

REPORT FROM "LERKEN"

The following is a copy of a report, written 1942 by "Lerken"  
In this copy, all names, which were substituted by letters and  
figures in the original (for security reasons) are written in,  
~~the language is corrected in places, and in one place an omission~~  
~~in the original is rectified.~~ Otherwise this is a direct copy  
of the original report as written shortly after the expedition.

Brief Report on an Expedition . Lasting from 20th. January 1942  
to the 9th. of May . 1942.

I was working in a Polish workshop with the main object  
of making a battery set suitable for making contact between  
the U.K. and the Southern part of Norway.  
*Caked up by Admiralty to see them*

I received orders to go to Trondheim in order to keep check  
on the German Warships reported to be in the Trondheimsfjord  
at that time. They were presumably the Tirpitz and a cruiser  
of about 10 000 tons.

I got only 24 hours notice, and left London the following day  
for the Shetland Islands together with Lieutenant Turner. By  
Arrangement with S.O.E. I should be taken to Norway with the  
fishing vessel "FEYE" with ~~his~~ the skipper Larsen and his crew  
of 5 men. Because of a gale, we had to stay some time in Lerwick  
and left the base in Northern Shetland on the 26th. January  
for a place near Kristiansund N. which had been decided upon  
by the skipper, Turner and myself. I had with me a sufficient  
amount of petrol to get by car from Kristiansund to Trondheim  
and back. It was decided that I should go to Trondheim on my  
own as quickly as possible, report about the movements of the  
ships, and, at the same time, try to provide a man to take o  
over my W.T. set ~~and~~, then, get out either through Sweden or  
by boat. No further arrangements were made, but as I had carried  
out similar work before, this was not considered necessary.

On the way over, the motor stopped owing to water in the  
fuel. The engineer however got it going again, and we also  
put up sails. During the night a gale blew up from the  
South, and the boom broke. Under these conditions, we got  
a bit out of course and decided to head for Stadt in order  
to find a landmark and then follow the coast at a distance  
from land of about 25 miles northwards to our destination.  
On the following afternoon, we sighted snow covered mountains.  
The boat had then, owing to the heavy weather, got a con-  
siderable leak. One of the crew, who knew the coast very  
well in that part, found out where we were, and we went  
into a bay north of Vaagsøy for the night.

SSTR4

Hugo

Grand

Wasshold

Labrielsen

Forsgren

Kr. sendte

fra Skovveien

hybel

Er's hadde

Konkabet. Vid

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Some fishermen came out to us. They guessed at once where we came from. They told us about the Maaløy raid, which - in their opinion - was entirely successful. No reprisals had been taken against the civilian population except that the relatives of those who had gone to the U.K. with the raiders were punished according to the earlier German decree. Apart from this, they told that the population was very happy about the whole raid.

We got some Norwegian matches and News Papers and ~~small~~ <sup>change</sup> money from them, in exchange for cigarettes. The following morning the skipper decided to try to get a new boat from the district to take me northwards, and to go back to the Shetlands with "FEYE" for repair, as we thought it difficult to find a wharf in Norway to repair our boat under the circumstances.

We first asked the fishermen we already had contacted, to take me northwards. Their boat had got a fishing pass but could not stay too long away from its base because of frequent control by the German authorities. The owner thought about it, but decided he could not run the risk. We then went South to Kinn, the home of one of the crew, where we thought we could get a boat, but this boat turned out to be out of order. We then decided to go to Buelandet to contact Myrvåg. On the way there, we called in at Stavenes, where Pi was landed some time ago by the same crew in order to send information about passing ships by radio. On arrival there, it turned out that Pi was without contact as his radio had broken down. This was the evening of January 28th. I thought I could possibly repair his set, and he took it down to the boat together with the motor generator. His set was a "Mark III". The motor generator worked, but gave too high voltage, possibly due to the very cold weather. It was 50 F. degrees of frost (- 27 degrees centigrades) which is exceedingly cold on the west coast. The rig and the deck was all covered with a thick layer of ice, and it was difficult to move about. The motor generator was supposed to give 150 volts A.C., but must have given at least 200. Pi's set was defect, but my own Mark III set worked well from this generator. I tried at once to contact the U.K. on the Lerken I

schedule, but did not achieve contact.

