

Fred Bender is an experienced sailor, and has no sails of a stranger.
Both grandfathers have en most of their working life spent at sea.

The career of Fred Bender starts in Denmark in 1983.

There he boarded the logger Geesje of Urk.

Until 1988, Fred made trips to the logger.

Since 1989 till now sailing on the Logger Tecla.

Since 1984 fred have kept a written travellogbook every trip.

Similarly for the year 2011.

The original text of this report is on board first in a Psion handheld computer typed.

Afterwards, the text is edited on a PC and translated into english.

But remember, i am not a native speaker.

Reactions from readers by e-mail: fred.bender @ xs4all.nl

Resume trip. (For the photo director)

July 11, Monday,	Departure from Amsterdam to Glasgow via Greenock
July 12, Tuesday,	Present in the port of Greenock
July 13, Wednesday,	Voyage from Greenock to Stornoway on the Outer Hebrides
Thursday July 14,	continued voyage from Greenock to Stornoway on the Outer Hebrides
Friday July 15,	Present at the port of Stornoway Outer Hebrides
Saturday July 16,	voyage from Stornoway to Stromness (Orkland isles)
Sunday July 17,	continued voyage from Stornoway to Stromness (Orkland isles)
Monday July 18,	Present at the port of Stromness
Tuesday July 19,	Travel from Stromness to Scapabay
Wednesday July 20,	Present in the bay of Scapa
Thursday July 21,	Scapabay voyage to Lerwick (Shetland Isles)
Friday July 22,	Present in Lerwick, traveling home to Amsterdam

Monday 11 July, departure Amsterdam flight from Glasgow to Greenock.

Fred has unfortunately Jeanine his girlfriend in bed sick leave.

They can not go to Fred at the airport to send off.

Health "Mammi" (Jeanine's mother) is also currently limited / troubled to mention.

Mammi need for extensive research into the VU. (Hospital in Amsterdam)

Helene, Jeanines sister, goes with her mother to the hospital.

I recently purchased my PC Tabet taken on holiday.

My plan had been Psion3C if not more secure would be the primary replacement to serve for writing my logbook.

Luckily I after battery replacement the Psion 3c still good operational received.

The whole trip has this device without fail always worked well.

At Schiphol airport shows that my Tablet PC to the hotspot KPN of the good can access.

Log in xs4all, my ISP is also good at Schiphol.

The response of the system via the touch screen is considered less experienced rapid as referenced PC keyboard.

Send e-mail via webmail should work well if there is WiFi coverage offered.

For 14hours at Gate D12 should I join the flight to Glasgow.

The aircraft is the Boeing 737-700.

This flight has a system for passengers.

There are also safetyinstructions shown with safety equipment.

Above each seat row is a first color LCD system available.

10 minutes after departure at approximately 1450 hours, the speed is 532 km / h and the

distance is 689 km to Glasgow

The outside temperature drops with increasing altitude.

at 3611 m altitude (currently) is the outside temperature -5 deg. C

3:10 p.m.: Speed: 762 km / h, temp: -34 deg. C, altitude: 8416 m

3:25 p.m.: Speed: 765 km / h, temp: -56 deg. C, altitude: 12,129 m

3:40 p.m.: Speed: 793 km / h, temp: -48 deg. C, altitude: 12,067 m

3:50 p.m.: Speed: 687 km / h, temp: -34 deg. C, altitude: 7665 m

At 4:05 p.m. (3:05 p.m. local time) the plane landed in Glasgow.

After leaving the airport, bus service 66 stops at the train station to Glasgow to come.

In the bus I perceive spoken Dutch.

It appears that this six passengers / crew to the Eendracht.

I travel back to their cozy with the port.

Greenock at station 20 minutes after we get off the train.

This station is on the shortest distance from the tall ship to land.

Near this area I am at a crossing called with the question of which ship I sail.

I give the answer 'Tecla'.

The person appears to know where to find the Tecla.

Now I better watch this show one of the people of the organization.

Near the pier I thank the representative from the sail organisation for the help given.

