

Report from LERKEN

Brief report on an Expedition lasting from 20th January, 1942,
up to the 9th May, 1942.

I was working in a Polish work-shop with the main object of making a battery set suitable for making contact between the U.K. and the southern part of Norway.

I received orders to go to Trondheim in order to keep check on the German warships reported to be in 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 Shetlands together with Lieutenant Turner. By arrangement with S.O.E. I should be taken to Norway with the fishing vessel FEYE, with 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, 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 over my W.T. set and then as soon as possible, 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 really considered necessary.

On the way over, the motor stopped owing to water in the fuel. The engineer however, got it going and we also put up

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 about 25 miles out to sea up to our destination. On the following afternoon, we sighted snow covered mountains. The boat had then, owing to the heavy weather, got a considerable leak. One of the crew found out where we were and we went into a bay north of Vaagsøy for the night. 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, the population was very happy about the whole raid.

We got some Norwegian matches and newspapers and some loose money from them, and the following morning the skipper decided to try to get a new boat from the district to take me north and to go back to Sheiland with the PEYE, for repair, as we found difficulties in finding wharves in Norway to repair our boat. We first asked the fishermen we had contacted if they would take me north. 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. Their owner decided not to risk it. We then went south to Kinn 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

Myrvik

1. On the way, we called in on B where Pi was ^{Stevenes} landed some time ago by the same crew in order to send information about passing ships. On arrival there, it turned out that Pi was without ^{Viken} contact as his set had broken down. This was the evening of the 28th January. I thought I could possibly repair his set

for it. His set was a Mark III. The motor generator worked but gave too high tension, possibly due to the cold weather - there was 50 degrees Fahrenheit of frost (-27 degrees centigrade) which is very cold on the coast. The rigging of the ship and ^{the} deck ~~was~~ all covered by thick layers 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. The Pi set did not work whilst my Mark III set worked well. I tried to contact the U.K. at once with Lerkon I schedule but did not achieve contact. It later turned out that this was probably because they did not listen in for me in spite of the fact that I had asked them to listen for me from the moment I left the Shetlands. Pi would not let me work on his schedule as he had got definite orders to keep that to himself. We therefore constantly tried with Lerkon I schedule with the aerial hoisted up in the mast and so far as I could judge, in a favourable position for transmission. It is beyond doubt that the set worked right. 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 and that FEYE should return and that they should look out for her with air reconnaissance. 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.

REDACTED

When we tried Pi's 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, C, was very sick. He was lying in his bunk in the room forward and I was called to see him. I thought of carbon monoxide poisoning because when I ordered the man

on deck, a man, E, who should help me to carry him up, also fainted after a short while. Pi then was called to the rescue and in spite of suggestions that C and E could stay in the crew's room, we got the two poisoned men on deck where, because of the cold, they were placed on blankets. All of us were affected by the gas but we at once started artificial respiration on C and E. I started on C and the others, when they had learned how to do it, went on, alternating. Only after about 10 minutes did E begin to breathe of his own accord, and after about half an hour's hard work, C 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 post boat came in from Bergen, we thought we had better get away as soon as possible, but slept in the boat at the quay over night.

The morning of the 29th, we set out to find A and hoped to make him take me north. A was already contacted and he 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 Flørøy that the Germans checked all traffic and were restricting the movements of fishing boats. 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" but 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 about dusk on the 29th. The wind blew up and was a full

sequence of this, the cooling jacket of the motor broke. As the boom was broken, we had only one small foresail to use and tried to keep our course while the crew made a new boom. Meanwhile I again tried with my set to make contact with the U.K. with no result. The generator was now tied on deck. The engineer was working hard in order to make the motor go and eventually got it going at half speed, but the water was still leaking out of the water jacket. In the evening we sighted land at the extreme north of the Shetlands and arrived at base at about midnight. Heavy snow had fallen on the Shetland Islands. Captain Mitchell in Lerwick was notified of our return at once and the following morning I was to telephone London from Lerwick at noon. I therefore borrowed one of the Hillman Minx cars and with Pi and the skipper set out for Lerwick. We could not see the road well because of the snow and got stuck twice but managed to get through to Lerwick at about 12.30. I talked with Commander Welsh in London and I demanded the right to come back to London and report before trying again.

