



Field report from the journey to North-East Greenland 2007



Mission accomplished!

In the summer 2007 NANOK completed the extensive registration project implemented in 2003. In order to reach the last and most remote locations, it was necessary to use helicopter. Above the NANOK expedition has just arrived at the northern turning point: the "Knuthsminde" hut at 77°15'N in Jøkelbugten.

Read more of this and the other NANOK projects in the report.

17th field season

Introduction

Nordøstgrønlandsk Kompagni NANOK has had an eventful year and a really satisfactory 17th field season.

Throughout the summer three teams (in all eight expedition members) have been sent out. This means that since 1991 a total of 100 NANOK'ers have made voluntary, non-profit contribution to maintain the old North-East Greenland cultural monuments.

The year 2006-07 has been especially satisfying in three areas:

- the registration of the huts was completed,
- the classification of the huts was clarified,
- the renovation was resumed.

The registration: In the summer of 2007 we were able to complete the registration project. Through five seasons we have gathered detailed information and data concerning all old huts and cabins from the trapper era 1908-60. We have visited more than 320 different geographic localities, spread over a 650 stretch of coast, equivalent to an area 2-3 times the size of Denmark. Each year the registered, unique data are passed on free of charge to the Greenland National Museum & Archive in Nuuk.

The classification: In December 2006 the work group appointed by Greenland Home Rule, reached an agreement concerning a future classification of the old North-East Greenlandic huts. The classification that is based on memos prepared by NANOK, categorizes the huts in four different groups with regards to preservation: (A, B, C & D):

- A) *Protected.* Is not to be changed, but further decay must be obviated as decided by the National Museum. Will be monitored. In all 28 localities.
- B) *Maintenanced.* A unique locality, fitted for restoration and continuous maintenance with a view to recreational purposes. Maintenance can be carried out through agreement with NANOK. In all 93 localities.

- C) *No preservation.* Localities where no action is taken. Within ordinary regulations for the area. In all 247 localities.
- D) *Manned localities.* Preserved by other authorities. In all 7 localities.

On page 20 you will find a map marked with the four categories. Further detailed information can be found on NANOK's website.

The renovations: We're back in business!

When the classification of the huts was settled, the condition for NANOK to get permission from Home Rule to resume renovation was achieved. We were therefore more than happy to resume renovation of the huts in 2007; a job which had not been carried out since 2002. At the same time over ninety (!) North-East Greenlandic huts and stations which NANOK can renovate in the future – (huts from category B) - have been named.

We have already had a good start this summer and intend to continue the renovation in a both respectful and practical manner. It is also our intention to equip every hut with basic furniture and consumer goods, including of course a stove and coal. Thereby the renovated huts can once again be an interesting and usable asset for visitors in the National Park.

NANOK wishes first and foremost to express our gratitude to our sponsor – the Aage V. Jensen Foundation - for their never failing trust and support.

This year special thanks are given to Air Greenland for their support in the helicopter project. We also wish to send our warm appreciations to the many private persons, who have given support and shown positive interest in our work. Finally warm thanks to our many competent collaborators as well as expeditions and authorities who with their positive contributions have made our work possible.

On behalf of NANOK

Peter Schmidt Mikkelsen

Field report for the Helicopter team 2007

The tasks:

The tasks of the helicopter team were:

- 1) to register as many as possible of the approx. 30 huts lacking in NANOK's registrations from 2003-2006.
- 2) to prepare the arrival of the repair teams and check out possibilities for future NANOK logistics/depots.
- 3) to receive goods for NANOK and count the NANOK-depot in Mestersvig/Nyhavn.

