

# Vogelvlucht





**Editors:**

Beth McDougall  
KLM  
Irene Grootendorst  
OZAD

**Layout:**

Kate Allnutt  
OZAD

**Editorial Address:**

Vogelvlucht, c/o KLM,  
GPO Box 4095  
Sydney, NSW 2001  
Australia  
Tel: (02) 233 6255

**Advertising Enquiries:**

Dutch Weekly Pty Ltd, Sydney  
Tel: (02) 281 8522.

**KLM Offices:**

5 Elizabeth Street, Sydney  
(02) 233 6255,  
Ticket Office, (02) 231 6333;  
80 Collins Street, Melbourne  
(03) 654 8344,  
Ticket Office (03) 654 5222;  
GPO Box 3538, Auckland  
(09) 302 1452,  
Ticket Office (09) 309 1782.

For reservations and information,  
toll free from anywhere in Australia:  
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### UPCOMING EVENTS

#### 23 March - 25 May 1995

Keukenhof Flower Show  
Lisse  
Tel: 02521-19034

#### 22 May - 22 June 1995

Sand Sculptures Festival  
Scheveningen

#### 1-30 June 1995

Holland Festival  
Amsterdam  
Tel: 020-6276566

#### 5 June 1995

Elfsteden Bicycle Tour  
230 Km, start in Bolsward  
Tel: 05157-3263

#### 14-16 July 1995

North Sea Jazz Festival  
Den Haag  
Tel: 070-3548000



Dear Reader

What a wonderful response to the last edition of Vogelvlucht. Since reverting to the larger size, as before, we have received many letters of praise. In addition, many of you have kindly sent us historical KLM memorabilia which we have, in turn, forwarded to KLM headquarters for their reference and safekeeping.

Regular readers will recall that in the last edition we requested a response to indicate if you wished to remain on our mailing list and continue receiving Vogelvlucht. Well the enormous response was 'yes!'

In fact rather than reducing our circulation we find now that even more of you wish to receive Vogelvlucht on a regular basis. Please bear with us whilst we continue to update the mailing list. Thank you.

This edition contains an interesting article on KLM aircraft maintenance – no activity at KLM receives greater attention than the safety of our passengers. Perhaps this is why KLM is also contracted to undertake maintenance for so many other airlines. This is something in which we take great pride.

For many of our readers it is a long held dream to have friends and relatives in Holland come to visit "Down Under." To make this a little easier, why not consider taking advantage of our special fare which allows you to book and pay for the ticket here in Australia with collection of the ticket in the Netherlands.

Finally, a special note of thanks to those of you who, over the years, have supported KLM. Our success in Australia now leads us to the introduction of an additional flight between Sydney and Amsterdam. From July 2nd you will be able to choose from KLM flights on Sunday, Monday or Thursday.

Happy reading!

Kind regards  
KLM Royal Dutch Airlines



Harry Hemmer  
General Manager  
Australia and New Zealand

## PRE PAID FARES

Great news!

You can now tell your family and friends to come and visit you Down Under because KLM offers a new way to save you hundreds of dollars off the normal airfare.

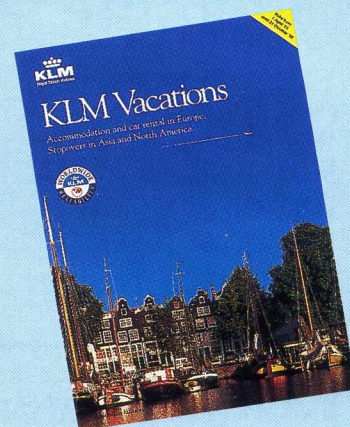
You simply buy the tickets here in Australia on their behalf. They can leave Europe anytime but need to be back by 31st August, 1995.

Tickets can be picked up by family or friends in the Netherlands. For further information call KLM or your local Holland Gateway Agent.

## KLM Update

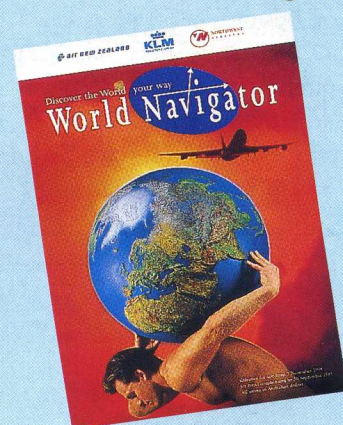


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# KLM announces third service on the Australia route

In response to consistently high passenger load factors KLM has decided to increase its Boeing 747-400 services to Australia by adding a third flight each week.

Effective from July 2nd ex Sydney, KLM will fly to Amsterdam (via Singapore) every Sunday (new service), Monday and Thursday, departing late afternoon and arriving at Schiphol early morning the following day – perfect timing for either onward connections throughout Europe, or meeting your friends and relatives.

The additional flight offers passengers a greater choice of departure days, which means added flexibility whether you are travelling on business or for pleasure.

Recently there has been much publicity regarding the viability of the Europe/Australia routes and some airlines have withdrawn – or indicated uncertainty about continuing to service Australia.

Going against this trend, Mr Harry Hemmer, KLM's General Manager for Australia and New Zealand, commented:

"KLM has always taken the long view, rather than being opportunists in the market (KLM has been serving Australia for over 50 years, and was the first airline to provide an international service to Australia). Though it will not be easy, we are confident we will show the viability of increased direct services between Australia and Europe. (Our improved product is expected to meet with quite some support in the travel industry.)"

# KLM makes dreams come true



The International "Bridging the World" Contest, one of the elements of KLM Royal Dutch Airlines' 75th anniversary celebrations, produced a flood of more than 12,000 entries from all around the world. An international jury, chaired by the former Dutch Prime Minister, Mr Ruud Lubbers, awarded first prizes to 12 of the entries.

KLM's 75th anniversary theme "Bridging the World", underscores the vision of its founder, Albert Plesman, that "The air ocean unites all peoples". Under this theme, KLM wants to help fulfil long-cherished dreams and ideals through air travel. People all over the world were invited to interpret this theme as creatively as possible and to work out the details as a structured project.

KLM will provide the prizewinners with more than just transport. They will also pay for all other expenses incurred by prizewinners to make their cherished dreams come true. KLM has made a total of 2,000 air tickets available for the contest. In addition to the 12 first prizes, 81 contestants have been awarded second prizes. These prizewinners will receive a round trip ticket to the destination of their project.

Australia featured strongly among the winners with one first prize and three second prizes. A first prize being awarded to Mr T. Kuchar, a university

lecturer at James Cook University in North Queensland. His winning entry was based on an Australian conductor providing classes jointly with other music teachers to gifted musicians in Kiev, Ukraine.

## Jury selects winners of the KLM "Bridging the World" Contest

Other winning ideas included a disabled American woman who dreamed of travelling to Ghana with a team of 25 specialists and therapists, which has worked with the Ghanaian Association for the Physically Disabled on earlier occasions. The team and KLM will jointly present the Association with 200 wheelchairs.

Thanks to the idea of a woman from the Netherlands, 10 young shoe-shine boys from the fairy tale city of Istanbul, Turkey, will be given a week's vacation at the wonderland theme park, 'De Efteling,' in the Netherlands.

