

Fred Bender [fred.bender@xs4all.nl]

Pagina1 EN1. Friday, July 23, 2010 from: Holendrecht to Aalborg

At 8 am I leave Jeanine's house.

Together with her I walk to Amsterdam station
Holendrecht.

I buy her a one-way ticket to Schiphol.

After taking me away, Jeanine nl still goes to
Souad, a friend.

She then travels by train from Schiphol to the station
Lelylaan.

The train leaves at 8.22 am from Holendrecht.

I had already made myself known to KLM via the internet.
(checking in)

This allowed me to go directly to the counter on the day of departure
to hand in my suitcase without being there on it
all kinds of administrative operations at the last moment
going to do.

To prevent uncertain delays, I proceed immediately
through customs.

I say goodbye to Jeanine.

My journey goes first to Copenhagen.

The flight to Copenhagen went according to plan.

I was in row 12, near the emergency door.

The legroom was much larger than that for that reason
usual by economyclass.

In Copenhagen I go to the counter of the
transfer passengers.

I show and receive my electronic travel document
here a boarding pass. who will take me to Aalborg.

Now that I have the boarding pass I walk through the
shopping street of the airport, and update this text.

The aircraft after Aalborg is a somewhat smaller 2 engine
device with propeller drive.

I have observed that my luggage went on board.

After approximately 45 minutes I arrive in Aalborg.

The luggage comes in good order from the band.

I'm looking for public transportation facilities.

It turns out that from the airport a half-hour bus service
is that brings to the center of Aalborg ..

Despite my indication where I have to go, I will be
apparently on the incorrect side of the bridge of the fjord
dropped off.

At an information point with a map it appears that I am on
the other side must be.

I already had such a feeling.

But at the indicated place on the opposite side is the Tecla
can not be found.

Again made an information point.

There is another Tecla creature for me and another
made a mobile inquiry.

There appears to be an undocumented location change
have occurred.

The Tecla is nevertheless across the street.

Walking is a long way.

With my fellow creature, I take Werner from Switzerland water taxi for 20 DKr to the other side.

Pagina2

(Without knowing it in advance, I'm still in the right place got off the side of the bridge, although I didn't know this) here I am as a cloth for bleeding in the opportunity to take photos of the ones lying in the harbor to make ships.

Gijs and Jet are on the Tecla, and we are on board greeted warmly.

The trip will be 7 in addition to 2 crew members made passengers.

There appear to be various travel options.

one of them runs through a number of Swedish ports Norway. On Saturday there is raging on the basis of the weather forecast determines how the first days go expired.

Jet now makes a simple but nutritious meal continued.

Janine from the Sea Sailing has an email indicated that Jet is having a birthday today, 23-07.

When I go on board I also have Jet on behalf of it Congratulations Janine.

The evening will be concluded with a firework from the bridge over the fjord at 11 p.m.

It was a firework that is unparalleled visual and sound effects.

2. Saturday, 24/07/2010 from: Aalborg to Ankerplaats

Farewell to Aalborg.

The breakfast was set at 9 o'clock.

Nothing is expected of us in the morning hours.

As a result, the passengers were free to go through Aalborg again to walk.

I myself have mostly walked along the quay to where all ships will be moored this afternoon.

Along the way I taste a cheese burger at Burgerking via a offer of DKR 10. (divide by approx. 7 gives the euro price)

For 20 DKr I also treat myself to a container with 2 scoops of Italian ice cream.

The taste was good.

Because the temperature was not too cold, it is very smoothly manageable.

That is an insight from an ice master how this product want to deliver.

At the request of the skipper Gijs, all the creatures were finished 15 hours on board.

The gangway is now brought back inboard.

The shore power is disconnected by me, and the cord wound up for reuse at a next location.

The batteries of the Tecla are now supplied by shore power from the municipality of Aalborg.

All ships must reach the bridge as agreed

collect.

The clearance height there is 9 meters.

In this way, as many ships as possible can 1
bridge opening time through the opened bridge.

That is how it is done.

We are currently sailing east through the fjord
to an anchor approximately 5 miles away

"Admiral ship.

