

**DENMARK, SWEDEN, NORWAY**

**AND THE**

**UNITED KINGDOM**

**Part 2 – England & Scotland**

**and**

**Appendix**

**APRIL - JUNE 2005**

**Jim Russell**



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# Itinerary - Scandinavia and UK - 2005

## Part 1 - Scandinavia

DATE	Day	Destination	Transport	Accommodation
Mon 18 April	01	Mel - Copenhagen	QF9 15:30	
Tues 19 April	02	Arrive Copenhagen	QF3431 07:05	Ansgar Hotel Colbjornsensgade 29 Copenhagen 1653 +45 33 21 21 96
Wed 20 April	03	Copenhagen		Ansgar Hotel
Thur 21 April	04	Copenhagen		Ansgar Hotel
Fri 22 April	05	Copenhagen		Ansgar Hotel
Sat 23 April	06	Copenhagen - Odense - Copenhagen	Train 08:00 Return 17:06	Ansgar Hotel
Sun 24 April	07	Copenhagen – Bornholm – Malmö - Kalmar	Train 06:39 Arrive Ystad 07:55 Ferry Ystad – Bornholm 08:35 – 09:45 Bornholm – Ystad 15:00 – 16:10 Local Train Ystad – Malmö 18:08 – 18:55 Train Malmö – Alvesta 19:13 – 20:32 Alvesta – Kalmar 20:42 – 22:00	First Hotel Witt Kalmar Södra Langgatan 42 SE-392 31 Kalmar +46 48 01 52 50
Mon 25 April	08	Kalmar		First Hotel Witt Kalmar
Tues 26 April	09	Kalmar - Stockholm	Train Kalmar – Alvesta 07:06 – 08:25 Alvesta – Stockholm 08:34 – 11:40	Lord Nelson Hotel Västerlanggatan 22 Stockholm 11128 + 46 8 50640120
Wed 27 April	10	Stockholm		Lord Nelson Hotel
Thurs 28 April	11	Stockholm		Lord Nelson Hotel
Fri 29 April	12	Stockholm – Oslo Meet Barb at Tulip Inn Rainbow Opera 1830	Train Stockholm – Oslo 07:00 – 11:49	Tulip Inn Rainbow Munch Munchs Gate 5, Oslo 0130 +47 23 21 96 00
Sat 30 April	13	Oslo		Tulip Inn Rainbow Munch
Sun 01 May	14	Oslo		Tulip Inn Rainbow Munch
Mon 02 May	15	King of Fjords. Oslo – Myrdal – Flåm – Balestrand Retain Voucher and Combination Ticket	Train 61 Oslo – Myrdal - 08:11 – 12:53 Myrdal – Flåm - 13:02 – 14:00 Ferry Flåm – Balestrand 15:30 – 16:55	Kviknes Hotel Boks 24 N-6898 Balestrand +47 57 69 42 00

Tues 03 May	16	Fjærland Glacier	M/s Fjærland 08:15			Kviknes Hotel Balestrand
Wed 04 May	17	Balestrand - Bergen	Ferry 16:45 – 22:00			Neptun Hotel Valkensdorgae 8 N-5012 Bergen +47 55 30 68 00
Thur 05 May	18	Start Hurtigruten – Cruise Bergen	Port Bergen	Arrive	Depart 20:00	
Fri 06 May	19	Cruise Day 2	Florø	02:00	02:15	
			Maløy	04:15	04:30	
			Torvik	07:15	07:30	
			Ålesund	08:45	09:30	
			Geiranger		13:30	
			Ålesund	17:45	18:45	
			Molde	21:15	22:00	
Sat 07 May	20	Cruise Day 3 Meet Nam at Music Museum	Kristiansund	01:30	01:45	
			Trondheim	08:15	12:00	
			Rorvik	20:45	21:15	
Sun 08 May	21	Cruise Day 4	Bronnøysund	00:30	01:00	
			Sandnessjøen	03:40	04:15	
			Nesna	05:25	05:30	
			Ornes	09:00	09:30	
			Bodø	12:30	15:00	
			Stamsund	19:00	19:30	
			Svolvær	21:00	22:00	
Mon 09 May	22	Cruise Day 5	Stokmarknes	00:30	01:00	
			Sortland	02:15	03:00	
			Risøyhamn	04:15	04:30	
			Harstad	06:45	08:00	
			Finnsnes	11:00	11:45	
			Tromsø	14:30	18:30	
			Skjervøy	22:00	22:45	
Tues 10 May	23	Cruise Day 6	Oksfjord	01:45	02:15	
			Hammerfest	05:15	06:45	
			Havøysund	09:30	09:45	
			Honningsvåg	11:45	15:15	
			Kjollefjord	17:30	17:45	
			Mehamn	19:45	20:00	
			Berlevag	22:30	22:45	
Wed 11 May	24	Cruise Day 7	Batsfjord	00:30	01:00	
			Vardø	04:00	04:15	
			Vadsø	07:30	08:15	
			Kirkenes	10:00	12:45	
			Vardø	16:00	17:00	
			Batsfjord	20:15	20:30	
			Berlevag	22:15	22:30	

Thurs 12 May	25	Cruise Day 8	Mehamn	01:15	01:15	
			Kjollefjord	03:15	03:30	
			Honningsvåg	05:45	06:15	
			Havøysund	08:15	08:30	
			Hammerfest	11:15	12:45	
			Oksfjord	15:40	15:45	
			Skjervøy	19:15	19:45	
			Tromsø	23:45		
Fri 13 May	26	Cruise Day 9	Tromsø		01:30	
			Finnsnes	02:15	04:45	
			Harstad	08:00	08:30	
			Risøyhamn	10:45	11:00	
			Sortland	12:30	13:00	
			Stokmarknes	14:15	15:15	
			Svolvær	18:30	19:30	
			Stamsund	21:00	21:30	
Sat 14 May	27	Cruise Day 10	Bodø	01:30	04:00	
			Ørnes	07:00	07:15	
			Nesna	11:00	11:15	
			Sandnessjøen	12:30	13:30	
			Brønnøysund	16:50	17:00	
			Rørvik	20:30	21:30	
Sun 15 May	28	Cruise Day 11	Trondheim	06:30	10:00	
			Kristiansund	16:30	17:00	
			Molde	20:30	21:30	
			Ålesund	24:00		
Mon 16 May	29	Cruise Day 12 End Hurtigruten – Cruise Bergen	Ålesund	00:00	00:45	
			Torvik	02:00	02:15	
			Maløy	05:00	05:45	
			Florø	08:00	08:15	
			Bergen	14:30		
			Rainbow Hotel Rosenkrantz Rosenkrantzgaten 7 N-5003 Bergen 47 55 30 14 00			
Tues 17 May	30	Bergen				
Wed 18 May	31	Bergen to Newcastle UK	Bergen – Stockholm AY684 11:35 Stockholm – Heathrow BA779 15:40 Heathrow – Newcastle BA1338 20:45		Isabel Sutcliffe's	
Thur 19 May 2005	32				Isabel's	

## Part 2 – England and Scotland

Fri 20 May	33	Newcastle - Kirkaldy	Car Pickup 09:00 Hertz – Newcastle Airport	Dave and Helen's
Sat 21 May	34	Kirkaldy	Car	Dave and Helen's
Sun 22 May	35	Kirkaldy - Sheffield	Car	Premier Travel Inn, Sheffield (Arena), Attercliffe Common Rd, Sheffield, S. Yorkshire S9 2LU Tel: +44 (0)870 238 3316 Fax: 0114 2423703
Mon 23 May	36	Sheffield	Car	
Tues 24 May	37	Sheffield – Shropshire (Ironbridge)	Car	John & Ann Richardson
Wed 25 May	38	Ironbridge Gorge	Car	John & Ann Richardson
Thurs 26 May	39	Ironbridge - Cheltenham	Car	Jo Bailey's
Fri 27 May	40	Cheltenham	Car	Jo's
Sat 28 May	41	Cheltenham -Bristol (Clevedon)	Car	Visit Paddy Dalloway – Lunch 11:45
Sun 29 May	42	Bristol - Oxford	Car	Jennie and Peter McFadden
Mon 30 May	43	Oxford - London	Car - Drop off 08:30 35 Edgware Road Central London  1 day travel card Zones 1 to 6 6 pounds  Visit Joan and Harry at Bromley	Premier Travel Inn, London (County Hall), Belvedere Road London SE1 7PB Tel: 08702383300 Fax: 02079021619 Visit Joan and Harry at Bromley
Tues 31 May	44	London		Premier Travel Inn, London (County Hall)
Wed 01 June	45	UK to New York – Melbourne Depart Heathrow 1025	Heathrow – JFK BA175 10:25 JFK - LAX QF0108 19:20 – 22:10 LAX – MEL QF0094 23:40	
Fri 03 June		Arrive Melbourne	07:55	

## Map – Part 2 – England and Scotland

United Kingdom



Flights

Bergen - Stockholm - London - Newcastle

London - New York - Los Angeles - Melbourne



**Wednesday 18 May 2005 - Bergen to Newcastle, England**

**Day 31**

Today has mostly been a non-day, airports and planes. Isabelle was on the same plane and able to come and sit with me on the flight from London to Newcastle

**Thursday 19 May May 2005 - Newcastle**

**Day 32**



**Segedunum**



**Swan Hunter shipyard**

The weather in the morning was not to promising, raining and cold. However by the time I had checked emails and planned what I was going to do the rain had stopped and I set off in the local Metro for Wallsend and the museum at the site of the Roman Fort, Segedunum, at the eastern end of Hadrian's Wall.

<http://www.segedunum.com/>



**Model of Segedunum**

It is just good luck that anything remains of the site. The old Wallsend Coal Mines and the Swan Hunter shipyards have occupied the site without any regard for the historical value of the site.

The museum is housed in the old cafeteria building and a nine-storey observation tower enables visitors to overlook the site, including the fort, the remains of the coal mine and the shipyard. The shipyard is still building ships for the Royal Navy.



**Hadrian's Wall**

<http://www.swanhunter.com/>  
[http://en.wikipedia.org/wiki/Swan\\_Hunter](http://en.wikipedia.org/wiki/Swan_Hunter)

There is not a great deal of the fort's foundations remaining, but there is enough for the full plan of the fort to be laid out so that all the buildings can be seen. Unfortunately a modern road passes through the fort, cutting off part of the northern section. There is an excellent model of the fort as it once was in the museum.



**Observation Tower - Segedunum**

The museum had a special exhibition of the 'Lewis Chessmen', discovered quite recently hidden on an island in the Hebrides. The chessmen are from the 15<sup>th</sup> C and are carved from seal and walrus ivory. Where they came from and why they were hidden is unknown. 78 pieces from 4 identifiable sets were found. The ones on display were from the British Museum.

<http://www.thebritishmuseum.ac.uk/compass/ixbin/goto?id=OBJ566>



**Millennium Bridge - Newcastle**

Next stop is the Millennium Bridge across the Tyne on my way to the Baltic Centre for Contemporary Art.

<http://www.gateshead.gov.uk/bridge/bridged.htm>



**Hinge - Millennium Bridge - Newcastle**

The Millennium Bridge is most unusual and the only one of its type. Two arches, one a supporting arch and the other a walkway are connected together at about 120° to one another. The arches rotate together so that the walkway is raised to open the river with a clearance of 25m, the same clearance as the Tyne Bridge, thus allowing ships to pass up river.

The Baltic Centre is housed in a building that was once flourmill. The building that contained the silos has been converted into 5 levels of gallery space for displaying contemporary works of art. There is no permanent collection so there is regular rotation of the exhibitions.

<http://www.balticmill.com/html/index.html>

The current exhibitions include photographic work by Julian Germain, paintings by Barnaby Furnass, and installation pieces by Ed and Nancy Kienholz.

The last exhibition is jointly curated with a Sydney Art Gallery.

Generally a very successful use of the old industrial building.



**Sage, Gatehouse**



**Inside the Sage, Gatehouse**





**All Saints - Newcastle**



**Keep - Castle Garth - Newcastle**



**St Nicholas Cathedral**



**Blackgate - Castle Garth - Newcastle**



**Tyne Bridge**



**Tyne Bridge, Swing Bridge, High Bridge - Newcastle**



**View from the Keep - Castle Garth**





**Grey's Monument - Newcastle**

Sage, Gateshead is a huge, modern concert centre on the south bank of the Tyne. It was completed in 2005. Inside the spaces are also very large and I walk through the reception and café area to the other end and up onto the Tyne Bridge. From the bridge there is a good view of The Baltic, The Millennium Bridge and The Sage Gateshead.

<http://www.thesagegateshead.org/>

I can see the castle keep, but my map lacks detail and I spend some time finding a way there. I eventually find a stairway near the Swing Bridge that leads up to the castle. The first castle

was built by Robert Curthouse in 1080. This early castle was rebuilt in stone in the 12<sup>th</sup> and 13<sup>th</sup> C. It is remarkable that Castle Garth has survived at all. Now restored and opened as a museum the keep is quite interesting. The castle was attacked many times, especially during the wars between England and Scotland. In the 1840's railway construction buildings covering the site were removed and railway viaducts were constructed nearby. One viaduct passes through the castle yard.

<http://museums.ncl.ac.uk/keep/index.htm>



**Turbinia - Discovery Museum - Newcastle**

Time is passing and I set off for the Discovery Museum. Apart from the excellent displays showing the history of Tyneside, Newcastle and the technical achievements of the region, the first steam turbine driven ship, Turbinia, is on display. Built by Charles Parsons in 1894 she became, in 1897, the fastest ship in the world at 34 knots. This development marked the end of traditional steam engines for ships. One of the museum attendants told me the history of her recovery and restoration. She had been cut up and bits scattered around England. Fortunately the pieces had not been destroyed and they were collected together and reassembled.

<http://www.twmuseums.org.uk/discovery/>  
<http://www.twmuseums.org.uk/discovery/turbinia.php>



**Armstrong Whitworth Car**



**Walls of Newcastle**

At 17:00 it is time to meet Isabelle and her daughter Liz at Grey's Monument. Grey's Monument stands out like Nelson's column so it is easy to find and is a common meeting place for the locals.

Grey's monument was erected in 1838 to commemorate Earl Grey and his contribution to the passing of the Great Reform Bill. The Roman Doric column of hard millstone grit stands 135ft tall and is set on a base of local sandstone.

[http://en.wikipedia.org/wiki/Charles\\_Grey,\\_2nd\\_Earl\\_Grey](http://en.wikipedia.org/wiki/Charles_Grey,_2nd_Earl_Grey)

After a drink at a nearby bar we go for dinner at a gallery and restaurant in the Biscuit Barn. The building was once a biscuit factory. It has been converted into a very nice

gallery displaying contemporary work, in all media, which is for sale. There are some very attractive and well-executed glass and ceramic pieces.

**Friday 20 May 2005 - Newcastle to Kirkcaldy**

**Day 33**



**Poison Plant Garden - Alnwick Garden**

Up early to go to the airport to pick up the car. Isabelle is able to drive me as she is leaving early for work. I am a bit early so I spend the time writing yesterday's notes.

About 35 miles north of Newcastle is Alnwick Garden and Castle. This is a new garden being established in the grounds of Alnwick under the patronage of the Duchess of Northumberland. Alnwick Castle is the home of the Duke and Duchess and was the location for the filming of the Harry Potter films. The Percy (or de Percy) family acquired the estate for services to William the Conqueror and the name has continued, albeit not always through the male line.

<http://www.alnwickcastle.com/>  
<http://www.alnwickgarden.com/>  
[http://en.wikipedia.org/wiki/Alnwick\\_Garden](http://en.wikipedia.org/wiki/Alnwick_Garden)



**Cascade - Alnwick Garden**

A central feature of the garden is the water cascade. A special poisonous plant garden features plants common in the British countryside and gardens that are potentially deadly. Entry to this part of the garden is only allowed with a guide.

Construction of buildings in the garden is in progress and it is obvious a lot of money is being invested to make the centre, castle and village a tourist attraction in this part of England.



**Water Feature - Alnwick Garden**



**Serpent Garden - Alnwick Garden**





**Water Feature - Alnwick Garden**

I spent a little longer than I intended, nearly 2½ hours and it is after 12:30 before I am on the road again, heading north along the A1. Everything is fine, the weather has been good, and then shortly after passing Berwick on Tweed, I am struck by a violent rain storm.

It lasted about 10 minutes and then cleared. Traffic was OK until I approached Edinburgh and got onto the ring road. The last 30 miles or so took about 1½ hour.



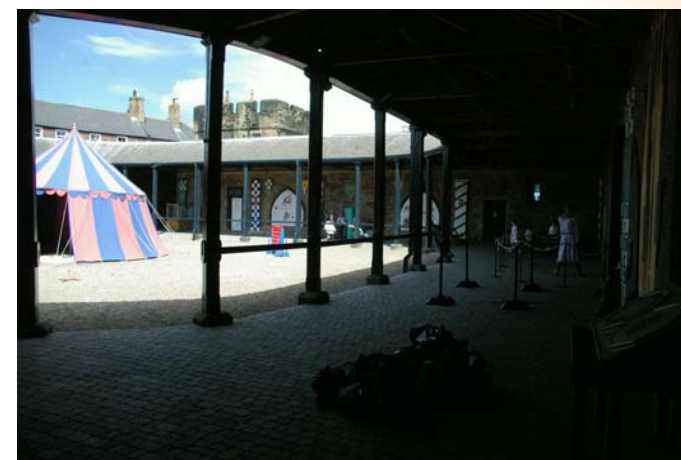
**Ornamental Garden - Alnwick Garden**



**Tree House - Alnwick Garden**



**Alnwick Castle**



**Knight's School - Alnwick Garden**

Eventually I arrived at Dave and Helen's and shortly after we picked up Tom to go for the Friday night drink.



The day starts fine, and apart for alight shower mid morning, remains fine. A haircut is required and so Dave takes me to the usual barber in Kirkcaldy.



**Dundee**

Tom has booked seats for 'The Graduate' at the Dundee Repertory Theatre for this evening.

<http://www.dundeereptheatre.co.uk/>

After lunch we head off to Dundee and after wandering through the Saturday farmers market we come upon the McManus Gallery. We are curious about the building; the style is Gothic and we wonder what it might have been before it became a gallery. Turns out the building had always housed a gallery.

<http://www.scottisharts.org.uk/1/artsinscotland/visualarts/features/archive/venue/mcmanusgalleries.aspx>



**McManus Gallery - Dundee**



**Verdant Works - Dundee**

It housed a display of the history of Dundee, and a collection of paintings by Scottish artists.

The gallery is to close soon for major renovations to the building.

Dundee is renowned for three Js, Jute, Jam and Journalism. At one time processing jute was the main industry and there were many mills spinning and weaving jute fibre. The jute industry followed established linen industry practices, for processing flax, as processing techniques are similar.



**Courtyard - Verdant Works - Dundee**



**Office - Verdant Works - Dundee**



Textile machinery - Verdant Works - Dundee

Competition from mills in India finally closed the mills. Jute fibre came from India and it was only natural that mills would be set up closer to the raw materials where labour costs were also lower. Many of the Dundee textile machines have been moved to India and Bangladesh.

The Verdant Mills Textile Heritage Museum has displays covering the history, processing and uses of the textile products produced at the many large mills in Dundee. Displays of life, particularly of women and children, in the city paint a grim picture of the way the people lived in Industrial Revolution Britain.

[http://www.theheritagetrail.co.uk/industrial/verdant\\_works.htm](http://www.theheritagetrail.co.uk/industrial/verdant_works.htm)

<http://www.undiscoveredscotland.co.uk/dundee/verdantworks/>

A drink in a local pub gave us a chance to see the end of the FA Cup Final. Another inconclusive soccer match; decided by penalty shootouts.

We dined at the restaurant at the theatre before the show. A very nice meal and a good show.

## Sunday 22 May 2005 - Kirkcaldy to Sheffield

Day 35

As there was no reason to rush to get to Sheffield I didn't leave Helen and Dave's until about 09:45. A bit slack, but it was raining and not very inviting for driving.

The fastest route, provided there are no road works etc. is to cross the Forth Bridge, head for Glasgow and then head south towards Greater Manchester on the M6, cutting across to the M1 on the M66 and M60 and enter Sheffield from the North East.

To avoid delays on the Forth Bridge due to repair work I went up river to the Kincardine Bridge that meant a slower drive through towns on the North side of the Forth. Once across the Forth I was soon on the motorways, heading first west then south. I was making good time but it was getting rather boring travelling at 70mph. By now the weather was improving and after about 3 hours I decided to cut off onto the A65 and wend my way through North Yorkshire and then onto the A629 to Sheffield.

A much slower route that skirts the Yorkshire Dales National Park and passes through farms with stone walls, fresh spring grass and lambs frolicking in the fields. The

A629 passes through the mill towns of Halifax and Huddersfield, once famous for their woollen mills, the black soot from the boilers that raised steam from the mills and the working conditions of those employed in the mills. These were some of the towns of the 'Dark Satanic Mills'. Now they are clean, the soot has been washed away but a little remains, and they nestle beside the rivers that provided the water required for the mills.

Tonight Rod Stewart is performing at the Arena across the road. Crowds seem to be middle aged.

## Monday 23 May 2005 - Sheffield

Day 36

Today's plan is to visit two industrial museums in Sheffield. Since the 13<sup>th</sup> C Sheffield has produced iron and

steel products. The first cutler was recorded in the town in 1297. By the time of Queen Elizabeth 1 (1558 – 1603)

Sheffield knives, scythes, sickles and other tools were becoming internationally renowned.





**Bessemer Converter - Kelham Island Museum - Sheffield**

The industry continued to grow and with the introduction of waterwheels to drive the hammers, grinding stones and air pumps, production further increased. By the 1770's there were 161 water-powered workshops within 5 miles of the Sheffield parish church. This could not have been achieved without the large number of streams bringing water from the Yorkshire Moors into the Rivers Don and Sheave. Only a handful of the remains of these mills exist. One is at Abbeydale where most of the original workshop has been preserved.



**River Don Engine - Kelham Island Museum - Sheffield**



**River Don - Sheffield**

Sheffield continued to grow as a centre for manufacturing high quality cutlery; steel, silver, silver plated, and finally stainless steel. The demands of this industry for high quality raw material meant that iron bar was imported from Sweden. This was converted to blister steel in cementation furnaces. The steel was then hammered and

folded into shear (for making shears) steel that was ideal for durable and sharp cutting edges.



**Globe Works - Sheffield**

The invention of crucible steel and the advent of steam power revolutionised the cutlery industry and it also made available steels that could be used in the machines of the early industrial revolution.



**Abbeydale Industrial Hamlet - Sheffield**





**Green Lane Works - Sheffield**

The Kelham Island Museum chronicles the rise (and decline) of steel making in Sheffield. Early growth was hampered by the lack of transport into and out of Sheffield to bring in the raw materials and ship out the finished products. These gradually improved as canals and toll roads developed from the 1750's a speedy mail coach could reach London in three days.

In 1819 the canal from Rotherham reached Sheffield near Kelham Islands. The surrounding flat land made it an ideal place to build large steam powered factories. Whilst the factories grew there continued to be

Little Mesters, small business of one to three people, who contributed specialised products and skills to the Master Manufacturers.



**Grinding Wheel for Sharpening Scythes - Abbeydale**



**Tilt Hammers - Abbeydale**

The living and working conditions in the town and factories was poor by modern standards, but for many it was better than rural life where there was no job and little

prospect of one. Women and children worked in the factories. The workers organised for better working conditions in the early 1800's.

By 1850, Sheffield was making 90% of all steel used in Britain, 50% of all steel used in Europe and a large proportion of that used in the USA.



**Melting Furnaces - Abbeydale**



**Works Buildings - Abbeydale**



**Waterwheel for Tilt Hammers -  
Abbeydale**

In 1856 Henry Bessemer designed the converter that was to enable bulk production of steel. Now bulk production of railway lines, girders and steel plate became possible. Steel for armaments led to competition between firms and diversification into arms production and shipbuilding.

The museum has displays of equipment, processes and products of Sheffield's pre-eminence as the world's quality steel maker. These days there are still steel makers in Sheffield making specialised steels.

<http://www.simt.co.uk/home.html>



**Managers House - Abbeydale**

Whilst Kelham Island Museum tries to capture the history of steel and steel products in Sheffield, Abbeydale Industrial Hamlet is a time capsule. It was once one of the largest water powered sites on the Sheaf River. In the 1200's, the monks of Beauchief Abbey had a forge nearby. In 1685, Hugh Stephenson rented the 'New Wheel' at the site. The famous hand tool making firm, Tyzak, ran the hamlet from 1849 until 1933.

The main features of the site are the crucible furnace, the only intact one in the world, the tilt forge and the grinding

hull where scythes and similar agricultural tools were sharpened. There were never more than 30 people employed at the site.

The Abbeydale Works were the scene of many industrial incident related to the employment of non-union labour.

Sign posting of roads in Sheffield leave a lot to be desired. Finding the names of some major roads is often difficult and on a number of occasions my computer maps saved me from disappearing into the wilds of Yorkshire.



**Storage Dam - Abbeydale**





**Shropshire Canal and Coal Mine - Blists Hill**

Depart Sheffield at about 07:45 on my way to Shifnal in Shropshire and Tom's brothers place. In a perfect world the trip should take about 2½ hours. A few minor delays on the M1 but once I change to the M42 to head west the traffic slows right down and it is not until I am west of Birmingham and off the M6 northbound that the traffic flow becomes reasonable. The result is I arrive at the White Hart in Shifnal at about 11:30. Tom arrives to

meet me there and guide me to John and Ann's house in the countryside.



**Grocery Store - Blists Hill**



**Pharmacy Store - Blists Hill**

An early lunch and we will set out to visit the Ironbridge Gorge Museums.

<http://www.ironbridge.org.uk/>  
<http://www.ironbridge.info/history/>  
<http://www.telford.gov.uk/FreeTime/LocalHistory/IronbridgeWorldHeritageSite.htm>  
[http://www.bbc.co.uk/history/society\\_culture/industrialisation/iron\\_bridge\\_06.shtml](http://www.bbc.co.uk/history/society_culture/industrialisation/iron_bridge_06.shtml)



**Metal clad Ice Breaking Canal Boat - Blists Hill**

It is in this gorge that the Industrial Revolution is said to have started. Iron has been smelted here for centuries as the raw materials, iron ore, limestone and charcoal for iron making and clay for brick making are available near by. Coal was also available but was not used for iron making.

