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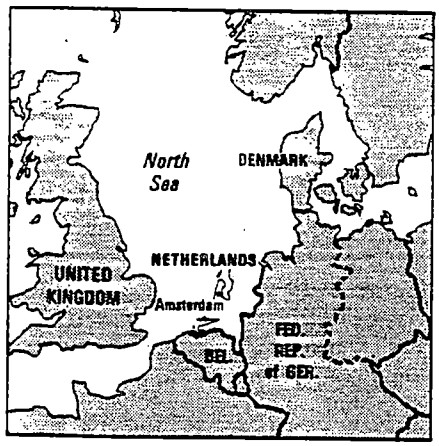
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background notes

Netherlands

United States Department of State
Bureau of Public Affairs

September 1987



Official Name:
Kingdom of the Netherlands

PROFILE

Geography

Area: 41,473 sq. km. (16,464 sq. mi.). **Cities:** *Capital*—Amsterdam (pop. 687,450). *Others*—The Hague—seat of government (pop. 449,350); Rotterdam, principal port (pop. 558,850); Utrecht (pop. 231,750). **Terrain:** Coastal lowland. **Climate:** Northern maritime.

People

Nationality: *Noun*—Dutchmen and Dutchwomen. *Adjective*—Dutch. **Ethnic groups:** Predominantly Dutch; largest minority communities are Moroccans, Turks, Surinamese, and Indonesians. **Religions:** Roman Catholic, Protestant, nonaffiliated, and other. **Language:** Dutch. **Education:** *Years compulsory*—10. *Attendance*—nearly 100%. *Literacy*—98%. **Health:** *Infant mortality rate*—6/1,000. *Life expectancy*—76 yrs. (males, 73 yrs.; females, 79 yrs.). **Work force** (1985): 6.0 million. *Agriculture*—1.4%. *Trade*—17.0%. *Industry*—29.5%. *Services*—44.9%. Of the above total, government—23.3% of the work force.

Government

Type: Parliamentary democracy under a constitutional monarch. **Constitution:** 1814 and 1848.

Branches: *Executive*—monarch (chief of state), prime minister (head of government), Cabinet. *Legislative*—Bicameral Parliament (First and Second Chambers). *Judicial*—Supreme Court.

Subdivisions: 12 provinces.

Political parties: Christian Democratic Appeal (CDA), Labor Party (PvdA), Liberal Party (VVD), Democrats '66 (D'66), other minor parties. **Suffrage:** Universal over 18.

Defense (1987): 3.2% of GNP.

Flag: Three horizontal stripes—red, white, and blue, from top to bottom.

Economy

GNP (1987): $189.8 billion; 1986, $173.4 billion. **Annual growth rate** (1987): 1.5% (est.). **Per capita income** (1987): $13,065; 1986, $11,958. **Avg. inflation rate** (1986-87): -1.0%; 1985-86, 0%.

Natural resource: Natural gas.

Agriculture (4.1% of Net National Income (NNI)): *Products*—wheat, barley, oats, sugar beets, fruits, potatoes, poultry.

Industry (18.7% of NNI): *Types*—steel, metal products, electronics, bulk chemicals, natural gas.

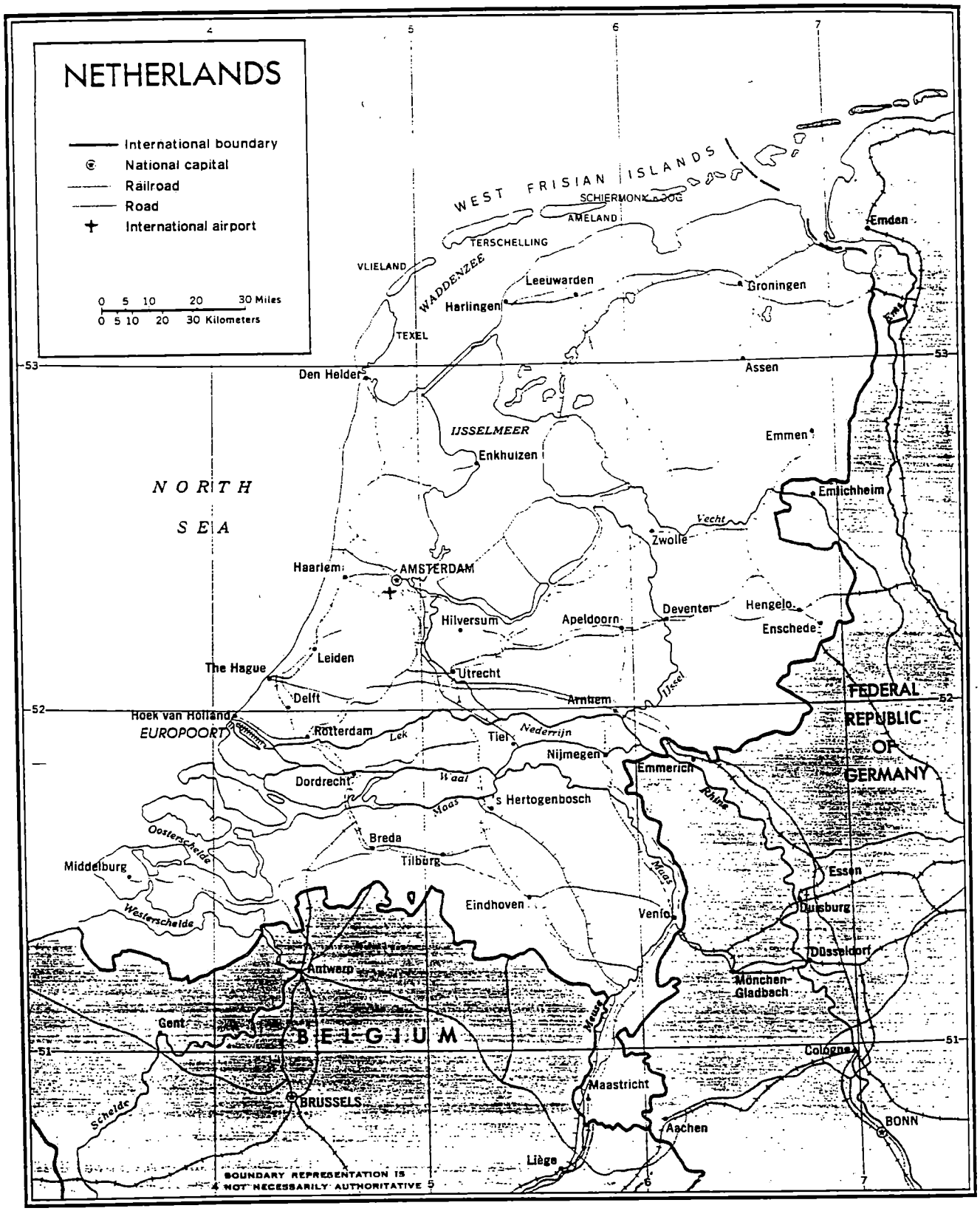
Trade (1985): *Exports*—$67.9 billion: mineral fuels, chemical products, machinery and transport equipment, foodstuffs. *Imports*—$64.9 billion: mineral fuels and crude petroleum, machinery, chemical products, foodstuffs. *Major trade partners*—FRG, Belgium, Luxembourg, France, UK, US.

Official exchange rate (May 1987): 2.01 Dutch guilders = US$1.

Development aid sent (0.91% of 1986 GNP): $1.3 billion.

Membership in International Organizations

UN, North Atlantic Treaty Organization (NATO), European Community (EC), Organization for Economic Cooperation and Development (OECD), International Energy Agency (IEA), International Atomic Energy Agency (IAEA), European Monetary System, BENELUX Economic Union, European Space Agency (ESA), INTELSAT, Western European Union, others.


NETHERLANDS
International boundary
National capital
Railroad
Road
International airport
0 5 10 20 30 Miles
0 5 10 20 30 Kilometers
WEST FRISIAN ISLANDS
SCHIERMONNIKOOG
AMELAND
TERSCHELLING
VLIELAND
WADDENZEE
TEXEL
Leeuwarden
Harlingen
Groningen
Emden
Ems
Den Helder
Assen
IJSSELMEER
Emmen
Enkhuizen
Emlichheim
NORTH SEA
Vecht
Zwolle
Haarlem
AMSTERDAM
Hilversum
Apeldoorn
Deventer
Hengelo
Enschede
Leiden
The Hague
Utrecht
IJssel
Delft
Arnhem
FEDERAL REPUBLIC OF GERMANY
Hoek van Holland
EUROPOORT
Rotterdam
Lek
Nederrijn
Tiel
Nijmegen
Emmerich
Dordrecht
Waal
Rhine
s Hertogenbosch
Maas
Oosterschelde
Breda
Tilburg
Middelburg
Essen
Eindhoven
Venlo
Duisburg
Westerschelde
Düsseldorf
Antwerp
Mönchen-Gladbach
Gent
BELGIUM
Meuse
Cologne
Maastricht
BRUSSELS
Scheldt
Aachen
BONN
Liège
BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE
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GEOGRAPHY

The Netherlands is bordered by the North Sea, Belgium, and the Federal Republic of Germany. The country is low and flat except in the southeast, where some hills rise to 304 meters (1,000 ft.) above sea level. Because roughly one-half of the land is below sea level, the Dutch have had to build their famous dikes to reclaim land from the sea.

The warmest weather occurs between June and September; the other 8 months are cool or cold. Except for occasional warm spells in summer, temperatures rarely exceed 24 °C (75 °F). Winters are long, and the damp cold from the North Sea can be penetrating.

The Netherlands is still often called Holland, which was the largest Dutch province and incorporated the country's three largest and most prosperous cities—Amsterdam, The Hague, and Rotterdam. The original province is divided into Noord-Holland and Zuid-Holland.

PEOPLE

The Dutch are primarily of Germanic stock with some Gallo-Celtic mixture. They have clung tenaciously to their small homeland against the constant threat of destruction by the North Sea and recurrent invasions by the great European powers.

Religion influences Dutch history, society, institutions, and attitudes and is closely related to political life, though to a diminishing degree. The right of every individual to religious freedom is guaranteed by the constitution. Although church and state are separate, a few historical ties remain—the royal family belongs to the Dutch Reformed Church (Protestant).

The arts have played a major role in the development and representation of Dutch culture. The works of Old Masters, including Rembrandt and Hals, and later artists, such as Mondriaan and Van Gogh, are on display in museums throughout the Netherlands. The government strongly supports artists, sculptors, and architects and attempts to use their works in public projects whenever possible. The Amsterdam Concertgebouw Orchestra and the Resident Philharmonics in The Hague and Rotterdam enjoy excellent international reputations. The Netherlands' active intellectual life is stimulated by lively political satire and a counterculture and is sustained by prestigious universities.



Binnehof buildings, The Hague: A 13th-century palace housing both chambers of the legislature.

HISTORY

Julius Caesar found the Netherlands inhabited by Germanic tribes, one of which, the Batavi, did not submit to Rome until 13 B.C., and then only as an ally. A part of Charlemagne's empire in the 8th century A.D., the area later passed into the hands of the House of Burgundy and the Austrian Hapsburgs. Falling under harsh Spanish rule in the 16th century, the Dutch revolted in 1558, under the leadership of Willem of Orange. By virtue of the Union of Utrecht in 1579, the seven northern Dutch provinces became the Republic of the United Netherlands.

During the 17th century, considered its "golden era," the Netherlands became a great sea and colonial power. Its importance declined, however, after wars with Spain and France in the 18th century. In 1795, French troops ousted Willem V of Orange, the Stadhouder under the Dutch Republic and head of the House of Orange.

Following Napoleon's defeat in 1813, the Netherlands and Belgium became the "Kingdom of the United Netherlands" under King Willem I, son of Willem V of Orange. The Belgians withdrew from the union in 1830 to form their own kingdom. Willem I abdicated in favor of Willem II in 1840. Willem II was largely responsible for the liberalizing revision of the constitution in 1848.

The Netherlands prospered during the long reign of Willem III (1849–90). At the time of his death, his daughter, Wilhelmina, was 10 years old. Her mother, Queen Emma, reigned as regent until 1898 when Wilhelmina reached the age of 18 and became the monarch.

Although the Netherlands was neutral during World War I and again proclaimed neutrality at the start of World War II, German troops overran the country in May 1940. Queen Wilhelmina, Crown Princess Juliana, and their families fled to London and established a government-in-exile; Crown Princess Juliana and her daughters continued on to Canada, where they remained until 1945. In September 1944, U.S. forces participated in the liberation of the southern Netherlands. However, the German Army in the rest of the Netherlands did not surrender until May 5, 1945. The Queen and Crown Princess returned to the Netherlands shortly thereafter. Queen Juliana succeeded to the throne in 1948 upon her mother's abdication. In April 1980, Queen Juliana abdicated in favor of her daughter, who is now Queen Beatrix.

The Netherlands' once far-flung empire has been granted full independence or nearly complete autonomy since the end of World War II. Indonesia formally gained its independence from the Netherlands in 1949. Suriname became independent in 1975. The five islands of the Netherlands Antilles (Curacao, Bonair, Saba, St. Eustatius, and a part of St. Maarten) are integral parts of the Netherlands realm but enjoy a large degree of autonomy. On January 1, 1986, Aruba, which had been a part of the Netherlands Antilles, was granted a separate status within the Kingdom on par with but apart from the other five islands. (For more information, see *Background Notes* on Netherlands Antilles.)

GOVERNMENT

The present constitution dates from 1848 and has been amended a number of times. The government is based on the principles of ministerial responsibility and parliamentary government common to most constitutional monarchies in

Travel Notes

Clothing: Clothing needs are similar to those of Washington, DC, but the Netherlands' climate is cooler in the summer, milder in the winter, and has more rain, i.e. a climate similar to that of Seattle, Washington.

Currency: Currency unit is the Dutch guilder (Fl.); foreign exchange control regulations place no limit on the amount of foreign currency or negotiable instruments that may be imported.

Health: Medical facilities are good. Community sanitation is comparable to standards in US cities.

Telecommunications: Facilities are good for local and long-distance use. Amsterdam and The Hague are six time zones ahead of eastern standard time.

Transportation: Good public transportation by bus and streetcar is available in the cities and serves principal sectors of the city as well as the suburbs. Most Dutch cities are connected by rail, and almost all regions of the Netherlands are accessible by good public transportation. Excellent transportation to other principal European cities also is available. The main international airport is at Schiphol, near Amsterdam, but a few international flights also arrive at Rotterdam and Maastricht Airports.

Western Europe. It is composed of three basic institutions:

- The crown (monarch, Council of Ministers, and Council of State);
- The States General (Parliament); and
- The Courts.

The Monarch

The monarch is the titular head of state of the Kingdom of the Netherlands. It is, however, the Council of Ministers (cabinet), not the Queen, that is responsible for government policy. The Queen's function is largely ceremonial, but she does have some influence deriving from the traditional veneration of the House of Orange (from which Dutch monarchs for more than three centuries have been chosen), the personal qualities of Queen Beatrix and Queen Juliana before her, and the power to appoint the formateur, who is charged with the formation of a Council of Ministers following elections.

The Council of Ministers

The Council of Ministers is responsible for the formulation and implementation of government policy. Most ministers also head government ministries, although there can be ministers without portfolio. The ministers, collectively and individually, are responsible to the Parliament. Unlike the British system, Dutch ministers cannot simultaneously be members of Parliament.

Council of State

A constitutionally established advisory body to the government, the Council of State consists of members of the Royal Family and Crown-appointed members generally having political, commercial, diplomatic, or military experience. The Council of State must be consulted by the cabinet on proposed legislation before a law is submitted to Parliament. The Council of State also serves as a channel of appeal for citizens against executive branch decisions.

States General (Parliament)

The Dutch Parliament (also called the "States General") consists of two houses: the First Chamber and the Second Chamber. Historically, Dutch governments have been based on the support of a majority in both houses of Parliament.

The Second Chamber is by far the more important of the two houses. It alone has the right to initiate legislation and amend bills submitted by the Council of Ministers and shares with the First Chamber the right to question ministers and state secretaries.

The Second Chamber consists of 150 members, directly elected for a 4-year term (unless the government falls prematurely) on the basis of a nationwide system of proportional representation. This system means that members represent the whole country, rather than individual districts as in the United States, and are generally elected on a party slate, not on a personal basis. It also makes it difficult for any one party to win an absolute majority, producing a tradition of coalition government in the Netherlands. Elections for the Second Chamber were most recently held in May 1986. New elections are not constitutionally required until 1990.

The First Chamber is composed of 75 members elected for 4-year terms by the 12 provincial legislatures. It cannot initiate or amend legislation, but its approval of bills passed by the Second Chamber is required before bills become law. The First Chamber generally meets only once a week, and its members usually have other full-time jobs. The last First Chamber elections were held in June 1987.

Courts

The judiciary comprises 62 cantonal courts, 19 district courts, 5 courts of appeal, and a Supreme Court (24 Justices). All judicial appointments are made by the Monarch. Judges are nominally appointed for life but in fact are retired at age 70.

Administrative Divisions

The first-level administrative divisions are the 12 provinces, each governed by a locally elected provincial council and a provincial executive appointed by members of the provincial council. The province is formally headed by a Queen's commissioner appointed by the national government.

Principal Government Officials

Monarch—Queen Beatrix

Council of Ministers

Prime Minister and Minister of General Affairs—Ruud F. M. Lubbers, Christian Democrats (CDA)
Deputy Prime Minister and Economic Affairs—Rudolf de Korte, Liberals (VVD)
Foreign Affairs—Hans van den Broek (CDA)
Finance—Herman O. C. R. Ruding (CDA)
Defense—Willem van Eekelen (VVD)
Development Cooperation—Piet Bukman (CDA)
Social Affairs and Employment (Netherlands Antilles)—Jan de Koning (CDA)
Home Affairs—Cees van Dijk (CDA)
Justice—Frederik Korthals Altes (VVD)
Agriculture and Fisheries—Gerrit J. M. Braks (CDA)
Education and Sciences—Wim J. Deetman (CDA)
Transport and Waterways—Mrs. Neelie Smit-Kroes (VVD)
Housing, Physical Planning and Environment—Ed Nijpels (VVD)

Ambassador to the United States—Richard Fein
Ambassador to the United Nations—Adriaan Jacobovits de Szegd

The Netherlands maintains an embassy in the United States at 4200 Linnean Avenue NW., Washington, D.C. 20008 (tel. 202-244-5300). Consulates general are in Chicago, Houston, Los Angeles, New York City, and San Francisco.



Madurodam, the famous miniature city in The Hague.

POLITICAL CONDITIONS

Four principal groups—Catholics, Protestants, Labor, and Liberals—form the historical basis for the three main political parties. Because of the Dutch system of proportional representation, no one party has gained an absolute majority in Parliament in recent times. This has resulted in coalition governments that pursue generally centrist policies, although there are swings in political approach depending on whether a center-left or center-right government is in power.

From the end of World War II until December 1958, the Netherlands was governed by a series of coalitions built on a Labor-Catholic base. Since 1958, governments have been formed primarily from a center-right coalition of the Christian Democrats (or the one Catholic and two Protestant parties from which the Christian Democrats were formed) and the Liberals. The social democratic-oriented Labor Party generally has been in opposition, except between 1973–77 and twice briefly (April 1965 to October 1966 and September 1981 to May 1982).

The current government formed in July 1986 is a center-right coalition of the Christian Democratic (CDA) and Liberal (VVD) parties headed by Prime Minister Ruud Lubbers of the CDA. The government has the support of 81 of the 150 members of the Second Chamber. Nine political parties are currently represented in the Second Chamber, with the four largest parties holding 142 of the 150 seats.

Christian Democrats (CDA). The Christian Democratic Party was formed from a merger of the Catholic People's Party (KVP) and two Protestant parties, the Anti-Revolutionary Party (ARP) and the Christian-Historical Union (CHU). The merger process, begun in the early 1970s to attempt to stem the tide of losses suffered by religiously based parties, was completed in 1980. The CDA occupies the political center among the major Dutch political parties. It supports free enterprise and NATO membership and holds to the principle that government activity should supplement but not supplant communal action by citizens. The CDA sees its philosophy as between the "individualism" of the Liberals and the "statism" of the Labor Party. The CDA won 54 seats in the May 1986 parliamentary elections. This represents the party's strongest showing since the CDA first ran a common slate of candidates in 1977.

Labor Party (PvdA). The PvdA is the most left-wing of the three major parties. Labor has 52 seats in the current Second Chamber and is thus the second largest party after the CDA. It is currently in the parliamentary opposition, and has been for 8 of the last 9 years. The PvdA is a European social democratic party. The party's program is based on greater social, political, and economic equality for all citizens.

Composition of the States General

First Chamber	*Seats*	*Second Chamber*	*Seats*
Christian Democratic Appeal	26	Christian Democratic Appeal	54
Labor Party	26	Labor Party	52
Liberal Party	12	Liberal Party	27
Democrats '66	5	Democrats '66	9
Political Reformed Party	1	Political Reformed Party	3
Political Party of the Radicals	1	Political Party of the Radicals	2
Pacifist Socialist Party	1	Pacifist Socialist Party	1
Communist Party	1		
Reformed Political Confederation	1	Reformed Political Confederation	1
Reformed Political Alliance	1	Reformed Political Alliance	1
Total seats	75	Total seats	150

although in recent years the party has begun to debate to what extent the central government should be the vehicle for accomplishing these goals. The PvdA supports Dutch NATO membership but is critical of many alliance policies, particularly regarding nuclear weapons, and remains firmly opposed to the deployment of cruise weapons in the Netherlands.

Liberals (VVD). The VVD is "liberal" in the European, rather than American, sense of the word. It thus attaches great importance to private enterprise and the freedom of the individual in political, social, and economic affairs. The VVD is generally seen as the most conservative of the major parties. It is a solid supporter of most NATO policies. The VVD has been the junior partner in a governing coalition with the CDA since 1982. After registering large gains in 1982 national elections, the VVD was the major loser in the 1986 voting, dropping from 36 to 27 seats in the Second Chamber.

Democrats '66 (D'66). The largest of the "small" parties in the Dutch Parliament, the electoral fortunes of D'66 have fluctuated widely since the party's founding in 1966. Its current nine seats roughly reflect the historical average of the party's showing over the last 20 years. D'66 is a center-left party (generally portrayed as between the CDA and PvdA), with its strongest support among young, urban, professional voters. D'66 is currently in the parliamentary opposition.

ECONOMY

The Dutch economy is based on private enterprise. The government has little direct ownership or participation, but it heavily influences the economy, with more than 45% of the gross national product (GNP) involved in its operations and social programs (including transfer payments). Government at all levels makes its presence felt through the many regulations and permit requirements pertaining to almost every aspect of economic activity.

Services, which account for half of the national income, are primarily in transport and financial areas, such as banking and insurance. Industrial activity provides about 19% of the national income and is dominated by the metalworking, oil refining, chemical, and food-processing industries. Construction amounts to about 6% of the national income. Agriculture and fishing, although visible and traditional Dutch activities, account for a little more than 4%.

Foreign trade heavily influences the open Dutch economy, with exports accounting for 62% of GNP. The Netherlands finds a liberal commercial policy advantageous and participates as a charter member in the European Community (EC), the BENELUX Economic Union, and the European Monetary System. It is a firm supporter of the General Agreement on Tariffs and Trade (GATT) and is a subscriber to the successful conclusion of the multilateral trade negotiations in establishing freer and expanded world trade.

In 1959, the vast Slochteren gas field in Groningen Province began production and is now one of the world's largest producing natural gas fields. In addition, the Netherlands also discovered gas on the North Sea's continental shelf. At present, total natural gas reserves (mainland and North Sea) amount to 1.9 trillion cubic meters. The reserves of other Dutch gas fields, including the Dutch North Sea sector, total about 18% of those of Slochteren. Current gas production is running annually at about 80 billion cubic meters, half of which is exported to EC member countries. General government revenues from natural gas totaled about $8.7 billion in 1986 and accounted for more than 14% of total government revenue, dropping to $3.8 billion in 1987 (6% of revenue).

Dutch economic growth in the last several years has been limited by the world's general economic slowdown. After an average 2% growth in 1984–86, real growth in 1987 is estimated at 1.5%. Inflation reached 2.5% in 1985, stabilized at 0% in 1986, and is forecast to drop to a negative 1% in 1987. The Netherlands' balance-of-payments current account has been in strong surplus in recent years because of improved export competitiveness, earnings from gas, and depressed internal demand.

FOREIGN RELATIONS

The Netherlands pursued a neutralist foreign policy for much of its modern history. This neutrality, however, was abandoned after World War II, and the Dutch saw the Western alliance as the best means to ensure security and promote national interests. The postwar Netherlands governments have pursued an active, engaged foreign policy in many areas of the world.

In addition to pursuit of national interests, Dutch foreign policy in recent years has been rooted in several important principles, which include the promotion of peace and security in Europe and, where possible, in other areas of the world, support for the development of the Third World, and respect for international law and human rights.

The Netherlands seeks to advance many of its foreign policy objectives through multilateral cooperation. Its security policy is based upon membership in NATO. Economic and trade policy is closely coordinated through the EC and, to a lesser extent, other international bodies, such as the Organization for Economic Cooperation and Development, GATT, and the International Monetary Fund.



The Hague: Cyclists relax in front of the Peace Palace, which also houses the International Court of Justice.

Other foreign policy interests generally take into account consultations within European Political Cooperation, the political consultation process of the EC. The Netherlands also is a member of the BENELUX group (Belgium, Netherlands, Luxembourg). Finally, the Netherlands is an active and responsible participant in the United Nations and its affiliated organizations.

The Netherlands is a strong proponent of North-South cooperation and maintains an impressive development assistance program. Aid commitments are fixed by law at 1.5% of net national income, although actual disbursements have not always reached that level in recent years. Bilateral aid (68% of total aid) is focused on 10 concentration countries (Bangladesh, Egypt, India, Indonesia, Kenya, North Yemen, Pakistan, Sudan, Sri Lanka, Tanzania) and three geographic regions requiring special attention (the Sahel, Southern Africa, and Central America). The Dutch also contribute large amounts of aid through multilateral channels (32% or $373 million), especially the UN Development Program (10%), International Development Association (7%), and EC programs (8%). Some aid funds are channelled through private ("cofinancing") organizations that have almost total autonomy in choice of projects.

The Netherlands has relations with all communist countries except North Korea.

U.S.-DUTCH RELATIONS

The excellent relations between the United States and the Netherlands are based on close historical and cultural ties and a common dedication to the security of the Western world. An outward-looking nation, the Netherlands works with the United States bilaterally and in the United Nations and other international and regional organizations to further free trade, economic cooperation, and assistance to developing countries.

DEFENSE

The defense structure of the Netherlands comprises the Ministry of Defense and the various branches of the armed forces—the Royal Netherlands Navy, the Royal Netherlands Army, the Royal Netherlands Air Force, and the Royal Netherlands Military Constabulary

Further Information

These titles are provided as a general indication of the material published on this country. The Department of State does not endorse unofficial publications.

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(Marechaussee). Political responsibility for the defense of the Netherlands lies with the Minister of Defense and a State Secretary.

The Royal Netherlands Armed Forces (RNAF) have a total peacetime personnel strengh of about 123,000 military and civilians. The services are currently engaged in an ambitious force modernization program outlined in the 1987–96 defense procurement plan.

The main mission of the Royal Netherlands Army is the defense of a section of the North German plain. The army is introducing new weapons systems, with the accent on antiarmor and air defense. The Royal Netherlands Navy is composed of escort ships, submarines, maritime patrol aircraft, helicopters, a mine countermeasure force, and a Marine Corps, as well as the necessary supporting elements. Priority is given to antisubmarine warfare, with increasing emphasis on air defense and surface warfare. The Royal Netherlands Air Force weapons systems are primarily fighter aircraft and surface-to-air guided weapons.

Principal U.S. Officials

Ambassador—John S.R. Shad
Deputy Chief of Mission—John H. Rouse
Political Counselor—Alan R. McKee
Economic Counselor—David P. Rehfuss
Administrative Counselor—Johnny Young
Commercial Counselor—Harrison B. Sherwood
Public Affairs Counselor—William La Salle
Defense and Naval Attache—Capt. Roger E. Carlson
Army Attache—Col. Lance J. Burton
Air Attache—Col. Frederick M. Banks
Agriculture Counselor—John E. Montel
Chief, Office of Defense Cooperation—Col. Robert G. Hanus, USAF
Country Attache—Narcotics—William J. Wolf
Customs Attache—James W. Wilkie
Consul General, Amsterdam—Jake M. Dyels

The U.S. Embassy is located at Lange Voorhout 102, 2514 EJ The Hague (tel. 070–62–49–11). The Consulate general is at Museumplein 13, 1071 DJ Amsterdam (tel. 020–790–321). ■

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WELCOME TO HOLLAND



information for visitors and newly arrived personnel

PREPARED BY THE AMERICAN EMBASSY
THE HAGUE, NETHERLANDS

VISITORS

THE AMERICAN EMBASSY WELCOMES YOU TO HOLLAND AND HOPES THAT YOUR VISIT HERE WILL BE A PLEASANT ONE.

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WELCOME TO HOLLAND!!

This booklet is for your convenience during your visit to The Hague. Your Welcome Kit contains additional information including tourist brochures about places you might want to visit. Please feel free to ask the staff of the Administrative Office (Ext. 271) or the Community Liaison Office (Ext. 274) for any additional assistance.

WHOM TO CALL IN AN EMERGENCY

A Marine Guard is always on duty when the Embassy is closed. He can reach the Embassy Duty Officer in an emergency. Dial 62.49.11. When dialing from outside The Hague dial 070-62.49.11.

EMERGENCY NUMBERS

Police (alarm)	222222
Police-station The Hague (general)	104911
Fire Station	222333
Ambulance	222111
Physician (night service)	469669
Veterinary surgeon	255907
Dentist (day, night, weekend)	974491
Pharmacies (from 5:30 pm on and on the weekend)	451000

Pharmacies

Pharmacies, "Apotheek" in Dutch, sell only prescription medicines and related products. They take turns providing night and Sunday services. In emergencies you may obtain this information from the Police. (For The Hague call 22.22.22.)

TELEPHONING

How to Use the Local Telephone Directory

For calls in The Netherlands consult page 14 of any Telephone Directory on how to use the directory and to make a call; first dial the area code (city), wait to hear a high uninterrupted buzzing, then dial the number of the subscriber. If no area code is listed, dial 008 for information.

For Information: To obtain numbers not listed in the telephone book or those which have been changed within The Netherlands, dial 008 for information

MONEY

The Netherlands currency is based on the guilder ("gulden" in Dutch). It is abbreviated "Fl." or "Dfl" for florin derived from the French because the coins originally had a floral pattern.

The exchange rate fluctuates from day to day. The guilder consists of 100 Dutch cents, 5 cents (the coin called a "stuiver"); 10 cents (the coin called a "dubbeltje"); and 25 cents (the coin called a "kwartje"). There is also a one guilder, two-and-half guilder piece (a "Rijksdaalder," worth two guilders and fifty cents) and a five guilder piece. The paper currency is issued in five, ten, twenty-five, fifty, one-hundred, two-hundred and fifty, and one-thousand guilder notes.

American dollars or travelers checks can be exchanged at banks, hotels and some shops. Generally personal checks will not be accepted.

For U.S. Government employees on official business, check cashing service is available from the Embassy Cashier during the hours between 10 - 12 Monday through Friday.

TIPPING IN THE NETHERLANDS

Restaurants, hotels and bars include a service charge (usually 15%) when totaling a bill for food and beverages. A bill ("rekening") with the tip included is called "inclusief." The gratuity covers all service personnel. An extra tip is in order if you have received exceptional service or asked for special attention. This amount should never exceed half of the included tip, and one third is perhaps most usual.

Taxi drivers always include at least 15% tip. If you are in doubt, ask whether the fare is "inclusief." The minimum tip is one Dutch guilder.

There is usually a small charge (25 c.) for the use of rest rooms (W.C./Toilet). If the charge is not specified, a tip of approximately twenty-five Dutch cents is appropriate. In most cloakrooms ("garderobe") a set fee is charged for service.

Tips are given the day after New Year's day to all who have served you daily throughout the year (i.e. the milk man, baker, newsboy, etc.)

RESTAURANTS

RECOMMENDED BUT RATHER EXPENSIVE:

THE HAGUE	ADDRESS	PHONE	CLOSED	KITCHEN CLOSES
Saur (fish)	Lange Voorhout 47-53	463344	Sunday	22:00
Des Indes 'Le Restaurant'	Lange Voorhout 54-56	469553		22:00
Royal	Lange Voorhout 44	600772	Sunday	22:00
Chez Eliza	Hooikade 14	462603	Sat/Sun.	22:00
La Cigogne (Promenade Hotel)	Van Stolkweg 1	574121		22:00

SCHEVENINGEN:

Kurhaus Restaurant 'La Kandinsky'	Gevers Denootplein 30	520052	18:30-11:00	lunch: 12:00-16:30

WASSENAAR

Auberge "De Kieviet"	Stoeplaan 27	01751/79203	Monday	22:00

OEGSTGEEST

De Beukenhoff	Terweeweg 2-4	071/153177	Sunday	22:00

GOOD RESTAURANTS, MODERATELY PRICED

THE HAGUE

Bistroquet	Lange Voorhout 98	601170	Sunday	22:00
'T Gemeste Schaap	Raamstraat 7-9	639572	Thurs.*	22:00
Bar-B-Q Bontje	Javastraat 7a	460118		22:00
Bistro Bontje	D. Hoogenraadstr.224a	522711		23:00
Le Gentilhomme	Noordeinde 148	464664		23:00
Trias	Lange Houtstraat 3	651175		10:00

SCHEVENINGEN

Kurzaal (Kurhaus) (buffet-type only)	Gevers Deynootplein 12:00-13:30, daily, also in evening	520052	-	22:00 18:00-22:00.
De Lobster Pot (Fish)	Dr. Lelykade 23	501039	Wed.	22:00
Bistro le Bon Mangeur	Wassenaarsestraat 119	559213	Sun./Mon.	22:00

*from 4/1-9/1

FISH RESTAURANTS

SCHEVENINGEN	ADDRESS	PHONE	CLOSED	KITCHEN CLOSES	MENU # ESTIMATE
Ducdalf	Dr. Lelykade	557692	-	21:45	
Havenrestaurant Van der Toorn	Treilerdwarsweg 2a	545783	Sunday	19:30	

THE HAGUE

Bistro-Mer (Bontje)	Javastraat 9	607389		23:00	
De Verliefde Kreeft	Bleijenburg 9-11	644522		23:00	

ITALIAN RESTAURANTS - THE HAGUE

Da Roberto	Noordeinde 196	464977	Tuesday	23:00	
Roma	Papestraat 22	462345	Tuesday	22:00	
Marco Polo (Restaur.)	Kettingstraat 9-11	652080	Monday	22:00	
Marco Polo (Pizzeria)	Kettingstraat 1b	466281	*	22:00	
Pizza Biffi	Denneweg 142	649497	Monday	22:00	
Pizza Hut	Noordeinde 140c	468511	Monday	22:00	

*Pizzeria; Wedn.: 12:00-14:30/17:00-22:00. Thur.: 16:00-22:00. Sat.: 12:00-22:00. On Sunday no lunches, open 16:00-22:00.

JAPANESE RESTAURANT - THE HAGUE

Shogun	Lange Houtstraat 3	655486	Sunday	22:00	
	Hours 12:00-14:00/15:30-22:00.				

CHINESE/INDONESIAN RESTAURANTS - THE HAGUE

Garoeda	Kneuterdijk 18A	465319		22:00	
Tampat Senang (music)	Ln.v.Meerdervoort 6	636787		21:30	
China	Denneweg 120 A	643545		22:00	
Woo Ping	Korte Poten 3	462805		22:00	
Raden Ajoe	Lange Poten 31	644592		22:00	
Sarinah	Gouden Regenplein 4	601585		21:45	
first floor restaurant closed Mon. & Tue.; ground floor restaurant closed Monday.					

RIJSWIJK

De Chinese Muur (Drievliet)	Jan Thijssenweg 16	992776		23:00	

SCHEVENINGEN

Bali	Badhuisweg 1	502434		22:30	

FAST FOOD

Mc Donald's	Buitenhof 22	650959		22:00	
Mc Donald's	Plein 6	642763		22:00	
Mc Donald's (Schev.)	Strandweg 59	542787		22:00	
Burger King	Gev. Deynootw	503917			

#: Miminum price-indication for a three-course menu.

WHERE TO SHOP

GROCERY STORES & SUPERMARKETS IN THE HAGUE:

V & D (Vroom & Dreesman) Department Store, Spuistraat 45, tel. 92.42.11, large supermarket in basement.

KONMAR, Elandstraat 142 Tel. 45.86.47, or Laakweg 126 Tel. 98.03.67.

ALBERT HEIJN, Weimarstraat 110-118 Tel. 64.97.71 or Leyweg 1018 Tel. 66.75.16.

HEMA Department Store, Grote Marktstraat/Voldersgracht 57, tel. 65.98.44, limited food department.

BABYLON Shopping Center, next to Centraal Station (not far from the Embassy).

Westerman Grocery, Maliestraat 1, tel. 46.25.56 (off the Denneweg, close to the Embassy and Des Indes Hotel).

KIJKDUIN (near Atlantic Hotel):

Shops are situated below Promenade.

A & O Supermarket, 19 Teunisbloemlaan, tel. 68.86.54.

Centra Supermarket Waldeck, A. Diepenbroekhof 2, (Waldeck Shopping Center) tel.: 91.01.13.

SCHEVENINGEN (near Flora Beach Hotel):

You will find many food stores on the Keizerstraat & Stevinstraat, the main shopping streets of Scheveningen.

CLOTHING, GIFTS, SOUVENIRS

The finest shopping district in The Hague is the Noordeinde and its two extensions, Hoogstraat and Venestraat, in the center of town. You will find clothing, shoes, furniture, china, crystal, oriental rugs, antiques, and silver shops there.

Two department stores, Vroom & Dreesman and the Bijenkorf are sometimes crowded, but they stock many excellent articles at prices sometimes lower than those in some small shops.

"Best buys" are brass, copper, Delft blue, Leerdam and Maastricht crystal, and diamonds.

Pewter, Souvenirs	Address	Phone
Amusa-Kroes C.V.	Passage 22	460489
De Hollandsche Molen	Strandweg, 131, Scheveningen	547479

Diamonds - NOTE: all addresses listed below are in Amsterdam

Simons	Kalverstraat 98	020/239833
Bernard Schipper N.V.	" 38	" /226929
Coster Diamonds	Paulus Potterstraat 2	" /762222
Herman Schipper N.V.	Heiligeweg 3	" /236572
Schaap en Citroen	Kalverstraat 1	" /266691

Antique Shops

These are so plentiful that just a stroll through the city streets will present you with many temptations. Look under "Antiquair" in the telephone book for a complete listing.

Antique Walk

The VVV (Tourist Organization) has mapped out several routes such as the "Antique Walk" along many curio shops in the old inner city. It is printed on the back of a reproduction of a 1614 print "Bird's Flight Over the Hague." Or try the "Neptune Route," through the fishing village of Scheveningen. The "Art Nouveau Route," takes you on a walk along houses in "new art" style. Consider a bicycle trip through the southwest and north of The Hague, and wander through the scenic dunes... Routes are available at the VVV information offices for Dfl. 1.--.

Auction Houses ("Veilingbedrijf")

Auctions are held periodically. Most auction houses will be delighted to put your name on their mailing list. A viewing day ("Kijkdag") is always held prior to the actual sale, so that potential bidders may view the merchandise in advance. Bids can usually be left at the office if you cannot attend the auction house commission. Inquire in advance as to exactly what percentage will be charged for commission.

Dutch Specialities for Gifts

Cheese	Holiday sweets and cookies
Blankets	Chocolate (for example, Droste)
Delft Pottery	Bulbs (must be ordered before mid-October)
Wooden Shoes	Tiles
Silver	Pewter
Costume Dolls	Cigars
Stainless Steel	Dutch size coffee & teaspoons (demitasse)
Crystal and Glass	Cookie Boards
Brass	Copper

Traffic-free shopping areas:

Centrally situated next to The Hague Central Station is the shopping-center BABYLON. This covered area boasts several elegant shops, parking in the underground carpark, several restaurants and three cinemas.

In the center of The Hague are three covered shopping complexes: THE ARCADE (PASSAGE) with its Venetian style dome the first covered shopping arcade in The Netherlands, THE PASSADENHA and the traffic-free PALACE and CITY PROMENADE. The covered shopping-center KIJKDUIN PROMENADE is situated adjacent to the beach in Kijkduin. Parking is available free of charge and the shops are open in the evenings and on Sundays.

You can find several shopping complexes in Scheveningen:
The PALACE PROMENADE, the GEVERS DEYNOOTPLEIN and the BOULEVARD. A lively area with shops, bars and restaurants which cater to all tastes. Seven days a week (evenings also) you can purchase something or go window-shopping in relaxed surroundings. The Palace Promenade also offers several entertainment possibilities.

SHOPPING HOURS

Department stores are closed Monday mornings. Certain stores close for half-day periods during the week and many are closed for lunch between 1 and 2 o'clock.

In general, stores are open on weekdays from 9:00 AM to 5:30 PM, and are closed on Sundays. Shopkeepers are obliged to indicate their opening hours on their door or in their shop window.

Shops may be open a total of 52 hours per week.
Thursday (shopping-night) 7 PM - 9 PM.
Saturday 9 AM - 5 PM.
Closed on Sundays.

In addition, during the period March 15 - October 15, the shops in the vicinity of the Scheveningen Boulevard and the shops at the Deltaplein in Kijkduin may open: Mon. - Sat.: until 11 PM. Sun. and Holidays: 9 AM - 8 PM.

From October 16 - March 14 on Sun. and Holidays 9 AM - 8 PM, and also open during this period in Scheveningen on Friday evening in Gentsestraat, Stevinstraat, Boulevard, and Palace Promenade.

Hairdressers and barbers are usually closed all day Monday in The Hague. Schedules differ from town to town, however, so it is advisable to check before planning your shopping.

Food stores and small neighborhood shops often close between 1 and 2 PM for lunch.

OUTDOOR MARKETS

These are held weekly in most towns in The Netherlands. Listed below are some of the larger and more popular markets:

The Hague

- Antique-,book-, picture-, and curio-market is held every Thursday between 11 AM and 9 PM on the Lange Voorhout from May 15 thru September 30 only.
At the Plein every Thursday 11 AM - 9 PM from October 1 thru May 14.

There is a general market including a "flea market," located at the Hobbemaplein every Friday, Saturday and Monday.

- Markthof Gedempte Gracht/Spui, Monday 11 am - 6 PM: Tuesday-Saturday 9 AM - 6 PM; Thursday 9 AM - 9 PM.
- Market Leyweg: Tuesday 8 AM - 5 PM.
- Wares Market: Herman Costerstraat; Mon, Fri 8 AM - 6 PM, Sat. 8 AM - 5 PM.
- Stamp Market: - corner Paleisstraat/Noordeinde ; Wed. afternoon and Sat. morning.
- Amacitia: Westeinde 15; Sat. noon - 5:30 PM.

Amsterdam Open daily: general market Mon. - Sat., Nieuwe Markt.
General Market Mon. - Sat., Albert Cuypstraat. "Flea Market" Mon. - Sat., Waterlooplein.

Delft Open air market on Thursday 9 AM - 4 PM.
Especially the flower-market on this day in Spring and Summer is recommended.

Leiden every Wednesday and Saturday; located behind the City Hall (Stadhuis).
General Market: Nieuwe Rijn, Wed. 7 AM - 6 PM.

Leidschendam market - parking lot of the Leidsenhage shopping center on Tuesday, 9 AM - 5 PM.

Loosduinen open air market Wednesday 9 AM - 4 PM.

Voorburg open air market, Rosenboomlaan on Saturday, 9 AM - 4 PM.

Voorschoten open air market, Voorstraat on Friday, 9 AM - 5 PM.

Rotterdam Every Tuesday and Saturday, Grote Markt by Blaak train station (Binnenrotte): fruits, vegetables, fabrics, general market and a "Flea Market."

Scheveningen open air market at Stevinstraat on Thursday 9 AM-4:30 PM.
Fish-Auction: Visafslagweg, Mon.-Sat. 7:30-9 AM.

Wassenaar open air market on Tuesday, opposite Duinrell.

CLOTHING SIZES CONVERSION GUIDE

Remember: European sizes are not as standardized as American. Sheet and pillowcase sizes also differ from the American sizes.

Women's Dresses, Coat & Suits							
American	6	8	10	12	14	16	18
British	8	10	12	14	16	18	20
Continental	36	38	40	42	44	46	48

Women's Blouses, Sweaters							
American	8	10	12	14	16	18	20
British	30	32	34	36	38	40	42
Continental	36	38	40	42	44	46	48

Shoes												
American	5.5	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0
British	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	7.5	8.0	8.5
Continental	35.5	36.0	36.5	37.0	37.5	38.0	38.5	39.0	39.5	40.0	40.5	41.0

Men's Suits & Overcoats								
American	34	36	38	40	42	44	46	48
British	34	36	38	40	42	44	46	48
Continental	42	44	46	48	50	52	54	56

Men's Shirts								
American	14.5	15	15.5	16	16.5	17	17.5	18
British	14.5	15	15.5	16	16.5	17	17.5	18
Continental	37	38	39	41	42	43	44	45

Shoes							
American	7	8	9	10	11	12	13
British	6	7	8	9	10	11	12
Continental	39.5	41	42	43	44.5	46	47

To calculate your child's Dutch shoe size, measure his foot in centimeters, then multiply by 1.5 (i.e. for a foot measuring 20 cms., the proper size is 20 x 1.5 = size 30).

Mail Services

International mailing addresses including required postal code for the Embassy and Consulates are as follows:

Mr. John Doe
American Embassy
Lange Voorhout 102
2514 EJ The Hague
The Netherlands

Mr. John Doe
American Consulate General
Museumplein 19
1071 DJ Amsterdam
The Netherlands

Current rates for international mail through The Netherlands PTT are as follows:

Letters within country, and EEC	: 75 Dutch cents per 20 grams
Letters in Europe outside EEC	: 1 guilder per 20 grams
Letters (airmail) to U.S.	: Fl. 1.30 for first 10 grams (letters between 10 - 20 grams are Fl. 1.50; letters 20-30 grams Fl. 2.10

Changes in PTT postal rates will be published in the Embassy weekly "The Windmill."

EMBASSY MAILROOM

Opening hours: 07:30-13:00 - 14:00-17:15. Lunch: 13:00 - 14:00.

POST OFFICE HOURS

All post offices indicated on map The Hague, Main Post Office: Nobelstraat/Prinsestraat/Kerkplein, tel. 71.94.49.
Open: Mon.-Fri. 8:30 AM - 7 PM, Sat. 9 AM till noon, Thurs. till 8:30 PM.

Scheveningen: Post Office, Strandweg 37 (opposite Pier) tel. 55.59.59. Open mid June-mid Aug.: Mon.-Fri. 8:30 AM - 6 PM, Sat. 9 AM - 4 PM;
mid Aug-mid June: Mon.-Fri. 8:30-5 PM, Sat. 9 AM - 4 PM.

Local post offices normally open at 8:30 AM and close at 5 PM. These hours may vary, however, so check with your local branch.

TAXIS

Taxis are expensive and do not cruise. You can find them at taxi stands (a "Taxi Standplaats"), or call 90.77.22.

BUS AND TRAM

Bus and tram services are excellent. A map of The Hague bus and tram lines is in the Welcome Packet. Tickets can be purchased from special sales points, such as drugstores, tobacconists and major post offices. They can also be purchased from the driver, but are more expensive than the multiple-ride tickets which can be purchased at the special sales points. If you use public transportation often, it might be more economical to purchase a monthly ticket, which may be bought at the Centraal or Hollands Spoor (railway) Stations. These tickets are valid on all bus and tram lines as far as Voorburg. Special rates for students (under 18 years of age) are available as well. For information call the Tram and Bus Company, called the Head Office HTM tel. 848484, Dynamostraat 10, The Hague, open 7:30 AM - 11 PM; or the Railway stations H.S. and C.S.

Please note the brochure in your welcome kit concerning the use of your bus and tram ticket, The "Strippenkaart."

Information Dutch trams and busses: Tel. 82.41.41.

