



Vogelvlucht



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

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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.

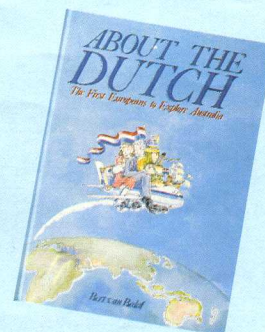
Dit is een boek dat een idee geeft van de enorme hoeveelheid informatie die uit beelden van de aarde kan worden verkregen: over bodemgesteldheid, vervuiling, gewassen en hun gezondheid tot en met de isolatie van gebouwen. Dat geeft echter geen idee van wat je te zien krijgt: een serie schitterende beelden 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

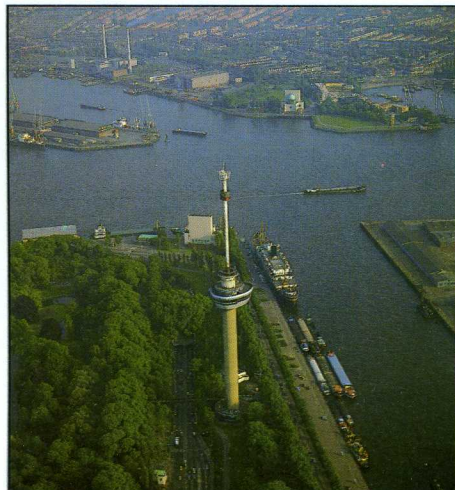
By Christiaan Sies,
Christchurch, New Zealand.

"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 ...

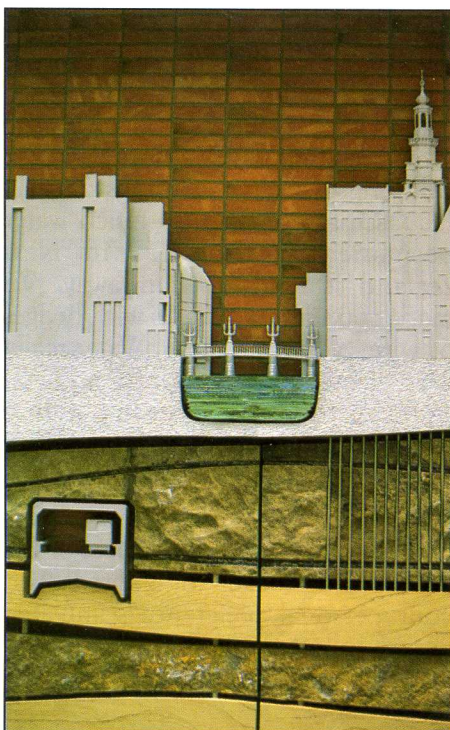
As a source of energy, water has never been very useful to the Dutch. The rivers are too sluggish to extract energy from them. Only some smaller brooks in the South and East can drive a watermill such as the picture (from Singraven in Overijssel) shows. These are now monuments to industrial archaeology, 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



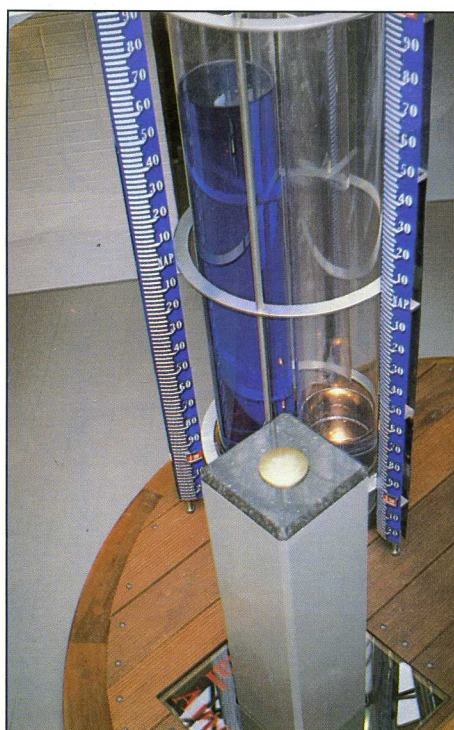
Bubbling water indicates 1953 disaster level.

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.

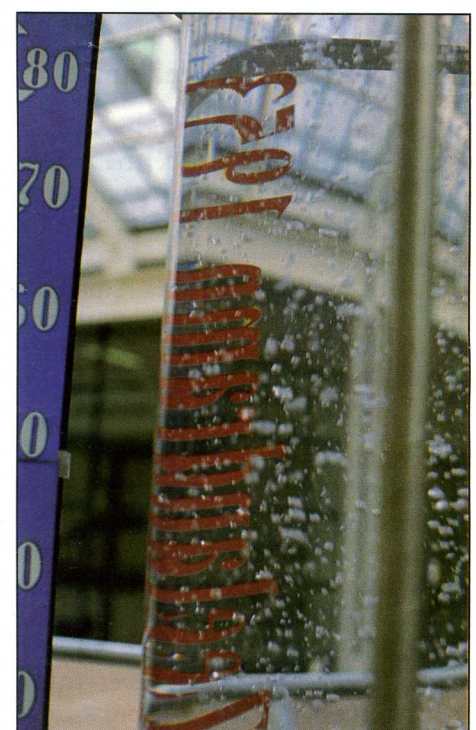
Now, a century and a half later, transport is mainly by road and the canals have become more important to recreation! One of the most interesting canals from the historical point of view is the Noord-Hollands Kanaal, from Amsterdam to Den Helder. Growing mud banks had made Amsterdam almost useless as 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.

Which sea-level?

It's perfectly alright to say that Schiphol Airport platforms are so many metres below sea-level if you know which level you mean. Tides amount to several metres and of course depend on the phase of the moon and prevailing wind.