At the beginning of the 1700's, blast furnaces using charcoal as fuel were operating in the valley. Pig iron Production volumes were low as supplies of charcoal were limited.



Abraham Darby had experience of making brass pots and saw that casting pots from a cheaper metal in sand moulds would make it possible to mass produce pots.



**Beam Engine in Machine Shop - Blists Hill**

The breakthrough came in 1709 when Abraham Darby successfully smelted iron with coke made from the local coal.



**Candle Makers Shop - Blists Hill**

Abraham Darby could now produce large quantities of pig iron the raw material for cast iron and wrought iron. The works became known as Coalbrookdale



**Wood Carver at Work - Blists Hill**

In 1773 Thomas Farnolls Pritchard proposed at an iron bridge across the gorge. Abraham Darby III was commissioned to cast the components and in 1777

construction work began. The bridge was opened in 1779.



**Remains of the Blast Furnaces - Blists Hill**



**Rolling Mills - Wrought Iron Works - Blists Hill**

This demonstration of successful construction of a bridge using cast and wrought iron together with Darby's ability to produce cheap cast iron products of all sorts resulted in rapid expansion of the works and opening of further blast furnaces in the gorge.





**Coalport Pottery Museum**

After lunch we set out to visit some of the museums in the gorge. The closest, Blist's Hill is a recreated Victorian Town around the relics of the Blist's Hill iron and brick works. The town contains examples of typical shops and crafts from Victorian England and the times when Blist's hill was a working town. Up to 500 people worked in the mines, blast furnaces, brick factories, and wrought iron mill.

By the late 18<sup>th</sup> C coal mining was well established, but it was not until the Shropshire Canal and the 305m long Hay Inclined Plane was completed, connecting the upper level

of the canal with the lower stretch of the canal and the Severn River that raw materials and finished goods could be moved to and from the site. In 1860 a railway branch link was built that in due course supplanted the canal.



**Hay Inclined Plane - Blists Hill**



**School Group in Period Costume - Blists Hill**

The Hay Inclined Plane was last used in 1896. Maintenance of the canal was a problem as the land is

subject to subsidence. This is an ongoing problem and some road surfaces have subsided considerably.



**Iron Foundry - Blists Hill**



**Workshop - Coalport Pottery Museum**

Between 1832 and 1844, three blast furnaces were built to replace the Bedlam Furnaces on the riverbank. The



remains of the Bedlam Furnaces can be seen by the riverbank.

The blast furnaces shut down in 1912 and the brickworks followed in the 1950's.

Blists Hill was abandoned as an industrial wasteland until the Ironbridge Gorge Museum Trust opened the Blist's Hill Open Air Museum in 1973.



**Severn River - Ironbridge Gorge**

Blists Hill is similar to Sovereign Hill at Ballarat, Victoria. The period displays are excellent. School children dress up as children of the period and have to behave as school children of the era. Some we saw were having difficulty standing still in line. However it is the engineering relics on the site that are most interesting, the steam winding engine, machine shop, wrought iron mill with its steam hammer and rolling mills and the huge David and Sampson blowing engines from the Priorslee blast furnaces. These steam beam engines were capable of blowing  $354\text{m}^3$  per minute.



**The Iron Bridge**



**Replica of Trevithick Locomotive - Blists Hill**

In 1802-3, Richard Trevithick built a steam railway locomotive at Coalbrookdale, which is now recognized as the first in the world.

[http://en.wikipedia.org/wiki/Richard\\_Trevithick](http://en.wikipedia.org/wiki/Richard_Trevithick)

The Spry, the last Lower Severn Trow, a beamy flat-bottomed sailing barge, that used to ply the Severn River is also on display.

Our next stop is the Iron Bridge itself. The arch of slender cast iron ribs spans 120ft and is high enough to permit passage of the sailing trows and to permit river crossing in the highest floods. The Gorge is regularly flooded and only this year houses in the gorge were flooded.

Records of the construction of the bridge have been lost and in 2001 the BBC commissioned a project to demonstrate an erection method. Half scale arches were successfully raised and stand in the Blists Hill village.

[http://www.bbc.co.uk/history/society\\_culture/industrialisation/iron\\_bridge\\_06.shtml](http://www.bbc.co.uk/history/society_culture/industrialisation/iron_bridge_06.shtml)

The Coalport potteries are situated beside the Severn River. They were set up in 1796 and production stopped in 1926. Part of the Pottery was reopened to house the Coalport China Museum showing the history of the pottery and its work. Potters still work on the site and the displays show all the steps in making fine bone china. Like most museums about the period, the lives of the workers are portrayed, and in this case the impact of lead poisoning from pigments and the effect of dust on the health of the workers is highlighted.

Last stop is the Tar Tunnel. In 1798 William Reynolds tried to drive a tunnel from the riverbank to Blists Hill. After 275m the miners struck a spring of tar. Initially up to 2000l per day was collected, but this decreased and by 1820 it produced no more than 10 barrels a year. In the 1790's visitors reported that it extended 1000m, as far as the upper shafts at Blist's Hill. Some local miners believe it extended even further.

No rush this morning, Ironbridge museums don't open until 10:00 and we are only 10 minutes away.



**Cast Iron Statue - Museum of Iron**

The Museum of Iron is situated at the Coalbrookdale site where Abraham Darby first smelted iron with coke. Roofed over to protect it is the remains of the blast furnace that he modified to use coke instead of charcoal for fuel. During the 1770's the furnace was enlarged to produce

more iron for the Iron Bridge project. The presence of the large waterwheel to drive the bellows on one side of the furnace meant that the enlargement was on one side only. The furnace stopped production in 1818.



**Cast Iron Products - Museum of Iron**



**Cast Iron Table - Museum of Iron**

Although the problem of sufficient fuel for the furnace had been solved, water supply for the waterwheels that drove the bellows for the blast furnace could be a problem. This was overcome by installing a fire engine (steam pump) to return water from the lower furnace pool to the upper furnace pool, thus conserving the water. This fire engine was replaced by a Newcomen beam engine in 1742 and this was subsequently replaced by a large Boulton and Watt steam engine called 'Resolution' in 1788. This engine pumped water from a lower pool, raising the water 37m, a considerable achievement at the time.

The museum is housed in a building known as the Great Warehouse 1838. The display traces Abraham Darby's achievements and the role of subsequent owner/managers of the Coalbrookdale works and the development of the works.



**Water Wheel Site - Museum of Iron**

After cessation of iron making on the site, Coalbrookdale started to specialise in fine art castings.



The output of the iron foundry was varied, but much of the production was decorative items for the gardens and buildings of the time. There are extensive displays of examples of this work. The highlight of this period was the production of the cast iron components for the building (Crystal Palace) for the 1851 Great Exhibition of All Nations. 2000 tons of iron was being cast.



**Remnants of the Darby Blast Furnace**



**Ingenuity - Museum of Iron**

Nearby is Ingenuity, a hall filled with interactive scientific and technological exhibits designed to

illustrate the principles of many modern devices. Designed for children, it is nevertheless extremely interesting and when the kids aren't about the adults play.



**Dockside Warehouse - Ironbridge Museum**



**Locomotive - Severn Valley Railway - Bridgnorth**

Ironbridge Gorge Museum, on the riverbank next to the Ludcroft Wharf where goods from the Coalbrookdale works were loaded on Severn Trows for the trip down river. The building served

as storage at times of low river when the trows could not navigate the river.



**Locomotive - Severn Valley Railway - Bridgnorth**



**Severn Valley Railway - Bridgnorth Station**

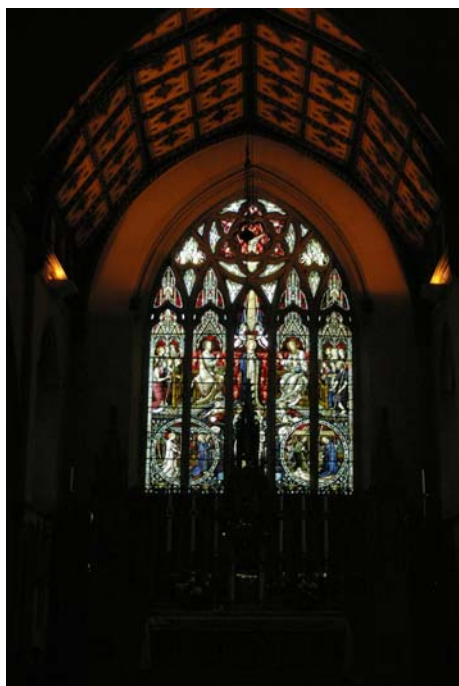
A large model of the Ironbridge Gorge as it was on 12 August 1796 shows where the principal works and villages of the day were situated.

We finish the day at Severn Valley Railway station at Bridgnorth. We arrive in time for the departure of the 16:05 train to Kidderminster. Hauled by a

steam locomotive this historic train makes several trips a day over the 15-mile journey in the summer.

**Sunday 22 May 2005 -**

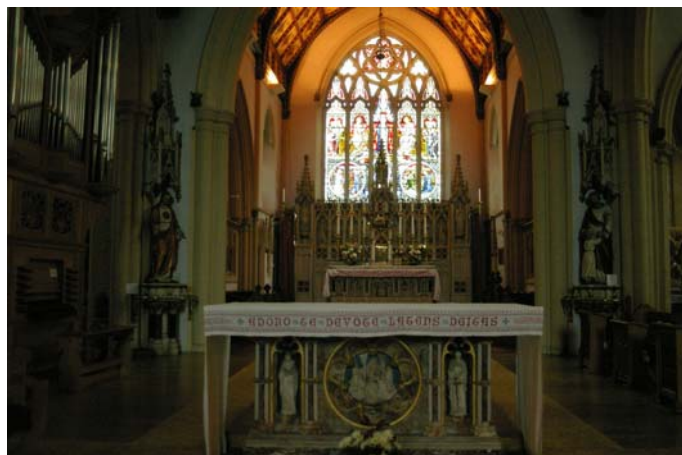
**Day 39**



**St Gregory's Catholic Church -  
Cheltenham**

Not a long trip today, the weather is good and I have decided not to travel on the motorway as I would encounter the same congestion as on Tuesday. The trip through Kidderminster, around Worcester and through Tewksbury takes about 2¼ hours and I find Jo's place in Cheltenham without any trouble.

<http://www.cheltweb.co.uk/history.htm>



**St Gregory's Catholic Church - Cheltenham**

Cheltenham became a spa town in 1716 when a spring surrounded by salty deposits was found.

In 1788 King George III came to drink the waters and the transformation into a fashionable resort began.

Over the following decades the town developed in the architectural style popularized by the Prince Regent in Brighton, with sweeping classical terraces and elegant villas set in landscaped estates around broad tree lined walks.



**Royal Terrace - Cheltenham**



**Montpellier Walk - Cheltenham**





**St Mary's Church - Cheltenham**

Many of these buildings remain. Montpellier walk and its Caryatids modelled on those in the Acropolis, Athens remains as shops facing the Montpellier Gardens. The Montpellier Pump Room has become a bank and the Pittville Pump Room, a little way out of town is a function hall for concerts, etc.



**Council Building - The Promenade - Cheltenham**



**Montpellier Gardens - Cheltenham**



**Town Hall - Cheltenham**

There are many churches. Most date from a period of religious revival in the 19<sup>th</sup> C. Notably St Gregory's Catholic Church was built in 1854. It has some very beautiful stained glass windows. St Mary's Church dates from the 13<sup>th</sup> and 14<sup>th</sup> C.

In the Cheltenham Art Gallery and Museum is a collection of work by members of the Arts and Crafts Movement. This group tried to counter the sameness of products of the Industrial Revolution, by encouraging greater use of traditional arts and crafts in items. There are also displays of local life and history.

**Friday 27 May 2005 - Cheltenham**

**Day 40**

This morning I set out for the Royal Forest of Dean between the Severn and Wye rivers. Timber for ships, iron,

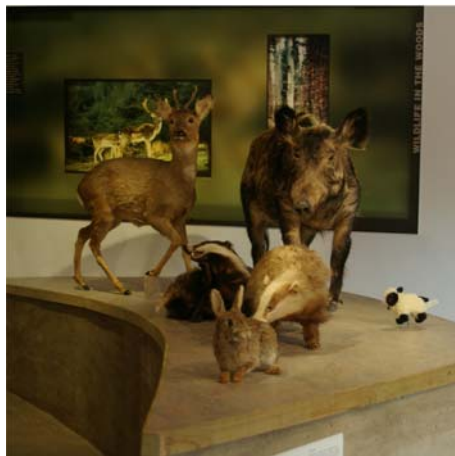
and agricultural products have come from the Forest for centuries. Once a Royal Hunting forest many of the

original animals have disappeared, but many remain and bird life is plentiful.





**Cider Press - Dean Heritage Centre**



**Forest Animals - Dean Heritage Centre**

<http://www.fweb.org.uk/dean/deanhist/>

I commenced my visit at the Forest of Dean Heritage Centre. There are displays of the activities in the forest,

past and present and of the lives of the foresters, miners and iron makers. Many of the foresters and miners had gardens to produce food for the family.



**Coal Mine Beam Engine - Dean Heritage Centre**



**Cottage Interior - Dean Heritage Centre**

Each spring and summer bank holiday weekend there is a demonstration of charcoal burning and iron smelting. Of course that is tomorrow.



**Cottage Garden - Dean Heritage Centre**



**Water Wheel - Dean Heritage Centre**

Iron has been mined in the area since before Roman times and I visited the site of a pre Roman open cast iron ore mine. The forest has reclaimed the site and it now serves as a maze called Puzzle Wood. Walks through the forest and the gullies formed by the mining operation form a maze. The maze is about 200 years old. Nearby is the Clearwell Caves. These caves have pockets of iron



ore in the limestone. The mine is no longer worked for the ore. Some ore is recovered for pigment production.



**Charcoal Burner - Dean Heritage Centre**



**Bluebells - Forest of Dean**

Free Miners mined coal and the Hopewell Mine was owned by one of them.



**Mill Pond - Dean Heritage Centre**



**Cannop Ponds - Forest of Dean**

The forest is very pretty at this time of year. The trees are bright green with their new leaves and forest floor is covered with spring flowers.

I had thought to go onto the new Corinium Museum at Cirencester but time was running out and I made my way back to Celtenham and the Pittville Pump Room, a grand

Regency watering hole and dance hall. There is a concert there tonight.



**Inside Clearwell Caves - Forest of Dean**



**Puzzle Wood - Forest of Dean**

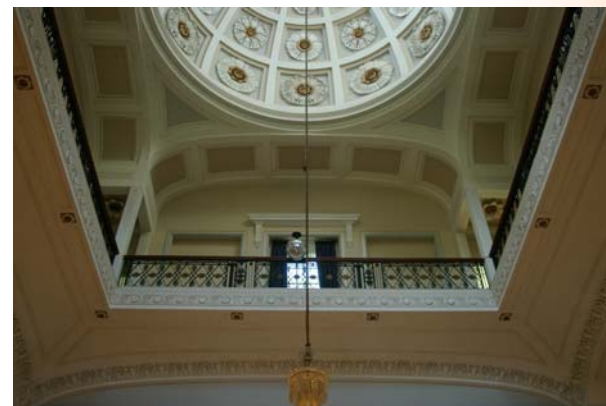




Pittville Pump House - Cheltenham



Pittville Pump House - Cheltenham



Pittville Pump House - Cheltenham

**Saturday 28 May 2005 - Cheltenham to Clevedon**

**Day 41**



Pierhead - Clevedon



Clevedon

This is the start of the May Bank Holiday weekend. Last night the M5 towards Cornwall (and Clevedon) was one huge parking lot. I expected some delays this morning as people were still heading south to the seaside in Cornwall

and South Wales, so I left an hour early for the 75km drive from Cheltenham to Clevedon where Paddy Dalloway was expecting me for lunch at about 11:45.



Cottage - Clevedon



**Buttercups - Clevedon**



**Boys Fishing - Clevedon**

For 30km all is fine then everything stops and the traffic crawls along at 10kph.

I eventually arrive at 13:15, 15 minutes late, fortunately not too late,

for lunch. Total of 3 hours to travel 75km on a motorway!



**Low Tide - Clevedon**



**St Andrew's Church - Clevedon**

Lunch was very pleasant and at about 14:30 I head off to my B&B to get settled in before a long walk along Poet's walk and the golf course to walk off lunch before supper

with Paddy. Supper is at 18:30 so I join Paddy for a drink in her apartment beforehand. Her friend Shannah joins us at supper. The conversation ranges from politics to travel and sport.



**Rotunda - Clevedon**

An after supper drink, this time in Shannah's apartment, and it is time to leave them both to have an early night.

Paddy was pleased to see me and I was pleased to see her again.

Ashley's Guest House that Paddy had recommended was very comfortable.



Plan A for the day was to get away in time to visit the SS Great Britain Museum in Bristol, then on to Bath, Cirencester and Oxford to stay with Jennie and Peter McFadden.

Museum it was after 13:00 so had had to give Bath a miss in favour of the recently reopened Corinium Museum at Cirencester.



**Looking Forward - SS Great Britain**

Things didn't quite work out that way. Lingered over breakfast talking to the other guests so that I didn't arrive at the Great Britain until 10:45 and by the time I had looked at the ship, the docks and the Bristol Industrial



**SS Great Britain - Bristol**



**Promenade Deck - SS Great Britain**



**Galley - SS Great Britain**

The SS Great Britain is one of the achievements of the great Victorian engineer, Isambard Kingdom Brunel. The first sizable ship constructed of iron and driven propeller she was a revolutionary departure in ship design that affected all subsequent maritime history. Brunel had realised that the engine required to drive a ship did not increase directly with the size of the ship and therefore a large ship could carry sufficient coal for a trans Atlantic voyage and still have space for cargo and passengers. Originally designed as a paddle steamer, the design was changed to use a screw propeller. At the time she was a third larger than any previous ship.

[http://www.24hourmuseum.org.uk/museum\\_gfx\\_en/SW000127.html](http://www.24hourmuseum.org.uk/museum_gfx_en/SW000127.html)  
<http://www.nhsc.org.uk/index.cfm/event/getVessel/vref/76>  
<http://www.seabritain2005.com/server.php?show=ConWebDoc.701>

She was built in the dry dock where she is now on display and was 'launched' 19 July 1843. She was a great



success, but after going aground on 22<sup>nd</sup> September 1846, shortly after leaving Liverpool, she made only a few more trans Atlantic voyages. She continued to sail and made many voyages to Australia carrying immigrants. She was converted to a sailing ship with steam assistance and her propeller could be disengaged from the shaft so that it could freewheel when she was under sail.



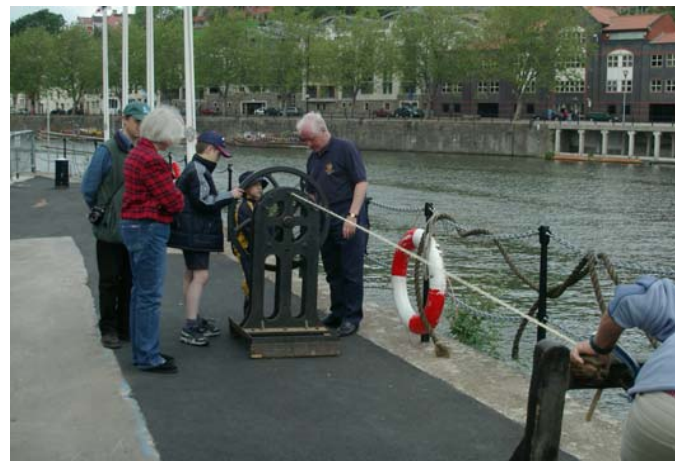
**Passenger Cabin - SS Great Britain**

She made 32 voyages around the world carrying about 600 passengers to Australia and back to Britain. Average passage time was 60 days.



**Engine Room - SS Great Britain**

Finally she ended her days as sailing ship whilst rounding Cape Horn from east to west in 1886. She was dismasted and sought refuge in Port Stanley in the Falkland Islands where she became a store ship until 1933 and in 1937 she was beached.



**Rope Making Demonstration**

In 1970 the ship was recovered and placed on a pontoon for the trip back to Bristol and return to the dock where she was built. Restoration work is continuing and project costing over 11,000,000 pounds is in progress to complete the restoration and the museum in time for the 200<sup>th</sup> anniversary of Brunel's birth.

The demonstrations of rope making and green wood turning on the dock were keeping the children interested.

A replica of the 'Matthew', the ship in which John Cabot discovered a 'newfoundland', America, in 1497 is berthed alongside the dock.

<http://www.heritage.nf.ca/exploration/cabot.html>



**Dockside Steam Train - Bristol Industrial Museum**

The Bristol Industrial Museum is located in a disused dockyard warehouse and has interesting displays of the industrial history of Bristol.

<http://www.aboutbritain.com/BristolIndustrialMuseum.htm>

Of particular interest were some of the vehicles, early caravans, Bristol trucks and cars. There is also a display of aircraft engines built in Bristol.





**Green Wood Turning  
Demonstration**



**The 'Matthew' - Bristol**



**Parish Church of St John the  
Baptist - Cirencester**



**Parish Church of St John the  
Baptist - Cirencester**



**The Wanderer, 1883 - Bristol Industrial  
Museum**



**Bailey Maestro Caravan, 1955 - Bristol  
Industrial Museum**



**Bristol Touring Car, 1906 - Bristol Industrial  
Museum**



**Roman Garden - Corinium Museum -  
Cirencester**

Outside by the docks are old port vessels and a dockside steam train that takes passengers for a short ride along the dock.

The Wanderer was the first purpose built holiday caravan.

Sue and I had visited Cirencester several times, particularly the historic Parish Church of St John the Baptist. First built in the 12<sup>th</sup> C the church was modified and extended several times, the last being about 1500.

However the reason for visiting this time is to see the 'new' Corinium Museum. There has been a Corinium Museum for many years with displays of

Roman artefacts from Corinium, the second largest town in Roman Britain.



**Roman Mosaic Floor - Corinium Museum -  
Cirencester**

[http://www.cotswold.gov.uk/nqcontent.cfm?a\\_id=1569](http://www.cotswold.gov.uk/nqcontent.cfm?a_id=1569)  
<http://en.wikipedia.org/wiki/Cirencester>

Two years work and 5,000,000 pounds has transformed the museum into a passage through time from the Iron Age to the English Civil War in the history of Corinium, now Cirencester. Mosaics from the floors of Roman villas are a feature of the displays. Many of these are from sites outside the town. After the Romans the town continued to be important a subsequent building covered or destroyed the Roman town and much of it may never be excavated.

Even further behind schedule, I head off towards Oxford. I am avoiding motorways and the traffic is light so I have pleasant run through the countryside in the sunshine.



**Main Street - Cirencester**

It is about 16:30 when I arrive at Jennie and Peter's. The children are all away at University.

We have a quiet, very pleasant evening and I have a chance to repack the bags for London. Tomorrow I will leave early to return the car and hope there are no traffic delays.

**Monday 30 May 2005 - Oxford to London**

**Day 43**

It is a bright, sunny morning. After a quick breakfast I say farewell to Jennie and at 07:00 I'm on the main road to London. There is very little traffic, even in London, and I arrive at

the Hertz depot in Edgware Road before 08:30.

After I check in the car I hail a taxi to take me to the Travel Inn at County Hall. It is too early to check in so I leave my luggage a head across the Hungerford Bridge

towards Leicester Square to check out the theatres. Most of the shows have been running for a long time and there isn't much to choose from.





Joan and Harry Gorge

At 11:00 it is about time to make my way to Joan and Harry Gorge's in Bromley South for lunch.

By now the brilliant morning has disappeared and it is raining occasionally. When I get to Bromley there is lightning to the south and very light rain. There is no sign of a bus so I set off for the 15minute walk. Luckily, the rains hold off, and arrive at 12.00 still dry.

Joan has prepared a very nice lunch and I have a pleasant afternoon chatting about old times.

During lunch it rained heavily, but when it was time to leave the rain had cleared away and after I walked back to the railway station I spent some time looking at the market in the High Street before catching the train back to London.



Cornford Close - Bromley

**Tuesday 31 May 2005 - London**

**Day 44**

Last day.



Imperial War Museum



German One Man Submarine - Imperial War Museum



'Tamzine', Smallest boat at the evacuation of Dunkirk - Imperial War Museum



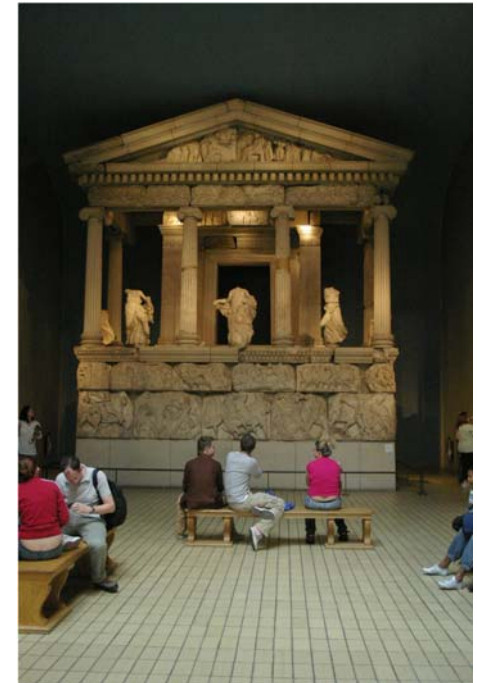
**German Mast Periscope - Spot the muffin - Imperial War Museum**



**German Mast Periscope - Imperial War Museum**



**Egyptian Display - British Museum**



**Nereid Monument - British Museum**



**Monty's Tank, Battle of El Alamein**

First stop is the Imperial War Museum, a short walk from the hotel. I had been before and had heard that the displays had changed significantly. I walked into the main hall and thought I had been mislead. There seemed to be the same guns, planes and tanks in the same places.

