



Field report from the journey to North-East Greenland 2015



Ella Ø Station

Ella Ø Station has been the focal point of Nanok's field activities in 2015. The first of this year's two field teams on Ella Ø has given "Agsut", Nanok's motor cutter, a thorough complete overhaul. The second field team has bear-proofed and renovated "Ørnereden" and "Tolv-mands-barakken". Last-mentioned has now been furnished as an expedition house for ten people and hereby a new accommodation facility has been made, primarily for the use of Nanok and research projects in the Ella Ø region. Read more about this and much more in this report.

25th field season

Introduction

Nordøstgrønlandsk Kompagni Nanok has completed the 25th field season. Our two field teams have accomplished an extensive programme, which this year has had Ella Ø as a focal point.

As early as 23rd June, our first field team landed on Ella Ø and during the following three weeks, the three team members implemented a complete overhaul of our motor cutter, "Agsut", that now again is in tiptop shape despite it's around 50 years.

The second Nanok-team arrived at Ella Ø 12th August and in spite of several challenges, they were able to realise the bear-proofing, the main part of the planned renovation tasks as well as the furnishing of "Ørnereden" and "Tolv-mands-barakken". The idea is that the last-mentioned from now on can be used as an expedition house for 10 people, while Ørnereden, which is an exceptionally fine example of a classic Danish polar expedition house, primarily will function as a communication centre of expedition history. However, Ørnereden can still be used for accommodation in case there is no vacant place in Tolv-mands-barakken.

Regarding one of our big projects next year, Alabama-huset, we have already this year placed materials and equipment on Shannon with benevolent assistance from the Defence and the inspection vessels.

In 2015, as a new initiative, the Defence chose to situate a part of the training for Sirius in Nuuk, where the aspirants visited different relevant Greenlandic authorities and institutions. Nanok was part of this arrangement and arranged an event in collaboration with The Greenland National Museum about building preservation and cultural monuments in North-East Greenland. We hope that this new initiative, which also contributes to the appreciation of Nanok's work, will be replicated in the years to come.

This year, Nanok can look back on 25 field seasons. We have accomplished activities in North-East Greenland every summer since 1991, a quarter of a century. What started as a few enthusiasts' spontaneous reaction to the fact

that historical and workable buildings in North-East Greenland were simply being allowed to decay without any interference, over time has developed into something that from the outside may look as an institution. Basically, though, we are the same, as we have always been. A small circle of self-selected enthusiasts, who share a common interest, North-East Greenland, as well as some mutual values and principles, e.g. that everything we do is voluntary, unpaid and non-profit, and that we with minimum bureaucracy and maximum network always do our best to fulfil what we have decided and agreed.



AAGE V. JENSENS FONDE

First and foremost, Nanok sends a great and well-intentioned thank you to our main sponsor, Aage V. Jensens Fonde, for never-failing trust and support.

Also a warm thank you to Royal Arctic Line that sponsors the Atlantic freight of our goods.

A great thank you also to the personnel at Arctic Command, The Sirius Sledge Patrol, Education- and Maintaining Section Greenland, Defence Guard Mestersvig and the MarinBasis/Daneborg team for great help and accommodating co-operation.

A heartfelt thank you to our many great Icelandic friends also, especially Kibba and Frissi in Akureyri, who always - quickly and kindly - solve unexpected challenges.

A well-meaning thank you to the large circle of people, who continue to support and show interest in our work and to the families and friends that support our dispatched Nanok'ers, who spend their summer holidays to work for Nanok.

Finally, a warm thank you to all other good collaborators and to the private and public entities that in different ways have contributed to make our work possible.

On behalf of Nanok

Peter Schmidt Mikkelsen

This field report is also available in English and Danish at: www.xsirius.dk/nanok.html

Field report for the "Agsut" team 2015

Tasks

The "Agsut" team had the following tasks:

- a) To repair and maintain Nanok's motorboat "Agsut"
- b) To install emergency motor on "Brebøljollen"
- c) To test-sail "Agsut" after renovation.

The "Agsut" team

Erik Jochumsen. Boat builder (Sirius '00)

Rasmus Olsen. Boat builder

Nicolai Johansen. Ship's electrician

The journey up

We departed from Kastrup on 23rd June at 2 p.m. for Reykjavik and then from Reykjavik to Akureyri. In Akureyri, we were welcomed by Kibba, who drove us to Hotel Akureyri, where we were going to stay the night. Kibba told us that we unfortunately had to wait an additional day in Akureyri, since the Twin Otter was going to be used for the transport of patients to the west coast of Island the following day. No problem, we said, and the wait was spent on a quick expedition meeting, some shopping of a few extra things, a visit to the church and whale safari in the evening.