Pi and I left Shetland by plane on the 1st February, and arrived in London by train on the evening of the 3rd. The train was 9 hours late. 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.

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 6.V.6. valve in the transmitter. I knew this set from my work at the Polish work-shop and did not need further instructions. I was to use

The Second Attempt.

On the evening of the 4th 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 took with us. We had also some dummy orders in case they should fall into the hands of the enemy. On arrival at Shetland it turned out that the DROTT was not at all sea-worthy. The crew was not willing to take another boat that 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 from the S.O.E. They were to go to somewhere near my destination and it was suggested that I could go with them. The Colonel at first refused this, but after telephone conversations with London, it was decided that we all three should go with the same boat - the ARTHUR. The skipper was Larsen and the crew nearly the same as on the FEYE. FEYE was at that time being overhauled. On the morning of the 8th we transferred the petrol and the provisions from FEYE to 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 limit that the Germans allowed for the fishing vessels and hope to be far enough out not to be observed from land.

On the evening of the 10th, we went in to a place F on the north-west side of the island G. We there received information from a general merchant H who is a relative of J, about how to get to Trondheim. It turned out that a coastal ferry boat was going in to Trondheim from the place K on the island G the next day, Wednesday morning at 11 o'clock. We stayed the night at F in the boat and went to K the next

morning. We went in to the local post and telephone office and waited there for the boat. It was a lovely morning with new fallen snow and a strong wind, and we felt quite happy and at home while we were waiting for the ferry boat to arrive. We told the people there that we were surveying for fortifications to be built on the outer islands. We pretended to be opportunists who took work for the Germans through the firm L and that we had survey instruments in all our cases. The boat arrived at 1 o'clock and got into Trondheim on the evening of Thursday, 12th. There was a policeman 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.

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 particular contacts. I therefore went to a telephone box and phoned my old contact M who turned out to have gone from the town. I then tried to telephone to N to whom I had got a letter of introduction from O, but did not get through. As it was getting late and something had to be done, I phoned the Taxi Cab Centre which has been established to see that taxis are only used in urgent cases, and said I was at the railway station with a lot of luggage and wanted a taxi urgently. I then got this taxi to take me to the place P where N lived. At this time there was more snow in Trondheim than there had been for a long time and the snow drifts were more than two metres high. The taxi therefore could not get through to the house but had to wait for me further down. I met N's wife and later N who soon came in from a visit to O. N at once understood that my letter of introduction was genuine. I also told him my real name and he knew my family. He could not however put me up for the night but promised to try to find somewhere for me to live

through contacting R the next day. I took the taxi back to S where I was put up for night. On Friday 13th, I contacted T and asked him to put me in contact with U as soon as possible. T would also look out for a place for me to live where I could use my set.

I tried out my sets the same day and they turned out to work well. I could not put up an aerial and did not try to to contact the U.K.

On Saturday 14th, I moved to V where T had found a contact W. Contact with the U.K. was achieved soon afterwards by means of the Polish set. I found the Mark III and Mark V sets too big and hid them away in the place where T lived. The place V turned out to be excellent for W.T. conditions and I frequently got reports QSA 3-4. I had contact daily from here and sent information I got from N or from my own observations.

I stayed there for a fortnight and during this period I gave U lessons in Morse Code and Cypher and the handling of the Polish set.

One day I was in X to see N. I went by taxi about one o'clock and observed TIRPITZ and ADMIRAL SCHEER on the far side of the fjord. By 3.30 p.m. the receipt of the message about this was acknowledged from the U.K.

During my stay at V, I contacted and talked with Y, Z and 27 (as the alphabet is exhausted I hereafter use figures from 27 on, Z being the 26th letter? to denote persons) and I had also met 28. 28 had been in contact with the S.O.E. agents Ja and Jb and they wanted me to send a message for them. I promised to do so if I really found that it was imperative for them to have it sent, but they did not give me any messages of such importance that I found it necessary to mix my station up with S.O.E. I was put in contact with 28 by Y through 29.

