

To all readers. This blog is written by Fred Bender, fred.bender@xs4all.nl in 2006

00 Aug in May 2006 trip booked including flight.

17 Aug Bantry - 28 Aug Cork

Despite the fact that the Tecla has been a well-known guest in the Irish coastal waters for 8 years now, somewhere, an Irish minister sometimes refuses to accept any European Tecla approval certificate.

recognized in Ireland. (Long live Europe)

As a result, the Tecla is no longer allowed to enter Irish ports.

Only leaving from Cork to another country is still allowed.

As a result, the Tecla crosses over to English coastal waters on Saturday.

Taking crew on board once in Cork and then sailing is allowed.

The journey now first goes from Cork to the Isles of Scilly.

This will require a day trip.

Hence along a large number of English harbor towns.

Southampton is a likely sampling point

With the train to London Gatwick south terminal.

Sailing has funded a flight ticket via Easyjet to Schiphol, departure 17h40.

17 Aug Thursday Aerlingus flight EI841, Departure Schiphol, at 10h

arrival Cork 10h40 local time. Booking reference Aerlingus 2ELUW

Willem Bender

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Cork:

Tecla on the Penroses Quay, near the Parnell Place Bus station.

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Get up early at 5 am. Some food and drink.

Saying goodbye to Jeanine. Early metro.

Already in departure hall Schiphol at 6:45 am.

Meeting with Marjolijn Rien, 2 traveling companions.

Crew:

Jan and Jeanette (parents)

Gijs / Jet children = Tecla crew per 2006

10h15 (Dutch time) into the air.

11h30 arrival in Cork.

12:30 am time aboard the Tecla

total 8 passengers + 4 crew members

In the afternoon I took a city walk with Marjolijn and Rien, Tess.

And made a bus tour Cork with Rien.

Apart from the skipper, everyone has now arrived at the Tecla.

There is also a participant from Spain, and a father and son from Germany.

18 Aug, Friday. Day in Cork

The skipper (Jan) has traveled to the Netherlands for urgent personal reasons.

The mate (Gijs), also the son of Jan, takes care of the Tecla business for him.

Friday evening when Jan is on board the Tecla again, the course of the first days is discussed.

On Saturday the crossing to England starts.

This can be the mainland, or in good and calm weather the Scilly Islands.

Today, together with 5 other crew members, a bus trip to the town of Midleton.

The (now museum) whiskey distillery of the Jameson label is located there.

Since 1975 a new factory has been established for an operating time of 150

years. The old factory has been carefully preserved as a national cultural heritage.

Whiskey is made from the basic materials barley, malt and water.

The Old Midleton distillery was founded by the Murphy brothers in 1824. The

distillery was merged in 1867 with 4 other distilleries from the Cork area.

The original old Midleton distillery is currently the only 18th-century

industrial monument of Great Britain and Ireland of this size.

This complex is very unique and architecturally and historically invaluable to see.

Malt is germinated barley.

After the harvest time of the barley, this was purchased centrally from the supplying farmers.

The bags of barley were then stored in the building 5 storey i.v.m. the high weight per floor. (Better distribution of the weight over several floors. (200 tons weight distributed per floor)

The production stroke starts by putting the barley in water troughs.

The barley is thus given to germinate in spring-like conditions in 4 days.

The barley is dried in the "kiln".

This consists of a tiled floor that is heated at the bottom with a non-smoking fire (anthracite).

After drying, the sprouted barley is stored in the buildings.

This method of indirect drying is the so-called Irish method.

In Scotland they blow peat smoke through the barley.

The Scottish whiskey, unlike the Irish whiskey, has a smoky and peaty taste.

The location choice is given by the very good quality of the soil.

This also yields a high-quality barley yield.

Another important reason lies in the fact that the water is over limestone and therefore also of excellent quality for distillation.

The water used comes from the Dungourney river.

The water wheel (from 1852) was the main drive of the factory, and served until 1975.

The cast iron water wheel has a diameter of 6.70 meters.

This wheel is the only working wheel of this caliber in Ireland.

This waterwheel powered the 5 pairs of millstones that grind the barley and the malt into a kind of flour.

If the water wheel could not be operational, the function was taken over by a stationary steam engine. This steam engine has been in use since 1834 and has a capacity of 20 hp. The steam engine was fired with cabbage.

