

RCC Pilotage Foundation Norway

3rd Edition 2016
ISBN 978 184623 699 0

Supplement No.1
March 2018



Caution

Whilst the RCC Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The RCC Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The RCC Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as Notices to Mariners.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

Page vi

Acknowledgments

Ben Agrell, Jonno Barrett, Chris Brown, Ben Brown, Tom Cunliffe, Andrew & Janice Fennymore-White, Mike Jaques, Julian Mustoe, John Sadd, Richard Waite, Clive Woodman, James Yarrow

I INTRODUCING NORWAY



The place and the people

Page 2

International borders

Border shared with Sweden 1,630km (1,010 miles)
Border shared with Finland 736km (457 miles)

Page 3

Geography and scenery

LH, 5th line: Approximately half of Norway (not counting Svalbard in the High Arctic) is north of the Arctic Circle (not two thirds).

Page 11

Drink and Opening hours

Vinmonopol opening hours are usually Monday-Wednesday 1000–1700, Thursday-Friday 1000–1800, Saturday 1000–1500. To find local stores and check times, go to www.vinmonopolet.no (Norwegian only). Click 'BUTIKKER', then 'Finn mitt nærmeste Vinmonopol' (find my nearest liquor store) or 'Postnummer eller sted' (postcode or place), enter the town name to open a map, then click on the marker for opening times.

Page 13

Sail and ski

There has been a major increase in sail-ski, with both Norwegian-registered and foreign charter yachts.

Cruising in Norway

Page 17

Approaches

From west Sweden, Denmark and the Baltic
From the W coast (not cost) of Sweden.

Page 18

Air travel

Moss Rygge airport has closed. Ryanair has flights to Oslo's main airport, Gardemoen, as well as to the secondary Oslo airport Sandefjord Torp.
Norwegian Air has flights between Oslo and Longyearbyen.

Page 20

Bottled gas

Only propane is available, so it is necessary to convert from butane to propane, or to carry sufficient supplies of butane (eg Camping Gaz). Suppliers of propane will not usually even partially refill butane cylinders with propane.

Spares and repairs

Maritim Båtutstyr has chandlerys in Oslo, Fredrikstad, Kristiansand, Stavanger, and Bergen. www.maritim.no

Page 21-22

Charts and publications

Reasonably priced Swedish app Per Sjöen covers S Norway as well as Sweden, with good charts and basic plotter.
Easily accessed with a sim-only mobile with e.g. 15Gb data allowance and no charges.

Page 21

Main chart series

The only charts not at 1:50,000 are 121,122 (Ytre and Indre Sognefjord: 1:75,000), 123 (Nordfjord: 1:80,000), 144 (Lopphavet: 1:100,000)

Page 38

Lifeboats: Redningsselskapet (NRSS)

The organization's motto is 'Ingen skal drukne' ('No one should drown'). The society's official mascot is Elias the Little Rescue Boat, the main character of an animated series on national television, books and merchandise, used to teach children about safety at sea. The TV series has been nominated for best children's TV series in the Emmy Awards.



Mini lifeboats from the TV series 'Elias the Rescue Boat' can be hired in some marinas. This one is in Oscarsborg.

II OSLO FJORD: Swedish border to Larvik

Page 42

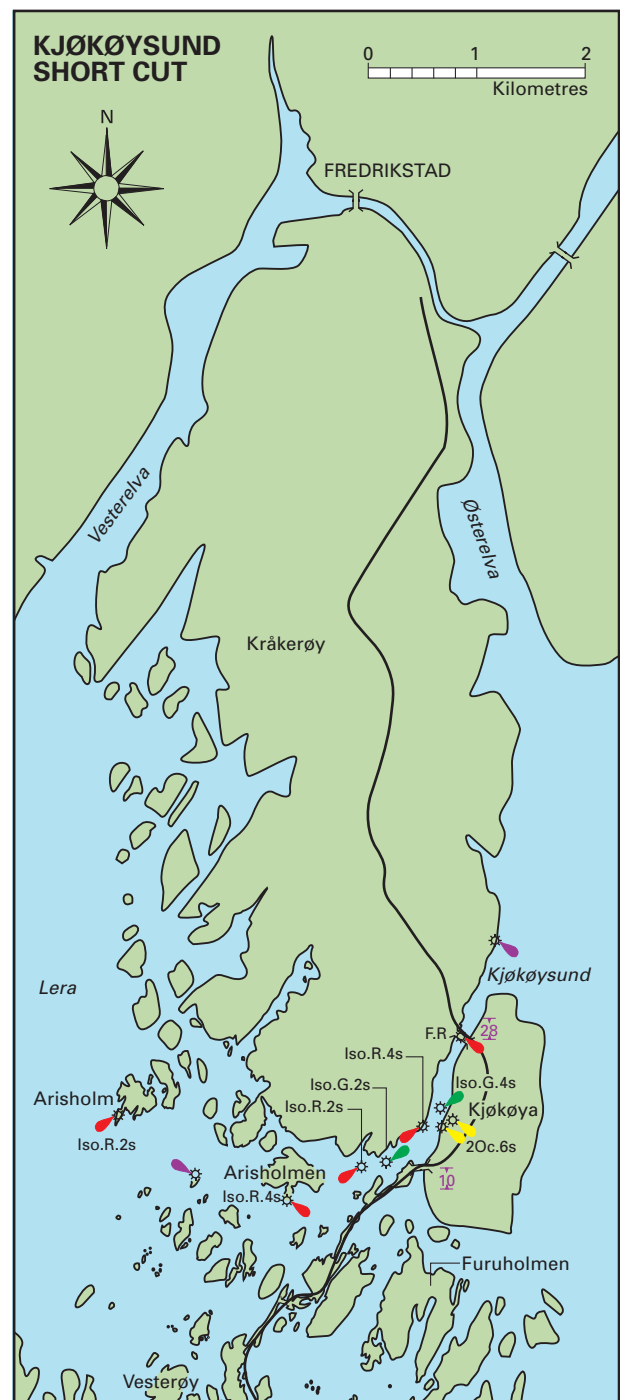
Hvaler

Letter K, Singløy, in the top box should read J.

Page 42

Kjøkøysund short cut

There is a useful but intricate fair weather short cut from the bottom of the Østerelva down Kjøkøysund (28m bridge) between Kjøkøya and Kråkerøy. The short cut continues SW with close attention to the chart keeping N of the 10m bridge between Kjøkøya and smaller linked islands, S of Arisholmen (leading lights on Kjøkøya), then ENE into the open water of Lera S of the Vesterelva.



Page 43

I Urdal

The position given is between Urdal and Saholmen (Sa on chart). The island E of Saholmen is Røsholm (not Risholm). There is better anchorage, with good shelter and holding, at 59°04'·7N 11°02'·6E, S of Saholmen in the pool N of Botnekilen and W of Stavsengkilen.

Page 47

A Halden

At junction of Ringdalsfjord and Iddefjord, approach S of Knivsøyholmen light on S tip Knivsøya. There is an 8·5m cable across the approach N of islands and it is shallow and drying between islands). For Halden, leave Brattøya, Kuskjaer and Sauøya to port, then head N along Sauøya's E coast to sheltered guest finger pontoon berths below the town square and Fredriksten fortress (from 1641; 3 separate forts in 150 acres; major tourist attraction and event arena; lit up at night).