<http://london.iwm.org.uk/server.php?show=nav.00b>

This part of the museum hasn't changed much but the displays about each conflict since WWI been modernised. The origins of each were provided and the events equipment and life at war and at home were well displayed.



**Sopwith Camel 2F1 - Imperial War Museum**





**British Supermarine Spitfire Mark 1A - Imperial War Museum**

There were large numbers of family and school groups. The school children were busily finding answers to the question sheet they each had.



**North American P51D Mustang - Imperial War Museum**

After nearly two hours I headed off to the underground to the river to the British Museum. I had been there the first time I was in London. I recall it as having many things on display in rather dowdy display cases. That has all changed. The

galleries have been renovated, the reading room has been refurbished and its exterior has been reclad in stone that, in time, will match the rest of the building. A glass roof has been built over the whole courtyard.

<http://www.thebritishmuseum.ac.uk/>



**Marble Statues from the Parthenon - British Museum**



**Courtyard and Glass Roof - British Museum**

The Africa Garden is the team's final creation together. Over the summer, visitors will be able

to explore the Museum and the garden, finding connections between the plants and the cultures they come from. The garden includes flora from three African climate zones - desert, tropical and temperate - informed by Ground Force's work in Ethiopia, Morocco and their garden for Nelson Mandela in South Africa. It also features contemporary sculptures by African artists - from Mozambique to Ghana - including work specially commissioned by Ground Force.



**Chinese Display - British Museum**



**Ground Force African Garden - British Museum**

## Enlightenment

<http://www.thebritishmuseum.ac.uk/enlightenment/>

'Enlightenment' is a rich new exhibition using thousands of objects from the Museum's collection to show how people understood their world in the Age of Enlightenment. Their view was different from ours, but our knowledge has been built on the foundations they laid.



**The King's Library - Enlightenment - British Museum**

The new display explores a period that saw the development of a systematic approach to the way that people understood the world of nature and human achievement, a period that saw the

founding of the British Museum itself. The new gallery also provides an introduction to the Museum and its collections, and highlights the way that our understanding of much of the natural and human world has changed.

It is housed in the room of the former King's Library, 'the noblest room in London'. The King's Library was named after King George III and was built to house his library that was given to the nation shortly after his death in 1820. The books were transferred to the new British Library in 1998, and the room has now been restored to its original glory as one of London's finest and most beautiful neo-Classical interiors



**British Museum**

## Ferdinand Columbus: Renaissance Collector

<http://www.thebritishmuseum.ac.uk/newsroom/curr ent2005/ferdinand.htm>

*The print collection of Ferdinand, son of Christopher Columbus, is the earliest known to historians. The prints themselves were dispersed long ago, but an inventory preserved in Seville describes 3200 engravings, woodcuts and maps. The exhibition presents a partial reconstruction of this collection with around 150 prints by all the most important Renaissance printmakers. Included are works from Italy by Antonio Pollaiuolo, Marcantonio Raimondi and Giovanni Battista Palumba; from Germany by Albrecht Dürer, Albrecht Altdorfer, Hans Baldung and Hans Weiditz; from the low countries by Lucas van Leyden and Jost de Negker. Many are large format prints such as maps that have rarely been exhibited. A highlight of the exhibition is a stencil coloured genealogical tree of the House of Charles V by Robert Peril that is 7.3 metres long.*

I have a ticket to see 'The Shaughraun' at the Albery Theatre in St Martin's Lane tonight.

The play Turned out to be a hilarious Irish melodrama.

**Wednesday 01/Friday 03 May 2005 - London – New York – Los Angeles - Melbourne**

**Day 45 / 47**

A long trip without incident.





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# DENMARK TODAY

## Bornholm

<http://www.europe-today.com/denmark/bornholm2.html#Roenne>

When visiting Bornholm you will arrive at the islands capital Rønne.



**Rønne** is not a big city, on the contrary, you will find winding streets and splendidly measured houses in the old part of town.

In Storegade you can see the spot where the Swedish colonel Prinzenskjöld was killed in 1658 by Bornholm's liberation heroes, an event which changed the island's history. At other locations are memorials of the Russian bombing in 1945.

Market days are held on the town's square every wednesday.

Bornholm's steep rocky coast must be experienced from the sea.



Starting in **Gudhjem**, the passenger boat THOR makes numerous daily sailings past the beautiful groups of rocks such as the Wet Oven, Candle Rock, Black Hollow on its way to Helligdomsklipperne (Sanctuary Rocks). Motorboats LINDA, FREM and Søfryd sail from Hammer Harbour close along the rocks beneath the Hammershus ruins, past the Lion Heads and into the 70-meter deep Wet Oven. Experienced guides tell about the sights-of interest.

Bornholm has also much to offer the cruise passengers, in a couple of hours it is possible to get a good impression of Bornholm. Rønnes harbour's new cruise ship wharf with a length of 240 m and a minimum water depth of 8 m, and not to mention the harbour's new passenger service building, now enables the harbour to give a proper welcome to the island's cruise ship guests.

Renting a car and experiencing Bornholm on one's own is also a good idea. Bornholm's limited size provides tourists with the possibility of visiting battering beaches along the the southern coast, the rock grouping along the northern coast and much more in the course of just a few hours.

Another exciting way to experience Bornholm is from the air. At Rønne airport, there are sightseeing flights of different length during all daylight hours.

**Hasle:** Within a radius of a few kilometres visitors can experience on of Bornholm's best bathing beaches, wander in the large Hasle woods with its unique history, or enjoy the idyllic fishing hamlets along the coast.



The Hasle district is not only for visitors seeking the peace and calm of nature, but also for people interested in atmosphere and culture. The first time that the Hasle District is mentioned in historical records is in 1149. Many historic, cultural monuments are found throughout the area.

Tourism of Bornholm started on North Bornholm around the turn of the century when especially German tourists used Bornholm as a holiday destination until World War I. The names and architecture of many hotels and pensions are reminders of that period of history.

North Bornholm seems like a large natural reserve. Vang, Finne Valley, the Hammershus Ruin, the Hammer, Opal Lake, Hammer Lake and a great number of sights are connected by innumerable crisscrossing nature paths.

The rocky coast from Sandvig to Tejn offers many nature experiences, and you will find many coves and sheries, small salt meadows and bathing beaches. In Sandkås, you can experience one of the island's most distinctive and beautiful rift valleys. A footpath leads past high rocky walls and fallen boulders through beautiful wildlife. A stream babbles at the bottom of the rift valley. The towns are an experience in past and present. Tejn Harbour is Bornholm's largest fishing hamlet. A well-kept post mill is found in the middle of the fishing hamlet.

**Sandvig** is a small community which down through history has been strongly influenced by nearby Hammershus and the quarry industry of Bornholm. Today, the town consists of many half-timbered houses





and a charming harbour with fishing hamlet enchantment and an active tourist milieu. Sandvig's old quarry-worker houses are now on the historic register. The ramparts in Sandvig date from the time of the Lübeckians and are part of the defence system. "The Old Town hall", located by the ramparts, is the town's oldest building. For a beautiful outdoor experience, follow the lighthouse path all the way around the Hammer. From the former rescue path, help was provided to ships in distress; many seafarers have been brought safely to land.



**Gudhjem-Melsted** (pop 850) is a fishing hamlet with 3 small harbours. The hamlet lies on a granite slope with picturesque houses and street scenes. In summer, its narrow, steep streets are

teeming with tourists. The view from Bokul out over the hamlet's red roofs is unique, as is the walk down the coastal path to Salene Bay and to Melsted Beach.

Throughout this entire century, artists and artisans have been linked to Gudhjem and have found their inspiration in the extraordinary light, the hamlet atmosphere and the scenic beauty.

Gudhjem Museum, galleries, Gudhjem Glasrøgeri at the harbour, Baltic Sea Glass in Saltuna, and the Bornholm Art Museum at Helligdommen are all a part of why the Gudhjem area is the centre of art and handicraft on Bornholm.

Denmark's smallest marked town - population 1,200 - can boast of more hours of sunshine than anywhere else in the country.

**Svaneke** is always teeming with activity. During the summer you can experience this idyllic town at a peaceful gait from a horse drawn streetcar. Every Saturday morning - in July and August Friday too, are market days in Svaneke. Music, performances, and catchpenny shows combined with freshly-baked "apple slice" cakes and freshly brewed hot coffee are all part of the experience.



### **Nexø - The fishing industry town:**

The town of Nexø has one of Bornholm's best bathing beaches as its nearest neighbor. Nexø's close bond to the sea make the town a fishing centre for the entire Baltic Sea where fishing mainly concentrates on cod, salmon and herring. Therefore, the town arms symbolize the main industries of fishing and shipping. The population of Nexø is around 4,000 persons, and the population of the entire municipality is around 9,000 persons.

A large number of convenience shops and speciality shops make Nexø an attractive town of commerce where you can buy almost anything. During the last days of the war, both Rønne and Nexø were heavily damaged by bombardments. Numerous traces of this are still visible, e.g. the so-called Swedish Wooden Houses donated to Bornholm by the Swedish government - a splendid assistance in rebuilding the town. The town also contains the childhood home of author Martin Andersen Nexø in Ferskesøstræde 36. Today it is fixed up with memorial rooms for the world-renowned author whose works include "Pelle the Conqueror". The movie based on the book received an Oscar in 1989 for best foreign film.



**Åkirkeby** -The flower town: At the heart of the island lies Åkirkeby. On the square there are ample opportunities to relax and enjoy the profusely decorated flower town. You'll find plenty of room to eat you box lunch or enjoy a cup of coffee from the patisserie, a glass of draught beer or a good Danish hot-dog.

Åkirkeby has the largest church on the island and is famous for its baptist font. From the lookout tower on Rytterknægten (162m) in Almindingen, the third largest forest in Denmark, you can experience how rocks, forest and beach all meet in Åkirkeby Township.

## Templar churches – Bornholm Island

<http://www.sacredsites.com/europe/denmark/bornholm.htm>



Templar church of Osterlars, Bornholm Island

Located 40 kilometers southeast of the southern tip of Sweden but territorially a part of Denmark, the island of Bornholm is one of the oldest visible rocks in the world. Formed through volcanic activity more than 1700 million years ago, the small granite island has an area of approximately 600 square kilometers (230 square miles). Its rolling hills are covered with a patchwork of farms, pastures and beautiful forests, the coasts are graced by sandy beaches and rocky cliffs and its traditional villages are home to some of the friendliest people in Europe.

Archaeological excavation reveals the island to have been settled since at least 3600 BC, when numerous dolmens and Neolithic mounds began to be constructed. A majority of the mounds show evidence of having been used for burials while others, lacking burial remains, indicate possible astronomical and ceremonial use. Scattered here and there across the island are many boulders and flat, glacier-scoured rock surfaces that are engraved with mysterious symbols and geometric forms, small cup-shaped depressions, and carvings of ships. Conventional archaeological theory, unable to date the

engravings or explain their function, attributes them to Bronze Age inhabitants (1800-500 BC). These rock engravings may, however, date from a far earlier age and may have functioned as sea and star maps for ancient mariners.

In medieval times, the island was known as Burgunderland or Burgunderholm, from which the present name derives (holm is an old Danish word for island). During the transition to Christianity between 1050 and 1150 AD, around 40 runic stones were erected around the island and today most of these are found in the vicinity of churches and old bridges where they have often been reused as building materials.

Clearly the most famous of the ancient constructions of Bornholm Island are its medieval round churches. The current hypothesis among historians is that these structures were not intended solely for religious practices but that they also had a defensive function. Given their assumed construction period in the 12<sup>th</sup> century, this makes sense as the Baltic region was then subjected to near continuous raids by Slavonic pirates from the island of Rugen, off the German coast. Originally the four churches had flat roofs so that they could be defended from any angle, and the cone-shaped roofs were not added until several centuries later. Upon deeper consideration however, the idea that the churches were used for defensive purposes does not make much sense when one considers the extremely limited interior space within the churches. Each of the four round churches, except for Nyker, have three floors but the lower floor has limited space because of the enormous central pillar and the upper two floors are far too small and cramped to accommodate more than a few dozen people. Additionally, if places of refuge were needed during times of attack, it would have been far more logical for the population to have gathered within the fortresses of Gamleborg and Lilleborg which were vastly more secure and defensible during the time of the supposed pirate raids.

There are still more mysteries to these four round churches that cannot be explained by the conventional historical interpretation. What was the purpose of the round shape and from where did it architecturally originate? While there are scores of other churches dating from the same period of time throughout Denmark and other parts of Scandinavia, there are no other churches with the distinctive roundness of the Bornholm buildings. Equally mysterious is the location of the four round churches relative to one another, to the geography of Bornholm and to the nearby islet of Christianso (12.5 miles northeast of Bornholm). In other words, who really built these churches and for what purpose?



To find answers to these questions two researchers looked beyond the conventional historical interpretation and were repeatedly led to the medieval religious order of the Knights Templar. Writing in their book, *The Templars' Secret Island*, Erling Haagensen and Henry Lincoln present a great deal of evidence linking the four round churches of Bornholm with the controversial and much misunderstood religious brotherhood of the Templars. According to these authors the location of the four round churches of Osterlars, Nylars, Olsker and Nyker, indicates a complex but very beautiful pattern of landscape geometry incorporating three, four, five, six and seven sided figures. In addition, the round churches reveal the key to further landscape geometry, which is linked to the other medieval churches on Bornholm and nearby Christianso, and is also mirrored in the extraordinary landscape geometry of Rennes le Chateau in southern France.

Historically it is known that the original nine founders of the Templars spent nine years secretly excavating hidden passages beneath the Temple of Solomon on Mount Zion in Jerusalem, after which they unexplainably became immensely wealthy. What did these nine Templar knights find, great wealth, objects of mysterious power, texts of secret esoteric teachings or all these things? What was the connection between the Templar knights and the explosively rapid development of the Cistercian monastic order that has so many fascinating connections with early Christianity in Scandinavia and Bornholm? And, if vast treasures were discovered beneath the Solomon's Temple, where were those treasures then hidden away? Geo-radar surveys conducted at the Osterlars church on Bornholm and the church of Rennes le Chateau have revealed what seem to be previously unknown crypts beneath the church floors. Did the Templars store their treasures at these sites?

Haagensen and Lincoln have done pioneering work in the analysis of Bornholm's sacred geography but the authors believe that deeper and more esoteric secrets remain to be discovered. The celestial alignments of the island's Neolithic constructions and the round churches need to be studied in

more detail (for example the upper windows in the Osterlars church were positioned to be in alignment with the sunrises of the winter and summer solstices). Additionally, ancient pagan symbols encoded in carvings and frescos found in the four round churches and also at Poulsker church in south Bornholm need to be examined with a broader knowledge than that of the conventional historical approach.



Templar church of Olsker, Bornholm Island

## Conflicts in the Barents Region

<http://www.barentsinfo.org/?deptid=15873>

By Lars Gyllenhaal

In the early 21<sup>st</sup> century the Barents Euro-Arctic Region may be viewed as one of the most peaceful on the planet. However, the region has not been excluded from violent struggle, and has even seen full-scale modern warfare. There are still plenty of traces from the Second World War in the frontier areas. The following summary will give you an idea of the major conflicts that have plagued the Barents Region during the second millennium. See also the [Conflict Hystography in the Barents region](#).

### COLONISATION AND ETHNICAL STRUGGLE

Until the 13<sup>th</sup> century the presence of nation states within the region was negligible. This was uncharted territory totally without borders, taxation, conscription and other traits of nation states. Besides the indigenous, mostly nomadic, peoples of the region only small groups of hunters and fishermen from the Nordic countries and Novgorod lived within the region.

The indigenous peoples, such as the Sami and the Nenets, were only very gradually subjugated and thus there have been few "Indian Wars" within the region. However, eruptions of violence against ethnical groups and resistance has occurred, as recent research shows.

The struggle of the indigenous peoples of the region – for territory and rights - goes on, but now by non-violent means and with the support of multinational bodies such as the United Nations.

### THE "EXPEDITION WARS"

During the 14<sup>th</sup> and 16<sup>th</sup> centuries military expeditions were sent from Karelia to Norway and vice-versa in attempts to dominate the region. It had become common knowledge that it was rich with fur, silver and fish. Both these military operations and the following ones, until 1918, were really small projects - as the military units of the time lacked the numbers, tools and provisions for prolonged warfare. Large-scale ground warfare in the Arctic was not yet technologically feasible.

In the late 16<sup>th</sup> century several Swedish raids were launched against northern Karelia and the Kola Peninsula. These territories were not fully integrated into the Russian sphere of control and their defences were weak. Sweden attempted to occupy them to fully control the trade between Russia and Western Europe. This aggressive policy was thwarted not least by the establishment in 1584 of the Russian port and town of Archangel, i.e. today's city of Arkhangelsk, by the estuary of the river Dvina.

In 1854-55 the British Royal Navy attacked the northern coast of the Kola Peninsula and destroyed the undefended town of Kola. These actions were a consequence of the distant Crimean War.

### WWI AND THE INTERVENTION IN NORTHERN RUSSIA

In the late 19<sup>th</sup> and early 20<sup>th</sup> century there was a wide-spread fear of Russia in Sweden. Large sections of the public and authorities, not least the military, were convinced that Tsarist Russia wanted to invade North Scandinavia to secure several ice-free ports to the Atlantic. A huge armament programme was set in motion and a lasting result is the fortress of Boden, "The Gibraltar of the North".

When World War One broke out in 1914 Russia did not, however, even attempt to invade Scandinavia. Instead Britain was allowed by Norway to supply Russia with vital goods via Arctic Norwegian ports. German sabotage in the Tornio valley in 1916-17 against these supply lines was largely unsuccessful.

Alas, no support from Britain could save the Russian Empire from its ultimate fate. In 1917 the inefficient, corrupt and war-weakened empire fell to pieces almost by itself. In 1918 British, US and French troops (with small contingents of other nationalities, even some Swedish volunteers) half-heartedly intervened in the Russian Civil War by occupying Murmansk and Arkhangelsk. After the collapse of Tsarist Russia, the Western Powers decided that they had to stop the millions of tons of war materiel stored in North Russia from falling into German hands. Some leaders of the Western Powers had a hidden agenda and also wished to overthrow the Russian communists, or Bolsheviks, as they were known at the time.

Initially the western expeditionary forces in North Russia received support from the local "red", then "white" (!) forces. But the latter, in the end, lost their public support and thus the western troops were forced to leave the region in late 1919 after having seen a lot of waiting but also some intense battles with



all the latest tools of war including tanks and aircraft. As from 1920 the Russian parts of the Barents Region were fully in the control of the Russian Bolsheviks under Lenin.

In the Soviet Union, and also in today's Russia, the occupation of North Russia in 1918-19 by western forces is a well-known fact and has naturally affected the way western policies – and westerners - are viewed.

The following website re. the strange and little-known (in the west) intervention of 1918-19 can be recommended:

<http://www.umich.edu/~bhl/bhl/mhchome/polarb.htm>.

As a consequence of the WWI fighting in Central Europe tens of thousands of German and Austro-Hungarian prisoners-of-war were brought to Karelia and ordered to construct the railway to Murmansk, which they accomplish in record time. Murmansk, due to the proximity of the Gulf Stream, was accessible for ships all year round.

## **WORLD WAR TWO**

Both Hitler and Stalin suffered their first severe military set-backs in the Barents Region but also accomplished amazing feats in the history of warfare in this region.

The reasons for the Soviet Union's invasion of Finland on the 30<sup>th</sup> of November 1939 are still being debated but what is clear is that at least from this date Stalin wished to install a puppet government in Helsinki. As a result of this war, the "Winter War", the Arctic Finnish border town of Salla was lost to the Red Army. The liberation of Salla thus became one of the aims of the Finnish government in 1941. The Winter War also greatly affected Nordic public opinion and almost 8 000 Swedes and 700 Norwegian volunteers arrived in North Finland in the winter of 1939-40. More information on them and the Winter War can be found here (in Swedish and English):

<http://www.svenskafrivilliga.com>

The next major event was the German invasion of Norway on the 9<sup>th</sup> of April 1940. One major goal was to seize the Arctic port of Narvik from which Germany received a major part of its vital Swedish iron ore. Although Norwegian and Allied troops successfully drove the German mountain rangers (mostly from the former state of Austria) up against the Swedish frontier they were stopped from defeating the German contingent by the Allied

pull-out from Norway, caused by the fall of France. The following website on these events can be recommended (in English and Norwegian):

<http://www.nuav.net>

One of the major goals of Hitler's invasion of the Soviet Union on 22 June 1941 was to seize Murmansk and thus North Russia. But Hitler's "victors of Narvik" were only able to advance a few kilometres beyond Finnish Petsamo before hitting a wall of stiff resistance. Here the Red Army held the line and the troop dispositions by the Barents Sea did not change much in three long years. This was the first major German set-back on the battlefields of WWII.

The successful Soviet defenders of Murmansk enabled the ports of Murmansk and Arkhangelsk to operate at their full capacities during all the war. The following website describes the convoys of Allied weapons and goods that sailed to these ports:

<http://www.naval-history.net/WW2CampaignsRussianConvoys.htm>

Hitler decided that a railway should be built along the Norwegian coastline all the way to Kirkenes by the Finnish border (now Russian border). It would rival the railway from Central Russia to Murmansk. As the case had been with this line Hitler's Arctic railway project would be realised by prisoners-of-war (POWs). Almost 90 000 Soviets POWs were brought to Norway, largely for the sake of this idea. Thousands of them perished in the attempt to construct the line, part of which was also completed and is today in use – the line from Mo to Bodø. The "Blood Road Museum" in Rognan has the following relevant website (in Norwegian, English and German):

<http://www.museumsnett.no/saltdalmuseum/Saltdal%20museum/Blodveimuset/presentasjon.html>

After Finland had been forced to change sides in the war in September 1944 it was possible for the Red Army in the Arctic to break out and launch a massive offensive with over 130 000 men that steam-rolled from Finnish Petsamo to Norwegian Kirkenes. This gigantic military operation was launched on the 7<sup>th</sup> of October 1944 and was successfully completed two weeks later. The German troops in Finland and Arctic Norway were thus forced to attempt one of the most difficult retreats in the history of mankind. Against all logistical and climatic odds they accomplished this, and largely transferred the 200 000 German troops in the Arctic to South Norway and

Central Europe. More information about the Arctic fighting of 1944-45 and what remains of it today, in the open, can be found here:

<http://www.arcticwar.com>

As a result of the military operations in 1944 Kirkenes was liberated by the Red Army. A bronze statue of a Soviet liberator still stands in central Kirkenes and the bright memories of the Soviets in Arctic Norway will burn brightly still for many years to come. Petsamo and Salla were incorporated into the Soviet Union. Petsamo is since 1944 again called Pechenga (a name from the times of the Russian Empire) and Salla is since that year only a ghost town. The Salla you find on modern maps is yesterday's Märkäjärvi.

On their retreat from Finnish Lapland and north-eastern Norway the Germans burnt down most settlements and destroyed a large number of fishing vessels and other means of survival. This made Arctic Finland and Norway among the least hospitable places in Europe. The story of the harsh years of

destruction and reconstruction is told by the Norwegian museum of Reconstruction in Hammerfest, which has the following website:

<http://www.museumsnett.no/gjenreisningsmuseet/>

## **THE COLD WAR**

Having twice seen North Russia invaded by western troops in the 20<sup>th</sup> century the Soviet government decided to make the Kola Peninsula into an impregnable fortress during the last 20<sup>th</sup> century conflict in the Arctic: the Cold War. The routes of aircraft, submarines and ballistic missiles also made Kola and Arctic Norway into a meeting-point of global significance. The amount of conventional and nuclear weapons based/stored here was truly staggering – the nuclear piles were second to none - and the environmental consequences of the Cold War will be with us for decades if not centuries yet to come.



## Flåm railway

# The Flåm Railway

<http://www.flaamsbana.no/eng/Index.html>

***Welcome to a journey on the Flåm Railway – one of the most beautiful railway lines in the world!***

Experience the Flåm Railway – the amazing rail journey between the high-mountain station at Myrdal on the Bergen Line down to Flåm Station innermost in the Aurlandsfjord.



*Flåm Railway*



*Flåm Valley*

There are no railway lines of the adhesion type anywhere in the world steeper than the Flåm Railway. The gradient is 55/1000 on almost 80% of the line, i.e. a gradient of one in eighteen. The twisting tunnels that spiral in and out of the mountain are manifestations of the most daring and skilful engineering in Norwegian railway history.

This exciting stretch of railway line attracts tourists from all over the world every year, making the Flåm Railway one of Norway's most popular as well as spectacular tourist attractions.

Experience some of Norway's wildest and most magnificent scenery on the 20 km-long train ride. You will see snow-clad peaks, the river cutting through deep gorges, waterfalls cascading off steep mountainsides and mountain farms clinging to precipitous slopes.

At the bottom, you can enjoy the scenic landscape of the Flåm Valley and admire the lovely Aurlandfjord, an offshoot of the Sognefjord, which is the longest in the world.

## The History of the Flåmsbana

The Flåm Railway, which passes through the beautiful, narrow Flåm Valley, is regarded as a masterpiece of Norwegian engineering. The only thing lacking when the railway line between Oslo and Bergen was opened in 1909, was a branch line to the Sognefjord. In order to assure a transport route to the fjord, work was begun on the Flåm Railway in 1920. It was to take 20 years to complete.

The most time-consuming work was on the tunnels. These were excavated manually. Only two of the twenty tunnels, which have a total length of 6 km, were excavated using machines. Every meter of tunnel cost the navies a month's hard work. The labor force, 120 strong at the outset, rapidly increased to 220.

The steep mountain sides were a major challenge, the solution being to build hairpin tunnels in order to equalize the big differences in altitude on the precipitous mountain. The danger of avalanches and rock falls also constituted a problem. To avoid these hazardous stretches the line crosses the river and valley thrice in the course of the journey, but it does not cross the river on bridges. Instead, the river is led through the mountain in tunnels underneath the railway line.



