



Cruising Club of America  
&  
North American Station  
of the Royal Scandinavian Yacht Club  
and Nyländska Jaktklubben

# Norwegian Fjord Cruise

## July 12 – 24, 2008

“The Gods do not deduct from Man’s allotted span  
those hours spent in sailing”

(Phoenician Proverb)

David P. Tunick, Cruise Chairman  
David C. Brown, Cruise Treasurer

# NAS / CCA NORWEGIAN FJORD CRUISE 2008:

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THE CRUISING CLUB OF AMERICA

ROSS E. SHERBROOKE  
COMMODORE  
50 CONGRESS STREET, ROOM 700  
BOSTON, MA 02109

June 15, 2008

Dear Members of NAS, CCA, ICC, CCC, Guests,

Welcome to Norway, land of startling snow capped mountains, glaciers, waterfalls, and natural beauty in every direction, all of which awaits us cruising in the Sognefjord, the most extensive fjord in the world.

Most important while we traverse the Sognefjord and search out the wonders of her tributary fjords will be the folks, our old friends, folks we meet who become our new friends, and those folks who live here who are doing so much to make our cruise a success. Which is to say that all the above applies because David Tunick, our Cruise Chairman, for the past two summers and a winter has been scouting the territory, connecting with the locals, and organizing the adventures we are undertaking with the greatest attention to the detail that fills the rest of this Cruise Book.

He must have been helped by the little people, the ghosts and trolls who live deep in the fjords and forests.

"Ghosts must be all over the country  
as thick as the sands of the sea."

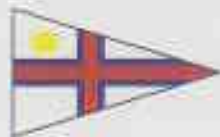
"Ghosts" Henryk Ibsen 1828-1906

How else could we be in a land where the sun sets around midnight just to announce the sunrise?

How else could we be so privileged to cruise in this beauty among the fjords of Sognefjord and the largest glacier in Europe, to ride the steepest of railways up the side of a fjord on one occasion and a cable car to dinner on another? And, after the cruise some of us will visit Oslo with David as our museum guide and others will board a ship for the North Cape. Thanks to Dave Brown, Cruise Treasurer, for keeping all this in order.

Thank you all for coming, some from half the world away, to join in the fun of this cruise. Kathleen and I are looking forward to our time with you.

Cheers,



THE NORTH AMERICAN STATION  
OF THE ROYAL SCANDINAVIAN YACHT CLUBS  
AND NYLÄNDSKA JAKTKLUBBEN

Dear Cruise Participants,

Velkomst to the Norwegian Fjord Cruise! We're going to cover a lot of ground and water together, and I hope it will be as much fun in the execution as it has been in the planning and communications with many of you over the past couple of years.

There will be glitches for sure. We can't do anything about the weather in this rainiest part of Norway; the rest you can blame on me. All mistakes are mine as we try to snugly fit our fleet into small ports and harbors and connect with our precise bus and train and funicular and restaurant reservations.

We're doing something different for a CCA and NAS cruise for those who stick with the program: we're keeping the fleet together, and the fleet will be on the move. There is an 85-mile day and a 75-mile day and a 50-mile day; and when you get to places, there's a lot to see and do. This is a cruise for the active and the curious and the engaged. We also hope it is a cruise for sailing. In the inner fjords, don't be surprised, however, if you end up motoring.

If things go well, here's whom you ought to thank; certainly I do: CCA Commodore Sherbrooke for his support from inception; this was his idea. My crew who scoped out ports, harbors, grocery store hours, buses, etc., for weeks on end, especially CCA/NAS members Steve Corsano and TJ Baker and NAS member and just past commodore of the Royal Norwegian Yacht Club Ragnar Klevaas, who made innumerable phone calls on our behalf and flew the length of Norway to check out possibilities for the cruise. We also had valuable advice and input from John Harries and Phyllis Nickel (CCA), Judy Lomax, Clive Scott (CCC), Tom and Dorothy Wadlow (CCA), Rudi Doornbos (KNS), Grethe Mong-Hansen of the LOYAL, Ørjan Wollertsen of Nautic Sailing, and Bob and Agatha McClure (NAS), who set out for the cruise from Denmark, but serious illness sadly interrupted their passage and prevents their joining us. I leave for last because he deserves special mention: Cruise Treasurer Dave Brown, who was much more than the money man. You hear so much, "I couldn't have done it without him." In this case, that is literally true, from planning to wire transfers to cruise gear to thankless editing and correcting. Thanks are not complete without expressing gratitude to you, the cruise participants, who have taken a leap of faith in signing up for this adventure. I look forward to sharing this spectacular part of the world with so many new friends.

A few practical matters:

1. Name tags: Please wear them to the events, on the tours, etc. Can't tell the players without a scorecard, and there are nearly 100 of you.
2. Dress code: the three dinners out – men, jacket and tie, khakis, reds, or white slacks; ladies, equivalent. Mundal reception – men, jackets, no tie; ladies, equivalent.
3. Charts cited in this book: the numbers all refer to Norwegian charts.

A short note about the club with the longest name in creation: The North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben, called the NAS to save time and space. It was founded in New York in 1945 by a Swedish count as a station of The Royal Swedish Yacht Club. Within a 20-year period the NAS fulfilled the same function for the three other royal Nordic clubs – the Royal Norwegian, the Royal Danish and the Royal Gothenburg - plus the yacht club of choice in the republic of Finland - Nyländska Jaktklubben. The NAS has also evolved into a fully functioning yachting organization of its own with regattas and cruises in the U.S. and abroad, a junior exchange program, and events including a holiday formal dinner dance at the NYYC. The club is made up of approximately 275 members, primarily Americans who have sailed in Scandinavia and Scandinavian sailors in America.

And now let's raise our sails and a glass of Aquavit together (to the third button only), say Sköl, and get underway!

May you all have a great cruise and a memorable experience.

A handwritten signature in dark ink, appearing to read 'David', with a stylized flourish extending upwards and to the left.

David

# NAS / CCA NORWEGIAN FJORD CRUISE 2008:

## DAILY SCHEDULE

<b>Day 1, Saturday July 12</b> <b>Hjellestad-Holmen</b>	Fleet assembles at Hjellestad Marina. Morning: Boarding of LOYAL & charter boats at any time. 1100 Checkout of charter boat skippers by Nautic Sailing. 1100-1300 Shuttle bus from marina for provisioning, three crew per boat maximum, two per cabin from the LOYAL. 1400-1600 LOYAL safety checkout. Required for LOYAL passengers. 1900 Drinks & hors d'oeuvres Restaurant Cornelius Holmen Island.* 1930 Dinner at same.
<b>Day 2, Sunday July 13</b> <b>Holmen-Fedje</b>	0800 Captain's Meeting, Restaurant Cornelius, two crew per boat, four from the LOYAL, continental breakfast. 1700 Tour of tower monitoring North Sea traffic at Fedje. 1700 Drinks at base of tower (BYO), weather permitting.
<b>Day 3, Monday July 14</b> <b>Fedje-Balestrand</b>	Fleet in transit from the North Sea deep into the Sognefjord.
<b>Day 4, Tuesday July 15</b> <b>Balestrand-Mundal</b>	1700 Reception at the Hotel Mundal, Fjærland, hosted by Ragnar Meyer-Knutsen (S/Y VELA). Dress code: jackets, no ties; equivalent for ladies.
<b>Day 5, Wednesday July 16</b> <b>Mundal</b>	1100 Buses to the Glacier Museum. (Assemble at tourist bureau at 1045.) 1245 Museum to the Jostedalbreen. (Advise boots for mud and crossing streams.) Take bag lunch & sit outdoors, or eat in cafeteria (can be crowded). 1430 Buses return to Mundal.
<b>Day 6, Thursday July 17</b> <b>Mundal-Balestrand</b>	1900 Drinks at Kvikne's Hotel, Balestrand in the Høyviksalen room.* 2000 Dinner at same in the dining room.
<b>Day 7, Friday July 18</b> <b>Balestrand-Solvorn</b>	No schedule. Strongly suggest visit to Urnes across the fjord via ferry from Solvorn dock every half hour. See explanation under Solvorn in this book.
<b>Day 8, Saturday July 19</b> <b>Solvorn-Flam</b>	1700 Assemble for Flam mountain train, the Flamsbana. 1725 Depart Flam to Myrdal. 1817 Arrive Myrdal. 1829 Depart Myrdal on the Flamsbana. 1925 Arrive Flam. NB: All cruise participants pre-booked at the group rate of NOK 280 per person. Skippers are responsible for reimbursing Cruise Treasurer Dave Brown.
<b>Day 9, Sunday July 20</b> <b>Flam</b>	1045 Buses from parking area near train station to Borgund. (Assemble 15 minutes early.) A beautiful ride into interior Norway. Borgund stave church best overall preserved stave church, most illustrated in travel books. Take bag lunch & eat outdoors, or buy lunch in cafeteria across the road. 1345 Buses depart Borgund for return to Flam. 1800 BYO cocktail cruise into the Nærøyfjord, a World Heritage site, on the LOYAL and one or two other vessels in the fleet, vessels to be designated.
<b>Day 10, Monday July 21</b> <b>Flam-Leirvik</b>	Fleet in long transit from deep in the Sognefjord to nearly its western entrance.
<b>Day 11, Tuesday July 22</b> <b>Leirvik-Lamoy/Herdla</b>	Fleet in transit. Enjoy the passage and the overnight anchorage.
<b>Day 12 Wednesday July 23</b> <b>Lamoy/Herdla-Bergen</b>	1830 Assemble at the funicular station (the Fløibanen). We will have pre-paid tickets for the funicular round-trip. Drinks on the terrace at the top of Mount Fløien weather allowing, if not on the second floor of the restaurant in the Spisesalen room.* Farewell Dinner at the Fløien Folkerestaurant on Mount Fløien in the Spisesalen room on the second floor.
<b>Day 13, Thursday July 24</b> <b>Bergen-Hjellestad</b>	Cruise disbands. 1400 Bus for Oslo side-trippers from Hjellestad Marina to Bergen Airport.

\* Men: jacket, tie, and khakis, red or white slacks. Women: equivalent.





## NAS / CCA NORWEGIAN FJORD CRUISE 2008: THE FLEET

YACHT	CREW	No. on board
<b>BLUE DAWN</b> Beneteau First 47,7 charter	Thorunn Wathne (NAS) Captain: Tord Kaland Chef: Michael Olav Planthafer Harald Snaeholm, Thorunn Hafstein Snaeholm, Berge Wathne, Soffia Wathne	5 2 crew
<b>ELINE</b> Jeanneau SO 45 charter	Skipper: Larry Somers (CCA) Bill Barsz (CCA), Jeri Barsz, Fred Kirsch, Lisa Laing, Bill Whitney (CCA)	6
<b>FAUSTINA II</b> Bowman 40	Skipper: John Clementson (Irish Cruising Club) Alex Booth (until July 20 <sup>th</sup> ), Ann Clementson (ICC), Jennifer Guinness (ICC; until July 20 <sup>th</sup> )	4
<b>FIDELIS</b> Jeanneau SO 39i charter	Skipper: Walter Fink (CCA) Anne-Lise Fink, Steve Hiltabidle (CCA), Mary Hiltabidle	4
<b>KNIGHT HAWK</b> 53' motorsailer	Skipper: Bob Drew (CCA & NAS) Mindy Drew (CCA), Frank Hopkinson (CCA; last day), John Massey (ICC; last day)	4
<b>LOYAL</b> 1877 Galleas brigantine LOA 124'	Captain/Owner: Audun Hausberg Purser/Owner: Grethe Mong-Hansen First mate & engineer: Helge Eide Allie Blodgett, Charles Brewer (CCA), Cornelia Brewer, Jane Farwell, Richard Hutchinson (CCA), Ed Kane (CCA), Susan Kline (CCA), Ned Rowland (CCA), Susie Rowland, Craig Sandahl (CCA), Ross Sherbrooke (CCA), Kathleen Sherbrooke, John Winder (CCA), Mary Winder	14 3 crew
<b>NIGHT WATCH</b> S&S/A&R 55' yawl	Skipper: David Tunick (CCA & NAS) Jim Gage (NAS), Lynne Gage, Allan Heyward (NAS), Lolly Heyward (NAS) (Heywards until July 19 <sup>th</sup> ), Susan Madonia, Phil McKnight (NAS)	7
<b>OBELIX</b> X-Yacht 37 charter	Skipper: Nick Dill (CCA & NAS) Bitten Dill (NAS), Bob Baillie (CCA), Betsy Baillie	4
<b>PALOMA</b> Contest 46	Skipper: Clive Scott (Clyde Cruising Club) Elisabeth Scott (CCC), Doug Bruce (CCA), Dale Bruce	4

<b>PILGRIM SOUL</b> Malo 39	Skipper: Andrew Curtain (Irish Cruising Club) Helen Curtain, James Curtain (ICC), Ray Lovett (ICC)	4
<b>SIMONA</b> Jeanneau SO 45 charter	Skipper: Alan Harquail (CCA) Vivian Harquail, Heidi Salvesen, Nils Salvesen, John Chandonnet, Nancy Chandonnet, Jan Zinn	7
<b>SUSANN</b> Beneteau First 40.7 charter	Skipper: Bill LeRoy (CCA) Paula LeRoy, Julie Croker	3
<b>SWING</b> J 46	Skippers: Dave Brown (CCA & NAS) Sheila McCurdy (CCA & NAS) Owner: Nick Brown (CCA & NAS) Mary Finnas, Denise Nelson	5
<b>THRESHOLD</b> 54.5' custom sloop	Skipper: Steve James (CCA) Karyn James (they hope to catch up with the cruise in the last few days)	2
<b>VELA</b> Bavaria 46 charter	Skipper: Ragnar Meyer-Knutsen (NAS) Erik Knutsen, Alte Meyer-Knutsen, Sverre Meyer- Knutsen, Hege Sandvik, Thomas Thompson	6
<b>VENTI</b> Jeanneau SO 39i charter	Skipper: Charles Moore (CCA) Jeanne Moore, Bob Morton (CCA), Kathleen Morton	4
<b>VISAYA II</b> Jeanneau 50 DS charter	Skipper: Morgan Barker (CCA) Diane Barker, Nancy Cook, Debbie Gibbons-Neff, Peter Gibbons-Neff (CCA), Kevin McKinney	6
<b>ZEILMASTER</b> Bavaria 42 charter	Skipper: Jeff Wisch (CCA) Cynthia Crofts-Wisch, Bjorn Johnson (CCA), Kristine Johnson	4
	TOTAL	98





## LIST OF PARTICIPANTS

### NAS / CCA NORWEGIAN FJORD CRUISE 2008

Baillie, Betsy	OBELIX		Warwick Bermuda
Baillie, Bob	OBELIX	CCA	Warwick Bermuda
Barker, Diane	VISAYA II		Malvern, Pennsylvania
Barker, Morgan	VISAYA II	CCA	Malvern, Pennsylvania
Barsz, Bill	ELINE	CCA	Coronado, California
Barsz, Jeri	ELINE		Coronado, California
Blodgett, Allie	LOYAL		Swampscott, Massachusetts
Booth, Alex	FAUSTINA II		Dublin, IRELAND; to July 20
Brewer, Charles	LOYAL	CCA	Bequia, St. Vincent & the Grenadines
Brewer, Cornelia	LOYAL		Bequia, St. Vincent & the Grenadines
Brown, Dave	SWING	CCA/NAS	Middletown, Rhode Island
Brown, Nick	SWING	CCA/NAS	Providence, Rhode Island
Bruce, Dale	PALOMA		Camden, Maine
Bruce, Doug	PALOMA	CCA	Camden, Maine
Chandonnet, John	SIMONA		Easton, Maryland
Chandonnet, Nancy	SIMONA		Easton, Maryland
Clementson, Ann	FAUSTINA II	ICC	Newtownards, Co. Down, N. Ireland
Clementson, John	FAUSTINA II	ICC	Newtownards, Co. Down, N. Ireland
Cook, Nancy	VISAYA II		Oxford, Maryland
Crofts-Wisch, Cynthia	ZEILMASTER		Wellesley, Massachusetts
Croker, Julie	SUSANN		Tiburon, California
Curtain, Andrew	PILGRIM SOUL	ICC	Cork, Ireland
Curtain, Helen	PILGRIM SOUL		Cork, Ireland
Curtain, James	PILGRIM SOUL		Cork, Ireland
Dill, Bitten	OBELIX	NAS	Easton, Maryland
Dill, Nick	OBELIX	CCA/NAS	Easton, Maryland
Drew, Bob	KNIGHT HAWK	CCA/NAS	Guilford, Connecticut
Drew, Mindy	KNIGHT HAWK	CCA	Guilford, Connecticut
Eide, Helge	LOYAL		Agotnes, Norway
Farwell, Jane	LOYAL		Newport Beach, California
Fink, Anne-Lise	FIDELIS		Trappe, Maryland

