



Tentoonstelling 'W02 Út see'

Bij de Seedykstertoer



Deze route is samengesteld om een beeld te geven van de gebeurtenissen in het kustgebied in de Tweede Wereldoorlog. Dit beperkt zich tot zaken die een relatie hebben met de luchtoorlog in het kust- en Waddengebied. De informatie is mede verzameld voor gebruik in het Kweldercentrum van It Fryske Gea.

Harry Feenstra, Blije

Exhibition

This route was created to illustrate various events that occurred in the coastal area during WWII. Only events related to the air battle in the coastal and Wadden area are included. The information was also collected for use in the It Fryske Gea Kweldercentrum.



Route length: 36.15 km (02:24)

Start: De SeedyksterToer

Zeedijk 8, 9073 TN Marrum <https://seedykstertoer.nl>

Inside you'll find the exhibition with information about the air battle in the Wadden area.

From the SeedyksterToer turn left onto the Zeedijk
Cycle along the Zeedijk heading west.

You'll pass the new pumping station De Heining with a fish passage and the transition area between fresh and salt water outside of the dike. Information about this can be found in the Kweldercentrum. German dummy bombs were found outside of the dike when the waterway to the Wadden Sea was being built.

After 270 m turn right onto Noorderleeg.

After approximately one kilometre you'll see the It Fryske Gea Kweldercentrum where you'll find information about the Atlantic Wall and the air battle in the Wadden area. The centre is open between 8.30 a.m. and 5.30 p.m.

From the exit of the Kweldercentrum make a slight left onto the road over the sea dike; behind the sea dike keep to the right
until you reach the entrance gate to It Fryske Gea.
Cycle along the paved road heading northwest towards the 'bunker'.

Bunker and training field Noarderleech (Noorderleeg)

On 13 August 1940 100 German men with wheelbarrows showed up to construct a training field for bombers. On the Noarderleech cattle were minded and grass was sold. Polhoeder (caretaker) Roeda said that the area flooded on a regular basis but this did not deter the Germans.

The training field belonged to the Fliegerhorstkommandantur at Leeuwarden air base. It was named SF 10 Marrum, with SF standing for **Scheinflughafen**

The training field was completed on 17 August and in October preparations began for the construction of the paved road to the current bunker. Construction of the bunker began in 1941 with contractor Van Slooten from Oude Bifdtzyl working on it. On 15 December 1941 his son saw the perished crew members of the Junkers lying there when he was delivering cement.

Just as in other bunkers of this type, a system of mirrors installed near the semicircle opening at the top of the bunker served as a 360 degree monitoring system. This opening was later closed off and the mirrors removed. Bullet and grenade damage were visible in various places after the war and they were repaired during the restoration by It Fryske Gea.

The observation post is made of concrete with walls that are 50 cm thick. For a bunker the roof is very thin. The bunker floor is elevated and concrete stairs lead to the door.

The first mention of an exercise with aeroplanes that involved shooting is from 6 January 1941. Before an exercise the polhoeder had to make sure that all the cattle and people had vacated the field. He also had to fill the holes created by dummy bombs and bombs that had been dropped in an emergency.

A large, red N was made near the summer dike. This place was designated for dropping live bombs in an emergency. There was a target with a 500 m diameter perimeter surrounding around it. The planes could drop their dummy bombs on two target ships made of wooden frames.

The dummy bombs were made of concrete and equipped with glass tubes filled with chlorosulphonic acid. When a bomb hit the ground smoke emerged and this allowed the observation bunker to monitor the result. After the war Hiddema, who was polhoeder at the time, found several dummy bombs while ploughing to plant potatoes, sometimes damaging the glass tubes in the process.

On-board ammunition was also shot at targets on the marshland near the summer dike. Next to the bunker a marking was found but its function is unknown.

Three German aeroplanes crashed in the area outside of the dike. One of those planes, and its pilot, are still stuck in the ground. In 2016 a sign was placed next to the bunker with the story of the training field and the pilot, 21-year-old Georg Wilhelm.

Emergency landing on the Noarderleech.

Plane. Messerschmitt B(J09 E-3

- Sunday 12 May 1960 at 13:00 hr

- Serial number." , registration."