Militærhistorisk Samling - Gausdal

On the 28th, W told me that I had to leave V because

W suffered from sleeplessness owing to my presence.

After my departure from W, the night between 28th February and the 1st March, I stayed in Yd with Ya but had to move later to move down to 30a in 30b. I stayed there until we got

information that 50 hostages were to be taken and that 30a was likely to be taken as one of them. On Sunday, 8th March

I moved to 31a in 31b and stayed there for two nights until their nervousness was so obvious that I found it safer to

move back to Yd on Tuesday 10th. Ya was taken as one of the hostages and so was 30a

hostages and I stayed with Yb and Yc (who did not know my real name). I there met 32.

During this period I had no contact as my set was broken

take a trip to the U.K. with the mentioned purpose. After down. This was my own fault as I connected it to 150 volts various difficulties it was decided that 32b should do the main lines while the set was adjusted for 110.

Re 2: I contacted I about this and also 28 and 29.

During this time 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 area with one man and one station. There would also be difficulties in hiding away more people with W.T. sets as I, with my good contacts found great difficulties myself. I was so well-known by people in Trondheim that I had to move around in the darkness only, and the hours of darkness got shorter every day. I therefore decided to try to find some people who could be away from Trondheim for about 5 weeks with a reasonable pretext. They should then go to the U.K., learn the necessary things and return as soon as in any way possible. I made it a condition that they should have the same sort of sets as I had as I knew it was impossible for these men to carry Mark III or Mark V sets around. This plan was wired to the U.K. and accepted, and arrangements were made for the people, by me called "nurse maids", to be picked up.

Militærhistorisk Samling - Gausdal

My difficulty now was to find the right men who by combined effort could cover all the most important sources of military information in Trøndelag. In order to do this I decided that it would be necessary^{to}/have 5 people, preferably from the following districts:

1. Entrance to the Trondheimsfjord.
2. The town itself - a channel for the information that was constantly coming in to 29.
3. A contact for the information group mentioned in connection with 33a who had good contacts in different parts of Trøndelag.
4. One man from the opposite side of the fjord for a special purpose mentioned in a later report.
5. One man from Åsen where big ships were moored.

Re 1: I contacted N who had a contact 34a at 34c where 34b lived. I asked if there was anybody at 34c who could take a trip to the U.K. with the mentioned purpose. After various difficulties it was decided that 34b should do the journey.

Re 2: I contacted T about this and also 28 and 29. Various suggestions were made and among others I came across 35a who lived in 35b. He was from 35c and had been in the Police. He had some good sketches and information from 35c but was not willing to take the mentioned job. He mentioned to me 36a but I found it best to contact him through Yb. 36a was, after one day's consideration, willing to go in order to carry out the job mentioned in 2.

Re 3: Through 33a I was put in contact with 37a who lived in 37b. It turned out that the man who dealt with the information was 38a who lived in 38b. 37a and 38a together made the suggestion that 38c or 38d should go to the U.K., but neither of these were able to go at that time. I found that 38b was a good place for transmission and from then on I used this place to send from. No definite decision was taken as to who should go for job number 3.

Re 4: Through T, I contacted 40a and so met 39a who

was living in 39c. I also contacted 39b through him. They would both go together to carry out job No: 4.

Re 5: I had several difficulties in providing a man for this job. Through 40a I contacted 40c but he would not consider taking a job like this. The following day, 40a and T were taken as hostages, but through 41a, I managed to keep contact with 39a and 40c. No definite solution as to who should take the job No: 5 was found.

On Friday, 13th March, I made arrangements to get employment as an Insurance agent in the firm 41a, the manager of which, 41b, was a personal friend of Ya. The same day I was invited to 27a who lived in 27b and I there learned about how 42a had caught 43a when the 43b case was cleared up by the Gestapo. He also told me about the organisation of the Gestapo, details of which were sent to the U.K. with the "nurse maid" expedition that arrived here on the 16th April. I contacted N and got lists of U-boats and other ships that had been in dock recently. The list was dispatched by the "nurse maid" expedition.

