

DENMARK, SWEDEN, NORWAY

AND THE

UNITED KINGDOM

APRIL - JUNE 2005

Jim Russell

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Part 1 – Scandinavia

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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 – Malmo - Kalmar	Train 06:39 Arrive Ystad 07:55 Ferry Ystad – Bornholm 08:35 – 09:45 Bornholm – Ystad 15:00 – 16:10 Local Train Ystad – Malmo 18:08 – 18:55 Train Malmo – Alvesta 19:13 – 20:32 Alvesta – Kalmar 20:42 – 22:00	First Hotel Witt Kalmar Sodra 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 Vasterlanggaten 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	

Maps – Part 1 - Scandinavia

Scandinavia



Flights

Melbourne - Singapore - London - Copenhagen

Bergen - Stockholm - London - Newcastle

Hurtigruten Ports



Maps – Part 2 – England and Scotland

United Kingdom



Flights

Bergen - Stockholm - London - Newcastle

London - New York - Los Angeles - Melbourne

Depart Melbourne 15:30, on QF0009, on time for Singapore, London and Copenhagen. A smooth flight to Singapore. Eat dinner but can't be bothered with refreshments before we land. The food is no worse than before, it's just not interesting enough to eat if you're not hungry.

Short stopover in Singapore was quite pleasant. The British Airways – Qantas lounge has been refurbished and enlarged and is bright and cheery with much better catering. Rejoin the plane for the flight onto London. Skip supper and settle down to try to get some sleep. Must have dozed off, as we seemed to be half way there when

I checked our current position. Flight was a little rougher than usual.

Arrived London just after 05:00, Tuesday, grey and raining. I hope it improves before I return to the UK in a month's time.

Denmark

<http://www.lonelyplanet.com/destinations/europe/denmark/>

Full country name: Kingdom of Denmark

Area: 43,094 sq km

Population: 5.38 million

Capital City: Copenhagen

People: 95% Danish; 5% foreign nationals

Language: Danish, English, German

Religion: Lutheran

Government: constitutional monarchy

Head of State: Queen Margrethe II

Head of Government: Prime Minister Anders Fogh Rasmussen

GDP: US\$155.3 billion

GDP per capita: US\$28,900

Annual Growth: 1.5%

Inflation: 2.5%

Major Industries: Agricultural products, grains, meat and dairy, fish, beer, oil and gas, home electronics and furniture

Major Trading Partners: EU (esp. Germany, Sweden, UK, Netherlands, France and Italy), USA

Member of EU: Yes

History

<http://www.lonelyplanet.com/destinations/europe/denmark/history.htm>

Nomadic hunters followed the lichen and moss-eating reindeer into post-glacial Denmark. The reindeer heard 'go north' voices, but the Stone Age hunters stayed put, sowing seeds in the ash of slash-and-burn fields, fencing in stock animals and burying their dead vertically. Skill and artistry flowered in the Bronze Age from 1800 BC, trade routes paddled all the way south and the most beautiful and valuable objects were buried in bogs as sacrificial offerings. Iron clanged in from 500 BC and was domestically available, leading to the development of large agricultural communities. Present-day

Denmark can trace its linguistic and cultural roots back to when the region was settled by the Danes, a tribe that is thought to have migrated south from Sweden around 500 AD.

In the late 9th century, warriors led by the Norwegian Viking chieftain Hardegon conquered the Jutland peninsula. The Danish monarchy, which claims to be the world's oldest, dates back to Hardegon's son, Gorm the Old, who established his reign early in the 10th century. Gorm's son, Harald

Bluetooth, completed the conquest of the Danes, speeding their conversion to Christianity. Bluetooth's gob-stopping successors, Forkbeard and sons, got the wood on England, setting up shop and throne and living the sweet life of Anglo-Dane monarchs. They kept it together for half a century or so, but as Viking power waned, the borders of the Danish kingdom shrank back to Denmark.

Blackadderish strife, plots, counter plots and assassinations marked the medieval period. By the late 14th century, upstart dynasties intermarried, eventually forming the Kalmar Union under fair Queen Magrethe; Denmark, Norway and Sweden, now all bunked in together, started to exasperate one another. Sweden was particularly peeved by the profligate Danish spending on wars, and the union dissolved in 1523 when Sweden elected Gustav Vasa as its king. Norway, however, was to remain under Danish rule for another three centuries.

In the 16th century the Reformation swept through the country, leaving burnt churches and civil warfare in its wake. The fighting ended in 1536 with the ousting of the powerful Catholic church and the establishment of a Danish Lutheran church headed by the monarchy. King Christian IV ruled for the first half of the 17th century, undermining fabulous trade and wealth creation by leading his subjects into the disastrous Thirty Years War with Sweden. Denmark lost land and money and the king an eye. Even more disastrous were the losses to Sweden incurred some decades later by Christian's successor, King Frederick III. Denmark emerged slowly from these wars, focusing on civil development and reform.

During the Napoleonic Wars Britain attacked Copenhagen twice, inflicting heavy damage on the Danish fleet in 1801 and leaving much of Copenhagen ablaze in 1807. The Swedes then took advantage of a weakened Denmark, successfully demanding that Denmark cede Norway to them. The 19th century might have started off lean, dismal and dominated by a small Frenchman with a big ego, but by the 1830s Denmark had awakened to a cultural revolution in the arts, philosophy and literature. A democratic movement in Denmark led to the adoption of a constitution on 5 June 1849, which in turn led to the formation of a Danish constitutional monarchy. Germany took control of Schleswig in southern Jutland, after its inhabitants, people of both Danish and German heritage, revolted against the new constitution.

Neutral in WWI, Denmark reaffirmed its neutrality at the outbreak of WWII; but, on 9 April 1940, with German warplanes flying over Copenhagen, Denmark surrendered to Germany. The Danes were able to cling to a degree of autonomy, but after three years the Germans ended the pretence and took outright control. Although the island of Bornholm was heavily bombarded by Soviet forces, the rest of Denmark emerged from WWII relatively unscathed. Under the leadership of the Social Democrats, a comprehensive social welfare state was established. Denmark is still providing its citizens with extensive cradle-to-grave security.

When Norway broke its political ties with Denmark in the early 19th century, the former Norwegian colonies of Iceland, Greenland and the Faroe Islands stayed under Danish administration. Iceland, under Danish rule since 1380, declared itself an independent state in 1918, although foreign policy was still controlled from Copenhagen. Iceland became completely independent in 1944. The Kingdom of Denmark still includes Greenland and the Faroe Islands, but both are essentially self-governing. The Faroe Islands has had home rule since 1948, Greenland since 1979. In part because Denmark retains responsibility for their banking, defence and foreign relations, Greenland and the Faroe Islands each have two parliamentary representatives in the Danish Folketing. Unlike Denmark, however, neither Greenland nor the Faroe Islands is part of the EU.

Although Denmark voted to join the European Community (now the European Union) in 1973, the Danes have been hesitant to support expansion of the European Union (EU). Indeed, when the Maastricht Treaty, which established the terms of a European economic and political union, came up for ratification in Denmark in June 1992, Danish voters rejected it by a margin of 51% to 49%. After being granted exemptions from the Maastricht Treaty's common defence and single currency provisions, the Danes, by a narrow majority, voted to accept the treaty in a second referendum held in May 1993.

In September 2000 the Danes signalled a deeper discontent with European integration when they rejected adoption of the euro, despite strong support for the pan-European currency by the government and business leaders. An election in November 2001 brought a centre-right, conservative coalition to power with a campaign that focused on immigration. Fears generated in the wake of the September 11 terrorist attacks on the USA were an important factor. The debate over Denmark's position in the world continues, especially in regard to Europe, immigration, Denmark's role in Iraq and the rise of the far right.



Radhus - Copenhagen

Flight is scheduled for 07:05 so I settle in the BA Terraces Lounge and use their internet connections to check emails. David Hart at Qantas Travel has found suitable flights for me to visit Que and Hans in Dhaka before I go to Burma. Organizer of the Burma trip has confirmed my name is on the list. Provided he gets the numbers the trip should be on.



Hans Christian Andersen Boulevard

Flight to Copenhagen is delayed a few minutes due to tarmac traffic and other planes queued to take off. This does not matter too much as I was going to arrive at the hotel a bit early to check in. Flight is good and as we approach Copenhagen the weather clears and I have a good view of the flat farmland of Denmark and the connecting Copenhagen and Malmö in Sweden.

A short wait for the bag, then through passport control, get some cash and onto the train to the city centre that runs every 10 minutes. Map for the hotel is not good and I walk a little further than necessary to the Ansgar Hotel. By now it is 11:30 and the room is ready. It is clean, comfortable and the hotel is close to the Central Station.

After freshening up I head for the tourist information centre to buy a Copenhagen Card for travel on the public transport and admissions to many museums and other attractions.



Inderhavn

I planned to walk around a little to orientate myself and finished up walking for about 3 hours along Hans Christian Anderson's Boulevard, it is the 200th anniversary of his birth, past the town hall, across the bridge and along Amager Boulevard, passing the remains of the former defensive bastions of the city.

I have spotted the unusual steeple of the Vor Freslers Kirke (The Church of Our Savior) and cross a foot bridge over the Stadsgraven, formerly part of the defensive moat, and head toward it. I wander through residential street and finally come to it.

This is not hard, Copenhagen is very flat and bicycle friendly and landmarks can be seen from many locations. Bicycles have right of way, cars actually stop for them, and you step off the footpath onto a bicycle path at your own risk.



Hans Christian Andersen

The kirke is open and I go in. Inside is a large open and simple space with an ornate altar and a very ornately carved organ. Some one was playing and it sounded very good. The tower stands 90m tall and is built of wood sheathed with copper and the protective railings of the external stairs spiraling to the top are gilded so that from a distance the tower is spectacular.



Christianshavns Kanal

Vor Freslers Kirke is in the district of Christianshavn and nearby is another, Christians Kirke. I find it easily. It is located amongst new apartments and very modern office buildings. I walk west along the bank of the Inderhaven thinking I will be able to cross the Christianshavns Kanal and continue my walk back to the hotel. Wrong, I have to retrace my steps.

Back at the hotel I have a short rest before going out to get something to eat.

It has been a pleasant sunny day, but the breeze has been cool, and now, at about 1900 it is starting to get cold. Some light snow is forecast for tomorrow, we'll see.

Copenhagen

<http://www.lonelyplanet.com/destinations/europe/copenhagen/index.htm>

Copenhagen has been Denmark's capital for 600 years. It's an appealing and largely low-rise city comprised of block after block of period six-storey buildings. Church

steeple punctuate the skyline, with only a couple of modern hotels marring the view.

No matter what your interests, Copenhagen has a whole lot of sightseeing and entertainment on offer. Historic or modern, gay or straight, sleek shops or cosy cafes - it's all nestled right in the heart of a compact city and presented with typical Scandinavian assurance and flair.

Area: 88 sq km

Population: 662,000

Country: Denmark

Time Zone: GMT/UTC +1 (Central European Time)

Telephone Area Code: There are no area codes in Denmark; just dial the eight-digit number.



Christianshavns Kanal

Orientation

Copenhagen sits on the east coast of Denmark's largest island, Zealand (Sjælland). A prominent point of orientation in the city is the main rail station, Central Station (Hoved Banegården), which is bordered to the west by the primary hotel precinct and to the northeast by the longstanding entertainment attraction of Tivoli. Just

north of Tivoli is Rådhuspladsen, the central city square and the main terminus for the local bus network. To the east is the city's waterfront, including the canal-riddled district of Christianshavn.



Vor Freslers Kirke

Copenhagen boasts the world's longest mall, Strøget, which is an amalgamation of five streets - Frederiksberggade, Nygade, Vimmelskaftet, Amagertorv and Østergade - running right through the centre of the city between Rådhuspladsen and Kongens Nytorv, the square at the head of the Nyhavn canal.



Windmill - Kastellet - Copenhagen



Church and Parade Ground - Kastellet - Copenhagen

Copenhagen – History

<http://www.lonelyplanet.com/destinations/europe/copenhagen/history.htm>



Kastellet - Copenhagen



Commandant's Office - Kastellet - Copenhagen

In the centre of Copenhagen is a small, canal-encircled island called Slotsholmen, which serves as Denmark's governmental seat. It was here in 1167 that Bishop Absalom constructed a small fortress within a harbourside village to try and stifle regular raids by the German Wends on the east coast of Zealand, thereby laying the foundations for the future capital of Denmark. The fortress inflated the village's sense of self-worth,

causing it to grow significantly and to adopt the name Købmanshavn (Merchant's Port) - the moniker was eventually shortened to København.



Vor Frøens Kirke

The fortifications built by the bishop were destroyed during an attack on the town by ransackers from northern Germany in 1369 and work on a new defensive structure, Copenhagen Castle, began seven years later. The city's fate as the capital of Denmark was secured in 1416 when the reigning monarch, King Erik of Pomerania, moved into his sturdy new castle quarters. Grand Renaissance buildings such as the Rundetårn (Round Tower) - established as an

observatory and still regularly used for that purpose - and Børsen, home to Denmark's stock exchange, were added in the first half of the 17th century by the aesthetically minded ruler Christian IV.



Entrance - Kastellet - Copenhagen

Copenhagen grew swiftly in size and population, and by the beginning of the 18th century had around 60,000 people living within its confines. The next 100 years weren't kind to the burgeoning capital, however. By 1711 nearly one-third of the population had died from bubonic plague, and a pair of fires (in 1728 and 1795) turned large areas of the city, including most of its wooden buildings, to ash. To top it all off, in the midst of the Napoleonic Wars in 1807, Britain's Admiral Horatio Nelson decided he'd had enough of Denmark profiting from wartime foreign trade, and of rumours that the neutral Danes were considering putting their naval fleet at Napoleon's disposal, and ordered a savage bombardment of the city. Much of Copenhagen went up in flames (again) and the British rubbed salt into the wound by confiscating the entire national fleet.



Port of Copenhagen

Several decades later, Copenhagen had turned its attention away from the atrocities of war and was concentrating on the cultural revolution that was daubing, scribbling and philosophising its way across the country. The philosopher Søren Kierkegaard, the writer Hans Christian Andersen, the verbose theologian Nikolaj Frederik Severin Grundtvig, and Christoffer Wilhelm Eckersberg, founder of the Danish School of Art, all contributed to this artistic 'Golden Age'. Copenhagen benefited physically from the revolution through the grand neoclassical statues bestowed on it by sculptor Bertel Thorvaldsen.

After Denmark became a democracy in 1849, it went through a lengthy and fairly peaceful period of economic development, not counting a political hiccup in 1864 when a short-lived war was successfully waged on it by Prussia.

Denmark managed to retain neutral status during WWI, but that ploy didn't work during WWII; the Nazis marched on Copenhagen on 9 April, 1940, and ended up occupying it and the rest of the country for five years. Although it survived the war relatively unscathed, Copenhagen was in a dishevelled state by war's end:

many of its neighbourhoods were slums. The city embarked on an ambitious renewal program and extended cradle-to-grave social security programs. Student protests in the late 1960s led to the proclamation of a 'free state of Christiania' on a military base outside Copenhagen in 1971, operating under communal property rules. It attracted so many people - up to 1000 - that the government was forced to allow it to continue indefinitely as a 'social experiment'.



Bare Trees - Marienlyst Slot

Today, Copenhagen is flourishing as a centre of culture and the arts, and has had its historic skyline marred by

only a few high-rise developments. An early highpoint of the new millennium for the Danish people would have to be the victory of the local Olsen Brothers in the 2000 Eurovision Song Contest, ensuring the staging of the 2001 gala event in Copenhagen. In July 2000 the Øresund Fixed Link, a massive 16km (10mi) bridge-tunnel, road-rail link between Copenhagen and the Swedish port of Malmö was opened; it is the first direct land link between Denmark and the rest of Scandinavian Europe. The death of the popular matriarch of the royal family, Queen Ingrid, in November 2000, was a low point for the country. In late 2001, for the first time in half a century, this liberal, tolerant country voted in a right-wing government on a platform of stronger immigration laws. Copenhagen was touched by royal pageantry in May 2004 when Crown Prince Frederik married Australian Mary Donaldson.



Nyboder

Copenhagen – Attractions

<http://www.lonelyplanet.com/destinations/europe/copenhagen/attractions.htm>

Christianshavn & Christiania

One of the highlights of the canal-punctured district of Christianshavn is Vor Frelzers Kirke (Our Saviour's Church), topped by a 95m (311ft), 400-step spiral steeple which affords breathtaking views over the city. On the eastern side of the district is the self-labelled 'progressive' community of Christiania.

Christiania started life as a military camp before being abandoned and taken over in 1971 by ambitious squatters who proclaimed their own 'free state'.

It never achieved full independence but still enjoys status as a rent- and tax-free enclave and a lively, arts-soaked environment. You can stroll or cycle through the area (cars aren't allowed) and check out the local craft market or organic food eateries - informative guided tours are offered daily throughout summer.

Latin Quarter

Copenhagen's Latin Quarter surrounds the old campus of Copenhagen University and brims with pedestrians, cafes and bookshops. Kultorvet, a plaza just to the north of the Latin Quarter, is particularly busy during summer, when its beer gardens and produce stalls are well attended, and when buskers will endeavour to win your patronage.

Directly opposite the university grounds is Vor Frue Kirke (Our Lady's Church), the city's striking neoclassical cathedral which was originally built in the late 12th century and then rebuilt three times after succumbing to various pesky fires. The interior is decorated with sculptor Bertel Thorvaldsen's acclaimed statues of Christ and the 12 apostles.

Good views of the city's rooftops are available from the summit of the Rundetårn (Round Tower), a 35m-high (115ft) pile of bricks a few blocks east of the Latin Quarter. The Rundetårn was erected as an observatory in 1642 and is still used by amateur astronomers in the

wintertime, qualifying it as the oldest functioning observatory in Europe.



Christians Kirke

Nationalmuseet

Nationalmuseet (the National Museum) is a must-see for anyone who wants a comprehensive grounding in Danish history and culture. True to its name, Nationalmuseet has the biggest collection of Danish historical artefacts in the country. On Sundays in summer the ambience is enhanced by free chamber music concerts.

Nationalmuseet has dibs on virtually every antiquity found on Danish soils, whether it was unearthed by a farmer ploughing his fields or a government-sponsored archaeological dig.

The artefacts date from the Upper Palaeolithic period to the mid-19th century. Highlights include the Sun Chariot, which is over 3500 years old, and an exhibition of 3000-year-old bronze *lur* (Danish horns).

Rosenborg Slot

Rosenborg Slot houses a museum and the treasury where the royal regalia and jewels are kept. Downstairs is a public viewing room where you can marvel at incredible jewellery.

It was built in Dutch Renaissance style by Christian IV to serve as his summer home. A century later Frederik IV, who felt cramped at Rosenborg, built a roomier palace north of the city in the town of Fredensborg.

The 24 rooms in the castle's upper levels are chronologically arranged, housing the furnishings and portraits of each monarch from Christian IV to Frederik VII. However, the main attraction lies on the lower level, where the dazzling collection of crown jewels are displayed.

These include Christian IV's ornately designed crown; the jewel-studded sword of Christian III; and Queen Margrethe II's emeralds and pearls, which are kept here when the queen is not wearing them to official functions. These items are considered such a national treasure that the queen is not permitted to take the royal jewels with her when she travels outside Denmark.

Slotsholmen

Slotsholmen is a groovy island connected to the rest of Copenhagen by small bridges, and is the place that Denmark's national government calls home. Slotsholmen

attracts large numbers of visitors who come to check out the palatial (literally) government office.

The original Christiansborg palace was constructed in the 1730s to replace the pokey Copenhagen Castle and several buildings, namely the royal stables and edifices surrounding the main courtyard, date from this time.

Folketinget, the parliamentary chamber, can be toured on Sunday year-round, as well as on weekdays over summer, and this includes a peek at Wanderer's Hall, which contains the original copy of Denmark's Constitution.

For sheer Renaissance grandness, De Kongelige Repræsentationslokaler (the Royal Reception Chambers) won't disappoint - it's where royal banquets are scoffed and heads of state entertained. Underneath the palace are the excavated ruins of two earlier castles, including Bishop Absalom's original 1167 effort.



**Frederick's Church - The Marble Church -
Copenhagen**



The Little Mermaid - Copenhagen

Seeing the sights in Copenhagen and around requires careful planning. Many of the museums, palaces, churches and galleries are open for quite limited hours. Most open at 10:00 and close at 16:00. Fortunately most are open on Monday unlike the rest of Europe.

Today I plan to head for Helsingor and the Kronborg Castle, the fabled Elsinore of Shakespeare's Hamlet.

The castle opens at 11:00 so I start off with a visit to the fortified Kastellet and the statue of The Little Mermaid at the entrance to Copenhagen harbour.

The Kastellet is a five sided earth mound with cannon emplacements on bastions at each corner, enabling defenders to fire on any invaders. Inside are buildings that were previously barracks buildings and now appear to be apartments. There is still a military presence, a guardhouse and small number of soldiers in uniform indicating the area is still a military site.

Nearby is St Albans church, a parish of the Anglican Church of Gibraltar.

Next to the church is the Fountain of Gefion. This fountain has recently been fully restored and commemorates the Myth of Gefion.



Gefion Fountain - Copenhagen

In the Nordic mythology Gefion is the goddess of cultivation of land and the protectress of the virgins. The myth says that from his town Odense on Funen the god Odin sent Gefion to Sweden to find him more land. There she met the mythical king Gylfe who promised her the land she could plough out of Sweden in one day and one night if she would sleep with him. Hereafter Gefion went to the giants' house in Jotunheim in Norway and had four giant sons with a giant. She turned the four sons into oxen, hitched them to a plough and ploughed a great piece of land out of Sweden in the time she was given. She placed the piece of land in Øresund between Funen and Sweden. The hole she left in Sweden was filled with water and thus a lake was created. According to the legend this is the Vänern Lake. If you look at a map you can see the Vänern actually has the exact same size and shape as Zealand.

I have some time before I need catch the train and walk to a church with a very large dome that I can see from the ramparts of the Kastellet. It proves to be Frederick's Church, commenced by King Frederick V as the centre point of a fashionable redevelopment of an area to the East of the existing buildings of King Christian IV, including the naval housing complex of Nyboder. Commenced in 1749 work stopped in 1770 as costs escalated. The church was finally consecrated in 1894. It is more commonly known as the 'Marble Church', because of the predominant construction material, and has a circular nave capped by one of the largest domes in Europe.

As it is too early for it to be open I take some pictures and head to Osterport railway station to catch a train to Helsingor. There is a train in the station and a 30 minute ride through the villages and countryside beside the Øresund sees me at Helsingor. The countryside is still

awakening from winter. Daffodils and other early spring flowers are blooming and the crops are poking through the ground, but there is as yet, only a faint show of green on the trees.



St Albans Church - Copenhagen

Helsingor is a major ferry port for crossing the Øresund to the large industrial town of Helsingborg in Sweden. Car ferries shuttle back and forth across the sound. For tourists the town is more famous as the site of the Shakespearean castle – Elsinore – the Kronborg Slot. Clearly visible across the harbour, the castle sits on a headland overlooking the narrow entrance to the Baltic Sea. It was not

a primarily royal palace, but a grandiose tollhouse for collecting the 'Sound Tolls' extracted from passing ship by the Danes for centuries. The royal apartments have been restored and furnished with examples of furniture and tapestries from Danish palaces. Some of the inlaid pieces were exquisite. An ornate wooden door, which now stands in the ballroom, was formerly the entrance to the queen's quarters.

There has been a fortified castle on the site since the 1420's. Frederick II substantially renovated and rebuilt the castle, as it is today between 1574 and 1585. On the night of 25 September 1629 the castle was ravaged by fire, only the chapel remained. The ornate door to the queen's quarter survived, as it had not been delivered before the fire. It is in excellent condition with a few small cracks in the timber inlays.



Kronborg Slot - Hamlet's Elsinore

Although the chapel survived the fire it did not survive Danish military occupation from 1785 to 1923. Stripped of its religious furnishings it was used as an ammunition store and gymnasium. Fortunately, everything was stored away and after the army left restoration was possible.

The castle also houses the Danish Maritime Museum tracing the history of Danish seafaring. Many of the displays have captions in English, making it a much more interesting museum



Marienlyst Slot - Helsingor



Holger Danske

The casements (foundations, basement, dungeons) of the palace are open and have a number of small displays



**Door from Queen's Apartments -
Kronborg Slot**

showing the inhabitants, servants and soldiers, who lived in poor conditions below the castle.

The stone figure of Holger Danske slumbers in the casements. According to legend he will wake if external enemies threaten Denmark.

Before visiting the castle I had walked to Marienlyst Slot, a pretty little palace set in manicured, formal grounds. Unfortunately it did not open until 12:00 and I couldn't hang around to see the exhibits.



Chapel - Kronborg Slot

As forecast, light snow fell for a few minutes at about 12:30. Back in the town I visited the Elsinore Cathedral, The Church of St. Olai. The church has a long and checkered history. The body of the present church was finished in 1559, but there have been many changes since. Among the items displayed is a canon ball fired by the British on their way to the Battle of Copenhagen (April 2 1801). A contemporary picture of the battle in the Danish Maritime Museum shows the British attacking from the west, or landward side of Copenhagen.

