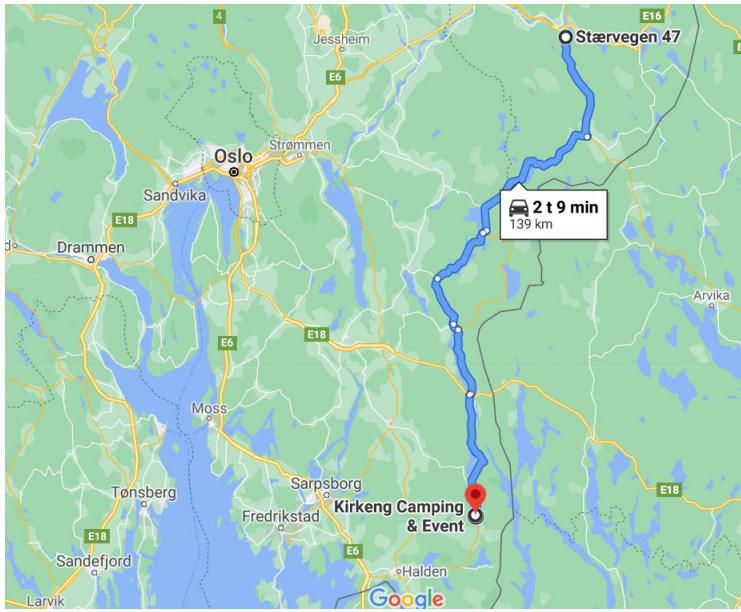


## COASTAL TRIP IN MAY 2021

We felt that we 'needed' a longer trip than just day trips in the area. We planned a trip on small roads along the coast from Halden to Farsund. We booked accommodation on-line before we left, so we knew where to stay along the way. We started on May 21 and drove in the direction of Halden.



Along the way we took a detour to the Soot canal. This is one of the locks in the canal. It's called Sweden. Only the upper lock gate is in order. The lower one was removed when a bridge was built across the canal.

We planned to drive like this on the first stage.



Norwegian text.



English and German text.

Information boards have been set up to tell about the channel. The [Soot Canal](#) was built to transport timber from the [Mangen River](#) (which ends up in Sweden) and over to the [Halden river system](#). The canal was built in the period from 1847 to 1849 by a total of 600 men. The work was led by [Engebret Soot](#) (1786–1859). This is Norway's oldest lock system. It was in use from 1851 to 1932. There were 16 locks. 3 of the locks have been restored.

Link to [Visit Norway](#)



The lock and the gate seen from below.



The lock and the gate seen from the parking lot.



Further up we see the next lock gate.



The lock gate seen from above.



The name of the lock.



[Marsh-marigold](#) grew in the canal.



A [magpie](#) has built a nest.

When we drove on from here and came to the lake Setten, we drove on along the Halden watercourse. It consists of a series of elongated lakes connected by rivers and canals. The watercourse was previously an important traffic and flotation route. Several locks and canals have been built to facilitate transport in the watercourse.



When we had driven past Lake Hallangen, we saw this rock.



Plaque on the stone.

The plaque reads:

Through these border areas in Aurskog-Høland, several thousand refugees were taken to safety in Sweden during the war years 1940 - 1945. This plaque was erected in gratitude to the [border guides](#), couriers and all their helpers who with their brave efforts contributed to Norway's liberation.

Unveiled May 8, 1995.



I stand and look at the stone.



There is a walking path over the bridge.



Here we look further to Lake Hauketjenn.



There was a lot of pollen in the river under the bridge.



Here, county road 21 goes on a filling across Langvannet. View to the north.



View to the south.



Rocks on a promontory in Langvannet.



Here we come to Ørje. We will drive on this bridge that crosses the E18. It is called Norgespporten Bru.



Here we have passed the bridge.



Some pictures from the center of Ørje.

[Ørje](#) is the administration center in Marker municipality. Ørje is known for the canal museum and steamboat club.

