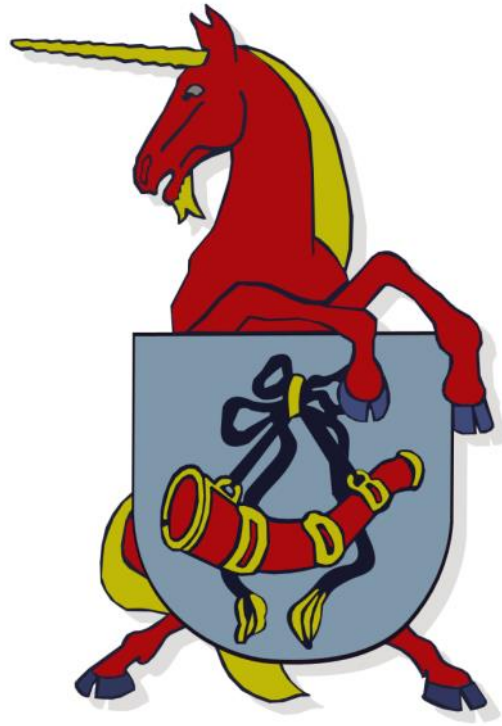


Hoorn

A trip to the original "Red Rose Café"
and a walk through this historic city.



On a rainy afternoon in 1975 the Dutch producer and song writer Pierre Kartner {aka Vader (Father) Abraham} was sitting at a table near the window in a café in Hoorn, waiting for a photographer. This photographer actually never did show up. Mr. Kartner observed the daily activities on the harbor just in front of the café and noticed the friendly and relaxed atmosphere inside the café. He picked-up a few beer-coasters and made notes from what he had observed. He took the coasters back home. But the visit to this café always remained lingering in his head. One night when he could not sleep, he picked-up the coasters again and within half an hour he had composed the song "Het Kleine Café aan de Haven" literally translated: "The Little Café at the Harbor". This song quickly became very popular and attracted the attention of many international artists. The English version of this song eventually became to be known as "The Red Rose Café". In 2002 André Rieu and the JSO also recorded this song. André wanted to present the CD with this song on it to Mr. Kartner and it was Mr. Kartner who insisted this should take place in the original café, called: " 't Schippershuis" (Sailor's house) in Hoorn. Imagine, inside a small café, the entire JSO -especially the ladies- in full dress!

Some people suggested taking a day trip to the café in Hoorn during André Rieu's Maastricht 2012 Vrijthof concerts. This document will describe all details of this excursion. Bring your camera and wear sturdy shoes!

Maastricht to Hoorn, the trip.



The (one way) distance between Maastricht and Hoorn is 255 KM or 160 mls.
There are several ways to make this trip, by (rental) car or by train (preferred).

Trip by car

From Maastricht, turn onto the Highway called A2, initially in the direction of "Eindhoven" then follow the signs to "Amsterdam".

Follow the A2 via Eindhoven, 's Hertogenbosch (Den Bosch), Utrecht and then Amsterdam. After approx. 205 KM (128 mls), you'll reach the ring road of Amsterdam (A10), turn right towards "Zaandam" (at this intersection you need to stay in the left two lanes which eventually turn right towards Zaandam). Follow this ring road for 16.2 KM (10 mls) then follow the signs to "Purmerend" turning right onto the A8. Follow the A8 for another 32KM (20 mls) until you come to exit number 8, "Hoorn".

Take this exit then turn right, at the next roundabout (Traffic circle) make a right turn onto the street named "Dampden" which will change to "van Dedemstraat".

(Alternative route: Go straight at the roundabout (traffic circle), and then make a right turn at the next traffic lights and then a first left.)

At your right you will see large parking areas at the rear of the railway station.

Park your car and cross the railway lines by means of the pedestrian bridge, keep the main building of the railway station on your left, then turn left to end up in front of the building. Here we will start the walk.