Trams No. 2, 3, 6, 7, 9, 12 and busses No. 4, 25 leave from Central Station.
Trams No. 8, 9, 10, 11, 12 and busses No. 5, 18, 20, 30 leave from Hollands Spoor Station.

TRAINS

Information: daily 7:30 AM - 11 PM , Tel. 82.41.41.
Station H.S., direction Amsterdam (north),Rotterdam, Belgium and France (south).
Station C.S., direction Amsterdam, Utrecht and Germany (east).
There is a direct train-connection with Schiphol Airport (called The Schiphol Line, note the small airplane on the departure board), leaving from railway station Den Haag Centraal and station Hollands Spoor.
Duration: 30 minutes.

CYCLING IN HOLLAND

As volksmarching is to Germany, cycling is to Holland--an in-depth way of touring the country and meeting the people. The possibilities for bicycle touring are endless. Trips may combine train, car, and bicycle for more extensive adventure. The ANWB (auto club) has bike route maps for sale, plus a free map of the Netherlands called the "Fietsroutekaart Nederland." Maps of circular bike routes that can be done in a day are also available at the ANWB or bookstores.

HINTS FOR DRIVING IN THE NETHERLANDS

The speed limit in The Netherlands is 50 kilometers in town, 70 kilometers for some roads in the outskirts, and 100-120 kilometers on the highways as indicated. The car coming from the right has the right-of-way at most intersections including alleys, streets and traffic circles.

Through streets which have precedence (you don't give way to the right) are indicated by white-bordered orange diamonds posted on the light poles along the street. For the traffic entering these priority streets, there are two types of signs on posts at the corner which are similar to U.S. "stop" signs. The first is a red-bordered white triangular sign which indicates that you must yield to all traffic on the priority street, but does not require that you stop if there is no approaching traffic. The second is an octangular sign which bears the word "Stop," and does require you to stop, traffic or not. For these through-streets only, the right-of-way rule does not apply for cars using them. Otherwise, you will find that cars will enter streets from lanes and cross streets without caution if they are on the right and have the right-of-way.

The use of seatbelts for the front seats of the car is mandatory. Children under the age of 12 must sit in the rear seat with a hip-belt. From 12 years of age they are allowed to sit in the front seat with the required belt.

Telephone Nos. of Dutch automobile associations:

ANWB touring club	26.44.26.
Headoffice The Hague, Wassenaarseweg 220, available day and night for information by telephone.	
KNAC	90.51.58.
ANWB/Emergency Road Service (for Hague city)	63.69.68.
ANWB/Traffic Information	31.31.31.

The ANWB office offers valuable emergency road service in the NL and Europe. It also stocks excellent road maps for the NL and Europe (plus special routes through each province of The Netherlands, including alternative ones or cyclists), and other useful items for drivers.

WARNING: The Netherlands Police are authorized to take severe measures against anyone driving under the influence of liquor. If the police stop you for an alcohol consumption check and you do not have diplomatic status, you may be required to breathe through a glass tube into a small balloon. If the yellow grains in the tube turn green, you may be taken to the police station for a second breath test, and, if necessary, a blood test will be done. Any percentage of alcohol in the blood higher than 0.5 "pro mile" is sufficient to cause the contents of the tube to turn green. Officers with a diplomatic title who are included in the Diplomatic List for The Netherlands may refuse to take the test. If you are charged with a traffic violation - parking, speeding - you are expected to pay the fine. This applies to diplomats as well as other categories of employees and dependents.

ENTERTAINMENT

The "WEEK PROGRAMMA" gives schedules for the movies, church, services, trips, etc. in the Wednesday issue of local newspapers and can be purchased from local bookstalls in The Hague.

The Netherlands National Tourist Office (VVV) will furnish information on special events throughout The Netherlands, the opening hours of museums, exhibitions, flower shows, etc. The VVV has various tourist guides available for sale. Some brochures are furnished free. The VVV also issues a monthly Tourist Info Brochure in English on all above mentioned actitivities.

Details on towns in The Netherlands should be obtained from their local VVV's.

Info on theatre, concerts and events can be obtained via the VVV, 54.62.00. In addition tickets can be ordered from the VVV, not merely for performances in The Hague/Scheveningen, but also Amsterdam, Rotterdam, Haarlem, Delft etc.

The VVV offices in The Hague and Scheveningen are located at:

Gevers Deynootweg 126
Scheveningen
Tel. 54.62.00

Open: April 1 - Oct. 1, Mon.-Sat. 9 AM - 8 PM, Sun. 10 AM - 5 PM;
Oct. 1 - Apr. 1, Mon.-Sat. 9 AM - 6 PM, Sunday closed.

Kon Julianaplein 30
(Next to Central Station)
546200

Open: April 1 - Oct. 1, Mon.-Sat. 9 AM - 8 PM, Sunday 10 AM - 5 PM;
Oct. 1 - Apr. 1, Mon.-Sat. 9 AM - 6 PM, Sunday 10 AM - 5 PM.

Museum Card - With a Museum Card, you are given free entry to a large number of museums throughout the year. At the moment, they number 300. The cost of a museumcard is F. 7.50 for those under 26 years of age, F 20.-- for those aged between 26 and 64 and F. 12.50 for the 'over-65 pass,' and foreigners with a 'senior-pass.' The card is obtainable from the VVV-offices and most of the museums themselves.

PLACES OF INTEREST TO VISITORS

THE HAGUE

A charming village grown into a beautiful town, not the capital, (which is Amsterdam), but the seat of the Government where the Parliament and the Ministries are located.

Mauritshuis The Royal cabinet of paintings - The Mauritshuis, next to the Binnehof, has in its collection paintings of Rembrandt, Jan Steen, Vermeer, Frans Hals, Ruisdael, and other famous Dutch painters. The museum was reopened in 1987 after a complete restoration. It is open from Tuesday to Saturday from 10 AM to 5 PM and on Sunday from 11 AM to 5 PM. Telephone 469244. It is located at Korte Vijverberg 8 in The Hague.

The Hague Municipal Museum Variegated collections include: glass and pottery from islamic countries and NL, Hague silverware, 20th century design, paintings and sculptures from 19th century, including works of The Hague School and Piet Mondrian, and musical instruments.
The Dutch Costume Museum is housed in the municipal museum since 1985.
Open: Tue. thru Sat. 10 AM - 5 PM, Sundays and holidays 1 PM - 5 PM.
Stadhouderslaan 41, Tel. 51.41.81. Tram 10, Bus 4, 14.

Museon - Museum showing new collection on education OPENS Spring 1986.
The opening of " Museon" marks the completion of a unique project in The Hague - three major attractions of national significance, are then located right next to another: The Municipal Museum, the Museon, and the Omniversum.
The permanent exhibits at the new building are titled: earth, our home, and between man and nebula. The visitor is told a fascinating story; the origin and evolution of our planet; faraway countries, the attainments of science and technology. Opening hours will be from: Tue. thru Sat. 10 AM - 5 PM, Sundays and holidays 1 PM - 5 PM. Address: Stadhouderslaan 41, tel. 51.41.81. Tram 10; Bus 4, 14.

Omniversum Europe's first space theatre, a superlarge screen dome projection (840 m2) and the formidable sound of 40 speakers. Open daily. Shows start at 2,3 and 4 PM, and 7,8 and 9 PM. During holidays every hour, on the hour from 11 AM - 9 PM. Address: Pres. Kennedylaan 5 (near the Municipal Museum) tel. 54.54.54.

The Hague Peace Palace An ornate building, constructed with funds donated by Andrew Carnegie and inaugurated in 1913, which houses the International Court of Justice and the Permanent Court of Arbitration, the International Law Academy and a library. Tours at 10 and 11 AM, noon, 2 and 3 PM and from June 1 untill Sept. 1 also at 4 PM. Sat. and Sunday only for groups upon request (min. 20 p.). Open: Mon.-Fri. 10 AM - noon / 2 - 4 PM.
Address Carnegieplein 2, tel.: 46.96.80. Tram 7, 8 Bus: 4, 13.

For further sights please refer to the brochure enclosed in your Welcome Kit.

DELFT

VVV Delft, Markt 85, 2611 GS Delft, Tel.: 015-12.60.00.
Monday to Saturday from 9 AM to 8 PM; Sunday 12 noon to 5 PM.
October 1 - April 1; Monday to Friday 9 AM - 6 PM; Saturday 10 AM - 5 PM.

An information booklet obtainable at the VVV containing Hotels, city-map, restaurants/eating houses/coffee-shops, a walking tour etc., shops and entertainment for F. 2.--.

Founded in the 12th century, Delft was virtually destroyed by an explosion in 1654, and then rebuilt--a fact which gives it a remarkable unity of style. Long famous for its earthenware, it is now a center of scientific research.

Market Place

A very practical place to start, since the VVV office is also located here. At this central square you can clearly observe the New Church (early 15th century) at one end, and the Town Hall (17th century) at the other.
In the middle, a statue is placed of Hugo Grotius or Hugo de Groot, a local symbol of justice.

Nieuwe Kerk (New Church)

An early 15th century gothic church (Protestant) containing the mausoleum of William I [the Silent] (carved in 1614), and the burial vault of the Dutch Royal Family, the House of Orange. Every Tuesday, Thursday and Saturday morning a presentation of the carrillion (48 bells) is given.

Oude Delft (Old Delft) Canal

Attractive, tree-lined canal, crossed by donkey-backed bridges and flanked by old buildings of elegant facade.

Prinsenhof Museum

A convent before becoming (in 1583) the residence of William the Silent, The Prinsenhof is now a museum featuring relics of the 80 Years' War (1568 - 1648), and a collection of paintings of members of the Royal Family (Orange-Nassau collection). It is the very building were William was later assassinated in 1584. Every autumn an Old Art and Antique Fair is held at the Agathaplein. Open: Tuesday-Saturday from 10 AM - 5 PM, Sundays and National holidays 1 PM - 5 PM. Closed on Monday.

Oude Kerk (Old Church)

Situated directly accross from the Prinsenhof. In the church historical figures are buried, such as the naval heroes Maerten Tromp and Piet Hein and a memorial on naturalist Antonie van Leeuwenhoek and stained glass windows can be admired. In the imposing, clearly slanting tower (13th century) hangs an enormous clock, de Bourdon, which is only rung on very special occasions, such as during the funeral of Princess Wilhelmina in 1962. Open: April 1 - October 1, Monday-Saturday from 12 noon to 4 PM.

Shopping and markets in Delft

Not only a great variety of antique and curio-shops, speciality shops, and old-fashioned baker's shops e.g. Roodenrijs, Brabantse Turfmarkt 81, where you will find Delft's cream cakes 'Jan Hagel' or ask for 'salt-cakes' as a souvenir. Or try Bierhuizen's bakery at Langendijk 6, with the 'poffer', a fancy round bread with various fillings), but especially the Thursday Market Day in worth-while. A large general market is held in the very heart of the town, on the market-place, from 9 AM to 5 PM. Don't miss the flower market held at the same time on the Hippolytusbuurt, along the canal.
On Saturdays, there is a fruit and vegetable market on the Brabantse Turfmarkt. Shops are closed on Monday mornings.

Delft ware - The history of Delft ware goes back to its country of origin, China. Artistically decorated porcelain was brought into this country from China on United East Indian Company ships. Imitating the multi-coloured Chinese and Japanese porcelain varieties, Delft ware was produced not only in blue, but also in other colors. In the middle of the 17th century, Delft alone had more than 30 potteries. Over the years most of them have ceased their activities and had to close down.

The Delft-ware potteries that still carry on the old trade are:

1. De Porceleyne Fles. (since 1653) Rotterdamseweg 196. Tel. 015-56.02.34. Bluetique, with demonstrations of paintings. Open: April 1 - September 30, Monday-Saturday from 9 AM to 5 PM, Sunday from 10 AM to 4 PM; October 1 - March 31 Monday-Saturday from 9 AM to 5 PM.
2. De Delftse Pauw. Delftweg 133. Tel. 015-12.47.43. Delfts Blue Factory. Open: April 1 - September 30, daily (including weekends) 9 AM - 4 PM. October 1 - March 31, Monday-Friday 9 AM - 4 PM. Weekends from 11 AM to 1 PM.
3. Atelier de Candelaer. Kerkstraat 13. Delfts Blue Manufacturer. Open: April 1 - September 30, Monday-Saturday 8:30 AM-6:00 PM. Sunday from 10 AM to 6 PM. October 1 - March 31, Tuesday-Saturday 9 AM-12:30 PM/1:30 PM to 6 PM.

ROTTERDAM

VVV Tourist Information address: Stadhuisplein 19, Tel. 010-13.60.00 (for telephone information).
Open: Apr.-Sep.: Mon. to Sat. 9 AM - 6 PM, Fri. 9 AM - 9 PM, Sunday 10 AM - 6 PM.
Oct.-March: Mon. to Sat. 9 AM-6 PM, fri 9 AM - 9 PM. Closed on Sunday.
Tram: 1, 3, 4, 5, 6, 7. Underground: Stadhuis, Bus: 38,45,49.

A port of major importance for centuries, Rotterdam was bombed by the Germans in 1940 and all but destroyed. An allied bombing in 1943 virtually completed the job. The 30,000 buildings destroyed have since been replaced by a modern city. The rebuilt and extended port rivals all others in the world, including New York.

Boymans-van Beuningen Museum

One of the Fine Arts Museums of the world with paintings by such artists as van Eyck, Breughel, Frans Hals, Rubens, Titian, Monet, van Gogh and Picasso, and sculpture by Rodin and Degas. Address: Mathenesserlaan 18-20.
Tel. 020-36.05.00. Tram 5. Underground: Eendrachtsplein.

Euromast A tower situated near the port of Rotterdam. Its top affords a magnificent view of the city and the port. Also contains a restaurant with equal views. Euromast and Spacetower are opened daily March 15- Oct. 15, from 9 AM - 10 PM; Euromast Oct. 15 - March 15, from 9 AM - 6 PM, and Space-Tower 11 AM - 4 PM. Entrance adults: 7.50. Children u/i 14: 3.75.
Extra charge Spacetower: Dfl. 3.00 and 2.00 respectively.
Address: Parkhaven 20, Tel. : 010-36.48.11.

Shopping Rotterdam: In Rotterdam shops are open Mondays, from 1 PM to 5:30 PM, Tuesdays thru Thursday from 9 AM to 5:30 PM, Fridays from 9 AM to 9 PM, and Saturdays from 9 AM to 5 PM.

Lijnbaan Arcade A partly roofed shopping centre and pedestrian precinct of unique attractiveness with many fine shops - a short walk from the Rotterdam Hilton Hotel and Central Station.
Binnenwegplein is surrounded by department stores, shops and offices, and situated at the extension of the Lijnbaan. Tram no. 3.

Historical Holland Excursion - from June 5 thru Aug. 28, every Wednesday at 9 AM. Duration approx. 6 1/2 hrs. A tour along historical spots and towns (a.o. the silvertown Schoonhoven and a cheesefarm), windmills and old crafts. Departure from R'dam VVV office, Stadhuisplein. Price F. 53.50 p.p. including lunch and visit to cheesefarm and windmill.

LEIDEN

VVV Office: Stationplein 210, 2312 AR Tel. 071-146846.
Open: April 1 - September 1, Monday-Friday 9 AM - 7 PM, Saturday 9 AM - 6 PM and Sunday 10 AM - 2 PM. September 1 - April 1: Monday-Friday 9 AM - 5:30 and Saturday 10 AM - 4 PM.

The intellectual capital of Holland, Leiden was developed from a village located at the foot of a 9th century fortress. Its world-famous University was established in 1574.
There are a large number of monuments, patrician houses, museums, churches and parks. Nearly all are situated in the center, within easy reach from train and bus station.
A.o.: University History Museum, Botanical Garden of the University (founded in 1585 and among the oldest in the world), Netherlands Army Museum "General Hoefer," Pilgrim Fathers Documents Center (contains copies of records relating to the Pilgrim Fathers, who, after 11 years residence in Leiden sailed on the 'Mayflower' to America). Not even to mention the National Museum of Geology and Mineralogy, and the National Museum of Antiquities and a Municipal Museum 'De Lakenhal' with paintings (Rembrandt, Jan Steen) silver and period rooms.
A leaflet "Leiden Museumstad" at the VVV will give full info on opening times, addresses etc.

Rapenburg Canal

The most attractive canal in Leiden, crossed by bridges of three arches, tree-lined and bordered by beautiful houses.

Pieterskerk (Pilgrim Church)

An enormous Gothic church (Protestant) which the Pilgrms visited for a while before making their way to the New World. Thanksgiving services for the American community in The Netherlands are held each year in this church. Tel. 071-12.43.19.

Shopping and markets

The shoppping center in the city center consists of the Breestraat, the Haarlemmerstraat and immediate area. Most shops are open Monday till Friday 9 AM - 6 PM, Saturday 9 AM - 5 PM. Opening times are shown on each shop door. Late night shopping Thursday till 9 PM. Markets in the center of the city on Wednesday and Saturday 9 AM - 5 PM. The 'Vijf Mei-plein," Tuesday 9 AM - 2 PM. Cattle market in the "Groenoordhallen" Monday and Tuesday 7 AM - 11 AM.

AMSTERDAM

VVV Tourist Information address: Stationsplein 10, Tel.: 020-26.64.44.
Open Easter till Sept. 30: Mon.-Sun. 8:45-11 PM.
-Oct. 1 till Easter: Mon.- Sat. 9 AM - 7 PM. Sun. 10 AM -1.30 PM and from 2.30 PM - 5.30 PM.

For telephone information, Tel.: 020-26.44.44.
-Easter till Sept. 30: Mon.-Sat. 8:45 AM - 5 PM.
-Oct. 1 till Easter Mon.-Sat. 9 AM - 5 PM.
After 5 PM and Sunday Tel.: 020 - 22.10.16.

Capital of The Netherlands and one of its principal cities. Intellectual and artistic center, Amsterdam is also a world-important place of business, finance, industry and air travel.

Canals

Constructed during Amsterdam's "Golden Age" in the 17th century, its canals retain the charm of that period while serving modern needs.
Addresses for canal boat-trip: Holland International: Pr. Hendrikkade, Tel. 020-22.77.88, or Rederij Kooy: Rokin near Spui, Tel. 020-23.38.10.

Rijksmuseum (National Museum)

Founded by Louis Bonaparte in 1808, now housed in a building in the Dutch Renaissance style built in 1876, the collection permits the viewer to trace the development of Dutch art until its flowering in the 17th century. The collection is dominated by Rembrandt (a.o. The Night Watch) , and supported by Vermeer and other Dutch artists. Address: Stadhouderskade 42. Tel.: 020-73.21.21. Tram: 1, 2, 5, 16, 24, 25.

Rijksmuseum van Gogh (National van Gogh Museum)

This museum is devoted mainly to the works of van Gogh, and contains more than 200 paintings and 400 drawings by this great artist. There are also works by his friends and contemporaries like Manet, Gauguin and Toulouse-Lautrec.
Address: Paulus Potterstraat 7-11, tel.: 020-76.48.81. Tram: 2, 5, 16.

TRAM AND BUS IN AMSTERDAM

Planning to stay the whole day in Amsterdam? Then buy a dayticket. For (appr.) F. 7.40 you can ride on all Amsterdam tram, bus or metro lines for one day and the following night. Tram and bus drivers sell these tickets at the front door. In the metro stations you can get them from the automatic ticket dispenser. They can also be purchased at the GVB ticket booth in front of the Central Station, and at the GVB Central Office at Stadhouderskade 1 (near Leidseplein).

Two and three-day tickets are also available, but they can only be obtained at the GVB ticket booth in front of the Central Station and at the GVB Central Office. A 2-day ticket costs F. 10.--, a 3-day ticket F. 12.25.
Pls. remember to have your ticket stamped for the first trip in the yellow stamping machine in trams or by the driver in buses. Unstamped tickets are not valid.

GVB office in front of Central Station (Stationsplein) is open from 7 AM - 10 PM (Saturday and Sunday: 8 AM - 10 PM).

CHURCH SERVICES

The American Protestant Church of The Hague
Esther de Boer-van Rijklaan 20, 2597 TJ The Hague - tel. 24.44.90
Sunday Worship: 09:15 and 11:15 AM
Sunday Classes: 10:15 AM
Nursery facilities are provided for children below kindergarten age.
In summer months call for a revised schedule (June 16 to Sept. 1, 10:00 AM).

The English Speaking International Roman Catholic Parish of The Hague
Aloysius College, Oostduinlaan 50, The Hague.
Saturdays: Mass in Aloysius College at 6 PM.
Sundays : Mass in Aloysius College at 10 AM.
Confessions before each Mass.
Parish House, Ruychrocklaan 126, 2597 ES The Hague.
Tel. 28.08.16.

Christian Science Church, First Church of Christ, Scientist, The Hague
Andries Bickerweg 1, 2517 JP The Hague, tel. 63.66.52.
Sunday Service in English: 11:15 AM (nursery provided).
Combined English/Dutch Testimony Meeting every Wednesday: 8 PM
A reading room where the Christian Science Monitor is for sale, is located at Laan van Meerdervoort 199 (near Reinkestraat corner), The Hague, tel. 45.67.81.; weekly hours are 10 AM to 16:30 PM.

English and American Episcopal Church (The Church of St.John & St.Philip)
Ary van der Spuyweg 1, The Hague, tel. 55.53.59.
Chaplain: Rev. Canon Alan Lindsay
Sunday Holy Communion: 8:30 PM
Sunday Morning Service, Sunday School and Creche in the British School, 10:15 AM at Jan van Hooflaan 3, Voorschoten.
Sunday Evening Service: 5 PM.
Wednesday Holy Communion: 12:30 PM.

Liberal Jewish Congregation
Prinsessegracht 26, 2514 AP The Hague, tel. 65.68.93
Synagogue: Jan Evertstraat 7, The Hague (near American Embassy)
Services: First Friday each month - night service at 8 PM.
All other Friday night services at 6 PM.
Saturday morning Shabbat-service at 10:00 AM.

Russian Orthodox Church
le Sweelinckstraat 54, The Hague, tel. 65.34.97
Slavonic Vespers & Martins - 19:30 PM Saturday
Divine Liturgy - 10:30 AM Sunday

Trinity Baptist Church
Hofcampweg 3, Wassenaar, Tel. 01751-14734.

Christian Evangelican Church
Holiday Inn, Leiden. Haagse Schouwburgweg 10, Tel. 071-769310.

The Church of Jesus Christ of Latter Day Saints (Mormon)
Leersumstraat 11 & 13, The Hague, tel. 293531

Sacrament Meeting:	11:20 AM
Fast & Testimony:	11:20 AM - first Sunday of the month
Relief Society:	9:30 AM Sunday
Primary:	9:30 AM Sunday
Meeting for young men and women:	19:30 Friday evenings

Services are in Dutch. There is a translating system for English-speaking people.

HOW TO FIND BROADCASTS IN THE ENGLISH LANGUAGE

LISTING OF AFN AND BBC WAVE LENGTHS

RADIO NETWORK	WAVE LENGTHS METER BANDS	KILOCYCLES (kHz)
AFN Schinnen FM	89.15 MHz	
Soesterberg FM	103.4 MHz	
Volkel FM	93.6 MHz	
Maastricht FM	93.4 MHz	
BBC World Service	464 m	648
	50.21 m	5875
Radio 1	285 m	1053
	275 m	1089
Radio 2	433 m	693
	330 m	909
Radio 2 FM Wrotham	89.1 MHz	
Tacolneston	91.9 1MHz	
Radio 3	247 m	1215
Radio 3 FM Wrotham	91.3 MHz	
Tacolneston	91.9 MHz	
Radio 4	1500 m	200
Radio 4 FM Wrotham	93.5 MHz	
Tacolneston	94.1 MHz	

HOW TO FIND BROADCASTS IN THE ENGLISH LANGUAGE

BBC WORLD SERVICE (All Times GMT)

World News — Broadcasts 17 times a day at:
00:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00
11:00 13:00 16:00 17:00 18:00 20:00 22:00 23:00.

Newsdesk — A half hour programme including World News, dispatches from overseas and British based correspondents and a Press Review. Daily at 04:00 and 06:00.

Twenty-Four Hours — Analysis of the main news of the day with review of British Press. Monday to Friday 05:09, 07:09, 13:09, 20:09.

Commentary — Background to the news from a range of specialists. Daily 16:09, 23:09, Saturday and Sunday 13:09, 20:09.

Radio Newsreel — News of events as they happen and despatches from BBC correspondents over the world. Daily 00:15, 12:00 (not Sunday), 15:00, 18:15.

New Ideas — A radio shop-window for British industry, news of the latest products and inventions of interest to the householder and small business. Saturday 11:15 (repeated 22:30), Sunday 04:45, Friday 16:35.

Business Matters — Weekly survey of commercial and financial news. Thursday 11:30 (repeated 21:30), Friday 03:30.

Financial News — including news of commodity prices and significant moves in currency and stock markets. Monday to Friday 22:30 (repeated Tuesday to Saturday 04:45, 09:30).

Stock Market Report — Monday to Friday 19:39.

Recommended frequencies for Western Europe: 648KHz and 463M Medium Wave. 5.975, 6.05, 7.12, 7.185, 7.255, 9.41, 9.75, 12.095 and 15.07 Mhz in the 49, 41, 31, 25, and 19 metre bands.

Full program and frequency information available from BBC External Publicity, Bush House, London, WC2B 4 PH.

BRIEF OUTLINE OF U.S. MISSION FUNCTIONS AND OPERATIONS

The American Embassy in The Hague is a medium-sized Western European post. The American diplomatic mission in the Netherlands employs 254 people (140 U.S. citizens and 113 non-Americans). The sections of the mission are:

Executive Section (EXO)

This section contains the Ambassador and the Deputy Chief of Mission, their secretaries and two non-American employees, a protocol assistant and the ambassador's driver. The section is responsible for the management and coordination of all American federal government employees in the Netherlands who are not under a U.S. military theater commander.

Administrative Section (ADMIN)

This section is responsible for liaison with Dutch offices on operational problems of the mission and for the provision of in-house support services. It contains 12 sub-units.

APO - U.S. military post office

B&F - cashier, budget, all payments

CPU (also known as C&R)- code room, communications and central files

Computer Center - unclassified word processing and data processing

Community Liaison Office (CLO) - is concerned with the care and welfare of embassy employees and their families

General Services Office (GSO) - miscellaneous purchasing and all miscellaneous administrative tasks

- -- Maintenance - carpenters, electricians, etc.
- -- Motor Pool - operates an inter-agency motor pool and a small automobile servicing shop in the basement of the chancery
- -- Mailroom - unclassified mail

Marine Security Guards (MSG) - under the command of a Staff Sgt., the six U.S. Marines are responsible for providing 24-hour-a-day security at the chancery

Personnel - in-house personnel services

Security - headed by the Regional Security Officer and responsible for coordinating all in-house elements involved in providing for the security of the mission and mission personnel.

Agriculture Section (AGRA or AGRI)

This section is staffed by U.S. Department of Agriculture Foreign Agricultural Service (FAS) employees and is responsible for dealing with the Dutch Government on agricultural trade questions, collecting agricultural intelligence and promoting the export of U.S. agricultural products.

Consulate General, Amsterdam (ADAM or ConGen or CG)

The American Consulate General at Amsterdam (38 miles from The Hague) is an integral element of the mission and is staffed mainly by U.S. Department of State employees. It performs all consular services for which the mission is responsible, such as issuing U.S. visas to Dutch travelers to the U.S., issuing passports to American citizens, etc.

Commercial Section (COML or FCS)

This section is staffed by employees of the U.S. Department of Commerce (FCS) and is responsible for promoting sales of all non-agricultural U.S. exports to the Netherlands. Four employees of this section are housed in the American Consulate General in Amsterdam.

Customs Attache's Office (CUST)

This section is staffed by employees of the U.S. Department of the Treasury and is responsible for collaboration with the Dutch authorities in such areas as blocking the diversion of U.S.-made strategic goods to the Eastern Bloc and for inhibiting the flow of child pornography into the U.S.

Defense Attache's Office (DAO or DATT)

This section contains U.S. Army, Navy and Air Force attaches and is responsible for collecting military intelligence and for liaison with Dutch military intelligence authorities.

Office of Defense Cooperation (ODC)

This section is staffed by members of all three U.S. armed services. It is responsible for the security assistance program with the Netherlands in the NATO military framework and for fostering armaments cooperation and defense industrial cooperation between the Netherlands and the U.S.

Drug Enforcement (DEA)

This section is staffed by employees of the U.S. Department of Justice and is responsible for cooperating with Dutch law enforcement officials in the struggle to reduce the flow of narcotics into the U.S.

Economic Section (ECON)

This section is staffed by employees of the Department of State and carries the main burden of coordinating all aspects of U.S. economic policy in the Netherlands. The section also includes the labor attache (LABATT), who is responsible for gathering information on the Dutch labor scene and for representing U.S. international labor interests to the Dutch government and labor movement.

Mission Plans & Program (MPP)

This section, staffed by the Department of State, carries out specialized functions, many of them ad hoc, for the executive section, such as coordination with various U.S. military organizations in the Netherlands; Middle East and other third world issues and developments, etc.

Political Section (POL)

This section is staffed by officers of the Department of State and is responsible for all international political relations, following the Dutch domestic political scene and following the crucial political aspects of our military relations with the Netherlands, particularly on arms control questions and NATO policy questions.

Office of the Agent of the United States to the Iran - U.S. Claims Tribunal (USIR)

This section is staffed by lawyers from the Department of State and exists to present U.S. interests before the U.S.-Iranian Claims Tribunal.

United States Information Service (USIS)

This section is staffed by officers from the U.S. Information Agency and is responsible for all embassy relations with the media, the Dutch cultural world, and the Dutch world of education.

U.S. Travel and Tourism Administration (USTTA)

This unit is entirely housed inside the American Consulate General in Amsterdam and is staffed by employees of the U.S. Department of Commerce. It promotes Dutch tourism to the U.S.

U.S. DEPARTMENT OF AGRICULTURE (USDA) AGENCIES LOCATED OUTSIDE THE CHANCERY

Agricultural Research Service (ARS)

ARS has its European Market Research Laboratory in Rotterdam. It employs 2 Americans and 3 foreign nationals there who perform research aimed at improving grading, processing, packaging and shipping methods used for U.S. products exported to the EC. ARS also has one American stationed at the Agricultural University in Wageningen who acts as a liaison for the exchange of agricultural research between the U.S. and various European countries.

Animal and Plant Health Inspection Service (APHIS)

APHIS has a regional office in The Hague which covers plant protection and quarantine (PPQ) issues in Europe, the Middle East and African countries, including Israel and South Africa. APHIS currently has a staff of four Americans. The salaries, housing expenses and benefits of these employees are at least partially paid by the countries in which they pre-clear, for disease and insect control, horticultural shipments to the United States. For example, APHIS personnel pre-clear Dutch flower bulb exports to the United States.

Food Safety and Inspection Service (FSIS)

FSIS has one inspector based in The Hague. He monitors the inspection systems in the Benelux countries, certain Eastern European countries, and Iceland to ensure that their meat exports to the United States conform to our import standards.

SPECIAL U.S. MILITARY UNITS WITHIN THE U.S. DIPLOMATIC MISSION TO THE NETHERLANDS

U.S. Army Veterinary Detachment Netherlands Division (VET DET or VETS or USAMEDCOM)

The Netherlands Detachment of the U.S. Army Veterinary Corps is one of six in Europe whose main purpose is to ensure the wholesomeness and quality of food bought by the U.S. military from European suppliers.

Netherlands American Cemetery and Memorial American Battle Monuments Commission (ABMC)

The American Military Cemetery in the Netherlands is in Margraten, near Maastricht, in the province of Limburg -- located 150 miles from The Hague. There are some 8300 Americans buried in this cemetery, most of whom died while engaged in the airborne and ground operations to liberate the eastern Netherlands.

U.S. Research and Development Coordinator for the SHAPE Technical Center (USRADCO)

The SHAPE Technical Center (STC) is an international (NATO) organization, not a U.S. government installation. USRADCO, located inside the SHAPE Technical Center, is a small U.S. government organization and represents the U.S. in the STC. USRADCO also recruits and administratively supports the two dozen U.S. scientific and technical personnel on loan to STC.

Defense Subsistance Office (DSO)

A civilian American stationed in Rijswijk (near The Hague) represents the commodity contracting officer of the U.S. Defense Subsistence Region Europe (DSRE) for purchases by the U.S. military of food and subsistence commodities from the Netherlands, Luxembourg, northern France, northern West Germany, the United Kingdom and Ireland.

PRINCIPAL U.S. MILITARY UNITS IN THE NETHERLANDS OUTSIDE PURVIEW OF U.S. DIPLOMATIC MISSION

Soesterberg

The Dutch Air Force Base at Soesterberg, near Amersfoort in the center of the Netherlands, hosts the biggest U.S. military presence in the country, the U.S. Air Force's 32nd Tactical Fighter Squadron, located at Camp New Amsterdam.

Brunssum and Schinnen (southern Limburg)

The United States has approximately 150 officers and 500 other ranks assigned to NATO's AFCENT HQ (headquarters for Allied Forces Central Europe) along with nearly 1000 dependents in Brunssum, in Limburg and a much smaller presence connected with the U.S. participation in AFCENT in nearby Schinnen.

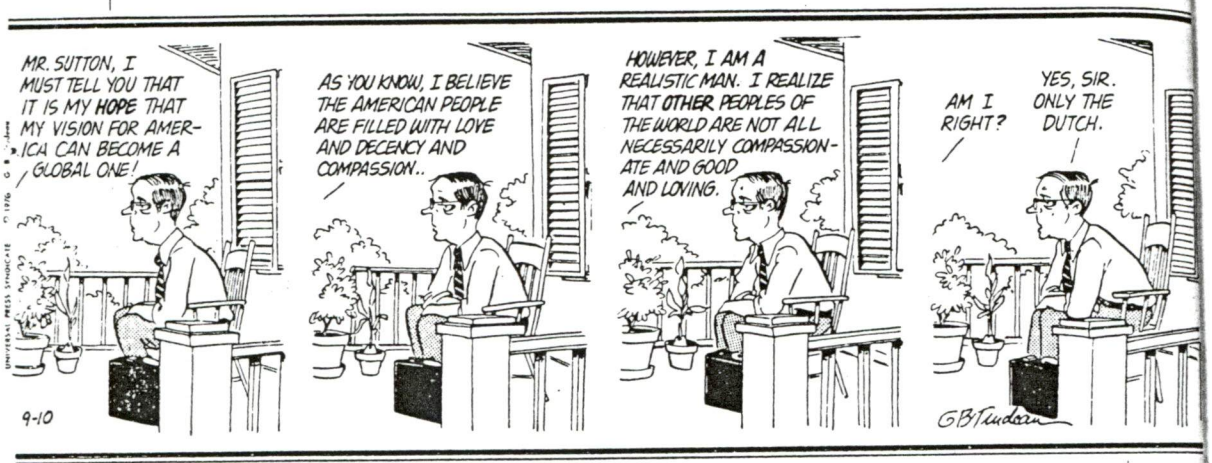
Rotterdam

The Military Traffic Management Command/Transportation Terminal Command Europe and other associated transportation offices are involved in the transport of Department of Defense cargo and personnel both in peace time and in time of war. Located in Capelle a/d IJseel, at the harbor of Rotterdam, these units employ a total of 26 officers, 53 enlisted personnel and 17 civilians.

Coevorden

The U.S. Army's Combat Equipment Battalion Northwest, the unit overseeing four war reserve material sites located throughout the Netherlands, is located in Coevorden.

form of stereotype images such as the relationship to the water, the specialization in certain horticultural and agricultural products, the look of the capital city, and the general character of the people.



The Dutch image in the world?

The Dutch themselves cannot escape responsibility for the perpetuation of a certain amount of this. On the one hand is the tourist and public-relations industry which tends to reinforce the favorite images and clichés, not even shrinking from putting up a monument to the boy who performed the absurdly impossible feat of putting a finger in the dike. On the other hand is the unfortunately pervasive attitude in the Netherlands that the country, social customs and language are all private tribal matters that foreigners cannot be expected to be seriously interested in. Typically the Dutch expect to do the adapting to outsiders and, with an implicit assumption of the lack of importance of the Netherlands on the international scene, are not strong in promoting insight into the country and its society that goes much beyond the images already there.

The Netherlands presents us with more than one irony. One is that the same country that offers the world a model of interacting organization and planning for the future should present itself toward the outside mainly in the form of images from a bygone era. Another is that the same country that information about seems so scanty should in reality be one of the most information-minded societies in the world. The quantity of published and regularly updated material on the Netherlands in popular and specialized periodicals, professional journals, brochures and books is safely termed overwhelming, and even if all the Dutch-language material is set aside as for practical purposes inaccessible, the quantity in English is still very large. The first, and probably most fundamental, purpose of the exploration to follow will be to thread the way carefully through some of the

Two Americans in Two Dutch Republics

The Adamses, Father and Son

R. R. PALMER

On April 19, 1782, the States General formally received John Adams as minister plenipotentiary from the United States. A reception by the Stadtholder, William V, soon followed, and a treaty between these two "powers of the earth," to use a phrase from the American Declaration of Independence, was signed the following October. It is not a treaty of military alliance, such as the United States signed with France in 1778. It is what diplomats call a treaty of amity and commerce. It is a long document, in twenty-nine articles. All the articles but one pertain to trade, merchant shipping, guarantees to seamen, and such matters. But the first article states that "there shall be a stable, inviolable and universal peace and sincere friendship between their High Mightinesses the States General of the United Provinces and the United States of America." Time has rendered many of the commercial provisions obsolete, and their High Mightinesses long ago disappeared, but the friendship remains; it has indeed been one of the least troubled of any between two peoples, and we hope and expect that it will continue to be so.

Except for France, the Dutch government was the first in the world to recognize the United States. Last year, on a brief visit to Morocco, I learned that this honor is claimed for the Sultan of Morocco, but a little research has assured me that the priority of the Dutch treaty cannot be successfully challenged, for one article of the Dutch-American agreement provided for Dutch assistance to the Americans in negotiations with Morocco and the Barbary states, and the American treaty with Morocco was signed in 1787.

It is still a question whether the Dutch were a little slow in not extending recognition until six years after the Declaration of Independence. Why did they wait until after the battle of Yorktown and

From: A Bilateral Bicentennial: a History of Dutch-American Relations, 1782-1982."

grandeur lingered, little changed from the sixteenth and seventeenth centuries because modernity had passed it by. They looked in at the Prinsenhof, displayed their knowledge of history when they saw the holes made by Balthasar Gérard's bullets, and sighed at the fate of heroic William the Silent. They noticed that the canals in Delft did not smell, or at least they remembered that they didn't when they encountered the evil-smelling *grachten* of other towns. But they stayed in Delft only for a few hours.

They stayed longer, usually for several days, at The Hague a few miles on. If they called it the "seat of government" and not the "capital," we may be sure that they were consulting their guidebooks sedulously, for what American to this day can conceive of a capital that is *not* the seat of government? They found The Hague very much to their taste. It was "elegant" and "charming"—the words recur constantly, and though we may hear the echo of the guidebooks in these words, they obviously spoke the viewers' admiration. Men of property although all good republicans, these tourists observed the good taste of the homes of diplomats and nobility which clustered about the royal court. They rode out to Huis ten Bosch, were enraptured by its paintings, and thought it quite a nice place for a Queen to live in, not too royal, as it were. One visitor was especially pleased to see in the Queen's apartment, open to tourists while she was away, a triumph of American industrial ingenuity—a Singer sewing machine, with all the signs of being much used.

The visitors took in the obligatory Mauritshuis museum, which they usually called the "national gallery." Some were thankful for its humane dimensions, especially so, no doubt, if they had already trod the interminable if glorious *longueurs* of the Louvre. Two pictures impressed them most of all, Paul Potter's "The Young Bull" and Rembrandt's "Anatomy Lesson." The meticulous naturalism of Potter's brush and the directness of his subject made it a work of art after their own hearts, and they enjoyed too the good-natured jokes they could make about the danger of wearing red while viewing it. They were more strained by the shocking power of Rembrandt's painting, but were as often repelled as fascinated. It was realistic enough to gain their respect, but they wanted art that pleased without shattering their complacency. The other painters they mention are pretty much those we would expect—usually the lesser lights of the Golden Age by our judgment, but occasionally Hals and Steen, never Vermeer until the end of the century and seldom even thereafter. All in all, there is something paradoxical in the attitude of these visitors: they repeat incessantly that seeing "the pictures" was one of the principal reasons why they had come from afar to this little country, yet it is clear that they enjoyed only the simplest kind of art. To be able to say that they

From "American Travelers in Holland through Two Centuries" by: Herbert H. Rowen: paper in "A Bilateral Bicentennial, a History of Dutch American Relations, 1782-1982."

e could visit Czar Peter's little house. Those who went on to arken and Volendam found tourist traps, all the quaintness con-idated and commercialized with a primitive Disneyification.

Returning to Amsterdam, they resumed their journey, which was w nearing an end. A delightful trip down the Vecht, past the xuriance of summer homes, to Utrecht. A climb perhaps up the free-nding high tower of the cathedral to see far into the distance l about, as some had down at Rotterdam; a glance down at the stinctive canals a floor below street level—and that was all. Upstream Germany, stopping at Arnhem perhaps, and admiring its relaxed r as a resort town for the wealthy of Amsterdam—so like the resort wns with which the tourists were familiar back home. And then, ast Nijmegen, out of the Netherlands.

Thus far we have merged into a single picture the reactions of umerous writers, taking from each what was common to most, and aying little attention to the distinctively individual. Reduced to a w words, it is a picture that is not too complimentary to either side. he Americans for the most part sought the "picturesque" and the quaint," but not the significant. They did not see that the Dutch ation was slowly moving through the great reorganization of its olitical, social, and economic life in the nineteenth and twentieth enturies. The Dutch for their part had little concern for these visitors om afar. Some did go out of their way to be courteous and helpful; thers, who made their living off foreign gapers, treated Americans they treated all other tourists, milking them of their money. We find gnificance only when we move from the run-of-the-mill tourist to ose who were unusual in some way, either in their personal qualities knowledge and penetration or because they came on business or for newal of family contacts. And then we find unexpected rewards.

Perhaps the liveliest and least inhibited of all the travelers' tales he very first. Elkanah Watson came to Holland in 1784 when he only twenty-six years of age, but he was already an accomplished eler. An apprentice merchant when he had gone to France in , he had been confirmed there in his American patriotism, his blicanism, and his distaste for the ways of old regime Europe.[7] g to England after the conclusion of peace, he crossed over to and in May 1784, "without any view of business" but to "rub lf a little bright among the Mynheers and Mavrouws." Admitting ignorance" of the country and the people, he had hunted the tores of London for "some good description of that artificial ry," but was astounded to find none factual or thoughtful enough m. The ten letters written while in Holland the next month, retrospective one from London on his return, provide the main t of his rare work, *A Tour in Holland in MDCCLXXXIV,*

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F.D.R. to Queen Wilhelmina at The Hague (letter in F.D.R.L.)

THE WHITE HOUSE,
DEC. 19, 1939

My dear Queen Wilhelmina:

The situation of The Netherlands—the country of my ancestors—seems for the time being more secure than when I telegraphed you several weeks ago. I can only hope and pray that as this dreadful war goes on there will be no future crisis which threatens the independence and the integrity of your nation.

However, none of us can be certain in these days when normal and friendly international relations are so completely subject to the whim of small groups of fantastic people to whom nothing is sacred.

Therefore, I want you to feel wholly free at any moment to act on the very whole-hearted and sincere desire of my wife and myself to do anything for your family which may be of assistance to you and yours.

It is natural that both you and I should think much of our grandchildren and their preservation from the very serious dangers of modern warfare.

Should you consider it best for them to be away from the scene of dangers, I can, at a moment's notice, send a cruiser to a safe point to take them and their attendants on board and bring them to these comparatively safe shores—and, of course, it would be delightful also to welcome the Princess Juliana, should she decide to come with them.

You, my good friend, I know will want to stick by the ship.

We should be delighted to have them with us at the White House or at our country place on the Hudson River where my Mother, who is eighty-five years old, would be very happy to take care of them.

Some day I shall hope to have the great privilege of meeting you. You do not know it but the only time I have seen you was when we were both children—and you were driving in one of the parks at The Hague.

I know you will pardon this typewritten letter but in these

modern days my penmanship is not as legible as it was once. May the New Year bring happier days and greater security for you and The Netherlands.

Faithfully yours,

F.D.R. to Mrs. J. Borden Harriman in Oslo (letter in F.D.R.L.)

THE WHITE HOUSE,
DEC. 22, 1939

Dear Daisy:

Many thanks for yours of December fourth. I, too, am sorry that the Nobel Committee made the definite mistake of not awarding the prize this year.

Yesterday I received the formal notice for recommendations for next year and I have written the enclosed to the Committee. Will you be good enough to see that it is duly delivered to them?

You are certainly in the midst of things in Oslo. The definite surge of public opinion in favor of Finland and against Russia over here is amazing and we are literally doing everything we can without legislation to help the Finns.

As ever yours,

[Enclosed letter follows]:

F.D.R. to the Nobel Committee in Oslo (letter in F.D.R.L.)

