

03 Aug 2008 (Sunday)

All the luggage was prepared in the course of the days and transported to Jeanine's house (my girlfriend).

Due to the weight reason I have to refrain from taking heavy books that I actually wanted to read. This gives a saving of 1.5 kg)

Because my current travel bag is more spacious than the previous one that I am in between

Having used 1984 and 2004, my thick nylon jacket could even be stored in the bag.

The zippers then close properly without much effort.

Together with my Jeanine I went by metro from Holendrecht to Bijlmer-Arena.

There I bought a Schiphol ticket for her.

Because I was very early, the booking of my bag of 21.5 kg did not take long.

Together with Jeanine I drank the last coffee and tea.

Jeanine will soon go to her mother in Bolestein.

She also finds her sister Helene and brother Richard there.

In order not to rush us, we say goodbye, and both go 'our way'.

Photo: Schiphol Airport.

Due to the Schengen rules, there is no passport control within Europe for mutual traffic.

There is only a check on hand luggage, which is going well in Amsterdam.

At the duty-free store I ask Jeanine about the price of a favorite brand eau de toilette.

The price there does not appear to be lower than in the Dutch stores, me so abandon the purchase.

I go to the gate B11 where in 40 minutes the access to it plane to Oslo will follow ..

With a slight delay, Schiphol departs for Oslo from 13h15.

After a successful flight, the aircraft arrives at 14h40 from Oslo to Sardana according to the timetable

Passengers must go through customs again here in Oslo before being able to continue with another domestic flight.

In the hall I find Pim, also a creature of the Eendracht who appeals to me.

Afterwards I remember him from the waiting room at gate b11 at Schiphol.

I recognized him by his Nokia 6310 mobile.

This was the business workhorse of honor.

The customs officers are probably playing together with the hotel and catering outlets in Oslo with exorbitantly high prices by stipulating that no more than 100cl of drinks can be taken per person.

The small soda pops already contain 200cl.

The servant on duty takes over my tin of soda.

Of course I can get very worried about that.

But as a private person you can't do anything about this legalized theft.

On the plane I bought a new bottle of water of 20 N kr. (1 euro is 13 Nkr.), So the price is reasonable.

Now I can at least fill the bottle a few times after need before I discard the bottle for health reasons.

After 5 pm we arrive in Sardane.

This is a very small airport with limited facilities.

The luggage is delivered to the creatures.

There is a ready Eendracht bus ready to take us to

To bring Maloy.

Due to the possibilities over land there is no direct route possible.

There is even a piece that has to be bridged by ferry for around 20 minutes.

The distance traveled is to reach Maloy is approx. 50 kilometers and is in driven for approx. 1 hour.

Due to its size, the Eendracht is located at the beginning of the harbor where the depth and jetty facilities are the greatest.

The bus can stop there (large ships at the port entrance)

According to the information received, the Tecla is located further in the harbor nearby at a bus station.

The Tecla is eventually also found.

A warm reunion follows with the crew after due to illness in 2007 a years of vacation.

Passengers Tecla:

As there are several large and small ships participating in this 2008 Tall Ships race, all skippers fish simultaneously in the same fishing water.

This has a negative effect on bookings on all ships.

For the time being I appear to be the only trainee who has currently booked on this trip.

I want to sail with the Tecla by sea, and I don't care if other ships put this trip on the market for a lower price.

Besides Jan and Jeannetta and Jet, there is also an aspiring crew member Jessica who is going to study at the nautical school.

These 5 creatures then have to perform the task around the Tecla of Maloy to bring to Bergen, preferably sailing.

The first communal evening meal is pleasantly enjoyed.

This consists of salmon, baked potatoes and carrots.

The sail-out procedure for the ships then follows on Monday.

With about 70 ships, large and small involved, this will be from midnight the entire midday involved.

It is possible that the Tecla can only take part in the sail-out at 5 pm.

This is a bit late to reach the destination indicated for the day before dark. We are returning the plan to the port.

There we park the Tecla just in front of the harbor master's office.

On Tuesday we will start the tour.

