



# STELLING DEN HELDER (The Netherlands) Napoleon Defense Line

Touriboost Project 2018-10TR01-KA203-058344



1. Stelling Den Helder
2. Willemsoord Complex
3. Company Zeestad Staal
4. Lightvessel Texel
5. The Kijkduin Fortress
6. Westoever Fortress



slide back & forward



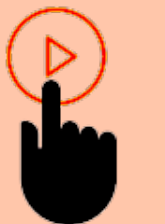
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# The Napoleon Defense Line has five fortresses, connected by a line dike.

In 1811 ten years before dying Napoleon Bonaparte, who had crowned himself emperor, who was feared in every corner of Europe, spoke positively about Den Helder. He commissioned the hydraulic engineer Jan Blanken Jansz to build the most extensive naval base and shipyard in our country. At the same time, a belt of fortifications is to be constructed: the Defence Line Den Helder or Stelling Den Helder in Dutch.

Touriboost project brings into light an exciting and new concept, what if Napoleon gets back to life 200 hundred years after and want to see the Defense Line he commissioned to build. Is it still in place? Still, serves the purpose of defending? How has it evolved through history?

Known as the Gibraltar of the North the Defense Line played a strategic role in the next wars to come in Europe.

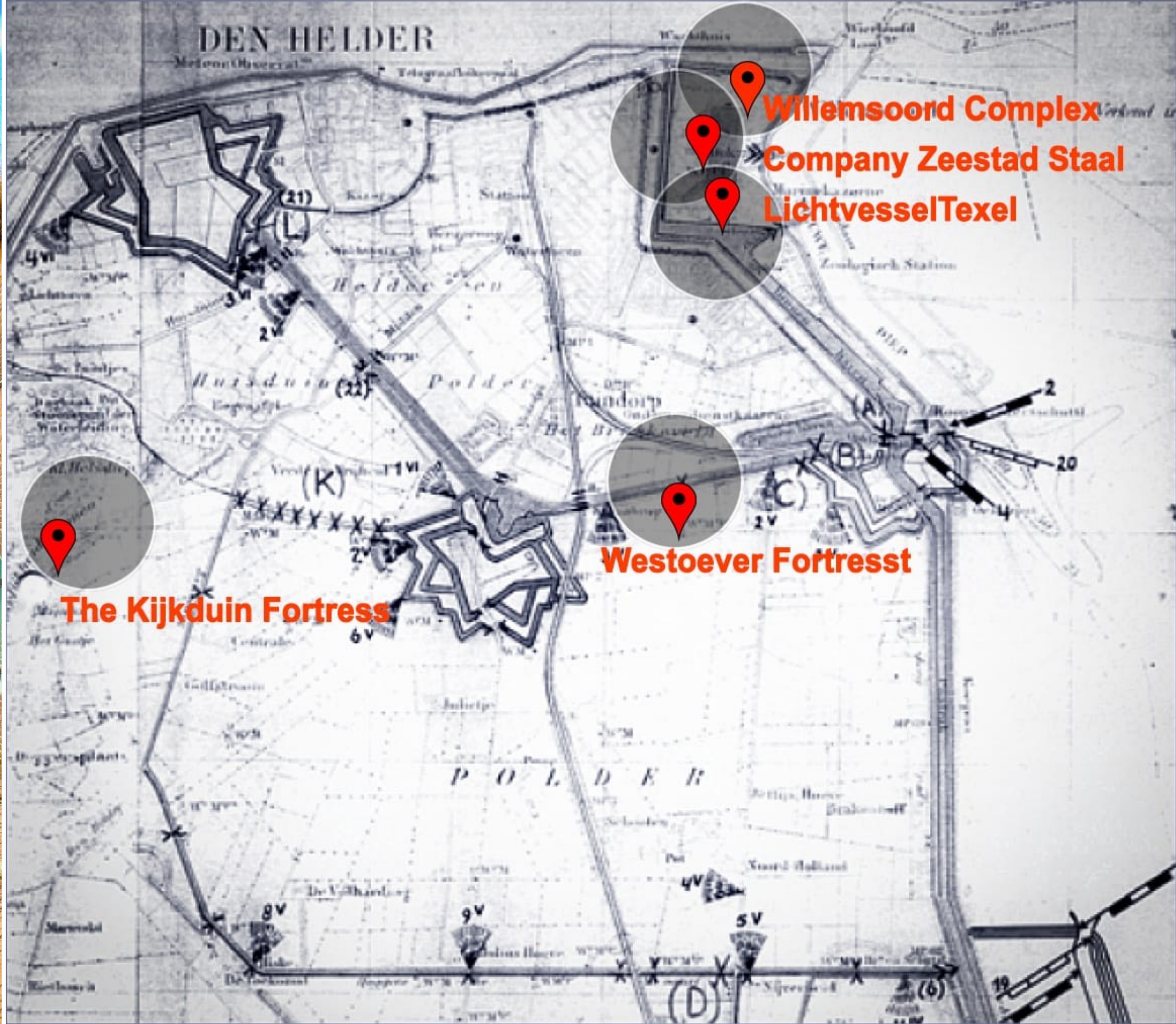


Touriboost project takes the Defense Line originally designed to protect the Den Helder from invasions through the northern sea and analyses how the concept of "defending" is still in place.

The project has chosen a series of assets initially designed for military purposes defending the town, therefore, the citizens. The concept of Defending is still in place, but the military use has evolved into social inclusion, entrepreneurship supporting the citizen's way of life through tourism and cultural heritage.

Napoleon, as a great man of state, could not imagine how important his idea was for the time to come in Den Helder giving birth to the Navy and essential tourism assets.





Inundatieplan 1938, met daarop aangegeven waterstaatkundige werken (bruggen, sluisen e.d.) die een rol moesten spelen bij het onder water zetten van het gebied.



1

Stelling  
Den Helder  
Napoleon Defense Line



# Management, Restoration & Maintenance and Exploitation & Development Den Helder Defence Line

Stelling Den Helder is one of the oldest remaining military defensive lines in the Netherlands. The Defence Line was commissioned by Emperor Napoleon Bonaparte to protect the naval shipyard Willemsoord. The city of Den Helder owes its current form to this Defence Line, which is still largely present in the landscape.

The Defence Line Den Helder Foundation was founded in 1989 with the aim of restoration, development and management of the Defence Line Den Helder. Since then, the enthusiasm for the nautical and military historical defence works of the Defence Line Den Helder has increased, of which shipyard Willemsoord is a part. Defence Line Den Helder is essential for the authenticity and identity of Den Helder.

A complete restoration of the Defence Line also contributes to strengthening the recreational, touristic, scenic and ecological face of Den Helder and the region.

Stelling Den Helder is an essential pillar of the city of Den Helder. Stelling Den Helder exists of five fortresses, connected by a line dike. The Defence Line has been largely preserved, but in the decades militarily disused and overgrown with bushes. The goal in the stelling development is to make the fortresses and line dike visible again in the landscape. And thus a part of the cultural to revive the city's heritage.

For the Fortress and various buildings of the Defence Line, a suitable destination is found to keep them for the future.

The importance of the Foundation relies on the involvement of the civil society in cooperation with tourism and cultural heritage policymakers to cooperate. They are in itself the first Tourist asset of the city.





Stelling Den Helder

Den Helder Defence Line Foundation



# 2 Willemsoord Complex



# Defence TimeLine

## Den Helder

- 1568 At the beginning of the eighty year war (1568 - 1648) the village of Huisduinen and the then even smaller Den Helder on the Wadden island of Huisduinen were situated.

The Marsdiep and the Vliet, shipping channels between Texel and Huisduinen, are the connections from the North Sea to Amsterdam, the economic and power centre of the Netherlands.

The Reede van Texel is regularly used by many merchant ships and warships and is the normal gathering place of 's Lands Vloot when sailing out.


- 1574 In 1574, the Spanish fleet threatened to attack our country and there was a desire to make defences on Huisduinen and one on Wieringen. In that period, a ramp was built on Wieringen and the now still present Fort de Schans on Texel.

- 1610 In 1610, the beach embankment between the Wadden Island Huisduinen and Callantsoog was transformed into a sand dike and a permanent link to Den Helder was created.

- 1781 Because the Reason of Texel is no longer sufficient and cannot be adequately secured from the shore with artillery, a start was made in 1781 with the construction of the channel "Het Nieuwe Diep" on the east side of Den Helder as a war harbour. In that year, three coastal batteries were constructed near Barends Kribbing, Kaaphoofd and Kleine Keet and Fort de Schans was rearmed.

946





● 1791 Where nowadays Fort Oostoever is located, in 1791 at the end of the Nieuwe Diep the Nieuwe Werk was constructed as a keel place and workshop. It has a 4-sided embankment with a lock where harbour works are carried out. It can be reached by boat, or at low tide over the Koe gras.

● 1795 After the Batavian Revolution of 1795 the coastal batteries Broederschap en Vrijheid near Kijkduin and Gelijkeelijke near Kleine Keet were constructed.

● 1796 In 1796 on the site of the former battery at Barends Kribbing the battery the Indivisibility was built and near the Oude Helder (the old village den Helder) the battery the Constitutie.

Years later the battery Indivisibility was converted into Oostbatterij, headquarters of the Defence Line Den Helder in the May days of the 2nd World War. In 1977 the complex was demolished because of the dyke reinforcement.

The combination of coastal batteries at Den Helder as a whole has no landfront. It is practically open to an enemy on the south side when these troops come ashore south of Kleine Keet.

A land front requires more troops to defend itself than will be available in the event of war, and experts believe that disembarkation of troops on the open coast is unlikely. That is why little attention is paid to land defense.


● 1799 At the beginning of 1799, the coastal batteries Brotherhood and Freedom and Equality were disbanded.