- Unit. 6./(J) J86

Crew: unknown, uninjured

During fights near the Afsluitdijk a Messerschmitt was hit by Dutch anti-aircraft artillery. The pilot had to make an emergency landing in the summer polder of the Noarderleech near the Oude Dobbe. He managed to leave the aircraft on foot. He was brought to the Roeda family and, according to the daughter of the family, was quite shaken by the incident, but after a cup of hot chocolate he left for Leeuwarden with his colleagues.

The Germans who came to salvage the plane stayed on the Roeda farm for a couple of days. There were seven of them, one of them a commissioned officer. The family was reimbursed for the lodgings (including beds): 20 cents per day for crew members and 50 cents for commissioned officers. 30 cents was charged for heating. In this case they received 15 litres of warm milk per day, for which Roeda charged the cost of a hot meal.

Crashed on the Noarderleech

- Plane: Junkers Ju-88

Monday 15 December 1941

Serial number : 1279

Registration:

Unit: 1/KG506

- Crew:

Feldwebel Emil Stürzel (27) – pilot KIA

Unteroffizier Otto Flohr (21) radio operator KIA

Oberleutnant Johann Klätte (27) air observer KIA

Unteroffizier Werner Schlege! (23) - air gunner KIA

During a practice flight on the Noarderleech a twin-engine Junkers Ju 88 crashed. Polhoeder Roeda was an eyewitness: *On 15 December 1941 a heavy German bomber crashed during a practice flight, it bounced off the ground, caught fire, travelled another 400 to 500 metres and then crashed into the ground, four dead. I was standing a mere 200 metres from where it happened, it was over in a flash. Two decapitated corpses were lying on the new paved road, the bodies splattered, it was a gruesome sight to behold.*

The crew members were buried in the Noorderbegraafplaats in Leeuwarden and later reburied in the German war cemetery near Ysselsteyn.

Crashed at Marrum

- Plane Dornier Do 2J5 B5

- Friday 1 May 1942

- Serial number: 0041, registration: RV+5N

- Unit: 5/NJG2 Leeuwarden

Crew:

Oberleutnant R. Rausscher (21) pilot

Unteroffizier Herbert Blumenthal (25) radio operator KIA

Feldwebel Heinz Warbelow (25) - flight engineer KIA

During a practice flight near Marrum a Dornier D0 215 BS crashed into the ground. Possibly on the Noarderleech or on the marshlands of Noord Fryslan Butendyks. Polhoeder Roeda wrote in his annual report: "On 1 May somewhat milder weather, today during practice by fighter planes one crashed again, there were two deaths."

After visiting the 'bunker' turn back via the dike crossing near the Kweldercentrum. From the sea dike go west towards Noorderleeg. After 1 km turn right onto Noorderleegster entranceway. After 90 m make a slight right onto the bike path on the inner dike. Cycle along the bike path heading west. After 750 m make a slight left onto Vijfhuisterdijk. Cycle along the Vijfhuisterdijk heading south

During the war a barrack with a watchtower from the German air force was located in the area to your right at Koedijk Dienststelle L00998

In the autumn of 1940 the Germans built a watchtower on the sea dike near Vijfhuizen to monitor enemy planes. The sentries stayed in a barrack built on P. Porte's land. The tower was permanently manned by air sentries who were relieved every two hours. They had a telephone connection to the Leeuwarden air base.

Until the end of 1944 the barrack was always occupied by 6 to 15 people. The locals were paid to provide them with hot meals, water and fuel. At the end of 1944 the Germans moved the post to the Roeda farm near the Noarderleech. After the move the residents of Vijfhuizen demolished the wood of the parapet that was built around the tower. The Germans ordered the locals to repair it, to keep up appearances. A couple of weeks later the Germans had the tower destroyed.

Turn left onto Roodschuursterlaan.
Cycle along the Roodschuursterlaan heading east.
You'll pass cycling hub number 4.
Continue straight onto Doniaweg.
Cycle along Doniaweg heading east.

Just before the N357 you'll pass the railway tracks of the former Dokkumer Lokaaltje. On your right the former railway station buildings (now a garage) depict a train. During WWII the railway and the trains were shot at and bombed on multiple occasions.

Cross the N357. After 200 m (cycling hub number 5) take Langebuorren.
Cycle along Langebuorren heading east.
After 90 m make a slight left onto Rondweg. After 150 m turn left onto Miedpad.
After 60 m continue straight on along the path to the cemetery.