In order to make optimum use of the facilities of the sometimes small ports, it is necessary that all ships are somewhat divided according to a certain one schedule.

First enjoy the fireworks.

Tomorrow will be seen further

04 Aug 2008 (Monday)

In the morning there was no clear-cut program.

The skipper Jan went to a meeting to orderly arrange the sail-out of the approximately 70 ships from the port.

The Tecla was indicated on the list for approximately 17h15.

Each time 2 ships left the port within 10 minutes.

The advantage of the Tecla that was at the far end of the harbor was that it was located near the starting point of the ship's farewell.

Due to the late planning of the Tecla, we also had the advantage that we could experience almost the entire sail-out and if necessary take photographs.

Every ship that passed this point was sounded with a gun shot that was loud echoed through the harbor and the surrounding mountains.

Before the shot was fired, a verbal warning was always given by the leading gun commander.

It was a double cannon that was filled with large brass cartridges containing approximately 300 grams of loose powder each!

On the eye these were approx. 25 cm long and 4 cm in diameter.

After the shot, the very hot sleeve caused by the reaction was automatically removed from it

cannon removed and then fitted with a new one.

Of these cartridges, 6 go into an ammo box.

After my estimate, I have 20 just after the official ceremony coffins found.

The mizzen and the breeding were raised from the Tecla in advance.

With the kluiver, the skipper's mate came up with something very special.

The jib cover was laid on the deck and folded in the width.

At regular distances, pieces of not too strong thin rope were tied around the sail.

The jib was normally placed at the location by raised the jumble trap. Jet had thought of answering the farewell greeting at the cannon shot with the signal of the raising of the jib and the folding out of the mizzen by vigorously pulling the jib-bolt, making the strings easy had to break.

The preparation was a great success.

At the desired moment, Jet lowered the breeding quickly and Fred and Jessica pulled the aspiring crew member vigorously to the jib.

The kluiver quickly expanded to full size.

A loud applause from the spectators on the quay was the part for the Tecla.

For example, all ships with this ceremonial left the port on their way to Bergen.

Because the Tecla was started so late, there was a long sailing trip on Monday otherwise not possible.

The Tecla now found a place at the harbor master's office entirely at the start of the port entrance.

At the same place it was a 'witches cauldron' of festivities the day before. The peace and quiet has now come down.

The organizing committee of the place Maloy can look back on a very successful event.

On Tuesday the Tecla will go further into the fjord, hoping for a pleasant sailing trip.

05 Aug 2008 (Tuesday)

Departure from Maloy, cruise to Sardane.

The last household purchases were made in the morning hours such as fresh bread and milk.

We say goodbye to the harbor master of maloy and thank him for the good facilities offered.

A cruise deeper into the fjord today is scheduled for 37 nautical mile sardane.

The sails are not rising today.

At lunchtime a warm lunch is made from the remainder from yesterday's main meal, which tasted great.

The entire trip through the fjord unfortunately had to be done by motor, the fjord could not be sailed due to the low wind force.

Around 16h we arrive in the port of Sandane.

At the direction of the harbor master, we get an advisory berth ashore.

At low tide there is at least 4 meters of water.

Now it comes to our attention that the local population have in store a local program for the creatures.

Due to the late start of the sail-out in Maloy, the realization of the planning is delayed because the ships cannot act on time at the 2nd port location.

After the Tecla, luckily 3 more ships arrived early in the evening.

At the local regional museum, a barbecue has been organized for the creatures of the tallship race.

Due to the very good occupancy rate of the other, much smaller ships it is not so noticeable that the Tecla is poorly staffed.

In the museum you can see something of local shipping equipment in the fjords. Also on a scale a watermill and a sawmill.

Outside an open-air museum has been realized of a multitude of relocated old wooden houses from other places in the area.

The houses often have a roof of a vegetative nature (including grass and moss). this works as heat insulation as all heat rises in the houses.

In the harbor we got to see otters crawling among the stones when we moored the ship.

Probably the bugs from the strong engine noise were so close the side.

06 Aug 2008 (Wednesday) Sailing trip from Sardane to Kalvag.

Saying goodbye to Sardane.