Bridges over Svinesund before it becomes Ringdalsfjord on the approach to Halden. The S side of Svinesund and Ringdalsfjord is in Sweden.

B Sponvika (Sponviken)

Attractive inlet, but no guest berths or anchoring options.

C Korterødkilen

Attractive bay but now built up all round. Private moorings. Fuel.

D Fredrikstad

The three opening bridges in the Vesterelva are, from W to SE:

Vestebraua ('klaffebro': lifting railway bridge)

Gangbrua ('klaffebro': pedestrian bascule)

Vipperbro (bascule road bridge)

Berthing

Coming from the W, continue through town under all the bridges to Strandpromenade, on the N side of the junction of Vesterelva, Glomma and Østerelva: berth alongside, opposite Gamlebyen, head to current (facing NE) which can reach 3 knots down the Glomma, with fierce eddies on the corner of Isegran where the Glomma flows into the Vesterelva.



Fredrikstad, alongside below Strandromenade



Fredrikstad, moored looking across to Isegran



Fredrikstad free ferry between town centre, Tollbudkaia and Gamlebyen, seen passing Isegran

Gamlebyen

There is no berthing at Gamlebyen, which is easily reached by the frequent free ferry from the town centre, Isegran and Tollbudkaia.

Diesel from red barge on W side near top of Østerelva, S of Isegran.

Plan: Sarpsborg should be labelled at the letter E.

Sandesund is the area of Sarpsborg around its commercial harbour.

Page 49

Hankø

Shallow approach to Gjestehavn pontoons. Showers and toilets on the road side of restaurant building are open even when the restaurant is closed.

Fuel dock with easy access and good depth at mainland marina.

Yacht club on E corner of S side of Husebukta is members' only, although foreign yachts may moor alongside or pick up club moorings; other moorings are private.



Hankø Gjestehavn from path through the woods.

J Hankøhavn

Entry subject to serious swell in onshore winds.

Page 51

F Moss

Rygge airport has closed.

The entry to the S side of the canal is narrow and may be obscured by ships and ferries moored or manoeuvring in Verlebukta Moss harbour on the E side at the head of Verlebukta. Moor in 3·5m on the E side of the canal alongside the boarded walkway to the bridge. The railway station is just E of the canal.



Moss canal looking S towards ferry berth and Verlebukta



Moss canal looking N towards low bridge

Page 52

C Halangspollen

Correct position for anchorage above narrows: 59°42'N 10°38'E. Marina N of Gylteholmen, just inside the E side of the entrance to the fjord.

D Oscarsborg, Kaholmen

Water, electricity. Toilets and showers in red building nearest outer pontoon, S of entrance. Use of shower included in berthing fee. Shower key behind low white fence in front of nearest yellow building, on the corner between the restaurant and the red shower building.



Oscarsborg marina, outer pontoon below red building with WC and shower

Page 53

G Dragsund, Håøya

Summer pontoon at the mouth has depth for yachts.



Dragsund, Håøya: summer pontoon with depth for yachts

H Bjørnebukta, Håøya

A single large mooring buoy leaves inadequate swinging space.

Nærnes 59°45'·8N 30°4'E

Marina pontoon in bight on W side of Oslo Fjord, halfway between Vollen and Sandspollen. Space for visitors alongside outer pontoon. One toilet in small red building. Restoration of traditional boats in small yard from which salt used to be exported to England and Holland.



Nærnes marina

Page 56

C Snærøykilen, Snårøya

Mooring buoys leave no space to anchor.

E Sandvika 59°53'·2N 10°31'·8E

The position given in the book is for the private marina at Solviksbukta on the E side of Sandviksbukta. The position above is for guest berths on the E side of the river, on the W side of a small peninsula W of Solviksbukta. Approach W of Ostøya, Borøya and Kalvøya, or N of Borøya then W of Kalvøya. Keep to E side of entry to river to avoid a large marked shallow area. 3m in the main channel. Some current down the river. Moor alongside board walk. 3m on the E side and in the middle of the river.

Showers and launderette at outer end of low white building.

Useful for crew changes as it is a short walk under the bridges to shops (including supermarket and *vinmonopol* near the station) and railway station (right after 4th bridge). Flytog airport express and local trains from main Oslo airport.

New wooden sunbathing platforms, beach and swimming area to S and E of the peninsula. Pedestrian bridge (2·7m) to Kalvøya nature reserve and outdoor recreation, with marked paths, boat club, woodland, bathing beaches below rocks.



Sandvika river berths, looking up river towards town shops and station

I Hestagbukta

Note spelling, as on plan (not Hestagbukta as in text, or Hestabukta, as on plan on page 57). Popular weekend and summer evening anchorage. Exposed to SW.



Hestagbukta

N Leangbukta, Asker

There is space and depth to anchor in good holding inshore of the marked kayak channel on the N side of the Konglungen peninsula E of the marina.

Page 57

Q Vollen

The main part of the marina has a security gate to private berths (the key may be obtainable from the kiosk). Limited number of guest berths, on long inner pontoon below restaurant. Fuel dock below restaurant. Toilets and showers on end of restaurant building, opposite kiosk (ice cream, some chandlery, sailing and fishing gear).



Vollen marina. Private berths to right of yacht heading for guest pontoon

R Steilene

Wooden quay on the E end of Landsteilene, which is linked to Persteilene, the most southerly island. Showers and toilets on N side of Persteilene. Mooring buoys in bay with sandy beach on S side of Persteilene. Approach from N or S close to the Nesodden peninsula, or from SW between Storsteilene and Persteilene. The archipelago is now a publicly owned recreation area. Persteilene and Landsteilene were inhabited by fishermen from the mid 18th century, and in 1890 Norway's first petroleum company was founded on Steilene. There is still a prominent disused storage tank on Storsteilene, and the long single story red building on Persteilene contains some of the old machinery and tools.



Nesodden Marina on Persteilene



Persteilene from N from channel between Storsteilene and Persteilene

Page 58

F Horten

Karljohansvern, Indrehavn 59°25'·45N 10°29'·15E

New guest pontoons in 2017, sheltered by large vintage destroyer which is part of the maritime museum (free entry to museum and submarine, but there is a charge to visit the destroyer). Ticket machine for berthing fee. No water, power or showers in 2017, although these are planned. Toilets in museums and café during opening hours. Pleasant walk along canal to town shops and marina. Guest berths in private marina to W on S shore of Indrehavn lagoon.



Horten Indrehavn: guest pontoons sheltered by museum frigate

Page 59

G Åsgårdstrand

Visitors' finger berths inside harbour wall to port of entry to N end of linked middle and S harbours. Pay at machine. Tokens for electricity and showers (with toilets, in low building next to car park barrier) from Hotel Thon. Although the outer harbour mole is new, the inner harbours date back to the town's trading days (mid-17th to late-19th century). From the 1880s it became popular with artists, including Edvard Munch, whose small wooden house just NW of the marina is now a museum. Since 2007, Åsgårdstrand has officially been a Tourist Town, allowing shops in the oldest part above the harbour the right to stay open 7 days a week.