The finely ground barley and malt is then put in metered quantities in containers, the so-called Mash Tuns.

Boiling water is then added to this.

D.m.v. cave raking this is done.

The starch present in the grain is then converted into fermentable sugars.

The liquid that remains after the conversion, the wort, is then added to the Washbacks to make this ferment.

The sugars in the wort are transformed into alcohol by the turnover process.

This process takes approximately 3 days.

This liquid after the fermentation process is then called Wash.

The wash now contains around 8 percent alcohol.

Distillation: see part 2 of Friday, 18 August 2006

18 Aug_2 Friday, visit to Old Midleton whiskey distillery

The 144,000 liter boilers present here in Midleton are one of the largest in the world.

This original boiler is made from copper.

Copper and alcohol experience no chemical reaction whatsoever from each other.

The boilers are now fired under a fire boiler fired hot.

Alcohol that has a lower boiling point as water rises

vapor form then first up, and is collected and condensed for the next production step.

The Irish whiskey is fired 3 times.

This is in contrast to the Scottish ones twice, and the American whiskey is fired only once.

This is part of the taste.

The final Irish distillate now has approximately 80 percent alcohol if it goes into a storage container.

Condensing between the production steps:

D.m.v. a heat exchanger converts the vapor back into a liquid for a subsequent or end process.

The final distillation is the spirit odor and colorless and is now done in oak barrels for years of maturing.

The alcohol percentage is then approximately 80%.

These are used barrels that used to contain sherry, port or bourbon.

This origin leaves the sponge in the final process.
Before the spirit is put into barrels, the alcohol percentage is reduced to 63 percent by mixing with water.
For the simplest whiskey a ripening time of between 5 and 7 years is required.
There are also qualities that remain in the barrel for 12 or 25 years.
The spirit is diluted with water up to 40% before the bottles are filled for consumption.
So far the process description

Afterwards we spent some time in a pub instead.
The Irish beer tasted great.
We had enough time, we still had to wait for the bus to Cork.
We enjoy a delicious nutritious evening meal on board.
Jan the skipper had also come back on board

Aug. 19, Saturday. Departure from Ireland, crossing to Great Britain.
This crossing was not included in the original sailing schedule for which the group had booked.
There were only day trips from port to port.
"Volunteers" must therefore be found from the group of creatures who wish to participate in the watch duty.
A division is made, but due to seasickness the waiting formation is far from complete.
Due to seasickness I was therefore unable to perform my 0 -06 hour watch

20 Aug Sunday from Cork to the Isles of Scilly a 24-hour sea voyage.
Overnight on the Tresco road

Aug. 21, Monday for Tresco's speech, sail to S. Mary's.
The creatures are dropped off at the ferry dock.
First, shopping is done at the flap tap and the bakery.
We walk a part with a group of 5 people.
Later the plans change into "long" and "short" walkers.
Before we separate, extensive tea with scones and attachments is consumed.
With Marjolijn I walk a more extensive route across the island.
However, the distances here are very limited on St Marie.
Mwt 6 kilometers walking we have had it.
We pass a botanical garden and a number of private galleries.
With the tender we come back on board the Tecla.
.The evening meal is again enjoyed there.
The dishwashing cattle and a wonderful shower round off well-spent days on the Isles of Scilly.
Tomorrow a voyage of about 40 nautical miles to the mainland of Great Britain is planned.
We go along the south coast in day trips.
Next Monday we have to be within travel distance of London Gatwick for the return trip to the Netherlands.
In the afternoon we come back on board with the tender.

Aug. 22, Tuesday. From the roadstead of St. Mary's (Isles of Scilly) to Penzance (first port of the south coast of GB)
Good visibility and weather. Not too much wind power.
All sails, including the top sails, go up.
We're going to the Penzance harbor town which is equipped with a sea dock.

Access is only possible at high tide.
As a result, we need to be there later in the day at a certain time.
To ensure this Jan decides that the skipper will start motoring.
The sails are lowered.
At 6 pm we are moored in time in the harbor basin against a large ship.
A clambering party is undertaken with a group of creatures to get over the ships on the mainland.
We make a tour through the streets of the harbor town.