It later turned out that this was probably because they did not listen for me, in spite of the fact that I had asked for arrangements to be made for listening from the moment I left the Shetlands. Pi would not let me work on his schedule as he had got defininite orders to keep that to himself. We therefore constantly tried by the Lerken I schedule with the aerial hoisted up in the mast - as far as I could judge ~~4~~ in a favourable position for transmission, and it is beyond doubt that the set worked correctly. Our plan was now , as soon as we got contact , to report to the U.K. for further instructions, and propose that I went north by other means than FEYE , ~~xxxx~~that Feye should return, and that air reconnaissance be notified to look out for the ship. As contact was not achieved , the skipper and I decided to carry out this plan all the same. Pi wanted to go back with the FEYE as he, himself said that he was not competent to do the job without further training.

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When we tried the Pi set. The motor generator was placed inside the boat in the cargo room. Suddenly the skipper came to me and asked me if I knew anything about first aid, because one of the crew, Iversen , was very sick. He was lying in his bunk in the room forrard and I was asked to go and see him. I thought it must have been carbon monoxide poisoning, because when I ordered the man on deck, another of the crew, who should help me carry him up, also fainted after a short while. Pi then was called to the rescue, and in spite of suggestions, that the two bodies should stay in the crew's room because of the cold, we got the two men on deck, where they were placed on blankets.

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All of us were affected by the gas, but we started ~~to~~ with artificial respiration attempts on Iversen, and the other man of the crew. I started on Iversen and the others - when they had learnt how to do it, went on, alternating. Only after 10 minutes did the last one of them to pass out begin to breathe of his own accord, and after about half an hour's hard work, Iversen recovered very slowly, but was not much use for the rest of the trip. I then passed out for a short while, but recovered very soon. As we were lying at the quay where the mail boat usually came in from Bergen, we thought we had better get away as soon as possible, but slept in the boat at the quay overnight.

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The morning of the 29th. we set out to find Myrvåg and hoped that we could persuade him to take me north. Myrvåg had already been contacted and had promised to do his best. We anchored up in the little bay on Buelandet where we met him. His motor had however broken down, and he could not help us. At the same time we got information from Florøy that the Germans checked all traffic and were restricting the movement of fishingboats. We tried again to contact the U.K. to report this and to send a telegram saying: "Contacted Pi. Everything otherwise wrong. We are coming back but do not worry, we will try again". As no contact was achieved, we decided to take Pi back with us and set out to try to reach Shetland.

It was still cold, but the weather was better, although there was quite a strong wind from the North-west. We set out from land about dusk on the 29th. The wind blew up and was a full gale about midnight. The oil pump broke down. As a consequence of this, the cooling jacket of the motor burst. As the



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boom was already broken , we had only one small foresail to use, and tried to keep on course while the crew were trying to make a new boom.

Meanwhile , I again tried my set for a contact with the home station , with no result. The generator was now tied down on deck.

The engineer was working hard in order to make the engine go , and eventually he got it working at half speed, but the water was still leaking out of the coolingjacket.

In the evening we sighted land at the extreme north of the Shetland Islands , and arrived at base at about midnight. The period we had had the storm anchor out, had apparently taken us further north than we had counted with.

Heavy snow had fallen in the Shetland Islands. Captain Mitchell in Lerwick was notified by telephone at once of our return. The following morning I was to telephone London from Lerwick at noon. I therefore borrowed one of the Hillman ~~XXXX~~Minx cars and with Pi , and Larsen , the skipper , set out for Lerwick. We could not see the road ~~was~~ because of the snow and got stuck twice, but managed to get through to Lerwick at about 1230 . I talked with Commander Welsh in London, and demanded the right of going to London before trying again.

Pi and I left Shetland by plane on the 1st. of February and arrived in London by train on the evening of the 3d , 9 hours late to schedule because of the snow. We reported back at 80, Vandon court. Lyder Larsen was also called up there. He thought that Pi's set had broken down because of wet weather. I am however nearly sure that it was caused by the breakdown of an electrolytic condenser owing to too high tension from the motor generator.