Åsgårdstrand guest berths on finger berths inside harbour wall



Munch Museum, Åsgårdstrand, in the artist's house *Sally Lawson*

Page 60

C Tønsberg

Tønsberg Harbour

tonsberg.havn@tonsberg.kommune.no

① +47 33 35 45 00

The approach from the Oslo Fjord through Husøyfjord, across the wide Træla bay and through the Tønsberg canal, is marked away from, not towards, Tønsberg (red to starboard, green to port, on the way in).

Bridge openings 2018

15 April to 15 September:

Daily, 0905, 1205, 1405, 1805, 2005

Saturday and Sunday: also 1605

16 September to 14 April:

No bridge openings at weekends or on bank holidays

Weekday openings: 0905, 1205, 1405

Tønsberg Marina

Outer marina berths subject to wash.

Anchor NW of marina.

Full size replicas on the waterfront of the Oseberg Viking ship, plus a knarr (Viking trading ship) under construction in 2017, using only Viking ship building techniques.



Tønsberg bridge opening

D Melsomvik

2nd line, sp.: should be Tønsbergfjord.

It is possible to anchor on the N side of Trælsodden at 59°13'N 10°21'E below trees before turning into the rather industrial approach to Melsomvik.

Page 61

E Langøy

There is less than the charted 4m depth W of Langøy.

F Engøy

Small marina NW of tip of Årø, with some buoys. Anchor NE of marina in 7m. Popular with water skiers.

J Østre Bolærne

Approach giving Langholmene islands (La on plan) to SW a wide berth. Only outer berths have depth for yachts. Pay mooring fee at beach restaurant. Fee does not include showers. Remains of military use (gun emplacements, radar on ridge at S end above woods).



Østre Bolærne

Jenseskjær 59°13'N 10°32'4E

Unspoilt anchorage at N end of passage between Midtre Bolærne and Vestre Bolærne, S of Jenseskjær skerry. Good shelter except from N. Rocks with 3.2m and 4m, one rock awash inshore. Good walks on both islands.



Jenseskjær Cunliffe Images

L Vrengen

Mooring buoys in former main anchorage, but sheltered anchorage still possible in fairway behind islands.

Plan: Right hand M should be N, existing N should be deleted.

Page 63

Spervigbukta 59°04'N 10°13'3E

Useful anchorage 3.5M S from Sandefjord on the west side of the fjord. Pastoral scenery with holiday homes. Favour N side of entrance to avoid shallow patch to S.

Page 64

A Stavren

If the marina is full, it is possible to anchor to the S in 5m behind Vadholmen (several drying rocks charted inshore). Some scend.

Malmøya 59°01'N 10°06'3E

Sheltered anchorage in a natural harbour with good views on the E side of the island. Good walks.



Malmøya's natural harbour Cunliffe Images

B Viksfjord

Anchor at 59°01'6N 10°05'8E off Larvik Sailing Club beyond the many mooring buoys.

C Larvik

Neither of the two small boat marinas has visitors' berths. It is possible to moor alongside the old wooden fishing boat quay in the centre of the harbour, near a restaurant on the quay; no facilities. Although Vadskjær Småbåthavn (at position given for Larvik) on the SE side of Tollerodden (not Tolleodden) on the NE side of the head of Larviksfjord is private, permission may be given for a short stay to visit the home of the boat builder Colin Archer.

III SOUTH NORWAY: Larvik to Tananger

Page 76

H Kilsund

Crowded, with café, store, ice cream sales and petrol station busy both day and evening. Inadequate swinging room.

Page 79

D Mærdøy

Change 'offshore winds' to 'S winds' (ie off the Mærdøy N shore).

Page 83

Blindleia

Plan: the road bridge between Justøya and the mainland has 19m clearance (see photo in book).

Page 86

Topdalsfjord

There is only one bridge (as shown on the plan).

Page 87/8

Plan: the 19m bridge across a shortcut SE of Mandal, between the mainland and the island of Skjernøy, is wrongly charted as 16m on Navionics charts (2017).

Page 94

B Flekkefjord

The bridge at the head of the harbour above the berths no longer opens, and in 2017 was being replaced by a low fixed bridge (3-4m clearance).

Page 98

Tananger

Landlocked harbour

There is no longer a coastal escort service for small boats. Norwegian Customs have two Stavanger officers, one at Stavanger airport and one with a Tananger port address (Mon, Wed, Fri, 0900-1200; ☎ +47 22 86 03 12).

IV FJORD NORWAY: Tananger to Statt

Page 100

Approximate distances

Flørø to Måløy 30M

Flørø to Statt 46M

Måløy to Statt 16M

Page 103

D Finnesand bukta, Klosterøy 59°06'N 5°66'E

Page 105

Stavanger

Plan: Bridge clearances: Buøy-Engøy 10m, Engøy-Solyst 18-6m.

Page 107

L Tau, Hidlefjord (not Hidlerfjord)

Fjords between islands

Fistafjord (not Fistefjord)

Page 108

E Saga, Økstrafjord

The anchorage itself is not shallow (9-13m), but it is shallow with rocks under and beyond the bridge, and there is a mid-channel drying rock S of a skerry on the final approach to Saga.

F Sandsford

65m bridge at S end

Vindafjord

It is 9M (not 2M) E from the crossroads with Krossfjord to the head of Vindafjord.

Page 111

I Feøy

Marked direct passage to Haugesund.



Feøy approach James Yarrow



Feøy James Yarrow

Page 113

Sletta

N of Røvær and NW of Haugesund ...

Page 114

Bømlafjord

Conspicuous engineering activities connected with offshore oil and gas on both sides.

D Notlandsvåg, Moster

Fuel is not now sold on the quay, but can be bought from a petrol station 1.5km away by road.

Page 117

M Sunndal (Sundal)

It is 4 hours up the mountain track to the main glacier.



Alongside in Sunndal, Maurangsfjord James Yarrow

Page 119

L Odda

Last line Wilhelm II (not 11)

Page 120

K Sovig

N entrance has good depth but is narrow and tortuous. S entrance is easier and well marked. Underwater cables limit space to anchor; depths 18-20m. Small boat harbour in S of inlet.

Page 122

Inner lead: Stokksund and Nyleia

The last of the four bridges listed is between Spyssøy and Bomlø (not Møsterøy).

Page 123

Plan: Stokksund and Nyleia

See chartlet below for clearance of the bridges at S end of Stokksund, and names of islands.

The 18m clearance of the E bridge, Stord-Føyno, can only be seen when passing under the bridge as it is shown on the underside of the bridge structure.

E Larsvåg, Bomlø

This has been found to be full of ships, with no room for yachts.



Larsvåg, Bomlø James Yarrow



Page 124

Tysnes-Reksteren

Of the three bridges between the large E peninsula of Tysnes and the S peninsula of Reksteren, only the centre bridge has the charted 16m clearance. The W and E bridges both have less than 16m clearance.

Page 126

Protective island outside inner lead

It is possible to sail up Grimstadford, past the restricted area warning notices.

Drange 60°12'·3N 5°21'·9E

Mainland guest harbour opposite S tip of Lysøy just S of small island of Ullstøholmen.

B Karavik, Sotra

New road and housing construction on W side in 2017. Scrap iron quay to S. Depth 19m.

Eidespollen 60°14'·54N 5°03'·83E

Anchor in 9m at head of NE arm of Pollen, leaving Toftøya and entry to Vesterpollen and Kåravik (B on plan) to port. Mooring ring.