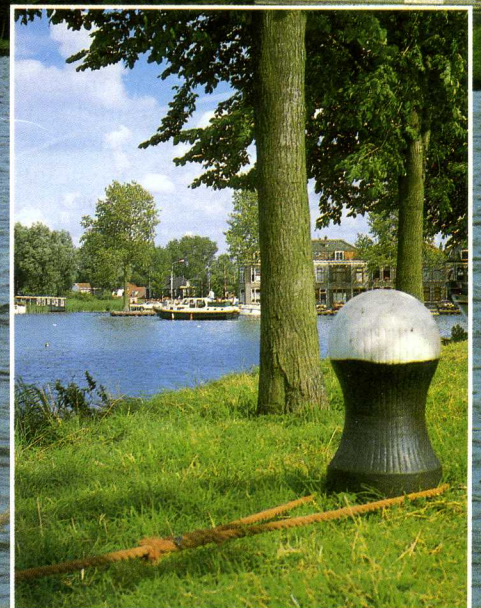
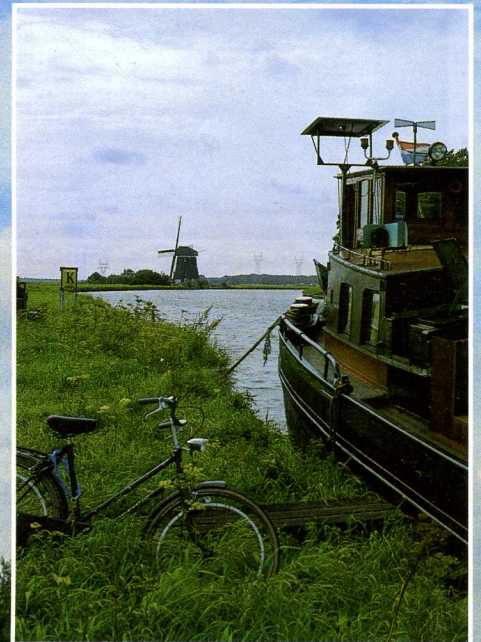
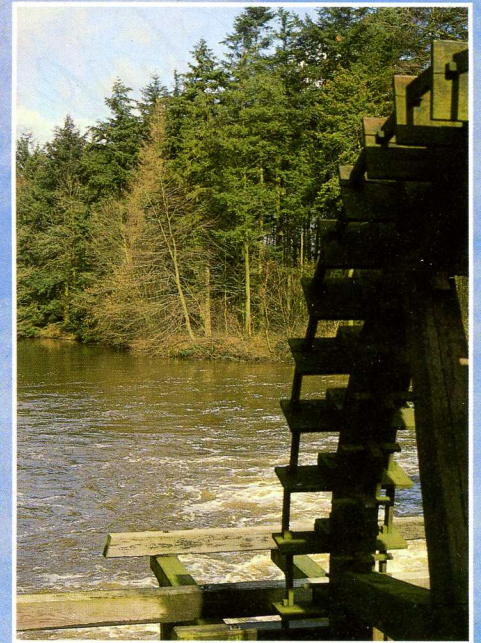
Some three centuries ago the need was felt to define a precise reference point all other heights in the country could be compared with. This was necessary, for instance, to allow rational management of locks and sluices. Several cities including Amsterdam, introduced their own "ordnance datum". In 1891 that of Amsterdam was accepted for the whole country and called "Normal Amsterdams Peil" or NAP for short.

Until recently, that bench mark was located on the Dam, hidden from view by cobblestones. But now you can see it and it's become quite an attraction because it's something like the Greenwich meridian mark.

Like its precursor on the Dam it indicates the average sea-level and when it was placed, an accuracy of 0.0001mm was maintained! Its importance will be clear when it is remembered that all heights (e.g. on maps) in Germany, the Scandinavian countries, Belgium and France are referenced to this mark!

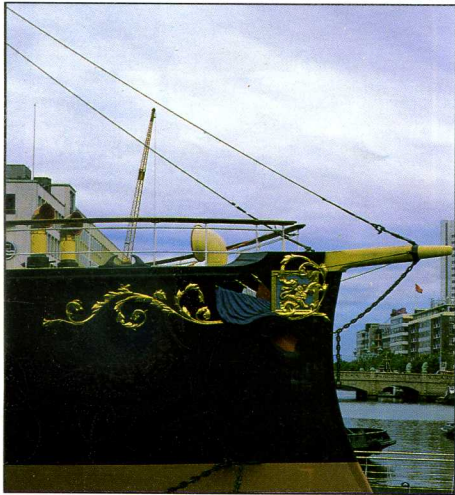
On your treks through the Netherlands, try to discover some of the 46,000 "bench marks" that serve as (less accurate) indicators.

They are iron or bronze bolts fixed in walls of churches or quays and do not indicate NAP but a certain measured height above it.



Two Ships Revisited

Ships form an integral part of the Dutch scene and have done so for many centuries. No wonder, then, that there are many interesting collections to visit: in Enkhuizen, Sneek, Amsterdam or Ketelhaven (Flevopolder), for instance. Recently, Rotterdam got the museum it deserves: the spacious Maritime Museum. From its collection, we have selected two revived ships, with some 1500 years between them.



HMS "Buffel"

Ever heard of a ram-turret ship? That's right, it was intended for ramming and "Buffel" is the only surviving example of this curious trend in naval construction. Armoured ships began to appear in the second half of the 19th century and because the naval guns of the day could not cope, the time-honoured practice of ramming was re-introduced. For a brief period, the world's really modern navies possessed ships made to measure, with re-inforced pointed bows below the waterline. For good measure, heavy guns in an armoured turret were thrown into the bargain just in case. It all sounds rather fierce, but a visit to "Buffel" turns out to be a treat for interior decoration enthusiasts instead. It shows the lifestyle of a highly select social group first of all: the Victorian naval officer. The officers' cabins may be small (most of their social life took place in the beautiful mess anyway) but they are very pleasant indeed. And of course you had something to work for: command of your own ship. The status that implied is reflected in Buffel's magnificent captain's quarters. Three girls of about sixteen could hardly believe their eyes when



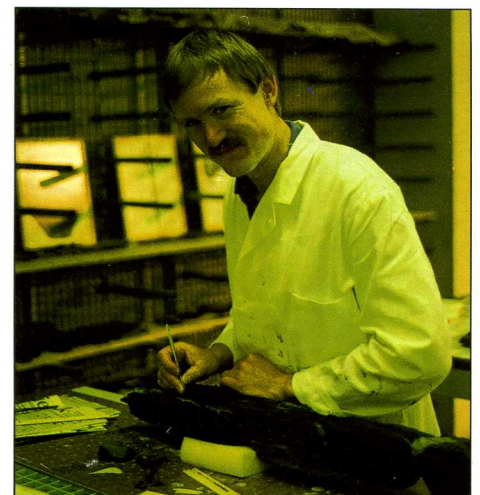
we were there. Their comment:

"what incredible luxury these people lived in. We thought this was a warship and were not too keen at first, but I wish my parents had rooms like this instead of their modern junk..."

