



# Vogelvlucht



**Uitgave voor Australië en Nieuw Zeeland van de Koninklijke Luchtvaartmaatschappij N.V.**

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Misschien heeft u een vriend of kennis die ook graag regelmatig VOGELVLUCHT zou willen ontvangen? Stuur volledig adres aan:

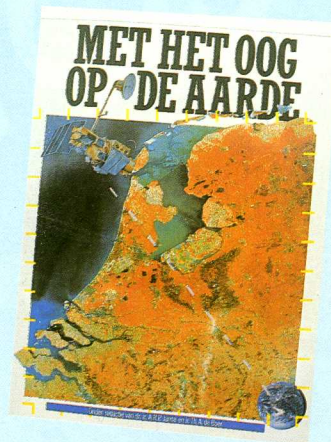
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**BOEKBESPREKING**

“Met het oog op de aarde”, onder redactie van A.R.P. Janse en Th.A. de Boer. 144 pag. Het Spectrum 1987, Dfl. 24.90.

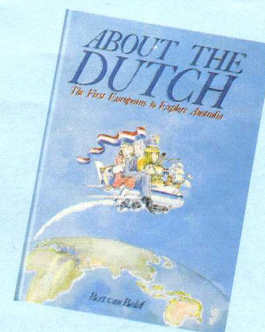
Dit is een boek dat een idee geeft van de enorme hoeveelheid informatie die uit beelden van de aarde kan worden verkregen: over bodemgesteldheid, vervuiling, gewassen en hun gezondheid tot en met de isolatie van gebouwen. Dat geeft echter geen idee van wat je te zien krijgt: een serie schitterende beelden van de aarde, en wel voornamelijk Nederland, met een uitleg van de techniek waarmee die opnames werden gemaakt. Die tekst staat op een goed niveau en is vooral voor de technisch geïnteresseerde lezer bedoeld. De platen zijn echter voor iedereen



begrijpelijk en een lust voor het oog. Alleen de serie satellietfoto's van Nederland in kleur, waarop we zelfs ons eigen hof en haard precies konden terugvinden, zijn het geld al dubbel en dwars waard.

**Australia's European History began with the Dutch**

The history of European exploration of Australia began with the Dutch, and not with the British as is widely believed. More than 180 years before Captain Arthur Phillip and the First Fleet landed at Botany Bay, a string of Dutch sea captains explored most of Australia's coastline from Cape York right around Tasmania.



In 1606, Captain Willem Jansz in the 'Duyfken' **chanced** upon the west coast of Cape York. Many other Dutch explorers followed him, among them Dirk Hartogh in his ship the 'Eendracht', and Abel Tasman, who discovered Van Diemensland, now Tasmania. The Dutch named our continent New Holland before it became Australia. The story of their voyage is told in the early chapters of a new book, ABOUT THE DUTCH - the first Europeans to Explore Australia.

Continued Page 16...

**DUTCH-INDONESIAN BOOKSHOP**

The books “MET HET OOG OP DE AARDE” and “NEDERLANDSE DUIVENTILLEN” (Ref. Page 13) can be purchased from the Dutch-Indonesian bookshop in Croydon, Victoria (Phone (03) 723 1195). The cost is approximately:

- “MET HET OOG OP DE AARDE” A\$21.00 plus postage
- “NEDERLANDSE DUIVENTILLEN” A\$32.00 plus postage

The bookshop advises not to send money beforehand. Simply place your order first and you will receive your book and invoice which can then be paid.

# WINNER'S CHOICE

If a friend of your own age-group would ask you for an inside tip on what to see or do during a holiday in The Netherlands, what would you recommend? That is the question we asked the winners in our Discover your Roots contest after their visit to Holland. We had museums, biking and Terschelling and now we conclude the series with something completely different again:

## WATER - HOLLAND'S ELEMENT

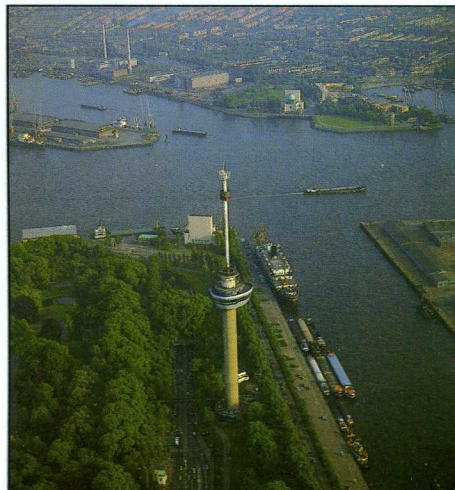
By Christiaan Sies,  
Christchurch, New Zealand.