Eidespollen *Ben Agrell*

D Lysøyvåg, Lysøy, Lysefjord

20m cable over entry to inner pool. One visitors' buoy (no other moorings).

Ole Bull's exotic villa was inspired by a visit to the Alhambra.



Lysøyvåg inner pool *James Yarrow*

H Hjellesstad

No launderette in 2017.

K Holmen, Borøyna

The only mooring is at the Cornelius seafood restaurant (closed on Sundays, when permission may be given to stay alongside). The three large orange mooring buoys also belong to the restaurant.

Grimstadfjord 60°18'·8N 5°15'·8E

Fjord S of Bergen with restricted military area on N side, and three large marinas to the S at its head. Chandlery (Maritim Bergen) and Volvo agency (Björdal & Madsen AS). Bus from Kviturspollen.

Page 132

I Grunna Sund

Depth in the pool has been found to be nearer 10m than 5m. Shop, fuel, PO nearby.

Page 133

Plan: The letter E should be F (Husebø) and letter F should be E (Flatøyosen).

O Ulvøy

Short pontoon near fuel berth. Long pontoon at the hotel. The finger berths are private.



Ulvøy *James Yarrow*

Page 134

A Byrkenes

Commercial harbour, not ideal for yachts, which may however be able to use jetties at the inner end.

Nedgårdsvika 0·5M N is better for yachts. Shop half way between Byrkenes and Nedgårdsvika.



Byrkenes *James Yarrow*

Negårdsvika 60°54'N 4°49'7E

Spacious and sheltered by sea wall. Guest pontoon.
0.5M N of Byrkenes. Shop 0.5M on road to Byrkenes.

I Eivindvik

Sheltered bolt hole with new guest pontoon at Gulating hotel, E of main jetty. Village and whole area confusingly called Gulen. Marked walking trails. Ancient stone cross.



Eivindvik James Yarrow

Page 135

P Hestnesvåg

Greater depths in main pool than shown on some electronic charts. Inner pools with 7m and 6m charted depths.



Hestnesvåg James Yarrow

Page 136

Plan: Sognefjord is wrongly named Sognesfjord.

Page 137

C Fuglesetfjord This should be split into two entries:

Björdal 61°04'6N 5°49'8E

E side of fjord. The old pier is rusty but with car tyre fenders. Berth alongside avoiding fuel berth, which now has a long hose.



Björdal, Fuglesetfjord James Yarrow

Osland 60°04'2N 5°48'E

Anchorage in 6-12m N of Føsund bridge (4.5m clearance).

E Fretheim

Wooden jetty with room for one yacht. 2.5m. Electricity, water. Good walks towards main waterfall. Wild raspberries.

F Vik

New breakwater giving shelter from N, with inner finger berths for guests. Fuel. Steep uphill walk overlooking town. Raspberries.

Photo captioned Aurlandsford

Caption should be: Nærøyfjord near junction with Aurlandsfjord looking SW on the way to Gudvangen.



Approach to Vik, Sognefjord James Yarrow



Aurlandsfjord, looking south James Yarrow

H Bakka, Nærøyfjord

Could be useful if there is nowhere to stay in Gudvangen.



Bakka, Nærøyfjord James Yarrow

I Gudvangen

Tourist transit centre with transfers from ferries to busses. There may be space in the small boat finger pontoons. New small pontoon is reserved for ferries. Restaurant pontoon is private. No fuel berth but nearby garage will fill cans. Busy kayaking centre, according to which the usual tidal range is less than 1m.

K Flåm, Aurlandsfjord

Long breakwater pontoon for guests at the Flåm Marina Apartments, but no visitors' quays SW and E of the ferry quay.



Flåm, from above head of fjord *James Yarrow*



Flåm, yacht and cruise ship quays *James Yarrow*

L Aurlandsvangen

Now no yacht pontoon. Exposed wooden jetty at back of hotel. Small boat harbour unlikely to have adequate space or depth for yachts.

M Lærdal

The pontoon near the ferry berth is close to the road. Shallow entrance to the marina in inner harbour, which is only suitable for small or shallow draught boats. The 24.51 km Lærdal to Aurland tunnel is reputedly the world's longest road tunnel.

Page 138

A Lustrafjord, Ornes

This should be Ornes (Urnes), Lustrafjord. The old timber jetty next to the ferry berth is now marked 'Private'. Although there is a charted anchorage near the ferry berth, the depth is shown as 17m and it is close to a rock awash. The old stave church can best be visited by ferry from Solvorn town quay.

⚓ Solvorn, Lustrafjord 61°18'N 7°15'E

Small guest jetty with room for one yacht S of ferry terminal; 2m. Open to E. Private notice on ferry quay. (See also 2nd paragraph of entry for Lustrafjord, Ornes.)

B Kaupanger

Attractive large pool off main fjord. Deep water guest pontoon between Sognefjord museum and ferry terminal. Electricity, water. Open to S and swell from main fjord. Berths with better shelter may be available in S winds in the private marina on the SW side near the entrance; phone for fuel. Shop 1M on the road towards Sogndal.

The stave church has been in continuous use since the mid-12th century. Recent archeological research dates the present church to c.1150. The altar, font and pulpit are 17th century. Reconstructions in 1862 were reversed in 1959-60, restoring it to its 17th century look.



Kaupanger guest pontoon *James Yarrow*



Kaupanger stave church *James Yarrow*

D Slindaviki

Now no fuel except in cans from garage.

E Fjærland: rename Mundal, Fjærland

The whole area is called Fjærland. The village and book town of Mundal is the main centre, with guest berths at the Hotel Mundal.

Short stay only at the outer T-section of pontoon; electricity, water. Guest harbour wooden jetties are exposed. Better shelter in Kvamsøy. Fuel by arrangement.



Mundal, Fjærland *James Yarrow*

F Balestrand



Balestrand *James Yarrow*

G Kvamsøy

The sunken barge has been filled with concrete to create the quay.

Page 139

Plan: Sognefjord is wrongly named Sognesfjord. Vadheimsfjord is wrongly named. It is the next fjord W. H (Vadheim) is at the head of the fjord. The fjord wrongly named Vadheimsford is Høyangsfjord.

Høyanger, Høyangsfjord 61°12'·75N 6°04'·5E

Town at the head of steep sided fjord. One yacht space on small old pontoon inside breakwater to little harbour on E side. Exposed to S. Shops, bank. Industrial area W of town. 1,286 stairs up 311m to hydrostation (2,500 steps the long way).



Høyanger pontoon *James Yarrow*

J Lavik

Plan: The J for Lavik should be 5M SW of its position on the plan.

Lavik is now an expanded ferry port, with nowhere to anchor or moor.

L Floholm (Tjuvungane)

The anchorage is deeper (c.10m) than stated. The ferry port Rijsdølvik can be seen across the bay. It is 2M on foot or 1M by dinghy from Floholm to Rijsdølvik and the ferry to Flåm.

Ornes

Photo: This is not Ornes in the Lustrafjord, but Ørnes 25M S of Bodø at 66°52'N 13°42'·1E. There is no sheltered harbour at Ornes in the Lustrafjord, and nowhere for a yacht to tie up or anchor.

Page 140

G Kastevåg, Ospa

Tortuous entry among rocks. The anchorage is slightly NW of charted position. Depth deeper (8m) than charted 5m. Mooring bolts.