In the meantime, the mainsail and the breeding are raised
before we sail past the event ship in the
fjord.

The majority of the ships remain at the eastern exit
sail from the fjord to end up in the Baltic Sea.

Gijs and Jet decide not to do this.

When consulting the weather forecast it appears that the wind is
currently north is going west in a day
to turn.

At the exit to the east then the ships must
a lot of navigating due to the northern wind.

Most of them cannot be called undivided pleasure.

The Tecla now passes the city bridge again, and later also the
railway bridge over the Lyn fjord.

Now it goes west for a few hours.

Today, the current fjord is good for the fjord
sailable.

At the end of the evening there will be a shallow of 10
meters of water anchored.

This morning the last creatures came on board.

They are a brother and sister from Russia.

They have previously been desired on the Tecla in Southern Europe.

Serge also has extensive experience on other much larger ones
sailing ships.

He has also been with the large sailing ship MIR.

The MIR is university-related

training ship for the upper management in shipping.

Students are often on board for a few months

to acquire many skills that in the later
functions are needed.

When we were still in the harbor, there was a fall
peak fall.

Fortunately there was a knot at the end

The top fall was therefore jammed in the block at the top of the mast.

Serge is using a climbing harness in the mast

gone and has the simple occurrence soon
remedy.

At the beginning of the evening the Tecla was in a shallow
anchored in the fjord.

The reason was that the concave in the fjord is not illuminated
is.

It is impossible to see our way through without visible concreting
to find the fjord.

3. Sunday, July 25, 2010. From: anchorage to Vilsund.

We were in a shallow in the fjord since last night

at anchor.

Breakfast was at 8 o'clock.

After the mainsail and the breeding were with unified power hoisted the anchor was raised.

The Tecla left the anchorage on the sails.

The Tecla is still sailing in a westerly direction the Linfjord.

All basic sails eventually go up, and we make thanks to the availability of new sails a good one speed.

The new sails are from it according to a different method basic material.

As standard, the sailing tracks run vertically, just like wallpaper on a wall. This is a technical implementation reason.

The 'sail-like' always runs parallel to the mast, and makes a right angle with the boom.

The webs are now sewn in parallel to this.

Only with an adjustment of the upper corner with the fork.

This method is outdated with the new methodology leave.

The tracks now run parallel to the boom (horizontal).

The forces occurring in the sail now become a lot handled more favorably in the sails than the previous design.

By applying a computer design technique it is also possible to achieve a desired bulging in the sail bring.

These calculation models were certain about 90 years ago not available.

Fortunately, in the literature, the construction and the used logger design techniques well and extensively documented.

The skipper can therefore choose from a range of sail designs choose.

Currently we have opted for as much speed as possible sail.

Together with the professional competence of the crew, this will lead to lead good results in yet to participate sailing competitions.

There will soon be an imminent lack of space in the roef to hold all the price plates.

at the end of the day we go to the place Vilsund by the bridge and lakes at an adjacent shipyard.

We stay overnight there tomorrow again Lynfjord by going to the Place Lemvig.

4. Monday, July 26, 2010 from: Vilsund to Lemvig

Breakfast is served at 8 a.m. and at 9 a.m.

Mainsail and the raise.

Entirely on sailing power we leave Vilsund.

We cover with the 5 basic sails for about 2 hours company is doing well.

Since there are a number of turns in the fjord, the prevailing wind direction is not optimal, and we must go now

crosses.

We have to go through a bridge twice.

These bridges are free of charge for shipping
Denmark.

The reasoning is that the bridges are free shipping
impede.

As a compensation, the bridges are therefore free because of
tolerating the bridges by shipping.

At the end of the wonderful day we arrive in the harbor
from Lemvig.

I step out of the way and find an Aldi store.

The interior here is completely the same as that in the Netherlands.

Only the prices here are not in Euros.

I am going for a walk with a number of creatures.

We find a way up stairs opposite a gas station
upwards.

There is a viewpoint a little higher in the place with
view of the harbor.

We enjoy the view.

then I go downstairs and look for a telephone booth there
on.

Currently my cell phone does not want to log on to the 3 here
providers present.

