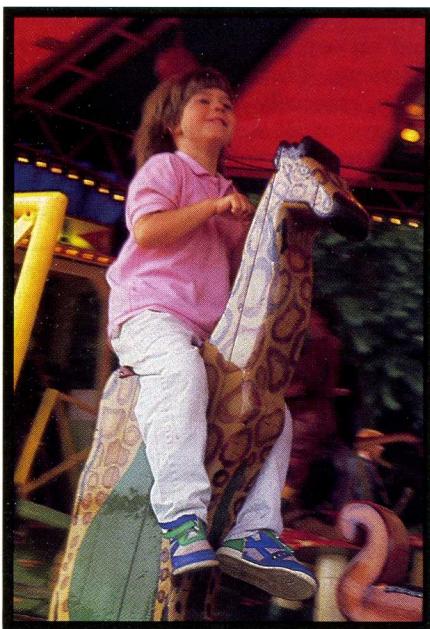
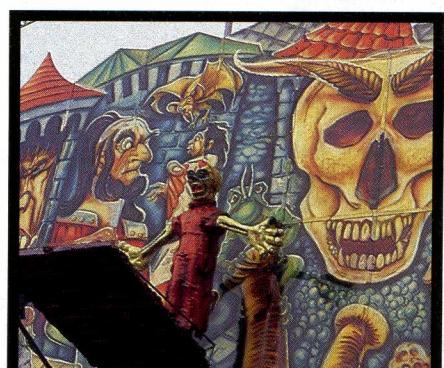
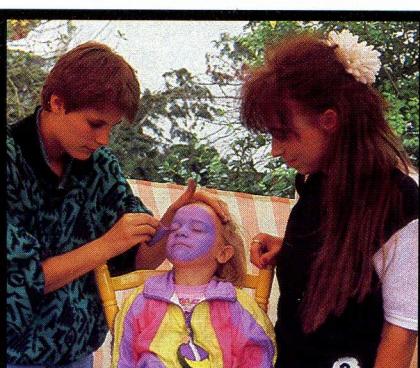
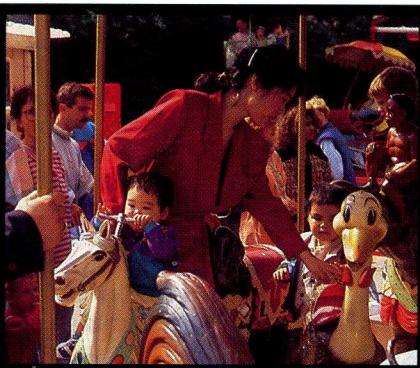


TIJBURG: GROOTSTE KERMIS!



Als U tijdens een bezoek aan Nederland zin heeft in een dagje kermis, dan is het de moeite waard te weten dat Tilburg in omvang alles slaat. De kermis wordt gehouden in de maand juli, inlichtingen bij de VVV kantoren.

Tijdens een bezoek aan dit feestelijk gebeuren, dat bijna de hele binnenstad van Tilburg omvat, maakten we een serie foto's die we als "stemmingsmakers" afdrukken. Zoals internationaal het geval blijkt te zijn, bestaat een groot deel van de attracties uit kramen waar allerlei prijzen te winnen zijn. Persoonlijk geloven we dat wel, maar gelukkig is er nog genoeg over voor de echte liefhebber: van de meest moderne "space-age" sensaties tot een aparte "Nostalgiehoek" waar echt heel oude kermisattracties te vinden zijn. Favoriet bij de hele kleintjes ... en bij opa en oma vermoedelijk ook. De stemming is Brabants-gezellig en de inwendige mens hoeft niets te kort te komen – al is het misschien geen echt verstandige voeding!





DRIFTING ALONG THE RIVER

Peace and quiet in an area of turmoil.

Some readers may think that the Vogelvlucht editors are inveterate optimists about everything in Holland. Now let's assure you that in fact the opposite is true: we are very critical. Because we think you will want to see the best of the country during your holiday, we carefully select what we hope will be to your liking. Occasionally, we have to change our plans because something turns out to be below expectations.

That is what happened to the original plan for this article: we had intended to write about "The Iron Triangle" as it is called (and a wonderful title that made!): the place where the provinces of Zuid-Holland, Noord-Brabant and Gelderland meet. In the Middle Ages, this was a hotly contested area and as a result, it was heavily fortified – hence the nickname. In a small triangle along the borders of the Waal river, you'll find the ancient fortress cities of Gorinchem and Woudrichem and the fortress of Loevestein. However, when we visited Gorinchem we discovered that suburban development has almost overwhelmed the old city. As a result, the atmosphere is not on a par with the other two items of the tour and therefore we voted against including it in a Touring Tip. So instead, we decided to extend the route to Zaltbommel for a trip which you can easily do by bike.



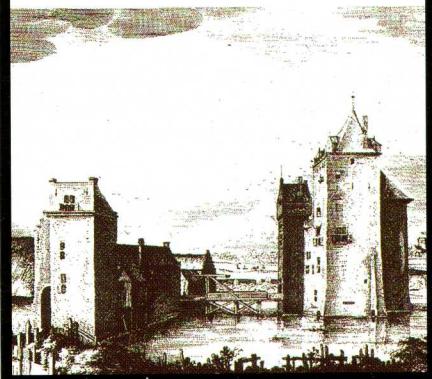
Here is the itinerary we propose (about 20 kms): start in Zaltbommel, follow the road on top of the dike to Nieuwaal, Zuilichem and Brakel. Ask the friendly Brakel aborigines for the road to Loevestein, because the signs are not too clear. After a visit to the castle, take the ferry (pedestrians only!) across the river to Woudrichem. Unless you decide you want to spend the rest of your life there (not unlikely!), take the ferry back to Loevestein to pick up your car or bike. And very importantly: adapt your pace to the area – it may have seen lots of turmoil in the past but it's utterly peaceful now. So here we go.