CCA = Cruising Club of America

NAS = North American Station of the Royal Scandinavian Yacht Clubs

ICC = Irish Cruising Club

CCC = Clyde Cruising Club (Scotland)

Fink, Walter	FIDELIS	CCA	Trappe, Maryland
Finnas, Mary	SWING		Dunwoody, Georgia
Gage, Jim	NIGHT WATCH	NAS	Boston, Massachusetts
Gage, Lynne	NIGHT WATCH		Boston, Massachusetts
Gibbons-Neff, Debbie	VISAYA II		Rosemont, Pennsylvania
Gibbons-Neff, Peter	VISAYA II	CCA	Rosemont, Pennsylvania
Guinness, Jennifer	FAUSTINA II	ICC	Dublin, Ireland; to July 20
Harquail, Alan	SIMONA	CCA	Annapolis, Maryland
Harquail, Vivian	SIMONA		Annapolis, Maryland
Hausberg, Audun	LOYAL		Steinsland, Norway
Heyward, Allan	NIGHT WATCH	NAS	Richmond, Virginia : to July 19
Heyward, Lolly	NIGHT WATCH	NAS	Richmond, Virginia : to July 19
Hiltabidle, Mary	FIDELIS		Annapolis, Maryland
Hiltabidle, Steve	FIDELIS	CCA	Annapolis, Maryland
Hopkinson, Frank	KNIGHT HAWK	CCA	St. Michaels, Maryland; last day
Hutchinson, Richard	LOYAL	CCA	Jamestown, Rhode Island
James, Karyn	THRESHOLD		Ft.Lauderdale, Florida; last few days?
James, Steve	THRESHOLD	CCA	Ft.Lauderdale, Florida; last few days?
Johnson, Bjorn	ZEILMASTER	CCA	Red Bank, New Jersey
Johnson, Kristine	ZEILMASTER		Red Bank, New Jersey
Kaland, Tord	BLUE DAWN		Bergen, Norway
Kane, Ed	LOYAL	CCA	Concord, Massachusetts
Kirsch, Fred	ELINE		Queenstown, Maryland
Kline, Susan	LOYAL	CCA	Southport, Connecticut
Knutsen, Erik	VELA		Locust Valley, New York
Laing, Lisa	ELINE		Newport Beach, California
LeRoy, Bill	SUSANN	CCA	Tiburon, California
LeRoy, Paula	SUSANN		Tiburon, California
Lovett, Ray	PILGRIM SOUL	ICC	Cork, Ireland
Madonia, Sue	NIGHT WATCH		Southampton, New York
Massey, John	KNIGHT HAWK	ICC	Ireland; last day
McCurdy, Sheila	SWING	CCA/NAS	Middletown, Rhode Island
McKinney, Kevin	VISAYA II		Glen Mills, Pennsylvania
McKnight, Phil	NIGHT WATCH	NAS	Williamstown, Massachusetts
Meyer-Knutsen, Alte	VELA		Biørnemyr, Norway
Meyer-Knutsen, Ragnar	VELA	NAS	Locust Valley, New York
Meyer-Knutsen, Sverre	VELA		Stavanger, Norway
Mong-Hansen, Grethe	LOYAL		Steinslund, Norway
Moore, Charles	VENTI	CCA	Jacksonville, Florida
Moore, Jeanne	VENTI		Jacksonville, Florida

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Morton, Bob	VENTI	CCA	Newport, Rhode Island
Morton, Kathleen	VENTI		Newport, Rhode Island
Nelson, Denise	SWING		Las Vegas, Nevada
Planthafer, Michael Olav	BLUE DAWN		Bergen, Norway
Rowland, Ned	LOYAL	CCA	Hamilton, Massachusetts
Rowland, Susie	LOYAL		Hamilton, Massachusetts
Salvesen, Heidi	SIMONA		Annapolis, Maryland
Salvesen, Nils	SIMONA		Annapolis, Maryland
Sandahl, Craig	LOYAL	CCA	West Des Moines, Iowa
Sandvik, Hege	VELA		Biørnemyr, Norway
Scott, Clive	PALOMA	CCC	Falkirk, Scotland
Scott, Elisabeth	PALOMA	CCC	Falkirk, Scotland
Sherbrooke, Kathleen	LOYAL		Dedham, Massachusetts
Sherbrooke, Ross	LOYAL	CCA	Dedham, Massachusetts
Snaeholm, Harald	BLUE DAWN		Reykjavik, Iceland
Snaeholm, Thorunn Hafstein	BLUE DAWN		Reykjavik, Iceland
Somers, Larry	ELINE	CCA	Balboa, California
Thompson, Thomas	VELA		Key West, Florida
Tunick, David	NIGHT WATCH	CCA/NAS	New York, NY
Wathne, Berge	BLUE DAWN		New York, NY
Wathne, Soffia	BLUE DAWN		New York, NY
Wathne, Thorunn	BLUE DAWN	NAS	New York, NY
Whitney, Bill	ELINE	CCA	Quilcene, Washington
Winder, John	LOYAL	CCA	Manchester, Massachusetts
Winder, Mary	LOYAL		New Haven, Connecticut
Wisch, Jeff	ZEILMASTER	CCA	Wellesley, Massachusetts
Zinn, Jan	SIMONA		Park City, Utah

CCA = Cruising Club of America

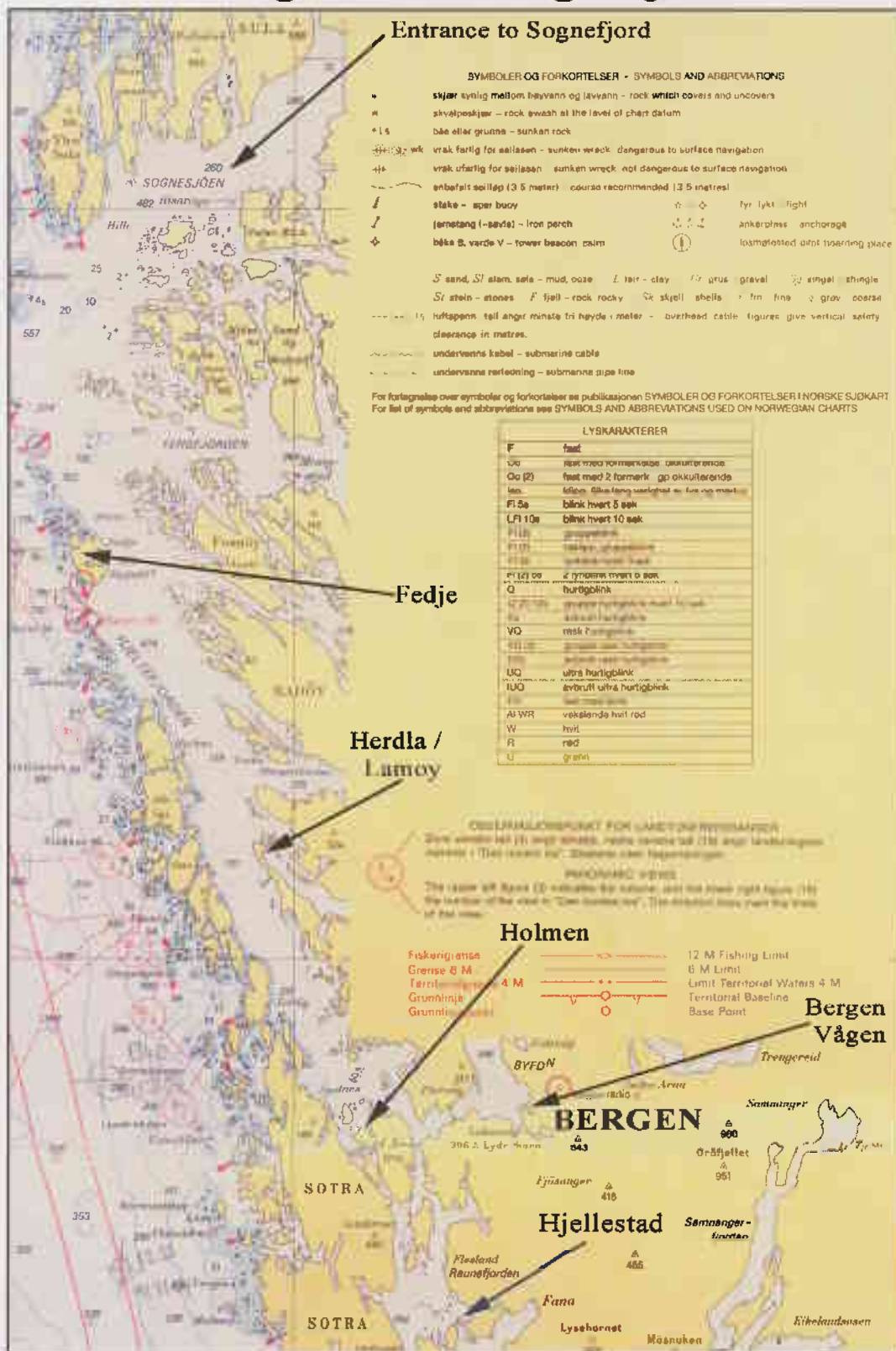
NAS = North American Station of the Royal Scandinavian Yacht Clubs

ICC = Irish Cruising Club

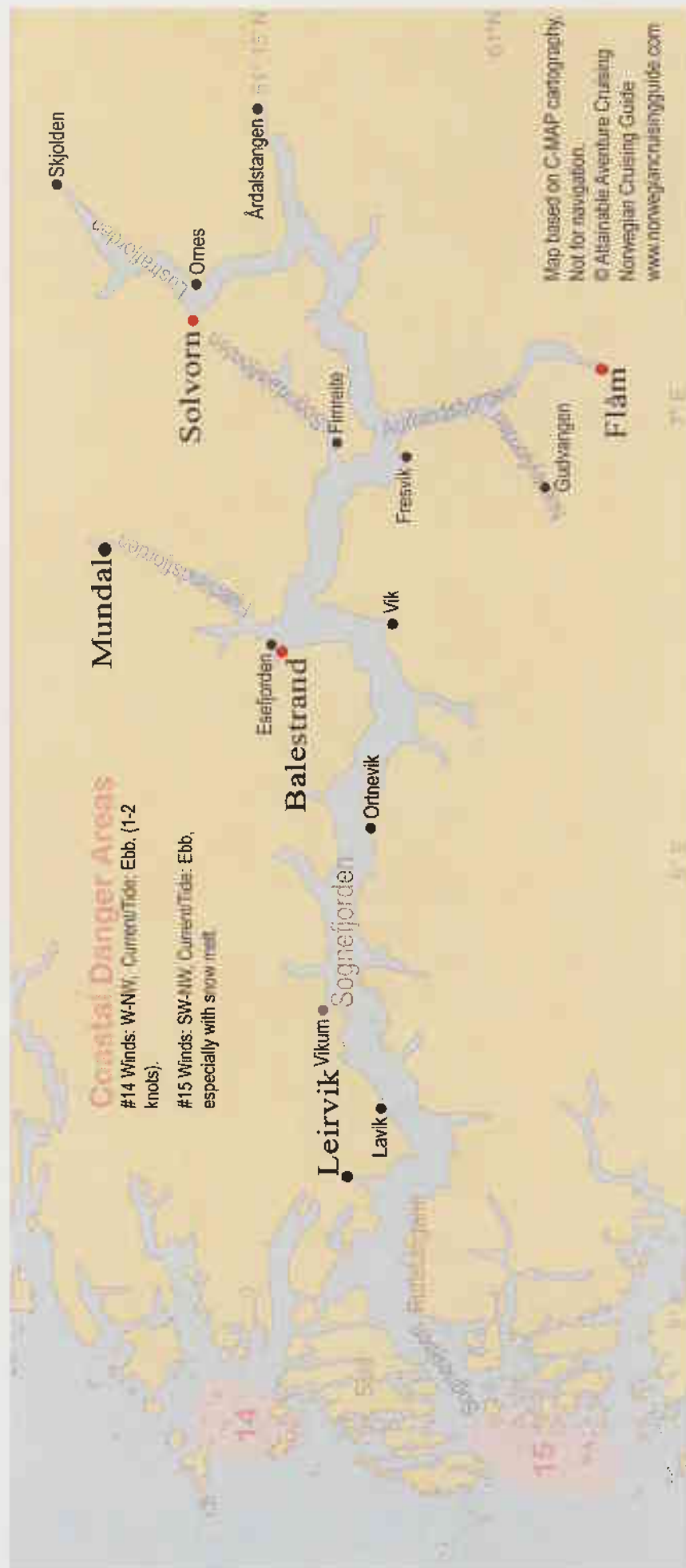
CCC = Clyde Cruising Club (Scotland)



# Bergen to the Sognefjord



# SOGNEFJORD



## Fedje

## **DISTANCE BETWEEN PORTS**

<b>HJELLESTAD-HOLMEN</b>	<b>10 nm</b>
<b>HOLMEN-FEDJE</b>	<b>35 nm</b>
<b>FEDJE-BALESTRAND</b>	<b>85 nm</b>
<b>BALESTRAND-MUNDAL</b>	<b>15 nm</b>
<b>MUNDAL-BALESTRAND</b>	<b>15 nm</b>
<b>BALESTRAND-SOLVORN</b>	<b>40 nm</b>
<b>SOLVORN-FLAM</b>	<b>40 nm</b>
<b>FLAM-LEIRVIK</b>	<b>75 nm</b>
<b>LEIRVIK-LAMOY/HERDLA</b>	<b>50 nm</b>
<b>LAMOY/HERDLA-BERGEN</b>	<b>15 nm</b>
<b>BERGEN-HJELLESTAD</b>	<b>15 nm</b>

**NB: Distances are approximate.**



Marina facility, the cruise's starting and end point.

The marina is six kilometers (3 miles) from Bergen Airport, 20 km (12 mi.) from Bergen.

The town of Hjellevstad is a village suburb south of Bergen. It is a short walk from the marina.

Transportation to Hjellevstad Marina:

- A. From Bergen Airport: 6 km. (3.75 mi.), 10 minutes. No buses, taxi costs c. NOK 150/200 (\$30/40).
- B. From Bergen: 20 km. (12.5 mi.), about 45 minutes. Bus from the Bergen bus station at the Bergen Storsenter (a shopping mall near the train station) runs once an hour to Hjellevstad, then a ten minute walk to the marina, bus fare = NOK 24 (\$5). Taxi fare = c. NOK 350/450 (\$70/90).
- C. Alternate plan for those staying in Bergen before the cruise begins: Buses run frequently from Bergen to the airport (ask your hotel the closest stop). From the airport, take a taxi to the marina.

LOYAL, the mothership, will be at the dock if space available. If not, she will be anchored out & will ferry people to and from the dock.

Charter boats will be at the dock. Nautic Sailing will conduct mandatory checkouts on each vessel. (See daily schedule.)

It will be the responsibility of owners of private vessels to make their own docking arrangements. See pages which follow for contact information and description, or go to the marina website

[www.Hjellevstadmarina.no](http://www.Hjellevstadmarina.no).