Without any traffic jams, this trip will take you approximately 2 hours and 45 minutes.

If you have a navigational system in your car, program this to "van Dedemstraat" in "Hoorn".



Map © TomTom International B.V.

Trip by Train

The most relaxed way to go from Maastricht to Hoorn is by train. The trip will take 3 hours and 13 minutes.

When you start in Amsterdam, the trip will be (just) 33 minutes.

Shortly after the train leaves Amsterdam, you will pass through a unique landscape. There is hardly any difference between water and land as can be seen on the aerial picture on the right.



A day return (retour) by train from Maastricht will cost €50.00 (2nd class) or €86.40 (1st class). From Amsterdam €15.20 / €25.80.

Except for the ticket vending machines at Schiphol and Amsterdam Central Station, it is not possible to purchase tickets with a credit card, so be prepared to have cash money at hand and visit the ticket office at the railway station. One never knows how busy the ticket sales office may be, so it is suggested to buy your ticket one or two days in advance, but then clearly ask for a ticket without a date (otherwise you will receive a ticket valid only for the date of purchase).

As of July 1st, 2014, the railway company will only issue electronic tickets.

Please be sure to validate the ticket at the "OV-Chipcard" units on or near the platforms.



Train schedule:

The schedule is shown for a departure from Maastricht around 08:00 (8AM) and return from Hoorn around 18:00 (6PM).

The train service runs every hour at .28 and .58 after the hour. There is another train leaving at .07 and .37 past the hour, but this trip is longer and requires change of trains first in Sittard and then at Schiphol Airport.

Note: When arriving at railway stations always check the timetable or information panels for the actual departure times and/or delays. Trains in The Netherlands tend to run on a very accurate schedule, but accidents or maintenance may at times affect the schedule.

Maastricht - Hoorn			
Time	Time	Station	*PL
07:58	08:28	Maastricht	3
10:22	10:52	Amsterdam Central	8a
10.39	11:09	Amsterdam Central	11a
		10a	
11.11	11:41	Hoorn	1

*PL = Platform

Hoorn - Maastricht			
Time**	Time**	Station	*PL
17:50	18:20	Hoorn	2
18:14	18:44	Amsterdam Sloterdijk	6
18:27	18:57	Amsterdam Sloterdijk	5
21:06	21:36	Maastricht	3

** When leaving Hoorn @ 19:20 or later, change train at Amsterdam Central platform 5.

From Maastricht to Hoorn, you will need to change trains at the Amsterdam Central Station. There you go to platform 11a and take the train towards "Enkhuizen".

On the return journey from Hoorn to Maastricht (trains depart at .20 and .50 minutes past the hour), you will need to change trains at the Amsterdam Sloterdijk station (Amsterdam has several stations). If by any chance you do end-up in Amsterdam Central, go to platform 5b, where the connecting train to Maastricht will depart in 15 minutes.