*Kjosfossen from Flåm Railway*



*Flåm Valley from Flåmsbana*



*Flåm Harbor*

The Flåm Railway was opened temporarily for steam engines on 1 August 1940. The newspapers reported that the first train «honored» the navies by carrying freight in the cars. The line was opened for passenger traffic not long afterwards, with two trains in each direction that connected at Myrdal with the day trains on the Bergen Line. Electrification of the Flåm Railway was completed in 1944 making it one of the first Norwegian railway lines to be electrified. The

journey took an hour and a quarter as against one hour today.



*Fretheim Hotel, Flåm*

Traffic estimates carried out in 1908 and 1915 forecast 22,000 passengers a year on the line. The result soon turned out to be much better. A new record of 379,625 passengers was set in 1994. On the other hand, goods traffic on the line has been reduced to a minimum. The increasing proportion of tourists from the whole world has led to the Flåm Railway becoming one of the most popular as well as spectacular

tourist attractions in Norway.

Today the Flåm Railway presents a new face to the world - with engines and carriages in natural green, new interiors and a unique guide and loudspeaker service with information in several languages. The train journey has been given a new dimension by extending the platforms and improving the viewing points. Our completely new fleet of trains comprises of 5 engines and 12 new carriages, thus guaranteeing an unforgettable train ride passing through the best scenery in Norway.

## Flåm Railway - Technical information

Flåm Railway: length	20,20 km
Altitude difference	863,6 m
Upper station	865.6 meters above sea level
Lower station	2 meters above sea level
Steepest gradient	1:18
Stretch > 28 o/oo	16 km-79,3%
Minimum bend radius	130 m
Track width	1435 mm
Voltage	15.000 V-16 2/3 Hz
Maximum speed	40 km/h
Duration of journey	60 min.
Brake systems	5
Tunnels	20
Bridges	1
Water tunnels	4
Stops	8

Station	Altitude (m)	Myrdal	Flåm
Myrdal	866	0.00km	20.20km
Vatnahalsen	811	1.13	19.07
Reinunga	767	2.20	18.00
Kjosfoss	670	4.40	15.80
Kårdal	557	6.34	13.86
Blomheller	458	8.40	11.80
Berekvam	345	10.51	9.69
Dalsbotn	200	13.90	6.30
Håreina	48	17.21	2.99
Lunden	16	18.60	1.60
Flåm	2	2.20	0.00



## Norwegian Glacier Museum



### Welcome to the Norwegian Glacier Museum

- the glacier centre in Fjærland

[http://www.bre.museum.no/index\\_engelsk.html](http://www.bre.museum.no/index_engelsk.html)

## Organization

<http://www.bre.museum.no/orgen.html>

The Norwegian Glacier Museum is a non-profit foundation established by the [International Glaciological Society](#), [Norwegian Mountain Touring Association](#), [Norwegian Water Resources and Energy Directorate](#), [Norwegian Polar Institute](#), [Sogn og Fjordane Regional College](#), [The University of Bergen](#) and [The University of Oslo](#).

The aim of the Norwegian Glacier Museum is to collect, create and disseminate knowledge about snow, ice and glaciers. The interplay within the natural environment and between mankind and nature, is highlighted through film, interactive models and individual experiment with real glacier ice.

[The exhibits](#) deal with 23 themes and show among others the hows and whys of glaciers, fjords and landscape, and why glaciers play an important part in the search for knowledge about past and future climate. From the roof you have a spectacular view of the glaciers and the surrounding landscape.

The Norwegian Glacier Museum is an authorized national park centre, with special information about [Jostedalsgreen National Park](#).

The museum is designed by the prize winning architect Sverre Fehn.

Arrange your seminar in Fjærland! Our school building contains a meeting room for 50 persons. The room has audio-visual remedies.

Our cooperating hotels are [Hotel Mundal](#) in Fjærland and [Skei Hotell](#) in Jølster.

A visit to the glacier museum, the glaciers in Fjærland and the [The norwegian booktown](#) will give the seminar participants an unusual experience.

Please [contact us](#), and we will be happy to help with the planning!

## Exhibition

A short presentation of the content in the Norwegian Glacier Museum:

<http://www.bre.museum.no/utstillen.html>



Ötzi was equipped for hunting.  
The clothing consists of the hides of wild animals.  
Foto: Norsk Bre museum

1. **Sculpture** by Bård Breivik.

2. **Making a glacier film.**  
Explains how Ivo Caprino made the Superwide video film. The film is shown twice an hour, and lasts 18 minutes.

3. **Use of the glacier.** The ice saw was used to cut blocks of ice from the glacier.



Why is the ice blue?  
Photo: Ole Martin Korsen



Do your own experiments with  
1.000 year old glacier ice!  
Photo: Bjørn Bergum

**4. What is a glacier?** The snow from previous years which has not melted away, is slowly transformed to a glacier. A glacier is ice in movement.

**5. What is a jökulhlaup?** A jökulhlaup is a sudden and rapid draining of a glacier-dammed lake. The volcanic eruption under Vatnajökull, Iceland in 1996 caused extreme glacier melting and major flood damage.

**6. Mammoth.** The mammoth is the largest mammal ever to live in Norway. This mammoth tusk from Siberia is 30.000 years old.

**7. The weather.** An automatic weather station at the glacier (1000 m elevation) reports the weather in English.

**8. Why is the ice blue?** Ice absorbs slightly more of the red and yellow light than of the blue light, so that more blue light passes through a

**9. Energy from the glacier.** How meltwater from the glacier is used in hydro-power production.

**10. How much energy can you make?** Try to make energy by cycling.



30.000 year old mammoth tusk from Siberia.  
Photo: Bjørn Bergum



Experience the underside of a "glacier".  
Photo: Bjørn Bergum

**11. Glacier hiking.** Photos and descriptions of various hikes presented by computer. A meteogram displays a weather forecast for Jostedalsgreen.

**12. The glacier tongue.** Experience the underside of a glacier. Study the details. Note: Step carefully during the first section. **Under the glacier.** Explanation of the phenomenae inside the glacier.

**13. How the fjords were formed.** How the glaciers carved out the fjords.

**14. The glacier river makes new land.** See how the

glacier river transports sediments with varying winter and summer river flow. New land is formed at the head of the fjord

**15. Why is the fjord green?** Sediments from the glacier makes the fjord look green. Turn the cylinder upside-down and see how sediments are "afloat" in the water.

**16. The ice ages.** There have been several ice ages. The map shows what was covered by ice during the last glaciation.





Glacial meltwater for hydro-power production.  
Photo: Bjørn Bergum



From the roof there is a spectacular view  
of the glacial landscape.  
Photo: Bernardino Mezzanotte

**17. The glaciers - our best climate record.** The ice-layers in the glaciers store information on past climates. Such information is used to find causes of climatic change.

**18. Ice-experiment.** Watch pressure melting and refreezing, and experiment with coloured water through the ice.

**19. Ice-experiment.** Dig a fjord like a glacier, and make striations in the rock.

**20. Jostedalsbreen National Park** was established in 1991. The Glacier Museum is situated at one entrance of the park. **Model of Jostedalsbreen.**

The ice is lifted and reveals the landscape under the glacier.

**21. Cold News.**

**22. Experiments.** Three different activities: Make your own plastic ice. Try the ice screw in real glacier ice. An interactive model shows how crevasses in a glacier form.

**23. Ötzi - the man from the ice.** The exhibition tells the story about the 5000 year old iceman Ötzi who was found in a glacier in the

European Alps in 1991. Also read about finds in some of the Norwegian glaciers.

## Information Fjærland

<http://www.bre.museum.no/infoen.html>

"Fjærland" is the district surrounding Fjærlandsfjord, a branch of Sognefjord. Fjærland has 300 inhabitants, and is part of Sogndal municipality. The area has been settled since the Viking Age. The size of the population has varied over the years. Large scale emigration to America took place at the turn of the century.

The centre in Fjærland is Mundal, about 3 km from the main road down the fjord. Mundal centre includes school, church and [tourist information](#), as well as shops, hotels and other services. The church is from 1861, rebuilt in 1931. It is open to the public. In Mundal you will also find several bookshops, this being the eighth [booktown](#) in Europe and the first in Scandinavia since 1996.

Most people in Fjærland are engaged in farming. The farms are large and easy to run compared to most farms in Western Norway. Soil quality and climate are particularly good with respect to animal food production. All the valleys in Fjærland have mountain pastures, so called "støl" or "sæter". Few of them are in use today. They can be reached by path or cart road.

The climate in Fjærland is something in between the coastal and the inland climate. There is a lot of snow, usually 1-2 m (3-6 feet). The temperature can reach 30 °C (86 °F) in summer, and -20 °C (-4 °F) in winter.

## Nature and landscape

The landscape in Fjærland has been shaped by glaciers through successive ice ages during the last 2,5 to 3 million years. Towering mountains and U-shaped valleys surround large delta areas which results from the accumulation of sediment supplied by the glacier

rivers. The glaciers Bøyabreen and Supphellebreen come down to the valley floor in Fjærland. These are branches of Jostedalsbreen - the largest glacier on the European continent (487 km<sup>2</sup>). The ice falls of the glaciers move about 2 metres per day - they are among the fastest in Norway. The lower Supphellebreen, at an elevation of 60 m, is the lowest lying glacier in Southern Norway. Parts of Fjærland lie within [Jostedalsbreen National Park](#). The national park covers 1230 km<sup>2</sup> and is characterized by great variation within short distances, from fjords and lowland, to mountains and glaciers.

The cultural landscape in the valleys below the glacier tells about early settlements. Jostedalsbreen has been in use as a transport route for several hundred years. One of the most popular routes at the southern part of Jostedalsbreen is between Lunde and Fjærland, crossing Marabreen.

The Bøyaøyri estuary at the head of the fjord is a protected nature reserve, due to its part in bird migration during the spring and autumn. 90 species have been observed and approximately 50 species nest in the area.

## Turism

Most of the trade is directed towards tourism, which has long traditions in Fjærland. Over the past 100 years travellers have come to see the fjord, the mountains and glaciers. In the early years

numerous cruiseships brought tourists to Fjærland, where they travelled by horse and carriage to the glaciers. Today these round-trips are made by bus. Several cruise ships visit Fjærland every summer. Especially the magnificent nature, the stillness and the good hiking conditions continue to delight the visitors. The path from the valley Supphelledalen up to the hut Flatbrehytta is the best gateway for the hikers to the glaciers. The local sports association has marked 10 more trails, from easy 1 hour walks to more difficult walks for 5-6 hours.

## Communication

Until 1985 the only way to get to Fjærland was to travel by boat on the Fjærlandsfjord. In 1986 the road Fjærland-Skei was built. It was opened by former U.S. Vice-President Walter F. Mondale, whose family and name originated in Mundal in Fjærland. In 1994 the road was continued to Sogndal - making Fjærland a center of communications in Sogn og Fjordane. The car ferry Fjærland-Balestrand-Vangsnes-Leikanger offers a connection by boat to/from Bergen and Flåm. Busses are going from Mundal to the glaciers and to the glacier museum.

From Fjærland there is short distance to, among others, Balestrand art village, [Sogn Folk Museum](#), [Urnes stavechurch](#) (UNESCO World Heritage List), [Norwegian Salmon Centre](#) and [Astruptunet](#) in Jølster.



## Norwegian Coastal Voyage - Hurtigruten



[http://www.boprod.se/norge/hurtigruten\\_eng.html](http://www.boprod.se/norge/hurtigruten_eng.html)

## HURTIGRUTENTOURS

### Norwegian Coastal Voyage - Hurtigruten



#### *The world's most beautiful voyage ... day by day*

Calling at 34 ports, the Norwegian Coastal Voyage is the lifeline along a stretch of coast, characterised by its tremendous distances, scattered settlements and dramatic scenery. The Norwegian Coastal Voyage has always been there, has always arrived and has always been reliable for more than 100 years. The Voyage today is a fascinating mixture of first-class passenger vessels and local working ships. Every day of the year, a Coastal ship leaves Bergen on the 11 night voyage to Kirkenes and back. This day-by-day overview will give you a taste of what lies ahead of you on the journey.

*There's everything from lush scenery to rugged landscapes, small fishing stations to large towns, the open ocean and narrow straits. You will be able to enjoy the ports and the sights you sail past at night on your way north, during the day on the journey back south.*

Cabin of your choice.  
All meals.

34 ports of call in each direction.

Lofoten Islands.

Top of the world around North Cape – carrying mail, cargo and passengers.

Daily

All Year

Airport – Coastal Steamer via waiting hotel (luggage storage) A\$37

Airport – Coastal Steamer A\$35

Airport – Hotel in City Centre A\$35

Hotel/Railway – Coastal Steamer A\$13

#### DAY 1 – BERGEN

Earliest check-in is from 6.00pm and departure later the same evening. Do arrive earlier in this charming Hanseatic city of Bergen and explore Bryggen wharf and the Fish Market before the ship sails.

#### Day 2 - Florø-Ålesund-Molde

The ship crosses the open seas of Stadthavet and arrives at the art nouveau town of Ålesund. In summer the ships sail into the Geiranger fjord. We then call at Molde, with views of the magnificent Romsdal Alps, before sailing on to Hustadvika and Kristiansund. (BLD)

#### Optional

Ålesund/Geiranger:

2a Geiranger-Ålesund

2b Geiranger-Molde

#### Excursions

#### Day 3 - Kristiansund-Trondheim-Rørvik

We sail up the wide Trondheim fjord to the city, which is the pride of the county. There is plenty to see here, including the charming old wooden buildings, Nidaros Cathedral, the Archbishop's Residence, Ringve Museum. In the afternoon, we set a course to the west and north as the ship winds past 6,000 Islands and arrives at Rørvik in the evening. (BLD)



*Optional Excursions Trondheim:*

3a Ringve – Museum of musical history

3b Trondheim sightseeing

**Day 4 - Brønnøysund-Bodø-Svolvær**

Today, we cross the Arctic Circle, 66° 33' North, with the impressive Børvass mountains on the starboard side as we approach Bodø. Then across the Vest fjord heading towards the magnificent, sheer Lofot Wall and arrive at the large fishing stations of Stamsund and Svolvær before night catches up with the ship once again in the Raftsund strait. (BLD)

*Optional Excursions Bodø:*

4a Svartisen

4b The Norwegian Aviation Museum, Bodø

4c Bodø sightseeing

4d Rubber boat safari to Saltstraumen, Bodø



**Day 5 - Stokmarknes-Harstad-Tromsø-Skjervøy**

We sail through stunning skerries on the way north, past the picturesque old church at Trondenes, arriving at Harstad at breakfast, then setting a course for Finnsnes and the Maelstrom before reaching the university city of Tromsø, also known as the Paris of the North. Here also is the Arctic Ocean Cathedral. In the evening, the ship continues its journey to Skjervøy, sailing into the night. (BLD)

*Optional Excursions Tromsø:*

5a Tromsø sightseeing

5b Tromsø sightseeing including Polaria



**Day 6 - Øksfjord-Hammerfest-Honningsvåg-Berlevåg**

We head towards Hammerfest and Finnmark's rugged coast calling at several deserted fishing stations and thriving fishing ports before sailing on past the Sværholdtklubben bird rock and the amazing Finnkjerka rock formation. (BLD)

*Optional Excursions Honningsvåg:*

6a The North Cape

6b Gjesvær bird watching

**Day 7 - Båtsfjord-Kirkenes-Berlevåg**

The ship sails round the rugged north and east coast of Finnmark. Early risers will catch Vardø and Vadsø before the ship continues southeast, into Bøk fjord and on to Kirkenes, the turning point of the journey. In Vardø, the most easterly town in Norway, we find the charming Vardøhus fort and sail further along the Varanger peninsula before arriving in Båtsfjord later that evening. The ship then continues on to Berlevåg as night falls. (BLD)

*Optional Excursions Kirkenes:*

7a The Russian border, Kirkenes

7b River boat safari to the Russian border

7c Barents safari, Kirkenes

**Day 8 - Mehamn-Hammerfest-Tromsø**

We visit Honningsvåg in the morning and then sail on to Øksfjord via Hammerfest and the Sørøysundet strait. Setting a course across the open sea of Lopphavet, the ship then sails into calm waters as we near Skjervøy and Tromsø. On the south-bound leg of the journey, it is night when it was day on the northbound leg. The nightlife in Tromsø is not to be missed! (BLD)

*Optional Excursions Honningsvåg/Tromsø:*

8a Honningsvåg–The North Cape–Hammerfest

8b Polar Bear Club, Hammerfest

8c Midnight concert, Tromsø

**Day 9 - Tromsø-Stamsund**

We sail through the narrow Risøyrenna strait after departing Harstad. We call at Stokmarknes where the Norwegian Coastal Voyage museum is located, and Vesterålen with the famous Raftsund strait before arriving in Svolvær and



Stamsund with the Lofot Wall as a dramatic backdrop. Late that evening the ship sets sail for Vest fjord, heading towards Bodø. (BLD)

*Optional Excursions Harstad/Svolvær:*  
9a Harstad–Sortland

#### Trondheim



#### Trondheim



#### Tromsø

11a Trondheim sightseeing  
11b Kristiansund–Molde

9b Svolvær–Henningsvær–  
Stamsund

#### Day 10 - Bodø-Rørvik

We sail through narrow straits, past fertile farmland before once again crossing the Arctic Circle. The ship sails along the picturesque and legendary coast of Helgeland, which features the Seven Sisters mountain chain and the equally famous Torghatten mountain. (BLD)

#### Day 11 - Trondheim-Molde

Munkholmen Island marks the way to Trondheim and the city's many attractions. Then we sail out of the fjord and set a course to the southwest along scenic Hitra and the open sea of Hustadvika before sailing into Molde with the impressive Romsdal Alps on the starboard side. (BLD)

*Optional Excursions*  
*Trondheim/Kristiansund:*

#### Day 12 - Ålesund-Bergen

We sail past breathtaking scenery with fjord mouths and fertile, picturesque skerries such as Øygarden before the ship turns east and begins the final part of its journey into Bergen. (BL)

#### Shore Excursions

*Shore excursions provide a contrast and variation to the journey by sea. Qualified guides and good transport connections add to your enjoyment. Some excursions are only available at certain times of the year – see descriptions of individual excursions for more information. The excursions are organised if weather permits and are subject to a minimum number of participants.*

DAY	NO.	PERIOD	PRICE A\$	EXCURSION
2	2a	1Apr-30May	115	<b>Geiranger–Ålesund:</b> A journey through the magnificent landscape of west Norway. This excursion takes place before the Trollstigen road opens in summer. 4h 30min.
	2b	31May-31Aug	200	<b>Geiranger–Molde:</b> A trip with Trollstigen mountain as the highlight. 7h 30min. <b>EXCURSIONS 2A AND 2B MUST BE BOOKED IN ADVANCE.</b>
3	3a	1Apr-30Sep	55	<b>Ringve–Museum of musical history:</b> A unique museum, where visitors can see some of the many rare instruments on display. 2h 30min.
	3b	1Oct-5Apr	55	<b>Trondheim sightseeing:</b> Guided coach trip including the magnificent Nidaros Cathedral. 2h.

4	4a	1Apr-30Sep	190	<b>Svartisen:</b> An exciting trip to Norway's second largest glacier by coach and boat. The trip to and from the glacier is an experience in itself. 6h 15min.
	4b	All year	50	<b>The Norwegian Aviation Museum, Bodø:</b> A comprehensive and fascinating view of Norway's civil and military aviation history. 2h.
	4c	All year	45	<b>Bodø sightseeing:</b> Guided tour and a visit to Bodø Cathedral. 1h 40min.
	4d	1Apr-31Oct	165	<b>RUBBER BOAT SAFARI TO SALTSTRAUMEN, BODØ:</b> The strongest tidal current in the world. 2h.
5	5a	All year	55	<b>Tromsø sightseeing:</b> Guided coach tour which includes Museum and the Arctic Ocean Cathedral with the largest stained-glass window in Europe. 2h 30min.
	5b	All year	55	<b>Tromsø sightseeing including Polaria:</b> Guided coach tour which includes Polaria experience centre. 2h.
6	6a	All year	140	<b>The North Cape.</b> Trip from Honningsvåg to the Arctic landscape of Magerøya. Highlights are the North Cape and Ivo Caprino's film. 3h 45min.

	6b	1May-31Aug	190	<b>Gjesvær bird watching:</b> Coach tour from Honningsvåg to Gjesvær. From Gjesvær continue by boat to a fantastic nature reserve with bird life. 3h 45min.
7	7a	All year	45	<b>THE RUSSIAN BORDER, KIRKENES:</b> Coach trip from Kirkenes to Storskog and the Russian border. 1h 30 min.
	7b	26May-4Sep	165	<b>RIVER BOAT SAFARI TO THE RUSSIAN BORDER:</b> A boat trip with local guide along the Pasvik river to the Russian border. 1h 30min.
	7c	9Dec-29Apr	200	<b>BARENTS SAFARI, KIRKENES:</b> An excursion full of activities. You will go by snowmobile, and it will be possible to try lasso throwing, chair sledge and tobogganing down a hill. 1h 30min
8	8a	1May-30Sep	190	<b>Honningsvåg–The North Cape–Hammerfest:</b> A fascinating coach trip through a dramatic landscape, including breakfast on the North Cape plateau. 6h.
	8b	All year	45	<b>POLAR BEAR CLUB, HAMMERFEST:</b> An insight into Hammerfest's history as an Arctic city. 45min.
	8c	1Jun-31Jul	55	<b>MIDNIGHT CONCERT, TROMSØ:</b> A concert in the Arctic Ocean Cathedral. 1h.



9	9a	All year	100	<b>HARSTAD–SORTLAND:</b> Coach trip through breathtaking, varied scenery, including a visit to the world's most northerly medieval church. 4h 30min.
	9b	1Apr-31Aug	95	<b>Svolvær–Henningsvær–Stamsund:</b> Coach tour from Svolvær through the fantastic Lofoten Islands landscape, calling at the fishing station of Henningsvær. 3h.
11	11a	All year	55	<b>TRONDHEIM SIGHTSEEING:</b> Guided coach tour of this attractive and historically important city. Tour of Nidaros Cathedral. 2h.

	11b	1Apr-31Aug	105	<b>KRISTIANSUND–MØLDE:</b> The coach trip starts in Kristiansund and takes us to the fishing and small village station of Bud and the impressive Atlantic Ocean Road. 4h.
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## Nordkapp

<http://www.northcape.no/>

### Welcome to North Cape - 71° North



North Cape is a monumental experience and offers a fascinating view from 307 meter above the North Atlantic Ocean, sometimes illuminated by the midnight sun. North Cape is something extraordinary - the climatic conditions, the dramatic cliff itself and the fact that one is located on the utmost point of Europe, enhances the

experience.

But is North Cape the only thing we can offer our guests? Why not go to Gjesvær for a Bird safari to a nature reservation with over 2 million seabirds. Or "Deep Sea Rafting" - in the middle of the night. In the summer there is no sunset, we have midnight sun. North Cape is filled with experiences.

The winter is also an exciting experience. In the horizon the sky is "on fire". A reddish beam of daylight fades away. Then the sun disappears. But still fascinating, with Northern lights, snow-covered mountains and cliffs bathing in the moonlight.

Regardless how your plans are, we are certain that a visit in the North of Norway will be an unforgettable experience.

We look forward to welcoming you as our guest!

## History and culture

Dear Guests, "...here I am at the North Cape, Finnmark northernmost point, the very end of the world!" wrote the priest and scientist Francesco Negri in his diary in 1664. The trip he took on horseback, by skis and in fishing boats cost plenty of time and patience. But the destination – which he thought of as the most exciting place in the world – was irresistible. Today, 300 years later, your tour surely took place much faster and more comfortable. In addition, our country with its modern infrastructure is no longer "the end of the world". But the

feeling of standing on the North Cape cliff and scanning out across the Arctic Ocean's endlessness is, as in Signor Negris' time, unchangeably fascinating and enchanting. Regardless of the time of year you visit – with the mystical midnight sun, a spectacular thunderstorm or the magical Northern Lights wish you heartily welcome!

## North Cape History

### People, fishing and way of life

"It's not just the countryside that is interesting, but the people is also friendly and helpful – despite the language difficulties," noted our traveller Mr. Negri. He was especially when he found someone with whom he could communicate – the priest on Magerøya at the time spoke Latin fluently!

Even though we cant guarantee the Latin skills of the current Magerøya priest, the people in Finnmark are friendly, helpful and communicative to this very day. Just under 4000 live in the North Cape municipality, and the wide spectre of jobs reflects a modern commercial and service community.

But the fact that you cannot find a single typical fish store in the fishing municipality of the North Cape has to do with the local industry – who wants to sell sand in the Sahara? Fishing has been a way of life and culture here for several centuries. The sea is ice-free the year-round because of the Gulf Stream. During the summer months the Pollack bring the sea to a boil, and the cold months are cod and haddock season. But delicacies such as shrimp, halibut, salmon and Norwegian haddock are also brought in to shore. While the landscape up until the end of the 1970s was characterised by huge fish-drying racks, today the main fish industry is frozen and salted fish. Large amounts of salted fish from the North Cape are sent to drying facilities on the west coast of Norway, and from there exported to the Bacalao-loving countries in Southern Europe and South America. The municipalities' fishing fleet counts approx. 170 boats and 1998 they brought in approx. 40 million kilos of fish. Besides this you will find sea farms that produces salmon and sea trout.

But not all fish is for export, some end up in pots and pans at local restaurants, which are well prepared for your visit.

Past, present and future



Signor Negri would surely not have believed it – but this distant and cold “end of the world” has been inhabited for more than 10 000 years. In the olden days, people lived in turf-huts and lived primarily from hunting and fishing. But they also traded with travellers from east to west. During the Viking Age, Finnmark was colonised and the population had to pay taxes. When the fishing industry became commercially viable in the Middle Ages, people moved closer together in small fishing villages as close to the fishing fields as possible – out to areas exposed to the harshest weather conditions. It was a dangerous and hard life. Every fourth adult male died at sea, and neighbours and relatives had to support the widows and children left behind. The population in the municipality rose and sank in the pace to the access to fish and ability to sell the fish to markets in Europe. Trade with the German Hanseatic buyers and Russian tribes the deciding factor between poverty and prosperity.