Zaltbommel

Dutchies will of course remember a ditty featuring the tower of Zaltbommel, which is not at all appropriate for this magnificent 15th-century addition to a church that is older still. The usual fires (1538, 1696) destroyed the very high spire, which is shown on an odd-format painting inside the church. But although truncated, the tower is still impressive and beautifully decorated. Clever proportioning has resulted in an enhanced perspective effect, especially noticeable if you stand right underneath.

The Town Hall is a stately building and across the street you'll see the Waag (weighing-house) with a nicely decorated front. The Maarten van Rossum House – now the local museum – was built in the early 16th century for Maarten van Rossum, one of the less pleasant characters in Dutch history: as a military commander he gained a fine reputation for pillage and plunder. A frequent visitor to relatives living in the city was a writer called Karl Marx. Apparently his oddball ideas did not influence the sons of that family: Anton and Gerard Philips soon began to dabble in electricity in a shed in the garden of the house that is still standing ... You will also discover that

LOEVESTEIN CASTLE



the famous composer Franz Liszt and the even more famous painter Edouard Manet had something to do with Zaltbommel!

At the end of the Waterstraat you'll see the Watergate, a remnant of the medieval walls with a house tucked away in an arch of the wall itself. Much of the ramparts of the town is still left and now serves as a park. A stroll on top is recommended for the nice views. There are several beautiful houses, especially the Gouverneurshuis, but most of all we think you will like the general atmosphere of Zaltbommel: cobblestoned streets and carillons playing ancient tunes.

The church can be visited from May to September daily between 13.00 and 16.00 hours, except on Mondays. You can climb the tower on Saturdays and Sundays in the same period.

On Tuesday mornings there is a large market going on, a smaller one is held from 10.00 to 17.00 on Saturdays.

The VVV is housed in the Town Hall and has a folder describing a self-guided tour.



The landscape

Through the Watergate, you'll reach the dike you will follow from there on to Brakel. This is a connoisseur's landscape, we feel. One of the pleasant surprises we had is that the river is actually accessible in several places. That is not usually the case in The Netherlands: much of the fertile land along the major Dutch rivers is of course private. But this stretch not only offers superb panoramas from a distance, there are many small clean sandy beaches that are ideal for a picnic with a view of the ships and barges passing by. Other parts of the river's borders are protected nature areas and some of them begin to show what the primeval landscape some 2000 years ago looked like: dense wetland woods that are inundated for several months of the year, with an undergrowth of reeds and brambles. A paradise for bird watchers and other naturalists.

Talking about birds: not only did we see a very impressive specimen of the eagle branch, in the tiny village of Zuilichem several cartwheels on poles invite the storks to breed, and with success! These birds grew up just across the river in Herwijnen, where KLM captain Vos breeds storks, as we described in a previous issue of Vogelvlucht.

Loevestein castle

As you approach Loevestein, it's sometimes hard to believe that there is somebody else around in the country. In the winter months, the scenery will be pretty forbidding, we think, and that is exactly the word for Loevestein castle. If it looks isolated and impregnable now, how much more will it have done 300 years ago. As the invention of gunpowder rendered stone walls obsolete, many castles became opulent mansions, but not so Loevestein. Remote and inhospitable, it became the State's high-security prison in the 17th century, with an

escape story at least as good as any Colditz had to offer. Any Dutchman will know about Hugo de Groot and the book-chest (some two dozen "genuine" escape chests are on display all over the country ..), but oddly enough I have noticed that they are less familiar with Hugo Grotius' (to use his internationally known name) merits. So here, for the record, is a very brief summary: Grotius was a world-famous lawyer, whose work is still regarded as a corner-stone of international law. After his escape he lived in Paris, where became Sweden's ambassador to France. International indeed!

A visit to Loevestein gives you a good idea of the sort of (semi-barbarous) life inside a "romantic" medieval castle: because it did not become a luxury mansion, none of the "mod cons" of later centuries were added. The views from the tower are breath-taking. One room is still in use as a church by the people from a neighbouring village called Poederoijen, an ancient privilege that is still being honoured. Some good ideas for souvenirs: apart from colour slides and engravings, the restaurant also sells a DIY cardboard model and towels showing Loevestein.

The castle can be visited daily from 11.00 to 16.00 hrs. In 1991 it remained open for the first time during the winter months, but to be sure it's best to phone 01832-1375.

Woudrichem – a dream

The text on the sign of the ferry from Loevestein to Woudrichem is so good you'll never forget it. And the same applies to Woudrichem itself.

It's a small city first mentioned in the 9th century (!) and heavily fortified in the 16th. The ramparts are still largely intact and surround a dream come true. Do not expect a magnificent Town Hall or immense cathedral, Woudrichem has nothing "spectacular"



to offer. But nevertheless it is perhaps the single most beautiful inhabited spot in the Netherlands. It has been meticulously restored in the past few decades, is now protected in its entirety and if you love beauty in simplicity this is where you will lose your heart. Cobblestones, beautiful brickwork, view of the river, chatting neighbours – you feel you could just sit there for hours, drinking a beer and soaking it all up to remember it in future years.

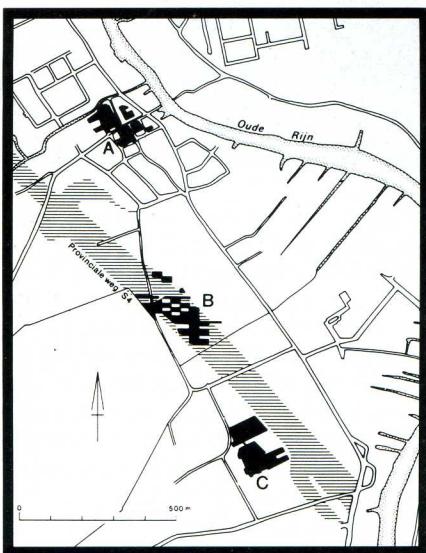


THE ARCHEOLOGIST

Ancient history is a subject that's catching the interest of a growing public. Not only in the Netherlands, but also among the Dutch abroad. Several Vogelvlucht readers wrote to us asking whether we could tell more about relics from long ago they could see for themselves while on a holiday, or about aspects their history lessons did not cover very well. The problem is that the most interesting things to see – say a medieval house being excavated – are not open to the public, of course. However, I've come up with two stories on ancient history you really can do something with. The first is an inside story told by a professional archeologist, the second is about a unique trip through history you'll be able to make in the near future.

