

## SØRLANDET 22. JUNE – 3. JULY 2011

We were going to visit Kjell's family in Sandnes. We found out that the weather prognoses was good, so we decided to take it easy with short daily legs. Then we could stop by all the small towns where we had not been yet. We set out at Wednesday 22. June. Now it is Friday 24. June, and we have reached [Larvik](#).



Here we are at the entrance to Larvik. We can see [Fritzøe Verk](#), which was an iron works in operation from the 1640s until it was closed down in 1868. For longer periods it was Norway's largest iron works and a key operation among the Fritzøe companies along the [Farris river](#) in Larvik. This building is remaining and is now a museum.

[Farris](#) is the name of Norway's oldest commercially produced mineral water, at first tapped in 1907. The trade mark is owned and is distributed by "[Ringnes bryggerier](#)" (breweries), and is a marked leader in Norway. Farris has since the start been produced in Larvik.



The Farris factory in Larvik, started in 1912.

A street picture from [Larvik](#).



Coat of arms of Larvik

The seaside municipality [Larvik](#) grew up innermost in the Larvik fjord; it is known that a sawmill was started at the Farris river in 1539. Two of the most important conditions for a town was then present, the harbor and the power from the Farris river. About year 1600 an iron works, Fritzøe verk, was started and it was for a long period of time was dominating, with connvctions directly to the government in Copenhagen. The factory owner Verkseieren var nemlig kongens halvbror.

[Larvik](#) got status as a trading post under [Tønsberg](#) in 1665, and status as a city in 1671.

The city's importance grew considerably when [Fredriksvern](#) wharf and naval base (now a part of Stavern) was built from 1750 and onward. This was the Navy's main base until 1818 when [Karljohansvern](#) at Horten took over.



Pictures from the pedestrian shopping street in Larvik.



The poetry park is a concept where poems and literary quotations will mark the public room and give inhabitants and visitors a new dimension of experience. The poetry park is organized as a project of the local government in Larvik. There is undergoing work of finding new poems to place out.

The square.



Drawings on a wall beside the little amusement park.



The little amusement park at the square.



A statue of [Johan Sverdrup](#).



Now we have moved on to [Stavern](#).



[Stavern](#) has probably been a harbor and anchorage since the antiquity. The name is found in the Norse form «Stafærni» in written sources from the 1100s. From the 1200s Stavern was described as a place with fishery and a good harbor.

Later the place got a pilot station and developed trade with a lot of ship arrivals. The place got even greater importance when [Ulrich Frederik Gyldenløve](#) built the fortifications on the [Citadel Island](#) in the 1600s and the Navy base and galley wharf for the Navy was moved from Lagmannsholmen in Kristiansand to Stavern about 1758. From 1799 until 1930 the whole city area was called [Fredriksvern](#).

Stavern was the last place in Norway that got status as a market town. That happened 1. July 1942. This status was lost when the large municipality of Larvik was created. Stavern got the city status back 8. December 2010.



A view outwards the ship channel.



The [Tordenskiold](#) statue by [Gustav Vigeland](#) on Mølleberget.



The statue was unveiled during the Stavern festival in 1935 and is the newest of the three Tordenskiold statues in Norway, besides it is the only one that show the war hero without a whig.



A view from Mølleberget towards the boat harbor.



The powder tower on the [Citadell Island](#) or the Stavern Island.



From the center in Stavern.



Stavern Church, Norway's first Naval church, is built in the period 1753-56.



Buying fresh strawberries.



The first inhabitants who settled down in Nevlunghavn, in the second half of the 1600s, worked with piloting and fishing. Gradually there was built the characteristic buildings, sheltered under Havneberget (Harbor mountain) – or Kikkærsberget (Peepers rock), as the locals call it. Here the pilots were sitting, looking for ships that needed piloting.

In 1991 Nevlunghavn was nominated as Vestfold's candidate to The Directorate for Cultural Heritage appointment of the best preserved place in Norway. This put at the same time Nevlunghavn on UNESCO's World Heritage list of places worthy of protection.



Nevlunghavn Bakeri og Konditori lies at the entrance road to Nevlunghavn.



This is the next place we visited, [Helgeroa](#).

It is Saturday and there are lot of people in the harbor area.



A wind band is playing.