On board I find Gijs and Jet.

There are all these 2 other crew members on board.

Marleen particularly ugly and Loes

For information Gijs that all cabins are occupied this journey.

That's the skipper is a good business sense.

This means is that the wait can be staffed up.

Marleen is the second mate of Gijs.

Elisa is 8 months old daughter of Marleen.

She has since her age of 4 months still with her mother board the ship they send a woman works.

The small girl has 2000 miles with her mother Marleen.

In the evening I along with two sailors on shore to a area where several bands play run.

It was very crowded, you could "over the heads" walk.

Later that evening there was a fireworks display in the harbor, which lasted 5 minutes.

I have a video record of 2 minutes with my camera.

Tuesday July 12, 2011, in the port of Greenock.

The beginning of the breakfast was held at 8 hours. It tasted fine to me again.

At 10 hours hielt Gijs de skipper safety instruction for man overboard, fire and abandoned ship in an emergency procedure.

The remaining time spent on a walk and look at the quay.

For some time, flew a formation of jets on these beautiful figures could make a smoke trail in different colors produced.

We get 14 hours of the race by the coordinator can Tecla depart from the port of Greenock ..

Additional aboard the Tecla at the invitation of the skipper Gijs 4 occupant of the

French logger 'Mutin' board for several hours to sail.

The French logger Mutin fact has a similar objective as the old equipment and Tecla. (Fishing)

This morning marked the travel opportunities that are currently open.

We sail to our first position, the port or anchorage.

But wait, where French sailors disembark again.

Elisa 8 months old daughter of the second mate has very Marleen

After her sentence. Elisa has a great observation power.

If it is supported by an older show they too can and she can stand the wheel of the Tecla already hold. (See photo)

It is most certainly not be called timid.

Elisa is good friends with several ad-hoc "uncles" and "aunts" are on board.

Very promising for the future!

At the end of the afternoon we sail along the French logger Mutin.

The dinghy alongside and the ship will pick up the four French sailors on the Mutin.

The Tecla given as a gift that they could sail along a beautiful executed book about the history of the Mutin.

(From the book are some photos taken with the name it)

In return there is a piece of Gouda cheese back to the French ship.

After dinner, it waits in the system.

I'm in the "red" wait for 00 to 04, and 12 to 16 hours.

Please allow me to rest after 20 hours for me to prepare for the upcoming night shift.

Wednesday July 13, sail from Greenock to Stornoway, Hebrides Outhere (Continued)

At the start of my watch on the engine speed the Tecla.

Helen, duty officer finds that there is some wind, and the decision engine off ..

After 2 hours at the fair jib, jib, mainsail and grootzeiltopzeil sailed to have the wind falls away, the engine going again.

In retrospect, after 11 hours, I found that awaits the new 04-08 mizzen mizzen topsail buried with it.

About 8 hours since the morning set sail again Tecla company.

After lunch the skipper gives Gijs explain how the fire technique work just in case.

Later in the trip will further instruction for other security tasks.

The changing of a guard runs through a system.

By reading a checklist, information transfer done after the new watch.

In business, this system is also used professionally and clearly all about betokkenen.

July 14, Thursday Travel Sailing from Greenock to Stornoway, Outhere Hebrides. (Continued)

Beginning of my "red" 00 – 04 hours shift.

First comes the process of transferring the former guard.

This included weather forecasts, share price followed, changes in rigging and the overall condition of the vessel.

If this protocol is passed, the old guard "off waiting" and the new guard takes over operation of the sail.

It is a night with a full moon, with not too cloudy.

Because of this circumstance I had the opportunity to a large number of photos and a short film of the moon.

This last I did it because the motion blur often ruin photos.

Now I explain at least establish what the full moon on the open sea seen by a sailor.

Concerning our future destiny and direction during my 00-04

The Tecla gegijpt hour shift.

(Gybing is tack with wind coming from the rear of the ship.)

This should jibe well in advance, especially in the dark to be provided.

Reason: The number of shots are caught / be prepared.