Roman river-barge

The second ship you should see does indeed look like a heap of junk, but it's far from modern. A Roman river barge of the 3rd century A.D. is being conserved and reconstructed right where you can see it. This is a brilliant idea of the museum's management, we think: you can actually see what an expert conservator does before a mass of wreckage can become an object on display in a museum. Leaflets (also in English) are available and if you have any questions: answering them is also what the conservator is there for:

In 1965, excavations near the small town of Zwammerdam led to the rediscovery of the Roman fort called Nigrum Pullum ("Black Hen"). Further excavations showed that there had been a harbour there, situated on what was then the main branch of the Rhine. Then, starting

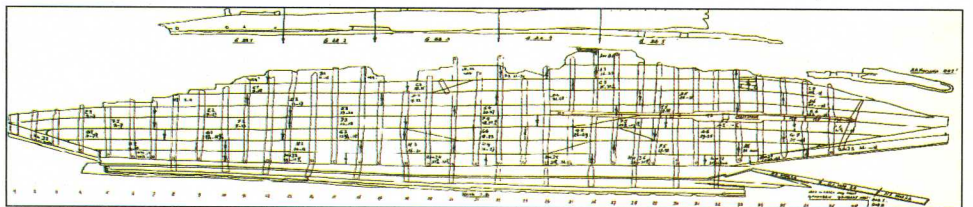


in 1971, no less than six ships were excavated and one of these is what you see while it is being reconstructed.

It was a flat-bottomed river-barge used for transport of slate down the Rhine. It's 23 metres long and perhaps the most interesting conclusion is that it must have been a standard model built in series-production, the "Liberty ship" of 1500 years ago one might say.

We asked the conservator, Frank Gotz about his work. "It's great fun, working in plain view of the visitors", he said. "Of course, answering questions does not make for fast work, but restoration is not a quick job anyway. In fact, I have a jigsaw puzzle of some 23 metres long, where each piece has to be cleaned too..."

The project will take another 3 years or so and is also a perfect example of what sponsoring (in this case by the insurance company RVS of very long standing) can do.



The Second Day in Rotterdam

If you are planning a visit to Rotterdam, your agenda for the first day will be fully predictable. The harbour is such a popular attraction that it will be on top of the holiday-maker's list anyway. But there's much more to see and do in the city and in this article you'll find

Port and Euromast

Rotterdam symbolizes the country's character: for centuries Holland's economy has thrived on trade and industry. But although Rotterdam had several natural connections to the ocean, these did not really offer good access. Sometimes ships had to wait for weeks until a favourable combination of wind and tide permitted them to cross the shallows.

That changed radically when the canal called the Nieuwe Waterweg was dug between 1866 and 1872. It made Rotterdam a deep-water port with direct access to the ocean also for the largest ships - and since then the city has kept abreast of developments.

As the largest port in the world, Rotterdam serves trade and industry for a population of some 160 million Europeans living within a circle of 500 kms radius. A million containers a year, some 300 sea-going vessels a day and a port area covering roughly half the total city area are some of the figures illustrating what this means.

some suggestions for a second (or possibly a third..) day in Rotterdam, with practical hints to smooth the way. But first, some background information for those who do not happen to be familiar with Rotterdam: "the first day", you might say.

One of most impressive facts about Rotterdam is perhaps its revival after the war. Heavily bombed in May 1940 and in the five subsequent years, the city was in ruins when World War Two was over. Ruined also was the traditional trade with the East. A massive reconstruction programme and complete switch in "marketing" earned Rotterdam a reputation for business flexibility and tenacity.

That's the theme for your first day, then. The easiest way to cover that programme is to go to the Centraal Station first, where you'll find the VVV Tourist Information booth. Acquire a city plan and buy tickets for the city tour by bus and harbour trip by boat (take the long boat trip if you wish to see the enormous Europoort area created from scratch after the war). You can also collect the free ticket you'll need for the second day - see further on. Forget about your car and use public transport (tram and metro). The next item, of course, is the Euromast, which offers a magnificent panorama on a clear day. And now for day two!





Renovation and conservation

Two items that could not be more easily combined are a city renovation project and a prize-winning botanical garden - two extremes that tell the story of this city of contrasts.

At the VVV, ask for a (free) ticket giving admission to the Arboretum Trompenburg. Then for your combined trip take tram Nr. 3 to Kralinger Esch and simply stick to it as far as the terminus. Then you simply cannot overlook the former Water Supply. Instead of tearing it down when it was no longer up to standard, the authorities - thanks to private initiative - transformed the whole area into a renovation project that is a fascinating combination of industrial archaeology and modern living. The buildings for the filtration beds were converted to apartments and offices, and even the water tower itself now houses people and small enterprises. We think it's an exemplary initiative, a model of what you can do with old buildings that are no longer functional!



Next you take the tram back to the station, but for a short stretch only. Ask the conductor for the Trompenburg garden, which you will see from the tram if you look to the right and down. As you walk (down from the tram stop and right) there, you will discover one of the most secluded and quiet corners in any Dutch city.



The botanical garden formerly belonged to a mansion said to have been lived in by the famous Admiral Tromp. It is chockfull of birds and precious plants and has been awarded a prize by the International Dendrological Society.

Leaflets explain what there is to see and it's all for free - although your donation will be greatly appreciated by the enthusiasts who have saved this jewel for us to admire. It's the perfect spot to have your lunch, which you'll have to bring as there is no restaurant.



