



Skandinavien 2021

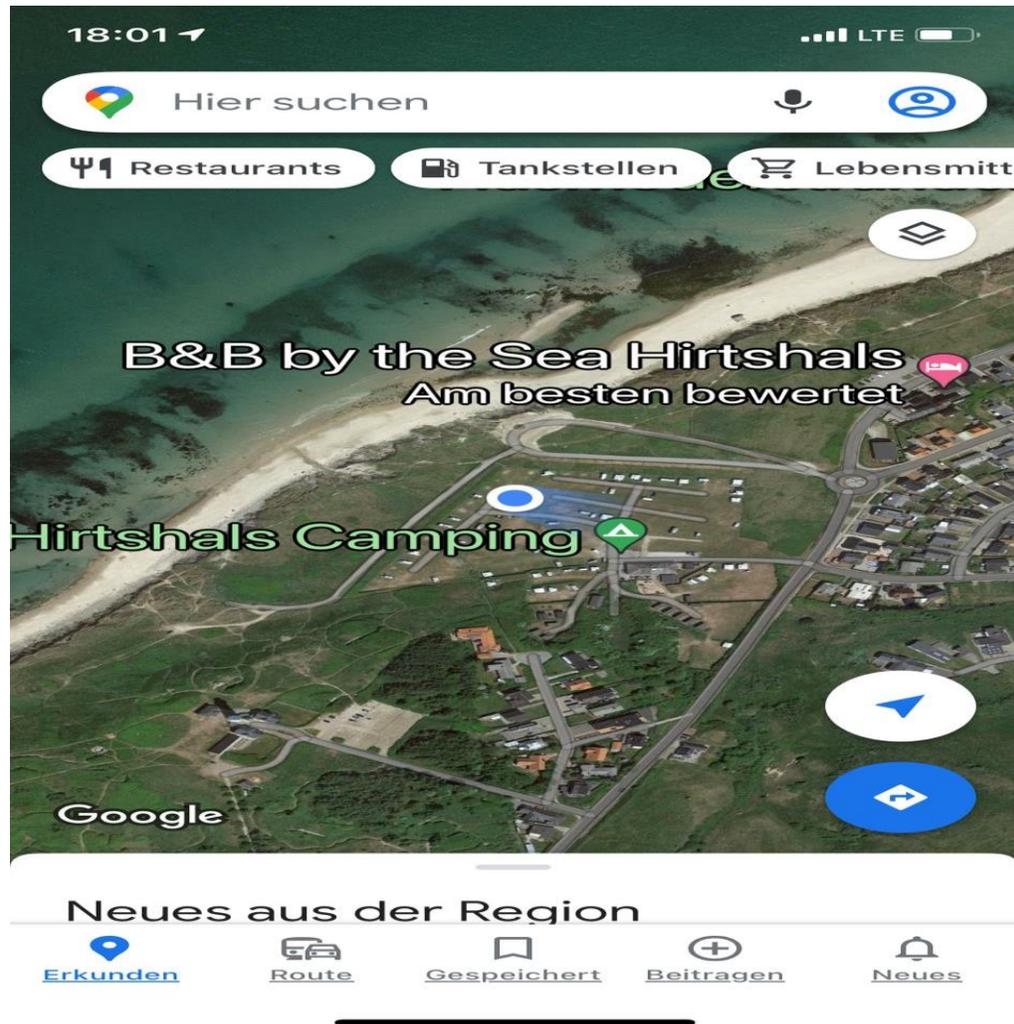
Norwegen



1. Zwischenstation nach 769 km :Lüneburger Heide (bei Soltau)



Zwischenstation in Rinköbing – auf dem Weg nach Hirtshals, meinem Fährhafen nach Kristiansand (Norge)







ROUTE

Ideallinie durch Dänemark:
von Rønde über Esbjerg
und Klitmøller nach Skagen

LÄNGE

491 Kilometer

NETTO-FAHR-DAUER

9,5 Stunden

IDEAL FÜR

Freunde der steifen Brise

NICHT VERPASSEN

Haie tätscheln, Rochen
kraulen – das Jyllandsakva-
riet im dänischen Thyborøn
ist ein Fischstreichel-Zoo,
dessen Besuch nicht nur
kleine Fisch-Verliebte be-
rührt, jyllandsakvariet.dk





Strandcamping in Rinköbing

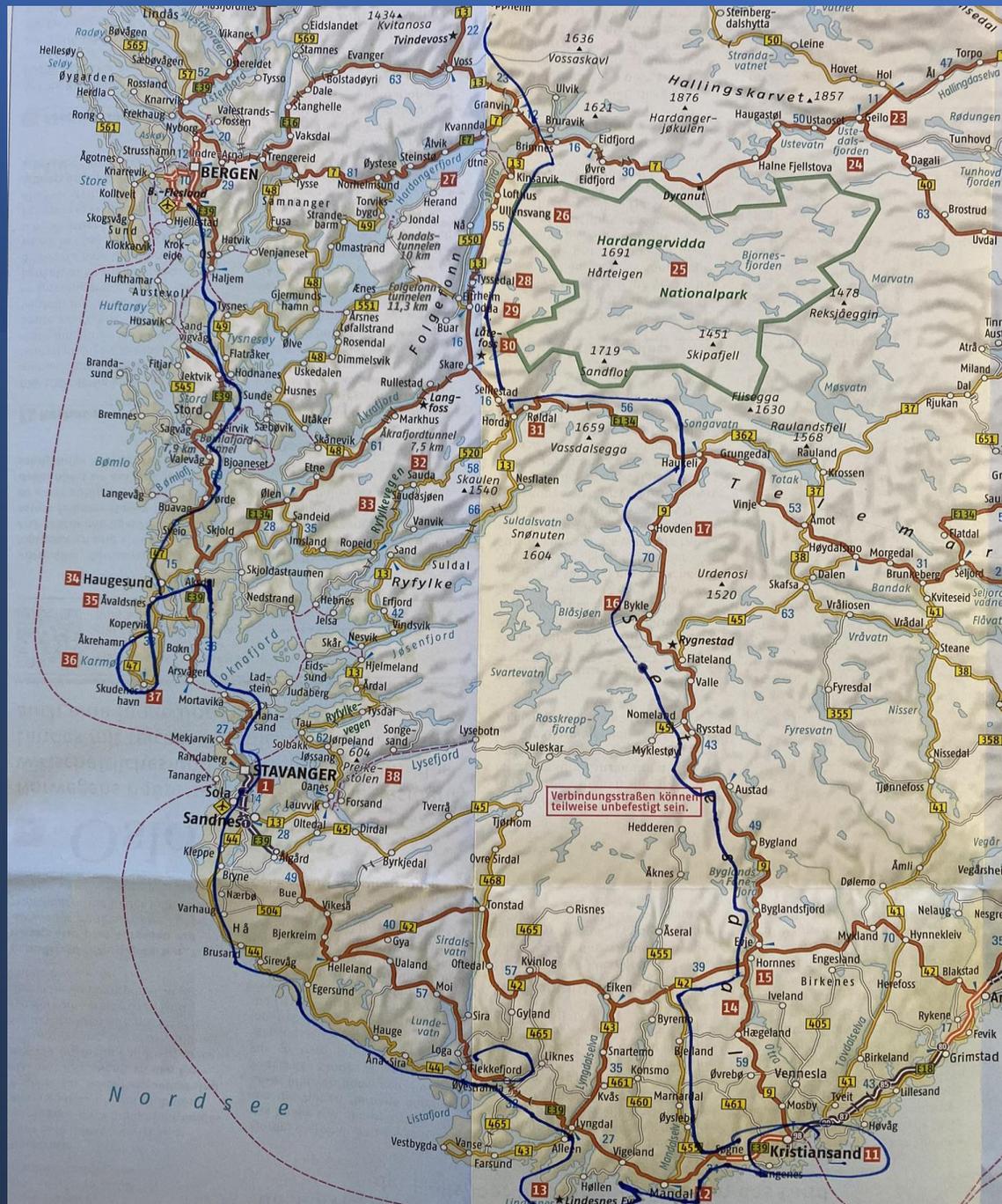


Die Seespeed 1 verlässt den Hafen von Hirtshals – Zeit für einen Rundgang durch den Duty free-shop...





