

ROGALAND 23. JULY – 4. AUGUST 2014

On this trip we used our motor-home. The plan was to visit [Countryfestivalen](#) in [Seljord](#) and have a sightseeing trip on [Karmøy](#) prior to visiting my family in [Sandnes](#).



On the road to Seljord, we stopped at [Heddal stave church](#). Links: [1](#) [2](#) [3](#) [4](#)

One of the entrance gates.



Bell tower.



Seen from another angle.



Olea Crogen, born at Heddal rectory in 1801. One of the first collectors of folk songs and ballads. At the meeting with a folk song performer.



On the left, a monument, and right nameplates of Anne Holt and [O.H. Holta](#), who were important people in the community. O.H. Holta was timber trader and an industry entrepreneur.



When we got to the festival area and had checked in, we were shown to the place, which we had been allocated. We had expected that we would get a place where we could get out during the day to look around the area, but it was not possible. The camping area was densely packed, and where we were located, it was not possible to get out. We were shut in on all sides with wagons and tents with half a meter clearance. We did not like this, so we aborted the stay and went on.



At first we had dinner at [Sjøormen Kro](#), and then we went on to this camping site.

The camping site is called [Seljord Camping](#). It is situated right beside Seljordsvatnet.



Here is a bathing area with a diving pier.



It is idyllic down by the lake.



Here is the lake monster.



The reseption.



It is in time immemorial seen unexplained things in the lake. There have been several expeditions to find out what this is, but no one has found any evidence. The phenomenon has been called the lake monster, [Seljordsormen](#), and has recently been called Selma. It was written about for the first time in 1750. It has since 1989 been depicted on Seljord municipal coat of arms.



Danger sign.



View across the lake.



A boathouse in an inlet.



There are even built a lookout tower, so that those interested can get up there to see if they see any signs of the monster.



More views across the lake.



Here we are on our way back after being out on the tower. The road winds like a serpent or the lake monster.



Nice flowers, which is called [yellow toadflax](#).



The next day, the 24th of July, we drive on to Ulefos to see the Telemark Canal. Here MS Victoria inside one of the locks to run up toward Dalen.



Here the ship is almost up.



Telemark Canal - one of the world's most beautiful canals

The Telemark Canal was carved into the rock for well over 100 years ago.

When the canal was completed in 1892, it was in Europe called an "eighth wonder" and it connects the coast of Telemark with the hinterland through 8 locks at a distance of 105 km from Skien to Dalen.

The Telemark canal consists of two races; Skien – Dalen and Skien – Notodden. The waterway is today possible to experience both by ferry, charter, yachting, canoeing and kayaking. In addition, one can experience a lot along the canal either by own car, bike or on foot.



Below the lock.



MS Victoria in the lock.



Up.



Here it is out of the lock and on its way over to the next lock.



Poetry and flowers in the house at the locks.



The lock cafe.

There are three ferry boats on the canal:

[M/S Victoria](#) goes between Skien and Dalen.

It was built in 1882

[M/S Henrik Ibsen](#) goes between Skien and Dalen.

It was built in 1907

[M/S Telemarken](#) goes between Akkerhaugen and Lunde.

It was built in 1951

Two other boats are for charter contracts:

[M/S Erik](#)

It is a tug which was built in 1901

[M/S Skarsfos](#)

This was built in 1908

Link til [Kanalbåtene](#)



We are still in Ulefoss, and after a while M/S Telemarken arrives.



Here it is in the lock.

The water is let in.



The water spray goes far into the lock.

Here is one of the two who works with the locks.



We drove just a little bit along the Telemark Canal, from Ulefoss via Vrangfoss, Lunde and Kjeldal to Hogga. We did not take the detour to Eidsfoss lock, because it was so narrow and bad road on that stretch.



Here is the other guy.



Here we are driving on from Ulefoss to Vrangfoss.



Aleisure boat in Vrangfoss locks.



The canal further beyond the upper lock.



Here is another leisure boat.



Nice house at the locks.
This is where the lock master lives.



View down the locks.



The canal below the locks.



This is the forge. The forge in Vrangfoss was set up after the canal was built. It is built of material remaining after the construction period. Vrangfoss-smithy is the best equipped and most used smithy. Most of what was originally forged in the channel are maintained and repaired with forged parts. This applies, for example, railings, calipers and wear parts in the lock gates. In this way, the uniqueness of the channel is kept alive.