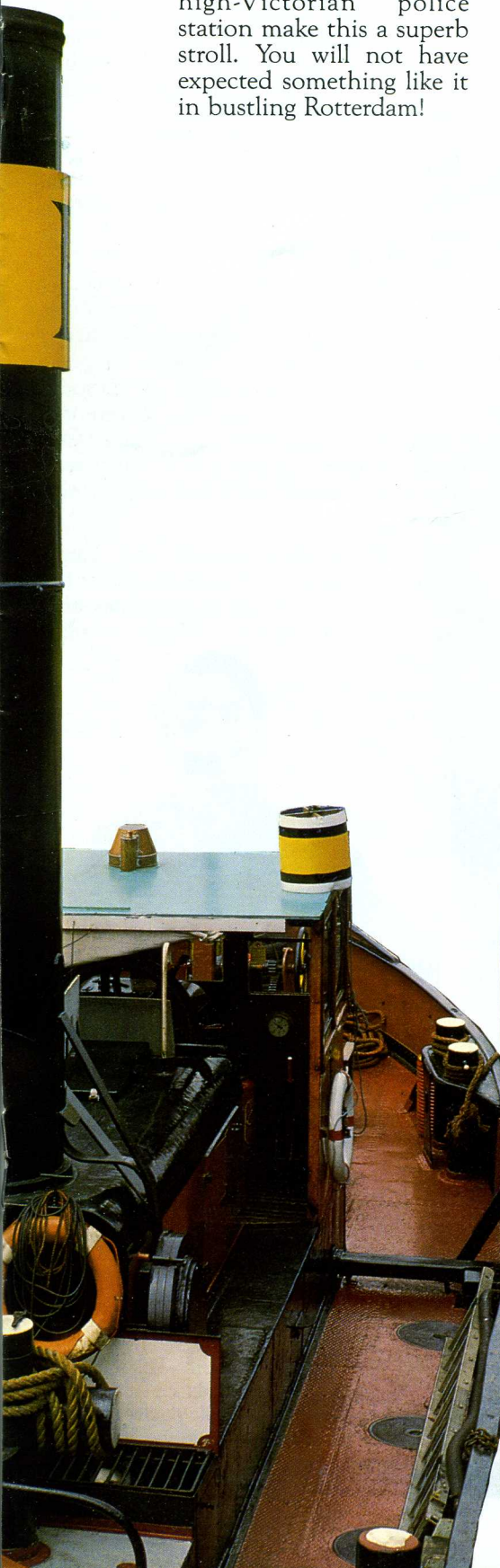
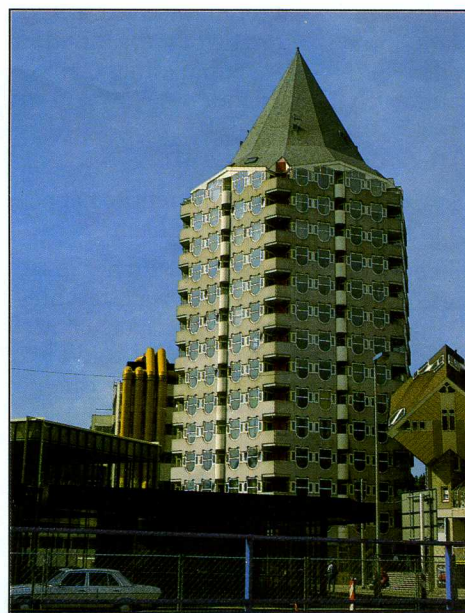
If you were looking for a city neighbourhood that looks distinguished, is peaceful and yet not dull, you'd probably find your ideal on the Essenweg, Slotlaan and Vijversweg surrounding the garden.

Parks, ponds, gardens and magnificent houses plus a high-Victorian police station make this a superb stroll. You will not have expected something like it in bustling Rotterdam!

Wind it up... winding down

You will have plenty of time before you wind up your second day and you could visit a museum (the Schielandhuis for history, Boymans for art or the Nautical Museum described earlier) or do some shopping in the area near the Churchillplein, quite close to the museums.

Then we suggest you wind down completely and here is a suggestion for doing it. Stroll along the Blaak to the futuristic "Cube Houses". One of these is open to the public (until 17.00 hrs). The corridors and arcades winding among the modern architecture are interesting too and with a little bit of luck you will automatically drift to the Oude Haven. There you will find several very pleasant and informal pubs and restaurants. Don't forget to have a look at the Spanjaardsbrug, the completely restored 19th-century bridge that is powered by ... water pressure from the city mains (unique in the country). Then sit down and order whatever you like while you rest your feet and look at the beautiful white Art Nouveau office building that was the first "skyscraper" to be built on the European continent!



SCIENCE & TECHNOLOGY

3D-IMAGE ANALYSIS PROJECT

Although for the tourist Delft may be synonymous with ceramics, modern Dutch may well think of its University of Technology first, because this is one of the renowned centres of education and research in the country. It's not an ivory tower either, for every now and then one of the projects cooking in its labs makes the daily press.

That was the reason for an interview with Professor Ian T. Young of the Faculty of Applied Physics, whose 3-D image analysis project recently received a large grant from the prestigious organisation called SPIN - for Stimulerings Project Informatie Nederland.

An American in Delft

How did this American scientist happen to find himself teaching in Delft?

"They made me an offer I could not resist! In 1975 I spent a sabbatical leave teaching in Delft and very soon I reached the conclusion I liked it so much I could live here. So when that opportunity came, I accepted."

Professor Young talks easily and with enthusiasm. What's more, he does so in Dutch. "When I came here, I told my staff they should speak Dutch all the time and $\text{\textcircled{!}}$ if they didn't do so. The first few months I had a headache every night." After nine months, he started teaching

in Dutch...

There are two reasons why Ian Young, who has studied image analysis for over two decades, was drawn to Holland professionally.

"Holland is very image-oriented. Perhaps there is a relationship to the tradition of painting, at any rate there have been a large number of Dutch scientists in fields that deal with "pictures" - like microscopy and astronomy. Especially in medical microscopy, much valuable work is being done in the Netherlands. But I also like to work here because of the scientific climate: a scientist can form a team, tackle a project and **continue** to work on it for, say, five years."

Images and computers

Basically, image analysis is what a medical technician does while identifying and counting different cells in a blood smear. Much research has gone into computer analysis of two-dimensional images, with better cancer diagnosis as one of the goals. But in recent years, techniques have been developed to obtain 3-D images of the human body. "Scanning" techniques are used to obtain information for the surgeon, for instance, and recently microscopy has also become three-dimensional.