On 25th June in the morning, we flew with the POF (the legendary Twin Otter) to Constable Pynt in the best of weathers. We stopped over at Mestersvig, where it was time for a cup of coffee, a chat with "Tárnuglerne" and a small tour of the



Upon our arrival 25th June, there was still some snow at the Ella Ø station.

station. Because our journey was made relatively early this year, we eagerly awaited the snow and landing conditions, especially on Ella Ø. There was solid ice everywhere and some snow along the outer coast in particular, but "Store Ragnar" said "Jau" and was of the opinion that we would easily land on Ella Ø.

Arrival on Ella Ø

On 25th June at 3:30 p.m., we landed without problems on Ella Ø. The runway was in good condition, however, there were some wet patches in the northern end. After having emptied the plane of our equipment, Ragnar wanted to make 3-4 landings to train the co-pilot "Joi". After the second landing the Twin Otter got stuck under the turn at the ending of the runway. So we were at our wit's end. Instantaneously we fetched shovels, boards and slabs of plywood. After four hours of hard work, we managed to extricate the Twin Otter. The pilots were very relieved and happy, when they



The Twin Otter is stuck in the mud and has to be dug out.



Our primary task was to give "Agsut" a thorough complete overhaul.

departed. An unplanned night stop at Mestersvig was awaiting them. Moreover, it was a rather unexpected debut for Rasmus and Nicolai, who were in Greenland for the first time.

Immediately after, we began to carry the remaining equipment to the station and arrange ourselves in Ørnereden. After dinner and introduction to the weapons, we did a round at the station. Again this year, the station had had a bear visit. Only the front

door and a door in the porch were damaged. Luckily, the bear had not been inside this time.

The task

Our primary objectives was to carry out reparations and maintenances on "Agsut", Nanok's wood cutter, which is a 22 feet so-called "Number boat"; mount an emergency motor on Brebøljollen and check this and the new emergency motor.



Left: Nicolai caulks the freeboard. Right: Caulking of the front of the deck.

Photos below: Reparation of the stern



Bad wood has been chopped away



Shaping of new oak pieces



Reparation of the stern is completed



Finally new ice sheathing is attached

All the materials for this work had been sent up with ship in 2014. We had brought our personal hand tools with us in the luggage. All work was made in and around the ship. Therefore, in the beginning, we were not dependent on either supply ship, Sirius or open sea. The dream of arriving at the coast in June and not least being entirely alone on Ella Ø proved correct. The weather was at its best behaviour and was unbelievably stable, calm and with blue sky most of the time. It was an enormous experience to enjoy the silence on the station, to have peace to work and watch the summer coming.

From 26th June until 7th July we worked every day on “Agsut”. We did all the planned work and a bit more. “Agsut” had a thorough overhaul, and it was needed. Occasionally, there was time for a nice evening trip in dinghy or on foot and some fishing.

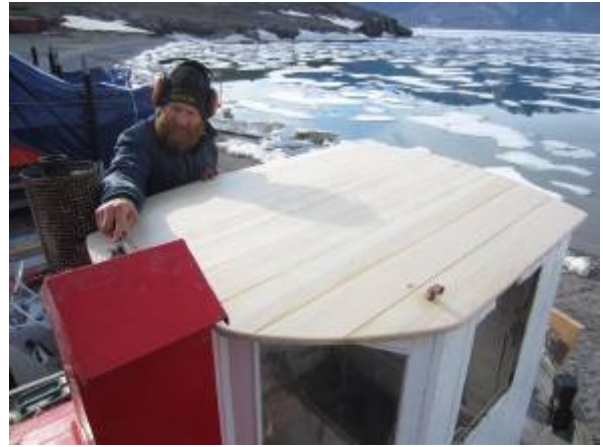
The work was divided, so that Rasmus and Erik took care of all the wood work, and Nicolai took care of everything related to motors and engineering. The caulking and the painting we did together. In the following the work done on “Agsut” has been briefly outlined.

Stern: The rot in the stern by the stern tube is repaired. Rotten wood has been chopped away and replaced by new oak wood. New ice sheathing attached.

Wheelhouse: The wheelhouse roof replaced by a new. New boards on the sides. Front window repaired so it can be opened once again. Window glass in port side renewed. The wheelhouse scraped and painted outside and inside. Handrails and gear/gas handles reattached. Manufactured an instrument box for the new echo sounder and the new temperature sensor.

Deck: Approximately 2/3 of the deck is caulked anew. Joints spackled with linseed oil kit. One deck plank changed in the front. The front deck strengthened from below with fishplates. Manufactured and installed distance blocks for Jerrycans. Loose painting scraped off and the deck painted twice, the top layer with sand.

The freeboard: (top part of the hull) approximately 9/10 of the freeboard caulked



Left: Creation of a new wheelhouse roof. Right: The roof is finished and ready for painting.

and puttied anew. Loose painting scraped off and the freeboard painted twice. New mountings for the emergency motor attached.

Deckhouse: Old rubber joints in the deckhouse roof scratched out and joints finished anew. Deckhouse and deckhouse roof painted twice.