After I reassured Jeanine that everything was fine with me
is, I later ate abroad for the pin code of

the Tele2 gsm a 1 must be chosen. (prefixed before the 4 digit nuber)

This indeed worked.

I can now do a number of text messages from Denmark
to send.

What is the point of this?

In the east and south of the Netherlands it occurs in the border area
that the foreign GSM mast is more strongly received as
the own provider.

In these cases it is possible with another Dutch person
provider prevent the mobile from making the call through the
foreign mast.

With afterwards with all the associated costs.

This is not possible with the 4-digit Tele2 PIN code.

Only when using the 5 digit pin code is

Switching to a non-Tele2 network possible.

5. Tuesday, July 27, 2010 from Lemsvig to Mandal
(Norway)

The departure is set at 6.30 am this morning.

After the trusses were released, the engine became the
leaving the port of Lemvig.

Because of its depth, the Tecla serves the concrete of the
to follow the fairway.

Windmills are used in this environment
frequently used here.

Indeed, there is no residential destination in the area
meaning.

In the meantime, in addition to the 5 basic sails, the
topsail hoisted.

With the western wind we have the sails over

starboard.

It will remain that way for the entire journey.

By applying the new sails, the Tecla has added a wind force already at a speed of 7.5 miles per hour.

This is a big difference with the previous sail design too to mention.

Now it is understandable where all the prices of the Tecla from occur.

I classified in the 0 -4 and the 12 - 16 hour watch.

In order not to lose the skill, I have the steering watch done. This gives me a lot of satisfaction a fast but especially large ship of 100 tons to control water displacement.

Most of the instructions were to keep the course on 355 courses (almost right north)

After dinner I went to my cabin (after 7 pm, it is then no longer my watch)

22.30 Approach to the Norwegian place Mandal.

It takes full attention of the crew assess the correct navigation lights to enter the port to come.

With only the breeding and the mainsail in action we sail the port of Mandal at around 11 p.m.

For security reasons, the engine on.

The Tecla gets a prominent place at the end of the port where large ships can still come.

This is located near a pub / restaurant.

A traffic bridge over the fjord further obstructed it passing on of too high (sailing) ships.

6. Wednesday, July 28, 2010 Port of Mandal (Norway)

The Kaptijn's proposal is, above all, not to be in a hurry Eventually we walk to a 19th century viewpoint of the place on top of a rock in the place.

Previously this rock was included in a military location cannons to enter the Russian Navy

To prevent Norway in the 19th century.

There I make a short film image of the film with my camera surroundings. (panorama)

I arrive at the Tecla again in the early afternoon back.

It then starts to rain slightly.

The salty seawater is then flushed off the deck.

Because there are few people on board I have the opportunity to take a nice shower and then in to have lunch in peace.

Later in the afternoon I will stay on board because of this journal to work and what to read.

eating together at around 7 p.m.

Later in the evening there is a square near the harbor performance of a music band.

Public interest is great.

I will listen there for half an hour.

Then I walk along the harbor and order for Nkr
35 a soft ice cream that tastes good to me.

Norgern, at 7 o'clock we leave the harbor for the trip to
the end port of Christiansand.

7. Thursday, July 29, 2010 from: Mandal to
Kristiansand.

The engine is started at 7 o'clock, the mooring lines disconnected.
There is no trace of wind at the moment.

Due to the timetable the last day will be done on the bike
must become.

In the beginning the Tecla sails through somewhat narrow fjords.
Today we are not going into the open sea, but we are staying
within the shelter of the fjord coast.

In the afternoon we approach the speech of Kristiansand.
The Tecla is taken to the mooring place with a pilot boat
guided.

We are the first ship ashore.

We get 2 more neighbors.

The first neighbor is a Polish Bargentine (the ship type)
Kristiansand is a 17th century city, by king
Christian-4 in 1641 founded.

The old city center consists of a square of 1 x 1
kilometers with a matrix-like street plan the same as the
city of Newyork.

A location in the city is therefore not too difficult to find.

The majority of the original houses still present today
are made of wood.

only the Lutheran church is sandstone on the outside.

The interior, on the other hand, is equipped with timber construction.