When in that year an English fleet crossed our shores it was decided to add a mortar battery to the battery of the Union and to build some earthworks for the benefit of a land front, including the Vijfsprong at the current water tower, which could not be completed in time.

On 27 August 1799 the first English troops on the open coast south of Kleine

Keet landed. In view of the indefensibility of Den Helder on the landside, they decided to evacuate and flee to the south through the swamp area. Our fleet retreats to the Zuiderzee and capitulates.





After 1799, the lack of a landfront still attracts attention. In 1803, a rampart was erected around the Oude Helder, and several other smaller works were constructed on the embankment of the Nieuwe Werk.

● 1810 After the annexation to France in 1810, Den Helder and Texel received a lot of attention from Napoleon. The Emperor wanted to make Den Helder a war harbour of the 1st rank. Extensive plans were drawn up. Also J. Blanken Jzn., Inspector General of Waterways, is involved in the construction of a naval establishment and a canal in southern direction.

● 1811 In 1811/13 mainly, wholly, or partly, they are being constructed:

- Fort Erfprins
- Fort Kijkduin
- Fort Dufalga (now demolished)
- Fort Dirksz Admiral, the southernmost sector of a rampart of the Naval establishment, and a connecting moat between the forts Erfprin, Dirksz Admiral and East Bank

On Texel, the Oude Schans is being improved and a redoubt and a lunette are being constructed.

● 1817 In 1817, the Koegras polder, to the south of Den Helder, was diked, at the same time as the shipping canal to Amsterdam, which had already been considered under Napoleon, was constructed.

● 1819 In 1819, the project was expanded and the Great North Holland Canal was constructed.

● 1824 In 1824, the Nieuwe Werk was converted into the Oostoever fort, the Westoever fort was constructed after the opening of the Noord-Hollands Kanaal and a quay was built along the connecting canal.

The improvements that were subsequently made to the fortifications of Den Helder until 1914 concern, for example, facilities for the commissioning of new coastal artillery.

● 1870 This was particularly necessary when, in 1870, towed rear loaders of 24 cm were erected to replace the old 36-pound front loaders.



1875

After the adoption of the New Fortification Act in 1875, the coastal armoured fort on the Harssens was built in 1880. The works on Texel then lost their military significance.

During the Interbellum, the period between the two World Wars, various anti-aircraft and coastal batteries were built in Den Helder and on Texel as part of the Defence Line Den Helder.

This has to do with a new way of defense thanks to the phenomenon of "indirect fire" and that leads to the spread of defensive positions with central control.

## WAR

Among other things, the batteries Cemetery and Helsdiep are being used as anti-aircraft batteries and the batteries Zandijk, Duinrand-Noord and Den Hoorn on Texel are being constructed as coastal batteries.

Just before the outbreak of the Second World War, the Defence Line Den Helder covered the entire Wadden area, including the islands and the Afsluitdijk and thus the Kornwerderzand defensive structure.

1942

During the Second World War, Den Helder was declared a Verteidigungsbereich by the occupying forces and in 1942 anti-aircraft batteries were built at Fort Dirksz Admiraal and Fort Erfrpins and the Mok on Texel. Several coastal batteries were built along the coast, almost all of which disappeared because of the dyke reinforcement. Only at beach battle the Hourglass still stands a double gun emplacement type M219, suitable for placing the secondary artillery of the battleship the Gneisenau.

Across Julianadorp a southern defence line was constructed complete with tank traps.

In the Grafelijkheidsduinen there is still a so-called FLAKGRUKO, the central air defence complex of the Verteidigungsbereich Den Helder in the war years.

1958

In 1958 the Defence Line Den Helder was disbanded as a military fortification.

Only during the Cold War period another bombproof object was built: the Navigation Station North in the Koegraspolder in 1950. Part of a central air defence system in the Netherlands. After it was handed over to the Royal Netherlands Navy, the object was used for many years as naval headquarters.

Mede tot stand gekomen met  
steun van het Waddenfonds  
en Provincie Noord-Holland

Museumhaven  
Willemsoord




Willemsoord, which used to be the shipbuilding and maintenance yard for the Royal Netherlands Navy, is now a beautiful monumental part of Den Helder that is gradually developing into an open city district. The restoration of Willemsoord took many years, resulting in a magnificent cultural heritage. Willemsoord is home to a diversity of entrepreneurs and nautical and cultural institutions. Various events take place at Willemsoord throughout the year. On Willemsoord you will find museums, visitor centre, art lending, children's play paradise, cinema, casino, food & drink, nautical shops and events.

The municipality of Den Helder has been managing the Willemsoord complex since 1995 and became the legal owner in 2000. In the intervening years, the restoration of the monumental buildings and hydraulic engineering works began, and plans were made for a new cultural and recreational interpretation. To this end, the government, the European Commission, the national government, the province and the municipality of Den Helder together provided a subsidy of 80 million euros.

In 1811 Napoléon Bonaparte visited Den Helder. The contempt and condescension with which, unfortunately, people still talk about Den Helder today, apparently did not occur in Napoléon's contemplations when he, putting his hand in his lapels, overlooked land and sea. He was impressed by the quality of the port and reason. The king who had crowned himself emperor, who was feared in every corner of Europe, spoke positively about Den Helder. But Napoleon was especially impressed by that strategic headland. On the northernmost tip, as if on a cape, lies Helder. He commissioned the hydraulic engineer Jan







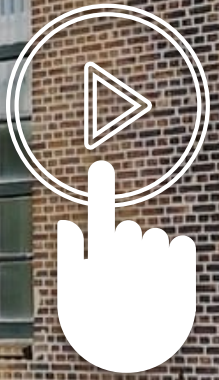
Blanken Jansz to build the most extensive naval base and shipyard in our country here. At the same time, a belt of fortifications is to be constructed: the Defence Line Den Helder. The shipyard is part of this. Helder would then no longer have to fear being trampled underfoot by an enemy coming over land, as the English and the Russians did when they landed at Callantsoog and plundered Helder on a large scale. It must become an impregnable fortress here: the Gibraltar of the North.

In 1812, the French emperor in Paris approved the design for the Defence Line Den Helder. Politics is a turbulent time. Napoléon's reign fell, and in 1813 we were liberated from the French occupation. King William I, the first Prince of Orange after the French era, orders Napoleon's plan to be carried out, hence the name Willemsoord. Also, the defence line with the forts is built. The land for the future shipyard consists of creeks, sandbanks and weeds. On the harbourside, there is a row of heads and a private slipway. Part of the site has already been raised with clay. The Sluisdijk runs in a southwestern/northeastern direction across the future shipyard. The dike body provides a solid base for the heavy steam engine building with nine pumps, the first and most significant building on the site to be completed. Furthermore, a wet dock with dock channel and sea lock, a dry dock, a drainage channel to which the pumps can discharge and a large warehouse will then be ready for use.

The architecture and the spatial layout are extraordinary, especially the structure around a central dock and the radial structure with warehouses, workshops and houses for management and workmen. They are an excellent example of the monumental and rational architecture of fortifications from the time of the French enlightenment. It is also unique because it is nowhere else. In 1822, the dry dock was completed, and Jan Blanken handed the establishment over to the Inspector of Maritime Buildings L. Valk, who was responsible for the further layout of the complex. He opted for a symmetrical structure, with the most important axis facing the sea.

Although Napoléon himself was never allowed to see the result, his name will forever be linked to the Oude Rijkswerf Willemsoord and the history of Den Helder.





[Watch in full screen](#)











# Gedenkplaats 'Rijkswerf Willemsoord 1940-1945'

Voor de tachtig burgerslachtoffers die hier werkten tijdens de Tweede Wereldoorlog. Velen kwamen om door bombardementen. Enkel werden in Duitsland tewerkgesteld en overleden daar. Anderen, actief in het Verzet, werden door de bezetter opgepakt en later gefusilleerd.

Het monument 'Rijkswerf 1940-1945' stond sinds 1948 op Plein 1822. Toen de werf verhuisde naar de Nieuwe Haven, ging het monument mee. Bijna zeventig jaar later was het monument in staat van verval en moest het worden vervangen.

Bij dit nieuwe ontwerp staat de mens achter de naam centraal. Het zijn mini-monumentjes, één voor ieder slachtoffer, met beknopte informatie over zijn beroep en leeftijd. Maar ook wanneer, waardoor en waar hij is overleden.

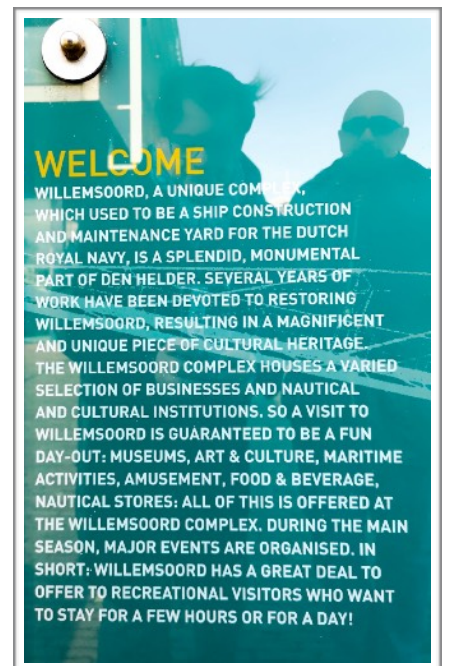
In 2015 werd dit monument hier op Willemsoord onthuld.

## A summary in English

This Monument is in memory of the eighty civilian victims who were employed at Willemsoord, shipyard of the Royal Dutch Navy, during World War II. Many were killed by one of numerous bombardments. Others were forced to work in Germany and died there. Some of them, active in the Resistance, were arrested

and killed afterwards by German fire squads. After 70 years, all persons received their own small commemorative plaque with brief information about their occupation, age and what happened to them.