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I here parted from my two friends, and did not see them again. Apart from my personal knowledge from an earlier stay in Trondheim, I had no contacts. I therefore went to a telephone box and telephoned Nils Parelius, whom I knew well, only to find that he had moved from town. I then tried to telephone director Grøn, to whom I had a letter of introduction from Professor Tronstad, but I did not get an answer. As it was getting late and something had to be done, I telephoned a Taxi Cab Centre that had been established to control that taxis were only used in urgent cases, explained that I was at the railway station with a lot of luggage and wanted a taxi urgently. I then got the taxi that appeared, to take me to Paul Fjermstadsvet 6, uptown, where Grøn lived. At that time it was more snow in Trondheim than there had been for many years, and the snow drifts were more than two meters high. The taxi, therefore, could not get through to the house, but had to wait for me further down. There, I met Mrs Grøn, and also Grøn himself who returned from a visit to lektor Jørgensen. Grøn at once understood that my letter of introduction was genuine. I also told him my real name, and he seemed to know my family. He could not put me up for the night but promised to try to find somewhere for me to live through contacting Doctor Brandt the next day. I took the taxi, the driver of which had by now got very impatient, down to Jonsvannsveien 3, where I simply rang the door bell of my uncle's <sup>house</sup> (Professor Roscher Lund), and was put up for the night by my aunt, Mrs. Roscher Lund.

On Friday, 13th. I contacted Erik Røstad, and asked him to put me in contact with Kjell Mølmen as soon as possible. He would also look out for a place where I could use my set.

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It was decided that I should make another attempt to get to Trondheim as soon as possible. In addition to the Mark III and the Mark V (the very first Mark V made ), I now got a Polish set with an output power of about 7 watts with a 6V6 valve in the transmitter. I knew this from the work I had done at the Polish workshop, and did not need further instructions for handling it. I was to use "Lerken I" schedule with it.

### The Second Attempt.

On the evening of the 4th. of February, I left London, again with Lieutenant Turner who was to accompany me over to Norway on the M.F.V. "Drott", according to sealed orders that we had with us. We had also some dummy orders for use if we should fall into enemy hands.

On arrival in the Shetlands it turned out that the DROTT was not at all sea-worthy. The crew was not willing to take another boat which was offered to them. The fly-wheel of this boat , the ERKNA , was loose , and I could understand the crew's point of view.

At the same time, there were in Shetland two S.O.E. agents (whom I already knew) accompanied by a lieutenant Colonel Wilson from the S.O.E. They were to go somewhere near my destination, and it was suggested that I could go with them. The colonel first refused this, but after a telephone conversation with London, it was decided that we all three should go with the same boat, the ARTHUR. The skipper was Larsen, and the crew practically the same as last trip on the FEYE. FEYE was at that time being overhauled. On the morning of

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the 8th. we transferred the petrol and the provisions from FEYE to the ARTHUR and set off, having decided this time to go straight for a point north of Stadt and then to our destination north of the Trondheimsfjord at a distance of about 25 miles out to sea. We then would keep within the official limit that the Germans allowed for fishing vessels, and hoped to be far enough out not to be observed from land.

On the evening of the 10th, we went in to a place called Norddyrøy on the North West side of the big Island Frøya.

There , we got information from a local general merchant, named Jacobsen who was a relative of one of the S.O.E. men, Pevik , about how to get to Trondheim. It turned out that a coastal steam boat was going from ~~the~~<sup>a</sup> place, Nesset on Frøya the next day , Wednesday morning at 1100. We stayed the night at Norddyrøy in the boat, and went with it to Nesset early Wednesday morning. There , we walked into the local post and telephone office and waited for the boat. It was a lovely morning with newly fallen snow, and quite a strong wind. We felt quite happy and at home, while waiting for the coastal steamer to arrive. We let the people understand that we were surveying for fortifications which were to be built for the Germans on the outer islands. We pretended to be Norwegian opportunists who had taken work for some German "Baugesellschaft", and that our heavy cases were filled with survey instruments.

The steamer arrived at about 1 , and got in to Trondheim on the evening of the following day. There was police looking through the boat, and it was therefore quite convenient that a German soldier offered to carry one of my radio sets ashore. He made a remark about the extraordinarily heavy weight of it.



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I tried out my sets the same day from my uncle's house, and they seemed to work well. I did not put up aerials and did not attempt to contact the U.K.

On Saturday 14th. I moved to Ferstad - just outside Trondheim , where Erik Røstad had found a contact, Mrs. Eileen Mitlid - the wife of a Norwegian Captain who was killed during the Norwegian Campaign. Contact with the U.K. was soon achieved by means of the Polish set. I found the Mark III and the Mark V too big and hid them away in the basement of the house where Røstad lived. The place , Ferstad, seemed to be excellent from a W/T conditions point of view, and I frequently got reports of QSA 3 and 4. I had daily contacts and sent information I got from Grøn or from my own observations.