Varnish: Mast, deck and berth bottoms in the front crew cabin varnished 3-5 times.

Ballast: There has been fed approximately 300 kg stainless steel below the deck in front crew cabin and hold.

Motor and engineering: Insulated exhaust pipe with fire-retardant material in wheelhouse. Installed and attached new echo sounder/GPS and temperature sensor onto wheelhouse roof. New hand bilge pump mounted. Old temperature sensor by the motor exchanged for new. Repaired the copper pipe/tube for the oil pump. Demsi pump repaired. 25 hp outboard motor repaired. Documentation and measurement of bedding trailer. Counting of various

motors and spare parts. Engine room washed.

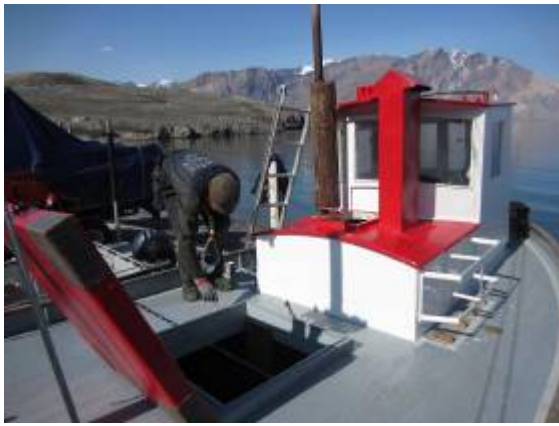
Trial sailing

8th June in the morning, it was time for launch. Now it would be enjoyable with a sail trip to try out that everything worked at “Agsut”. While we were waiting for high tide, we packed the boat, tidied up after the finished work and closed the station. At 7:45 p.m. we were ready for departure.

The destination for the trip was Strindberg Land and Waltershausen Gletscher via Antarctic Sund. It was a pleasure to get going and see more of the coast. Especially at the mouth of Geologfjord there were many great and beautiful icebergs. On the way we paid a visit at Varghytten [324], Ragnhilds-hytten [337] and Kap Ovibos Hytten [324]. They had all been visited by bears; luckily, we had tools and boards on board, and the huts were repaired.



Left: The exhaust isolated with fire-retardant material. On the right the new bilge pump. Right: New GPS and temperature sensor installed in an instrument box made for the purpose.



Left: "Agsut" is receiving the last layer of painting.

Right: The painting is completed and "Agsut" now appears as shiny as a sucked candy!

On 10th July at 3.20 a.m., we arrived at Strindberghuset [358-3]. What a pleasure to have an "overnight" stay in the house and to admire the fine renovation work that Thyge, Per and Torben had done here in 2013. The same day in the evening, we sailed up to see the glacier, before we again made for south and Ella Ø. On the way back, we stopped by Polarheimen [314] and Bjørnheimen [310]. Bjørnheimen also had had a bear visit. It was also repaired. On 11th July in the late afternoon, we arrived on Ella Ø.

The trial sailing went very well. The weather was changeable with various sea and wind conditions. "Agsut" sailed without any problems, and all the work, we had done, functioned intentionally.

The new echo sounder works really well. There is integrated plotter and GPS, so now it is possible to read off speed and depths down to 600 meters! Just below the echo sounder the new temperature sensor is installed. It serves well to have it at eye level. The deck is tight once again, so now the berths are dry and comfortable. The hull has also become very tight after having been caulked.

Brebøljollen

The new emergency motor for Brebøljollen has been test-run and the new original mounting for the emergency motor has been attached. Both parts work well, however, the mounting seems a bit small. Nicolai has



Trail sailing with "Agsut".



New emergency motor installed on Brebøljollen.



Testing of Brebøljollen.

made a list of spare parts with numbers, so it will be easy to order spare parts for the dinghy in the future.

Closing

On 12th July we pulled “Agsut” ashore. Hereafter, the next few days were spent on painting the ship one last time everywhere outside and afterwards installing the last equipment. Also winter preparation of the emergency outboard motor and in the engine room, as well as allocation of the remaining equipment and clear-up of the station.

We have had a very nice trip with a lot of good mood and many good times. Everything has worked out better than we dared dream of. Twice we had a bear visit at the station.

With regard to “Agsut”, she has now had a thorough and much needed overhaul to the benefit of everyone for a long time to come.