In the 1930s, the welcomed introduction of motorised boats made it possible for the coastal population to move into more sheltered coves and fjords. Many fishing villages facing out in the open ocean were abandoned and today are only used as summer residences. When the municipality was founded in 1861, Kjølvik was the municipal centre. This is where the church stood until 1882, with a church bell in honour of St. Nicholas, cast in 1521 in Germany. The church was destroyed in a hurricane, and the church bell is now on exhibit at “Nordkapp-museet.” In 1950, Kjølvik municipality changed its name to North Cape municipality.

In the 1940s, with the German invasion, the most dramatic and saddest chapter in the municipality’s history began. No natural catastrophe has ever brought so much destruction and suffering to the people than Hitler’s occupation forces. On their retreat in 1944, practically every building in the area fell victim to the German’s “scorched earth policy”. Only the church from 1885 remained standing in the midst of the smoky ruins, and the population was forcefully evacuated southward under threat of death.

The new start in autumn 1945 cost plenty of energy and optimism. It was not until the middle of the 1960s that the reconstruction was complete. Today the North Cape municipality consists of six fishing villages. An excellent infrastructure has been built up in the region. A small-plane airport ensures good communication with the rest of the world. “ Hurtigruten ” (the express coastal steamer ) calls at Honningsvåg twice a day and the world’s longest sub-sea tunnel between Magerøya and the mainland was completed in 1999!

### **Seagulls, seashells and cloudberry**

Surrounded by Ravenna’s wine, tomato and melon fields, Francesco Negri became more and more curious about the land way up north. What did the local population eat besides fish? Which plants and animals were found among the ice, snow and rock?

But even in this barren, sub-arctic landscape, the fauna and flora is surprisingly diverse and colourful – although understandably not as fertile as in “ bella Italia”. About 200 different plant species have been registered on Magerøya, among them some very rare species such as *Chamaedaphne alpina*, a little orchid, *Arenaria humifusa*, which otherwise only are found in Arctic regions. There are also plenty of cloudberry, mountain cranberry, crowberry and blueberry – down through the ages important sources of vitamin C for the population and delicious garnish for exquisite desserts. During the summer, one can wade in grass up to your knees in quiet oases, and pick wild chives and admire the shining yellow globeflower. There are not many trees, as tree line goes approx. 150 km south of the North Cape, so the closest we get to a “forest” is a little mountain birch woodland at Gjesvær and a few instances of birch trees and other trees on the mainland!

Along the steep rocky slopes on the coasts, many different species of seabird nest. Some of them come to the bird rocks just to brood over their eggs, while the rest of the year they look for food out in the open sea. At Gjesvær you will find one of Finnmark’s largest bird-rocks – the nature reserve “ Gjesværstappan” with puffin, razor-billed auk, kittiwake, gannet, cormorant, guillemot and sea eagle. In the mountains, the dominating bird is the mountain grouse (*Lagopus mutus*).

The sea also offers a wealth of animals to get a closer look at. There are killer whales, white whales, dolphins, porpoises and minke whales. Of the various local seal species, the grey seal with its horse-like face is the most distinctive, and keeps to its resting places on the skerries around Gjesværstappan.

The stock of otters has after being protected risen and there are no sustainable colonies. The most common mammals include the hare, ermine, weasel, and mink. On the mainland, there are stocks of red fox and a few of the protected Arctic fox (*Lepus lagopus*).

In the North Cape municipality there is no longer any farming. In the summer, however, the area is full of reindeer. Each spring in April, six Sami families from Karasjok lead their reindeer approx. 6000 animals for summer grazing on Magerøya. Some of the reindeer swim across the one kilometre

Magerøya-sound, or are transported across with the help of the help of the military's landing barges or a trailer. After the summer a part of the herd is slaughtered in September, the remaining are led the 300 kilometres back to winter grazing grounds in the inner parts of Finnmark.

All of us – Numskull Jacks especially – have a good change finding small treasures and flotsam by the seashore. By wandering in the shoreline you can find stacks of drifting wood. It is an unwritten law among the local population that all stacks of drifting wood above the high water mark local collectors who use this wood for firing or building supplies.

### **Adventures, nobility and you**

"One trip to North Cape and back is not enough!" , wrote Mr. Negri at an age of 60 years, and applied to the grand duke of Tuscany for financial support to undertake another expedition.

Unfortunately this request was turned down, so the lack of funds prevented him from returning to "Capo Nord".

The dream of "riches", not just scientific curiosity , attracted seamen, discoverers and adventurers to the coast of Finnmark already before Mr. Negri's visit. In 1553, an English expedition started its dangerous journey along the coast of Norway in search of a North East passage. After his return, the highest in command on one of the three ships, Richard Chancellor, published a navigational chart of his trip, in which for the first time we can read the name "North Cape" . In the wake of this expedition, a number of other " wild and adventurous" men passed by the North Cape – whale catchers and traders of various nationalities and not least of all pirates. One had to have one's finances in order to afford a trip to the North Cape and there were more than a few "high and mighty" personalities among the first tourists – Prince Louis Philippe of Orleans, Oscar II of Sweden and Norway, Kaiser Wilhelm II of Germany and King Chulalongkorn of Thailand – just to mention a few. In 1890 a first-class ticket on a 7-day trip from Trondheim to the North Cape cost NOK 300 – at the time an astronomical amount! In 1875, the travel agency Cook in London organised the first group trip – for 24 participants. A new era had begun! In a travel handbook from 1867, a stay in Gjesvær is recommended....

"Accommodation and service at the local shopkeeper is good and cheap – and his governess even entertains you playing the piano!"

It was strenuous to climb up the cliff, and many visitors had to turn back before they reached the final destination because of the weather. One usually had to row from Skarsvåg or Gjesvær to Hornvika a little east of the North Cape and then climb the 307 m high cliff. In 1892, the first precursor to the current North Cape Hall was built at the plateau – "Stoppenbrinks Champagne Pavilion", a small octagonal wooden building.

Champagne and postcards to friend and family was the reward for the tiring climb. The North Cape municipality built and financed the road between Honningsvåg and the North Cape, which was opened in 1956, and thus visitors no longer needed to come equipped with climbing shoes and a climbing staff. The traffic picked up rapidly, from approx. 7000 visitors the first year to about 265 000 in the record year of 1994. In 1959 the first North Cape Hall was built. It was significantly expanded and improved both in 1988 and 1997. Today the building is a modern tourist facility for all "adventures" who find their way up to the North Cape. On busy days, there can be up to 6000 visitors!

### **The island and its fishing villages**

The name "Magerøya" truly reflects the island's Spartan, exposed vegetation. Nonetheless for most of the island's inhabitants it is a beloved piece of earth. The North Cape municipality's area consists of Magerøya island and the mainland around the mouth of Posanger fjord, in all 924 km<sup>2</sup>. In addition to the municipal centre Honningsvåg, there are four fishing villages on Magerøya: Nordvågen, Kamøyvær, Gjesvær and Skarsvåg, as well as Repvåg at the mainland.

On the following pages you will find a short description of the various places, where you find them and what you can do there. The map on the first pages provide an overview of the municipality, and the city map in the end of the brochure will help you find your way through the streets of Honningsvåg.

### **Honningsvåg – The city of The North Cape**

At the turn-of-the-century when a new fishing fleet was established with larger and motorised boats, many of the old harbours became obsolete. As a result, in 1895, the municipal council decided to move the municipal administration from Kjelvik to Honningsvåg, partly because the harbour was better suited. This proved to be a wise decision. Honningsvåg is today Norway's next largest cruise boat harbour, with almost one hundred calls every day. The local coastal steamer Hurtigruta and other ships calls daily. Honningsvåg has also played a role as the last stop before the Arctic Ocean for traffic eastward.

Nearly 2 600 persons live in Honningsvåg. The town is a centre for Finnmark County's fishery education. There is a post office, several banks and a police station. For physical ailments, you can contact the North Cape Health Centre or a dentist. There are good restaurants, plenty and shops, several car rental firms, as well as a number of souvenir shops. The island's only petrol station is situated at the road into Town. "Nordkappmuseet" the maritime museum, which has several interesting exhibitions, is open year-round. "Nordkappmuseet" organises guided tours through the city of Honningsvåg. The same building also houses the Tourist Information Office "Nordkapp Reiseliv AS", which can help you book activities, adventures, accommodation and transport.

### **Repvåg**

On the mainland, 28 km from the centre of Honningsvåg and 2 km from the E69 highway, you will find Repvåg. Today, Repvåg is a peaceful, small fishing village with approx. 40 inhabitants. Earlier, Repvåg was one of the most important harbours and trading places in Finnmark, particularly during the heyday of the Pomor trade with Russia up to 1917. Until 1977, the ferry crossed from Repvåg to Magerøya. The previously abandoned fish factory has now been elegantly renovated and has become a charming motel that gives you an impression of a bygone era. Small boats are available for rent, an guided fishing trips are organised. The autumn is an excellent time for fishing and haunting trips, end the winter is an excellent time for snowmobile tours.

### **Nordvågen**

Nordvågen, 6 km from Honningsvåg, is with its 450 inhabitants the largest fishing village on the island. From here, you can follow an easy, well-marked trail to the abandoned fishing village of Kjelvik. The tour takes about 2 hour's round trip. Nordvågen has a very active sport and cultural life and you find a slalom course here as well.

### **Skipsfjord**

When you leave Honningsvåg 8 km in the direction of the North Cape, you arrive Skipsfjord, with the island's largest hotel and camping site, as well as a sami cultural centre. The area is well suited for recreational activities with possibilities for mountain trips, boat rental and fishing. Skipsfjord is a recreational area for the local population both summer and winter.

### **Kamøyvær**

Kamøyvær is located 12 km from Honningsvåg, along the road to the North Cape, at the end of Kamøyfjorden. It was not until the-turn-of-the-century that people settled here, and today about 130 people live in the fishing village. Kamøyvær was the focus for a modest "migration" about 90 years ago. Fishing families moved here from the weather-exposed coasts along the Artic Ocean, sea-sami settled down here and from the east came immigrants from the Finnish forests. Three different cultures met and three different languages could be heard from the quays of Kamøyvær. In time the Norwegian language came to dominate, and today ethnic differences almost disappeared. You will find a number of private rooms for rent and to charming guesthouses. Interesting in a good portion fish? Then you should definitely one of the restaurants on the square. Afterwards you could throw a glance into a new opened Gallery and in nice weather, take a boat excursion to "Store Kamøya", an island, outside of the fishing village – your hosts will gladly organise such a trip.

### **Gjesvær**

In beautiful surroundings 34 km north west of Honningsvåg, you will the fishing village of Gjesvær, with approx.190 inhabitants. It was not until 1976 that a road connected the village with the rest of the island. Up until then, you had to take local boats to get to and from the site. Already in the Viking Age, Gjesvær was known as an trading post and fish station and was presumably the first site at Magerøya, which had a permanent settlement. From the early Middle Ages and up to the last century, the village was one of the largest and richest fishing villages in Finnmark. From here, you have a magnificent view to "The mother with her daughters – Gjesværstappan – an island group with one of Finnmark's largest bird rocks. In the summer season, daily bird safaris are organised – don't miss it. It is also possible to spend the night and get something to eat in Gjesvær.

### **Skarsvåg**

Skarsvåg with its approx. 150 inhabitants is not just the northernmost town on Magerøya, but also "The worlds northernmost fishing village"! From here, it is 14 km to the North Cape. Three camping sites with all modern facilities and tourist hotel are in place to ensure you a pleasant stay. In addition, you will also find a number of private persons renting rooms. After a half-hour walk along a marked path, you will arrive at a fascinating mountain formation "Kirkeporten". From here, you have a unique view toward the North Cape,



witch is thought to be a pre-Christian Sámi sacrificial site. But don't forget to take a trip and experience a Northern Norwegian fishing village from "the inside" and may be relax with a nice sup of mulled claret in the so called "winter house ". In the winter, there are snowmobile and all-terrain vehicles tours to the North Cape plateau from Skarsvåg.

On the last stage toward the North Cape, you pass one of the Sámi



campsites belonging to one of the sami families who bring their reindeer to Magerøya in the summer to graze.

### The North Cape

The plateau on the North Cape cliff – 307 m above the sea – is Europe's northernmost corner, at 71 10'21" latitude and 21

47'40" longitude. The impressive and dramatic cliff has long been a navigational marker for seamen. The somewhat modest peninsula "Knivskjellodden", which reaches one and a half kilometres further north (71 11'8") is surpassed, not just in height, but also when it comes to popularity.

Before Richard Chancellor christened the cliff the "North Cape" in 1553, the Norwegian word for it was "knyskanes" and the Russian word " Murmanski Noss". When you have reached the plateau, and only the sea and sky are ahead , you don't need much fantasy to imagine yourself being on the top of the world – a little bit closer to heaven and a little bit further away from the stress of everyday life.

You can also visit the North Cape in the winter, weather permitting! The North Cape hall contains a restaurant, cafeteria, bar and one of Scandinavia's largest souvenir shops, post office and the ecumenical " St. Johannes

Chapel." Ever since 1997, after being wed in the chapel, you can spend your wedding night in the exclusive wedding suite on the top of the North Cape hall! In the supervideograph, on a 225-degree film screen, Ivo Caprino presents the North Cape in an exciting way with a film. You can also celebrate your visit to the North Cape with exclusive membership in "The Royal North Club", together with a glass of champagne.

With this description of your visit to the North Cape plateau, we end our short, written journey with some parting words from our charming companion Signor Negri: " Here where the world ends, ends also my curiosity, and I return home content." We hope that you too will have an enjoyable and interesting stay, which you, content and enthusiastic can tell about when you return home.

### Sami Culture

Sápmi - the land of the Sami people - stretches over four countries: Norway, Sweden, Finland and Russia. It is supposedly 50.000 sami people in this area, and about half of them live in Norway.

Picture: Nils Somby and family

Photographer: [Bjørn Moholdt](#)

Copyright: [Nordkapp Reiseliv AS](#)

Nils M. Somby "siida" (Sami camp) is situated 22 km from Honningsvåg, direction North Cape. A visit to the camp and the traditional "lavvu" (tent), belonging to the family, gives a first hand view into the life and culture of the Sami people. For generations, the family has had its summer camp at Magerøya, just a short walk from the road to the North Cape.

Open from middle of April to Middle of October

For more information about sami culture please go to the following web-page: <http://www.samitour.no/>

## Polaria - an Arctic experience!

<http://www.polaria.no/en/index.php>

Housed in a very distinctive building that represents ice floes that have been pressed up on land by the rough seas of the Arctic, you will discover Polaria, just five minutes walk from the centre of Tromsø. Polaria has an Arctic aquarium, interesting knowledge-based exhibits, a panoramic cinema, and a gift and souvenir shop.

Polaria was established in 1997 on the initiative of The Department of the Environment, in order to spread knowledge and awareness of Arctic flora and fauna, climate and environmental consequences, to tourists and other



After the film visitors are taken along the "Arctic trail" where you can experience first hand some elements of Arctic nature - a snowstorm, a dozing polar bear, the tundra and the Aurora (Northern Lights). In the aquarium the main attraction are the bearded seals. The bearded seal is an arctic species, and they are very popular among children and adults alike, due to their quiet disposition and intelligent nature. The high points are the tunnel that goes under the aquarium itself and the training and feeding of the seals. The aquarium has interesting exhibits of the most common species of fish in the Barents Sea.

The exhibitions are under continuous development, and are an excellent place to gain useful knowledge on Arctic flora and fauna, environmental issues, geology and natural phenomena.

The Polaria shop is an original gift and souvenir shop with a wide variety of local crafts, seal products, books, toys and other souvenirs related to our theme.

visitors. Polaria is a part of the Polar Environment Centre, which houses a number of research bodies, the largest of them being the Norwegian Polar Institute.

In our panoramic cinema, you can look forward to the Ivo Caprino film "Svalbard - Arctic Wilderness". A little auk takes you on an airborne trip with you in a helicopter, along the west coast of Spitsbergen - the largest island in the group known as Svalbard. Along the way you can experience the unique animal and plant life, enjoy dramatic flights over massive icebergs and meet the King of the Arctic. Outside the summer season we also show the film "Antarctica", an entertaining film about the Antarctic continent, with penguins in the starring role.

## Welcome to Polaria!

### Our seals

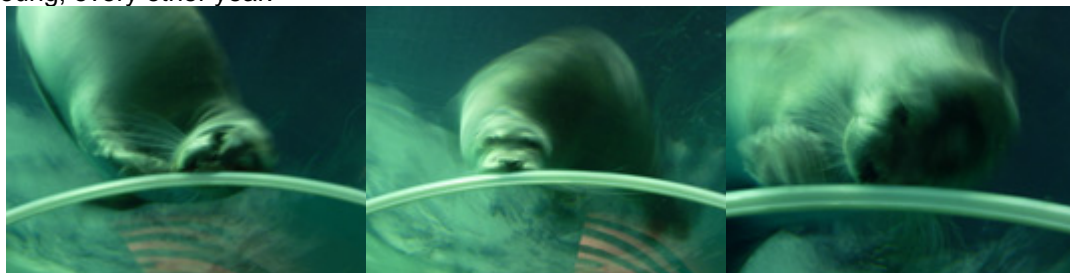
The bearded seal (*Erignatus barbatus*) is an Arctic species that has Svalbard as its natural habitat.

All the seals came to Polaria at five weeks old. The three males, Sassen, Diesel and Blåmann arrived in the summer of 1998, and the three females Aurora, Bella and Mai San arrived in summer 2003. Polaria has the only group of bearded seals in captivity in the world. The bearded seal was chosen because of its quiet nature and non-aggressive disposition.

At Polaria we train our seals at the same time as they are fed. They are not trained to perform or make any kind of "seal show", but to stimulate them mentally. Animals in captivity that are trained live a much better life than those that are untrained. Mainly we train the seals to co-operate with veterinary examinations, for example to come out of the water and to open

their mouths. These exercises make it possible for our keepers and veterinary staff to examine the seals daily and to satisfy ourselves that they are healthy and in generally good shape. When we train the seals, we use the same methods that are used to train animals that take part in Walt Disney's films - we reward the animals when they do as we want them to do, and ignore them if they do not. This is called positive reinforcement.

The bearded seal lives in the circumpolar regions in relatively shallow waters with ice floes, and has two natural enemies. The most threatening of these is the polar bear; however walruses have been known to take bearded seals. It lives on benthonic (bottom-living) organisms, fish, crustaceans and mussels. The bearded seal becomes sexually mature at 5 years old. At this age the seal is up to 2.6 metres long and has an average weight of 270 kg for both sexes. The female is the heaviest as an adult and can reach 420 kg. They mate in May, as soon as they have given birth and have a gestation period of 10.5 to 11 months. This means that the development of the embryo is "suspended" for 1- 1.5 months after mating occurs. The bearded seal normally gives birth to one single young, every other year.



Some information about our seals and their special characteristics:

### **Sassen**

Sassen is a happy-go-lucky chap with a pleasant character. He enjoys his food and will eat almost anything that is offered. As he is so jolly and very keen on food, he reminds us of Winnie the Pooh.

Sassen is easily identified from the large light-coloured patches on his back.

Sassen enjoys his training and is intelligent and quick to learn. At the moment it is Sassen who feels the most confident when we are in the pool using diving equipment.

The young are born around the 1st of May and weigh 35-40 kg, and are approximately 85 cm in length. Unlike other species of seal, the bearded seal young have lost their "baby fur" as foetuses, and have fur like adults when born. They can therefore live in the water straight away after birth. The young suckle for a period of three weeks. At the same time they are very active in the water and on land, and the transition to solid food is gradual. Seal milk is almost like a high-energy drink and contains about 50% fat. Considering that the young drink around 8 litres of milk per day, it is not surprising that they gain weight at a rate of up to 4 kilos per day! Their weight is almost doubled during the first 3-4 weeks. At the same time the mother can lose up to 100-120 kg in body weight.

### **Diesel**

Diesel is the tough-guy of the pool ? or so we believed! He is not really as tough as we thought. He is like a lot of Northerners - mostly talk... He is the only one of the male seals who is frightened by our new seal pups, Aurora, Bella and Mai San.

For a while, Diesel used to think it was great fun to bite the ends of our fingers, but lately he seems to have given up this particular bad habit. If he gets the chance, he will try to steal some of the other seals' food. He loves attention and can untie a double shoelace knot with his teeth. During training, Diesel is perhaps the cleverest; he does all of his exercises almost perfectly.



## **Blåmann**

Blåmann is the real charmer at Polaria. He became very haughty after he was chosen to swim over to the Norwegian Crown Princess Mette-Marit with a rose. He is the most laid back of all the seals, and because he is much more leisurely in his manner than Sassen and Diesel, he puts on weight easily. During some periods he becomes so large and heavy that we have to give him less food. After training is over he enjoys lying at the side of the pool, just relaxing. Blåmann is very calm and is good at learning new things. He is the most dexterous of the seals and loves to play "catch" with a football on the poolside. He will probably be the keeper on the seal football team one day.

When our three young seals arrived at Polaria in June 2003, it became apparent that Blåmann is the boss in the pool. He seems to take his position seriously and he is kind, but firm.

## **Aurora**

Aurora is the darling of Polaria. She is confident, active and playful. She is a tough seal, and has no respect for the boys! She runs off with their rings or their football, and hangs on their backs when they try to get them back. Aurora seems to be fearless, impatient and keen. At the same time she is observant and quick to learn.

Aurora has dark lines on her face and a brown-coloured patch on her head. She is dark-coloured along her back and has small dark spots on the underside of her body. Her symbol is a turquoise half-moon.

## **Bella**

Bella seems to be the most confident of the female seals. She is playful, active and trustful. She was the smallest of the females when she was captured. To begin with, Aurora and Mai San tried to force her out during feeding, but Bella soon learned to fight back. Bella is quiet, easily taught and shows good progress in her training.

She is easily identified by the light coloured patches on her head and back. She has the same pigment marks as Sassen.

## **Mai San**

Mai San is the most wary of the three females. She is observant and appears to enjoy her training.

She is the only one of the seals that is so eager during feeding time that she makes a noise to attract attention from the keepers.

When Mai San feels confident in her surroundings, she does all she has been taught almost perfectly. She also appears to be a dominant type, and demonstrates this especially towards the other females, Aurora and Bella. She has something of a temperament.

Mai San has a large brown mark on her head and is completely silver-grey along her underside. She has long whiskers and red-coloured rings around her eyes.

The name Mai San is Japanese and it means "dancer". Her symbol is a white square, with her name written on it in Japanese.

## **About seals in general**

[http://www.polaria.no/en/about\\_seals.php](http://www.polaria.no/en/about_seals.php)

Seals belong to the class of sea mammals, but unlike whales are dependent on land or ice to give birth and suckle their young. Seals are predators that feed from quarry that they catch in the sea. Seals get all the fluids they need from their food, since they also swallow a lot of seawater. The seal's metabolism is adapted to pass excess salt through their urine.

There are in total 32 seal species, of which seven occur in Norwegian waters.

The seals are divided into three families:

- True seals (Phocidae)
- Eared seals (Otaridea)
- Walrus (Odobenidae)

## **True seals**

True seals swim with their back flippers and steer with their front flippers. On land they drag themselves with their back flippers pointing backwards. Based

on differences in their teeth and in skeleton anatomy, the true seals are divided into three sub-families:

Phocinae, with eight species, of which bearded seals, harbour seals, grey seals, ringed seals and harp seals occur in Norwegian waters.

Monachinae, with seven species, none of which occur in our waters.

Cystophorinae, with three species, one of which, the hooded seal occur in Norwegian and adjacent waters.

## Eared seals

Eared seals have a visible outer ear. Both eared seals and walrus have forward-facing back flippers when they are out of the water. In the water they use their front flippers to swim, whilst their back flippers are held together and used as a rudder. There are two sub-families (sea lions and fur seals), with 13 species in total that all inhabit the Pacific and South Atlantic Oceans.

## Walrus

The family has only one species, which is Arctic and circumpolar, which means they are found around the whole of the North Calotte. The walrus is the largest animal found in Norway, apart from the whale. The males can weigh up to 1550 kg, the females up to a tonne. Both sexes have the characteristic tusks that can be up to a metre in length. Their main food source is bottom-living animals, especially shells; however they have been known to capture other seal species. Walrus are very social animals and live in large groups. After once being extremely common, they were almost wiped out on Svalbard. The walrus was given protected status in 1952, when there were as few as 100 left. Now there are approximately 1000 walrus on Svalbard.



# The history of Norway

By TOR DAGRE

<http://odin.dep.no/odin/engelsk/norway/history/032005-990454/>

The first men to appear in what is now Norway, emerged from dim pre-history when the great inland ice sheets were retreating over Scandinavia. 10,000 years ago the forefathers of today's Norwegians hunted reindeer and other prey on their long trek north. The land they came to had for centuries borne the weight of the icecap, so the coastline was about 200 metres higher than it is today. The oldest proofs of human activity were discovered on a hill in the southeast region of Østfold, not far from the southern frontier with Sweden. At that time the hill was probably an offshore island, just south of the glacier tip.

There is no general agreement on where the ancestors of today's Norwegians came from, or on the routes they took on their journey north, but one of these routes certainly passed through Østfold. Artefacts found at settlements there are of the same type that has been discovered in southern Sweden and in Denmark. A further possible route may have led from the so-called North Sea continent to southwest Norway.

These first Norwegians were hunters who, wherever nature permitted it, settled in small groups. They left proof of their existence in flint tools, clay vessels, and not least, rock carvings. In every part of Norway remain specimens of their art, hewn or ground into the rock. The carvings depict their prey: reindeer, moose, deer, bears and fish. People, or boats appear only seldom.

The transition to agriculture started in Norway approximately 5,000 to 6,000 years ago, initially in the area around the Oslofjord. By the Bronze Age (1500 - 500 B.C.) it is the farmers' cultural relics that dominate the archaeological finds, particularly in south Norway. Finds from this same period in north Norway show that the people were hunters. At many locations in far north Finnmark there were sizeable settlements of hunters, clear proof of seasonable cooperation between many people.