The Monument was unveiled at Willemsoord in 2015.



## Startpunt Willemsoord

### Wandelnetwerk Kop van Noord-Holland

**WELKOM**

Je staat op het startpunt van enkele gemarkeerde rondwandelingen van het wandelnetwerk in de Kop van Noord-Holland. Dit netwerk omvat ruim 770 kilometer aan routes.

Hoewel de marinewerf 'Willemsoord' heet, was het eigenlijk niet koning Willem I, maar Napoleon die de opdracht gaf voor de bouw ervan. 'Napoleons-oord' zou dus beter passen. De Franse kelzer was tijdens zijn bezoek in 1811 nogal onder de indruk van de strategische ligging langs het Marsdiep. Hij besloot om van Den Helder een 'Gibraltar du Nord' te maken. Goed verdedigd met een reeks forten en batterijen: niet alleen aan de zeezijde maar ook aan de landzijde. Waterbouwkundig ingenieur Jan Blanken kreeg opdracht om het geheel te ontwerpen. Al in 1812 werd gestart met het werk en na de val van Napoleon werd het werk door Willem I voortgezet. Resultaat: een uitgestrekte werf met een enorm 'nat' dok, twee droogdocks, magazijnen en werkplaatsen. De marine is in de jaren 1990 verhuisd naar de oostzijde van het Nieuwediep. De gemeente heeft vervolgens het vervallen Willemsoord overgenomen, opgeknapt en aangepast voor het huidige gebruik. Op het uitgestrekte terrein zijn onder meer het Marinemuseum, schouwburg De Kampanje en het Nationaal Reddingmuseum Dorus Rijkers gevestigd.

- De **rode Willemsoordroute** verkent de zuidwestkant van de voormalige marinewerf, de Koopvaardershaven en twee stellingforten: Dirszk, Admiraal en Westoever. De route gaat ook langs het Noordhollands Kanaal en het treinstation.
- De **blauwe Marsdieproute** brengt je aan de noordkant van Willemsoord, bij de zeedijk, de binnenstad en het treinstation.

**HOE WERKT HET?**

Het netwerk koppelt korte en langere 'ommetjes' aan elkaar. De 115 routes in de Kop zijn in twee richtingen bewegwijzerd met gekleurde pijlen en keuzepuntnummers.

- Startpunten** bieden parkeerplaatsen, soms openbaar vervoer en horeca. Je kunt er kiezen uit minimaal twee gekleurde rondwandelingen.
- Gekleurde pijlen** voor de looprichting vind je op lantaarn- en verkeerspalen of routeplaatjes.
- Keuzepunten** zijn genummerd (01-99). Je kunt hier overstappen van het ene op het andere ommetje en zelf je route bepalen.
- Verbindingsroutes** zijn met grijze pijlen aangeduid.
- Doorgaande routes** als LAW's (Lange-Afstand-Wandelpaden) en het Noord-Hollandpad zijn in de bewegwijzering opgenomen met hun eigen markering.
- Boerenlandpaden** en andere onverharde paden zijn onderdeel van het netwerk. Stevige wandelschoenen aanbevolen! Houd rekening met vee in de weilanden.

Honden zijn aangeklemd toegestaan, tenzij vermeld staat dat honden verboden zijn.

[www.wandelnetwerknoordholland.nl](http://www.wandelnetwerknoordholland.nl)

**LEGENDA**

- Startpunt
- Keuzepunt + nummer
- Route in netwerk
- Verbindingsroute, doorgaande route
- Lange-Afstand-Wandelpad
- Noord-Hollandpad
- Bushalte
- Treinstation
- Horeca
- Rustpunt
- Bezienswaardigheid
- Honden verboden
- Verboden toegang tijdens broedsels (zie data)
- Hoge wandelschoenen geadviseerd (geldt ook voor boerenlandpaden)
- Geschikt voor buggy's

**COLOFON**

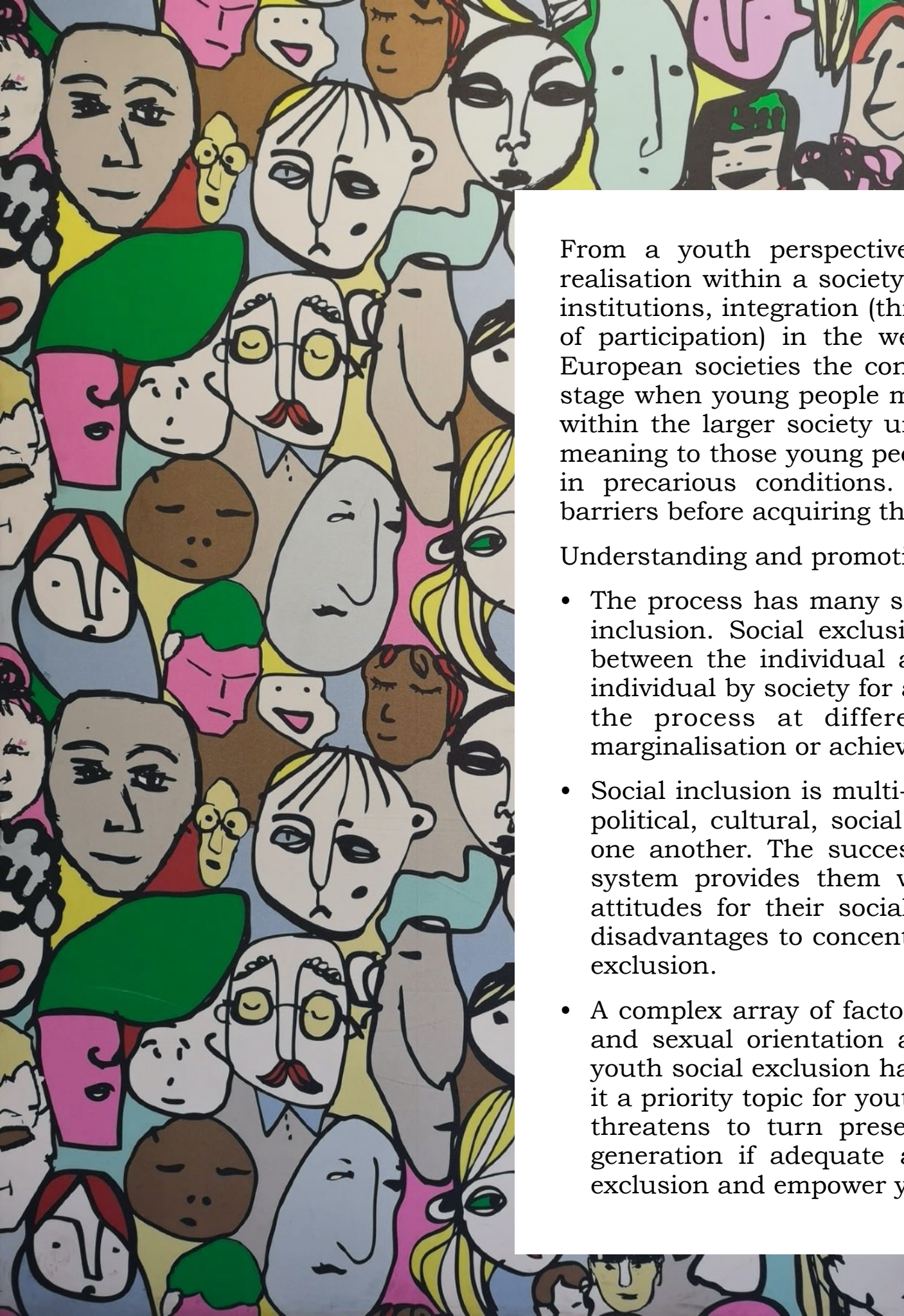
Dit wandelnetwerk is een initiatief van de gemeenten Den Helder, IJsselmeerpolder, Schiermonnikoog, de wijk 11, met mogelijk gesteunde door de Provincie Noord-Holland. Het netwerk wordt beheerd door het Bureau voor Recreatie Noord-Holland, Rijk voor andere startpunten, toeristische diensten en een informatiepunt op [www.wandelnetwerknoordholland.nl](http://www.wandelnetwerknoordholland.nl). De routeapp is gratis te downloaden via de App Store en Google Play.