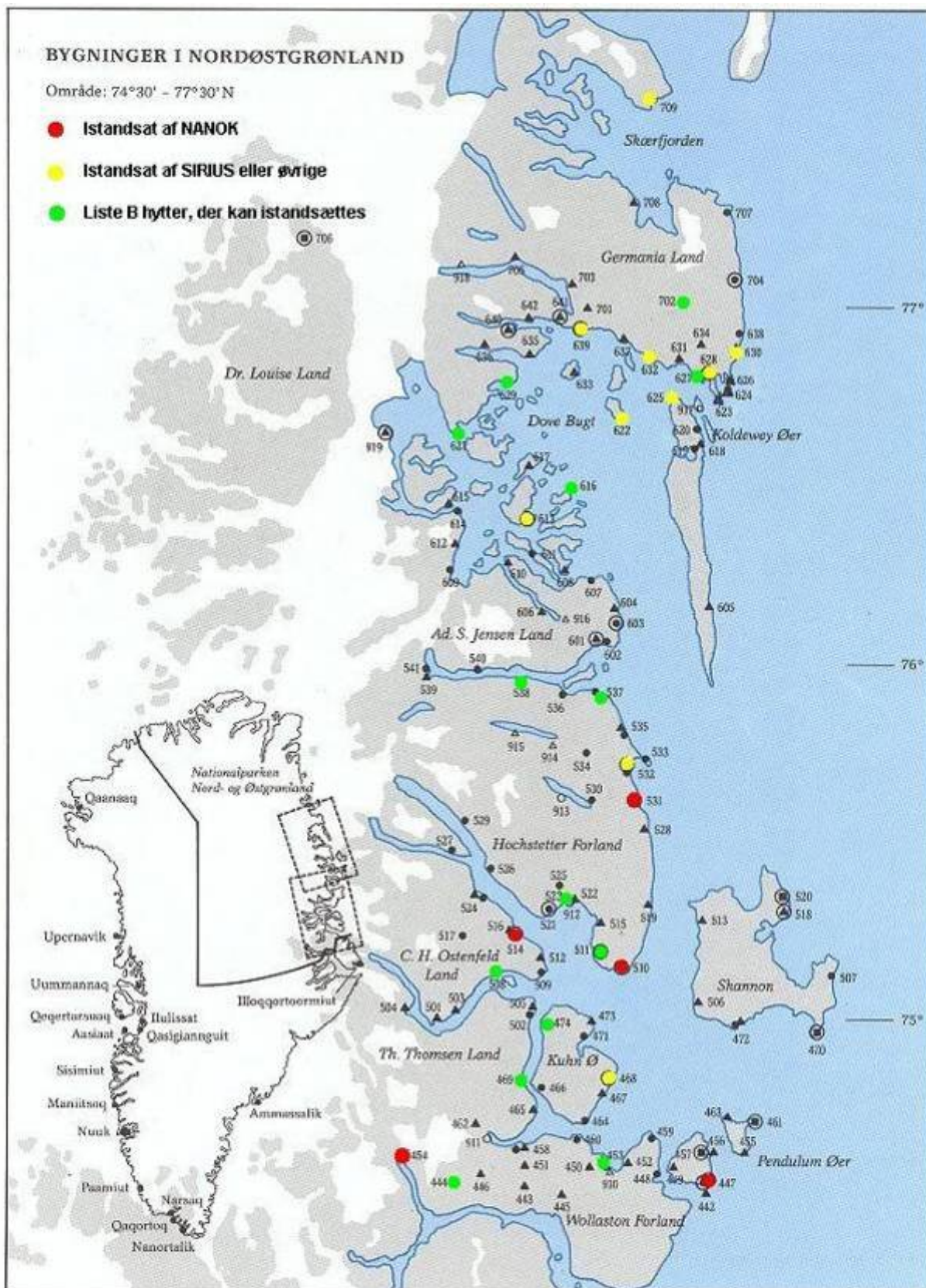
On 15th July the Twin Otter arrived as planned. An amazing trip was now at its ending. Many experiences richer, the journey now took us towards home.

The “Agsut” team thanks everyone, who has contributed to make such a trip possible.

Nicolai – Rasmus – Erik



“Team Agsut” 2015. From the left: Rasmus Olsen, Erik Jochumsen, Nicolai Johansen.