The same day, 13th March, I contacted 33a by phoning him at 33b. He was quite reliable and was working in a Radio laboratory so I thought he might be able to help me. He took my valves for testing. He told me about another group who were 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 was clearer.

Later I called on 33a again and we mended the set.

It turned out that, due to too high tension from the main lines, the electrolytic condenser was broken. The valves were alright. We turned out one half of the electro-

way, we made the set work - details in special technical report. The soldering etc. was carried out by means of a coal fire and a big screw driver as a soldering iron.

I tried to contact the U.K. as soon as the set was mended, but without success. This was from a place, 33c, where the W.T. conditions should be excellent. I tried again from 27b, also without success. The atmospheric conditions at that time were very bad. I then tried from Ud's flat in Ue and achieved contact after a period of about a fortnight without contact. At that time I had got some very important information from N. The source of this information was 34b who had passed it through 34a to N. I contacted 34a about the aforementioned job No:1, and he put me in touch with 34b.

I decided to contact 37a through 33a and get in touch with 38a. I found this man extremely useful and from now on I used his flat at 38b to transmit from. Lerken I schedule was started and I now kept daily contact on both schedules. I also received broadcast messages from the U.K. in the place Yd where I lived, and this system worked extremely well.

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

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

1. To find out if there was any possibility of getting any of the 43b people out of prison, or if anything could be done to help them.
2. I would contact 44 and try to help him.
3. I would try to organise a "nurse maid" expedition from the southern area.

Report on the Oslo Trip.

During my stay, I had made enquiries about the possibilities of getting to Oslo. The civilian train service was, during my stay, in Norway, partly quite stopped and partly under the direct control of the German authorities.

The best way of getting to Oslo therefore seemed to be by car. 27a made enquiries for me through different sources and at last he managed to fix transport for me through 27b who had a lorry plying between Trondheim and Oslo with things for the firm 27c. The driver of this lorry, 27d, was a very good man.

We set off from Trondheim on the 9th April. The roads and weather were bad but we drove alternately. The lorry was a German gas generator type. After continuous driving we arrived in Oslo on the 10th.

On the way we met several formations of the German army and Air Force. On the morning of the 10th I specially remember that we met many on their way north between Dombaas and Oslo:

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

Other W. H. Units: A column of about 20 - 30 trucks and lorries marked with a yellow mark on the left front mudguard, and the W.H. was, as far as I can remember, put underneath this sign. Due south of Jessheim, we met a column of trucks and some peculiar looking vehicles which might have been carriages for searchlights or A.A. guns. They were driven as trailers after exceptionally heavy trucks. I think there were about 8 of them. Further details are not remembered.

At a petrol station at 27e 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 petrol station to ask the way and the attendant said that the vans contained fully armed men. They also told that a big convoy had recently reached Oslo and that large parties of German forces were on their way by road north

heavily laden while several going south were mostly empty.

On arrival in Oslo I did not quite know what to do. I therefore went to Jerbanetorvet where I got a taxi. I tried to get through on the telephone to 44a but did not get any reply. I then went to his house in 44b, but hesitated before I went up and telephoned from a shop on the corner. A voice unknown to me answered the telephone and I just left a message that 45a had phoned him. I did not at that time know that 44a had been arrested by the Gestapo on the 5th March and had been in Vollen prison in Trondheim while I was walking passed outside.

I then called on 46a but he was not at home and nobody answered the door bell. He was arrested on his return from 46b three days later. After this I tried to phone 47 but got no reply. I also phoned 46c and asked for 45b who was not there. At last I found 45c. 45d answered the telephone and said that 45c would be back soon. As the taxi driver seemed to be becoming impatient, I went to 45e where I was well received by 45d. After having had a nice dinner, I again phoned 45b at 45f and had an apparently very innocent conversation with 45b who after a short while came to 45e where further arrangements were made. The same evening I went to 45e where 45b was alone and stayed there the following days.