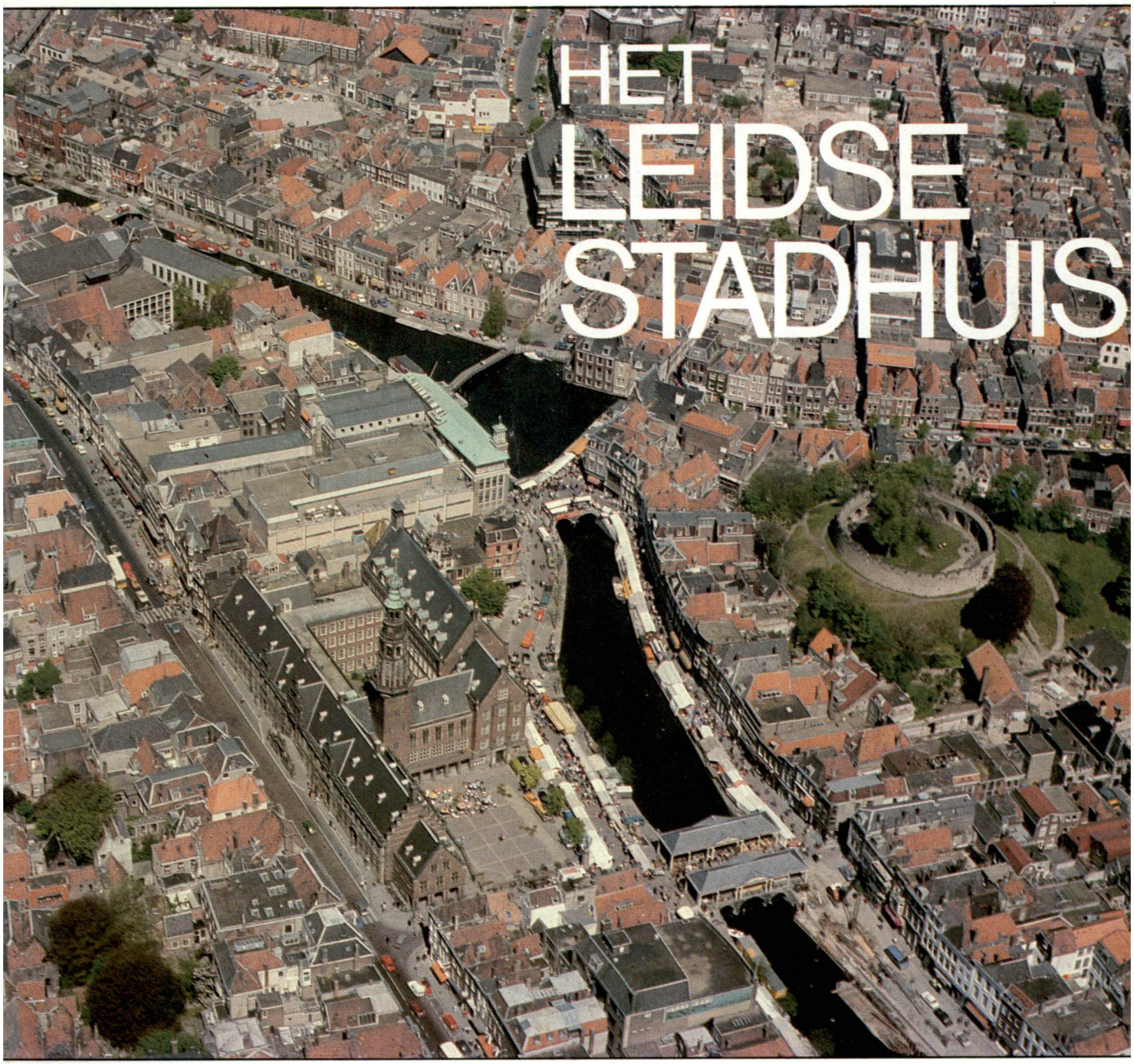
THE WHITE HOUSE,
DEC. 22, 1939

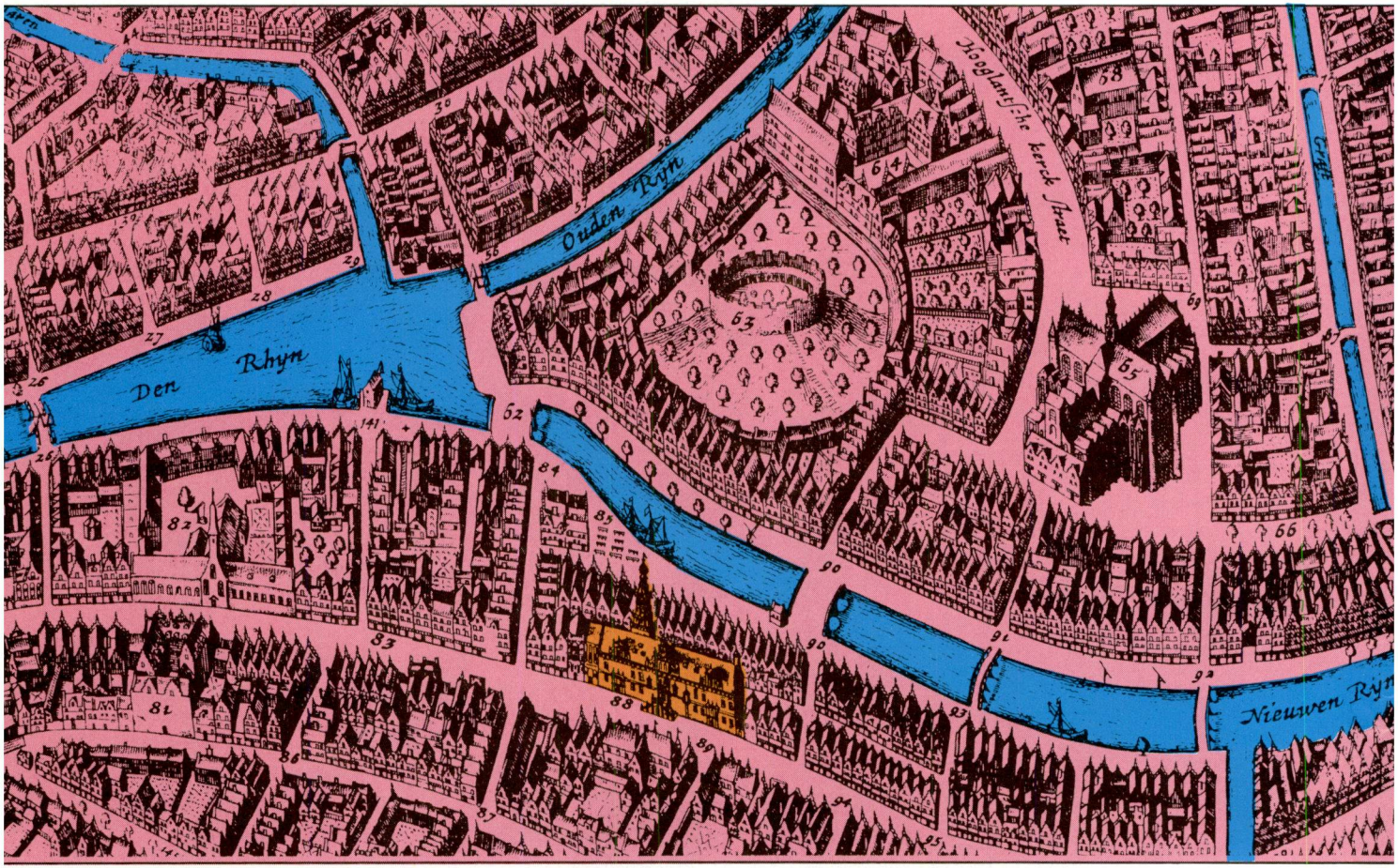
Gentlemen:

It is well known to you that on several previous occasions I have proposed for the Nobel Peace Prize the name of Cordell Hull, Secretary of State of the United States of America.

At this time I have the honor to renew this recommendation.

For nearly seven years Secretary of State Hull has carried on with great consistency his twofold efforts to bring about international relationships, especially among the twenty-one

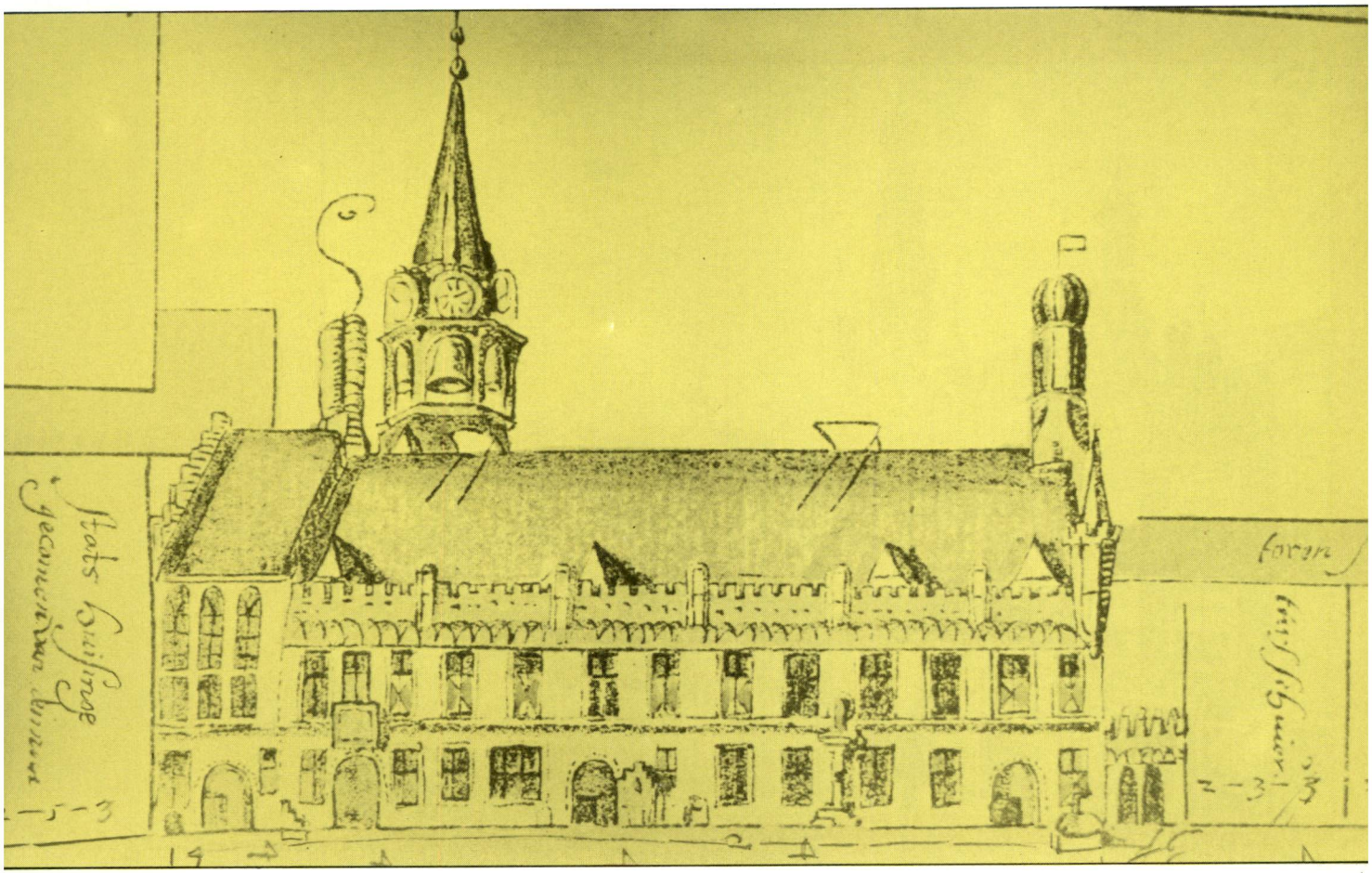

HET
LEIDSE
STADHUIS



HET LEIDSE STADHUIS

Het monumentale stadhuis van Leiden ligt tussen de Breestraat en de Vismarkt op de oever van de Rijn. Het Leidse stadhuis heeft eigenlijk twee gezichten. Aan de Breestraatzijde staat de oude gevel, ontworpen door Lieven de Key, die rond 1600 werd gebouwd. Aan de kant van de Vismarkt ligt het 'nieuwe' stadhuis dat in 1932 werd ontworpen door architekt Blaauw.
De oude en nieuwe gevel zijn de zichtbare getuigen van de lange geschiedenis van het Leidse stadhuis. Meer over het stadhuis van Leiden leest u in deze folder.

Stadhuis in 1587



De oudste stadhuizen

Voor zover valt na te gaan had de gemeente Leiden al een stadhuis in 1350. Dat raadhuis was niet meer dan een hal met een toren. Op de eerste verdieping was een vergaderruimte voor de stadsbestuurders. In de nacht van 24 op 25 augustus 1381 brak er brand uit. Er is geen steen van overgebleven.

Omstreeks 1410 werd het inmiddels herbouwde stadhuis te klein en men pakte de vergroting grootscheeps aan.
Woonhuizen en/of woonerven werden voor de uitbreiding aangekocht.
In dit veel grotere gebouw werden het wanthuis (keur- en verkoophal van laken) op de bovenverdieping en de vleeshal gelijkvloers aangebracht.
Het oude wanthuis werd verkocht en de wantsnijders vonden tijdelijk onderdak in het wolhuis. Ook de oude vleeshal werd verkocht.
In 1426 werd op de benedenverdieping van het stadhuis een kamer gemaakt waar de schepenen in konden vergaderen. Ook voor de vierschaar, de vier burgemeesters, was een vertrek in het stadhuis aanwezig.

De instelling van het 'College der Veertigraden' in 1449 maakte dat er meer vergaderruimte nodig was.
Dit kollege, een voorloper op de huidige gemeenteraad, keek dan ook uit naar uitbreidingsmogelijkheden.

Stadhuis omstreeks 1890



Buurman Wermbout Janszoon's huis werd gekocht in 1455 en bij het stadhuis getrokken. Dit huis is het op de tekening van 1587, (p. 3), uiterst linkse stuk met de drie ramen dat hoger is dan het gedeelte met de gekanteelde borstwering.

In 1457 werd tevens besloten om ook het achter het stadhuis naast de Wijnkraan gelegen huis en erf van Alijt Trompers te kopen. Met de aankoop van de huizen van Wermbout en Alijt heeft het middeleeuwse stadhuis zijn grootste omvang bereikt. In de jaren daarna werd voortdurend, zowel inwendig als uitwendig, aan het gebouw gewerkt. In 1460 bijvoorbeeld bouwde men een nieuwe torenspits.
Een ongeplande 'verbouwing' vond plaats in 1481. In dat jaar ontplofte het buskruit, dat was opgeslagen in het stadhuis. De raadzaal werd hierdoor volledig verwoest.

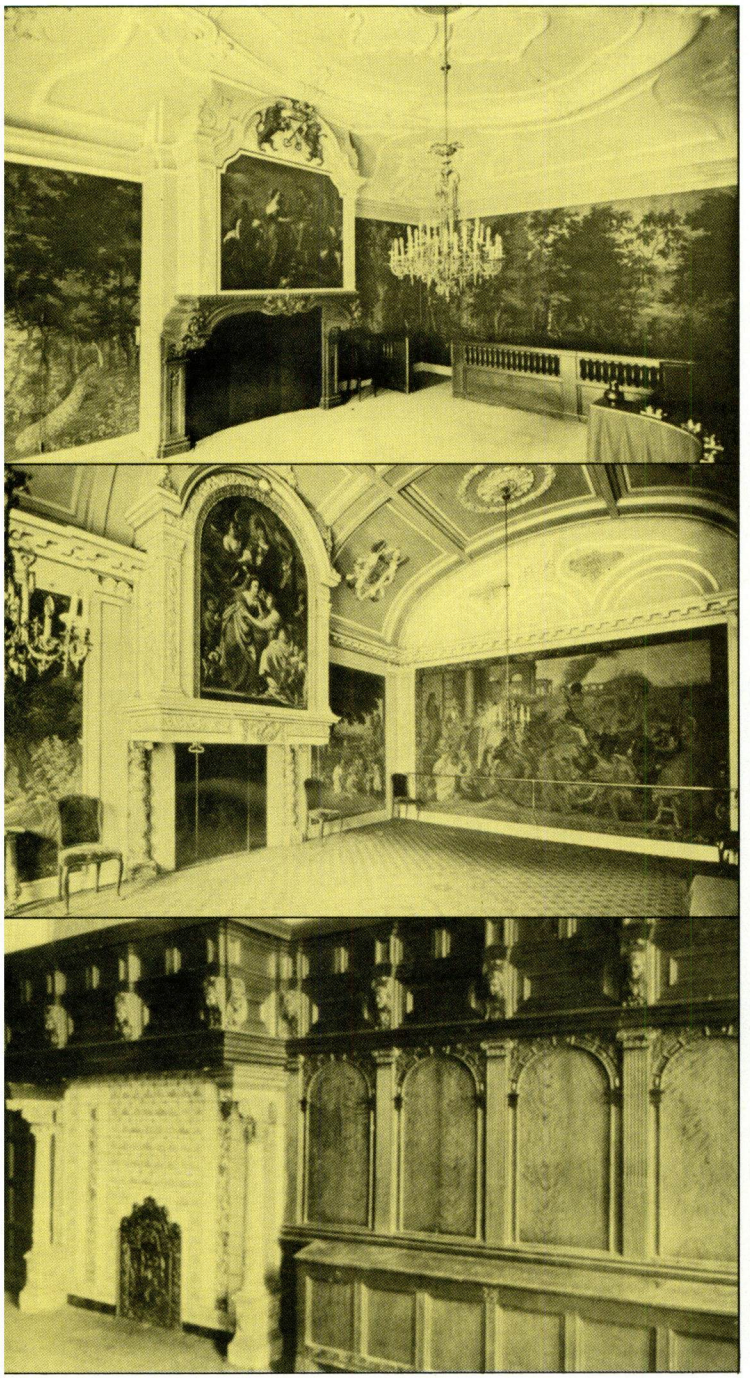
De 16e eeuw

In de jaren na het beleg van 1574 kwam de stad, dankzij de textielnijverheid, tot bloei. Het stadsbestuur vond dat het uiterlijk van het stadhuis daarvan moest getuigen. Daarom maakte Lieven de Key, de stadssteenhouwer van Haarlem, een ontwerp voor een nieuwe gevel. Behalve voor de bouw van het Leidse stadhuis, was Lieven de Key onder andere ook verantwoordelijk voor de bouw van het stadhuis in Haarlem en de Waag in Gouda. De bouw van de nieuwe gevel aan de Breestraat nam twee jaar in beslag (1595-1597).
Het achterliggende gebouw bleef ongewijzigd. Het sluitstuk van de uitwendige verbouwingen vormde de bouw van de torenspits zoals die tot de brand van 1929 heeft bestaan. Deze spits was de

Stadhuis, 1984



Raadzaal, kamer van B en W,



en de Weeskamer vóór de brand van 1929

vervanger van de houten spits, die was aangebracht na een brand in de toren in januari 1573.

Vanaf de 17e eeuw

Ook het interieur van het stadhuis onderging allerlei verfraaiingen. Jan Lievens schilderde het schoorsteenstuk voor de kamer, die werd gebruikt voor vergaderingen van de Grote Vroedschap, een stedelijk bestuurskollege, dat nu de gemeenteraad heet.

De kamers, waar de vier burgemeesters vergaderden, maar ook de kamers van de grotere kolleges, zoals het Gerecht, werden verbouwd en aangekleed met gobelins, wandkleden met ingewerkte figuren.
Voor de schoorsteen van de burgemeesterskamer schilderde Ferdinand Bol een stuk over het bestuur van de stad.
De vier burgemeesters droegen zorg voor de stedelijke financiën, het onderhoud van de stadsmuren en grachten en allerlei 'gemeentewerken'.

Schout, Schepenen en burgemeesters werden samen het Gerecht genoemd. Het Gerecht vormde het bestuur van de stad.
Pas in 1808 werden alle bestuurskolleges in de stad afgeschaft. Eén man, de burgemeester, kreeg het bestuur van de stad in handen, geassisteerd door vier wethouders.
In 1824 werd Gijsberto de Mey van Streefkerk de eerste burgemeester van Leiden.
Ook werd het kollege van B & W in dit jaar ingesteld zoals dit tot op de dag van vandaag nog funktioneert.
De kuratoren van de universiteit, leden van de kommissie van toezicht, vonden al sinds het eind van de zestiende eeuw onderdak in het Leidse stadhuis voor hun bijeenkomsten. In 1681 kregen ze een eigen kamer, die tot 1811 dienst heeft gedaan.

Verder werden bestuurlijke en rechterlijke bevoegdheden ontkoppeld. Rechtspraak en belastingaangelegenheden werden rijksaangelegenheden.
De vroedschapskamer werd raadzaal. De weeskamer waar vanaf ongeveer 1450 aparte 'weesmeesters' belast waren met de zorg van ontheemde Leienaartjes en de vleeshal, waar de kwaliteit van het vlees werd bewaakt, verdwenen in de 19e eeuw.

De rechterlijke kolleges verhuisden naar Rapenburg 19, het huidige kantongerecht, zodat vele ruimten beschikbaar kwamen voor het groeiende gemeentelijke apparaat.

Stadhuis in 1928, een jaar voor de brand




Bureau Noordeindsplein — Telefoonnu
Redactie- en Administratie 2500 — Redactie 1507.
Franco per pos
Een kamp voor Leiden
en voor geheel ons land.
Het Prachtige Stadhuis een proef der vlaamsche

De brand van 1929

'Het stadhuis brandt'...

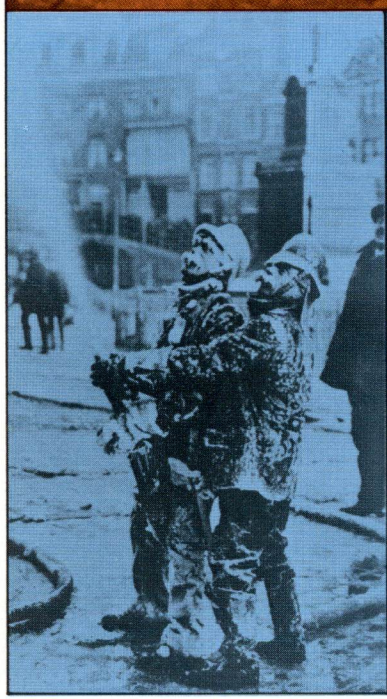
Als een lopend vuurtje ging dit bericht op de ochtend van 12 februari 1929 door de Leidse straten. Op deze noodlottige dag werd een prachtig bouwwerk verwoest. Alles wat zich aan kunstschatten binnen de muren bevond ging in nauwelijks drieenhalf uur verloren.
In verband met de heersende vorst waren alle kachels in het stadhuis blijven branden. De deuren van alle vertrekken waren geopend om op die manier wat warmte in de gangen te krijgen.

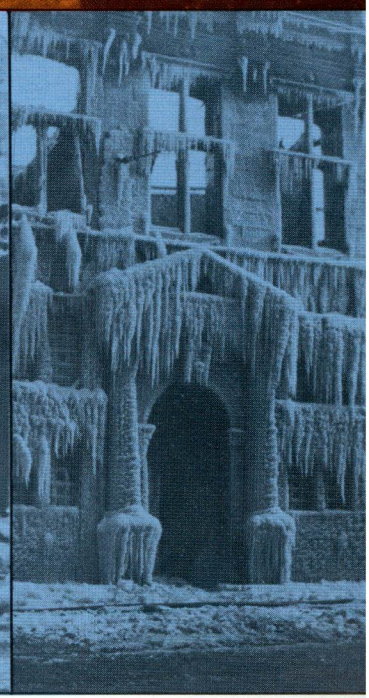
Nadat de brand werd ontdekt rond vier 's morgens door een nachtwaker, werden onmiddellijk de brandweer en de politie gewaarschuwd.
Om vijf voor halfvijf ontving de brandweer een telefoontje van de dienstdoende telefonist op de Leidse telefooncentrale aan de Bloemmarkt (=Boommarkt), dat er brand was in het stadhuis aan de Vismarktzijde. Door de felle vorst, minstens 18 graden onder nul, waren de wachtdiensten extra bezet, zodat allebei de spuiten direkt konden uitrijden.

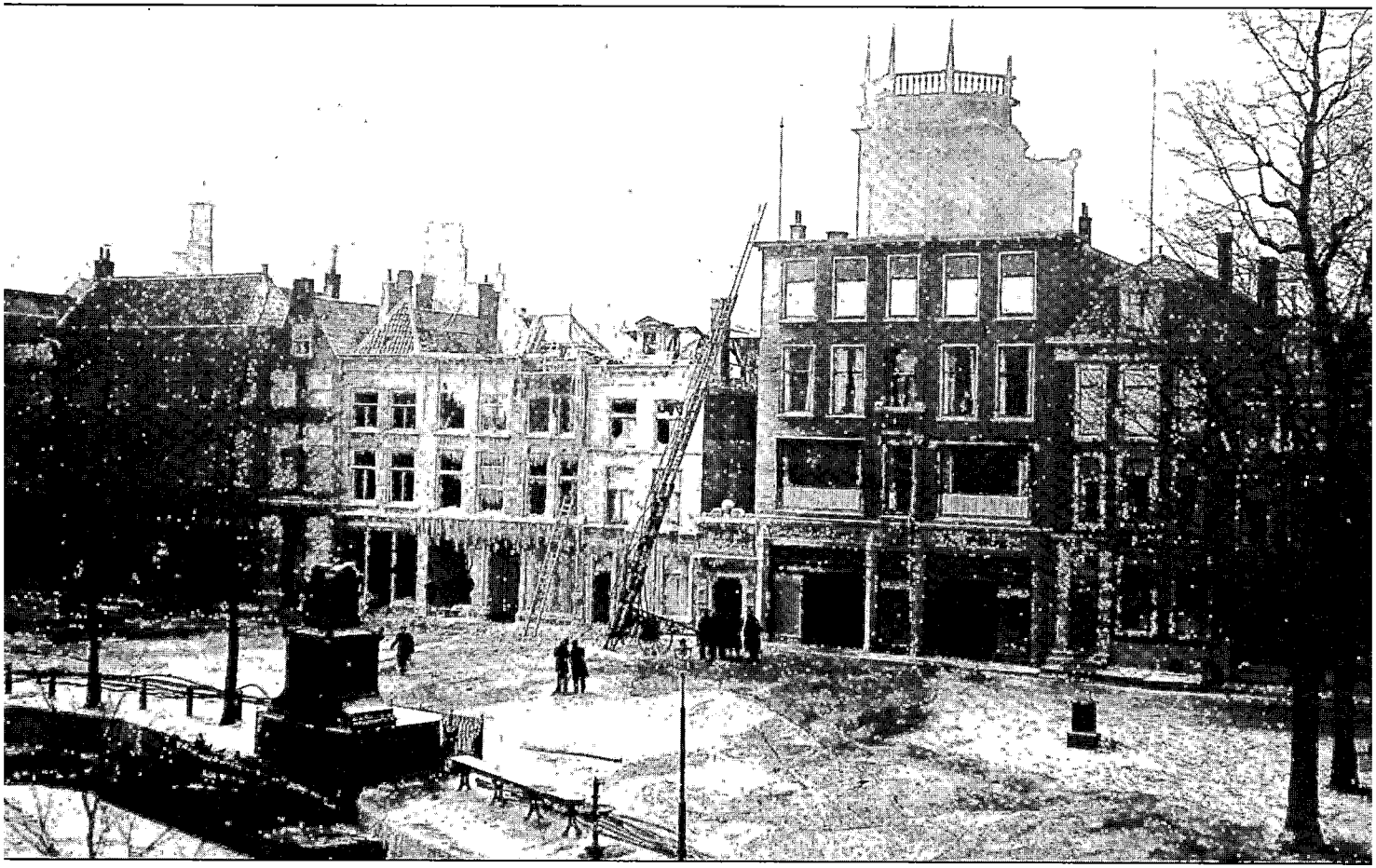
Een ambtenaar van de Stedelijke Lichtfabrieken, die behulpzaam was bij het ophijschen van een straalpijp kreeg, doordat deze van de slang losschoot, het zware koperen voorwerp op zijn hoofd en moest per brancard naar het Ziekenhuis worden overgebracht. Tal van politie-agenten bekwamen bovendien door de glasscherven der brekende ruiten snijwonden aan de handen. Tegen zevenen arriveerde ook de hoofdcommissaris van politie uit Den Haag, de heer van 't Sant op het terrein van den brand.
Aan de Breestraat werd men langzamerhand den toestand meester al bestond nog ieder oogenblik de kans, dat de panden tegenover het Stadhuis vanaf het huis van prof. Kan tot aan dé Pieterskerkkoorsteeg door het overwaaiende vonkengordijn vlam zouden vatten. De brandweer zorgde er evenwel voor de gevels en daklijsten nat te houden en onderdrukte elk begin van brand in den kiem.

uit: Leids Dagblad, 12 februari 1929





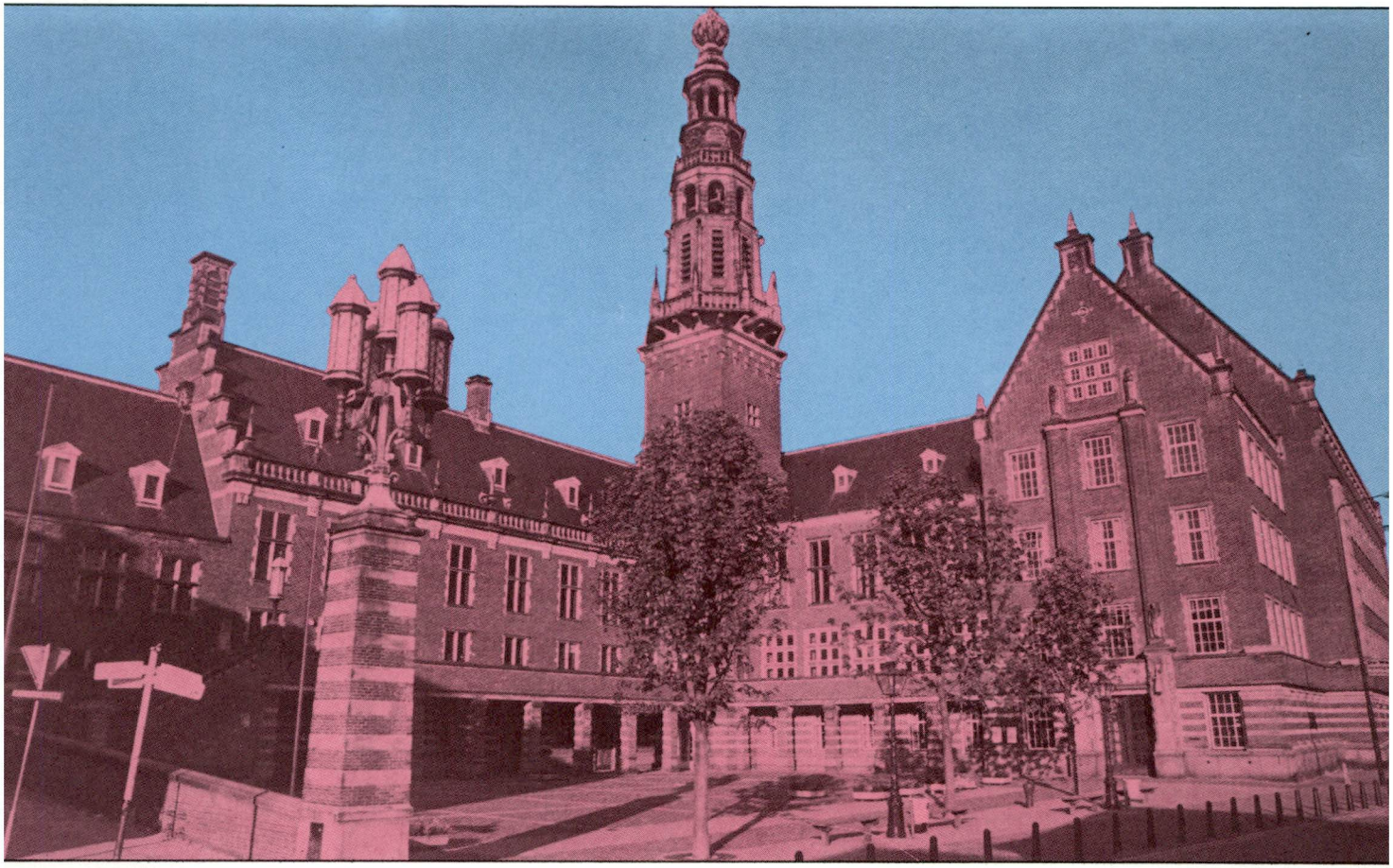




De eerste spuit gaf water, maar de tweede spuit had pech. Verschillende kranen en leidingen waren bevroren zodat van water geven geen sprake was.
De sterke wind joeg de vlammen vanaf de Vismarktzijde door de ramen en gangen. Het was levensgevaarlijk om het stadhuis nog binnen te gaan.
Al spoedig kwam het bericht dat ook de toren in brand stond. Voor zes uur stortte deze met donderend geraas in elkaar. Toen de hele voorgevel in volle vlam stond was men bang dat de brand niet tot het stadhuis beperkt zou blijven. De Leidse brandweer stond vrijwel machteloos en kon tenslotte alleen nog maar de aangrenzende en tegenoverliggende gebouwen beschermen. Omstreeks acht uur in de morgen van 13 februari was, mede dankzij de hulp van de brandweer uit Leiderdorp, Oegstgeest en Voorschoten, alle gevaar voor verdere uitbreiding geweken. Het stadhuis was een troosteloze ruïne.
Donderdag 14 februari bezochten koningin Wilhelmina en prins Hendrik de plaats van de stadhuisbrand en uit het hele land kwamen reakties van medeleven.

De herbouw

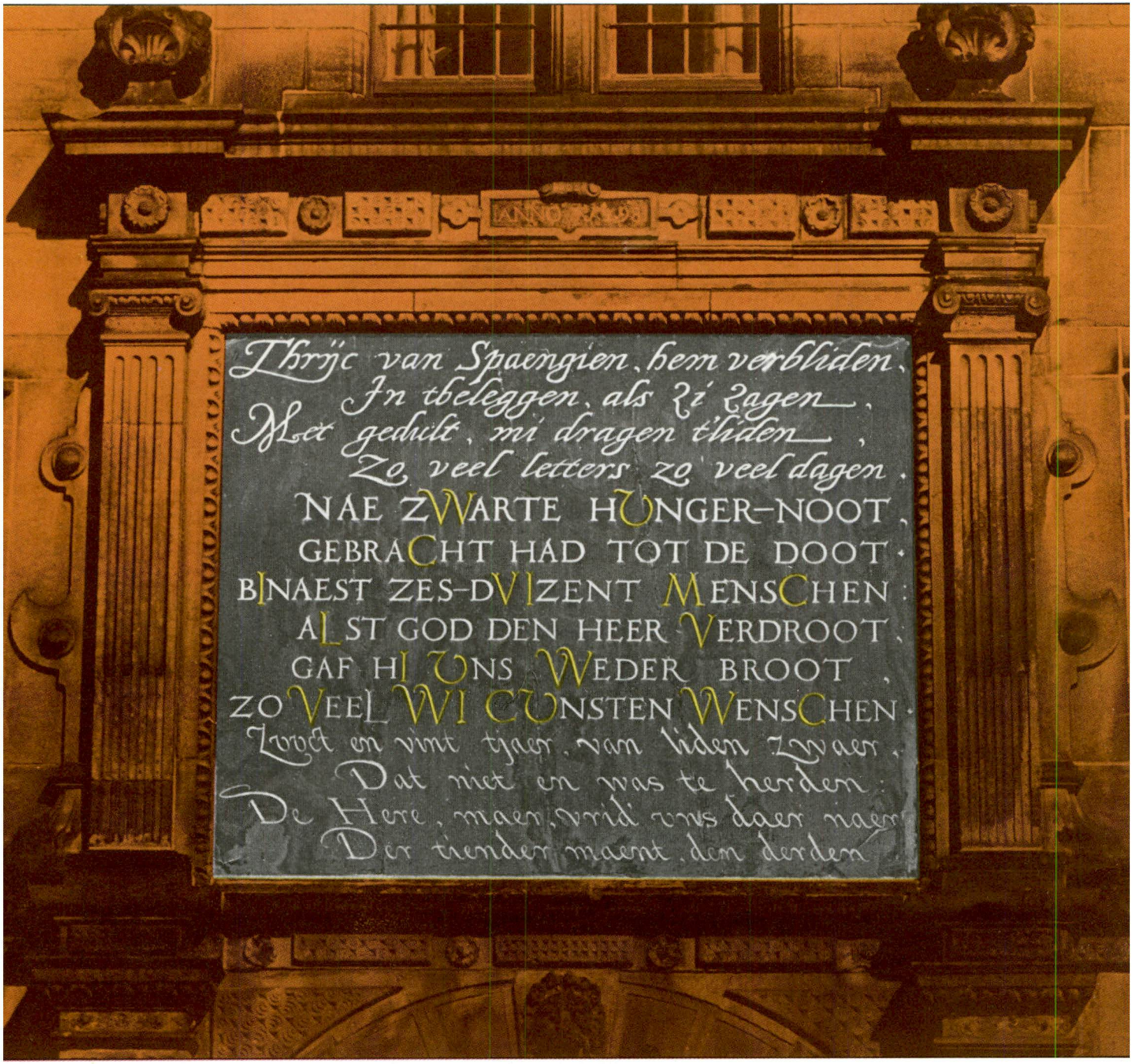
Nadat het stadhuis op 12 februari 1929 was afgebrand vroeg men zich af of er wel een heel nieuw stadhuis gebouwd moest worden. Een andere mogelijkheid was namelijk de gevel van Lieven de Key restaureren.



De gevel aan de Breestraat zou dan als voorgevel dienen voor een heel nieuw stadhuis erachter.
Op 11 juli 1932 besloot de Leidse gemeenteraad zes architekten uit te nodigen voor het maken van een ontwerp.
B & W, de gemeenteraad en de kommissie, die de ontwerpen moest beoordelen, vonden het plan van ir. C.J. Blaauw uit Haarlem het beste. Blaauw kreeg in juli 1934 de opdracht.
De werkzaamheden voor de gevelrestauratie duurden van januari 1935 tot september 1939. Op 17 december 1940 betrokken B & W hun werkkamers in het nieuwe stadhuis.

Het nieuwe stadhuis

De opdracht van Blaauw was even moeilijk als die van Lieven de Key in 1595.
Lieven de Key moest een gevel plakken voor het bestaande middeleeuwse stadhuis.
De taak van Blaauw was een nieuw stadhuis bedenken achter een bestaande gevel.
De Breestraat, vroeger een dijk, ligt een stuk hoger dan de Vismarkt.
Wie aan de kant van de Breestraat het stadhuis via het bordes op de eerste verdieping binnenkomt, merkt op dat hij zich op de tweede etage aan de Vismarktzijde bevindt.
Het stadhuis is dan ook een gebouw met twee aangezichten; de Breestraatgevel, tevens Nederlands langste renaissance gevel, laag en langgerekt (86 m lang en 10 m hoog) en de Rijnkant massaal en hoog.


Thrijc van Spaengien, hem verbliden,
In tbeleggen, als zi zagen,
Met gedult, mi dragen t'liden,
Zo veel letters zo veel dagen.
NAE ZWARTE HUNGER-NOOT,
GEBRACHT HAD TOT DE DOOT
BINAEST ZES-DVIZENT MENSCHEN:
ALST GOD DEN HEER VERDROOT,
GAF HI UNS WEDER BROOT,
ZO VEEL WI CUNSTEN WENSCHEN.
Zoect en vint tjaer van liden Zwaer,
Dat niet en was te herden:
De Here, maen, vrid uns daer naer
Der tienden maent, den derden

Kunst in en om het stadhuis

Het stadhuis van buiten

Als u voor de gevel aan de Breestraat staat ziet u geheel links een poortje. Voor de brand van 1929 zat dit poortje, uit 1670, aan de achterkant van het stadhuis. Aan de Vismarktkant was toen geen plein maar een gesloten rij van winkels en woningen.

Twee rustende kinderen, links de tijd, rechts de eeuwigheid, ziet u op de trap naar de hoofdingang.

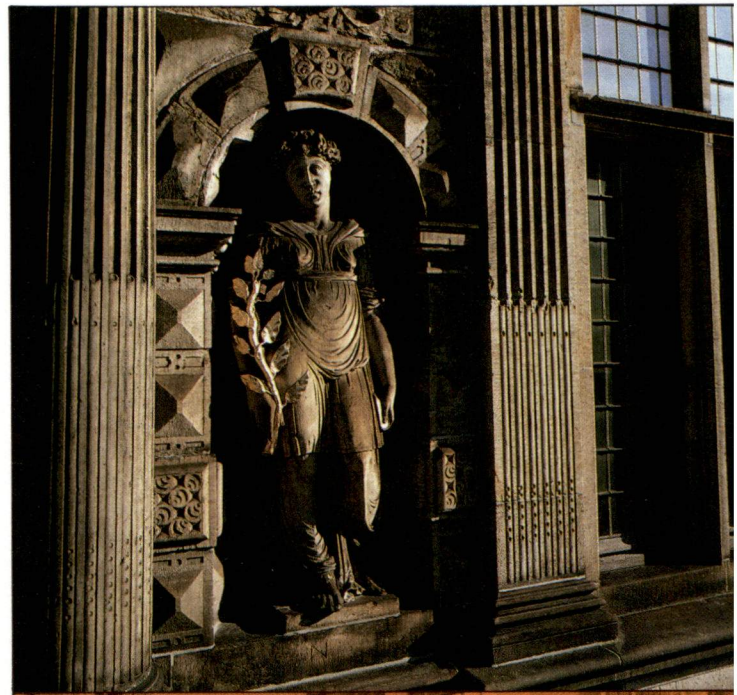
De twee vrouwen in de nissen naast de deur beelden de gerechtigheid (met zwaard en vergulde weegschaal) en de vrede (met vergulde olijftak en wetboek) uit.

Het nood-vers in de gevel aan de Breestraat is van Jan van Hout, de beroemde Leidse stadssekretaris.
De regels in hoofdletters tellen evenveel letters als de duur van het beleg in dagen, van 26 mei tot en met 2 oktober 1574. De vette hoofdletters, in de tekst onderstreept, op het stenen bord in goud geschilderd, wijzen samen het jaar 1574 aan. Het jaar waarop Leiden werd ontzet.
De vette hoofdletters stellen romeinse cijfers voor, waarbij de W voor twee romeinse V's gelezen moet worden.

De romeinse cijfers, die in de tekst zijn gebruikt zijn;
I=1, V=5, W=10, L=50, C=100, M=1000.

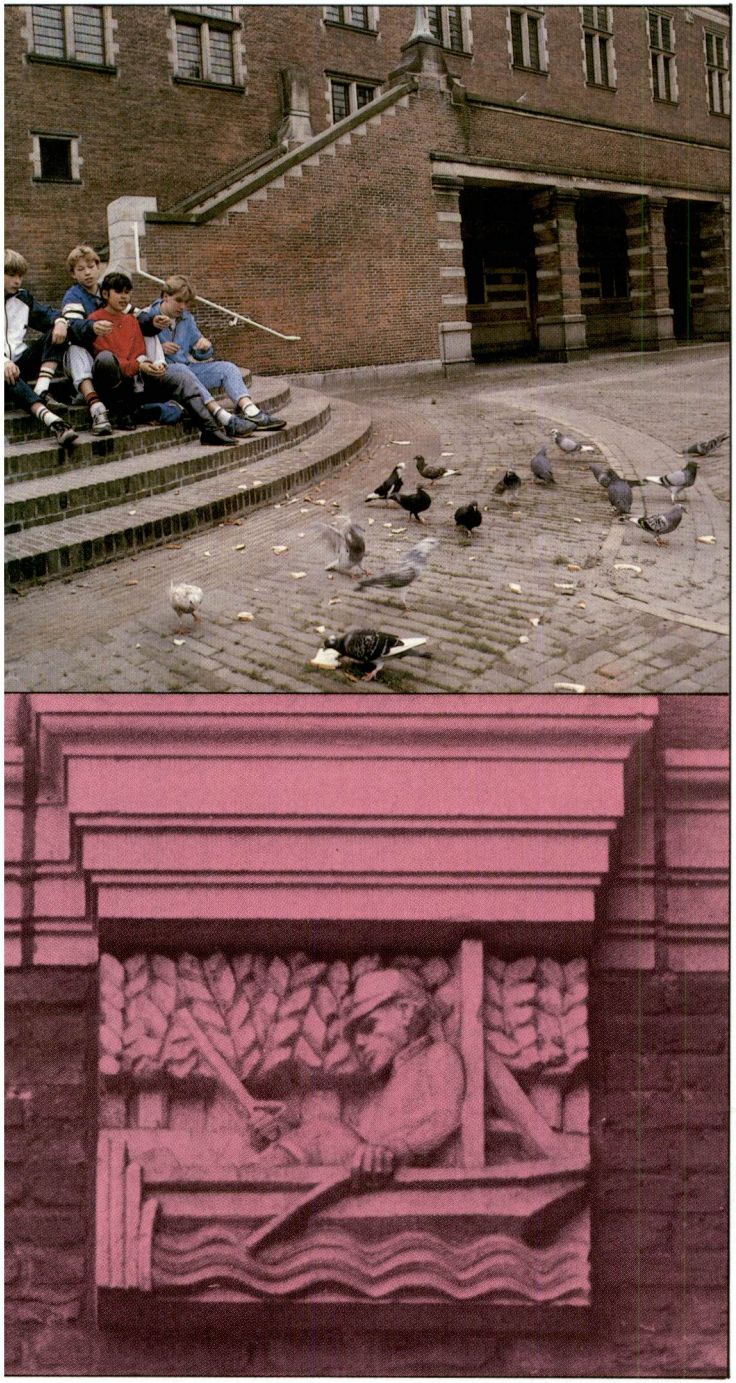
Thryc van Spaengien, hem verbliden
In tbeleggen als zi zagen
Met gedult mi dragen tliden
Zo veel letters, zo veel dagen
NAE ZWARTE HVNGER-NOOT
GEBRACHT HAD TOT DE DOOT
BINAEST ZES DVIZENT MENSCHEN
ALST GOD DEN HEER VERDROOT
GAF HI VNS WEDER BROOT
ZO VEEL WI CVNSTEN WENSCHEN
Zuuct en vint tjaer van liden zwaer
Dat niet en was te herden
De Here maer vrid' uns daer naer
Der tiender maent den derden

'de vrede'





'de roepstoel'



Leidse peueraar

Naast de poort met het 'nood-vers' is de roepstoel, waar de besluiten van de vroedschap werden afgekondigd.
In de muur tussen de ijzeren knoppen is een maatstok gekerfd, die de lengte aangeeft van de Rijnlandse roede. De ijzeren staaf, aan de muur rechtsboven de Rijnlandse roede, staat voor de Rijnlandse voet. De maten waren aan de muur van het stadhuis aangebracht om te voorkomen dat er met de afmetingen van het laken geknoeid werd.

Als u om het stadhuis richting Vismarkt loopt springt het grote plein met de fraaie ingang aan de Vismarkt, ontworpen door architekt Blaauw, direkt in het oog.
Dit plein werd in 1981 nog aangepast aan veranderende inzichten van het gemeentebestuur.
Naar ontwerp van stedebouwkundig ambtenaar Jean Piret werd een nieuwe trappartij gebouwd, die de toegankelijkheid van het plein sterk verbeterde.
De nu halfronde trap komt de funktie van het stadhuisplein als openluchttheater ten goede. Bij diverse manifestaties en feesten, die zich afspelen op het stadhuisplein doet de trap dienst als tribune.

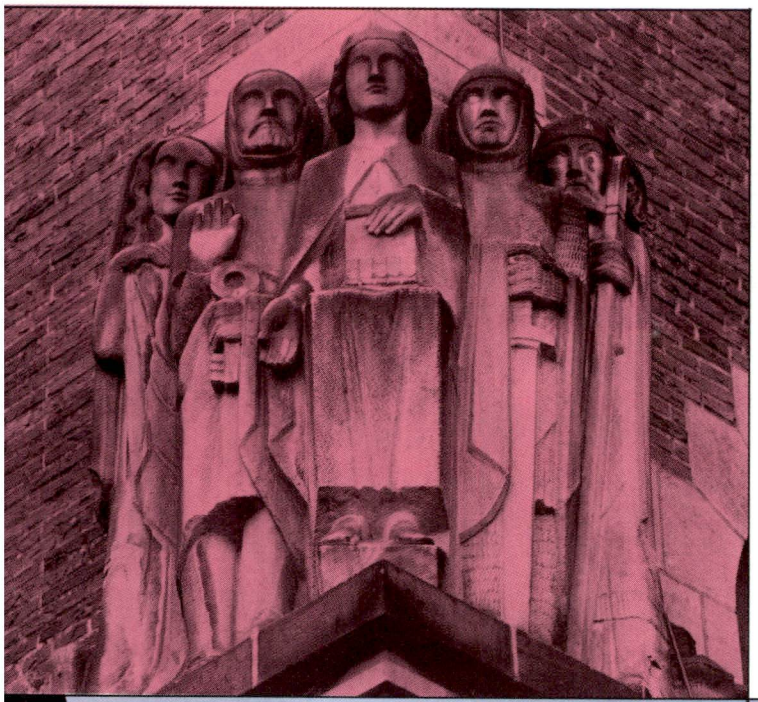
De burgerzaalgevel, links van de toren, sluit in stijl het meest aan bij de oude gevel. De gebeeldhouwde stenen, links van de toren van de hand van mevrouw Franzen-Heslenfeld, stellen van links naar rechts voor:

- de uitdeling van haring en wittebrood
- de landbouw
- een oude drukpers (voorheen en nu nog een van Leidens meest bloeiende ambachten)
- een dame, die zich laat portretteren
- Minerva, de godin van de wijsheid
- een weverij
- een boer en een boerin rond de kaaspers
- en een paling pierende peueraar

rechts van de toren, onder de kroonlijst van de raadzaal kijken naar buiten;

- Floris V
- Hertog Philips van Bourgondië, die de stad met nieuwe privileges begiftigde
- Jan van Hout, de bekwame stadssekretaris
- Frans van Mieris, de geschiedschrijver
- Koning Lodewijk Napoleon, die zich voor Leiden inzette bij de buskruitramp van 1807
- en Thorbecke, de ontwerper van de gemeentewet.