Jib and mainsail are always secured in a downwind direction that is not unwelcome change.

This would be an unwanted burden stootpuntse big shots and firming may result.

In the night some time during dolphins along the ship observed.

The thick winter coat and never brought in the suitcase and the warm tie came in handy during the night shift.

At 11 hours after I get a nice calm weather on the deck.

For 12 hours, the wait is passed.

Meteorology:

After lunch the skipper gives an elementary explanation of how low and high air pressure and wind direction and force works.

The effect of high and low pressure systems to predict if this move.

This is important for the sailor to know.

Further progress on some sail, partly on the engine.

The Lord's Supper today consists of potatoes, red cabbage, beef and onion, with custard as dessert.

About 23 hours was begun for all sails lowered.

At that moment I came on deck.

The nearly full moon was visible and well again, despite the rather photogenic twilight was.

At noon was the Tecla against the quay of the port of Stornaway the Outhere Hebrides.

July 15th, Friday the port of Stornaway, Hebrides Outhere

At midnight, let the crew and some toast wine beer / food hang around.

From the group comes a generous offer of two bottles Scottish malt whiskey to be around to share.

The landing party was in port until 03 hours before the rest returned back on board.

Anne, one of the UK sailors at a play on board, guitar. Thereby, the voice accompanied it,

It's truly become a great atmosphere.

Thursday night's main meal tasted great, but there were too many onions for me.

I was this morning, well the thin ~'

Fortunately this is no longer played during the day.

With six other sailors, we bought a day pass to use the existing bus routes system, an afternoon driving around the island.

Was recommended as a destination to visit a historic museum village called "After gearranan.

There was a presentation what peat is. (Is still only done on a modest scale).

The Hebriden for the many sheep wool.

These threads spun from the wool Harris Tweed in many types woven patterns.

Again there was a presentation on how the former as cottage industry was done.

Nowadays, on a larger scale for the market interest can be.

The buildings of the museum village consisting mostly of over gearranan After near-stock piled stones.

The stones are not held together by mortar.

The roof consists of a wooden support boards, which are generous with reed is covered for the thermal insulation.

After a bus ride of 1 hour, top speed 40 km / h, again we reach our port of Stornaway.

At 18 hours was the start of a walk out.

In the beginning there were only 4 reflectanten, but after a while others were much more Thu Tecla some sailors who later bus from the museum had taken ..

The tour was a very eloquent historian with extensive knowledge of doing business.

The history of Storaway passed the Revue.

Much of the harbor is artificial.

Just as the site of the Central Station.

The historca also gave us access to the conference room of the island government.

There were many of yesteryear memorialia present.

Stornaway still has a fishing job.

Dutch fishermen in the 19th century come here to technology of fish and herring jaws to convey to the local fishermen here.

(The historian is in a photo alongside a picture of a star in the jaw herring port.)

Because of the dinner meeting on the Tecla our group could walk the two hours of not attending to the last.
The tecla sailors and had to prematurely thank for the abundant information.
After dinner that I am not tasted after busy day remained on board, alcohol can I miss most.
The influence of the meal one day before may still leaves its mark.
Despite Tecla in port, I feel uncomfortable.
Content not shoot, I let the meal when I deliberately had enjoyed very sparingly in the toilet slide.
All the trouble is now suddenly on the stomach is empty.
I keep drinking water well, otherwise it is not well with me ..
The evening is set to put the weather forecast because of the desirable is that tomorrow morning, at 04 hours from the port will be left Stornaway.
I come with my 00-04 hour wait so very well off!
I love to go to the cage 23 hours and 12 hours until tomorrow afternoon
I have therefore no obligation to wait to walk.
That let me not say the second time.