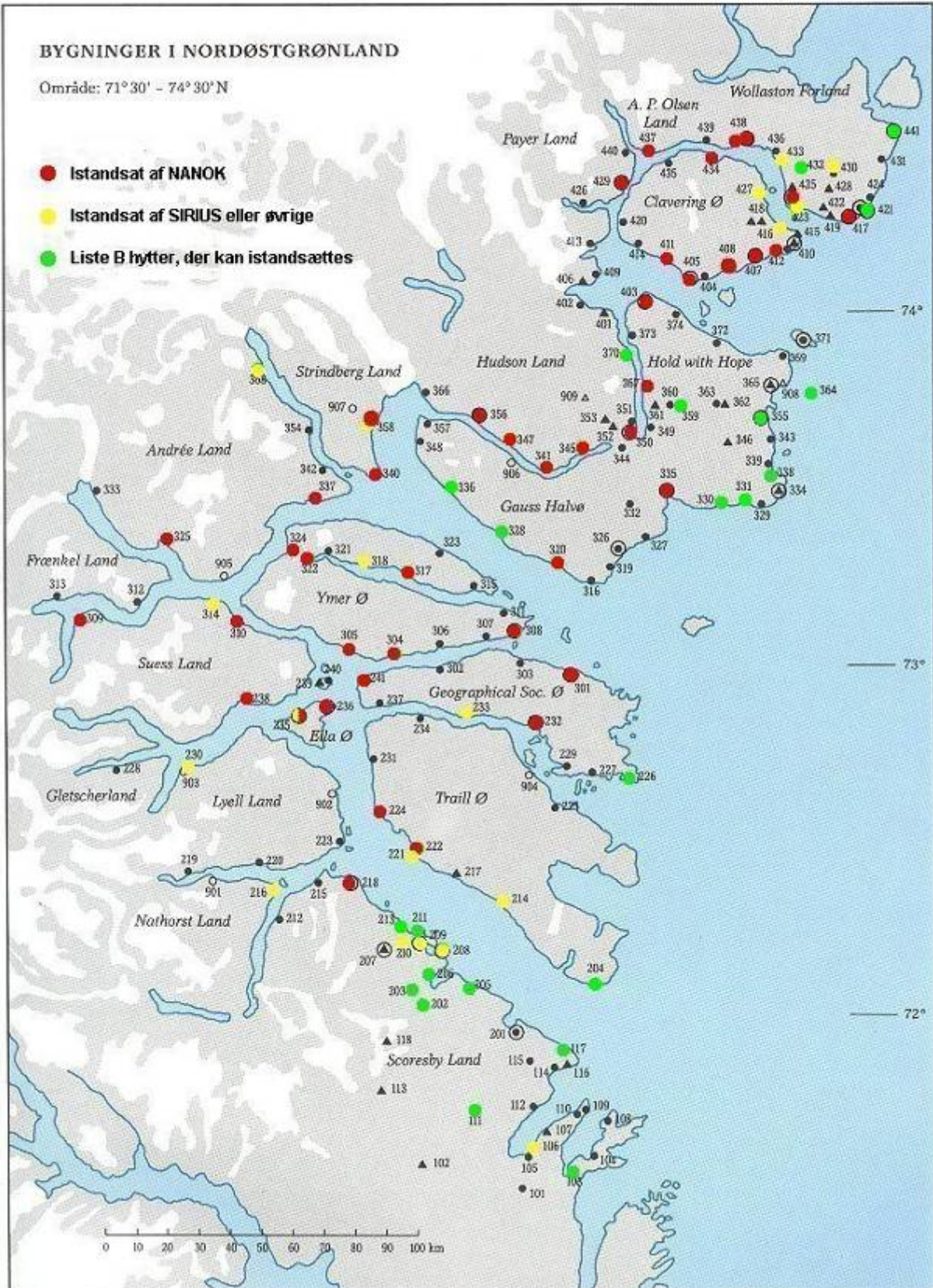


The maps on this and opposite pages show the maintenance status for the old huts, houses and stations in North-East Greenland. The sites marked red or yellow can be expected to be in reasonably usable condition. Other sites, however, cannot be expected to be usable. Sites marked green are other huts with the classification B, which Nanok may renovate and maintain in the coming years.

BYGNINGER I NORDØSTGRØNLAND

Område: 71° 30' - 74° 30' N

- Istandsæt af NANOK
- Istandsæt af SIRIUS eller øvrige
- Liste B hytter, der kan istandsættes



Field report for "Team Ella Ø" 2015

Tasks

The Ella Ø team had the following tasks:

- to complete bear-proofing, renovation and furnishing of "Ørnereden" and "Tolv-mands-barakken" on Ella Ø according to the instructions from Nanok and The Greenland National Museum.
- to inspect, count and maintain the Nanok depot on Ella Ø
- to receive goods at Ella Ø
- to make preparations for the Nanok-expedition 2016.

The Ella Ø team

Palle Norit (Sirius '63), Kristian Nevers (Sirius '95), Peter F. Andersen (Nanok '11), Jens Bülow

The journey up and arrival on Ella Ø

We journeyed up 11th august from Copenhagen to Iceland and checked in at Hotel Cabin. Departure the following day via Constable Pynt to Ella Ø, where we arrived 5.30 p.m in fine weather. We adapted expectations with Sirius over "kaffemik" and everything was promising a good collaboration with some immensely nice fellows: Troels '11, Nicolai '14 and Michael '14. Afterwards, we installed ourselves in Ørnereden and thereby created an overview of the locality.

The Ella Ø station (Ørnereden) was constructed in 1931 by the participants from the Treårsekspeditionen, which was one of Lauge Koch's many expeditions to North-East Greenland.



It was these gloomy photos from the autumn 2013 that really accelerated Nanok's plans to bear-proof Ørnereden and Tolv-mands-barakken. The photos showed that polar bears had broken into both houses and gutted them violently, especially indoors. They had even been to the attic of Ørnereden (lower left) and devastated that too. Since then, the bears have broken in several times and ravaged further. Therefore Nanok decided to put an end to this. Time will tell, if we have succeeded.