At Ferstad I stayed for over a fortnight, and during this period Kjell Mølmen was given lessons in Morse Code and cyphers and the handling of the set.

One day I was in Trondheims Mekaniske Verksted to see Grøn,. I went by taxi at about 1 o' clock , and observed TIRPITZ and THE ADMIRAL SCHEER on the far side of the fiord. By 3.30 the receipt of the message about this was acknowledged from the U.K.

During my stay at Ferstad , I contacted and talked with Magnar Breida and Major Bockmann, and also Police Inspector Backer, and ~~also~~ met Nygaard, who was the S.O.E. contact man that Fevik and Sørli had got in touch with on arrival in Trondheim. I promised to transmit a message for the S.O.E. , but only on the condition that I found that it seemed vitally important to them. They did however never give me any message of such importance that I found it

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necessary to mix my station up with the S.O.E. I was put in contact with Nygård through the intermediate link, Advokat Stene.

On the 28th, Mrs. Mitlid told me that I would have to leave Ferstad, because she had to take into consideration her two little boys, and she, herself, suffered from sleeplessness by the thought of what would happen to them if I were found out. ( It might have been as well that I left, for that same day, I saw Germans round, who were fixing up apparatus which might well have been D/F equipment.) *It was later ascertained that this was so. Watkinson 12/12-46*

After my departure from Ferstad, I stayed at Singsakerbakken 19 with Breida and his family, but later I had to move to Ola Lefstad in Klostergaten 51. I stayed there until we got information that 50 hostages were to be taken and that my host was likely to be one of them. On Sunday 8th of March *I moved to* a man named Gåre in Klostergaten 70 b, and stayed there for two nights until their nervousness was so obvious that I found it safer to move back to Breida's family on Tuesday 10th. Both Breida and Lefstad were taken as hostages, and so I stayed in Breida's house with his wife and 19 year old son, Carl Johan. Neither of these knew my real name. In their house, I met a Customs Official, Trones.

During this period, I had no contact with England, as my set was broken down. This was my own fault as I connected it to 150 volts main lines, while it was adjusted for 110 volts.

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While the set was not in a working condition, I had made out the following plan:

It would be impossible to keep check on all the important things of military interest going on in the Trondheim

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area with one man and one station. There would also be great difficulties in hiding away more people with radio sets, as I already in spite of my now very good contacts, found great difficulties. I was also so well known by people in Trondheim, that I had to move on the streets only in darkness, and the hours of darkness got shorter every day.

I therefore decided to try to find some people who could find a reasonable pretext for being away from Trondheim for about 5 weeks. They would during that time go to the U.K., learn the necessary things, and return as soon as humanly possible. I made it a condition that they should have the same kind of set as I had, as I knew it would be impossible for them to carry a mark III or a Mark V set around with them.

This plan was sent by radio to England, and accepted, and arrangements were made for these men, (code named "nursemaids") to be picked up.

My difficulty would now be to find the right men, who by combined efforts could cover ~~all~~ the sources of information of importance in Trøndelag. I decided that it would be necessary with 5 people, preferably from the following districts:

1. Entrance to the Trondheim Fjord - Agdenes fortress.
2. The town itself - a channel for information constantly coming in to Adv. Stene.
3. A contact for the intelligence group ~~mentioned~~ in connection with Ormestad, who had good contacts.
4. One man from the opposite side of the fjord for a special purpose mentioned in a later report (submarine-plan)
5. One man from Åsenfjord, where the big battleships lay moored.

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In respect to 1. I contacted Grøn , who had a contact, Arne Hassel at Hasselvika, Agdenes fortress. I asked if there were anybody there who could make the trip to U.K. with the mentioned purpose. After various difficulties it was decided that Magne Hassel should do the journey.

With regard to 2. I contacted Erik Røstad about this and also Nygård and Stene. Various suggestions were made, and among others I came across Risberg, who had been a policeman, and lived at Lillegårdsbakken. He originally came from Åsen ~~and had been in the police~~. He had some very good sketches and solid information from Åsen, but was not willing to take the job I mentioned to him. He mentioned to me Hugo Munthe-Kaas, whom I found it best to contact through Carl Johan Breida. This man, Hugo Munthe-Kaas was - after one day's consideration - willing to go to carry out the job mentioned under para.2.