July 16, Saturday sailing trip Stornaway (Silly's) to Stromness the Orkland eillanden.
For 04 hours, the 04-08 hour wait by the Tecla harbor sailed.
(I am exempt from service)
A large number of sails are hoisted.
When questioned later by Gijs, the skipper showed that all four basic sails
The guard lifted his duty.
In the past winter season has a substantial revision of the Tecla undergo the equipment.
There is a proactive safety reasons for a new mast.
All blocks in the mast by metal, ball bearing thriving blocks replaced.
The fork is brand new.
It appears that there is a season during 2009 (which Fred Bender not part of it has made) an emergency repair to the fork occurred.
By temporarily attaching the steel pipe due to previous fracture in the fork it is an unnecessary piece of heavier to lift.
In 2011, the hoist is now much easier.
I'm waiting 12-16 optijd for my present.
Everything goes as usual. Occasionally, the engine will help out not to stay float, it is not a contest.
Exists in this journey one more night at sea.
In the afternoon, Peter and Eric keeping the Lifeboat Station Muidense a presentation about their activities there.
The story is about the types liveboats its properties and present locations of the rescue station on the North Sea and many inland waterways.

Sunday July 17 sailing trip Stornaway (Silly islands) to Stromness on Orkland isles
The 00-04 waiting begins, and the transfer of the guard appears to have rain for 3 hours.
The coming hours will certainly remain so.
The choice of thick winter turns out not to have been the best choice.
This is suitable for cold, but not for rain.
[Text / experience added later: The Nylon raincoat fits over the thick winter jacket back!]
During the next wait will be a thinner coat with a good sweater, tie in lined nylon raincoat and a better choice. Practice makes perfect.
At 11:45 I get my 12-16 hour waits above.
They found that all ironed out all the stops, and that preparative made to the port of Strommmess to walk on the Orklandeilanden.
The journey has lasted 32 hours so.

Gijs park along the Tecla a larger ship, the Gdinia from Poland.
On the ship will later live music played for a number reception-goers.
This appeared not to Tecla meant to be.

Tides:

The large ship appears to have a ramp facility which can be adjusted to the height of the quay due to the tide.

My legs which stretch to go on shore after the sea voyage I walk by this place and have the required impressions.

There's the hands of the tall ship space more to experience than normal usage conducive.

I once bought a bottle of water.

It's nice to have a full bottle of water in the present case to have.

Much drinking is important for humans.

Upon inquiry would have wifi in the lobby of the tourist to be.

The transmission, however, proved too weak to use.

There is a coin payphone found.

In the evening, I call collect Jeanine said.

She still seems wrong and is not on the street.

With Mammi, Jeanine's mother, it is reasonable.

Mammi a week or two ago had a tia.

She is now under treatment in the hospital in Amsterdam

She gets a heart for some time registration tool.

Monday July 18 at the port of Stromness Orkland isles.

This morning at 9 o'clock breakfast, after having slept irregularly.

Like last Thursday when Tecla in a harbor was I was suffering of diarrhea.

Since the toilet in the cabin is still comfortable to call.

I also had problems with my throat because apparently some of my stomach unearthed.

My water bottle comes in handy now.

After breakfast, after 1 week of using the Tecla bigger chore done.

Everywhere and the floors in the huts are swept, vacuumed and as last mopped.

The toilet and the sink and mirror are not beaten.

After a dress rehearsal on Friday, a large number sailors still in place.

I take my chance and I'm good shower and hair wash.

The hot water flow, I need not now to share with others.

After lunch we went to the next destination.

The wind was 4-5, the Tecla ran better today than ever.

We passed along the way three master's Europe, to see immense.

The last part (two hours) had to be crossed.

Thanks to the fact that all the guards were simultaneously available could be performed this operation accounted for.

The various shots that sails to tack adjustments should be.

Attracting the back of the mast to forestay with 3 people
be performed, otherwise the tag is not sufficiently tight get.

Gijs has this year changed the location of the blocks of the backstays.

Therefore brings a flap office block any further injury to the sailor.

When disconnecting a back tag to the previous solution is no longer moving hooks.

Only the voltage goes from the forestay.

At 17 hours is the Scapabay arrived.

The scapabay was already known by the Vikings in the 13th century.

At the beginning of the 19th century (Napoleon's time) it was important Bay
collection station to serve as a convoy of British ships trading traded with the Baltic States.