Tolv-mands-barakken ved ankomsten. Beskidt og fylt en masse "ting og sager".

A challenging start

Thursday morning we had a planning meeting to try to make an overview of the damages on the house, which were to be repaired, and we assessed the extent of the task. However, the weather situation was rather variable, for the most part in the wet end of the scale: Fog, snowfall, heavy showers and other conditions that in similar manner reduced the sight. Since the supply ship had been delayed because of the weather and was weather-bound in Daneborg, we had no idea, when it would arrive to Ella Ø. Therefore we chose to start on Tolv-mands-barakken.

We started with Tolv-mands-barakken

The clean-up work was extensive, since the barracks had been used as storage for dried fish for half a century. However, the smell of

dried fish was almost gone after the "Agsut" team earlier had had a freon gun going on in the building. So we were optimistic and anticipated that we probably would have a very nice "air blend" the day we would move in and make use of the fireplace in Tolv-mands-barakken.

We ventilated the house and started the clean-up and sorting the things that were inside. We cleared each room and pulled out a lot of nails from the walls before we cleaned the rooms. Next, we started to put up the new bunks. Every wall and ceiling was washed and we painted the wall, where the new kitchen would be located.

To collect and keep the oven equipment in one place, we moved the Nanok-stoves and all the oven accessories from Tolv-mands-barakken to Maskinhuset. We removed some shelves and walls in each room in Tolv-mands-barakken to make space for the beds



After cleaning and washing the walls and ceiling, new bunk beds were installed in Tolv-mands-barakken. In addition to kitchen /common room, the house now has 5 rooms with plenty of space for 10 people.



From a visit at Maristua [236] (left) and Kap Hedlund hytten [230-2].

and to make the house appear as original and authentic as possible. As far as possible we used the original materials and old screws.

More visits

Twice we had bear visit. The first night after our arrival and the following morning. Sirius managed to scare the bear away and we weren't disturbed by bears since then. A group of five geologists arrived from Denmark. They were accommodated in Fjøset and in Ørnereden. We didn't notice them much. They went out in the morning and were intent on their own affairs. Sirius had replacement day 14th august, where Frank '14, Emil '15, Manuel '15, Søren '14 and Casper '14 arrived and Nicolai '14 and Michael '14 left.

Trip to Maristua

We had a task to renew a defect window in Maristua [236] at Kap Elisabeth. It turned out that the inner door couldn't close either. We had some different materials on board, so we were able to take care of this task also.

The hut appears in a very good condition. Later we prepared for a trip to Strindberg with two Sirius men (Frank '14 and Emil '15) and the dog "Ups" in Brebøljollen. Unfortunately, the dinghy didn't sail optimally. We had reckoned a sailing of 3-4 hours to travel the approximately 120 km. We chose to turn around and it turned out that the fuel filter was clogged and that there probably is a hole in the outer hull, since a lot of water ran out of the drain hole. During the trip we went ashore on Maria Ø to see the remains of the station here and at Johnstrup Bjerg to see the Eskimo ruins.

We are reduced from four to three

The morning of 17th august, Palle had become sick with a high fever. We contacted Sirius' doctor, who prescribed penicillin and painkillers. The following day it was possible to transport Palle to Mestersvig and from there further on to Denmark. It turned out that Palle had contracted pneumonia. Tough luck for the team and for Palle.



Installation of a new pipe chimney stack on Tolv-mands-barakken.



Finally, the supply ship arrived with our materials, so we were able to continue with our work. Immediately we installed the shutters, which were customised to bear-proof Ørnereden.

After the decision to send Palle home, a small “leadership crisis” occurred, but Kristian quickly cut through and took over the leadership in an undemocratic manner. That evening we went up to the plateaus behind the station. Two of Sirius’ dogs accompanied us. One of them, “Cæsar”, caught the scent of an old musk ox and positioned himself about a meter from the ox. We were not able to call him back to us, so we had to fire the signal gun. The ox didn’t react at all, but the dog returned to us. The other dog “Ups” left the scene, when we saw the ox, and sneaked home.

The renovation continues

Next day we started the renovation of the oven in Tolv-mands-barakken and established a pipe chimney stack on top of the existing brick chimney, which had been removed until just below the roof. The solution we chose was tested and additionally isolated with mineral wool, so the heat won’t be able to reach the woodwork.

The cutter “Agsut” was wrapped up for the winter with the new tarpaulins that had been shipped up here earlier.

Finally the supply ship arrived

With approximately one week delay, the supply ship “Arina Arctica” arrived 18th august in the middle of the evening. We had a welcome reception with salute the next morning at 7.30 a.m., and then the “ship-mik” started. It proceeded according to plan and all cargo came ashore in good condition. At 7.00 p.m. the ship sailed again.