From the Roman Age ( 0 -400 A.D.) grave finds show that there were links with the civilized countries to the south. Utensils of bronze, and glass were

discovered, as well as weapons. The art of writing, in the form of runic letters also became known in the Nordic lands at this time.

The migrations of 400 to 550 A.D. were a restless period of continental Europe's history, and relics found in Norway indicate that the same conditions prevailed there too. The existence of farms in marginal areas indicates that settlement had reached saturation point. Pollen analyses reveal that at this time the coastal areas to the west were deforested. The troubled times led tribes to establish defence systems such as forts, and on the eastern banks of Norway's largest lake, Mjøsa, the remains of these are evident over a stretch of 50 km.

## The age of the Vikings (ca. 800 - 1050 A.D.)

The Viking era marks the termination of the prehistoric period in Norway. There were still no written sources of knowledge, and what is known about this period is largely based on archaeological remains. Nevertheless, the Sagas shed some light on this age. Although they were written down later, the Sagas were based on word of mouth tales passed down from one generation to the next. In synthesis they reveal that the Viking age must without comparison have been the richest of all the prehistoric periods in the north.

Many scholars regard the looting of the monastery of Lindisfarne, off England's northeast coast, in the year 793 as the beginning of the Viking Age. Over extensive parts of west and southwest Europe they are still regarded as cruel brigands, who wrought havoc on their victims with fire and the sword. This is only partially true. The Vikings also came on peaceful errand, to trade and to colonize. Norwegian Vikings settled in the Orkney Isles, the Shetlands, the Hebrides, and on the Isle of Man. The mainland of northern Scotland and Ireland also became their home, and Dublin, founded by the Vikings in the 840s, was under Nordic rule right up to 1171.

In Iceland and Greenland the Norwegian Vikings found uninhabited land. There they settled and built communities. Present-day Iceland is a direct consequence of the Viking colonization. On Greenland, however, the Norse communities, for reasons unknown, died out some few centuries later.

The Norwegian Vikings came mostly from the south and west of the country, where the land had been utilized to the maximum it could tolerate. In southeast and north Norway, on the other hand, settlement based on



agriculture and other activities spread to previously uninhabited areas, particularly in the mountains and valleys.

For their many expeditions the Vikings needed fast and seaworthy ships, and men with the skill to navigate them over open seas. The fact that these hardy men repeatedly voyaged to America and back is evidence enough of their mastery of the longships. The Sagas relate that it was Leif Eriksson who discovered "Wineland the Good" in the year 1001, but present day scholars claim that other Vikings had reached America before him. The Viking Age finally culminated in 1066 when the Norwegian King Harald Hardruler and his men were defeated at the Battle of Stamford Bridge in England.

### **A United Kingdom**

Up to the 800s the regions that later became Norway were not unified. But both groups and individuals attempted to bring them together. Two main types of community were formed:

\* assemblies or "tings" organized around a central "Allting" and \* petty kingships.

There must have been several reasons for this. Not least of them was the farmers' need for peace and continuity, particularly in the coastal areas, that were repeatedly troubled by robber bands and the harryings of the homecoming Vikings. The coastal areas possessed at this time substantial riches in the shape of stolen and traded goods. Safe on their "thrones" sat the petty kings, who thanks to the kinships created by intermarriage, were a tight-knit group with considerable power.

The petty kings in the Viken -- the areas surrounding the Oslofjord, played a major role in this process. Their might increased steadily as district after district was brought under their rule. After a battle at Håfrsfjord near Stavanger, believably fought in the year 872, King Harald Fairhair strengthened his position as ruler of large areas of the country. This unifying process, however, continued for several more decades, bringing harsh struggles between warring Norwegian chieftains, and between Norwegian and other peoples of the north. By 1060 the unifying process appears to have been completed.

### **The advent of Christianity**

Christianity was introduced into Norway over a lengthy period of time, possibly two hundred years. It was a natural result of the Norwegians' contact with Christian Europe, through trading connections and Viking raids. Missions from the churches of England, Germany and Denmark had also contributed to a weakening of traditional belief in the Nordic gods. This development culminated with the three missionary kings, Håkon the Good, Olaf Trygvasson, and Olaf the Stout. The latter's martyr death, at the battle of Stiklestad in 1030 gave him saint's status. The Church had won the final victory.

From the middle of the 11th century the legislation that was enacted, the songs that were sung, and the monuments that were erected demonstrated the firm establishment of Christianity in Norway. Shortly before the year 1100 the first bishoprics appeared, among them the see of Nidaros, later Trondheim, where the archbishop held office from 1152. The Norwegian archbishop also played a political role. In 1537 the Reformation was enforced in Norway by royal decree. At this time the country was under Danish rule, and the Reformation was enforced simply by making the so-called Danish/Norwegian church ordinance applicable in Norway too. From the early 1600s the Lutheran creed was the sole creed of Norway.

### **The Middle Ages**

The year 1130 was a watershed in Norwegian history. A period of peace was disrupted by conflicts; the civil wars which lasted right up to 1227.

But 1130 was a special year in other ways too. It is regarded as the start of the so-called High Middle Ages, a period of population growth, consolidation within the Church, and the rise and development of the towns. As Crown and Church brought district after district under their rule the degree of public administration and authority increased. Historians say that only then could Norway be termed one realm.

The power of the monarchy increased in the 1100s and 1200s, ending in victory both over the Church and the nobles. The traditional secular aristocracy was replaced by a serving aristocracy. The status of the farmers changed in this period, from that of freeholder to that of tenant. However, the farmer, who usually rented his lands on a lifetime basis, enjoyed a free status that was rare indeed in most of contemporary Europe. The slaves of the Viking age also disappeared in the High Middle Ages.

During this period the political centre of gravity in Norway moved from the southwest to the districts surrounding the Oslofjord. During the reign of King Håkon V, in the 1200s, Oslo became Norway's capital. Prior to this it had been an insignificant clutch of houses in the innermost reaches of the Oslofjord. When the Black Death reached Norway, in 1350, the town allegedly housed no more than 2,000 people. At that time Bergen had a population of 7,000 and Trondheim 3,000.

The state revenues in the High Middle Ages were extremely modest by European standards. Towards the end of the period they were scarcely adequate to finance any expansion of the administrative apparatus of Crown and state. The Black Death had raged with terrible effect, reducing the population to one half or possibly only one third of its pre-1350 level. This development prompted the King and the nobility to seek revenues from lands and feudal estates, regardless of national boundaries. This contributed towards the growth of the political unions in the Nordic lands.

Right from the 1319 to 1343 period Norway and Sweden had a joint monarchy, an institution later expanded through the arrangement of inter-Scandinavian royal marriages. Håkon VI (1340-80) -- son of the Swedish king Magnus Eriksson, and Håkon V's daughter Ingebjørg -- was lawful heir to the throne of Norway. He married Margrete, daughter of the Danish king Valdemar Atterdag. Their son, Olav, was chosen to be Danish king on the death of Valdemar in 1375. He inherited the throne of Norway after his father in 1380, thus bringing Norway into a union with Denmark that lasted right up to 1814.

### **Union with Denmark**

The late Middle Ages were a period of marked economic deterioration in Norway. The population had been drastically reduced by the ravages of the Black Death and other plagues during the fourteenth century. Many farms in the marginal areas were deserted, and incomes sank. Some claim that a worsening of the climate and the grip of the Hanseatic League on Norwegian economy were the cause of the decline. Others believe that a steady impoverishment of the soil contributed to the deterioration.

The economic depression brought political consequences in its wake. Denmark assumed increasing importance as the major Nordic land. Danish and German nobles were appointed to the highest official offices. Lands and Episcopal residences passed into foreign hands. The Norwegian nobility

dwindled. Thus was the will and the ability for national self-assertion gradually sapped.

From 1450 the union with Denmark was established by treaty -- a treaty supposedly meant to ensure the power of the Norwegian Council of the Realm when a monarch was being selected, though this stipulation was never respected. The treaty was also to serve as a guarantee of the equality of the two realms. This was the theory; practice proved otherwise.

In 1536 Norway ceased to be an independent kingdom. This came about at a national assembly in Copenhagen, where King Christian III had pledged to the Danish noblemen that Norway was henceforth to be subservient to the Danish Crown, like any other Danish possession. Norway's Council of the Realm was disbanded, and the Norwegian church lost its autonomy. The Danish noblemen could from then on freely take over positions as officers of the law in Norway, and could earn their incomes from Norway too.

This close political link with Denmark drew Norway unavoidably into the wars that Denmark waged with Sweden and the Baltic Sea powers. It led the Danish king to surrender Norwegian land to Sweden; Jemtland and Herjedalen in 1645, Båhuslen and the fief of Trondheim in 1658, the latter, however, was returned to Norway two years later.

An assembly of the States General at Copenhagen in 1660 acclaimed Fredrik III as heir to the throne and assigned to him the task of giving the kingdoms a new constitution. In this way the two kingdoms were subject to an absolute monarchy, a factor that affected Norway's position throughout the remaining period of the union of the two lands. Although Norway was governed from Copenhagen, the monarch was often in no position to rule. The real power lay in the hands of the state officials. By and large Norway profited from this, as among the state officials dawned some comprehension of the Norwegian standpoint. On issues relating to Norway in particular, the views of the high-ranking Norwegian officials were often respected.

In this period of absolute rule a policy was formulated whereby Denmark and Norway were to be treated as a single economic unit. Thus, Denmark was accorded sole rights to the sales of grain in southeast Norway (1737), while a corresponding monopoly on sales of iron from Norway was introduced in Denmark. Through the so-called town privileges in 1662 all trade in timber was concentrated in the towns, where the inhabitants were granted exclusive rights to purchase timber from the farmers and the sawmill owners. The

intention was to create a wealthy middle class in the town -- and this goal was achieved.

The middle class which emerged in the wake of economic developments bore the seeds of a certain national awareness. This was especially marked in the 1700s. It could have resulted from the strong economic growth of this social class, but probably the decisive factor was the growing resistance to the rulers' efforts to make Copenhagen the economic nub of the two lands. The Norwegian traders could not compete with the mighty trading houses of the Danish capital.

In the late 1700s most imports were shipped through Copenhagen. The timber retailers of southeast Norway made a concerted demand for a national Norwegian bank, and at the same time supported the demands of the senior officials for a Norwegian University. These demands were denied, as the government feared any move, which might give Norway a more autonomous position, and impair the strength of the union. The concept of a Norwegian University and national bank gradually came to symbolize the growing national consciousness.

The trend accelerated during the Napoleonic Wars of 1807 -1814. Denmark/Norway were allied with France, and the resulting blockade isolated Norway both from Denmark and from the market. Shipping and timber exports came to a halt, and famine and hunger spread through the land. As Norway could no longer be administered from Copenhagen, a government commission of senior officials was appointed to carry out this task. The King, Frederik VI, submitted to demands for a national university, which was consequently established in 1811. All these events formed the backdrop for what was to take place in 1814.

### **Secession from Denmark**

At the Battle of Leipzig in 1813 Napoleon suffered heavy defeat. One of his opponents on the battlefield, the kingdom of Sweden, had previously lost Finland to the czar to the east, and now wished to have Norway as a safeguard on its western border. Sweden's allies had therefore pledged Norway to it as one of the spoils of war.

The allied victory at Leipzig was followed by diplomatic pressure in Copenhagen and a military attack on the double monarchy, by way of Holstein. In January 1814 Fredrik VI surrendered, cut the links with Napoleon,

and handed Norway over to his Swedish opponents. In this way ended 434 years of union between Norway and Denmark.

However, the agreement between Denmark and its opponents contained political elements that were of major importance to Norway. The terms firmly established that Norway was again to take its place among the independent states, in union with Sweden. In a subsequent proclamation from the Swedish king Carl XIII, it was stated that Norway was to have the status of an independent state, with its own free constitution, national representation, its own government and the right to levy taxes.

The Norwegians were not immediately agreeable to accepting this state of affairs. Governing Norway at that time was the nephew of the Danish King, Prince Christian Frederik. In understanding with his uncle, the governor paved the way for a Norwegian revolt, to prevent a Swedish takeover and presumably also to secure a reunion of Denmark and Norway.

The governor's action led to the convening of an assembly whose purpose was to forge a constitution. They met at Eidsvoll, some 70 km north of Oslo and on May 17 1814 formally adopted the constitution, choosing Christian Frederik as Norwegian king. To this day, May 17 is celebrated as the Norwegian national day.

The victors of the Napoleonic Wars however, were unwilling to accept any deviation from the terms of the agreement. The Swedes exerted diplomatic pressure, and when this proved to be of no avail, they launched a military campaign of trained troops who rapidly subdued the Norwegians. In August an agreement was signed at Moss, south of Oslo, whereby the Swedes accepted the Norwegian Constitution signed at Eidsvoll, with the amendments made necessary by the Union of the two kingdoms. King Christian Frederik relinquished his power on 10 October 1814, and left the country. Norway had entered into another Union.

### **1814 - 1905**

In the years immediately following 1814 the newly organised state fought repeatedly for its existence. Norway was hit by the worst economic depression it had ever suffered. The common market with Denmark was dissolved and the British market was closed to Norwegian timber. Mines and sawmills lost foreign custom. Many of the wealthier middle class citizens in southeast Norway went bankrupt. The crisis was hard and long.



During this period of economic woes there were a number of trials of strength between Norway's parliamentary assembly, the Storting, and the Swedish monarchy. The Constitution was used as a means of abolishing the Norwegian nobility, partly to prevent the Swedish King from enlisting support for himself through creating more nobles. In 1821 a crisis arose when the Swedish monarch assembled troops outside Oslo to force the Storting to accept increased power for the monarchy. The proposals were rejected.

From the 1830s Norway enjoyed a period of economic buoyancy, which fed demands for freer trade and customs regulations. Trading rights were expanded and customs tariffs were given a free trade bias. In other ways too, Norway started to take part in general developments in Europe. The first railway line was laid, between Oslo and Eidsvoll, in 1854. Telegraph lines were erected. New management methods were introduced in agriculture.

The foundation for modern industry in Norway was laid in the 1840s, with the establishment of the first textile factories and engineering workshops. Between 1850 and 1880 the size of the Norwegian merchant fleet increased drastically.

Economic developments were followed by intensified class conflict. The February revolution of 1848 had consequences for the political movement among the workers. The calls for democratic reform grew louder.

In the Storting antagonisms gradually arose between the representatives of the senior officials who attended to administration, and the delegates for the farmers and the radicals. The farmers were in the majority as early as 1833. In 1859 the first attempt to create a party organisation was unsuccessful, but ten years later the first liberal block was formed, though without a party organisation. Norway's first political party, the radical Liberal Party was established, in 1884, and its political counterpart, the Conservative Party, some months later.

The antagonism felt towards the Swedish monarchy soon became apparent in the Union, not least because foreign policy was led in its entirety from Stockholm. As early as 1827 the Storting requested of the King that the Norwegian prime minister be allowed to take part in handling diplomatic issues. Other proposals were forwarded to promote Norwegian equality in the union; a special Norwegian merchant flag, for example.

The really major struggle against the Swedish monarchy, however, was linked to the introduction of parliamentarianism, the constitutional principle

that a government must have the support of the national assembly if it is to remain in power. As a condition for this, the Storting passed amendments to the constitution in 1874, 1879 and 1880, giving ministers of the crown access to the sessions of the Storting. On each occasion the King refused to sanction the proposal.

This raised the issue of whether constitutional amendments in fact needed the consent of both the King and the Storting. Both the government and the Conservative representatives asserted that they did. However, the Liberals were determined to bring matters to a head through an impeachment process. After an election campaign in 1882, conducted with a vehemence so far unparalleled, the Liberals returned 82 representatives to the Storting, as against the Conservative's 32. The government of Prime Minister Selmer was impeached, and in 1884 sentenced to partial loss of office, primarily for having advised the King not to sanction the constitutional amendments. After a period of interim Conservative government, the King saw no option but to request Liberal leader, Johan Sverdrup to become prime minister. Parliamentarianism had finally won through in Norway.

The Liberals put several of their leading issues through parliament, including the jury system, new military arrangements and a law on primary schooling.

Towards the end of the century clashes on the subject of the union intensified. A Swedish demand that the union's foreign minister must be Swedish, and the Norwegians' demand for their own consulates sparked bitter disagreement. Swedish troops prevented the Norwegians from achieving their desires. In return, the Norwegians spent the final years of the century building up their military power.

In the end it was the consulate issue that triggered the final conflict between the two countries. On March 11 1905, the government of Prime Minister Michelsen was formed to push the consulate issue through as a unilateral Norwegian action. On June 7 the government placed its power in the hands of the Storting. The latter, however, requested the government to continue temporarily, in accordance with the Constitution and current law "with the amendments made necessary in that the union with Sweden under one King is dissolved as the King no longer functions as a Norwegian monarch."

Thus, the Norwegian view was that the union was now dissolved. However, the Swedes demanded a referendum to clarify whether the nation as a whole was in agreement with this move. Further, Sweden demanded negotiations on the conditions for a dissolution of the union.

The referendum took place in August of 1905. 368,392 Norwegians voted to end the union, 184 were against it.

The negotiations with Sweden were held at Karlstad in August/September. The result was an agreement on a peaceful dissolution under certain conditions.

### **Norway after 1905**

The issue of Norway's future form of government was hotly disputed. A referendum showed a large majority in favour of a monarchy rather than a republic. On 18 November 1905 the Storting chose the Danish prince Carl as King of Norway. He took the name Håkon VII, and entered his new kingdom at Oslo on 25 November, together with his English Queen Maud, the daughter of Edward VII, and the infant Crown Prince Olav, who later became King Olav V. The country's present monarch, King Harald, is the son of King Olav V, who passed away in 1991.

When the union with Sweden was dissolved Norway was enjoying a period of economic growth, which lasted right up to WWI in 1914. The GNP rose by 55 per cent, i.e. by an average 4 per cent per year. The population grew rapidly and the employment situation eased. This was a result of the second phase of the industrial revolution, which in Norway was characterized by the exploitation of cheap hydro-electricity, and foreign capital investments. For the first time in Norway the electrochemical and electrometallurgical industries were built up, and new products appeared on the market. Major concerns such as Norsk Hydro were established and a number of new industrial centres sprang up.

Despite the economic progress made in Norway, a large number of Norwegians emigrated to the United States around the turn of the century.

The labour movement had already been initiated in Norway prior to the dissolution of the union with Sweden. The first trade unions were formed in 1872, and the Labour Party was founded in 1887. Universal suffrage was given to men in 1898 and to women in 1913.

As early as the election of 1903 the Labour Party secured four mandates. In 1912 26 per cent of the electorate cast their votes in its favour, and 23 representatives were returned to the Storting. This made the party the second biggest in the national assembly, after the Liberals. The strikes and lockouts

of 1911-12 tested the mettle of the Labour movement -- which waxed strong and more radical in the two years immediately before WWI.

The first two years of industrialization, however, brought relatively modest changes in the country's social structure. As late as 1910 42 per cent of the work force was still engaged in agriculture and forestry. In 1920 the corresponding figure was 37 per cent. Today this figure has sunk to 6 per cent.

Following the dissolution of the union, Norway had to build up a foreign office and a network of embassies and consulates. The resources available for this were extremely limited. The guidelines for foreign policy drawn up by the government of Christian Michelsen in 1905 stressed that Norway should refrain from entering alliances which could involve the country in wars. This policy of neutrality had the broad support of the people. However, Norway played an active part in the work of promoting international arbitration agreements.

During WWI Norway remained neutral, but the Norwegian merchant fleet suffered heavy losses on account of the submarine war and the mining of the seas. About 2,000 seamen lost their lives. The war, however, brought considerable financial gains, which enabled the Norwegians to repurchase major companies which had passed into foreign ownership (Borregaard, the coalfields of Spitsbergen (Svalbard) etc.). In 1920, in the settlement following the war, Norway retained its sovereignty over Svalbard.

At the General Election of 1918 the Liberals lost their majority in the national assembly. Right up to 1945 no single party was able to gain a majority in the Storting. This caused uneasy parliamentary conditions. In 1928 the Labour Party was able to form its first government, which, however, survived for only 19 days after it was felled by a non-socialist majority.

Prior to its first government the Labour Party had gone through a turbulent period. From 1921 to 1923 it was affiliated with the communist internationale. After the break with the latter, partly as a result of the required acceptance of the "dictatorship of the proletariat", the party started to gain ground at the elections.

The depression that started in the 1920s also affected Norway. The government's currency policy intensified the problems. Trade and shipping suffered heavy losses. A number of banks crashed. The krone started to fall, and the lack of foreign currency was severe. State revenues diminished, and

many of the municipalities were hard hit. Earnings, which had been high as a result of arbitration in 1920, were reduced under vehement protest from the workers, who at that time were strongly influenced by revolutionary viewpoints. The beginnings of both red and white guards were apparent. Unemployment was severe right up to the start of WWII.

In 1932, however, an economic upswing started, which led to a drastic improvement of Norway's balance of payments. From 1935 to 1939 the national income rose by more than 1,400 million Norwegian kroner, a considerable sum for Norway at that time.

In 1920 Norway became a member of the League of Nations, thus departing from its policy of isolation. The Nordic cooperation initiated during the war continued in the League of Nations, where the Nordic states pledged their support to peace-keeping measures, though avoided committing themselves to military sanctions. The president of the Norwegian Storting, Carl Joachim Hambro, was president of the League when WWII broke out.

The imminent threat of war in the late 1930s brought defence issues into the forefront of Norwegian political debate. The socialists had previously strongly opposed granting funds to the military, and were partly supported in this view by the Liberals. Another reason for socialist skepticism towards defence was the fact that Vidkun Quisling, later to become a national socialist, led the Ministry of Defence in the early 1930s, as a cabinet minister in the Agrarian Party government. In 1936 the Labour Party again formed a government, with parliamentary support from the Agrarian Party. Johan Nygårdsvold became prime minister. Grants to defence were increased, though too late to have any real effect on Norway's military strength. At the outbreak of WWII in 1939 Norway again proclaimed its neutrality.

## **The Second World War**

Norway's declaration of neutrality was of little significance. On 9 April 1940 German forces attacked Norway, which after a two-month struggle was subdued, despite some military assistance from Great Britain and France. The royal family, the government and some of the heads of the Ministry of Defence and the civil administration left for Great Britain, along with the withdrawing allied troops. During the war the Norwegian government carried out its work in exile.

The Norwegian merchant fleet was the most important resource that the Norwegians put at the disposal of the allies. It consisted of more than 1,000

ships, aggregating over 4 million gross tons. In Great Britain military units were built up again within all the services. They took part in the naval campaigns in the Atlantic, in the combat following the invasion of continental Europe in 1944, and in the air combat over the UK and the Continent. Towards the end of the war, the Swedes permitted Norway to build up military units in Sweden. Some of these took part in the campaigns against the German enemies. This happened after a Soviet force had attacked and liberated a small area of Norway in north east Finnmark, in Norway's far north. In occupied Norway civilian resistance grew from year to year. Secret military forces were also assembled and constituted something of a threat to the Germans.

Norway was occupied right up to the German capitulation of 1945. At the time of the surrender there were no fewer than 400,000 German troops in Norway, which at that time had a population of barely 4 million. The occupation led to German exploitation of the Norwegian economy, and the Nazi reign of terror included executions and mass exterminations. But in comparison with the German conduct in many other occupied countries Norway escaped relatively light from the second world war.

## **Liberation**

As early as 8 May 1945 Norwegian troops from the Resistance started to take over some positions from the Nazis. Gradually, allied and Norwegian troops from Great Britain and Sweden joined them. When the Germans laid down their arms, and the allied forces took over, the whole process ran very smoothly. The exiled government returned home from Britain and on 7 June King Håkon sailed into the port of Oslo on board a British naval vessel.

From the German concentration camps came surviving Norwegians. At the end of the war 92,000 Norwegians were abroad, 46,000 of them in Sweden. In addition to the German occupiers there were 141,000 foreign nationals in Norway, most of them prisoners of war. 84,000 of the prisoners were Russians.

During the course of the war the Germans had commandeered 40 per cent of Norway's GNP. In addition to this came the ravages of the war itself. In Finnmark these were considerable. Large areas were destroyed as a result of the "scorched earth" policy the Germans pursued during their retreat. Other towns and settlements were destroyed by bombs or deliberate burning.



A total of 10,262 Norwegians lost their lives either during the war or whilst they were imprisoned. About 40,000 were put into prison.

When the liberation came there was general accord that the rebuilding of Norway must be given top priority.

At the election of 1945 the Labour Party gained a majority and appointed a government led by Einar Gerhardsen. Up to the election of 1961 it retained this majority, but in 1963 the Labour government was felled by a vote of no confidence in connection with circumstances surrounding an industrial accident on the island group of Svalbard. This led to the formation of the first post-war non-socialist government, headed by John Lyng. However, it was short-lived.

The government's goal was to build up Norway within five years. It wished to force the pace of industrialization through concentrating on heavy industry. Developments went even faster than the politicians had planned. By 1946 both industrial production and the domestic product were greater than they had been in 1938. By 1948/49 the country's real capital stood well over the prewar level. The subsequent years were a period of steady growth and progress.

In the years immediately after WWII Norway maintained a very low profile in foreign policy. The intention was to remain well outside eventual conflicts between the major powers, as well as any bloc formations. It was hoped that the United Nations, under the leadership of its first Secretary General, Norwegian Trygve Lie, would be a sufficient guarantee of security. This safeguard was to replace that represented by the British safety guarantee, which Norwegian governments had relied on prior to 1940. This, however had not functioned when the Germans occupied Norway, but despite this, Norwegian loyalties were firmly with the West.

As East/West tension gradually built up, Norwegian foreign policy was reorientated too. Norway played a part in the Marshall cooperation, albeit rather reluctantly to begin with. Through Marshall Aid Norway received 2.5 thousand million kroner from 1948 to 1951.

The Communist takeover in Czechoslovakia in 1948, and the Soviet Union's proposal for a defensive alliance along the lines of its pact with Finland triggered strong reaction in Norway. After an interim period when an abortive attempt was made to form a Nordic defence alliance, Norway joined NATO, alongside Denmark, in 1949. Since then a succession of opinions polls has

confirmed that the Norwegians are overwhelmingly in favour of NATO membership.