NB: There is a grocery store at the marina, but **there will be a shopping expedition by bus covered in your cruise fee (the bus, not the provisions!) from 1100 to 1300 to two huge supermarkets and a state liquor store before the fleet leaves on July 12** at a modern shopping center, the Lagunen Storsenter, Krohnasveien, Radal, open 9-3 (Saturday hours). The Vinmonopolet, the liquor store, is at the same shopping center and has the same Saturday hours. The bus might be run in shuttles if necessary.

Important to note that the super markets and the Vinmonopolet take cash and Visa, but not American Express, MasterCard, or traveler's checks. There are cash ATM machines for obtaining cash. (This information as of August 2007).

Three crew from each vessel may go on the bus. Take bags if you have them to carry provisions and bottles back to your boat, or you can buy bags at checkout.

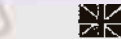
It is highly recommended that at this time you provision as much as possible since shopping along the way will not be as choice. Fresh bread, fruit, vegetables, milk, canned goods, and frozen food are available almost everywhere, but not fresh meat or fish or the selection you will find at this shopping center in the Bergen environs near the marina.

Beer is also available everywhere, but **this is the last place we will be where you can buy hard liquor and wine** outside of restaurants and bars.

---



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#### Leisureboat Service Centre

Diesel (24h card automat)  
Petrol, oil 9 - 20 (18) Sunday 10 - 16 summer  
Propane bottle-gas exchange  
Freshwater  
220 V electricity  
Washing machine, tumble driers  
Showers / toilets  
Groceries 8:45 - 20 (18) Sunday 10 - 16  
Pub / fully licensed restaurant  
Guest mooring (at green jetties)

#### Distances:

Bergen Airport 6 km.  
Kokstad 6 km  
Sandali 6 km  
Nesttun 10 km  
Bergen Centre 20 km  
(14 nautical miles)



#### Das Servicecenter für Freizeitkapitäne

Diesel rund um die geöffnet (kartensautomat)  
Benzin, Öl 9 - 20 (18) Sonntag 10 - 16  
Propan auffüllstation  
Süßwasser  
Strom 220 V  
Waschmaschine, Wäschetrockner  
DU / WC  
Lebensmittelverkauf 8:45 - 20 (18) Sonntag 10 - 16  
Pub / restaurant mit allen Schankrechten  
Gästehafen (an den grünen Anlegestegen)

#### Entfernung bis:

Flesland Flughafen 7 km.  
Kokstad 6 km.  
Sandali 7 km.  
Nesttun 10 km.  
Bergen Zentrum 20 km.  
(per Boot 14 nm)

Home

Map

Guestbook

Skuttnål

Contact us



Det tilgjør, men husk å bunkes først!



Held skjærgården vel!



Velkommen til oss



# HOLMEN

Chart 21

60° 19' 6" N

05° 10' 2" E

Holmen is the unnamed island on chart 21 tucked just off the extreme northwest of Bjorøyna. The detail from chart 21, which follows, pinpoints Holmen, and the photograph which follows shows Restaurant Cornelius and its dock.

## **Anchorage**

The fleet will raft up at the dock raft up stern to and on moorings. We are hopeful this will go smoothly. There are no assigned berths, except for the LOYAL, which is assigned the western-most mooring alone. Here are the instructions from Rune Breivik at the Cornelius:

The Loyal must use the westernmost buoy. She goes to the buoy and picks up the 5 metre-long 32mm diameter rope with spliced eye.

The others: 8 can use the floating quay with the bow to the south, tie up fwd to buoy and aft to quay (fenders between each boat). The remaining 9 can use the mooring buoys to the south (3 boats in each buoy) 3 ropes 22mm diameters available on each buoy.

Dinghies may tie up at the dock, and the restaurant promises to provide tender service as well.

The LOYAL will provide tender service for her passengers.

## **Opening Night Dinner**

On Saturday July 12, at 1900, the opening cruise dinner is at the Restaurant Cornelius, one of Norway's best known, gourmet seafood restaurants. It is accessible only from the water.

Drinks and hors d'oeuvres will begin promptly at 1900 on the dock weather permitting, inside if not, with a talk by the proprietor, Alf Saetre, about the catch of the region. Alf dives for some of what is served almost daily.

Sit down dinner will be at 1930.

Dress for the evening for gentlemen = jacket, tie, and khakis, reds, or whites. Equivalent in skirt or pants for ladies.

The first wine is included. Drinks after that are pay-as-you-go. Most credit cards acceptable.

## **Captain's Meeting**

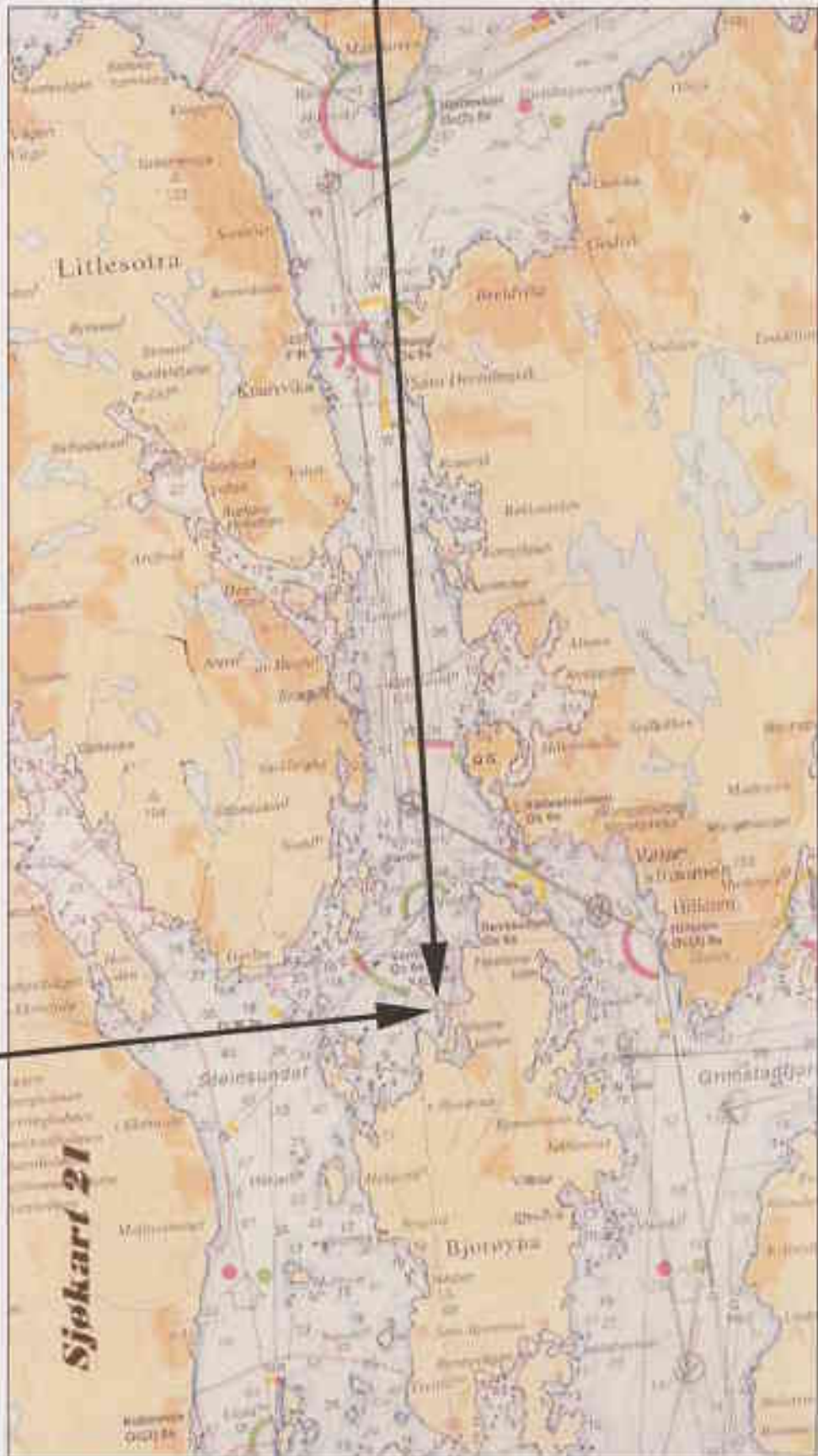
On Sunday morning, July 13, 0800, there will be a Captains' Meeting inside the restaurant. A light continental breakfast will be served. Two crew from each vessel may attend, four from the LOYAL, in addition to the Commodore of the CCA and one person from the professional LOYAL crew.

The Commodore of the CCA should appoint one participant among the LOYAL 14 passengers to act as representative and treasurer for those aboard. That person should attend the Captain's meeting.



# HOLMEN

**Saturday  
July 12, 2008  
1900  
Restaurant  
Cornelius**



**NB: Not for navigation**



**Restaurant Cornelius**



# FEDJE (pronounced "FIGH-YA")

Charts 120, 483

60° 47' N

04° 42'.4 E

**Fedje** is an island municipality in the county of Hordaland, Norway.

The fleet should split overnight into two harbors, indicated on the chart detail and satellite photograph that follow. Both harbors are at the northeast side of the island of Fedje. One - the main harbor, in which the ferry comes and goes - has docks, which are first come/first serve. You may raft out several deep, even if vessels not affiliated with the cruise are already tied up. The other harbor, just north of the main harbor, has a dock on its north side, but is mainly suitable as an anchorage. We are allowed there with the prior permission of the pilot boat station, which is at the southwest corner of the harbor. Do not anchor too close to the pilot station dock since their vessel is on call 24 hours a day.

Fedje is the traffic control center for shipping for this area of Norway and the North Sea. The monitoring and lookout is from a tower, about a ten minute walk from the pilot station in the north anchorage, where tenders may be tied off. **Terje Alling, the manager of the station, invites us to tour the tower in groups of 20, starting at 1700.** The base of the tower provides beautiful views and will be a wonderful place, if the weather co-operates, for all of us to gather for BYO drinks while we take turns touring the station in the tower.

The main island of Fedje is surrounded by about 125 smaller islands and rocks, mostly north of the main island. The name Fedje applies both to the main island and to all the islands and rocks as a whole. The main island covers an area of about 7.4 square kilometers. Counting the main island and the smaller islands, the area is about 9.4 square kilometers with a population of approximately 600 people. Fedje has one whaling ship and is known for its fisheries.

There is a small, self-operated chain ferry in the main, town harbor. There is a self-service gasoline pump a one minute walk away from the chain ferry on the south side of the main harbor, but it requires a Norwegian credit card. In 2007 a local person using the pump was kind enough to take Norwegian cash from us and inserted his credit card so we could fill our dinghy gas tank.

On the south side of the harbor the road leads to an ICA supermarket near a white church, a five minute walk from the chain ferry, but it is closed on Sundays. For the record, hours are Mon-Thurs 9:00-5:00, Friday 9:00-8:00, Sat 9:00-3:00. The market does not take American credit cards.

## **The name Fedje**

The Norse form of the name was *Fejar*. The meaning of the name is unknown.

## **Coat-of-arms**

The coat-of-arms is from 1990, and shows two oars.

## **The Islands**

The best known smaller island is called *Holmengrå*. Holmengrå has a 16-metre tall lighthouse. In the southern part of Fedje which is called *Stormark*, there is a lighthouse called *Hellisøy fyr*, maybe the most famous feature of Fedje. Hellisøy fyr was built in 1855 and is 32.3 meters tall, painted red and white.

### **The People**

The population of the island community is decreasing. There is a high percentage of people over 60 (25% as of January 1, 2003), and the island is losing population because of the lack of work. Most of the people live on the lagoon-like northern part of the island, in the vicinity of the grocery shop, the church, and the ferry. The most important industries on the island are fishing and whaling.

### **Infrastructure**

The island is supplied with power, telephone and internet cables from an underwater pipe connected to the mainland. A ferry, crossing 20 times a day, connects Fedje to the mainland. The voyage lasts for about 30 minutes. Fedje is about a 1 hour, 40 minute drive (including a 30-minute ferry voyage) from Bergen.

### **Geography**

The highest point on Fedje is the 47-meter-high hill called Fedjebjørnen. The largest lake is Storevatnet.

### **Education**

Fedje has an elementary school and a junior high school, both of which are situated in the center of the island in the same building. The school is also used as a movie theatre twice a week.

### **Sports**

The main sporting activity on Fedje is football, played on the football grounds in the eastern part of the island. The football ground is also the home ground of the local football team called Fedje A-lag. The club currently plays in the Norwegian 6th division. Swimming is also popular; there is a beautiful beach on Fedje in the center of the island on the shoreline of Lake Husavatnet. The water is reported to be clean, as a freshwater spring runs out in the vicinity of the beach.

### **History**

There are traces of human activity on Fedje from 4,000 years ago. In the 1700's, Fedje was important for trading, which took place on the small island Kræmmerholmen. Kræmmerholmen was reopened in 1991 and is now a restaurant/hotel/museum area, as well as where one can buy whale meat.

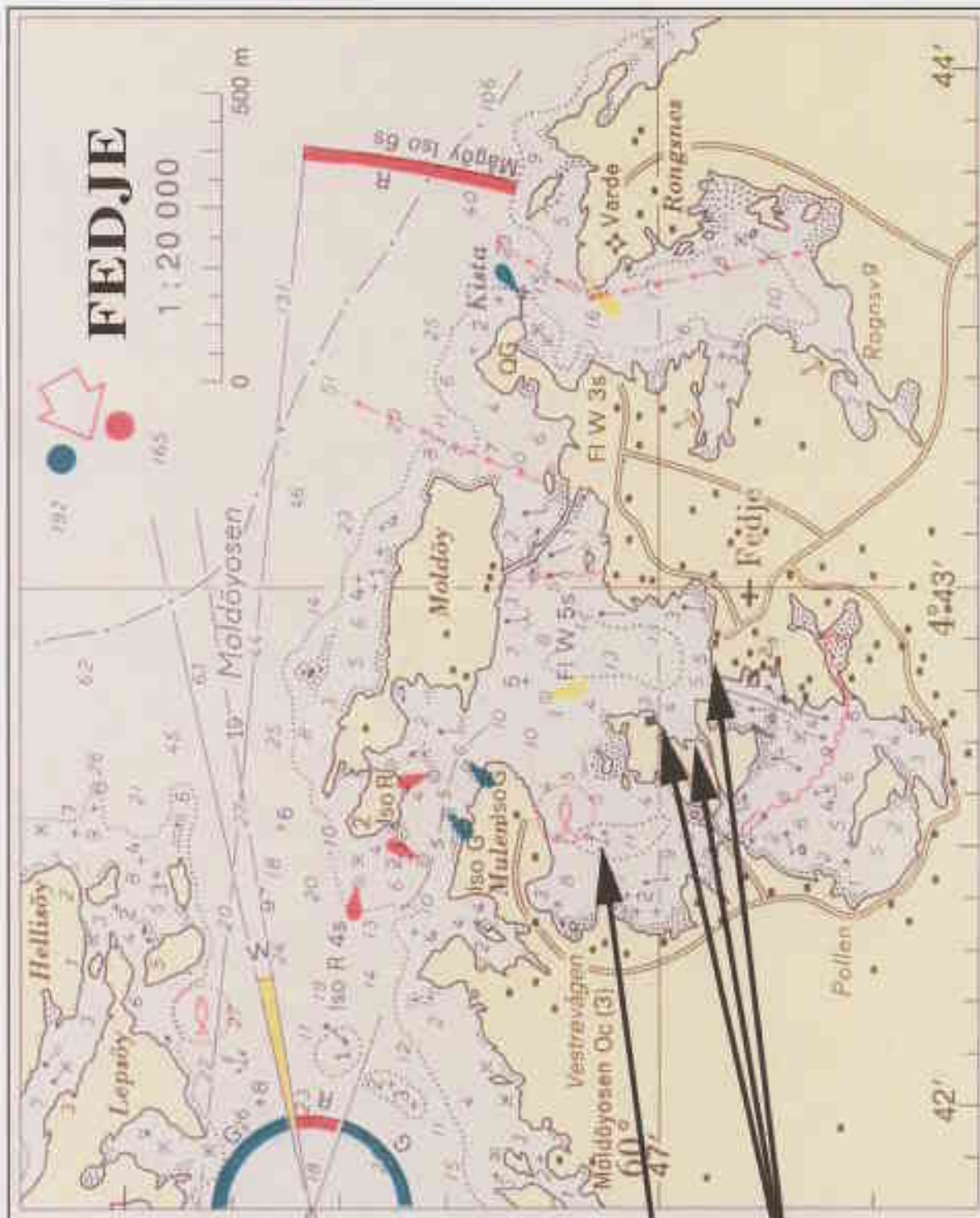
Fedje was a substantial producer of peat, which led to the construction of Norway's first railway – on Fedje. The railway was given up together with the peat industry in 1920.