Helgeroa harbor is lying sheltered from Skagerrak on the north side of a tongue of boulder stones, [Mølen](#). From Mølen the big ra with the ra road through Vestfold. Due to difficult topography, among other places in [Langangen](#), there was for a long time a crossing from road to sea just here in Helgeroa. From Helgeroa there was then boat connection inwards [Langesundsfjorden](#) and [Frierfjorden](#) or westwards to the towns in [Agder](#).

Before the [Brevik bridge](#) was opened in 1961 the ferry service Langesund - Helgeroa was an important connection for road traffic between [Eastern Norway](#) and [Southern Norway](#).



There was nice weather here.



This stone is standing in Helgeroa. Laurvigen (Larvik) county was established 29. September 1671 when Brunla amt was changed to the county of Laurvigen. The county include the present municipalities Larvik, Sandefjord and Tjøme, in addition to parts of Andebu. In 1821 the county was united with the county of Jarlsberg to Jarlsberg and Larvik amt.



Here we have moved on to [Brevik](#).



At the fish market.



The bridge over Kanalen to Sylterøya. There exist an area with some of Norway's best kept old wooden houses.



A view over the fjord towards Brevik bridge and Stathelle. [Brevik Bridge](#) was opened in 1962, and was a part of E18 until 1996, when the new E18 was put to use and went over the new [Grenland Bridge](#) a bit longer into the fjord



A statue of [Cort Adeler](#), who was a Norwegian-Danish naval officer and landowner. Cort Sivertsen Adeler was born in Brevik 26. December 1622 and died in Copenhagen 15. November 1675. Cort Adeler was originally named Kurt Sørensen.



The fish market in Brevik.



A picture from where we parked the camping car. This is an area called Dalsbukta (Valley Bay) and Hamna (The Harbor).



On our way out of Brevik.

[Brevik](#) became a berth in the 1600s and a market town in 1845.

The town got a railway connection in 1895. The passenger traffic was shut down in 1968. Today there is only freight traffic.

In 1761 the town was ravaged by fire, which put all the houses into ashes. Brevik municipality was merged with [Eidanger](#) and [Porsgrunn](#) in 1964.

Brevik is counted as one of Norway's best conserved «sailing ship towns». The town is located farthest out on the Eidanger peninsula, and was earlier a major harbor for shipment of among other things ice cream (Diplom ice) and lumber.

Today there are about 2000 inhabitants in the town.



Coat of arms of Brevik





Now we have moved over Brevikbrua and down to Stathelle.



In Strandgata in Stathelle.



Here we are looking across the fjord over to Sylterøya in Brevik and Brevik Church.



A lot of small boats in the harbor.

Around the middle of 1600 Stathelle was a little place with a few houses and a pier for a ferry to Brevik at the Kjellestad farm. With the good harbor it was natural that Stathelle developed through the lumber trade with Holland.

Through the whole 1700s two families dominated the financial life; the companies Blehr and Bentzen, which were in lumber trade.

It was thanks to these two timber merchants that Stathelle got the status as a trading town with loading and unloading rights by a royal resolution by 21. February 1774.

WWI was a crossroads for Stathelle. During the war most of the wooden ships disappeared and the traditional trades lost their significance.

With reduced prospect of work in the old trades, Stathelle develop into a sleeping town. The town was merged into [Bamble](#) municipality in 1964.

The new municipality took over the old coat of arms of Stathelle.





Now we have moved on to [Langesund](#). This is Wrightegaarden from the 1700s. It has earlier been a post office. Today the building is a concert scene and a culture house for Langesund. Many great performers, among others Bob Dylan, Elton John, A-ha, BB King, Postgirobygget and Dum Dum Boys have performed at Wrightegaarden.



On our way to the harbor.

Standing on the pier looking outwards the fjord.



A part of the center with the church in the background.

The pedestrian street.



Street musicians.



A lot of people out in the street.

Historically Langesund is a town with long maritime traditions and was early one of Norway's most important shipping towns.

Langesund became a customs post in 1570, and was about 1580 the biggest export port of timber in Norway. From 1602 to about 1635 the Netherlanders operated a salt mill that was built by King Christian 4 on Langøya for cleansing imported salt. At the end of the 1600s there was started a big shipbuilding yard, and when the lumber trade died out shipbuilding and shipping became the biggest businesses in the town.

