

= Innherredsferja =

Innherredsferja AS (" The Innherred Ferry ") was a Norwegian ferry operator in the Trondheimsfjord in Nord @-@ Trøndelag county . It operated the Levanger ? Hokstad Ferry between the town of Levanger and the island of Ytterøya , and the Vangshylla ? Kjerringvik Ferry between Inderøy and Mosvik . The company operated seven ferries through its history , and had up to three operating at any time , including one in reserve . Innherredsferja was based in Levanger .

The company was founded in 1957 , and started a service between Venneshamn , Kjerringvik , Vangshylla , Hokstad , and Levanger . The initial owners of the company were a mixture of municipalities , the county , and private individuals and companies . In 1964 , the company 's operations were split into two services , each with a single crossing . Following the opening of the Skarnsund Bridge in 1991 , the Vangshylla ? Kjerringvik Ferry was terminated . In 2005 , the company was taken over by Fosen Trafikklag , after the state decided that the route would be subject to public service obligation . The company lost the bid to Nor @-@ Ferjer , and operation ceased at the end of 2006 .

= = History = =

= = = Establishment = = =

The initiative for a cross @-@ fjord ferry services was taken by Arthur Selvig , leader of the merchants ' association in Levanger . In January 1955 , he invited members of the municipal councils on both sides of the fjord to establish a company . The meeting was held in Levanger , and the representatives from Mosvik took two days to get to the meeting . An interim committee was appointed , which was to cooperate with Innherreds Aktie Dampskibsselskab to persuade them not purchase a new ship , and also to consider purchase of a combined car- and cargo @-@ ferry , or alternatively a conventional vessel . At the time , National Road 755 between Mosvik and Leksvik was being constructed and would be completed by the end of the decade ; however , it would take longer before Mosvik would be connected to Venneshamn . The committee suggested the route Venneshamn ? Kjerringvik ? Vangshylla ? Ytterøy ? Levanger be established . The municipal council of Ytterøy voted to place the ferry quay at Hokstad , which was serving as the municipal center .

State funding of NOK 105 @,@ 000 was granted to build ferry quays at Hokstad , Levanger and Venneshamn . The committee decided that they wanted a ferry similar to one delivered by Moen & Sønns Båtbyggeri which was at the time stationed in Trondheim , costing NOK 450 @,@ 000 . To finance this , state guarantees for the load and deficits needed to be granted . The Ministry of Transport and Communications promised to grant partial guarantees if local guarantees were also issued . Sale of shares started in 1957 , and the municipalities of Inderøy , Mosvik , Verran and Levanger bought shares , as well as guaranteeing 20 % of the deficits . Nord @-@ Trøndelag County Municipality bought shares , but did not want to issue guarantees . Innherredsferja was established with a share capital of NOK 144 @,@ 000 , split between 288 shares . The county bought 100 and became the largest owner , while seven municipalities bought 90 between them . The remaining shares were owned by private individuals and local companies . The company was incorporated on 10 May 1957 .

NOK 400 @,@ 000 was borrowed and NOK 510 @,@ 000 invested in a ferry from Moen & Sønns . It arrived at Levanger on 31 December 1957 and was named Innherredsferja . Initial plans were to have a crew of three on the ferry , but this was quickly expanded to five . The single @-@ direction vessel had space for 75 passengers plus vehicles . During the test @-@ run it became clear that the quay at Vangshylla was 75 centimetres (30 in) too narrow to allow the ferry to dock . The first ferry service had ten different route combinations in each direction , and the fees were based on three different zones . Trips within Mosvik , Verran and Inderøy were in Zone 1 , trips to and from Ytterøy were in Zone 2 , while trips from Levanger to Mosvik and Inderøy were within Zone 3 . The initial

prices were NOK 1 for one person in Zone 1 , NOK 2 @. @ 50 in Zone 2 and NOK 3 @. @ 5 in Zone 3 . For cars , the prices were NOK 5 , 10 and 14 , respectively . On workdays , the ferry made two round trips to Ytterøy and Levanger , three round trips to Venneshamn and five round trips to Vangshylla and Kjerringvik . At Levanger , both ferries corresponded with north- and southbound trains on the Nordland Line at Levanger Station , which is within walking distance of the quay . At Vangshylla , there were buses operated by Fylkesbilene i Nord @- @ Trøndelag to Steinkjer and Røra Station .