Three war graves of WWII soldiers can be found in the cemetery of the reformed church in Hallum.

The first is an unknown soldier, probably a pilot. He was found on the Noarderleech where he washed ashore and was discovered on 25 June 1940. He was buried on 26 June 1940 in grave 1 row 32. His tombstone reads: Known Unto God.

The second is of Sergeant David Thomson Stanners of the RAF. He was a crew member on Vickers Wellington DV935 from no. 15 Operational Training Unit from RAF Harwell. Stanners was the radio telegrapher/gunner of the plane.

During the night of 25 to 26 June 1942 the bomber was on its way to Bremen to bomb the city. According to records the Wellington was shot down southwest of Hallum on its return journey and crashed into the Wadden Sea. Everyone on board lost their lives. Sergeant Stanners was found in the marshlands on 12 July 1942; he was buried the next day in Hallum cemetery in grave 1B row 32.

In addition to Stanners the only crew members on the Wellington were
Sergeant J.S. Leather (22) copilot (Harlingen public cemetery)
Sergeant Harry Bloor (30) - pilot (Harlingen public cemetery) Sergeant J.McK D.Oliver (21) air observer (Harlingen public cemetery)
Sergeant R.T.Fage (20) radio telegrapher/gunner (Den Helder, reburied in Bergen on Zoom)
Sergeant Gordon Lake (37) - missing

The third person buried in Hallum is first lieutenant Robert Arthur Conrad Draper of the RCAF (Canadian Air Force) from Vancouver (British Columbia). He perished on his first mission, aged 20, on 18 April 1942. He was radio telegraphist on the Lockheed Hudson AM878 RR-B of the 407 Demon squadron from RAF air base Bircham Newton. Draper was specialised in tracking ships at sea using radar.

Draper was found the same day as Stanners and also buried on the same day. He rests in grave 1A row 32.

All the crew members also perished. They were:
Pilot PO Edmond David Girardot. He washed ashore on the North Sea beach between Nes Buren on 11 June 1942 and was buried in the Roman Catholic cemetery of Nes on 14 June. In 1952 he was reburied in the Jonkerbos war cemetery near Nijmegen.
Radio telegrapher/Gunner F/sgt Bruce Gilbert Weaver. He was found somewhere along the coast and buried in Franeker.

Two of them are still missing; radio telegrapher/gunner F/sgt Edward George Alexander air observer PO Donald Steward Kennedy. They are commemorated at Runnymede memorial.

Return to the Miedpad.
After 60 m turn left onto Rondweg.
Cycle along Rondweg heading east.
After 95 m make a slight right onto De
Trânse.
After 90 m continue straight on to Jouwsmabuorren.
Cycle along Jouwsmabuorren heading northeast.

Between Jouwsmabuorren 2 and 6 a house was located where two wounded American pilots were brought on 11 December 1943 and who were later deported by the Germans. Their plane crashed by the sea dike near Ferwert.

Near Jouwsmabuorren 9 you can see part of the engine from a B17 that crashed near the Herjuwsmawei south of Marrum on the birthday of the former occupant of no. 9: 25 August 1944.

At (cycling hub number 81) turn right onto Herjuwsmawei.
After (cycling hub number 72) continue straight on the Herjuwsmawei.

*Crashed near Herjuwsmawei 2 on 21 August 1944 an
American B17*

- Plane: BJ7 C Flying Fortress*
- Thursday 24 August 1944, time 13:45 hours*
- Serial number. 43-37903*
- Name: Toodles Boy*
- Unit: 379 Bomb Group / 525 Squadron*
- Identification mark: white K inside black triangle*
- Base: Kimbolton*
- Crew:*
 - 2nd Lieutenant J. D. Connell - pilot MIA*
 - 2nd Lieutenant J. R. Crookston – copilot MIA*
 - 2nd Lieutenant W. C. Jaeger - navigator*
 - MIA*
 - 2nd Lieutenant E. R. Bromage - bombardier MIA Sergeant*
 - J. E. Gurley - radio telegrapher MIA*
 - Sergeant J. H. Dean - dorsal turret gunner MIA*
 - Sergeant L. R. Paradis - ventral turret gunner*
 - MIA Sergeant R. E. Sahlberg - side hatch*
 - gunner MIA Sergeant W. J. Harrison -*

That day the USAAF flew to Germany with 1,320 bombers and an escort of 700 fighter planes. The target was Merseberg. The skies were clear that day with winds from the east.