Re. 3. Through Ormestad , I was put in touch with engineer Jebe Stensaas, who belonged to an already existing organisation. It was found that the man who dealt with intelligence, was Erik Storsveen, who lived in Neufeldtsgate 5. Stensaas and Storsveen together made the suggestion that Knut Alming or Kristian Fougner should go to the U.K. for the mentioned job, but neither of these were able to go at that time. I found that Neufeldtsgate 5 was a good place for transmission , and from then on , I used this place to send from. No definite decision was made as for who would cover the no. 3 job.

Re. 4. Through Røstad, I contacted Finn Gjersum, Ludvig ~~Munkham~~ Musts vei 7. and through him got in touch with Kåre Nøstvold, who lived in Leksvik. I also contacted Arnfinn Grande through him. They would both go together and carry out



job no. 4.

Re. 5. I had several difficulties in providing a man for this job. Through Gjersum , I contacted a second lieutenant in the Norwegian Air Force , Berg-Nielsen, but he would not consider taking a job like this. The following day, Gjersum and Røstad were taken as hostages and put in concentration camp, and consequently could be of no use, but through ~~Tobias Lund~~, <sup>Grande</sup> 7. I managed to keep contact with Nøstvold and ~~Berg-Nielsen~~. No definite solution as for who would take job no. 5 was found.

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On Friday 13th of March, I made arrangements to get employment as an insurance agent in ~~Thomx~~ Tobias Lund's Insurance Agency. Tobias Lund was a friend of Breida. The same day, I was invited to Police insp. Backer in Kong Inges gate 8. There I was told about how the Gestapo man Hauptsturmführer Strehle had caught Bård Hjelde in 1941, when the Skylark B - the old group was wound up by the Gestapo. He also gave particulars of the organisation of the Gestapo, details of which were sent with the "nursemaid" expedition later. He also mentioned the name of Gestapo Hauptsturmführer Hollack. (It may be remembered that the nurse maid expedition finally reached London on April 16th. by plane.) I contacted Grøn , and got from him a list of the U-boats complete with their numbers, including all boats that had been in dock recently. This list was transmitted by radio, and sent by nursemaid expedition.

The same day, Friday 13th. of March, I contacted Ormestad by telephoning him at the Norwegian Institute of Technology. He was quite reliable and was working in a radio laboratory so I thought he might be able to help me with my radio set

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from the Home Station at the place where I lived, without using my own transmitter. This system worked extremely well.

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After two unsuccessfull attempts, the nurse maid expedition at last got away.

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For several reasons, I decided to try to get to Oslo.

1. To find out if there was any possibility of getting ~~the~~ any of the Skylark B. people out of prison, or if anything could be done for them.
2. I would contact Einar Wergeland and try to help him.
3. I would try to organize a nurse maid expedition from the southern area.

### Report on the Oslo Trip.

During my stay, I had made enquiries about the possibilities for transportation. The civilian trainservice was partly stopped and partly under the direct control of the German authorities.

The best way of getting to Oslo, therefore, seemed to be by car. Police insp. Backer made enquiries for me through different channels, and at last he managed to fix transport for me through Brun in the Firm Brun & Boye, who had a generator-driven lorry which was sometimes going between Oslo and Trondheim with things for the firm. The driver of this lorry was a very good man.

We set off from Trondheim on the 9th. of April, the roads were bad, and so was the weather. We drove alternately. After continous driving, we arrived in Oslo on the 10th.

In the following is a short note on what was seen of Ger-

man Wehrmacht (WH) and Luftwaffe (WL) units on the way:

Infantry: About one battalion marching northwards near Jessheim. It seemed that a certain number of cyclists were attached to each company. I should estimate the number to be about 20. One officer was horseriding in front of the column, and one N.C.O. in the rear. They had a few horsedrawn vans with them - no further details.

Other WH-units: A column of 20-30 new trucks - mostly Renault make - marked with a yellow mark ~~—~~ on the left mudguard just above the WH-sign.

Marked WL: Due south of Jessheim, we met about 8 peculiar looking vehicles which might have been special vans for searchlights or something to do with A.A. guns. They were pulled as trailers after exceptionally heavy trucks. ~~I think there were about~~ Further details not remembered.