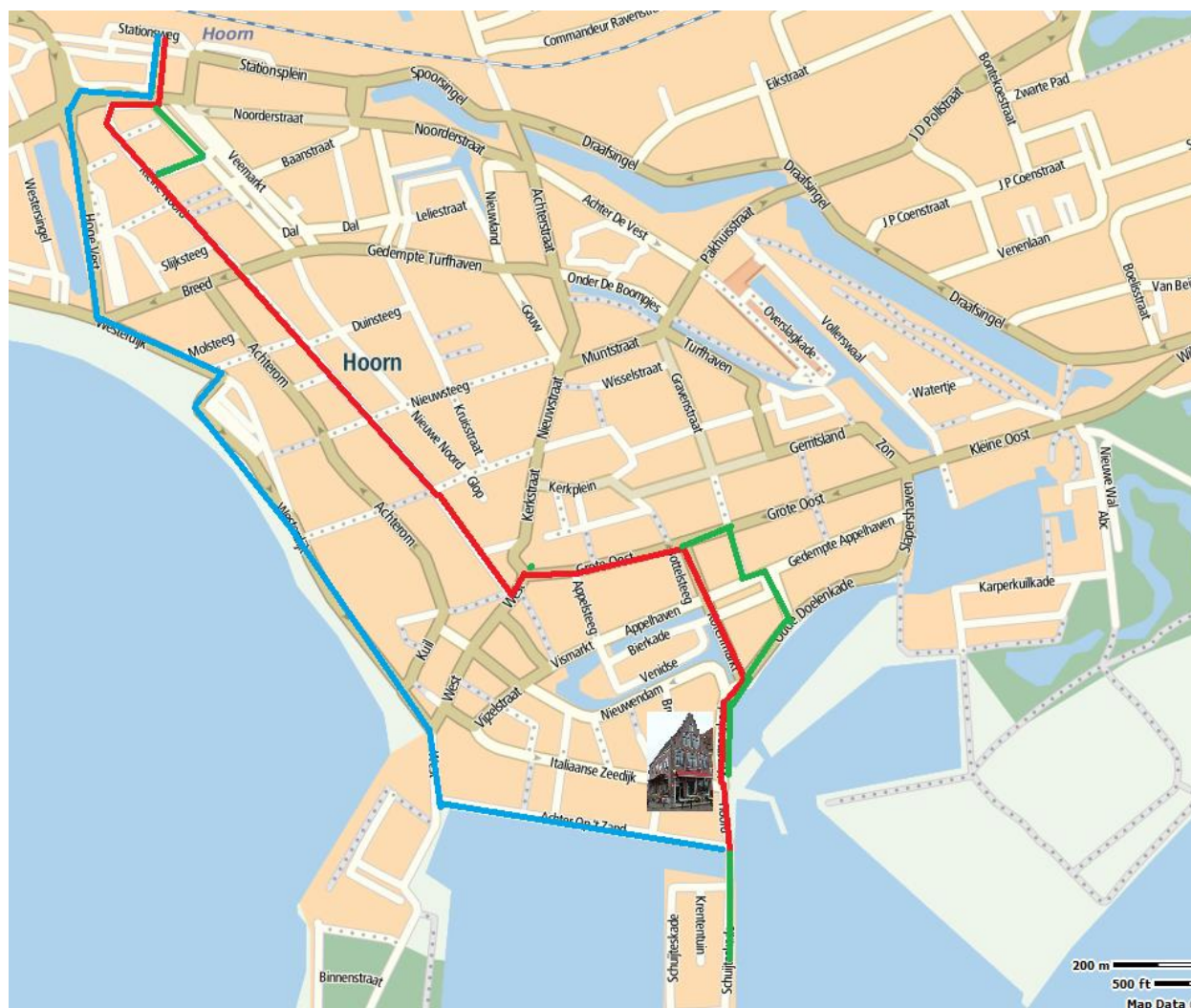
Note: The last train to take from Hoorn is the 21:50 (9.50 PM); this will bring you back in Maastricht at 01:07 (next day). If you miss the 21:50, be prepared for an overnight stay in Amsterdam.

Like any other train station: be aware of pickpockets, so keep a keen eye on your belongings.



The walk from the railway station to the "Red Rose Café"

From the railway station to the "Red Rose Café" is a leisurely 25-30 minutes' walk through the historic city center of Hoorn. Please be sure to wear sturdy shoes, many streets are paved with small cobblestones.



Red line: walk from the railway station to “t Schippershuis”.

Green line: alternative routes for the return walk.

Blue line: walk along the waterfront back to the railway station.

We start the walk in front of the railway station. Here seen from the opposite side of the street. Cross the street via the pedestrian crossing and walk straight towards the building of the Tourist Information (VVV).



At the VVV building turn right, and cross the street named "Veemarkt" and walk towards the Chinese restaurant "Azië".