Beeldengroep met graaf Floris V

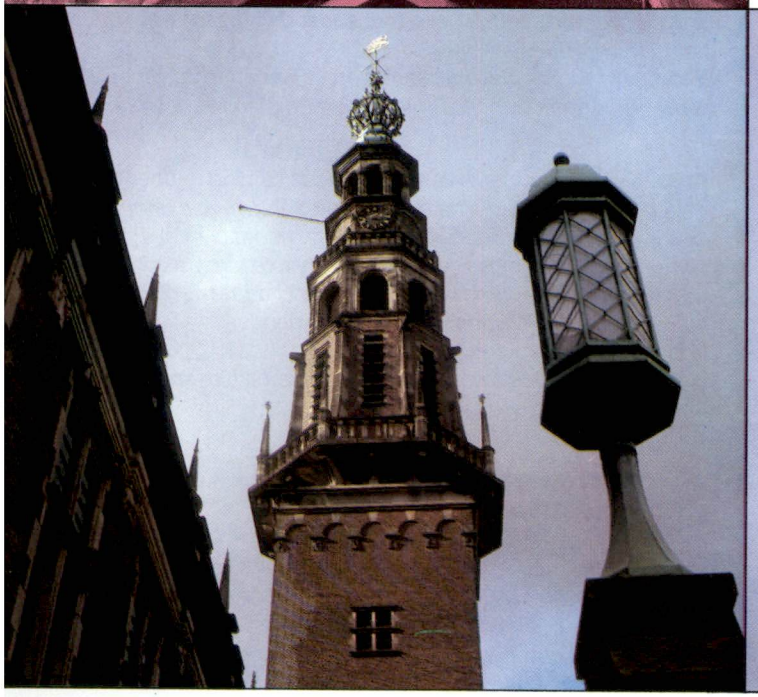


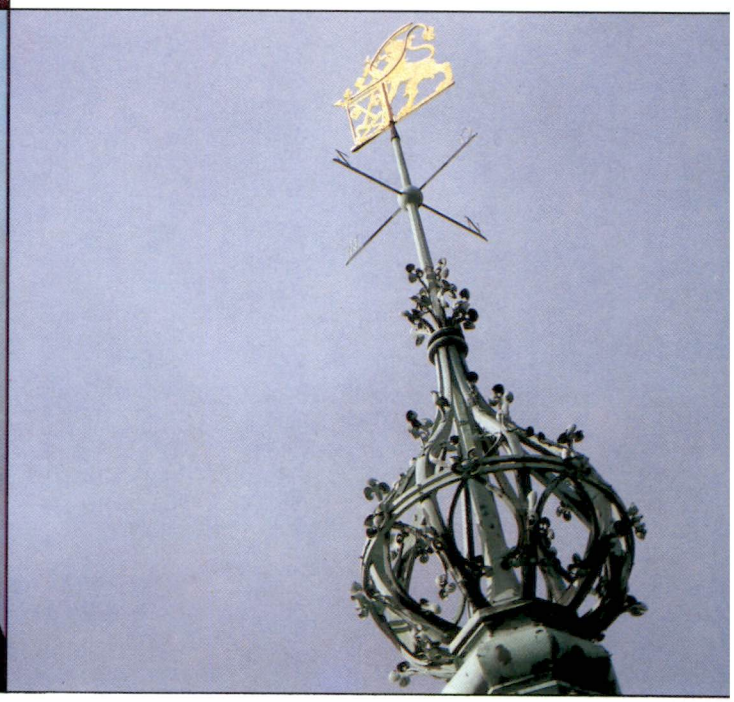
De toren

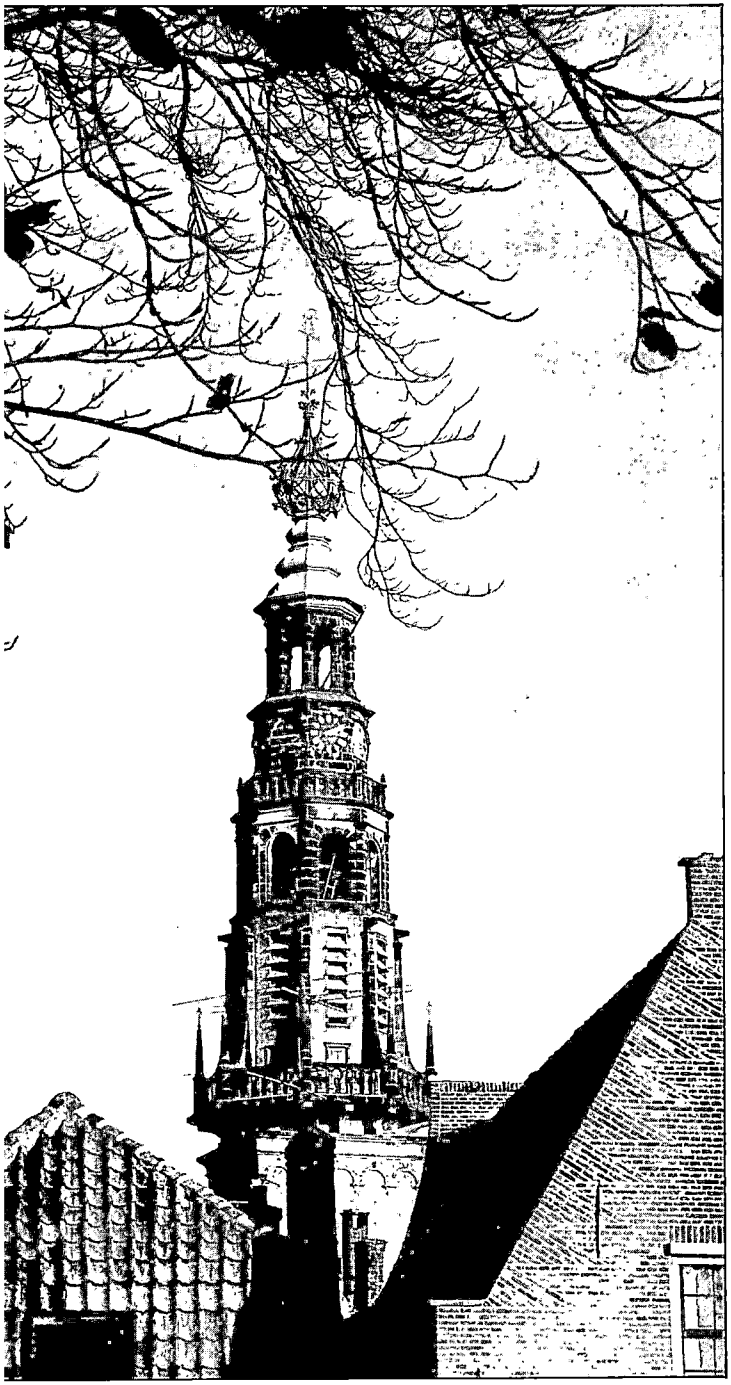
De welgevormde toren, die uit het midden van het gebouw oprijst is 53 meter hoog en lijkt nogal op zijn lagere afgebrande voorganger.
De romp is vierkant en bezet met 24 door Verstoep bewerkte kraagstukken, die samen de vier jaargetijden voorstellen. Die jaargetijden worden aangeduid door de tekens van de dierenriem en de maanden van het jaar.

De beeldengroep, van de hand van Mari Andriessen stelt de uitreiking van de vrijheidsoorkonde aan de stad Leiden voor door graaf Floris V (1255-1296) in 1266.

Opwaarts gaat de toren over in steeds smaller wordende achthoekige verdiepingen. De toren wordt uiteindelijk bekroond door een in lovers uitbottende bol (van de edelsmeden Jan en Eloy Brom) met de windvaan (het Leidse stadswapen met de klimmende leeuw als schildhouder), die afkomstig is van de verbrande stadhuistoren.







Het carillon

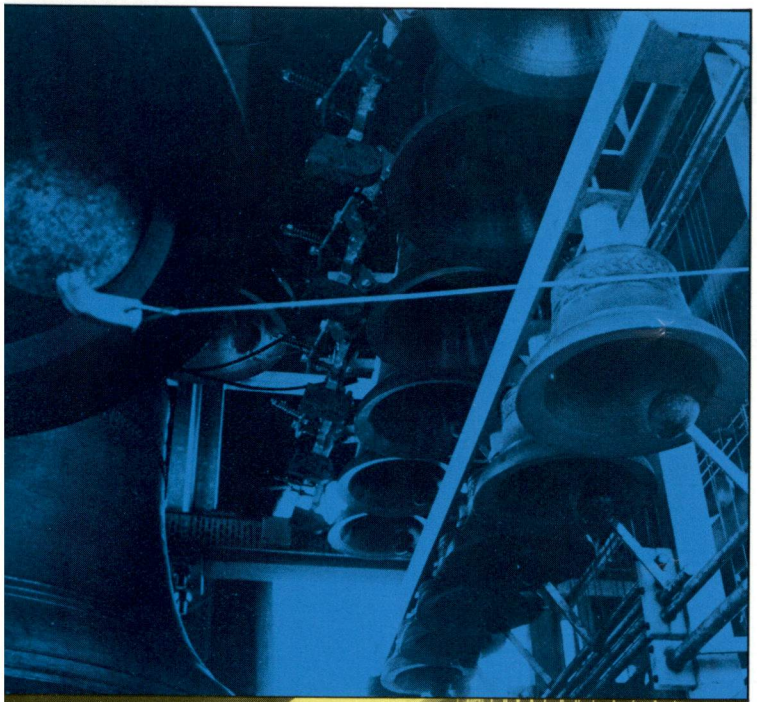
Het eerste klokkenspel, dat nog met een houten hamer werd bespeeld, werd in 1460 aangebracht.
In 1670 kreeg Leiden een echte beiaard (carillon). De 38 klokken gegoten door de beroemde klokkengieters Hemony, werden door de brand van 1929 volledig verwoest.
Na de brand werd een volledig nieuw carillon met 47 klokken in de nieuwe stadhuistoren geplaatst.
De klokken van deze toren werden in maart 1943 door de Duitse bezetters gestolen. Van de 47 in Heiligerlee vervaardigde klokken bleven er maar vier over, waaronder de bourdon van 5.500 kg, een geschenk van het 'Leidsche studentencorps' ter gelegenheid van hun eerste eeuwfeest.

In 1950 besloot de gemeenteraad dat het carillon moest worden herplaatst.
43 Klokken werden opnieuw gegoten door dezelfde firma, de firma Van Bergen, uit Heiligerlee.
Ondanks alle moeite was de kwaliteit van het klokkenspel verminderd.
Daarom werden op advies van de Leidse stadsbeiaardiers 31 nieuwe klokken gegoten en bijgestemd. Er werden drie klokken aan het klokkenspel toegevoegd, zodat de beiaard weer kompleet werd.
Een nieuw klavier werd geplaatst en het mechanisch speelwerk werd vervangen door een elektro-magnetisch speelwerk.

Al deze werkzaamheden aan het Leidse carillon hebben gemaakt dat Leiden nu *'een van de meest representatieve exemplaren in de rij van zingende torens in Nederland heeft. De Van Bergenklokken zijn hiervan de belangrijkste oorzaak omdat zij de uitvoerder (Eijsbouts) dwongen geen standaardwerk te maken',* aldus het keuringsrapport van de Nederlandse Klokkenspelvereniging.
Het is dus de moeite waard eens naar het carillonspel van de beiaardier te luisteren.

De hoofdingang

De hoofdingang aan de Vismarkt werd door de bekende beeldhouwer Hildo Krop voorzien van twee forse pilasters met een mannenfiguur (het gezag) en een vrouwenfiguur (de vrijheid) als de twee polen van het stadsbestuur.





De versieringen stellen van links naar rechts voor; het beleg van Leiden met het beeld van de toenmalige burgemeester van der Werf; de aanduiding van de vijf fakulteiten van de akademie met de beroemde geneesheer Boerhaave; een boerenvrouw met korenschoven en een arbeider met werktuigen.
De ingang wordt bekroond met twee leeuwen, die de afbeeldingen van het rijkswapen en het Leidse stadswapen dragen.
De fraaie bronzen deuren met de wapens zijn ontworpen door architekt Blaauw en gemaakt door Jan en Eloy Brom.

Het stadhuis van binnen

Op de eerste verdieping, rechts van de gemeentelijke kredietbank, vindt u het schilderij 'Gezicht op Leiden'. Het stelt de Haarlemmertrekvaart voor. Links op het doek is de wijk Groenoord te zien. Het schilderij is de gemeente aangeboden in 1940 door de 'Leidsche vereeniging van industrieëlen' en geschilderd door D. Nijland.
Op weg naar de tweede etage ook wel de bestuursverdieping genoemd, ziet u een groot gebrandschilderd raam, het wapenraam.
Glazenier Hofman heeft hier de wapens van de vele Leidse burgemeesters afgebeeld, waaronder de beroemde burgemeester van der Werf en Leidens meest geliefde burgemeester de Gijzelaar.
Vanaf burgemeester van Kinschot is deze traditie voortgezet in het raam tegenover de raadzaal.

De burgerzaal van het Leidse stadhuis werd voor het eerst in gebruik genomen op 31 augustus 1948 tijdens een receptie ter gelegenheid van het regeringsjubileum van koningin Wilhelmina. In het dagelijks leven is een gedeelte van de burgerzaal in gebruik genomen als trouwzaal. De vloer bestaat uit donker omlijnde tegels van zeer kostbaar 'Arabescato' marmer, de wanden bestaan uit zwarte 'Port d'Or', een marmersoort die gevonden wordt nabij la-Spèzia en Jaune de Sienne, een gele marmersoort. Heel bijzonder is de synchrone tekening in het marmer, waardoor een soort spiegelbeeldeffekt ontstaat.
In de prachtige burgerzaal hangt het schilderij van Pieter van Veen: 'De spijziging der verloste Leidenaren op de 3e oktober 1574', geschilderd in 1615.
Het schilderij is een geschenk van de schilder aan de stad Leiden. Pieter van Veen leefde van 1564-1629. Het schilderij is aan de brand van 1929 ontsnapt omdat het in die tijd net voor een behandeling bij de Lakenhal was.





Familiewapen van Van der Werf



Entree Vismarkt



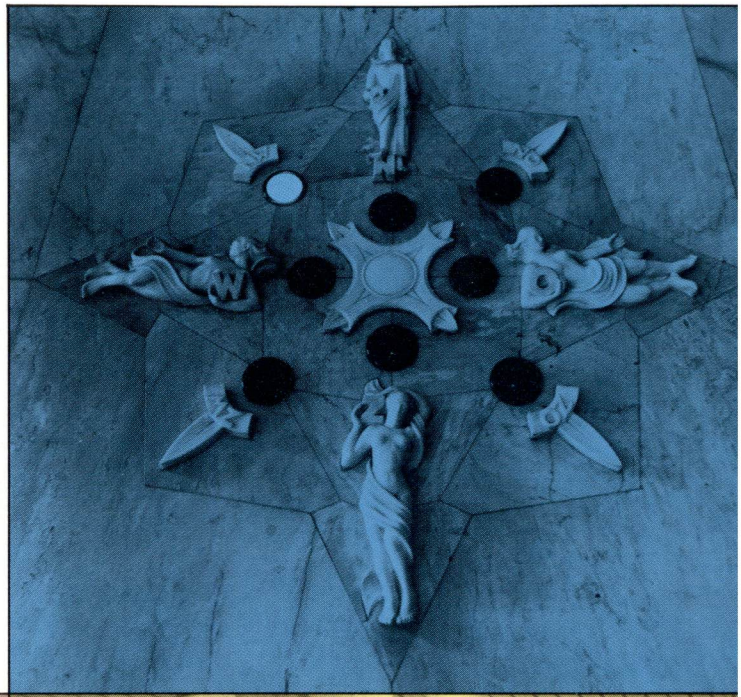
Burgerzaal

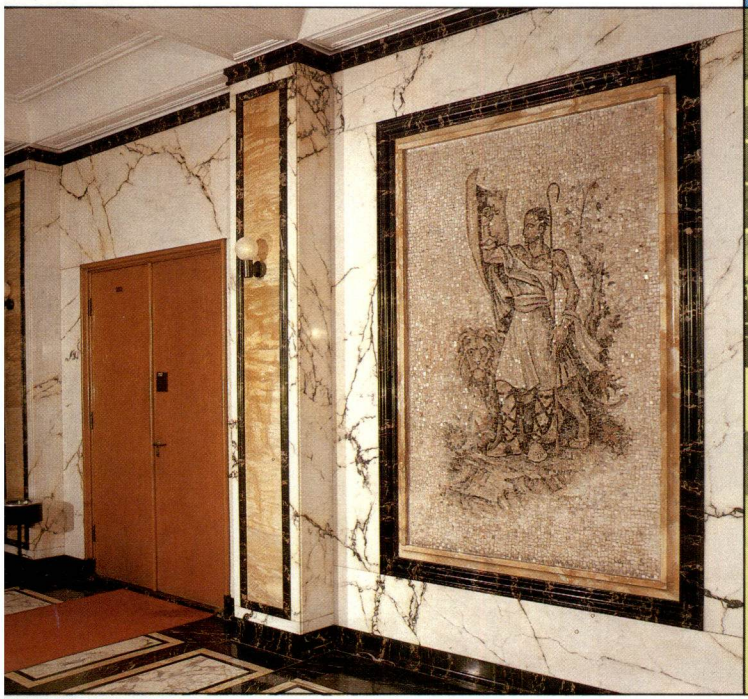
De grote hal heeft een glazen koepel, met speelse bloemranken in zwart en wit, ontworpen door Hildo Krop. Hildo Krop ontwierp ook de windroos, links van de ingang, die door middel van elektrisch kontakt in verbinding staat met de windvaan bovenop de stadhuistoren. De vaan geeft elektrische signalen uit welke hoek de wind waait.

De beelden naast de opgang naar de aansluitende gang, drukken samen de vruchtbaarheid uit. Het beeld links is van de Amsterdamse kunstenaar Leo de Vries en stelt een jong meisje voor. Het beeld rechts, moeder en kind, is van Ruth Brouwer, eveneens afkomstig uit Amsterdam. Beide beelden zijn sinds 1961 in bezit van het Leidse stadhuis.

In de op de grote hal aansluitende gang, die naar de raadzaal voert, vindt u onder andere Paonazzo of pauwenmarmer. Twee hoge mozaiëken van Lode Sengers verfraaien de muur. Het linkermozaiëk stelt de waarheid voor, een nadenkend man die bij het schijnsel van een kaars leest. Het rechtermozaiëk is een uitbeelding van de bereidwilligheid.
Ieder marmer mozaiëk telt ongeveer 26.000 steentjes, die allemaal met de hand zijn ingelegd.

Windroos







Interieur



De raadzaal

De raadzaal werd op 11 november 1945 in gebruik genomen en ademt een ernstige sfeer.
De betimmering van Braziliaans Pallissanderhout en de gobelins, naar ontwerp van de Moor, dragen daar nog toe bij.
Het middenvak met de klok boven de toegangsdeur symboliseert de tijd. De andere voorstellingen geven achtereenvolgens te zien:

- de sociale zorg
- de arbeid
- de kunst
- de techniek
- de wijsheid
- en de wetenschap

Het geheel is een uitbeelding van het leven in Leiden.

In de vergaderkamer van burgemeester en wethouders vindt u boven de twee zijdeuren twee houtinlegwerken (intarsia) van Escher. Boven de ingangsdeur ziet u een klok met daaromheen vliegende vogels. Dit houtinlegwerk, eveneens van Escher, stelt de 'voortvliedende tijd' voor.

Naast de kamer van B & W vindt u de burgemeesterskamer, betimmerd met Satijnhout uit Ceylon. Hier springt een zeer bijzonder staaltje van houtinlegwerk in het oog.

Escher heeft hier de groei van de stad Leiden, vanaf 1186-1940, in beeld gebracht door achtereenvolgens de stadsuitbreidingen van de stad in verschillende tinten hout vast te leggen.
Dit kunstwerk werd aan het stadhuis geschonken door het Leidsch Dagblad.

Het glas-in-loodraam met de Davidster op de tweede verdieping is een geschenk van de Joodse gemeenschap in Leiden. De gemeenschap schonk het raam in 1981 aan de gemeente als dank voor de steun van de gemeente bij de restauratie van het synagogekomplex aan het Levendaal.





Op het pittoreske binnenhof staat een beeldje, dat een jongen die een duif oplaat uitbeeldt.
Het beeldje, een geschenk van koningin Wilhelmina ter gelegenheid van de opening van de burgerzaal, stelt Jan van Duyvenbode voor.
De van Duyvenbodes, eigenlijk de drie broers Cornelisz., die bij wijze van erenaam de naam van Duyvenbode mochten voeren, onderhielden tijdens het beleg van Leiden het kontakt met Willem van Oranje door middel van duiven.
Het vredesbeeldje staat als symbool voor zowel de bevrijding van de bevolking na het beleg als de bevrijding van de bevolking na de tweede wereldoorlog.
De jongen met duif is een werkstuk van L.O. Wenckebach uit 1954.

De funktie van het stadhuis

Gelukkig is het stadhuis niet alleen maar een mooi gebouw met een aantal fraaie kunstwerken. Het is ook een huis voor de burgers van Leiden, die er voor een heleboel zaken terecht kunnen. Juist met het oog op deze publieksfunktie hebben de afgelopen jaren een aantal ingrijpende verbouwingen plaats gevonden, zoals bijvoorbeeld in de hal op de begane grond.

Voor de gemeente Leiden werken in totaal zo'n 1700 ambtenaren. Natuurlijk werken die niet allemaal in het stadhuis.
Er zijn ambtenaren die werken in het Stadsbouwhuis, bij de Sociale Dienst, bij de Lakenhal, de Stadstimmerwerf, Endegeest enzovoorts.
In het stadhuis vindt u zo'n 300 ambtenaren, verdeeld over vijf verdiepingen, die voornamelijk werken bij centrale afdelingen, zoals Personeelszaken, Financiën, Voorlichting en Ekonomische Zaken. Verder vindt u er een aantal grote publiekgerichte afdelingen, zoals de afdeling Burgerzaken, de Kredietbank, het gemeentelijk Informatiecentrum en de Informatiebalie.

In het informatiecentrum in de hal liggen kommissie- en raadsstukken, bestemmingsplannen en dergelijke ter inzage.
Ook worden er regelmatig kleine tentoonstellingen gehouden.
In de grote hal bevindt zich ook de afdeling Burgerzaken waar u moet zijn voor onder andere paspoorten, rijbewijzen, aangifte van geboorte en overlijden, trouwen en verhuizen.
Voor leningen kan men terecht bij de gemeentelijke kredietbank.
De tweede verdieping is de bestuursverdieping, met de raadzaal, de kamers van de burgemeester en de wethouders, de B & W-kamer, de vergaderzalen en niet te vergeten de burgerzaal voor recepties, ontvangsten en bruiloften.

De hal in 1979

De hal in 1984





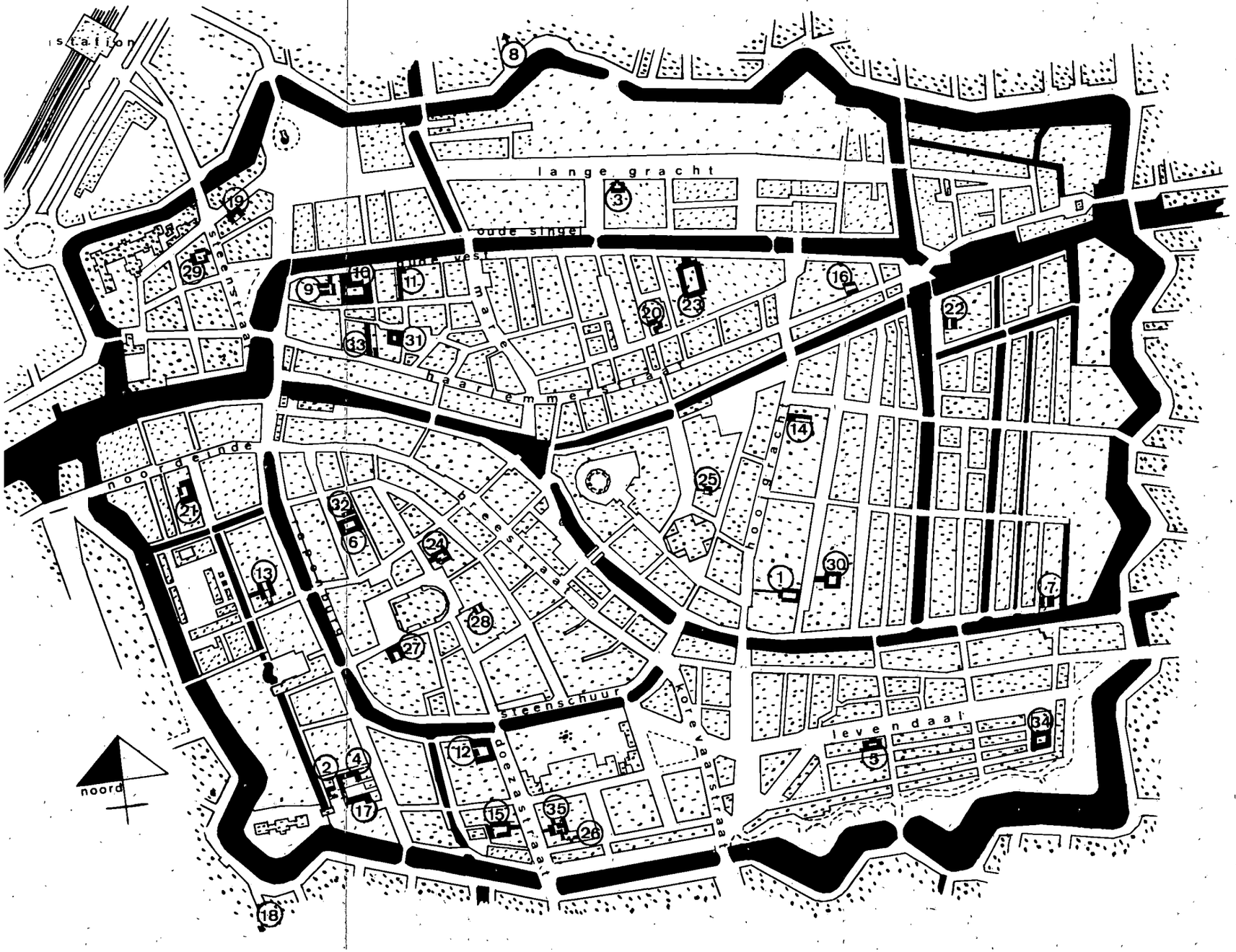
Bij de samenstelling van deze brochure zijn gegevens gebruikt uit:

- Het Leidse stadhuis, L.C.J. Roozen
- Het Leidse stadhuis, bouw- verbouw- brand- herbouw
  10 februari-25 maart 1979 de Lakenhal-Leiden
- Hutspot, Haring en Wittebrood, tien eeuwen Leiden en de Leienaars
  De Kler-Waanders

Tekst: Janneke van Haastrecht – Direktie Voorlichting gemeente Leiden
Foto's: Dirk Ketting, Leiden
Archiefdienst gemeente Leiden
Loridan b.v.
Layout: Loridan b.v., Hans van Oosterom, Leiden
Druk: B.V. Drukkerij J.J. Groen en Zoon, Leiden

1e druk: december 1984





Engels

DE LEIDSE HOFJES



pentek. door J. Belt

Secretariaat
STICHTING LEIDSE HOFJES
Postbus 2230, 2301 CE Leiden

THE LEYDEN "HOFJES" (formerly almshouses)

The word "hofje" was derived from court or garden because the hofje consists of identical little houses grouped round a garden. In some cases there is/was also a chapel.
Hofjes were founded by rich, often childless married couples to serve as accommodation for their staff or the elderly poor, who apart from free lodging enjoyed "preuves", i.e. gifts in the form of food, drink and/or fuel. Some of them were supervised by the church. Distinguished hofjes have a gate-house in which the trustee-room is often situated. Here the trustees met; in some of them founder-family heirlooms can still be admired.
The name of the founder was often immortalized in a stone in the facade. As to occupation there were regulations which were often very severe. Some of them are still in force. Some of the hofjes, for instance, may only be inhabited by women, others only by married couples. After a fixed hour no visitors were allowed. In some hofjes the residents were not allowed to let their guests stay over-night.
When visiting the Leyden Hofjes please do not forget that they are inhabited. That is why you are kindly requested not to disturb the rest and privacy of the residents.
A number of hofjes may be temporarily closed owing to restoration activities.

The Leyden "hofjes" in alphabetical order. The most interesting are indicated by an asterisk *.

1.* **Sint Annahof or Aalmoeshuis (almshouse)**
9, Hooigracht, entrance Middelstegracht. This splendidly restored hofje of the late 15th century, has a unique chapel, the original inventory of which is still there.

2. **Sint Annahofje or Joostenpoort**
14, Zegerstraat. This old hofje entirely lost its original character due to rebuilding in 1876 and 1907.

3. **Van Assendelfthofje**
49, Langegracht. A 17th century hofje renovated in order to create accommodation for students.

4. **Bethaniën- or Emmaushofje**
43, Kaiserstraat. Founded in the 16th century this hofje, when renovated in 1907, lost its former aspect.

5. **Bethlehemshofje**
109-111, Levendaal. The exterior of this hofje was renovated in 1897, but its courtyard has, for the greater part, retained its former character.

6.* **Brouchovenhofje**
16, Papengracht. Monumental 17th century hofje. The Vereniging Oud-Leiden (the Association Oud-Leyden) uses the trustee-room for their committee meetings.

7. **Cathrijn Jacobsdochterhofje**
1, Kaarsenmakersstraat. This hofje, founded in 1598, was pulled down and moved to the present site in 1939.

8. **Cathrijn Maartensdochterhofje**
2a, Pasteurstraat. Founded in 1608 and moved to the present site in 1910.

9. **Coninckshofje**
15, Oude Vest. An 18th century hofje with simple little houses. The original architecture is virtually intact.

10.* **Sint Elisabethsgasthuis**
Main entrance Ceciliastraat; tourist entrance Lijsbethsteeg. This home for the aged and infirm, founded in 1428, has undergone a splendid restoration. The chapel and former almshouses still house elderly people suffering from chronic diseases.

11. **Groeneveldstichting**
41, Oude Vest. A row of houses, founded at the end of the 19th century for ministers' widows and daughters.

12. **Heilige Geest- or Cornelis Spronghshofje**
1a, Doezastraat. This hofje, at first situated in Breestraat, was moved to Doezastraat in 1851 when building space was needed for the college clubhouse "Minerva". It was completely renovated in 1920 and 1926.

13.* **Eva van Hoogeveenshofje**
7, Doelensteeg. A 17th century hofje with lively facades, nicely patterned pavements and a beautiful pump.

14. **François Houttijnhofje**
81, Hooigracht. An 18th century hofje. Renovated in 1969/70 by the "Stichting Leidse Studentenhuisvesting" (Foundation for the housing of students).

15. **Sint Jacobs- or Crayenboschhofje**
25, Doezastraat. This 17th century hofje has preserved its intimate atmosphere in spite of alterations made in the 19th century. In 1976/1977 it was wholly renovated.

16. **Sint Jans- or Van der Laanshofje**
264, Haarlemmerstraat. This 16th century hofje was entirely renovated at the beginning of this century.

17. **Jeruzalemshofje**
49, Kaiserstraat. Oldest hofje in Leyden, founded in 1467. It was renovated at the beginning of this century. The chapel was pulled down in 1887.

18. **Justus Carelhuis**
51a, Witte Rozenstraat. Built in 1936.

19. **Jan de Laterehofje**
13, Tweede Binnenvestgracht. This 17th century hofje was renovated in 1888. It was restored in order to provide housing for students.

20. **Joost Frans van der Lindenhofje.**
16, Grevenstraat. Early 18th century hofje which lost its intimate atmosphere when Grevenstraat was constructed.

21.* **Loridanshofje**
1, Oude Varkenmarkt. Splendid 17th century hofje with a picturesque gallery. Completely renovated to accommodate students.

22. **Juffrouw Maashofje**
6, Kalvermarkt. Early 20th century hofje.

23.* **Meermansburg**
159, Oude Vest. Very large 17th century hofje. Rich architecture. Fine trustee-room with a considerable collection of portraits. By far the largest hofje in Leyden and recently restored.

24. **Jean Michelshofje**
10, Pieterskerkstraat. Early 17th century complex. Rebuilt in the 17th and 18th century. Renovated in 1964. Inhabited by students.

25. **Mierennesthofje**
38, Hooglandsekerkgracht. Very small 18th century hofje, founded in the remnants of the old Sint Pancras Begijnhof (beguinage).

26. **Barend van Namenshofje**
12, Oude Hoefstraat. This 18th century hofje was completely renovated in 1915 by order of C. Pape, a wealthy trustee.

27.* **Jean Pesijnshofje**
21, Kloksteeg. A 17th century hofj
Pieterskerk. It was built on the s
Robinson lived and died (1623) in
Green Gate".

28. **Sint Pieters- or Van der Spekhofje**
42, Pieterskerkhof. Simple 17th
Acces through a long passage.

29. **Sint Salvatorshofje**
17, Steenstraat. This 17th century
renovated to create housing for stud

30.* **Schachtenhofje**
27, Middelstegracht. A 17th centu
gate-house. The houses have been
novated.

31.* **Groot Sionshofje**
4, Sionsteeg. This hofje, founded
moved from Papengracht to Sionstee

32. **Emerantia Banningh- or Klein Sionsh**
3, Lange Schoolsteeg. Very small pri
17th century hofje.

33. **Sint Stevenshofje or Convent van Te**
50, Haarlemmerstraat. This hofje, f
was renovated in 1777.

34.* **Tevelings- or Karel Tevelshofje**
7, Vierde Binnenvestgracht. Picture
century hofje with trustee-room. Th
ted this hofje to a diamond-shaped g

35. **Samuel de Zee's hofje**
16, Doezastraat. Nice 18th century
courtyards. Access through a long pa

This folder was issued by the Stichting (
Leidse Hofjes together with VVV-Leide
Information Office of Leyden).
Drawing and map: J. Belt
Printed by: Beugelsdijk Leiden B.V.

Die Leidener Flagge

Wie die Flagge der Stadt Leiden im Laufe der Jahre vor 1949 ausgesehen hat, ist bekannt, da sie oft vorkommt auf vielen Zeichnungen und Gemälden, die seit dem 16. Jahrhundert entstanden sind.
Auf diesen Bildern sieht man meistens zwei rote, gekreuzte Schlüssel auf einem Hintergrund von roten und weissen Flaggenbahnen.
Im Jahre 1948 beauftragte der Magistrat der Stadt einen Sachverständigen, anhand von gegebenen Einzelheiten, einen Entwurf für eine neue, offizielle Flagge einzureichen.

In April 1949 wurde dieser Entwurf vom Stadtparlament offiziell gutgeheissen und als neue Flagge anerkannt. Die offiziellen Abmessungen der Flagge sind 3 zu 2 Meter. Sie besteht aus drei gleichlaufende Bahnen Rot-Weiss-Rot. An der Seite der Flaggleine befinden sich zwei gekreuzte, rote Schlüssel auf einem weissen Feld, das durch einen roten Kreis umrandet ist.

Les Armoiries de Leyde

Les armoiries de Leyde ont une longue histoire commençant en 1125. En cette année-là, la plus ancienne église paroissiale fut consacrée à saint Pierre. A partir de 1293 apparaît régulièrement sur les sceaux des documents officiels de la ville l'effigie de saint Pierre, élevant dans sa main une clef.
Cette représentation trouve son origine dans la Bible, chapitre 16, verset 19 de l'Evangile selon saint Matthieu où sont cités les mots suivant s'adressant à saint Pierre: "je te donnerai les clefs du Royaume des Cieux".
Au XVème siècle un écu avec deux clefs entrecroisées apparaît pour la première fois en dessous de l'effigie de saint Pierre. Après 1587 l'effigie de saint Pierre disparaît des armoiries et apparaîssent différentes variétés d'écus à clefs croisées, accompagnés d'un lion assis ou de deux lions debout de chaque côté et surmontés d'une couronne à cinq pointes. En 1948 enfin, la Municipalité sollicita de la Reine l'acceptation définitive d'officialiser une nouvelle version des armoiries. Celles-ci furent par Décret Royal attribuées à la ville de Leyde en 1950. Elles sont représentées de la façon suivante: un écu en argent sur lequel figurent deux clefs gueules (rouges) croisées. Derrière celui-ci se trouve un lion gueules belliqueux tenant de la main gauche l'écu et brandissant la main droite une épée nue en argent avec une poignée en or, la pointe étant dirigée vers le haut et à gauche. L'ensemble est placé sur un piédestale en pierre de couleur naturelle sur lequel a été gravé en latin en lettres sables (noires) HAEC LIBERTATIS ERGO.
Cette devise, pouvant se traduire par: pour la liberté, date des premières années de la guerre de 80 ans contre l'Espagne, lorsqu'elle fut gravée sur la tranche des pièces de monnaie provisoires.

Le Drapeau De Leyde

Le drapeau de Leyde, connu dès le XVIème siècle d'après les tableaux et gravures, était généralement représenté jusqu'en 1949 par deux clefs rouges croisées sur un fond de bandes rouges et blanches.
En 1948 la Municipalité engagea un expert afin de créer un nouveau drapeau pour la ville de Leyde, qui fut officialisé en avril de cette même année par le conseil municipal. Le drapeau mesure 2 mètres de haut sur 3 mètres de large et comporte trois bandes horizontales de dimensions égales de couleur rouge, blanche et rouge. Excentrées vers le coté de la hampe se trouvent sur la bande blanche les deux clefs rouges croisées, entourées d'un cercle rouge, empiétant sur les bandes rouges.

leiden

Uitgave buro voorlichting

druk: De Bink Leiden



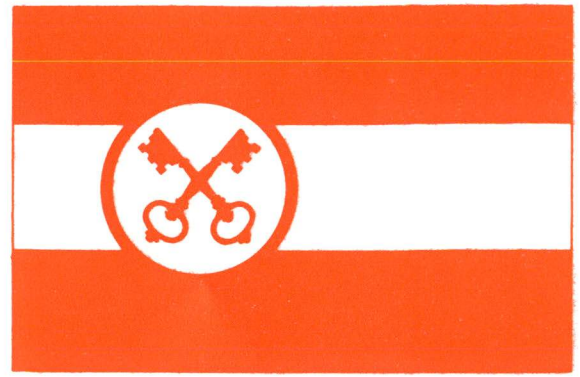
Het wapen van Leiden

Het wapen van Leiden heeft een lange voorgeschiedenis, die terug gaat naar 1125. In dat jaar werd de oudste parochiekerk van Leiden aan de heilige Petrus gewijd.
Vanaf 1293 is op de stadszegels van officiële documenten regelmatig een afbeelding te zien van de Heilige Petrus met één opgeheven sleutel in de hand.
Deze afbeelding is te herleiden tot de bijbel waar in Mattheus 16, vers 19 de tot Petrus gerichte woorden „Ik zal u geven de sleutels van het koninkrijk der hemelen" voorkomen.
In de vijftiende eeuw verschijnt voor het eerst onder de afbeelding van Petrus een wapenschild, met twee gekruiste sleutels. In de periode na 1587 ontbreekt in het stadswapen de afbeelding van Petrus en komt het schild met gekruiste sleutels in verschillende vormen voor: met een zittende leeuw, met een staande leeuw of met twee staande leeuwen ter weerszijden en een vijfpuntige kroon erboven.
Om aan alle onzekerheid een eind te maken verzocht het gemeentebestuur de Koningin in 1948 om het wapen opnieuw te laten vaststellen volgens een bijgevoegd ontwerp.
In 1950 werd dit ontwerp bij Koninklijk Besluit tot het officiële stadswapen van Leiden verklaard.
Het wapen draagt de volgende voorstelling:
in zilver twee schuingekruiste sleutels van keel (rood); het schild van achteren gehouden met de linker voorklauw door een strijdbare leeuw van keel, in de rechter voorklauw opgeheven houdende in schuinlinkse stand een ontbloot zwaard van zilver met gouden gevest; het geheel geplaatst op een vestingwal van steen in natuurlijke kleur, waarin met letter van sabel (zwart) gebeiteld de Latijnse wapenspreuk: HAEC LIBERTATIS ERGO.

Deze spreuk betekent: Dit omwille van de vrijheid, en is afkomstig uit de eerste jaren van de 80-jarige oorlog toen zij als randschrift diende voor het noodgeld.

De vlag van Leiden

Hoe de Leidse vlag er vóór 1949 uitgezien heeft, blijkt uit verschillende prenten en schilderijen die sinds de 16e eeuw zijn gemaakt.
Daarop ziet men meestal de twee rode gekruiste sleutels, op een achtergrond van rode en witte banen.
In 1948 gaf het gemeentebestuur een deskundige opdracht om een officiële Leidse vlag te maken.
In april 1948 werd dit ontwerp officieel vastgesteld door de gemeenteraad.
De vlag meet 3 x 2 meter en bestaat uit drie gelijkliggende banen rood, wit en rood.
Aan de broekzijde (dat is de kant, waar het touw is bevestigd) bevinden zich twee gekruiste rode sleutels in een wit veld, omgeven door een rode cirkel.



The arms of the City of Leiden

Leiden's city arms have a long history, believed to date back to the dedication to St. Peter of our oldest parish church in 1125. From 1293 onwards St. Peter appears on the City seals, with a raised key in his hand.

St. Peter's keys derive from the text in the Gospel according to St. Matthew, (authorised version) chapter 16, verse 19, in which our Lord addresses the Saint with the words "And I will give unto thee the keys of the Kingdom of heaven, and whatever thou shalt bind on earth shall be bound in heaven".

A shield with two crossed keys appears in the Arms for the first time under the figure of St. Peter in the fourteenth century. After 1587 St. Peter is no longer shown. From then on the Arms consist of a shield with crossed keys with a variety of designs, among others a couchant lion, a rampant lion, and two rampant lions, one on either side of the shield, surmounted by a five-pointed crown. To remove all uncertainties, the City Council petitioned the crown in 1948 to re-define the coat of arms in accordance with a design then submitted.
By royal decree of 1950 this design was declared to be the official coat of arms of the city of Leiden.
The coat of arms is now as follows:
A red rampant lion stands on a stone wall, carrying an unsheathed sword in its right claw, the sword slanting upwards to the right. In front of the lion is a silver-coloured shield bearing the crossed keys of St. Peter in red. The motto HAEC LIBERTATIS ERGO in black is superimposed on the wall.

The translation of the motto is „This because of freedom". The words were used on emergency coinage during the eighty-years war.

Leiden's flag

We know of many versions of the Leiden flag prior to 1949 from numerous paintings and prints some dating back to the sixteenth century.
Red keys crossed are usually shown on a background of red and white stripes.
In 1948 the city council appointed an expert committee to prepare a desgin for a new flag, making use of the historical data available. This design was officially adopted by the city council in april 1949.

The flag measures three by two metres, and consists of three equal horizontal bands, of red, white, and red, with crossed keys in red on a white ground within a red circle off-centre in the white band towards the leading edge, and intruding into both upper and lower red bands.

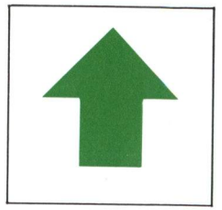
Das Wappen der Stadt Leiden

Das Leidener Stadtwappen kann auf eine lange Vorgeschichte, die 1125 beginnt, zurückblicken. In jenem Jahre wurde Leidens älteste Pfarrkirche Sankt Petrus geweiht. Von 1293 an erscheint auf dem Stadtsiegel auf den offiziellen Dokumenten der Stadt Leiden stets das Bildnis von St. Petrus mit dem Schlüssel in seiner erhobenen Rechten. Diese Darstellung bezieht sich auf den Bibeltext im Matthäusevangelium Kap. 16, Vers 19: „Ich will dir des Himmels Schlüssel geben".
Im 15. Jahrhundert kommt zum ersten Male unter dem Bildnis von St. Petrus ein Wappenschild mit zwei gekreuzten Schlüsseln vor. Nach 1587 fehlt das Bildnis von St. Petrus im Stadtwappen. Von nun an erscheint ein Wappenschild mit zwei gekreuzten Schlüsseln, und zwar in unterschiedlichen Formen; bald mit einem sitzenden, bald mit einem stehenden Löwen, auch wohl mit je einem Löwen zu beiden Seiten der Schlüssel, darüber eine fünfzackige Krone.
Um alle diese verschiedenen Wappen durch ein neues, von nun an gültiges Wappen zu ersetzen, bat der Magistrat der Stadt Leiden im Jahre 1948 die Königin, das Wappen nach einem beigefügten Entwurf anerkennen und bestätigen zu wollen.
Durch königlichen Erlass wurde 1950 dieser Entwurf als Wappen der Stadt Leiden bestimmt.

Das Wappen zeigt folgende Darstellung:
Auf silbernem Grund zwei rote, schräggekreuzte Schlüssel. Dieses Wappenschild lehnt gegen hochaufgerichteten Löwen, der mit seiner rechten Pranke ein blankes Schwert mit goldenem Knauf schwingt. Gewissermassen als Sockel darunter ein Stück Festungsmauer aus Felsgestein, das die Inschrift trägt: HAEC LIBERTATIS ERGO. Dieser Spruch bedeutet: Um der Freiheit willen. Er stammt aus den ersten Jahren des Freiheitskampfes gegen die Spanier. Auf den damals als Notgeld geprägten Münzen stand dieser Spruch als Randinschrift.

We turn left and arrive via the Korevaarstraat (Cornstalkstreet) at the parkinglot the Garenmarkt (Threadmarket). On the other side you see at the corner the small Synagogue (10), founded in 1762.

the road of freedom

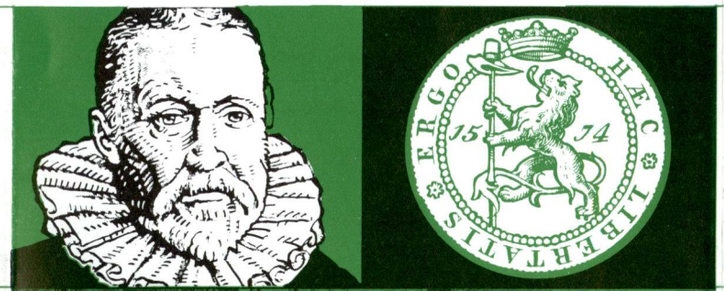


THE ROAD OF FREEDOM

During this walk we will try to give you an idea of the spirit of liberty that has always inspired Leiden and its citizens. This sense of liberty was demonstrated in the 5-months'resistance against the Spanish during the siege in 1574 until the relief of the city on 3 October. The spirit of liberty is also manifest in Leiden's offering asylum to foreigners who had been forced to leave their own country because of their religious convictions, amongst others the Pilgrim Fathers.

De Kloksteeg (Tower alley) runs down to
On the other side of the water we see th
building (5) where the University of Leid
housed since 1581. The University was
on February 8th. 1575. This building wa
chapel of the White Nuns, but after the
converted for the use of the University. T
University is 'Praesidium Libertatis' (bast
Over the years the University has spread
but this building has always remained its

We walk on and arrive at the Van der Werfpark (11), called after the burgomaster during the Spanish siege. In the middle of the park you find his statue, on the pedestal of which there are several pictures of the siege and the relief of Leiden.
This park has been laid out on the site of the ruins caused by the explosion of a gunpowder boat on January 12th 1807, which also severely damaged the Saaihal (cloth hall) on the other side of the water.

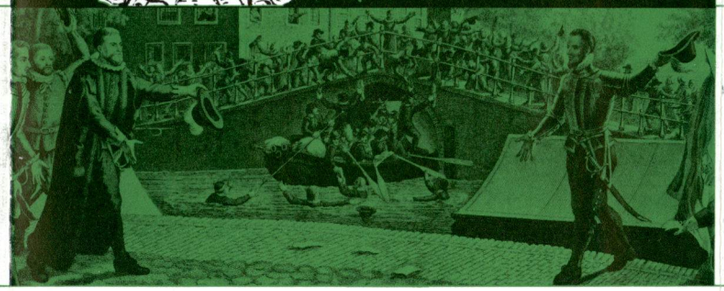


Route indicated by green arrows

The walk begins in front of the Town Hall (1) at the so-called town cryer's stand, on the left side of the steps. From this place on 3 October the town-clerk announced that the siege of the town by the Spanish had been raised. In the name of the municipal corporation he summoned the citizens to repair themselves to the Pieterskerk to thank God for this miraculous relief. Like the citizens of Leiden in 1574 we walk towards this church through the Pieterskerkchoorsteeg (alley leading to the choir of the Pieterskerk).

Returning to the other side of the Rapen
'Het Duyvenhuis' (6) (The Pigeon House)
Here the brothers Jan, Ulrich and Willem
3 musicians employed by the town, durir
were in touch by means of their homing-
Prince of Orange, William the Silent, wh
After the relief they were given permissic
themselves van Duyvenbode (homer-mes
take a coat of arms in which doves are d

It had been built around 1500 as a chapel for the hospital of St. James and after the reformation it was used as a cloth hall, an assay hall for certain kinds of textile. When the clandestine catholic church nearby had been destroyed by the explosion of 1807 this building was offered for the catholic services on the instance of King Louis Napoleon. In this way the Lodewijkskerk (12) was the first Roman Catholic Church which could be recognised from the outside.