At a petrol station at Gjelleråsen, where we stopped to get oil, we were told that the previous day, a column of about 25 vans marked with the red cross had passed northwards. They had stopped at the station to ask the way, and the attendant said that they were all filled with fully armed med. They also told us that a big convoy had recently arrived in Oslo, and that large parties of German forces were on their way by road northwards. We also noticed that the trains going north were heavily laden, while several going south were nearly empty.

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On arrival in Oslo I did not quite know what to do. I therefore got a taxi and went to Parkveien. I tried to telephone Wergeland, but got no reply. I was quite near to his house, and thought of going up, but hesitated, and tried to telephone again from the milk-shop down stairs. A voice unknown to me answered the telephone, and I just left a message that Christians had telephoned him. I did not at that time know that Wergeland was really arrested, and had been inside Vollen Prison in Trondheim, while I was catching the lorry just outside, going to Oslo to meet him.

I then called The Red Cross General Secretary, my cousin, Arnold Rørholt, but there was nobody at home, or at least nobody answered the door bell. He was also arrested on his return from Tønsberg three days later. After this, I tried to telephone Stephansen-Smith, but got no reply.

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for which I was without even the simplest tools for repair work. He told me about another group which was working in the Trondheim area, and wanted to put me in touch with the leaders of this group, but I decided to wait until the situation might be clearer, as I had already enough contacts.

Later I visited Ormestad again, and we mended the set.

Due to too high tension from the main lines, the electrolytic condenser had broken down, the valves were all in order. We had to disconnect one half of the condenser, and change the other half to take its place, in this way making the set work, the soldering being done by means of a heated screw driver in the absence of a soldering iron.

I tried - though without success - to contact the Home Station as soon as the set was mended. This was from Paul Fjermstads vei 34, just under the broadcasting station, where the W/T conditions ought to be excellent. I tried also from Backer's house but without success. The atmospheric conditions about that time were very bad. I then tried again from Osnes' flat in Kong Ingesgate 20. There I achieved contact, but had then been without contact for a period over a fortnight. I had some very important intelligence from Grøn, which ~~xxxx~~ he had got from Agdenes passed through Magne Hassel and Arne Hassel to Grøn.

I contacted Arne Hassel about the job no. 1. and he put me in touch with his brother, Magne. I decided to approach ~~Erik Storsveen~~ <sup>Stensaa</sup> through Ormestad and get in touch with Erik Storsveen. I found him extremely helpful, and from then on used his flat to transmit from.

Lerken II schedule had been started, and I now kept daily contact on both schedules. I also received broadcast messages



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~~I also phoned the family Bech and asked for Arne Bech, who~~  
I also phoned the Red Cross Office, and asked for Arnold Røpholt, but was told he was not there.

At last I phoned Mrs. Bech, whose son I had been to school with. She answered that her son, Arne, would be back soon. As the taxi driver seemed to become impatient, I went to Tråkka where the Bech family lived. After having had a very nice dinner, I telephoned my sister, Anne Margrethe in my own home at Vettakollen. She recognized my voice immediately, and came to Tråkka, where further arrangements were made. The same evening after dark, I went to my own home, where I was very well received by my sister who was then alone in the house. I stayed there for two days.

I contacted Palmstrøm about the nurse maid people. My sister told me the story of Wergeland, who had been arrested, and I consequently gave up trying to locate him. I also contacted some old friends of mine with whom I had a bridge party on that Saturday night.

By chance, I met another very good friend of my sister's, and arranged a cover address with her for sending letters through Sweden, as I suspected that my sister's mail might be censored.

On April the 14th., I set off again for Trondheim with the same lorry which had brought me down. The road conditions were worse than before. Some miles south of Lillehammer, the lorry broke down, and we just managed to get it to Lillehammer for repair. I had to register under my false name at Hotel Norge Lillehammer for the night.

On the 15th, we reached Trondheim just before midnight, after a quite steneous journey , during which we were stuck

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in the mud several times between Dombås and Opdal. German vehicles had also difficulties in crossing the mountains.

### Results of the Oslo Trip

As for helping the Skylark people, I learned from Backer that the Skylark case was not yet concluded, and several people had been in touch with their defending council, who did not consider the situation hopeless. The Skylark people had told the Gestapo that I was to blame for everything concerning the Skylark B organisation, and that they had only taken their orders from me, and knew nothing apart from this. I did not get in touch with any of Wergeland's contacts, through whom I had hoped to be able to do something for them. My achievements on this point was therefore very small.