A Dutch cook working in Moscow will lead a cookery course in the Netherlands for a group of Russian



volunteers who prepare meals for elderly people in Moscow. While they are away on the course, KLM will cater the meals for the elderly Muscovites.

An American woman, working as a U.S. Peace Corps volunteer in Morocco, will fly with the staff of a Moroccan organisation for the blind to Los Angeles, California, where they will be instructed in modern American teaching methods for the blind.

With the assistance of an Israeli company, an American family living in Thailand will travel to a school in Malawi to plant citrus orchards, which will in the future provide the school with an extra source of income.

A man from the United States has volunteered to lead a project for the construction of a clinic in the suburbs of Conakry, Guinea. He plans to complete the project in only a week with the help of 24 professional workers from the United States and Europe.

Through the years, a Dutch film maker has been following the lives of six families residing in various places around the world. With KLM's help, these families will meet for the first time in Cape Province, South Africa.

Former street children with exceptional soccer talent will travel from Rio de Janeiro, Brazil, to the Netherlands for a week to train and play against the PSV Eindhoven soccer team.

In the coming months KLM will make all these dreams come true.

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*The kitchen maid*

## Vermeer Exhibition

The National Gallery of Art in Washington and the Mauritshuis in The Hague are organising an exhibition of the work of Johannes Vermeer (1632-1675).

The exhibition will be shown in Washington from 12 November 1995 to 11 February 1996; and in The Hague from 1 March to 2 June 1996.

Johannes Vermeer left behind a small oeuvre of no more than 25 paintings, a large number of which

will be in the exhibition. Vermeer is admired for his painting technique, his superb depiction of light and shade and his illusionism. With loans from collections in London, Berlin, Dublin, Edinburgh and New York, among others, the exhibition offers the first representative survey of the work of this master of the Dutch Golden Age.

Open daily from 9.00am to 6.00pm a visit to the permanent collection of both the Mauritshuis and the Picture Gallery of Prince Willem V is included in the cost of admission.





Queen Beatrix, Prince Claus, Princess Juliana and Prince Bernhard

To this day the House of Orange is extremely popular with the Dutch and this is to a large extent thanks to Queen Beatrix herself. She has managed to give her role as head of state an entirely new and professional meaning. There are two days each year when the solidarity between the Royal House and the people is particularly evident: the Queen's Day ('Koninginnedag') and the day of the Queen's Speech ('Prinsjesdag').

The Queen's Day is on April 30th and has for years been a national holiday in the Netherlands. Everyone has the day off and throughout the country people celebrate. In actual fact April 30th is the birthday of Princess Juliana, the mother of Beatrix. When Juliana was still Queen there used to be a large parade at the palace at Soestdijk. Groups from every level of society would be invited for a parade past the high steps of the palace: societies, folkloristic groups, war veterans, country women, professional groups, bands, etc. The entire royal family would stand on the steps for several hours to witness the colourful procession of thousands of countrymen.

After Beatrix succeeded her mother as Queen in 1980 she decided to keep 30 April as the date for celebrating the Queen's Day, not only

# The Dutch Royal

to honour her mother but also to celebrate the anniversary of her own inauguration. Under Beatrix the nature of the Queen's Day changed. Instead of the rather formal procession, the royal family took a more active part in the festivities. Since then it has become tradition for

Queen Beatrix to visit two places on 30 April, accompanied by her husband Prince Claus and her sons, as well as by her sister Princess Margriet and family.

Months of preparation precede the reception of the royal guests.

Organisations and municipal representatives work hard at organising the programme of festivities. Everything has to

be arranged down to the last detail and nothing is left to chance. Nevertheless the royal visit is often a spontaneous event. In fact the members of the Royal House themselves usually make sure of this. They visibly enjoy the festivities and are not afraid to join in. All of Holland can see on television how Prince Willem Alexander whirls along in a folk dance, or how his brothers

Constantijn and Friso get caught up in a pillow fight.

But the rest of the country also celebrates the Queen's Day; there are fairs, sports competitions, children's parties, jumble sales and lantern parades. Amsterdam, in particular, goes to town with a large-scale free market day which attracts tens of thousands of visitors from Holland and abroad. In many places the Queen's Day traditionally ends with a lantern parade and fireworks.

Another occasion when the royal family officially presents itself to the

people is the day of the Queen's speech (Prinsjesdag). Once a year, on the third Tuesday in September, the Queen delivers her speech from the throne. In this speech the government sets out to the General Assembly of the States General (the members of the Dutch Upper and Lower House) the policy it intends to pursue during the coming year of session. The reading of the Queen's



William of Orange (1533-1584), the founder of the Royal House



Queen Beatrix and Prince Claus with Prince Johan Friso, Prince Constantijn and Crown Prince Willem-Alexander

Speech also marks the opening of the ordinary session of the States General. After the ceremony, the Minister of Finance presents his government budget to Parliament.

Since 1887 the Queen's Speech has been read out in the Great Hall (Ridderzaal) in The Hague, the administrative heart of Holland. The



name Prinsjesdag (the Prince's Day) dates back to the celebration of the birthday of Viceregent William V, who was compelled to flee to England in 1795 after the invasion by Napoleon's troops. During the French occupation of Holland his birthday (which is on 8 March) became an opportunity to demonstrate loyalty to the House of Orange. Many Dutch people still regard the day of the Queen's Speech as a chance to express their loyalty. All over The Hague you will see flags with orange streamers, and even people with

# al House

orange bows on their lapels (although this trend is diminishing).

Along the route between the Noordeine Palace and the Great Hall, dense crowds are waiting to catch a glimpse of the Golden Coach. The first spectators have been there since the early morning, to secure a good spot. The royal procession departs at one o'clock. At the palace, along the

route and also at the Binnenhof there are guards of honour and bands. From the moment the Queen departs, accompanied by court officials and an honorary escort, salutes ring out every minute to let people know their Head of State is on the way to the General Assembly of the States General.

For this journey the Queen uses the Golden Coach. This Golden Coach is an indispensable part of the pomp and show that goes with the day of the Queen's Speech. It was presented to Queen Wilhelmina on 7 September as an inauguration gift from the people of Amsterdam, to express their appreciation.

The name 'Golden Coach' is a little misleading, for this carriage is actually made of Javanese teak, partly painted and partly gilded with gold leaf. Like the teak, all the construction materials came from parts of what was then the Kingdom of the Netherlands. The flax is from the province of Zeeland, the leather from the province of Brabant and the ivory from Sumatra.

The Golden Coach was first used at the wedding of Queen Wilhelmina and Prince Hendrik on 7 February 1901. In 1903 the Golden Coach was used for the first time on the day of



Queen Beatrix

the Queen's Speech, thus ushering in a new custom.

In the early years after the war, a time of sobriety and scarcity, Queen Wilhelmina preferred simply travelling by car. But at the inauguration of Juliana the Golden Coach was taken out for the first time since the war for a tour of Amsterdam by the young Queen. In that same year Juliana also reinstated the tradition of riding to the Binnenhof in the Golden Coach on the day of the Queen's Speech.

The Golden Coach has been used on several other occasions too, such as the marriage of Princess Juliana and Prince Bernhard in 1937 and that of Princess Beatrix and Prince Claus in 1966. It was also used for taking Juliana, Beatrix and Willem Alexander, all successors to the throne, to church to be baptized.