... draußen ist es doch interessanter!



In KRISTIANSAND gilt es, sich gleich einen Überblick zu verschaffen...

- Der WK II ist in den allermeisten Küstenstädten Norges allgegenwärtig.
- Flak-Stellungen und Bunker
- Schautafeln









Kristiansand

26°

gefühl 26°

90-Min.-Wetter
sonnig 

heute

18:00	19:00	20:00	21:00	22:00
25°	22°	19°	16°	14°
 ▲	 ▲	 ▲	 ▲	 ▲
🌧 10%	🌧 10%	🌧 10%	🌧 10%	🌧 10%

 WetterRadar 

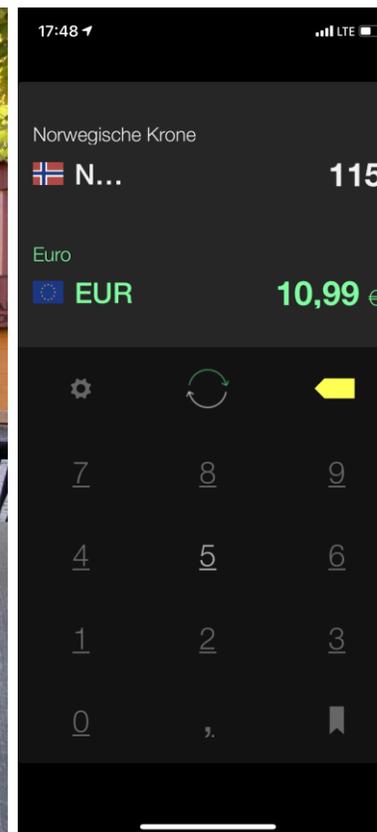


er

Tonstad 21°

Kristiansand 25°

Mein 1. Bier in NORGE –
das musste sein... und
der Preis war mir
diesmal egal... PS:
geschmeckt hat es;
Norge ist von vielen
Kleinbrauereien geprägt.





Dom und Rathaus(Platz)

Typisch: Holzhäuser in weiß





Lindesnes Fyr



Buchten um Lindesnes

































Skudesnes – historische Holzhäuser









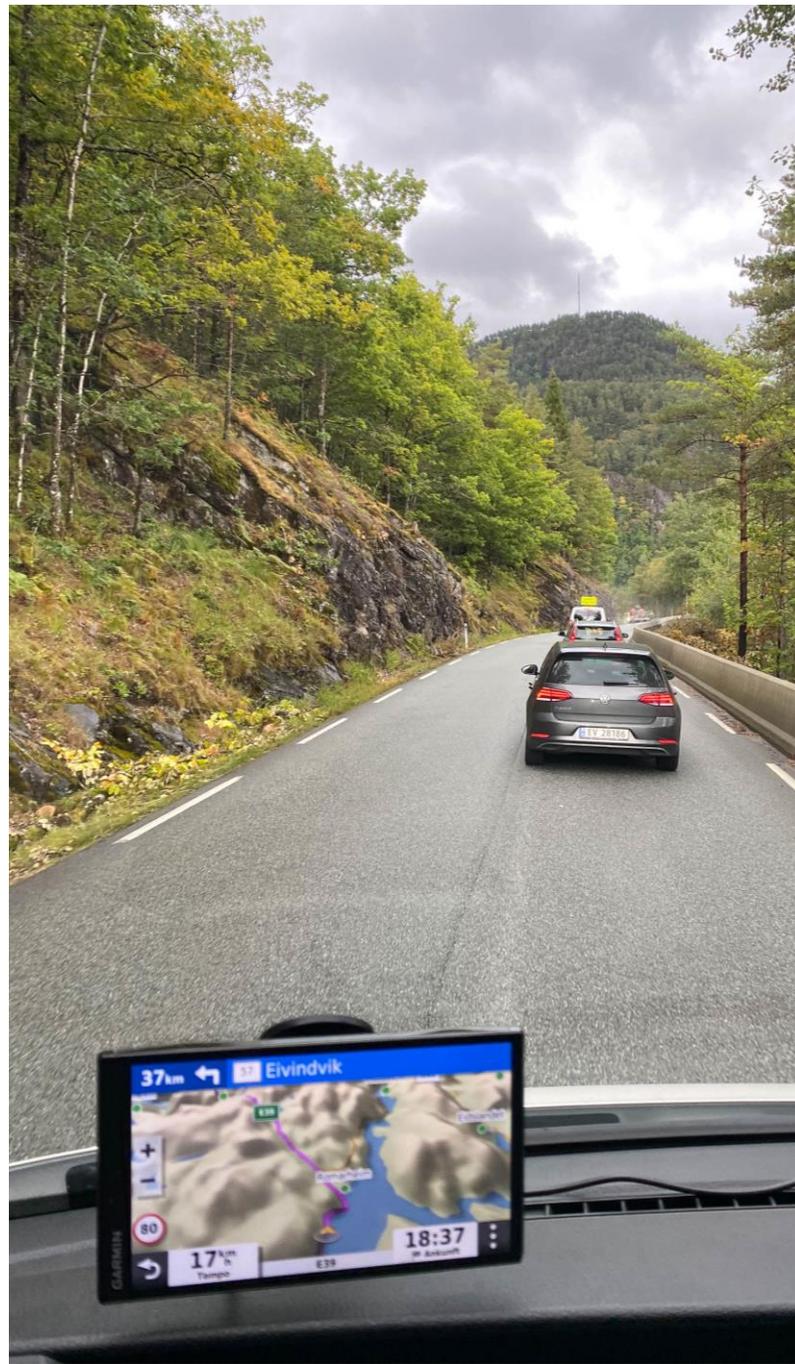


Bergen hat so seine Tücken: 1. wo parke ich und wie zahle ich? 2. Wie finde ich die öffentliche Toilette? Man muss weibliche und männliche Trolle unterscheiden können













Molde

Ålesund

Geiranger

Nordøyane

Hareidlandet

1999
Pyttega

Tverrfjelle

Otrøy

Vartdalsfj.

Sunnylvsfjord

Trollstigen

Langfjord

Romsdalfjord

Geirangerfj.