In 1905, Ørje gained attention as Ørje fort, which had been established two years earlier, was seen by Sweden as unfortunate, as the cannons pointed eastwards, towards Sweden. After the [Karlstad Convention](#) in September 1905, Ørje fort was demolished.





When we were going to park the car, we drove past this kiosk, [Matfatet](#) (The food tray).



Right behind Matfatet were some rolls of cable.



We had to pass under the bridge where the E18 goes to park. Here is the canal on the left.



Rødenessjøen lies north of the canal.



Out on the pier is Sluseporten Båtcafe. It was the first day this year that the cafe was open, but it did not look like there were many guests that day.



Here's a big advertising poster.  
Link: [Visitnorway](#)



There was also a poster here with a picture of life on the canal in the old days.



It was an area with space for RV parking.



I was most interested in the canal. Here I will check if the locks are in order.



This is the top lock chamber. There are three lock chambers in the locks here.



This is the upper lock gate.



I took a picture towards the lower lock chambers. Everything looks good.

Ørje locks were built in the years 1857-1860. They have a lifting height of 10 meters. Engebret Soot was responsible for the construction. Link: [Visitoestfold](#)



At the top lock is a statue of Engebret Soot. It was built in 1936, 150 years after his birth.



South of the locks are the tourist boats Engebret Soot and Turisten.

There are three tourist boats in the Halden Canal: [DS Engebret Soot](#), [DS Turisten](#) og [MS Brekke](#).

In addition, there are nine other boats stationed in the canal.

[DS Hans](#), [MS Hebe](#), [DS Pasop](#), [MS Thor](#), [DS Tryg](#), [MS Mette Meng](#), [DS Stampe](#), [DS Ara](#), [DS Lelång](#)

Link: [Halden Canal](#)



View to the locks.



View down Ørje river.



We saw signs for Ørje fort in the center of Ørje, but when we drove in that direction, we drove past this, but no more signs regarding the fort.



We found this board regarding the forts. It seemed to be so far to walk that we drove on.

Link to [Ørje fortress](#)





There was also a map of a hiking trail here, but we were not interested in that.



We also noticed this emblem. NJK stands for Norwegian Hunter Corps ([Telemark Battalion](#)). They were sent here, but there was no war with Sweden in 1905.

The forts were built in the years 1901 - 1902. The background was a desire in Norway for the dissolution of the union between Norway and Sweden. Sweden had threatened war. However, an agreement was reached between Norway and Sweden regarding the [dissolution](#), the Kalstad Convention, 23 September 1905. This resulted in the forts having to be demolished, so they had a very short lifespan.



The next stop was in [Strømsfoss](#).



Here is Thor by the quay.





A discarded wheelhouse.



View upwards Strømselva.



There is room to moor for small boats as well.



Here are some who have been on a paddle trip.



There is a [motor home parking](#) her too.



View down Strømselva below the lock.



This is the lock chamber.

[Strømsfoss sluse](#) was built in the years 1857 – 1860. The lifting height in the lock is 2 meter.



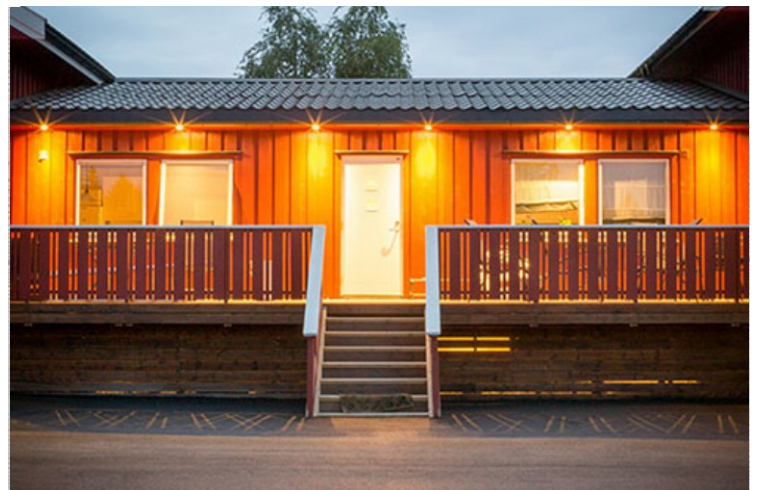
Next to the canal is Strømsfoss Handel. It's an old country store from 1896. They sell coffee and fresh baked goods. There is also a bookstore selling new and nicely used books.