As for helping Wergeland, he was in Sweden, having got out of prison. I found it too dangerous to get in touch with his old contacts. I tried to find out things from Arnold Rørholt and Palmstrøm, but did not succeed.

Regarding the nursemaid expedition from the Southern Area, I contacted Palmstrøm, with whom I had previously been collaborating very closely. He was himself at that time in urgent need of a direct contact with U.K. for two reasons:

He wanted a contact for the organisation 4343

He had intelligence of great interest flowing to him because of his position, and was interested in the most direct possible outlet for this intelligence.

In addition he was in a position so as to get easily in touch with radio technicians. Referring to my report of May 28th 1942 - I give a summary of the arrangements:

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- a) He would <sup>find</sup> a W/T operator for an important job in North Norway
- b) He would try to find a suitable "nursemaid" for the Drøbak-sund - narrow neck of the Oslo fiord, to keep check on Oslo fiord shipping.
- c) Another man was to provide a channel for the information he himself had access to.
- d) He would provide a fourth man for a contact by means of which we hoped to keep track of the German military rail transport all over Norway.

These people were to be trained according to the nurse maid principle, in other words - an alibi for their absence from Norway would be provided. As each was assigned to a definite task, they should be given a flash code covering the special terms of the job, thus cutting length of messages to a minimum. A revision of the W/T schedule used at that time, would also be very important for their security.

Palmstrøm promised to do his best, and I would give him further messages in about a fortnight's time from the time we talked together.

Other results of the Oslo trip were the arrangement for sending letters into Norway, contacting of Anne Bech, and the confirmation of his willingness to do work for us. I further learnt that Thomas Hysing was now employed in Elektrisk Bureau - one of our biggest electrical firms. I did not contact him in spite of the very good work he had done for us earlier, but made the possibility to contact him later if that should prove necessary. His experience in this kind of work might come in useful later. I confirmed also that no more reprisals had been taken against my family, and that they were getting on as well as circumstances allowed.

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My father was still in prison and all his property confiscated .  
The exact reason for this is still not quite clear.

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The problems still left to solve before I left Norway, were firstly to try to arrange a system for sending messages from the entrance to the Trondheim fiord , the narrow neck at Agdenes fortress, where all shipping had to pass. Secondly I would have to instruct my contacts so that the work could continue satisfactorily after my departure. Lastly I would have to find a reasonably safe way out to Sweden by which I could get out.

I had no difficulties achieving contact with U.K. again, and informed them of my intentions.

The problem of a system for sending messages from Agdenes was quite a difficult one. Agdenes itself is a protected area, and communications out of the place are very carefully watched. The only way I could see that this problem could be overcome without a delay in passing messages, which might prove to be of the very greatest importance, would be to place a radio transmitter inside the area of the fortress. I contemplated methods of getting a set there , but finally - as time was drawing on and there seemed to be no other alternative, I took the big suitcase with the mark V and went to Agdenes by boat. The difficulties in getting permission to go there were overcome, and I at once reported to the German officer in charge on arrival.

I thereafter went to Hasselvika to Magne Hassel, whom I had already met through his brother, Arne. We did not have much time to waste, and started hiding the transmitter. At the same



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time he was given instructions in handling the transmitter.

A special flash code with figures was made to cover the most important terms. He was instructed only to use his set in very urgent cases and not bother about things as single ships.

The receiver of the set was out of order, but that made very little difference, as Magne did not know how to handle it anyway, and did not know the morse code for letters. He could only send figures, but by help of the flash code that would be sufficient. I considered it a good thing that the receiver did not work, because I think that many stations have been detected through the two-way contact with the Home Station. We tried out the transmission, and sent a message before I left in the early hours of the morning.

By the kindness of the Officer in charge, I was taken back to Trondheim in a special transport boat for Gemmans, which landed me in the protected harbor<sup>area</sup>.

There, I saw embarkation of armed troops wearing life jackets (mae vests) - it is referred to the radioed report about this.