Volda-fjord

Eikesdalsvatnet

Harøyfjord

Hjørundfjord

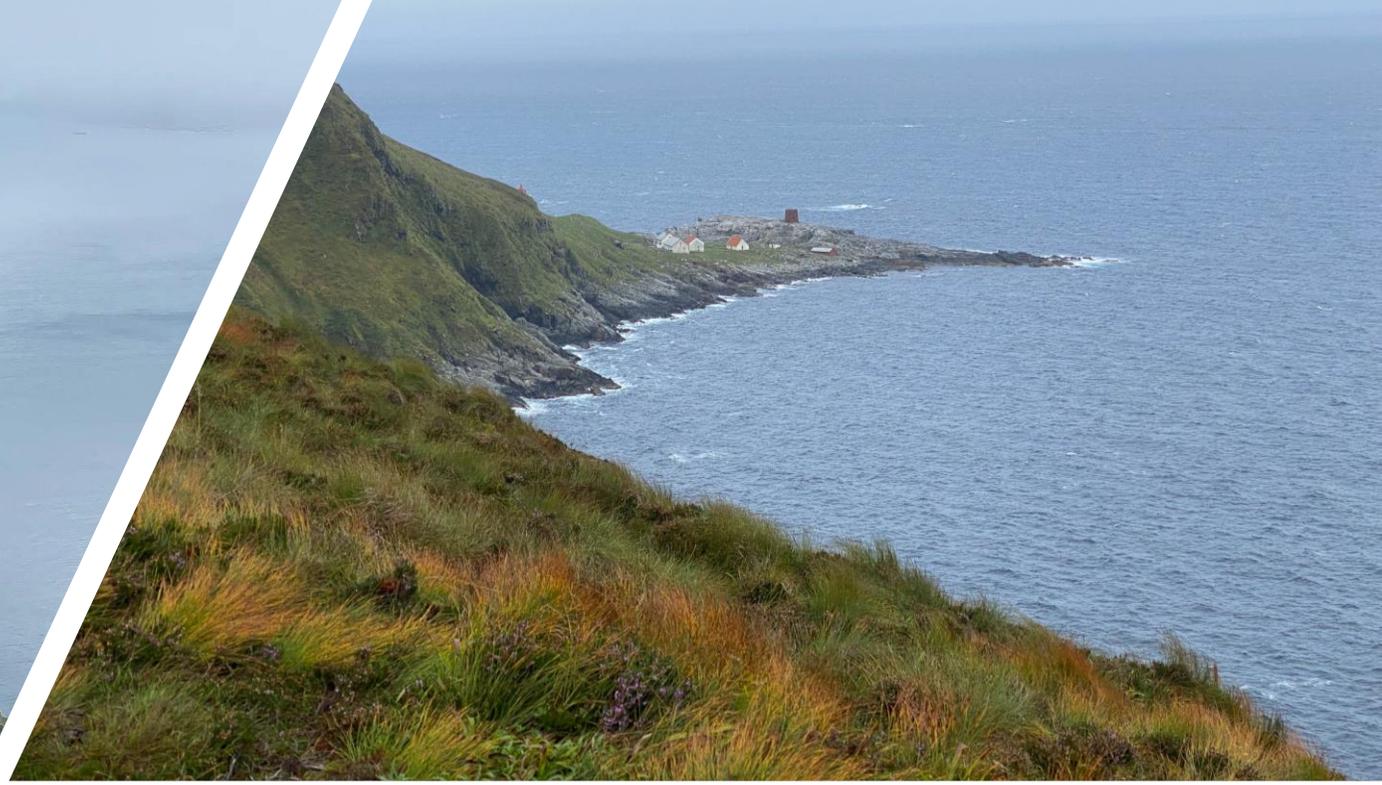
1476

1999

Tverrfjelle













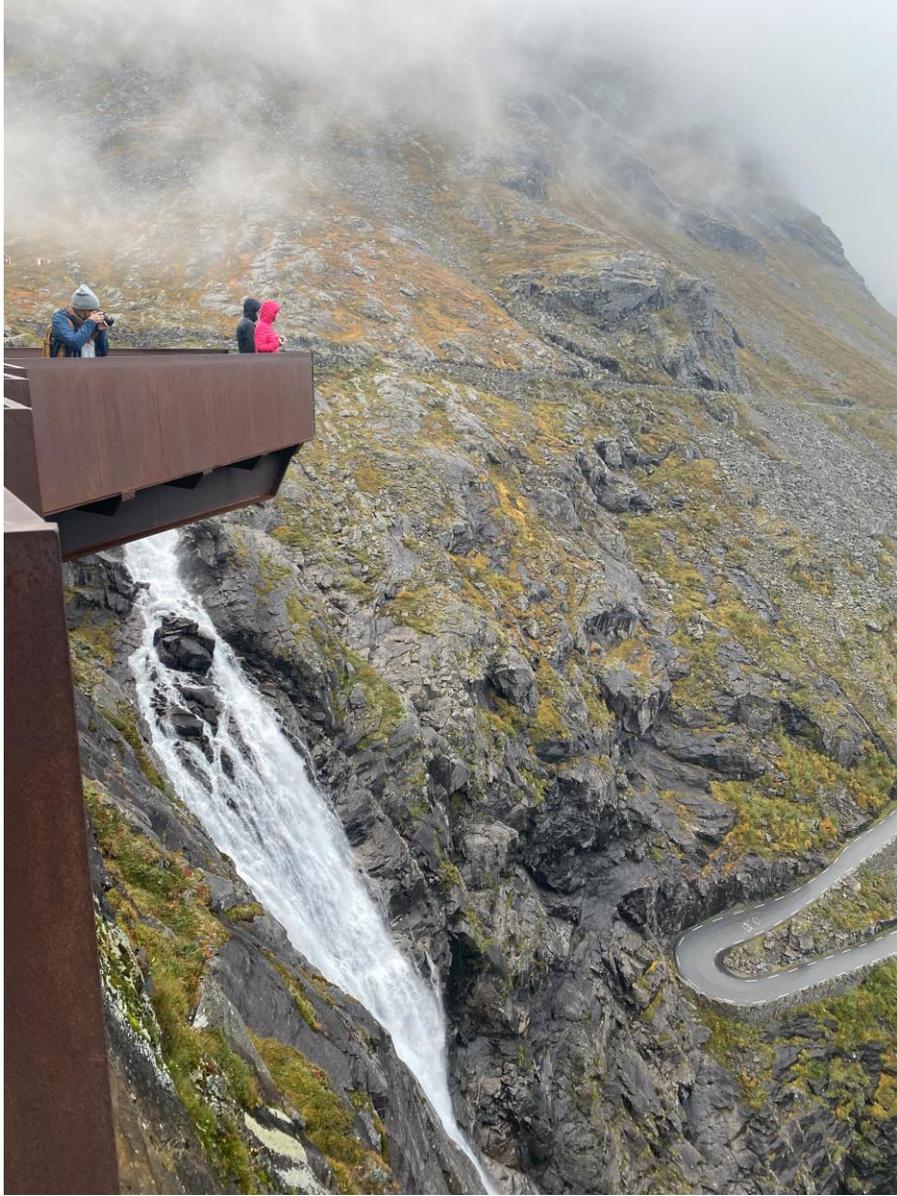




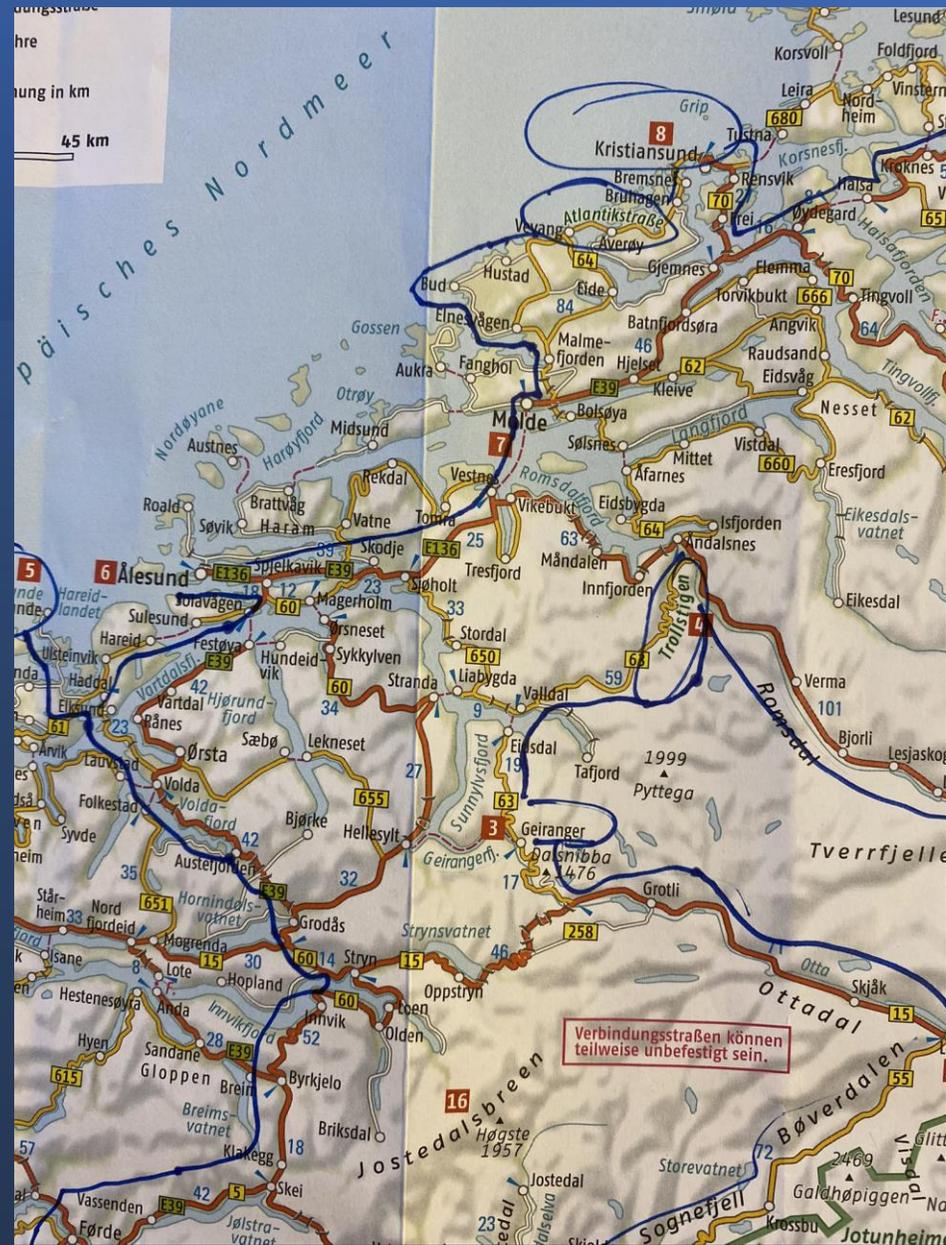














ATLANTERHAVSVEGEN

Vegen i havet

Ingen ting er så enkelt som havet. Vår viktigste transportåre i hundrevis av århundre ble enkle å se, men vanskelig å realisere. På steder på landfoda er ingen dog så nærme opplevelsen av havet som Atlanterhavsvegen. Her merkes videstrekningen, her nytes solskinn og sjøen.

Selve vegen er en visuell nyhet, der den svungen seg elegant fra holme til holme over de tykke brunne. Naturen og moderne ingeniørkunst møtes og skaper den helt spesielle opplevelsen. Turen for deg fra hellige kulturlandskap og lynghe til nakne klipper langs den gamle Hvalbakkvegen. Her du dykkerturkuller, og der du står i den friske luften. I den vakkerte og åpne Hvalbakk kan du rulle det mest moderne. Så deg for å se som svarer ned horisonten akkurat her. Atlanterhavsvegen har blitt omgitt som verdens vakreste strek. Det er en intens opplevelse som gir deg innblikk i en vakkert verden der du må like et vindkast.

Historien om vegen

Istidens slutt Atlanterhavsvegen, ble den fiske og fiskerimann. Spesielt krevende ble det var viktig og utfordrende for fiskerimannen hadde behov for bedre kommunikasjon. For å styrke handel og eksport ble det i 1900 innført skatter for en grunne. Men prosjektet ble aldri påbegynt, og etter hvert som tiden ble mer og mer aktuell som jernbanen i Hvalbakk. I 1925 vedtok Stortinget at det skulle bygges seg jernbane, men også disse planene ble lagget i en skuff. I 1960 i mellomtiden var det rullebaner som brukte kommunika-sjonen langs kysten. Østlandet på Aresøy jernbane ble for å bli en

veg- og trafikkvei, men arbeidet med finansieringen av vegprosjektet ble for. Først i 1963 ble arbeidet igangsatt i regi av kommunene Eide og Averøy. Det var første arbeidsforbud og anleggsholderne opp levde for å bli i orden i løpet av den seks år lange byggetiden. Vegen ble åpnet den 7. juli 1965.

Eidhusøy

For Eidhusøy er et, offentlig friluftsparede og helseapparatet på Atlanterhavsvegen. Navnet Eidhusøy stammer fra det gamle eidhuset som ble bygget for å se på det lille øylandet. Eidhuset var gamle gårdens en arbeidsstasjon og var et av de viktigste husene på øya. Et Eidhuset er et eller flere huseier til bruk for baling eller senking og var som regel utstyrt med et storgjule, bakkemølle, brødn og pene.

På Eidhusøy bodde en typisk fiskerbønderfamilie som brukte seg på fiske og gårdbruk. En fisker i baka og en bonde i stakk. Skal er det og fiske var baka arbeid og mannen hadde ansvar for fiske. Fiskebønderne husuider stå for både høsting, foredling, forbruk og eksport av fiskevarer og begge innvald var like viktig for et husholdet skulle fungere. Eidhusøy var bebodd frem til 1963.

The road in the ocean