opmaak februari 2017



3 Company  
Zeestad Staal





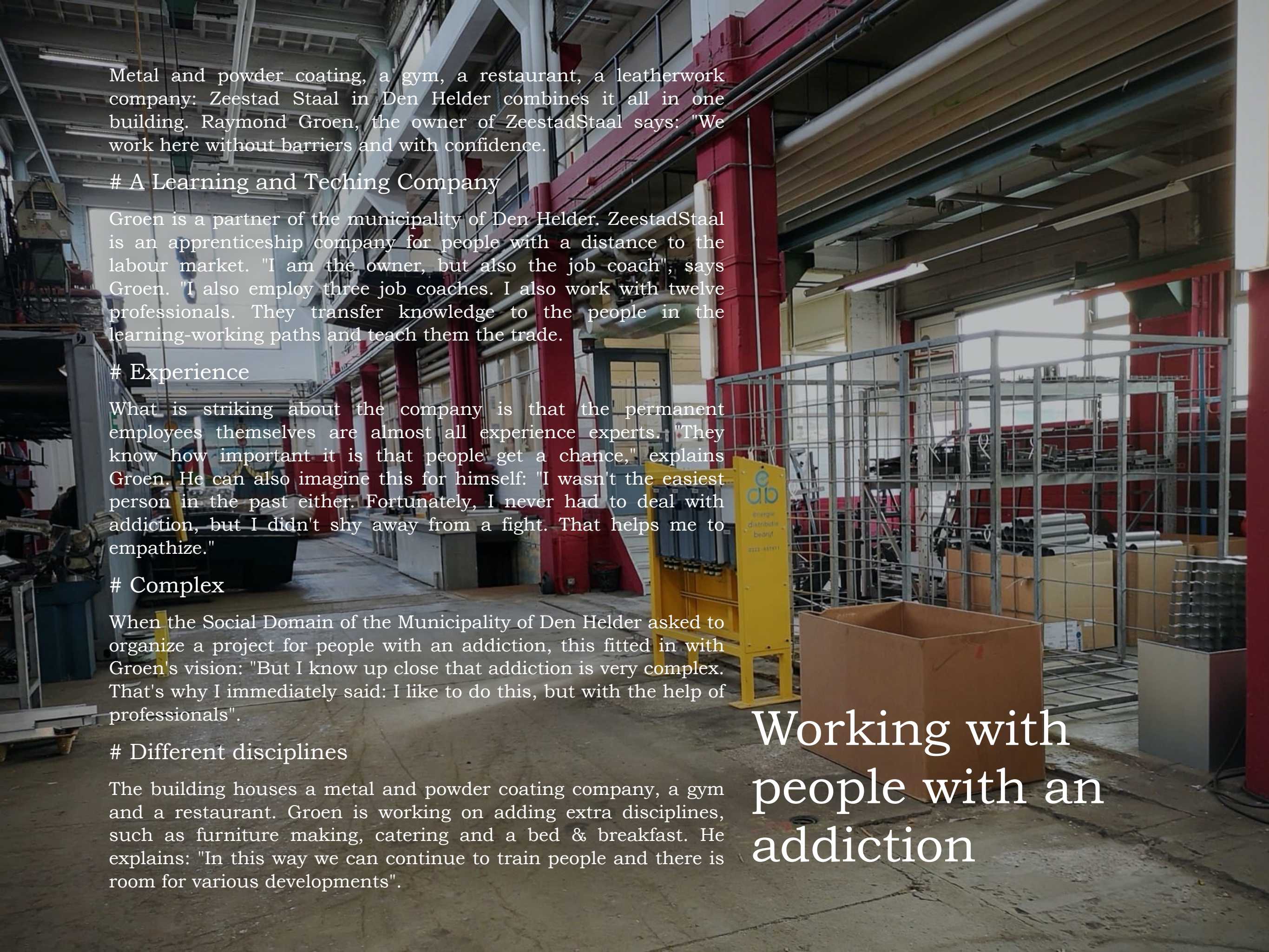
# Working on social inclusion

From a youth perspective social inclusion is the process of individual's self-realisation within a society, acceptance and recognition of one's potential by social institutions, integration (through study, employment, volunteer work or other forms of participation) in the web of social relations in a community. In present-day European societies the concept is relevant to all young people as youth is the life stage when young people make the transition from family dependence to autonomy within the larger society under rapidly evolving circumstances. It has a particular meaning to those young people who come from disadvantaged backgrounds and live in precarious conditions. For them social inclusion involves breaking various barriers before acquiring their social rights as full members of society.

Understanding and promoting social inclusion faces various challenges:

- The process has many stages forming a continuum from total isolation to active inclusion. Social exclusion is a state of isolation, rupture in the social bonds between the individual and society. The other pole is the empowerment of the individual by society for active participation in social life. Young people may enter the process at different points and move toward both poles – either marginalisation or achievement of autonomy and well-being.
- Social inclusion is multi-dimensional and affects various life domains: economic, political, cultural, social. The integrating processes do not act independently of one another. The successful passage of young people through the educational system provides them with crucial resources such as knowledge, skills, and attitudes for their social inclusion in other life domains. Poverty allows social disadvantages to concentrate in the affected group who might slip towards social exclusion.
- A complex array of factors such as gender, health, ethnicity, religious affiliation, and sexual orientation acts to enable or constrain social integration. Similarly youth social exclusion has both current and long-term consequences which make it a priority topic for youth policy in Europe. The socio-economic crisis from 2008 threatens to turn present day youth in some European societies into a lost generation if adequate actions are not taken to address the causes of social exclusion and empower youth agency for full citizenship.





Metal and powder coating, a gym, a restaurant, a leatherwork company: Zeestad Staal in Den Helder combines it all in one building. Raymond Groen, the owner of ZeestadStaal says: "We work here without barriers and with confidence."

### # A Learning and Teching Company

Groen is a partner of the municipality of Den Helder. ZeestadStaal is an apprenticeship company for people with a distance to the labour market. "I am the owner, but also the job coach", says Groen. "I also employ three job coaches. I also work with twelve professionals. They transfer knowledge to the people in the learning-working paths and teach them the trade."

### # Experience

What is striking about the company is that the permanent employees themselves are almost all experience experts. "They know how important it is that people get a chance," explains Groen. He can also imagine this for himself: "I wasn't the easiest person in the past either. Fortunately, I never had to deal with addiction, but I didn't shy away from a fight. That helps me to empathize."

### # Complex

When the Social Domain of the Municipality of Den Helder asked to organize a project for people with an addiction, this fitted in with Groen's vision: "But I know up close that addiction is very complex. That's why I immediately said: I like to do this, but with the help of professionals".

### # Different disciplines

The building houses a metal and powder coating company, a gym and a restaurant. Groen is working on adding extra disciplines, such as furniture making, catering and a bed & breakfast. He explains: "In this way we can continue to train people and there is room for various developments".

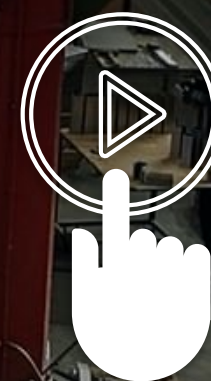
Working with  
people with an  
addiction



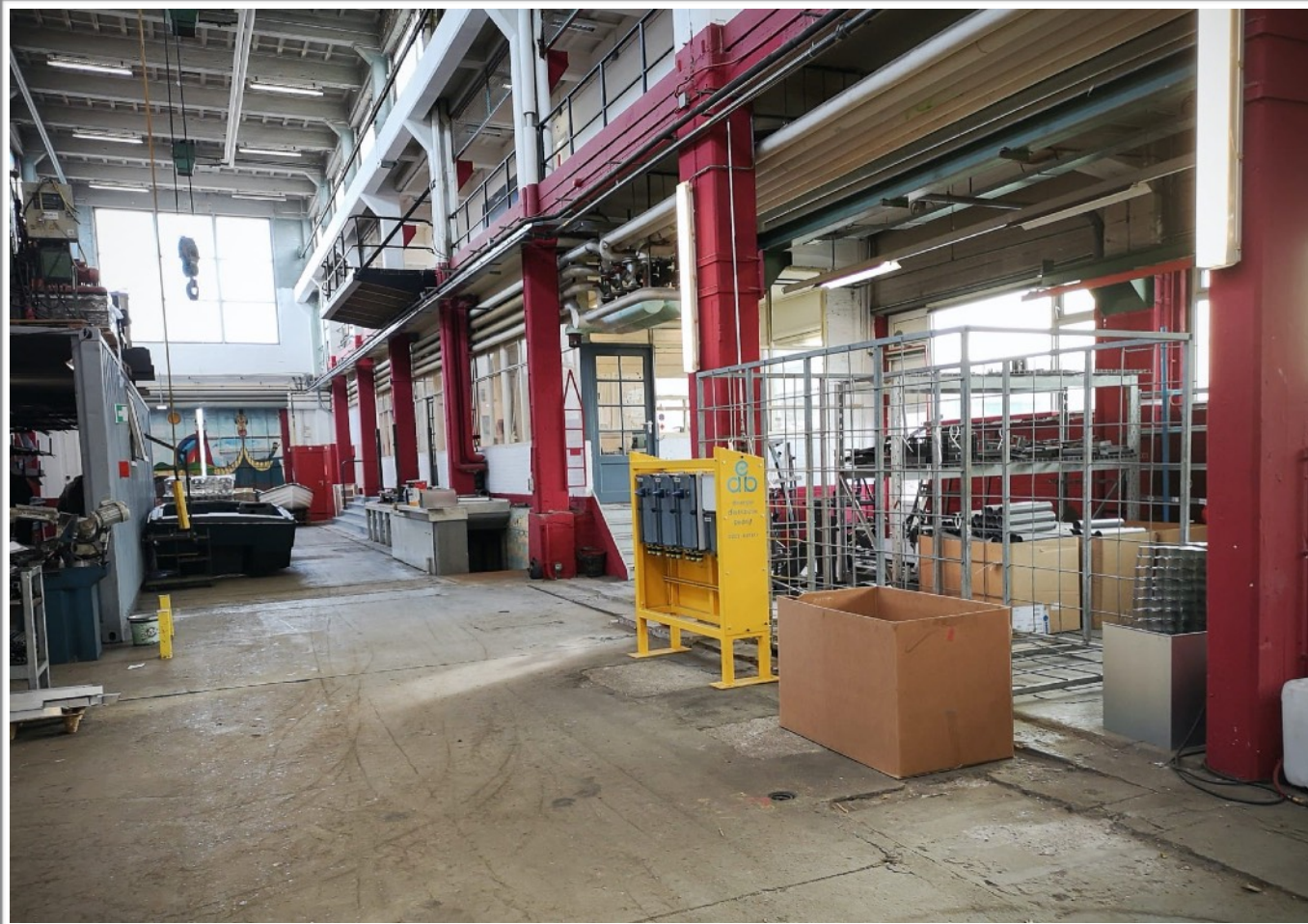
# Company Zeestad Staal



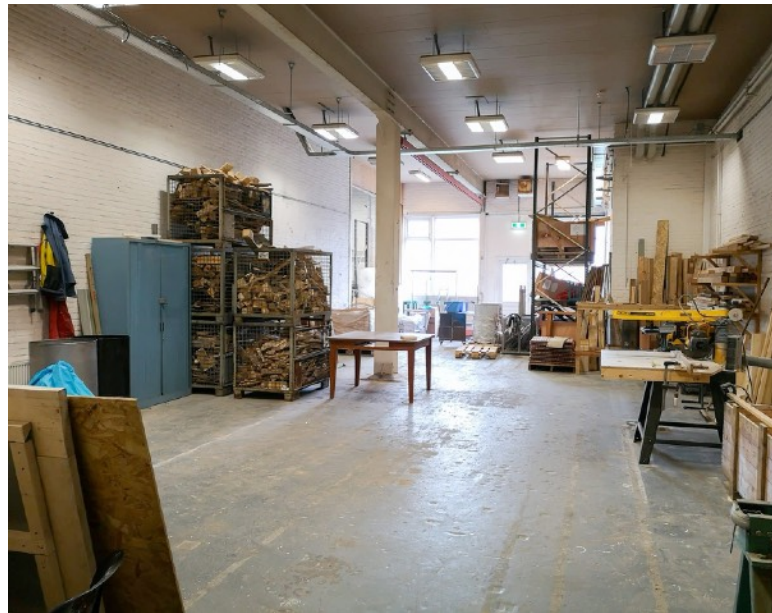
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# 4 Lightvessel Texel