What's an archeologist like?

"An archeologist is like one of these expensive raincoats you can wear inside out or outside out, if you know what I mean. In the morning you may be sloshing about ankle-deep in mud, and a few hours later you may have to be the polished executive visiting a government official!"

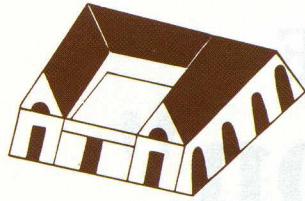


The archeologist Daan Hallewas knows this situation well, because he is the Vice-Director of the ROB (Rijksdienst voor Oudheidkundig Bodemonderzoek) in Amersfoort, the State Service in charge of Antiquities hidden underneath the Dutch topsoil. In that position, there is of course a lot of managerial work to do, but he is still able to devote time to work in the field – the actual "digging" operations. Also, he has been involved in a project I wanted to know more about.

"I was already interested in archeology as a teenager, when I helped excavating as a volunteer – many amateurs still do so. For my studies, I decided to specialize in Dutch archeology, particularly the western part of the country. That is unique because the

west soil has led to conservation of materials you will not find in the drier parts of the country – like leather and wood. A second reason why archeology in The Netherlands is so interesting is the close interaction between people and the landscape. Flooding forced settlers to either move away or do something about it; on the other hand people cut wood and dug peat and so transformed the scenery. And the third characteristic of archeological work in The Netherlands is that our activities are guided by demolitions! That may sound odd, but it's true: on many **ancient** places of settlement **modern** places of settlement are being built and as modern construction threatens to destroy the information in the soil, excavations are necessary to save it."

Praetorium agrippinae.



The Valkenburg excavations.

"Demolition" was the keyword for luring Daan Hallewas into a discussion of a project I had set my sights on: the excavations of Valkenburg – not the place in Limburg, but near Leiden, where the Royal Netherlands Navy has an airfield.

"That airfield was already there in May 1940", Hallewas takes over, "it was captured by the Germans but retaken by Dutch troops. In the fighting, not much was left of Valkenburg village and because there were indications of Roman settlement at this location, digging already began in 1942!" The excavations ended in the late Eighties and have given us a fascinating picture of what went on some 2000 years ago. "Valkenburg was a true frontier-fort. The Rhine formed the frontier of the Roman empire, and at that time the estuaries of today did not yet exist: "the" Rhine reached the sea at Katwijk! North of the Rhine, there were the Frisians and the Romans had had so much trouble with them they decided to leave them to their own devices..."

Valkenburg's location made it a natural choice for a seaport and the remains of quays for ships to moor along have been found. Such a port must be defended, and one of the finds was a sizeable fort for infantry and a cavalry unit. Communication was by the river and also by a road along it, which formed a part of the Roman highway network running all the way down to Italy. That road has also been discovered and from the wood used for its construction we can exactly say when it was built: in AD 39 - 40, which also gives the date for the fort.

"Valkenburg was already on the map: it is called Praetorium Agrippina on a famous map (the Peutinger map) of the Roman empire, which features it by a very special symbol. That symbol is also used for a resort in the South of France, but although Valkenburg must have been something very special, we

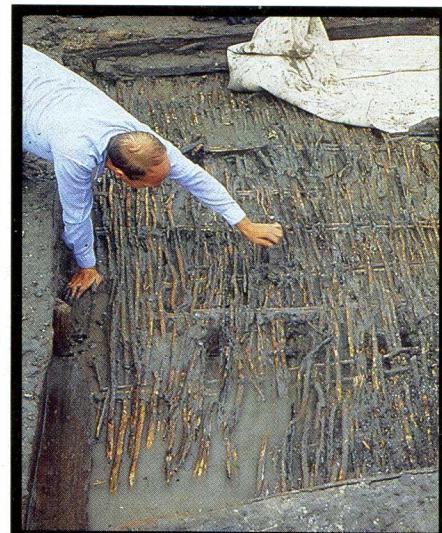
don't know what ...!"

In the Seventies, excavations were started about a kilometre to the south, and these unearthed a civil settlement of the same period. Several hundred soldiers made for a good "market": Interestingly, near the fort two granaries have been found and these were much too big for the garrison. Valkenburg may have been an early sort of Europort, for transit of grain to other parts of the Roman empire.

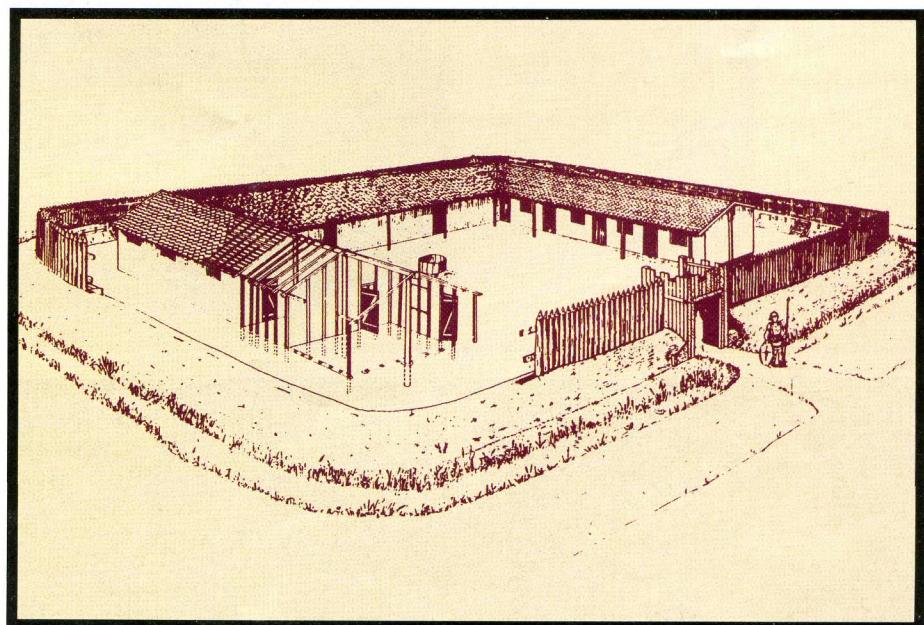
"We do not know what sort of people lived there, or what language they spoke. But we do know they were a very mixed lot, because in between the fort and the settlement we have discovered a graveyard. From the way in which these people buried their dead, we can tell that they belonged to very different tribes."