A quick train ride back to Osterport and I set off to visit the 'Marble Church', the altar and the decoration of the ceiling of the dome are quite unusual.



**Navigation Light in a tower -
Kronborg Slot**



**The Church of St. Olai -
Helsingor**



Amalienborg and Frederick's Church

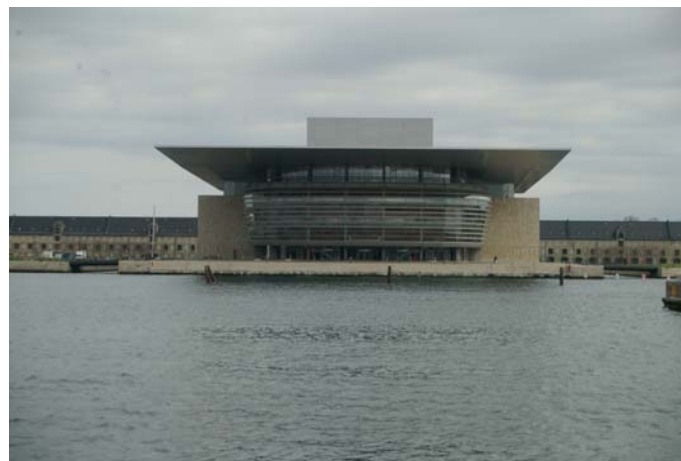


Fredericks Church - Copenhagen

Nearby is the museum at Amalienborg, Christian VIII's palace, displaying the studies of several kings and queens. It is hard to believe they worked in such a clutter of things. Also on display are photographs from the personal collections of recent kings and queens.

A stroll to the banks of the Inderhavn and on the other side is the new, modern Opera House donated by the owner of the Maersk shipping company.

The cafes and bars beside Nyhavn provide blankets to customers sitting outside in the sun.



The Opera House - Copenhagen



Happy Drinkers

Turning for home, a little footsore, I visit first the Jade Museum on the banks of the Nyhavn and the grounds of Charlottenborg and then stroll along the Strojet, the main shopping street of Copenhagen.



Royal Apartments - Kronborg Slot



Helsingør



Dom Kirke - Roskilde

Roskilde is about 35 km west of Copenhagen and was once the capital of Denmark. Prior to the Reformation in the 16C, Roskilde had been both the capital and the centre of the Catholic Church in Zealand. However after the Reformation the power and wealth of the church, particularly the Dom Kirke, declined and the Royal household moved to Copenhagen.



Dom Kirke - Roskilde



Altar Screen - Dom Kirke - Roskilde

Roskilde – 1000 years

<http://www.visitroskilde.com/historieuk.htm>

Royal city and ecclesiastical centre

Should you wish to become acquainted with the history of Denmark, it is natural to start in Roskilde. Through the ages Roskilde has played an important role politically as well as culturally, manifesting itself in the many different cultural activities in this area today.

Legend has it that King Ro founded Roskilde, but historically the town goes back to the Viking Age around the 990s. The many barrows in the area indicate that Roskilde was densely populated throughout ancient times. Lejre is inscribed in the history of Denmark as a central place of worship and a Zealand chieftain's seat.



Clock inside the Dom Kirke - Roskilde

King Harald Bluetooth, who erected the rune-stone in Jelling, was the founder of Roskilde. He built the first

church of wood here, probably on the site of the present cathedral - and was buried here.

Rapidly the town became the centre of the Crown and the rich Catholic Church held a strong position in Roskilde. About 1020 the see of Roskilde was established, and before long there were 14 parish churches and five convents and monasteries besides the cathedral. In the Middle Ages Roskilde was considered one of the biggest and most important cities in Northern Europe with a population of 5,000-10,000.

At that time the cathedral on the plateau was surrounded by the town. Outside the ramparts by the fjord was a small fishing hamlet, Skt. Jørgensbjerg. In the Middle Ages there was a leper hospital here, and in the small village church from about 1080 there are remains from about 1035. It is thus the oldest preserved stone building in the country.

Queen Margrethe I was interred in Roskilde Cathedral about the year 1413, and the cathedral has been the favourite burial place of the Royal Family since that time. Today no less than 38 Danish kings and queens are buried here. The Reformation in 1536 marked a turning point in the history of Roskilde. The Catholic Church administration disappeared and all the convents and monasteries and most of the parish churches were abolished.

Decline was rapid, and by the mid-18th century there were only 1500 inhabitants in Roskilde.



Small Longship under sail

In 1847 the first railway line in Denmark was built between Roskilde and Copenhagen. This infused new life into the town, which grew as a commercial centre, and it has since become a traffic junction and a centre of education, research, trade and tourism.

Apart from the historical significance of the town, it is also the home of the Viking Ship Museum.

After visiting the tourist information office to get a map my first stop was the Dom Kirke.

The present building was commenced in the 1170's by bishop Absalon. It was finished as a Gothic construction, of brick, in about 1280. Since then it has undergone many alterations and additions. The most significant were the changes that occurred after the Reformation in 1536.

Kings and Queens of Denmark have been buried there since 986 when Harald Bluetooth was buried. Prior to the Reformation not all Kings and Queens were buried in the Cathedral. However since the Reformation every King

and Queen has been buried there. Usually the magnificent sarcophaguses that hold the remains of the King and his Queen are paid for by the successor and are not made until both have died so that a matching pair can be produced.



Boat Yard - Viking Ship Museum - Roskilde



Viking Ship - Viking Ship Museum - Roskilde

The sarcophagus of Queen Margrite 1 (1375 – 1412) occupies pride of place in the choir of the cathedral. She

is credited with uniting, albeit temporarily, Norway, Sweden and Denmark.

As the museum is opened at 11:00, 13:00 and 14:00 I decided to go to the Viking Ship Museum and return later.

http://www.khm.uio.no/english/viking_ship_museum/index.shtml

The museum houses the remains of 5 Viking ships discovered at Skuldelev, about 20km north of Roskilde, where they were apparently scuttled to close a narrow, natural channel in the Roskilde Fjord. The reason for the

scuttling is unknown, but it has been suggested that it was to impede an invading Norwegian fleet. They comprised a cross section of Viking ships, an ocean-going trader, and ocean-going longship (warship) able to carry 70-80 men, a coastal trader, a small longship and fishing boat.

During construction of Museum Island nine boats from the Viking Age and the Middle Ages were found, including the longest, at 36m, Viking ship found to date.

A boatyard dedicated to building Viking ships is located on Museum Island and so far replicas of the Skuldelev boats have been built. These boats are fully functional and it is possible to sail on them in the fjord. Three of the ships put out with novice crew and set sail.

Raising sail is no mean task. There is no block and tackle available. On the smaller boats muscle power will do the job, but on the larger ocean going boat a simple windlass is needed to raise the heavy yardarm and sail.

The small longship was the first under way and headed North on a Westerly breeze of around 10 knots. When it turned to return to Roskilde its windward performance was quite incredible for a square-rigged vessel.

In the old gas works by the harbour a glass worker produces some very beautiful and expensive glassware. I looked in and admired the work.



Modern Vikings - Viking Ship Museum - Roskilde



Large Longship.



Method for tightening shrouds



Queen Margrite 1's Gown - Dom Kirke Museum - Roskilde

After visiting the Viking Ship Museum I returned to the Cathedral to see the museum. I was the only visitor. This is an interesting small museum that traces the history of the Cathedral. Captions are in Danish but the information brochure helps if you have time to link the explanations to the displays. The brochure and the display features 'The Bishop', Bishop Niels Jacobsen Ulfeldt (d.1397), who was buried in a grave marked with an ornate sepulchral brass depicting him in full bishop's regalia. At the time the diocese owned 2600 farms and the bishop had several estates. He and the diocese were very wealthy. I asked where the brass was, to be told that it had been sold off to raise money in more recent times.



Queen Margrite 1 - Dom Kirke - Roskilde

My last visit was to the Roskilde Museum. Similar to many local museums it could do with a face-lift. With the aid of notes in English I was able to follow the history of the town and area through the archaeological finds that were displayed.



First history of the Danes - Dom Kirke Museum - Roskilde

Friday 22 April 2005 - Copenhagen

Day 05



Copenhagen - 1839



Christiansborg



Viking Cart - Nationalmuseet - Copenhagen



**Viking Rune Stone -
Nationalmuseet - Copenhagen**

I have planned a busy day. My Copenhagen Card expires tonight.

My planned first stop is the Rådhus to see the Jens Olsen mechanical astronomical clock. Not a good start. No sign of life at the Rådhus and the city is very quiet for a Friday morning at 09:30.

Turns out to be a public holiday 'Common Prayer Day – Fourth Friday after Easter'. Hopefully the other places will be open.



Viking House - Nationalmuseet - Copenhagen



Altar Screen - Nationalmuseet - Copenhagen

The nearby Nationalmuseet is open. The museum traces Danish history through 10000 years, through displays of archaeological artifacts discovered at many sites in Denmark and abroad, from the Stone Age to Middle Ages. There is a display 'Stories of Denmark 1660 – 2000' which includes many familiar objects from the past 400 years. There are also ethnographic exhibitions from

various parts of the world and a small collection of Egyptian and classical antiquities.

The exhibits of Danish history are very interesting and detailed and alone make a visit to the Museum worthwhile.

After two hours I had to move on if I was to do what I planned.

Next stop is Ver Frue Kirke, the Church of Our Lady, and the Lutheran Cathedral in Copenhagen. A service is in progress for the 'Common Prayer Day' so it is not possible to wander around the church. However there does not seem to be a lot to see. Apart from the church decoration is plain. There are two balconies on each side of the church. The church was packed.

I stay for a while and listen to the service. The tunes to the hymns are familiar but I can't understand a word. It was after 1230 when I left and as far as I could determine it had started at 10:00 and another was due to start at 13:00.

About 500m away is the Rundetaarn (Round Tower) built by Christian IV in 1642. A spiral ramp twists round the centre of the tower seven and a half times. It is the site of Europe's oldest working observatory and during the winter visitors can observe the night sky through the large refracting telescope. There are few high-rise buildings in Copenhagen and the tower provides a viewpoint over most of the city.

<http://www.rundetaarn.dk/engelsk/frames.htm>

I am a little ahead of my timetable and I can see from the tower that Rosenberg Slot is not far away, about 800m. I walk through the almost deserted streets to the Rosenberg Park. The trees are turning green but it will be a while yet before the trees are covered in leaves.

Rosenborg Slot is the home of the Royal Danish Collections: The Crown Jewels and the treasures of the Royal Family through 400 years (1500-1900).

The palace is open. The house will close at 14:00. The collection of porcelain, gold and silver ware and jewelry is unbelievable. The crown jewels are also very beautiful although not as extensive as the British Crown Jewels.

http://www.rosenborgslot.dk/asp/menu/menuPages/frontpage_2.asp?countryID=2

Photos were not allowed so I bought the book.



Medieval St George and the Dragon - Nationalmuseet - Copenhagen

It is time to head for the Christiansborg Palace. Two things are of interest there: the ruins of earlier palaces excavated by the National Museum before the present palace was built and the Reception Rooms in Christiansborg.

<http://www.ses.dk/147000c>



Migration Advertisement - Nationalmuseet - Copenhagen

http://kongehuset.dk/artikel.php?dogtag=k_en_col_cha

The ruins are from the first palace, the Bishop's Palace built by Bishop Absalon in about 1167. It was destroyed in 1369. The other was Copenhagen Palace built in 1416 by King Erik of Pomerania. It was pulled down in 1731-32 to build a palace suitable for an absolute monarch.



Dom Kirke - Copenhagen



Rundetårn - Copenhagen

There have been three Christiansborgs. Fire destroyed the first in 1794 and the second in 1884. The present palace was started in 1907 and completed in 1929. A monarch has never occupied it. With the end of the absolute monarchy there was friction between the then King and the government and as a result the monarchs have continued to live at Amalienborg.



Ramp inside the Rundetårn - Copenhagen



Ruins below Christiansborg of the former Palaces



Model of the ruins below Christiansborg of the former Palaces



Rosenborg - Copenhagen



Tivoli Gardens - Copenhagen

The Royal Apartments at Christiansborg have become the Office of the Prime Minister. Amalienborg does not have the rooms necessary for major official functions so the Queen and the government use the magnificent reception rooms at Christiansborg. Tapestries are featured in Kronborg, Rosenborg and Christiansborg. They are in excellent conditions despite their age and the

modern ones at Christiansborg are very interesting and colourful.



Tivoli Gardens - Copenhagen

The day is not finished yet. A planetarium named after the famous Danish astronomer, Tycho Brahe is near the hotel. While the displays were potentially instructive, some did not work and the IMAX theatre seemed to dominate the building. Somewhat disappointing.

Finally, a visit to the Tivoli Gardens. Fun parks are not my thing but this has been around a long time. The

rides compare with those at any fun park and the restaurants, of which there are many, were fairly busy. The gardens are starting to bloom with spring flowers and the display of tulips will be outstanding in a few weeks.

<http://www.tivoli.dk/composite-297.htm>

http://en.wikipedia.org/wiki/Tivoli_Gardens,_Copenhagen

Saturday 23 April 2005 - Odense

Day 06



Sankt Knud's Kirke - the Dom Kirke - Odense



Sankt Knud's Kirke - Odense



Organ - Sankt Knud's Kirke - Odense



Saint Albans Church - Odense

The 08:00 train gets me to the birthplace of Hans Christian Andersen on April 2 1805 at 0935, a little early for anything to be open. Time to find the Rådhus and the Information Centre in the centre of town before it opens. There are many places in and

nearby Odense and a 24-hr event pass is worthwhile.

Odense

<http://www.odense.dk/English.aspx>

The history of Odense

Odense is mentioned for the first time in official documents in a letter from the German Kaiser Otto the 3rd from 988. By that time, the town was already the diocese of a bishop but had probably also been the centre of the Odin Cult. Archaeological finds indicate that the original settlement was centred around the current site of the Town Hall. Around 980 and just south of the

town was one of the circular forts from Viking times, called Nonnebakken.



Saint Albans Church

St. Knud

On 10 July 1086 king Knud the 4th was slain in St. Albani Church and was canonised a few years later to become Saint Knud - his earthly remains can still be seen in the cathedral crypt. Specially-imported Benedictine monks from England founded St. Knud's Monastery shortly afterwards, where the English monk Aelnoth wrote Denmark's first literary work in 1100. St. Knud's and several other later monasteries quickly

cemented the town's position as a religious and political centre, and in 1482 a German printer called Johan Snell printed the first two books in Denmark at the invitation of Odense's clergy.



Rådhus - Odense



H.C. Andersen Haven - Odense



Rear of Bymuseet Møntergården - Odense



Saturday Market - Odense

Powerful merchants

During the first 100 years after the Reformation, the town continued to build on its position as a trading centre for the surrounding districts. Merchants such as Oluf Bager exported live cattle from local farms and made huge fortunes that gave rise to some of the magnificent timber-framed quadrangle buildings – some of which were also

built by local nobility who had their winter quarters in the town. The Swedish Wars in the mid-1600s and the resultant tax burden hit Odense hard, and despite state initiatives such as the 'Tugt- og manufakturhuset' (a manufacturing facility for the unemployed and social fringe groups) from 1752 and significant production and export of such items as gloves, the town never really recovered from economic stagnation until around 1800 when the population topped 6,000.



Vor Frue Kirke – the Church of Our Lady



Vor Frue Kirke – the Church of Our Lady



HC Andersen outside Radisson Hotel – Odense

Development and industry

Odense became a port with the opening of its canal in 1803; the roads around the town were improved and from the 1840s the town really began to expand out of its old boundaries. For many years, Odense was second only to Copenhagen in Denmark. The town gates disappeared in 1851 and a few years later, the town spread south of the

river. It was the first Danish town to get a modern water and gas works in 1853 and with the arrival of the railways in 1865, all the conditions were in place for rapid industrialisation. Iron and metals, textiles, food and beverages soon became central elements of the town's commercial life and separate industrial and residential areas started to appear.



HC Andersen house at the end of the street – Odense

Town hall built

As was the case with many other Danish market towns, towards the end of the 1800s (1880-83) Odense built a new Town Hall, designed by architects J.D. Herholdt and C. Lendorf and partially inspired by the Town Hall of Siena in northern Italy. This was later extended to the east to the designs of architect B. Helweg Møller, an extension opened on the 150th birthday of the town's favourite son, Hans Christian Andersen – the 2 April 1955.

The Town Hall was renovated between 2003-2005 ready for the celebrations of the bicentenary of Hans Christian Andersen to start – of course - on the same day, 2 April, 2005.

The council was dominated right up until 1937 by the Conservative party – not least because a large blue collar area that had grown up around the A.P. Møller shipyard was handily kept out of the city boundaries up until 1932. Ever since 1937, the mayor has been a Social Democrat, and during the German occupation of the Second World War, the general strike in Odense held in August 1943 was a major contributor to the collapse of the policy of collaboration with the Germans, on 29 August 1943.

At the inception of the 1900s, Odense had just under 40,000 residents and grew so fast that by 1950, there were 100,000. Over the next couple of decades, the population began to drift away from the centre. Large areas of suburban housing were inducted into Odense Kommune by the reorganisation of local and regional boundaries in 1970, and service industry began to rise at the expense of heavy industry.

Culture

Odense has been a cultural centre since Medieval times and in 1772 its local newspaper (still published today) *Fyens Stiftstidende* was published for the first time. Only a few years later, Odense became the first provincial town in Denmark to have its own theatre. Social and cultural life in what became known as "etatsråderne by" (the State Councillors' city) was subject to deep divisions, but the 20th

century saw significant changes as class barriers came down. In 1966 Odense became a university city and home in 1988 to one of the major national TV network channels, TV2.



HC Andersen house - Odense



HC Andersen Museum - Odense

While I am waiting for the Information Centre to open I walk around the vicinity of the Rådhus. Sct Knud's Kirke

– the Dom Kirke is open, but there is a service in progress, so no visitors.

Behind the Kirke is H.C.Andersen Haven, a pretty park on the banks of the river.



From HCA's life - HCA Museum - Odense



Oceania, by Svend Wiig Hansen - Odense

The Information Office is very helpful and I spend a few minutes planning the day to minimize back tracking.

First stop is Sankt Albani Kirke – Saint Albans Church – a Roman Catholic Church. There had been a church on the site Middle Ages where St Knud was murdered. The first Catholic Church, St Mary's, was built on the site in 1870. The present church was built in 1906-8 in early Gothic style with a Romanesque portal. The Reformation had decimated the Catholic in Denmark and most existing Catholic churches were converted to Reformed Churches.

The Vor Frue Kirke – the Church of Our Lady – is the city's oldest church, dating back to approx. 1250. According to local lore there has been a church on this site for over 1000 years.

As I make my way towards Hans Christian Andersen's Hus I come upon the Saturday Market. A bustling place with many produce stalls featuring fresh vegetables, some with a range of chilies and peppers and many with up to 10 varieties of potato.

The house where Hans Christian Andersen is believed to have been born is a tiny three roomed cottage on a corner.

The Museum is the full length of the block behind the houses and houses things from Andersen's life and traces through the exhibits and descriptions, in English, his life story. There is a library containing editions of his stories in every conceivable language.

The man was an eccentric but his brilliance as a teller of stories has made him a Danish national hero.

http://www.andersen.sdu.dk/index_e.html
http://en.wikipedia.org/wiki/Hans_Christian_Andersen



Hans Christian Andersen's Barndomshjen - Odense



Tidens Samling - Odense



The Ugly Duckling - Tidens Samling - Odense



Painting by Jonathan Lasker - Odense

Bymuseet Møntergården: This is the local museum housed in half timbered building in the old part of Odense. Besides the usual collection of local historical exhibits, the current exhibition, 100000 years of Sex, traces attitudes to sex and sexuality through the ages. Enough of the captions are in English to be able to follow the theme. The displays are drawn from archaeological and historical material, mainly from Europe. Some of the

displays are quite explicit and parents are advised that it might not be suitable for children under 12 years old.

Sankt Knuds Kirke – the Dom Kirke – is a large Gothic Cathedral from the 14th C. Below the altar is a crypt containing a number of graves from the Middle Ages. There is a small room showing part of the foundations of the original church St Albans Church. Apparently St Knud was not particularly saintly, but the pope at the time agreed to make him a saint in order to secure Christianity in the area.

Flakhavn a is pleasant open space in front of the Rådhus. Bowls of spring flowers brighten the area and as it is Saturday there are many children playing on the large reclining male figure, Oceania, by Svend Wiig Hansen.

Hans Christian Andersen's Barndomshjen is a tiny three-roomed house in which HCA lived as a child. The house is in what was a very poor part of town and it is said HCA did not acknowledge his time there.

Brandts Passage is an alleyway that is being refurbished with new modern shops, restaurants and a museum centre housed in an old textile mill. A group of bronze figures in a courtyard illustrates HCA's fairytale about the King's new clothes.



Printing Press - Danmarks Mediemuseum - Odense



Rear of Bymuseet Møntergården - Odense

Tidens Samling. I think samling means collection. Anyway the collection housed in the attic of the house at Brandts Passage 29 houses a collection of old magazines in several languages that you can sit and read if you wish and a large room at the far end is divided into spaces furnished in the styles of homes from about 1900 to 1980. Every conceivable piece of junk seems to have been jammed into each space.



Railway Museum - Odense



Royal Carriage - Railway Museum - Odense

The display of most interest is one illustrating HCA's stories using common materials, like old shoes, to portray the characters and the themes of the stories. Each installation is in an old suitcase, similar to those that would have been common in HCA's and were probably used by him on his many travels.

The museum building in the old textile mill, Brandts Kladefabrik, houses several exhibitions. The Danmarks Mediemuseum has a display of printing in Denmark and hand made paper incorporating a watermark of HCA. The museum traces the development of printing in Denmark from its introduction in 1482 to the present. There were few major changes in printing, particularly typesetting, from the time of Gutenberg until the 1920s. There are exhibits of most modern processes for printing and typesetting. The bookbinding section has some very good examples of the craft.

Kunsthallen, Brandts, is a large display space for Art exhibitions. The current exhibition is of works by Maj Lisa Englehardt. Her works are large and many are modern religious paintings and rather surreal landscapes.

Museet for Fotokunst, Brants has an exhibition of snapshots by a number of photographers. Some could well have come from anyone's family photo album. However they chronicle

a period from the early 20th C till about 1960. The snapshots are from a collection of over a million collected by since the late 1960's by the Austrian photographer and artist Christian R Skrein. From this vast collection the exhibition – Snapshots – The Eye of the Century – gives a selection of themes, kids, love, nature, war, nudes, travels, sports, and work. Some show celebrities of the time such as Marilyn Monroe, Adolf Hitler and Charlie Chaplin.

<http://www.schaden.com/book/SkrChrSna03252.html>

Another display of work by Jonathan Lasker featured modern works that I have no understanding of but found most intriguing.

<http://www.speronewestwater.com/cgi-bin/iowa/artists/record.html?record=5>
<http://www.speronewestwater.com/cgi-bin/iowa/artists/related.html?record=5&info=works>

The day is just about done, one last stop and time will run out and everything will close. I head past the Odense Theatre, through the Kongens Have – King's Park – in front of the Odense Slot to the Danmarks Jernbanemuseum. This is Denmark's Railway Museum. Railways and Train ferries have played an important part in modern communication and transport in Denmark and between Denmark, Scandinavia and the rest of Europe. It is housed in the old Engine House and features

locomotives and carriages from the earliest days of rail travel to the present. Included is several Royal Coaches and a dining car from the famous Wagon Lits company whose blue trains once criss crossed Europe and continue today as the luxury trains such as the modern Orient Express.

http://www.jernbanemuseum.dk/GB/index_gb.html



For the Children - Railway Museum - Odense

After all that I caught the 17:06 IC express back to Copenhagen, arriving at 18:18.

Sweden

<http://www.lonelyplanet.com/destinations/europe/sweden/>

Full country name: Kingdom of Sweden

Area: 449,964 sq km

Population: 8.87 million

Capital City: Stockholm

People: 90% Swedes, 3% Finns, 0.15% Sami (indigenous Lapp inhabitants)

Language: Swedish, English

Religion: predominantly Lutheran (87%)

Government: Constitutional Monarchy

Head of State: King Carl XVI Gustaf

Head of Government: Prime Minister Göran Persson

GDP: US\$230.7 billion

GDP per capita: US\$26,000

Annual Growth: 1%

Inflation: 2%

Major Industries: Forestry, mining, agriculture, engineering and high tech

History

<http://www.lonelyplanet.com/destinations/europe/sweden/history.htm>

Written records in Sweden survive only from late in the Middle Ages. But the number and variety of fortifications, assembly places, votive sites and graves is impressive. Humankind and metallurgy made late appearances and only in the Bronze Age, after the arrival of Indo-Europeans, was there rich trade. The country's early cultural life is still vividly represented in the *hällristningar* (rock paintings) that survive in many parts of Sweden. In the Mälaren valley, the first known trading posts were established and monuments with runic inscriptions appeared.