H Solnes, Steinsundøy

The bridge to the N is 12m (not 15m).

I Buskøyvåg, Buskøy

This can no longer be called 'active'. No shop, water, fuel, repairs.

Page 141

Plan: J Hardbakke and K Djupevåg

Hardbakke is 0·5M NE of the 15m bridge (not S as incorrectly shown on plan). The fairway is narrow, and can be busy with passenger ferries. It is also the local ambulance boat base. Substantial public wooden quay E of small boat marina, which has room for boats to 13m LOA.

Djupevåg is 0·75M N of Hardbakke, 1·1M N of the 15m bridge over Indre Steinsund.

Delete F on Steinsundøy on plan (correctly placed F is on Færoy N or Lagøyfjord).



Hardbakke, from end of visitors' pontoon looking E. Berthing also possible on quay with green motor yacht *John Sadd*

N Lifjord

The 23m cable shown on older charts over the main entrance, through Listraum, has been removed. A stream of 5 knots has been experienced in the Listraum, with strong eddies in the narrows at the N end. There is a 12m cable over the Risnesstraum entrance N of Risnesøy.



Listraum entry to Lifjord: tidal eddies *James Yarrow*



Slack water in Listraum *James Yarrow*

Page 142

A Nikøy, Bulandet

It is also possible to approach from the SE through Hovdesund. Bicycle hire.



Southern approach to Bulandet, from Buefjord; Alden on right, Værøy on left *James Yarrow*

B Kvernhusvåg, Værøya

Café/pub.

Hamnen, Værøy, Værlandet 61°19'N 4°43'·95E

Sheltered and deep harbour on NW corner of Værøy, facing Alden, closer to the mainland and easier to reach than Bulandet. Long wooden quay, good facilities, bicycle hire. Restaurant. Repair facilities.



Hamnen, Værøy, looking across to Alden. *James Yarrow*

Page 143

J Følsund

Entry from W is marked red to starboard, green to port. Continue through the inlet past the anchorage to the guest harbour at Korssund.

Korssund

61°15'·3N 4°59'·2E From the Følsund anchorage, continue between Lammetu and Luteland then turn S between Luteland and the mainland along a narrow marked passage to Korssund's sheltered guest harbour. The final turn is tight but well marked. Marina just N of 8m bridge. A 14m cable shown on older charts has been removed. Deep water pontoons, power, water, shop, fuel. The huge ancient cross beside the bridge is said to have been raised by Olav Haraldsson (Saint Olav) in thanks to God for opening a narrow short-cut channel through the mountains (not accessible for yachts).



Korssund, last tight turn in entry channel *James Yarrow*



Korssund from above *James Yarrow*



Korssund: Viking stone cross *James Yarrow*

Page 144

A Espeset, Askrova

Exposed and uncomfortable in winds S through W to N.

Page 145

L Indre Hovdevågen, Hovden

Plan: Letter L on plan Svanøy to Frøysjøen should be SW of K, on SE side of isthmus.

Page 146

Oldersund

The 18m bridge across Oldersund is at 61°46'·7N 4°54'·2E, off the E point of Frøya.

Page 148

Stattlandet (Statt)

Work on the long-planned tunnel big enough to take ships through rather than round Statt is scheduled to start in 2018.

The lifeboat escort service for small boats round Statt has been discontinued.

Honningsvåg, Stattvågen

More details on page 151 in V.1 (not V1.1).

V THE WAY NORTH: Statt to Trondheim

Page 150

Approximate distances

Kristiansund-Trondheim 88M

Page 151

C Bringsinghaug, Kvamsøy

Inadequate swinging room for anchoring, which could obstruct traffic to the small boat marina. Ferry service to mainland, Voksa (linked to Sandsøy by causeway) and Larsnes (SW Gurskøya).

The small boat escort service has been discontinued.

D Sandshamn, Sandsøy

The small boat escort service which started S round Statt has been discontinued. Ferry service from mainland to Voksa (linked to Sandsøy by causeway), Kvamsøy and Larsnes (SW Gurskøya).

In 2017 the Rosenland Marina and restaurant were closed, but the marina facilities (electricity, free showers, launderette) were still operational. Well stocked food shop 100m.

Page 152

B Fosnavåg, Bergsøy

Guest facilities have been expanded. Space for visiting yachts on the quay to starboard on entering. New hotel.

Page 153

Statt to Ålesund: middle route

The navigation line on the plan between Bergsøy and Leinøy, N of Gurskøy, should pass N (not S) of the islets S of Leinøy, under a 35m bridge between the most E islet, Blankholmen, and Leinøy. There is a 4.5m bridge linking Gurskøy and the largest of the small islands, Nautøya, which is linked to Blankholmen by causeway.

See below for plan amendment for pages 153-155.