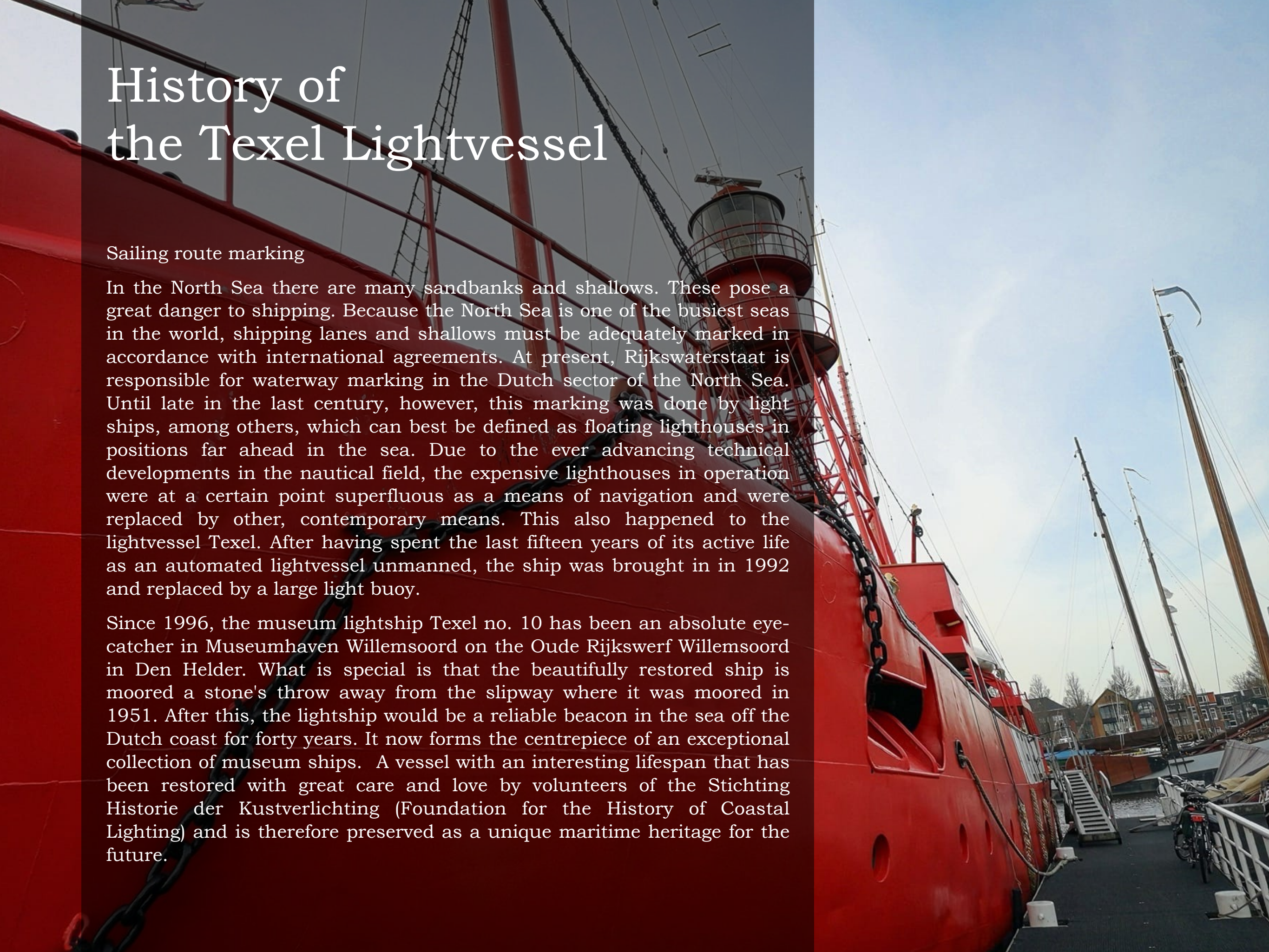


# History of the Texel Lightvessel

## Sailing route marking

In the North Sea there are many sandbanks and shallows. These pose a great danger to shipping. Because the North Sea is one of the busiest seas in the world, shipping lanes and shallows must be adequately marked in accordance with international agreements. At present, Rijkswaterstaat is responsible for waterway marking in the Dutch sector of the North Sea. Until late in the last century, however, this marking was done by light ships, among others, which can best be defined as floating lighthouses in positions far ahead in the sea. Due to the ever advancing technical developments in the nautical field, the expensive lighthouses in operation were at a certain point superfluous as a means of navigation and were replaced by other, contemporary means. This also happened to the lightvessel Texel. After having spent the last fifteen years of its active life as an automated lightvessel unmanned, the ship was brought in in 1992 and replaced by a large light buoy.

Since 1996, the museum lightship Texel no. 10 has been an absolute eye-catcher in Museumhaven Willemsoord on the Oude Rijkswerf Willemsoord in Den Helder. What is special is that the beautifully restored ship is moored a stone's throw away from the slipway where it was moored in 1951. After this, the lightship would be a reliable beacon in the sea off the Dutch coast for forty years. It now forms the centrepiece of an exceptional collection of museum ships. A vessel with an interesting lifespan that has been restored with great care and love by volunteers of the Stichting Historie der Kustverlichting (Foundation for the History of Coastal Lighting) and is therefore preserved as a unique maritime heritage for the future.





# Become the Master and Commander of the Lichtship Texel. Build your story in the story



[Watch in full screen](#)

If Napoleon visit the Willemsoort Port will be attracted immediately by the Light Vessel ship.

There is no doubt he will be glad to meet the crew and listen their stories experienced during the many years the vessel operates. For sure Napoleon with a wider concept of history will be interested in WW1 and WW2 and the different strategies. He will be delighted to “Become the Master and Commander of the Lichtship Texel and Build his story in the story.

*“What as tourists we are looking for every time we visit a city, a museum or any heritage object? The answer is clear, **authenticity** and **local stories**. The Lichtship Texel has this and more. Four of the original crew still work and welcome you at any time. Do you want to have a coffee with the crew and listen to the stories they have to share? Do you want to make a private tour to learn the hidden secrets of the boat? It is both a family and an individual experience.”*

“They have stories to share. The stories are memories we need preserve. They are the CREW of the ship.

The lightvessel Texel is the oldest lightvessel still in the Netherlands. She was built at the former Rijkswerf Willemsoord shipyard and came into service on 29 September 1952 at the position Texel, about 18 nautical miles off the coast near Den Helder. In 1992 the ship was brought in for good. Since 1995, the lightship Texel has had her final berth in Den Helder, where she adds a new dimension to her existence, namely as a museum lightship.

The lightship Texel is moored at the jetty opposite building 66. Allow yourself to be taken on a guided tour and discover the secrets of a lightship. Taste the atmosphere of days gone by when 11 men stayed aboard the lightship for four weeks and imagine what it was like when the storm was blowing, the waves were pounding and the ship was pulling and swinging the anchor and was used by the sea as a plaything”