In AD 260 the Roman garrison left, but the fort continued to be used for about another hundred years. Then the area was practically deserted for a couple of centuries...

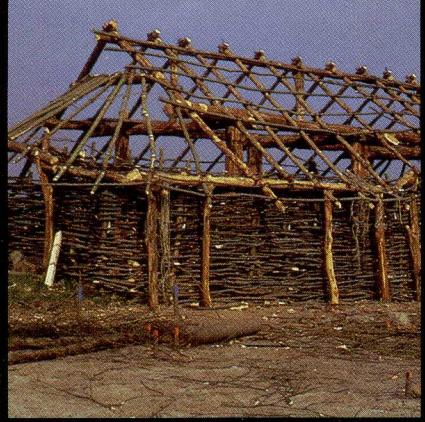
Plans and drawings of reconstructed buildings, remains of shoes, coins, seeds that tell us what these people ate



– the archeologists will be busy studying them for quite some time, but for the interested layman they do not really let ancient history "come to life". But there's an alternative, in which Daan Hallewas has been officially involved from a very early moment. It's called "Archeon", and that's the next story!



All pictures courtesy Rijksdienst voor het Oudheidkundig Bodemonderzoek, Amersfoort.



Archeon's main building

TRIP IN TIME "Archeon"

eye-to-eye with the distant past

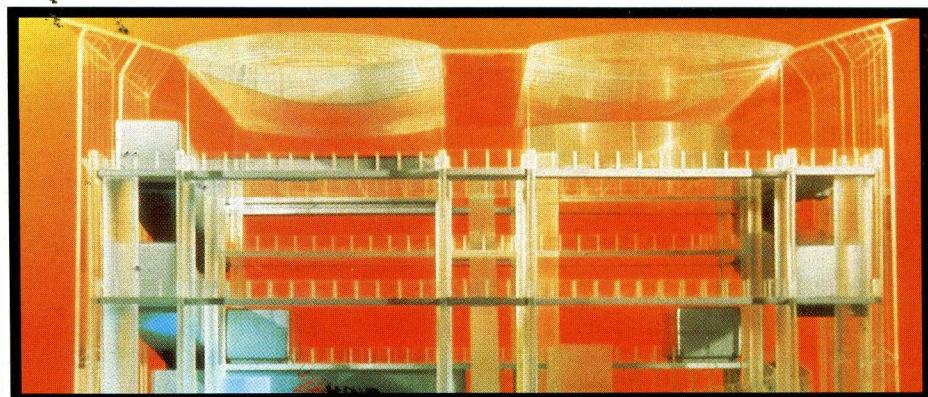
Tales of the past have always fascinated people. Even the oldest stories that have been preserved – whether of the Greeks, Germanic people, Maori or Aboriginals – invariably deal with the past. As kids, we are spellbound by fairy-tales or the Knights of the Round Table and we never seem to lose interest – otherwise a recent book like "The Clan of the Cave-Bear" would not have become a bestseller!

But it's not only "history" in the strict sense – the written chronicle – that intrigues us, it's also the ancient way of life. How can one survive without the supermarket? How to light a fire, build a kiln for making pottery, a furnace for melting metal? Or could you make a bow and flint arrows that really kill game at a distance?

In 1994, you'll be able to find this out – and much more besides – in "Archeon", a park of no less than 60 hectares located in Alphen aan den Rijn, The Netherlands, where the past will literally come to life.

About a hundred centuries

Archeon will be unique in many respects.



Authentic reconstruction

One of these is its size: when it opens its gates to the public, some 40 hectares will be finished. The remaining 20 will still be under construction, and this by itself is part of the show: visitors will be able to see what construction methods were used in various periods!

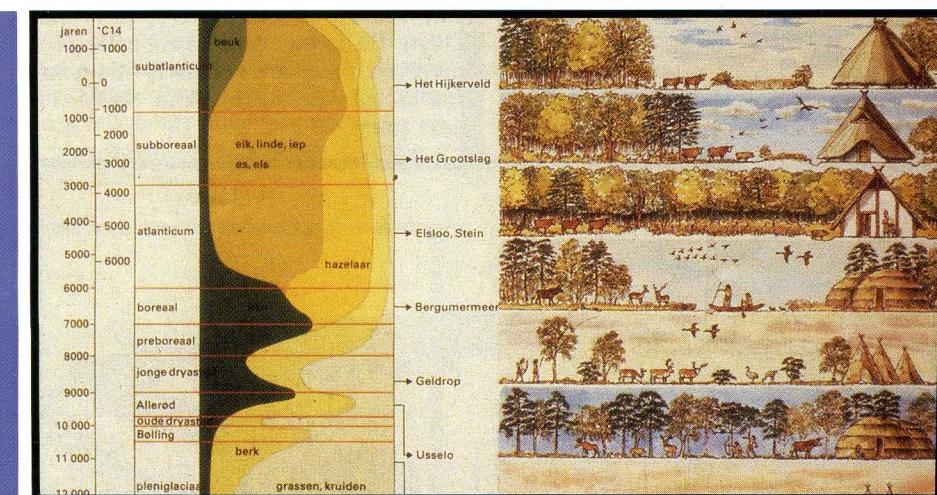
Another important feature is that Archeon is not limited to a single period, but will show a panorama of something like a

hundred centuries of human culture: from the Old Stone Age via the Mammoth Hunters of the first farmers, the Bronze Age, the Iron Age, the Romans and the Middle Ages up to the mid-fifteenth century. The displays in the park are not the products of fantasy, but authentic reconstructions of what archeologists have discovered of people from cultures who actually lived in the area now called The Netherlands. In other words: it's not a sort of Disney fake, but shows real life-size replicas blessed by the scientists represented in the organization.