There is a great demand for ways to

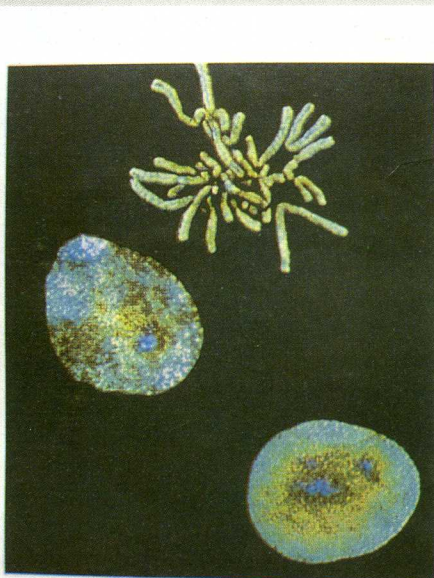
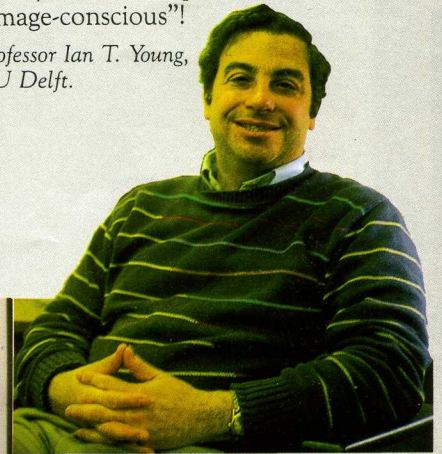
permit extraction of information from these complex images. This is what the team, in co-operation with scientists from other universities, will study - research involving exotic mathematics and software development.

The project

"The scope of the project amounts to 26 man-years for our team, exclusive of the work done in other research centres where applications are being developed. The reason why this is such a promising project is that the applications **are already there**: genetic research, cancer research and biotechnology are prime examples. But entirely different industries are interested too, because 3-D image analysis is of equal importance to the aeronautical and petrochemical engineer!"

From Vermeer's paintings and Van Leeuwenhoek's views through the microscope to analysis of molecules or embryonal development - Delft is still "image-conscious"!

Professor Ian T. Young,
TU Delft.



Reflectiemicroscopie: nieuw-gevormd DNA in menselijke lymfocyten



The Author and the Book

An Interview with Dr. Edward Duyker.

You may remember our review of "The Dutch in Australia" by Dr. Edward Duyker, himself an Australian of Dutch descent. Further correspondence with the author yielded additional interesting data and we thought it best in the end to combine them in an orderly fashion. So here goes:

Q. Why did you start writing the book?

A. I have always had an interest in my Dutch heritage - its natural for the child of an immigrant. Over the years I've collected quite a number of books, in English, on Dutch history and I've visited my father's homeland twice. Australian historical writing tends to be very Anglo-centric in its orientation; although I also have British ancestors, I wanted to learn more of the Dutch contribution to Australia's development. When I was invited to participate in the Australian Ethnic Heritage Series, I was glad of the excuse to research intensively the Dutch presence in Australia and explore some of my own cultural reflexes.

Q. How and where did you collect your data?

A. I had nearly 4 centuries to cover - from 1606 to the present. The beginning and the end were perhaps the easiest periods to research, because quite a bit has been written about Dutch exploration and about post-war immigration. It was the years in between that demanded more innovative historical methods. I wrote to 140 newspapers around Australia asking people descended from 19th and early 20th century Dutch immigrants to contact me. I was surprised by the number of people who replied and provided me with information that has never before been published. In this I was aided by the great interest that Australians are now showing in their ancestry. I also went through the entire Australian history section at Sydney University's Fisher Library. This library is a legal deposit library which also has open stack access. It was a labourious task, but I eventually checked the indices of almost every book on the shelves for references to the Dutch

or the name prefix "van". There were many red herrings, but also many gems of information which led me to more specialised references, such as newspapers and archives in the Netherlands. I also examined all the naturalisation registers for New South Wales, Victoria and Queensland between 1849 and 1903 (which I later published as a separate alphabetical index of early Dutch immigrants). And in Canberra I did a computer search of files on the Dutch held in the Commonwealth archives. It's hard to summarise the course of two years detailed research in a few sentences!



Q. Did you get personally involved?

A. I certainly have made many special friends as a result of this research. When you share a common cultural heritage, its not surprising. Many people have written to me asking for help in researching the lives of their ancestors. For this reason I have compiled and published an annotated bibliography of Netherlandish family history sources in Australia. This helps

people help themselves by consulting some of the fascinating Dutch genealogical and family historical works held in Australian libraries. My research on the Dutch has also made me look more closely at my own family. For my father's 60th birthday, my mother and I co-authored a book entitled *Beyond the Dunes: A Dutch-Australian Story* which traces my family's story from the 18th century.

Q. How have people reacted to your book?

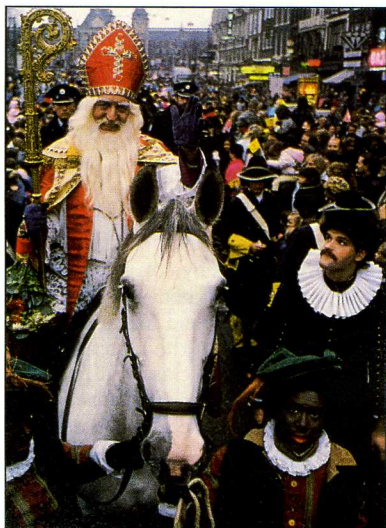
A. I was surprised by the first royalty cheque, even though I did not write *The Dutch in Australia* primarily for money! I've also been touched by the warm letters I've received from Dutch immigrants pleased that the story of Netherlanders in Australia has finally been told. As far as I am concerned my book is only a preliminary survey. I hope that scholars in the Netherlands and Australia will devote more attention to the subject. What is also pleasing is the growing interest of the Dutch media in the Dutch in Australia - so long the forgotten brethren.

Q. Finally, is there any relationship to your professional work?

A. Only to the extent that aside from cooking and stabbing myself with nappy pins, I see myself as principally a writer; the Dutch book is an important part of my professional output. At the moment I am working on something completely different - the biography of an Australian woman who married an Indian Rajah in 1915. It's very much a "Heat and Dust" tale.

Picture credit Susan Duyker

D U T C H F E S T I V A L S



Copyright: Foto ANP
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THE MANY APPEARANCES OF ST. NIKOLAAS

Of all the festival days on the calendar, Sinterklaas is perhaps the most pleasant and certainly the most typical.