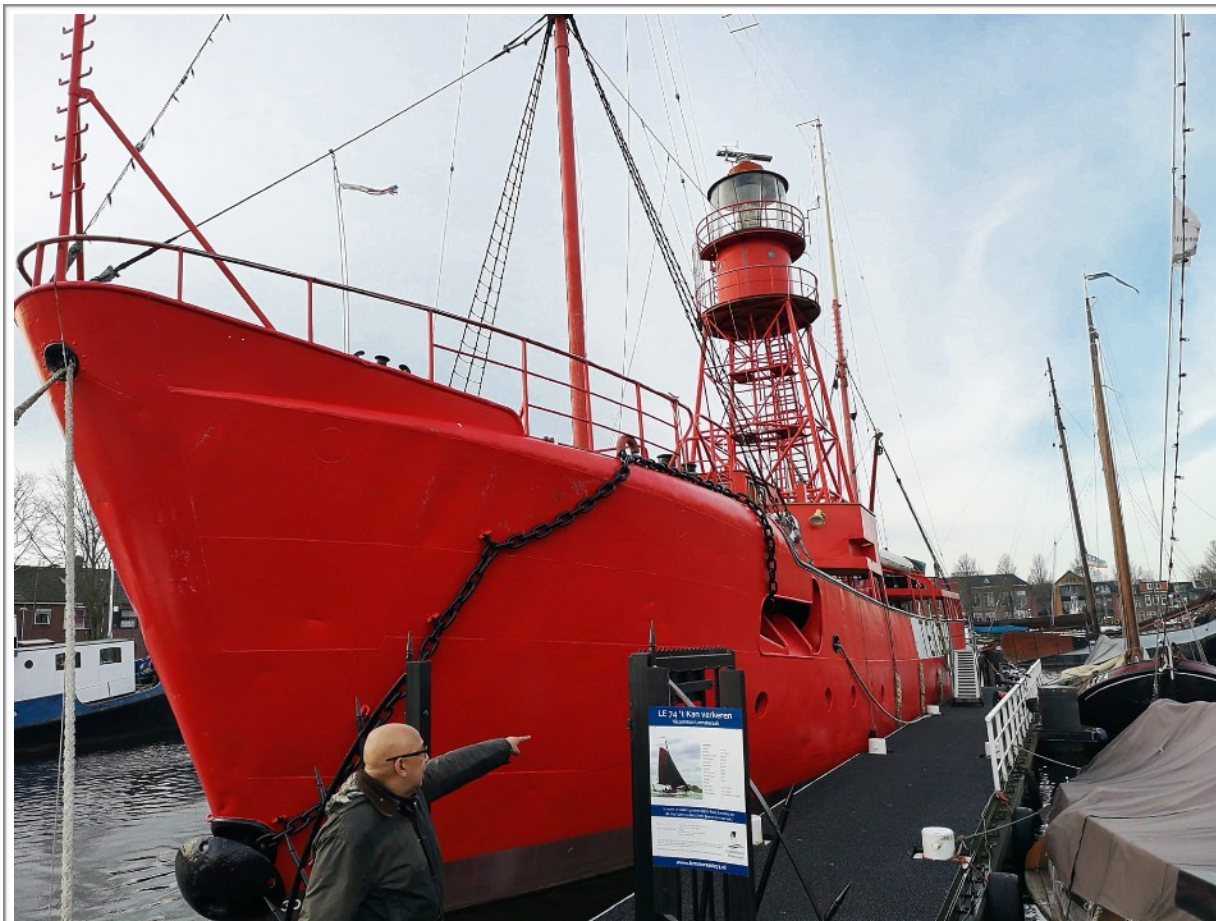
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[Watch in full screen](#)









# 'Stormweer is leuk, maar alleen als je thuis achter Kaap Kont ligt' Lichtschipkapitein Buis kan de zee nog steeds niet missen

Van onze verslaggever  
MARTIN VOSSE

**DE NEDER.** "Stormweer is leuk, zolang je maar thuis achter Kaap Kont ligt." Jacobus (Ome Co) Buis zegt het met een brede grijns. De nu 83-jarige Nieuwedieper kan het weten, want hij maakte als bemanningslid en later gezagvoerder van verschillende lichtschepen heel wat stormen mee. Omdat de lichtschepen, die jarenlang fungeerden als bakken op zee, niet uitgerust waren met een motor had de bemanning op dat moment weinig te vertellen. "Je kon alleen maar hopen dat het anker het zee bodem. Een paar keer was dat niet het geval."

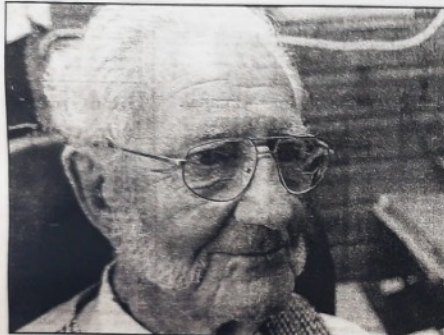
De Nieuwedieper was een van de laatste gezagvoerders van een lichtschip. In 1973 ging hij met pensioen, een paar jaar later werden de Nederlandse lichtschepen geautomatiseerd. Inmiddels zijn ze helemaal van de zee verdwenen.

Het huis aan de Kanaalweg waar Buis samen met echtgenote Johanna woont verraadt openlijk dat hij zijn hart aan de zee heeft verpand. Fraaije schilderijen van, hoe kan het anders, een lichtschip en een grote klipper sieren de muren. Buis zit in zijn branderijder praatstoel. Zilvergrijze haren en lange gruze bakkebaarden omringen zijn markante kop. Achter zijn bril twinkelen twee doordragers op zijn voorhoofd. Hij kijkt een beetje op Kapitein Igo.

Buis is er een van de oude garde. Al vroeg begon het zilt water aan hem te trekken en dat is nog steeds zo. "Ik steek nog elke dag mijn neus even over de dijk, moet even de zee zien." Als 17-jarige probeert Buis even aan de heringvisserij, maar dat is in die tijd geen vootje. "Je kwam met veertien gulden per week thuis."

## Verschrikkingen

Daarom neemt hij dienst in het leger. Buis komt als KNIL-militair in het toenmalige Nederlands-Indië terecht, waar hij van 1933 tot 1940 dienst doet. Hij maakt er de verschrikkingen van de Japanse bezetting mee, maar besluit de periode uiteen-



Ome Co Buis bracht een groot deel van zijn werkzame leven door op een lichtschip. "In de zomer was het een prachtig baantje, 's winters was het vaak iets minder."



Ook de kerstdagen moest het lichtschip bemant zijn. Een feestmaaltijd en speciale kerstpakketten van het Leger des Heils verlichtten het leed van de bemanning. Kapitein Buis (voor met bril) deelt hier de Stijfkraker uit.

delijk toch positief. "In 1945 ging ik voor het eerst terug naar Nederland. Op de boot, de Nieuw Amsterdam, zag ik een leuk vrouwtje staan. 'Laar koffer moet ik maar eens dragen', zei ze. 'Ik heb de koffer van 1933 tot 1940 dienst. Hij maakt er de verschrikkingen van de Japanse bezetting mee, maar besluit de periode uiteen-

Het kijkt en Ome Co en Johanna, die terugreisde naar Nederland omdat haar eerste man die bij de marine diende gestorven was, bleven bij elkaar. Niet voor lang in eerste instantie, want Buis moest nog weer terug naar Indië. Daar trouwde hij 'met de handchoen' met zijn lief Johanna reest hem vervolgens met drie kinderen

troos aan de slag kan op een lichtschip. In 1953 werkt hij zich op tot stuurman, vanaf 1961 mag hij zich kapitein noemen.

## Terschelling

In die tijd liggen er voor de Nederlandse kust nog vier lichtschepen, die continu bemant zijn. Buis komt terecht op de Terschellingbank, die dus inderdaad bij Terschelling ligt. Het wordt zijn schip, al dient hij ook korte perioden op andere lichtschepen. De bemanning van een lichtschip bestaat uit elf man. Iedereen heeft zijn vaste taak. Hoewel een lichtschip geen motor heeft hebben de technici het toch druk met het onderhouden van de grote generatoren die aan boord zorgen voor de elektriciteit.

Het werk op het lichtschip kent in die tijd vele aspecten. In de eerste plaats moet nauwkeurig de positie in de gaten worden gehouden om te voorkomen dat verkeerde signalen aan de scheepvaart worden doorgegeven. Daarnaast moet de bemanning de gegevens van elke boot die het lichtschip passeert noteren. "Wat dat betreft waren we een beetje een verlengstuk van de kustwacht. Dat betekende ook dat er altijd een man aan dek moest zijn, vooral in de winter was dat natuurlijk niet echt prettig."

Ook zinnen de mensen op het lichtschip regelmatig een weerbericht door aan het KNMI, dat zich in die tijd nog niet kan baseren op computermodellen, en is er dagelijks het onderhoud aan het schip. Al was het klein voor de bemanning, die dicht op elkaar lip zit. "Toch waren er nooit echt ruzies onderling. Soms moest je even op je strepen gaan staan, vooral bij de jonge jongens. Dan dreigde ik een schip te laten komen om hen van boord te halen. Dat werkte altijd, want in dat geval zouden ze onmiddellijk de zak krijgen", grijnst Buis.

## Maaltijd

Goed eten is onmisbaar om het moreel van de mannen hoog te houden. "De kruk was de belangrijkste man aan boord, zeker omdat we ook met de feestdagen over moesten blijven. Dan betaalden we met een luxe maaltijd hadden. Maar we hebben ook eens een Texelaar als kok aan boord gehad die een beetje slecht zag. Dan vonden we soms de kokos tussen de bami. Later kon dat niet meer, toen werd er elektrisch gekookt."



De Terschellingbank liep flinke schade op toen een Belgische kustvaarder het schip in 1954 met volle vaart ramde.

Foto: Albert Vermeulen

In 1954 ligt het helemaal verkeerd af te lopen als in dichtte mat een Belgische koopvaarder van tondruizend ton de Terschellingbank, midcheeps raamt. "Ik vergeet het nooit. Om een uur of acht 's morgens was het. Wat een enorme klap, de hele zijkant van ons schip lag open." Buis treedt samen met de kapitein kordaat op. "We hebben de boel zo afgesloten dat de Terschellingbank niet

## Tienhuizend ton

kon zinken. Daarna zijn we onmiddellijk in de motorloper gesprongen en achter dat schip aangegaan. Anders was de voorzijde in de mat natuurlijk gevestigd geweest, nu hebben ze keuring de schale betaald."

Aan boord van de Belgische koopvaarder komt Buis tot zijn grote verbazing zijn eigen machinist tegen. "Die dacht dat we zouden zinken en was vanuit de machinistkamer tot bovenin de lichttoren geklimmen. Van daaruit kon hij zo overstappen op de boeg van dat Belgische schip. Kun je nagaan hoe groot dat was."

Eenmaal op wachtgeld kan Buis de zee nog niet helemaal missen. Tot zijn 80e verjaardag vaart hij jaarlijks minstens een keer of vijf zee mee als passagier op de vaktoer ID 42. Samen met zijn 30 haalt hij ook al te maanden in die hij hem jarenlang heeft moeten missen. Sinds achttien jaar overwintert hij in Spanje en ze trekken vijf maanden lang door Amerika.