I get upon presentation of my specially issued badge
discount for a ride through the city.

I now only pay NKR 60.

Going around everything in the city is often impossible.

Afterwards I did a number of objects on foot
visit.

There is also a place where sculptors with wet
sand are making sand sculptures.

I take a few pictures of it.

For the young there is a climbing wall which is made by a parent
it must be supervised that the child cannot fall.

There was also a collection for a good cause.

In return there were red plastic scoops in the
Eventually we walk to a 19th century viewpoint
of the place on top of a rock in the place.

Previously this rock was included in a military location
cannons to enter the Russian Navy

To prevent Norway in the 19th century.

There I make a short film image of the film with my camera
surroundings. (panorama)

I arrive at the Tecla again in the early afternoon
back.

It then starts to rain slightly.

The salty seawater is then flushed off the deck.

Because there are few people on board I have the opportunity to take a nice shower and then in to have lunch in peace.

Later in the afternoon I will stay on board because of this journal to work and what to read.

eating together at around 7 p.m.

Later in the evening there is a square near the harbor performance of a music band.

Public interest is great.

I will listen there for half an hour.

Then I walk along the harbor and order for Nkr 35 a soft ice cream that tastes good to me.

Norgern, at 7 o'clock we leave the harbor for the trip to the end port of Christiansand.

7. Thursday, July 29, 2010 from: Mandal to Kristiansand.

The engine is started at 7 o'clock, the mooring lines disconnected.

There is no trace of wind at the moment.

Due to the timetable the last day will be done on the bike must become.

In the beginning the Tecla sails through somewhat narrow fjords.

Today we are not going into the open sea, but we are staying within the shelter of the fjord coast.

In the afternoon we approach the speech of Kristiansand.

The Tecla is taken to the mooring place with a pilot boat guided.

We are the first ship ashore.

We get 2 more neighbors.

The first neighbor is a Polish Bargentine (the ship type)

Kristiansand is a 17th century city, by king

Christian-4 1n 1641 founded.

The old city center consists of a square of 1 x 1 kilometers with a matrix-like street plan the same as the city ??of Newyork.

A location in the city is therefore not too difficult to find.

The majority of the original houses still present today are made of wood.

only the Lutheran church is sandstone on the outside.

The interior, on the other hand, is equipped with timber construction.

I get upon presentation of my specially issued badge discount for a ride through the city.

I now only pay NKR 60.

Going around everything in the city is often impossible.

Afterwards I did a number of objects on foot visit.

There is also a place where sculptors with wet sand are making sand sculptures.

I take a few pictures of it.

For the young there is a climbing wall which is made by a parent it must be supervised that the child cannot fall.

There was also a collection for a good cause.

In return there were red plastic scoops in the

It appears that 4 creatures are in favor of it

have specified canoeing.

Of course I go with them to encourage and take pictures to make.

In the beginning, before the start of the race at 9 am I count already 35 participants.

But more are being added!

at the start of the first game I count at least 60

Attendees.

There are 6 double canoes available.

All serve a trail of approximately 400 meters including one turn around a bridge pier.

For each trip, it is determined which team will be the first when you arrive at the starting point in accordance with regulations.

the other participants in the group are no longer in front the resit taken into account.

In later finals it goes with 4 canoes at the same time.

The Tecla team receives a 2nd out of 6 participants.

But the fun and the sporting event is the most of it interest.

The sun shines abundantly today.

Everything here is within walking distance.

In the meantime I go back to the Tecla for some clothing to bring back and put on my shorts.

Then the contrast for tonight is not that obvious.

(dress code is beachwear)

All creatures of all ships serve at about 4 p.m.

to gather on the big square of the city nearby the cathedral.

Great provisions have been made to all people orderly collected on jetty number.

There are 45 ships on the list of the crew manual mention.

The smaller ships will be able to sail an average of 10 people to have.

Have a reasonable number of the largest category 100+ people on board !.

It is estimated that 1000+ people on board will participate made.

With a drummer / trumpeter corps at the start then stat crew parade through the streets of Kristiansand.

Hear and see perish!

Many crews call with bells and bells

ship's bells reinforce their presence audibly.