"What to see in Holland? Well, I would say you have to see the whole lot. There is so much variety you have to go round and look everywhere **in detail**. The general view is not sufficient, Holland may seem small on the map but there are so many things you really need a lot of time - more than just a couple of weeks.

Personally I found the Euromast in Rotterdam a sort of climax. You may not believe it but I spent hours on the top looking at the panorama of the harbour and a fair portion of the landscape of Holland's western areas. I looked at the ships entering and leaving the busiest harbour in the world and thought of everything that's behind it to keep it organized.



Christian



Think of the radar system for traffic control, that radar must be really something! (It is, custom-made by Hollandse Signaal. ed.)

But it's not just the harbour scene in itself, it set me thinking of the role of water in Holland, where it forms a central theme. Of course, there's the land reclamation epic, but I'm thinking of everyday things as well. It's fascinating to see so much water permanently around - in New Zealand it tends to run away. We mark boundaries of fields with hedges or wire - you dig a ditch. Water really is an element in the country and you should get to know it: its importance for transport, recreation and scenic beauty!"

Thank you Chris, for this "refreshing" view on an aspect of the country often taken for granted. And your personal preference stimulated us to collect some information on water as the central element of the Netherlands.

# W A T E R

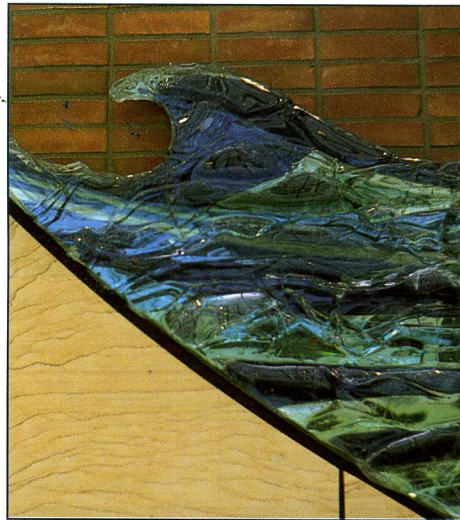
## THE CENTRAL THEME

Although only one area of the Netherlands bears the name of "Waterland", water is general regarded as the hallmark of the country. Actually that's true for only about half the total area, but the wet element has played an important role in Dutch history, however, in many respects, the emphasis has shifted considerably. Let's look at some historical background apart from the reclamation story - which ended with the Flevo polders.

### Uses of water

In countries like Australia, water may be a boon, but in the lower parts of the Netherlands it's mostly a bother. The problem is not one of irrigation - it's rather one of inundation. In modern times, the problem of pollution has been added: rivers like the Rhine are heavily polluted by agriculture and industry in other countries and in the end the Dutch have to drink it ...

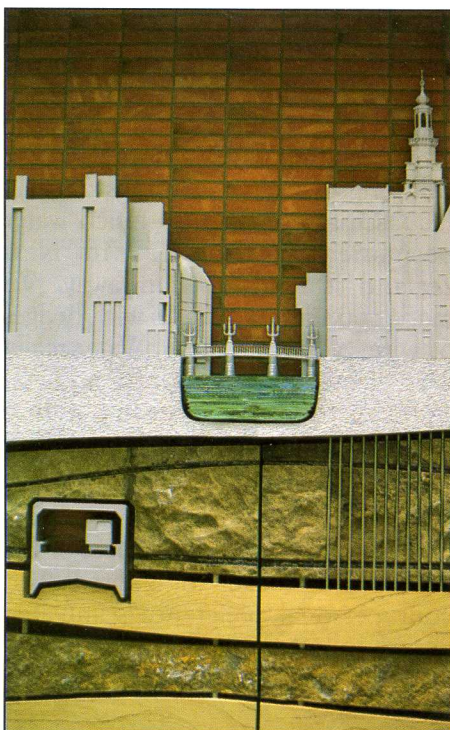
As a source of energy, water has never been very useful to the Dutch. The rivers are too sluggish to extract energy from them. Only some smaller brooks in the South and East can drive a watermill such as the picture (from Singraven in Overijssel) shows. These are now monuments to industrial archaeology, but industry only got a chance in the Netherlands when the windmill was introduced from the Middle East and greatly improved. Then its growth was an explosive one. Transport along the