The very same day, Peter began to install the new kitchen, which we had prepared during the wait. It was a very robust kitchen with rust-proof table top and fine doors. Very impressively made.

We also started to install the customised and dyed shutters to bear-proof Ørnereden. There were new shutters for all windows and a new outer door in the same design. These shutters were extremely professionally made and hopefully they will bear-proof the house efficiently.



Peter installed the new kitchen in Tolv-mands-barakken.



Left: The old chimney pipes in Ørnereden were completely decayed and it was only a matter of time before a conflagration could have occurred. Right: Kristian removes the old chimney.



Kristian lights a fire in (left) and tries out (right) the new stove in Ørnereden. The stove, which Kristian has renovated in Denmark, is probably the original from Ørnereden.

Stove and chimneys in Ørnereden

The cast iron stove (Comfort no. 30 from Middelfart Jernstøberi) – which we assume originally was installed in Ørnereden and afterwards used in A-hytten on Strindberg – went on a trip to Denmark to be renovated by Kristian, so now it is ready to use again. The stove is now installed in Ørnereden in its original space, and the not-so-pretty

kerosene heater has been pensioned off.

At the same time, two new chimneys were installed, one for the stove and one for the fireplace, so the next time somebody wants to make a fire in the hut, they won't risk a conflagration. It was a filthy mess to remove the old iron chimney pipes – especially for Jens, who was standing below.

The old chimneys were burned just below



On the outside, Tolv-mands-barakken was boarded with plywood boards, which had been painted in Denmark. Afterwards the basement was strengthened with boards of the same type. New shutters were installed. These were also prepared for mounting.



Left: Cleaning inside Ørnereden. Right: Ørnereden inside before departure.

the roof, and one of them was supplied with some asbestos blankets, which didn't aid much as fireproofing. All in all – a much needed improvement of the building. In Ørnereden, the tall heating stove was also renovated and reassembled, so it can stand the next few years.

Bear-proofing Tolv-mands-barakken

On the outside, Tolv-mands-barakken was boarded with plywood boards, which had been painted in Denmark. The boards fitted perfectly to the building and hopefully they will be efficient protecting against bear. Afterwards the basement of the house was strengthened with boards of the same type. New window shutters were installed. These were also customised and prepared for mounting. The new saw, which was bought for the purpose, has really proved its worth. Similarly, the accu-machines have been of great benefit. We dug a trench into which we put the basement boards, and we filled in pebble gravel from the beach to additionally

protect against the wicked pranks of the bears.

It was Nanok team 2014 that last year took the measurements, so the new elements could be produced in Denmark and shipped up this year. Everything fitted perfectly, so it was easy for us to mount these, though both buildings had considerable subsidences that gave us some challenges.

Last works on Ørnereden

In Ørnereden, where a bear had splintered the previous door and casing in the hallway, a new interior door was installed, after Peter had repaired the casing. Some windows were exchanged. There has been sent up three new for exchange in Ørnereden and a good deal of glass has been exchanged and new has been put in. We also did a thorough cleaning in Ørnereden. The attic was very dirty from fires with coal and petroleum lamps. Everything was washed meticulously and especially the attic became much lighter. On 23rd august, we went for a sail to Kap



Left: Ørnereden upon arrival. Right: Ørnereden before departure. Notice the new shutters, outer door and chimney pipes.

Hedlund to inspect the hut out there and to enjoy a hike to Eli Knudsen's cairn. Kap Hedlund hytten had again been ravaged by bear. We tidied up and reinstalled the door. After the sail, Brebøljollen was pulled ashore, preserved and wrapped up for the winter.

The Sirius men closed their part of the station on 26th august and flew north.

Moving into Tolv-mands-barakken

We had now got so far with our project that we could move into the new facilities in Tolv-mands-barakken and started using the new kitchen. We also enjoyed the newly restored heating stove with the partly new chimney, which gave a remarkable draught and therefore also a nice heat. The heating stove can easily warm up the entire barracks. The furnishing of the barracks, the sofa set and the new kitchen with dining area for up to 12 people, works well.

The pile of coal behind the machine house was scattered over a large area and some of the sacks torn apart. This was cleaned up and stacked. The next task was to tidy up in the container, which was prepared for the

expedition in 2016. Leftover usable materials from the project were stored between Tolv-mands-barakken and the container.

Completion

In the end, the wrapping and other waste from the shipping were cleaned up, as well as on the station in general. When this was done, the old station again appeared welcoming to guests.

In the meantime, the days had hastily become shorter, the snow had moved further down the fells and the rivers had lost their murmur. We were picked up as planned 2nd september before midday and our journey home went smoothly.

Thank you for a fantastic trip in North-East Greenland and the legendary kindness from all sides.

Palle - Jens - Peter – Kristian



"Team Ella Ø" 2015. From left: Kristian Nevers, Palle Norit, Peter F. Andersen, Jens Bülow



Ørnereden (top) and Tolv-mands-barakken (bottom) bear-proof and ready for the winter.