But before the Great Day - or rather, the night is there, the good Saint Nicholas and his staff have put in many an appearance in the cities and villages of Holland. We have followed them on their travels through the country and

collected a representative series of photographs showing the enormous flexibility and adaptability of the patron of people in love - for that's what he is too. So here they are, "Sint" and several "Pieten", on horseback, arriving by boat, as a pedestrian and riding a bike in full attire (note the appropriate goggles!). You may notice some highly attractive Pieten too and just between

us: there are some smashing blondes underneath the paint ... Being Piet seems to have been a highly emancipated profession for quite some time!

For the bikekeys among you: the 136 hp of the GSX 1100F are under the firm control of Henk de Vries, national formula I champion three times over.



Chocolate Initials



From the moment we have developed a reasonable set of teeth, we receive our initials in chocolate on the 5th of December, Sinterklaas' birthday. This ritual is repeated year after year, throughout our lives. In fact, this custom is so thoroughly integrated into Dutch minds that we just cannot imagine the yearly December scene without "chocolate letters". Ask any Dutchman when this tradition started and he'll probably say the Romans brought "chocolate letters" in their luggage...

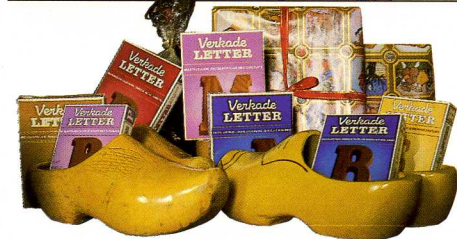
The origin

We had a faint inkling that the 19th century might be a better guess for the first appearance of this special treat and the Dutch Society for Cocoa and Cocoa Products in Amsterdam confirmed our supposition. No hard facts are available but it is assumed that originally pastry initials indicated which pile of presents was meant for whom.

In the 19th century when chocolate became popular and moulds technically possible, some unknown confectioner had the bright idea to introduce "chocolate letters". The pastry variety also survived. "Banketletters" we call them: puff pastry with a filling of almond paste (or minced meat as a more recent addition).

A centenarian consulted

Talking about chocolate initials we cannot omit Verkade, Zaandam, the established firm



that has provided us with biscuits and sweets ever since 1886.

Verkade is the largest producer of "chocolate letters" and Mr. Berger from the Information Department calls it a stable market. Almost the entire production is consumed in the

Netherlands, export being negligible. Our Belgian neighbours show some interest but England and America for example have not been conquered yet, and not for lack of trying. In countries like Australia and Indonesia climate is a main problem. It is possible to chemically raise the melting point but Verkade prefers a natural product, even if that means a limited market.

Stable tradition and new trends

The letter S (Sint) is traditionally produced in the largest numbers, together with the M (Mother), P (Piet and Pa) and J (Jan). The V from Vader is less popular, not because dear Dad is not appreciated but the rhyming-properties of the word are limited... The Y is another problem-letter: its single leg is too vulnerable. And to compensate the poor Ida's and Izaaks for their meagre initial, a slight stutter is adopted and another I added to the package.

Having grown up on a yearly batch of J's in white, semi-sweet and milk chocolate, I was absolutely thrilled by an unexpectedly colourful display in "De Bijenkorf" (a chain of trendy department-stores) last November: chocolate initials in pink, orange and yellow, even in my favourite blue and green! The shopping crowds were immediately divided into two camps: "Absolutely ridiculous" and "What a lovely idea". This year will prove which group prevails.

Hetty Giezen - A Winter Woman

We met on a sunny summer day in a setting of flowering plants and swarming bees, but we talked almost longingly about the purity of the Dutch landscape in winter, the sound of skates on ice, the perfection of a skater's movements ... a fitting introduction to the artist Hetty Giezen-Nieuwenhuys.



Halder, Huis Het Vaantje.



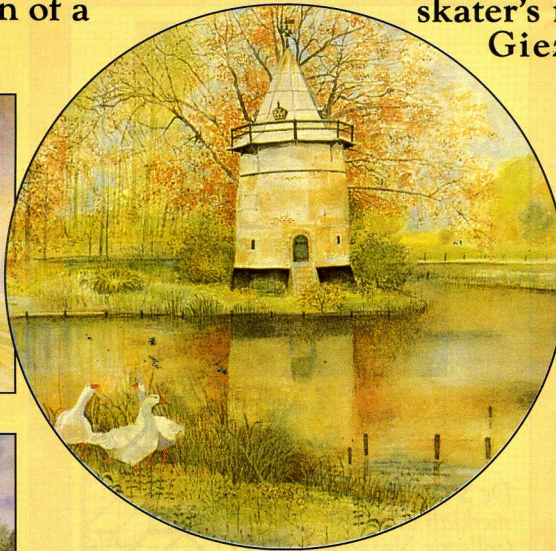
't Goy, Huis Wickenburg.

The preliminaries

Her story begins in Indonesia as a toddler in an internment camp. Nature provided her only toys so she started drawing with twigs in clay, arranging bits and pieces of wood into pleasing shapes. The sense of beauty she developed as a child in Holland was partly handed down to her by both her grandfathers, one a painter himself, the other an art-collector. However, a stern mother decided on physiotherapy as a sensible occupation for a girl given to drawing and daydreaming. But you cannot ban art once it has got into your bloodstream so first during her study and later on as a practising physiotherapist, Hetty Nieuwenhuys attended evening classes by famous people like Paul Citroen and Sierk Schroder. After her marriage and even as a mother of small children, she kept painting and improving her technical skills.

"An artist must be an all-round craftsman, you must completely master all aspects of your profession before you can start eliminating things and expressing your own vision and feelings in your work." This attitude stands Hetty Giezen in good stead in her contacts with industry and commerce. Due to present trends, modern art is often integrated in new buildings. "Complying with your clients' wishes, changing mediums and adapting different sizes, it all belongs to your craftsmanship."

But in her watercolours Hetty Giezen follows her own inclinations and tries to capture the harmony between nature and architecture. A recent exhibition in exactly this vein earned her an unexpected shower of publicity.



Lage Vuursche, Buitenplaats Ewijckshoeve.

The homes of gentle birds

Some eight years ago Dutch artists were invited to contribute to a jubilee-exhibition in the Singer Museum, Laren. Looking for a special subject, a dove-cote caught Hetty Giezen's fancy. It radiated an atmosphere of poetry and pastoral simplicity, a small haven in a whirling world, its inhabitants a universal symbol of peace.