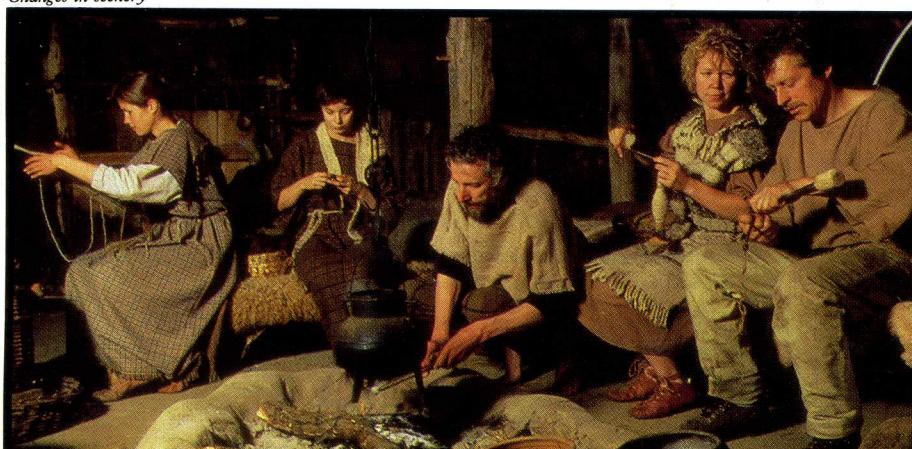
Some examples are replicas of Stone Age dwellings from Bergschenhoek and Vlaardingen, a Bronze Age temple from Bargeroosterveld and farms from West-Friesland, a Roman harbour from Velzen and the medieval city of Dorestad (near what is now Wijk bij Duurstede). A very special atmosphere is created by the setting, which shows the interaction between Man and the landscape: all displays are separated from each other (so you can't visually skip some 2000 years!) and are situated in landscapes corresponding to the actual situation of the time – wet or drier, dense bushes or open landscapes complete with the plants that grew there. Even the animals are in style: there will be back-bred ancient races of horses and pigs – which makes for a wonderful kid's farm for the very young.

Living history

But most importantly, Archeon will not be a static display. Perhaps one of the best ideas in the Archeon set-up is that there will be all sorts of activities going on, and these will bring you really eye-to-eye with the distant past.



Changes in scenery



Prehistoric family

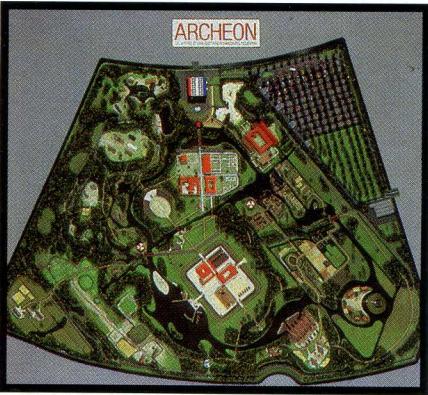


FLYING MET STATION

The displays will be populated by players in the authentic dress of the time and they will be doing the things people did then, from domestic chores like grinding corn and baking bread to eye-catching crafts like melting and casting bronze or making shoes. These people will also tell you exactly how and why they do it thus, because they really are experts. Houses will be built and cloth will be woven; from Roman times there will be a shop, a chef will create classic specialties and strutting soldiers will show off their weapons and armour. Or how about buying from a medieval peddler?

That principle of "living history" will be one of the strong points of Archeon: when done in a historically justified way (and the experts in the organization will surely see to that!) it lets you participate – which a museum exhibit never can do. Kids are known to be completely absorbed by anything archeological – after all: they are not far removed from the barbarians, some parents think. Building huts and mucking about baking your own bread comes naturally to them. That's what the Archeon people have understood perfectly: lodgings in style can be offered to schools and an entire class can "go Stone Age" with all the fun and games, including accommodation.

And for adults, there are similar (somewhat less rough and ready) arrangements: a Roman city with temple, shops, workshops and inn where you can book, have a Roman bath and eat like the Romans did. Although I am told you can unfortunately NOT buy captured maidens from distant lands like Gallia or Brittannia....



Survey of the park

In early spring, KLM's Boeing 747 "Sir Charles E. Kingford Smith" became one of the first civil aircraft to double as a flying meteorological station. Together with aircraft of 6 other airlines, it will gather a mass of data on the weather during regular flights across oceans and thinly populated areas, for which data has been rather scarce. This initiative may result in a further refinement of weather forecasting – with possible benefits for the airlines themselves!

Technical provisions

During a scheduled maintenance programme, the aircraft was fitted with a set of instruments called ASDAR, for Aircraft to Satellite Data Relay. During cruising, mostly at altitudes between 10 and 12 kilometres, measurements are made at 7-minute intervals. During ascent and descent, data are collected even more frequently.

This results in a wealth of information on the upper troposphere – the bottom layer of the atmosphere in which the processes that determine the weather take place – and its vertical composition in the vicinity of airports in particular.

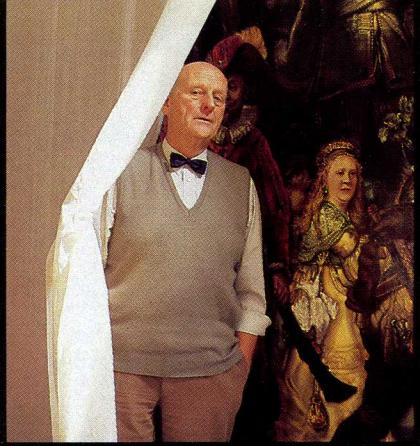
The parameters measured are pressure, temperature, direction and speed of the

winds and the degree of turbulence. The data are logged together with the time, geographic position and altitude and transmitted every hour to one of the geostationary weather satellites in orbit. The satellites then relay the information to ground-stations for transmission to all meteorological services through the worldwide Global Telecommunication System, a meteorological data network.