The Viking Age was getting under way by the 9th century, and vast repositories of Roman, Byzantine and Arab coins attest to the wealth and power Swedish Vikings accumulated over the next century. Vikings travelled mostly to the east, making their mark in Russia, as well as trading with (and pillaging) Byzantine territories. Pagan gods and slightly more earthbound kings held sway over the domestic population, with Christianity only taking root in the 11th century. Internal squabbles whiled away the bulk of the Middle Ages until Denmark interceded in 1397, when, together with Norway, they joined Sweden in the Union of Kalmar. A century of Swedish nationalist grumblings erupted in rebellion under Gustaf Vasa, who was crowned in 1523. Gustaf then set about introducing religious reform and a powerful centralised nation-state. A period of expansion resulted in Sweden's control over much of Finland and the Baltic countries.

In 1809, the unrestricted power vested in the monarch was undone by aristocratic revolt and Finland was lost to Russia. The same year, Sweden produced a constitution that divided legislative powers between king and Riksdag (parliament). The post of ombudsman appeared as a check on the powers of the bureaucracy. In 1814 the military enforcement of the union with Norway was Sweden's last involvement with war.

Industry arrived late but was based on efficient steelmaking and the safety match, a Swedish invention. Iron-ore mining (important for at least 300 years) and then steel manufacture began to expand, creating a prosperous middle

manufacturing, telecommunications, IKEA

Major Trading Partners: EU, US

Member of EU: Yes

class. But an 1827 statute that scattered the agricultural villages of much of Sweden's countryside had more immediate and far-reaching effects - the old social fabric disappeared. By 1900 almost one in four Swedes lived in cities, and industry (based on timber, precision machinery and hardware) was on the upswing. In this environment the working class was radicalised.

Sweden declared itself neutral at the outbreak of WWI and was governed bilaterally until 1917. But food shortages caused unrest and consensus was no longer possible. For the first time a social democratic government took control. The social democrats dominated politics after 1932, reworking the liberal tendencies of the 1920s to join economic intervention with the introduction of a welfare state. These trends were scarcely interrupted until the 1970s when economic pressures began to cloud Sweden's social goals. It was then that support for social democracy first wavered, looking particularly shaky after the 1986 assassination of Prime Minister Olof Palme and its murky aftermath.

The political breeze shifted to the right in 1991 when a Moderate-led coalition won power. The experiment with rightist economics and the move to EU membership left many Swedes uncertain and disillusioned, allowing the social democrats to sneak back and form a minority government in 1994.

The social democrats suffered further losses in the 1995 elections, but have managed to cling to power under Prime Minister Göran Persson, who relies on the support of the Centre Right party or the Greens. In late 1996, 10 years after Palme's assassination, a leader of a South African hit-squad accused a former Rhodesian soldier of Palme's murder - Palme was a tireless critic of South Africa's apartheid policies.

Recent political debate in Sweden has centred around the widening gap between rich and poor, racial tensions and EU membership. Swedes rejected a September 2003 referendum over entry into the Euro currency zone despite

the assassination just days before of the popular foreign minister Anna Lindh,

a leading campaigner in favour of the move.

Attractions

<http://www.lonelyplanet.com/destinations/europe/sweden/attractions.htm>

Stockholm

Stockholm is, without doubt, one of the most beautiful national capitals in the world. The Old Town is particularly spectacular, and walking around the city's waterways and parks is a glorious way to spend a week-long stretch of European summer.

Visitors and residents alike enjoy strolling along the streets and lanes in the medieval section of Gamla Stan, or exploring its many museums. The city is compact and easily explored on foot, although its watery nature, and many islands and archipelagos, may have you looking around for a boat.

Gothenburg

Sweden's second city, Gothenburg has a magnificent harbour, a brilliant showpiece boulevard, and Liseberg, one of the world's best amusement parks. Its prime attraction is Spaceport Liseberg, which dominates the park at a height of 150m (492ft).

After Liseberg the collected museums are the strongest attractions. The central museum Ostindiska huset has archaeological, local and historical collections. Konstmuseet has impressive collections of European masters and is notable for paintings by Rubens, Van Gogh and Rembrandt. The main museum of maritime history is Sjöfartshistoriska museet. Gothenburg is easily accessible by air, bus, train and boat and, once you're there, a bunch of spanking new hostels in the city centre awaits your weary head.

Vadstena

Set along Lake Vättern, beautiful Vadstena is one of the most pleasant towns in Sweden. The Renaissance castle Vadstena slott looks straight over

the harbour and lake beyond. It was a mighty family project of the early Vasa kings, and it houses in the upper apartments some items of period furniture and paintings, including a Van Dyck. The equally impressive 15th-century *klosterkyrkan* or abbey is a combination of Gothic and Renaissance features. Inside are the accumulated relics of St Birgitta and late-medieval sculpture, including a depiction of the saint during revelation.

Visby

The walled and cobbled medieval port of Visby is a living relic: more than 40 proud towers and the ruins of great churches attest to Visby's former Hanseatic glories. The contemporary ruins of Drotten, St Nicolai, St Lars and St Carin are all within the town walls and contrast with the old but sound cathedral of St Maria. Gotlands Fornsal is the historical museum with a fine collection of the Gotland picture stones of the pre-Viking period. During the second week of August, costumes and re-enactments commemorate medieval week. Visby is on the island of Gotland, which is serviced by flights from Stockholm and ferries from a number of mainland cities.

Öland

Öland is a small island containing ruins, fortifications and 400 windmills. The biggest Iron-Age ring fort on the island, Gråborg - with a diameter of 200m (656ft) - is an incredible sight. Nearby, Eketorp has been partly reconstructed as a museum to show what a fortified medieval village must have looked like. Equally impressive are the ruins of Borgholm Castle, which was eventually burned and abandoned early in the 18th century. Also prominent are the lighthouses at the northern and southern tips of the island. Öland is reached from Kalmar via a 6000m (19,680ft) bridge, the longest in Europe. Öland is a popular place to celebrate Midsummer.



Ronne



Ronne Post Office

Early start to catch the 06:39 train to Ystad and the fast ferry to Ronne on the island of Bornholm. Bornholm is off the Swedish coast, but is Danish. The Danish Inter City Express connects with the ferry at Ystad in Sweden. The train travels across the Øresund on the lower level of the high level Øresund Bridge.

Bornholm History

http://www.archipelago.nu/SKARGARD/ENGELSKA/DENMARK/bornholm_history.htm



Town Square - Ronne



Wedding Guard of Honour

Ancient times

Bornholm was formed 1,700 million years ago, but it was only 10,000 years ago that the first humans came to the island in hollowed-out tree trunks.

The Vikings, who ravaged much of Europe from the sea at around the turn of the last millennium, also persecuted Bornholm.



Church - Ronne

On an outcrop of rock between Ekkodalen and Jomfrubjerget, a rampart was built that served as a refuge for the peasant population during attacks from the sea. The oldest royal castle in the Nordic region, Lilleborg, is situated at Almindingen.

In the southern part of the Paradisbakkerne hills, there is an even more ancient refuge, from around the year 500, when the people of Bornholm fought against wandering tribes. Gamleborg, situated in the Paradisbakkerne hills, was also used as a defence against the Vikings. Still more ancient are

the many passage graves and dolmens from the Neolithic Age, a large number of barrows and rock carvings from the Bronze Age.



Ronne Harbour

The Swedish War

The 800-year-old meter-thick walls in the island's four roundchurches, the castle ruins of Hammershus and the many refuge castles stand as clear testimony to the island's more recent history, with its battles against pirates, against plundering foreign fleets, against the church and royal might.

During the Swedish War of 1658, the people of Bornholm decided to free themselves from the Swedes. They shot the Swedish commandant and handed over the island to the king of Denmark, who had to promise never to cede Bornholm to foreign powers.

At the end of the Second World War, Bornholm's two largest towns, Rønne and Nexø, were bombed and occupied by the allied Russian forces. The occupation lasted eleven months after the end of the war.



Villum Clausens



Malmö

After the bombs

After the bombings towards the end of the war in 1945, Rønne and Nexø were extensively rebuilt. A gift from the Swedish state enabled 300 wooden houses to be constructed in the two towns. The areas in which they are located have been maintained, and even Swedish town planners travel to the island to see how it was done.

The history of Bornholm since the Second World War has been shaped by the Russian bombing and occupation of the island. The will of Bornholm to defend itself is reflected in a Home Guard that, in proportion to the size of the island, is unequalled in Denmark.



Canal - Malmö



Main Square - Malmö

The three armed forces are all represented on the island, which is of major strategic importance to NATO. This is the eastern listening post of the Atlantic Alliance that, particularly during the Cold

War and the turmoil in Eastern Europe, played a vital role in supplying information to the rest of the world. Despite the great distance of the island from the Danish capital, Copenhagen, and the rest of the country, a large majority of the people of Bornholm wish to retain the link with Denmark. There has, however, constantly been a Bornholm independence movement that desires autonomy. Thus, in many places, the special Bornholm flag can be seen; unlike the Danish flag, it sports a green cross. Until 1970, Bornholm consisted of 15 rural districts and six municipalities. In the

municipal reform, they were consolidated into five, i.e. Allinge-Gudhjem, Hasle, Nexø, Rønne and Aakirkeby. Higher-level issues are dealt with by Bornholms Amt (the County of Bornholm).

On a Sunday morning in April, Ronne, the main town on the island of Bornholm, must be the quietest town on earth. Population 15000, there must have been about 100 out of their houses. There are a number of attractions, most of which are not in Ronne. Bus services on Sunday are every 2 hours so any idea of traveling out of Ronne

by public transport is out of the question. Anyway it didn't make any difference just about everything was closed. The couple of places of interest in Ronne are closed on Sunday in April. I spend several hours wandering the streets photographing the quaint, colorful buildings. The only piece of action is a wedding at the church, complete with a mounted guard of honour from the local riding school. The wind is freezing and eventually I seek shelter to avoid frost bitten ears.



Main Square - Malmö

The ferry the Villum Clausens was built by Auscat Ships in West Australia. There are many more people on the ferry this afternoon compared with this morning. I suspect people are returning to the mainland for work and school tomorrow.

On return to Ystad I am able to catch an earlier train to Malmö. The train passes through farmlands with pastures green with new growth and pretty yellow (ochre) and white farmhouses. Occasionally rabbits and pheasants can be seen feeding in the fields.

As a result I am able to spend a little time, before my next train, having a quick look at the area near the station. Maybe I should have had more time as it seems an interesting city.

Comfortable, uneventful train journey to Kalmar, arriving at the hotel at 22:15 and crashing for the night.



Bicycle Park - Malmö Railway Station



Queen Margarita 1 - 1382 - 1450
- Kalmar Läns Museum

Kalmar

<http://www.kalmar.se>

<http://www.travelershub.com/outbound/europe/kalmar.html>

Seaport on the southeast coast, 390 km (242 miles) south of Stockholm, Kalmar was once the third largest city in Sweden. Kalmar is connected to the Öland Isle by the longest bridge in Europe, spanning more than 6 km

over the Kalmar Sound. Öland is a popular resort island where the Swedish Royal family spends its summer season. According to a statistics Kalmar receives about 3.5 million visitors during the summer season and almost 4.9 million vehicles cross the Öland Bridge each year. Kalmar is also known as "the lock and key to Sweden", because of ready access on the Baltic Sea to Denmark, Germany, Poland, the Baltic States, and northern Sweden including Stockholm. Due to these distinctions, Kalmar was a periodical battleground of conflicts between the Scandinavian powers and rival Swedish factions. Kalmar is also known for the famous Kalmar Union of 1397 pact, which joined Sweden, Norway and Denmark into a single Scandinavian kingdom. With a rich culture dating back to the Stone Age the Kalmar region is rich, with high-class agricultural land, forests of leaf and fir trees.



Guns from the Kronan - Kalmar Läns Museum

History

The history of Kalmar dates back to the Stone Age. Excavations in Ljungbyholm, just south of Kalmar, during 1968-69, uncovered relics from about A.D. 600 and the Bronze and Stone Ages.



Medieval Kalmar Kalmar- Läns Museum



Model of the Kronan - Kalmar Läns Museum



**From the Kronan - Kalmar Läns
Museum**

Due to its strategic position, the port of Kalmar was an important axis along the routes of the Vikings, whose period of domination reached its peak in the eleventh century. During the decade of the 1120's, King Gigurd of Norway, crusading in the name of Christianity, laid waste to Kalmar. From 1307 until 1612, the Hanseatic League besieged Kalmar less than twenty-three times, indicating the magnitude of port's importance to the region. In 1386, when the Swedish Lord High Jonsson Grip died, Margareta the daughter of a Danish king (whose wife was a daughter of a

Norwegian king) found the opportunity to unify the three Scandinavian territories of Sweden, Denmark and Norway. Margareta's son and her only heir, Olav, had died in his infancy, but Margareta assured the continuation of the Scandinavian Union by selecting her great nephew Erik as her successor. The fifteen-year-old Erik was coronated on Trinity Sunday in 1397. It was on this day the most sweeping pact of the Kalmar Union was drafted. Queen Margareta died of plague in 1412, when Erik realized the full role of the kingship.

In 1470, Christian, Erik's successor in Denmark, brought troops to Stockholm to administer the Kalmar Union, but was defeated by the newly elected Swedish regent Sten Sture. In June 1523, Gustav, nephew of Sten's widow was elected as the king of Sweden. Meanwhile the Kalmar Union had come to an end.

It was during the mid-sixteenth century that much of Kalmar's most impressive architecture was erected under the reign of Christina, who was well educated and bred in Latin traditions. During her rule, Sweden saw a period of architectural splendour, which was dominated by the baroque styles.



Bridge to Öland



Kalmar City Wall



Viking Windlass

In April Kalmar is not the centre of tourism in Sweden.

Kalmar was once a key town in the defence of Sweden against the Danes. After the breakdown of the union of Norway, Sweden and Denmark the Danes and the Swedes were regularly at war for control of the Baltic Sea.

Kalmar was on the then frontier of Denmark and Sweden.

These days Kalmar is a quiet city of 35,000 people with a busy little port shuttling timber and other goods in and out of the area in small Baltic traders.



Entrance to Kalmar Castle

In the Battle of Öland 1676, the Kronan capsized, exploded and sank in 26m of water about 6km of the coast of Öland not far from Kalmar. It seems the reasons for the loss were similar to those for the loss of the Mary Rose in England.

The Kronan was 53m long, had 3 masts and displaced 2300 tons. She carried 126 guns, 550 seamen and officers and 300 soldiers. She came into service in 1672 and at the time was one of the largest warships afloat. One Portuguese and two English ships were larger.



Kalmar Castle



Chapel - Kalmar Castle

The site of the wreck was discovered in August in 1980. Excavation of the wreck became the responsibility of the

Kalmar Läns Museum and the displays of artefacts raised from the wreck are the highlights of the museum's displays. To date some 25000 items have been raised, from personal effects to relics of the ship. Low salinity in the Baltic meant that timbers were unaffected by shipworm. Thus, many wooden items look in almost new condition except any painted decoration has gone.

Displays, based on archaeological finds in this area, known as Möre, trace the life and culture of the people who lived in the region over 10000 years up to the Age of Vikings.

A display of life in Kalmar in the Middle Ages includes a model of the old city (Gamla Stan) showing the relationship of the Castle to the City and the now demolished Storkyrkan. This 5 aisled Gothic church was located in the Gamla Kyrkogården (graveyard) where there are many old gravestones that are kept clean by the city.

Kalmar Castle

The history of this legendary castle stretches back over 800 years. During the 12th c a defence tower was erected to protect against pirates and other sea-faring enemies. A harbour was constructed and in the course of time a castle grew around the original tower.

Kalmar Castle became soon "The Key to the Kingdom", a significant defensive fortification on the Danish border with an essential part in international, political life.

The Castle acquired its present appearance in the 16th c, when the Vasa kings, Erik XIV and Johan III rebuilt it in the style of a Renaissance palace and furnished it in continental manner. The last king, who lived in the Castle and issued governmental documents, was Karl XI. He was on the throne from 1673 to 1692.

Kalmar Castle played a fundamental role in Scandinavian policy already in 1397, particularly as the meeting place

for the signing of the Union of Kalmar. On July 20th, 1397 Queen Margaret I signed the controversial yet memorable pact which joined all of the Nordic countries under a common ruler. In 1997 the city of Kalmar and the Castle celebrated the 600 years anniversary of the Union of Kalmar.



Courtyard - Kalmar Castle

Kalmar Castle has had a chequered history. Important for the defence of Kalmar in the days when Kalmar was a border town, the castle was regularly strengthened as warfare changed. It was regularly attacked and sometimes taken.



Table laid for a banquet - Kalmar Castle



The King's Chamber - Kalmar Castle

With the disappearance of the border the Castle had no military significance and was used as gaol and a distillery at different times. Fortunately, by the end of the 1850's, interest in saving the Castle was growing and the first restorations commenced in 1919. Restoration continues. Many of the rooms are unfurnished. Others in the Royal Apartments and the Chapel are beautifully restored. One

display features a Royal feast, complete with a white swan and a pheasant as part of the table decoration.



The Checkered Hall - Kalmar Castle



Gamla Stan - Kalmar

The Konstmuseum is the local small art gallery in Gamla Stan. There is a gallery of permanent works and 2 galleries for special exhibitions. An exhibition of photographs from the city of Kaliningrad is interesting. I think it was the work of a group of students.

The medieval centre of Kalmar is today known as the Old Town - Gamla Stan. It lies just besides the Kalmar Castle. There are some well-preserved 17th and 18th century but most of the buildings are 20th C homes and apartments.



Kalmar Cathedral

This entire area of the town was devastated by fire in 1647, after which the city council decided to move the centre to the island of Kvarnholmen, where it stands today. They also required new buildings to be of stone and any existing timber buildings to

be clad in stone to minimize the risk of fire spreading through the city.

The population followed slowly, after much pressure, and the wealthier citizens gradually began to build summerhouses on the land where the Old Town once was.



20th C Apartments - Gamla Stan - Kalmar



Town Square - Kalmar

On at least one occasion the Danes attacked Kalmar Castle from the land. As a result the city lay under the fire from both sides and any shots that fell short, fell on the city



Kalmar Cathedral

Kalmar Cathedral is situated in the main square. Commenced in 1660 under Charles X and finished in 1682 under Charles XII, it is known as "Charles Church".

The Cathedral in Kalmar is the only one in Sweden without a bishop. This imposing building was designed by Tessin the elder and built in Italian baroque style in the second half of the 17th century.

The exterior of the Cathedral is being renovated and is encased in scaffolding. Although there have been planned changes to the building. These were never realised and consequently it is one of the few unchanged buildings from Swedish Great Power Era.

Early train from Kalmar to Avesta to join the express to Stockholm

This part of Sweden is flat and the train passes through farmland and forests with occasional pretty lakes. On arrival at Avesta the previous train to Stockholm was still in the station, almost an hour late. Fortunately my train is on time and arrives a few minutes later. The countryside remains much the same until we are approaching Stockholm and it becomes a little hillier.

Stockholm

<http://www.lonelyplanet.com/destinations/europe/stockholm/>

Stockholm is, without doubt, one of the most beautiful national capitals in the world. The Old Town is particularly spectacular, and walking around the city's waterways and parks is a glorious way to spend a week-long stretch of European summer.

This lovely, lively city, with its maritime bent and international flavour, is a magnet for immigrants as well as tourists. Over 15% of greater Stockholm's population are immigrants. Just stroll through the

quaint streets, and you'll hear everything from Polish to Japanese.



Stockholm Cathedral - Dom Kirke - Gamla Stan

The city is ideally situated for trade connections, with the 24,000 islands of the *skärgård* (archipelago) protecting the urban islands from the open seas. In fact, the city is best seen from the water, but once on land you won't want to miss out on the parklands of Djurgården, the alleys of Gamla Stan or the 50-plus museums bursting with world-class treasures.

Area: 188 sq km
Population: 755,000
Country: Sweden
Time Zone: GMT/UTC +1
Telephone Area Code: 08

Stockholm is built on islands, except for the modern centre (Norrmalm), which is focused around the ugly Sergels Torg. This business and shopping hub is linked

by a network of subways to Centralstationen (central train station); the popular gardens of Kungsträdgården lie just to the east. The subways link with the metro (tunnelbana or T) stations. The triangular island Stadsholmen and its neighbours accommodate Gamla Stan, separated from Norrmalm by the narrow channels of Norrström near the royal palace, but connected by several bridges. To the west of this is Lake Mälaren.



Helgeadsholmen from the Palace

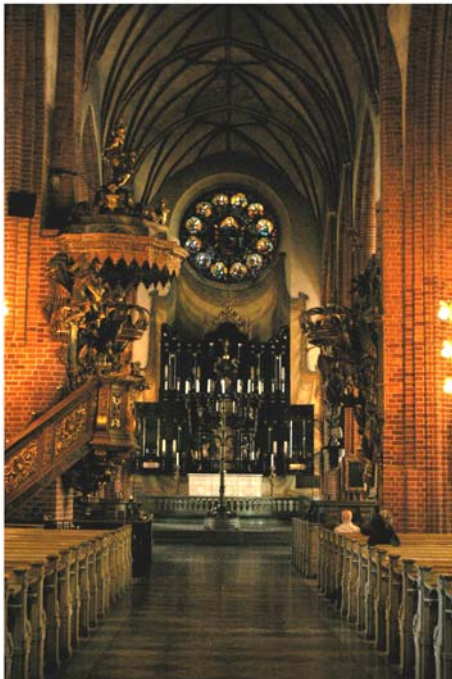
Orientation

On the south side of Stadsholmen, the main bridge Centralbron and the Slussen interchange connect with the southern part of the city, Södermalm, and its spine Götgatan. From its top end the giant golf ball of the stadium Globen is the southern landmark, although you'll cross water again at Skanstull before reaching it. To the east of Gamla Stan is the small island of Skeppsholmen,

and farther down Strandvägen and past the berths you cross to Djurgården, topped by Skansen.

History

<http://www.lonelyplanet.com/destinations/europe/stockholm/history.htm>



Stockholm Cathedral

Swedish political power had been centered around Mälaren for centuries, but it was forced to move to the lake's outlet when the rising land made navigation for large boats between the sea and lake impractical. Sweden's most important chieftain in the mid-13th century, Birger Jarl,

ordered the construction of a fort on one of the strategically placed islets where the fresh water entered the sea, and traffic on the waterways was controlled using timber stocks arranged as a fence, or boom. Stockholm, meaning 'tree-trunk islet', may well be named after this boom.

The oldest record of the city consists of two letters dating from 1252. Within a hundred years, Stockholm was the largest city in Sweden, dominated by an impregnable castle (which was never taken by force) and surrounded by a defensive wall. During the period of the Kalmar Union, the king's governor directed affairs from the castle. The city was periodically ravaged by fire until timber buildings with turf roofs were replaced with brick structures. By the late 15th century, the population was around 6000, and Stockholm had become a significant commercial centre. Shipping copper and iron to continental Europe was a lucrative trade that was dominated by German merchants.



Biblical Scene - Wooden Figures - Stockholm Cathedral

In 1471, the Danish King Christian I besieged Stockholm while attempting to quell the rebellious Sten Sture, but his 5000-strong army was routed by the Swedes just outside

the city walls at the Battle of Brunkeberg (the fighting took place between what is now Vasagatan, Kungsgatan and Sergels Torg). Even after the Danish retreat to Copenhagen, trouble between unionists and separatists continued. Things escalated in 1520 when city burghers, bishops and nobility agreed to meet the Danish King Christian II in Stockholm, and the king arrested them all at a banquet. After a quick trial, the Swedes were found guilty of burning down the archbishop's castle near Sigtuna, and 82 men were beheaded the following day at Stortorget (the main square by the castle). This ghastly event became known as the 'Stockholm Blood Bath': heavy rain caused rivers of blood from the bodies to pour down steep alleys descending from the square.



Strömkajen from the Palace - Stockholm

A major rebellion followed and Gustav Vasa finally entered the city in 1523 after a two-year siege. The new king then ruled the city with a heavy hand - though the role of commerce dwindled and the church was extinguished entirely, royal power grew and the city revolved around the court. Gustav's son Erik XIV (and later kings) racked up taxation on the burghers to fund wars. However, some did well from arms manufacture, and the city's importance as a military headquarters increased. At the end of the 16th century, Stockholm's

population was 9000, but this expanded in the following century to 60,000 as the Swedish empire reached its greatest extent.



Royal Pew - Stockholm Cathedral

In the 17th century, town planners laid out a street grid beyond the medieval city centre and Stockholm was proclaimed capital of Sweden in 1634. Famine wiped out 100,000 people across Sweden during the harsh winter of 1696-7, and starving hordes descended on the capital. The old royal castle (Tre Kronor) burned down, also in 1697. In 1711, plague arrived and the death rate soared to 1200 per day - from a population of only 50,000! After the death of King

Karl XII, the country (and the capital) went into stagnation.

In the 18th century, Swedish science and arts blossomed, allowing the creation of institutions and fine buildings. Another period of stagnation followed the assassination of King Gustav III; promised 19th-century reforms never arrived, and bloody street riots were common. Further town planning starting in the 1860s created many of the wide avenues and apartment blocks still to be seen today.