One of the bombers, a B17 with 9 crew members, took off that morning from the English air base Kimbolton for its 24th mission. They dropped their bombs and immediately or shortly thereafter they were hit by FLAK, the German anti-aircraft artillery. Many planes were hit while dropping their bombs. Bombers needed to keep a straight course for some time in order to give the bombardier the opportunity to aim. This made them an easy target for the Germans.

Exactly what damage the plane suffered is unknown. Colleagues did notice that the plane could not keep up with the squadron and that it was losing fuel. It was last seen at 13:36 hours near Ferwert.

The crew might have evacuated the plane above Schiermonnikoog, ending up in the North Sea. One of them washed ashore on the coast of Groningen near Wierhuizen. This was bombardier Bromage. What happened to the rest of the crew is unknown. No parachutes were seen so it is possible that they were still in the aircraft.

The plane was also spotted in the Marrumermieden. Gerben Veldman and Tjerk de Boer were working the land there. First it flew southwest but then it turned towards Wyns and started coming back. A while later it lost part of a wing and came spiralling down while on fire. It came straight towards Ruud Riegstra's farm, from the direction of Hegebeintum. Riegstra saw the bomber coming and wanted to flee to the pasture but his bulky build made it difficult for him to get over the fence. This is what saved him because he was headed towards the exact same pasture that the plane crashed into.

At a quarter to one the B17 disappeared almost completely into the ground in blazing flames. A few bits of wreckage were all that remained. This happened less than 100 metres from Riegstra's farm but the farmhouse itself was not damaged. According to eyewitnesses fire and smoke could be seen coming out of the ground for more than a week.

After the war a couple of attempts have been made to dig out the plane. One of the propeller blades hung on the wall at the primary school in Marrum for quite awhile. Various facts about the crash were published in Marrum's school newspaper. The propeller blade is currently being stored in the Fries Verzetsmuseum (Frisian Resistance Museum) warehouse.

Cross the Nieuweweg heading east.

You'll pass [cycling hub number](#)

9. After 190 m turn left onto It

Kleaster. After 1 km turn left onto Kleasterwei.

After 700 m turn left onto Hegebeintumerdyk.

You'll pass cycling hub number 7.

After 180 m make a slight right onto

Hoofdstraat. After 55 m turn left onto

Vrijhof.

3 American crew members were once buried at Ferwert cemetery. They had crashed near the sea dike at Ferwert on 11 December 1943. They were later reburied at the American cemetery in Margraten. The war monument on the Vrijhof also mentions the name of Joeke Andrae. He was executed for taking things from the B17 of 11 December 1943. You can read his story in the SeedyksterToer and on the website www.waadkust.nl

Cycle along Vrijhof heading south.

Make (cycling hub number 7) a slight left onto Hegebeintumerdyk.

After 980 m continue straight on to the bike path.

After 40 m continue straight on to Hegebeintumerdyk.

After 500 m continue straight on to Harstawei.

After 210 m turn left onto Meester Boeleswei.

After 220 m turn right onto Underom.

After 230 m turn right onto Pypkedyk.

Stop at the information centre in Hegebeintum to have a bite to eat and a drink and to check out the information about the terp area.

In the upstream you passed just before Hegebeintum Bouwe van der Woude's freighter was shot by Allied fighter planes on 9 February 1945. That afternoon approximately 70 English Spitfires and Mustang fighters from Fighter Command, who were escorting an American bomber, attacked chance targets along the way. They reported, among others, an attack on a 50-tonne ship in the vicinity of Leeuwarden.

This might have been Van der Woude's ship. He had positioned his ship between Jislum and the Bolle Holle in the Jislummervaart to prevent confiscation. His ship, the *Nooitgedagt*, was a 36-tonne steep bow freighter. The ship was painted green and had its sails raised to dry that day. Around 3 p.m. 4 fighter planes started circling the ship and then shot at it with their machine guns. The captain was fatally wounded while his 16-year-old mate Keimpe Struiksma survived the attack. Bouwe van der Woude is buried in Burdaard.