International co-operation

ASDAR resulted from a co-operative effort of 12 national meteorological services, a consortium headed by the KNMI of the Netherlands. It forms part of the worldwide project called World Weather Watch, co-ordinated by the World Meteorological Organization. The equipment was developed by the British component of Matra Marconi Space, a Franco-British joint venture. The data are made available to the national weather bureaus and special meteorological institutes such as the European Centre for Medium-term Weather Forecasts in Reading (England), where they are used for development of scientific models of one of mankind's favourite topics: the weather.





De maestro en zijn werk

Amateurschilders zijn er bij bosjes in Nederland, en sommigen hebben een hoog niveau bereikt. Van Rembrandt's Nachtwacht is er maar één, maar toen aan het eind van 1990 de zakenman Jan van der Horst in zijn Overijsselse huis de laatste penseelstreek op het doek neerzette, was er een dupliaat tot stand gekomen dat zonder meer verbijsterend mag heten. Niet alleen is het een kanjer van een schilderij, dat met 4.80 x 3.90 metre zelfs nog groter is dan de Nachtwacht die u in het Rijksmuseum kunt zien (daar kom ik op terug), maar het krijgt ook van deskundigen uitstekende beoordelingen vanwege zijn kwaliteit. De Nachtwacht van Van der Horst is een klassiek voorbeeld hoe een hobby in de meest positieve zin uit de hand kan lopen. Nou heb ik na een verschrikkelijk gezellig bezoek eigenlijk het idee dat bij Jan van der Horst wel eens meer iets "vanzelf" escaleert, en dat komt door zijn persoonlijkheid. Een enkele keer kom je mensen tegen die in de loop der jaren niets van hun kwajongensachtige enthousiasme hebben hoeven in te leveren, en dat is nou precies wat deze hele Nachtwacht #2 affaire tot zo'n kostelijke story maakt. Hier en daar geef ik wat achtergrond, de rest zijn de woorden van de "maestro" zelf.

Dat red ik nooit!

Jan komt zoals hij zelf zegt uit een "dakgootschildersgezin" maar voelde er niets voor ook in het vak te gaan. Maar aangezien vader vlak na de oorlog het werk niet aankon, begon hij er toch maar mee. Toen is het volgens Jan "een beetje uit de hand gelopen" (wat zei ik!) en uiteindelijk zwaaidde hij de scepter over een groot aantal winkels en een groothandelsbedrijf.

– Toen ik met pensioen zou gaan zei mijn vrouw "wat ga je nou straks doen? Je moeder zei dat je zo leuk tekenen kon, is dat niks?" Goed, ik ging naar een opleiding en liet thuis af en

Nachtwacht Nummer Twee!

Hoe een hobby uit de hand kan lopen

toe schilderijtjes zien waar ik toch wel een beetje trots op was, totdat mijn vrouw zei: "verbeeld je nou maar niets, zolang jij de Nachtwacht niet geschilderd hebt, ben je voor mij geen schilder."

Nou, dat is precies het laatste wat je tegen Jan van der Horst moet zeggen. Hij begon prompt met een kleine versie, een kwart van het origineel, op basis van een plaatje in een boek en een postertje van het Rijksmuseum.

– Ik ben natuurlijk ook intensief naar de Nachtwacht gaan kijken en toen dacht ik: "dat red ik nooit". Ook in de vijf jaar dat ik er aan gewerkt heb, stond ik vaak op het punt om de terpentine er over heen te halen, trouwens. Om wat te oefenen ging ik een aantal details op ware grootte schilderen en toen ik eens zei dat het veel leuker zou zijn het ding op ware grootte te schilderen kwam mijn vrouw prompt met: "nou, wat let je?"

War groote?

Uiteindelijk werd het dus groter dan het origineel, om een reden die lang niet iedereen zal weten: er is ooit een heel stuk van de linker – en de bovenkant van Rembrandt's werk afgesneden omdat het formaat de toenmalige eigenaar niet zo goed uitkwam!

– Dat stuk is te reconstrueren omdat een leerling van Rembrandt de Nachtwacht heeft nageschilderd toen hij net klaar was, op formaat 85 x 65 cm, en daar staat het wel op. Die kopie toont echter weer niet het schild met de 18 namen dat op de Nachtwacht te zien is. Toen Rembrandt het doek afleverde stond het schild en niet op, pas toen de betaling min of meer geregeld was, heeft de schilder het erop gezet.

Er rees echter een probleempje: een doek van dat formaat kon niet in het huis. U begrijpt het al: het plafond en de open haard moesten verdwijnen ...

– De onderste stukken heb ik op mijn buik liggend gedaan, voor de bovenste

moest ik steigers op. Het moeilijkste was dat je nooit een echt goed overzicht van het geheel kon krijgen – ik kon er niet ver genoeg vanaf staan. Je voelt het gewoon aankomen: toen bleek dat het schilderij voor geen prijs meer naar buiten kon. U kent de familie Van der Horst nu zo'n beetje, zodat de oplossing natuurlijk voor de hand ligt – het huis werd verbouwd en een gevel werd voorzien van een soort gigantische brievenbus waar het doek uiteindelijk liggend doorheen naar buiten werd geschoven.

Resultaat – en bestemming ...

Het eindresultaat kunt u beoordelen op de foto's, het origineel is uiteraard veel mooier. Ook technisch wordt het door deskundigen als "ruim voldoende" gewaardeerd – dat betekent in gewoon Nederlands "hartstikke goed". Dat blijkt bijvoorbeeld uit de stofweergave (de huid, het fluweel, de edele metalen) en uit een heel moeilijk ding: de kap van de laars waar je echt in moet kunnen kijken.

Vijf jaar werk zit erin en halverwege dacht Jan "stoppen ermee, dat wordt nooit wat." Gelukkig had hij een scherpzinnig kriticus bij de hand in de persoon van zijn zwager Michael Wentzel en een half jaar lang hebben ze samen alles nog heel kritisch bekeken en bijgeschaafd.

Waarom dit monsterproject toch sympathiek blijft en geen maniakkengedoe werd, is het ontbreken van pretenties van de maker: hij heeft gewoon als amateur zo goed mogelijk zijn best gedaan.