Opera House - Stockholm

The city rapidly industrialised and expanded, and by 1915 it was home to 364,000 people. The 1912 summer Olympics were held in Stockholm. The next major transformation of the city started in the 1960s, when large 'new towns' sprung up around the outskirts and extensive areas of 'slums' were flattened to make way for concrete office blocks, motorways and other unsightly developments. The financial and construction boom of the 1980s helped make the city a very expensive place. Once that bubble burst during the 1990s recession, the devalued krona actually helped Stockholm - Swedish tourism grew, and foreign tourists arrived in ever-increasing numbers.

Since the country's entry into the European Union, Stockholm's progress towards becoming an affordable, vivacious tourist destination has continued apace. The easing of licensing restrictions on bars and restaurants, such as hours during which alcohol could be sold, type of alcohol sold and age of clientele, caused a huge increase in the number of licensed premises, helping create the vibrant Stockholm you see today.



Sankt Jakobs Kirke

Attractions

<http://www.lonelyplanet.com/destinations/europe/stockholm/attractions.htm>

Haga Park

Haga Park is a pleasant for walks, bicycle tours or strolling between museums. Gustav III's Paviljong is a superb example of late neoclassical style. The furnishings and décor reflect Gustav III's interest in all things Roman, developed during his Italian tour in 1782. In Fjärils & Fågelhuset (Butterfly House), there's an artificial tropical environment with free-flying birds and

butterflies. There's also a shop and cafe. Haga Parkmuseum has displays about the park, its pavilions and the royal palace, Haga slot.



St George and the Dragon

Kungliga Slottet

Kungliga Slottet is the largest royal castle in the world still used for its original purpose. It was constructed on the site of the 'old' royal castle, Tre Kronor, which burned down in 1697. The walls of the north wing of the castle survived and were incorporated in the new palace, but the medieval designs are now concealed by a baroque exterior.

The new palace, which has 608 rooms, was designed by the court architect Nicodemus Tessin the Younger, and wasn't completed until 57 years after the fire.

The Changing of the Guard usually takes place in the outer courtyard at 12:10pm daily from June to August (but at 1:10pm on Sunday and public holidays). The rest of the year it's on Wednesday, Saturday and Sunday only. It can last over 20 minutes and is quite an interesting spectacle.



AC Chapman

By the outer courtyard, there's a shop selling souvenir books and kitschy gifts. Indoor photography in the Royal Palace isn't permitted.

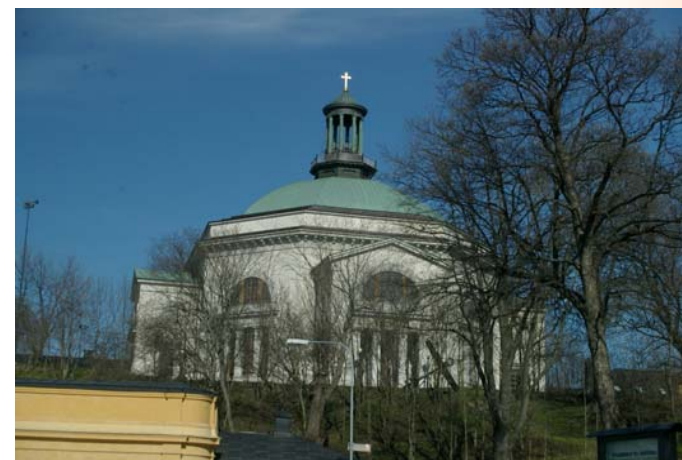
Skansen

Skansen, the world's first open-air museum, was founded in 1891 by Artur Hazelius to let visitors see how Swedes lived in previous times.

Today, around 150 traditional houses (inhabited by staff in period costume) and other exhibits from all over

Sweden occupy this attractive hill top. It's a spectacular 'Sweden in miniature' and you could spend all day here.

There are 46 buildings from rural areas around the country, including a Sami camp (with reindeer), farmsteads representing several regions, a manor house and a school.



Skeppsholmen Church

The Skansen Aquarium is a must - en route to the fish (including piranhas) you'll walk among the lemurs and see pygmy marmosets, the smallest monkeys in the world.

Stadshuset

The town hall is topped with a golden spire and the symbol of Swedish power, the three royal crowns. Inside is the beautiful mosaic-lined Gyllene Salen (Golden Hall), Prins Eugen's fresco re-creation of the lake view from the gallery, and the hall where the annual Nobel Prize banquet is held. Entry with tours only.

Stockholm cards are good value. Besides entries to many venues, public transport and parking is included.

Invaluable if you have a car. A word of caution, many of the museums are now free.

I decide to walk from the Central Station instead of taking the underground as suggested by the hotel info. It didn't take any longer than catching a train to Gamla Stan first.



Västerlånggatan

The Lord Nelson Hotel is a quaint hotel in the main shopping street of Gamla Stan, Västerlånggatan, close to the palace and the cathedral. It is decorated with memorabilia from the days of Nelson and sailing ships and

the rooms (small) are fitted like ships cabins.



Strandväg in the background

First task is to work out what I can see and when. Many things are closed one day of the week, not always Monday, many have different opening hours at this time of year and some have different opening hours on different days of the week. Also I try to group things by location to minimize travel times.

Stockholm Cathedral is built on the site of a smaller church destroyed by fire in the 13th C. The new, larger church was consecrated in 1306. Major alterations took place during the 15th C including raising the vaulting of the ceiling. The late Gothic structure that emerged now constitutes the core of the Storkyrka – the five aisled Stockholm Cathedral. The lavish baroque Royal Pews, pulpit and other gilded decorations were added in the 17th C. The exterior is inspired by Italian Baroque. Its appearance was determined by the city architect in the 18th C to fit in between Tessin's Royal Palace and the Stock Exchange.

The huge wooden statue of St. George and the Dragon was unveiled in 1489.

http://en.wikipedia.org/wiki/Stockholm_Cathedral

As I pass the palace on my way to Strömkajen to check times for the sightseeing ferry I also check opening times for the palace.

The Riksdagshuset – Parliament Building – is on my way. A large imposing building, the vista is currently marred by building works.



Armémuseum



Medieval Army Camp

There is no doubt Stockholm is a beautiful city, scattered across several small islands. The buildings are grand and the busy waterways create marvellous views. I walk along the Strömkajen to the island of to take a closer look at the church, taking photos of ships and buildings as I go.

The National Museum is near the bridge to Skeppsholmen. The museum has collections of paintings, sculpture, decorative arts, drawings and prints. Decorative arts from the period 1500 – 1740 are presented in a permanent display 'Design in Sweden'. The permanent exhibit, 'Modern Design', tracks Swedish design in the 20th C. There was some controversy about building the museum during the 19th century. Some members of parliament believed it to be only for the rich.

<http://www.nationalmuseum.se/Default2705.aspx>



Artillery men

The current special exhibition is 'The Body. Art and Science.' featuring historical and contemporary studies of the body: anatomical drawings, drawings from life, illustrations from medical books, wax casts and installations based on the body.

An interesting exhibition!

The Armémuseum chronicling the lives of soldiers, they're families and everyone else through Swedish history from the Vikings to the present time. There are

some interesting displays and notes, in English, are very helpful.

<http://www.armemuseum.org/uk/frameuk.htm>

One display contrasts an English Castle, Bodiam Castle, with a contemporary Swedish castle belonging to a nobleman of the same social status. Sue and I visited Bodiam, it is not very large, but it is much larger than the Swedish castle.



Nordiska Museet - Djurgården

Wednesday 27 April 2005 - Stockholm

Day 10

I intend to spend the morning at museums on Djurgården Island. Getting there I stroll along Strandvägen past many wooden sailing vessels, and fine apartment blocks with views of the harbour. This area, known as East Stockholm, was once a mixture of poor and rich, including summer homes for members of the royal court. In the early

20th C the area was redeveloped as an up market residential area, which it continues to be.

The morning light provides a totally different view of places I had photographed yesterday, so more pictures.

Djurgården Island has extensive parklands and many museums. It was once the royal hunting area.

Perhaps the highlight museum is the Vasa Museum on Djurgården Island. The museum is located in a dry dock that was part of a naval dockyard during WWII.

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



Rikstagsbyggnaden - Parliament Building



Royal Palace - Stockholm

Launched in 1627 the Vasa commenced its maiden voyage on August 10 1628. 20 minutes later it was struck by a gust of wind, heels, recovers and was then hit by another gust and capsizes and sinks in 32m of water in Stockholm harbour.

The ship was the most expensive, lavishly appointed and one of the largest, a Royal Ship, in Sweden at the time. She was however much smaller than the Kronan which capsized in the Battle of Öland. The Vasa is 47.5m long, displacement of 1210 tons, 64 guns, 145 crewmen and 300 soldiers.



Strandvägen



Sankt Erik

The ship was located in 1956 and in 1961 the ship was finally raised. The hull was in such good

condition that after it was pumped out the ship was able to float alone.



Model of the Shipyard - Djurgården



The Vasa - Vasa Museum

An investigation into the capsizing revealed that the ship was known to be tender and probably had insufficient ballast. Besides sailors, not a full crew, there were women and children on board, families of crewmen, and some of these were drowned. Their remains were found in the hull.



The Vasa - Vasa Museum

When you walk into the museum you are awestruck by the sight of this enormous ship, with little obvious damage, towering over you. The lavish decoration has disappeared and researchers are recreating the paints that were used and will decorate a model in the exact same colours and paints.

Many items have been recovered from the bottom of the harbour and are on display.

Nearby is the Nordiska Museet, housed in a spectacular building built in 1907. The exhibitions display

aspects of everyday life of the Swedish people over the centuries.

<http://www.nordiskamuseet.se/>
http://en.wikipedia.org/wiki/Nordiska_museet



Reconstructed carvings from the Vasa



Toy Display - Nordiska Museet

A display of furniture traces the changes in domestic furniture and houses of ordinary people since 1500.

Another shows the development of tableware, mainly Swedish, during the same period. Several areas highlight changes in fashions and shoes.



Table Setting - Nordiska Museet



Fashions - Nordiska Museet

The museum would be more interesting if more information in English was provided.

The Historiska Museet chronicles the history of Sweden in permanent and special exhibitions. As with other

museums I have visited work is in progress on new displays for the coming summer season so a number of galleries are closed.

<http://www.historiska.se/info/english.html>



**Gustav Vasa - 1496-1560 -
Nordiske Museet**

The Viking display describes everyday Viking life, crafts and customs. It also shows the richness of finds in some gravesites that reveal the wealth of some Viking leaders.

There is a rich collection of medieval religious art. The altar screens that

have come from churches all over the country are brilliantly coloured and many are in excellent conditions. Likewise the wooden carved figures are in much better condition than others I have seen in Europe. There is a beautiful display of gold and silver religious items.



Wooden Vault from the 14th C - Historiska Museet



Altarpiece from 1479 - Historiska Museet

The outstanding exhibition is the collection of gold and silver items discovered in hoards throughout the country.

This is housed in The Gold Room in a vault in the basement of the building. Many of the items display the skill of Viking artisans.



Painted Wooden Ceiling - Historiska Museet



Boat - Medieval Museum of Stockholm

It is mid afternoon and there is time to do two more things before everything shuts. I can catch the 15:30 sight seeing boat so I head back towards Strömkajen. On the way I come across Saluhall Market. Spend a few minutes

looking at the range of foods and buy an enormous panini for dinner.

The boat trip takes about an hour in the channels around Djurgården Island. A different view of some of the places I had photographed from land and a rest for the feet.

The tour passes between Skeppsholmen (Ships home) and Djurgården. Skeppsholmen was once the headquarters of the Swedish navy and shipbuilding centre. The Vasa was built here.

Last stop is The Medieval Museum of Stockholm. This is a scholarly presentation of medieval Gamla Stan and

has displays of life and history of the medieval town. The museum is located under Norrbro and the forecourt of the Parliament and is centred on a portion of the town wall from around 1530 that was discovered in 1978-80. More explanations in English would have been helpful.

Wednesday 27 April 2005 - Stockholm

Day 11

The plan for the day is quite simple, explore Gamla Stan and Riddarsholmen and visit places of interest.

Nothing opens until 11:00 so there is plenty of time to wander around the narrow streets of Gamla Stan and admire its 17th and 18th C buildings.

At about 10:00 I am wandering past the palace when a small procession lead by mounted police and including a fine carriage drawn by four horses and another simpler carriage come up the hill, enter the courtyard and disappear into the palace. A band is playing to greet them. I have no idea who it was.



Main Square - Gamla Stan



Svenska Akademien - Nobel Museum

Gamla Stan and the smaller island of Helgeandsholmen form the boundary between the freshwater Lake Mälaren and the Baltic Sea. Barriers have been built under the bridges connecting the islands and the mainland and Södermalm to prevent seawater entering Lake Mälaren. A canal and locks to the south of Södermalm connect the sea with the lake.



Main Square - Gamla Stan

Riddarsholmkyrkan is Stockholm's only remaining medieval abbey, built in the 13th C. It is the last resting place of the Swedish monarchy and aristocracy. On the off chance that it will be open I visit it first. No luck it is not open until the 15th May.



Riddarsholmkyrkan

Nearby is the Riddarhuset. According to the guidebooks it is open from 11:30 to 12:30, but not today. Commissioned in the 17th C by Swedish nobility, to whom it still belongs, it was the place where the nobility met to discuss matters of state and in the time when the Swedish parliament had four estates, the nobility, the clergy, the bourgeoisie (propertied commoners in the towns such as merchants, tradesmen, lawyers, etc), and the peasantry (freehold yeoman farmers); this was where the nobility met.

http://en.wikipedia.org/wiki/Parliament_of_Sweden#History



Coaches approaching the Palace



On Riddarsholm Island

Plan B had to be brought into operation. The Nobel Museum in the Swedish Academy building is now open and is not far away. The building was once the stock exchange. This is an interesting, small museum that records the Nobel Laureates achievements. This year is the 100th anniversary of the Nobel Prizes. Through a series of short films the museum presented by various Nobel Laureates the museum tries to define a culture of

creativity that has lead to the most significant achievements of the last 100 years.

<http://nobelprize.org/nobel/nobelmuseum/>



Radhus - Stockholm



Riddarhuset

At this time of year the Royal Palace Apartments and Museums are open from 12:00 to 15:00, a small window. The Palace is only round the corner from the Nobel

Museum and when I arrive I find a crowd gathering in the courtyard. I soon discover it is the full changing of the guard, mounted band, guardsmen on horses, etc. After the guard has changed the band stays on and plays for some time. If I am to see all the things that are open in the palace I cant stay and listen to music. Anyway it can be heard from inside the palace.



Royal Palace Apartments - Stockholm

The royal apartments and reception rooms, particularly the rooms featuring the Swedish orders of chivalry are interesting. The present castle dates from around 1750. It is

built on the site of the Tre Kronor castle that was destroyed by fire in 1697. Renovation of the northern section of the castle had commenced in 1692 under the direction of Nicodemus Tessin the Younger. He was commissioned immediately to prepare plans for rebuilding the palace and within six weeks of the fire he produced plans for a new palace incorporating the undamaged northern section.



Changing the Guard

The Tre Kronor Museum is the cellars of the present palace and traces the history of the palace from the earliest castle on the site through the Tre Kronor castle to the present. The old castle walls and other buildings, ovens and wells can be seen.

The Treasury houses and displays the Swedish Crown Jewels dating from the 16th C are on display. The crowns and orbs and sceptres seem in contrast to the British Crown Jewels: they are brilliant yet have a lightness in design which is not evident in the British Crown Jewels. Perhaps the Swedish flair for design is an innate trait as most of the jewels were made in Stockholm.

The Armoury has a display of weapons, armour, royal carriages and items of memorabilia from the wars that Sweden has fought with its neighbours.



Changing the Guard



Royal Palace Apartments - Stockholm

There is a current exhibition, Princesses, featuring Swedish princesses over the last few centuries. It was complete with participation areas for school children and there were school groups visiting the exhibition. No

English information so I have no idea what was said about the princesses.

Yesterday I passed the Hallwylska Museet. I planned to visit it if I had time and as it was only 15:00 I had time to go back and have a look. 'A private palace from the turn of the last century, with valuable collections of art, handicrafts, and everyday household items. On entering the palace you feel you are going back a century in time', is the description in the guidebook.

Built in the 1890's the building incorporated features such as electric lighting, bedrooms as private areas, a bathroom, and central heating. Wilhelmina von Hallwyl insisted that the best finishes and materials be used throughout and real Italian and Swedish marble is used in a number of rooms, unlike the Royal Palace where walls are painted to look like marble.



Royal Carriage - Palace Stables - Stockholm

During her lifetime Wilhelmina von Hallwyl collected more than 50,000 items. The collection is diverse, furniture, paintings, ceramics, arms, and silverware. The house and its collection are fascinating and I was fortunate to join an guided tour which included parts of the house not open to unguided visitors.

I finished the day with a meal at a restaurant in the main square of Gamla Stan, Stortorget. People are eating outside, it's about 12C, so it's not too warm, but there is no wind and it is quite pleasant. In case you find it cold the restaurants provide a blanket. It was pleasant at first but it soon became quite cold as the sun disappeared.



Tre Kronor

Tomorrow Oslo

Norway

<http://odin.dep.no/odin/engelsk/norway/history/032005-990454/>
<http://www.lonelyplanet.com/destinations/europe/norway/index.htm>

Full country name: Kingdom of Norway
Area: 324,220 sq km
Population: 4.54 million
Capital City: Oslo (pop 508,730)
People: 97% Nordic, Alpine & Baltic, with a Sami minority
Language: Norwegian Nynorsk, Norwegian Bokmål, Northern Sami
Religion: Christian (86.3% Evangelical Lutheran)
Government: constitutional monarchy
Head of State: King Harald V

Head of Government: Prime Minister Kjell Magne Bondevik
GDP: US\$149.1 billion
GDP per capita: US\$33,000
Annual Growth: 3.5%
Inflation: 3.1%
Major Industries: Oil, natural gas, computers, high technology, fishing, fish farming, forestry, shipping, shipbuilding, paper production
Major Trading Partners: EU (esp. UK, Germany & Sweden)
Member of EU: No

Norway is a ruggedly beautiful country of mountains, fjords and glaciers. The 'Land of the Midnight Sun' has delightfully long summer days, pleasantly low-key cities, unspoiled fishing villages and rich historic sites that include Viking ships and medieval stave churches.

Norway prizes its stunning natural wonders and retains a robust frontier character unusual in Europe. It's not all frozen tundra, either. The temperate

south includes rolling farmlands, enchanted forests and sunny beaches as well as the dramatic Western Fjords.

North of the Arctic Circle, the population thins, the horizons grow wider and the temperature dips. Here the terrain ranges from soaring coastal peaks to vast boreal forests and barren treeless peninsulas. Adventurous travellers can journey even further north to the Svalbard archipelago, where seals, walrus and polar bears sun themselves on ice floes.

History

<http://www.lonelyplanet.com/destinations/europe/norway/history.htm>

Norway's first settlers arrived over 10,000 years ago, at the end of the Ice Age. These early hunters and gatherers followed the glaciers as they retreated north, pursuing migratory reindeer herds. The country's greatest impact on history was during the Viking Age, a period thought to have begun with the plundering of England's Lindisfarne monastery by Nordic pirates in 793 AD. Over the next century the Vikings made raids throughout Europe, establishing settlements along the way. Viking leader Harald Hårfagre (Fair-Hair) unified Norway around 900 and King Olav, adopting the religion of the lands he had conquered, converted the people to Christianity a century later. The Vikings were great sailors and became the first to cross the Atlantic Ocean. Eric the Red, the son of a Norwegian exiled to Iceland, colonised Greenland in 982. In 1001, Eric's Icelandic son, Leif Eriksson, became possibly the first European to explore the coast of North America when he sailed off course on a voyage from Norway to Greenland. However, the Viking Age came to an end in 1066 when the Norwegian king Harald Hardråde was killed at the Battle of Stamford Bridge in England.

In the 13th century Oslo emerged as a centre of power. It continued to flourish until the mid-14th century when bubonic plague decimated its population. In 1397 Norway was absorbed into a union with Denmark which lasted over 400 years. Norway was ceded to Sweden in 1814. That same year a defiant Norway - fed up with forced unions - adopted its own constitution, but its struggle for independence was quelled by a Swedish invasion. In the end, Norwegians were allowed to keep their new constitution but were forced to accept the Swedish king. Growing nationalism eventually led to Norway's peaceful secession from Sweden in 1905.

Norway stayed neutral during both world wars but was occupied by the Nazis in 1940. King Håkon set up a government in exile and placed most of Norway's huge merchant fleet under the command of the Allies. An active Resistance movement fought tenaciously against the Nazis, who responded by razing nearly every town and village in northern Norway during their retreat. The royal family returned at the end of the war.

In 1960 Norway joined the European Free Trade Association but has been reluctant to forge closer bonds with other nations, partly due to concerns about its ability to preserve small-scale farming and fishing. North Sea oil and natural gas finds brought prosperity to the country in the 1970s, as left-wing governments over two decades fostered increased central planning, economic controls, socialised medicine, state-sponsored higher education, and what the government has liked to represent as the 'most egalitarian social democracy in western Europe'. Norway has since achieved one of the highest standards of living in the world.

Although modern Norway enjoys an EU concession which grants it trading privileges as a member of the EFTA (along with other European non-EU members Iceland, Switzerland and Liechtenstein), it continues to remain outside the EU and has so far refused to compromise its position on fishing, whaling and other economic issues.

While a majority of Norwegian voters remain adverse to taking directives from Brussels and hope to maintain their internal controls and subsidies, many folk - particularly urban-dwellers and people in the southern part of the country - recognise that Norway cannot remain forever isolated from the larger world economy.

The day starts with forecast for 15C in Stockholm and as the train leaves Stockholm Central at 07:00 the sun is shining. By 09:00 it has become overcast as we head west towards Norway and at about 10:30 it starts to rain.

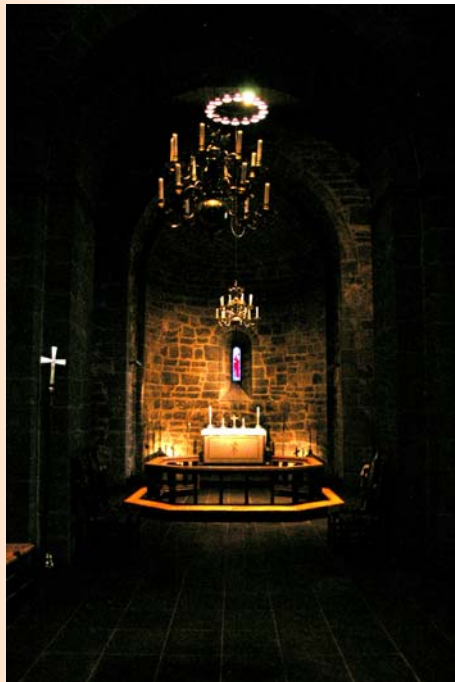
We are travelling through farmland and forest and there are signs that winter

has not long gone. There are patches of frozen snow in gullies and the farmers have just started ploughing for the new crops. Spot one deer in a field.

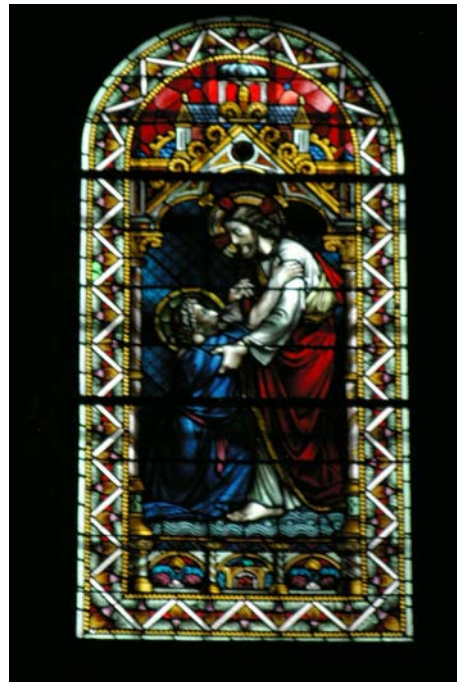
Oslo is dull and damp when we arrive. Hotel is about 10 minutes walk from the central station. Planning for the weekend is complicated by Sunday, May 1, being Labour Day and a public holiday so some museums and galleries will be closed. The Information Centre has a list of what is

and what is not open and an Oslo card will be worthwhile for 2 days.

Near the hotel is the Gamle Aker Kirke – Old Acre Church – the oldest church from the Middle Ages in Oslo. It was built around the year 1150 and despite 2 fires due to lightning strikes and several renovations the interior remains basically the same as the original.



Gamle Aker Kirke - Old Acre Church



Gamle Aker Kirke - Old Acre Church



Gamle Aker Kirke - Old Acre Church



Dom Kirke - Oslo

The Dom Kirke is unusual amongst cathedrals I have seen on this trip. Most are Gothic Cathedrals. This is not: it has a simple arched wooden planked ceiling covered with paper upon which the decorations have been painted. Unfortunately the paper is coming off the ceiling along the plank joints.