The Royal House continues to be popular with the Dutch. Even today you might encounter members of the royal family during a shopping spree, a game of sports or at the theatre, possibly incognito. You could meet



The Golden Coach





Queen Beatrix and Crown Prince Willem-Alexander

them anywhere in Holland, but The Hague, where the royal family lives, is the likeliest place. In fact both Beatrix and her sons were able to complete their studies at secondary school and university amidst all the other students, and their anonymity was fully respected.

The members of the royal family attend many official and unofficial occasions. They try not to restrict themselves to obligatory actions such as cutting ribbons, but participate

in social organisations in so far as their position allows this. Thus Prince Claus, the husband of Beatrix, occupies a host of official positions. He is particularly interested in foreign aid issues and has for years been chairman of the NCO (National Committee for Information and Consciousness-Raising on Foreign Aid). Princess Margriet, the right-hand of her sister Beatrix, is a member of the Board of the Red Cross and her husband, Pieter van Vollenhoven, is chairman of the Board for Traffic Safety (Raad voor de Verkeersveiligheid). Prince Bernhard, the father of Beatrix, has for years been active for the World Wildlife Fund.

During her reign, Queen Juliana had a number of central themes on which she focused regularly in her public appearances and speeches: respect for life, European unification, international solidarity and foreign aid. In addition she has always shown a special interest in social issues.

Since her inauguration, Queen Beatrix has developed into a monarch who gives her role as Head of State an entirely new, modern significance. Her business acumen and enormous zest for work are proverbial. Insiders

even speak of a 'workaholic'. She is generally regarded as a successful and modern manager with great know-how in many areas.

Qualities that are often mentioned are her great sense of responsibility, her critical ability, her (sometimes excessive) perfectionism, but also her warmth, creativity, quick wit, spontaneity and tremendous sense of humour. In a rare interview she stated her weaknesses are her stubbornness, impatience and desire to manage everything herself. Owing to the professional way in which she fulfils her role, she is an example to many and in 1985 she was even proclaimed 'Woman of the Year'.



The Royal Family on a ski holiday



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*Typical Dutch courtyard*

# Dutch Courtyards

Holland is a land of "hofjes". You will find them in virtually every historical town: a collection of little houses around an enclosed courtyard. The houses, usually built in the same architecture and form, are often modelled on monastic cloisters and beguinages. In the more simple ones, the houses simply form a row along a street. More prosperous courtyards are reached through a fine gateway.

"Hofjes" have been built in the Netherlands since the Middle Ages. For centuries, they were used to care for the poor in their old age.

In the past, charity paid for all kinds of provisions for the poor and the elderly, and that included the "hofjes". But "hofjes" were institutions founded and managed by private individuals. This distinguished them from other institutions, such as "godshuizen" (charitable institutions) and "gasthuizen" (homes for the aged and infirm), which were under the responsibility of the town council or the church.

"Hofjes" were first built in the 14th Century. There is still one "hofje" in existence from this period: the Bakenesserkamer in Haarlem, founded in 1395 in the name of Dirk van Bakenes. The earliest "hofjes" were not a total innovation. Both the name and the enclosed form are

borrowed from the beguinages, which first arose in our country in the 12th Century.

Beguines were spinsters or widows who lived in communities. Their way of life was very like that of nuns. Such beguinages existed in most Dutch towns.

The "hofjes" had their hey-day in the 17th and 18th centuries. Particularly in the 18th century, a number of "hofjes" were built in Amsterdam and Haarlem, for example, with exteriors reminiscent of palaces or magnificent patrician mansions. The luxurious nature of these "hofjes" seems, however, to be restricted chiefly to the main entrance and more generous overall dimensions.

In the 19th and the first half of



*Begijnhofje, Amsterdam*

the 20th centuries, most "hofjes" had a difficult time. And yet, quite a few new "hofjes" were still being built in the 19th century. These were "hofjes" founded by church authorities or philanthropic organisations, and the so-called "exploitatiehofjes" or "revenue hofjes", founded with a clear eye to profit.

The stone tablets above the entrance doors of the hofjes, which normally contained not only the name and coat of arms but also poems in praise of the founder, give the impression that the foundations were set up solely from the noblest of motives. However, that may be an overly one-sided view.

Some lines in the poems of praise give insight into the founders' motives. Having their names live on is one of them. Catholic founders had still more important motives as well. Founding "hofjes" counted as good works, with which they hoped to gain entrance to heaven. At the same time, they could also make sure of that by stipulating the residents had to pray at certain times for the immortal soul of the founder.

The founders were a very mixed group. They included brewers, shoemakers, cloth manufacturers, merchants, priests, parsons, patricians, etcetera.

"Hofjes" had a selective admission policy. The founder decided on the type of people to be considered. For practical reasons, single women were normally chosen, because they could easily manage a household on their own.

The women generally had to be widowed or unmarried, and elderly. They had to be of irreproachable conduct. Sometimes, the elderly residents also had to belong to a specific category, e.g. widows of carpenters or doctors.

As a rule, residents of the "hofjes" were poor, but not totally destitute. In principle, they did not have to pay rent, but they did have to provide their own furniture and household goods.

Life at the "hofje" was governed



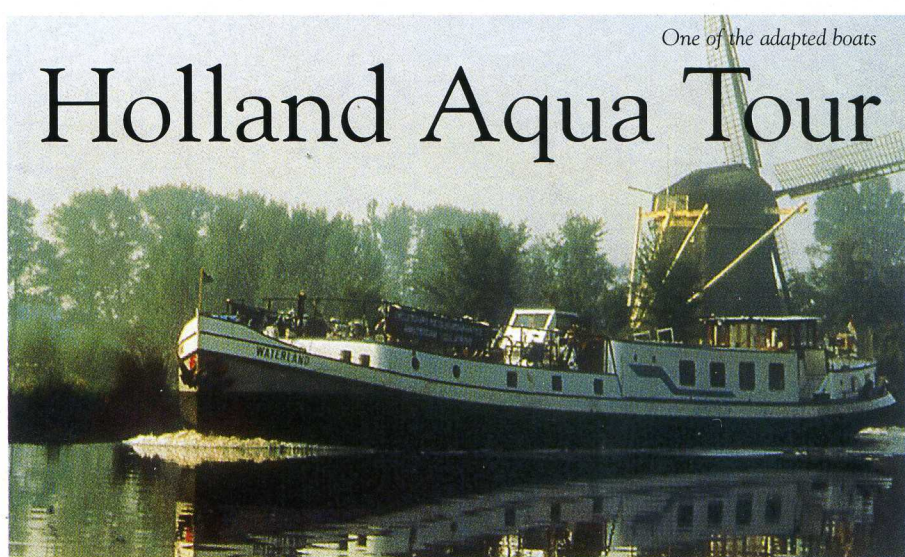
by a set of rules. These were posted in a central location in the "hofje", and in many cases the residents also received their own copy. There were rules and regulations, for example, about the cleaning of the houses, scrubbing the front steps, polishing the pump. Then there were also rules specific to the particular "hofje". The rules were strict but fair. Breaking them was often punishable by a fine, which normally went to the benefit of the residents.

In the capital city of Amsterdam, there are "hofjes" that stand out for their fine architecture, such as the Corvershofje and the Van Brants-Rushofje on the Nieuwe Keizersgracht, as well as the Deutenhofje on the Prinsengracht.