Nothing is as powerful as the ocean. Our main transport artery for centuries, our livelihood and an unending source of opportunities for recreation. The ocean can bring you as close to the experience of the ocean as the Atlantic Road. Here you can feel the water, the sun, the wind and the sea.

The road is a visual delight in itself, as it curves elegantly from one islet to another, across seven bridges. Nature interacts with modern engineering to create a unique driving experience. The trip takes you through lush coastal landscapes and heathery moorland to the rugged rocky outcrops along Hvalbakk. If you have a driver's certificate we recommend a drive into the dense kelp forest, in the open and quiet Hvalbakk you can admire the might of the ocean. Take the time to watch the sea set over the ocean at exactly this spot. The Atlantic Road has been described as the world's most beautiful driving journey. It is an intense experience that will let you glimpse a weather-beaten world, if you are prepared to withstand a gust of wind.

The history of the road

In the darkness of the ocean beyond the Atlantic coast there were fish and wealth to be found. God and harvest, in particular, were valuable commodities, and the fishing industry needed better transport arteries. To support trade and export, plans for a railway were launched in 1900. The project never got underway, however, and as cars gradually came into wider use, the railway project was shelved. In 1925, the Storting decided that a road should be built instead of the railway, but even these

plans were left in a drawer until 1960. In the meantime, coastal steamers remained the chief means of transport along the coast. The islanders of Averøy worked hard to build a bridge and a road connection, but the financing of the road project was long in coming. It was not until 1963 that construction could start, under the auspices of Eide and Averøy municipalities. Working conditions were harsh, and during the six-year construction period the workers endured a total of twelve hurricanes. The road was opened on 7 July 1965.

Eidhusøy Island

The southern part of Eidhusøy island is a recreation area and the main place to make a stop along the Atlantic Road. The name is derived from an old building belonging to the little farmstead that previously stood on the island. The "fisher" referred to the workshop of the farmer's wife, and was one of the most important buildings on the farm. An "eidhus" contained one or more fireplaces for baking or heating, and would as a rule be equipped with a large cauldron, a griddle, a bread oven and an open hearth.

Eidhusøy island was home to a typical family of fisherman-farmers who made a livelihood out of combining fishing with farming. A fisherman in his brooders and a farmer in her field. Tending to the animals was the wife's work, while her husband was out fishing. The household depended on her washing, processing, consumption and export of fish, and the work of both spouses was needed to make the household function. Eidhusøy island was inhabited until 1963.