Operations commenced on 1 February 1958 . After five days , the service had to stop because of technical problems with the engine , and it took a week before it resumed . The quay at Levanger was not suitable , because the ferry could not dock at low tide . This caused the ferry to dock at the main dock to disembark passengers , whilst unloading the vehicles had to wait until high tide . In the first twelve months of operation , the ferry transported 9 @, @ 411 vehicles , of which 4 @, @ 000 were cars , and 40 @, @ 000 passengers . By 1961 , the number of cars had increased to 9 @, @ 374 . During 1958 , the company employed ticket sellers at the quays . A new ferry , Innherredsferja II , was ordered from Ulstein Mekaniske Verksted , and entered service on 1 August 1962 . The 27 metres (89 ft) long vessel cost NOK 1 @, @ 062 @, @ 000 . It had a capacity for sixteen cars or six trucks . Part of the rationale for purchasing the new ferry was the increased traffic across Skarnsund following the completion of National Road 755 from Mosvik to Leksvik , which made the ferry the fastest link for people from Leksvik traveling to Levanger .

= = = Two routes = = =

Discussion about splitting the route into two started in the early in 1960s . The Public Roads Administration felt that it was unnecessary to have a cross @- @ fjord service , as at the time there was a road from Vangshylla to Levanger which sufficed . The administration was also in the process of building a road from Kjerringvik to Venneshamn , which would allow the ferry to drop that service . On 1 June 1964 , the service was split in two : Vangshylla ? Kjerringvik and Hokstad ? Levanger . At the same time , the service was upgraded to a national road connection , and the full responsibility for funding was transferred to the ministry . The Vangshylla ? Kjerringvik service was taken over by Innherredsferja , while the Hokstad ? Levanger service was taken over by Innherredsferja II . In 1968 , the state granted sufficient guarantees to allow a new ferry to be purchased . In the same year , the road from Framverran via Venneshamn to Kjerringvik was opened . The new ferry was similar to Innherredsferja II ; it was built in Kristiansund for NOK 1 @, @ 555 @, @ 000 and originally named Skarnsund . Innherredsferja was sold to an operator in Agder for NOK 50 @, @ 000 . At the same time , Framverran and Venneshamn were transferred from the municipality of Verran to Mosvik , while Ytterøy , Skogn and Frol merged with Levanger .

In 1970 , the ferries were equipped with televisions . The following year , the company had a deficit of NOK 1 @. @ 1 million . It transported 195 @, @ 000 passengers , of which 120 @, @ 000 took the Vangshylla ? Kjerringvik service . Mobile telephones came into use in January 1972 . In 1973 , the service was reduced as a result of the oil crisis , which lasted until 1 March 1974 . Smoking indoors was banned from 1975 , and a new quay was built in Levanger and opened on 1 July 1976 . Local disagreement about the location of a new quay on Ytterøy delayed construction , and it did not open until 1981 . In 1974 , planning for a new ferry on the Ytterøy service started , although the order was not placed until June 1979 . The new ferry , Ytterøy , cost NOK 10 @. @ 5 million , had space for 30 cars and was bi @- @ directional . It was put into service in February 1981 . Innherredsferja II was kept as a reserve .

The need for a larger ferry on the Skarnsund service was also pressing . Cars often had to wait , and if the ferry sailed with full capacity , there was no room for passengers to leave their vehicles . Work to procure a new ferry to replace Skarnsund started in 1981 . This resulted in the acquisition of the second @- @ hand ferry Mosvik from Bergen , with a capacity of 24 cars , which entered service starting 9 December 1982 . Skarnsund was leased to Namsos Trafikkselskap . In 1982 , tickets for a single trip on the Skarnsund Ferry were NOK 5 for an adult and NOK 14 for a car with driver . On the Ytterøy service , it was NOK 7 and 25 , respectively . Discounts were available , up to 33 % for cars

and 50 % for trucks and buses .

= = = New times at Skarnsund = = =

Mosvik proved to be too small , with 3 @, @ 000 cars being left at the quays at Vangshylla and Kjerringvik in 1986 . An additional 47 were not catered for on the Ytterøy service in the same year . The order for Skarnsund II , costing NOK 27 million , was signed in December 1987 , and put into service in 1988 . Skarnsund was sold to Namsos Trafikkselskap for NOK 1 , as was Mosvik for NOK 1 million . The following year , Verran Municipality sold its shares in the company . In 1990 , the subsidy system was changed , and the company received a fixed subsidy instead of the state covering the deficit . This allowed the company to make a profit , if it managed to rationalize operations .

