Summary
The scope of the watermill De Zeemeeuw (The Seagull) at Lauwerpolder, Uithuizen
The Groninger Mill Archive has a wealth of information about wind mills, which have risen in the province through the ages.. The author has taken the drainage mill De Zeemeeuw under the magnifying glass and has made a transcription of the construction specifications of the mill and given his considerations to it.

The watership De Lauerpolder was founded in 1879 and the embankment of the polder was finished in 1892. In the same year the mill was built. It was an octagonal smock mill, thatched, with sails of over 20 meters (tip to tip). This mill was built by the millwrights Noordewier and Bremen, both of Groningen. The sails were provided with self regulating shutters and the cap with a double windrose, introduced in Groningen by Bremer.
The millers on the windmill were successively the three millers Van Dam. After damage to a sail, stock turned to the use of electrical pumping in about 1934, after which the mill was dismantled, leaving only the remains of the torso . The third Van Dam was then replaced by Willem Kamminga, who electrically operated the pumping station. After LA Kamminga, Willem Zwijghuizen was finally appointed to the pumping station.
In the second half of the twentieth century, a new pumping station at Noordpolderzijl took over the drainage of the Lauerpolder. The remaining mill torso was demolished in 1985 and was sold four years later to a foundation that wanted to build four mills in a wind farm . After the failure of it these parts ended up in a private area in Anna Paulowna. The mill has been rebuilt there and equipped with hood and wings, but without going back to work. This in memory of a mill on the spot where the mill disappeared in 1945 (by Germans)during the second world war.
In the specifications are some interesting details, such as different types of wood for the wings cross and the piercing of the shaft, which took place in the mill, not in the iron foundry. The mill was equipped with a sliding system of the cap, which is typical for the province of Groningen. Wheels on the inside of the ring had to prevent the cap sliding away from the body. Such wheels can still be found in the North of Germany. The cast iron shaft was made by De Prins van Oranje at 's Hage (The Hague). The foundry provides a guarantee of 25 years.
Also located in the archive is a report from the watch on the seawall from 1934, and minutes of a meeting of 19 July 1934. This meeting decided that the miller Van Dam would be discharged for misconduct during work . Finally, some contracts have been preserved, the first in March 1936 entered into with the new miller W. Kamminga. The second contract, from May 1942, also relates to W. Kamminga. It stipulates that he received no wages but instead free living in the house next to the pumping station and free use of the surrounding soil. The third contract is for L. A. Kamminga. This man does receive pay and also free housing. The final contract is concluded with W. Swijghuizen on May 1, 1967. He is the last driver. The house was demolished around 1980.