The oldest "hofje" in Amsterdam is the 14th Century Beguinage (Begijnhof, on Begijnsteeg), the gables of which are a model of Dutch architecture: spout gables, a stepped gable, various neck gables and clock gables, and also some straight ridge pieces.

The Hofje der Zeven Keurvorsten built in the early 17th Century, has won fame for its beautiful panel depicting the deathbed of the Blessed Virgin.

When visiting the "hofjes", please respect the privacy and peace of the residents. ■



# Holland Aqua Tour

A unique cruise on the inland waterways of the Netherlands.

The following cruise has been organised especially for Dutch emigrants:

The IJssel Lake and Scenic North-Holland (9th-16th September 1995)

This tour starts in Amsterdam and includes visits to ports like Marken, Hoorn and Enkhuizen. If weather permits, the island of Texel will also be visited. Subsequently this tour will call in at Schagen (traditional cattle-market), Alkmaar (world-famous cheese market) and the open-air museum Zaanse Schans (four different types of traditional mills).

For this tour we have chartered the Cura, a so-called 'luxury motor

passenger ship'. The maximum capacity will be 34 passengers for this tour in order to secure the personal and non massive character of it. Aboard the 'Cura' there are mainly two person cabins, all provided with washing basins (hot & cold running water), wardrobes and bunk (single) beds. Furthermore there are four showers and four toilets. The dining/recreation roof offers a fine view while sailing and the sundeck offers enough space for all passengers.

The tour will be accompanied by a Dutch/English speaking guide who will inform the participants on the daily excursions and walks through picturesque towns.

The price is NLG. 795, per person. This includes accommodation aboard and transport by the 'Cura' and first-class full board (three extended meals a day: breakfast, lunch and three course dinner).

For joining the guided excursions + NLG 100, - (net) per person has to be paid aboard the ship, at the beginning of the tour.

This tour will appeal to many Dutch people who wish to visit their homeland in a special way! Travellers are also welcome to make reservations on group travels on one of our traditional freighters that, after thorough renovation, have been made appropriate for the purpose of sailing with passengers. The attractiveness of these vessels can be found in the small-scaleness (the largest ship has

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accommodation for +40 passengers) and the adventurous, but nevertheless comfortable, aspect. On the one hand these motor passenger ships can't be compared with the luxurious cruise ships, on the other hand they do have the advantage of being able to sail to places that cruise ships cannot reach.

For more information contact one of the Gateway travel agents (see back page).



*Enjoying the scenery by bicycle*

## Bike & boat holidays 1995

Holland is pre-eminently a cycling country. Fifteen million inhabitants all with bikes. In this country you learn to ride a bike at the age of 4 and people carry on cycling well into their old age. Cycling is a way of life in Holland.

Holland is also a land of water. This country was formed by the sea and the rivers which had, and still have, a great deal of influence on its daily life. In former times all transport was done by boat. Practically the whole country is accessible by river or canal.



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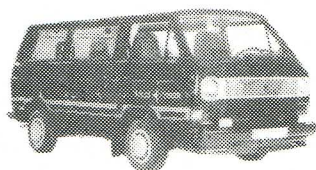
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This is the background to the Bike and Boat holiday. While you cycle, a boat, your 'hotel' sails to the next staging point. You don't need to carry your luggage around with you and you only unpack your cases once. A comfortable cabin becomes your 'hotel room' for a week. Each boat has a multi-lingual guide who accompanies you on your cycling stages, points out the places of interest and helps in case of a breakdown. A robust bike of Dutch make, suitable for the 50km per day stages, is waiting for you. If you wish

you can cycle on your own, extending or shortening the stage as you like.

There are five different Bike and Boat routes.

**WEEK TRIPS (8 days/7 nights)**

Southern route –

from Amsterdam, April to October.

Northern route –

from Amsterdam, April to October.

Friesland and Wadden route –

from Leeuwarden, June to August.

IJssel route –

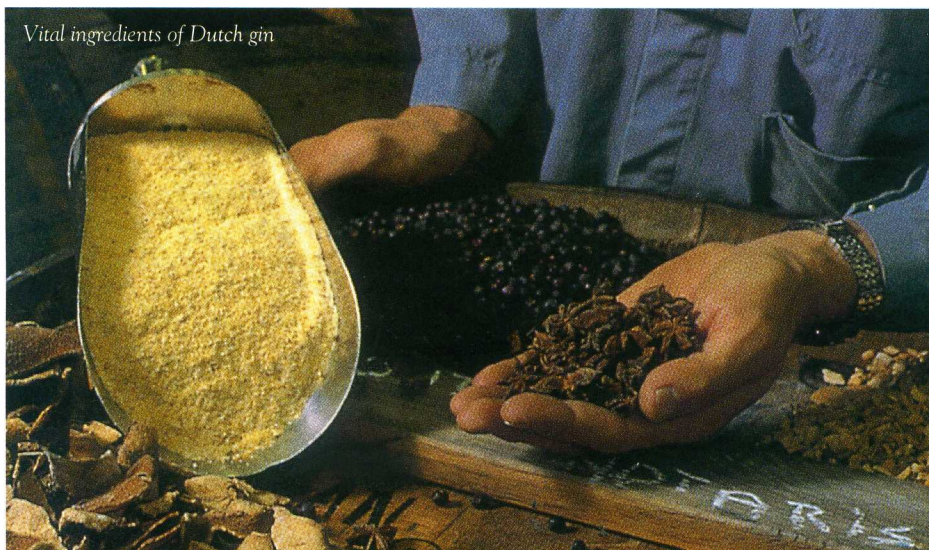
from Arnhem, July and August.

Zeeland and Belgium route –

from Middelburg, July and August. ■



Vital ingredients of Dutch gin



**P**roost! The long sea voyages of the Dutch East and West India Companies to the colonies in the 1600s prompted the Dutch to experiment in the development of distilled liquor. All manner of ailments plagued the sailors and scurvy was common through lack of vitamin C, so distillers sought to preserve the benefits of fruit in alcohol and sugar.

Dutch ships brought home everything a distiller could wish for – cinnamon from Asia, orange blossom and citrus fruits from the Mediterranean and the Caribbean, cloves from Africa, vanilla from



'Perfect Love', a centuries-old liqueur

Tahiti, rose-oil from Bulgaria and coffee from Colombo. With grain and fruit in abundance at home, the Dutch made the most of all these different opportunities. Whatever you call it – jenever, genever, geneva gin, Dutch gin, Holland's schnapps, ginebra de Holanda, aromatic schnapps, le gros gin, le gin au grand

# Dutch Gin

coeur – today it's the spirit of Holland. At home it remains number one in the consumption league despite the inroads made by foreign tipples.

So what precisely is jenever? Malt wine is one distinctive ingredient, alcohol is another, and these are distilled a second time using herbs and juniper berries.

Every distiller has a closely-guarded recipe of his own. The biggest seller is jonge (young) jenever, which has come to prominence since the Second World War, prior to which oude (old) held way.

Then there is graanjenever, made from pure grain alcohol and distilled once, and dubbele graanjenever made similarly but distilled at least twice.