The first meeting of local commercial and political interests to establish a bridge across Skarnsund was held in 1972 . By 1983 , it was formalized by the establishment of the company AS Skarnsundsbrua to finance construction . The Parliament of Norway passed the plans in 1986 , and construction started two years later . The bridge cost NOK 200 million , and was opened by King Harald V on 19 December 1991 , after he had taken the last ferry across the fjord .

In 1991 , Fosen Trafikklag purchased Inderøy Municipality 's shares in Innherredsferja , while Verran Sparebank bought those previously owned by Mosvik Municipality . In its last year of operation , the Skarnsund service carried 267 @, @ 894 people , 108 @, @ 482 cars , 13 @, @ 878 trucks , 840 buses and 312 motorcycles . Skarnsund II was sold to Namsos Trafikkselskap for NOK 23 @, @ 357 @, @ 778 . In 1992 , the annual meeting had to be postponed due to a ferry strike , which prevented the shareholders from Ytterøy attending . Levanger Municipality and Nord @-@ Trøndelag County Municipality were the only remaining public shareholders , and in 1992 Levanger announced that they intended to sell the Trondheim @-@ based ferry operator Fosen Trafikklag . However , the politicians changed their mind , and the municipality remained as a shareholder . In 1994 , both ferries were out of service and a small passenger ferry was used for a few days . In 1996 , the company was again hit by a strike . Normally the service was not chosen to be subject to strikes due to the high regularity needed by the chicken manufacturer Trønderkylling , who would otherwise have to proceed with unnecessary slaughtering of animals . In 1997 , a cooperation with Fosen Trafikklag started , including the two using a shared reserve ferry , Austråt .

= = = Cooperation and competition = = =

In 2000 , Innherredsferja started to work on proposals to purchase a new ferry . The following year , it chose to buy Torghatten for NOK 19 @. @ 2 million from Torghatten Trafikkselskap , and renamed it Ytterøy II . It was taken into service on 9 November 2002 , and Innherredsferja II was sold . At the same time , Innherredsferja and Fosen Trafikklag amended their agreement , whereby Ytterøy , stationed at Levanger , became the shared reserve ferry . This meant that if a reserve vessel was needed for the Flakk ? Rørvik Ferry , Ytterøy II would be sent there , and Ytterøy used for the Levanger ? Hokstad service . From 1 January 2003 , the Levanger ? Hokstad Ferry was one of six services which were part of a national test project where the fees for cars were increased , while passengers traveled free . The project included larger discounts for large users . The scheme was terminated in 2006 . A new ferry quay at Levanger was opened in 2003 , with a larger waiting area and ramp . The ramp also had separate sections for walk @-@ on passengers and cars . A terminal building was built with a waiting room and toilets , as well as offices for Innherredsferja . The terminal was 160 square metres (1 @, @ 700 sq ft) in two stories and cost NOK 1 @. @ 8 million . From the ground , the building was built to symbolize a lighthouse , while from above it appears shaped like a fish .

In 2004 , Bondevik 's Second Cabinet and Liberal Minister of Transport Torild Skogsholm decided that all ferry services in Norway would become subject to public service obligation (PSO) . Innherredsferja held a concession until the end of 2006 , but would have to bid for the service from 1 January 2007 . The company would need expertise in both bidding and increased share capital to

succeed in the bidding . By then , Fosen Trafikklag had bought 25 % of the company , and the county and the municipality sold their shares to Fosen . Following this , a meeting was held on Ytterøy , where Fosen succeeded in securing a sufficient number of shares from the private owners to purchase the entire company . This valued the company at NOK 23 @. @ 1 million . Private owners were given the option to be paid in Fosen shares . From 1 July 2005 , Innherredsferja was made a subsidiary of Fosen , but the company remained a separate limited company with its own board .