Some of the lock chambers seen from the side.



The flight of locks seen from below. There are 5 lock chambers here.



Eidselva runs next to the canal. There is a dam here and a power plant.



View down the canal beyond the bottom lock.



The stone ferry. Construction of the canal and damming of the river was creating new shorelines. The new river banks were prone to landslides because of boat waves and currents in the water. Therefore, parts of the shores were stone set. The channel people worked for decades with this after the canal was finished. Stone ferries were used in this work. There were 3 pieces of them.



Imaginative flowers stand in Lunde.



Here we are arriving in Lunde.



By Lunde lock is a cafe.



Here is put up a poem by [Alf Prøysen](#).



Flowers.



More flowers.



The lock keeper.



Chess on the ground.



Boats waiting to go through the lock.



Kjeldal lock.



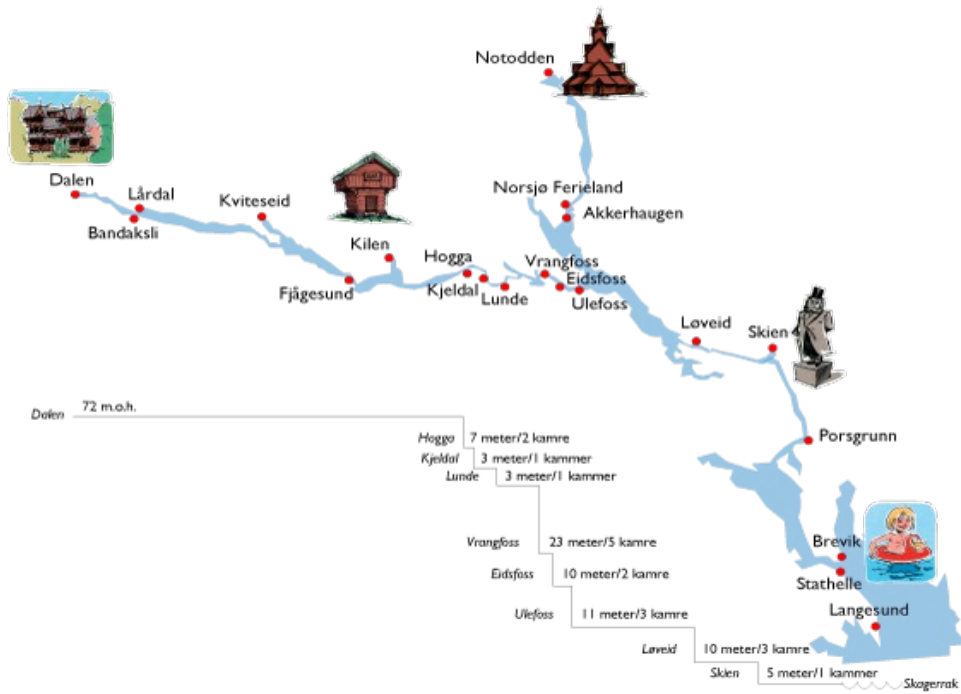
The canal below the lock in Kjeldal.



This is the last lock this day, Hogga sluse. Here we also saw the third of the boats that sail on the Telemark Canal, M / S Henrik Ibsen.



M/S Henrik Ibsen is ready to go down the lock.



Finally a map of the whole canal system.



The canal below the locks of Hogga.

After we had looked at the locks, we drove through Drangedal to Evje, where we stayed at [Odden Camping](#).



On Friday, July the 25th we drove on to Vølstadskogen camping where we stayed. The next day, the 26th, we took a trip to Stavanger to see how it was at [Gladmatfestivalen](#).

There we met Eldor Fjermestad and Øystein, my brother.



Some of the people visiting the festival site.

Later on we had komle for dinner.

Gladmat has since its start in 1998 established itself as Scandinavia's leading food festival. Gladmat is an important ambassador for food culture and enjoyment all year through and aims to be Norway's most important meeting place for chefs, food producers, foodies and the media.

The festival is situated in the heart of Stavanger in the last week of July where about 100 large and small exhibitors offer a taste of both new products and traditional food. During the four days the festival lasts, about 250 000 visitors taste their way around the festival grounds. Competitions, shows and other entertainment make sure that the days are filled to the brim with fun and inspiration.



From the harbor.



In the afternoon we were visited by Stian, my son, at the camping site.