For the connoisseur, though, the malt wine jenevers and Korenwijn are the ultimate. What malt whiskies are to Scotland, these are to the Netherlands, and aged in oak casks they acquire individual, complex characters, warm, smooth and rich.

Dutch distilling makes much use of the fruits of the land; blackberries,

raspberries, cherries, strawberries, elderberries, sloes, cranberries, imported oranges, lemons and apricots but by far the most popular is bessenjenever.

Made from blackcurrants, sometimes with a sprinkling of raspberries to freshen the taste, the fruit is mixed with low-proof alcohol to prevent the berries curdling.

There is no end of deliciously old tipples among the herbals, the bitters and elixirs, some downright eccentric.

Yet the old recipes continue to influence, as a visit to the private museum in Bols modern Nieuw Vennepe complex, not far from Schiphol Airport, reveals. Within the confines of the original Amsterdam shop, moved panel by panel to the new premises, you find the most remarkable elixirs.

Kraamanijs (maternity aniseed), was a liqueur given to women after childbirth. The nurses drank it too. Kandeel, made from eggs, Rhine wine, cloves, cinnamon and sugar was meant to strengthen women after labour.

Hoe Langer, Hoe Liever and Hempje Licht Op are there, on the shelf beside Venus Olie (Venus Oil and Parfait Amour).

Meanwhile the quest for the new classics goes on. Over in Schiedam, De Kuyper is up to something with lychees.

That's the spirit.



Proost! To health, with a Boomsma beerenburg





## Hotchpotch

(Hutspot)

1 lb lean boneless chuck (thin flank)  
(England: lean brisket)  
2/3 lb onions  
4 lb potatoes  
2 lb carrots  
milk  
4 tbsps. fat, butter or margarine  
pepper

Wash meat, boil in 2 cups water and salt for about 2 hours. Scrub and mince carrots. Peel, wash and slice onions and add them to the meat together with peeled and cut potatoes and carrots. Boil until done (about 30 minutes). Remove meat from pan. Mash all the vegetables and add fat, butter or margarine and pepper. If too thick add some milk (but a spoon must stand up in it). Serve with the sliced meat. This dish is eaten as a main meal dish, either with some soup to start, and followed up with fruit, as the dish is very nourishing. This amount serves 4 people in Holland (they have big appetites).

## Stewed Eel

(Gestoofde paling)

1 1/2 lb eel  
1/4 cup butter or margarine  
salt  
water  
lemon  
bread crumbs

Cut the skinned eel in slices, clean and wash them, salt the slices and put them in a casserole dish. Add a little water, lemon juice and butter. Sprinkle bread crumbs over the fish, bake in a hot oven, with the lid on, for 15 or 20 minutes. Lower temperature, remove lid and cook for a further 10 minutes. Serve with boiled potatoes and a green salad.

## Meat and Potato Casserole

(Filosoof)

*Lit. Philosopher's dish*

1/2 lb cold meat  
1 lb boiled potatoes  
2 tbsps. butter or margarine  
1 cup gravy and water or stock  
1 small onion  
pepper  
salt  
nutmeg  
bread crumbs  
butter

Mince the meat, mash the potatoes, fry the chopped onion in the butter. Mix all these ingredients together and add the gravy or stock until it is as thick as mashed potatoes. Sprinkle in some pepper, salt and nutmeg. Put in a casserole, cover with bread crumbs, and some knobs of butter. Heat and brown in the oven or under the grill.

## Arnhem Girls

(Arnhemse meisjes)

1 cup of butter or margarine  
1/2 cup flour  
a pinch of salt  
about 4 tbsps. water  
1 egg  
sugar for sprinkling

Make puff pastry in your own manner using the first 4 ingredients. Roll out thinly. Cut out ovals with a cookie cutter of about 2 1/2." Place on buttered baking sheet, not too close together. Moisten tops with a mixture of water and beaten egg and sprinkle with sugar. Bake about 10 minutes in a hot oven (450°F) until done, very crisp and golden brown.

**Send in your favourite Dutch recipes and we'll endeavour to publish them.**

## Dutch Spice Cake

(Ontbijtkoek)

2 cups self raising flour  
1/2 cup dark brown sugar  
(demerara sugar)  
1/3 cup molasses or treacle  
1 cup milk  
1 tsp. each ground cloves, cinnamon and ginger  
1/2 tsp. grated nutmeg  
pinch of salt

Combine all the ingredients to a smooth paste. Butter an oblong 8"x 3" cake tin, fill with dough and bake for about one hour in a slow oven (300°F). When cooked, allow to cool and keep in a tin or in the bread-bin for 24 hours before serving.

This cake keeps moist when put in the bread-bin with the bread. The Dutch serve it with their "elevenses," buttered or on a slice of bread for breakfast.

## The Hague Bluff

(Haagse bluf)

The good citizens of the Hague were often accused by their countrymen – rightly or wrongly – of bragging or showing off. The following recipe, "The Hague Bluff", is so named because it produces quite a fluffy dessert out of practically nothing. It is a great favourite with Dutch children.

5 tablespoons red currant or raspberry juice  
1/2 cup sugar  
1 egg white

Put the juice, sugar and the unbeaten white of egg in a deep bowl or in an electric mixer (blender). Beat by hand ten minutes or more, the idea being that the longer one beats, the more one gets. Serve with a wafer or lady finger.



# KLM's technical maintenance

## A key factor in reliability

With a staff of approximately 5,000 the Technical Maintenance Division is the largest department within the KLM organisation. It is a key factor in the company's excellent record of reliability. In addition, it forms a good example of the services KLM offers to other airlines. And finally, it illustrates the necessity for the aviation industry to prepare for the 21st Century – now.

## The Judicial Framework

It is not generally realised the operations of an airline are determined by judicial and political factors.

For instance, the frequency and destination of scheduled flights are determined by governmental negotiations. But even to fly at all, a formal permission is required by law, because of the great responsibility involved.

Users of aircraft are required by law to maintain them according to specified standards. Within KLM, the recognised organisation is the Technical Maintenance Division. The Dutch government organisation involved in civil aviation is the Rijks Luchtvaart Dienst (RLD). KLM maintenance is not only recognised by the RLD and FAA, but also by the corresponding authorities of 16 other countries. This is necessary because the company's maintenance activities are on an international scale.

## International Co-operation

When the first wide-body jets were introduced at the beginning of the seventies, this meant a very marked increase in the scale and complexity of aircraft maintenance. To reduce the cost and increase efficiency, KLM, Swissair and SAS decided to co-operate in maintenance of the Boeing 747 and training of cockpit crews. When the Douglas DC-10-30 was acquired the French airline UTA joined the partnership, which then

became known as the KSSU group.

The work is divided as follows:

- heavy maintenance Boeing 747 and maintenance of General Electric CF6-50 engines: KLM
- heavy maintenance DC-10 and airbus: Swissair
- maintenance Pratt and Whitney JT-9D engines: SAS
- heavy maintenance landing gears and APUs: UTA

In addition, KLM has maintenance contracts with several other foreign airlines.

## Production Departments

A modern aircraft can be logically subdivided into various organic parts and systems, e.g. engines, electronics or the airframe itself.

These are so different in nature they require separate teams of specialists for servicing. These teams are found in the following KLM production departments:

## REPA (Repair Department):

This department deals with wheels and brakes, seats and interior panels, certain parts of the wings and fuselage such as the nose-cones covering the weather radar antenna, and the aircraft's windows.