I contacted 47a about the "nurse maid" people and I talked with 45b about the 43b people. 45b also told me the story of 44a and I consequently gave up trying to help him. I also contacted 48a and 48b with whom I had a bridge party on Saturday at 45f.

By chance I met 48c and arranged for a cover address for letters from Sweden. I suspected that the letters to 45b might be opened.

On the 14th April, I set off for Trondheim with the same lorry as before. 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 at the Hotel Norge, Lillehammer for the night.

On the 15th we reached Trondheim slightly before midnight after a strenuous journey during which we got stuck in the mud several times between Dombaas and Opdal. German vehicles had difficulties in crossing the mountains.

Results of the Oslo Trip.

Re 1: To find out if there was any possibility of getting any of the 43b people out of prison, or if anything could be done to help them:

From 27a I learned that the case of the 43b people was still not concluded, and several people had been in touch with their defending Counsel, who did not consider the situation hopeless. The 43b people had told the Gestapo that I was to blame for everything concerning the 43b, and that I had been the leader of this group; they had only carried out my orders and they did not know much apart from this. I did not get in touch with any of 44a's contacts through whom I hoped to be able to do something for them. My achievements in this were therefore very small.

Re 2: I would contact 44 and try to help him:

As 44a had fled to Sweden after having got out of the prison, I found it too dangerous to try to get in touch with his old contacts. I tried to find out about this from 46a and 47 but did not succeed.

Re 3: I would try to organise a "nurse maid" expedition from the southern area:

I contacted 49a with whom, on earlier occasions, I had collaborated very closely. He was at that time in urgent need of contact with the U.K. for two reasons: (a) he wanted a contact for the organisation 4343 and (b) because of his position in this organisation he constantly received information of great interest and so wanted a channel through which he could pass it on.

I made it clear to him that I could help him with (b), but as for (a), I was not in a position to do anything about it.

He was also (c) in a position to know about several telegraphists and radio technicians.

We made the following arrangements: (I here refer to my report of the 28th May 1942)

(a) He should provide a telegraphist for an important task in Northern Norway.

(b) He should try to find a man who could go to the U.K. for the necessary training and later could take up work in or near the Drøbakund - the intention was to check Oslofjord shipping.

(c) He should provide a man to pass on the information he got himself. This information should be passed to the telegraphist either directly or, preferably, through one connecting link.

(d) He should provide another man for a special job in Oslo. This was to carry out the plan known as "Urso" - accurate information of railway traffic all over Norway.

These four people should all be trained according to the "nurse maid" principle. This meant that they should be picked out for a special task, an alibi for their absence would be provided, they should get a short training with a view to their special jobs. It was emphasised that they should each

be given a special flash code covering the special terms of their respective jobs, thus cutting the length of messages to the minimum. Revision in the commonly used W.T. schedule would also be important to them for their security.

49a promised to do his best and I would give him further messages in about a fortnight's time.

4. Other Results of the Oslo trip:

(a) I arranged a cover address for sending letters into Norway.

(b) I contacted 45c and confirmed that he was willing to take over some work for us.

(c) I found out that 50a was employed in a big firm 50b. He has helped me before and is very experienced and willing to do the work.

(d) I confirmed that no more reprisals were being taken against my family and that they were well. My father was still in prison and his property is confiscated. The exact reason for this is still not clear.

The problems left to solve before I left Norway were now to try to arrange a system for sending messages from the entrance of Trondheimsfjord; to give instructions and make arrangements so that the work should continue satisfactorily after my departure, and to find my way out to Sweden.

I achieved contact with the U.K. again and informed them of my intentions. As it was imperative to get a station at the entrance to the fjord and as there seemed to be no other way out, I went by boat to 34c. This was a protected area, but the difficulties involved were overcome, and the station was put up in the fortification area. A special flash code was made to cover the most important terms. The receiver of the set did not work and only one way contact could therefore be used. I considered this to be a good thing as I think

that most stations are detected because of their two-way contact with the central station in the U.K. The operator was not a good telegraphist and could only send figures. He could therefore only use the glash code. We tried out the transmission and tried to send a message before I left the following morning. I was, by the kindness of the Officer-in-Charge, taken back by a special German boat and landed at the protected harbour area.