There is also a huge public on Friday afternoon interest in the parade

In quiet places there are people regularly along the route.

Further down in the center, the streets are many closed rows thick with interested people!

The number of spectators in all streets will certainly be present a multiple (6000+) compared to the number of creatures amounts. (rough estimate)

It will make all creatures feel good in the heart to participate in this event.

All those people have come for 'us'!
The parade will be closed on the main square.
This is a covered facility for a large orchestra
present.

There is also an immensely large Led screen set up to be true
to take what is taking place on stage.

The president of the Tall Ships Race (and also the sponsor)
opens the meeting.

He introduces the Norwegian minister of culture.

Many ships are awarded prizes from her hands
in which these have distinguished themselves last day.

Furthermore, a prize for the ship that is the farthest from
house is (Indonesia)

With the largest variety of passports among the
persons on a ship win the Russian ship Mirmet 12
nationalities on board .. (160 persons on board!)

The Tecla only had 5 nationalities
among the total of 9 persons on board during the
last trip.

Of these, 3 were Dutch, 1 Flemish, 1 Polish, 2
Russian (brother and sister) and 1 Spanish creature present.

8.2. Friday, July 30, 2010 activities Kristiansand
(part 2.)

The crew party will be at it between 7.30 pm and midnight
program.

Each participant receives a special wristband with a number
labels awarded for it.

On the tear-off labels, the main meal and others
consumptions.

A wide selection of DJ 5s lend their cooperation to this
to direct the event musically.

At the front of the stage it exceeded
noise level all limits that the Dutch
labor inspection to an industrial environment!

We solve this with the group to the rear of
go to the beach and with it.

The audience dances to the rhythmic sounds.

I show my younger fellow creatures that despite that
I am sometimes twice as old as the 'youth' of mid 20 years with
dancing can best come along.

They look their eyes out and sometimes don't bake anything.

But yes, I have had this skill in the last 40 years
developed and maintained.

Due to the possibly busy travel day on Saturday I go
Back in time to the ship to get my luggage ready for travel
and go to sleep early.

9. Saturday, 31-07-2010 from: Kristiansand home.

Last night the mate Jet informed us that we were
our cabin had to deliver clean.

That is not that special at all.

The walls of the but and the hut must be wet
to become.

the sink and the mirror to be cleaned.
Finally, the shower floor and the toilet serve well to be cleaned.
After some hard work, this task was therefore completed.
The suitcases were already in advance to make room put the deck.
Finally I walk to Valencia with Pablo from Valencia.
For NKR 80 we get to the airport in 30 minutes brought.
The airport is not that big.
Checking in the baggage of 21.5 kilos also delivers no problems at all.
Then through customs / control.
After locating everything that contains metal, I come successfully through the gate.
I'm going to sit with Pablo until he gets on board at 1 pm before his flight to Oslo.
He should switch to Valentia there.

PAGINA10 LAATSTE

After being late, he will be there at 7 pm.
I look around, eat another ice cream for NKR.
If e is possible to board, I walk to the exit to the platform.
It rains very softly as I walk to the plane with my backpack.
I am sitting in seat 3c, just behind the business passengers. These receive more attention (more paid for same seat) than the other passengers.
There is a small snack for the economy class passengers a weak or alcoholic drink or tea / coffee available.
I choose a glass of spring water that quenches thirst always the best.
the flight is progressing well.
A little drill schedule sets the crew the KLM aircraft city ??hopper on the ground on the polder lane.
Passengers are taken to the airport by bus reception hall.
The suitcases are taken out manually by the ground staff picked up the plane and loaded it on a few lorry wagons.
I see that my suitcase is also there.
In the lobby I call Jeanine my cell phone that I have 2 legs are back on Dutch soil.
After a short wait I indeed get my suitcase the tape back.
I walk through customs from = nothing = to Jeanine off.
A cordial greeting follows after 8 days.
After drinking something at Schiphol first I go with Jeanine to by train to Amsterdam-Bijlmer station.
together we enjoy a delicious, traditional ice cream at the ice cream parlor of Joep op Hoekenrode, the square in front of it NS station.

Einde scheepsjournaal 2010