View north from the lock chamber.



At the waterfall is [Strømsfoss Mill](#). There is a power station downstairs.



We had booked accommodation at [Kirkeng Camping](#) for the night. The apartment is called Fjøset (The barn).



Seating on the porch.



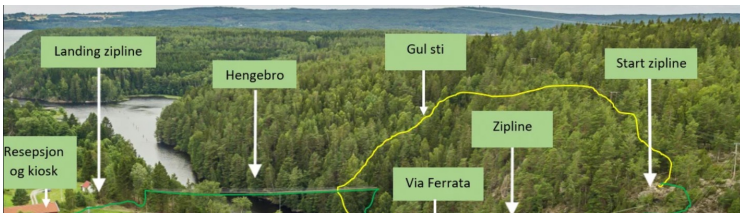
View from the porch.



More views.



When we drove on the next day, May 22, we drove a detour to Brekke locks. It turned out that it was not allowed to drive all the way to the locks. Here I will check what is on the board.



Here we see the suspension bridge.



We see the dam to the right. [Brekke power station](#) was completed in 1924. A major upgrade of the station will be completed in 1922.

Here we see a footbridge over one of the streams in Stenselva below the dam and the locks.



We see [Brekke locks](#) to the right. They were completed in 1852. Engebret Soot led the construction. There are four lock chambers and the lifting height is 26.6 meters.

[Visitnorway](#)



Here we are on the bridge that crosses the river [Tista](#) at the top of [Tistedalen](#), at the end of [Femsjøen](#). Tistedalen had an traditionally sawmill industry. Wood has been sawn here since the 17th century, and here Mads Wiels Bomuldsfabrique (cotton factory) was built in 1813. Production started in 1815, the first industrial activity in Norway.



By the bridge is this old industrial building.



Right by the bridge is this music pavilion. [Tistedalens Musikkforening](#) and supporters had it built in 1924. It was moved to its current location in Tistedalsparken in 1936. Tistedalens Musikforening is one of the country's oldest amateur corps, founded in 1871.

Just above the bridge and the dam, a couple of mallards have taken a break.



We drove past [Tistedal kirke](#).



This is a picture from the 1920s with a lot of water in the waterfall and the industrial facilities down along the waterfall. Today, most of the water is led in a tunnel down to [Tistedalfoss kraftverk](#).



Next to the music pavilion is this memorial. It was erected by Honorary Members of the Tistedalen Music Association on 17 May 1987. It is a portrait of [Ragnar Danielsen](#) and Ragnvald Oliver Vik at the top. Both have probably made a good effort for the music association. Vik received the King's Medal of Merit in 1969



This is 'The Twins' by sculptor [Ragnhild Butenschøn](#) in Tistedalsparken right next to the music pavilion. It is a gift from Fredrikshalds Sparebank for Halden's 300th anniversary in 1965.



We made a short stop by [Solbergtårnet](#). There is a 30 meter high lookout tower where it is possible to look at the many ancient monuments in the surrounding area.



This is just before we get to [Fredrikstad](#), [Fredrikstad Bridge](#).



From the top of the bridge we look towards Fredrikstad.



This is [Puttesund Bridge](#). It is also called the Hvaler Gate. We had planned to drive as far south in [Hvaler](#) as we could.



Boats at Stokken.



A lot of small islands in Oslofjorden.



Here we have passed through [Skjærhalden](#) and take pictures to the west. There was good weather and there were a lot of people there. It is a popular resort.







Here we drove back through the center to the west side of Kollen, which is a hill in the center by the harbor. Here is the marina and there were many boats here.



The next stop was in [Engelsviken](#).  
The place is built around the fishing industry and shrimp fishing. There are many cabins in the area.