Almost at the end of the Pieterkerkchoorsteeg, on the right you'll see a small doorway a memorial plaque in bronze (2) at no. 17a. In the alley beyond was situated the printing office 'The Pilgrim Press' of William Brewster, one of the Pilgrim Fathers. Here the tracts were printed which criticized the Church of England. Diplomatic pressure of King James I of England led to the closing of the printing office, but Brewster remained free and later left for North America on the 'Mayflower' with the Pilgrim Fathers.

A bit further on, opposite the mouth of th
admiral Boisot was welcomed by the mu
corporation on 3 October 1574. He was
of the 'watergeuzen' (Water-beggars), wh
city. Here too the first loads of herring, c
for the starving people were landed.

At the end of the park we cross the canal and walk along the Steenschuur, passing the Lodewijkskerk, back to the Breestraat. Here we turn left. Back at the beginning of our walk we arrive at the Town Hall. We take another look at the town cryer's stand. On the tablet we read a poem by Jan van Hout. You should pay special attention to the middle stanza, consisting of 6 lines.
The number of letters of this stanza is equal to the number of days the siege lasted (129). The gilt letters have to be read as Roman figures and counted together they give the year 1574.



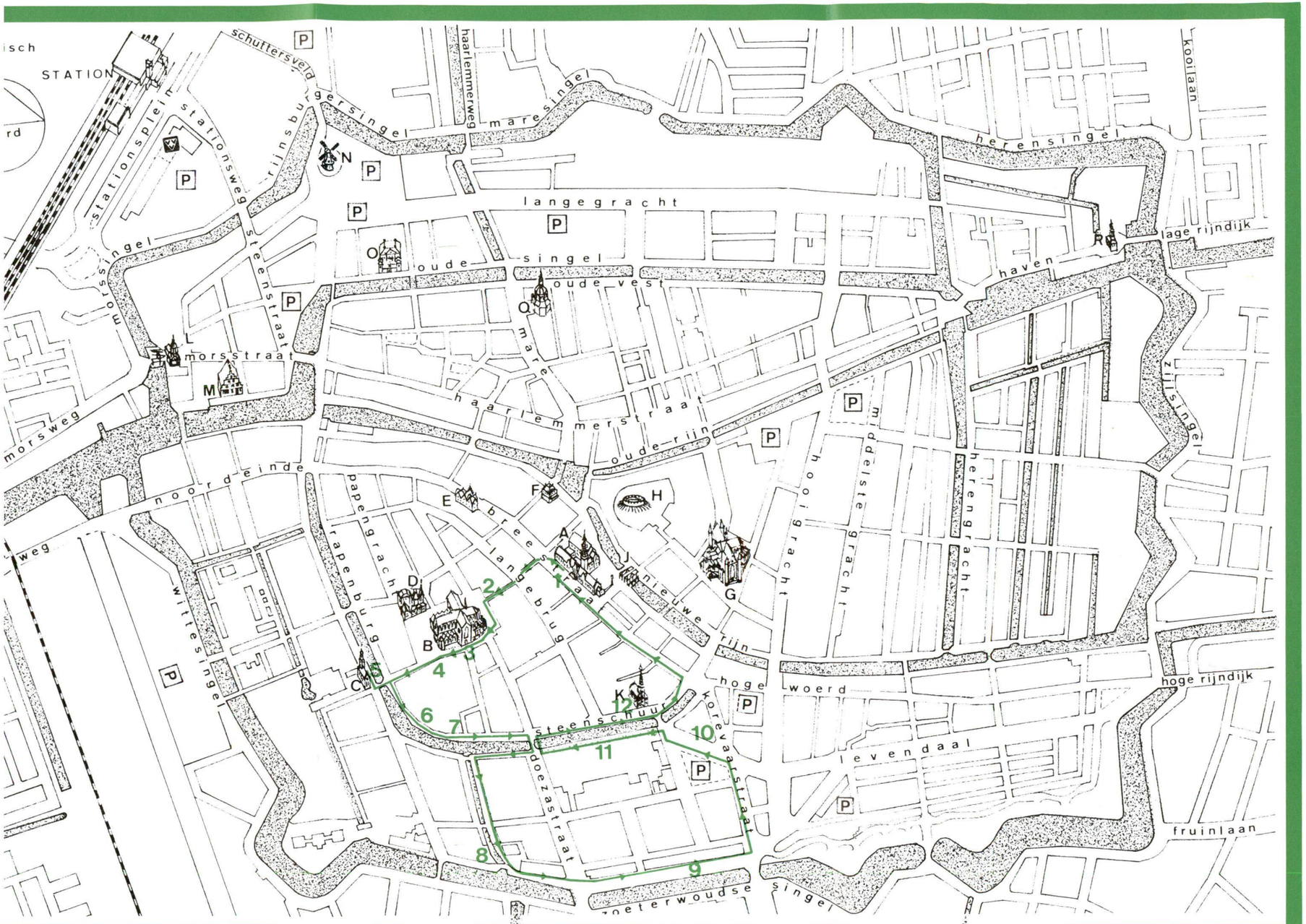
The Pieterskerk (3) is the oldest church of Leiden.
A bronze plaque commemorating the Pilgrim Fathers has been placed on the outer wall of the baptistry. In the chapel there is a memorial stone honouring the spiritual leader of the Pilgrim Fathers, John Robinson.
Robinson and his followers had settled in Leiden in 1608, fleeing from the religious persecution of King James I to a place where they could live in accordance with their beliefs. In 1620 some of them left for North America where they founded New Plymouth and became known as the Pilgrim Fathers.

We go on along the Rapenburg, turn righ
and walk back on the other side to the m
This we follow on the left-hand side of th
In 1574 the 'watergeuzen' entered the to
Vliet and in 1620 the Pilgrim Fathers left
Delfshaven and North America.
We continue down the gracht and see or
side the Pilgrim Fathers Documentation C

Robinson, however remained in Leiden till his death in 1625 and lived in the house called 'De groene poort' (the green gate). At the site of this house on the left (Kloksteeg no. 21) you'll now find the Jean Pesijnshofje (4) (an Almshouse).

Turning left onto the Boisotkade and cros
Doezastraat we arrive at the Jan van Hou
after the town-clerk who, together with Ja
and burgomaster van de Werf, led the de
resistance during the siege. The bastion
(9) (Austria), at the end of this quay, is th
the city wall on this side of the town, a la
which collapsed during the last night of

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MONUMENTEN VAN LEIDEN
MONUMENTS DE LEYDE
MONUMENTE IN LEIDEN
MONUMENTS OF LEIDEN

A Stadhuis
Hôtel de Ville
Rathaus
Town Hall

B Pieterskerk
Eglise St. Pierre
St. Peterskirche
St. Peter's Church

C Academie
L'Académie
Universität
University

D Gravensteen
Ancienne prison „Gravensteen"
Ehemaliges Gefängnis „Gravensteen"
Former prison „Gravensteen"

E Gemeenlandshuis van het Hoogheemraadschap van Rijnland
Administration des Eaux du département rhénan
Deich- und Wasserverband von „Rijnland"
Waters-administration of the Rhineland district

F Waaggebouw
Poids Public
Stadtwaage
Weighing-house

G Hooglandse- of St. Pancraskerk
L'Eglise St. Pancrace
St. Pancratius Kirche
St. Pancras' Church

H De Burcht
Chateau-à-motte
Der Burg
Motte Castle

J Koornbeursbrug
Pont Bourse-aux-blés
Kornbörsbrücke
Corn Exchange Bridge

K St. Lodewijkskerk
Eglise St. Louis
St. Ludwigskirche
St. Louis' Church

L Morspoort
Porte de ville „Mors"
Stadttor „Mors"
„Mors" City Gate

M Stadstimmerwerf
Chantier de ville
Städtischer Werkstatt
Municipal Carpenters' Yard

N Korenmolen „De Valk"
Moulin à blé „Le Faucon"
Kornmühle „Die Falke"
Corn-mill „The Hawk"

O Stedelijk Museum „De Lakenhal"
Musée municipal „De Lakenhal"
Städtisches Museum „De Lakenhal"
Municipal Museum „De Lakenhal"

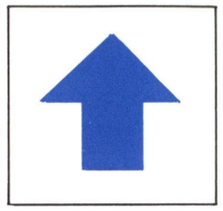
Q Mare Kerk
L'Eglise „Mare"
„Mare" Kirche
„Mare" Church

R Zijlpoort
Porte de ville „Zijl"
Stadttor „Zijl"
„Zijl" City Gate

Auteursrecht VVV-Leiden
Druk: Rutgers B.V., Leiderdorp
Ontwerp: Loridan Studio, Leiden

At the corner of the Groenhazengracht we see the last „pothuis" in Leiden (low addition to the house). We turn right onto the Rapenburg and see, at nr. 25, the Bibliotheca Thysiana (13), built in 1655 by the town-architect Arent van 's Gravensande. Walking back to the Doelenbrug we pass at nr. 31 the house of Boerhaave (14), the famous physician of the 18th century.

Leiden, a town full of monuments.



Over the Doelenbrug we go into the Houtstraat to the Gravensteen (15) already mentioned in 1352. The oldest part is formed by the square and the octagonal towers in the centre of the complex. Before 1463 this building was the count's prison, later, until deep into the 19th century, the municipal prison. The dark part at the left was the house of correction, the projecting part at the right was the session room of the magistrates, both 17th century. On the raised part in front of the gallery – in the language of the people called „Fair Sorrow" – the executions took place. Nowadays this building is the seat of the Law Faculty.



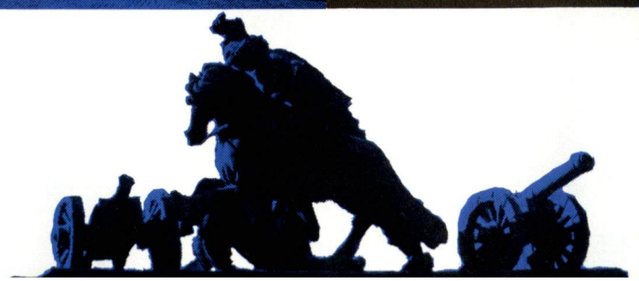
Nearly opposite, at the corner of the Schoolsteeg and the Lokhorststraat, you see the Latin School (16) with its stepped gable and red and white shutters, built in 1599 and in use until 1864. Many famous people went to school here, among whom Rembrandt. Through the Lokhorststraat and the Diefsteeg we arrive at the Breestraat.
On the other side of the street we see, to the right of the pompous facade with the pillars of the municipal concert hall, the Walloon Church (17). It is the only remaining part of the St. Catherine's hospital, dating from 1276.



At the beautifully restored Gemeenlandshuis of the Hoogheemraadschap Rijnland (18), seat of the Waterboard of the Rhine district from the 16th century, we come to the end of our walk.
The task of the Waterboard has shifted from protection against the water to the care for the quality of the water.



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LEIDEN, A TOWN FULL OF MONUMENTS.

This route has the form of a cracknel and leads us through the old centre, past the principal monuments of Leiden. Some of them date from the Middle Ages (de Burcht), others from the 17th century.

ROUTE INDICATED BY BLUE ARROWS.

The walk begins near the blue stone (1) in the middle of the Breestraat, between Pieterskerkchoorsteeg and Maarsmansteeg. On this stone sentences were executed and Leiden-cloth, found faulty, was publicly burnt. We walk along the Maarsmansteeg down to the Visbrug and St. Jansbrug (both bridges already mentioned circa 1200), linked by the Hoogstraat. Here, in the middle of the town, the „old" and „new" Rijn meet again after their split east of the town.

Standing in the Hoogstraat facing West, we see at the left side of the water the Weigh-House (2), built in 1658 by Pieter Post for all official weighings. On your right you see the Huys ter Lucht (3). This house, as if rising out of the river, many times rebuilt and restored, originally dates from the 14th century. Over the St. Jansbrug and through the Donkersteeg we arrive in the Haarlemmerstraat, a busy shopping street, where we turn right and right again into the third alley (the Hooglandse Kerksteeg). Going over the cast iron drawbridge, we arrive at the Hooglandse Kerkgracht vaulted over long ago like many canals in Leiden.

At nr. 17 we see the entrance to the Holy Ghost or Poor-, Orphans- and Children's Home (4) from 1607. Over the entrance there is a (damaged) sculpture indicating the purpose of the building: a dove, symbol of the Holy Ghost, extends its wing protectively over a few orphans. In the courtyard you are still aware of the atmosphere of times gone by. This complex, 3 facades wide, now houses the National Museum of Geology and Mineralogy. At the end of the Hooglandse Kerkgracht we see the St. Pancras- or Highland Church (5), built in 1315 as a wooden church. The actual church dates from circa 1500, but was never completed.

The nave is much lower than the transept and the choir as we can see from the square we reach when we go left around the church. The low tower, built in the nave, is at least 600 years old. Following the arrows we arrive at the corner of the Nieuwstraat where we see the gate of the Burcht (Citadel) (6), built in the middle of the 12th century on an artificial mound. The big gate in the wall is decorated with the coats of arms of the mayors who, between 1651 and 1764, also acted as viscounts. The original entrance is the small gate on the other side of the wall.

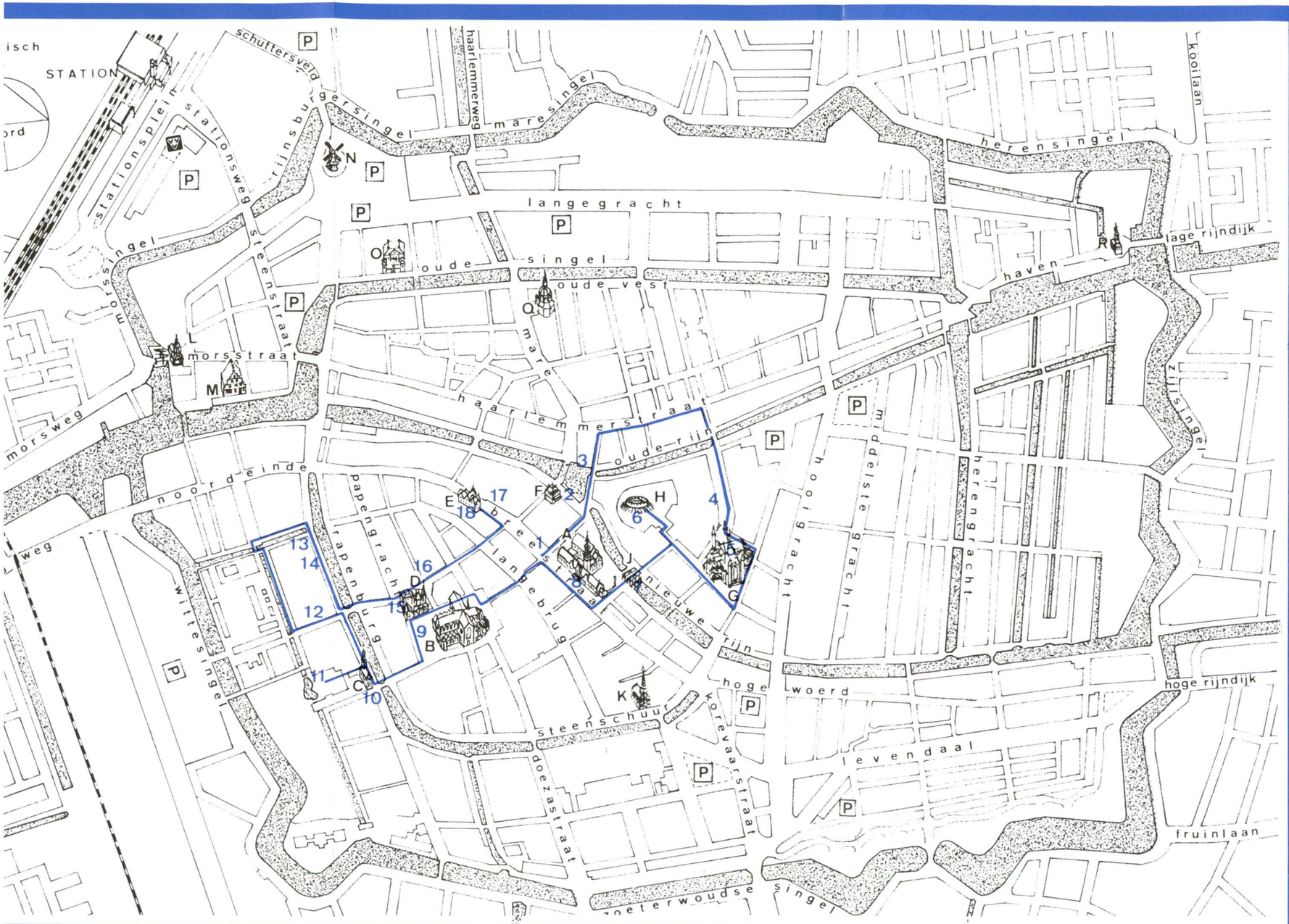
Leaving the Burcht-ground we turn right into and arrive at the Corn-Exchange Bridge (7) c this bridge, built before 1440, formerly the c held. In 1825 the bridge was roofed. On the the Rijn we see the town hall designed by C replace the old one burnt down in 1929.
From the Corn-Exchange Bridge we go strai Breestraat where we turn right and have a lo renaissance facade of the town hall (8)

This facade was designed by Lieven de Key against the already existing town hall by Luc (1597). It is the only part that could be resto of 1929. In the facade you see the rings on fastened their horses. Behind the town cryer place of the official proclamations – we see measure of the „Rijnlandse Roede", which is Voet" or 3.7674 meters.

We reach St. Peter's Church (9) through the choorsteeg. This church was built in the 15t first parish church, very much smaller, was the bishop of Utrecht – in accordance with t custom – in 1121. We turn right and see the at nr. 22 (Huys in de Hoeck) dating from the We pass the church and see on our right th (the Count's Stone House) with its red and which we'll see later from the other side. Op front of the church used to be the churchya collapsed in 1512 and was never rebuilt.

We follow the arrows through the Kloksteeg Nonnenbrug to the Academy Building (10) c Rapenburg. This former cloister-chapel of th has been the centre of Leiden University sin Beyond is the Hortus Botanicus (Botanical G laid out in 1594. At the Doelenbrug we turn Doelensteeg. At nr. 17 we see the almshous Hoogeveen hofje" (12). Leiden still has 35 „l of almshouses, in which the aged are house accordance with the terms of the foundation present, young people.

At the end of this alley we turn right along th former grounds of the barracks, on the other canal, used to be the practice grounds of the this Doelengracht and on the corner of the G gracht, for which we are heading, some hous restored giving us thus a good idea of what s looked like in former days. At the Groenhaze cross two bridges. Looking back we see the l (gate) from the 17th century.



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Following the arrows we turn into the Herensteeg, leading to the Pieterskerk (St Peter's Church) (11) dating from the beginning of the 15th century. It is much bigger than Leiden's first parish church consecrated in 1120. Via the former churchyard, to the left, we reach the Gravensteen (Count's Hall) (12), formerly a prison, now the seat of the Law Faculty of Leiden-University.

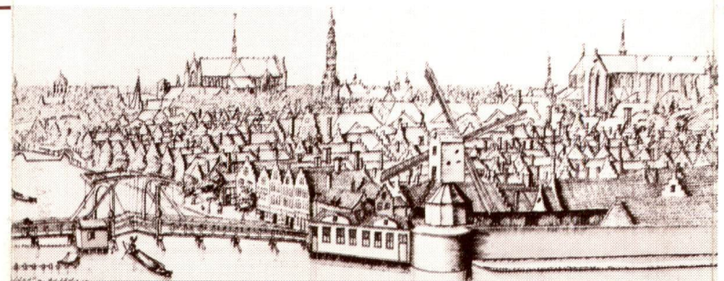
The S. front with its red and white shutters and the dark house of correction beside it date from the 17th century. The first building of this block dates from the 13th century and is to be seen on the other side, the square and the octogenal tower in the centre.
On the corner of the Schoolsteeg (Schoolalley) and the Lokhorststraat you find the Latijnse School (Latin School) (13) with its step roof and red and white shutters, built in 1599 and in use until 1864 as a grammar school.

By way of the Schoolsteeg, just as narrow as it was 500 years ago, we reach the Langebrug (Long Bridge), where we turn left onto the Rapenburg. Looking back we may see the tower of the University and some facades of 17th and 18th century patrician houses. Following the arrows we arrive at the Bostelbrug over the Rhine. From this bridge we look to the right into the heart of the town, where the North (or old) and the South (or new) Rhine meet again after their split at the East side of the town.

Ahead you see the wide Galgewater (Gallowswater), on the right bank the Stadstimmerwerf (Municipal Carpenters Yard) (14) with its step-roof and red and white shutters, built in 1612 when the large N. extension of the town was started. We are now back at the Blauwpoortsbrug where we started. We walked along the moats, once the outer defence ring of Leiden. The town centre spread out to the present moas so that it is the second largest in the Netherlands, Amsterdam being first.

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Leiden, a true Dutch heritage









LEIDEN, A TRUE DUTCH HERITAGE.

Leiden is a typical example of a Dutch town with its canals of former days. The town-development from the 14th to the 17th century is clearly betrayed in the town-plan by its wide canals, former moats.
This walk shows Leiden's dependence on water, situated as it is on natural and artificial watercourses. A „leede" is a watercourse, so the name of Leiden may be interpreted as „(town) on the watercourses".

Route indicated by red arrows

The walk begins at the Blauwpoortsbrug (Blue Gate Bridge) (1), until 1610 the NW entry into the town. Standing on the bridge we see the Haarlemmerstraat, which in fact is the N. Rhinedike. Looking back we see the 1669 Morspoort (2) (mors = land surrounded by water), one of the two remaining towngates.

From the bridge we turn left onto the Turfmarkt (Peatmarket) and right into the Caeciliastraat. Now you are in „De Camp", the site of several monasteries in the Middle Ages. 100 m further we arrive at the St. Elisabethgasthuis (St Elisabeth hospital) (3) founded in 1428 and restored between 1966 and 1970. In the sidewall of the hospital coloured tiles depict scenes from the life of the Holy Elisabeth. Later additions extend along the street, eg. the chapel (about 1500) on the corner of the Lijsbethsteeg (Elisabeth's Alley). The buildings now house a nursing home for the chronically-sick and aged.

Turning left into the Lijsbethsteeg we arrive at the Oude Vest (Old Rampart). Here until 1610 stood the rampart topped by the town wall. Across the water you see the town museum, built between 1638 and 1640 by Arent van 's Gravesande as a Lakenhal (Cloth Hall) (4) a Guild Hall where cloth was tested and sold.
The gables on the Oude Vest and Oude Singel (Old Moat) characterise Leiden as a typical Dutch town.

When, turning to the right, we arrive at the first bridge and see the Marekerk (Waterwaychurch) (5) in front of us. This church was built between 1638 and 1648 by Arent van 's Gravesande as the first protestant church in Leiden.
The Mare itself was filled up in 1953.

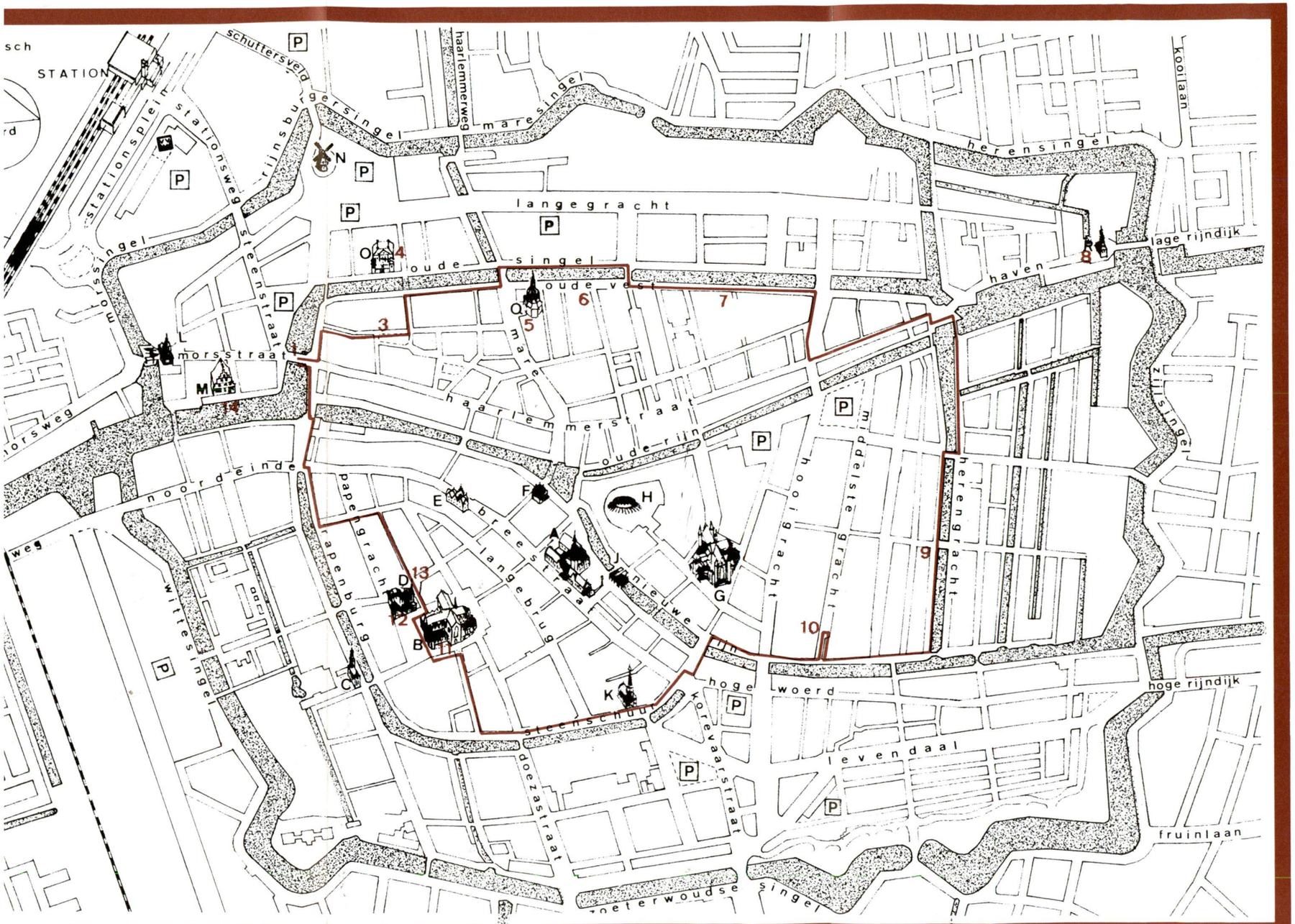
For a good view of this part of the town w bridge to the Oude Singel where we turn on the corner of the Oude Vest and the Ja spout-gable surmounted by a Statue of a here used to be a pharmacy.

At the next bridge we turn back to the Ou at nr. 159 the stately almshouse Meerman in 1683 by the couple Meerman-Verburg. courtyard is surmounted by a merman wit sword defending a citadel, depicting the founders. At the bridge with the parapet t we turn right into the Pelikaanstraat (Pelic the traffic lights left into the Haarlemmers on the Havenplein (Docksquare), we are a many watercourses. Straight ahead of us, we see the tower of the Zijlpoort (Waterwa built in 1667 and is the other remaining t

From the Havenplein we walk on the left s along the Kalvermarkt (Calves Market) an Herengracht (Gentlemen's Moat). Here th on both sides of the water by the well-to-d working class lined behind them on the n canals. We cross the first bridge over the where some houses have kept their 17th At the next bridge we pass, on the corner (Green Alley), a flowershop (9), where the 17th century house are distinguishable.

At the end of the Herengracht we turn rig Rijn (New Rhine). In the third street on the ste Gracht (The Middle Canal), we find on Annahofje (10) dating from 1507. In the c house – it is rare for an almshouse to hav is the only altar in Leiden having survived iconoclasts of 1566.

We continue our walk along the Nieuwe R Ganzenoordbrug (Goose Region Bridge) (Hay Canal) and walk on upto the next bri Karnemelksbrug (Buttermilk Bridge) we h market which has been held for centuries and Saturdays. Continuing to the traffic li Gangetje (Alley) and the Breestraat (Wide along the Steenschuur, Leiden's oldest m 1200. The van der Werfpark, on the other was laid out at the end of last century on t vacant in 1807 as a result of the explosion



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Rembrandt

walk

following in rembrandts footsteps













Here turn left through the monumental gate and you will find yourself in the grounds of the old castle (Burchtcomplex). *The castle (25)* consists of a man-made hillock crowned by a circular wall dating from ± 1150. From the battlements there is an interesting view of the old city. After you have looked around, take the 'Van der Sterrepad' to the right of the ''t Koetshuis' restaurant until you come to the Oude Rijn. Turn left, walk to the end of the street, turn right over the St. John's Bridge (St. Jansbrug) and into the Donkersteeg until you reach the Haarlemmerstraat. Turning left you will see before you the *Hartebrugkerk (26)* which dates from 1836.

Continue along the Haarlemmerstraat and turn right into the Vrouwenkerkkoorstraat. Before you you will see the dome of the *Marekerk (27)* dating from the middle of the 17th Century and built by Arent van 's-Gravensande. On your left are the remains of the old *Vrouwenkerk (28)* which originally dates from 1330. In the floor can be seen the outline of the church which stood there originally.
Turn left into Vrouwenkerkhof and continue straight into the Lange St. Agnietenstraat. To your right you will see the *'Boerhaave Zalen' (29)* which are in need of renovation.

Built at the end of the 16th Century as a cloister, it was later used as a hospital for mental patients and sufferers from the plague. It was here that the world-famous professor of Medicine, Herman Boerhaave, and his successors taught at the bedside: consequently this can be regarded as the first academic hospital.
Before you stands the *Groot Sionshof (30),* founded in 1480 and moved to this site in 1668. Continue straight over Klooster and then turn right into Lange Lijsbethsteeg. On your left you will see the *Sint Elisabethgasthuis (31)* which dates from 1428 and has been beautifully renovated.

Cross the bridge and turn left into the Oude Singel. At number 32 you will find the *Municipal Museum 'De Lakenhal' (32),* by Arent van 's-Gravensande (1638-1640). This museum houses a historically important painting of Rembrandt (1626) and works by his tutors Jacob Swanenburg and Pieter Lastman, his friend Jan Lievens, his pupils Carel van der Pluym and Govert Flinck as well as paintings by other contemporaries. Continue the Oude Singel and turn right into Nieuwe Beestenmarkt where you will notice the mill 'De Valk' in front of you. At the end, cross over and turn left into 2e Binnenvestgracht. Turn right into Steenstraat and Stationsweg, the end of this walk.

FOLLOWING IN REMBRANDTS FOOTSTEPS

The greatest of all Dutch painters, Rembrandt Harmensz van Rijn, was born on July 15th 1606 in a house in the Weddesteeg in Leiden. His father, Harmen Gerritsz van Rijn, was a miller - an important occupation in those days. His mother was Neeltje van Zuytbrouck.

The route for this walk is indicated by yellow arrows.
Turn right out of the VVV Office and right again at the traffic lights, taking you into the Stationsweg (station-road). From the bridge over the Morssingel you will see on your left Cornmill *'De Valk' (1),* built in 1743 and now serving as a museum about milling. To your right are the *Boerhaave museum (2)* and the *Museum of Ethnology (3).*
Proceed straight ahead to Steenstraat, turning right into the 1e Binnenvestgracht. Following the bend you will see on your right the *Morspoort (4),* built in 1669 by Willem van der Helm.

Continue by entering the grounds of the Old Morspoort Barracks and you will see on your right a bastion with beautiful views onto the Galgewater and the River Rhine. Cross the Rembrandt bridge, from which you will see behind you the *City Carpenter's Yard (5)* built in 1612. Rembrandt, who lived nearby, must surely have admired its beautiful architecture. Now you go into the Weddesteeg where Rembrandt was born, and where he lived for the most part of his life in Leiden. His birthplace is commemorated with a tablet whereas the *little square opposite (6)* gives extra emphasis to this historic place.

Continuing along the Weddesteeg turn left into Noordeinde and then right into the Oude Varkenmarkt (Old Pig Market). Here at number 1 is the *Loridanshofje (7)* an almshouse founded in 1657 according to instructions left in the will of one Peter Loridan, a wealthy wool dyer. Since its renovation it has become a student's residence.
At the end of the market you will notice a *monumental gate (8)* marking the entrance to the former Stadsdoelen (the Butts) -you should recognise St. George and the Dragon. To your right are the remains of the old armoury.

You now cross the bridge and continue along the Groenhazengracht until you reach Rapenburg. On the corner you will see the *Thysiana Library (9),* built in 1654/5 by Arent van 's-Gravensande. Turn right into Rapenburg and at no. 31 you will see the town house of the famous *Professor of Medicine Herman Boerhaave (10).* At number 73 is the *Academy building (11),* formerly the chapel for the Convent of the White Nuns. It is here that Rembrandt registered as a student on 20th May 1620. The entry reads: 'Rembrandus Hermanni Leydensis an 14 Stud.Litt. appud parentus'.
Behind the 2nd gate is the oldest botanical garden in Europe,

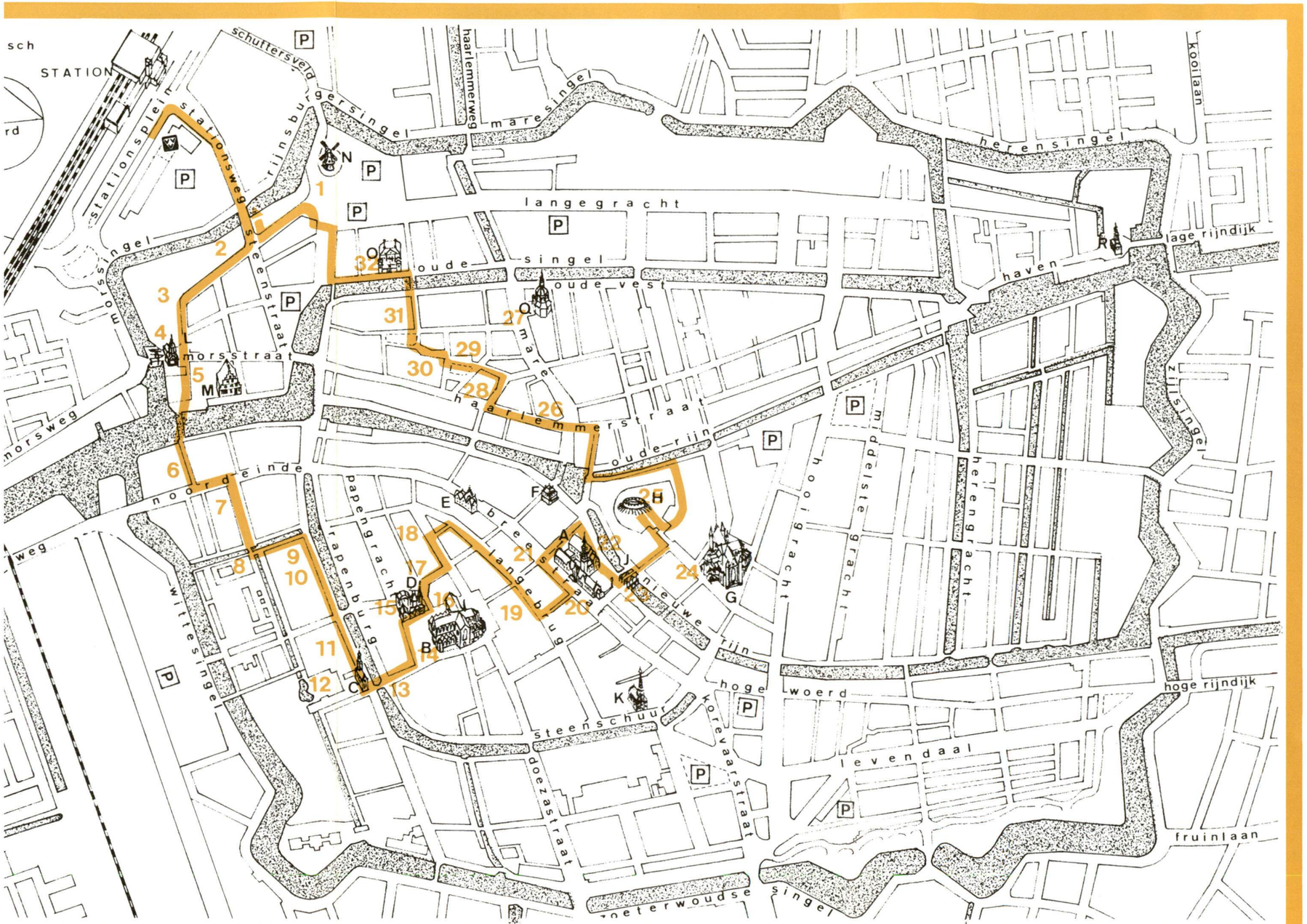
Turn left, cross the Nonnenbrug and go str
the Kloksteeg. At number 21 is the *Jean P*
built on the side of the 'Groene Poort' hou
John Robinson, the spiritual leader of the
lived (1611-1625) with a number of his follo
further on, on the wall of the baptistry of t
there is a *bronze plaque (14)* commemorati
the Pilgrim Fathers to America aboard the

Turn left now and in front of you you will s
Gravensteen' (15) originally the County pris
become the municipal prison and now use
law. In front of this building turn right and
Muskadelsteeg. Here, at what used to be h
where Rembrandt's sister lived with her hu
Jan van Lingen. From 1625-1631 Rembrand
probably using as his *studio (16)* the room
building on the first floor. It is possible tha
studio with his friend Jan Lievens (1607-167
Directly before you the gable of the *Latin S*
Rembrandt attended from 1614-1620.

In front of this building turn right into Lokh
then left into Pieterskerkgracht where at nu
beautifully renovated house of the *Leiden*
Aemula Naturae, 18). Cross the street, turn
into Berkendaalstraatje until you come to t
Turn right here and at *no. 89 (19)* you will fi
which Rembrandt's tutor, Jacob Swanenbu
lived following his return from Italy in 1617
Rembrandt worked and studied 1620/24 bef
temporarily to Amsterdam to study with Pi
(1583-1633).

Now turn left into the Wolsteeg and again
Breestraat. To your right the splendid renai
the *Town Hall (20),* 16th century, which esc
in the fire of 1929. At the traffic lights turn
Breestraat and you will notice *''the blue st*
place for executions and where poor qualit
burned.

Straight into the Maarsmansteeg where the
chemist Christiaen Porret was situated. It i
Rembrandt was fascinated by Porret's colle
objects when auctioned on 28th March 162
the alleyway turn right into the Vismarkt ar
will notice a *fountain (22)* and stone slabs
cleaned prior to sale. Turn left and cross th
the old corn exchange: it was built before 1
date from 1825. Continue into the Brugstee
which you see to your right the *tower of th*
Church (24).



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The Court of Chancery before the 1929 fire

p. 7 The Town Hall in 1928 – one year before the fire

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This brochure comprises information extracted from the following publications:

– Het Leidse stadhuis, L.C.J. Roozen
– Het Leidse stadhuis, bouw- verbouw- brand- herbouw 10 februari-25 maart 1979 de Lakenhal- Leiden
– Hutspot, Haring en Wittebrood, tien eeuwen Leiden en de Leidenaars De Kler-Waanders

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LEIDEN TOWN HALL

Leiden's monumental Town Hall is situated between the Breestraat and the Vismarkt on the banks of the Rhine. Actually Leiden's Town Hall has two entirely different faces; the old façade on the Breestraat side, which was designed by Lieven de Key and built around 1600, and the "new" Town Hall on the Vismarkt side, designed by an architect named Blaauw in 1932.
Both old and new façades bear visible witness to Leiden Town Hall's long history, a history you will learn more about from this brochure.

The earliest Town Halls

As far as can be traced, Leiden already had a Town Hall as far back as 1350; a Town Hall that was no more than a simple steepled building with a meeting room on the first floor for the municipal authorities. However, on the night of August 24th 1381 a fire broke out and it was burnt to the ground.

Around 1410 it was decided that the Town Hall, which had meanwhile been rebuilt, had become too small and the business of extension was tackled on a large scale; neighbouring houses and grounds being purchased.
The Cloth Hall (inspection and vending hall for cloth) and meat-market were incorporated in this much larger building (the Cloth Hall on the first floor and the meat-market at street level).
The old cloth hall was sold and the cutters housed temporarily in the wool market. The old meat-market was also sold.
In 1426 a room was created on the ground floor of the Town Hall where the aldermen could meet. There was also a room available for the Tribunal, the four burgomasters.

The founding of the "College der Veertigraden" (the Board of Town Elders) in 1449 made it necessary to create even more room for meetings.
This Board of Town Elders, a forerunner of what we now know as the Town Council, was faced with the task of finding a way to extend the premises again.
The adjacent house, belonging to Wermbout Janszoon, was bought in 1455 and subsequently became part of the Town Hall. This house can be seen on the extreme left of the drawing dating from 1587 (page 3), the three-windowed building which rises above the parapeted part.
The decision was also taken in 1457 to purchase the house and grounds owned by Alijt Trompers, situated next to the Wijnkraan at the rear of the Town Hall. With the purchase of those houses, previously owned by Wermbout and Alijt in the middle ages, the Town Hall had attained its largest size.
During years following, work was carried out on the building's interior and exterior. For example, a new steeple was constructed in 1460.
Restoration work had to be carried out quite unexpectedly in 1481 after gunpowder, which was stored in the Town Hall, exploded and completely devastated the council-chamber.

The 16th Century

Thanks to its textile trade the town flourished in the years after the siege in 1574. The council felt that this should be reflected in the Town Hall's outward appearance and it was with this in mind that Lieven de Key was commisioned to design a new façade. Apart from his work on the Leiden Town Hall, de Key was also the architect who designed Haarlem Town Hall, the Waag in Gouda and other major projects. The construction of the new façade in Breestraat took two years to complete (1595-1597).
The building behind the façade remained as it was and the finishing touch to the external part of the construction was formed by the steeple, which remained intact until the fire in 1929.
This steeple replaced the wooden one which had been constructed, after a fire in January 1573.

From the 17th Century on

The interior design of the Town Hall also underwent various stages of embellishment. Jan Lievens decorated the magnificent mantelpiece in the chamber used for meetings by the Town Elders, a body of civic governors, now called the Town Council.
The rooms used by the four burgomasters for their meetings, and the rooms used by higher authorities, such as the Court, were renovated and decorated with Gobelin tapestries.
The mantelpiece in the burgomaster's chamber was painted by Ferdinand Bol and depicted the town's administration.
The four burgomasters took care of the town's finances, maintenance of its canals and the town-wall and other various municipal tasks.

The sheriff, aldermen and burgomasters formed the Court. The Court, in turn, formed the town's governing body.
It was only in 1808 that all the various governing bodies were abolished. Just one single person, the burgomaster, was empowered with governing the town, assisted by four aldermen.

The Board of Burgomaster and Aldermen was established in 1824, a board which functioned the same way then as it does today.
As members of the board of supervisors the curators of the university had been allowed to use the Town Hall for their meetings since the 16th century. They were provided with their own chamber in 1681, a room which they used up to 1811.

The link between governmental and judicial authorities was also severed. The administration of justice and matters concerning taxes became matters to be dealt with by the state.
The aldermen's chamber became the council chamber. The Court of Chancery, in which individual trustees had taken care of Leiden's orphans since about 1450 and the meat-market, where meat quality was controlled, were discontinued in the 19th century.
The judicial authorities moved to Rapenburg 19, the location of the present Cantonal Court, making more space available for the ever-growing municipal machinery.

The 1929 fire

"The Town Hall's burning...."

The cry that the Town Hall was burning echoed through all Leiden's streets on the morning of 12th February 1929. It was on this ill-fated day that a magnificent piece of architecture was destroyed and within the space of three and a half hours, all the art treasures inside its walls were lost forever!
Because of the extreme low temperatures, all of the Town Hall's stoves had been left burning and all connecting doors left open in order to heat the corridors.

The fire was discovered by a night watchman at around four o'clock in the morning and the fire brigade and police were contacted immediately.

At twenty-five past four, the fire brigade received a telephone call from the telephonist on duty at the Bloemmarkt (now the Boommarkt) telephone exchange informing them that a fire had broken out in the Town Hall on the Vismarkt side. Because of the fierce frost (at least 18 degrees below zero) the number of men on duty at the fire station had been increased, consequently it was possible to deploy both of the town's fire engines.

> A civil servant, employed at the local power station, who was helping to hoist up a fire nozzle received severe injuries when it came loose from the hose and hit him on the head. He was taken to hospital on a stretcher. A number of police officers also received hand wounds from glass splinters as the windows shattered. At about 7 a.m. the Chief Commissioner of Police from The Hague, Mr van 't Sant, arrived at the scene.
> The fire was soon under control in Breestraat although there was an immediate risk of the buildings opposite the Town Hall catching fire due to the curtain of sparks blowing in that direction. The premises at risk were from professor Can's house right up to Pieterskerk-koorsteeg. Members of the fire brigade were however able to keep the house fronts and eaves wet and fully control the fire from spreading further.

(Leidsch Dagblad, 12 February 1929.)

The first hose was brought into operation succesfully but problems arose with the second one. Various water-cocks and pipes had frozen up making it impossible to draw water.
The strong wind blew the flames from the Vismarkt side through the windows and corridors and the situation had become far too dangerous to enter the Town Hall.
The shout that the steeple had also caught fire was soon heard; it crashed with a deafening roar before six o'clock.
When the whole of the façade was one massive inferno it was feared that the fire would spread. Leiden's fire brigade was almost powerless and soon the men were only able to try to protect the buildings opposite. Thanks to assistance from the fire brigades from Leiderdorp, Oegstgeest and Voorschoten at about eight o'clock in the morning of February 13th the danger of the fire spreading even further had been eliminated. By that time the Town Hall had been reduced to a forlorn ruin.
Queen Wilhelmina and Prince Hendrik came to view the extent of the fire on February the 14th and messages of sympathy were received from all parts of the country.

Reconstruction

After the Town Hall had been destroyed by fire of February 12th 1929 the question arose whether a completely new Town Hall should be built. The only other possibility was to restore the façade that had been designed by Lieven de Key.

The front on Breestraat-side would then serve as the façade for a completely new town hall built behind it.
On July 11th 1932 the Leiden Council decided to invite six architects to submit a design.
Burgomaster and Aldermen, the Town Council and the committee, agreed that the best design had been submitted by C.J. Blaauw (IR) of Haarlem. Blaauw was commisioned in July 1934 and the restoration of the façade took from January 1935 to September 1939 to complete. On the 17th of December 1940 the burgomaster and aldermen moved into their offices in the new Town Hall.

The new Town Hall

Blaauw's assignment was equally difficult as that of Lieven de Key in 1595.
Lieven de Key's task had been to erect a new façade in front of the existing Town Hall which dated from the middle-ages; Blaauw's task was to design a completely new town hall behind an existing façade.
Breestraat, which was previously a dike, is much higher than the Vismarkt and if you enter the Town Hall via the steps in Breestraat you find that you are on the second floor on the Vismarkt side.
This is the reason why the Town Hall has two entirely different faces; the Breestraat façade, which is the longest renaissance façade in the Netherlands, long and low (86 metres in lenght and 10 metres high), and massive and high on the Rhine side.

Works of art – inside and outside the Town Hall

The outside of the Town Hall

If you stand in front of the Breestraat façade, to the left you will see a small gate. This gate was at the rear of the Town Hall before the fire in 1670 and on the Vismarkt side there was no square to be found then, but a continuous row of shops and houses.
Two reclining children, to the left "time" and to the right "eternity" can be seen on the steps leading up to the main entrance.
The two female figures seen in the alcoves next to the door depict justice (with her sword and guilded scales) and peace (with guilded olive twig and law book).

The cry of distress hewn into the Breestraat façade was written by Jan van Hout, Leiden's famous town clerk.
The lines of this verse written in capital letters contain as many letters as days Leiden endured under seige; from the

26th of May up to and including the 2nd of October 1574. The gold painted capital letters (underlined in the Dutch text below) add up to the date 1574. The date on which Leiden was liberated.
The boldface printed capital letters represent Roman numerals; the W being read as two letters Vs.
The numerals used in the text are:
I = 1, V = 5, W = 10, L = 50, C = 100, M = 1.000.