The Ytterøy service was packaged with the Brekstad ? Valset Ferry ? located further out in the fjord than the Flakk ? Rørvik Ferry . In the initial contract proposal from the Public Roads Administration , it was considered acceptable that Ytterøy could be without a ferry service for up to 24 hours , should there be technical difficulties with the vessel . After massive local protests ? arguing that Brekstad residents had the option to take the Flakk ? Rørvik Ferry ? the Ytterøy this delay was reduced to 2 hours and it was specified that the reserve ferry had to be stationed at Levanger . In 2005 , the Public Roads Administration declared that Nor @-@ Ferjer , a joint venture between Stavangerske and Hardanger Sunnhordlandske Dampskipsselskap had won the bid . Innherredsferja continued to operate until their concession ran out , after which Ytterøy II and the terminal in Levanger were sold . All but three of the employees received jobs with Nor @-@ Ferjer . Until 2008 , Innherredsferja remained a paper company until the sale of Ytterøy was completed and liquidation completed . The company never had any serious accidents during its history .

= = Services = =

= = = Cross @-@ fjord = = =

The cross @-@ fjord route was in service from 1958 to 1964 . It connected the three sea @-@ locked communities of Venneshamn , Mosvik and Ytterøy to the mainland at Inderøy and Levanger . On workdays , the ferry made two round trips to Ytterøy and Levanger , three round trips to Venneshamn and five round trips to Vangshylla and Kjerringvik .

= = = Skarnsund = = =

The Vangshylla ? Kjerringvik Ferry connected the municipalities of Inderøy and Mosvik across the sound Skarnsund , at the narrowest point of the Trondheimsfjord . The route operated from 1 June 1964 to 19 December 1991 , when it was replaced by the Skarnsund Bridge . It was part of Norwegian National Road 755 . The ferry had hourly services in each direction through most of the day , and the crossing took seven minutes .

= = = Ytterøy = = =

The Levanger ? Hokstad Ferry connects the mainland at Levanger with the island of Ytterøya at Hokstad . The service has operated since 1 June 1964 , as part of Norwegian National Road 774 . The ferry has up to eleven daily round trips , with the crossing taking 30 minutes on the 9 kilometres (5 @. @ 6 mi) stretch . Since 2007 , the service has been operated by Nor @-@ Ferjer (which later merged to become part of Tide Sjø) .

= = Fleet = =

MF Innherredsferja was the company 's first vessel . She was a single @-@ direction vessel built at Moen & Sønns Båtbyggeri in Risør . She arrived at Levanger on 31 December 1957 and cost NOK 510 @, @ 000 , and was not equipped with radar . She was initially used for the cross @-@ fjord route ; from 1962 she was used as a reserve until put into service on the Skarnsund route in 1964 . The ferry was sold for NOK 50 @, @ 000 in 1968 to Agder , and later became a restaurant at Aker

Brygge in Oslo .

MF Innherredsferja II was ordered in 1960 and put into service on 1 August 1962 . She was 27 metres (89 ft) long and 8 @. @ 4 metres (28 ft) wide and cost NOK 1 @, @ 062 @, @ 000 . She was built by Ulstein Mekaniske Verksted and had a larger saloon and place for sixteen cars or six trucks . The bridge covered the full width of the vessel and had radar and other contemporary equipment . From 1964 , the ferry was put into service on the Levanger ? Hokstad route . In 1981 , she was made a reserve ferry , and sold in 2002 .

MF Skarnsund was the same size as Innherredsferja II and was put into service on the Skarnsund route in 1969 . She had capacity for sixteen cars and was built in Kristiansund for NOK 1 @, @ 555 @, @ 000 . In 1982 , she was replaced by Mosvik and was leased to Namsos Trafikkselskap . She was sold for NOK 1 in 1988 .

MF Ytterøy cost NOK 10 @. @ 5 million , had places for 30 cars and was bi @- @ directional . Ytterøy weighed 300 tonnes and was 45 metres (148 ft) long . She was put into service on the Levanger ? Hokstad route in February 1981 . She became the reserve ferry following the purchase of Ytterøy II in 2002 .

MF Mosvik was bought in 1982 . She dated from 1969 and had been in service near Bergen . Capacity was 24 cars and she was sold for NOK 1 million to Namsos Trafikkselskap in 1988 .

MF Skarnsund II was the same size as Ytterøy , had placed for 30 cars and was bi @- @ directional . She cost NOK 27 million and was in service from 1987 to 1991 , when she was sold to Namsos Trafikkselskap for NOK 23 million . The 330 tonne vessel was built by Trønderverftet .

MF Ytterøy II was bought used from Torghatten Trafikkselskap , where she had been named Torghatten . She was built in 1987 and cost Innherredsferja NOK 19 @. @ 2 million . She was 56 metres (184 ft) long , had three saloons and place for 40 cars . She was sold in 2007 , following the loss of the PSO bid .