As for the instruction of my contacts and further plans for the work, the following arrangements were made:

a) Pass words were arranged with Karl Johan Breida, Erik Storsveen, Stensaas, , Knut Alming, Kjell Mølmen and Tarald Osnes. Røstad was then in concentration camp, but was later let out. A cover address in Trondheim was arranged, and a route to Sweden for passing possible letters and messages to me. This was arranged through Stensaas, and also through Storsveen via Trones and Skjærpe. (When this report

was written, I have learnt that Skjærpe was recently shot after a short trial in Trondheim, and Trones fled to Sweden. Whether a new route has been arranged to replace this, I do not know.)

b) Storesveen would go to Oslo and contact Palmstrøm and give him money and instructions for sending nurse maids.

Palmstrøm would probably by this time have picked out the men. He could also contact his brother, and arrange for an additional man to provide a direct contact to England for him if he found that important enough. I learnt since that all these arrangements were carried out entirely according to plan, and only a series of unlucky coincidences prevented them from ever reaching the U.K. The man who was to have had an important job in Narvik, was also sent and instructed according to arrangements. Later, it was learnt that he returned to Oslo from Narvik after several attempts to contact the home station with the Mark III set originally called Lerken I.

Most of my contacts were given sufficient money (Norwegian and Swedish) to be able to carry out their instructions, and if necessary get into Sweden. An approximate account of the money used, is given on a separate report sheet.

c) Through Policeinsp. Backer, I got a false "Grensesonepass" and prepared for my departure over Formofoss, Sandmo and Nordli. The route was given to me by Stensaas, who had received different things from the Norwegian Legation in Stockholm via this route.

On the morning of the 28th. I left ~~Stakk~~ Trondheim on a north going train for Formofoss. On the way, I passed Åsenfjord, where I got a good photograph taken of the Tirpitz. The last nights I was in Trondheim, there was plenty of

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fireworks in Trondheim on account of some big raids by the R.A.F. with the object - as far as I could understand - of hitting the Tirpitz. I could not find out, however that there was done any damage to speak of.

On arrival at Formofoss, I was surprised to see two German Police soldiers who came straight up to me with levelled pistols and said "Hände Hoch !". I had a pistol in either pocket, and it was difficult to know whether to shoot and run or to wait and see. I decided to try the last procedure, and was ordered to give them my identification papers. There was always the chance - I thought - that they might not be looking for me, but for British pilots, shot down during the raids, who might try to escape. They did not examine me further when they found my papers in order.

I contacted Ottar Sandmo<sup>mo</sup>~~mon~~, who was a very good man. I arranged a plan "TIUR" with him - details given separately - He was given pass word and cover addresses in Sweden. On the following day, April 29th. I went some distance by bus, and then further over the mountains in a ~~sleigh~~ sleigh, and arrived at Sandmo on the following morning.

On my way, I had for company a NS agent who after a while made me understand that he was there to check on possible refugees to Sweden. His name is Rikstad Kristiansen. I had to make him believe I was a Gestapo agent working for the SD headquarters in Trondheim, and as I knew the names of the Gestapo people in Trondheim from Backer, it was fairly easy to convince him. I also showed him an illegal Norwegian newspaper and my Colt pistol, and said these things were given to me by the Gestapo, so that I could gain confidence with the anti Nazi Norwegians, who then would think I was

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on their side, and give me useful information. I also mentioned some traitor - jobs that had been done and let him understand that I was responsible for them. He was very interested, and promised under no circumstances to pass this information on as I told him I had promised the Gestapo to keep it dark. On arrival at the border police post at Hordli he therefore showed his identification, and led me past, vouching for me that I was "all right".

On the same day, I went by lorry to Limannvik, and on the way, I discovered an excellent possibility for tapping the German border patrols' telephone wires. Details given in separate report.

I overheard conversations, which left no doubt that they were out for several things and had extra patrols out. One of the things <sup>were</sup> ~~was~~ some British pilots and a plane, which had made a forced landing in the neighbourhood. Warning was sent, and notice was taken of the conclusions with regard to the border patrols' moves. - {As a matter of interest, it turned out later, that the British pilots got safely to Sweden, one of them was the later famous head of the Path finder force, Air Vice Marshall Bennett} -

I crossed the border on the morning of May 1st. and arrived in Gäddede in Sweden at about 4 in the morning. I reported at once to the police, as I saw no object in trying to get on on my own. I arrived in Öreryd on May 4th. and in Stockholm on the following morning and reported at once to the Legation. I left Stockholm on May 8th. and arrived in the U.K. on the 9th at 4 in the morning, and in London on the same evening.