In this sense she started painting and never stopped until, after a lot of research, travelling and sheer hard work, 50 pigeon-houses in their historical surroundings were immortalized. In her quest for these attractive little structures in all sorts of shapes and styles she met other enthusiasts and then things started happening: a publisher showed interest, art-historian Toliën Wilmer did a detailed study, a lawyer added his knowledge and a book was published which had to be reprinted almost immediately. A television documentary promptly won a first prize and an exhibition of the watercolours attracted thousands of admirers. Among the letters of appreciation there was one from a royal pigeon-fancier at Soestdijk.

From lush palms to Wintry poplars

Meeting the artist in a house full of bouquets and a garden full of flowers, it is a bit hard to imagine that she is essentially a winter woman. When the trees have shed most of their leaves, when an expanse of frozen water joins the pearly sky at the horizon, the emptiness emphasised by a lonely skater, Hetty Giezen feels in her element. With her brushes she records the pale beauty of the Dutch winter landscapes but on her skates she tastes its real essence. Twice she managed to complete the Elfstedentocht (Tour of the eleven cities, some 220km), thus proving the happy transition from a small toddler under the Indonesian palms to a woman of the north, successful in its typical sport and in depicting its unique traits.



Heeten, Buitenplaats Schoonheten.



Kadoelen, De Katerstee.



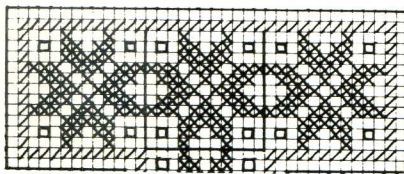
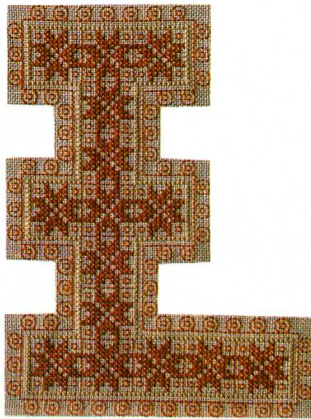
Uithuizen, Menkemaborg.

NEDERLANDSE DUIVENTILLEN

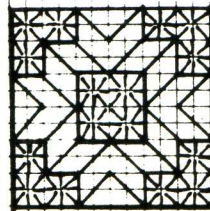
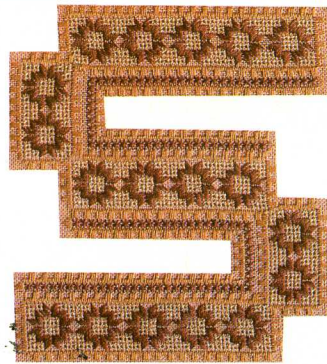
In het boek met deze titel staan 40 paginagrote in kleur afgedrukte aquarellen van Hetty Giezen-Nieuwenhuys met beschrijvingen van de historische duifhuizen en hun omgeving.

Toliën Wilmer schreef een inleiding (40 pagina's, met illustraties) waaruit blijkt dat duiven en mensen al sinds 4500 v.Chr. een speciale relatie hebben: als vredessymbool, als koerier maar ook als voedselbron en als geneesmiddel heeft de duif ons gediend. "Nederlandse Duiventillen" werd uitgegeven door Terra, Postbus 188, 7200 AD Zutphen. Formaat 22 x 30cm, 111 pagina's, prijs Dfl.39,50.

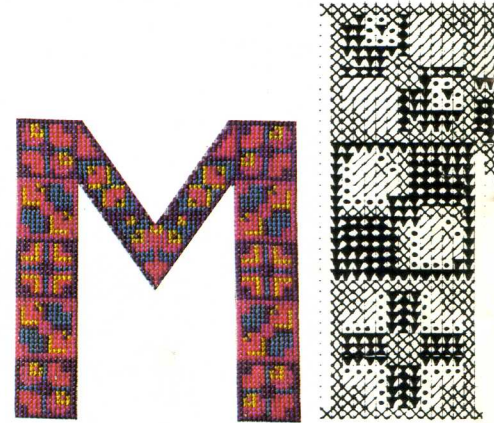
ORNAMENTA



De L van een letterlap uit 1708, gewerkt in kruissteken in twee kleuren (x en /) en stiksteken.

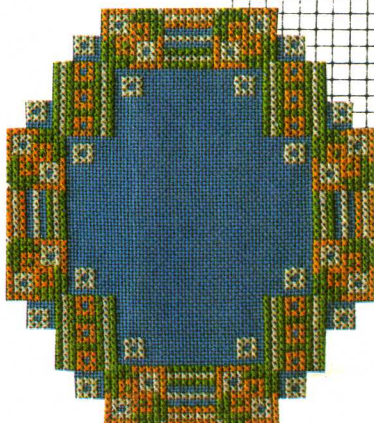
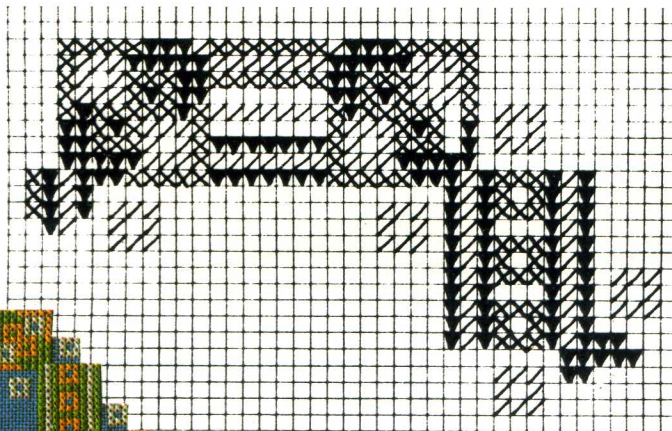


De S van een merklap uit 1710 (collectie Nederlands Openlucht Museum) Elk blokje heeft drie stersteken in iedere hoek en vier stersteken in het midden. De stervorm wordt opgevuld met schuingewerkte platsteken.

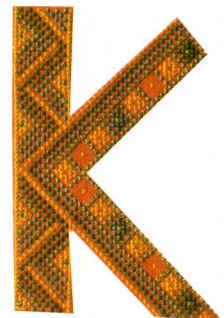


De M, samengesteld uit drie verschillende weer als een V gebruikt kan worden.