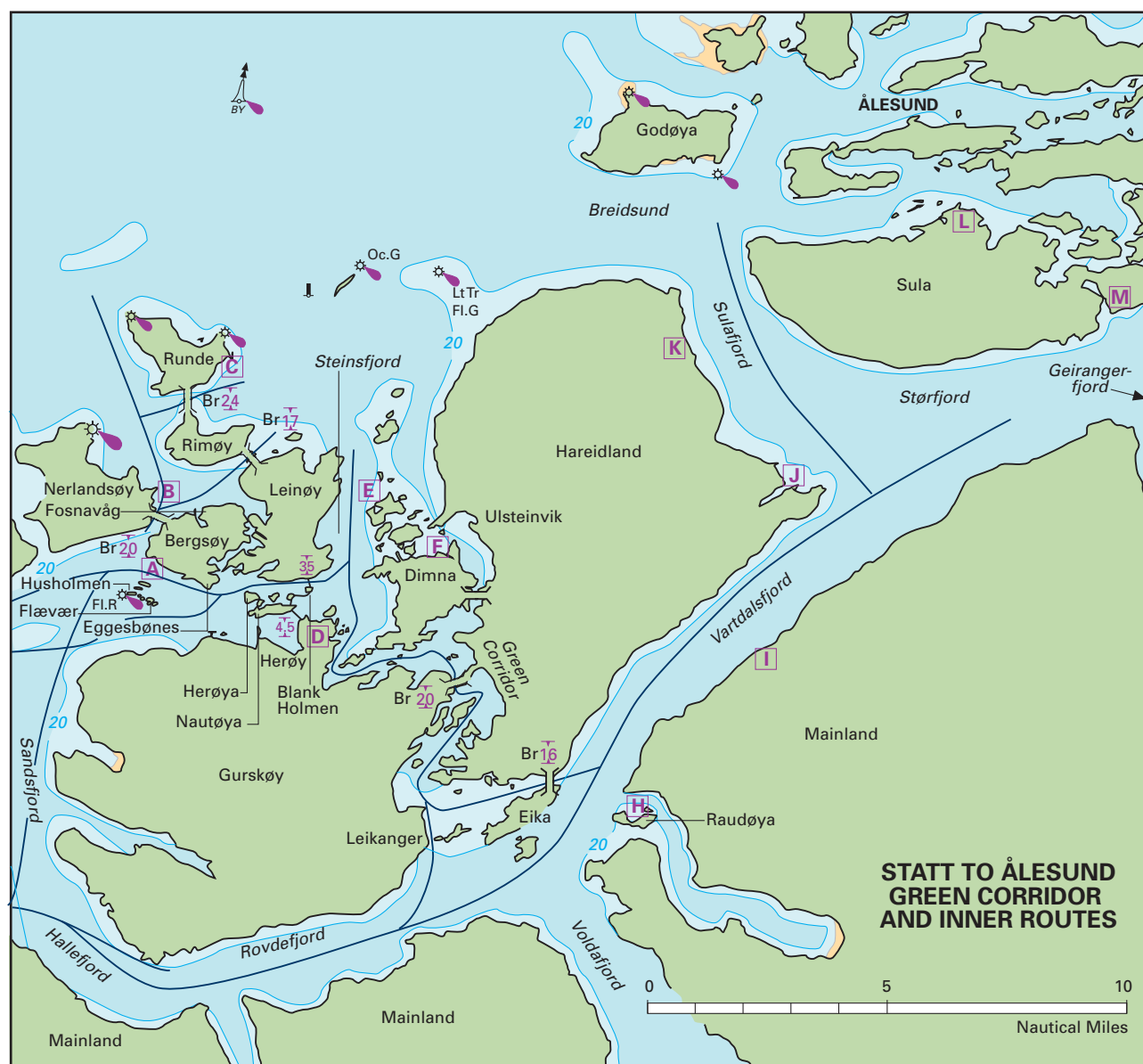
Page 154

Routes into Green Corridor shortcut: from W

It is possible to approach from the W either side of the archipelago SW of Bergsøy (Flævær, Sandøya, Husholmen, Torvholmen, Kvalen) into Herøyhunden, then N of the next archipelago (Herøya, Nautøya and unnamed islands to the N, N of Blankholmen (35m bridge).

There is no passage S of or between these islands, which are linked by causeways with a 4.5m bridge to Herøy.

See note above and plan amendment for pages 153-155.



H Raudøya, Vartdalsfjord
Large visitors' mooring buoy.

Page 156

D Øye, Norangsfjord
New service building with toilets, showers, launderette.
Honesty box.

Page 158

A Ålesund
Memorial sculpture above the harbour commemorating 320 Norwegians who lost their lives attempting to escape from the Germans during the war, and over 3000 who escaped to join Norwegian forces in exile, mainly in small fishing boats to Shetland.

B Norevika

A rock mole has replaced the large concrete outer pontoon. Pontoons in the marina are now the only mooring option.



Ålesund *Jonno Barrett*



Ålesund, Shetland Bus memorial *Ben Agrell*

Page 160

C Hellandshamn
Limited swinging room, and difficult to find less than 10m depth.

Årsund, Brattvåg småbåtforening 62°36'5N 6°26'6E
Sheltered marina with two 15m guest pontoons, a mile from Årsund (small shopping centre), on W side of top of Samfjord. Depth 3m. Electricity, water.
www.bsbf.no.

E Midsund, Oterøy

The marina has been enlarged. Launderette, showers, WC. WiFi.

G Molde

Reknes: City guest harbour

Warps from large cruise ships have been known to block the entry to the guest harbour.



Molde guest harbour *John Sadd*



Cruise ship blocking entry to Molde guest harbour *John Sadd*

Page 161

N Svinøya, Frænfjord

Visitors' buoy with deck-level pick-up in SW corner; free for one night stay, max.10 tons. There is still room to anchor in shelter with good holding in sticky mud.

Page 162

E Hamnevangen, Sandøya

Guest berth on outermost finger pontoon in small boat harbour can accommodate length 42ft, beam 12'6"; depth 2-6m. Also smooth boarded quay, depth unknown. Electricity, water, showers, launderette.

G Nordre Bjørnsund

No shop in 2017.

Page 163

J Bud

There is now no coastal escort service.

Page 168

Kristiansund

Plan: the bridge between Kjerkeland and Innland is 38m (not 32m).

Page 172

C Storøy/ Solskjeløya

⚓ Limited swinging room. Better in Solskjelsvågen, bay to S.

⚓ **Solskjelsvågen, Solskeløy** 63°14'·6N 8°11'·5E
Anchor in 5m E of underwater cable. Good holding in silt/sand. Better anchoring depth and swinging room than the Støyøya/Solskeløy anchorage to the NW.

Page 176

A Skansen, Trondheim

The W entrance to Skansen is easier and deeper than the E entrance. Guest pontoon at W end runs E/W. Card access to showers includes free use of launderette. 40 min bus service to airport from central station, which is 0·5M from Skansen guest harbour. Combined taxi/bus service 250NOK in 2017 (☎ +47 93 00 73 73).

VI ACROSS THE ARCTIC CIRCLE: Trondheim to Bodø

Page 182

G Lysøysund

The only fuel available is diesel. No bank, PO, shop.

Page 183

B Bogøyvær

The 11m power cable level with the S end of the pontoon has been removed.

C Måøya

Pontoons may be crowded with fishing boats with no room for visitors.

Page 185

F Langstranda

15m hammerhead, with a single berth.

G Stokksund (Kuringvågen)

The hotel is now called Kuringen Brygge Hotel. The Aquarius restaurant is the other side of the road. No bank in 2017.

H Harsvik, Stokkøya

Less sheltered than nearby Langstranda or Stokksund.

K Bessaker

New marina 0·5M N of Bessaker harbour. The harbour itself is often crowded with fishing boats. The bank has closed. The supermarket will give cash back on some credit cards. Fuel dock.



Bessaker fuel dock *Jonno Barrett*

Page 186

E Vingsand

If rental fishing boats leave no room on the visitors' pontoon, berth alongside wooden fendered quay at the entrance to the harbour. Exposed NW through N to E.

F Sætervågen

Electricity supply box on visitors' pontoon.

I Vollbukta 64°25'·8N 10°34'·4E

Anchor in sheltered bay S of Småvær peninsula, E side of top of Bølefjord. 6m, sand.

Page 189

H Rørvik

Vinmonopol.

Page 190

F Skeishamna, Leka

Visitors' berths have been increased, with 40m of pontoons to moor alongside.



Skeishamna, Leka, extended pontoon *John Sadd*

G Gutvikvågen, Austrå

One Visitors' pontoon, inside mole on SE side of inlet. Water, electricity. The steep-to bottom makes anchoring difficult.

Page 192

A Møyhamna, (Moihavn)

sp., should be Møyhamna (in top box and text)



Møyhamna (Moihavn), with Torghatten in the background
Ben Agrell

D Brønnøysund

Now three guest pontoons, all with electricity and water.

Page 194

C Igerøy, Vega

Island and surrounding skerries are a World Heritage site, both for the scenery and as a reflection of the sustainable way of life of the residents who fish and collect down from eiders' nests. First night's mooring free in 2017.

Page 195

J Kalberghaugen, Tjøtta

Visitors' pontoon second to port inside mole.

Page 201

N Nordfjordholman

Good holding in sand. Locals claim there is never a problem with wind, even when it is blowing hard outside in the fjord.

P Kleppan, Tjongsfjord

Substantial quay and pontoon for Vågaholmen village shops (supermarket, hardware store) and fuel.

Q Engen, Holandsfjord

A new jetty has replaced the old one, c.0.2 mile W. Electricity on pontoon, water at head of pontoon. No fuel. The root end of the pontoon on the S side is reserved for tourist boats.