A small orchestra was practicing in the Cathedral and the acoustics were magnificent.

The rain is now very light so I can walk around and have a look at the centre of the city.



Houses near Gamle Aker Kirke

Before I left home I arranged to meet Barbara Kilfoyle and her friend Helen at their hotel for dinner. They are waiting for me in the lobby and we have a drink before venturing out in the rain to find somewhere to eat. Barbara has some ideas, with the help of the Lonely Planet Guide so we hop on a tram and head to the Grünerløkka district. We soon find a place where the food and the price look OK. We go in, no one is eating, so I ask if food is being served. It is! We sit down and order and a very pleasant meal is soon produced. A bottle of wine costs a fortune, we have it anyway.

Back on the tram to the Central Station and I get off to walk back to my hotel. I think Barbara and Helen should have got off too. I'll see where they finished up when I see them tomorrow night.

Saturday 30 April 2005 - Oslo

Day 13

With a holiday tomorrow I plan to see those museums that are not going to be open tomorrow. Oslo Rådhus is supposed to open at 09:00.



Parliament - Oslo



Oslo Harbour

I start out intending to have a quick look at the old fort and visit the Rådhus soon after nine. On the way I pass the Parliament building at one end of a park which leads up to the Royal Palace. I arrive as planned to find it is not open today. There is a

function on and young people with parents are arriving. The young women are dressed in traditional costume and the boys are all in suits. Could be a graduation ceremony. Anyway all I can do is have a look at the outside, particularly the highly coloured illustrations of Norse Legend, and take a few photos.

Odin on Sleipner

Odin, the most powerful of gods, is riding his eightlegged Sleipner, the fastest stallion in the world. Odin's spear Gungne strikes everything he hurls it at. On his arm he has the valuable ring Draupne, which drips eight equally beautiful rings every ninth night. Odin's two ravens Hugin (thought) and Munin (memory) fly out every day into the wide world and bring news back to their master. Here they guide Odin in the twilight of the forest.



Odin on Sleipner



Royal Palace - Oslo



Victoria Terrace



Rådhus - Oslo



Residence near the Palace

The next museum I plan to visit is supposed to open at 11:00, more of that later, so I head off to the Royal Palace (Slottet) and the Slottsparken which surrounds. I pass the National Theatre, an impressive building that was surrounded by scaffolding, so no picture. As I walked into the Slottsparken I noticed a large white building, shown as Victoria Terrace on the map. I don't what it was but it appears that it is now part of some government department offices.

Like palaces in Denmark and Sweden the palace was designed to show the rest of Europe how important Norway was. It is quite impressive, standing at the top of the hill looking down on Karl Johans Gate and the Parliament building.



Colbjørnsensgata

From the front of the Palace to Frogner Parken and Vigelansparken is about 2km through some rather

upmarket houses and apartments. There is a mixture of building styles from timber clad buildings to more modern brick apartment blocks. Nevertheless it is a very pleasant and will be leafy part of town.



Palace Guard

Frogner Parken is a large park to the north west of the centre of Oslo. Its main claim to fame is that within it is the Vigelansparken contain over 200 statues of nude human figures of all ages and in all sorts of relationships to one another. There are children playing, parents playing with their children, lovers, older people sitting together. If you can imagine it there is probably a sculpture portraying it.

Time to head back to the Kulturhistorisk Museum (The University Museum of Cultural Heritage). When I arrive I find it opened at 10:00 and doesn't close till 18:00, contrary to all the published material I have.

http://www.khm.uio.no/english/hist_museum/index.shtml

This museum was opened in 1904 and includes displays of the life of Norwegians through 9000 years. The Stone Age to Viking age is portrayed through the artefacts that have been found and reconstructions of life at various times.

Part of the medieval display includes a vaulted church ceiling, from the 12th C, similar to that of the Dom Kirke. In this case the decoration is painted directly onto the boards.



Fountain - Vigeland Park

An interesting display is the collection of coins from about 950 to the present.

The display of life in the Arctic is very good. The display features the way of life of the Eskimos, Sámi and Inuit in a cold and harsh environment.

Around the corner is the Nasjonalgalleriet (The National Gallery). It is part of the National Museum of art, architecture and design and houses the largest collection of work by Norwegian artists.



Vigeland Park



Kulturhistorick Museum



Column – Vigeland Park

There are many works by Edvard Munch, including the famed 'Scream'. One room features his work, but there are other pieces throughout the gallery. Cezanne, Monet and Manet are well represented.

The collection of sculpture is quite small and includes works by well known sculptures such as Rodin.

The final museum for the day is the Kunstindustrimuseet (Museum of

Applied Art). Also part of the National Museum of art, architecture and design, the museum exhibits Norwegian and international applied art, fashion and design from the 7th C to the present. The exhibitions of 20th C design in furniture, domestic appliances, glassware and decorative items presents an explanation and illustrations of the various design styles of the century.



Sami Costume

The museum has large collection of 16th and 17th C tapestries, works by many of the famous weavers in France, Brussels and Norway. I have been impressed rightly or wrongly by the condition of the tapestries and furniture from the 16th and 17th C in museum and castles

in Scandinavia. For some reason, they seem to have survived the centuries better than similar items in other parts of Europe and Great Britain.

It's my turn to find a place to eat so I check a couple of places near my hotel; listed in the Lonely Planet is the Stortorvets Gjæstgiveri Restaurant near the main square. This is the oldest restaurant in Oslo. Prices are a bit rich, but then they are everywhere in Scandinavia if you want a decent meal. Barbara and Helen decide they would like to splash out a little and so that is where we had a very nice meal and shared a bottle of red.

By the way they realised as soon as I got off the tram last night that we were at the station and they should get off too. The tram had to stop for traffic lights and the driver kindly let them off, otherwise they would have been on a tour of Oslo.



Stortorvets Gjæstgiveri Restaurant

The suburban area of Bygdøy is home to five museums and many palatial homes and one of the museums opens at 09:00 today.

A little out of town, Bygdøy can be reached by bus or ferry. I choose the bus as it is quicker and stops right outside the Vikingskiphuset – The Viking Ship Museum – that also opens first.

http://www.khm.uio.no/english/viking_ship_museum/index.shtml



Buckets found with one of the ships



Oseberg ship - Viking Ship Museum



Vikingskiphuset - Oslo

An early, 08:30, Sunday morning walk through the centre of Oslo gives a very poor impression of the city. It is filthy, broken bottles, drink containers, food wrappers and vomit litter the streets. I might add it is not much better later in the day. An impression of Copenhagen, Stockholm and Oslo is one of a lot of rubbish on the streets.



Modern apartments - Bygdøy

The Viking Ship Museum houses three ships and the relics that were found with them. The ships were all found in graves of important people. The ships are different. The Oseberg ship, excavated in 1904, was a burial ship for an important Viking woman. The ship was lightly constructed and archaeologists believe it was a ceremonial ship and had not been used for ocean going voyages. No valuable jewellery was found at the sight. It had probably been looted by grave robbers on the Middle Ages. However, many wooden and bronze items were found. A wooden cart and a number of sleighs were also found. This was the richest of the finds.



Carving from a sleigh found with one of the ships



Fram - Bow reinforcement



Small boat construction



Stave Church - Norsk Folkemuseum

The other two ships, the Gokstad ship excavated in 1880 and the Tune ship excavated in 1867, are more substantial ships, suitable for ocean voyages. Each was the burial ship for an important man. The Tune appears to have been built for sailing as its design differs from the others.

Although the Viking ships from Norway, Sweden and Denmark are very similar these Norwegian ships seem to differ in a number of ways from the Danish ships. Hulls seem broader and flatter, oars pass through holes in the hull that are closed when the ship is under sail and there are covered decks. There are no seats for the rowers.



Palatial home - Bygdøy

The Kon-Tiki Museum is the home for the Institute for Pacific Archaeology and Cultural History. The display features the voyages and research by Thor Heyerdahl from the Kon-Tiki expedition in 1947 to the voyage of the Tigris across the Indian Ocean in 1978.

The balsa log raft Kon-Tiki and the reed boat Ra II are on display. The Institute continues to sponsor research and next year a new Kon-Tiki expedition is planned.

On display outside the Fram Museum is the Gjøa; the first vessel to sail through the North West Passage. Built in 1872.

<http://www.fram.museum.no/en/>
http://college.hmco.com/history/readerscomp/ships/html/sh_038400_gjoa.htm

Captain Roald Amundsen and 6 crew members sailed Gjøa from Norway on 17th June 1903.



Ra II - Kon-tiki museum - Bygdøy



Kon-tiki

Stayed 23 months in Gjøa Harbour to carry out scientific research. Continued to King Point in summer 1905 and completed the transit to Nome

in 1906. Arrived in San Francisco October 1906 and was placed in the Golden Gate Park.



Gjøa - First ship to travel through the North West Passage

Gjøa was returned to Oslo in 1972 and officially delivered to the Norwegian Maritime Museum on 17th July 1972



Fram

The Fram museum displays the achievements of Norwegian Polar explorers, Fridtjof Nansen, Otto Sverdrup and Roald Amundsen. Each of these

explorers used the ship Fram for their expeditions to the Arctic and Antarctic. The building was built around the Fram after she had been hauled out of the water.

The Fram is described as the world's strongest ship. In some places the hull is 80cm thick and bow and stern are both reinforced with steel to protect against ice. Her hull shape is such that pressure from the ice forces the ship up and does not crush the ship. She has survived 2 years in the pack ice. It was the Fram that carried Amundsen to Antarctica for his expedition to the South Pole beating Robert Scott by about a month.



Fram - massive frames.

Norsk Sjøfartsmuseum – Norwegian Maritime Museum – has a large display of models of ships, ancient and modern, that have sailed the seas from Norway. There is also a collection of traditional boats, mainly built around the beginning of the 20th C, from Norway's coastal communities. The construction and hull shape of the boats is very like the Viking ships.

Finally the Norsk Folkemuseum is an open air collection of buildings from the 17th C to the early 20th C. The highlight of the exhibition is the Stave

Church from Gol, Hallingdal, built around 1200. The church required extensive restoration and changes made during the Reformation were removed. Paintings on the nave and apse date from 1652.



Fram - model

<http://www.norskfolke.museum.no/>



Stave Church - Norsk Folkemuseum

Rural buildings, homes and farm buildings, from many areas of Norway are displayed.



Farm - Norsk Folkemuseum



Barn - Norsk Folkemuseum

In 1624 the town of Oslo was destroyed by fire. King Christian IV decreed the town be moved closer to the Akershus Fortress. The town was called Christiania and was laid out with wide streets to prevent fire from spreading and buildings were to be of stone or brick. In the 1800's new suburbs appeared that were not so well planned. Examples of houses and other buildings from the 1600's to the early 1900's have been relocated in the museum, providing snapshot of architecture in Oslo.

Time at the museums has just about run out so back on the bus to the city and a walk around the enormous Akershus Fortress that looks out over the Oslo Fjord.

http://en.wikipedia.org/wiki/Akershus_Fortress



Norsk Folkemuseum



Akershus Fortress - Oslo

Here I am at the historic Kvikne's Hotel on the shores of the Sognefjorden looking out over the fjord at a snow-covered mountain. There has been an inn here since 1752, the Holman Inn, which was bought by the Kvikne family in 1877 and renamed the hotel Balholm. The family still runs the hotel today.



Yacht at Flåm

It has been a rather dull and overcast day with occasional light rain.



Frozen Lake - Geilo



Finse Railway Station

Today has been travel day, leaving Oslo at 08:11 and climbing into the mountains through pretty suburbs of Oslo. Pictures from the train are a waste of time as trees flash by in the foreground. The trip to Myrdal where I will

change trains will take nearly 5 hours. We climb continuously and as we do pockets of snow on the northern slopes of the mountains appear and besides rivers and lakes there is still the remains of the winter ice. However the birch trees are bursting into leaf. Two weeks ago in Copenhagen the buds were just starting to open.



Waterfall - Flåm Railway

As we pass farms there are buildings similar to those in the Norsk Folkemuseum complete with sod roofs. A sod roof provides excellent insulation.

The train continues to climb and at Geilo we have passed the tree line and a stark black and white landscape is developing. The nearby lake is frozen.

About 4 hours from Oslo we reach the town of Finse the highest point on the Oslo – Bergen train line at 1222m. Here you can ski all the year round and snow is up to the eaves of many buildings. There are no roads to Finse.

<http://www.finse1222.no/engindex.htm>

We are now on the Hardangervidda Plateau and as we begin our descent the train passes through many snow sheds some of which are still covered with snow.



Another waterfall - Flåm Railway

At Myrndal we change to the Flåm railway that descends over 800m, through the Flåm river valley, in 20km to Flåm village on the Aurlandsfjorden arm of the Sognefjorden. There are spectacular waterfalls and gorges to be seen during the descent. At one point the train completes a 360° turn inside the mountain.

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



Flåm River



Flåm Railway Station

The village of Flåm is a pretty little village of 400 people serving as base for the railway and a terminal for the ferry to Gudvangen and the Sognefjorden express boat to Bergen. It is the express boat that I am to catch to Balestrand.



Flåm

Despite the grey weather the scenery as we travel down the fjord is spectacular; rugged snow capped mountains, thundering waterfalls, picturesque villages and seals on the banks of the fjord.



Ferries at Flåm



Waterfall - Sognefjorden

I am staying in the multistorey block of the hotel in a comfortable room overlooking the fjord and the ferry dock. As I write this a pretty little passenger ship the Lofoten ties up for the night.



Aurlandsfjorden



Undredal - Sognefjorden



Seal - Sognefjorden

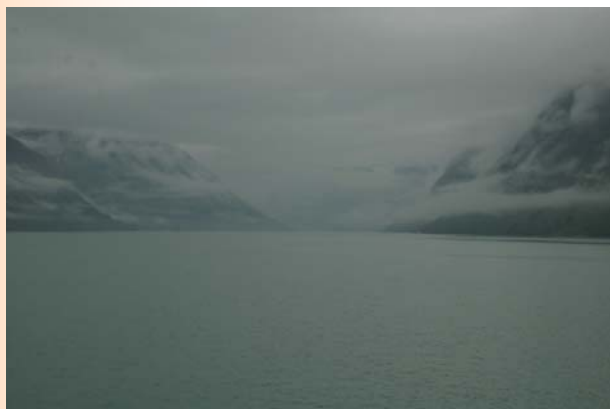
The dining room and several other rooms where you can sit and read are in the original building that is in the 'Swiss' architectural style. There is an impressive collection of artwork on the walls of these rooms.

Dinner comes with the deal and I enjoyed a very nice four-course meal in the company of 2 people from Palo Alto, California. Dolphins are swimming in the fjord below the window.



Kivkne's Hotel - Balestrand

Today I have an excursion to Fjærland to visit the Norwegian Glacier Museum and two glaciers fed by the massive Jostedalsbreen icecap; the Supphellebreen and the Bøyabreen. (breen = glacier)



Fjærlandfjord

Besides the glaciers, Fjærland's other claim to fame is second hand bookshops. There is 4km of shelving in a large number of small bookshops.



Fjærlandfjord



Fjærland

We travel on the vehicle ferry, Fjærlandfjord, named after the fjord, which is a branch of the Sognefjorden; there are 7 of us, no vehicles. It is

very early in the season. The others are going to overnight in Fjærland. There is a family with two small boys who have booked a cabin near the Museum and the others are planning to walk up on to the glacier and overnight there.



MS Lofoten at Fjærland



Otzi - the Ice Man - Glacier Museum



Supphellebreen with two French boys

There are a number of small settlements on the banks of the fjord. Some are farms and others are summer homes. Many seem to be accessible only from the fjord.

The fjord is a pale green colour due to the presence of suspended clay brought down by the melt waters. Although the Sognefjorden is 1200m deep in some places, the entrance is relatively shallow. The fjord is tidal however the upper layers of the upper reaches are fresh due to the large volumes of water from the snowfields.



Supphellebreen



Bøyabreen

The weather is not brilliant, showers of rain, low cloud with occasional sunshine on the snow-capped mountains. The ferry trip takes about an hour and a half. At Fjærland a bus is waiting to take us to the Glacier Museum.

http://www.bre.museum.no/index_engelsk.html

We arrive just in time for the screening of the 18 minute, multiscreen film of the ice flow and the glaciers. Filmed from a helicopter it provides a spectacular introduction to the region.



The Fjærlandfjord



Hotel Mundal - Fjærland

There are excellent displays showing exploration in the Antarctic, the role that things trapped in glaciers play in providing a record of the earth's climatic history, the

formation of glaciers, what happens when volcano erupts through a glacier, stories of people trapped in the ice and discovered years later. There is a comprehensive display about the 5000 years old iceman, Otzi, found in the European Alps in 1991.



Avalanche of Snow

The rain has eased but it is still overcast.

We head next to the Supphellebreen, this is the lowest lying glacier in southern Norway, just 60m above sea level. The glacier is kept alive by ice avalanches from the glacier 800m higher up the mountain. It is possible

to walk right up to the face of the glacier and the children with us were able to play on the ice.



Church - Fjærland



Jostedalsbreen

The icefall at Bøyabreen moves down the mountain at 2m a day, so regular icefalls (calving) are expected. This is the main source of melt water for the river. There is a lake at the bottom of the icefall that is still frozen over and the snow is too deep to walk to it.



School group returning to the aquarium



Letterbox - Fjærland

The visits to the museum and the glaciers finish at about 13:30, back at the ferry dock, leaving about 2 hours to look at the town. There is not a lot to do; a walk around the town, a peep inside the church and a few minutes browsing in some of the many second hand bookshops does not take very long.

On our arrival a couple that were conducting a bird watching pilot program for the Hotel Mundal approached us. I think this is the only one in town. It was built in 1891 in the 'Swiss' style. It, along with the Kvikne's Hotel, is one of the few remaining large wooden hotels in Norway. They wanted to know if anyone was interested in spending some time looking at birds on the wetlands in the river estuary. I thought

it a good way to spend some of the time after the tour and when I returned alone they were waiting for me.



View from my room

The wetlands have recently been declared a sanctuary and are closed to humans during the summer to allow

migrating birds visit and to breed. Up to 50 varieties of birds visit the wetland and today there were about a dozen. There were several varieties of seagull, a tern, several petrels, a variety of waders and several different ducks.

An observation tower is to be built to make it easier to see the smaller birds nesting in the tussocks. The project seems a worthwhile one.

A stroll around the town and it soon time to return to the ferry. The weather has improved a little and there is some sun on the mountains making the trip back more pleasant.

There is a brilliant view of the Jostedal Glacier, bathed in bright sunlight.

The weather seems to be clearing and with a little luck the fine weather will return. The view of the mountains from my room window is much clearer tonight.

Wednesday 4 May 2005 – Balestrand to Bergen

Day 17



Kivkne's Hotel - Balestrand

The dolphins are still swimming back and forth outside the dining room window.

Balestrand is a pretty little town that has been summer tourist centre for at least 150 years. It is centrally located for access to the glaciers, mountain walks, fishing and visits to other fjord side towns.

The weather is looking much more promising today and I decide to walk up into the forest on one of the nature walks that are available. They all start near the school that is located about 100m up the mountainside.



Grave Mound - Balestrand



Nature Walk - Balestrand

It is a pleasant walk up the hill and when I get to the start I find the walks are graded. Some climb to the top of nearby mountains that are snow covered at present. There are warnings that the walks are for experienced walkers only. One is however quite easy, along well marked paths, and with lots of signs in English explaining features of the forest and identifying the trees and wildlife.

I descend to the fjord and back to the town past a little wooden Anglican church, St Olaf's, that was built in 1897 as the result of fund raising efforts by Margaret Sophia Green

Kivkne, the English wife of Knut Kvikne. She was the daughter of an Anglican minister. It was built in the style of the Stave Churches using contemporary methods. It is a pretty little church and its large windows make it quite bright inside.



House - Balestrand



Viking King Bele's Grave Mound

St Olaf's is now the responsibility of Diocese of Gibraltar in Europe whose headquarters are in London and which cares for chaplaincies in Europe.

There are a number of grave mounds in Balestrand. I passed one on the way up the hill. Few relics were found and it is not clear if it was a Viking grave or much earlier in 4th of 5th C, the migration period. A site beside the fjord contains several grave mounds and barrows. Sufficient artefacts have been found to establish that the site was first used in the migration period and again during the Viking Age.

There is a small aquarium in Balestrand that focuses on the aquatic environment of the Sognefjorden. At this time of year things are quiet and payment is on an honour system; put your 25kr in a slot and take a ticket.

The displays are excellent and so is the explanatory book in English that is closely linked to the displays, unlike some others I have seen. The aquarium has been conducting research on the aquatic life and ecology of the fjord, monitoring fish stocks, water temperatures and nutrient levels for 25 years. Most of the fieldwork is done by school children that visit the aquarium and go out onto the fjord and collect data and specimens. The specimens they collect are used to maintain the displays.

There has been a group of children each day and this afternoon there is a group untangling fishing nets on the jetty.

The afternoon weather is still OK, but from time to time a strong cold wind blows down from the mountain and the formerly sunlit snowfield becomes shrouded in cloud. It looks like a good reason not to take the mountain walks at this time of year, unless you are well prepared.



**St Olaf's - English Church -
Balestrand**



Roof - St Olaf's

The express ferry to Bergen leaves at 16:55 so I return to the hotel for a while as there is little else I can do in the time left.

The ferry arrives on time and departs for the 3¼ hr trip. There are several stops at pretty little towns. At first we travel past towering snow capped mountains and cascading waterfalls. The mixture of sunlight and cloud

on the fjord and the mountains produces some marvellous lighting effects. Later as we approach the entrance to fjord the mountains are smaller and most of the snow has gone.



Kivkne's Hotel - Balestrand



School group at the Aquarium



Sognefjorden Aquarium



Sognefjorden



Sognefjorden



Sognefjorden



Bergen



Cargo Ship - Sognefjorden



Sognefjorden

The approaches to Bergen are through a series of channels between the mainland and islands. At some places the channel is very narrow and the ferry has to slow down to negotiate some of the narrow, sharp turns in the channel.

The Hotel Neptun is 100m from the ferry dock.

Thursday 5 May 2005 - Bergen - Cruise Day 1

Day 18

The day dawns pretty wet and miserable.

After a rather late breakfast I set out at about 09:15 to reconnoitre; there is no one about and then the penny drops, it's Ascension holiday, 40 days after Easter. Nothing is going to be open. This doesn't

matter as I planned to leave visits to museums etc until I returned from the cruise.

I wander about and take a few pictures in the drizzle and notice the Fløibanen, the funicular from the city to Mount Fløyen is nearby. It is too wet to

do much so I return to the hotel and by checkout time at 1200 the weather has cleared a little and I head for the Fløibanen without a plan for the afternoon. The station at the top is at 320m above sea level, so there are spectacular views of the

city, even in the drizzle. The mist and drizzle clears occasionally giving a much brighter view.



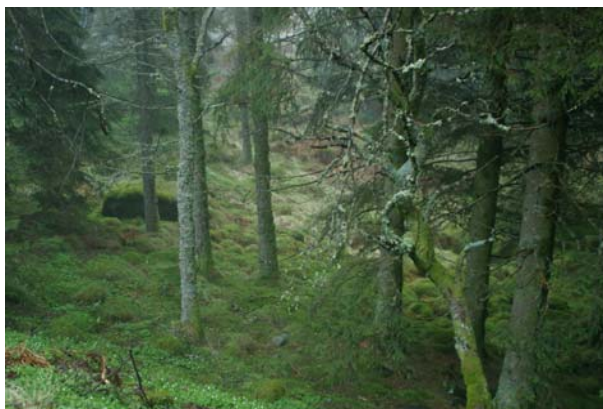
Theatre - Bergen



Jogger in the mist - Mt Fløyen

I was about to head down again when I noticed families picnicking in the rain and scouts and cubs heading off into the forest along well marked walking tracks. I had a chat with the ladies registering the participants. It was a family day and parents and scouts and cubs (boys and girls) were engaged in different walks, up to 5km through the forest on the mountain. The cubs were going on a

marked trail, the scouts had to follow instructions and use a map. They had to pass checkpoints on the way.



Forest - Mt Fløyen



Bergen - through the mist from Mt Blåmanen

I was wearing my walking boots; I've worn these most days, as they are much better on the rough cobbled footpaths here, so I decided to go for a walk. About an hour and quarter later I finished up on the top of Mount Blåmanen at 568m. Can't see more than about 100m for the cloud and rain, then suddenly the clouds clear and below me is the city.

As I start down it gets brighter and I have a marvellous view of Bergen.



Lake on Mt Blåmanen

Back at the Fløibanen station at about 15:00 I head down to the city and take a quick walk around the World Heritage listed area of Bryggen. This is a series of timber warehouses and shops that were constructed by members of the Hanseatic League of merchants who dominated trade in the region in the late Middle Ages. The weather is deteriorating and it is nearly 16:00, pickup for the cruise is at 17:00, so I head back to the hotel to dry out.