The social democratic party in Norway was heavily committed to curbing communist influence both in political life and in the mass organizations such as the trade unions; and the struggle ended in victory. While the Communist Party, at the first post-war election in 1945 returned 11 representatives (out of the total of 150), the mandates were reduced to zero by 1949. Subsequently, the communists have had only a peripheral influence in Norway, and at present the two communist parties only have one per cent voter support, according to opinions polls. They are, of course, not represented in parliament.

The post-war years have been marked by steady progress in the Norwegian economy. The more plentiful resources have been spent on building up a welfare state, which has created a more egalitarian society than in many other Western countries.

In the 1960s came the oil age. Exploring in the North Sea revealed rich finds, bringing considerable oil and gas production. Later, finds have also been registered in the Norwegian Sea and the Barents Sea. The major production now takes place in the Norwegian Sea, off central Norway.

The petroleum age has led to a considerable restructuring of Norwegian trade and industry. The traditional industries -- labouring under sharply increased costs -- have had problems in competing internationally, and have had to cut back severely. The Norwegian economy has been beset by problems, which governments of varying political hues have struggled to overcome. Unemployment has also become a problem, although the statistics are among the lowest in Europe.

## **Norway and the EU**

The biggest policy issue in Norway in the post-war years has been whether or not to join the Common Market, or the EU as it is now known. A non-socialist government, headed by the Centre Party's Per Borten as Prime Minister and supported by the Conservative Party, the Liberal Party, the Centre Party, and the Christian Democratic Party, was formed following the election victory in 1965. When Great Britain applied for membership in 1967, the issue of Norwegian membership took on an added urgency. The Storting voted 136 to 13 to renew a previous application from 1962.

The application unleashed violent forces in Norwegian political opinion. Views became polarized, and the Borten government collapsed in 1971. A Labour Party government, led by Trygve Bratteli as Prime Minister, completed membership negotiations with the EC and submitted the results to a referendum in the fall of 1972. The outcome was 53 - 47 per cent vote rejecting membership in the EC.

The Bratteli government resigned following the referendum. A centrist government, with Lars Korvald of the Christian Democratic Party as Prime Minister, conducted negotiations with the EC on a trade agreement, which regulated the relationship between Norway and the Common Market up to the beginning of the 1990s.

The referendum on EC membership in 1972 left its mark on the Norwegian political party system. The Liberals split, and both of the new parties lost much of their influence. The general election of 1973 delivered a severe drop-off in support for the Labour Party among EC opponents outside the capital. Voters shifted their loyalty to the newly-established Socialist Electoral Association, which also swallowed up the Socialist Left Party and the communist voters. The Association captured 16 seats in the Storting. The Electoral Association was later succeeded by the Socialist Left Party, which today has the support of just over 6 per cent of the voters.

Despite the setback of 1973, the Labour Party maintained a minority government through to 1981, when the Conservative Party took over power with Kåre Willoch as Prime Minister. In 1983 the purely Conservative Party government was expanded to a three-party government, with representatives from the Conservative Party, the Christian Democratic Party, and the Centre Party. The Willoch government held the majority in the Storting from 1981 to 1985. Storting elections were held that year, and two representatives from the liberalistic Progress Party held the balance of power between the two major power blocks in the national assembly. The Progress Party sided with the socialist parties on a vote and the government was brought down.

With the exception of a break of a year or so from 1989 to 1990, the Labour Party has held power in more recent years and formed minority governments, with Gro Harlem Brundtland as Prime Minister the whole time.

During the short interval from 1989 to 1990, Norway had a non-socialist coalition government comprising the Conservatives, the Christian Democrats and the Centre Party, with Conservative Jan P. Syse as Prime Minister.

The coalition was short-lived, primarily because the EC issue had cropped up again. The antagonism between the Conservatives (who favoured EC membership) and the Centre Party (who were against) eventually became so acute that the co-operative effort on governing the country eventually broke down.

Another referendum was held in the fall of 1994. Once again, Norwegian rejected membership in what was by now known as the EU: 52.5 per cent voted against, while 47.5 per cent voted for. The EU issue attracted as much attention as it had in 1972. Voter turnout in 1994 was in fact 88.5 per cent, some 9.4 per cent up from the previous time.

Sweden, Finland, and Austria had voted to join the EU shortly before the Norwegian vote, thereby leaving only Norway, Iceland, Switzerland, and Liechtenstein in the European Free Trade Association (EFTA) at the start of 1995.

In contrast to the Labour Party government of Trygve Bratteli, which in 1972 resigned following the defeat on the EC issue, the Brundtland government 22 years later continued on as though nothing had happened.

Although the opposite sides of the EU debate in the 1994 referendum were very unyielding, both between political parties and also within parties, between occupational groups and between rural and urban voters, the situation normalised fairly quickly once the vote was over.

Centre Party leader Anne Enger Lahnstein, who was the undisputed "No queen" during the referendum campaign, continued to fight after the vote against what her party called "continuous EU accommodation". This did not prevent the Centre Party from suffering considerable setbacks during the municipal elections in 1995, however.

A reassuring factor for many has certainly been Gro Harlem Brundtland's statement to the effect that Norway will not likely attempt new membership negotiations with the EU in this century.

Another very important consideration is that the Agreement on the European Economic Area (EEA), which was signed by the EU and the EFTA countries in 1992, ensures Norwegian participation in the development of the EEA, gives the country access to the EU common market and opens the door to co-operation in a number of adjacent areas.

Under the Agreement, Norwegian industry is guaranteed equal terms of competition with other EFTA and EU countries on the Western European market. Institutions have also been established which give Norway influence over the formulation of new sets of rules in the areas covered by the Agreement.

**The writer of this article, Tor Dagne, is former editor in chief of Nytt fra Norge.**



## Bergen – History

<http://www.uib.no/guide/html/history.html>

About 1070 Olav Kyrre granted municipal status to Bjørgvin ("hill pasture"), then a port settlement of some importance on the east side of the Bergen peninsula. The town developed rapidly as an occasional royal residence. In 1233, Håkon Håkonsson's hereditary right to the throne was recognized at a general assembly held here, and by 1240 Bergen was formally declared the capital of Norway in place of Trondheim. King Håkon Håkonsson held his court here. He was a very popular king and his reign was long and peaceful. His son, Magnus, married the Danish princess Ingeborg and the same day was crowned joint King of the land of Norway by his father. To celebrate the event, a great banquet was held in the hall now called Håkonshallen which stands at the entrance to the harbour of Bergen.

As early as 1236 there were permanent German trading establishments in Bergen, but the town's rise to prosperity began with the establishment of a "counting house" of the Hanseatic League, first recorded in 1343. By virtue of the privilege granted by the Danish kings, the German merchants quickly gained control of the entire Norwegian trade. The people of the northern territories were required by royal decree to bring the produce of their fisheries

to Bergen. The Hanseatic employees lived in a special quarter of town called Tyskebryggen ("German warf").

In 1599 the power of the Hanseatic League was broken by the feudal lord Kristofer Walckendorf, but the counting house remained in existence for another 200 years. By 1630, the power of the Hanseatic League was completely broken and in 1764, the last stue was sold to a Norwegian business.

The Middle Ages saw the Black Death sweep over Europe. Norway was devastated, having half the population succumb to the pestilence. After this, from about 1420, and for about 400 years, the rule of Norway oscillated between Denmark and Sweden. Bergen, during this time, remained a major trading centre. It maintained international contact and the old, socially elite families of Bergen built up large trading empires. Life in Bergen was centered around fishing and shipping up until the present time when, during the 1980's, oil was discovered off the North Sea. Thus, with this discovery, Bergen entered an age of new prosperity and industry. In 1986, the bubble burst; the drop in oil prices caused an economic recession in Bergen.

Bergen nowadays is still a centre for oil exploration, shipping and fishing but it has grown as a centre for environmental and oceanographic research in Norway. The future is brightening for "The Gateway to the Fjords".

## Christiansborg Palace

<http://www.ses.dk/15e000c>



### Christiansborg Palace

Christiansborg Palace on Slotsholmen in Copenhagen houses several very important institutions. The Danish Parliament has the majority of the palace's rooms at its disposal, while the Prime Minister's Office and the Supreme Court are also found within the palace. The Royal Reception Rooms in the palace's north wing, the palace church and most of the Riding Ground Complex are available to the Royal Family.

As a result of two serious fires in 1794 and 1884, the palace complex bears testimony to three eras of Danish architecture. The main palace from 1928 in the historicist Neo-baroque style is the third Christiansborg on the site, the Chapel is from the second, neoclassical Christiansborg from the 1800s, and the Showgrounds survive from the first, luxurious baroque palace of the 1700s. In the Riding Ground Complex, you can visit the Theatre Museum and The Royal Stables.

Beneath Christiansborg visitors can see the ruins of two even older buildings on the site, namely Absalon's Castle and Copenhagen Castle.

Immediately adjacent to Christiansborg Castle are The Royal Library Gardens.

### More about the palace

Christiansborg Palace currently situated on Slotsholmen is the third palace of the name on the site. Before that, Absalon's Castle was built on the site in 1167, followed by Copenhagen Castle, which Christian VI demolished immediately after his accession to the throne in 1730. Instead, he commissioned the architect Elias David Häusser to build the first Christiansborg Palace, a magnificent baroque castle with associated show grounds and palace chapel. Most of the castle complex was completed by 1745. Fire ruined the castle and church in 1794, but the Showgrounds were saved.

While the royal family lived in temporary accommodation at Amalienborg, the architect C.F. Hansen started to build the second Christiansborg in strict French Empire style in 1803. By the time the castle was finished in 1828, King Frederik VI had decided he did not want to live there after all and he only used the royal premises for entertainment purposes. The castle also housed the Parliament and served administrative goals. Frederik VII was the only monarch to live in the castle (1852-63).

The second Christiansborg burnt down in 1884. This time, they managed to save C.F. Hansen's chapel as well as the Show Ground and the buildings linking the castle to the chapel and the ministerial buildings on Slotsholmsgade.

Thorvald Jørgensen won an architecture competition to decide who should design the third Christiansborg, which was built from 1907-28. The castle was to contain premises for the royal family, the legislature and the judiciary, and was built in neo-Baroque style in reinforced concrete with granite covered facades. Fragments from C.F. Hansen's castle were preserved in the north facade facing Prince Jørgen's Yard. The original roof was tiled, but after a national collection, the tiles were replaced with copper in 1937-38. A weather vane with two crowns was later added to the tower and at 106 metres became the highest tower in the city.

During the digging work, they came across the ruins of Absalon's Castle and Copenhagen Castle. It was decided to make them publicly accessible and the Ruins and Historical Exhibition opened to the public in 1924.

The castle now houses the Royal Reception Rooms, the Queen's Library, the audience chambers, the Sovereign in Council rooms, Parliament, the Supreme Court and the Prime Minister's Office.

Christiansborg Palace is owned by the Danish state and run by the Palaces and Properties Agency.

## The Royal Reception Rooms

The Royal Reception Rooms at Christiansborg Palace are located on the first floor, the so-called bel-étage, at the north end of the main wing and in the wing running along the courtyard Prince Jørgens Gård.

The Royal Reception Rooms are used for official functions of the Royal Family such as New Year Levee, reception of ambassadors or gala banquets. The Reception Rooms are richly adorned with works of art rescued from the two earlier palaces as well as decorations by some of the best Danish artists from the early 20th century.

To visit the Royal Reception Rooms go through Dronningeporten (Queen's Gate), and through Drabantsalen (Guards' Room) you get to Kongetrappen (King's Stairway). At the foot of the stairs are Audiensgemakket (Audience Chamber) and Statsrådssalen (Council Room). The Queen holds an audience every other Monday and attends Council with the government as required. The Queen in Council signs new Acts after their adoption in Parliament. The Audience Chamber and the Council Room are the only Royal Reception Rooms that are closed to the public.



The King's Stairway gives access to Tårnsalen (Tower Room). The Tower Room displays a series of tapestries with motifs from Danish folk songs, woven after cartoons painted by Joakim Skovgaard. The Royal Reception Rooms also include the oval Tronsal (Throne Room) where foreign ambassadors are received by Queen Margrethe. The Throne Room gives access to the balcony where the Danish monarchs are proclaimed. The Throne Room is decorated with a large ceiling painting by Kræsten Iversen, depicting how the Danish flag, Dannebrog, fell from the sky in Estonia in 1219.

The Great Hall is the largest and most spectacular of the Royal Reception Rooms. The Hall is 40 metres long with a ceiling height of 10 metres, and a gallery runs all the way around the room. The Great Hall was renovated on

the occasion of Queen Margrethe's 60th birthday when artist Bjørn Nørgaard's [17 tapestries](#) recounting the history of Denmark were hung on the walls. The tapestries were a gift from the Danish business community for Queen Margrethe's 50th birthday.

The Royal Reception Rooms also include Fredensborgsalen (Fredensborg Room) with Lauritz Tuxen's painting of King Christian IX and his whole family together at Fredensborg Palace, as well as part of the Queen's Library.

The Prime Minister uses the Royal Reception Rooms as well, particularly in connection with state visits. On such occasions the official banquet is often held in Alexandersalen (Alexander Room). The Alexander Room is decorated with Bertel Thorvaldsen's marble frieze "Alexander the Great Enters Babylon". The frieze was made for the second Christiansborg Palace, and parts of it survived the fire. It was later restored and mounted in this room.

You can take a guided tour of the Royal Reception Rooms.

## Queen Margrethe II's Tapestries

The Danish business community marked the occasion of Her Majesty Queen Margrethe II's 50th birthday in 1990 by ordering a gift of 11 tapestries from Le Mobilier National et les Manufactures Nationales de Gobelins et de Beauvais, Paris (commonly referred to as les Gobelins). The project was funded by a range of Danish companies and foundations as well as the French state

Bjørn Nørgaard painted the full-size sketches (known as cartoons) upon which the tapestries were woven. The gobelin series recounts the history of Denmark and the world, including the Viking Age, the Middle Ages, the Absolute Monarchy, the Reformation, World War II, the Present and even the Future. The Danish royal family and references to the artist's earlier works are skilfully woven into the greater context.

It takes a very long time to make tapestries, so it was not until 2000, on the occasion of the Queen's 60th birthday, that the tapestries were finally hung in their rightful home: the Great Hall in Christiansborg Palace, which has been specially restored for the purpose.

During the official inauguration on 12 April 2000, the Queen expressed the desire that the 17 tapestries should belong to the whole Danish nation and donated them to the state.



To see the real tapestries please join a guided tour in the Royal Reception Rooms.

## Christiansborg Palace Chapel

The history of Christiansborg Palace Chapel goes back to the first Christiansborg Palace, built by the contractor general Elias David Häusser from 1733-45. Christian VI was keen on architecture and he commissioned a talented young architect in the King's building service, Niels Eigtved, to design the palace chapel (1738-42). Eigtved seized the opportunity and designed one of the most distinguished Rococo interiors in Denmark.

In 1794, fire ravaged the castle and it was decided to demolish the ruins completely. The demolition never took place, however.

The master builder of Altona, C.F. Hansen, was called to the capital city to resurrect the castle. In 1810, he was also commissioned to rebuild the palace chapel. Work commenced in 1813, using the existing foundations and masonry as far as possible. The church and main castle were built in strict neo-classical style, with a dome construction on top of a central church interior. The palace chapel was inaugurated on Whit Sunday, 14 May 1826, to mark the 1,000 anniversary of the introduction of Christianity to Denmark. The second castle fire in 1884 spared the church, as the fire was stopped in the buildings linking it to the castle. However, fate finally caught up with the church 7 June 1992. The church burned to the ground, probably set ablaze by fireworks set off during the Whitsun carnival.

During the 1992 church fire, the roof, dome and dividing floor were burned down and the inventory severely damaged. Shortly afterwards, the Palaces and Properties Agency began rebuilding the chapel in collaboration with Erik Møller's Drawing Studio A/S and Royal Inspector of Listed State Buildings Jens Fredslund.

No drawings existed of the dome and roof, but a systematic exercise in building archaeology registered the charred remains of the building and made it possible to recreate the dome and roof. Historically accurate building methods were also used throughout the rebuilding process.

Danish craftsmen were unable to undertake the difficult work of restoring and recreating the internal marbled stucco. One of Germany's leading experts,

Manfred Siller, took charge and taught the venerable technique to Danish stucco workers.

The rebuilt church was inaugurated on 14 January 1997 to celebrate Queen Margrethe II's silver jubilee. The rebuilding was awarded the prestigious Europa Nostra Prize.

## The Riding Ground Complex

Immediately after his accession to the throne in 1730, Christian VI demolished the overextended and antiquated Copenhagen Castle. In 1733, work started on a magnificent baroque castle under the supervision of the architect Elias David Häusser.

By 1738, work on the main castle had progressed so far that it was possible to start on the other buildings included in the total project. The Show Grounds are now all that remain of the first Christiansborg Castle. They consist of two symmetrical wings with a straight, low and narrow stable building followed by a high broad building and narrow, curved stables, after which a one-storey narrow end building closes off the wings at the Frederiksholm Canal end.

In 1742, the north wing became the first one to be finished. Building work on the south wing started in June 1740 but ground to a halt by the autumn due to difficulties in obtaining supplies. Work did not recommence until January 1744, now under the supervision of the young architect Niels Eigtved. Eigtved's superior artistic insight meant it turned out more beautiful than the north wing. In 1746, 87 hunting horses and 165 carriage horses moved into the new stables, the largest number ever.

In 1766-67, the architect N.H. Jardin built a court theatre on the floor above the big stables. It now houses the Theatre Museum.

The Marble Bridge and the pavilions in Häusser's original project the two wings were linked by a gatehouse at the Frederiksholm Canal end and a drawbridge lead over the canal. The Castle Building Commission was not completely satisfied with the proposal and asked two young architects working for the royal building authority, Niels Eigtved and Lauritz de Thurah, to come up with an alternative suggestion.

Their proposal included a permanent bridge over Frederiksholm Canal forming the main entrance to the castle and two portal pavilions flanking an

open drive and closing the complex off between the two wings. Both bridge and pavilions were in the new rococo style.

Responsibility was transferred to Eigtved, who was the prime mover behind the project.

The bridge was extremely elegant - sandstone covered with medallion decorations by the sculptor Louis-Augustin Le Clerc. The pavements were paved with Norwegian marble - hence the name the Marble Bridge - and the roadway paved with cobblestones.

The pavilions were every bit as magnificent as the bridge. They were covered with sandstone from Sachsen, and the sculptor J.C. Petzold richly decorated the concave roofs with the royal couple's back-to-back monograms and four figures on each roof symbolising the royal couple's positive traits. The interior decoration was by the court's master stonemason Jacob Fortling. The bridge and pavilions were finished in 1744.

In 1996, when Copenhagen was European city of Culture, the Palaces and Properties Agency finished a restoration of the Show Grounds that had taken many years. The Marble Bridge and Pavilions were restored between 1978 and 1996 by architect Erik Hansen and the Show Grounds from 1985-1996 by Royal Inspector of Listed State Buildings Gehrdt Bornebusch.

Christiansborg Show Grounds is owned by the Danish state, run by the Palaces and Properties Agency and placed at the disposal of the Court and the Parliament. The Supreme Court and Theatre Museum also have premises there.

## The Royal Library Gardens

The Royal Library Gardens are located on Slotsholmen in the middle of Copenhagen's political, literary and financial area - between Christiansborg Palace (Parliament) and the Royal Library - and in the immediate vicinity of the Ministry of Finance and Christian IV's old Stock Exchange building.

The garden constitutes a small oasis in the heart of the city and is popular with locals and tourists all year round. Only the shallow pool in the middle of the gardens reveals that this was once the site of a harbour. Today, it is the site of blossoming beds of flowers and large shadowy trees. The silence is

broken occasionally, however. The new water sculpture in the middle of the central pool spouts out cascades of water every hour on the hour.

### History

The gardens were designed in 1920 by landscape gardener Jens Peder Andersen and castle architect Thorvald Jørgensen. They were built on top of Christian IV's old naval port, Tøjhushaven. As a reminder of its maritime past, a small pond has been retained in the middle of the gardens and an old mooring ring of the type used by ships in the 17th and 18th centuries has been built into the masonry at the end of the gardens.



### Statues and sculptures

A 1918 bronze statue of Søren Kierkegaard by the sculptor Louis Hasselriis is found in the middle of the gardens. Kierkegaard appears absorbed in his own thoughts with his gaze directed towards a point on the other side of the wall where his fiancée, Regine Olsen, is said to have lived.

### Vegetation

The wide variety of flowers in the gardens change with the seasons. Visitors can enjoy the view from rows of benches in the shade of the trees or from others out in the sun along the wall between the gardens and the yard to the Danish National Archives. Column plinths from the old Christiansborg serve as epergnes in the four grassy corner pieces and the principal axis through the gardens creates a link between the yard to the Danish National Archives and the main entrance to the Royal Library.

## The Ruins beneath Christiansborg Palace

Beneath the present Christiansborg Palace lie the ruins of Bishop Absalon's castle and Copenhagen Palace. When the foundations of the present Christiansborg Palace were being cast, workers came across ruins of several buildings and parts of a curtain wall. Experts were called in from the National Museum and the ruins, which lay beneath the inner palace yard, were

unearthed. Public interest in these ruins, which dated back to around the year 1167, was tremendous. It was therefore decided that the ruins should not be covered over again but preserved for posterity. The reinforced concrete structure erected to cover the ruins was the biggest of its kind in Denmark when it was built in 1908.

The ruins beneath the palace square were excavated in 1917 and a cover was also built over them. The ruins have been open to the public since 1924. The Ruins Exhibition was renovated during the period 1974-77 and has remained more or less untouched since then.

### **Absalon's Castle**



According to Saxo, Bishop Absalon of Roskilde built a castle in 1167 on a small island outside Copenhagen Harbour. The castle was surrounded by a curtain wall of limestone from Stevns Cliffs. The remains of this curtain wall are preserved in the ruins beneath Christiansborg, and it can be seen from the ruins how the wall was constructed. From Absalon's Castle, the foundations of some

houses which lay within the curtain wall and a well have also been preserved. The well, a so-called hulk well made from hollowed out oak trunks, contained when it was excavated several building fragments of marble, believed to originate from a church which must have lain within the Bishop's castle.

Absalon's Castle stood for 200 years, and the ruins allow us to follow how the castle's owners developed and renewed the castle. The castle was frequently under attack, for example by Wend pirates and the Hanseatic cities, and during the years 1249 to 1259 it was occupied and plundered. In 1369 the castle was taken by the enemies of Valdemar Atterdag from the Hansa League. The Hanseatic cities sent stonemasons to demolish the castle stone by stone. The castle had long been a terrible nuisance to the Hanseatic cities' trade in the Sound, and the time had now come to remove it. Since Denmark had considerable interests to defend in the area a new castle was soon built in its stead:

### **Copenhagen Castle**

During the years after the demolition of Bishop Absalon's castle by the Hansa League in 1369, the ruins on the island were covered with earthworks, on which the new stronghold - Copenhagen Castle - was built.

The castle had a curtain wall and was surrounded by a moat and with a large, solid tower as an entrance gate. The castle was still the property of the Bishop of Roskilde until King Erik of Pomerania usurped the rights to the castle in 1417. From then on the castle in Copenhagen was occupied by the king.

The castle was rebuilt several times. King Christian IV, for example, added a spire to the large entrance tower, which under the name of the Blue Tower gained a reputation as a prison. In the 1720s, Frederik IV entirely rebuilt the castle, but it became so heavy that the walls began to give way and to crack. It was therefore evident to Frederik IV's successor, Christian VI, that an entirely new castle had to be built and in 1731 the demolition of Copenhagen Castle was commenced to make room for the first Christiansborg.

### **King Christian IX's equestrian statue on the Riding Ground Complex**

Shortly after the death of King Christian IX in 1906 a collection was started for the construction of a monument to him. Four artists were invited to take part in a competition in 1907. There was no discussion about the position of the statue. It would be erected on Christiansborg Riding Ground Complex as a pendant to the statue of King Frederik VII on the Palace Square. The sculptor Anne Marie Carl Nielsen, the wife of the composer Carl Nielsen, won the competition with her proposal for a new equestrian statue.



In the proposal, the statue was shown on a high pedestal, on the sides of which were reliefs depicting a procession of the leading men of the day, including the industrialist C.F. Tietgen, the politician J.B. Estrup and the poets



J.P. Jacobsen and Holger Drachmann. The reliefs were later axed, and the architect Andreas Clemmensen designed the pedestal that bears the horse today.

The sculptor sought throughout the country for the right horse to stand as a model, but found it in Hanover in Germany. This gave rise to a good deal of displeasure among Danish horse breeders.

The monument took a long time to complete, but in 1927, 21 years after the king's death, it was unveiled on the Riding Ground Complex.

## **The Museums on Slotsholmen**

### **The Danish Jewish Museum**

The unique architecture tells a story in itself and is a tribute to the rescue of the Danish Jews in 1943. The exhibition "Space and spaciousness - an exhibition about Jews in Denmark" shows 400 years of Jewish history in Denmark.

Proviantpassagen 6, København K, Open July Tue-Sun 10am– 5pm , tel +45 3311 2218 / [www.jewmus.dk](http://www.jewmus.dk)

### **The Black Diamond - The Royal Library**

Great modern architecture at the harbour front. During the summer of 2005 two exhibitions are shown: "Surfacing Souls" portraits by photographer Rigmor Mydtskov and "The Poet's Theatre Dreams" about Hans Christian Andersen's passion for the theatre.

Søren Kierkegaards Plads 1, København K, Open Mon-Sat 10am-7pm, tel +45 3347 4747 / [www.kb.dk](http://www.kb.dk)

### **The Castle Ruins under Christiansborg Palace**

Beneath the present palace are the enjoyably spooky underground ruins of the previous castles on the site. The archaeological excavations and a historical exhibition present the more than 800-year history of the palace as a medieval castle and royal residence.