## Engine Department:

Repair and maintenance of jet engines by KLM goes back to 1954, when its Engine Department began servicing the engines of the Royal Dutch Air Force. With an annual production of some 250-275 engines for about 20 different airlines, KLM's Engine Department is now the largest maintenance centre for General Electric CF6-50/80 turbofan engines in the world. These engines power modern wide-body aircraft such as the Boeing 747 and 767 series, Airbus A300 and A310 series and Douglas DC-10-30.

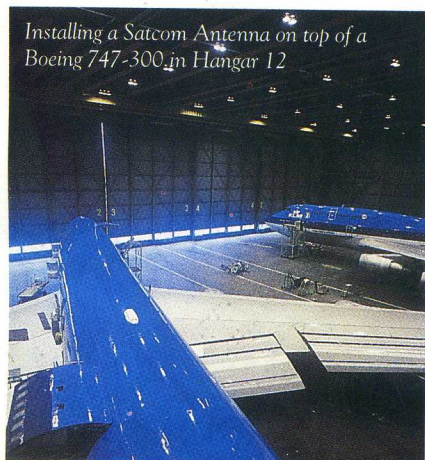
The Engine Department has highly advanced equipment for

*Customised services at the required quality level*





# ce division



Installing a Satcom Antenna on top of a Boeing 747-300 in Hangar 12

inspection, non-destructive testing and special surface treatment.

After servicing, engines are tested in a completely soundproofed building. The test facility has been designed to cope with engines of almost double the power than those of today.

## "IERA" Department

The abbreviation stands for Instruments, Electronics, Radio and Accessories and, as the name indicates, several highly specialised teams within the department service and repair communications equipment, weather radar and electronic systems, but also electrical equipment such as generators and ignition systems, pneumatic systems and Auxiliary Power Unit (a small jet engine in the tail that generates power when the aircraft is on the ground).

## Aircraft Maintenance

All other parts of the aircraft are maintained by a variety of teams in the Aircraft Maintenance Department, from painters and upholsterers to specialised mechanics.

For aircraft, maintenance and inspection are scheduled according to principles including number of flying-hours, number of cycles (take-off and landing), condition on inspection etc.

In practice this results in maintenance schedules such as the following (for a Boeing 747):

Inspection	Frequency
P	After each landing
H	In hangar, if required for correction of malfunctions
FA	450 flying hours
FC	4400 flying hours
FD	26,000 flying hours

FD inspections (also called "Heavy Maintenance Visit") are so comprehensive that worldwide there are only a few centres where they can be carried out for complex aircraft such as the Boeing 747. The aircraft is almost completely stripped: seats, engines, control surfaces, landing gear, floors etc. are removed.

All cockpit instruments are checked, overhauled or changed, the windows are polished, the paint is removed and a complete inspection for corrosion is carried out.

Modifications such as new interior design or changes in instrumentation can also be carried out during an FD inspection.



Pylon inspection and repair

The aircraft is in the hangar for about 4 weeks and some 150 specialists are constantly involved.

## **New Developments**

Aircraft technology has entered a phase of rapid development, exemplified by the Boeing 747-400.

In these aircraft, complex electronic systems have taken over many functions that formerly had to be carried out by the crew. These systems are fantastically reliable: a

malfunction is to be expected only once every 20 years or so.

A special computer on board the aircraft continuously monitors the performance of the various systems.

The data is relayed to the ground – either automatically or on command – via a radio datalink. In this manner, a complete performance profile is available several hours before the aircraft is coming in to land at Schiphol. This information is stored in the maintenance computer



Technical inspection of the nose and landing gear

on the ground and can be consulted by a separate team of highly experienced specialists, the Maintenance Support Centre.

They evaluate all data (including information on the previous performance of the aircraft) and act as consultant to the maintenance crew.

KLM's central Engineering Department played an important role in the development of this Aircraft Condition Monitoring System.

## **The Pay-off**

In the end, the sole purpose of all activities by KLM's Technical Department is not to "maintain aircraft". It boils down to this – at the correct time and the correct place an aircraft must be available in the correct configuration (number of seats, cargo capacity) and in the correct condition to carry out a flight according to the timetable.

The pay-off of the whole process, therefore, is in terms of reliability and punctuality.



If you drive along the Albany to Borden road, just north of the Stirlings in Western Australia, you will see a peculiar structure rising out of the golden haze of wheat paddocks, which stretch away in all directions all around you. The structure looks like a king size salt and pepper shaker, or one of those power station cooling towers you sometimes see on TV. Wide at the bottom and tapering in as it rises upwards.

But don't worry. Instead of a cloud of steam rising from it, the structure is topped by a roof which, somehow, doesn't seem to fit. Betraying the fact that this is but the beginning of something completely different: a traditional Dutch windmill.

Called 'The Lily', after a boyhood mill of fond memories, it is the creation of Pleun and his wife Hendrikje (call me Hennie) Hitzert, two fairly recent settlers from Holland. With a senior position in advertising and graphic design, life was pleasant for Pleun in tight little Ridderskerk. But he had always hankered for the wide open spaces, fresh air and a touch of adventure. So they quietly made their plans and one grey day, they left their home for a new life in the sun.

They have loved every minute of it so far. From the moment when their KLM crew, who had somehow found out that it was Pleun's birthday, presented him with a bottle of champagne and organised an in-flight party for the two of them and, it seemed, most of the other passengers as well.

They discovered the Stirling Ranges back in the late 80s and sat for hours just watching the changing colours and the cap clouds as they formed, grew and rolled down the north face of the Bluff Knoll. They realised this was the place where they wanted to put down their roots and spend the rest of their lives. Within months they had bought their piece of paradise just up

the road from the Amelup roadhouse and the following winter, they planted the first of their vines.

While the canes pushed their roots deep into the unfamiliar soil and Hennie travelled to her job in Albany every day (200km round trip) to put food on the table, Pleun tended the vines and began to plan what would be their vineyard's trademark – The Mill.

He didn't want a make-believe one with an electric motor driving the sails around for effect. A 'touristy stage prop', far removed from the real thing. No way! It had to be a genuine working mill or nothing.

He scoured the countryside for some secondhand bricks, for that 'vintage' look he wanted. When he found some at Broomehill, he had them trucked in, and he and Hennie spent weeks cleaning them. He got some old SEC lightpoles and crosstrees for the timberwork and when all was ready, he started work.