The front sails and the mizzen were hoisted.

The wind force and direction was inadequate for much longer make progress.

The engine set to a quiet speed unfortunately had to do the work.

At the end of the afternoon the Tecla entered the port of Kalvag and was given a somewhat prominent landing place at the fish restaurant due to the size of the ship.

As our ship is registered as a participant in the tall ship race, we received an 'official' reception from the restaurant owner on behalf of the community in the form of a drink and breakfast tomorrow morning.

This restaurant is a fish specialty restaurant.

With live crabs and lobsters in basins.

The Tecla crew was able to enjoy the sea food offered here (on their own account).

The owner offered the drink (beer).

This restaurant serves via an ongoing buffet that is replenished every time.

Everyone can then make the choice.

Tools for opening lobster legs are of course also available here.

Afterwards we thank for the welcome.

07 Aug 2008 (Thursday)

At 09h we had breakfast by invitation in the restaurant with the entire crew! (5 people unfortunately but during this trip)

With a part of the crew I take a walk through Kalvag that I myself had made last night.

The arts and crafts shop close to the restaurant is now also open.

That house was originally late 19th century.

Has been unused for around 40 years before the current owner in the 80s has thoroughly restored it and restored it to its original state.

The building is built on rocky ground.

The owner has raised the floor and filled the space with stone.

In the winter time the water level is much higher with strong incoming wind in the fjord than in the summer.

This means that no water gets under the house and it remains the wooden floor always dry.

Around noon we depart from Kalvag for a wonderful sailing trip through the fjords to the hamlet of Askvoll, about 35 nautical miles away.

In the marina there is a reserved area only for the tallship race ships !.

The Tecla is moored and keeps an open house for the population.

This is used reasonably well.

In the evening there are some cultural activities indicated can participate.

08 Aug 2008 (Friday)

During the day a motorcycle trip over 60 miles.

We arrive in Askvoll, the penultimate resting place before we travel to Bergen on Saturday morning.

It is a beautiful trip with very many kinds of clouds around which is worth photographing.

Askvol is a small port, not recommended for very large ships.

But luckily that wasn't too bad.

As the skipper had announced himself in advance through the organization, the Tecla was met by the harbor master in a motor boat and escorted to the port of Askoll.

Finding it yourself was almost impossible.

The harbor entrance was a bit hidden after a bend.

The Tecla did get due to its size and prominent place on the quay of Askoll

09 Aug 2008 (Saturday) arrival in Bergen.

It is Mother Bender's birthday today!

Saturday morning we left after a late breakfast of 10 hours from Askvol.

The distance is only 10 nautical miles.

At the port entrance, the Tecla reports to the port service.

A follow-me boat comes to our mind and guides the Tecla through the harbor our berth.

By 2 pm everything is ready and there is also lunch.
As a passenger, I can go in the direction.
I only have a maintenance task on the day of departure on Monday.
The port is U-shaped.
The Tecla is located at the harbor mouth at the height of a kind of fort.
I vaguely recognize the port from last time.
I completely walked around the harbor and watched the ships everywhere
photographed a lot.
There also appears to be a music band.
I make a video recording with sound.
In various places I have now worked with this method if taking 1 photo is not
could provide the desired image.
Yesterday I placed the spare memory card in the camera.
I now receive a message that I can still take 1050 photos of 3 Mpixel.

So there is now ample room for videos.