– Ik heb er wel enorm veel van geleerd, niet alleen over de techniek van Rembrandt die ik zo goed als ik kon probeerde te volgen, maar ook over de tekortkomingen in de literatuur over het doek dat waarschijnlijk het meest bekende Nederlandse schilderij is. Je vindt bijvoorbeeld nergens dat in de camisool van Ruitenburg het wapen van Amsterdam zit en dat de naam



"Gijsbrecht" op zijn kraag staat geborduurd. Niemand weet wat dat betekent.

En dan natuurlijk de vraag "wat doe je ermee?" Commentaar van de maker: "Er zijn natuurlijk massa's kopers (van die bedragen word je moe) maar dat is helemaal niet de bedoeling."

Ten tijde van ons bezoek had de stad Leiden belangstelling voor een expositie, maar het was nog niet duidelijk of er een gebouw was waar

het schilderij in kon! Zoals van der Horst opmerkte: "het kan hier niet eens onder het viaduct door". Uiteindelijk lukte het en het werk werd 4 maanden in Leiden tentoongesteld ter gelegenheid van het Rembrandtjaar. Interessant voor de vakantieganger naar Nederland is dat de Nachtwacht #2 vanaf de tweede helft van 1992 voor een periode van ca. 5 jaar wordt tentoongesteld in het nieuwe expositiecomplex van

restaurant "Madrid", Tolhuisweg 5, Hesselum, gemeente Dalfsen. Warm aanbevolen!

NOOT: De echte titel van Rembrandt's bekendste stuk is "Het korporaalschap van kapitein Banningh Cock". De Nachtwacht was een scheldnaam omdat het schilderij zo donker was. Het stuk ruimeerde Rembrandt.



Nachtwacht #2



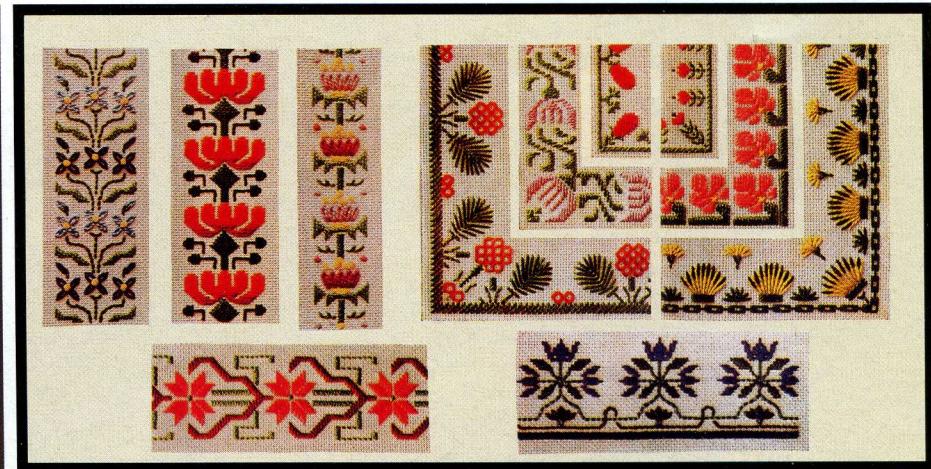
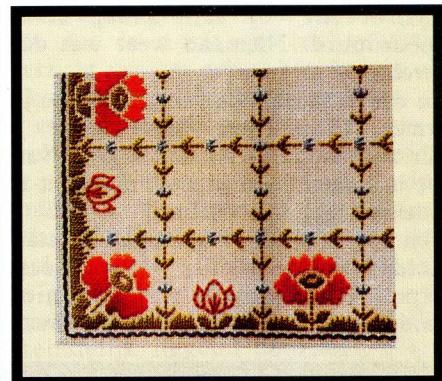
DE AVONTUREN VAN EEN BEREISD PATRONENBOEKJE

Door de firma Breitsma in Leeuwarden, die behalve in Friesch Houtsnijwerk ook in Dameshandwerken deed, werd ooit voor f.0.45, een prachtig DMC-patronenboekje verkocht.

Een halve eeuw later en aan het andere eind van de wereld door het boekje weer op. "Stop het maar in je koffer", zei een vriendin in Auckland, "ik doe er toch niets mee". En bij mij dreigde het boekje eenzelfde lot te ondergaan. Er staan de mooiste patronen in maar het ziet er allemaal wat formeel uit en het borduren van steeds weer dezelfde bloemen in eindeloze herhaling is weinig aantrekkelijk. Toch bleef ik van tijd tot tijd in het boekje bladeren en ineens kwam het idee: een minimerklap met kleine stukjes van een paar randpatronen en details van de vlakvullende motieven. Ik koos borduurlijnen van 8 draden per cm en werkte met een dubbele draad linnen garen. Deze combinatie gaf een wat levendiger effect dan de stijve stekjes van het voorbeeld. Ik maakte van tevoren geen plan voor de opzet en zo werd het borduren een spannend project in plaats van een saaie herhalingsoefening.

In het midden kwam een vierkant motief. Er boven en er onder stukjes rand waarvan het hoofdmotief ongeveer dezelfde breedte hadden. De hoogte lag nu vast, de breedte was al bepaald door het couponnetje linnen.

Met veel getel en enig gesmokkel werden mijn favoriete randjes uiteindelijk tot een fleurige wanddecoratie verwerkt. Kijk met dit idee in het achterhoofd eens opnieuw naar oude patronen. Niet volgens het boekje werkend kom je soms tot verrassende resultaten.



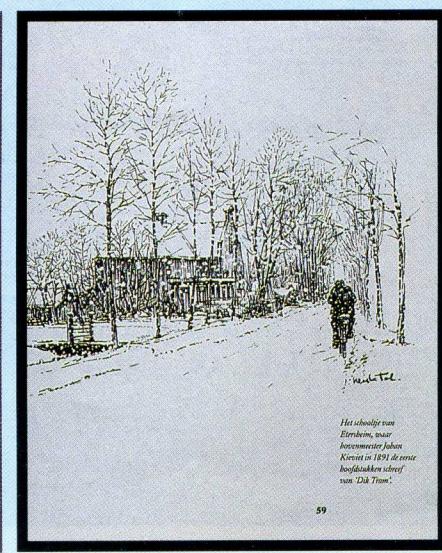
EEN HANDVOL RUST

Henk Tol was een veelzijdig man die hield van de warmte en de geborgenheid van zijn kleine Noordhollandse gemeenschap. Hij was vooral tekenaar en illustrator en veel van zijn werk is nu verzameld in het boek dat zijn vrienden vier jaar na zijn dood samengesteld hebben.