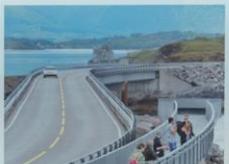


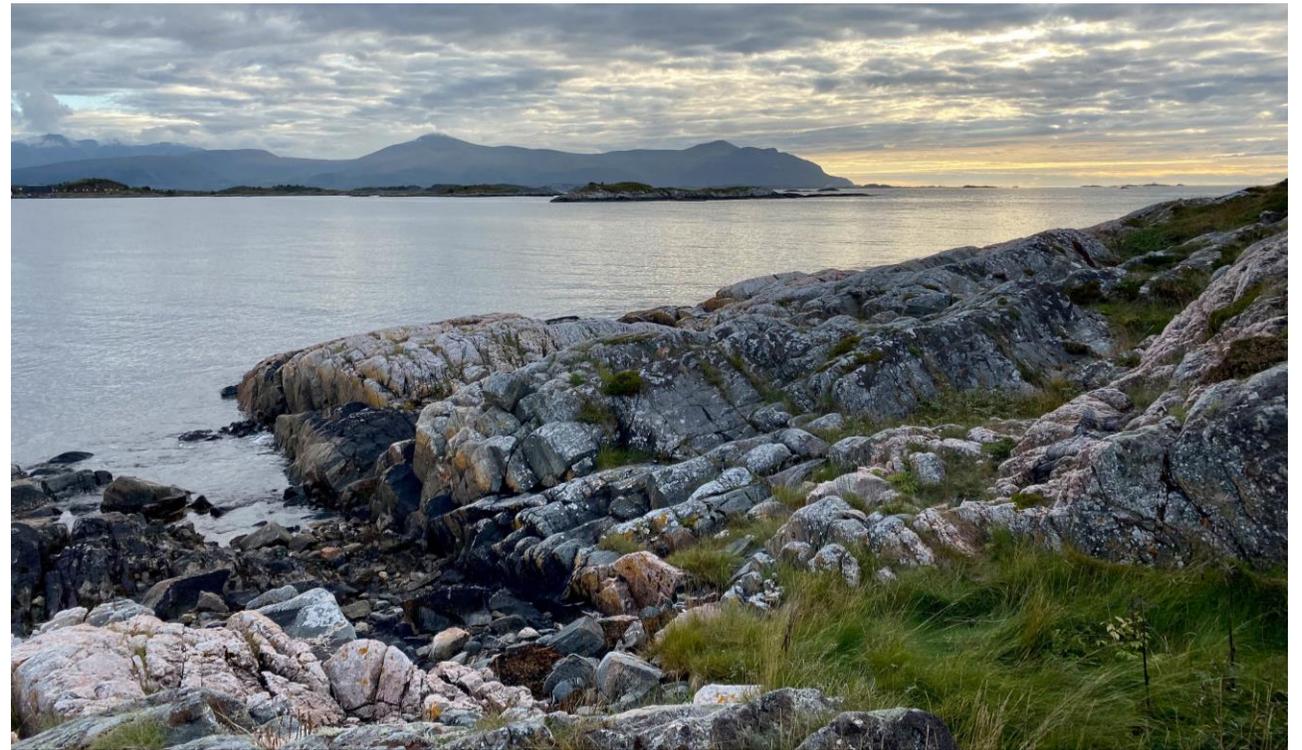
Foto: Harald Mowbray

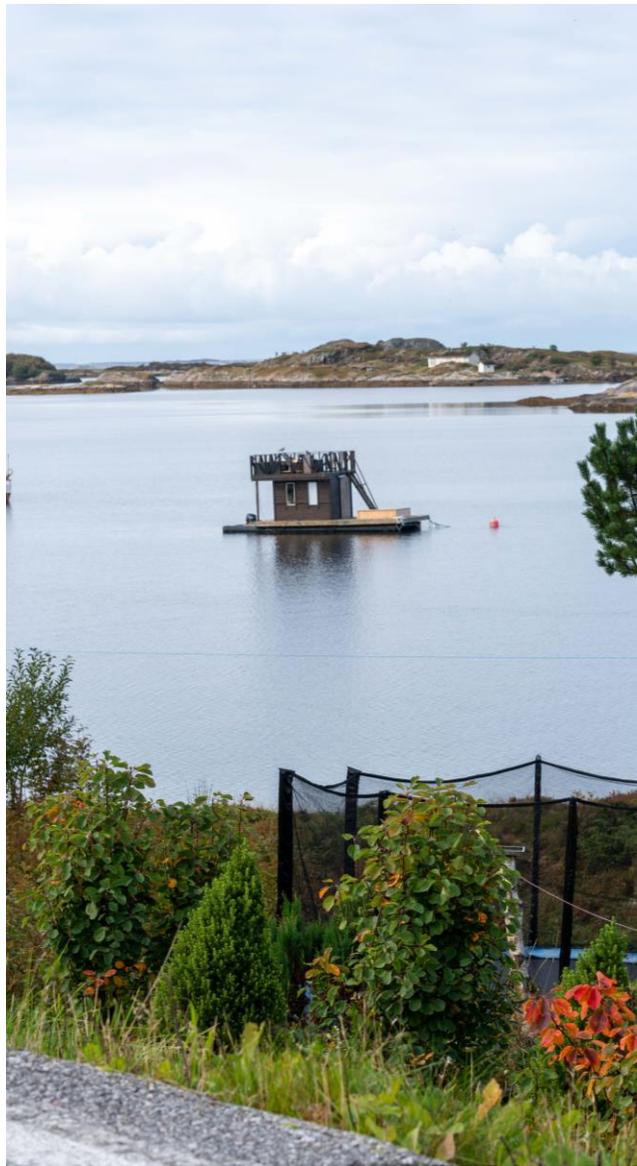






















-  66 Autobahn
-  4 Autobahnähnliche Schnellstraße
-  5 639 Durchgangsstraße
-  Hauptverbindungsstraße
-  Verbindungsstraße
-  F. Kfz-Fähre