The Hanseatic League

http://en.wikipedia.org/wiki/Hanseatic_League

<http://www.infoplease.com/ce6/history/A0822651.html>

The Hanseatic League was a mercantile league of medieval German towns. It was amorphous in character; its origin cannot be dated exactly. Originally a Hansa was a company of merchants trading with foreign lands. After the German push eastward and the settlement of German towns in

the Slavic lands of the Baltic, the merchant guilds and town associations led (13th cent.) to leagues. Most notable was the company of German merchants with headquarters at [Visby](#); pushing east, they founded a branch at [Novgorod](#). In London, where German merchants had traded since the 11th cent., the privileges granted to Cologne merchants were extended to other Germans, and a Hansa of German merchants was formed (see [Steelyard, Merchants of the](#)).



Bergen from Mt Fløyen Lookout

A major impetus to the league's development was the lack of a powerful German national government to provide security for trade. In order to obtain mutual security, exclusive trading rights, and, wherever possible, trade monopoly, the towns drew closer together. In 1241 [Lübeck](#) and [Hamburg](#) concluded a treaty of mutual protection.

Other cities joined this association, and a strong league grew up led by Lübeck. Ports and inland towns from Holland to Poland entered the league, but the north German cities remained the principal members.



Cathedral - Bergen

The league vigorously extended its operations, founding principal foreign branches at [Bruges](#) and [Bergen](#).



Warehouses - Bryggen

The Hansa towns reached their summit in their victories over [Waldemar IV](#) of Denmark, gaining in the Treaty of Stralsund (1370) a virtual trade monopoly in Scandinavia. Their Baltic hegemony continued through numerous wars until their defeat by the Dutch in 1441. Despite its success, the league suffered from lack of organization.

Although assemblies of the league met irregularly at Lübeck, many towns did not send representatives, and decisions were subject to review by the individual towns. The number of members fluctuated, probably from less than 100 to over 160.



Fish market area - Bergen



Bryggen - warehouse fronts

By the 16th cent. internal dissension, curtailment of freedom by the German princes, growth of centralized foreign states and consequent loss of Hanseatic privileges, advances of Dutch and English shipping, and various changes in trade all operated against the league. The last diet was held in 1669, but the league was never formally dissolved. Lübeck, Hamburg, and [Bremen](#) are still known as Hanseatic cities.

See P. Dollinger, *The German Hansa* (tr. 1970).



Modern apartments - Bergen

Pickup arrives on time and I am on board the MS Nordlys just after 18:00 with most of the other passengers. Buffet dinner is served at 18:30 and needless to say there are enormous amounts of food.

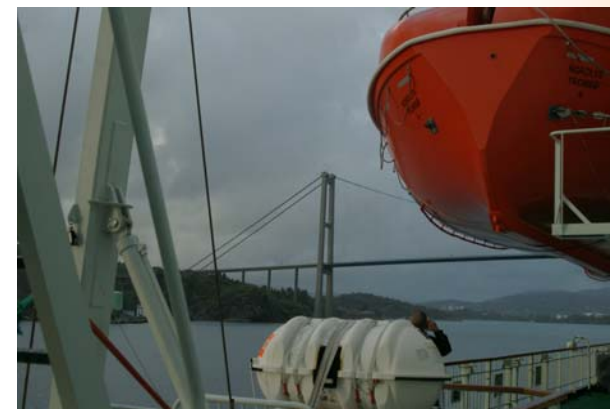
We set sail sharp at 20:00.

The Hurtigruten – Norwegian Coastal Voyage will take us to the far north of Norway and back. We will make stops at 33 ports. Each port is visited twice, usually once in daylight and once at night.

Some stops are very short; no more than 15 minutes.

<http://www.hurtigruten.com/index.asp>

A safety briefing and an introduction to the officers at 21:00 finish the formal activities. It is getting dark so I head to my cabin write up the days notes.



Departing Bergen

Friday 6 May 2005 - Cruise Day 2

Florø, Måløy, Torvick, Ålesund, Geiranger, Ålesund, Molde

Day 19

During the night the Nordlys called at Florø and Måløy. I heard one, not the other; my inside cabin is well insulated from outside noises and without a porthole I need the alarm to tell me its morning.

We have come some distance North and it is cold on deck. Full windproof fleece jacket is needed for the first time.

First stop in the morning is at Torvik, the little port for the municipality of Hærøy. To the East is the town of Ulsteinvik, a centre for fishing, shipbuilding and light industry. We stop for 15 minutes to load some freight and passengers. The next stop at 0845 is at Ålesund.

Ålesund has a population of 39,000 and lives off the sea. The fishing fleet operates from Greenland

to the Barents Sea, providing a basis for an extensive fishing industry. The town was burnt to the ground in 1904 and rebuilt in Art Nouveau style. Our stop of 45 minutes allows us to leave the ship and have a look round. We will have another chance to look around when we return tonight.

The summer cruise includes a full day trip into the Geiranger Fjord to Geiranger and return.



Torvick



Ålesund



En Route to Geiranger



Near Torvick



Ålesund



Geiranger Fjord

Earlier the weather had been fine and overcast with patches of morning sun. Now as we enter the fjord it has become very grey, with rain showers about.

There is an optional return to Alesund by bus that I have chosen not to do. The fjord is 100km long. Not as long as Sognefjorden. The fjord soon becomes rather narrow with high mountains rising to 2000m, steep mountainsides and rugged cliff on

each side. Occasionally there are farms perched on the hillside. On one mountainside there are three farms so separated vertically that they each start planting their crops one week apart; the lowest first and the highest last.

Strictly the Geiranger Fjord is just the last 16 km of the trip and the most spectacular. Here the cliffs press in and tower above the ship and waterfalls tumble down the mountain. As we get closer to

Geiranger we pass three notable waterfalls, the Bridal Veil Falls, the Seven Sisters Falls and opposite the Friaren – Courtier Falls. The Eagles Road with its 11 zig zags up the mountain and out of the valley soon appears and this is the route the buses will take.



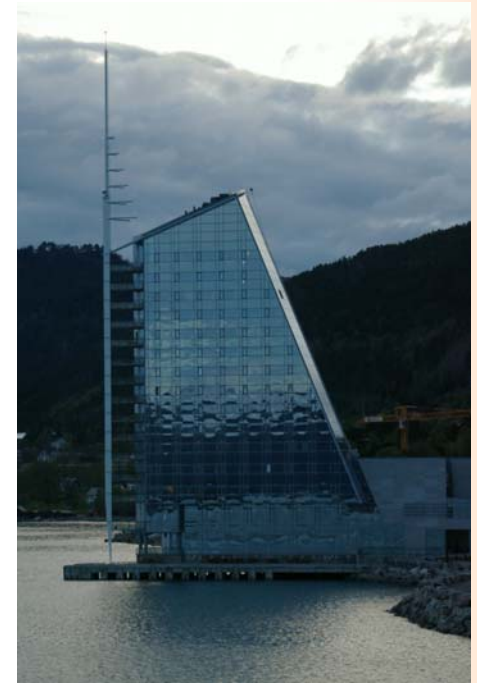
Bridal Veil Falls - Geiranger



Seven Sisters Falls - Geiranger



Eagles Road over the mountain



Modern Glass Hotel - Molde



Geiranger



Boat to take overland tour group ashore



Geiranger Fjord



Molde

We return to Ålesund too late to spend any more time in the town as dinner is at 18:30 and the ship sails at 18:45.

The ship heads north and then east into the Romsdalen Fjord, heading for Molde. Molde faces south and on the other side of the fjord are the Alps of Romsdalen – 87 snow clad peaks.

Molde was blitzed in 1940 and 2/3 was destroyed. Most of the town, including the modern cathedral, was rebuilt in the 1950's.

<http://en.wikipedia.org/wiki/Molde>



Freighter heading south



Returning to Ålesund

Originating from the two major farms Reknes and Molde (later renamed Moldegård), a small port called *Molde fjære* was formed, based on trade with timber and herring. In 1614 the town gained formal trading rights, and in 1742 cityhood. One third of the city, mostly wooden buildings and rose gardens, was destroyed in a fire on 21 and January 22, 1916. A second fire struck when the Germans bombed the city in April 1940,

destroying about two thirds of the city. The Germans were chasing the king, his government and gold reserves, which were fleeing, and thus stayed in Molde from 22 to April 29, making Molde the capital of Norway for a week.



Endless snow capped mountains



Sports Stadium - Molde

Overnight we have called at Kristiansund.

On deck before breakfast, there is morning sun and some blue sky. Perhaps today will be brighter. We pass two of the many small ships that ply these waters.

<http://www.stud.ntnu.no/~ragnvald/trondheim/historie-eng.html>
<http://en.wikipedia.org/wiki/Trondheim>

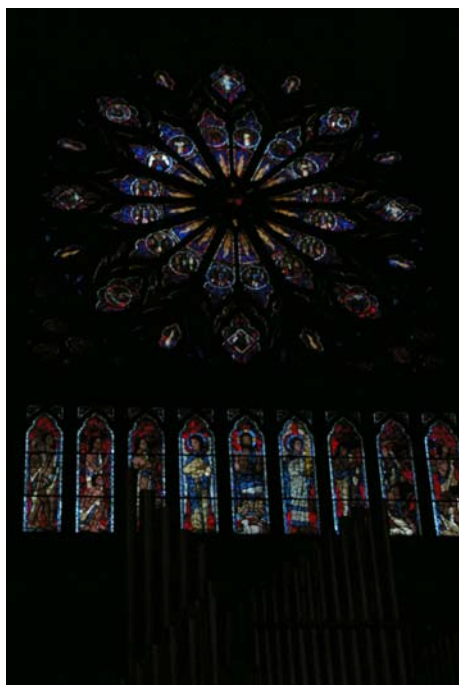


Trondheim

Today's optional tour visits the Nidaros Cathedral and the Ringve Music Museum.



Museum of Music History - Ringve



**Rose Window - Nidaros Cathedral
- Trondheim**

Next stop is Trondheim at 08:15. We will be there till 12:00.



West Facade - Nidaros Cathedral - Trondheim



Nam, with wife and son

Nidaros, now Trondheim, was Norway's first capital city is situated in Trondheimfjord at the mouth of the River Nid. Norway was unified in 872 after the people of Trøndelag had defeated all Norway's local chieftains in great sea battles. Nidaros remained the capital until Hakon Hakonsson moved to Bergen in 1217. During

these years, Trondheim developed into Norway's religious centre. It began with the death of Olav at the battle of Stiklestad in 1030. Pilgrims came from far and wide to be healed at St Olav's shrine in Nidaros.

The town became the seat of the archbishop in 1152 and remained Norway's ecclesiastical centre until the Reformation in 1553.

In the 11th C, a church was built over the shrine of St Olav.

<http://www.nidarosdomen.no/english/nidaroscathedral/>

The cathedral was built between 1070 and 1300. The earliest parts, the transept are Romanesque; the remainder is Gothic.



Narrow channel at Stokksund



Turn to port under the cliffs



Spectators watch us pass under the bridge at Stokksund



Rørvik

The church was ravaged by fire five times between 128 and 1719. For some time after the last fire the church was largely in ruins, until, in 1867 restoration work commenced. Unlike most of the churches I have visited in Scandinavia, this church has a full complement of stained glass windows including a magnificent, 9m-diameter rose window on the western end of the nave.

The stained glass windows tell the stories of the Old and New Testaments, as they do in most cathedrals. However, in most cathedrals the stained glass windows were installed when the peasants could not read or write. Gabriel Kielland mainly created these windows between 1908 and 1930.

The West Front is a screen façade, featuring three rows of large statues. At the bottom we find the apostles, in the middle and number of saints and at the top prophets and kings from the Old Testament.

The Museum of Music History at Ringve houses a collection of musical instruments from the 17th C to the 20th C. Victoria Bachke, a Russian artist who fled from the revolution in St.Petersburg and married in Trondheim, formed the collection.

<http://www.ringve.com/english/start.html>

Most of the instruments are stringed instruments, particularly instruments similar to the harpsichord and piano. Various violins and organs are also in the collection.

The Ringve estate was once the farm of the Wessel family. A family later bought it to establish an orchard to provide fruit for their soft drink business. The business failed and the farm was sold. However, the orchard forms the basis of the botanical gardens that encircle the buildings.

The port and the railway station are on islands reclaimed from the sea during the past 150 years.

These islands are separated from the city by a canal flanked with old warehouses and berthed boats.



Marina - Rørvik

Nam, who lived with us for a while when he was studying at Latrobe University, met me at Ringve with his wife and 14 months old son. We only had a few minutes to talk. It was good to see him again. He is working and studying at the technical university in Trondheim.



Nesting Gulls - Rørvik



Munkholmen

Trondheim, particularly around the old warehouse area, is very picturesque. The buildings are built over the water, three stories high, with gable roofs, and each painted a different colour. They are from the 17th and 18th C and were owned by the same wealthy merchants who had summer farms in the vicinity of Ringve.

Ship departs Trondheim at 12:00 in bright sunshine, at last. To starboard is the island of

Munkholmen, first a monastery, later a fort and now a restaurant.

<http://www.trondheim.com/content.ap?thisId=7994950>



Rørvik



Bridge at Rørvik

Our next port of call will be Rørvik at 20:45.

At around 16:20 we are at Stokksund. Here we enter a very narrow channel, turn to starboard and pass under what seems a bridge too low and then

turn hard to port into another narrow channel under a towering cliff. There are sightseers on the bridge to see us pass.

When it's all over clear sea can be seen ahead. I don't think it was necessary to go that way. The

islands could be passed to the west in the open ocean. Still it is pretty exciting for the passengers.

After dinner we dock at Rørvik. We are a few minutes late however departure has been delayed until 21:30 so there is time for quick walk around. It

is quite a pretty town, neat and clean, few trees and reminiscent of far north towns in Alaska. Not bad at this time of year but wild, cold places in winter.

Sunday 8 May 2005 - Cruise Day 4

Brønnøysund, Sandnessjøen, Nesna, Ørnes, Bodø, Stamsund, Svolvær

Day 21

Overnight the ship has called at Brønnøysund, Sandnessjøen, and Nesna.

We crossed the Arctic Circle ($67^{\circ}33'$) around 07:15. It is sunny, but there is a cold 15knot wind so thermal singlets are the go on deck.



Boat for the Svartisen Glacier tour

At 08:30, off the fishing village of Grønøy, the ship stops to allow those who are doing the excursion to the Svartisen Glacier to transfer to a small ship for the voyage into the fjord.

Once they are away we head on to Ørnes.



Grønøy

Overnight the scenery has changed. Yesterday there were few high mountains coming down to the sea. We travelled past small coastal hills and low islands and skerries to the west, mostly free of snow. Today the mountains rise quickly from the sea and are snow capped once again. Little villages nestle in the valleys by the sea, against a backdrop of rugged mountains.

We make a very short stop at Ørnes; drop off and pick up some passengers, a car and some fruit and vegetables. Along the way we have loaded and unloaded freight at most ports.



Ørnes



Ørnes



Sculpture - Bodø

As we head towards Bodø a seagull soars in our slipstream, effortlessly keeping up with us. We are travelling at 14 knots.



Soaring Seagull

Bodø is the administrative centre for Nordland County and has a population of 41,000 people. Local industries include fishing and an engine factory. It is the site of Norway's northern defence headquarters and the seat of the bishop of northern Norway.



Saltstrauman



Zodiac excursion to Saltstrauman



Eider ducks on the edge of the whirlpool



Spring flowers

The city is not old; it was established in 1816, and until 1836 had only 200 people. The arrival of herring off the coast in 1860 resulted in rapid growth of the town. By the time the herring left the town was well established.

The town was blitzed in May 1940 and 60% was destroyed. One area was not, said to be because that was where the brewery was.



Cathedral - Bodø

It is a modern town as most of the town dates from after WWII.

Bodø Cathedral was built in 1956. Its modern design features a spire that is separate from the church. It was not popular at the time.

The aviation museum is housed in a building designed to represent a propeller. One blade houses the air force display and the other a civil aviation display.

To the south of Bodø is the Saltstrauman tidal flow where 372 million m³ of water flows through the narrow straight between Saltfjorden

and Skjersfadjorden every 6 hours at up to 40kph.

A bridge, 41m above Saltstrauman, now spans the strait, allowing traffic to safely pass from one side to the other.

The rushing water causes eddies and whirlpools and in this maelstrom eider ducks go about the business of gathering food deep below the water.

Saltstraumen – The Worlds Strongest Maelstrom.

<http://home.c2i.net/rune.dahl/saltstraumen2.html>

The Tidal Current

Saltstraumen is created when the tide try to fill the Skjerstad fjord. The height difference of the sea surface can be as much as 1 meter or 3 feet between the inside and the outside of the narrow sound.

In the attempt to level out the two sides, the water increases its speed and turns into something that looks like a very strong river. However this "river" has a twist, it runs both ways.

Within a time frame of 6 hours a massive 372 million cubic meter of seawater passes through a 150 meter wide and 31meter deep passage.

The speed of the stream is estimated to be up to 22 knots or 40 km per hour, and it is about 3 km long.

Huge whirlpools are formed , sometimes they can be as much as 10 to 15 meters in diameter.

The current is strongest around new and full moon. In addition to the moon phase the weather is also an important factor to strength of the stream because storms that comes in from the sea increases the tide level. The sun will also influence the current to some extent.

There is an old saying that the stream is at its strongest of the year on good Friday .



Måløy/Skarholmen lighthouse



Approaching Stamsund

This corresponds good considering that the combined gravity pull from the moon and the sun its maximum.

Every time the current turns there is a "time window" when larger ships can pass through the sound. They can obtain information about these times from a local signal station on the VHF. At these times the current is almost calm.

On the last page of the two local newspapers "Avisa Nordland" you will find a daily column with the times when Saltstraumen is at its strongest. Adjust when you want to see the maelstrom in accordance with this to avoid disappointments.



Stamsund

The tourist information centre can also tell you what time it is best to view Saltstraumen.

Anyone being in a boat or down by the sea must show caution because Saltstraumen is dangerous, there are underwater currents even when the surface is calm.

Fishing

Saltstraumen is one of the best places for sport fishing in Norway and the clean oxygen rich water hosts a verity of species both fish, plants and other sea creatures.

The coal-fish is most common, but you can also catch salmon, trout , herring , flounder , halibut , catfish , haddock , Norway haddock and other.

The fjord inside Saltstraumen is more than 500 meter deep and here you can find deep-sea fish like red fish as well.

During special wind and weather conditions, some of these deep sea fish swims closer to the surface where they taken by the current and lifted all the way up . Due

to sudden drop of pressure the fish are instantaneous killed and floats around for anyone to pick.



Svolvær

The largest black pollack ever to be fished was taken by a sport fisher in Saltstraumen, and from time to time black pollack of 20 kg or more are taken.

Almost everybody who tries to fish in Saltstraumen will catch something. The most common tackle to be used is "stingsild".

The "Stingsild" looks like a small herring with a hook at one end.

Still there are a lot of people who prefer the much cheaper "mark".

The "mark" is a hook inside a small colored rubber tube, that suppose to imitate a maggot.

What ever you choose you are almost certain to catch some fish.

Wild Life



Bridge at Saltstrauman

The wildlife around Saltstraumen is quite versatile. Here you can find moose , fox , otter and ferret . During the summer moths they tend to keep away from people, but they are often seen during the winter.

Motorists must be aware that the moose often walks along roads during winter nights and that they are very hard to see before it is to late. If there is a collision it can be just as bad for the driver as for the moose.

There are always a lot of birds in and around the current. Here are large colonies of seagull, eider ducks , ducks and lots more. As Saltstraumen is a blessing to people and fish, it is also a excellent food resource for birds.

And not to forget the "king" him self, the fish eagle. In the district around Bodø you will find the greatest concentration in Europe , so these majestic birds can be seen almost every day.

History

Saltstraumen as we know it today have only been for 2 to 3 thousand years. Before that the landscape was pressed down by huge glaciers.

When the ice melted the land was pushed up narrowing the sound and gradually creating the current we know today.

During the age of the Vikings the sea stood only 2 to 3 meter higher than now.

Traces of human activity dates back 10 thousand years when the sea was about 80 meters higher up . The area provided them with every thing they could wish for , food and shelter.

There is an 8 thousand year old picture of a moose carved into a rock , witnessing a rich wild life.



Fish drying racks - Svolvær

The oldest music instrument ever to be found in Norway was discovered in the area. It is estimated that the "brummer" as it is called is between 4 to 5 thousand years old.

When attached to a string and swung in the air it makes a humming sound.

In the local museum it is possible to see objects from the Iron Age, but most of the items on the exhibition are from the last and this century.

In Sundstraumen , an other and much smaller maelstrom that together with Saltstraumen fills the Skjerstad fjord ,

you can find a cut in the rocks that look like it has been made by an ax . According to legend this cut was made by Olav Trygvason , the Viking chief that christened Norway. At that time the district was ruled by "Raudin Hin Rame" , a notorious Viking chief and sorcerer . When Olav Trygvason came Raudin started a storm that blew Trygvason's fleet out to sea again.



Fishing boat - Svolvær

Whenever Trygvason tried to sail through Saltstraumen the wind and the current were against him. He finally managed to get to Raudin Hin Rame by cutting his way through solid rock and thereby creating Sundstraumen. Even after being defeated Raudin refused to let him self be christened, so Trygvason tortured him in order to convict him.

Though Trygvason forced an adder down his throat Raudin would not change his belief and therefore died when the adder made his way out.

If you visit the museum in Saltstraumen so take a look at the boat they have on display.

This type of boat is genuine to Saltstraumen and was designed to handle well when they were rowing in the

current. This type of boat was extreme easy to row in this kind of waters.

At about 16:10 we are abeam the Måløy/Skarholmen lighthouse on the island of Landegodeøy. At this point the Lofotveggen – the Lofoten Wall is to the west ahead of us. The snow covered peaks of this chain of islands stretches for 100km.

Also at this point we enter the open ocean for a two hours crossing to Stamsund. The light wind is behind us and the sea is calm. It is fine and overcast here, but, out to the west there is a large rain squall.

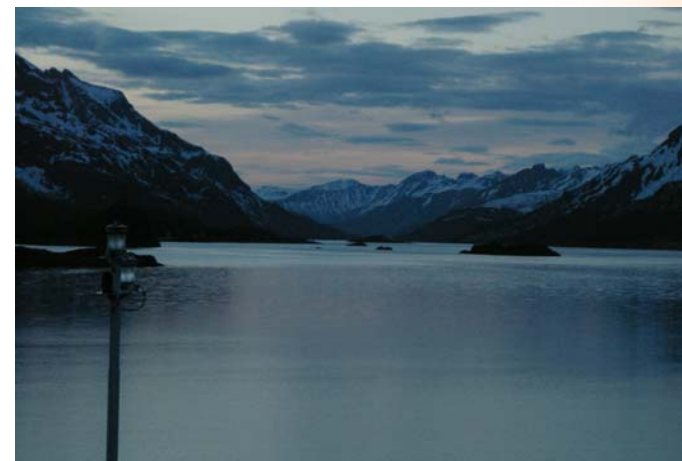
Stamsund is a tiny little port with very large dockside warehouses painted

blue and white. It is usually a short stop but we have to unload more cars than usual and are late leaving. The town was built in the early 20th C and has a population of 1300 inhabitants, one of Lofoten's largest fish products plants, a cod liver oil refinery and its own shipping company with seven trawlers

Consequently we arrive at the larger town of Svolvær about half an hour late. Fish processing and hotels are big in Svolvær. We could smell the fish on the drying racks when we were a couple of kilometres from the town. The Svolvær fishing fleet catches 25-50 million kg of each year, the largest in the world.

It is 23:40 and we are north bound through Raftsundet, a very narrow passage with mountains rising up on both sides. It is light enough to take photos.

There are three stops between now and breakfast, with a bit of luck I'll sleep through them.



Entrance to Raftsundet

Monday 9 May 2005 - Cruise Day 5

Stokmarknes, Sortland, Risøyhamn, Harstad, Finnsnes, Tromsø, Skjervøy

Day 22

A good night; woke to the sound of us pulling into Harstad at 06:30.

The sun is shining brightly and the weather looks promising. Still very cold in the wind.

Harstad is a town of 23,000 inhabitants and is the central meeting point for the islands that cluster around Hinnøya, Norway's largest island.

http://www.eurotravelling.net/norway/harstad/harstad_history.htm



Harstad



Harstad School



Tromsdalen Church - Tromsø

The town flourished during the 'herring years' at the end of the 19th C. When the herring stocks were exhausted, industries shipbuilding and maintenance of the fishing fleet were developed. There is also significant agriculture, particularly dairy and meat products to supplement the fish products industries. In recent years the town has become the centre for oil exploration in the region.

Three kilometers from the centre of the town is Trondenes Church, a small stone church beside the sea. King Eystein erected the area's first church here in the 12th C. It was probably a wooden building. It was

here that Bishop Jon Sigurd probably carried out the first baptisms of children in northern Norway in 999.