The "flap tap" is also honored with a visit.
In the evening I no longer go to the side just with the intention of catching a beer.
Before Penzance entered, we sailed past a peninsula named St. Michel.
Just like the French island, this church has a religious residence.
Due to the time frame, no visitors can be visited.

Aug 23, Wednesday. Dock from Van Penzance to ... Fallmouth
Penzance has a tidal dock. 2x in or out.
The time window that the lock reopened was this morning at 6 am.
A number of preparations had to be made before the Tecla could sail.
The gangway with the neighboring ship and rope ladder construction to the Tecla had to be released and brought back on board.
I was not a witness when the Tecla left the dock.
I came up later.
The first part of the journey must still be on the engine.
All sails are raised except for the mizzen.
The engine has to stand by for a long time because of the low wind force.
After 11 o'clock we really go under sail without engine assistance.
The set goal of the Dartmore harbor appears to be too far away given the limited wind force.
We are now sailing to Fallmouth Roads.
We arrive there late in the afternoon and anchor.
During dinner we look back on the day sailed away under us.
May we leave early for Dartmore, a sea voyage of 60 nautical miles.

24 Aug. Thursday sea voyage from Fallmouth to Dartmore.
This will be a sea trip of 12 hours.
The crew will leave the Tecla from 06h30.
Everyone is hereby invited to be present nowadays.
Breakfast is served around 8:30 am.
I stay myself until 8 o'clock.
After breakfast, the sails that are not yet lifted are pulled up.
We make a reasonable speed of at least 5 nautical miles per hour.
At the end of the morning I take care of the steering watch for an hour.
It was a course of 90 degrees that had to be held by the skipper.
Depending on how the wind blows in the sails, adjustments must be made to maintain the desired course.
Good observation must be made about fishing buoys / nets, crossing ships.
A correct assessment must then be made of how to act.
Staying accurately on track is very important.
This is to prevent the passing ships from giving the impression that they are diverting if this is not the case.
This issue occurred twice.
Given the distance, no toes needed to be bent, everything came to a good end in the regular way.
The highest measured sailing speed this afternoon was 7.5 miles per hour when I was still helmsman.
I could easily transfer my service as a helmsman to another creature.
Late in the afternoon a skirt (?) Surfer was also observed at sea.
With a kind of kite the surfer could move quickly.
A sort of follower boat was nearby for safety.
After a sailing time of 12 hours we arrived at 7 pm within.
From Thursday to Sunday, there is a kind of "sail" here at Dartmore. taken into account.
The harbor was therefore well filled with boats.
The harbor master guided the Tecla to a mooring barrel at the rear of the harbor near a harbor tugboat.
At least we are not in the party mood with all the side effects such as unrest.
At 9 p.m. there was an opening firework, on which we have a beautiful view because of our favorable berth.
At the back of the harbor is the connection to a draining river that flows into the sea in Dartmore.

There is a harbor taxi system in Dartmore.

There, a part of the group makes grateful use of coming to the city center after the fireworks.

What can be done tomorrow is not yet certain.

I take the risk of not staying here tomorrow, not to leave at 9:30 PM anyway.

Aug 25, Friday Departure of the Dartmore sea voyage to Weymouth from 40 nautical miles.

The first inspiration was to stay in Dartmore and start at 4 pm with sailing to Wight (with evening / night sailing).

There were many considerations to do this differently after consultation / voting within the group. The group wish was based on daytime sailing at the expense of night sailing and extra time on Wight.

-A lot of * hassle * to come to Dartmore with the water taxi afterwards. Have a nice long sailing trip to the Weymouth roadstead * eat pancakes * motorbikes * anchor at Weymouth.

Due to the port activities, there is great traffic.

This means that the Tecla, unlike a few years ago, is at the very back of the harbor, with all the consequences that entails.

Weymouth is in between.

We stay there in the evenings.

Saturday sea voyage from Weymouth to Wight.

Monday start home journey from Southampton to London - Gatwick

Together with Elvira (going to Barcelona), Marjolijn, Reina (going to Groningen)

26 Aug. speech from Weymouth to Wight.

Anchor pickup procedure at 5 am by the crew of reason to be on time at Wight.

The first passengers are on deck at 6 am, we observe the sunrise.

After sufficient presence of creatures, the sails are hoisted.

At a windy course like this, no jib is hoisted.

The passenger's lap (ring to slide the jib to the end of the jib tree) is now used to fix the mainsail.