Thryc van Spaengien, hem verbliden
In tbeleggen als zi zagen
Met gedult mi dragen tliden
Zo veel letters, zo veel dagen
NAE ZWARTE HVNGER-NOOT
GEBRACHT HAD TOT DE DOOT
BINAEST ZES DVIZENT MENSCHEN
ALST GOD DEN HEER VERDROOT
GAF HI VNS WEDER BROOT
ZO VEEL WI CVNSTEN WENSCHEN
Zuuct en vint tjaer van liden zwaer
Dat niet en was te herden
De Here maer vrid' uns daer naer
Der tiender maent den derden

Adjacent to the gate in which the "cry of distress" verse is written is the seat from which the town crier announced council decisions.
A measuring rule is hewn into the wall between the iron knobs; this rule indicates the "Rijnland" rod and the iron staff attached to the wall tot the right above the Rijnland rod, indicates the "Rijnland" foot. These measurements were indicated on the wall of the Town Hall to ensure that cloth was not sold at short measure.

If you walk round the Town Hall in the direction of the Vismarkt the first thing that strikes you is the large square with Blaauw's magnificently designed entrance to the Town Hall on the Vismarkt side.
This square was reconstructed in 1981 to suit the wishes of the town council. New steps leading up to the entrance were built to a design by town-planner Jean Piret. This has vastly improved the accessibility of the square.
These semi-circular stairs now contribute towards the Town Hall square's second function: that of an open air theatre. It is used as a stage during the many festivities which take place in the square.

The style of the civic hall façade, to the left of the steeple, is most like the old façade. The sculptured masonry, to the left of the steeple, the work of Ms Franzen-Heslenfeld, portray from left to right:
- the distribution of salted herring and white bread
- agriculture
- an old printing press (one of Leiden's most flourishing trades, both in the present and the past)
- a lady, having her portrait painted
- Minerva, the godess of wisdom
- a weaving mill
- a farmer and his wife at the cheese press
- and an eel sniggler

to the right of the steeple, peering out beneath the cornice of the civic hall are:
- Floris V
- Philips, the Duke of Burgundy, who gave the town new privileges
- Jan van Hout, the skilled town clerk
- Frans van Mieris, the historian
- King Lodewijk Napoleon, who gave assistance to Leiden in 1807 after the gunpowder explosion
- and finally, Thorbecke, the man who drafted the Municipal Corporations Act.

The steeple

The beautifully designed steeple rising from the building's centre is 53 metres tall and although much higher it looks very much like the earlier one that was destroyed in the fire.
The main body of the steeple is square and decorated with 24 corbels sculptured by Verstoep to portray the four seasons. In turn, the seasons are represented by the signs of the zodiac and the months of the year.
The figures sculptured by Mari Andriessen portray the presentation of the charter of liberty to the town of Leiden by Count Floris V (1255-1296) in 1266.

As the steeple rises its octangular shaped storeys become narrower, crowned by an open sphere of foliage (made by gold and silversmiths Jan and Eloy Brom) bearing the weather-vane (the Leiden town-crest with its rampant lion holding the shield) which originates from the steeple which was earlier destroyed by fire.

The carillon

The first chimes, which were at that time played with a wooden hammer, were installed in 1460.
Leiden obtained a real "beiaard" (carillon) in 1670. The 38 bells cast at the famous bell foundry, Hemony, were totally destroyed in the 1929 fire.
A completely new carillon with 47 bells was then installed in the new Town Hall steeple.
However, these bells were stolen by the Germans during the occupation in 1943 and only 4 of the original 47 bells which had been manufactered in Heiligerlee were left, including the "bourdon" weighting 5.500 kilogrammes. This bell had been presented to the Town Hall by Leiden Undergraduate's Corps on the occasion of their first centenary.

In 1950 the town council decided that the carillon should be reinstalled and the 43 bells were once again cast by the same firm, Van Bergen of Heiligerlee.
Despite all the trouble that had been taken, the carillon's quality had taken a backward slide.
Advised by the Leiden carillonneurs, 31 new bells were cast and tuned, a further three bells were added to the carillon and the "beiaard" was complete.
A new keyboard was installed and the mechanical equipment was replaced by an electro-magnetic system.

All this work carried out on Leiden's carillon has resulted in Leiden now having "one of the most representative examples of Holland's long list of musical steeples. The Van Bergen bells were the major contributing factor to this as they compelled Eijsbouts (the installer) not to tackle it as simply a standard job", according to the report compiled by the Dutch Carillon Association.
It is, therefore, more than worth it to take the time and listen really carefully to the music played on this carillon.

The main entrance

The main entrance on the Vismarkt side was embellished with two massive pillars made by the well-known sculptor Hildo Krop. These pillars depict a male figure (authority) and a female figure (liberty) as the two poles of the town council.

From left to right, the ornamental decorations represent the siege of Leiden by the bust of the then burgomaster, van der Werf; reference to the five academic faculties by the bust of the famous physician, Boerhaave; a peasant woman by sheaves of corn and a worker by machinery.
The entrance is crowned with two lions bearing the Dutch coat of arms and the Leiden town-crest.
The beautiful bronze doors decorated with the crests were designed by architect Blaauw and made by Jan and Eloy Brom.

Inside the Town Hall

To the right of the Gemeentelijke Kredietbank on the first floor hangs the painting "Gezicht op Leiden" (View of Leiden) by D. Nijland. It shows the Haarlemmertrekvaart and Groenoord can be seen on the left of the picture. This painting was presented to the town by the Leiden Association of Industrialists in 1940.
On the way to the second floor, sometimes referred to as the "council floor", we see a large stained-glass window – the "coat of arms window".
Glazer Hofman made this window depicting the coats of arms of many Leiden burgomasters, including the most famous one, Van der Werf and Leiden's beloved 'De Gijzelaar'.
This is a tradition that has been continued since the days of Burgomaster van Kinschot, on the window facing the council-chamber.

Leiden Town Hall's civic hall (a part of which is used for wedding ceremonies) was first used on August 31st 1948 for a reception to celebrate Queen Wilhelmina's Royal Jubilee.
The floor is laid with costly dark edged "Arabescato" marble, the walls of black "Port d'Or", a marble found in the la-Spèzia region and Jaune de Sienne, a yellow marble.
A very special "mirror" effect is obtained from this marble's structure. It is in this splendid civic hall that we see Pieter van Veen's painting "De spijziging der verloste Leidenaren op de 3e oktober 1574" a painting of "the feeding of the liberated inhabitants of Leiden on October 3rd 1574", dating from 1615.
This painting was given to the town by the artist himself. Pieter van Veen was born in 1564 and died in 1629. This particular painting survived the fire in 1929 because at that time it had been removed to the Cloth Hall to be restored.

On the ceiling of the large hall is a glass dome decorated with twining blossom in black and white, designed by Hildo Krop. The wind rose, to the left of the entrance, was also from his hand. An electrical contact connects this wind rose with the weather vane on top of the Town Hall steeple and is rotated to show the wind direction.

The sculptured figures on either side of the elevation leading to the connecting corridor represent fertility. The figure on the left was made by the Amsterdam artist Leo de Vries and is of a young girl. To the right, the statue of a mother and child, was made by Ruth Brouwer, another Amsterdam artist. Both statues have been owned by the Town Hall since 1961.

The walls of the corridor leading from the large hall to the council chamber are of Paonazzo marble. A magnificent setting for the two mosaics made by Lode Sengers. The left one represents "truth", a man deep in thought, reading by the glimmer of candlelight. The one on the right represents "willingness". Each mosaic consists of about 26.000 little stones, all set by hand.

The Council Chamber

The council chamber was inaugurated on 11 November 1945 and its atmosphere is one of solemnity. All the woodwork is Brazilian Pallisander and the solemn atmosphere is emphasised even more by the Gobelin tapestries designed by de Moor.
Above the entrance door the centre panel with the clock is a symbol of "time". The others represent:
– social welfare
– labour
– the arts
– technology
– wisdom
– and the sciences.

All together, a representation of life in Leiden.

Two intarsias by Escher are to be seen above the two side-doors in the burgomaster and aldermen's (B&W) meeting room. Another work by Escher, of a clock surrounded by birds in flight, can be seen above the entrance door. This symbolises "the passage of time".

Next to the burgomaster and aldermen's (B&W) room is the burgomaster's room, panelled with satin wood from Ceylon. The manner in which this wood has been used to decorate the room is most unusual.
Escher depicted the town's consecutive expansions between 1186 and 1940 in various tints of wood. This work of art was presented to the Town Hall by one of the local newspapers of Leiden, "Leidsch Dagblad".

The leaded window with the Star of David (on the second floor) was a gift from Leiden's Jewish community, donated to the Council in 1981 in appreciation of its support towards the restauration of the Synagogue complex, Levendaal 14.

In the Town Hall's picturesque inner courtyard stands a statue of a boy releasing a pigeon.
This statue, a gift from Queen Wilhelmina to commemorate the opening of the civic hall, represents Jan van Duyvenbode.
The Van Duyvenbodes, actually the three Cornelisz brothers, who, as a name of honour were allowed to use the name of Van Duyvenbode (=pigeon post messenger), kept in touch with William of Orange during the siege of Leiden by using post pigeons.
This peace memorial stands as a symbol of the release of Leiden's inhabitants from the siege as also the liberation of the people from World War II.
The boy with the pigeon was made by L.O. Wenckebach in 1954.

The function of the Town Hall

The Town Hall is not only a beautiful building that contains a number of magnificent works of art. It is also a building that is open to the population of Leiden, offering them a number of services. It is with this function in mind that a great deal of radical restructuring has taken place over the past years, the hall on the ground floor being a pefect example.

A total work force of 1.700 civil servants work for the Municipality of Leiden. Obviously, they are not all employed in the Town Hall itself. There are civil servants who work in the Stadsbouwhuis, the Social Welfare Offices, the local museum the Lakenhal (Cloth Hall), the Stadstimmerwerf (Municipal carpenter's yard), Endegeest (Psychiatric Clinic), etc.
About 300 civil servants work in the offices on the Town Hall's five floors; civil servants who work mainly for central departments such as the Personnel Department, Finance, Information and Economic Affairs. There are also a number of departments specially with a strong public directed function, such as the Registrat's Office, the Kredietbank, the Municipal Information Centre and the Information Desk. In the Information Centre, situated in the entrance hall, one can find committee and council documents, public planning documents and the like, open for public inspection.
Small exhibitions are also held regularly in this hall. The Registrar's Office is also located here; this is the department that deals with passports, driving licences, registration of births and deaths, marriages and change of address.
For loans, there is the Gemeentelijke Kredietbank (Municipal Credit Bank). The second floor houses the local council authorities, the council chamber, the burgomaster and aldermen's offices, the burgomaster and aldermen's chamber, meeting rooms and lastly, the civic hall, used for official receptions and wedding receptions.

THE PAINTINGS

1. Woods in Autumn
   oilpaint, canvas, 82x69 cm

2. Sailing Vessels, 1900
   oilpaint, canvas, 55x47 cm

3. In the Woods
   oilpaint, canvas, 73.5x55 cm

4. Silvery Moon in a Haze, 1932
   oilpaint, canvas, 66x55 cm

5. The Church of Aune, 1927
   oilpaint, canvas, 100x105 cm

6. Farms in the Valley
   pastel, 46x55 cm

7. My Home in the Mountains, 1928
   pastel, 55x46 cm

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Date: 13 June 1989

No. of Pages Including This Page: 4

To: White House Advance Office
Peggy Dooley
Spccchwriters Staff
FAX 09-1-202-456-2820

From: USIS - The Hague
William La Salle

Subject: Provided, for your information, is the text of pamphlet used at Ambassador's Residence to introduced guests to the paintings there by American impressionist painter William Singer.

PAINTINGS BY

WILLIAM HENRY SINGER, JR.

ON LOAN FROM THE

STICHTING SINGER MEMORIAL FOUNDATION,

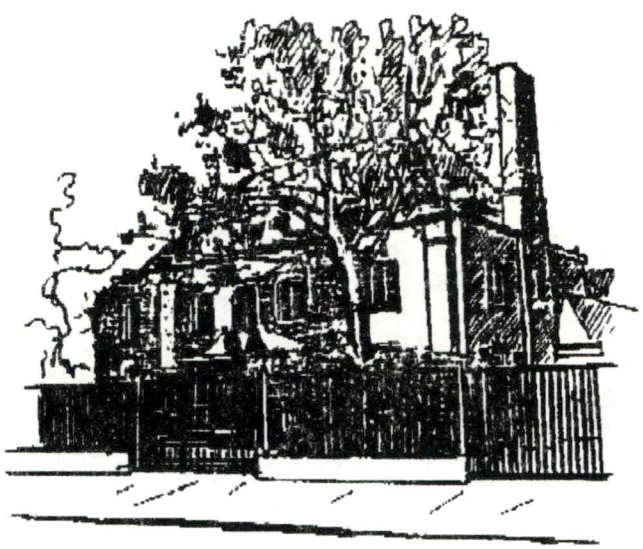
LAREN, THE NETHERLANDS

AT

THE AMERICAN AMBASSADOR'S RESIDENCE

TOBIAS ASSERLAAN 4

THE HAGUE



WILLIAM HENRY SINGER, JR.

William Henry Singer Jr. was born in 1868 in Pittsburgh, Pennsylvania as the youngest son of steel magnate William Singer. As a child William was already very interested in drawing and painting, and although Singer Sr. had hoped that his son would succeed him in the steel factory, William chose the arts.

In 1893 Singer met Anna Spencer Brugh whom he married two years later. Anna Singer has played an important role in the artistic development of her husband. In 1900 the Singers traveled to Paris. However, they disliked the noise and bustle of the big city, and moved to rural Laren, in the Netherlands, which was regarded as being the "Dutch Barbizon". In 1909 their house "The Wild Swans" was built. Until William's death in 1943, the Singers lived alternately in Laren and in Olden, Norway.

William Singer's works characterize his love for nature. His impressionist paintings and pastels show a keen eye for color and composition, and his landscapes breath the seasonal atmospheres. The Norwegian landscape was Singer's major source of inspiration, but his works also include Dutch and American scenes, as well as some still lifes.

Brief History of the SINGER MUSEUM in Laren

In 1954, Mrs. Anna Singer commissioned architect Wouter Hamdorff to add two wings to the Singer's country house "The Wild Swans", thus creating a cultural center where the Singer collection could be put on permanent exhibition as an homage to her late husband William Singer.

The Singer collection, consisting of some 500 art works by William Singer, as well as Dutch, American and French artists, and the new cultural center were donated by Anna Singer to the Singer Memorial Foundation. On May 12, 1956 the Singer Museum and adjacent concert hall were opened. The museum is located at Oude Drift 1, 1251 BS Laren.

COUNTRY VISITED	DATE OF VISIT	PRESIDENT
Egypt: Cairo, Alexandria	1974 June 12-14	Nixon
Egypt: Aswan	1978 January 4	Carter
Egypt: Cairo, Alexandria, Giza	1979 March 7-10	Carter
Egypt: Cairo	1979 March 13	Carter
El Salvador: Cutuco	1928 November 26	Hoover (E)
El Salvador: San Salvador	1968 July 6-8	Johnson
Finland: Helsinki	1975 July 29-August 2	Ford
France: Paris, Chaumont	1918 December 14-25	Wilson
France: Paris	1919 January 7- February 14	Wilson
France: Paris	1919 March 14-June 18	Wilson
France: Paris	1919 June 20-28	Wilson
France: Algeria, Oran	1943 November 20	Roosevelt, F.D.

COUNTRY VISITED	DATE OF VISIT	PRESIDENT
France: Senegal, Dakar	1943 December 9	Roosevelt, F.D.
France: Algeria, Algiers	1945 February 18	Roosevelt, F.D.
France: Paris	1957 December 16-19	Eisenhower
France: Paris	1959 September 2-4	Eisenhower
France: Toulon, Paris	1959 December 18-21	Eisenhower
France: Paris	1960 May 15-19	Eisenhower
France: Paris	1961 May 31-June 3	Kennedy
France: Paris	1969 February 28-March 1	Nixon
France: Paris	1970 November 12	Nixon
France: Paris	1974 April 5-7	Nixon
France: Martinique	1974 December 14-16	Ford
France: Rambouillet	1975 November 15-17	Ford

COUNTRY VISITED	DATE OF VISIT	PRESIDENT
France: Paris, Normandy, Bayeux, and Versailles	1978 January 4-6	Carter
France: Guadeloupe	1979 January 4-9	Carter
France: Paris	1982 June 2-7	Reagan
France: Versailles	1982 June 5-6	Reagan
Germany: Potsdam	1945 July 16-August 1	Truman
Germany, Federal Republic of: Bonn	1959 August 26-27	Eisenhower
Germany, Federal Republic of: Bonn, Cologne, Frankfurt, Wiesbaden, Berlin	1963 June 23-26	Kennedy
Germany, Federal Republic of: Bonn	1967 April 23-26	Johnson
Germany, Federal Republic of: Cologne, Bonn, Berlin	1969 February 26-27	Nixon
Germany, Federal Republic of: Bonn, Linz	1975 July 26-28	Ford
Germany, Federal Republic of: Bonn, Wiesbaden-Erbenheim Air Base, Frankfurt, Berlin	1978 July 13-15	Carter
Germany, Federal Republic of: Bonn	1978 July 16-17	Carter

COUNTRY VISITED	DATE OF VISIT	PRESIDENT
Poland: Warsaw	1972 May 31-June 1	Nixon
Poland: Warsaw, Krakow	1975 July 28-29	Ford
Poland: Warsaw	1977 December 29-31	Carter
Portugal: Lisbon	1960 May 19-20	Eisenhower
Portugal: The Azores, Terceira Island	1971 December 13-14	Nixon
Portugal: The Azores, Lajes Field	1974 June 18-19	Nixon
Portugal: Lisbon	1980 June 26	Carter
Romania: Bucharest	1969 August 2-3	Nixon
Romania: Bucharest, Sinaia	1975 August 2-3	Ford
Saudi Arabia: Riyadh	1978 January 3-4	Carter
Spain: Madrid	1959 December 21-22	Eisenhower
Spain: Madrid	1970 October 2-3	Nixon

ALL THE PRESIDENT'S TRAVELS

PRESIDENT REAGAN'S TRIPS ABROAD



1981

Mexico, Jan. 5: met with President Jose Lopez Portillo.

Canada, March 10-11: met with Prime Minister Pierre Trudeau.

Canada, July 19-21: Economic Summit.

Mexico, Oct. 21-24: International Meeting on Cooperation and Development.

1982

Jamaica, April 7: met with Prime Minister Edward Seaga, Gov. Gen. Florizel Glasspole.

Barbados, April 8: met with officials from Barbados, Antigua, Barbuda, Dominica, St. Kitts-Nevis, St. Vincent and the Grenadines.

France, June 3-6: Economic Summit; also met with President Francois Mitterrand, Prime Minister Pierre Mauroy, Paris Mayor Jacques Chirac.

Italy, June 7: met with Pope John Paul II in the Vatican and with Italian government officials in Rome.

Britain, June 8-9: met with Queen Elizabeth II, Prince Philip and Prime Minister Margaret Thatcher.

West Germany, June 10-11: met with President Karl Carstens, Chancellor Helmut Schmidt and NATO Secretary General Josef Luns of the Netherlands.

Mexico, Oct. 8: met with president-elect Miguel de la Madrid.

Central and South America, Nov. 30-Dec. 4: visited Brazil, Colombia, Costa Rica, Honduras and met with officials in each country.

1983

Mexico, Aug. 14: met with President de la Madrid.

Japan, Nov. 9-12: met with Emperor Hirohito, Prime Minister Yasuhiro Nakasone.

South Korea, Nov. 12-14: met with President Chun Doo Hwan.

1984

China, April 26-May 1: met with senior leader Deng Xiaoping, President Li Xiannian, Premier Zhao Ziyang, General Secretary Hu Yaobang.

Ireland, June 1-4: met with Prime Minister Garret FitzGerald.

Britain, June 4-10: Economic Summit.

France, June 6: visited Normandy, met with President Mitterrand.

1985

Canada, March 17-18: met with Prime Minister Brian Mulroney.

West Germany, May 1-6: Economic Summit; also visited Bitburg war cemetery.

Spain, May 6-8: met with King Juan Carlos and Queen Sofia, Prime Minister Felipe Gonzalez.

France, May 8: met with European Parliament President Pierre Pflimlin.

Portugal, May 8-10: met with President Antonio Eanes, Prime Minister Mario Soares.

Switzerland, Nov. 16-20: first meeting with a Soviet leader, General Secretary Mikhail Gorbachev; also met with Swiss President Kurt Furgler.

Belgium, Nov. 29: reported on U.S.-Soviet summit to officials from NATO countries.

1986

Mexico, Jan. 3: met with President de la Madrid.

Grenada, Feb. 20: met with officials from Grenada, Antigua, Barbados, Dominica, Jamaica, St. Kitts-Nevis, St. Lucia, St. Vincent and the Grenadines, Trinidad-Tobago.

Indonesia, April 20-May 2: met with officials from Indonesia, the Philippines, Brunei, Malaysia, Singapore and Thailand.

Japan, May 2-7: Economic Summit.

Iceland, Oct. 10-11: second meeting with General Secretary Gorbachev.

1987

Canada, April 5-6: met with Prime Minister Brian Mulroney.

Italy, June 6-10: met with Pope John Paul II at the Vatican; Economic Summit in Venice.

West Germany, June 12: met with Chancellor Helmut Kohl, Preident Richard von Weizsaecker, Bundestag President Philip Jenninger and West Berlin Mayor Eberhard Diepgen.

1988

Mexico, Feb. 13: met with President de la Madrid.

Belgium, March 1-3: met with Belgian officials and representatives from the NATO countries.

SOURCE: The White House

PRESIDENT REAGAN'S TRIPS ABROAD (cont.)

1988

Finland, May 25-28

Soviet Union, May 29-June 2: fourth meeting with General Secretary Gorbachev

Great Britain, June 2-3: met with Prime Minister Thatcher

Canada, June 19-21: Economic Summit in Toronto

Dams in the Delta

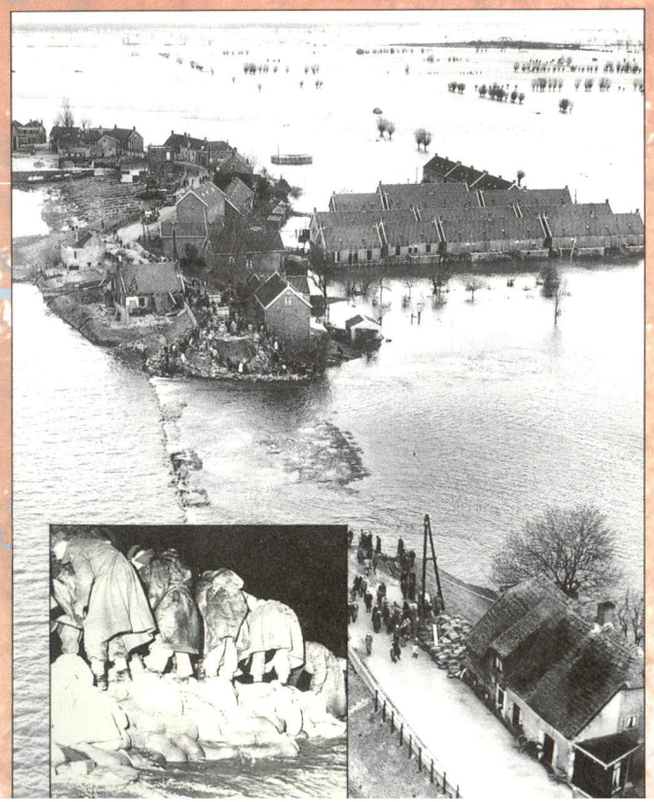


The last dam in the Delta Project was completed in the spring of 1987 and lies at the junction of the provinces of Zeeland, North Brabant and South Holland. Its completion marked the end of thirty years' construction work on a chain of dams and other hydraulic engineering works to protect the southwest Netherlands from flooding.

The vulnerability of the Netherlands

Over half of the Netherlands lies below sea level. Just how vulnerable the country is to flooding was demonstrated on the night of 1 February 1953. The combination of a spring tide and a persistent, violent northwesterly storm recreated on a particularly large scale an event which happened many times over the centuries. Waves destroyed the dykes and the sea rushed into the polders. The results were catastrophic: 1,835 people drowned and many thousands of cows, horses, pigs and chickens were killed. The floods destroyed 47,000 homes, as well as schools, churches and other buildings. Approximately 500 kilometres of dykes were completely or partially destroyed and 200,000 hectares of land was flooded. The hardest hit areas were the province of Zeeland, the southern part of South Holland and the western part of North Brabant.

The bewilderment and shock felt by people in the rest of the Netherlands when they learnt of the extent of the flooding soon gave way to determination, and great efforts were made to reseal the breached dykes. The last breach, near Ouwerkerk on Schouwen-Duiveland, was resealed at the beginning of November 1953. Rarely have the people of the Netherlands been so united as when they decided that such a catastrophe should never happen again.



The Delta Project

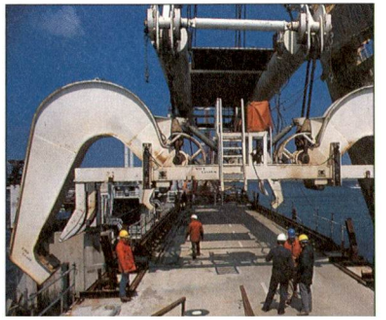
The outcome of this determination was the Delta Project. The Project's principal goal was to improve the safety of the southwest Netherlands by considerably shortening and reinforcing the coastline. It was decided that dams should be constructed across inlets and estuaries, considerably reducing the possibility of the sea surging into the land once more. Freshwater lakes would form behind them. Roads along the dams would improve access to the islands of Zeeland and South Holland. Dams could not be constructed across the New Waterway or the Western Scheldt, as these important shipping routes to the seaports of Rotterdam and Antwerp had to be kept open. The safety of these areas was to be guaranteed by substantially reinforcing the dykes.

The Delta Project is one of the largest hydraulic engineering projects that has ever been carried out anywhere in the world. New hydraulic engineering techniques were gradually developed for the construction of the eleven dams and barriers of various sizes which were built over a period of thirty years.

In the early 1970s the realization grew that it was important to preserve as much of the natural environment as possible, and this point of view has left its mark on the Delta Project. As a result the original plans were changed: not all of the inlets, distributaries and estuaries between the Western Scheldt and the New Waterway have been transformed into freshwater lakes as was initially intended; there are now very distinct water systems, each with its own characteristic function.

You can now drive along the roads constructed on top of the dams and visit all the major Delta works and water systems in a single day. It does not matter where your journey begins or which direction you take. There is no systematic route one could follow to visit the dams and barriers in the same sequence in which the project was carried out. Yet the Delta Project was carried out in anything but a random order. Work began on the relatively simpler parts, so that the experience gained could be used during the construction of larger, more difficult dams across inlets and estuaries with strong tidal currents. That was how the Delta works progressed: new hydraulic engineering techniques were first applied on a small scale and then used in the larger projects.





1 The Hollandse IJssel

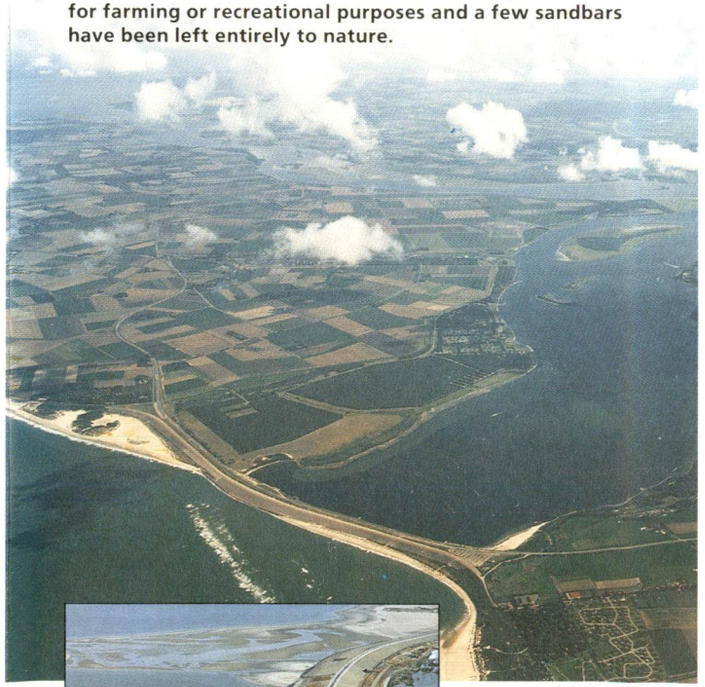
Engineers from the Public Works Department first turned their attention to the Hollandse IJssel, a river with an open passage to the sea via the Nieuwe Maas. A storm surge barrier was built at Krimpen to protect one of the lowest lying and most densely populated areas of the Netherlands. Under normal conditions, the gates of the barrier, which was completed in 1958, are raised 12 metres above the waterlevel, so that there is no obstruction to shipping. If the tide rises to a dangerously high level, the gates can be lowered to dam the river. A lock allows ships to travel up or downstream when the barrier is closed.



2 The Veerse Meer

After the storm surge barrier in the Hollandse IJssel was completed, a start was made on the first major dams in the turbulent tidal inlets. In line with the principle of working from small to large, the first project was the Three Islands Project, which entailed the construction of dams in the Zandkreek between North and South Beveland and in the Veerse Gat between North Beveland and Walcheren. During the construction of the Zandkreek dam asphalt was used for the first time to cover the sill which would support the caissons, huge concrete structures which can be positioned quickly to dam the tidal inlet. The Zandkreek dam was completed in 1960.

The seven caissons used a year later to dam the Veerse Gat were even larger. Sluices in the caissons allowed the tide to ebb and flow without obstruction. This prevented the current from becoming too strong while the mouth of the channel was gradually being dammed. When all seven were in position the steel sluice gates were closed simultaneously and the caissons filled with sand. A substantial part of the dam had already been built on a sandbar in the Veerse Gat by pumping sand onto it. The Veerse Meer, the lake formed after the dam was completed, is partly brackish due to dilution by rainwater. Land that has been reclaimed is now used for farming or recreational purposes and a few sandbars have been left entirely to nature.



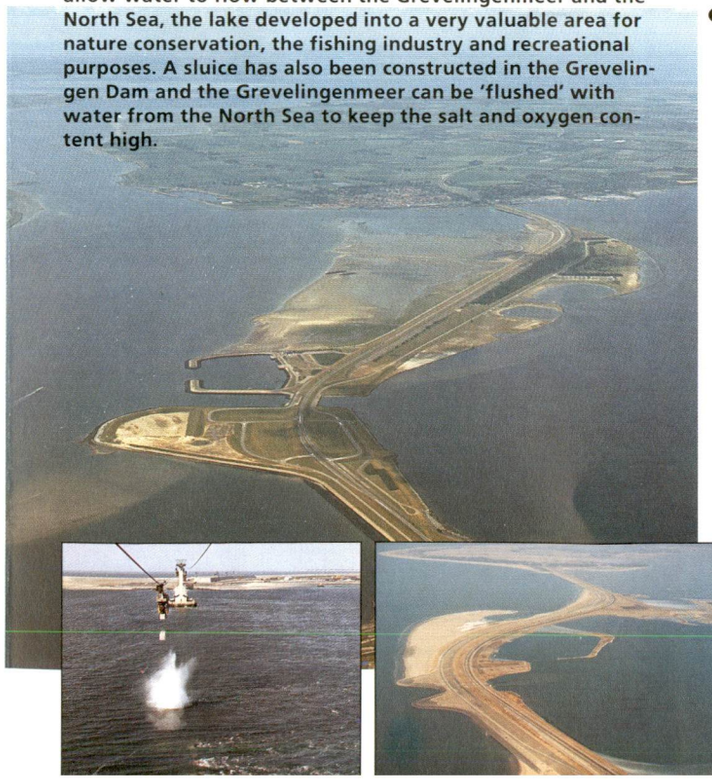


3 The Grevelingenmeer

● The construction of the Grevelingen dam (completed in 1965) entailed a more extensive use of the seabed protection techniques that had been tested in the Zandkreek and the Veerse Gat. The six-kilometre dam between Schouwen-Duiveland and Goeree-Overflakkee crosses the channels on either side of the Oude Tong sandbar. The section on the sandbar itself was built by pumping sand onto it. The southern channel was dammed using the same type of small caissons that had been used in the Zandkreek dam, but a new technique was developed for the larger channel to the north: a cableway was spanned across the channel and cable cars tipped stone into the water.

A substantial part of the dam built across the Brouwershavense Gat, which forms the western boundary of the Grevelingenmeer, was also constructed on sandbars using the pumping method. The northern channel was dammed with sluice caissons. These remained open until the dam in the southern channel, which was constructed using a cableway, had risen well above the water level. Then the sluice gates were closed and the dam across the two tidal channels was completed using sand.

★ The Brouwers dam was completed in 1971, and the area behind it is now a lake, the Grevelingenmeer. The loss of the tide and the gradual reduction in the salt content of the water led to the death of many plants and animals. Within a few years, though, nature adapted to the new conditions. After a sluice had been constructed in the Brouwers dam to allow water to flow between the Grevelingenmeer and the North Sea, the lake developed into a very valuable area for nature conservation, the fishing industry and recreational purposes. A sluice has also been constructed in the Grevelingen Dam and the Grevelingenmeer can be 'flushed' with water from the North Sea to keep the salt and oxygen content high.



4 The Haringvliet

The Volkerak dam separates the Hollandsch Diep and the Haringvliet from the southern part of the Delta and prevents fresh water from the Rhine and the Maas flowing southward. The Volkerak dam, completed in 1965, comprises the Hellegatsplein, a dam extending to Goeree-Overflakkee and a second dam with a large lock complex extending in the direction of North Brabant. A road bridge has been built from the Hellegatsplein to the Hoekse Waard. The dam to Goeree-Overflakkee was built with pumped sand. Twelve sluice caissons were needed to dam the southeastern channel.

The Haringvliet dam on the western side of the Haringvliet has two purposes. It must not only protect the waters inland from high tides, but must also discharge excess water from the Rhine and the Maas. The construction of the 4.5 kilometre Haringvliet dam therefore began with the building of a large sluice complex. The 17 sluices can discharge an enormous volume of water. Closing or opening the sluices determines how much water has to be discharged by the alternative route via the New Waterway. By channelling as much water as possible through the New Waterway to the North Sea, saltwater is prevented from penetrating deep inland and making the groundwater saline. The sluice complex in the Haringvliet dam is called the 'tap of the Netherlands' because of its vital significance to the country's water management. The channel on the southern side of the discharge sluices was dammed with sand, and that on the northern side using the cableway method. The dam was completed in 1971. There is now no tide in the Haringvliet and it consist entirely of freshwater.



5 The Eastern Scheldt

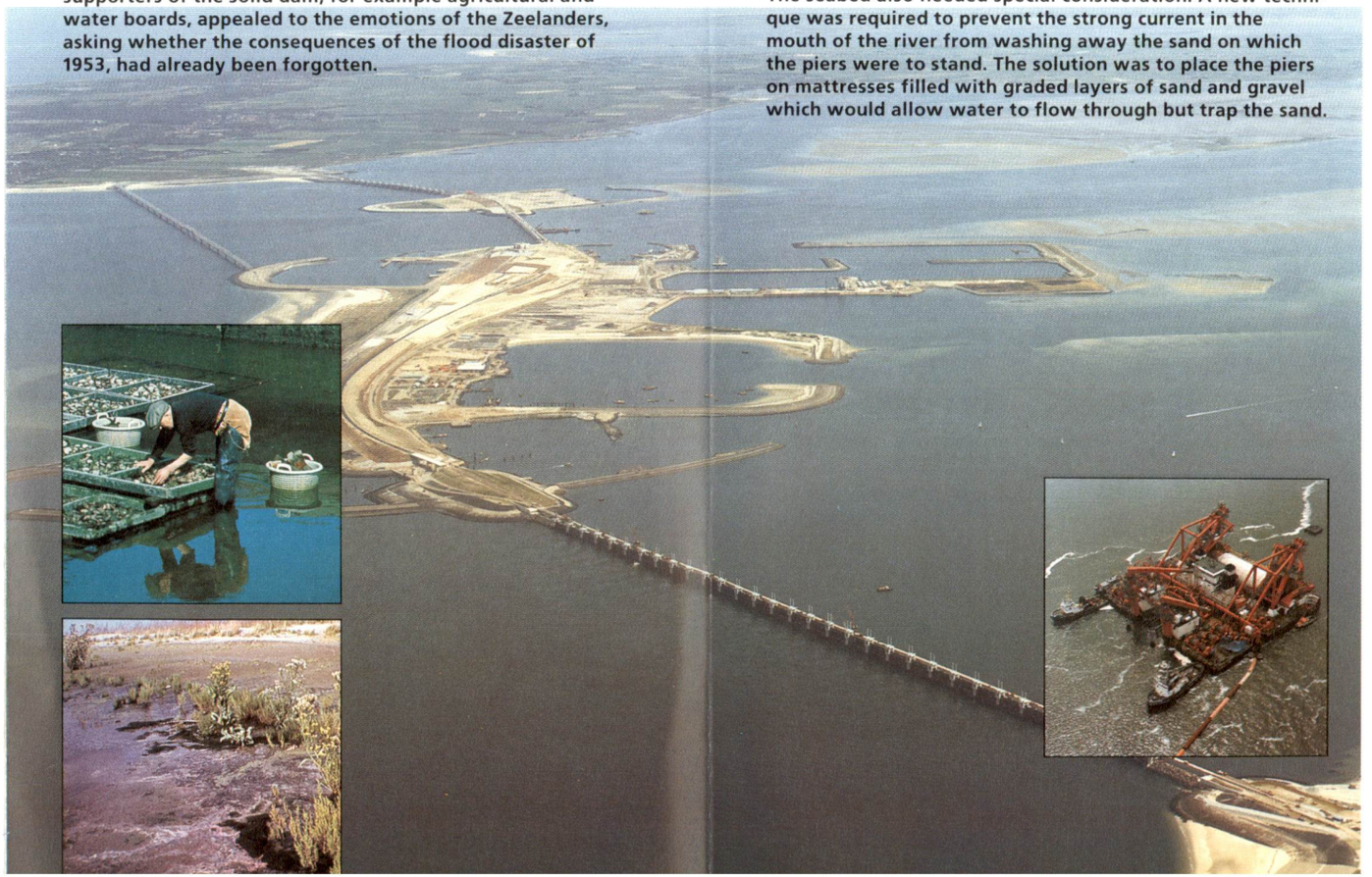
While the Haringvliet dam and the Brouwers dam were nearing completion, preparations had already begun for the construction of the dam across the mouth of the Eastern Scheldt, the last, largest and also most complex part of the Delta Project. Three islands were constructed: Roggenplaat, Neeltje Jans and Noordland. A pumped sand dam was built between the latter two. In the remaining channels the first steel towers were built for the cableway, as it was planned to dam the Eastern Scheldt using this well-tried method. Its completion date was set for 1978.

At the end of the 1960s however protests were voiced about the project. Scientists became aware of the special significance of the flora and fauna in and around the Eastern Scheldt. The sandbars and mud flats exposed at low tide are important feeding grounds for birds, and the estuary is a nursery for fish from the North Sea. Fishermen and action groups made sure that the scientific findings were heard by the government and parliament. A heated debate flared up. Opponents of the dam believed that the safety of the region could be guaranteed by raising the height of the dykes along the Eastern Scheldt. The inlet would then remain open and saline. The equally vigorous supporters of the solid dam, for example agricultural and water boards, appealed to the emotions of the Zeelanders, asking whether the consequences of the flood disaster of 1953, had already been forgotten.

6 The Storm Surge Barrier

A compromise was reached in 1976: a storm surge barrier, which would stay open under normal conditions but which could be closed at very high tides. The construction of the storm surge barrier meant a break with the policy that the Public Works Department and the hydraulic engineering contractors in the Netherlands had pursued in working from small to large and from relatively simple to complex. The storm surge barrier needed expertise that had yet to be developed and experience that had yet to be gained. Extensive research was carried out to determine the feasibility of building the storm surge barrier, taking full account of the interests of the environment, flood protection, and the fishing and shipping industries.
The actual construction of the storm surge barrier also had to be thoroughly studied. The solution was a barrier consisting of pre-fabricated concrete and steel components that were assembled in the three channels at the mouth of the Eastern Scheldt. 65 colossal concrete piers from the barrier's backbone. A stone sill and a concrete sill beam were placed between each of the piers, and the openings could be closed with steel gates. Concrete box girders were placed on top of the piers to form a road deck.

The seabed also needed special consideration. A new technique was required to prevent the strong current in the mouth of the river from washing away the sand on which the piers were to stand. The solution was to place the piers on mattresses filled with graded layers of sand and gravel which would allow water to flow through but trap the sand.



The construction of the storm surge barrier also required the development of special equipment. The 'Mytilus' made its appearance in the estuary to compact the seabed, followed by the 'Jan Heijmans' which laid asphalt and dumped stones, the 'Cardium' which positioned the mattress, the 'Ostrea' to lift, transport and position the piers and the mooring and cleaning pontoon 'Macoma'. These are very special ships designed for just one purpose: to construct the storm surge barrier. New measuring instruments and computer programs were also developed, so that engineers working 30 to 40 metres below the surface could position components with such precision that the maximum error would be just one centimetre.

The Cardium laid the first mattress in November 1982 and the Ostrea placed the first pier in August 1983. Work progressed quickly. There were virtually no technical setbacks; only the cost turned out to be higher than expected. The storm surge barrier was 30% more expensive than estimated. On 4 October 1986 Her Majesty Queen Beatrix officially opened the storm surge barrier. The Eastern Scheldt has remained open and flood protection has been achieved. On average the barrier has to be closed once a year because of storms.



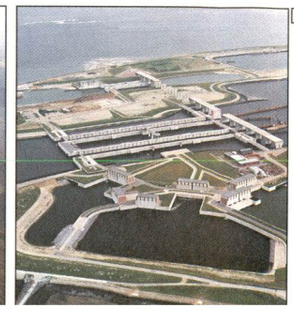
7

The Zoommeer

The storm surge barrier has narrowed the mouth of the Eastern Scheldt, and less water now enters and leaves the estuary with the tide. Special measures had to be taken to ensure that this reduction in tidal movement would not lead to a serious reduction in the difference between the high and low water levels. Partly for this reason two dams were built in the Eastern Scheldt inland of the storm surge barrier. These reduced the area of the estuary and ensured an adequate tidal range despite the construction of the storm surge barrier. Behind these two dams, the Oester dam and the Philips dam, an area of fresh water has formed with a permanent water level, the long Krammer/Volkerak and the Zoommeer. Another reason for constructing the Oester and Philips dams was that shipping on this important route would no longer be affected by tidal movements. Furthermore, these dams prevent fresh water from entering the salt water of the Eastern Scheldt. The size of the Zoommeer was reduced by the completion of the Markiezaat dyke in 1983 and a canal was excavated to discharge excess fresh water from the lake into the Western Scheldt. The protection provided by the storm surge barrier allowed the Oester dam and the Philips dam to be constructed entirely of sand. Tidal currents in the estuary can largely be eliminated by closing the barrier's gates. The Oester dam was completed in 1986 and the Philips dam in the following year. The Philips dam has an unusual lock complex with a salt/freshwater separation system that prevents salt water entering the freshwater lake and fresh water entering the Eastern Scheldt whenever a ship passes through the locks.







The Monument

The place where the Philips dam joins up with the Grevelingen dam is typical of the Delta works. It is a point where three different water systems meet: the saltwater Grevelingenmeer, the freshwater Krammer/Volkerak and the estuary of the Eastern Scheldt, each with its own environment and its own function. The concrete anchor block, which was part of the cableway used in the construction of the Grevelingen dam, has been left as a monument to the new hydraulic engineering techniques that have been developed. The dams themselves symbolise the safety that the Delta Project has brought to the southwest Netherlands.

More Information

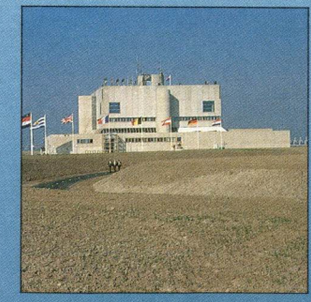
A permanent exhibition on the Delta Project and the history of flood defences in the Netherlands – the Delta Expo – is housed in the Topshuis on the island Neeltje Jans in the mouth of the Eastern Scheldt.