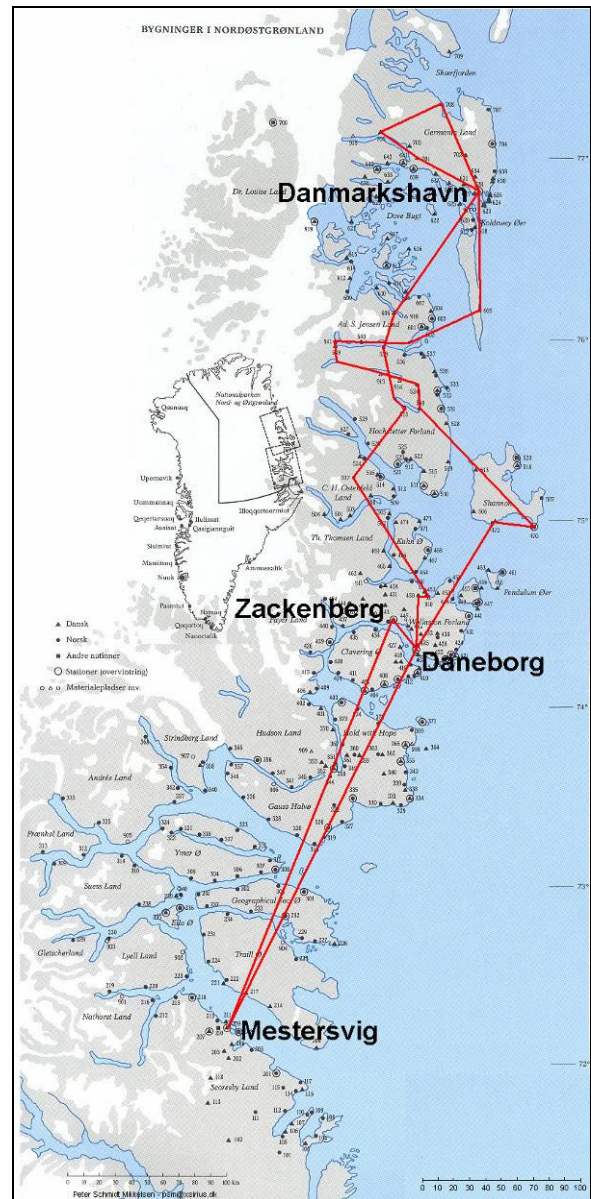
The helicopter team

The NANOK-team consisted of Peter Schmidt Mikkelsen and Niels Gyldenlund Mikkelsen (student of history and Peter's son).

Background

When the NANOK-teams returned in the autumn 2006 NANOK noted that during the years 2003-2006 we had visited no less than 290 of the approx. 320 different geographic localities, where huts or remains of huts from the trapper era 1908-60 are still to be found. We now had two options: to conclude the registration, content with the 90% result; or – to find a way to reach the remaining 30 or so localities. Naturally, we chose the latter!

Many of the localities mentioned are difficult to reach and are situated far apart. In order to reach the huts within one season, we found only one realistic solution: to go by helicopter. Thanks to the tremendous goodwill and support from our loyal sponsor, the Aage V. Jensen Foundation, as well as from Air Greenland we managed to find the financial means for the project. Now all we had to do was to plan the logistics and do the job. After agreement with Air Greenland the job had to be carried out during the first two weeks of July – that is before the peak season. Air Greenland had made available a maximum of 12 flying hours at half price. The provisionally



The helicopter team's flying route, approx. 1550 km.

agreement was to carry out the flight on the 5th – 6th July 2007; but as a safeguard for bad weather and other unpredictabilities, we allowed a time frame of two weeks.

Departure and disturbing news

The team left Kastrup on July 2nd 2007. We had a brief stop in Keflavik after which we flew directly to Akureyri; arriving at 1900 in sunshine. As usual our Icelandic "wizard" Friðrik "Frissi" Adólfsson had taken care of everything and we got settled at Hotel Edda.

The following afternoon we continued as planned to Mestersvig with one of Air Iceland's new, fantastic Dash-8 air crafts. But already during the journey up we had received some disturbing news. Air Greenland announced that unfortunately the helicopter flight on the 5th-6th July had to be cancelled. Their Bell 222 helicopter OY-HIA had engine trouble and was now at Constable Pynt awaiting spare parts and technicians from USA and Germany. Hopefully the flight could be carried out on the 9th-10th July in stead.