### **The Theatre Museum in the Court Theatre**

Museum for the stage history of Danish theatres with special exhibitions during the year. This summer: "Harald Lander", "Krøyer and the Theatre", "Andersen's Stage" and "The Ballet Master Bournonville".

Christiansborg Ridebane 18, København K,  
Open Tue - Thur 11am-15pm, Sat-Sun 13pm-16pm, tel +45 3311 5176 / [www.teatermuseet.dk](http://www.teatermuseet.dk)

### **Thorvaldsens Museum**

The characteristic and colourful museum is a fascinating combination of architecture, painting, antique art and Thorvaldsen's sculptures. Special exhibition this summer: "Writing is an Act of Love – An Exhibition on Hans Christian Andersen's Diaries and Almanacs"

Bertel Thorvaldsens Plads 2, København K , Open Tue-Sun 10am–5pm  
Tel +45 3332 1532 / [www.thorvaldsensmuseum.dk](http://www.thorvaldsensmuseum.dk)

### **The Royal Danish Arsenal Museum**

The museum has a fine collection of artillery and hand weapons dating from the Middle Ages to the present. Information on special exhibitions and live demonstrations of weapons, see [www.thm.dk](http://www.thm.dk)

Tøjhusgade 3, København K, Open Daily in July 10am-4pm, tel +45 3311 6037 / [www.thm.dk](http://www.thm.dk)

Transport:

Bus 1A, 2A, 15, 26, 29, 66

Harbour Bus 901 og 902

Metro Kongens Nytorv

## Rosenborg Castle

[http://www.rosenborgslot.dk/asp/menu/menuPages/omslottet\\_2.asp?countrylD=2](http://www.rosenborgslot.dk/asp/menu/menuPages/omslottet_2.asp?countrylD=2)



### The History of Rosenborg Castle

Rosenborg Castle stands today, with its tall towers and its red masonry with sandstone ornaments, as a distinguished example of Christian IV's many building projects, perfect despite many changes during its construction history. The Castle is built in the special Dutch Renaissance style which became typical of Danish buildings during this period. A couple of architects, Bertel Lange and Hans van Steenwinckel, are associated with the Castle. Christian IV's own effort is often discussed but there is no doubt that he came up with many of the ideas.

The history of the Castle goes back to 1606-1607, when the King in a newly laid out park, "The King's Garden" ("Kongens Have"), had a "summerhouse" built. The capital's old medieval castle, Copenhagen Castle, was hardly the ideal residence for a young and ambitious Renaissance ruler. Christian IV preferred Frederiksborg Castle, 35 km away from the city, but it was, of course, more convenient also to have a residence somewhat closer to the capital.

The summerhouse, which today makes up the core of the southern half of Rosenborg, was two storeys, with a spire-crowned stair turret facing the city and two bays to the east. In 1611 a gate tower with a drawbridge was built; it forms the central part of the current gate house.

In 1613-1615 the summerhouse was extended. The present length was thus attained, but there were still only two storeys. There were two bays to the east and a stair turret between them.

The house was habitable from 1615 but construction commenced the following year. The storey containing the Long Hall was added, and the bays were converted into the existing spire-crowned towers. The Great Tower was built on the west side. The building was concluded in 1624 and the same year Christian IV referred to his "Great House in the Garden" as Rosenborg for the first time.

However, the Castle still lacked a suitable entrance to the official chambers on the first and second floors. And that became an urgent matter when Christian IV was to host his son Christian's sumptuous wedding to Magdalena Sibylla in 1634. The existing stair turret was torn down and replaced with the current one and an outer double staircase was built, which went from the outer doors at the side towers to the first floor. To begin with, the inner staircase of the turret only connected to the first and second floors. It was only extended to ground level in 1758, when the outer staircase was demolished.

### Rosenborg as a Royal residence

Rosenborg was used as a Royal residence until around 1710, when Christian IV's great grandson, Frederik IV, gave it up in favour of other, more up-to-date, summer residences. Rosenborg Castle instead became the setting for the Royal collections. That is the reason for the many well preserved interiors which are quite unique.

In the original arrangement of the Castle the ground floor comprised of the private apartments. The King had the northern part and the Queen lived in the southern part. In the central area there was a transverse entrance hall. From here a wooden staircase led to the first floor, where all of the southern part was taken up by the "Red Hall", a ballroom in the earliest summerhouse. In the central part there was an antechamber and in the northern part, the King had his audience room. The room division around The Great Hall on the top floor is unaltered. During the reign of Frederik III the King and the Queen exchanged apartments on the ground floor, and the rooms were decorated to be fit for an absolute ruler. Frederik III also had an "ascending chair" (a lift) installed in the North Tower.

Frederik IV was more radical. The transverse hall was divided into the Stone Passage and the Dark Room, which the King had furnished as a conjugal bedroom for the Royal couple. The first storey was changed to its present floor plan.

After the reign of Frederik IV, Rosenborg was only used as a Royal residence twice; both times were emergencies: after Christiansborg Palace burned down in 1794 and during the British attack on Copenhagen in 1801.

### **The Collections**

Rosenborg has a long museum tradition. The core consisted of Christian IV's magnificent collection of riding trappings and parade arms, which were transferred from Frederiksborg Castle in 1658. Soon after the King's costumes followed together with heirlooms and precious artifacts. During the reign of Christian V the Regalia were transferred from Copenhagen Castle, and during the reign of Frederik IV collections of glass and porcelain arrived, as well as the art collections of the dukes of Holstein, captured from Gottorp Castle.

The Crown Jewels were originally bequeathed for the use of the reigning Queen, because "in this Royal Family there have been so few jewels, and no Crown Jewels at all", as the benefactress, Queen Sophie Magdalene, wrote in her will in 1746.

In the early 19th century it was suggested that the Royal collections should be opened to the public. The scientist and Court official A.W. Hauch drew up a plan in 1813, innovative in its principle of exhibition. The earlier "theme" rooms were to be replaced with interior exhibitions which followed successive Royal generations chronologically. A walk round the museum would thus be a journey through the history of Denmark from Christian IV to the present day. The Castle was opened to the public in 1838.

After the abolishment of Absolutism in 1849, the Royal castles and palaces became state property. In 1854 Frederik VII agreed with the state that the collection was to become entailed property passed on from king to king.



## Amalienborg Museum

[http://www.rosenborgslot.dk/asp/menu/menuPages/amalienborg\\_2.asp?countryID=2](http://www.rosenborgslot.dk/asp/menu/menuPages/amalienborg_2.asp?countryID=2)



### The Amalienborg Museum

The museum in Christian VIII's Mansion at Amalienborg Palace is a continuation of the Royal Collections at Rosenborg Castle. With the arrangement of Frederik VII's Room in the late 19th century, Rosenborg's exhibitions on the Oldenburg Kings were complete. The limited space at the Castle was then used to its limit. If the reigns of later Kings were to be illustrated, it would have to be at a different location.

When Christian VIII's Mansion was restored in 1994 a museum was established on the ground floor. It houses exhibitions covering the period 1863-1972 and spans four generations of the Glücksburg line: Christian IX, Frederik VIII, Christian X and Frederik IX.

### The history of Amalienborg Palace

Amalienborg Palace is named after Frederik III's Queen, Sophie Amalie, who had the Sophie Amalienborg Palace built on the site in 1667-1673. The Palace burned down in 1689, but the Palace garden remained until 1748, when it had to make way for Frederiksstaden, the new part of the city Frederik V had laid out on the occasion of the 300 years anniversary of the Oldenburg line.

Taking a French model, the architect Nicolai Eigtved gave the new quarter a monumental centre in the present Amalienborg Palace: an octagonal courtyard with an equestrian statue of the King at the centre, surrounded by four identical Rococo mansions. The courtyard is cut by two perpendicular streets, of which the grandest leads from the harbour, then the main artery of Copenhagen, to the Marble Church. One of Europe's finest examples of the staging of Absolutism, Amalienborg Palace was occupied by several noble families until the Royal Family moved in after Christiansborg Palace burned down in 1794.

# History of the Vasa

<http://www.vasamuseet.se/Vasamuseet/Om/Skeppet.aspx?lang=en>

## The Disaster

In the early 17th century, Sweden was busy building an empire around the Baltic Sea in northern Europe. A strong navy was essential. During the 1620s Sweden was at war with Poland. In 1625 the Swedish king Gustavus Adolphus ordered new warships. Among them the Vasa.



The Vasa was built at the Stockholm shipyard by Henrik Hybertsson – an experienced Dutch shipbuilder. His experience was much needed as the Vasa was to be the mightiest warship in the world, armed with 64 guns on two gun decks.

In 1628 the ship was ready. Sunday August 10 was the day of the Vasa's maiden voyage. The beaches around Stockholm were filled with spectators, among them foreign diplomats. The maiden voyage was to be an act of propaganda for the ambitious Swedish king Gustavus Adolphus.

The Vasa set sail and fired a salute. But only after a few minutes of sailing the ship began to heel over. She righted herself slightly - and heeled over again. Water started to gush in through the open gunports. And, to every one's horror and disbelief, the glorious and mighty warship suddenly sank! Of the 150 people on board, 30-50 died in the disaster. When Vasa had been salvaged in 1961, archaeologists found the remains of 25 skeletons. After the disaster the captain of the Vasa - Söfring Hansson - was arrested. The Swedish king Gustavus Adolphus was not in Sweden at the time. He was waging war in Poland. It took two weeks for him to learn about what had happened. When he did, he wrote angrily that the disaster had happened because of "imprudence and negligence" and that the guilty parties had to be punished. Söfring Hansson and many others were called to inquiries at the Royal Castle of Stockholm.

At the inquest people were troubled by the fact that the shipbuilder Henrik Hybertsson had died the year before the Vasa was completed. Instead his brother and partner, Arendt de Groot, was held responsible for the completion of the ship. But in the end no one was condemned for causing the disaster. The people in charge of the inquiries concluded that the ship was well built - but badly proportioned.

## Why did the Vasa sink?

In the 17th century there were no scientific methods of calculating a ship's stability. It was not uncommon that warships heeled over and sank. Their cargo - the guns - were placed relatively high up in the ship, whereas merchant-vessels stored their cargo in the hold, ie in the bottom of the ship.

Instead of using calculations, the 17th century shipbuilders used so called reckonings, which recorded certain ship-measurements. However, the reckonings used in building the Vasa were intended for smaller ships with only one gun deck. The Vasa was built differently. She had two gun decks with heavy artillery (when the norm was to place lighter guns on the upper gun deck). The standard rules obviously did not apply here.

Deep down in the Vasa several tons of stone were stored as ballast. They were meant to give the ship stability. However, the main reason for the Vasa capsizing was that the ballast was not enough as counter weight to the guns, the upper hull, masts and sails of the ship. In the inquiries after the Vasa disaster it was revealed that a stability test had been performed prior to the maiden voyage. Thirty men had run back and forth across the Vasa's deck when she was moored at the quay. The men had to stop after three runs, well

before the test could be completed - otherwise, the ship would have capsized. Present was Admiral Klas Fleming, one of the most influential men in the Navy. His only comment to the failed stability test was "If only His Majesty were at home!" After that he let the Vasa make her maiden voyage.

Who, then, were to blame for the disaster?

Admiral Fleming. Partly. He could have stopped the ship after the stability test. On the other hand, the ship was already complete and the king was waiting impatiently in Polish Prussia. King Gustavus Adolphus. Partly. He was anxious to acquire a ship with as many heavy guns as possible. He had also approved the Vasa's dimensions and was keen to have her completed rapidly. The shipbuilder Henrik Hybertsson. Partly. Although he built the hull too narrow, he was a skilled shipbuilder who had previously built many good ships. His unexpected death the previous year just complicated matters.

The captain Söfring Hansson. According to a new theory the capsizing of the Vasa may be blamed on the captain. He sailed a brand new ship with open gunports. The Vasa sank when water gushed in through the lower gunports! It would have been wiser to test the new ship on her maiden voyage with closed gunports.

However, the inquiries showed that no one could really be blamed for the disaster. The main reason being the insufficient theoretical knowhow of the period. The Vasa was something new - a military experiment. After the Vasa, many successful ships were built with two, three and even four gun decks. The shipbuilders learned from their mistakes with the Vasa and improved later designs.

## Discovery and Salvaging

On April 24 1961, the warship Vasa broke the surface of Stockholm's harbour after 333 years on the sea bottom. At that time the "Vasa adventure" had been going on for five years. After many years of hard work the shipwreck-specialist Anders Franzén finally found the Vasa in 1956. He quickly found support for the idea of salvaging the ship.

The Vasa was located 30 metres beneath the surface. The Swedish Navy's heavy divers, under the leadership of head diver Per Edvin Fälting, dived down to the ship. They managed to flush six tunnels in the mud beneath her, using specially made nozzles. Steel cables were drawn through the tunnels. Two lifting pontoons on the surface were to lift the ship using the cables. In

August 1959 the time came for the first lift. There was great uncertainty. Would the old wooden ship remain in one piece? It did. In 16 stages the Vasa was lifted to more shallow water, there she was made watertight and strengthened before the final lift – to the surface!

On the day the Vasa broke surface Sweden stood still. Press, radio and TV from all over the world were there. Swedish television broadcast live - something very unusual at the time. There was hardly a TV-set to be bought in Sweden any more - they were all sold out. The school children played truant and the industries stopped. It was even calm at the maternity hospitals, a surprised nurse told the press.

At 9.03 on April 24 1961 the proud royal warship Vasa broke surface. The first to go on board was Anders Franzén and Per Edvin Fälting. During that summer the ship was excavated by archaeologists. An untouched part of the 17th century had warped into the 20th century!

In 1962 the temporary Vasa Museum - the Wasavarvet - opened. The ship and all the finds were preserved - an effort of gigantic proportions. The Vasa is the biggest single object that has ever been preserved. A chemical substance called polyethyleneglycol (PEG) was used. It replaces water in wooden objects to prevent them from shrinking when dried.

In 1990 the new Vasa Museum was inaugurated.

## Built for Battle

When the Vasa set sail in 1628 she was one of the mightiest warships in the world. With 64 guns and 300 soldiers she was to put fear in the hearts of the enemy. Warships specially built for carrying heavy artillery have existed since the early 16th century. But it took a few decades before the guns determined how the battles would end. When warships met they usually fired a few shots at each other and then entered close combat. The decisive moment was the boarding.

Soldiers jumped aboard the enemy vessel. The goal was to capture the other ship - not to sink it.

Around 1650 - a few decades after the Vasa - this changed. At that time the ship-of-the-line tactics made its breakthrough. The enemy fleets formed long lines and shot at each other. Close combat was no longer the most important thing.



The warship Vasa is clearly from the transition between intense close combat and the ship-of-the-line-tactics. She is armed with an extremely powerful artillery - and at the same time well fitted out for close combat. The high stern makes a good platform for firing down at the enemy. The 300 soldiers could have been used for capturing enemy warships.



The Vasa had heavy 24-pound guns on both her lower and upper gundeck. The standardized artillery was an experiment with supposedly great advantages. By limiting the number of sizes of cannon-balls and gun powder-charges the warship became more effective. Unfortunately the heavy guns on the upper gun deck was one of the reasons why the Vasa capsized.

## Life on Board

When the Vasa set sail on her maiden voyage in the summer of 1628 there were approximately 150 people on board. Most of them were seamen. The ship was on it's way to Älvsnabben in the Stockholm archipelago, where 300 soldiers were waiting to board the ship.

In those days the Swedish fleet was largely manned by conscription. Professional seamen were scarce. One man in ten, between the ages of 15

and 60, was usually taken on active service. Many of them never returned home.



The seamen and the soldiers lived, ate and slept between the guns on the gundecks. On the Vasa seven men had to share living quarters between every two guns. It would have been extremely crowded. The food was bad. Beans, porridge or salted fish. And lots of beer. Fresh food was most unusual. As a result scurvy and other deficiency diseases were common in the Navy. Many people died - but very few in battle.

1628 was a bad year for the men in the Swedish Navy. Admiral Henrik Fleming's squadron off the Polish coast is a good example. Two-thirds of the men on the ships were sick, dying or dead - or "cast overboard" as the Admiral writes. On Fleming's own ship there was only 19 men fit for work, instead of 115.

Another nuisance was boredom. For long periods nothing happened on board a man-of-war. The ships were anchored or on blockade duty. When battles were scarce - the crew spent their time performing drills, various maintenance work - and played board and dice games. The officers preferred backgammon.

The officers slept in bunks - not on the decks as the seamen and soldiers did. They also ate slightly better food. The Admiral's cabin on board the Vasa is as decorated as a room in a castle. But not even the officers lived a life of luxury on board.

## Vasa - an art treasure

The Vasa is not merely a ship - she is also an art treasure. Around 700 sculptures and ornaments decorate the warship. Most of them relate, in a symbolic way, how the Swedish king Gustavus Adolphus wished the world to see him and Sweden. Also as the Vasa was built during the war between Sweden and Poland there are also elements to degrade the enemy. Today we may call the sculptures pure propaganda.

The first sculpture salvaged from the Vasa was a roaring lion's head from one of the gunports. There are many lion figures among the sculptures. The most impressive one is the figure-head, located furthest out on the beak-head. It is three metres long and has been interpreted as a symbol of the king himself. Gustavus Adolphus was known as "the Lion of the North" in contemporary Europe.

The woodcarvers who made the sculptures were not Swedish. Instead, they came from Holland and Germany. They carved in oak, pine and lime, in the style of the late Renaissance and early Baroque. The motifs were taken from Greek mythology, the Bible, Roman history and in the contemporary, idealistic ideas of Swedish history. The carvings vary from the erotic and burlesque, to the serene and elegant, with stern Roman emperors, plump angels, heroic warriors, grinning devils and mermaids. There are some with courser elements, like the vulgar woman with large breasts, licking her nose with her tongue. Right now experts are trying to find out exactly how the sculptures were painted. In 1628 the Vasa would have been blazing in bright colours of gold, green, red and blue.

## Vasa's Colours

The warship Vasa is swarming with Roman warriors, friendly mermaids, irascible lions and Greek gods. Just like the Vasa's hull, the sculptures are now a dark brown due to their time in the water and the conservation process.



Photo: Stefan Evensen /SMM

However, with the help of research, a different picture of the ship is emerging. Hundreds of microscopic paint fragments have been analysed and interpreted over a 12-year period.

The research has now reached a stage where we are able to reconstruct the painting of around 15 key sculptures, which is why we can now confidently say that we know the principles applied when painting the ship. Strong, clear colours, in some places supplemented with gilding, were characteristic of the Vasa's colouring.

## The Rigging

With her masts, shrouds and stays, the Vasa of today is almost as handsome as when she set sail in 1628.



The process of rigging the Vasa took several years. The scientific work began in the late 1960's, when curator Eva-Marie Stolt started looking into how the very complicated system of masts and rig looked like in 1628. Using this research as a platform, the practical work could start in 1992, supervised by the Vasa Museum's rig expert Olof Pipping.

The unique rigging of a 17th century warship gave him the opportunity to share his knowledge with three apprentices. 1992. During the autumn the

bowsprit was mounted. In the end of the year, the work on the rigging started. Four kilometres of rope (made of hemp) were to be used.

1993. In March, the first mast - the foremast - was mounted. In June, the mainmast was raised. At that time the ship's discoverer Anders Franzén, took the opportunity to place a coin for good luck beneath the mast (such a coin was not in the place when the Vasa made her first and last unfortunate voyage in 1628). The mizzen mast is the only non-original mast on the Vasa. A new one was manufactured and mounted. The foremast was rigged and the Main shroud was put up. The shrouds supports the masts from the sides and backward.

1994. In the spring, the Vasa's biggest stay - mainstay – was mounted. It is 30 metres long and weighs half a ton. Before it was put up, it had been

stretched for two years, in order to avoid a slack in the rig. (The stays supports the masts forward) Also mizzen mast was rigged.

1995. Maintop and mizzen top was put up. Over the tops, the caps were mounted. The caps would have held further sections of the masts, sections that were probably removed in the 17th century. The Vasa Museum's exhibition "The Sailing Ship" was opened, showing the Vasa's extant sails - the oldest in the world! In the end of the year the spritsail top was mounted and that concluded the rigging of the Vasa. When the 17th century warships were laid up on land for the winter, the upper parts of the rig were removed. The goal of the work on the Vasa's rig and masts has been to make her look like one of these 17th century warships being in "winter hibernation". This goal has now been reached.



## Trondheim the History

<http://www.stud.ntnu.no/~ragnvald/trondheim/historie-eng.html>

This is slightly updated and modified excerpt from the book: *"Trondheim the city on the Nidelv River"* (Aune Kunstforlag, Trondheim, ?). It is prepared for hypertext by Ragnvald Larsen. All maps and pictures ©Ragnvald Larsen, except where otherwise stated.



Nearly one thousand years old, and still with the vigour of a youth. This is one description which might fit our beloved town. Visiting Trondheim, you will arrive to the peninsula between the River Nid and the fjord. This is where you will find the merchant centre of Trøndelag, and this is where you will meet the essence of our history. Here the European culture is reflected in great buildings like the Nidaros Cathedral or the wharves along the River Nid. Blended together with our own culture this is something new. This is Trondheim.

### The place

At latitude of 63 degrees N you would not expect to find such lush surroundings. Woods and arable land stretches out for miles. This owes partly to the fertile deposits from the ice age, and to the profitable climate. In these settings, on the relatively small peninsula, families gathered. The peninsula provided a natural shelter against both wild animals and plundering. By time it became a cradle of the Viking civilization.

### Vikings

In the days of the Vikings, the heathen Earls of Lade ruled this powerful region of Norway. Their fiercest enemies were several royal pretenders to the throne of Norway, and with them Christianity. Although Christian, the pretenders were seasoned Vikings leading bands of battle-scarred troops. The mouth of the River Nid was for them strategically the most advantageous harbour of Trøndelag. From here they could control the fief of the Earls of Lade.

In 995 Olav Trygvasson returned to Norway from years in exile. He had won repute for being a great viking chief. During a stay in England he became a Christian. He left England accompanied with several priests and set sail for Trondheim, the Norwegian centre of Power, to start christianizing Norway. He made Trondheim into a trading centre in 997. He was later slain in defending the throne at the battle of Svolder in 1000. This year Leif Eiriksson of Greenland set sail from this Trondheim town to cross the Atlantic where he discovered America (Vinland). The next king to take up residence in Trondheim was Olaf Haraldsson. His keen interest of christianizing Norway cost him his life at Stiklestad the 29. of july in 1030. Due to the legend of the miraculous preservation of King Olaf he became a christian martyr and soon Norway's patron saint (St. Olaf). Subsequently Trondheim gained a reputation as a pilgrimage centre.

Another king residing in Trondheim were King Harald Hardråde. In 1066 he sailed from Trondheim in his bid to conquer England. He fell at Stamford Bridge, a well known in English history.

### The Church and it's Power

The kings moved away, but by then the town had become the seat of a powerful archbishop whose authority was built on the sainthood of King Olav whose shrine stood on the altar of the Church of Christ. This church was extended and finally became an imposing Gothic cathedral (The Nidaros Cathedral). It was destroyed by a fire in 1328 and later it was to be ravished by fire several times. In 1869 the spirit of the national revival in Norway led to a new drive to restore this national monument in all its glory. The job has taken more than a hundred years, and the church is still not complete. In the Middle Ages the archbishops built their palatial residence in stone close to the cathedral. Parts of it was severely damaged by fire in 1983, but is now being restored. Another close neighbour in Trondheim is the Cathedral School whose history dates back about 900 years.

## Reformation

But the protestant Reformation in 1536 reduced Trondheim overnight to an insignificant provincial town. About a hundred years later though the city saw an influx of foreign merchant families who established small trading empires in Trondheim. The merchants built themselves large mansions in the architectural style of the panelled wooden buildings typical of this region of Norway. Stiftsgården, now the royal residence in Trondheim, is preserved and is a masterpiece of this architectural style.

## Town fires

Town fires were frequent as the town's wooden buildings were set closely together on narrow streets. After the Hornemann fire in 1681, the King commissioned general J.S. v Cicignon to plan a new town with broad streets so that fires could be contained. Cicignon's town plan with 33-metre broad streets did not prevent fires. However, it is still in evidence in the central parts of the town. By building Kristiansten fort and new fort on Munkholmen (a small island) Cicignon put Trondheim on the map again as an important outpost in the north-west corner of Europe.

## River, Fjord and Expansion



In the 19th century the 800-year-old river based harbour became too small to serve the international traffic of steamboats and a fledgling railway system. The sandbanks off the shore formed the basis of a large reclamation project that provided the town with vast new areas for expanding its harbour and railway terminal. Around the turn of the century

Trondheim started expanding beyond the triangular peninsula, across the river eastward, westward and southward. The new urban areas have modern one-family houses as well as large blocks of flats. A large suburban community has been built at Heimdal, south of Trondheim. Industry and

commerce too look beyond the town centre for expansion and new possibilities.

Although most of the harbour is well developed parts of it retain areas for sports and recreation. The yachting club is found in the Skansen area, just outside the old townport. Here the members meet for a weekly regatta. In July 1997 Trondheim will host the Cutty Shark Tall Ships Race. The picture to the right is from Skansen in the middle of January.

## Today

This town in the middle of Norway is constantly changing and developing. In Norway it is a well-known centre for commerce, administration and education. [NUST](#), the Norwegian University of Science and Technology, traces its roots back to 1759, has about 16000 (1993) students. There are also a number of other institutions of higher learning. Trondheim provides room both for economic and personal development. It's attractive surroundings offer great possibilities for open-air pursuits. Here the Munkholmen Island should be mentioned. Trondheim also lies in the vicinity of several mountain areas, where it is possible to go hiking both winter and summer.



Our visitors can enjoy the passages of the older parts of the town; go for a walk in "Bakklandet", watch the wharves along the river Nid, have a stop at the fishmarket "Ravnkloa". And when you are tired, the parks in city centre of Trondheim provides lush surroundings where both young and old can find rest.

All of this can be found in a town that blends old and new and is as attractive on a winter day covered with snow as it is on a light summer night when a passing twilight is the only trace of night that the haunting Nordic summer offers.