The town municipality Langesund was established in 1837 after having been a trading town since 1765.

Langesund is the coastal town in Norway with most sunny days during the year, and the town is teeming with street life from May to August.



After having visiting all these places this day, it was time for finding a camping site.

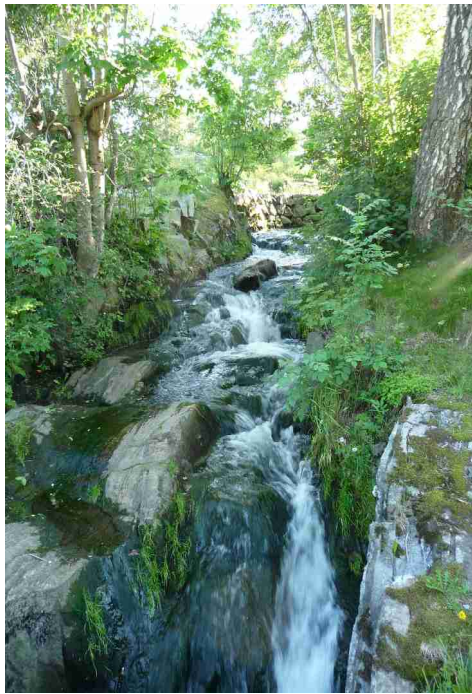


[Rognstranda Camping](#) west of Langesund was a nice place, and when there also was nice weather, all was well.

This landscape with "flauane" is characteristic for the Grenland area. It is a result of at least 250 million years of erosion.

The slopes of naked rock at Rognstranda started their lives as volcanic rock and sediments 1500 million years ago.

1100 million years ago the rock was 30 kilometer inside a range of mountains. Then the rocks were transformed to gneiss of various kinds. Thereafter the mountain range was corroded away and 500 million years ago the gneiss had reached the surface as we can see it today.



A brook running through the area.



A barbecue area.



The site is lying sheltered inmost in Rognsfjorden under this mountain.



A lot of seagulls.



Nice bare rock-faces.



The next day we are pushing on to Kragerø.



Coat of arms

[Kragerø](#) is spoken of by Edvard Munch as the “The pearl of the coastal towns”.

Kragerø grew up on timber export as a trade town under Skien, but got market town rights in 1666. The town was in the sail ships era one of Norway’s biggest shipping towns. The oldest settlements was on both sides of Bysundet (the towns strait) between the mainland and an island, which is now called just Øya (the island), but earlier it must have been called Kragerø and has given its name to the town. This name is most likely a Danish spelling for Kråkerøy, after the bird crow.



The first we notice is this building where it is written Kragerø Jernbanestasjon (railway station) on one side. [Kragerøbanen](#) is an abandoned section of the railway line between [Neslandsvatn station](#) on [Sørlandsbanen](#) and Kragerø.

The railway was opened to Kragerø the 2. December 1927. For a while Kragerø was the end station on Sørlandsbanen. When Sørlandsbanen in the 1930s was extended towards Kristiansand, the importance of Kragerøbanen was reduced. The line was shut down for passenger traffic 31. December 1988. Later there has gone some trains with timber. In 1989 the line was shut down by a parliamentary resolution. The rails between Sannidal station and Kragerø station is removed and replaced with a new highway. Kragerø station has today the function as tourist information and bus intersection.



Looking towards Kragerø church, which earlier was called Christ church. This is Blindtarmen (appendix). A small inlet in Kragerø. On one side there are some restaurants.



The ferry is coming and leaving while we are standing there.



The three ferry boats «M/F Kragerø», «B/F Jesper» and «B/F Naus» is providing for car, goods and passenger traffic between the biggest islands.



We think that there are not many pharmacies in Norway that are located in premises like this.



Nor are there many alcohol monopoly shops in Norway that are located in premises like this.



Just behind the tourist office lies this little square.





The square in Kragerø.



The new Kragerø Sparebank (savings bank) to the left.



Old Kragerø Sparebank is much nicer?



In this house the artist [Theodor Kittelsen](#) was born 27. April 1857. He lived his first years here.



We had a cup of coffee just in front of Theodor Kittelsen's house.



A street picture from Kragerø.



Before we leave Kragerø, we take a picture of this statue in a roundabout. A sail ship on the top.