During the Second World War Fedje was occupied by over 300 German soldiers. There are still remains of the German cannons and bunkers throughout the island, especially in the eastern part close to the traffic station, which is actually built on the remains of a German radar station.

In February 1945 a German submarine, U-864, was sunk by British naval forces outside western Fedje. The U-boat was en route to Japan carrying 70 tons of mercury. It now lies on the bottom of the North Sea 150 meters below the surface, a potential environmental disaster.

On January 12, 2007, M/V Server sunk outside Fedje. The ship leaked oil and caused major environmental damage.

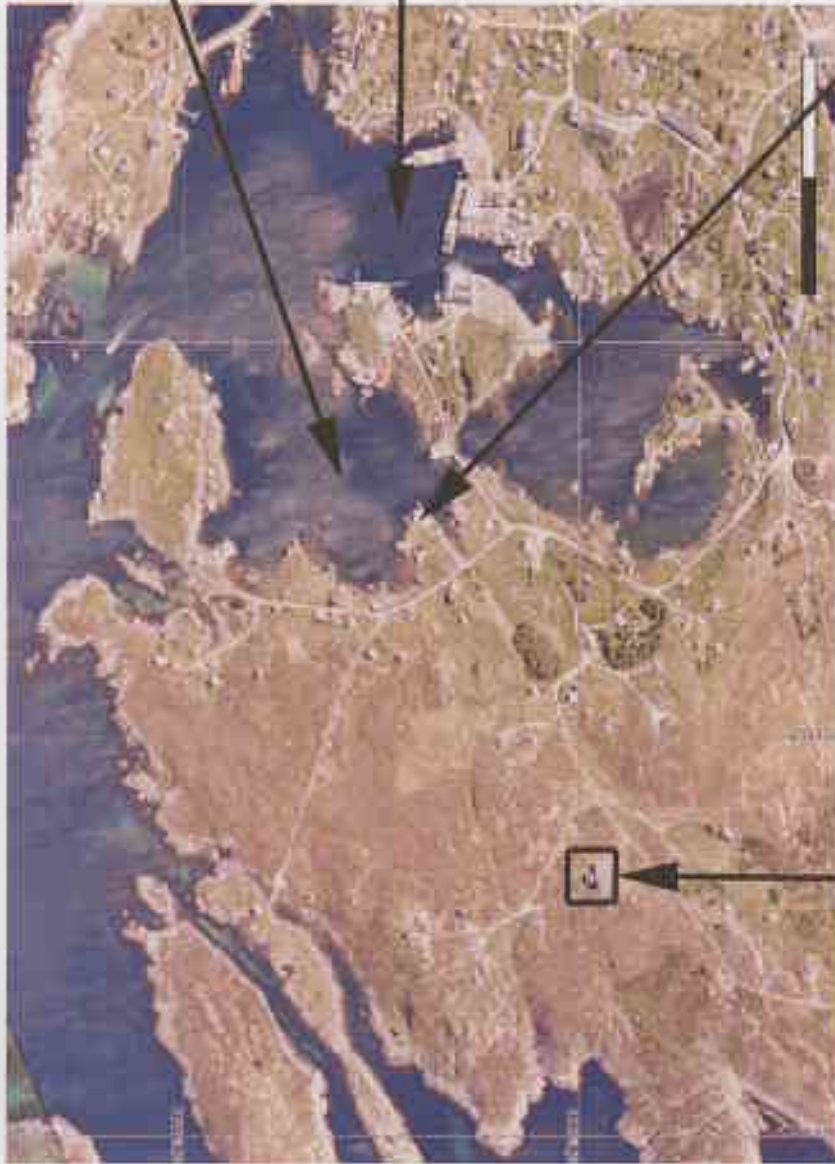
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NB: Not for navigation



# Fedje



**Traffic Station Tours**  
**1700**  
**Sunday, July 13, 2008**  
**BYO drinks at the base**

## **Anchorage**

The fleet should anchor out in Balestrand in the area designated on the sketch chart. Do not raft up at the town dock. The wash from wakes makes for an uneasy lie. Tenders may be brought into the town docks where the small boats are and tied off. Take care not to block access for vessels using slips and docks.

Harbormaster: Arvid Bale

Aregebale@Online.com

Tel: 57691677/41334884

He is the longtime harbormaster and a very nice, cooperative man.

He can provide fuel and water by arrangement.

## **Shopping**

There are two Supermarkets, both facing the town dock:

Coop Marked Balestrand

Mon-Fri 9-8

Sat 9-6

Closed Sunday

Mastercard, no Amex.

Spar

Visa only.

Same hours as Coop.

There is an excellent Danish bakery on the quay, open everyday, Sundays until 3:00 PM.

There is an ATM machine next to the Spar supermarket.

The bank is up the street in the same building as the police ("Politi") across the street from the church.

## **To see and do**

Visit the famous English Church, St. Olaf's, where Anglican services are conducted in English. Rumor has it that the Resistance sometimes used the church as a drop and a meeting place.

There is a tiny folk museum of sorts on the quay attached to a restaurant with furniture, objects, and ephemera from the town and the region. It is almost worth a detour.

NB: Unless you are fanatic about such things, the aquarium on the quay is not all that fascinating.

There are many choices of trails to hike. Inquire at the tourist bureau on the quay.

**Kvikne's Hotel**

The largest wooden structure in Norway, the Kvikne's, which is still in the ownership of the Kvikne's family, has a fine crafts interior as well as an estimable collection of paintings, drawings, and photographs. Notable are photos of the Kaiser fit out in white yachting uniform at the hotel in the early 20<sup>th</sup> century. He stayed every summer and was a guest when WWI broke out. The town gave him 24 hours to leave; he did.

Our mid-cruise dinner is at the Kvikne's on Day 6, Thursday, July 17<sup>th</sup>.

Drinks will be at 1930, dinner at 2030.

Dress code: blazer, tie, & khakis for the men, equivalent for the ladies.

**Showers**

We have arranged for showers at the Kvikne's for the days we're there, if the hotel has rooms available to us. If not, they are supposed to allow use of a downstairs locker room, Ask at the desk. Kari Kvikne is the person who knows about it. The Cruise Chairman will try to smooth the way a few days in advance.

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## Anchorage

Proceed past the ferry dock to a quay that runs parallel to the shore behind a cluster of two-story wooden structures. It will be tight, but the fleet is advised to raft out at this quay, which is reserved for our use with Mrs. Vangsnes, the owner of the grocery store and the quay.

## Shopping

Grocery store: Joker Fjærland, 9:30-6:00, Saturday 9:30-2:00, closed Sunday.

Tel: +47-57-69-22-24

## History

Fjærland is the district surrounding Fjærlandsfjord, a branch of Sognefjord. Fjærland has 300 inhabitants, and is part of Sogndal municipality. The centre in Fjærland is **Mundal**, about 3 km from the main road, down the fjord. Most people in Fjærland are engaged in farming and tourism.

The area has been settled since the Viking Age, but there are findings dating back to the late Stone Age. The size of the population has varied over the years (Large-scale emigration to America took place at the turn of the century). Mundal includes a school and church, as well as shops, hotels and other services. The church is from 1861, rebuilt in 1931. It is open to the public.

## To see and do

Mundal is a designated "National Book Town," with about a dozen second hand book stores lining the main street. The shelves offer a variety of subjects in a variety of languages, thousands of volumes in all prices ranges, which attract collectors, dealers, and browsers from all over the globe. Hours: 1000-1800 daily.

### The Jostedalbreen Glacier:

Tourists have journeyed for more than 150 years to visit the glacier, described by most sources as the largest in Europe. We have an excursion by private bus to two branches of the glacier and to the Glacier Museum, a modern structure that won the prestigious Pritzker Prize for Architecture when it was built. A striking new addition was added this past year. See schedule at the front of the cruise book for the day's pickup and drop off times. Take boots for mud, and you may wish to bring along your own bag lunch. We will assemble for the buses in front of the tourist bureau.

Hiking: There are many trails and opportunities, some requiring a considerable amount of strength and skill, some requiring a guide. For information, go to the very helpful tourist bureau, across the street from where we will dock. The tourist bureau website [www.fjaerland.org](http://www.fjaerland.org) provides a map with marked walks. Download Fjaerlandsinfo (pdf format).

## Hotel Mundal

In the same family since its founding in 1891. Our NAS member Ragnar Meyer-Knutsen, whose cousin is the proprietor, is generously hosting us to a drinks reception on Tuesday, July 15, at 1700. Dress code: jackets, no ties; for the men equivalently casual for the ladies. Note the original furniture and mural in the dining room. Owner: Marit Mauritzen, [www.mundal.no](http://www.mundal.no).

tel: +47 57 69 31 01.

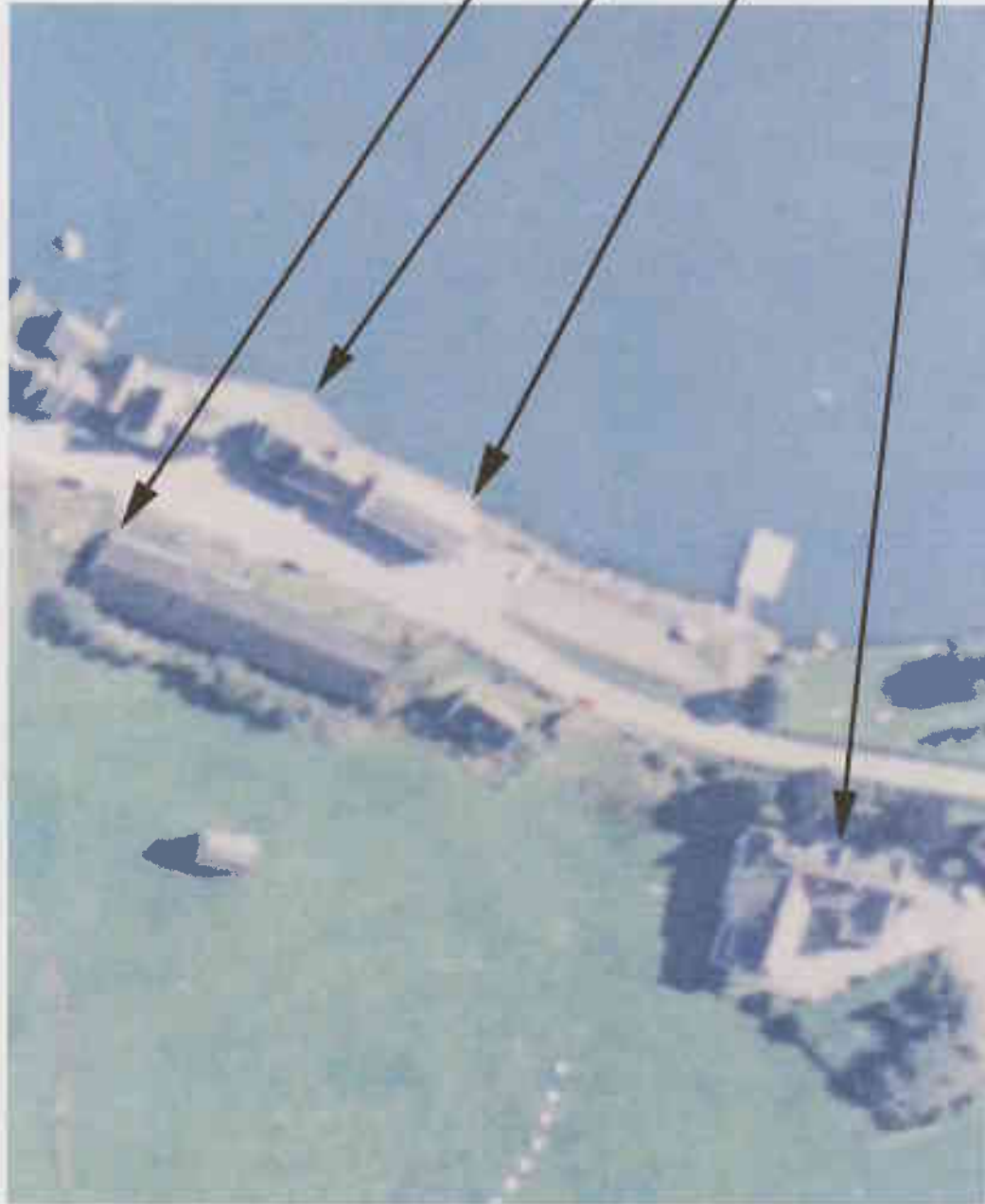
## Tourist Bureau

Across the street from where we will be docking. [info@fjaerland.org](mailto:info@fjaerland.org), +47 57 69 32 33.

# MUNDAL



# MUNDAL





## SOLVORN

Chart

61° 17.6 N

07° 15.0 E

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Population: c. 194

### **Anchorage**

Anchor in 4 to 15 meters off the town. The public dock – the south of the two docks - is too tight for a 50+ footer to get in to due to the moored local small craft, but a smaller boat might be able to maneuver in. Water, no fuel at the dock.

Okay to tie up at the ferry dock on a calm night when the ferries don't use it. (Ferry normally stays in the V section of the dock overnight; so, other part free until morning.) There is apparently a charge for yachts, but no one could say for sure when we inquired August 2007.