Preparation in Mestersvig and Nyhavn

We arrived at Mestersvig on a sunny 3rd of July and immediately felt at home, thanks to the warm welcome by the crew from Forsvarets Vagt Mestersvig (FVM), Polar Logistics Group (POLOG) and Grønlands Lufthavnsvæsen (GLV).

We had a few days before the helicopter flight so we decided to make ourselves useful. After agreement with FVM we started clearing out and tidying up three of the buildings in Nyhavn, namely "Lageret", "Garagen" and "Kontoret". In Lageret there was plenty of room for NANOK's stock of material, which included approx. 1.000 m² felt (sufficient for 25 or so huts). Kontoret was dirty and messy but otherwise in surprisingly good condition. We managed a tolerable "spring cleaning" and made it ready for occupation before our helicopter flight. Furthermore we made a thorough



*Touch down at Daneborg, 8th July 2007.
From left: Ole Sten, Morten Hauerbach, Peter Schmidt Mikkelsen and Niels Gyldenlund Mikkelsen.*

passed the date of expiration a long long time ago, was discarded.

Ready again

On 7th July we got a message from Constable Pynt that the helicopter OY-HIA was ready to fly again. With no other urgent matter to see to, we decided to fly to Mestersvig the very same evening in order to commence our project the following morning. This gave us a perfect opportunity to prepare the flight together with pilot Morten Hauerbach and aircraft mechanic Ole Sten. *"We have exactly 11 hours and 35 minutes flying hours left for the project"*, Morten informed us on arrival. The big question now was whether we were able to find the localities, as some of our information was very scarce. We soon realized that a successful outcome of this project depended on detailed planning,



Kap Philip Broke [470].

sorting out in Sirius' huge "Mifler"-depot, where about a ton of provision that had

teamwork as well as a certain amount of luck.

The registration

On Sunday 8th July 2007 at 08.50, OY-HIA took off from Mestersvig in beautiful sunshine and surrounded by mosquitoes. We headed straight for Daneborg where we – one hour later – made a brief stop to fill up the fuel tank for next long lap. We were now ready to begin the actual job.

The first object was Shannon, with registration of four huts: Kap David Gray hytten [472-1]¹, Tåkeheimen [472-2], Kap Philip Broke [470] and Stormheimen [507]. We doubted whether Stormheimen still existed and where we would find it, but an hour or so later our doubts were put to shame, as we not only had found all the huts but had also managed to make the working process run smoothly.

Our major incentive was the fact that we had to be back at Daneborg before 2100 hours, when Morten's flying time expired. As we had to locate and register 20-25 huts, the stay at each location had to be cut down to an absolute minimum. It was done like this: as soon as the hut was located, Morten landed the helicopter. The second he gave the signal, Niels and Peter would rush out and while Niels, by means of GPS determined the exact position, Peter photographed the hut and the surroundings. In the meantime Morten kept the motor running and Ole was ready to clear for take off the minute Niels and Peter were back on board. In this way we could make every single registration within less than five minutes. On localities where we only found scattered remains of material, we would undertake the entire process from the helicopter, flying low in order to save valuable time.

After the successful start at Shannon we continued to the area around Agnete SØ and Langelv, where we located Agnetehytten [530], Fjellborg-hytten [534-2] and LangsØ [915], whereas we found no trace of Langelv-hytten [534-1] and Langelv, Danish [914]. We went on to the mouth of Bessel



Niels measures the exact location of Gåseholmhytten [539] in Bessel Fjord.

Fjord, where we registered Gåseholmhytten [539], Botten [541] and Johns hytte [540]. The fuel was rapidly shrinking so Morten signalled that we had to set course for Danmarkshavn. However we got the opportunity to cross over Trækpasset on Store Koldewey, where we registered the remains of Trækpashytten [605].

The weather was refreshing and sunny when we landed at 14.50 in Danmarkshavn, where we quickly filled the fuel tanks before setting out on the next stage. This time we went across Germania Land to Jøkelbugten with our northern turning point at Knuthsminde [708] on 77°15'N. For temporal reasons we had in advance chosen to omit the Kap Amélie huts, as we could get these data from Sirius. From Knuthsminde we set course south-west for Sælsøen; we found however no trace of neither Midternæshytten [705] nor Trekrønerhytten [701] which we searched for on our flight back to Danmarkshavn.