Engen, Holandsfjord *John Sadd*

Page 202

B Stranda, Bolga

New 50m visitors' pontoon to port of harbour entry. Water and electricity only ashore at root end of pontoon (2017). Exposed in E/NE winds. Fish gutting room, café with WiFi. Good walks.

Ørnes 66°52'N 13°42'1E

Mainland harbour opposite the NE corner of Mesøya, wrongly shown as being in the Lustrafjord in the photo captioned Ornes on page 139.



Ørnes *Liz Redfern*

F Støtt

Outer harbour

The small guest harbour starboard of the entry channel on the S coast of Svenningen is called Johannesbrygge. Støtt is the smaller island between Svenningen (N) and Innerstøtt (S), the largest island of the group. The more sheltered inner harbour, with marina berths and restaurant, is between Støtt and Innerstøtt.



Johannesbrygge, Støtt, small marina on N shore of entry channel, S shore of Svenningen, opposite ferry terminal *Ben Agrell*

Page 203

K Krokholm, Sørarnøya

No showers or restaurant in 2017.

Page 205

C Fleinvær

New ferry pontoon used by fast ferry service. Visitors' pontoon has no electricity or water.

VII THE NORTH:

Bodø to Tromsø

Page 213

N Helnessund, mainland

New 45m concrete visitors' pontoon with water and electricity. Boat yard and slip. Express ferry to Bodø. Ferry and other traffic makes anchoring in the sound inadvisable.

S Torisneset, Mainland

Sp should be Tørrisneset.

Bogen 67°54'N 15°11'5E

Small mainland harbour S of and sheltered by Engeløy, on the S side of Vestfjord, E of Tørrisneset. Just E of 25m bridge linking mainland to Bogøya and Ål (then continuing in a big curve to Engeløy with only 1.3m clearance).



Bogen *Jonno Barrett*

Y Tranøy, Mainland

No water or electricity on the quay. There is now no café in the old trawler.

Page 218

Stokkvika, Moskenesøy 67°53'·7N 12°51'·1E

Anchorage in bay on SW coast of Moskenesøy, 4M N of Buvågen. Some shelter from outer islands.



SW Stokkvika, Moskenesøy Jonno Barrett

Page 219

F Moskenes

No pontoon in 2017 suitable for yachts, other than for a short stop to pick up crew, and the harbour was not considered suitable for anchoring.

G Reine

Site of a British/Norwegian commando raid around Christmas 1941, described by David Howarth in his book *The Shetland Bus*.

Kirkefjord (Kjerkefjord)

No anchoring (underwater cables), but there are two mooring buoys, one of which held firm during a rough night with strongly gusting and changeable winds.

Page 220

C Strømøy (Straumøya), Flakstadøy

Good holding in 7m.



Strømøy (Straumøya) Ben Brown

D Ramberg

The pontoons have been reconfigured, with a single long pontoon (water, electricity) ahead on entry, near fitness centre. Shorter wooden pontoon at N end of harbour (no power or water). Adjacent quays have wooden fenders but no power or water.

Page 223

C Ørsvåg

Good holding in 5m.

Page 224

G Ulvågen 68°16'·7N 14°55'·8E

Small harbour to N of entry to fjord, N of charted anchorage; 15m pontoon with good shelter except from SE. Good walk on road N.

68°16'·6N 14°53'E

The scenic wild anchorage at the head to the W has good swinging room in 13m; in less than 13m it may be necessary to use a stern as well as a bow anchor.



Ulvågen, Store Molle, head of short fjord Jonno Barrett

Page 230

Viking islands

New bridge under construction 2017 between Grytøy and Sandsøy (F).

H Harstad

New wave breaker with narrow finger berths on the inner side. There is still swell from ferries and passing ships, and it is still likely to be uncomfortable in NE winds.

New Trondenes Heritage Centre at Trondenes church, 3M (not 1M) N of Harstad.

Page 231

D Lødingen, S Hinnøy

Harbour exposed in winds from N through E to S. Visitor pontoons in the main harbour are untenable in onshore winds greater than F3-4. The marina has a hammerhead and a single pontoon with room for 3 to 4 yachts. Depths in part of the marina are less than 2m.

Page 234

Q Narvik

New War Museum in city centre.
www.warmuseum.no

Page 236

A Grovfjord, Astafjord

It is not advisable to anchor S of the peninsula, as a difference in the speed of tidal fall and the water level between the outer harbour and the inner pool causes strong eddies, especially on the ebb.

Page 239

D Hamn, Bergsfjord

New 50m pontoon, suitable for larger yachts.

Page 244

A Town Harbour, Tromsø

New pontoons, with wide finger berths, and berthing alongside. Water and electricity on pontoons. Payment meters. During March to May, many berths are occupied by ski-sail charter yachts, especially at weekends.

Fuel from unmanned pontoon N of bridge on W shore; credit card to maximum 1,500NOK at automated pump.

For showers, rent a room at the Ishavshotel.

C Eidkjosen Marina

Diesel Ⓢ 47 90 01 65 71. Convenient for crew changes as it is near Tromsø airport, with good bus services. Privately owned supermarket.

The Volvo agent on the other side of the bay has closed.

VIII THE FAR NORTH:

Tromsø to the Russian border

Page 254

B Finnkroken, Grøtsund SW

Private quay N of the islands at the S end of Reinøy.

Page 254

Main and parallel routes

In fresh SW winds a short uncomfortable chop builds up in the NE approach to Grøtsund. Calmer water can be found in Langsund(et) between Reinøy(a) and Ringvassøy(a).

D Hansnes, Langsund

20m visitors' berth N of pontoon reserved for ambulance boat. Depth 2m. Depths in the harbour have been found to be less than charted. No water, electricity, fuel. Local boats on finger pontoons in NW corner. The bank has closed.

E Oldervik

Shoal water S of the entry, formerly with a port hand marker. Enter from ESE rounding the starboard marker on the end of the mole.

Page 255

G Vannvåg, Vannøy

Moor alongside the substantial public wharf (former fishing wharf) on the S side (No.3 on Navionics chart); old tyre fenders, so a fender board is advised. Subject to violent squalls from surrounding mountains. Electricity from shed on wharf. Supermarket 50m. Diesel cans can be filled from pump outside the supermarket. First wharf to port of entry is for fishing boats. Small local fishing boats on pontoons in NW corner.

In settled weather it might be possible to anchor between moles (outer moles shown on new charts) with a kedge to avoid swinging into the main channel.

Page 256

B Nord-Lenangen

Mole harbour berths may be full of local boats. The Sandneset shrimp plant wharf was still dilapidated in 2017. It is possible to anchor 1-2M S of the shrimp plant in 5-6m. Soft silt.

D Lyngseidet

Harbour subject to wash from frequent passing ferries. Three yellow mooring buoys for visitors. Shops include a *vinmonopol*.

Page 257

Slettnes, Akkarvika, Arnøya 70°04'N 20°29'5E

The Akkarvika bight, at the SW corner of Langfjord on the S side of Arnøya, has good shelter from most winds, but is subject to squalls from the mountains to the NW. In a fresh SW wind short confused seas build up at the entrance.

Moor alongside the fishing wharf (3-4m) at Slettnes on the W shore. Shoal S of the quay. Electricity from white shed on the quay.