Colophon

Ministry of Transport and Public Works
Information Division
Plesmanweg 5 – Den Haag
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January 1989

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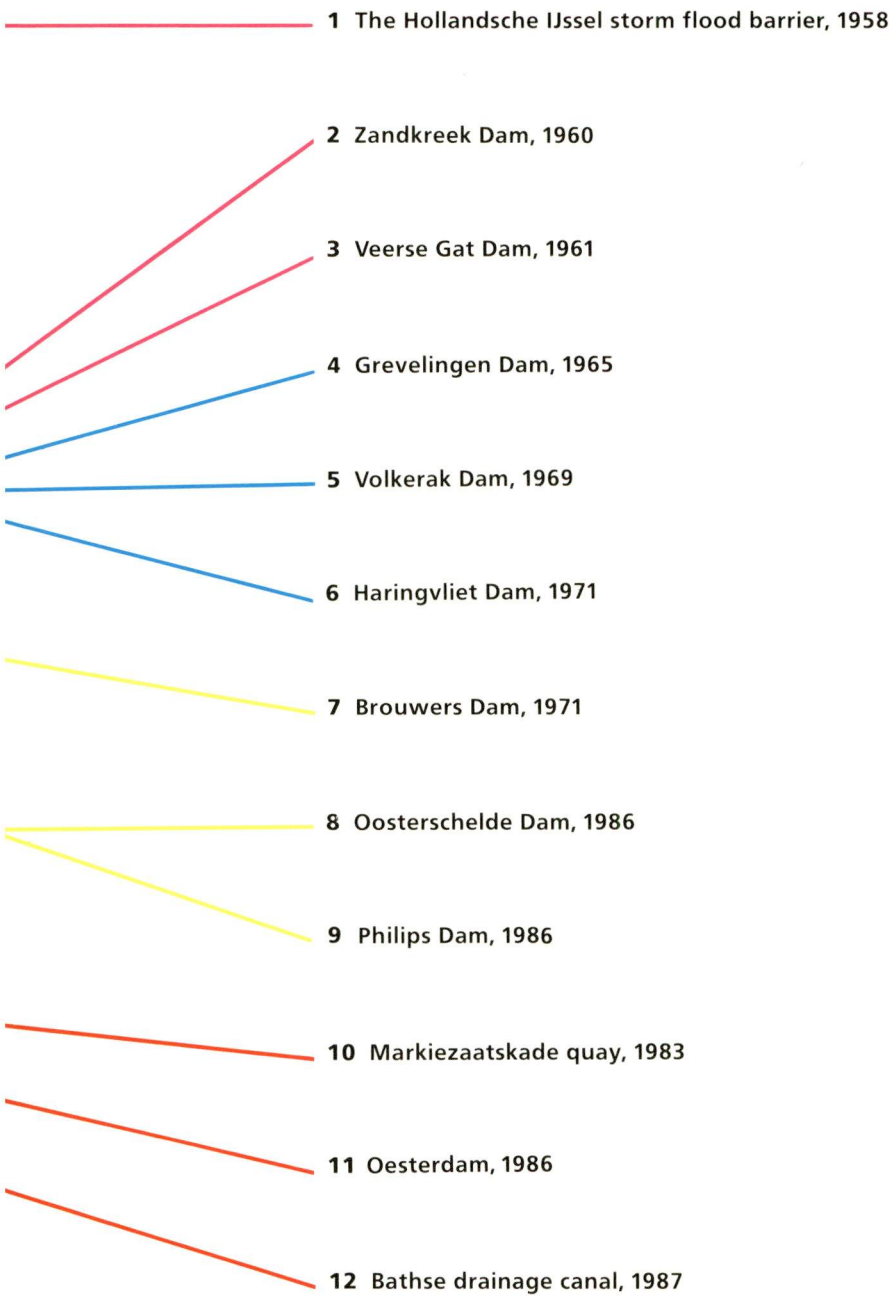


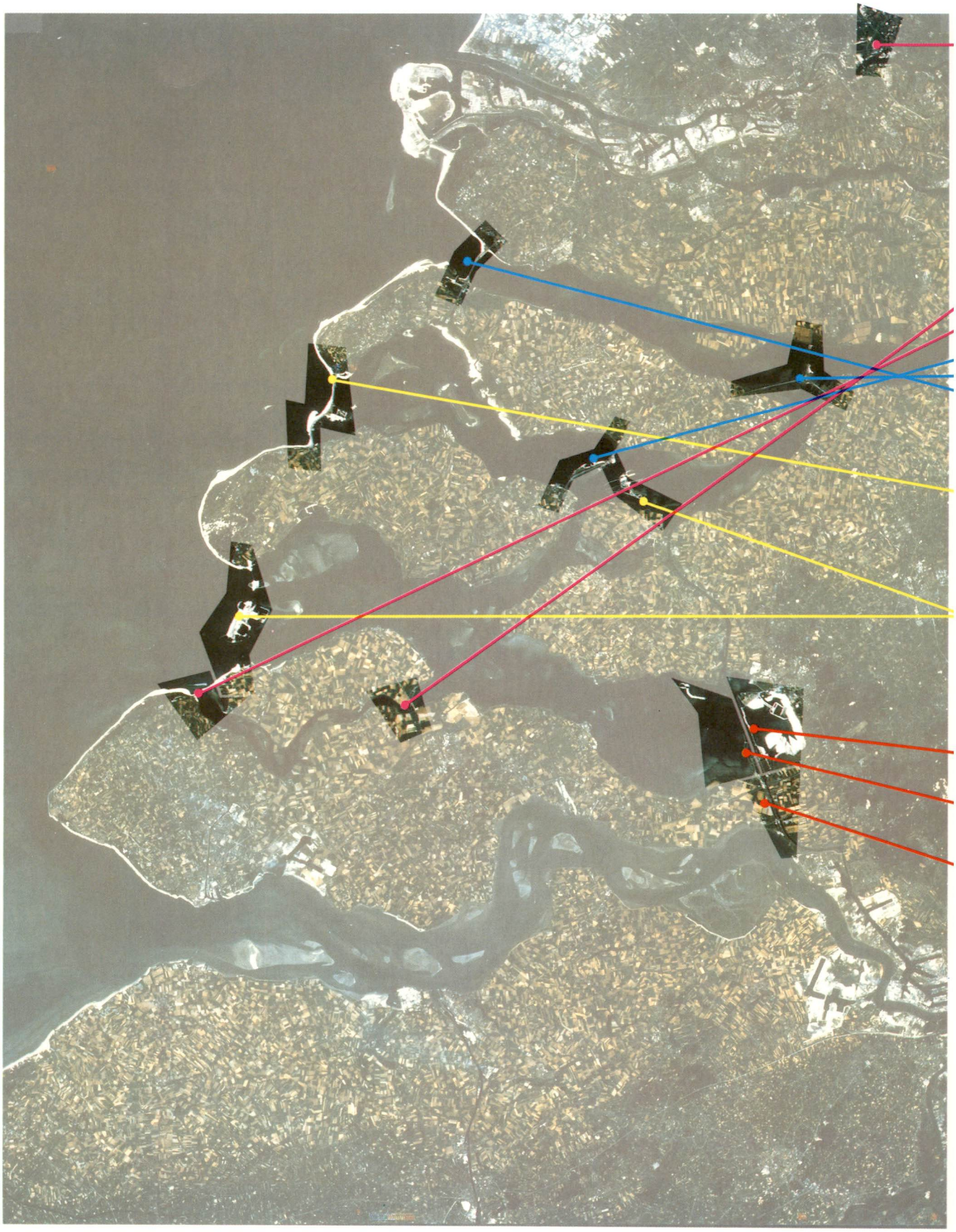


The Delta Project

preserving the environment and securing Zeeland against flooding



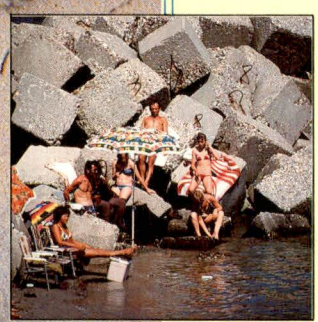

1 The Hollandsche IJssel storm flood barrier, 1958
2 Zandkreek Dam, 1960
3 Veerse Gat Dam, 1961
4 Grevelingen Dam, 1965
5 Volkerak Dam, 1969
6 Haringvliet Dam, 1971
7 Brouwers Dam, 1971
8 Oosterschelde Dam, 1986
9 Philips Dam, 1986
10 Markiezaatskade quay, 1983
11 Oesterdam, 1986
12 Bathse drainage canal, 1987





35′

30′



45′

40′

The Delta Project

preserving the environment and securing Zeeland against flooding

A permanent struggle

The Netherlands is locked in a permanent struggle for survival. The country's name is self-explanatory: large areas of the Netherlands lie below sea level. Stronger dykes, dams and dunes are continually being constructed to keep the sea at bay and to ensure that this densely-populated country remains habitable. Half of the Netherlands would be flooded if it were not for the line of defences that has been built over the centuries and the equipment to pump ground water and river water out of the low-lying polders.

The struggle is just as pressing today. The Netherlands is sinking in relation to sea level at a rate of 20 centimetres per century. Not only is the ground settling, but sea level is also rising as the temperature of the earth increases, causing the polar icecaps to melt. Human activities such as burning coal, oil and gas produce carbon dioxide, creating the greenhouse effect and causing the temperature of the earth to increase ever faster.

At the end of the last ice age, around 10,000 years ago, the North Sea was formed and the area we now know as the Netherlands came into existence as marshland. The region was uninhabitable for many centuries, but with the passage of time peat bogs formed and people settled on the higher dunes, where they hunted, fished and practised a little farming. They also built embankments to live on during periods of high spring tides. The first roads, canals and harbours were built by the Romans. The first dykes were built in the 10th century, and with them the defence of the land turned into a counterattack against the sea. Dykes were constructed to protect existing land from floods, and also to reclaim new areas from the sea, the polders. Reclaiming land was a profitable means of investing money that had been made in commerce and shipping.

The clergy in particular supported the creation of new polders. The tools were very simple, no more than spades and baskets, and the first dykes were low embankments that were easily breached by the sea. Excess water in the polders was an additional problem and sluices had to be constructed to discharge it into the sea at low tide. With the invention of the windmill around 600 years ago, it became possible to keep increasingly deeper polders dry. Furthermore, the mills could pump large ponds and lakes dry so that even more new land could be reclaimed. The dykes, however, remained a primitive form of protection, built according to traditional methods. It was not until the 19th century that new materials, techniques and tools such as concrete, stone embankments and steam-engines appeared.



The Dutch fight a constant war against the rivers and the sea

Large ponds and lakes are drained with windmills

Countless floods

The flood disaster of 1953 claimed 1,835 lives

The sea has had many opportunities in the past to determine the shape of the Netherlands. The line of coastal defences shows where the water overpowered the people. Every century has witnessed floods. Many were given names, for example the *Saint Aechten's Day Flood in* 1288, *the Saint Elizabeth's Day Floods in* 1404 *and* 1421, *the Saint Felix's Day Flood in* 1530 *and All Saints' Day Flood in* 1570. Although the Dutch fought back, they often had to surrender large areas of land to the sea. *The Verdronken Land van Saeftinghe* (Zeeland Flanders), *the Verdonken Land van Reimerswaal* (South Beveland) and *Zuidland* (Schouwen-Duiveland), for example, were all lost to the sea. On balance, during the past centuries more land has been lost than reclaimed.

Floods have not been confined to particular periods or enabled to occur only by the limitations of technology. They have also occurred in the 20th century, for instance in 1906 and 1916. The greatest flood disaster in the country's history occurred on the night of 1 February 1953. The sea surged into many polders in the southwest Netherlands, innundating some 200,000 hectares of fertile farmland and flooding many towns and villages. The dykes were destroyed in 67 places and breached in over 400. 1,835 people drowned and 72,000 were forced to evacuate the region; more than



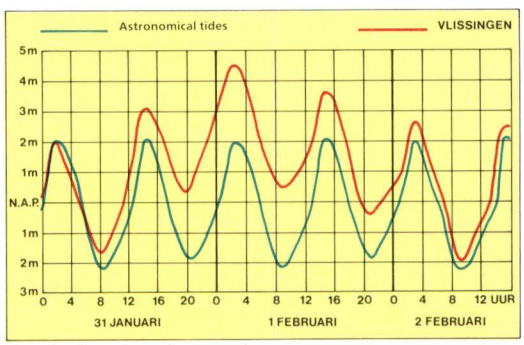
200,000 cows, horses, pigs and other livestock died and over 47,000 buildings were damaged.

The dykes had not been equal to the unprecedentedly high water level of 4 to 5 metres above AOD (Amsterdam Ordnance Datum, mean sea level as defined for Amsterdam). The flood was caused by a spring tide, when exceptionally low and high tides are produced as the influences of the sun and moon reinforce each other, in combination with a persistent northwesterly storm. The storm reached its peak in the middle of the night, and an hour of continuous wind force 12 coincided with the high tide. The water piled up against the dykes, spilled over the top of them and then began to wash them away. Most people were asleep when the sea overtook them.

A great deal of assistance was offered from abroad. The people of the Netherlands were determined not to surrender the flooded land. Their thoughts first turned to repairing the damage and then to preventing a reoccurrence of such a disaster. They quickly resealed the dykes and pumped the water out of the polders. The experience they had gained in pumping the island of Walcheren dry after the bombing of its dykes in 1944, in damming the Brielse Maas in 1950 and in damming the Braakman inlet in 1952 proved invaluable. Caissons, large watertight concrete structures, were indispensable as a means of blocking off the channels quickly. The last breach, near Ouwerkerk, was resealed in November 1953.



The dikes break in many places



Graph showing changes in water levels 1953

The attractions of delta regions



The mud flats are a feeding ground for wading birds

People have always been attracted to coastal regions. River estuaries in particular are obvious places for settlements; the river provides a communication route to the hinterland and also supplies alluvium that forms fertile soil. The distributaries that branch from a river as it approaches the sea often form a triangular shape on the map. The mouth of the river Nile in Egypt is a very good example of this. The ancient Greeks called the mouth of the Nile a "delta" after the fourth letter of their alphabet, which was written in the form of a triangle. Nowadays the term delta is widely used to describe many areas where a river enters a sea or a lake. Apart from the Nile, other famous deltas include those of the Ganges, the Mississippi, the Rhone and the Yangtze. In the south-west Netherlands the estuaries of the Rhine, Maas and Scheldt also form a delta.

Low, flat deltas are vulnerable regions, and the inhabitants have good cause to construct dykes and embankments to protect themselves against the sea. As villages and towns flourish, though, and their economic importance as centres of trade, shipping and industry increases, the need to construct better forms of protection also increases.

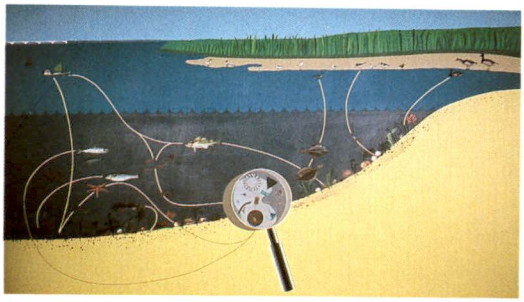
Deltas often provide many of the conditions needed to support a rich and varied system of plant and animal communities. Algae and plants grow in the shallow, relatively warm water, which light can penetrate easily. Their growth and the supply of organic matter from the sea and minerals from the river enable deltas to act as nurseries for young fish. The driving force behind the delta's ecosystem is the tide. The regular exposure of mud flats and sandbars at low tide and their submergence at high tide is indispensable to the innumerable shellfish, worms and other fauna that live on them. These in turn are essential to the thousands of birds that feed on them at low tide. The lower animals and birds form a small food chain, one of the many that exist in the water, the mud flats and the higher-lying salt marshes.

However, the human settlement, transportation, agriculture, fishing, trade and industry that flourish due to the favourable conditions of the delta are a threat to the ecosystem. The increasing size of ships requires the dredging of deeper navigation channels and the construction of larger harbours. Industry discharges waste into the water, and toxins discharged hundreds of kilometres upstream eventually settle with the alluvium at the mouth of the river. Human activities put the ecosystem under pressure. Since the beginning of the 1970s there has been a growing awareness that this pressure cannot continue to increase unabated and that a balance needs to be struck between the interests of ecology and the economy.

Birds abound in the Dutch delta

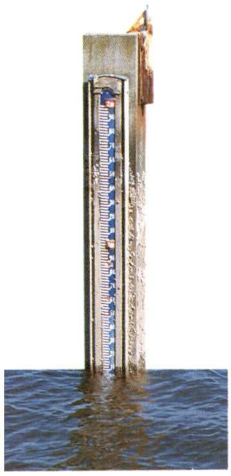
Food chain in the Eastern Scheldt

The oyster, a popular elicacy from the waters of the delta





Securer flood defences

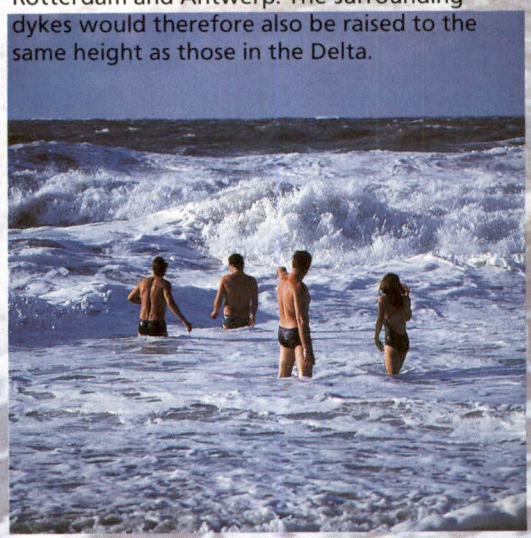


Shortly after the 1953 flood a specially appointed committee presented proposals for the prevention of another disaster in the future. The proposals centred on improving safety by strengthening the coastal defences. A proposal to shorten the length of the coastline was enthusiastically received, as, after all, the strength of a defensive line increases as its length decreases. This has been the principle behind many other hydraulic engineering works, an outstanding example of which is the Barrier Dam which was constructed in 1932 across the mouth of the *Zuyder Zee,* now called the *IJsselmeer,* to protect it from the incursions of the North Sea. By constructing this single dam, the length of the coastline was reduced by 300 kilometres and the danger of flooding in a large area of the country was entirely eliminated.

The committee recommended that the tidal channels in the Rhine, Maas and Scheldt Delta should be dammed near the coast and that the dykes along the sea and the rivers in the rest of the country should be raised to allow for a water level of five metres above AOD at the Hook of Holland. This would reduce the frequency of inland flooding to an average of once every ten thousand years and flooding in the inlets to once every four thousand years, which seemed quite safe enough for the time being. The *New Waterway* and the *Western Scheldt* had to be kept open to shipping due to their economic importance to the ports of Rotterdam and Antwerp. The surrounding dykes would therefore also be raised to the same height as those in the Delta.

In 1958, Parliament passed the Delta Act, which set out plans to ensure the safety of the south-west Netherlands, to the great enthusiasm of the public. In addition to reducing the risk of flooding by increasing the height of the dykes and shortening the coastline by 700 kilometres, the Delta Project would also create considerable economic benefits. It would improve water management in a large proportion of the Netherlands and combat the penetration of salt water into the ground water. Freshwater lakes would form and be an important source of water for farms. New recreational areas, particularly for water sports, would be created. The construction of dams would also considerably improve the road network in the southwest Netherlands.

One of the Project's drawbacks was that the saltwater fishing industry and the shellfish farms would disappear. The oyster and mussel farms centred on the town of Yerseke were an important source of income in the *Eastern Scheldt* region, but would be destroyed after the inlets were dammed. Shellfish cultivation would have to be transferred to other areas. In those days very little consideration was paid to the environment; flood protection and the economy were the main issues.





The sea walls must be able to hold back water levels of 5 meters + Normal Amsterdam Level (NAP)

Oyster beds in Yerseke

New water sport areas created by the Delta Plan

Fewer dykes

The original plans for the Delta Project entailed the construction of huge dams in four tidal inlets, the *Veerse Gat,* the *Eastern Scheldt,* the *Brouwershavense Gat* and the *Haringvliet,* which would reduce the length of the sea-dykes in the region from over 700 kilometres to just 25 kilometres. In addition, three dams were also planned further inland in the *Volkerak, Grevelingen* and *Zandkreek* channels. The *Volkerak* dam would separate the freshwater and saltwater environments, and the dams in the *Grevelingen* and *Zandkreek* would eliminate uncontrollable currents in the tidal area.

Some unusual civil engineering structures would be needed for specific purposes. A storm surge barrier was to be built in the *Hollandse IJssel* to protect the low-lying but densely-populated region of South Holland. A large sluice complex was to be built in the *Haringvliet dam* to discharge any excess water from the Rhine and the Maas into the North Sea. Locks were also to be built in several dams for commercial ships and pleasure craft.



The Krammer locks in the Philips Dam

A birds eye view of the western delta area

New techniques

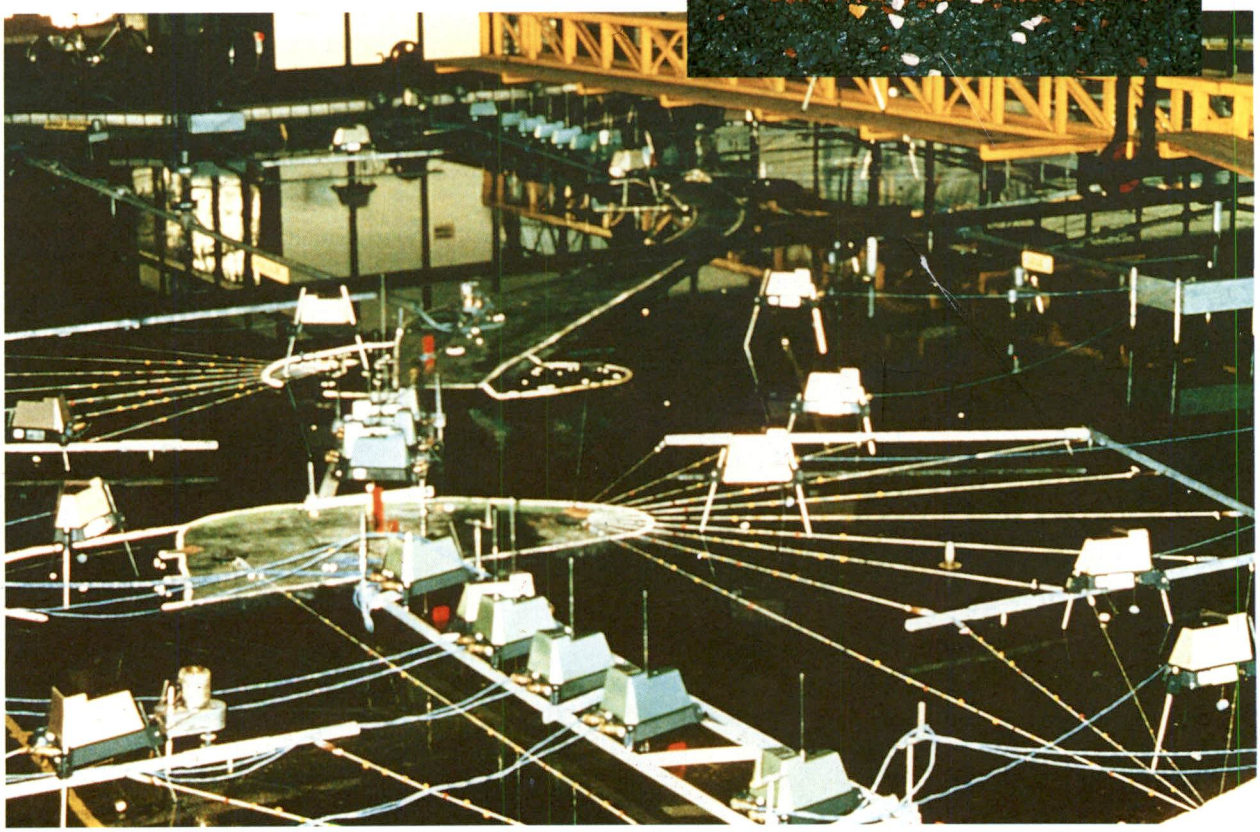
The Delta Project was a challenge to Dutch hydraulic engineers. It was evident that past experience and existing techniques would not be sufficient to enable dams to be constructed across the wide and deep tidal channels. The tidal range in the Delta is approximately three metres and the water flows in and out twice a day with powerful currents shifting enormous quantities of sand. Weather conditions in the estuaries are often unfavourable and North Sea storms produce powerful waves. New techniques had to be developed quickly so that the Delta Project could be carried out.

The towering caissons were adapted and improved. Man-made fibres were used for the first time to protect the seabed and to clad the dykes. The traditional seabed protection method, which involved covering the seabed with large osier mats made of willow wood and weighted with stone, was gradually replaced. Changes took place step by step. It was decided to implement the Delta Project by working from small to large so that technological progress would keep pace with the growth in experience.

Prefabrication became a common technique and in addition to new materials, new equipment was also very valuable. Sluice caissons were developed. A cableway with gondolas was developed to tip stone into the channels. Hydrodynamic study techniques were refined by developing laboratory tests. The computer gradually made its entrance. Measuring techniques and weather forecasts became more accurate. The Delta Project would take 25 years to complete. A new age was dawning for hydraulic engineering.



Scale model in the hydrodynamic laboratory



Model of storm flood barrier currents

The implementation of the Delta Project

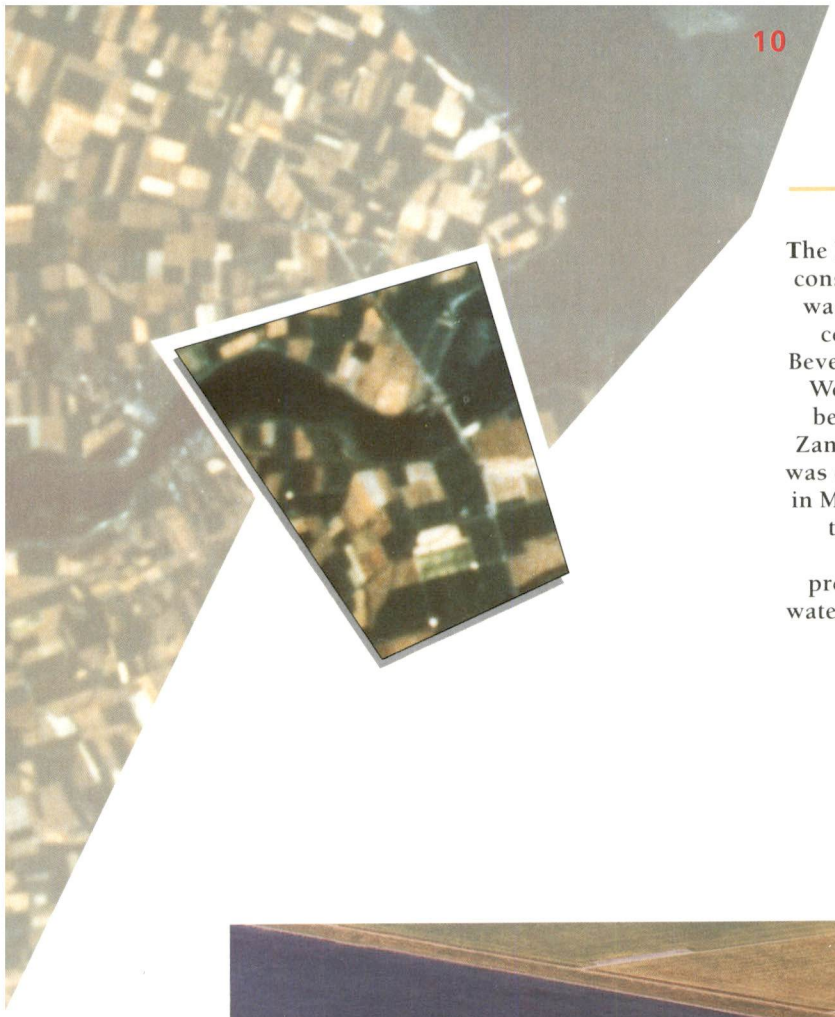


1 The storm surge barrier in the Hollandse IJssel 1958

The implementation of the Delta Project began with the construction of a storm surge barrier across the river the Hollandse IJssel, which forms an open passageway to the sea via the Nieuwe Maas. The barrier was built just to the east of Rotterdam and completed in 1958. It protects the lowest-lying region of the Netherlands from flooding. The 80 metre wide barrier consists of four piers towering over 44 metres above AOD, two gates suspended between the piers, a shipping lock and a road bridge. Under normal conditions the gates are raised high above the water so as not to impede shipping, but when the water level is dangerously high they can be lowered, effectively damming the river. When the barrier is closed ships can pass through the lock.

Storm flood barrier in the Hollandse IJssel



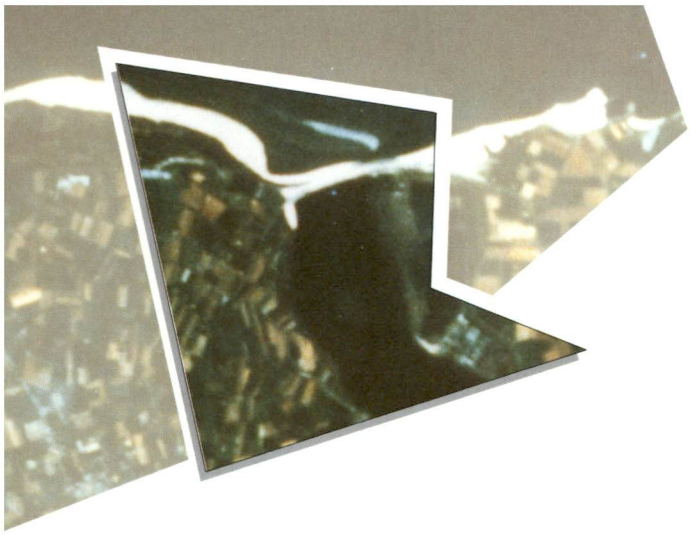


2 The Zandkreek dam 1960

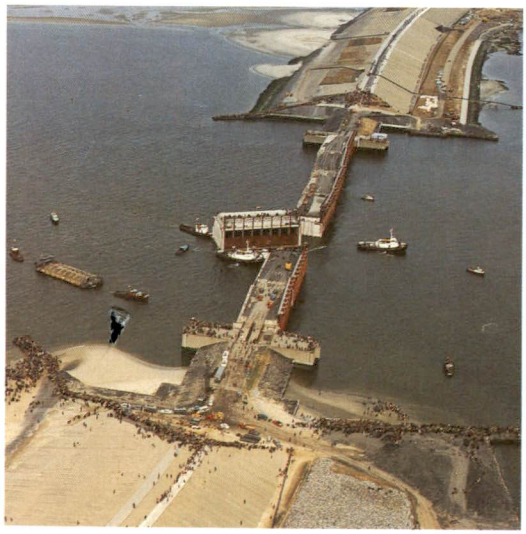
The Delta Project really got underway with the construction of the dams. First on the agenda was the Three Islands Project, which would connect the islands of Walcheren, North Beveland and South Beveland with each other. Work began in 1959 on a dam with a lock between North and South Beveland in the Zandkreek channel. The 830 metre long dam was constructed using caissons and completed in May 1960. By this date the construction of the dam across the Veerse Gat between Walcheren and North Beveland was progressing well. Around 70 million m^3 of water flowed through the Veerse Gat with each tide.



The Zandkreek Dam with lock







Veerse Gatdam

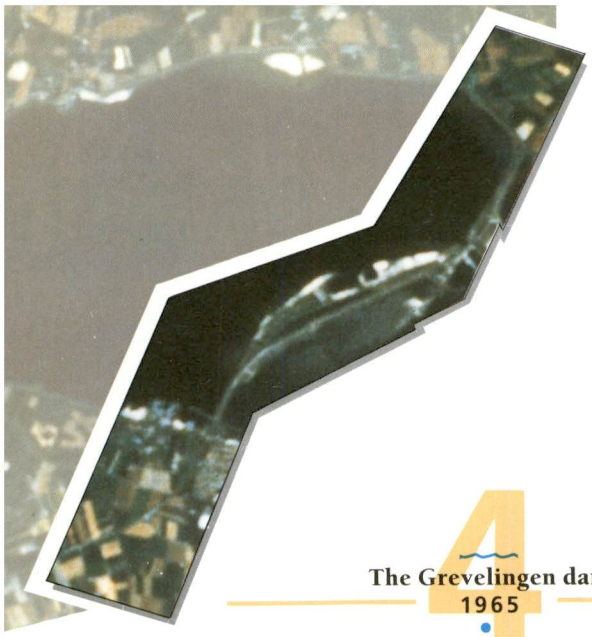
The last caisson is almost in place at the Veerse Gat Dam

An open caisson being transported to the last gap in the dike

3 The Veerse Gat dam 1961

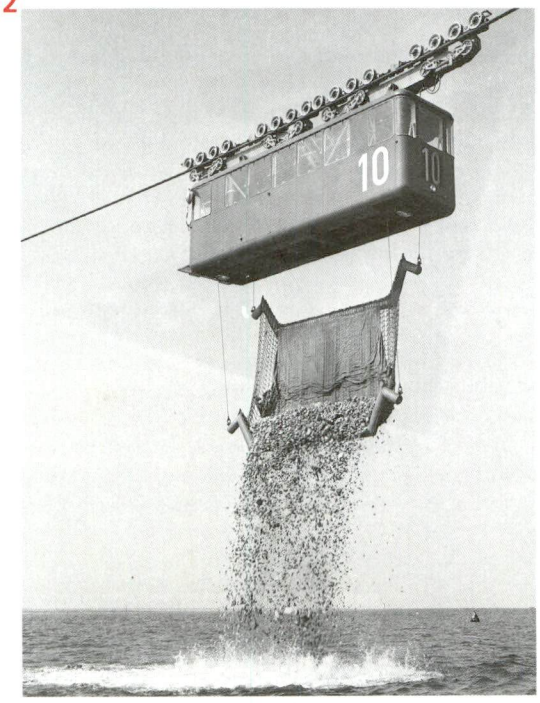
A new technique was needed to dam the Veerse Gat. The usual caissons were adapted and what are known as sluice caissons were developed. Sluice caissons have sealable openings so that at first water can flow through them freely while a dam is being constructed. Seven sluice caissons, each as high as a seven-storey building, were placed in the 320 metre wide channel on a sill made of tipped stone. The dam was completed in April 1961. The sluices were closed at slack water between low and high tide. The closure of the first inlet had been completed and a lake, the Veerse Meer, had been created. A dyke was quickly laid over the caissons to finish the work.



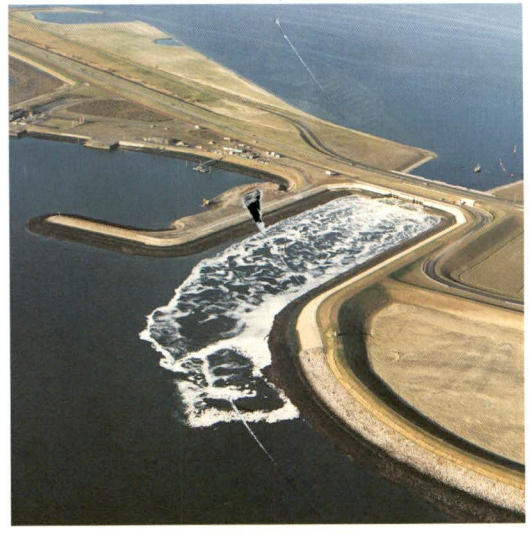


4 The Grevelingen dam 1965

A start had been made in 1958 on the six-kilometre dam across the Grevelingen channel between Schouwen-Duiveland and Goeree-Overflakkee, which would ultimately incorporate a lock and harbours near Bruinisse. A substantial part of the dam was constructed on the Oude Tonge sandbar using the well-tried method of dredging sand. Two channels remained open. The small southern channel was dammed using solid caissons placed on a sill constructed from new materials - nylon and mastic asphalt. A new method was used to dam the larger, northern channel: a cableway with gondolas suspended from steel cables nine centimetres thick was spanned across the channel and used to gradually dam it by tipping 170,000 tons of stone. The dam was completed in 1965 and a road along the top opened to traffic.



Cableway above Grevelingen



'assageway through the Grevelingen Dam

Bulldozers and diggers on the future Grevelingen Dam





The Volkerak locks



5

The Volkerak dam 1969

Taking advantage of the new techniques, the Volkerak channel between the Haringvliet and Hollandsch Diep channels was dammed to improve water management and the transport network. The work, which commenced in 1957, consisted of a dam across the Hellegatsplaten (a series of sandbars) and the Hellegatsplein (an artificial island), a bridge spanning the 1200 metres across the Haringvliet, and a large lock and sluice complex and a solid dam at the mouth of the Volkerak. The dam across the Hellegatsplaten and Hellegatsplein, the Hellegats dam, was constructed entirely of sand. The Volkerak was dammed in the spring of 1969 using 12 sluice caissons. By that date the locks, built near the town of Willemstad, were already being used by ships on the busy Scheldt-Rhine shipping route.



6 The Haringvliet dam 1971

It took 14 years to construct the Haringvliet dam, which extends 4.5 kilometres between Goeree and Voorne. A unique design was developed as the dam had to remain open for the purposes of water management and the discharge of excess water from the Maas and the Rhine: a sluice complex with a channel width of 1,000 metres and a lock for fishing boats. The 17 sluices can be closed with steel gates on both the sea and the river side. The gates were made in an excavated construction site surrounded by an encircling dyke - similar to a polder - in the middle of the Haringvliet. The sluice complex temporarily functioned as sluice caissons, and the dam was completed in 1970 by tipping 100,000 concrete blocks using a cableway. A road built along the dam was opened in 1971.



rench with Haringvliet sluices under construction

Drainage sluices in the Haringvliet Dam



Brouwers Dam

Cableway at the Brouwershavense Gat



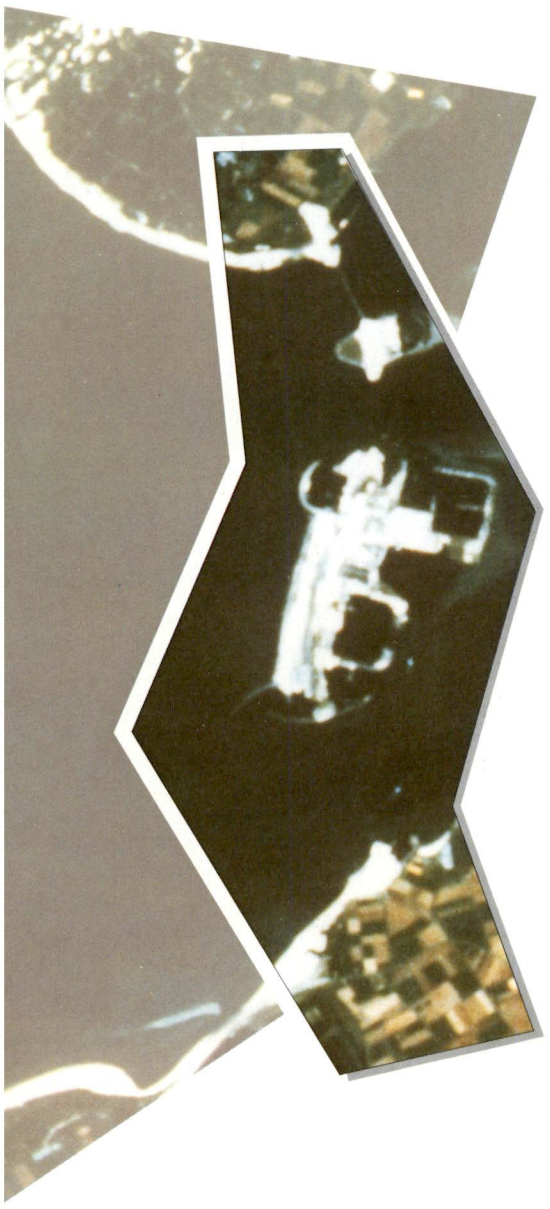




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The Brouwers dam 1971

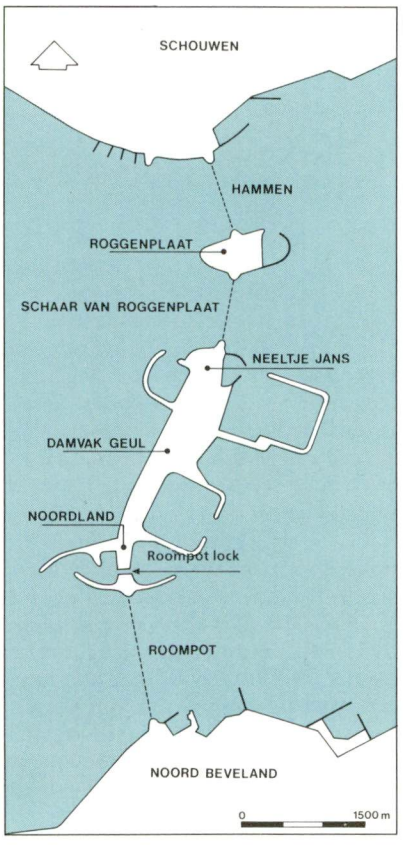
The final rehearsal for the last part of the Delta Project, the Eastern Scheldt, was the construction of a dam across the 6.5 kilometre wide and 30 metre deep Brouwershavense Gat between Goeree and Schouwen. Work began in 1962 using various well-tried methods. Sand dams were dredged on the shallow Kabbelaarsbank and Middelplaten sandbars. The northern channel, Springersdiep, was dammed using sluice caissons, which had been constructed in a special construction dock in the Grevelingen. The southern channel, the Brouwershavense Gat, was dammed using the cableway method. The dam was completed at the end of 1971, creating a new lake, the Grevelingenmeer. A sluice was built into the dam ten years after its completion in order to flush the Grevelingenmeer with water from the North Sea to keep the salt content of the lake at an appropriate level.



The Eastern Scheldt dam, 1986

According to the original plans the dam across the mouth of the Eastern Scheldt inlet would have been completed in 1978, 25 years after the flood disaster. The construction of this dam, extending eight kilometres between Schouwen and North Beveland, would be the most difficult part of the Delta Project. The inlet had an average tidal range of three metres and its deepest channel was 40 metres deep. 1,100 million m^3 of water flowed through the channels at each tide, considerably more than the 350 million m^3 that flowed through the Brouwershavense Gat. Work commenced in 1967. The construction islands Roggenplaat, Neeltje Jans and Noordland were built on three shallow sandbars. Neeltje Jans and Noordland were later linked to each other by a three-kilometre dam.

Approximately five kilometres of the dam had been completed by the end of 1973. Three channels remained open, the Hammen, Schaar van Roggenplaat and Roompot channels, with a total width of three kilometres. According to the plans they were to be dammed using the cableway method and prefabricated concrete blocks. Steel towers for the cableway had already been erected in the channels, but they were never to be used. There was an increasing body of public opinion in the Netherlands which felt that the Eastern Scheldt should remain open to conserve the environment and the fishing industry. Social pressure forced though a radical change in the Delta Project.



Tidal channels and damextensions in the Eastern Scheldt

Increasing environmental awareness

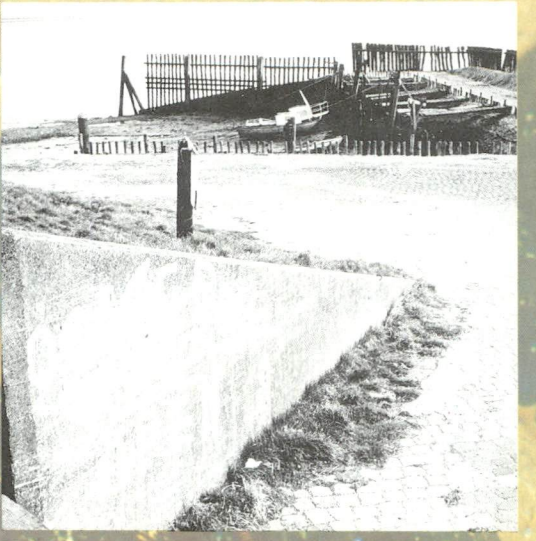


Sting-ray

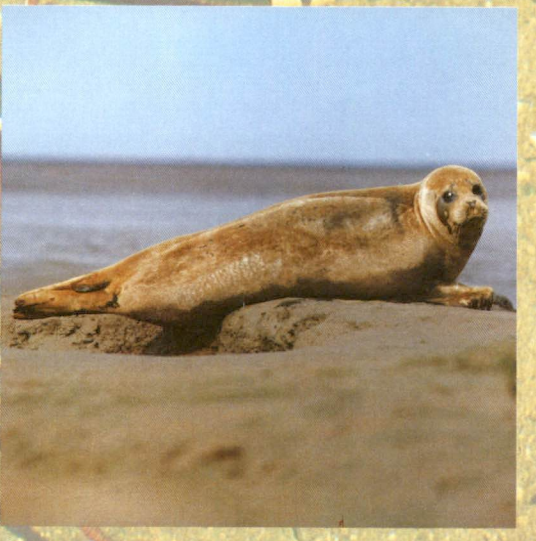
The technical progress that had been achieved during the implementation of the Delta Project had not occurred in isolation. There had been a general and rapid growth in the economies of the western industrialised nations. Standards of living and levels of consumption had increased. The growth of opportunities, knowledge and power seemed to know no bounds. Cities were expanding, the road network was growing constantly, communications links were bringing far-away places closer to home and man was walking on the moon. With its emphasis on flood protection, increases in scale and the use of the very latest techniques, the Delta Project was a part of this era.

In the second half of the 1960s opinions about the environment changed. There was a growing awareness that the global assault on the environment could have catastrophic results. The idea gained ground that there had to be limits to growth, and the optimistic view of the future began to fade. This ultimately led to a fresh approach being adopted for the Delta Project. The construction of a solid dam across the mouth of the *Eastern Scheldt* lost the general support it had once commanded. If the dam were built, the *Eastern Scheldt* would no longer be a tidal inlet, the salt water would become fresh and instead of rising and falling with the tides the water level would be constant. Moreover, the plant and animal communities would be transformed and the shellfish would disappear. More and more people realised that the *Eastern Scheldt* was an area of exceptional value and became concerned about the effects that damming the inlet would have on the flora and fauna.

Scientists, nature conservationists and fishermen spearheaded the protest against a solid dam. Their alternative was to raise the height of the surrounding dykes. Politicians initially refused to consider the plans. They had promised to dam the *Eastern Scheldt*, and they would keep their word. The fight to keep the *Eastern Scheldt* open, however, gradually received wider support, even in political circles. How people believed the inlet should be made safe became a yardstick for measuring their environmental awareness. The government decided to commission a special committee to perform a new study. In 1974 the committee recommended a compromise: the *Eastern Scheldt* should be kept open most of the time but closed whenever there was a risk of flooding.







The Eastern Scheldt estuary holds an abundance of lobster

Demonstration against plans to seal off the Eastern Scheldt completely

Hermit crab

Seals return to the Eastern Scheldt estuary

Unique wildlife area

The *Eastern Scheldt* is a rich and unique wildlife area. It is a tidal inlet entirely free of the influence of freshwater rivers and is thus completely saline. The tides generate fast-flowing currents as the water from the North Sea flows into the inlet through channels up to 40 metres deep and two kilometres wide. Sandbars and shallows lie between the channels. In the more inland section of the *Eastern Scheldt* the channels become narrower and shallower. The clean water, with its high salt content and relatively warm temperature, provides unusual conditions.

All kinds of plants and animals that usually live only in more southerly climes can be found in the *Eastern Scheldt.* The ecosystem is highly developed, with many organisms, both common and uncommon. Many valuable species of flora and fauna live on the stone and concrete-clad dykes, for example lichens, snails, sea acorns, sponges, anemones, crabs and starfish. There are dozens of varieties of seaweed, including some rare ones. The *Eastern Scheldt* is a rich store of food, plankton being the most important resource. A million tons of vegetation is produced each year, most of which sinks to the bottom where creatures living on the bed take full advantage of it. In their turn, fish, crustaceans and birds feed on the creatures living on the bed.

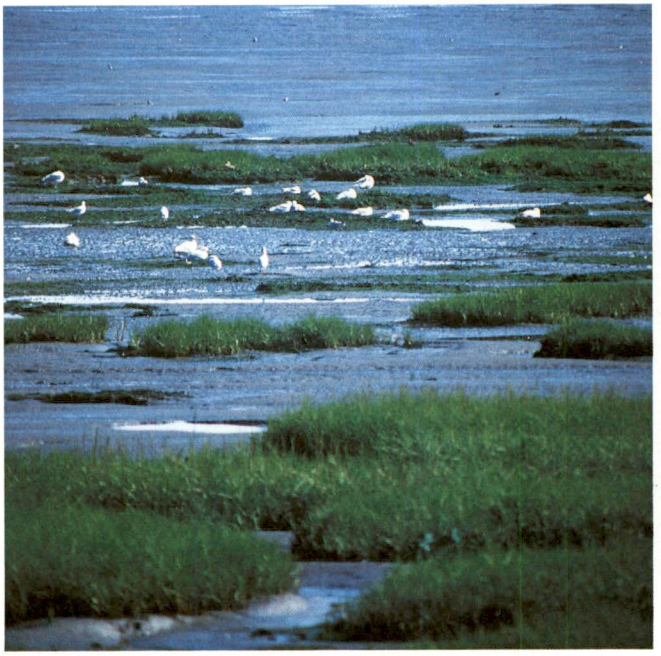
The *Eastern Scheldt* is a nursery for fish such as sole, cod, plaice and herring, which breed elsewhere but grow in the tidal inlet, and also a breeding ground for others such as gar, anchovy and pout. There are over 75 different species of fish in the inlet. The *Eastern Scheldt* enjoys an international reputation for its birdlife. Many thousands of birds rest there during migration or come to spend the winter, the summer or the breeding season. There is an abundance of food; the water is pure and rarely freezes in winter. The area is particularly important for water birds. The *Eastern Scheldt* is home to ducks, geese, oystercatchers, plovers and avocets. Many rare plants and animals live on the bed of the inlet. There are also mussels and oysters, which are economically very important.



Sea anemone



Mussels



Birds on the salt marshes



The surface area of salt marshes and mud flats in the Eastern Scheldt estuary is reduced by the storm flood barrier

Along the edges of the *Eastern Scheldt* there are extensive mud flats, which appear to be barren but are in fact teeming with life. Birds in particular take advantage of them. Towards the dykes, where the mud flats have gradually silted up, salt marshes have formed. Saltwater plants grow on the undulating land between the low and high tide marks, which is drained by countless streams. Some sections of the salt marshes are so high that they are submerged only during spring tides. There is a rich and colourful diversity of plants. Glasswort and sea aster are harvested for human consumption. A few of the salt marshes are grazed by sheep. The salt marshes form one of the few natural landscapes remaining in the Netherlands. This too is one of the unique features of the *Eastern Scheldt.*



The half-open dam

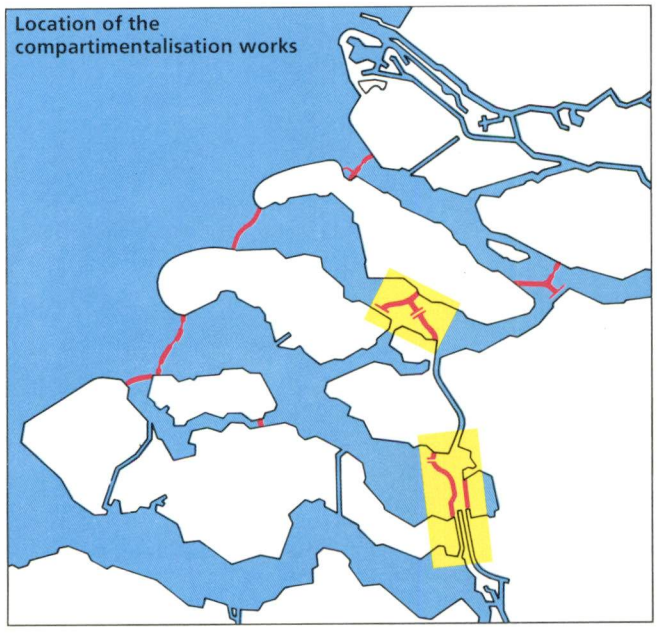
At the end of 1974 Parliament recognised the importance of keeping the *Eastern Scheldt* open and decided to change the plans for the Delta Project. It was not an easy decision to take and there were many opponents to it, so a compromise had to be reached. The plan for a solid dam was abandoned and the engineers were requested to design a reliable method of protection that would also preserve the valuable environment. A design for the half-open dam had to be worked out subject to several conditions: it had to be technically feasible; the additional costs had to be kept to a minimum; and the area around the *Eastern Scheldt* had to be protected from flooding by 1985. The hydraulic engineers were confronted with an entirely new problem, one at the very limits of their technical know-how. As there would no longer be a dam by 1978, the government provided funds to reinforce the weak dykes bordering the inlet. The reinforcement of the dykes considerably improved the safety of the area before the new barrier was completed.