Keep this restaurant on your left entering the small square in front of the restaurant. Observe the unique statue on this square.

Pass the white building as seen on the picture and turn left into the "Kleine Noord"

This is the main shopping street of Hoorn. Shops to everyone's liking! Continue going straight, after the Kleine Noord comes the Grote Noord, shops all around again.



At the end of the street you'll be on a square named "Roode Steen" (Red Stone). Walk towards the statue in the middle of the square.

This statue is dedicated to Jan Pieterszoon Coen (1587 – 1629). He was the Governor-General of the VOC (Dutch East-Indies Company). He is regarded as the founder of "Batavia", now called Jakarta in Indonesia.

For many years, the VOC had the sole rights to trade spices and other goods from East Asia. Currently there is a lot of debate around this statue. In the history books he is seen as one of the Dutch 'hero's' from the Dutch Golden Age. But Coen and his men killed an entire village (some even speak of genocide...). There are currently fierce debates whether or not to remove the statue or replace the plaque with one depicting a more critical note. The name of the square ("Roode Steen" or "Red Stone") refers to a round stone in the pavement next to the statue. In the 'Golden Age' executions would take place on this stone. Luckily the legal system has changed somewhat since those days!



To the right of the statue you will see the magnificent building of the Staten College (1632), the former seat of the regional government. Now home of the Westfries Museum (West Frisian Museum). It has recently been restored and re-painted. The Westfries museum tells the story of life, work, history and wealth within the Hoorn and the West Frisian region. There are Folklore Period rooms, interior decorating, and Urban Regional history.



On the other side of the square you will see the Waag (1602), now a Grand Café. In former days this was the weighing house of the city. Incoming goods would be weighed and taxed here. Inside you can still see the old scale.



Turn into the street named "Grote Oost" passing the "Waag". On its side wall, a magnificent example of the Unicorn holding the cities coat-of-arms can be seen.

Carefully observe the houses at the beginning of this street. Also look back at the houses on the square. Do you see anything peculiar? All of the older houses appear to lean forward! There are two common explanations for this (17th century) phenomena:

First:

To protect the façade and windows from the rain.

Second:

Tax purposes, houses were taxed by the area they occupied on the street level. By slanting the front and rear walls outwards, the upper floors would have a larger dimension.

If you visit the city center of Amsterdam, you may notice these same phenomena.



Follow this street for about 150 meters (yards) paying attention to the houses on either side of the street. Many are from the 16th and 17th century and the vast wealth of the city in those days is reflected in the beautiful gables of these houses. A nice example of "mine is bigger than yours" a phenomena still present today!

Turn right into the Wijdebrugsteeg and walk towards the first draw bridge. On your right you see a row of warehouses, nowadays offices or apartments. The picture on the right shows these warehouses as seen from the other end of the canal.



Continue to the second drawbridge in front of you. From here you have a magnificent view of the harbor with many historical sailboats. Many of them are former cargo ships, the "trucks" of the 19th century. Now turned into house boats or used for leisure trips. Behind the ships you will see the "Hoofdtoren" (Main Tower).

Cross the bridge, turn left and walk towards the "Hoofdtoren" This tower was built in 1532 and protected the harbor of Hoorn. It also served as the tax office for goods arriving by sea and as a meeting point for the whalers. In the 'Golden Age', the Dutch did not only dominate the trade of spices with East Asia, but they were keen whalers as well. The whale oil was used for medicinal purposes and also served as lamp oil to light the interior of the houses.

The bell tower on top was added in 1651. The wooden walkway in front of the tower dates back to 1464 (don't worry, the current version is slightly newer ;-)



Opposite the Hoofdtoren, on the corner of the street you will see a café named 't Schippershuis. Before entering the café, look up to the gable stone, the building dates from 1674, so please step back in time. Now enter, Jan and Zwaan (the owners of the café) are expecting you! Gently ask them to play André and the JSO's version of the "Red Rose Café", or any of the other 177 versions of the song they have on hand. One never knows if Pierre Kartner might be sitting at the table near the window. He still visits the café once or twice a year. Observe the interior of the café and especially the bar. Suddenly you will realize what it made of....