Stormheimen [507] on Shannon is the easternmost trappers hut in Greenland.

¹ Numbers in parenthesis [] refers to Peter Schmidt Mikkelsen: "Nordøstgrønland 1908-60", Aschehoug 2001.



Slettehytten [450] is situated approx. 4 km from the coast on Albrechtsletten.

In Danmarkshavn the fuel tanks as well as the men were refilled, as the station manager Britt Johansen and the other hospitable Danmarkshavn'ers served coffee and cake. However, we could not stay long as we had to keep the schedule.

The course was now set for south via Dagmar Havn hytten [620] and Pashytten [618] on Store Koldewey, across Dove Bugt to Fiskerhytten [606] in Syttendemajfjorden, to Fredhaug [538] in Bessel Fjord, via Agnete Sø to Amsjøhytten [517] to Albrechtsletten, where we also localized Albrecht Bugt [910] and Slettehytten [450]. From here we turned straight towards Daneborg, had touch down at 20.00 after a fabulous day completing the agenda. At Daneborg Sirius were hosts, kindly giving us a guided tour and lodgings for the night.

The sun was still shining as we left Daneborg the following morning, the 9th July. Morten had calculated that we also had time to pay Zackenberg ZERO station a visit before returning to Mestersvig. When approaching Zackenberg, we were able to supply the ZERO crew with fresh air photos of the ice outside the mouth of Zackenberg-river.

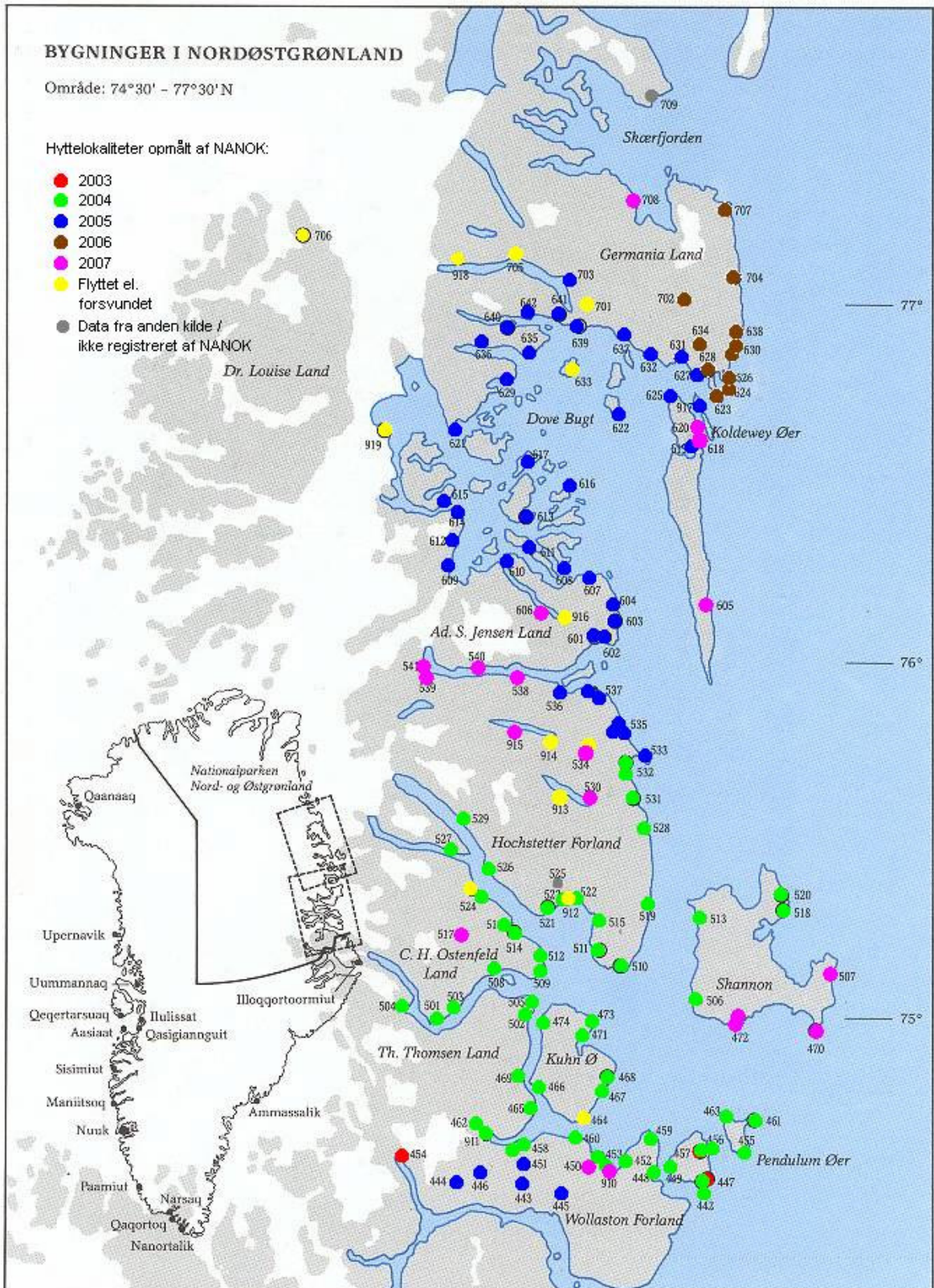
After an interesting tour around ZERO, guided by Henrik Spanggård, we headed directly south for Mestersvig. As we landed at 13.20 Morten informed us that we actually had used only 11 hours and 27 minutes. This meant that we had 8 minutes left of our flying time ...! or just enough time to offer the helpful crew at Mestersvig a helicopter sightseeing tour to Minebyen.