During the First and Second World War this location on the Orkney island of great

importance for the British Navy.

The Germans came across the Baltic sea to this region.

The harbor is now the Tecla against the shore.

Afterwards there will be another 4 ships with an organized barbercu

There are currently five ships are in port.

The Tecla is the largest ship and set right on the quay.

The second ship Maybe (all wood) has also added a 2 range home fast with the shore.

The remaining three vessels are interconnected with links.

Tuesday July 19 in Port Scapabay.

The Tecla remains today lie.

The wind direction and strength as is currently such that it is not wanted now to head north to leave.

There is collective breakfast at 9 am.

After 10:30, the majority of the seamen as a group to the side.

In varying compositions, the days spent.

First place was to nearby Kirkwall run.

There was shared by a group of coffee / tea / chocolate where consumed with biscuits.

Then we have a bus near the chapel of a former Italian prisoner of war camp near the place Lyness to bring ..

On information is the story how all this happened.

Near the chapel is owned by a former Dutch

already established here 16 years working in the wine industry.

It is here, and various kinds of berries berry good-tasting

Wine made at a small industrial scale.

Along with the bus was at a whiskey distillery got out.

That shows that for many applications this afternoon for a visit had been made that we could get no tour.

Afterwards there was a visit to Kirkwall in the 12 st century cathedral. Magnus Church of Scotland brought.

Now there was plenty of walking had returned to the Tecla.

Wednesday July 20 ports in the Bay of Capa,

Sailing Trip to the final destination on the Shetland Islands.

5 hours at all. The nabor ships (3 pieces) are already prepares to making to the dock to take off.

All staffing is necessary because in the first 3 hours to put a lot owing to the northerly winds.

Even with a back tag should be put by 3 people.

The predicted distance is 100 nautical miles (1.8 km x)

The trip could well be between 24 and 28 hours to complete, depending on the wind strength and direction.

The queuing system is now reduced.

Tecla is the most under sail, occasionally, the engine is at.

The guards come and go.

Thursday July 21. Voyage to Lerwick, on the final harbor of this trip.

Shetland Islands.

Because the outside since I have last night 20 hours remained below deck.

I do not wait, and I can afford to do.

At about 11:15 p.m. I get a message that it is dry weather, but it is very cold to call ..

I make the best choice in my wardrobe that I'm on board.

Over it, the rain gear and boots.
Now I'm not so weather dependent.
It is indeed a little cold, but the clothing is good for this.
I have a couple of steering wait 30 minutes done.
Not all sailors in the guard appear to be used for this task.
The meal the previous evening (bean dish) is good for me please continue.
At 4 hours is my (red) waits repaid.
The guard leader Jet reports that General chore for all manpower from 10 hours is required.
With this statement I go to sleep.
With general passionate commitment of all the work over 1 hour this job done inside and outside.
Entirely under sail with a number of times we stabbing near the port of Lerwick in the Shetland Islands.
Stages are now sails for the last time for this trip systematically lowered.
The port escorted to the Tecla reserved space at the quayside.
This is desirable, otherwise it is difficult for the new passenger find where is the Tecla.
This afternoon there is the Crew Parade which begins at 15 hours.
The last time was in Kristianstad was very impressive.
It took at least one hour before the parade on the essay section was formed.
The parade was definitely the same as last year.
Yet all the crowds along the side.
With the presence of the regional news media.
At the end the sailors were greeted by the president of the the Sail Training International.
Prices for a variety of capacities (glass bowls and plaques) were distributed.
After a musical parade was disbanded.
In the evening there was (the usual) crew party.
A very well with meat and salad sandwich served dressed.
All participants were provided with an identification wristband.
That were also about 3 wristband tags.
These were taken after the meal and drinks provide.
In order to call Jeanine I'm still in time to the site left.
In the Netherlands it is indeed a local one hour later.
I then go on board, and make my luggage ready for departure.
Then I go to sleep, and set the alarm for 7 hours.