<http://www.tdm.no/default.asp?cmd=400&Lang=E>



Harstad



Trondenes Church



Arctic Circle Ceremony

Trondenes

<http://www.destinationviking.com/destination/sagaland/trondenes2.htm>

Trondenes was an important centre of power in the Viking and medieval ages. According to the sagas, the renowned chieftain's family on the island of Bjarkøy, and of the peninsula of Trondenes on Hinnøya Island, sacrificed to Norse gods and held great feasts here. They ruled over an entire kingdom in the districts of Southern Troms and Vesterålen.

Trondenes played an important part during the christianization of Northern Norway. The local chieftains had to be pacified before the kings could unify the country, and bloody battles were fought. The chieftain of Bjarkøy, Tore Hund, managed to kill king Olav Haraldsson (St. Olaf) at the battle of Stiklestad in 1030, as a revenge for the death of his nephew Asbjørn Selsbane at Trondenes. However, in the end the pagan chieftains at Trondenes and Bjarkøy lost the struggle against the king and Christianity.

The largest stone church north of Trondheim was erected at Trondenes after the chieftains had lost the battle against the unification of Norway. Trondenes Church remains the most forceful symbol of the Christianization of Northern Norway.



Tromsdalen Church

At 10:30 the 'Arctic Circle Ceremony' with King Neptune was held on the sun deck.

Soon after we call at the port of Finnsnes. It is a small port that is an important trading centre with some small manufacturing industries allied to the fishing industry. It is here that

the Gisund Bridge links the mainland to the island of Senja.

Tromsø is the capital of arctic Norway and gateway to the Arctic Ocean. The first church was built in 1252 and the Catholic Cathedral is the only wooden cathedral in Europe. For 200 years the town has flourished as natural centre of trade and commerce for the surrounding region. Tromsø has a university with a large hospital.

http://destinasjontromso.no/english/useful_info.html



Finnsnes

Famous Polar expeditions lead by Nansen and Amundsen left from here. There is a statue to Amundsen by the harbour commemorating his death searching for the explorer Umberto Nobile.

Tromsø has been relatively untouched by war. A skirmish in the Napoleonic wars was won by the British. During WWII the most significant events were the short period that Tromsø was the capital after the South fell to the Germans and the sinking of the German battle ship Tirpitz nearby.



Between Finnsnes and Tromsø



Tromsø

Tromsø – History

<http://www.world66.com/europe/norway/tromso/history>

Archaeological finds show that settlers inhabited the area as far back as 7,000 years BC, indicating that they followed the receding glaciers North as the last Ice Age

came to a close. Inscriptions on exposed granite walls from the era show scenes of fishing and reindeer hunting. (Many of these primitive drawings can be seen today near *Straumshella* at Kvaløya--see "Day Trips" section.)



Catholic Cathedral - Tromsø

The early seeds of township can be found in the establishment of Tromsø's first church in 1252. In addition to abundant fishing and subsistence farming, the town's geographical location made it a natural center of trade. Extensive commerce from hunting and whaling expeditions to the arctic, as well as the so-called *Pomor-trade* with the

great neighbour to the east, attracted merchants from Germany, France, Britain and Russia. Tromsø finally gained full trading privileges and a town charter in 1794. The international influences created a lively local culture; a German visitor in the 19th century was so surprised to find such a well developed social and fashion scene that he proclaimed it "the Paris of the North," a nickname that stuck and that you will hear often to this day.



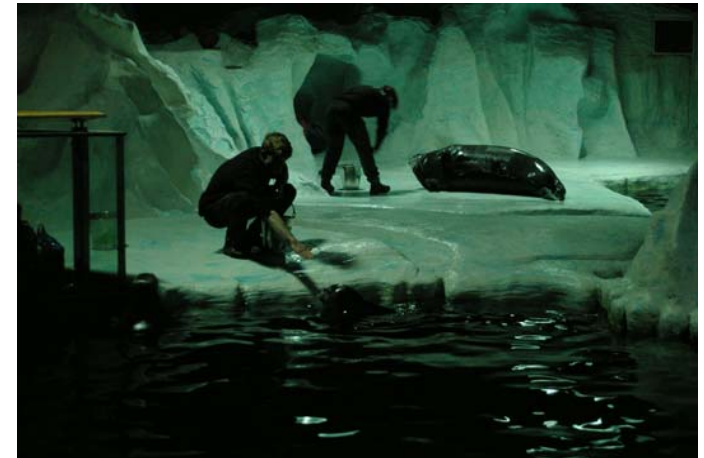
Tromsdalen Church

As the town grew, it acquired a Shipyard (1848), the Tromsø Museum (1872), and the World's Northernmost Beer Brewery (1877), *Mack*. In the 1890s, the town truly cemented its position as *Porten til Ishavet* -- the gateway to the Arctic. Many Arctic Expeditions started here, and famous explorers Fritjof Nansen, Roald Amundsen and Umberto Nobile all drew on the expertise found in the city.

The city limits originally covered only part of the island of Tromsø. After a number of consolidations of the nation's many municipalities in the 1960s, the city ultimately grew to cover an area over 2 500 square km, making it the largest city in the world.

Tromsø was occupied during the Nazi Germany occupation in World War II, but the city was spared the scorched earth tactics that the retreating Germans applied in the province of Finnmark to the north. In 1944, the British Airforce was finally able to catch up with and sink the gigantic German battleship "Tirpitz," which the Nazis had hidden in the fjords and sounds around Tromsø.

The 1960s saw some notable improvements in communications for the city; *Tromsøbrua*, the bridge that connects the island to the mainland, was completed in 1961, and the *Langnes* airport opened in 1964, marking the end of the seaplane era for the city.



Seals at Polaria - Tromsø

Further modernizations took place through the 1970s. A catastrophic fire in 1969 had consumed many wood buildings, and much of the city centre had to be rebuilt. The establishment of the University of Tromsø in 1972, the world's northernmost university, helped propel city growth further.

Today, Tromsø is an important regional administrative seat, a center for education, and the home of one of the nation's largest hospitals. Alumni of the University have

gone on to establish high-tech industries in such varied fields as biotechnology and aeronautics. However, traditional trades such as fishing, fish-processing, and more recently fish-farming, are still important to the local economy.



Memorial to 52 fishermen lost in one storm

The population had grown to approximately 62,000 by the end of 2003.



Polaria



Rusty Russian Trawlers - Tromsø

The city tour included visits to Polaria, a centre associated with the Polar research centre and the Tromsdalen Church, an Arctic Cathedral symbolizing the

dark period and the Northern Lights. It has Europe's largest glass mosaic.

Polaria has exhibits of wild life and the impact on man's pollution on the Arctic environment. A multi-screen film of the Arctic around Spitzbergen was spectacular. However I come away from these films having enjoyed the views and very little the wiser.

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

A seal pool with 3 male and 3 immature female bearded seals is a feature. We were there, of course, to see them being trained to respond to human commands. Some of these are useful as they make it easier to care for them. Others were claimed to be to keep the seals stimulated, not a circus performance. Seemed to me to be no different to any seal show I've seen.

Tromsdalen Church (The Arctic Cathedral) is a towering A frame construction. Very bright inside due to the way large window areas have been included at each end and between overlapping slabs of the roof. Built about 1962, the church is under major renovation.

http://www.destinasjontromso.no/english/useful_info_articles_the_arctic_cathedral.html

Across the fast flowing Tromsøysundet are a series of conical mounds. We are told they are to protect a school against winter avalanches.

Øksfjord and Hammerfest past me by during the night. When I woke we were about to depart from Hammerfest. No problem we will return to Hammerfest in a few days.



A wet, cold morning



Havøysund



Fishing boats at Havøysund

Yesterday was a beautiful, sunny day. We are approaching 71°N. Today is overcast, the clouds shroud the tops of the mountains, it is raining lightly, temperature on deck is 2C and overnight there was light snow. 'A great day for visiting a bird colony'.



Havøysund

A brief stop at Havøysund to unload and load cargo. Lunch is early today as there are two excursions; one to Nordkapp and the other to the bird colonies at Gjesvær.

We arrive at Honningsvåg shortly before midday. There is still some light rain but it seems a bit better for the excursions.

<http://en.wikipedia.org/wiki/Honningsv%C3%A5g>
<http://www.visitnorway.com/templates/NTRarticle.aspx?id=41718>
<http://www.northcape.no/>



Honningsvåg

Honningsvåg is a centre for fishing and the fleet catches about 40m kg of fish each year. The Norwegian State College of Fisheries is located here. It is only 2112 km to the North Pole from here.

I am going to see the birds at Gjesværstappan. First we must cross the central plateau of the

Magerøy to the little fishing village of Gjesvær. The road was built in 1999 and winds up the mountain to snowfields broken only with outcrops of rock; the trip takes about 40 minutes. There are no natural trees; the tree line is 140km to the South.

<http://www.birdlife.org/datazone/sites/?action=SitHTMDetails.asp&sid=3148&m=0>



Honningsvåg



Kittiwake at Gjesværstappan

Gjesvær is on the western side of the island and cold westerly wind is building up. It is pretty, small

fishing village, with very narrow streets, as there were no cars until the road was built. We transfer to 50ft boat and every one is supplied with waterproof, windproof winter suits. In the cabin it was cozy; on deck it was freezing.



Great Black Backed Gull



Razorbill

The bird islands are a short distance from the harbour and we are soon amongst flocks of kittiwakes, puffins, razorbills and guillemots. Soaring overhead are white tailed eagles. These have a wingspan of 2.5m. Great black backed

gulls, cormorants, gannets and herring gulls are roosting on the rock faces. Occasionally a seal pops up from the deep.



White Tailed Eagle



Roosting Gannets



Troll's Head

The light rain continues and the wind continues to strengthen bringing higher seas on the western side of the island where the birds are. Undeterred the skipper takes the boat right in under the cliffs for a better look at the birds.

A great excursion and not to be missed.

We drove back over the plateau in heavier rain and strong winds. The bus driver thought the rain might have ruined the view at Nordkapp. I will do that excursion in a few days and hopefully the weather will have improved.

The ship does not round Nordkapp, instead traveling through the Magerøy Sundut, thus avoiding the open sea to the north on its approach to Honningsvåg.



Gjesvær



Bird watching boat - Gjesvær



Gannet



Finnjerka

As we make our way to Kjøllefjord we are in open sea and a fair swell has built up. The ship is moving about quite a bit. The westerly is now about 25knots from directly astern. If this wind keeps up we could be in for a rough night as we will not be protected by islands as we have been for most of the trip so far.



Honningsvåg



Kjøllefjord

As we approach Kjøllefjord we pass a spectacular cliff formation known as Finnjerka (Finnkerka). Kjøllefjord is a fishing village and we stop only to load and unload passengers and freight and we are soon on our way again.

At about 19:15 we round Kinnarodden, mainland Europe's most northerly point, 71°8'0" N.

Mehamn is another small fishing village where we call briefly. It has a large fish processing plant.

We have another stop this evening at Berlevåg but I don't expect to be up for it. We have been told tonight is the last night the sun sets in these latitudes. If the weather clears we should see it before we head south.



Mehamn

Wednesday 11 May 2005 - Cruise Day 7

Båtsfjord, Vardø, Vadsø, Kirkenes, Vardø, Båtsfjord, Berlevåg

Day 24

Called at Båtsfjord and Vardø during the night.

The wind has abated and it is fine and overcast. Our first call is in the morning at 07:30 is Vadsø. Vadsø has a population of 6100 and is the local administrative centre. An influx of Finns fleeing famine in Finland in 19th C means there are many Finnish-

speaking people in the area. Finnish is taught in schools.

The unusual steeple of the church with its linked twin towers can be seen from the ship as we enter the port.

<http://www.varanger.com/region.php?lang=eng&rid=2>
<http://www.visitnorway.com/templates/NTRarticle.aspx?id=41790>

Fishing and public administration are the main industries. In February and March, when shoals of capelin come in from the ocean, the fish oil factories are very busy. Cod follow the capelin from March to June. The town centre is hidden from the port. However it was completely rebuilt after WWII.

We have traveled some distance south and at Kirkenes we are south of the Arctic tree line and the area is very fertile compared with the rest of the Finnmark coast. The

town is very close to the border between Norway and Russia and Finland is only 40 minutes away by bus. Kirkenes is well into the Bøkfjorden and water temperatures are not influenced by the Gulf Stream and in winter the harbour often freezes and ice breakers are required to keep the port open. There is still some ice floating on the fjord.



Church - Kirkenes

Kirkenes was one of the most bombed towns during WWII (reportedly, second after Malta), with 320 air attacks and more than one thousand alarms. 13 houses were left in October 1944.

<http://en.wikipedia.org/wiki/Kirkenes>



Vadsø



Fish Oil Factory - Vadsø

The town is dominated by the now closed AS Sydvaranger mine workings. The town was built to support the mine but now the most important industries are trade with Russia, ship repairs, tourism and the service sector. AS Sydvaranger mined iron ore up until

1996. Export began in 1910, providing some 1,800 people with work.

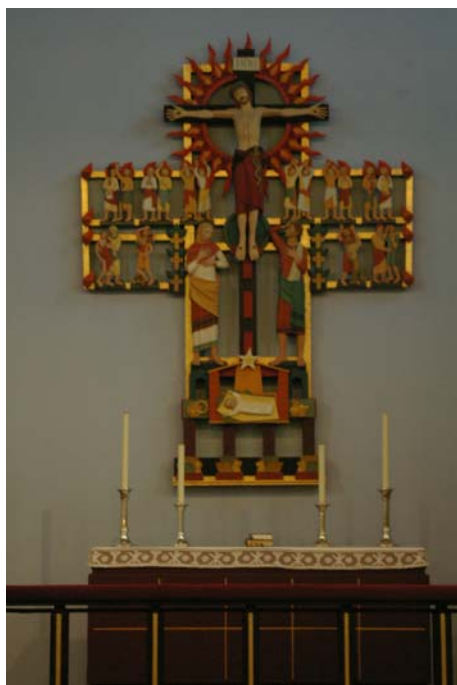
http://www.scantours.com/kirkenes_and_surroundings.htm



Mine workings - Kirkenes



Ice on the fjord - Kirkenes



Church - Kirkenes

We are now retracing our path back to Bergen and on the way we will call at ports visited at night, during the day.

When we left Kirkenes at 12:45 the weather was reasonable, but now at 15:30 there is a wall of grey to the south, behind us, and increasing wind. It is 3C on deck.

We called at Vardø early this morning. Now, on our return trip we have a chance to take a look at the town. It is not a tourist resort. It is a working fishing village somewhat overshadowed by the presence of NATO Cold War radomes.

Before the construction of the walls protecting the harbour the Ocean Express had to ferry cargo and people ashore by boat. The entrance is very narrow and when we left a fishing boat waited outside until we were through.



Winter Snow - Kirkenes



Main Street - Kirkenes



Entrance to Vardø



NATO Radomes - Vardø

Fortresses have been built at Vardø since the 14th C as protection against Russian and Karelian raiders. The present Vardøhus Fort was built between 1734 and 1738 and has stood fast against invaders from the east. It is the reason that Varanger is still Norwegian territory. It has never actually been touched by war, and apart from some anti-aircraft fire in 1940, has only fired its guns to welcome the return of the sun in January. It is an

octagonal fort with 4 towers, 10 cannons and a small museum.



Rescue launch - Vardø

We are told that for 30kr we can visit the fort and the guide will be on the wharf to lead us. Like the children of Hameln following the Pied Piper, a crowd from the ship follows him through the town. When we get there we are told there is no guiding today as the ship was in late. It was, but we are going to leave 15 minutes later. It didn't matter. The leaflet and the signs were enough information.

Interesting as this is the most northern fort in the world. 2/3 of the town was destroyed in WWII, between 1942 and 1944.



Vardøhus Fort



'Children of Hameln'



Vardøhus Fort

We pass close to the Hanøya/Vardø lighthouse, Norway's most easterly point at 31°10'10" E, further east than St Petersburg and Istanbul.

We stop briefly at Båtsfjord and Berlevåg during the night.

Thursday 12 May 2005 - Cruise Day 8

Mehamn, Kjøllefjord, Honningvåg, Havøysund, Hammerfest, Øksfjord, Skjervøy, Tromsø

Day 25

Brief stops at Mehamn and Kjøllefjord before we reach Honningvåg at 0545.

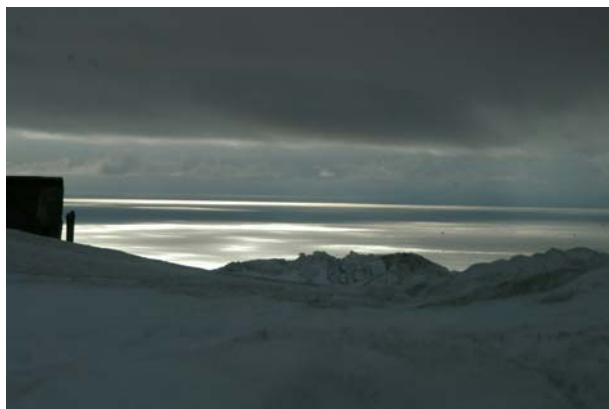
Today I am booked for the alternate visit to Nordkapp as the trip to the bird islands clashed with the trip to Nordkapp two days ago. Departure from Honningvåg is at 06:15 after a cup of coffee

and a biscuit. Breakfast will be available at Nordkapp.

Nordkapp is almost the most northerly point of Europe at 71°10'21" N, 2080 km from the North Pole. Europe's northernmost point is the nearby small headland Kniverskjellodden at 71°11'08" N. This point can be reached by walking track. The walk takes about 6 hours.



Frozen Lake - Nordkapp Plateau



View east of Nordkapp

The road across the Nordkapp Plateau, which rises 307m above sea level, was completed in 1956. Prior to then visitors climbed the 1008 steps from Hornvika. A number of prominent people made the

journey to the edge of the world before the road was built.



Kniverskjellodden - the most northerly point

The North Cape was given its name by Richard Chancellor, in 1153, who was searching north of Siberia for Northeast Passage to India.



Visitor Centre - Nordkapp

Today there is a spectacular visitors centre with the obligatory multi screen video.

We are lucky. Those who visited two days ago were unable to see the views for mist and rain. Today it is clear, overcast with occasional sunshine. We can see all round and below to the fleet of tiny fishing boats fishing for cod.



Children of the Earth Monument



Fishing boats on the sea below Nordkapp

Children of the Earth Monument symbolizes the ability of children to work together. The medallions were modeled by children and then cast in full size

to be placed together with the sculpture of mother and child by Eva Rybakken. The Children of the Earth Foundation awards a substantial prize each year to a project or organization that is working to advance the living conditions of children.

<http://www.barnavjorden.org/eng/welcome.htm>



Sami man, reindeer and tourist

We will not be returning to the ship at Honningvåg but will travel by land to Hammerfest to catch up with the ship. This gives us a chance to learn a little about the Sami people, reindeer herding and the changes in vegetation that occur as we move from island to

mainland and from sea level to plateau. Each year four Sami families bring their 5000 reindeer from about 200km south to Magerøy for the summer. Some have arrived and we stop to take some photos and visit a souvenir shop. No comment.

<http://www.itv.se/boreale/samieng.htm>

The island of Magerøy is above the Arctic Tree line, however soon after we emerge from the tunnel connecting Honningvåg to the mainland we encounter small trees, as yet without leaves.



Reindeer

As we make our way along the western side of Porsangerfjorden towards Olderfjord we see many more reindeer grazing amongst the snowdrifts. Olderfjord is a camping resort for Russians. There are many caravans set up as permanent campsites.

From Olderfjord we climb over the plateau to Skadai (Sami place of many rivers) and on to Kvalsund. At Kvalsund we cross, via a suspension bridge to the island of Kvaløya and Hammerfest.

Beneath the bridge and under the water is a tidal power station that harnesses the energy of the fast tidal flow to produce electricity.



Church - Hammerfest

As we travel along the west coast of Kvaløya the island that is being developed as natural gas terminal can be seen in the Sørøysundet. The gas is coming from a field in the North Atlantic.

We arrive in Hammerfest soon after the ship and so have time to have a look around the town before we sail.

We will have brief stops for the remainder of the day until we reach Tromsø at 23:45. In a couple of days the midnight sun will appear. If it is clear tonight it will almost appear. It is due in Hammerfest tomorrow night.

At 12:45 the temperature outside was 13C, now at 15:30 it is 8C and rain is coming in from the west.

There is a reasonable sunset at 23:30 so I have tried to get photos at 10-minute intervals. Gave up at 00:20 when cloud developed. Also the mountains increasingly obscured the sunset as we entered Tromsø harbour.



Camping ground at Oldenfjord



Setting Sun at 2330 - Tromsø

Friday 13 May 2005 - Cruise Day 9

Finnsnes, Harstad, Risøyhamn, Sortland, Stokmarknes, Svolvær, Stamsund

Day 26



Tromsø sky - 00:21

Finnsnes was an earlier morning stop. At 0800 we arrive at Harstad where the first of the days bus trips begins. We have been here before and the stop is short so I do not try to go into the town.



Coastguard at Risøyhamn

Our next stop is Risøyhamn and then Sortland in the region known as Vesterålen. This requires us to sail west to Risøyhamn and then south through the dredged channel of Risøyrenna to Sortland.



Risøyhamn

Prior to the dredging of the channel in 1922 it was necessary to sail south from Harstad through the Tjeldsundet straight and the Coastal Express (Hurtigruten) was unable to service these towns.



Sortland - Coastguard ships



Church at Sortland

Sortland is the headquarters for the Norwegian Coastguard and the main town for Vesterålen. There is a pretty church on the hillside.

We called at Stokmarknes on our way North in the early hours of the morning. We arrive at 14:30 and have an hour to look around. It was in this town that the Coastal Express was born when Richard Wick established Vesterdaalens Dampskibsselskab in 1851.



Stokmarknes



The Finnmarken and Hurtigrutens Hus Museum

There is an excellent small museum in Hurtigruten Hus displaying the history of the Coastal Express in peace and war. There are models of many of the ships. More than one company operates the ships to provide the daily service. The evolution of the ships is described. While the company emphasizes that the ships are working ships, not cruise ships; there is no doubt the major business is carrying tourists. Inter island passengers and freight is only

a small part of the business. A 'Finnmarken' from an earlier era is now part of the museum



Entering Raftsundet



Swirling currents in Raftsundet

The ship will retrace its route through the narrow Raftsundet. We passed this way late at night on our trip North. The current in this sound can run at up to 7 knots and it is clear when we enter it that a strong current is running against us.



In Raftsundet



In Raftsundet

Apart from the spectacular snow clad mountains on each side of us, the highlight of this passage is Trollfjorden. This 2km long fjord has an entrance 100m wide and is where Norwegian Trolls live. In the summer season the ships go into the fjord. At this time of year we just poke our bow into the entrance as there is a risk of avalanches if we go into the Fjord.

<http://gonorway.no/index3.html> (search for Raftsundet)



Trollfjorden

An historic battle took place here, known as the Battle of Trollfjord, in 1890. The battle was between fishermen in 4 steam driven boats and

fishermen in boats with sails and five oarsmen. Huge quantities of fish had swum into the fjord and were being trapped in a seine formed by the nets of the larger boats. Outside were 5000 fishermen in 1300 traditional Nordlandboats. It came to open fights, including knives, boathooks and axes. The blockade was broken, but this marked the start of a new time in the fisheries. Capitalism, big boats and fishing nets had come to stay.

http://www.geocaching.com/seek/cache_details.aspx?ID=157732

We continue on our way to Svolvær.



Svolvær

Saturday 14 May 2005 - Cruise Day 10
Bodø, Ørnes, Nesna, Sandnessjøen, Brønnøysund, Rørvik

Day 27

We called briefly at Bodø and Ørnes before breakfast. During the morning we have another brief stop at Nesna and then at 12:30 we have an hour at Sandnessjøen.

It is a miserable day outside, rain and strong winds. A good day to sort some the photos.

At about 09:30 we cross the Arctic Circle southbound. There is a marker on a small island to starboard.

We have been battling strong southerly winds all morning and we are 20 minutes late arriving at Nesna where the wind is on the beam blowing the ship towards the wharf. The twin bow and stern

thrusters are up to the job and we berth without incident. Wind gusts are around 35 knots.

The town is shrouded in rain, thus only a couple of photos for the record.



Nesna through the rain

At Sandnessjøen it is still raining; again a couple of shots for the record.



Sandnessjøen

Our stop at Brønnøysund was to be short, however we arrive early and there is enough time for a short

walk. Apart from the usual fishing and support industries the town also hosts the Brønnøysund Registers for companies, personal chattels, accounts and fees for the whole of Norway. It has an air of prosperity about it, clean streets, new housing and large shops. As we sail south we pass Torghatten, the mountain with a hole through it. The whole, carved by ancient seas, is 112m above sea level, 160m long, 25-30m high and 12-15m wide. It is clearly visible from the ship.



New Apartments - Brønnøysund



Waterfront - Brønnøysund

Last call for the day is Rørvik. We had been here on day 3 but as we had docked at a different place I didn't recognise the town at first.

Rørvik is the capital of large island group called Vikna, consisting of 6000 islets, skerries and islands. The area has many fishing, fish farming and farming communities. According to legends, sea serpents live here. The last sighting, in 1926, was by two boys. The serpent was 200m long and had 60 humps. Unfortunately they did not have a camera.