Europäisches Nordmeer





















MESTER TAK
BYGGHVERV AS

BAKLANDET SKYDSSTATION

51



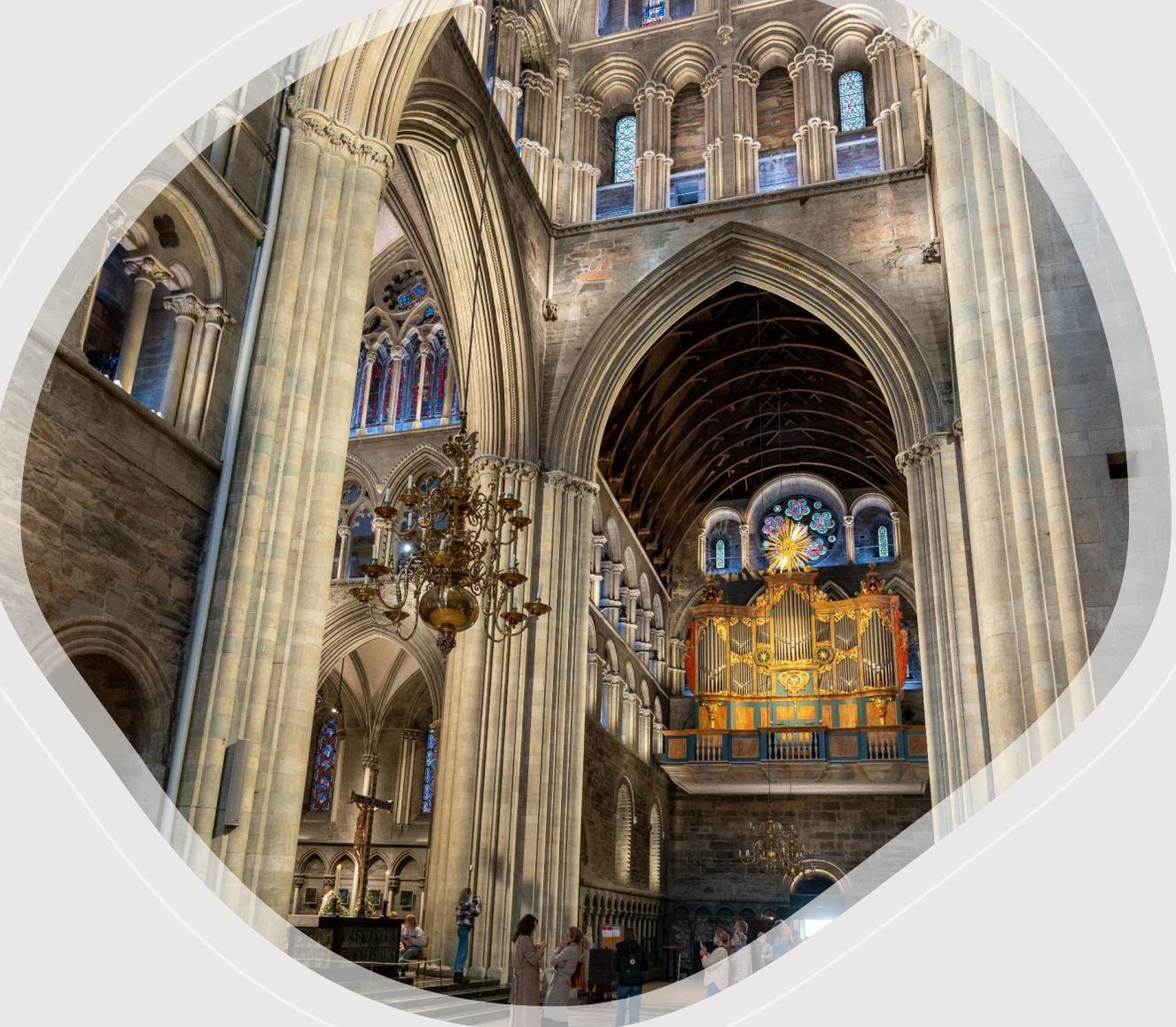










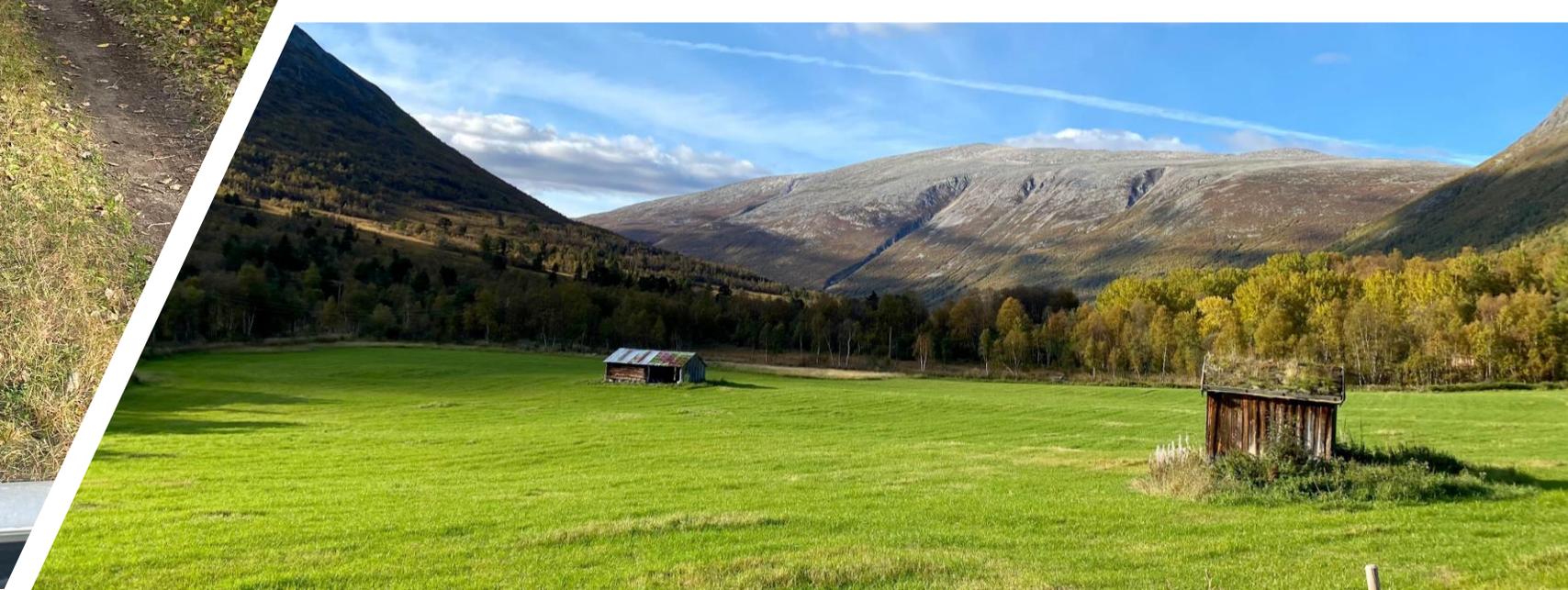






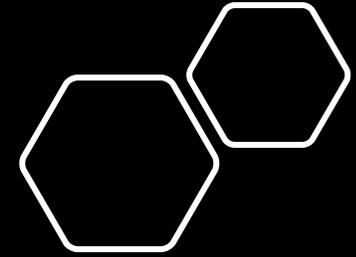






Storlidalsvegen voraus





Europäisches Nordmeer

45 km



Verbindungsstraßen können teilweise unbefestigt sein.



church is decorated with acanthus baroque wood carvings, and has a large collection of paintings from the first half of the 18th century. During the excavations in 1973 a lot of interesting things were found: the largest collection of old coins ever found in Norway, parts of the manuscript of the hymn written for the funeral of archbishop Thomas Beckett and a love letter written in runic characters.

*

Lom Stabkirche wurde um 1160 errichtet und im 17. Jh. zu einer Kreuzkirche umgebaut. Im Mittelalter war die Lomskirche die wichtigste Kirche zwischen Nidaros (Trondheim) und Hamar. Damals, wie heute, war Lom ein wichtiger Knotenpunkt zwischen ost und west. Die Kirche ist reich geschmückt mit Akanthus-Holzschnitzereien, vielen Votiv-Gaben und einer grossen Gemälde-Sammlung aus der ersten Hälfte des 18. Jhs. Bei den archäologischen Ausgrabungen 1973 wurden viele interessante Funde gemacht, u.a. ein Ruhnenstab mit einem Liebesbrief, sowie Fragmente eines Manuscriptes einer Huldigungsmesse, geschrieben zur Beerdigung von Erzbischof Thomas Beckett. Und nicht zuletzt: Norwegens grösste Sammlung alter Münzen aus ganz Europa wurde in der Stabkirche von Lom gefunden.