Of het nu in pentekening, aquarel of ets was, Henk Tol wist de typisch Hoordhollandse sfeer van weleer zodanig neer te zetten dat je er een soort romantisch-nostalgisch gevoel bij krijgt. Niet dat het skoithuisje in Grootschermer, de fietser in het barre winterweer bij Etersheim of de Wieringse boer in de herfststorm nou zo mooi zijn, meer het is zo levensecht

en misschien daardoor zo aantrekkelijk. Door de ogen van Henk Tol zien we de hondekar door De Rijp en de bakkersfiets door Zaandijk rijden maar verrassend veel tafereeltjes, verzameld in "Een handvol rust", kunnen we gelukkig ook met eigen ogen aanschouwen. Stolpboerderijen als "Weltevreden" in de Schermer en de Veermanskade in Hoorn die Tol anno 1900 uitbeeldde, liggen er vandaag de dag nog net zo bij.

"Een handvol rust" is uitgegeven door de Stichting Uitgeverij Noord-Holland, Dubbele Buurt 2-4, 1521 DC Wormerveer, de prijs is f.32,50, formaat 23 x 24 cm, gebonden, 96 pagina's met op vrijwel iedere bladzijde één of meerdere illustraties in kleur of zwart/wit.



Het schoolje van Etersheim, waar Henk Tol tekeningen voor Kerst in 1901 in een briefkaart schreef van 'Dik Tim'.



LETTERBOX

LAST FIRST FLIGHT MEMORIES



When I wrote the editorial introduction "First flight memories" in the previous issue, it was to sum up: we had received so many letters that we could fill several Vogelvluchts. Because we are always short of space, and never short of copy, I decided to close down the subject. Nevertheless,

the article promptly resulted in another batch of "First Flight memories" and I will briefly present them here. But please note that these definitely have to be the last contributions on the subject!

Mr J.A. Rosier, Campbelltown,

Australia, holds the record among our correspondents. He made his first flight in 1934, making a round trip over Amsterdam including the Olympic Stadium, while a Holland-Belgium match was going on! As he wrote: "this was in the time of the famous Han Hollander." He also requested more information on the new facilities being constructed at Schiphol. In the near future, we'll certainly cover that subject, at this moment the operations are still in full swing and any article written is likely to be out of date a month later ..!

Mr F. Visser, Loganholme, Australia, has very special memories of his first KLM flight: instead of emigrating, his wife and he celebrated their 25th wedding anniversary flying to The Netherlands! Evidently the crew got wind of the special occasion and Mr Visser well remembers being given some "preferential treatment". The

couple also celebrated their 50th wedding anniversary by making a KLM flight to the old country and we hope they may be able to do the same for their 60th!

Mrs Postema-Snoek, Bellevue Heights, Australia, went on the very first KLM flight for migrants. For this special occasion, the legendary director of KLM Mr Albert Plesman addressed the 64 passengers. As she writes: "I recall the moment of total emotional despair as we departed." As usual in those days, there were some delays on the way, but Mrs Postema writes: "Even now, after 41 years, I want to say: thank you, KLM." We, on the other hand, can assure her she will not have to sleep on persian rugs during a stopover...

Thank you all for sharing your pleasant memories with us and we hope your next flight with us will add to them!

THE ART OF ANNEMIEKE MEIN

Occasionally our letterbox contains something unusual and this time it was a very large and very beautiful book called "The art of Annemieke Main". The artist was born in Haarlem in 1944 and migrated to Australia in 1951. Fifteen years ago she started designing and executing wildlife pictures in textiles: "sculptures, wall works and wearables", to use her own words.

My first impulse after looking at the pictures was never to touch a needle again .. with work of this superb quality about lesser mortals should stop dabbling. But on second thought I realised that apart from simply enjoying the pictures we can learn a lot from Annemiekes descriptions.

She has absolutely no trade secrets, elaborates on her techniques and patiently takes us through the many

states of her creations which she had extensively documented. Her methods (combinations of hand - and machine stitching, painting, padding and drawing) are shown in detail in high-quality photographs.

Annemieke has a superb sense of colour and never seems to rest until she finds the perfect result: for a tiny worm in a wall sculpture measuring 165 x 170 cm fifty different shades were tried out...

There is no need to ask if she feels at home in Australia. The answer lies in her profound interest in the Australian flora and fauna. In the book she only once refers to her Dutch background. She remembers covering her patient grandfather with a collection of small, colourful, machine-embroidered "lapjes", cigar-box embroideries she calls them. In the high-relief wall

sculpture she refers to the silken texture of the moth reminded Annemieke poignantly of her Haarlem childhood.

The book "The art of Annemieke Mein, wildlife artist in textiles" is published by Viking-Penguin Books Australia Ltd, costs \$65.00 and features some 60 textiles.



A PAGE FULL OF TRAVEL BARGAINS ... AVAILABLE ONLY FROM YOUR NEAREST HOLLAND GATEWAY AGENT ...

STOP PRESS

At the time of going to press with this latest issue of Vogelvlucht, air fares to Amsterdam were subject to possible last minute changes, particularly as we head towards the low-season months of October and November.

We therefore recommend that you contact your nearest Holland Gateway Travel Agent to check the latest information, whether you intend flying direct to Holland on KLM's one-stop Boeing 747-400 service from Sydney and Melbourne every Monday and Friday, or directly out of Adelaide, Brisbane and Perth, in conjunction with either Singapore Airlines or Garuda to Singapore or Indonesia, then by KLM 747-400 to Amsterdam.

Early bookings are also essential to spend the Festive Season in Holland, so don't delay or you'll miss out!

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