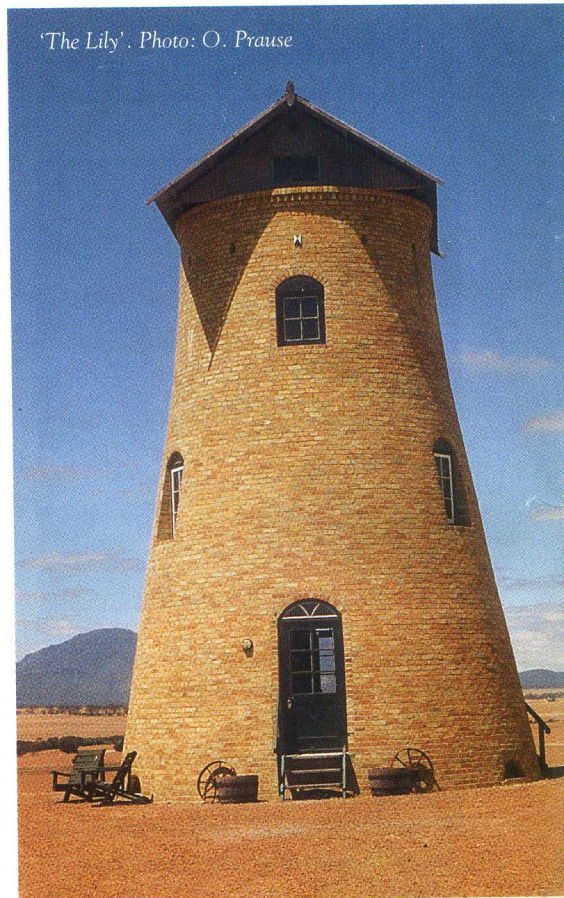
It sits on massive foundations, deep in the ground because the weight of the sails and the 'Machinery' will be enormous. It rises from a fairly broad base, tapering inwards gracefully until, about two thirds of the way up, it flares so the top end is almost vertical. If you think the roof looks a little unusual, don't be alarmed. It's only temporary, destined to be replaced with the real thing after the sails have been fitted.

'The Lily' is now open to the public. Open for a look-see at the 'old world' charm of

exposed beams and polished brass.

Even the plugged-with-corks boltholes in the crosstrees-floor look appropriate. Open as well for a sip of their wines, all named after one of the Stirlings' peaks, a cup of coffee or a candle lit dinner party. (Please ring first). But behind the scenes, Pleun is already busy preparing for the next stage.

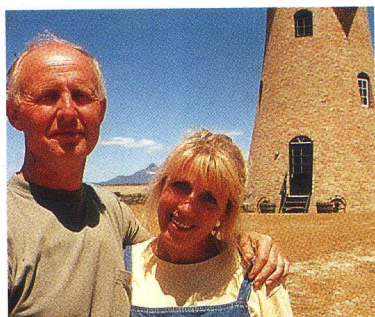
'The Lily'. Photo: O. Prause



The 'sails' will be made from 2 massive beams, probably kauri, each 22 metres long and fitted with ribs, battens and removable fabric covers. They will be driving the jarrah and wandoo machinery consisting of shafts and gears and terminating in two massive grindstones, needed to produce that 'stone ground' flour, so sought after these days.

Therefore, when next you find yourself in Western Australia, take a drive along the Albany to Borden road. There, just north of the Stirlings, you will see a windmill set amongst the lush greenery of a new vineyard. It will be an honest to goodness working mill. And as you get close, you will hear it rumble and groan. Not because it is unhappy or working too hard. But because they are the sounds a mill produces when it is grinding flour in the traditional way. A familiar sound to anyone who grew up in Holland.

It will be a new sound in the Stirlings. A new experience. Check it out next time you are down Borden way! See if it is the same as the one you remember!



Pleun & Hennie Hitzert at 'The Lily'. Photo: O. Prause



# History of a street organ

By Dirk Meertens

My wife and I were on a holiday in the UK in York on Sunday, the 28th May, 1991. I'll never forget the date when we spied a sign indicating an organ recital. Well we all thought this was for us, we found the place near the walled city of York, a little place called Rufforth. We arrived at this large farming property and a huge shed, and the show had just started. I asked the question "how much". Two quid each and for that we got two hours of music. I had a quick look inside the shed and saw all the shapes and sizes of street organs; this will do us I thought and parted with four quid. It was during this two hour session that I became besotted by an organ. I told my wife what had just come to me and what I was going to do with my life after the police force. I had already made up my mind to retire at 55 years, by then I would have had 38 years service. Yes, I would become an Organ Grinder in South Australia. You're mad she replied, but I got my way. I got talking to the organ expert, a man named Andrew Pilmer and one thing led to another and two sleepless nights later we had agreed in principle for him to build me an organ to our specifications. What started off as a query in parting with four pounds ended up to be a sale and purchase of an organ for 25 thousand pounds!

Pilmer in York in the UK is the sole importer of organs made by a very old organ building company named DECAP, who operated out of Antwerp in Belgium. It so happened that DECAP had made or were making three 52 key street organs and Pilmer had put his name on one of them. It was this organ that he sold to me. We went to Antwerp several times and got to know the fifth



'Berber Maria', the Dutch street organ

generation organ builders. I looked at all sorts of organs and in particular the facades. We decided on what we thought would look good and go well in Australia and conveyed those ideas to the organ builder in England. I particularly wanted a glockenspiel and for some extra money this would be built by DECAP into the organ.

The organ itself is a 52 key model and it plays on a 48 note Limonaire system/scale. It has 144 pipes, it consists of eight bass notes, a bourdon, a cello, the accompaniment

is 11 notes, one stopped, one violin.

Then there is the glockenspiel and tremulant on melody and the percussion consists of bass drum, snare drum and cymbal. I had 500 metres of music cut which allows me to play for two and a half hours without repeating myself. I pondered on the question on what to name this organ and settled for BERBER

MARIA, these being the Christian names of my late mother and it was

to her and my late father and their memory that I dedicated this organ.

It was they who made the huge sacrifice for me and my three sisters and one brother to migrate to Australia from Holland in 1950 with the view in mind of giving their children a better start in life.

Well, that which started off in May, 1991 came to fruition in April, 1993 when the organ arrived by sea in 17 crates.

By this time I had built a special trailer, rebuilt a shed as this organ had grown to be four metres long and nearly three metres high. ►

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# Witch Stitch Needlecraft

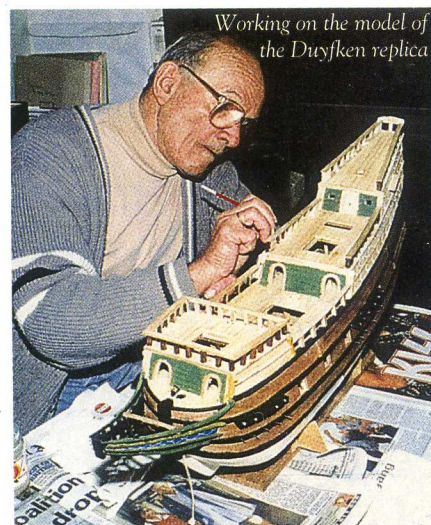
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Working on the model of the Duyfken replica

## Duyfken Replica Update

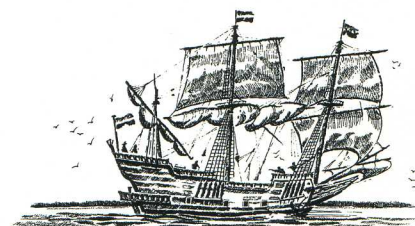
The Duyfken was the first European vessel to land in Australia, anchoring in the Gulf of Carpentaria in 1606. The Duyfken (it means Little Dove) was involved in a bloody clash with Aborigines – believed to have been caused by a misunderstanding – which left up to nine crew dead.

The Duyfken Replica Project was formed to see a replica of the Duyfken, the first European ship to reach the shores of Australia, built in Fremantle, Western Australia.

A carpenter who worked on the Endeavour said he and the 'hard core' of craftsmen with him on the project would be delighted to help build the replica.