On Nanok

Nordøstgrønlandsk Kompagni Nanok is a private, non-profit organisation founded in 1992 upon the former *Østgrønlandsk Fangstkompagni Nanok A/S*, founded in 1929.

The aim of Nanok is a.o. *to contribute to disseminate knowledge of North-East Greenland and its cultural history and to contribute in securing the cultural monuments and buildings in the area.*

Nanok consists of a board of seven persons. These are: Peter Schmidt Mikkelsen (manager director), Jens Erik Schultz, Tommy Pedersen, Palle V. Norit, Søren Rysgaard, Fritz Ploug Nielsen and Jesper Mølbak Stentoft (treasurer). Accountant is Aka Lynge. Torben E. Jeppesen assists with material purchase. Nanok's logistics centre is managed by Kristian Nevers. Besides the above mentioned, a number of individual persons – "Nanok'ers" – participate actively in the Nanok projects. All work in Nanok is voluntary and unpaid.

Each summer, Nanok dispatch a field team of typically six persons divided on two teams who work in North-East Greenland for three to five weeks. The result of this work is documented and published in a field report. The board chooses the expedition participants. In the years 1991-2015 a total of 153 Nanok'ers – or more than 75 private individuals – has been dispatched to North-East Greenland.

To perform its tasks, Nanok controls a considerable amount of expedition equipment; however Nanok possesses no property in Greenland.

Nanok projects are financed by the Aage V. Jensens Fonde. The organisation is furthermore supported by a number of private contributors. Among Nanok's many, supportive partners are: Royal Arctic Line, Norlandair, Air Greenland, Arctic Research Centre, Arctic Science Partnership, Greenland Self Government, The Greenland National Museum & Archive, Greenland Institute of Natural Resources/Greenland Climate Research Centre, Arctic Command, Polar Logistics Group, The Sirius Sledge patrol, Defence Guard Mestersvig and Education- & Maintaining Section Greenland.

Since 1991 Nanok has repaired and maintained approx. 50 cultural historic buildings and has for this effort gained considerable recognition from a.o. The Greenland Self Government. Encouraged by The Greenland Self Government of the time, in the years 2003-2007 Nanok worked out a new, unique structural survey of all cultural historical cabins and stations in North-East Greenland. The records are available free of charge for The Greenland National Museum & Archive in Nuuk. Extensive material from these surveys, incl. photos and GPS positions, is published in the book "North-East Greenland 1908-60. The Trapper Era" (Mikkelsen 2008)

Nanok has had a formal cooperative agreement with The Greenland National Museum & Archive since 2010.



List of North-East Greenlandic stations and huts restored by Nanok 1991 - 2015:

Nr.	Navn	Istandsæt år	Nr.	Navn	Istandsæt år
201	Antarctichavn	2001 (knust 2002)	345	Bråstad	2011
218	Kap Peterséns	1998	347	Petrahytten	2011
224-2	Kongeborgen	2001	350	Loch Fyne	1993, 2007
222	Holm Bugt hytten	2001	356	Hoelsbu	1999, 2000, 2007
232	Sverresborg	2014	358-3	Strindberghuset	2013
235	Ørnereden, Ella Ø	2015	367-2	Mellemhuset	2010
235	Tolv-mands-barakken	2015	403	Krogness	2010
236	Maristua	2008	405	Eskimonæs	1998
238	Mineralbukta	2010	407	Elvsborg	2007-2008
241	Svedenborg	2011	408	Dødemandsbugten	2013-2014
301	Laplace	2009	411-2	Norma hytta	2010
304	Arentz hytten	2008	412	Dahl Skær hytten	2010
305	Namdalshytten	2010	417	Kap Herschell	2002
308	Kap Humboldt	1997	425	Sandodden/Karina	1994-2000, 2007, 2009
309	Rendalshytten	2010	429	Moskusheimen	1994
310	Bjørnheimen	2008	434	Leirvågen	2008
317	Brøggers hytte	2012	438-2	Zackenbergt	1991-1992
320	Smedal	2012	438-4	Fiskerhytten	2008
322	Noa Sø hytten	2008	437	Bjørnesstua	2008
324	Varghytten	2002, 2007	447	Germaniahavn	1999
325	Renbugtshytten	2010	454	Fjordbotten	2013
335	Myggbukta	1999, 2002, 2011	510	Hochstetter	1996, 1998
337	Ragnhilds-hytten	2008	514	Ny Jonsbu	1995
340	Kap Ovibos hytten	2000, 2007, 2012	531	Ottostrand	2009
341	Halle	2011	---	Kap Moltke /Brønlundhus	2001

Source of hut numbers and names: Peter Schmidt Mikkelsen: North-East Greenland 1908-60 The Trapper Era. The Scott Polar Research Institute (SPRI), University of Cambridge (2008).