10 Aug 2008 (Sunday)

Once again visited the port center of Bergen, it is very busy.
With a bus train made a tour through the place.
Thanks to my tallship badge I get a discount on the ride as being a children's
ticket!
Bergen is situated on various mountain peaks in the area of around 500 meters
high.
Arrived upstairs there is a beautiful view of the surrounding area and the
harbor basin.
If this journey itself has to be undertaken there is much more time and
route knowledge needed to do this.
As the composer Edvard Grieg has lived and worked here, his home can also be
found here, which will certainly have become a museum.
From an earlier Teclare trip of 2001 I know that there is also a statue
somewhere must stand.
By reasoning and consulting a map I found out and indeed found this image again.
There was also a covered music tent on the square where a brass band was playing
their repertoire at that time.
I made a short video / sound recording of it with my camera.
Furthermore, I spent a good deal of time searching for the bus connections with
the airport.
The best reference I've been able to find so far is near the railway station.
Further information I gain on board in that the airport bus also at the
Sashotel a little further down the quay would stop.
These are spacious buses with a cargo hold at the bottom of the passenger
compartment.
City buses do not have this facility.
That is the clear difference.
It is very rainy this afternoon.
I do have my raincoat with me and even on later.
But I am walking in the wrong shoes (open sandals) I have noticed in an
optimistic mood.
Along the way I eat a delicious ice cream and a small snack in the shape of a
Norwegian pancake with jam.
After 17h I decide to see enough here but back to the
Tecla to go.
A farewell meal is waiting for me with lots of fish such as salmon and shrimps
in it.
I have tasted everything.
An antique steam tugboat also sailed through the harbor this evening.
By blowing loudly on the steam whistle, the tugboat explicitly draws attention
to the harbor.
Later in the evening there is considerably more wind than is the case before.
It will also rain a bit more.
Reading in the roef I perceive a sound outside that I initially did
could not immediately bring home.

It turned out to be flapping sails from the upper ra's that caused this ominous sound.

After 10 minutes there was soon action in the form of large numbers of creatures that climbed like ants into the masts to get the flapping sails back under control. It is quiet again now.

Flapping sails are not good, this can only cause unnecessary wear.

At around 11 p.m. I go to my cage for the last one again overnight stay this year aboard the Tecla.

11 Aug (Monday) This is my return day to the Netherlands.

The season is over.

This is not making me very sad.

there will certainly be a next time aboard the Tecla.

That is how it has always been over the past 19 years.

Before I disembark, I meet French and ... I know them from a previous trip many years ago.

Since last night it has been raining quite hard and constantly.

This climate appears to be connected to the city of Bergen.

Due to this continuous rain, all activities here can be called blocked.

Slightly dry with the luggage arriving in the bus that goes to the airport is the maximum that is currently available.

Bergen may have a not too large airport.

But everything is better than getting wet to the bone outside.

12h30 departure bus to the airport. 45 min travel time past bandstand and statue Grieg.

It has started to rain less during the bus ride.

Around 1:30 pm the bus arrives at the airport and stops at the doors of the departure hall.

By showing my passport and E-ticket I get my boarding pass for flight sk274 to Oslo.

Departure starts at 3.40 pm according to timetable.

In the departure hall I have a light snack (sandwich).

On a travel day, I don't need to eat much food.

Since I have enough time on this rainy day here at the airport, I spend the time editing my ship's journal.

Most of this is now in order.

The latest adjustments will come as another ship's journal computer has been transferred.

At the indicated time I am on the plane at 3.40 pm.

Due to traffic in Oslo there is a departure delay of 25 minutes. all be fine again.

The crew of the Eendracht is also on the plane.

I recognize a number of crew members by face.

I briefly greet Pim, who I met in the departure hall of Oslo on the way there.

The Eendracht was exactly on the other side of the harbor in Bergen.

It is certainly a 20-minute walk to reach the Eendracht.

In Oslo it is not necessary to get the luggage through customs itself.

This is done through to the flight to Amsterdam.

Again I go into the duty-free shop for Jeanine.

I inquire again about the price of eau de toilette for Jeanine.

The converted price in euros does not fall below the euro 70 again.

Purchasing here in Oslo is therefore not cheaper than in the Netherlands.

The home flight is also going well.

At Schiphol I again embrace Jeanine.

After having a light snack / sandwich coffee we go home.

00 Aug This will be the Tecla 2008 shipping journal

Departure Sunday 03 end Monday 11 Aug 2008

holland direct norway 80019931

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It turned out afterwards that 7h25 time was spent en route to it

to determine the ship's log of 2008.
Any editorial corrections are made afterwards on a PC.
Scheepsjournaal 2008 from Fred Bender a / b sail logger Tecla
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