Friday July 22 Port of Lerwick, travel day back home.
It is a time to come, and a time to go.
I've already picked me da bus from 9:15 to have time to be at the airport.
8 hours before the case closed and deck.
The remaining sailors still on board I are useful
the last breakfast.
I have launched an initiative Iede the name and e-mail write a list.
Jet then this list as a text in BCC mail.
But wait and see whether this will succeed.
The perils chores were done yesterday, which saves a lot now.
The case comes with help on the side.
The bus station is in the immediate vicinity of the Tecla.
With 40 minutes journey by bus reached the airport.
Along the way I make the bus service from a number of pictures
environment.
Arriving at the airport, I first check my luggage, and useful
Then a large cup of hot chocolate and take the time to document update.

At a later time I observe here that paid wi-fi is offered.
The homepage is indeed available on my Tablet PC.
The rate pounds GB 4 for 3 hours.
I decide not to do this because the departure is imminent.
The aircraft is a 2-engined Dornier 328-100.
It is estimated that this 30-passengers with it.
The device is not completely full.
Through the "09-27" job (east-west) is left for Edinburgh.
Is scheduled to arrive there.
I now have plenty of time for me to tread.
At two places in the public hall there appear to be blocks of (paid)
Internet terminals are installed.
I find out how the payment model looks.
This might include a voucher code purchased elsewhere, credit card or with coins.
I have not specifically inquired how and where the facility includes a voucher can be purchased.
I choose 10 minutes internet paid in cash at the terminal.
I see some news.
But there is too much information for a limited time to search.
I find that once again quietly at home to do what I can surf the Internet indefinitely.
Currently, the last vacation I'm not too soon with all the bustle of the busy world to love.
I roll a very useful sound with brie and tomato salad on top and a large cup of latte (coffee)
By Jeanine I get no phone contact at home.
I send her a text message. Later I get in touch.
Now I have plenty of time for "people watching"
Furthermore there is a tickets sales organization to attract attention.
Each month there are two very luxurious 2 seater car raffle.
Shipping the car to anywhere in the world is included.
Also the choice of the right-hand drive.
I make a few pictures.
Eventually the message on the screen passengers for flight
KL1290 is to give the departure pier, and
there to collect.
With a delay of 30 minutes, the access door finally opened.
Boarding passes are checked.
The hand baggage is already checked before boarding, they do now
not again.
The flight to Amsterdam on track.
Throughout the journey, I had the opportunity to reasonable numbers of ground shots.
Near Edinburgh, the special steel construction of the bridge over the
Firth and Forth.
This is called a double cantilever bridge with three pillars in the water at the end
of the 19th century.
The Netherlands I have to look for the appearance of the basic pattern of
the buildings.
Finally I observe that in the vicinity of the stadium Amsterdam Arena in southeast flown.
(That's near my house.) I make a picture just in time.
Later the aircraft landed at the Schiphol airport and was parked on the tarmac.
Using a mobile could kick the passengers in a taping waiting shuttle.
The bus took us to the arrivals building.
First there were the passports checked.
Now it was figuring out which belt the trunks Edinburgh were to be delivered.
Pretty soon, this is fine.

Through the output "nothing to declare" I leave the lobby.
Then it went by train to Amsterdam - Bijlmer Arena what i had seen in the plane.
Now I was back at home in my own home.

99 July loose info

Elisha, born November 24, 2010, daughter of Helen, the second mate of Gijs the Tecla.

GB Fred, roommate = 84 years. Has 20 years sailing experience on a wide range of ships, repeatedly made trips to Astrid.

Andy is currently a commercial pilot in Ldn. Formerly a military career as a fighter pilot.

Names of the crew (incomplete):

Gemma and Anne in cabin = 3

NL-Fred- GB- Fred = 5

Nicolay and balances = 6

Mike and Rosamund = 8

Peter and Erik = 6 (lifeboat houses, Erik is the most blonde)

Patrick and Jack = 4

few cabins for people at the front (not documented)

Transcribed to post names on photos to places.