Anchor off the quay in 10-15m.

The charted fish farm was not there in 2017.

G Skjervøy

Fast ferry to Tromsø.

H Seglvik

Fast ferry to Tromsø swings round inside mole.

Page 258

C Gullgruva, Isfjord

⚓ Fair weather short stay day anchorage only, to visit nearby hanging glacier.

F Jokelfjord village

In July 2017 the yard was full of fish farm boats and equipment, with no space for visitors to moor.

Page 267

Photo in RH column: is of a pilot boat (not a lifeboat).

IX FARTHEST NORTH:

Bjørnøya, Svalbard and Jan Mayen

Page 289

E Hansbukta 77°00'·1N 15°39'·6E

Anchorage is in a small picturesque lagoon with good holding, off Kamkiva in the SE corner of Hansbukta, S of the E side of the glacier.

Page 290

After Akseløya (6th line) insert:

Strong tides run with the flood and ebb through both the S and N passages between Akseløya and the mainland.

B Josephbukta, Renardbreen

The pool is silting and is now shallower, particularly on the sides.

Page 291

H Akseløya

Strong tides run with the flood and ebb through both the S and N passages between Akseløya and the mainland.

Page 293

Flintholmen, Ekmansfjord 78°37'·7N 14°33'·5E

N end of Nordfjord, N of Isfjord. Good holding in 10m S of Flintholmen.

Breviksøyane, Ekmansfjord 78°40'·9N 14°30'·7E

The Breviksøyane are small islands in the S part of Brevika, the bay at the head of the NW arm of Ekmanfjord. Anchor E of the islands in 10m. Good holding.

B Bjonahamna, Templefjord

The NW side is shallower than charted. Anchor in the NE below the huts.

Petuniabukta, Billefjord

⚓ Petuniabukta 78°42'·1N 16°35'E

Alternative anchorage to Pyramiden.

Page 298

E Trinityhamna

This becomes a lee shore in katabatic winds. Caution when anchoring as there is considerable kelp on the bottom. Alternative anchorage further into the fjord on the N side.

Page 300

A Hamiltonbukta

Uncharted rocks round the islands and cliffs.

B Alicehamna

Good walk across the Bruceneset peninsula.

J Mossellaguna

79°53'·053N 16°03'·6E

Note revised position to anchor in 2-3m, sand, outside the lagoon. The position given in the book is just inside the lagoon. The name of Nordenskjöld's ship, and the winter house he named after it, is *Polheim* (not *Polhem*).

Page 301

See new plan with additional anchorages marked in numerical sequence. New anchorages are as follows:

1 Claravåg(en), Nordporten, Nordaustland(et)

80°04'·42N 18°10'·9E

Large almost landlocked lagoon with strong tidal stream (to 6+ knots; slack 3hr 45min after Longyearbyen HW). Straightforward entrance, 20m wide, 2.5m long, 6m deep (centre 80°05'·N 18°05'·06E), clean after 2m rocks to W (S: 80°05'·1N 28°05'·06E; N: 80°05'·14N 18°04'·37E). Useful anchorage from which to walk to the science base at Kinnvika, 2km.

2 Mollbukta, Lagøya 80°19'·28N 18°36'·47E

Island off NW corner of Nordaustland. Mollbukta is its most northerly cove, with 10m at the entrance. Anchor in 6m. Sand. Inner bay has less than 3m.

3 Glenhalvøya, Orvin Land, Nordaustland(et)

80°21'·12N 24°26'·36E

Peninsula off N coast of Nordaustland. Anchor in 5m. Good holding, sand and kelp. Rough shore of rocks. No refuge hut. 20m on approach via Poortsundet, between Søre and Nordre Repøya to N.

4 Storøya, Nordaustland(et) 80°08'·5N 27°57'·13E

Incompletely charted island off Kap Laura, NE corner of Nordaustland. Anchor in 6m, fine gravel, on W side of island. Shallow and uneven but clean. A forward-looking echo sounder is useful as there is no detailed chart information. Rocky reef further inshore. Refuge hut and walrus colony on N shore.

NB The island is incorrectly placed on Map Media charts.

5 Faksevågen, Lomfjord 79°33'·2N 17°42'·4E

Bight on W side of Lomford, W side of Hinlopen Strait, E coast of Spitsbergen.

6 Von Otterøya Island 79°16'·5N 19°57'·5E

Unsurveyed entrance, but no hazards encountered. Narrow entrance to sheltered lagoon with good holding.

7 Heleysund

Newtonvika (Straumslandet) 78°40'N 20°59'·9E

Good holding in small bay.

8 Agardbukta, Storfjord 78°02'·4N 18°36'·1E

(After C Sundbukta, Barentsøya)

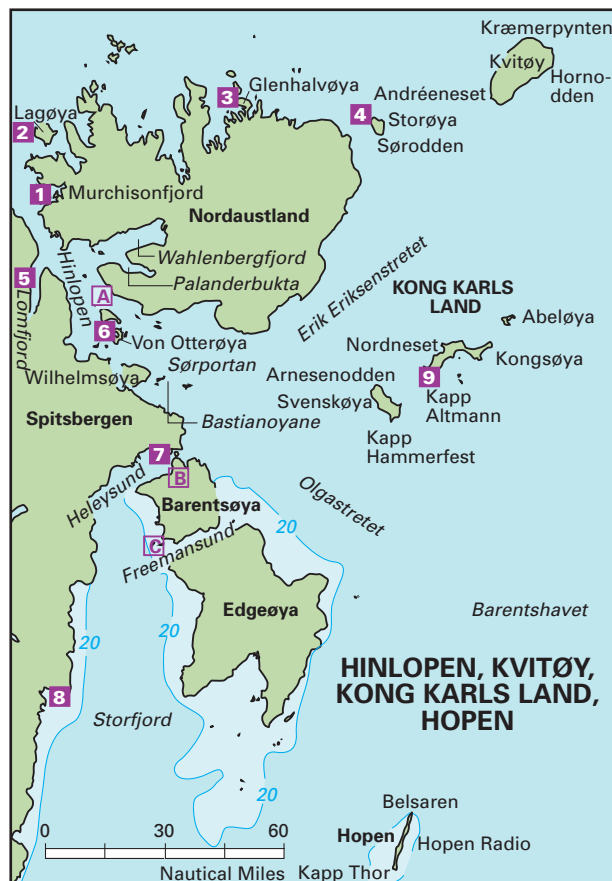
Anchor in middle of bay, which feels exposed and is shallow. Holding on E side near the point is on rock with kelp.

Kong Karls Land

9 Antarticbukta, Kongsøya, Kong Karls Land

78°49'·64N 28°03'·65E

Anchor off the SW corner of the island in 5m, keeping the regulation 600m offshore. Gently shelving bottom. Good shelter from N and E.



INDEX

Page 315

Separate Hankø and Hankø Sund (2 entries, both 49)
Add Hankøhavn, 49.

Page 317

Add Moihavn (Møyhamna) 192 (add (Møyhamna)
Langårsund (Kragerø) not Langårasund

Page 318

Add Møyhamna (Moihavn) 192

Page 319

Add Selvågen, 124
Add Sandnesvågen, 182

Page 321

Delete Urnes 138

Page 322

Add Østøya, Oslo, 56