After 55 m (cycling hub number 13) make a slight left onto Vogelzangsterweg.

After 150 m make a slight right onto Harstawei. Follow Harstawei and turn right after 250 m.

Cycle along Harstawei heading south.

You'll pass cycling hub number 16.

Cycle along Harstawei heading east.

After 180 m turn left onto De Houwen.

Cycle along De Houwen heading east.

After 35 m turn left onto Heskamperweg.

After 1 km turn left onto Mieddyk.

After approximately 100 metres you'll find an information panel on the shoulder about the Short Stirling that crashed here on 7 June 1942. All of its crew members survived both the crash *and* the war.

Cycle back along the Mieddyk heading west.

After 1 km (cycling hub number 15) continue straight on to Farebuorren. After 350 m continue straight on to Farrewei.

You'll pass cycling hub number 75.

After 950 m (cycling hub number 75) make a slight right onto Hoofdstraat. After 10 m make a slight left onto Unemastraat.

By turning right between Unemastraat 7 and 13 (via the Haven) you can reach the cemetery where an unknown RAF pilot lies buried. On Tuesday 14 July 1942 an unknown RAF (English Air Force) sergeant washed up on the marshlands near Ferwert. According to village policeman Leestma's report he had been floating in the sea for approximately 3 weeks and he was not wearing a name tag. His clothing is also described, noting the burnt soles of his boots. He was in possession of a gold watch, a wallet containing English pounds, a cigarette case and a lighter.

A German physician carried out an autopsy in order to establish his identity. He also took all his belongings. As usual the burial was left to the local authorities. An honorary guard from the regional Kommandantur was present to bury him with military honours. He was buried on Thursday 16 July 1942 at 16:00 hours in the Blije cemetery in grave 8 row 28 where his body still rests.

Judging by his clothing, place and time of washing ashore the unknown sergeant of Blije could be the missing 37-year-old Gordon Lake from the same aircraft as Stanners who is buried in Hallum. This unknown soldier will probably never be given a name and the name of sergeant Lake will remain on the plaque of Runnymede War Memorial as missing.

After 490 m continue straight along the N357 onto Unemaloane. Cycle along Unemaloane heading west.
After 1 km turn left onto the Zeedijk.
After 80 m (cycling hub number 76) make a sharp right onto the dike.

From the top of the dike you can see the Wadden and marsh area where the Stirling crew members from 7 June 1942 landed with their parachutes. In the area beyond the dike several bodies of crew members from aeroplanes that crashed into the Wadden Sea and the North Sea also washed ashore. Outside the coast of the Wadden Sea also lies the wreckage of a German Messerschmitt 109 that ended up there due to mist on 18 October 1943.



The Messerschmitt Bf 109 G-5 wasn't found until 29 October by a few fishermen from Ferwert. On 18 October the weather had suddenly turned bad. Due to limited visibility and fuel shortage 15 German fighter planes crashed that day in the Northern Netherlands.

The planes from II./JG3 had taken off from Schiphol air base in early afternoon for an attack on B24 bombers flying towards Germany for a feigned attack. Just before half past one they engaged the bombers 65 miles north of Ameland. After a 10 minute battle the bombers turned back. The scattered group of fighter planes then set course for Schiphol. None of the aeroplanes would reach their target and four of the airmen perished. One of Stolte's colleagues reported low-hanging clouds above the Dutch mainland on the journey back.

The Bf 109 of Lt. Schröder went down into the North Sea and is still missing. Four went down near Scotland, among them Stolte's successor: Hptm. Sanneman. Ofw. Kloss crashed into the IJsselmeer and died. Three performed an emergency landing on Terschelling. Near Deersom Fw. Michaels perished; he was buried in Leeuwarden. Near Folgare Uffz. Dehrmann performed a crash-landing, leaving him injured. Under the flight schedule of the 392 BG, one of the groups

who turned back above the North Sea and reported contact with the enemy.
No claim was made for a shot-down plane.

The reason Stolte's plane crashed was probably fuel shortage and disorientation. The drop tanks had been dropped during an air battle, so only the main tank with approximately 400 litres remained on the plane.