For further information please contact the Duyfken Project secretary Michael Young at the address below.

Duyfken Replica Project,  
C/- H.L. Freight Pty Ltd,  
11 Cliff Street,  
PO Box 1284,  
Fremantle, Western Australia 6160.  
Office (09) 336 1799,  
Fax (09) 430 5032,  
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*Closed Sundays*

### 't Winkeltje - Adelaide

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Tel. 08-388 7850 Fax 08-388 7850  
*Open 7 days*

At the 'Dutch Windmill'

► When it was unpacked it was all worth it. I might well be biased, but it is a beautiful organ. Its music is excellent, the craftsmanship superb, the conductor and her two bell ringers are beautiful and every time I take it out I am rewarded. Young and old have been enthralled by it.

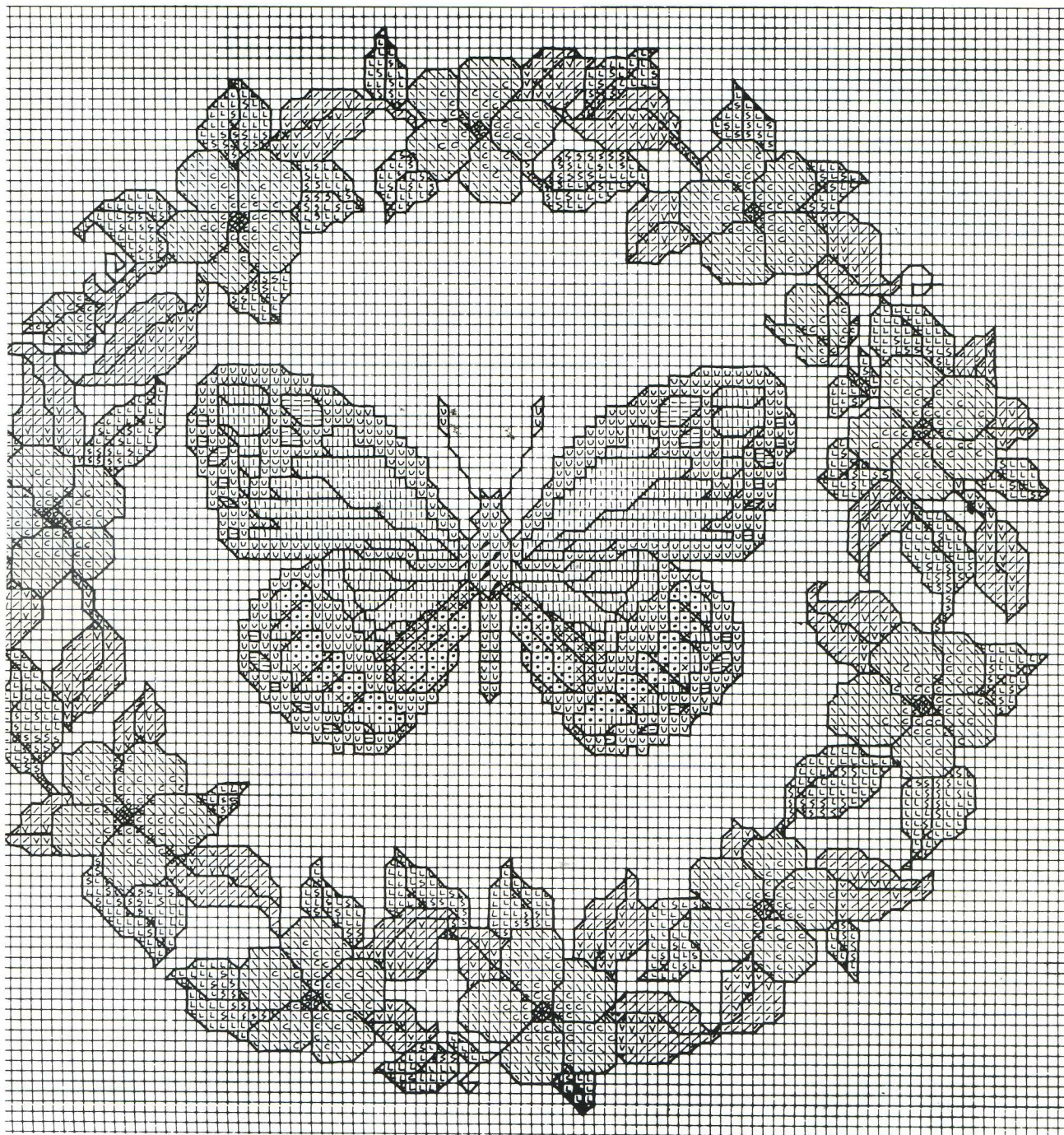
In conclusion I was told well before the organ arrived here by another organ owner, who thought I was mad to hock the house to buy an organ and said "you know you'll not make any money out of it, but you will make a lot of friends". Well

between April and now he's right and in any case friends are more important than money and in closing may I say to our readers, being besotted by an organ is one thing, buying and importing one is another and it's probably not everyone's cup of tea or as the Dutch would say, glass of gin.

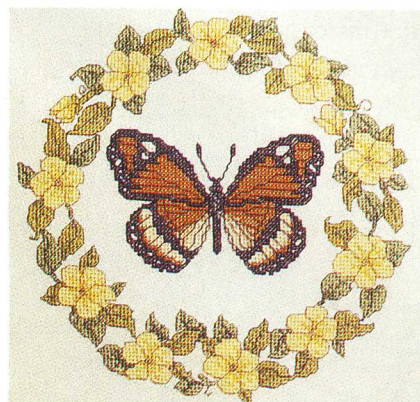
The organ is for hire at all functions, shows, carnivals, fairs, fetes, birthdays, conventions, promotions and advertising.

Information: Dirk Meertens, PO Box 164, Nuriootpa, S.A. 5355; Tel: (085) 62 1924. Fax (085) 62 8198.





## Lente-vlinder



Een mooie krans sleutelbloemen  
omcirkelen de vlinder.

### MATERIAAL

- 40x40 cm witte Annabelle van Zweigart of equivalent, 11 draden per cm.
- 1 streng splijtgaar van elke kleur: lichtzalm 3341, oranje-rood 900, ecru 746, zacht indigoblauw 312, blauwzwart 939, bleekgeel 745, citroengeel 445, goudgeel 742, diep hazelnoot 632, donkergroen 895, lichtgroen 581, donkergroen 580, middelgroen 988, bosgroen 986.

I = 900  
 • = 745  
 c = 742  
 / = 312  
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 L = 988  
 S = 986  
 \ = 445  
 / = 581  
 V = 580  
 o = 632  
 - = 746  
 x = 3341

*Dubbele rijgsteek:*  
 Vlinder = 939  
 Bloemen = 632  
 Blaadjes = 895



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01 Dec - 10 Dec 95	2699	2195	504
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Save up to \*\$100 per person (adult). \* Conditions apply, child/infant rates also available.

Vergeet niet dat Uw familie en vrienden voor \$2065 bijna dagelijks vanuit Amsterdam naar Australië kunnen vliegen; met de KLM naar Singapore en dan met Qantas naar Adelaide, Perth, Melbourne of Brisbane.

Voor een rechtstreekse vlucht met de KLM naar Sydney is de prijs zelfs maar vanaf \$2025.

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