Enjoy the café, which is especially nice for a traditional Dutch "Pub Lunch". Here they serve a roll with a Croquet (Broodje kroket) or with a homemade meat ball (Broodje bal).



When you leave the Red Rose Café, have a look at the sailing ship above the door. This ship used to be of my parents, but found a fitting home since they both passed away.

When your stomach is filled, your feet have rested and you have heard the "Red Rose Café" for the 27th time this afternoon, it is time to move on. Return to the tower. On the left of the tower you will see a statue of a group of three boys. (in the picture you also see the ships maiden ;-)) The boys are the main characters from an exciting children's book called "The scheepsjongens van Bontekoe" or Bontekoe's shipmates (cabin boys). Johan Fabritius wrote this book in 1924 based on the diaries of Willem Bontekoe, captain of a merchant vessel named the "Nieuw-Hoorn" which sailed on December 28th, 1618 on a trip to the East.



At the end of the wooden walkway in front of the tower, you see a (modern) sculpture depicting captain Bontekoe. More on this story at the end of this document (page 12).

From the wooden walkway in front of the tower, you can see a large complex of buildings. This used to be the former prison, located on the "Ooster Eiland" (Eastern Island). Left empty for years, but now converted into a cinema, a museum, a hotel/restaurant and several apartments.



Cross the bridge and walk towards the corner of the building. There is a nice souvenir shop selling the usual tourist gadgets, but also many postcards of Hoorn and some locally made beer which tastes quite nice (and how do I know??...). Pass the building, keeping it on your right, and you'll find an entrance to the inner court.

From here there are two routes to go back to the railway station. Either retrace your route through the city, exploring the shops and many of the side streets, or pass the bridge in front of the old prison complex and turn left, following the path along the water {IJsselmeer, until 1932, then named "Zuiderzee" (or South Sea) when the Afsluitdijk was closed, turning the inland sea into a lake}.

Thursdays Cheesemarket

If you do this trip on a Thursday during the summer season, be sure to be on the train from Maastricht no later than 08:28. You will arrive in Hoorn at 11:42. Follow the route as described above until you arrive at the city square called "Roode Steen". Do not spend too much time in and around the shops, you have plenty of time for that afterwards. From 12:30 until 13:30 (1.30 PM) there will be an open air cheese market, similar to the famous cheese market in Alkmaar.



It is presented as an hour of entertainment with music, a show about the historic way of cheese trading (in particular Beemster cheese). You will see the market supervisor, cheese carriers, cheese girls, farmers with horses and wagons. (for more information go to: www.cheesemarkethoorn.com).

The Scheepsjongens van Bontekoe

This is the story of three young boys who served on a VOC merchant vessel named "Nieuw-Hoorn" commanded by Captain Bontekoe. This exciting children's book was written in 1924 by Johan Fabritius and is loosely based on the diaries of Captain Willem Bontekoe.

The VOC

The VOC (Vereenigde Oostindische Compagnie or United East-Indies Company) was founded in 1602 and had the exclusive and sole rights to the spice trade in the "East Indies" or East Asia as one would call it nowadays. It is seen as the first multi-national company in the world, also the first company in the world to issue stock. Sending a ship on a trading mission was a very expensive undertaking. Only the wealthiest of merchants could finance a trip by themselves. The VOC issued stocks (or bonds) allowing many people to participate in the financing of the ship. If the ship returned, handsome profits could be made, if not, you lost your money. In the existence of the VOC, in total 1772 ships set sail of which 629 never returned.