Ook maken ze nog een 'sentimental journey' met een schip terug naar de Oost, waar zoveel herinneringen van het echtpaar liggen. Het wordt hun laatste reis. "We waren net terug toen Jo een lichte attaque kreeg. Nu kunnen we niet meer op reis." De verslechterende gezondheidstoestand van zijn vrouw maakt een spoedige verhuizing naar een bejaardenhuis waarschijnlijk onafwendbaar, al moet Buis daar eigenlijk niet aan denken. "Maar ik kan dat advies van de dokters natuurlijk ook niet naast me neerleggen. Ik doe nu alles in huis, met hulp van een werkster, en verzorg ook mijn vrouw. Maar zelf word ik natuurlijk ook ouder en krakkemikker."

Zolang hij het nog kan zal Buis vaak te zien zijn bij de zee of op de haven. Al heeft hij zo zijn eigen mening over het lichtschip Texel, dat in Den Helder een permanente plaats heeft gekregen. Buis vindt niet meer terug van het schip diende. "Het is niet een krentenbrood zonder krenten. Ze hebben beide maten er af gehaald, alleen de lichttoren staat er nog op."





# 5 The Kijkduin Fortress



The Kijkduin Fortress is the most famous fort from the Stelling Den Helder. The fort is originally a landfort. It had to defend Den Helder against enemies who wanted to invade Den Helder over the sand dike. The fort is located on the Kijkduin, at the time one of the highest dunes and a beacon for shipping. In order to build the fort, a hole was dug in the dune by 3600 Spanish prisoners of war, who Napoleon had taken with him when he visited Den Helder and Texel in 1811. North Holland craftsmen were also obliged to help build the fort.

The fort is sixty by forty metres and the bombproof barracks consist of eight imposing casemates. The design is French. Until 1875, the fort had a "defensible" lighthouse. Over the years, the fort was considerably expanded and adapted, including coastal batteries and a fire dome. In 1996, the fort was thoroughly restored. Since then, the fort can be visited and you will find a North Sea aquarium, a museum about the Defence Line of Den Helder with unique pieces of artillery and a zoological exhibition with the skeleton of Chris the Sperm Whale. In addition, you can get married, have a meeting or organize an event. You can spend the night in the fort watchman's house.

The Kijkduin Fortress: Holland's most exciting fortress!

The French emperor Napoleon ordered the Kijkduin Fortress to be built when he was visiting Huisduinen. On your visit to the Kijkduin Fortress you can find out why it was built and what happened on this historical site before and after Napoleon!

There are guided tours but you can also visit the permanent exhibition on the history of the Fortress.

Mysterious underground passageways

A visit to Fortress Kijkduin gives you information about the fortress in which over 700 soldiers were lodged. During the guided tour experienced guides will answer all your questions. You can even walk through the underground passageways if you wish to.

Following in Napoleon's footsteps

The Kijkduin Fortress gives you the opportunity follow in Napoleon's footsteps. On a personal visit to Huisduinen in 1811, the famous French emperor and 'super strategist' acknowledged the great strategic value of Kijkduin. He called Den Helder "the Gibraltar of the North" and ordered the Kijkduin Fortress to be built!







The fortress is in its original form built between 1811-1813 in command of Napoleon. Artisans from all over the province of North Holland and hundreds of Spanish prisoners of war worked on the fortress.

## # Fortification

When you enter Fortress Kijkduin, you will first pass a large fortification with the aim to defend the fortress, the guard house and the fortress guards house. Behind this defensive wall is the main courtyard with the house and guard house.

After passing the two houses, you walk via the bridge to the roof with the 65 meters long greduit. The reduit was the place where all the soldiers resided. Via the hall you can go down with the stairs or the elevator to the vaults of the fortress where the museum and North Sea aquarium are located.

## # Rduit

The reduit consists of eight vaults; the first two are being used by the aquarium and the other six by the museum. In the museum of the fortress you can learn all about the history of this fortress and the other fortresses of Den Helder. In the first vault you will be informed about the early days of Fortress Kijkduin; the landing of the English and the Russian soldiers in North Holland in 1799, the visit of Napoleon Bonaparte to Den Helder and the coastal lighting on the dune of Kijkduin (not to be confused with Kijkduin at Scheveningen). These are just a few examples of what you can expect at Fortress Kijkduin. The criminal division is in one of the vaults. You can also visit the gunpowder room, where more than 6000 kilograms of gunpowder was stored.

The North Sea aquarium is next to the "Napoleon Bonaparte" beach, where exhibitions, symposia and other events can be held. There is also the possibility to use the catering facilities for visitors of the aquarium and the museum. If there is a new temporary exhibition, of other current issues, it will be listed on the website under the heading "Events".



## # Distance measurement

In this vault, you come via a long flight of stairs to the telegraph cabins. These show well how the soldiers sent messages to the gun emplacement of Fortress Kijkduin. Eventually you visit the large cast iron dome, built in 1897, which forms the centre of the fortress. You have a beautiful view across the dunes, the North Sea, the Island Texel and the largest sandbank of Europe "de Razende Bol" from here.

## # Contre escarpment

Via the last vault of the fort you end up in the 60-metre-long shooting gallery. The soldiers were in a position to shoot the enemy, who ended up in the dry moat, from this shooting gallery. The entire reduit is enclosed by this dry moat. The soldiers' prison was also in the shooting gallery.

## # Gunpowder magazine

You can see the second gunpowder room of the fortress and the canon square with different kinds of canons dated 1850, from the dry moat. Nearly all of the canons still work, and one of these canons is often used in weddings that take place in the fortress.

## # Caponniere

After you have passed the canons square, you end up at the south side of the reduit, where the entrance is of a 70-metre-long underground corridor. If you walk through the corridor (you can also remain above the ground) you end up in the defensive system of the second dry moat, the caponniere. You can see the remainder of the second dry moat and a number of secretions (toilets) here.



### Atlantikwall

donzige veertjes dansen licht  
op prikkeldraad, de bittere woorden  
aan het ijzer met de scherpe punt  
zwaar van moedeloze verhalen

over zaken van gewonnen strijd  
grof geweld langs eindeloze kusten  
de historie leert, in ditzelfde gebouw  
met robuuste pilaren, niet te berusten

achter het grijze gedraaide draad  
angstig turende ogen in zwarte lucht  
vrijheid is ongrijpbaar, vliegt hoog  
als wiekende vogels in hun vlucht

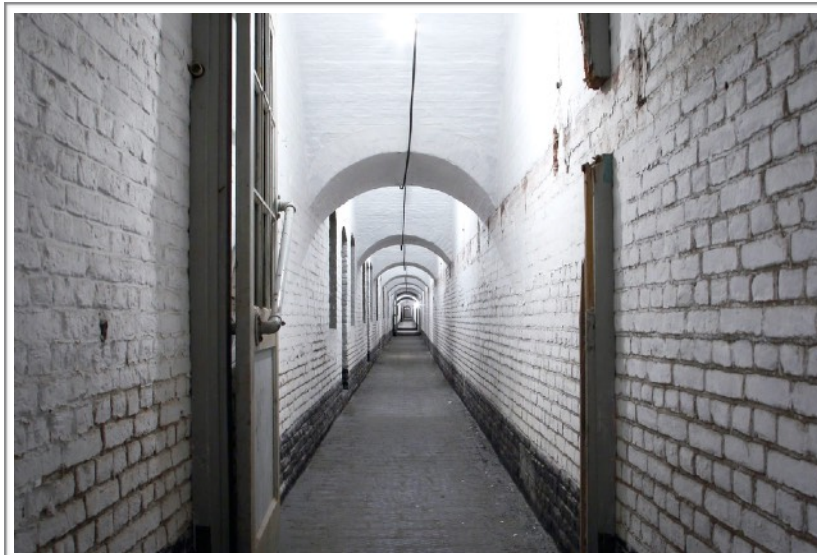
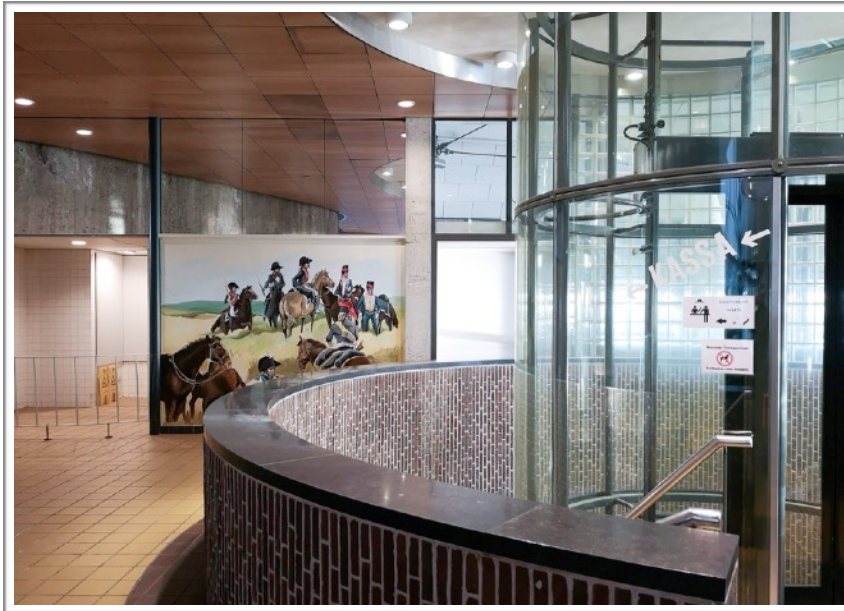
niets kan gedachtengoed vermoorden  
geen barricades of gestapelde muren  
uitzichtloze tijden zullen altijd keren  
oorlog ..kan alleen maar duren