I there saw embarkation of armed troops wearing life-jackets - details given in an earlier report.

As for the instructions and further plans for the work after my departure, the following arrangements were made:

(a) Pass-words were arranged with Yb, 38a, 37a, 38c, Ua and Ud (T was at that time in a concentration camp but has since then been let out). A cover address in Trondheim and a route to Sweden for passing information and messages as arranged through 37a and also through 38a via 32 and 32b. (32b was among the people who were recently shot in Trondheim and 32 has fled to Sweden. I do not know whether a new route has been arranged to replace this.)

(b) 38a was to go to Oslo and contact 49 and give him money and instructions for sending the "nurse maids" that 49 would probably have found ~~by~~ that time. He could also contact 38g and try to find a "nurse maid" who could maintain a direct contact between himself and the U.K. if he found it important. (It was later learned that these arrangements and instructions were carried out entirely according to plan and only a series of unlucky coincidences accounted for the fact that they did not reach the U.K. as planned). The man who was to have an important task in Narvik was also sent and instructed according to arrangements.)

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(It was later learned that he returned to Oslo after several attempts to contact the U.K. from Narvik with the Mark III set 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 sheet.

(c) Through 35a I got a false "Grensesonepass" and prepared for my departure over 51a - b - c and d. The route was given to me by 37a who had got different things from the Legation in Stockholm via this route.

On the morning of the 28th, I left Trondheim on a north-going train for 51a. The last night I was in Trondheim there was a big raid by the R.A.F. but I could not find out that any damage had been done. On arrival at 51a, I was examined by German military police. They were probably looking for pilots who had come down during the raid and were trying to escape into Sweden. As they found that my papers were alright, they did not examine me further.

I contacted 52 and made out the plan "TIUR" with him. He was given pass-words and two cover addresses in Sweden. On the 29th, I went some distance by bus and then further over the mountains by sledge and arrived at 51b at about one o'clock the following morning.

In my way I had for company a NS agent who revealed that he was sent out to check possible refugees to Sweden. He was employed as an agricultural adviser in the district by the NS authorities. His name is 53. I had to let him understand that I was a Gestapo agent working for the S.S. headquarters in Trondheim and as I knew the names of the Gestapo in Trondheim it was quite easy to convince him about this. I also showed him an illegal Norwegian paper and my

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pistol and said that they were given me to gain confidence with the anti-Nazi Norwegians who then would think that I was on their side and give me information. I also told him about a few jobs I had done for the Gestapo and emphasised that he must, under no circumstances, pass this on as I had promised the Gestapo to keep it dark. On arrival at 51c therefore, 53 led me past the Gestapo police and told them that I was all right.

On the same day I went to 54 by lorry and incidentally discovered an excellent possibility for tapping the German telephone line to their border watch-posts - details given in special report.

I crossed the border on the morning of the 1st May, and arrived at 51d in Sweden at about 4 o'clock. I reported at once to the police as there were no possibilities of getting on on my own. I arrived at Øreryd on the 4th May and in Stockholm the following morning where I reported at once to the Legation. I left Stockholm on the 8th May and arrived in the U.K. on Saturday 9th at 04.00 hours and was in London at 18.35 hours.

A Survey of Results.

1. Reached Trondheim, achieved contact and sent information.
2. Station placed at the entrance of Trondheimsfjord with special flash code.
3. "Nurse maid" expedition for continuation of work in the Trondelag area organised and sent off.
4. Made arrangements for another "nurse maid" expedition from Oslo and for a man to take Lerken I to Narvik.
5. Instructions given to working information-groups about how to collect and send information.
6. Arrangements made for connection through Sweden and a number of instructions given to my contacts as to how to proceed with the work.

These arrangements, because of various circumstances, were not all carried out, otherwise the result of the expedition was satisfactory.

COPY 3

Report.

4/11-42

4

LerKein

MOST SECRET

Lent

Date. Date.

[illegible]