The mainsail can now not go to the other bow unguarded capsize.

After 8h I enter the cage to rest downstairs.

around 11:30 we are approaching the harbor .. on Wight.

The early departure from the Weymouth speech has therefore certainly been useful.

The Tecla gets a place on the outside of the ferry pier.

This is the same place as in 1986 when the Tecla was also moored here.

We will stay here until Sunday.

Yarmouth, Needles, Newtown, Cowes, yarmouth

Together with Elvira, Marjolijn Rien (Fred) made a bus trip

After the evening meal with the same group + Tess went to the pub.

Jeanine talked through the landline.

Aug 27, Sunday Departure from Jarmouth for a final voyage to Southampton

This is the final port for Fred Bender for 2006, who has been sailing on the Tecla since 1989.

At 9 a.m. there was breakfast.

Latest purchases are still being made.

The departure from Yarmouth is now there.

Because of the limited space in the harbor and the safety, the jib tree was completely retracted.

This first had to be repaired before the sails could be hoisted.

In an easterly direction, the journey continues along Cowes, where we were on the quay yesterday.

We are instructed by a supervising ship of the water management to change course in relation to it. crossing a high speed course off the coast.

This recommendation is, of course, followed.

A few moments later we indeed see a number of "projectiles" passing by where only the engine is in the water.

At the risk of their own lives, the vessels sail on or over the waves of the water surface.

Of the Tecla, only the sails of the foremast are hoisted today because of the windy course.

(Explanation: Wind from the west, the Tecla has an east course)

We are approaching Southampton harbor.

It looks like there are festivities with a funfair.

There are many kites in the air on the beach with all sizes and sometimes bizarre shapes.

By the harbor master we are mediated for and place in the marina.

a marina is a floating pontoon system guided along vertical pillars that goes up and down with the water level.

This is very comfortable for the ships in the marina.

Evening meal offered.

Socializing together on board.

3 games of rummicub played with Marjolijn, Tessa, Rien. (With Elvira in the background, watching Marjolijn.)

Cozy conversations about all kinds of daily matters, drink drunk .. All go to sleep.

E-mail addresses exchanged.

see info06

28 Aug, Monday.

With the train to London Gatwick South terminal.

With easyjet 18h40 to Amsterdam flight 5111, Arrival 20h55 in Amsterdam according to timetable.

easyjet confirmation number is EBTW7KM

check-in counter opens at 4:40 pm, closes at 6:10 pm.

Without hurry from bed at 8:15 am followed by the last breakfast on board the Tecla.

At 10:45 we are on the quay. There is no rush to get away.

We cannot check in at Gatwick until 4:40 pm.

Today it appears to be a public holiday.

There may be a limited timetable with the trains.

A direct train goes to London Gatwick at 13h28

travel time 1h40. costs ¶ 9.00

The final destination is London Victoria station.

There is an LED display above the connecting door in the compartment that clearly indicates where the train is on the route.

Rien and Tess remain on board to get the Tecla back in the Netherlands.

Together with, Elvira and Marjolijn Tess and Rien we still drink washes in an occasion.

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I'm on time with Elvira and Marjolijn in the train compartment that will take us to London-Gatwick. arrival at 15h10. (Very early) To avoid delays, did not leave Southampton later ..

Enjoyed the last communal lunch together in a very animated atmosphere.
The three of us check in our luggage.

Elvira leaves 30 minutes later than the Amsterdam flight to Madrid.

She will arrive there around 10 p.m.

Possibly an Elvira sister picks her up.

We say goodbye to Elviera.

Elviera, due to its Spanish origins, a pleasant appearance that I felt good from the start.

According to timetable we will board the Airbus A319 aircraft needed.

The A319 landed at Schiphol at 9 PM.

In the lobby I call Jeanine my girlfriend.

Marjolijn had realized a pick-up option from friends.

We say goodbye to each other.

I first ate a milkshake in the absence of the availability of a good ice cream before I go home with the train ..

This is the end of the report of the sailing trip undertaken with the sailing 4th logger Tecla. Text on board the Tecla written on a Psion handheld computer. Last textual check and editing is from August 2019.

This now also provides an EN translation for my American family members.

(4 sons of my father's sister and their other family members)

Greetings Fred Bender, fred.bender@xs4all.nl