The Book

Hajo and Rolf enlist as cabin boys on a ship named the "Nieuw-Hoorn". Padde, Hajo's close friend, became a cabin boy by accident. He was taking a nap on the ship and did not notice it had sailed. The boys form a close group against the older "uncles" (shipmates) who regularly teased them. Especially Padde, the fat and naïve boy who is the prime target, Rolf -who can read- is often bullied by the illiterate shipmates. Eventually Padde becomes the assistant of the ships steward.

Padde causes a fire on the ship. A piece of burning wick from his candle falls into a barrel of brandy. The fire could not be put out and eventually reaches the powder room of the ship which then explodes. Just before the explosion, they lower two large rowboats into the water. Seventy of the two hundred people on board survive and manage to row to the island of Sumatra (Indonesia). Here Hajo, Rolf, Padde and Harmen, the cook's assistant, are separated from the rest of the crew by a tribe who captures them. The rest of the crew manages to escape. Dolimah, a girl from the local tribe, sets them free. The four boys head to the city of Bantam, a VOC stronghold/trading post on the island. During the trip, Harmen is captured by another tribe, but his friends save him. They also meet Dolimah again, who has followed them, afraid of the punishment she would receive back home for releasing the boys. In the end she disappears during the night, not telling the boys. She did not want the boys to have the dilemma of escorting her back home or sending her back on her own.

Eventually the boys reach Bantam, despite the hardships of the jungle and the unfriendly approach by the local people. Rolf remains with his uncle Bontekoe in East Asia. Hajo, Padde and Harmen board the vessel "Nieuw Zeeland". They set sail on March 8th, 1620 and arrive safely in Vlissingen (Flushing) in the Netherlands, on December 28th, 1620. From Flushing they take a rowboat to head back home. Halfway into the trip they get stuck in the winter ice. They

continue on skates dragging Padde and their belongings behind them on a sled. During the last part of the journey, they are able to hitch a ride on a coach. Apart from his own wages, Hajo also has the wages of Lijksen, who died from scurvy during the trip. Together with his mother, Hajo brings the bad news to Lijksen's mother and hands her Lijksen's wages.

What's real and what is fiction in this story:

Willem Bontekoe was indeed the captain of a VOC ship named "Nieuw Hoorn".

This ship set sail on December 28th, 1618 from the island of Texel (20KM north of Hoorn, many VOC ships took on supplies and water on this island and waited there for favorable winds).

The ship carried 206 souls, including merchant Hein Rol and 50 soldiers under the command of Willem van Galen. The cargo for the outward journey was 350 barrels of gunpowder and 56.000 silver coins.

Until the explosion, the book follows the route closely as described in Bontekoe's diaries. This ship followed the route around Brazil (Street of Magellan, the western route) to East Asia (the other route was east bound around the Cape of Good Hope).

On November 19th, 1619 the steward's assistant called Padde Keyleman causes a fire on the ship. The wick of his candle falls into a barrel of brandy. Initially merchant Rol refused to throw the gunpowder overboard, fearing he could not justify this task. Seventy people (including Rol) left the ship and took place in two (larger) row boats. The remainder of the crew started to throw the gunpowder overboard. But it was already too late. The remainder of the gunpowder exploded killing 117 people and sunk the ship. Captain Bontekoe and cabin boy Hermen van Kniphuysen were the sole survivors. During the explosion, the original ships journal was lost. This group started to row and sail towards Sumatra. The sails had been made by stitching together all of their shirts.

When they reached Sumatra, Padde together with two other cabin boys from the ship (Peter Hajo and Rolf, the nephew of the captain) and a fourth person, took one of the boats and rowed upstream a river to buy a cow. The group on the beach is then attacked by locals and had to fled, leaving the group of four behind. Nothing is heard from this group of four anymore and presumably they have been killed.

The remaining crew sailed on to Batavia (on Java), by then there were 56 survivors.

Here they boarded a number of VOC ships for the return journey home, including Captain Bontekoe.

Captain Bontekoe re-wrote the ships journal in 1626, so it may not be accurate in all details.