Waren de chocoladeletters uiteindelijk niet ouder dan een dikke eeuw (zie page 12), geborduurde initialen ontstonden heel wat vroeger. In patronenboeken uit de eerste helft van de 16e eeuw staan al alfabetten en enige tijd daarna verschijnen ze op merklappen, lakens, slopen en kledingstukken. Prachtige letters, vaak met een rijkdom aan variatie binnen de vastgestelde vormen. Wat bij bestudering opvalt, is het veel gevolgde basis-principe van opbouw uit gelijke blokjes.

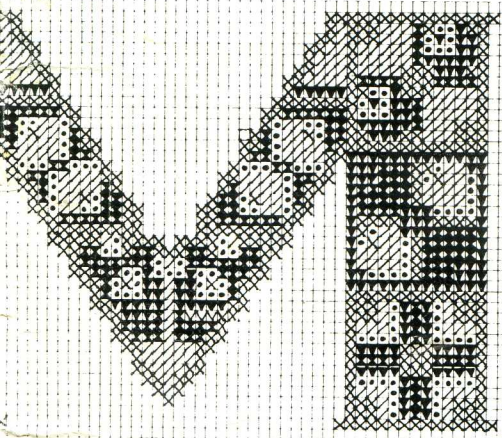


De O, met vier maal hetzelfde lange stuk, verbonden door vier identieke tussenstukken. Horizontaal door midden gedeeld en voorzien van een zijkant onstaat een D.



De K, waarvan met weinig moeite ook een H te construeren valt.

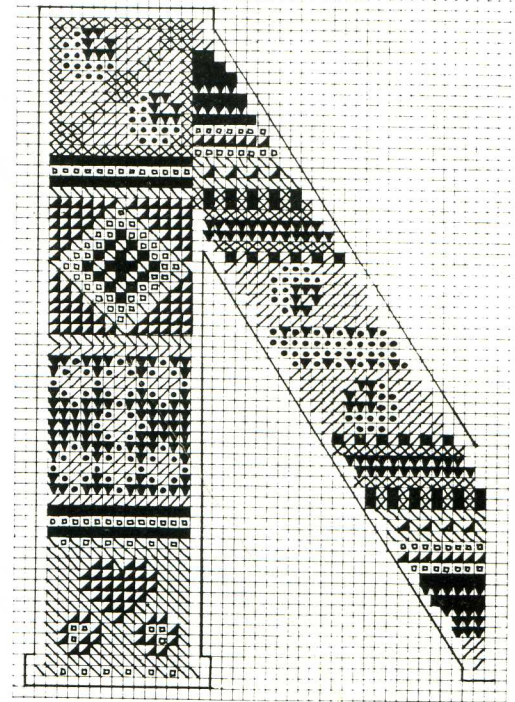
LE LETTERS



blokken en een daarvan afgeleid tussenstuk dat De linker en de rechter poot zijn gespiegeld.

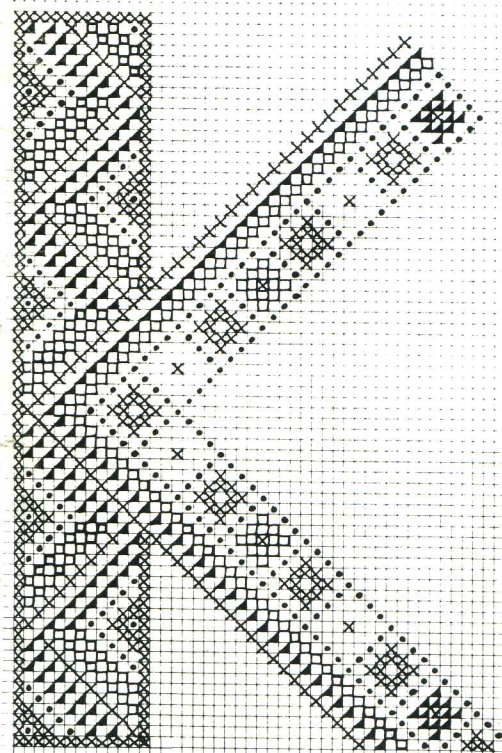


De N, met vier verschillende blokken in de poten, van de schuine middenstreep is weer een V te maken.



De afgebeelde L en S zijn hiervan goede voorbeelden.

Volgens hetzelfde principe kunnen we ook eigentijdse letters samenstellen. In kruissteek geborduurd of gemaasd, op kleding, op kussens of als wandversiering, er is van alles mee te doen en als blijvend alternatief van de vergankelijke chocolade-letter een leuk cadeautje en een dankbaar handwerk-object.



Een bloemrijke, geheel symmetrische H waarvan de onderdelen zich makkelijk voor een grote of een kleine L laten gebruiken.



Monogram van een 18e eeuw beddelaken.

This book is written by the Dutch-born writer and journalist Bert van Bedaf, who was naturalised in 1974. Van Bedaf states "The book gave me an opportunity to set out some of the social, political, economical and industrial aspects of the Netherlands and to compare them with the way we do things in Australia." All major Dutch exploration took place in the 17th century, the 'Golden Age' for the Dutch. Under the authority of the East India Company, the Dutch succeeded the Spanish and Portuguese to become the most powerful merchant fleet in the world at that time. That is until it was overtaken by the English, who eventually colonised Australia - but not without the help of Dutch maps.

The book is not only about the early discoveries of Australia. The remaining four chapters deal with a brief history of the Netherlands, the post-war period of reconstruction, a comparison of Dutch and Australian societies, and a look at the future. The Netherlands today is a multicultural society, as is Australia. The country is confronted with similar problems in areas of conservation, industrial pollution, the burdens of welfare such as caring for the aged and unemployed, and still maintaining a socially just society with very few industrial disputes. Although supporting almost the same population as Australia, the Netherlands is less than half the size of Tasmania!

ABOUT THE DUTCH is an AE Press publication, containing many photographs, maps and drawings, in both full colour and black and white. It is distributed by the Dutch-Indonesian Bookshop, 72 Maroondah Highway, Croydon, Victoria 3136, Telephone (03) 723-1195. Thanks to the financial assistance of the Dutch Government, as part of its contribution to the Australian Bicentenary, it retails for only \$14.95.

"This book is unique", Bert van Bedaf says, "because it gives a concise yet comprehensive account of the Dutch explorations in this part of the world, against the history of the Netherlands.

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