Bruk av levande ljøs på



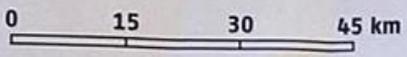




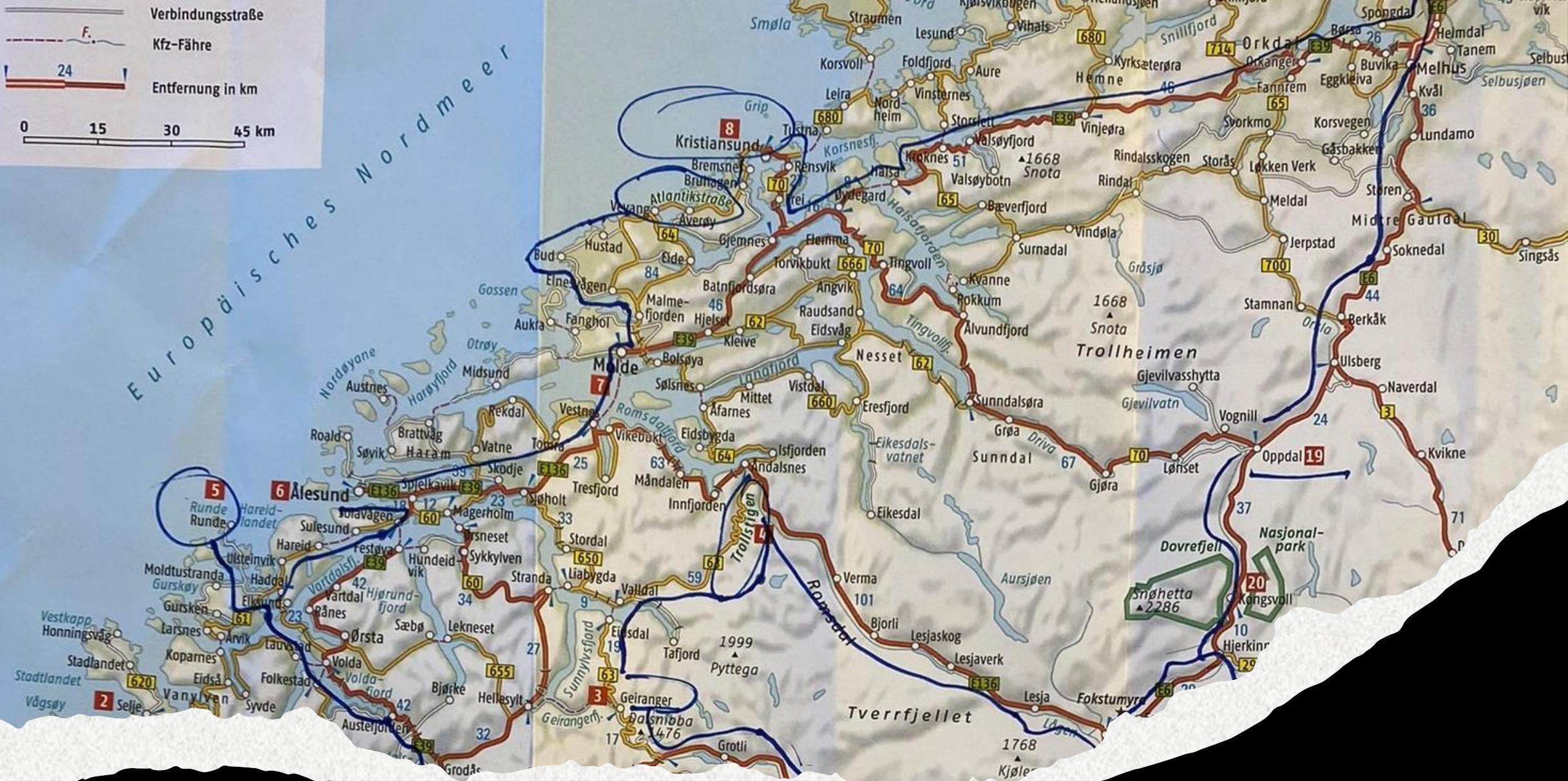




Verbindungsstraße
F. Kfz-Fähre
24 Entfernung in km



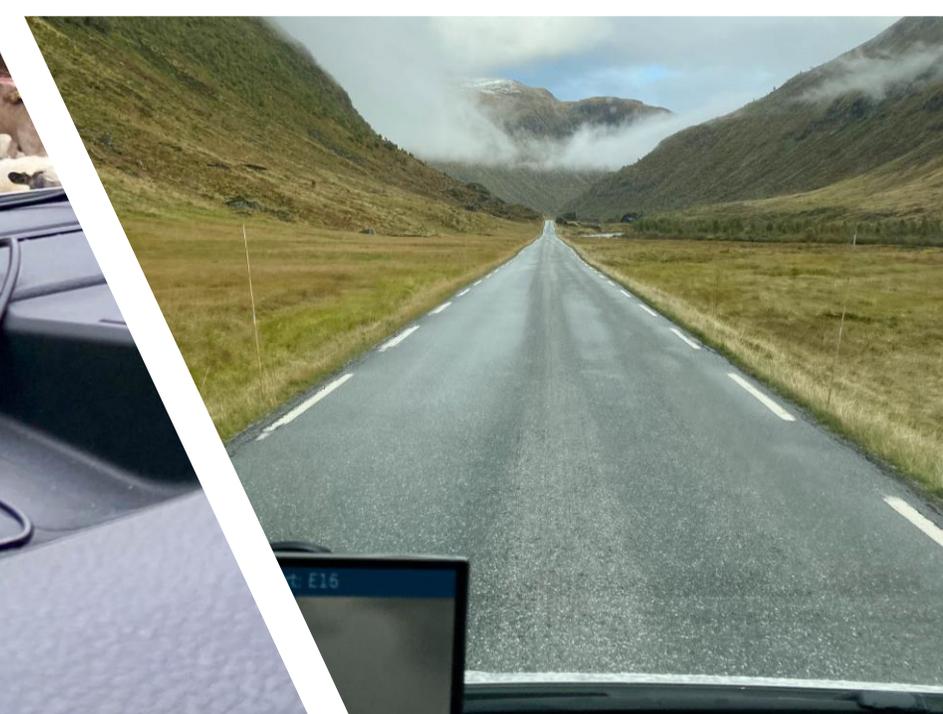
Europäisches Nordmeer







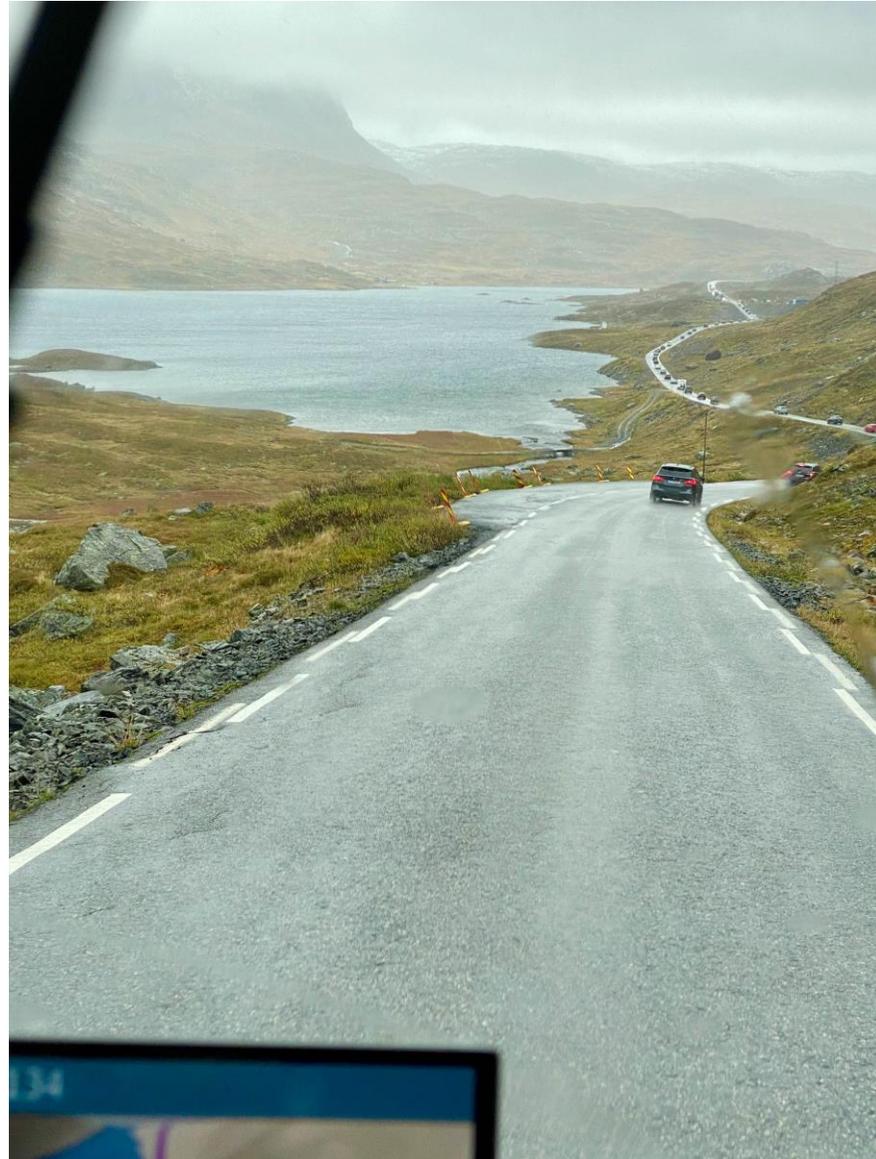