Another picture from Engelsviken.

On the way further we also saw a couple of Canada geese.



Before arriving at the accommodation for the night, we drove past these flowering fruit trees.



We had booked accommodation at [Huset i Skogen](#). The apartment was downstairs and it was very good.



A few pictures from the living room.



The bedroom.



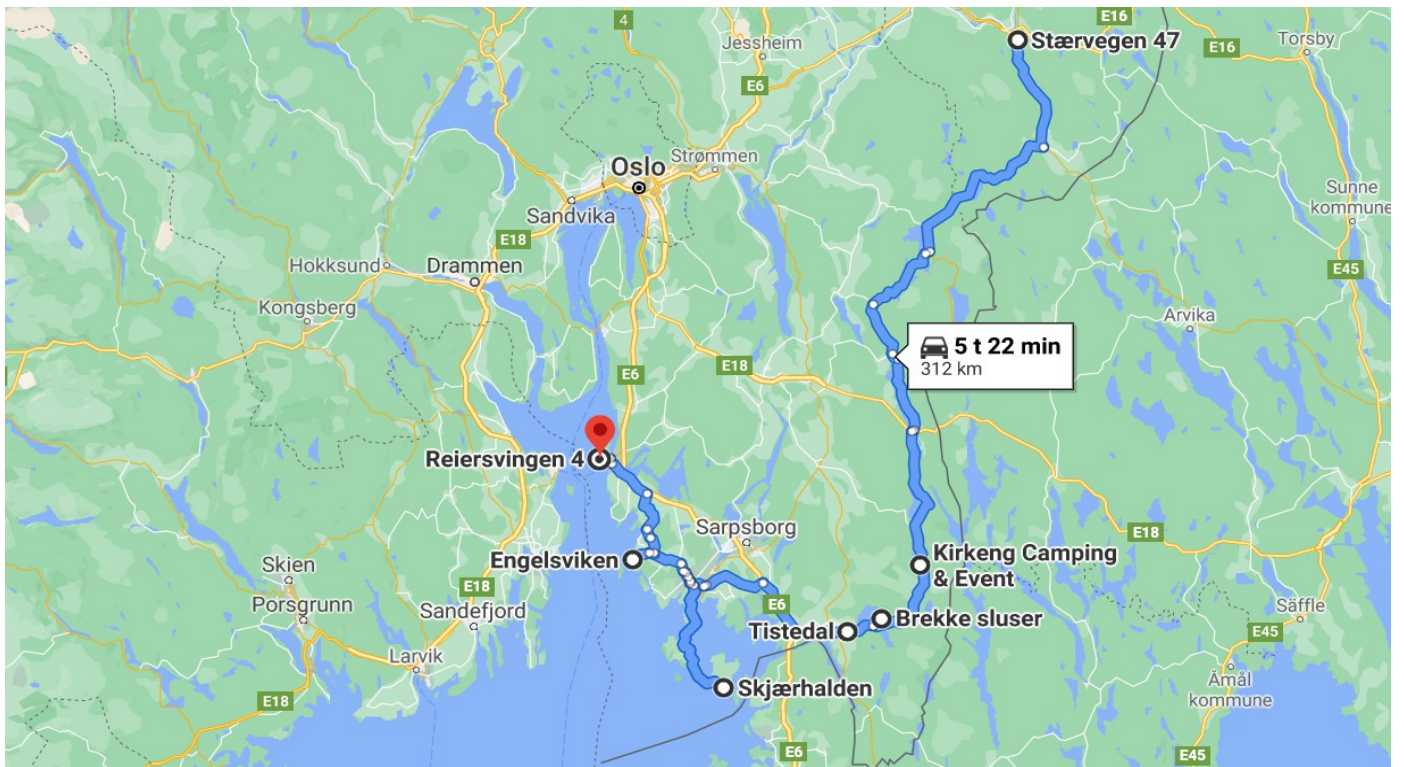
Well equipped kitchen.



Outside.



Nice garden.



The driving route these two days was like this.