### **Shopping**

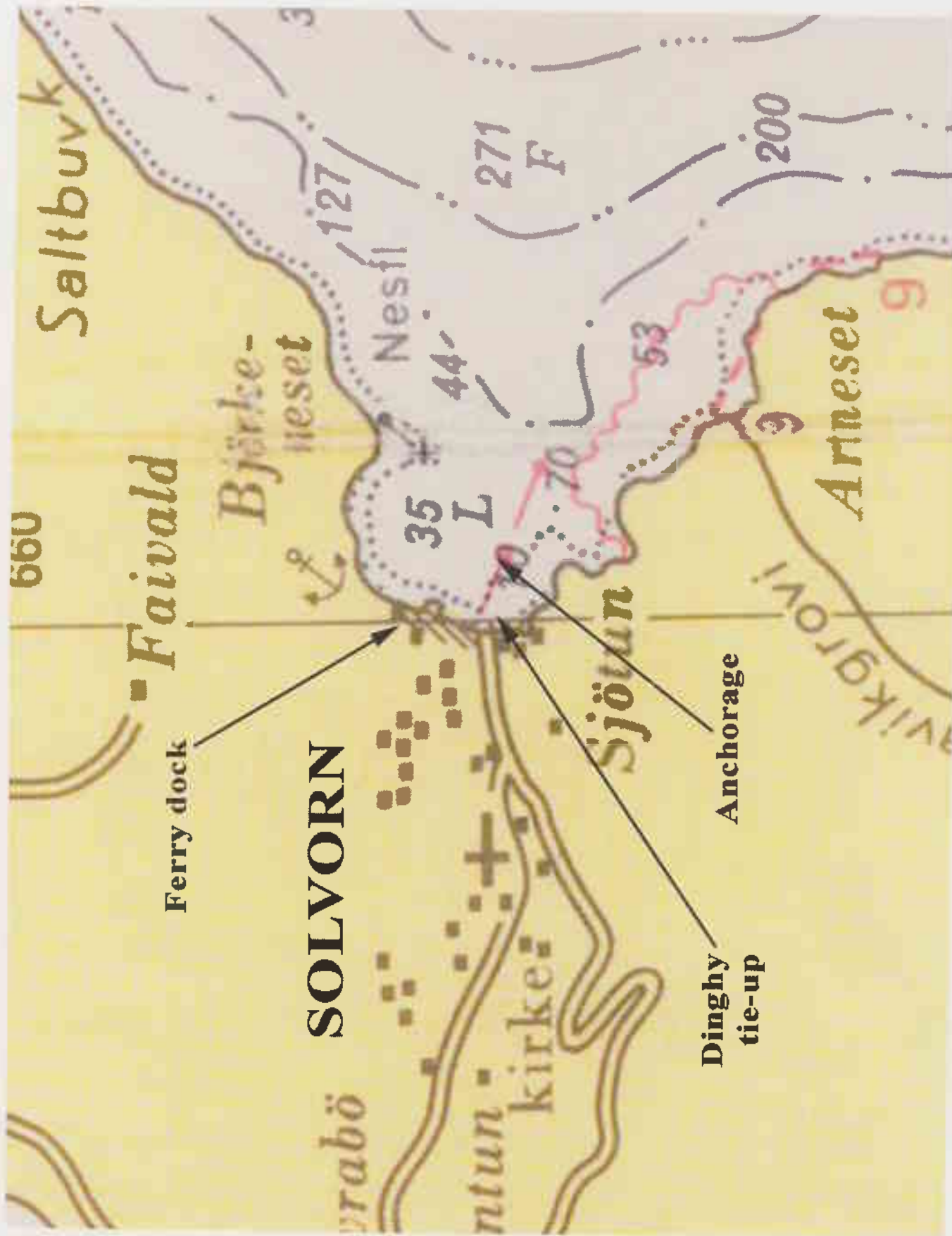
Small grocery store on the main street, normal hours, café attached.

### **To see and do**

Solvorn is a charming summer village off the beaten path and not in the usual English language travel books. Look into the one hotel, the Walaker, still in the same place and in the same family after 300 years. Wander down the narrow lanes among the perfectly kept cottages with their small flower gardens. Solvorn has its own natural beach and the warmest water for swimming in the Sognefjord.

**Not to be missed:** The Urnes stave church, a Unesco world heritage site and the oldest stave church among the 28 surviving. The exquisite, almost perfectly preserved 800-year-old carvings on the exterior and interior walls are among the most photographed attractions in Norway. Ferry leaves every half hour for the short trip across the fjord to Urnes from the Solvorn town dock – takes about 5/10 minutes, then a 10/20 minute walk up a hill to reach the church, worth every step. Do not attempt to anchor off Urnes, which is too deep (called Ornes on the chart).

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NB: Not for navigation



## SOLVORN



Ferry Dock

Anchorage

**Docking**

Raft up at the long wooden guest dock towards the south end of the harbor, indicated by signage readable when close. The signs are in Norwegian and English, with white lettering on blue fields posted on the causeway that runs along the dock. NB: The quay contiguous to the guest dock to the west is for local boats, tour boats, and ferries only. Contiguous to the east beware of rocks and shallows. The cruise ship dock is on the western rim of the harbor. Cruise ships are scheduled both days we will be in Flam.

Friends of the NAS and the CCA and the harbormaster have gone to extraordinary ends for the fleet to be in Flam, the most popular harbor in the Sognefjord. We may be required to make adjustments when we arrive, so that some berthing of yachts might be removed to more remote parts of the harbor. The harbormaster warns us of the wash due to the cruise ship tenders and other traffic and stresses the need for adequate fenders between rafted yachts.

In 2007 the fee for a yacht over 15 meters was NOK 50 (c. \$10), payable at the railroad station (skipper's responsibility).

**Grocery store**

A good one, the COOP. in town, just beyond the railroad station and shops. Hours: Mon-Fri 0900-2000, Sat 0900-1800, Sun 1200-1800.

**Other shopping**

The best you are likely to see on the cruise other than in Bergen, e.g., for sweaters and souvenirs, in the small cluster of stores in town.

**Internet**

Service available for a fee on three or four computers at the railroad station (2007).

**Dining**

The Fretheim Hotel, a modernized structure, has been a tourist destination since opening in 1870. It has the best and biggest kitchen in Flam, with an impressive dinner and breakfast. Bookings recommended: [mail@fretheim-hotel.no](mailto:mail@fretheim-hotel.no) Tel: +47-63-63-00.

**Flam Railway**

The biggest attraction is the Flamsbana Railroad, which draws visitors from all over the world. While it's an individual expense, we booked for everyone to take the memorable twelve-mile electric train up a hairpin gradient that is 55% in its steepest incline through what has to be some of the country's most magnificent scenery. You will see rivers pouring through wide ravines, waterfalls that cascade down the side of mountains, and miniscule farms nestled in snug gaps at the foot of the valley. (Only 2% of the land in Norway is arable.) From its height at some 3000 feet above sea level, the ride down through twenty tunnels is dramatic. The experience inspires respect for the Norwegian engineers and laborers who constructed the line over a period of twenty years. They finished in 1940, in effect linking the vital Sognefjord by rail to Oslo when roadways were in short supply.

# FLÅM



Supermarket  
& stores

Railroad  
Station

Train

dock-  
raft up here

NB: Not for navigation

**Anchorage**

Mind the markers on the approach. Raft at motel dock or anchor out in 10/15 meters, per the chart that follows. Beware the shallows and rocks at the north end of the motel dock.

A convenient, sheltered way stop as we exit the Sognefjord; otherwise, not much here.

The motel at the head of the harbor:

Leirvik Kro og Motell

Postboks 4

6951 Leirvik

Norway

Tel: +47 57 78 89 20

post@leirvikkro.no

Motel dockage = NOK 75 (c. \$15) per boat, NOK 25 (\$5) more for electricity; responsibility of each skipper to pay at the motel desk.

Pontoons if empty may be available for boats under 45 feet. Check with motel owner Leila Feten, tel +47-90-86-81-57. She owns the dock, not the pontoons, but may know what pontoons are free for use.

Motel has a modest restaurant and bar, 0900-2100, open for soft drinks and beer until 2300. All credit cards accepted.

**Shopping**

Excellent small supermarket across the street from the motel dock, 0900-2000.

**Alternative anchorages:**

1. Rysjedalsvika: Just to west of Leirvik. Good anchorage on a calm night in 10/20 meters at edge of or just outside of north cove. Space for three or four boats. Exposed to south. Beware underwater cable.

Major ferry stop if any crew need to disembark a few days early.

2. Flöhl: Another anchorage for two or three boats just to west of Rysjedalsvika in 7/22 meters tucked just to north of island as you enter on the eastern side of the cove. Beware rocks in the northwest of the cove that presumably cover at high water. (We were there at low.)

3. Risnefjord, Brekke: Tie up at disused ferry dock, which can probably take three boats alongside and raft out three or four deep. Do not tie up at rough stone pier contiguous to and just north of old ferry dock – there are rocks just below the surface. Also can tie up at middle pontoon, two on each side rafted out. Others can anchor.

Fuel pump, but possibly not operational. No facilities.

Beautiful views, though shore side up close not so pretty, with low, non-descript work structures, except for an old church and some old houses a short distance above the docks.

Exposed to north & east, quiet when we visited summer 2007.







Om Leirvik Kro og Motell

Kvar er Leirvik?

Aktivitetar

Pub'en

Overnatting

Båtturistar

Catering

Kurs og konferanse

Linkar

Kontakt/Booking



Velkommen til Leirvik Kro og motell

Leirvik Kro og Motell vart nybygt i 1996 og ligg i midt i Leirvik sentrum i Hyllestad kommune. Vi kan tilby deg rom m. dusj, wc, tlf. og tv.  
 Om du vil på tur, har vi utleige av båt og sykkel

Prisar rom:  
 Dobbelrom Kr 900,-  
 Enkeltrum kr 700,-

Ekstraseng kr 150,-

Leirvik og Hyllestad er eit eldorado for naturelskere og fiskeinteresserte.

Hér kan du fiske i sjø og vatn eller gå tur på det kjende fjellet Lihesten.

Avslutt dagen med heimelaga mat hjå oss. Leirvik Kro er kjend for å lage god og velsmakande vestlandsmat



Velkommen skal du vere.

**Anchorage**

Anchor in the slot at the northeast corner of Herdla between Herdla and the island of Lamoy at 60 34.6 N 4 58.36 E. Larger boats may anchor out in 10/15 meters; smaller boats can anchor further in 5/7 meters in the pool or tie off to pitons on the rocks. No supplies, no garbage disposal.

In this cluster of picturesque islands, vessels may find other spots in which to tuck away for the night. Beware the rocks, and watch the buoys that mark the channels through which local boats can come flying at any hour.

In the event of heavy weather, alternative anchorage is in Herdla harbor at 60 34.1, N 4 57.3 E where vessels may tie up to the jetty and raft up or take slips at the marina.

**HERDLA**

From Wikipedia (always slightly suspect)

Herdla, is an island, and former municipality, in Hordaland county, Norway. Herdla was separated from Manger as a municipality of its own in 1870. It was divided in three parts, which were merged with Askøy, Meland and Øygarden January 1, 1964. Herdla is situated north of the Island of Askøy. Askøy is adjacent to the city of Bergen.

The island is a popular target for tourists. The nature reserve at the Island has many birds. Some 220 species of birds are registered. The nature reserve is also a nice place to walk and bathe. There are good fishing possibilities in the area.

**Air base and coastal fortifications**

During the Second World War, all of Herdla was in effect a military base for the German Luftwaffe. The flat area "Herdlevalen" was considered a good place for an airport. The air base at Herdla was important to defend the west coast of Norway against Allied attacks. Many fortifications were built to hinder possibly invading forces. All civilians had to leave the island. In 1945 they came back to an island full of military installations.

Herdla was seriously considered as the site for Bergen's main airport. After the war the air traffic control for the Bergen area was placed at Herdla. However, in 1955, the airport was finally built at Flesland instead, since that would not require boat to reach it.

After the war some of the military installations were assimilated into the Royal Norwegian Coastal Artillery, who also built a series of new installations on the island. In recent years the fortress has been used for training new recruits for the coastal artillery, but the fortress was permanently closed in 2000 as a part of a major restructuring of the Norwegian armed forces, when the Royal Norwegian Coastal Artillery was decommissioned.

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**Berthing:** In the inner harbor, the Vågen, the harbormaster, Alf Halsen, has designated a pier in the area called the Bradbenken (see satellite photo which follows). NB: These arrangements were difficult, and we will not be surprised if "our space", which is meant to be reserved for the NAS/CCA fleet, is occupied when we arrive. If that occurs, each vessel must find its own way in the Vågen. However it turns out, a harbor official will collect harbor fees from each skipper sometime during your stay.

**Must visits:** 1.) The Hanseatic Museum and its adjoining buildings, along the "Brygga", in the northwest corner of the Vågen. 2.) The fish market when it's open, at the head of the harbor. 3.) The Floibanen funicular, a ten-minute walk from the harbor. Ride the rail to the top of one of the seven mountains surrounding Bergen. And if you have time, 4.) The Bergen Art Museum (Bergen Kunstmuseum), a five-minute walk from the fish market at Rasmus Meyers Alle 3/7. It is better than the museums in Oslo and has important paintings by Edvard Munch, for example. Open 1100-1700 everyday in the summer.

**Bergen** is the second-largest city in Norway, a municipality, and a former county, in the county of **Hordaland**. Bergen was Norway's biggest city until the 1830s, when it was passed by Oslo.

The city is located on the southwestern coast of Norway, in the county of Hordaland, with its center situated between a group of mountains known collectively as **de syv fjell** ("the seven mountains"), although the number of mountains is a matter of definition. Bergen is host to part of the country's large oil industry, as well as deep-sea operations. Its harbors are used by everything from small pleasure vessels to cruise ships and cargo vessels and is the base of many of the country's fishing vessels as well. Bergen is an important cultural centre in its region and was one of nine European cities honored with the title **European Capital of Culture** in 2000.

## History

The city of Bergen celebrated its 900th anniversary in 1970. It is thought to have been founded by king Olav Kyrre, son of Harald Hardråde, in AD 1070. It is considered to have replaced Trondheim as Norway's capital in 1217, and that Oslo became de jure capital in 1299. Towards the end of the 13th century, Bergen became one of the Hanseatic League's most important bureau cities.

The main reason for Bergen's importance was the trade with dried cod from the northern Norwegian coast, which started around 1100. By the late 1300s, Bergen had established itself as the center of the trade in Norway. The Saxon Hanseatic merchants lived in their own separate quarter of town, where Middle Saxon ("Middle Low German") was used, enjoying exclusive rights to trade with the northern fishermen that each summer sailed to Bergen. Today, Bergen's old quayside, Bryggen, is on UNESCO's list of World Heritage sites.

In 1349, the Black Death came to Norway with the crew of an English ship arriving in Bergen. In the 15th century the city was attacked several times by the Victual Brothers, and in 1429 they succeeded in burning the royal castle and much of the city. In 1536, the king was able to force the Saxon merchants to become Norwegian citizens or return home, heralding a decline in the Saxon influence. In 1665, the city's harbor was the site of the bloody Battle of Vågen, between English ships on the one side and Dutch ships supported by the city's garrison on the other.

Throughout the 15th and 16th centuries, Bergen remained one of the largest cities in Scandinavia and was Norway's biggest city until the 1830s, when Oslo became the biggest. Bergen retained its monopoly of trade with Northern Norway until 1789.

In 1916 parts of the city center were destroyed by the last of many devastating fires throughout the city's history. During World War II, the city was occupied on the first day of the German invasion on April 9, 1940, after a brief fight between German ships and Norwegian coastal artillery. On April 20, 1944, during the German occupation, the Dutch cargo ship *Voorbode* anchored off the Bergenhus Fortress, loaded with over 120 tons of explosives, blew up, killing at least 150 people and damaging historic buildings. The city was subject to allied bombing raids aimed at German naval installations in the harbor. Some of these led to civilian casualties numbering over 100.

In 1972, Bergen was unified with neighboring municipalities (Arna, Fana, Laksevåg and Åsane), abolishing its county status and getting its present boundaries.

### **Origin of name of Bergen**

The Norse forms of the name were *Bergvin* and *Björgvin*. The first element is *berg* or *bjørg*, which translates to mountain. The last element is *vin*, which translates to pasture or meadow. The full meaning is then '*the meadow among the mountains*'. (A suitable name: Bergen is often called '*the city among the seven mountains*'.)

There are about one thousand names in Norway composed with the element *-vin*, which are pronounced with the second tone. The only exception is the name Bergen (which is pronounced with the first tone). The reason is probably the German influence.

In 1918 there was a campaign to reintroduce the Norse form *Björgvin* as the name of the city. This was turned down - but as a compromise the name of the diocese was changed to *Björgvin bispedømme*.

### **Geography**

Bergen municipality occupies the majority of the Bergen peninsula in mid-western Hordaland. It is sheltered from the North Sea by the islands Askøy, Holsnøy (municipality Meland) and Sotra (municipalities Fjell and Sund). It is the administration centre of Hordaland, as well as the second-largest city in Norway and the largest in Western Norway. Bergen is the centre of the Bergen region, a statistical metropolitan area with a population of 356,633.