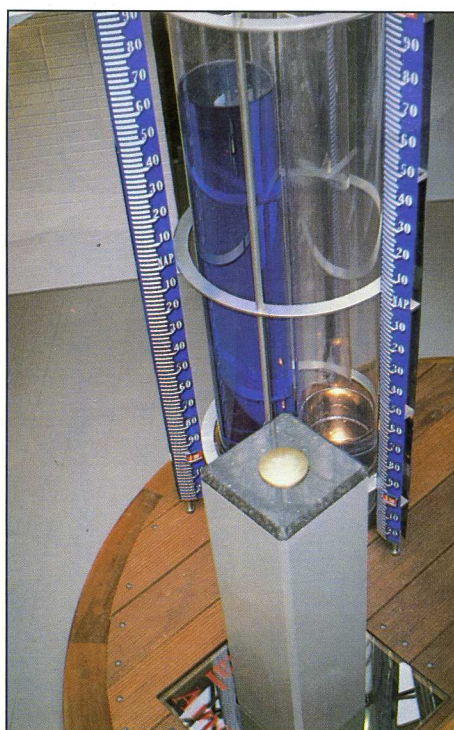
*Bubbling water indicates 1953 disaster level.*

navigable rivers and lakes was already important in antiquity (see the article on ships in this issue). Especially in the 19th century, a number of large canals was dug to improve inland transport.

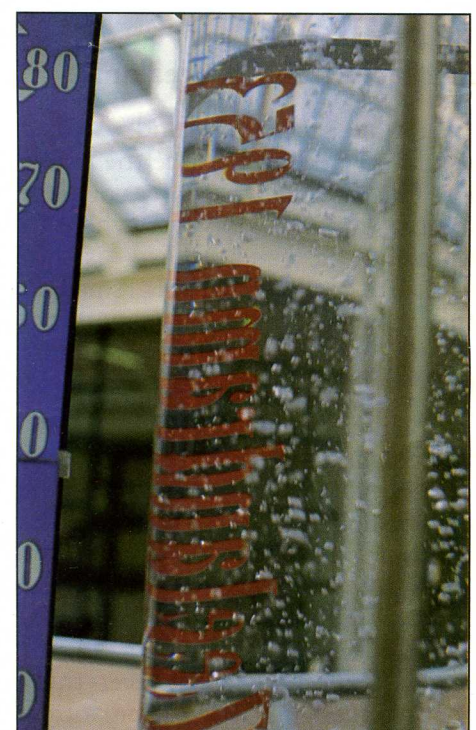
Now, a century and a half later, transport is mainly by road and the canals have become more important to recreation! One of the most interesting canals from the historical point of view is the Noord-Hollands Kanaal, from Amsterdam to Den Helder. Growing mud banks had made Amsterdam almost useless as a port in the first decade of the 19th century. The Noord-Hollands Kanaal was dug between 1819 and 1825. It's almost 80 kms long, but as many existing waterways were used as possible. It soon became apparent that the solution was far from ideal, especially because the introduction of steam resulted in a spectacular increase in the size of ships. The canal never really flourished, therefore, and Amsterdam's problem was only solved by the daring decision to dig a canal through the dunes (Noordzee-kanaal). The Noord-Hollands Kanaal was almost a failure, therefore, out of date soon after it was finished. However, as the pictures show it's very scenic and popular for boating.



*Cross-section of the Dutch soil.*



*Mural shows Holland's profile.*



*The NAP mark and one of the water columns.*