Marja Lely  
stadsdichter Den Helder  
2019













Watch in full screen



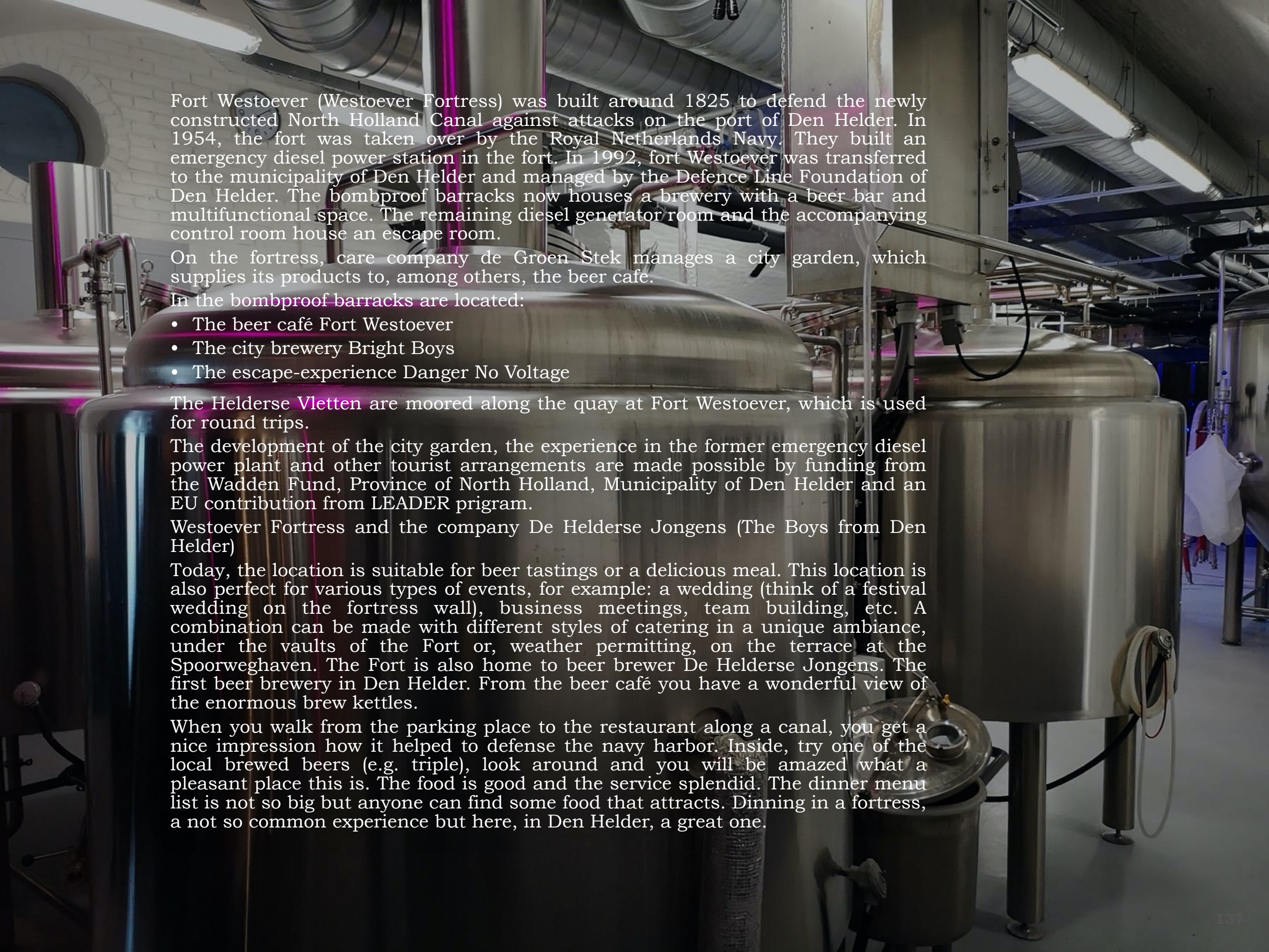
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# 6 Westoever Fortress





Fort Westoever (Westoever Fortress) was built around 1825 to defend the newly constructed North Holland Canal against attacks on the port of Den Helder. In 1954, the fort was taken over by the Royal Netherlands Navy. They built an emergency diesel power station in the fort. In 1992, fort Westoever was transferred to the municipality of Den Helder and managed by the Defence Line Foundation of Den Helder. The bombproof barracks now houses a brewery with a beer bar and multifunctional space. The remaining diesel generator room and the accompanying control room house an escape room.

On the fortress, care company de Groen Stek manages a city garden, which supplies its products to, among others, the beer cafe.

In the bombproof barracks are located:

- The beer café Fort Westoever
- The city brewery Bright Boys
- The escape-experience Danger No Voltage

The Helderse Vletten are moored along the quay at Fort Westoever, which is used for round trips.

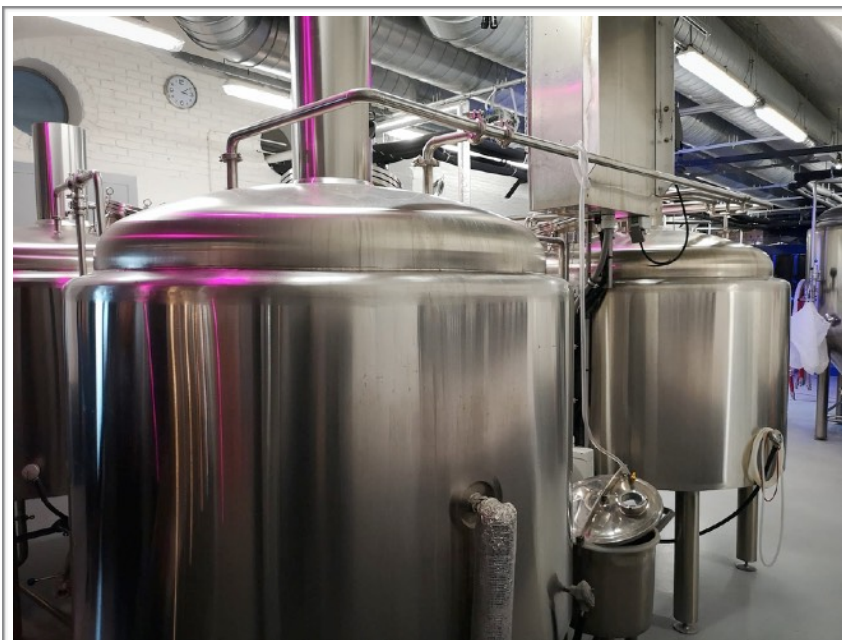
The development of the city garden, the experience in the former emergency diesel power plant and other tourist arrangements are made possible by funding from the Wadden Fund, Province of North Holland, Municipality of Den Helder and an EU contribution from LEADER prigram.

Westoever Fortress and the company De Helderse Jongens (The Boys from Den Helder)

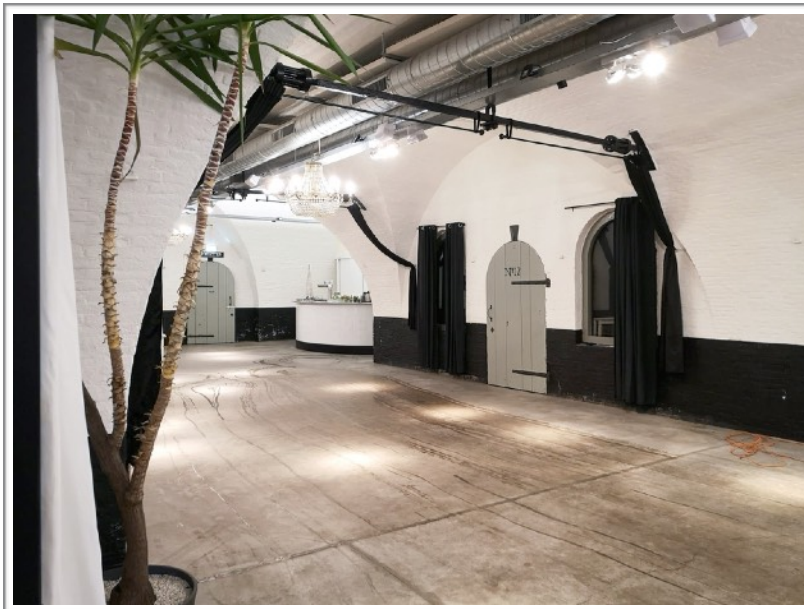
Today, the location is suitable for beer tastings or a delicious meal. This location is also perfect for various types of events, for example: a wedding (think of a festival wedding on the fortress wall), business meetings, team building, etc. A combination can be made with different styles of catering in a unique ambiance, under the vaults of the Fort or, weather permitting, on the terrace at the Spoorweghaven. The Fort is also home to beer brewer De Helderse Jongens. The first beer brewery in Den Helder. From the beer café you have a wonderful view of the enormous brew kettles.

When you walk from the parking place to the restaurant along a canal, you get a nice impression how it helped to defense the navy harbor. Inside, try one of the local brewed beers (e.g. triple), look around and you will be amazed what a pleasant place this is. The food is good and the service splendid. The dinner menu list is not so big but anyone can find some food that attracts. Dinning in a fortress, a not so common experience but here, in Den Helder, a great one.













Watch in full screen



- Regio VVV Kop van Noord-Holland
- Wies van Eyk
- Rob van Beckhoven Ronald den Boer Zeestad cv/bv
- Stichting Stellen Den Helder
- Fort Kijkduinen, drone flight: Nils Pronk
- Willemsoord drone flight: Stelling Den Helder
- Promo movie filmed by <https://fotografieaanzee.nl>
- Music by Mister And Mississippi - Nothern Sky

# references





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