The municipality covers an area of 465 KM. The population is 244,620, making the population density 534 people per km. The population of the main urban area is 220,418. The municipality also contains eight minor urban settlements with a total population of 17,213, with Indre Arna, situated in the borough Arna, being the largest with a population of 6,151 as of January 1, 2007. Although not being geographically distant from the city centre, Arna is separated from it by mount Ulriken. A railway line connects Arna and the city centre; driving through Åsane or Nesttun is required if traveling by car or bus. Bergen's city centre is situated between a group of mountains known collectively as *de syv fjell* ("the seven mountains"), describing the mountains Ulriken, Fløyen, Løvstakken and Damsgårdsfjellet, as well as three out of Lyderhorn, Sandviksfjellet, Blåmanen, Rundemanen, and Askøyfjellet. The first to name them "the seven mountains" might have been Ludvig Holberg, inspired by the Seven Hills of Rome. These seven mountains are, however, only a few of the mountains located within the borders of the Bergen municipality. Gullfjellet is the highest mountain in Bergen, at 987 meters above sea level.

### **Demographics**

As of 2002, the average gross income for men above the age of 17 is 426,000 NOK, the average gross income for women above the age of 17 is 238,000 NOK, with the total average gross income being 330,000 NOK. In 2007, there were 104,6 men for every 100 women in the age group of 20-39. 22,8% of the population were under 17 years of age, while 4,5% were 80 and above. 2,1% were first or second generation immigrants with Western backgrounds and 6,6% were first or second generation immigrants with non-

Western backgrounds. The largest immigrant groups in Bergen today are Iraqi (1 443), Vietnamese (1 217), Chileans (1 197), Polish (1 184) and Sri Lankan Tamils (1 050).

### **Cityscape**

The oldest remaining part of the city is on the north side of the bay of Vågen. Bryggen, the product of rebuilding after a fire in 1702, is in this area. The buildings that form Bryggen were done in the style of the medieval buildings that stood on the site prior to the fire. Saint Mary's Church is the oldest building in Bergen, parts of it dating from around 1130. The altarpiece of the church is the oldest ornament preserved. It dates back to the Hanseatic period, probably the

15th century, when the church was used by the German hanseats as their parish church. Much of the interior was replaced during a restoration of the church in the second half of the 18th century.

Two other churches, the cathedral (Domkirken) and the Korskirken church are also medieval, although modified later. The Bergenhus fortress has several interesting buildings, notably Haakon's Hall, a royal hall dating from 1261, and the Rosenkrantz Tower, built around a medieval fortification in 1563.

An open-air fish market is located along the inner harbor of Vågen. Further south is the main shopping area, rebuilt after a fire in 1916 in art nouveau and functionalist style, around the main square Torgallmenningen. Several old quarters of white, wooden houses are scattered in and around the centre, most notably in Nordnes, Marken and Sandviken. Nygårdshøyden is a quaint area with a large number of buildings dating from late 19th century, many with neoclassical facades. Some parts of Bergen were rebuilt after World War II, rectifying damage due to bombing, the 1944 explosion accident, and thoughtless urban planning. Whole blocks of old wooden houses have been demolished in the city centre, most recently in Nøstet and Krinkelkroken, due to a lack of maintenance of the buildings.

Fløyen (320 meters above sea level) and Ulriken (643 meters above sea level) are connected to the city centre with a funicular and a cable car, respectively. The mountains, as well as the areas that surround them, are popular hiking areas for locals as well as tourists. Several urban parks are present in the city centre, the largest being Nygårdsparken located between the neighborhoods of Nygård and Møhlenpris.

The Bergen Aquarium (housing fish, marine invertebrates, seals and penguins, as well as reptiles and monkeys) is located at the tip of the Nordnes peninsula.

Bergen has been nicknamed The City of Rain for its plentiful rainfall - annual precipitation is 2250 mm (88 inches) on average. This is due to the city's geography – being surrounded by mountains that the clouds cannot get over easily. Rain fell every day between October 29, 2006 and January 21, 2007: 85 consecutive days. In the winter, Bergen is one of the warmest cities in Norway, thanks to the Gulf Stream; 10 °C and rain can happen in both January and July. The highest temperature ever recorded was 31.8 °C, a record that dates back to 1947. The lowest ever recorded is -16.3 °C, in 1987.

The high amount of precipitation is often used in the marketing of the city, and figures to a degree on postcards sold in the city. For a period of time there were umbrella vending machines in the city, but these did not turn out to be a success.

### **Climate change**

In recent years, precipitation and winds have increased in the city. In late 2005, heavy rains caused floods and several landslides, the worst of which killed three people on September 14. It is predicted by meteorologists that due to global warming, severe storms causing landslides and floods will become more powerful in the area and in surrounding counties in coming years. As a response, the municipality created a special 24-man rescue unit within the fire department in 2005, to future slides and other natural disasters,



and neighborhoods considered at risk of slides were surveyed in 2006. As of October 2007, the prediction has been supported by over 480 landslides in Hordaland county from the spring of '06 to the summer of '07. Most of the slides hit roads, but until October 2007, when a large rock dislodged and killed the driver of a car, none of them caused damage to cars, buildings, or people.

Another concern is the risk of rising sea levels. Already today, Bryggen is regularly flooded at extreme tide, and it is feared that as sea levels rise, floods will become a major problem in Bergen.

Floods may in the future reach the old fire station in Olav Kyrres Gate, as well as the railroad tracks leading out of the city. It has therefore been suggested by among others Stiftelsen Bryggen, the foundation responsible for preserving the UNESCO site, that a sea wall, built so that it could be raised and lowered as demanded by the tides, be built outside the harbor to protect the city.

## **Education**

### **Higher education**

Bergen has one university, the University of Bergen, and one university college, Bergen University College, with a total of 22,000 students and 3,600 staff. With approximately 16,000 students and 3,000 staff the University of Bergen (Norwegian: Universitetet i Bergen) is the third largest university in Norway, after the University of Oslo and the Norwegian University of Science and Technology. Although it was founded as late as 1946, academic activity had been taking place at Bergen Museum since 1825. The university's academic profile focuses on marine research and co-operation with developing countries. In 2002, the university was awarded three national centers of excellence in climate research, petroleum research and medieval studies. In December 2004, billionaire Trond Mohn donated 250 million NOK to the University as research funding. In addition, he has given the university several individual gifts of 50 million NOK.

Bergen University College (Norwegian: Høgskolen i Bergen) is one of 24 state-owned university colleges in Norway. As of 2007, it has approximately 6,000 students and 600 staff. The university college offers studies directed towards specific professions. The college is organized in 3 faculties: the Faculty of Education, the Faculty of Engineering, and the Faculty of Health and Social Sciences.

The Norwegian School of Economics and Business Administration (Norwegian: Norges Handelshøyskole) is a leading school of business and economics in Norway. Finn E. Kydland, the last (2004) of three Norwegian laureates of the Economy Nobel Prize, has studied and lectured at the school. The school has approximately 2,700 students and 350 staff. As the result of a resolution passed by the Norwegian starting in 1917, the school was founded in 1936 as the first business school in Norway. As of 2007, the school's MSc program is ranked by the Financial Times as the 36th best in Europe.

The Bergen School of Architecture (Bergen Arkitekt Skole), founded in 1986 by architect Svein Hatløy, has alternative programs, with graduates like 3RW architecture and Tommie Wilhemsen.

The Bergen National Academy of the Arts (Kunsthøgskolen i Bergen, approximately 300 students and 100 staff) is one of the two independent institutions of higher learning in the visual arts and design in Norway. Students can take a three-year Bachelor degree and a two-year Master degree in the following areas: Visual Art; Interior Architecture; Furniture Design; Room Design; Visual Communications; Photography; Printmaking; Ceramics and Textiles.

The Naval Academy (Sjøkrigsskolen) of the Royal Norwegian Navy is located at Laksevåg in Bergen.

### **Research**

The University of Bergen and Haukeland University Hospital are by far the largest research institutions in Bergen. The Chr. Michelsen Institute (Christian Michelsens Institutt), founded in 1930, is located in Bergen. With an annual turnover of 56 million NOK, it is one of Scandinavia's largest independent research



institutes on human rights and development issues. The aim of CMI is to inform and influence policy on international development issues.

The Norwegian Institute of Marine Research (Norwegian: Havforskningsinstituttet), formerly known as Norwegian Fisheries Investigations (Norwegian: Norske Fiskeriundersøgelser) has been located in Bergen since 1900. The primary responsibility of the institute is to provide advice to national authorities, society and industry regarding questions related to the ecosystems of the Barents Sea, the Norwegian Sea, the North Sea and the Norwegian coastal zone and in the field of aquaculture. The institute has a staff of 700, making it the largest marine research institution in Norway.

### **Economy**

Bergen's inter-municipal harbor is by far Norway's largest port and one of Europe's largest ports, according to the inter-municipal company Port of Bergen.

In August 2004, Time magazine named the city one of Europe's 14 "secret capitals" where Bergen's capital reign is acknowledged within maritime businesses and activities such as aquaculture and marine research, with the Institute of Marine Research (IMR) (the second largest in Europe) as the leading institution. Bergen is the main base for the Royal Norwegian Navy (at Haakonsværn) and its international airport Flesland is the main heliport for the huge Norwegian North Sea oil and gas industry, from where thousands of offshore workers commute to their work places onboard oil and gas rigs and platforms.

The headquarters of TV 2 Norway's largest commercial television channel are located in Bergen. However, they may be moving to Oslo when they lose their analog TV broadcasting license in 2008.

Tourism is an important income source for the city. The hotels in the city may be full at times, due to the increasing number of tourists and conferences. Prior to the Rolling Stones concert in September 2006, many hotels were already full-booked several months in advance. Bergen is recognized as the unofficial capital of the region known as West Norway, and recognized and marketed as the gateway city to the world famous fjords of Norway and for that reason it has become Norway's largest - and one of Europe's largest - cruise ship ports of call.

### **Culture**

Bergen is an important cultural centre in its region and in Norway, maybe best known for hosting the annual Bergen International Festival (Festspillene i Bergen). The city is home of the Bergen Philharmonic Orchestra, which was founded in 1765 and is one of the world's oldest orchestral institutions. The orchestra performs regularly at the 1,500 seat Grieg Hall. The city is also home of the Bergen Woodwind Quintet, which is made up primarily of principal winds of the Bergen Philharmonic. Bergen was a European Capital of Culture in 2000. Other main cultural events include Nattjazz, Lost Weekend Festivalen and Bergenfest (formerly Ole Blues).

There are numerous local bands in Bergen and the surrounding communities, performing regularly throughout the city. They generally fall within two distinct categories: brass bands, following the British band tradition, and Janitsjar or wind bands, which include both woodwind and brass instruments. Both of these types of bands tend to be quite competitive, and the Grieg Hall in Bergen is home to the annual Norwegian Brass Band Championships, which takes place in late winter.

With circulations of 87,076 and 30,719 in 2006, *Bergens Tidende* and *Bergensavisen* are the two largest newspapers in Bergen. *Bergens Tidende* has won three European Newspaper Awards, in 2006 for best-designed regional newspaper, in 2004 for best-designed weekly newspaper, and in 2002 for best-designed regional newspaper. The city is also the home of several smaller newspapers and publications, including *Fanaposten* (circulation of 4,062), a local newspaper for the borough Fana, and the Christian newspaper *Dagen* (circulation of 8,936).

Bergen is home to Buekorps, a prominent feature in the Constitution Day celebrations in the city. Buekorps consists of a parade in the streets with wooden sticks shaped as guns or crossbows, sabers and even halberds, to a military snare sounded by several drummers. The performers are usually boys between 7 and 21 years of age, but older veterans can be seen. There are buekorps for girls and for both girls and boys as well. Some regards Buekorps with warmth, whilst others dislike it due to its militarized appearance or the dominant sound of the drumming.

In the late 1990s and early 2000s several pop, rock and black metal artists from Bergen became famous, at home as well as abroad. Many of these were connected to the small record label Tellé Records. In the domestic press this became known as the Bergen Wave. Musicians and bands from Bergen include Annie, Burzum, Enslaved, Gorgoroth, Borknagar, Immortal, Erlend Øye, Kings of Convenience, Røyksopp, Sondre Lerche, Nazgûl and Datarock.

Bergen has a small but thriving scene for contemporary art, most notably centered around BIT Teatergarasjen, Bergen Kunsthall, United Sardines Factory, USF and Bergen Center for Electronic Arts, BEK.

### **Dialect**

Bergensk, or the Bergen dialect, is the dialect of Norwegian spoken in Bergen. It is easy for Norwegians to recognize, as it is very distinguishable from the other dialects in Hordaland. Like almost all Norwegian dialects, Bergensk cannot be said to be either Bokmål or Nynorsk. While the vocabulary shows many traits of both Bokmål and Nynorsk, it has many characteristics that are not covered by any of these written languages.

Foreigners, such as the Low German speaking merchants of the Hanseatic League who lived in Bergen in the period from about 1350 to 1750, has had a profound impact on the dialect,. Bergen being the major Norwegian city during the Dano-Norwegian union from 1536 to 1814 led to Bergensk absorbing more of the Danish than other Norwegian dialects. Many, but not all, influences from these languages since spread from Bergen to parts of or the whole of Norway.

The female grammatical gender disappeared in the 16th century, probably due to influence from Danish, making Bergensk one of the very few dialects in Norway with only two grammatical genders. All others, excepting sociolects in other Norwegian cities, have three. The Rs are uvular trills, as in French. It probably spread to Bergen (and Kristiansand) some time in the 18th century, overtaking the alveolar trill in the time span of 2 to 3 generations. Due to an improved literacy rate, Bergensk was influenced by riksmål and bokmål in the 19th and 20th centuries. This led to large parts of the German-inspired vocabulary disappearing and pronunciations shifting slightly towards East Norwegian.

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# BERGEN



Floibanen Funicular

## **COMMUNICATIONS**

All yachts on the cruise should monitor VHF Channel 68 from 0900 to 1000 and from 1700 to 1800 each day. **NIGHT WATCH, SWING,** and **LOYAL** will guard Channel 16 at all other times. In the event that there are any changes in the Cruise Schedule, such changes will be announced at this time and at 1800 on VHF Channel 68. If it is found that there is considerable traffic on VHF Channel 68, you will be notified of any substitute channel to be monitored. Call other yachts on the Cruise on Channel 68, and then switch to another channel for conversations.

NB: Most communications between vessels and individuals nowadays in Scandinavia when on the water takes place via mobile telephone. We will try to put out a list early in the cruise to each skipper of everyone carrying a mobile with local coverage. If you have a mobile phone, please advise Cruise Treasurer Dave Brown on Swing with a note.



## **IN THE EVENT OF AN EMERGENCY**

### **Medical emergency:**

Notify Cruise Chairman David Tunick on Night Watch: Mobile +1-203-921-7348, VHF 16.

Emergency first aid: Professional crew of the LOYAL.

Physicians: Some among the cruise participants on the LOYAL and on the yachts.

### **Hospitals:**

Bergen: Helse Bergen, Haukeland University Hospital, Jonas Liesvei 65, Bergen  
Tel: +47-55-97-50-00

Lærdal (in the Sogenfjord): Lærdal Hospital, Tel: +47-57-64-00-00

Førde (near Balestrand): Sentralsjukehuset i Førde in Førde, Tel: +47-57-83-90-00.

Airborne medical teams: Luftambulansen, based in Bergen.

Ambulance/medical emergency: Telephone 113.

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### **Boat emergency:**

Notify Cruise Chairman David Tunick on Night Watch: Mobile +1-203-921-7348, VHF 16.

Charter yacht: Contact Nautic Sailing. See their memorandum to you regarding emergency procedures.

Private yacht: Call Redningsselskapet KystPatruljen (NSSR), a national organization that is more than a Sea-Tow operation.

Telephone +47-51-51-00-00. VHF channel 16.

NB: This is a worthwhile organization for a private yacht to join on an annual basis. As a bonus, a detailed guide to harbors is provided to members.

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**Rescue & Police:** Telephone 112.

**Fire:** Telephone 110.

## **FLAG ETIQUETTE**

**Burgees:** Yachts participating in the Cruise will fly the burgee of The North American Station or the burgee of the Cruising Club of America from the top of the main mast, with the following exception: charter yachts that lack main mast flag halyards may fly the burgee from the port yardarm (per the protocol of the Royal Scandinavian yacht clubs). This exception takes precedence over CCA flag etiquette during the Norwegian Fjord Cruise.