Creation of pitchings on the dike

Pushing back the frontiers

The engineers' problem was to design and construct a reliable, open barrier that would allow the tide to enter the *Eastern Scheldt* each day. Such a project had never been carried out anywhere in the world. The knowledge and experience gained during the implementation of the previous parts of the *Delta Project* were no longer sufficient and there was little time available. Of the various solutions that were proposed the engineers decided on a storm surge barrier across the mouth of the *Eastern Scheldt*. Parliament agreed to the project in mid-1976. The idea behind the storm surge barrier was simple: 65 concrete piers would be placed in the three channels, *Hammen, Schaar* van *Roggenplaat* and *Roompot,* and firmly anchored with masses of stone, and 62 steel gates that could be raised or lowered would be placed between the piers. Under normal conditions the gates would be raised so that the tidal movement in the inlet would be largely retained, thus preserving the environment. The gates would be lowered during storms when exceptionally high waterlevels were expected, damming the *Eastern Scheldt* from the North Sea and guaranteeing protection from flooding.



As the storm surge barrier would reduce the tide to some extent, it would be necessary to compartmentalise the *Eastern Scheldt* by building dams inland of the barrier. This would reduce the tidal area so as to maintain a sufficient difference in level between high and low tide, namely an average tidal range of 3.2 metres at Yerseke, which was important for the fishing industry. It also guaranteed that the *Scheldt-Rhine* shipping link would be non-tidal, as the Netherlands government had promised Belgium. Compartmentation had the additional advantage of separating salt water from fresh water, which was desirable for efficient environmental conservation and water management. Freshwater peripheral lakes were formed behind the *Philips dam* in the northeast and the *Oester dam* in the southeast. A discharge canal was dredged, leading to the *Western Scheldt,* to control the level and quality of these lakes. For technical and environmental reasons a further dyke was constructed near Bergen op Zoom, which also created a new lake. The final part of the compartmentation works made the *canal through South Beveland* suitable for pushed barges.

Step-by-step construction

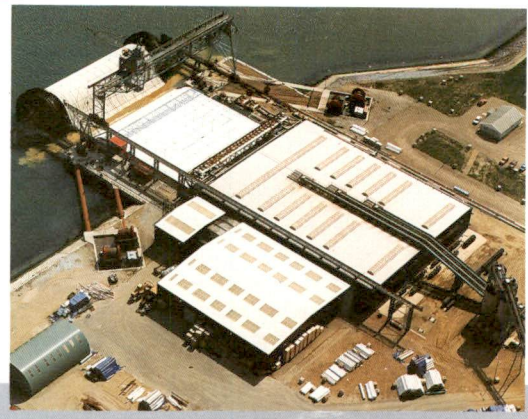
The storm surge barrier was constructed step by step. Solid foundations were needed in the sandy bed of the *Eastern Scheldt,* where enormous quantities of sand are continuously being moved, changing the location of sandbars and channels. The bed where the piers were to stand had to be improved. The first operation was to lay block mattresses made of concrete blocks attached to polypropylene sheets to protect the seabed around the area where the piers were to stand. At the site itself, clay strata were were dredged out and replaced with sand covered with a layer of gravel to prevent it from being scoured out during storms.

The barrier is very heavy and the seabed had to be compacted to a depth of 15 metres using a specially designed vessel, the **Mytilus,** to increase its bearing capacity. The **Mytilus** drove four steel tubes into the bed, which were vibrated to force water out from between the grains of sand, eliminating quicksand and thus strengthening the bed. It took three years to compact the bed in this manner. Bed protection, improvement and depth compaction, however, were not enough to ensure that the piers could be placed safely. A foundation had to be constructed on the reinforced bed to prevent the sand from being washed away and to guarantee that the piers would stand evenly.

The Mytilus sea-bed compression vessel

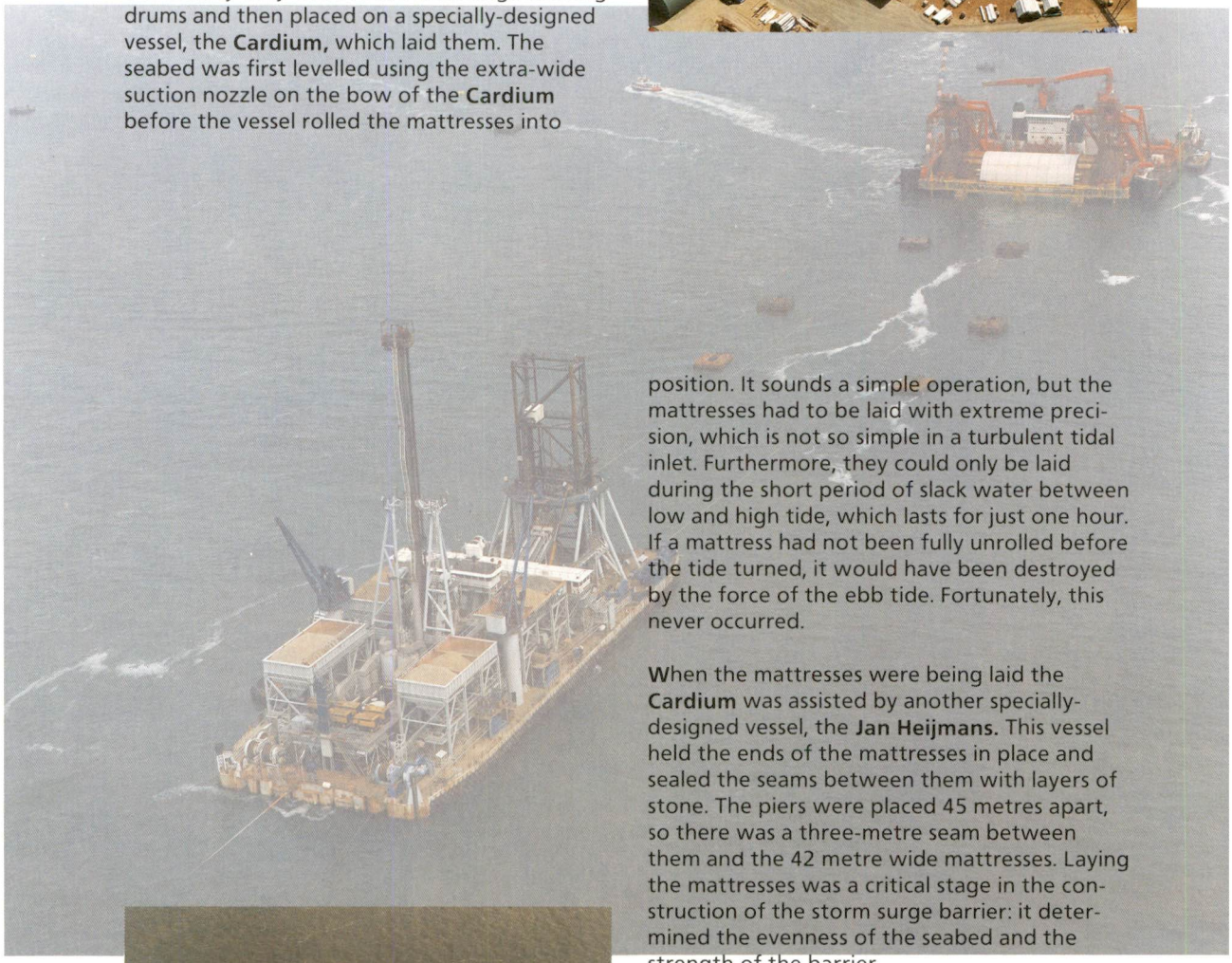


Polypropylene mattresses



Mat factory on the Neeltje Jans artificial island

Polypropylene mattresses filled with graded layers of gravel were used in the foundations. They were made at a factory that had been specifically built for their production. Two kinds of mattresses were made, lower mattresses 200 metres long, 42 metres wide and 36 centimetres thick, and upper mattresses measuring 60x31 metres. 65 mattresses of each kind were needed. As the mattresses were produced in the factory they were rolled onto huge floating drums and then placed on a specially-designed vessel, the **Cardium,** which laid them. The seabed was first levelled using the extra-wide suction nozzle on the bow of the **Cardium** before the vessel rolled the mattresses into position. It sounds a simple operation, but the mattresses had to be laid with extreme precision, which is not so simple in a turbulent tidal inlet. Furthermore, they could only be laid during the short period of slack water between low and high tide, which lasts for just one hour. If a mattress had not been fully unrolled before the tide turned, it would have been destroyed by the force of the ebb tide. Fortunately, this never occurred.



When the mattresses were being laid the **Cardium** was assisted by another specially-designed vessel, the **Jan Heijmans.** This vessel held the ends of the mattresses in place and sealed the seams between them with layers of stone. The piers were placed 45 metres apart, so there was a three-metre seam between them and the 42 metre wide mattresses. Laying the mattresses was a critical stage in the construction of the storm surge barrier: it determined the evenness of the seabed and the strength of the barrier.



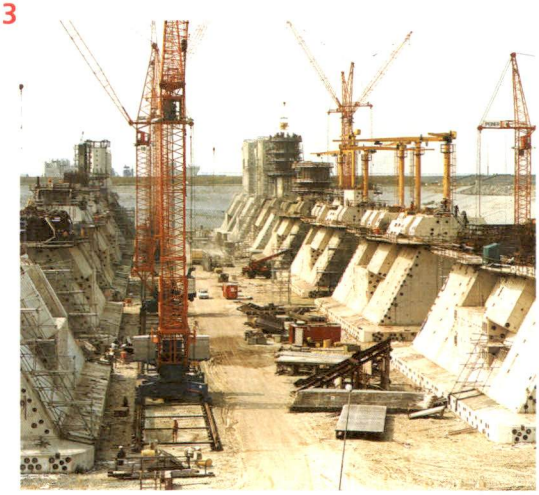
'he Cardium mat-laying vessel with the lan Heijmans stone and asphalt tipper

The Cardium rolls off a mat

The mattresses are filled with graded layers of sand and gravel and act as filters, trapping the sand in place on the seabed but allowing water to flow through them. The mattresses were laid quickly. In some sections a block mattress was laid on top of them to smooth out any unevenness. Another special mattress, a gravel ballast mattress, was finally laid over the seams to prevent the stone from being washed away. The final result was a flat "carpet", more level than most football pitches, across a 200 metre section of the mouth of the *Eastern Scheldt.*

The backbone of the barrier

The 65 enormous piers from the backbone of the barrier. They were constructed in three large construction docks 15 metres deep, which were kept dry by 320 underwater pumps. The piers are colossal structures made of pre-stressed concrete to keep their weight to a minimum. They are 30 to 40 metres tall and have a dry weight of up to 18,000 tons.
The height of the piers depended upon their ultimate position in one of the channels.
A purpose-built factory produced 450,000 m^3 of concrete over four years. The piers were hollow and were filled with sand when they were in position. They are not featureless monoliths but contain many notches and indentations where the other concrete components and the steel gates are attached. It took just under one and a half years to construct each pier. As all the piers had to be completed in only four years, they were produced in staggered batches with work beginning on a new pier every two weeks. At the peak of activity 30 piers were being constructed simultaneously.



Serial construction of pillars

Pillars in a building dock

When all the piers in a construction dock were completed, the dock was flooded and the encircling dyke was opened so that they could be transported to one of the channels in the mouth of the *Eastern Scheldt*. This operation too required unusual vessels. The **Ostrea** was designed and built to lift the piers in the construction dock, transport them to the channels and then place them with great precision on the mattresses. The **Macoma** was specially built to moor the **Ostrea** while it was placing the piers and to clean the site immediately beforehand. The piers were positioned with pin-point accuracy at slack water using very sophisticated measuring equipment. It took a year to place them all.

Work on the piers was far from over once they had been placed. They still needed to be grouted, which involved filling the space between the foot of the pier and the foundation mattress with grout, a mixture of sand, cement and water, to achieve a perfect bond with the mattress. Once this operation was completed, the lower sections of the piers were filled with sand to increase their stability. They were then covered with a layer of concrete to protect them from damage. The foot of the piers was protected by stone/asphalt bags, each weighing 30 to 40 tons. These were necessary as each pier had to be embedded in a sill made of dumped stone.

The Ostrea crane vessel and the Macoma mooring and cleansing pontoon shortly after a pillar has been installed

The turn of the tide, the right time to install the pillars





Ten-ton stones

The sill increased the piers' stability and also helped dam the mouth of the Eastern Scheldt. The ultimate intention was that only that part of the barrier which could be closed by gates was to remain open. The sill was constructed of graded layers of stone. Lighter stones were placed at the bottom and huge blocks weighing as much as ten tons (10,000 kilogrammes) were placed on top. These blocks have to be so heavy in order to withstand the powerful currents that would build up if one of the gates refused to close during a storm. The largest stones could not be dropped into position as the risk of their damaging the piers was too great. The **Trias** was therefore designed to lay the top layer of stone. This vessel was equipped with a large crane with a long extendable arm that was used to place the heavy stones accurately. Five million tons of stone were used in the construction of the sill. It had to be imported over a period of four years from Germany, Finland, Sweden and Belgium as it was not available in the Netherlands.



Stone deposits at the edge of the storm flood barrier

The Trias top-layer tipping vessel in action

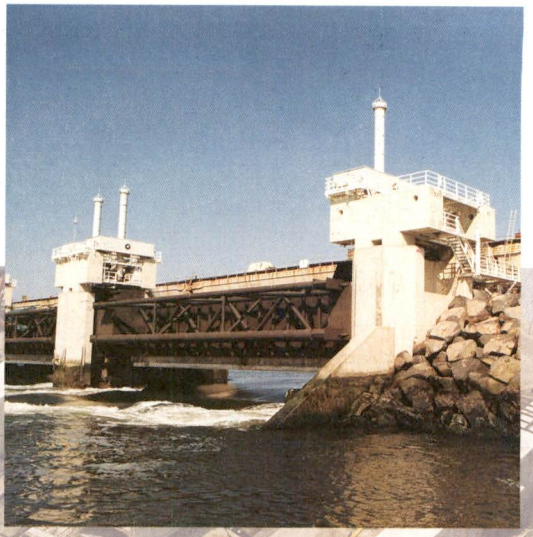
The Taklift IV crane vessel with a road bridge box girder in its hoist

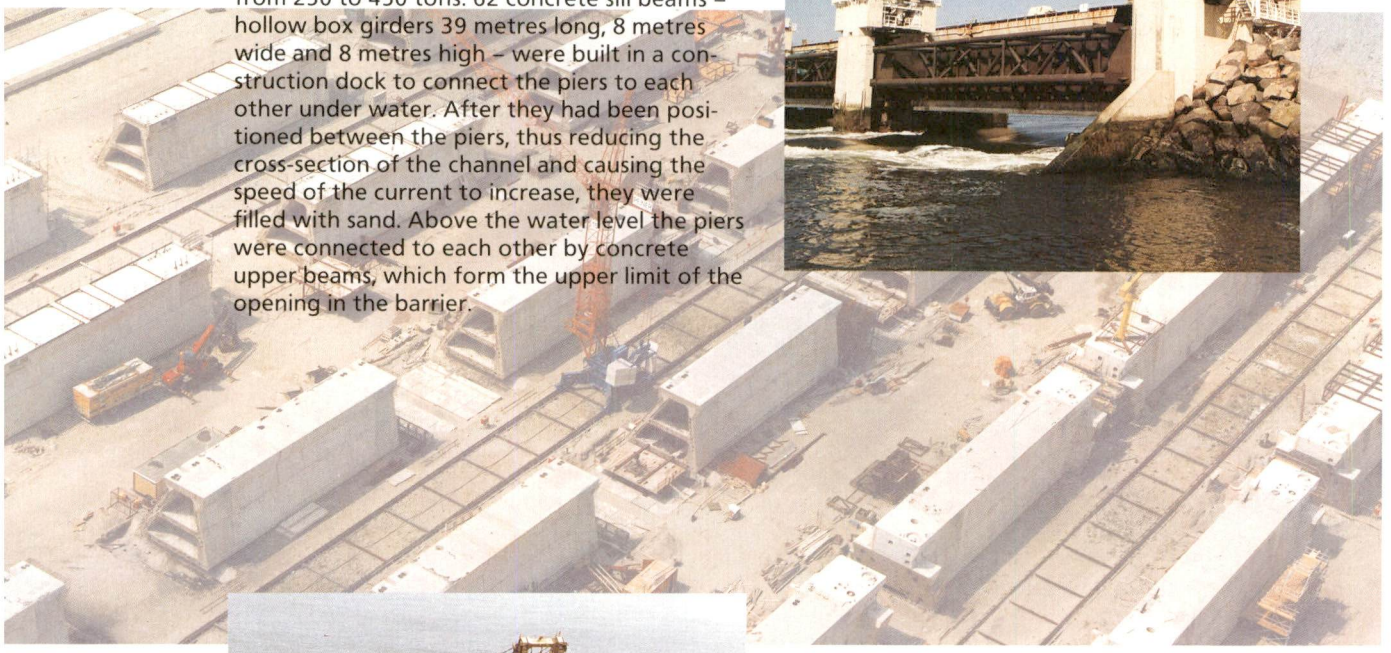


When the work on the foundations, the piers and the underwater sill was finished, a large part of the battle had been won, although there was still a lot of work to be done to complete the barrier. In order of assembly, service ducts, pier capping units, gates, sill beams and upper beams had to be installed. These are all indispensable components for the efficient operation of the storm surge barrier. The concrete service duct, each section of which was 45 metres long, was placed on the piers by the floating crane **Taklift 4.** A major road now runs over the top of the service duct, while part of the space inside it has been used to house the operating and control equipment for the gates.

Ever increasing currents

The capping units were made of prestressed concrete and were installed to increase the height of the piers to accommodate the gate structure. The height of the 124 upper members varies from 4.3 to 10 metres and their weight from 250 to 450 tons. 62 concrete sill beams – hollow box girders 39 metres long, 8 metres wide and 8 metres high – were built in a construction dock to connect the piers to each other under water. After they had been positioned between the piers, thus reducing the cross-section of the channel and causing the speed of the current to increase, they were filled with sand. Above the water level the piers were connected to each other by concrete upper beams, which form the upper limit of the opening in the barrier.







Between the dam and the pier lies a quarry stone dam

nstallation of sill beams in trench

The Taklift hangs a lock hatch in place

Positioning of lock atches is precision work



The steel gates were designed to hold back the waters of the North Sea during storms. Their height varies from 5.9 to 11.9 metres depending upon their position in the barrier. The largest gate, weighing 480 tons, is located in the deepest channel, the Roompot. The gates were installed between the piers using the **Taklift 4.** When the gates are raised the *Eastern Scheldt* is open and sufficient water can flow into it to ensure a tidal range of 3.2 metres at Yerseke, the centre of the shellfish industry. That is just over three-quarters of the original tidal range and enough to preserve the existing wildlife and the fishing industry.

Gates closed

The gates consist of plating and tubular steel girders. The plating, which is on the Eastern Scheldt side, needs to be just one centimetre thick to withstand storms. The gates have been designed to resist the loads caused by different water levels on either side and can be raised or lowered in fast flowing water under adverse weather conditions. Each gate is opened or closed with the aid of two hydraulic cylinders, varying in length from 21.8 to 34.5 metres. The gates can be moved at a speed of three millimetres per second, which means that it takes an hour to open or close the largest gate.

The storm surge barrier is operated from the **Tops-huis,** the central control building standing high above the North Sea at some distance from the barrier. On average the barrier has to be closed once a year due to extremely high water levels. The **Tops-huis** also accommodates the **Delta Expo,** a permanent exhibition on 2,000 years of hydraulic engineering. On the southern part of the Neeltje Jans construction island the Roompot lock was built because ships can no longer pass freely through the mouth of the *Eastern Scheldt.* A road has been built on a viaduct above the barrier.

On 4 October 1986 Her Majesty Queen Beatrix officially declared the storm surge barrier in the Eastern Scheldt open.



The Ir. J.W. Tops-huis, the storm flood barrier service building



The storm flood barrier is completely computer-controlled



Queen Beatrix opens the Eastern Scheldt storm flood barrier. Standing with her are Transport and Public Works Minister Dr. Neelie Smit (left) and J. van Dixhoorn, the Director General of Public Works

Other uses

The storm surge barrier was constructed to provide greater protection from the sea and to preserve the unique and valuable environment of the *Eastern Scheldt.* This has largely determined how and when the barrier is operated, and the steel gates will be kept open whenever possible. In principle the barrier is closed only when it is predicted that the high water level will exceed 3.25 metres above AOD. A danger level has also been decided upon, as the sea is often unpredictable and the water level can rise suddenly. If the water rises above the danger level the gates will close automatically. A warning system has been developed that makes use of long-range weather forecasts.

Opening or closing the barrier will affect the safety of the flood defences along the *Eastern Scheldt* (strong dykes are still necessary) and also the environment, the fishing industry, water management and shipping. When the barrier is operated, therefore, as much account as possible will be taken of conditions in the *Eastern Scheldt.*

The barrier can of course be operated for other purposes in addition to flood prevention. Since this could endanger the environment, however, it has been decided that when the water level is not dangerously high the gates will be closed only to prevent oil or chemical pollution from entering the *Eastern Scheldt,* to limit the effects of dyke collapse and to prevent drift ice damaging the dykes. The storm surge barrier was also closed during the construction of the compartmentation dams in 1986 and 1987 to moderate the effect of the tide. Reducing the tidal current made it possible to construct the *Oester* and *Philips* dams using sand.

New peripheral lakes

The compartmentation dams necessitated by the building of the barrier were constructed on the border between the provinces of Zeeland and North Brabant. Interconnected peripheral lakes formed as a result of the construction of the *Oester* and *Philips* dams. From north to south these lakes are the *Krammer/Volkerak,* the *Zoommeer* and the *Markiezaatsmeer.* A sophisticated salt/freshwater separation system has been built into the *Krammer* lock complex to prevent the fresh water of the lakes mixing with the salt water of the *Eastern Scheldt.* Water can be discharged from the *Zoommeer* via the *Bath canal* into the *Western Scheldt* so that the level of the peripheral lakes is kept constant. The *Oester* and *Philips* dams were constructed using sand and are the largest sand dams in the world to have been constructed in flowing water.

Philips Dam

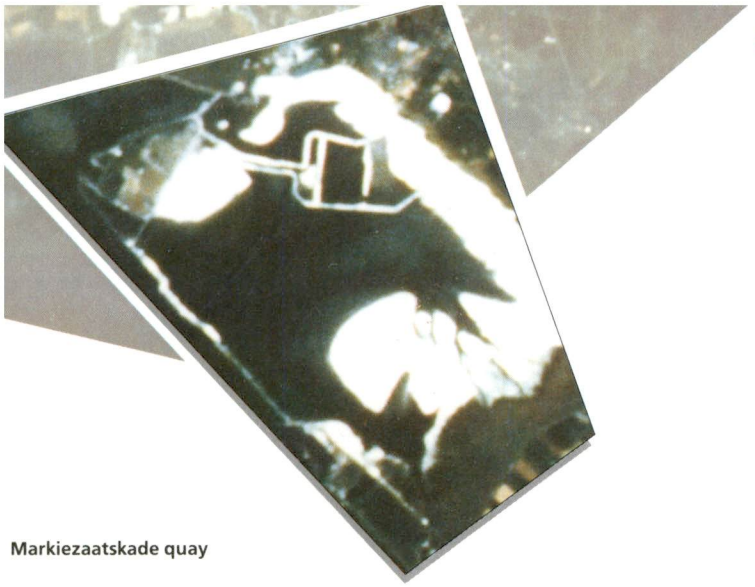






The Philips dam 1987

The Philips dam was constructed between Sint Philipsland and the Grevelingen dam. A large lock complex, the Krammer locks, was built on a construction island in the middle of the dam. Two locks were built for commercial shipping and are suitable for four-barge push-tows. A separate lock was built for pleasure craft. A salt/freshwater separation system was built into the lock complex to prevent large quantities of salt water entering the freshwater Krammer/Volkerak whenever a ship is locked through from the Eastern Scheldt, and conversely to prevent dilution of the Eastern Scheldt with fresh water. It works on the principle that salt water is denser than fresh water. During the lockage of ships to the Krammer/Volkerak the salt water of the Eastern Scheldt is replaced with fresh water, and the procedure is reversed for ships travelling in the opposite direction. This system has also been used in the Kreekrak locks to prevent the brackish and polluted water from the industrial area around Antwerp entering the Zoommeer.



Markiezaatskade quay

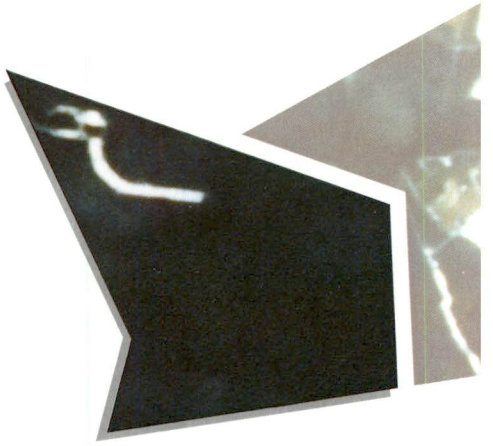
10
The Markiezaat dyke
1983

A special dyke had to be constructed to prevent strong currents building up during the construction of the Oester dam, which would have caused problems for shipping and weakened the banks. This dyke was built along the edge of the submerged former marquisate of Bergen op Zoom; hence its name, the Markiezaat dyke. A serious set-back occurred during the construction of this dyke, which extends five kilometres between the Kreekrak locks and the Molenplaat near Bergen op Zoom. 1982 it had been virtually completed and only the finishing work needed to be done when a storm surge 3.7 metres above AOD breached the dyke. The dyke was finally completed a year later. A freshwater lake has formed behind the Markiezaat dyke, most of which will remain a wildlife area.



11
The Oester dam
1986

The Oester dam was built between Tholen and South Beveland. Extending nearly 11 kilometres, it is the longest of all the dams in the Delta. It separates the Scheldt-Rhine shipping route from the Eastern Scheldt, so that this important link is now non-tidal. The dam lies close to the Scheldt-Rhine link in the most easterly section of the inlet and therefore the majority of the Eastern Scheldt remains tidal. A lock, the Bergsche Diep lock, has been built in the dam near Tholen for pleasure craft and fishing boats moving between the Zoommeer and the Eastern Scheldt. The dam was built in an area where man had often done battle with the sea in the past. The composition of the bed was so erratic that it had to be improved in many places.



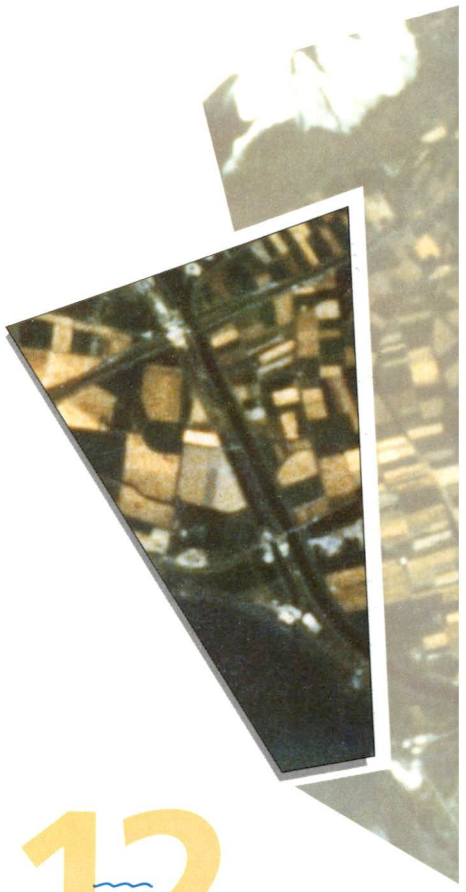


The Oester Dam with the Bergse Diep lock

A simple technique

A sluice has been built in the *Grevelingen dam* just south of the point where it meets the *Philips dam*. It uses a simple principle: that of the siphon. It does not need expensive gates. The siphon allows water to flow between the *Grevelingenmeer* and the *Eastern Scheldt*. The siphon and the discharge sluice in the *Brouwers dam* enable the *Grevelingenmeer* to be flushed with water to keep its salt content at an acceptable level.

Water from the land inland of the compartmentation dams drains into the peripheral lakes and the level and quality of these lakes have to be controlled. Inlet sluices have been constructed in the *Volkerak dam* and when necessary water from the Rhine and Maas can enter the peripheral lakes via the *Hollandsch Diep*. As there are often toxins in the rivers, though, the river water is only rarely allowed to enter the peripheral lakes; otherwise the beds of the *Krammer/volkerak* and the *Zoommeer* would be covered with a layer of highly polluted alluvium.





Bathse drainage sluice



The mouth of the canal running through Zuid Beveland at Hansweert

12

The Bath Discharge Canal
1987

The eight-kilometre Bath discharge canal has been excavated across the neck of South Beveland to discharge excess water from the rivers and polders. It runs parallel to the Scheldt-Rhine link and can discharge 8.5 million^3 of water per day. At the outlet in the Western Scheldt there is a sluice made of concrete tunnels that forms part of the sea wall. The sluice gates are closed when the water level in the Western Scheldt is high, thus preventing salt water from the Western Scheldt entering the Zoommeer. The existing canal running through South Beveland was also improved as part of the compartmentation works. New locks were built at Hansweert, the canal was widened and a lock-free mouth was created near Wemeldinge.

The Delta project completed

The bold programme of hydraulic engineering works in the Delta produced enormous changes affecting people, animals, plants and the landscape. Dams, locks and roads were constructed and new lakes and residential and recreational areas were created. Sweeping changes have occurred in the age-old rhythm of ebb and flow. The environment has altered in many places and in many ways. In addition to protecting the southeast Netherlands from flooding and producing economic benefits, the implementation of the Delta Project increasingly took account of ecological requirements. A delta is a very rich and varied system of plant and animal communities: an ecosystem that is also economically important and very sensitive to human intervention.

The Netherlands was willing to spend a lot of money on the Delta Project. The cost of ensuring protection from flooding, radically improving the communications network, distributing the scarce supplies of fresh water more efficiently and preserving the unique ecosystem came to Fl. 12,000 m. The work in the *Eastern Scheldt* was the most expensive part of the *Delta Project,* costing Fl. 8,000 m.

During the official opening ceremony of the storm surge barrier, Queen Beatrix declared the Delta Project completed. The work in the southwest Netherlands may be over, but there is still a lot of work for the hydraulic engineers. Shallows and sandbars are developing in front of the dams and headlands, and gradually becoming higher, promoting the formation of new channels. This area can offer new opportunities to the fishing industry and the environment. Plans are therefore already under consideration in connection with the *Delta Project* for the future of this area. The steady rise of the sea level also indicates that the protection of the Netherlands against the sea will remain a permanent struggle. Dutch hydraulic engineers believe that the knowledge and expertise they gained in the thirty years it took to complete the Delta Project should also benefit other countries in addition to the Netherlands.



The last lock hatch is put in place

The storm flood barrier is complete



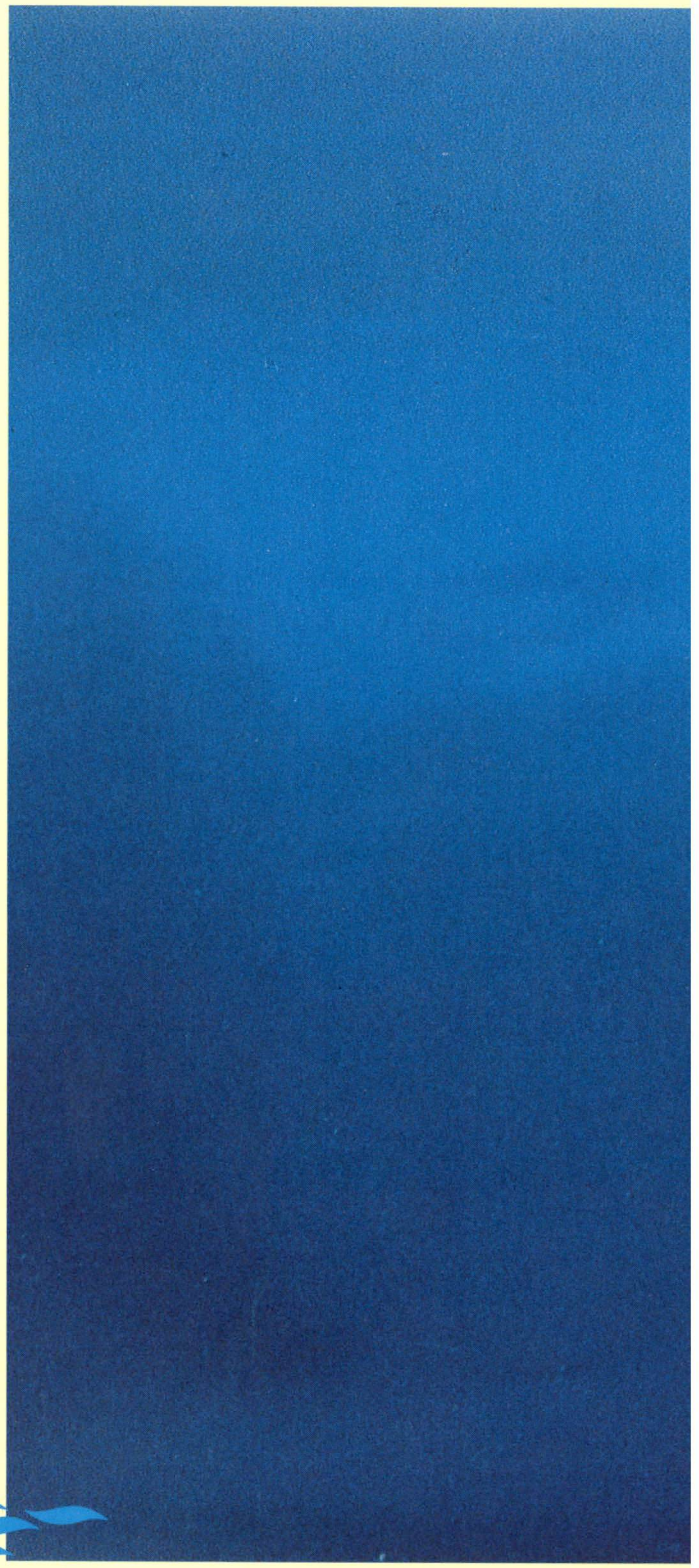
Colophon

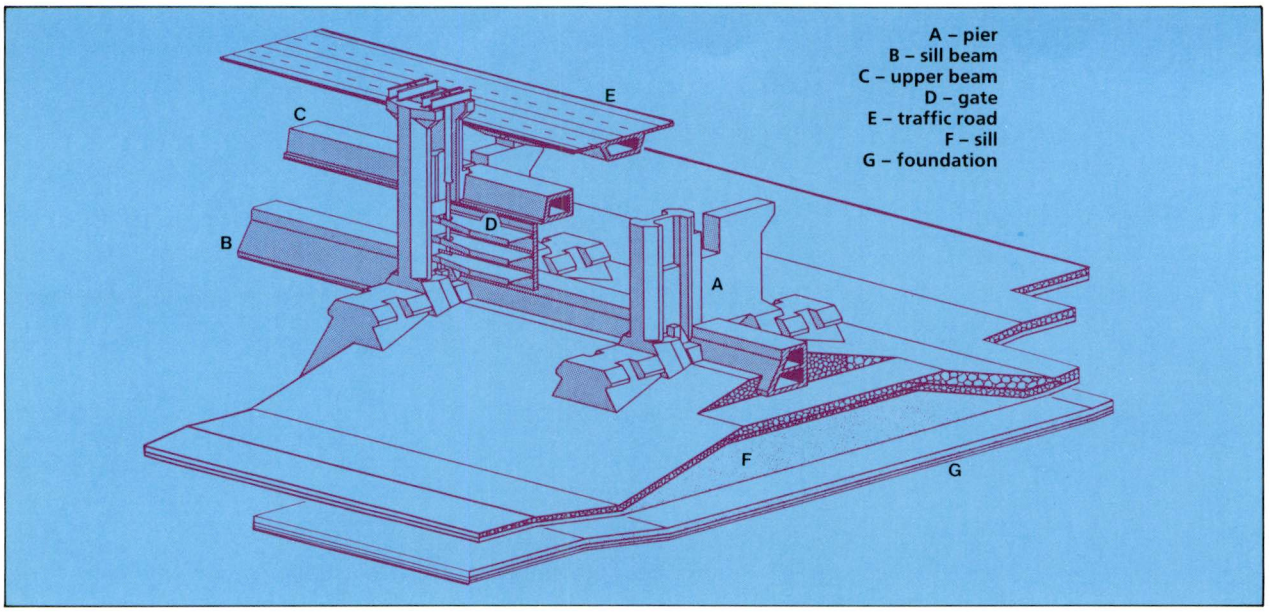
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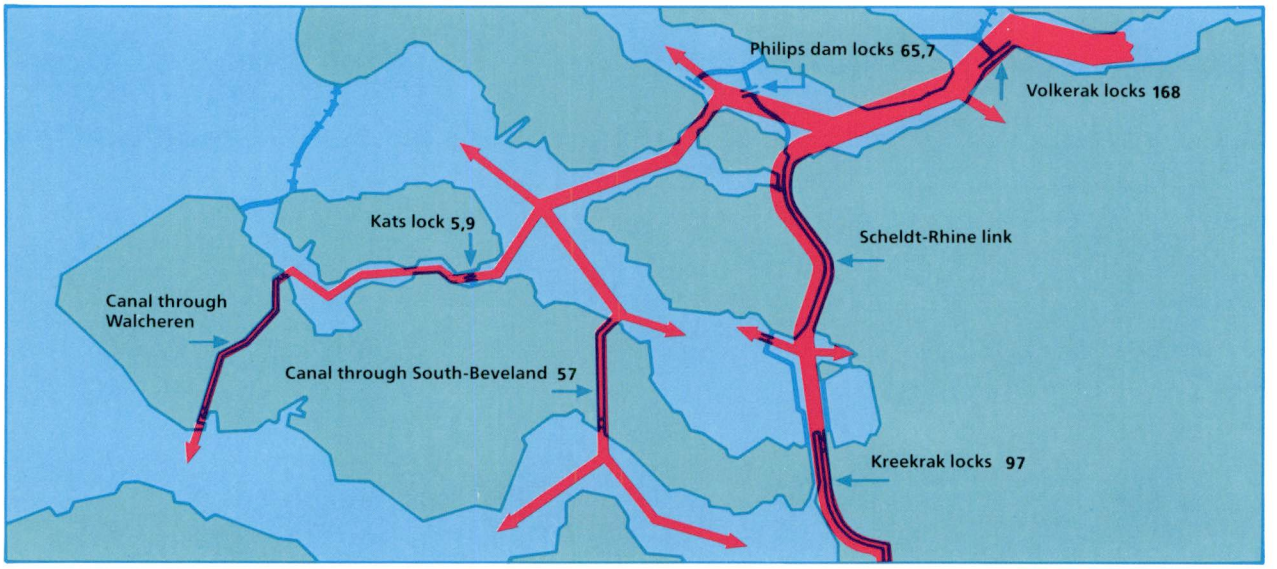
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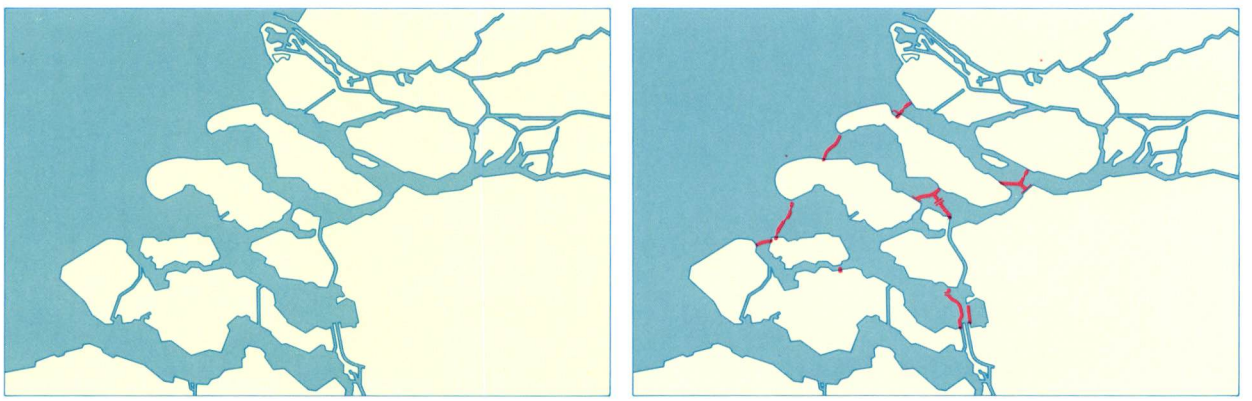




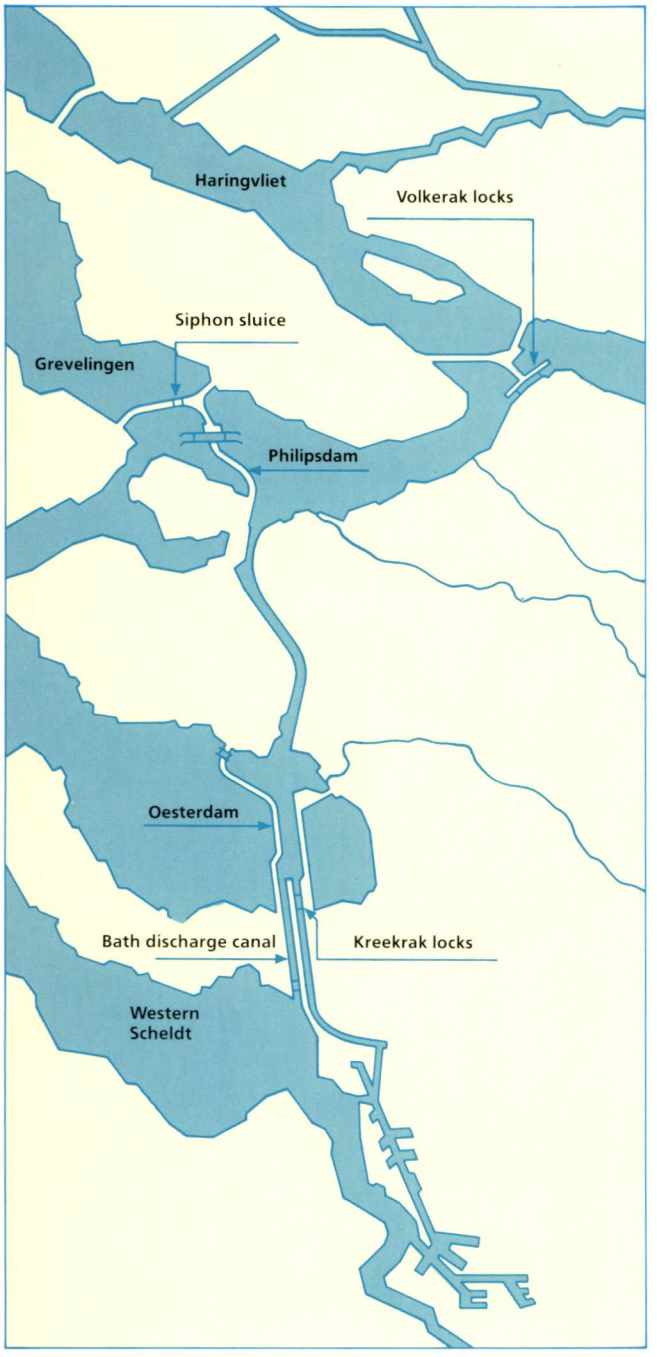




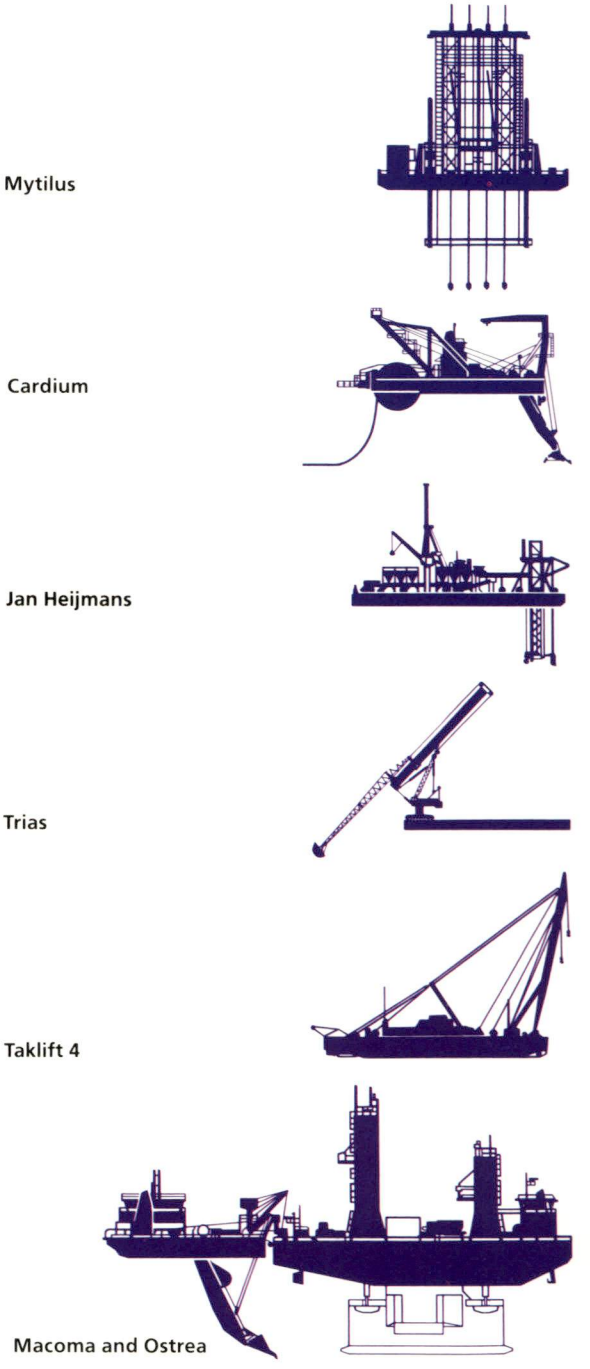
Shipping routes in the southern Delta area in millions of tonnes capacity

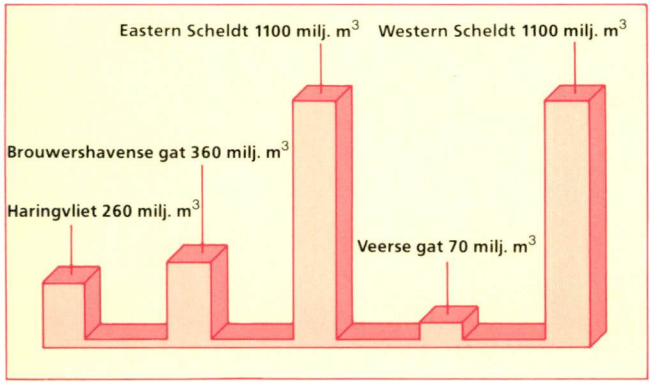


Shortening of the coastline

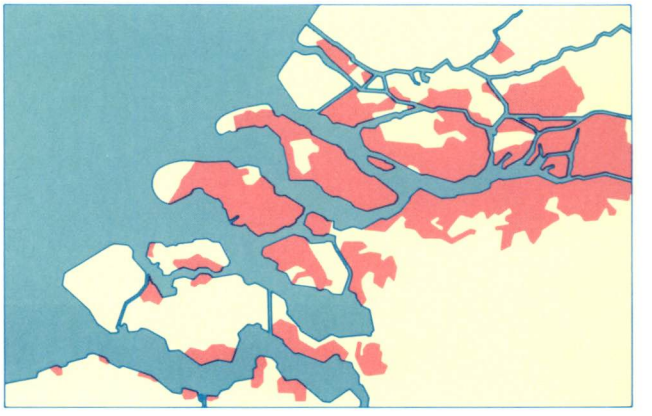


Location of the compartimentalisation works





Tidal volumes



The flooded land in the 1953 storms.