With the help of a few Dutchmen, among which the father of Bauke van der Heide, the body of the pilot, still in the cockpit, was brought to the coast with a mud sled. A skull was found later that probably belonged to the pilot. Stolte was first buried in Amsterdam and later reburied on Ysselsteyn.

Stolte was a flying ace with 43 shot-down planes to his name, gaining his victories in the period between 21 March 1941 and 2 October 1943. He was born on 11 October 1916 and started his career in the Luftwaffe in January 1940. On 7 April 1940 he was injured while evacuating his plane over France. He was captured and returned to Germany several months later. In January 1942 he was stationed in the Netherlands as Staffelkapitän with JG1 on De Kooy. In October 1942 he returned from the Eastern front to the Netherlands with JG3 to Schiphol. On 1 July 1943 he was promoted to Hauptman. His 41st victory was a B17 that crashed near Geefsweer in Groningen on 27 September 1943. Stolte had to perform an emergency landing and was injured. On the same day the Bf 109 of Fritz Schwalbach from II./JG3 crashed in a polder near Uithuizen; the plane was never salvaged. On 31 August 1943 Stolte was awarded the Deutsches kreuz in gold and on 13 September 1943 the Ehrenpokal. He was killed a couple of days after his 27th birthday on 11 October 1943.

Cycle along the path across the dike and follow the path outside the dike heading west.
Cross the dike again at the first possible opportunity and follow the Zeedijk (inside the dike) heading west.

The De Roo family lives in the house on Zeedijk 13 in Ferwert. They harboured a Jewish refugee. While salvaging the nearby wreck of the B17 a German was living with them. He shared a room with the Jewish refugee. The refugee even received a pair of shoes belonging to a crew member from the German officer. They are now displayed in the resistance museum as 'Shoes of madness'.

Near Zeedijk 9 Ferwert an American B17 crashed just behind the sea dike. You can read the story on an information sign at house number 8.

Joeke Andrae and his parents lived on the farm at Zeedijk 8 Ferwert. He salvaged a weapon and a radio from the aeroplane wreck. Betrayal led to both Joeke's and the refugee's arrest. He was executed by a firing squad in Utrecht and commemorated on a monument on the scattering area near Velzen.

German Bf110 night fighter crashed near the sea dike from a high altitude.

- Plane: Messerschmitt BF 110
- Wednesday 18 August 1943, time 0:15 hr
- Serial number: 5479, registration: G9 + FZ
- Unit: 12/NJG2. Leeuwarden
- Crew:

Leutnant Gerhard Dittmann-pilot, 20 KIA"

Unteroffizier Theophil Bundschu – telegrapher, 20 KIA

Just before hub 2 a German night fighter crashed due to unknown causes. The German version of the story goes that the plane was shot by a fighter while engaging with an English aeroplane.

Sergeant Major Bauke Meijer saw the plane, engulfed in flames, making a steep dive. The aircraft exploded upon impact and burned out completely. Meijer, who together with his colleague had ridden his bike to the crash site near the sea dike south of Marrum, could not reach the wreck because of exploding ammunition.

A little while later the Germans from the air base arrived and the police officers were sent away. Upon leaving they found the dead body of one of the crew members in the grass. He had been flung out of the plane. This was pilot Dittmann; he was first buried in Leeuwarden and later reburied in IJsselstein. The telegrapher washed ashore on the Danish island of Mando on 28 September. He was buried in Esbjerg.

That same night two more Bf 110 fighters from IV./NJG1 were shot down. They were ambushed by a Beaufighter from the 141 squadron with new detection equipment. The pilot (Wing Commander Braham) was busy scattering ribbons of aluminium foil (window). These ribbons appeared as a large blot on the German radar, making it seem like a group of bombers was flying there.

Cycle along the Zeedijk heading west.
You'll pass cycling hub numbers 2 and 1.

Return to the SeedyksterToer for a bite to eat and to read the stories one more time.



The translation of this trail was funded by the Interreg 5a project Wadden Agenda 2.0. The Wadden Agenda project is implemented under the INTERREG Germany-Netherlands programme and co-financed by the European Regional Development Fund (ERDF) and the Lower Saxony Ministry of Federal and European Affairs and Regional Development and the provinces of Friesland and Groningen and supervised by the Eems Dollart Region (EDR) programme management.