Yachts associated with the Irish Cruising Club and the Clyde Cruising Club may follow their own customary protocol.

Yachts whose skippers are associated with both the NAS and the CCA shall fly the burgee of the CCA July 12-17 and the burgee of the NAS July 18-24.

**Courtesy flags:** Yachts of a nationality other than Norwegian will fly the courtesy national flag of Norway at the top of the hoist on the starboard yardarm.

**Colors:** Colors should be observed at 0800 and 2100 (the protocol of the Royal Norwegian Yacht Club).

**Other flags and pennants:** CCA members shall follow the protocol specified under "Flag Etiquette" in the club yearbook, reproduced on the following pages. Others shall follow the protocol of their clubs.

# **CCA**

## **FLAG ETIQUETTE**

### **CCA BURGEE**

The Club burgee may be displayed only when a yacht is under the direct command of a Cruising Club member. The Club burgee shall be displayed at the bow staff of single-masted power yachts, at the foremost truck of schooners and multi-masted power yachts and at the mainmast truck of other rigs.

The Club burgee shall be flown only at the masthead position, never at a spreader or other unauthorized position. If it is not possible to fly the Club burgee properly at the masthead position, the CCA member aboard flag may be flown at the starboard spreader.

The Club burgee may be displayed at night.

### **CCA CLUB MEMBER ABOARD FLAG**

The Club member aboard flag, signifying the presence of a Club member on board, may be flown only at the starboard spreader when no flag officer's flag is displayed, when the burgee of another club is displayed, or when it is not possible to display any burgee.

The Club member aboard flag may be displayed at night.

### **DRESSING SHIP**

On the appropriate occasions, a yacht may, when at anchor (or when underway in a marine parade), weather permitting, dress ship from morning to evening colors. Any sequence is acceptable, but the following will give the best mix of colors:

Starting from bow - AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, STO (Zero), CX9, WQ8, ZY Second Repeater, Answering Pennant.

### **PRIVATE SIGNAL**

The private signal is normally displayed when the ensign is hoisted. It may be displayed at the mainmast truck of schooners and power yachts and at the mizzen truck of yawls and ketches.

Cutters and sloops may display the private signal at the truck in lieu of the burgee except when at anchor. At anchor, they may display the private signal at the jack staff.

The private signal may be displayed at night.

# **CCA**

## **FLAG ETIQUETTE**

### **FLAG OFFICERS, POST CAPTAINS, AND FLEET CAPTAIN**

Such flags shall be displayed day and night at the mizzen truck of yawls, ketches and similarly-rigged power yachts and at the main truck of cutters, sloops, schooners and single-masted power yachts.

When a flag officer uses a member's yacht for official business, his flag shall replace the burgee. When a flag officer is aboard a member's yacht on other than official business, his flag may be displayed at the starboard spreader.

### **UNION JACK**

The Union Jack may be displayed at the jackstaff between morning and evening colors only at anchor and only on Sundays and holidays (legal or traditional) or when dressing ship.

### **CIRCUMNAVIGATION AND TRANSOCEANIC PENNANTS**

These may be flown at the starboard spreader at Club rendezvous and other appropriate occasions, in accordance with the award rules.

### **PAST COMMODORES**

The past commodores' flag may be flown at the starboard spreader at Club rendezvous and other appropriate occasions.

### **FOREIGN NATIONAL COLORS**

Upon entering and remaining in foreign waters, the national colors of the host country shall be displayed at the starboard spreader whenever the U.S. national ensign is displayed. On yachts with no spreaders, it shall be displayed at the masthead.

### **STARBOARD SPREADER**

The starboard spreader is not an acceptable alternative to other flag positions set forth above. Except as noted, its flag use is limited to foreign national colors of the host country, quarantine flag, flags of visiting flag officers on unofficial business, the member aboard flag, circumnavigation and transoceanic pennants, past commodores' flag, and signals such as owner absent, code flag hoists and the like.

### **SIZE OF FLAGS**

Sizes are optional, but the following is an acceptable standard:

- a) The ensign should approximate one inch on the fly per foot of overall length.
- b) The burgee, private signal, flag officers', post captains', fleet captain's, and past commodores' flags should approximate one half inch on the fly for each foot of height of highest truck above the water line on sailing yachts and for each foot of length of power yachts.
- c) Hoists should approximate two-thirds of the fly.



## **DRESS CODE**

### **July 12, July 17, July 23, fleet dinners in restaurants:**

Men: jacket, tie, and khakis, red or white slacks.

Women: equivalent.

### **July 15, reception at the Hotel Mundal:**

Men: jackets, no ties.

Women: equivalent.

## WEATHER FORECASTS

When possible and/or necessary, the weather forecast will be broadcast to the fleet daily during the morning announcements 0900-1000 on VHF channel 68.

There are no regular weather broadcasts on Norwegian VHF radio except when the Norwegian weather service expects Force 7 and Force 8 gale conditions. They then broadcast on VHF 16 in Norwegian and English, normally at 50 minutes after the hour.

To obtain your own weather forecast:

1. Internet: [www.yr.no](http://www.yr.no), click on the left on *hav og kyst* (which means harbor & coast), then click on forecast in English, then click on coastal waters, then click on Karmoy-Fedje when south of Fedje and Fedje-Stat when north of Fedje.
2. Telephone: +47-52-23-66-00. The Norwegian Meteorological Institute, a 24-hour service that provides reports and forecasts.

N.B. The weather within the Sognefjord can follow its own patterns and is usually different from the weather broadcast outside. Other than local Norwegian radio and newspapers, there are no forecasts available within the fjords. **Be forewarned that unpredictable wind gusts can slam down from the mountains from different directions and flatten a vessel in a flash, but such conditions are rare in the summer.**

## RIISING AND SETTING TIMES FOR THE SUN

### **Bergen, Norway**

Date	Sunrise	Sunset	Length of day	
			This day	Difference
Jul 1, 2008	4:17 AM	11:08 PM	18h 50m 53s	- 1m 49s
Jul 2, 2008	4:18 AM	11:07 PM	18h 48m 52s	- 2m 01s
Jul 3, 2008	4:19 AM	11:06 PM	18h 46m 42s	- 2m 10s
Jul 4, 2008	4:21 AM	11:05 PM	18h 44m 22s	- 2m 19s
Jul 5, 2008	4:22 AM	11:04 PM	18h 41m 53s	- 2m 29s
Jul 6, 2008	4:23 AM	11:03 PM	18h 39m 15s	- 2m 38s
Jul 7, 2008	4:25 AM	11:01 PM	18h 36m 28s	- 2m 46s
Jul 8, 2008	4:26 AM	11:00 PM	18h 33m 33s	- 2m 55s
Jul 9, 2008	4:28 AM	10:59 PM	18h 30m 29s	- 3m 03s
Jul 10, 2008	4:30 AM	10:57 PM	18h 27m 18s	- 3m 11s
Jul 11, 2008	4:32 AM	10:56 PM	18h 23m 59s	- 3m 18s
Jul 12, 2008	4:33 AM	10:54 PM	18h 20m 34s	- 3m 25s
Jul 13, 2008	4:35 AM	10:52 PM	18h 17m 01s	- 3m 33s
Jul 14, 2008	4:37 AM	10:51 PM	18h 13m 21s	- 3m 39s
Jul 15, 2008	4:39 AM	10:49 PM	18h 09m 35s	- 3m 46s
Jul 16, 2008	4:41 AM	10:47 PM	18h 05m 43s	- 3m 52s
Jul 17, 2008	4:43 AM	10:45 PM	18h 01m 45s	- 3m 57s
Jul 18, 2008	4:45 AM	10:43 PM	17h 57m 41s	- 4m 03s
Jul 19, 2008	4:47 AM	10:41 PM	17h 53m 32s	- 4m 08s
Jul 20, 2008	4:50 AM	10:39 PM	17h 49m 19s	- 4m 13s
Jul 21, 2008	4:52 AM	10:37 PM	17h 45m 00s	- 4m 18s
Jul 22, 2008	4:54 AM	10:35 PM	17h 40m 37s	- 4m 23s
Jul 23, 2008	4:56 AM	10:32 PM	17h 36m 09s	- 4m 27s
Jul 24, 2008	4:59 AM	10:30 PM	17h 31m 38s	- 4m 31s
Jul 25, 2008	5:01 AM	10:28 PM	17h 27m 03s	- 4m 35s
Jul 26, 2008	5:03 AM	10:26 PM	17h 22m 24s	- 4m 39s
Jul 27, 2008	5:05 AM	10:23 PM	17h 17m 41s	- 4m 42s
Jul 28, 2008	5:08 AM	10:21 PM	17h 12m 55s	- 4m 45s
Jul 29, 2008	5:10 AM	10:18 PM	17h 08m 06s	- 4m 49s
Jul 30, 2008	5:13 AM	10:16 PM	17h 03m 15s	- 4m 51s
Jul 31, 2008	5:15 AM	10:13 PM	16h 58m 20s	- 4m 54s

All times are in local time for Bergen

# WIND CONVERSION TABLE

Miles per Hour	Knots	Meters per Second	Feet per Second	Kilometers per Hour	Feet per Minute	Miles per Hour	Knots	Meters per Second	Feet per Second	Kilometers per Hour	Feet per Minute
1	0.9	0.4	1.5	1.6	88	51	44.3	22.8	74.8	82.1	4488
2	1.7	0.9	2.9	3.2	176	52	45.2	23.2	76.3	83.7	4576
3	2.6	1.3	4.4	4.8	264	53	46.0	23.7	77.7	85.3	4664
4	3.5	1.8	5.9	6.4	352	54	46.9	24.1	79.2	86.9	4752
5	4.3	2.2	7.3	8.0	440	55	47.8	24.6	80.7	88.5	4840
6	5.2	2.7	8.8	9.7	528	56	48.6	25.0	82.1	90.1	4928
7	6.1	3.1	10.3	11.3	616	57	49.5	25.5	83.6	91.7	5016
8	6.9	3.6	11.7	12.9	704	58	50.4	25.9	85.1	93.3	5104
9	7.8	4.0	13.2	14.5	792	59	51.2	26.4	86.5	95.0	5192
10	8.7	4.5	14.7	16.1	880	60	52.1	26.8	88.0	96.6	5280
11	9.6	4.9	16.1	17.7	968	61	53.0	27.3	89.5	98.2	5368
12	10.4	5.4	17.6	19.3	1056	62	53.8	27.7	90.0	99.8	5456
13	11.3	5.8	19.1	20.9	1144	63	54.7	28.2	92.4	101.4	5544
14	12.2	6.3	20.5	22.5	1232	64	55.6	28.6	93.9	103.0	5632
15	13.0	6.7	22.0	24.1	1320	65	56.4	29.1	95.3	104.6	5720
16	13.9	7.2	23.5	25.7	1408	66	57.3	29.5	96.8	106.2	5808
17	14.8	7.6	24.9	27.4	1496	67	58.2	30.0	98.3	107.8	5896
18	15.6	8.0	26.4	29.0	1584	68	59.1	30.4	99.7	109.4	5984
19	16.5	8.5	27.9	30.6	1672	69	59.9	30.8	101.2	111.0	6072
20	17.4	8.9	29.3	32.2	1760	70	60.8	31.3	102.7	112.7	6160
21	18.2	9.4	30.8	33.8	1848	71	61.7	31.7	104.1	114.3	6248
22	19.1	9.8	32.3	35.4	1936	72	62.5	32.2	105.6	115.9	6336
23	20.0	10.3	33.7	37.0	2024	73	63.4	32.6	107.1	117.5	6424
24	20.8	10.7	35.2	38.6	2112	74	64.3	33.1	108.5	119.1	6512
25	21.7	11.2	36.7	40.2	2200	75	65.1	33.5	110.0	120.7	6600
26	22.6	11.6	38.1	41.8	2288	76	66.0	34.0	111.5	122.3	6688
27	23.4	12.1	39.6	43.5	2376	77	66.9	34.4	112.9	123.9	6776
28	24.3	12.5	41.1	45.1	2464	78	67.7	34.9	114.4	125.5	6864
29	25.2	13.0	42.5	46.7	2552	79	68.6	35.3	115.9	127.1	6952
30	26.1	13.4	44.0	48.3	2640	80	69.5	35.8	117.3	128.7	7040
31	26.9	13.9	45.5	49.9	2728	81	70.3	36.2	118.8	130.4	7128
32	27.8	14.3	46.9	51.5	2816	82	71.2	36.7	120.3	132.0	7216
33	28.7	14.8	48.4	53.1	2904	83	72.1	37.1	121.7	133.6	7304
34	29.5	15.2	49.9	54.7	2992	84	72.9	37.6	123.2	135.2	7392
35	30.4	15.6	51.3	56.3	3080	85	73.8	38.0	124.7	136.8	7480
36	31.3	16.1	52.8	57.9	3168	86	74.7	38.4	126.1	138.4	7568
37	32.1	16.5	54.3	59.5	3256	87	75.5	38.9	127.6	140.0	7656
38	33.0	17.0	55.7	61.2	3344	88	76.4	39.3	129.1	141.6	7744
39	33.9	17.4	57.2	62.8	3432	89	77.3	39.8	130.5	143.2	7832
40	34.7	17.9	58.7	64.4	3520	90	78.2	40.2	132.0	144.8	7920
41	35.6	18.3	60.1	66.0	3608	91	79.0	40.7	133.5	146.5	8008
42	36.5	18.8	61.6	67.6	3696	92	79.9	41.1	134.9	148.1	8096
43	37.3	19.2	63.1	69.2	3784	93	80.8	41.6	136.4	149.7	8184
44	38.2	19.7	64.5	70.8	3872	94	81.6	42.0	137.9	151.3	8272
45	39.1	20.1	66.0	72.4	3960	95	82.5	42.5	139.3	152.9	8360
46	39.9	20.6	67.5	74.0	4048	96	83.4	42.9	140.8	154.5	8448
47	40.8	21.0	68.9	75.6	4136	97	84.2	43.4	142.3	156.1	8536
48	41.7	21.5	70.4	77.2	4224	98	85.1	43.8	143.7	157.7	8624
49	42.6	21.9	71.9	78.9	4312	99	86.0	44.3	145.2	159.3	8712
50	43.4	22.4	73.3	80.5	4400	100	86.8	44.7	146.7	160.9	8800

Taken from Smithsonian Meteorological Tables



BEAUFORT SCALE				
BEAUFORT NUMBER	NAME	WIND SPEED		DESCRIPTION
		MPH	KPH	
0	calm	<1	<1	calm; smokes rises vertically
1	light air	1-3	1-5	direction of wind shown by smoke but not by wind vanes
2	light breeze	4-7	6-11	wind felt on face; leaves rustle; wind vane moves
3	gentle breeze	8-12	12-19	leaves and small twigs in constant motion; wind extends light flag
4	moderate breeze	13-18	20-28	wind raises dust and loose paper; small branches move
5	fresh breeze	19-24	29-38	small-leaved trees begin to sway; crested wavelets form on inland waters
6	strong breeze	25-31	39-49	large branches move; overhead wires whistle; umbrellas difficult to control
7	moderate gale <i>or</i> near gale	32-38	50-61	whole trees sway; walking against wind is difficult
8	fresh gale <i>or</i> gale	39-46	62-74	twigs break off trees; moving cars veer
9	strong gale	47-54	75-88	slight structural damage occurs; shingles may blow away
10	whole gale <i>or</i> storm	55-63	89-102	trees uprooted; considerable structural damage occurs
11	storm <i>or</i> violent storm	64-72	103-117	widespread damage occurs
12	hurricane*	>72	>117	widespread damage occurs

\*The U.S. uses 74 statute mph as the speed criterion for a hurricane.