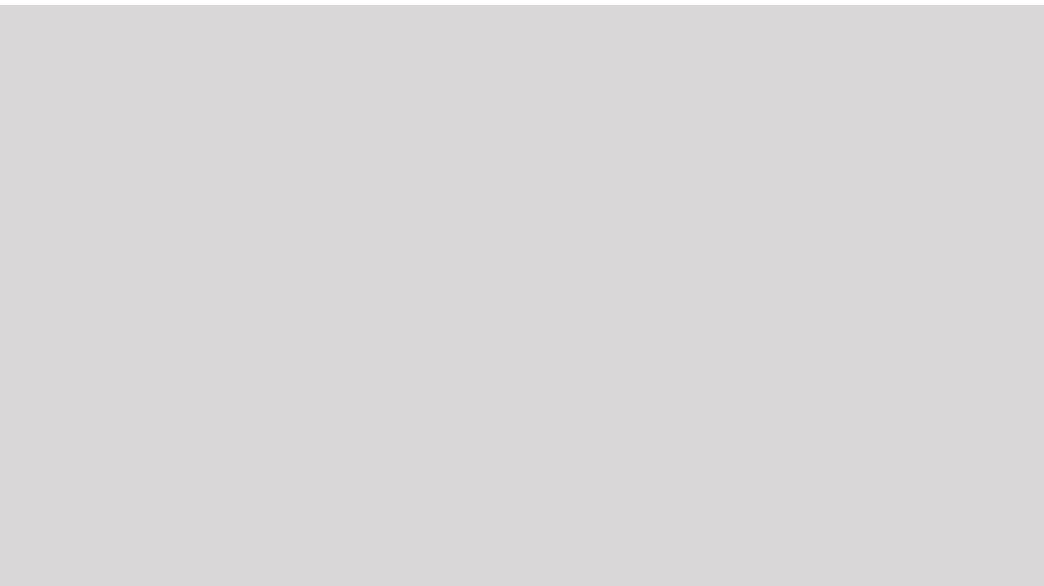
↑ 13 Odde
7 Oslo →







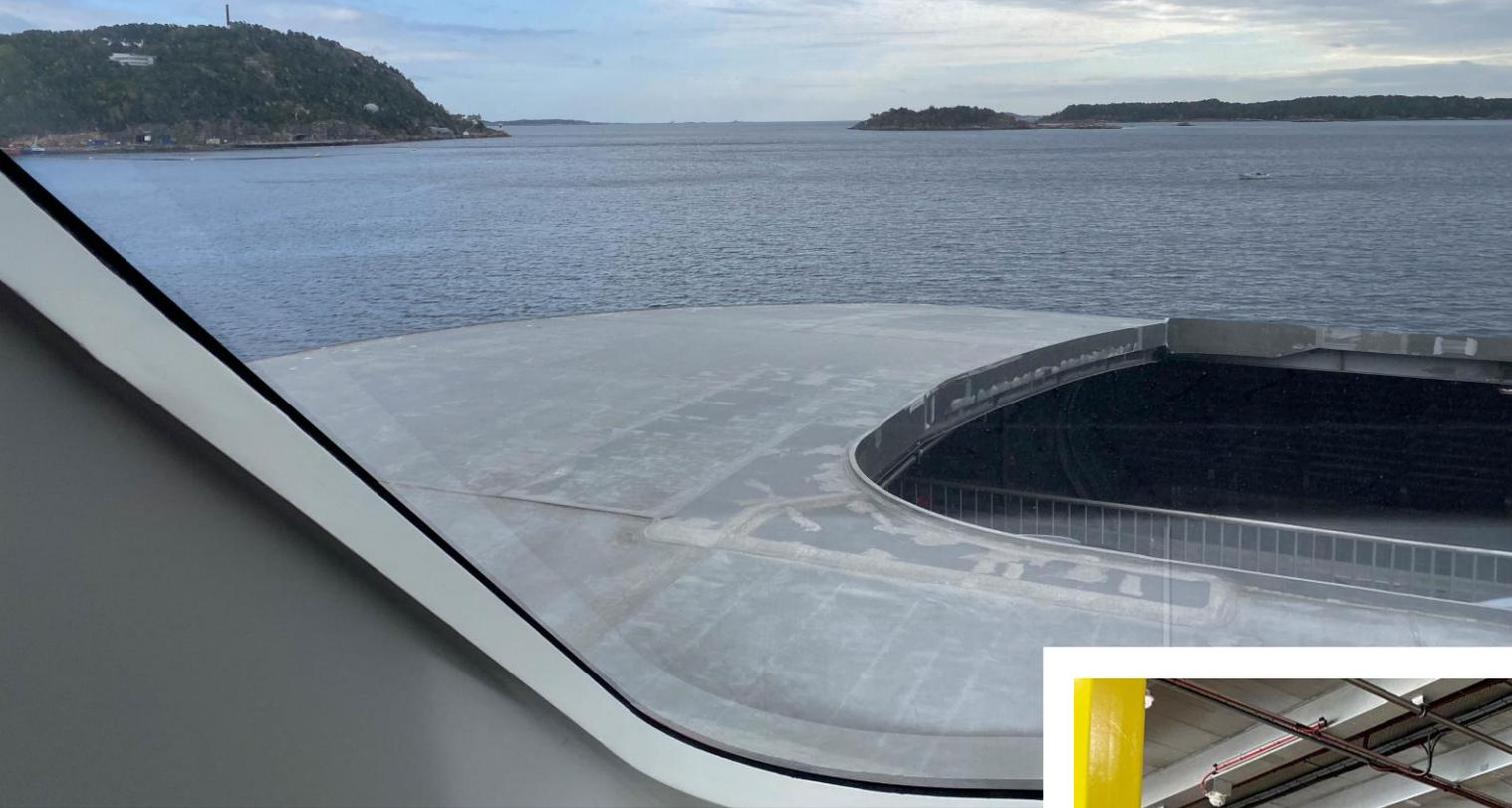
















So geht schnell.....
.... Mit einem
Katamaran









Und Tschüsss.....



Was
danach
kam, ist
eine eigene
spannende
Geschichte
.....