Across the Sound - Brønnøysund



Traditional Boat - Brønnøysund



Hole in Torghatten



Frankie, Justin and Ruth - Rørvik



Main Square - Rørvik

Sunday 15 May 2005 - Cruise Day 11
Trondheim, Kristiansund, Molde

Day 28



City and Port - Trondheim



Rådhus - Trondheim



Norwegian Army Command - Trondheim



Vår Frue Kirke - Trondheim

We arrive early at Trondheim, at 06:00.

It is, again, cold and wet. Fortunately I have booked to do the city tour. This tour also visits the Nidaros Cathedral as well as the city sights. I used the time whilst the others were doing the guided tour of the Cathedral to take some more photos in and around the cathedral.

30,000 students boost Trondheim's population when semester starts at the colleges and university. The resident population is about 140,000.



St Olav's Shrine - Dom Kirke - Trondheim

The tour takes us to a vantage point overlooking the city. From there the winding Nid river is clearly visible, and in the distance, the Kristiansten Castle.

Olav Trygvason founded Trondheim in 995. He is remembered in statues and the name of the main street.



Archbishop's Palace - Dom Kirke - Trondheim

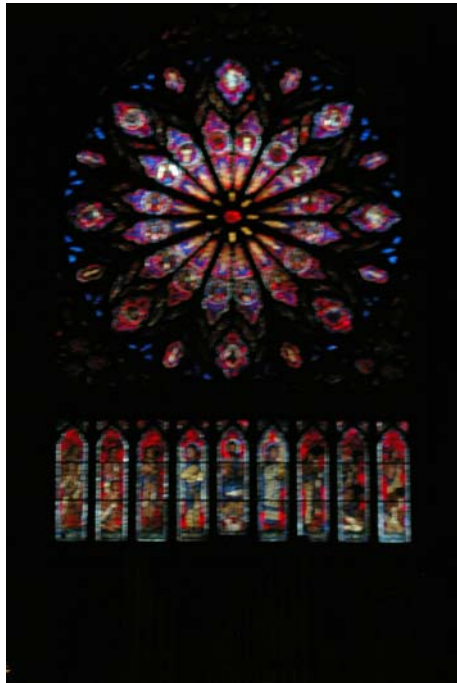


Dom Kirke - Trondheim

As we leave Trondheim there is a lifeboat drill for some of the crew. The boat was lowered to the water, the engine started, and then the boat was recovered. This exercise resulted in our arriving late at Kristiansund and thus having a very short stay. We were unable to go ashore.



Canal - Trondheim



Rose Window - Dom Kirke -
Trondheim



Stained Glass Windows - Dom
Kirke - Trondheim



West Facade - Dom Kirke -
Trondheim



Detail - West Facade - Dom Kirke
- Trondheim



Kristiansen Castle - Trondheim



Houses on the rocky shore - Kristiansund



Fishing Boat Harbour - Kristiansund



Lifeboat Drill for Crew - MS Nordlys

Kristiansund is spread across three islands connected by bridges. The harbour is protected from all directions and has been in use since the Stone Age. Houses up to 10,000 years old have been uncovered 40m above the current sea level. The islands are very rugged with steep cliffs and large rocky areas around the shores. The colourful houses wind there way up the hillsides.

During the last three centuries there has been continuous change in the fortunes of the town. In the 17th C the Dutch purchased timber here. This

was replaced by herring, then cod fishing and as local fish stocks diminished the fishermen had to build larger boats to travel to Lofoten. Herring returned and until WWI the town flourished. Fish were dried on the large flat rocks that are everywhere and exported to southern Europe.



Drilling Platform - Kristiansund



Offshore Oilfield support ship - Kristiansund



Old Warehouses - Kristiansund



Stone Church - Kristiansund

German bombers largely destroyed the town in 1940. It has been rebuilt in the original style.

In 1992 the town was linked to the mainland by a tunnel and two bridges.

While fishing, fish processing and shipbuilding are still important, the town is also the base for off shore oil and

gas field development and operation. As a result it is a very busy port.

<http://en.wikipedia.org/wiki/Kristiansund>
http://www.eurotravelling.net/norway/kristiansund/kristiansund_history.htm

We are due at Molde after dinner. As we are still behind time we may have

a short stop there also. Fortunately we were able to go ashore at Molde on the way north.

We arrive a little late and departure is delayed to allow some time ashore. We enter the harbour with the modern glass hotel and the sports stadium to port. We tie up at the southbound Hurtigruten dock. The newest of the Hurtigruten fleet, the MS Trollfjord berths soon after at the northbound dock.

Today is Whitsunday, tomorrow is Whit Monday and Tuesday 17th May is of the Constitution Day, celebrating the Constitution agreed May 17th 1814. Later that year Sweden invaded and the king was ousted. The Swedes accepted the constitution. Separation from Sweden occurred in 1905. I believe there will be great celebrations.

Monday 16 May 2005 - Cruise Day 12
Ålesund, Torvick, Måløy, Florø, Bergen

Day 29



Old Schooner - Florø

Ålesund, Torvick and Måløy have been visited since midnight with the

usual accompanying racket from the bow and stern thrusters and we dock and depart.



Church - Florø

During the night there has been some light snow and there is a dusting of fresh snow on the trees at the top of the mountains. Yesterday the outside temperature never got above 5C. This morning there is sun and occasional rain/light snow. The outside temperature before breakfast was 3C. The little sun has raised the temperature a bit.

Our last call before Bergen and the end of the trip is Florø at breakfast time. This is the administrative centre for the Flora region and also another base for the offshore oilfields. We dock some distance from the main town centre and, as the stop is short, we are unable to go ashore.



Florø

The town is colourful in the weak morning sun. A few interesting boats in the harbour, but they are difficult to photograph with the low sun almost directly into the camera.



Stabben Lighthouse

We depart on time for the last leg to Bergen. We soon pass to port of the Stabben Lighthouse and head into open sea. We will be unprotected by islands to the west for much of the remainder of the trip. The sea is calm although the westerly wind seems to be gradually strengthening.

We have to leave our cabins at 10:00 and we are due to arrive in Bergen after lunch, at 14:30.



Atløy - An old coaster - Florø

Ship docks on schedule but then there is a 45minute wait for everyone to get the bags before we finally set of for hotels and railway station. Some who have planes to catch are getting toey.

Finally settled into the Rainbow Rosenkrantz in the old part of Bergen.



Statsraad Lehmkuhl



Gathering fleet for Constitution Day



Bryggen and the Fløibanen

There is a warning of much student partying tonight and earplugs are offered, gratis, by the hotel. Freebees are rare in Norway. Except at mealtimes a cup of coffee was 5kr on the ship and don't dare stay around until the second dinner sitting turn up for their coffee.

Tomorrow is Constitution day and the harbour at the bottom of the street is

packed with yachts and motorboats, small, large and very large, including a couple of warships and the tall ship Statsraad Lehmkuhl.

Boats are rafted up at least four deep for 500m along the dock. The wind is blowing straight up the fjord and that and boats milling about are making it pretty choppy.

The weather is improving, it has been sunny all afternoon, but the weather changes very quickly, so we'll see what it's like in the morning.

After catching up with the emails I wander out to find a place to eat, not that I need to after what we have had on the ship. It's 21:30 when I return.

No sign of the wild parties and it is very quiet. Went to bed with the sun streaming in the window.

Tuesday 17 May 2005 - Bergen

Day 30



**Mother and Daughter - Bergen
Constitution Day**

http://en.wikipedia.org/wiki/Constitution_of_Norway

<http://odin.dep.no/odin/english/norway/history/032091-991290/dok-bn.html>



Parade Leaders - Bergen

17th May is Norway's Constitution Day and an official flag-flying day.

It is Norway's biggest day of national celebration, commemorating the signing of the country's first constitution in 1814 and its release from Danish rule after 400 years of subjugation. The celebration of 17th May started as a private party in the town of Trondheim in the 1820s, but took on more of a public nature when in 1823 the event was reported in a newspaper. In 1827, May 17th was publicly celebrated in the capital Christiania (now Oslo) for the first time. The celebration caused political strife since Norway was in union with Sweden after the Napoleonic wars and right up to 1905. The Swedish king Carl Johan regarded the 17th of May celebrations as a demonstration and it was not until after his death, in 1844, that the day was celebrated in full freedom.

The citizens' procession, in which only men participated, was part of the celebrations from an early stage. In 1870 the day was marked by a procession of children, on the initiative of the distinguished writer and politician, Bjørnstjerne Bjørnson. In 1889 girls also took part, initially without flags, but with flowers in their hair. In subsequent years more and more women joined the processions.

In the inter-war years, there was political dispute between the working and the middle classes as to how May 17th should be celebrated. The workers saw it as a symbol of the bourgeoisie and refused to take part. During WWII, the

German occupiers forbade any celebration of 17th May. After the liberation in 1945, Constitution Day gained a whole new significance, one which it has held to this day.



Kong Oscars Gate - Bergen

May 17th is a political and patriotic day which is marked by flags, music national dress, parades, speeches and the laying of wreaths on monuments. The royal family symbolises the unity of the people through greeting the procession of Oslo schoolchildren from the balcony of the royal palace. Church services are also held.



Roofs of Bryggen - Bergen



Students - Bergen

Constitution Day is above all the children's day, with the schools as natural assembly points. The flag is hoisted in the schoolyard and the children walk in the processions under the special banner of their school. In the afternoon games and entertainment are arranged in the schools for both the children and their families. The pupils who have completed their 12 years of schooling, the russ (from the Latin cornua depositurus = to put aside one's horns) start

their celebration on May 1st but form a colourful contribution to the 17th of May processions in their red or blue outfits. They add a more light-hearted element of carnival to the procession and the adults generally turn a blind eye to their noisy and boisterous behaviour.



Opening Salute - Bergen

This is the day to wear new clothes but the bunad, or national dress is becoming more and more universal on 17th May. Each region of the country has its own version of the bunad with which to mark both national and local affiliation.

The hotel has notices telling guest that celebrations will start at 07:00 with the firing of guns at the Palace, just down the road, and this will be followed by a parade through the neighbouring streets.

What they didn't say was that the first band would march past the back of the hotel at 05:30. I wake to the sound of drums from the direction of the Palace, check the clock, no it is not 07:00 and I haven't slept through the start of the official celebrations. I get up and take a photo or two of the band out of my window. I also have a view of Statsraad Lehmkuhl and the rooves of the Hanseatic warehouses (Bryggen) next door. It is also a little

disconcerting to have the morning sun streaming through the same window as the setting sun.



Mariakirken - Bergen

The 07:00 parade starts nearby, I don't know exactly where, so I follow the people dressed in national costumes and soon find where the parade is assembling.

At the head of the parade are the city dignitaries, senior military and police officers, and others I can't recognise. Uniforms and medals are being worn and the dignitaries are in suits, national costumes and top hats, including the women.



Parading Firemen - Bergen



Family on Parade - Bergen

Two very impressive bands follow them.

Finally there is a student band leading a mob of students wearing red bib and brace overalls with the braces down and blowing whistles continually.

The red (and blue) overalls are traditionally worn during the period between when students finish high school and they start university.



Students on Parade - Bergen



Veteran Fire Engine- Bergen

I return to the hotel for breakfast to find that half of Bergen seems to have booked in for breakfast and the room is packed with people in national costume. The

hotel guests are shunted into a back room and people are being shuffled around to get more diners in.



Statsraad Lehmkuhl - Bergen

The main parade starts in the city centre and makes its way to the castle and back. It starts at 10:30. I go out to find a vantage point at around 09:30 and find that now there is police tape closing some nearby streets. It is also obvious the parade goes round the corner by the fish market. I check with a couple that seem to have settled in to watch the parade. Yes, the parade rounds the corner, not once, but twice and many of the participants also come by on their way to the assembly point. I chat to the couple and as time

for the parade approaches we find positions by the kerbside. Meanwhile after a pleasant early morning it starts to rain and I am told the forecast is for snow above 300m. ie at the upper Fløibanen station.



St Catherine's Hospital - 1250 - Bergen



Håkonshallen - Bergen

Sharp at 10:30 a salute is fired from the mountainside above the Fløibanen station and the head of the parade

soon appears, led by the same dignitaries as the earlier parade. The rain has stopped and it is quite pleasant.

It seems that everyone in Bergen is either in the parade or watching it. After 1¼ hour I am getting stiff from standing in the one place and the parade is still going past. Every organisation you can imagine is represented. The couple decide to leave and I do also. Almost immediately it starts to rain, they all whip out their umbrellas, and then it starts to hail, serious cold stuff. The hotel is one block away and I head for cover.



Castle - Bergen

he weather improves in the afternoon and I go to the castle and the Dom Kirke. On the way to the castle I stumble on display featuring the ruins of St Catherine's Hospital, the first hospital for women in Norway,

established in 1250. It is near Mariakirken dating from the Middle Ages.

The Dom Kirke is quite modest, but nearby is the Korskirken, the Church of the Cross-, reputed to have had a

piece of the cross of Calvary. True or not there has been a church on the site since the 12th C and it has been a church for seamen and others not attached to a particular parish. It was not open. In the evening as part of the celebrations there is to be a concert.

A male choir presented the concert of church music.

All the museums have been closed. There are still plenty of people about in their national dress and some stop and talk about the day.

DENMARK, SWEDEN, NORWAY

AND THE

UNITED KINGDOM

Part 2 – England and Scotland

APRIL - JUNE 2005

Jim Russell

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

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 15th 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 12th and 13th 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

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



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.



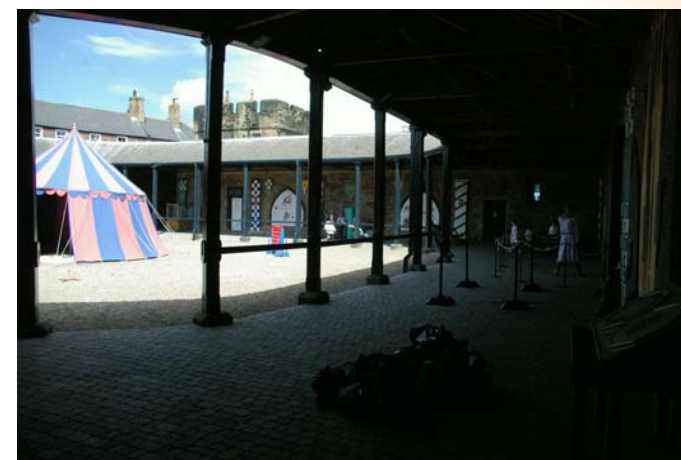
Ornamental Garden - Alnwick Garden



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.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 13th 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



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 18th 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 354m^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

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

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 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

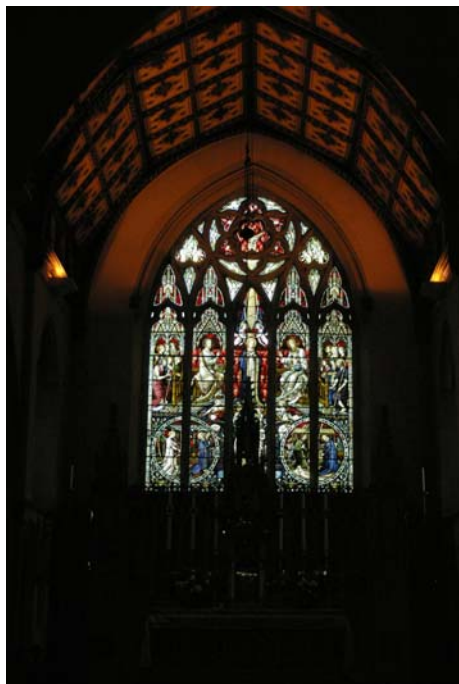
A large model of the Ironbridge Gorge as it was on 12 August 1796 shows where the principal works and villages of the day were situated.

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 -

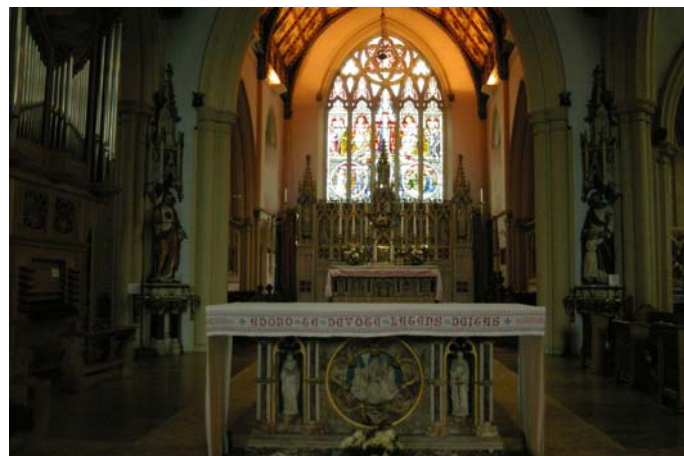
Day 39



**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 19th 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 13th and 14th 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

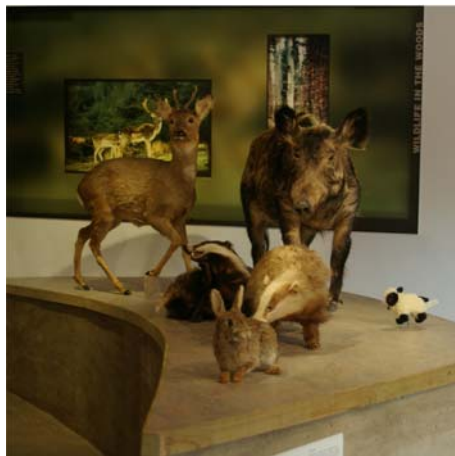
This morning I set out for the Royal Forest of Dean between the Severn and Wye rivers. Timber for ships, iron,

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



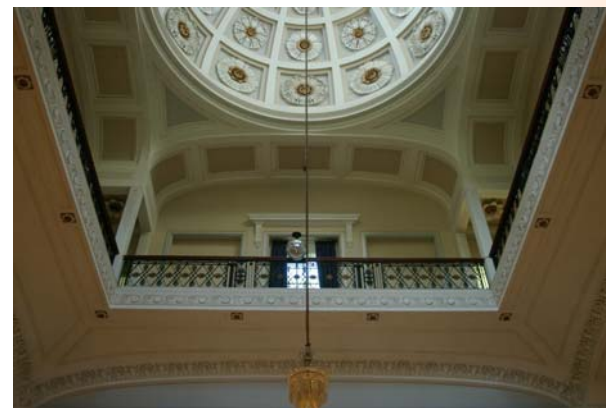
Puzzle Wood - Forest of Dean



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.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 22nd 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.



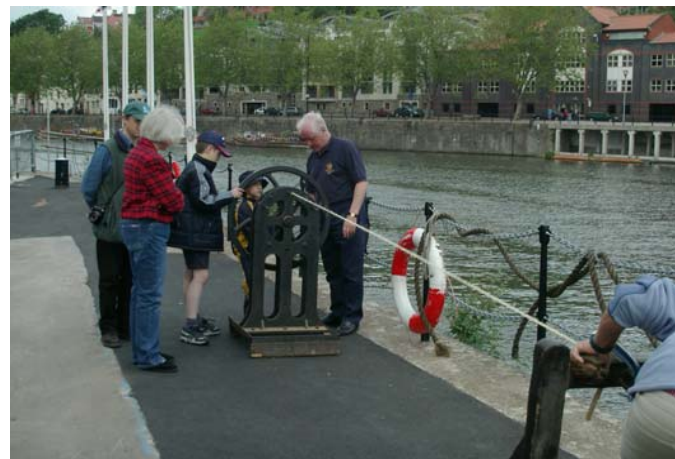
Passenger Cabin - SS Great Britain

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 dismantled 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 200th 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 12th 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://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



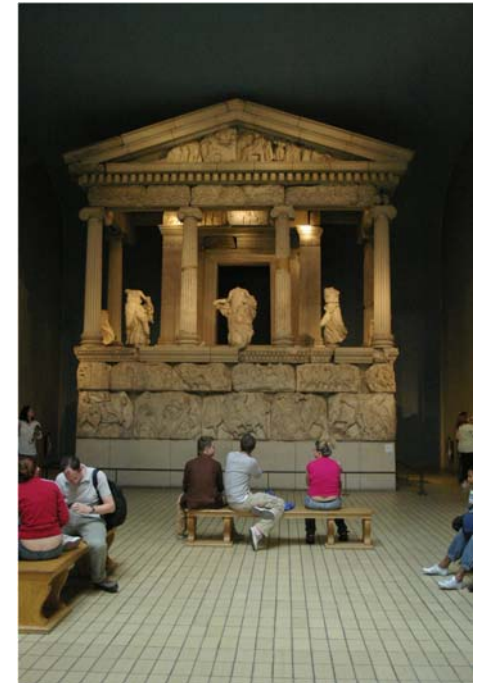
German Mast Periscope - Spot the muffin - Imperial War Museum



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/>



Reading Room - British Museum

These days entry is free and there were people everywhere.

The collections are awesome. There are many good museums, but few can compete with the British Museum for size, diversity and quality of the collections.

Unlike many museums the featured exhibitions were free.

Ground Force – African Garden

<http://www.thebritishmuseum.ac.uk/africagarden/index2.html>

Over the years the BBC's Ground Force programme has led millions of fans down more

than 130 garden paths, creating backyard paradises in just days and teaching viewers along the way about different 'plant practices' from around the world.



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/current2005/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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Appendix

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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 your 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 12th 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 21st 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 13th 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 14th and 16th 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 16th 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 19th and early 20th 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 30th 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 9th 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 7th 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 20th century the Soviet government decided to make the Kola Peninsula into an impregnable fortress during the last 20th 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

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 km²). 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 km² 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

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-Rørвик

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	Geiranger–Ålesund: 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	Geiranger–Molde: A trip with Trollstigen mountain as the highlight. 7h 30min. EXCURSIONS 2A AND 2B MUST BE BOOKED IN ADVANCE.
3	3a	1Apr-30Sep	55	Ringve–Museum of musical history: A unique museum, where visitors can see some of the many rare instruments on display. 2h 30min.
	3b	1Oct-5Apr	55	Trondheim sightseeing: Guided coach trip including the magnificent Nidaros Cathedral. 2h.

4	4a	1Apr-30Sep	190	Svartisen: 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	The Norwegian Aviation Museum, Bodø: A comprehensive and fascinating view of Norway's civil and military aviation history. 2h.
	4c	All year	45	Bodø sightseeing: Guided tour and a visit to Bodø Cathedral. 1h 40min.
	4d	1Apr-31Oct	165	RUBBER BOAT SAFARI TO SALTSTRAUMEN, BODØ: The strongest tidal current in the world. 2h.
5	5a	All year	55	Tromsø sightseeing: 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	Tromsø sightseeing including Polaria: Guided coach tour which includes Polaria experience centre. 2h.
6	6a	All year	140	The North Cape. 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	Gjesvær bird watching: 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	THE RUSSIAN BORDER, KIRKENES: Coach trip from Kirkenes to Storskog and the Russian border. 1h 30 min.
	7b	26May-4Sep	165	RIVER BOAT SAFARI TO THE RUSSIAN BORDER: A boat trip with local guide along the Pasvik river to the Russian border. 1h 30min.
	7c	9Dec-29Apr	200	BARENTS SAFARI, KIRKENES: 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	Honningsvåg–The North Cape–Hammerfest: A fascinating coach trip through a dramatic landscape, including breakfast on the North Cape plateau. 6h.
	8b	All year	45	POLAR BEAR CLUB, HAMMERFEST: An insight into Hammerfest's history as an Arctic city. 45min.
	8c	1Jun-31Jul	55	MIDNIGHT CONCERT, TROMSØ: A concert in the Arctic Ocean Cathedral. 1h.

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

	11b	1Apr-31Aug	105	KRISTIANSUND–MØLDE: 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 km². 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

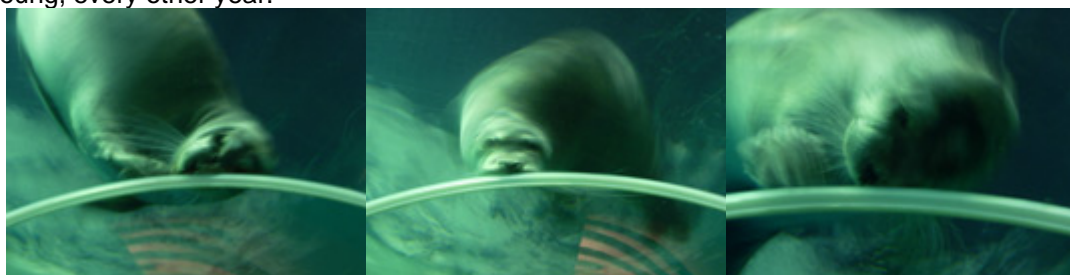
The bearded seal (*Erignatus barbatus*) is an Arctic species that has Svalbard as its natural habitat.

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

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.
Cystophorinea, 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 walruses 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. Walruses 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 walruses 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 Håfrsford 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 czarism 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.

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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

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

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

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

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

Tøjhusgade 3, København K, Open Daily in July 10am-4pm, tel +45 3311 6037 / 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



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



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 Hardrønde. 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.