## Metric Conversion Tables

For your ready reference and convenience, there is listed below the most commonly used Weights, Measurements and Temperatures:

<u>Weights and Measures</u>		<u>Temperatures</u> C degrees F
1 Quart	= 0,95 liters	
1.06 Quarts	= 1,00 liter	0 = 32
1 Gallon	= 3,79 liters	5 = 41
1 Pound	= _ kilogram (454 grams)	10 = 50
2.2 Pounds	= 1 kilogram (1000 grams)	15 = 59
3.3 Feet	= 1 meter	20 = 68
0.62 Miles	= 1 kilometer (1000 meters)	25 = 77
2 Tablespoons	= 1 deciliter (1 dl)	30 = 86
Knots (Windspeed)	= 2 x meters per second	35 = 95

### Fahrenheit/Celsius

10	56=	95=35
15	57=14	96
16	58	97=36
17=-7	59=15	98
20	60	108=42
21=-5	61=16	109=43
22	62=	
23=-3	63=17	
24	64=18	
25	65	
28=-1	66=19	
30	68=20	
32=0	70=21	
34=1	72=22	
35	73=23	
36=2	75=24	
37=3	77=25	
39=4	79=26	
40	80	
41=5	81=27	
43=6	82=28	
45=7	84=29	
46=8	85	
48=9	86=30	
50=10	88=31	
52=11	90=32	
54=12	91=33	
55=13	93=34	

### Fever chart

Fahr	Cels
98.6	37.0
99.0	37.2
99.5	37.5
100.0	37.8
101.0	38.0
101.0	38.3
101.5	38.6
102.0	38.9
102.5	39.2
103.0	39.4
103.5	39.7
104.0	40.0

## TECHNICAL DATA FOR S/S LOYAL – LIKB

**Type** Ketch/Galleass  
**Built in/Place** 1877 / in Rosendal, Hardanger, Norway

**Building material** wood, mainly pine  
**Built for** transportation of fish and fish produce (split-cod, herring)  
**Longest journey** Chile (round Cape Horn)  
**Last cargo** Finnmark - Bergen 1976 with split cod.

Slipped in Forlandsvåg, Norway in 1981 for extensive restoration. Rebuilt to original condition and improved. Relaunch 7. Juni 1997. Rigging completed autumn 1998.

**Rigging** ketch rig/galeas  
**Sailareal** 617 square metres , 12 sails  
**Mast height** 28 m.  
**Length o.a.** 37.70 m.  
**Length waterline** 24.85 m.  
**Breadth** 6.72 m.  
**Draught** 2.8 m.  
**Tonnage** 98 gross tons

**Engine** Kromhout 12 tv 128 , 325 hp v/ 1800 rpm.  
**Average speed** 8,5 knop  
**Generator** Westerbecke 25 kva , Westerbecke 7,5 kva  
**Voltage** 220v. 110 v. 24 v.  
**Fuel capacity** 7.500 L.  
**Water capacity** 4.500 L.  
**Heating** Central heating w/radiators.

**Toilets** 4 (2 in cabins)  
**Showers** 4 (2 in cabins)  
**Cabins** 8, 6 double-berths.  
**Crew** 3-6 persons  
**Capacity** 60 passengers on daytrips, 18 pax bunks  
 Seating for 50 pax below deck  
**Pantry** Modern facilities with large gas cooker and dishwasher.  
**Nav./commun.** Radar (36 n.mil), depth sounder, DGPS w/chartplotter, Navtex  
**Equipment** weatherfax; VHF dsc-radiotelephone, Mf/Hf. Radiostation , Robertson Autopilot  
**Klasseinstitusjon** Den Norske Skipskontroll (Norwegian Ship control)  
**Certificate** Passenger certificate 60 persons coastal traffic, 18 overseas

## **NORTH AMERICAN STATION SNAPS SONGS**

### ***I Like the Snaps***

**I like the snaps  
And the snaps likes me  
Thrilling as only the snaps can be.  
Please go to hell with juice and tea  
Snaps is the drink for me.  
Over the mountains, over the sea  
Thousands of snapses are waiting for me.  
Please go to hell with juice and tea  
Snaps is the drink for me.**

### ***Helan Gar***

**Hell and Gore – soon up Father Allan  
Allan Ley  
Hell and Gore – soon up Father Allan  
Ley  
Oh then sum up in the hell and tar  
Honey hell air half and four  
Hell and gore...  
Soon up Father Allan Ley**

**Helan går – Sjung hopp Faderallan  
Lannanlej  
Helan går - Sjung hopp Faderallan  
Lej  
Och den som inte helan tar  
Han ej heller halvan får  
Helan går...  
Sjung hopp Faderallanlej.**

### ***I'm a Rambler***

**I'm a rambler  
I'm a gambler  
I'm far away from home,  
And if you don't like me,  
Just leave me alone.  
O Aquavit, O Aquavit, O how I love thee.  
You killed my poor father,  
Let's now try with me**





**Shelf life** Clockwise from above: Halvor Heuch in the aging room of the Arcus A.S. distillery in Oslo; sampling a glass of aquavit at the Fyret bar in the capital; bottles of Norwegian aquavit



## Message in a Bottle

AQUAVIT IS NORWAY'S BEST-KEPT SECRET.  
TOBY CECCHINI TAKES IT NEAT

**T**he scene at Fyret, a dimly lit aquavit bar in central Oslo, looked like a scene from a Flemish painting: a well-padded blond barkeep kept the howling patrons in line while doling out steins of beer alongside shots of the fiery homegrown spirit. The rollicking atmosphere was so convivial, I had to wonder: why is it so rare to find aquavit drinkers in Norway these days?

Several days into my quest to locate actual Norwegian fans of Norwegian aquavit (akevitt here), I found the going rewardingly arduous. The spirit, for those not in the Nordic loop, is the historic Scandinavian tippel, a near cousin to vodka and gin, but very different from both in that it is flavored most distinctly with caraway and dill, among other spices. To be honest, it is an odd drink, very much a fingerprint of its origin.

Despite a brief vogue for it in the late '80s in New York restaurants, few Americans have even heard of the spirit; indeed, only four varieties are routinely available in the United States. It's produced throughout Scandinavia and northern Germany, each country and producer doing it in a unique way, but Norwegian aquavit has some key differences from the rest: It must be made only from potato spirits (Norwegian distillers call potatoes the grapes of the north), it must be aged in wood, and it is never served freezing cold.

Usually strange spirits are treasured in their homelands, even those viewed as peculiar or worse by the outside world—Latvian baltic birch and Thai “whisky” come to mind. But inasmuch as aquavit is almost exclusively a Scandinavian thing, in Norway I found curiously few local boosters for so interesting and worthy a drink. It appeared that only the old men were ordering it.

In Oslo, I met Lars Ole Orjaseter, the editor of a chemistry journal and the secretary of the Norwegian Friends of Aquavit Society. “Even though some of us are drinking the stuff the whole year round,” Orjaseter explained, “the main season is around Christmas.” During the holidays, all

adults are compelled to down a requisite toast or two at family feasts.

Orjaseter took me to the primary source for aquavit in the country, Arcus A.S., the huge spirits producer, which was established by the government after prohibition ended in the early 20th century. Today Arcus is helmed by the master distiller Halvor Heuch, a handsome 62-year-old with the sweeping white hair, full beard and hale demeanor of a seasoned seafarer. Heuch has spent most of his tenure at Arcus rallying for more exacting attention to quality and detail in the products he still makes with his own hands.

Over the past 20 years, he has also researched and collected various recipes from defunct distilleries throughout the country and recreated the spirits down to the labels. Although the company's flagship product, Linie (pronounced lean-YAY), is sold in the United States, most of the company's 50-odd aquavits are marketed only in Norway. And the spectrum is stunning, running from the Simers Taffel, a clean white spirit bristling with caraway, to more complex offerings like the Gilde Maquavit, which has a deep golden burnish and chocolate nose resembling Armagnac.

Passing through the distillery's spice room,



**Sea leg** Left, the coast of Oslo, from which Linie travels to Australia and back again during the aging process. Above, 10 of the many aquavits offered in Norway; most are unavailable in the United States.

which looks like a 19th-century apothecary, with glass cabinets and drawers full of roots and herbs. Heuch showed me the racked sherry butts of Linie. Its aging process is unusual. In 1805, the merchant Jorgen B. Lysholms sent a shipment of aquavit in barrels to Indonesia, along with other goods to be traded. Five casks were not sold, however, so the ship sailed back with the cargo aboard. The barrels, which had twice crossed the Equator, now proved to house a much mellowed and richer product. And so to this day, contrary to all modern business practices, Linie is matured on a transpacific voyage to Australia and back. The aquavit within is a pale golden color, with the caraway subdued and the sherry and vanilla from the barrel carrying through; it has transformed into something unique, like gin that's become a fine young whiskey.

Having been to the source in Oslo, I set out to track the barely discernible network of the faithful. I settled into an immaculate train for the eight-hour ride to Bergen, an ancient Hanseatic college town on the country's western coast. We sliced across vast snowfields broken only by the occasional speck of a cross-country skier and past the waterfalls that line the Solfjord. For more cosmopolitan Danes and Swedes, Norway is seen as their hayseed cousin. But what the country lacks in urbanity it makes up for in the warm quirkiness of its people. And in Bergen I discovered bars and cafes full of cool young patrons.

At the Femte i Andre Bar, the co-owner Jan Bru confirmed my observation that few under 60 seem to be savoring the local aquavits. "It's like with any great alcohol — you have to learn to appreciate it. Everybody wants Sex on the Beach and alcopops," he explained, referring to those sweet, mass-produced

bottled cocktails. But if the younger generation labels aquavit Grandpa's dram, I found at least one bottle in every bar and restaurant I visited. And among the guitar-toting troubadours strumming in Bergen's Wesselstuen cafe, there were reassuring glasses of it beside many of the beers.

From Bergen, I hopped aboard the M.S. Midnatsol, part of the high-end Hurtigruten cruise line that prowls the rugged, isolated coast all the way to Kirkenes, near the Russian border. I was headed north to Trondheim, another university town and the location of Norsk Aquavit Bar No. 1, the last serious temple of aquavit on my tasting tour.

We chugged along past cliffside farms and 400-foot glacial waterfalls. The ship's passengers, mostly German retirees, shuffled on a dance floor to soft pop hits translated into Norwegian. The Midnatsol has, among other amenities, the Mysterier Bar, perhaps the only aquavit bar on a keel in the world, and I put it to hard use nightly. I washed down plates of gravlax, smoked dogfish and peppered mackerel with a half liter of Mack beer from Tromsø and a pony of aquavit from among the dozens on offer. The strong, astringent sweep of the spirit and its swirl of spices cleanse your palate so neatly you understand the drink's cultural niche. The sea brought all this: the fish, the trade in spices and the hard life that made aquavit the balm it became.

Arriving in Trondheim, the streets seemed to heave and pitch like waves. But I was determined to down a few more local aquavits that I'd never get my hands on back in the States. The Norsk Ken Terje Norhus, the head bartender at Norsk Aquavit Bar No. 1, poured me countless tastes of rare bottlings and, like a sommelier, stressed the importance of matching each version to specific Nordic

dishes: "Best with rich dishes like reindeer or whale meat," he explained, holding a bottle, or, "The light body and strong caraway make it perfect with strong dishes like lutefisk" — lye cod — "or rakefisk" — fish that is buried for up to two and a half years. Arcus, in fact, makes specific aquavits for bacalao, lutefisk, rakefisk and smalahove, a Norwegian specialty for the stout of heart, consisting of a whole roasted lamb's head, eyeballs and all.

Waiter, another shot of aquavit. In fact, just leave me the bottle. ■

#### Norway

**HOTELS** **1** **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **100** **101** **102** **103** **104** **105** **106** **107** **108** **109** **110** **111** **112** **113** **114** **115** **116** **117** **118** **119** **120** **121** **122** **123** **124** **125** **126** **127** **128** **129** **130** **131** **132** **133** **134** **135** **136** **137** 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**638** **639** **640** **641** **642** **643** **644** **645** **646** **647** **648** **649** **650** **651** **652** **653** **654** **655** **656** **657** **658** **659** **660** **661** **662** **663** **664** **665** **666** **667** **668** **669** **670** **671** **672** **673** **674** **675** **676** **677** **678** **679** **680** **681** **682** **683** **684** **685** **686** **687** **688** **689** **690** **691** **692** **693** **694** **695** **696** **697** **698** **699** **700** **701** **702** **703** **704** **705** **706** **707** **708** **709** **710** **711** **712** **713** **714** **715** **716** **717** **718** **719** **720** **721** **722** **723** **724** **725** **726** **727** **728** **729** **730** **731** **732** **733** **734** **735** **736** **737** **738** **739** **740** **741** **742** **743** **744** **745** **746** **747** **748** **749** **750** **751** **752** **753** **754** **755** **756** **757** **758** **759** **760** **761** **762** 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**888** **889** **890** **891** **892** **893** **894** **895** **896** **897** **898** **899** **900** **901** **902** **903** **904** **905** **906** **907** **908** **909** **910** **911** **912** **913** **914** **915** **916** **917** **918** **919** **920** **921** **922** **923** **924** **925** **926** **927** **928** **929** **930** **931** **932** **933** **934** **935** **936** **937** **938** **939** **940** **941** **942** **943** **944** **945** **946** **947** **948** **949** **950** **951** **952** **953** **954** **955** **956** **957** **958** **959** **960** **961** **962** **963** **964** **965** **966** **967** **968** **969** **970** **971** **972** **973** **974** **975** **976** **977** **978** **979** **980** **981** **982** **983** **984** **985** **986** **987** **988** **989** **990** **991** **992** **993** **994** **995** **996** **997** **998** **999** **1000**

**RESTAURANTS** **1** **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19** **20** **21** **22** **23** **24** **25** **26** **27** **28** **29** **30** **31** **32** **33** **34** **35** **36** **37** **38** **39** **40** **41** **42** **43** **44** **45** **46** **47** **48** **49** **50** **51** **52** **53** **54** **55** **56** **57** **58** **59** **60** **61** **62** **63** **64** **65** **66** **67** **68** **69** **70** **71** **72** **73** **74** **75** **76** **77** **78** **79** **80** **81** **82** **83** **84** **85** **86** **87** **88** **89** **90** **91** **92** **93** **94** **95** **96** **97** **98** **99** **100** **101** **102** **103** **104** **105** **106** **107** **108** **109** **110** **111** **112** **113** **114** **115** **116** **117** **118** **119** **120** **121** **122** **123** **124** **125** **126** **127** **128** **129** **130** **131** **132** **133** **134** **135** **136** **137** **138** **139** **140** **141** **142** **143** **144** **145** **146** **147** **148** **149** **150** **151** **152** **153** **154** **155** **156** **157** **158** **159** **160** **161** **162** **163** **164** **165** **166** **167** **168** **169** **170** **171** **172** **173** **174** **175** **176** **177** **178** **179** **180** **181** **182** **183** **184** **185** **186** **187** **188** **189** **190** **191** **192** **193** **194** **195** **196** **197** **198** **199** **200** **201** **202** **203** **204** **205** **206** **207** **208** **209** **210** **211** **212** **213** **214** **215** **216** **217** **218** **219** **220** **221** **222**

## **DISCLAIMER AND RELEASE OF LIABILITY**

The Captain, Skipper, Owner and Charterer of each yacht participating in the 2008 Norwegian Fjord Cruise will be fully responsible for the safety of each yacht and its crew and guests. Each yacht, its Captain, Skipper, Owner, Charterer, crew, and guests, by participating in the Cruise, acknowledge that they do so at their own risk. The 2008 Cruise Committee, and the officers, governors, and members of The North American Station of The Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben and the Cruising Club of America, as well as any members and any other organizing figures participating in the Cruise, are all volunteers, and they shall in no way be liable for the conduct of any yacht or its crew or guests, nor shall they in any way be responsible for safety of the yachts or any individual participating in the Cruise.