So long – and thanks ...

We still had some time left before departure so we continued the cleaning and organizing in Nyhavn as well as planning logistics for the North and South teams. As scheduled the two teams arrived on 17th July on board the plane that would take us home – so we had about half an hour to exchange the most important information.

It is worth mentioning that the project could not have been carried out without the benevolence and support from various parties. We owe many thanks to our helicopter crew, pilot Morten Hauerbach and aircraft mechanic Ole Sten, who were highly committed to successfully accomplishing the project within the timeframe. Also a warm thanks to Aka Lyngé and his crew of POLOG and GLV men. Aka made an admirable effort supporting our project. Also sincere thanks to the “tower owls” Per Bang and Martin "Mo" Jacobsen for their help, entirely in the old “North-East coast spirit. Also warm thanks to Thomas "Hansi" Hansen and all the Sirius men at Daneborg for their kind hospitality and unreserved help. Sincere thanks to manager Hans Peter Hansen and the Air Greenland crew. Finally warm thanks to Bill Davis and Beth Anne Masselink from Canadian Northeast Greenland Kayak Expedition for checking out the GPS-positions.

Peter and Niels



The two maps illustrate the extent of NANOK's work during the summers 2003-2007. All the sites highlighted with red, green, blue and purple are huts and stations which have been visited and measured by NANOK's expedition teams. Sites highlighted with yellow are places, where we without any luck have searched for buildings and the remains of such, or where it is known with certainty that the building or its remains have been removed or are missing.

BYGNINGER I NORDØSTGRØNLAND

Område: 71° 30' - 74° 30' N

Hyttelokalteter opmålt af NANOK:

● 2003

● 2004

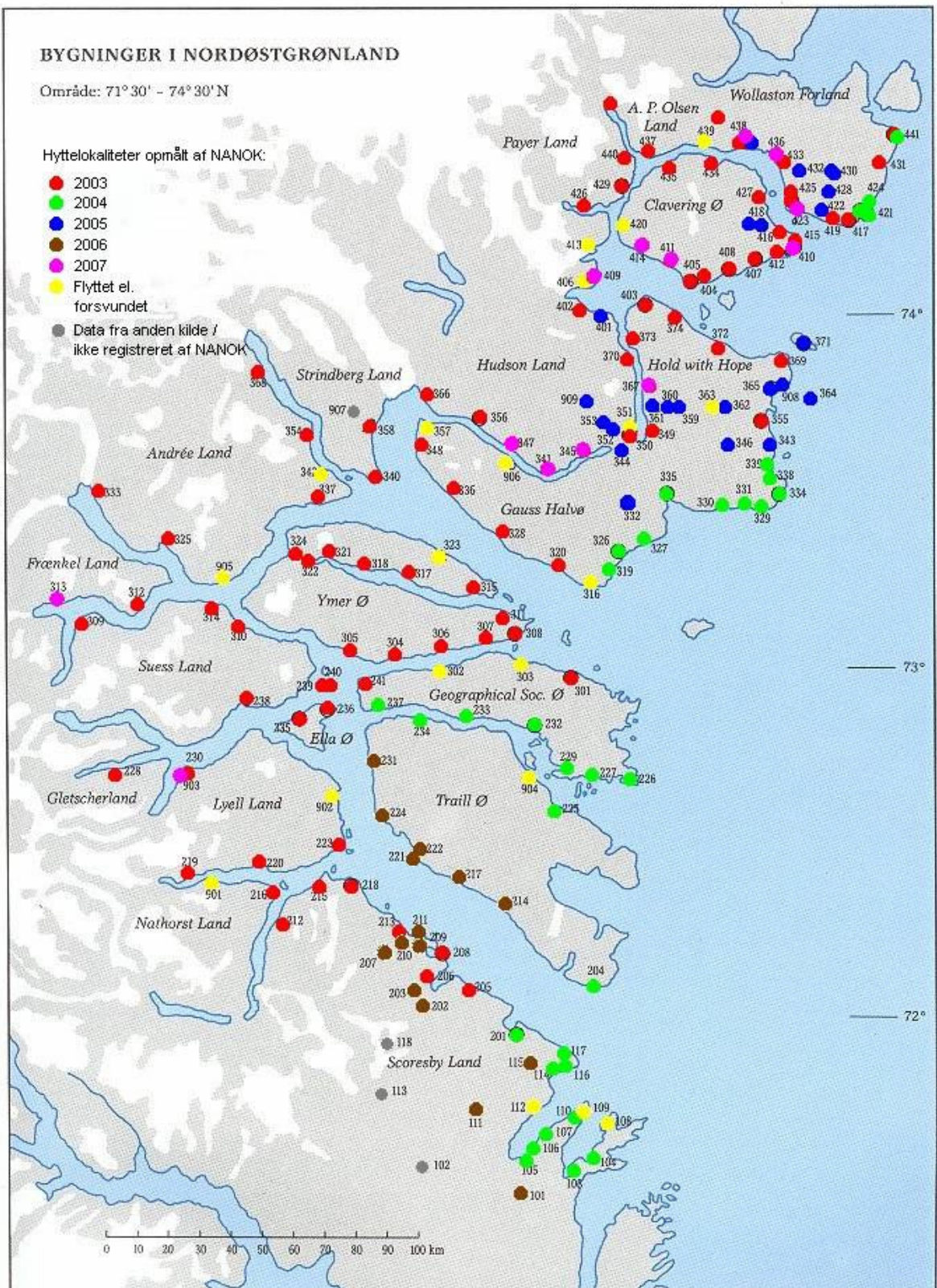
● 2005

● 2006

● 2007

● Flyttet el. forsvundet

● Data fra anden kilde / ikke registreret af NANOK



Field report for the South team 2007

The fine vessel Agsut

Task

Originally the tasks for the South team were:

- 1) with base at Ella Ø to inspect and repair buildings from 1991-2002: Hoelsbu, Kap Ovibos, Myggbukta, Varghytten, Kap Humboldt, Kongeborgen, Holm Bugt hytten, Kap Peterséns;
- 2) to inspect and maintain the m/b Agsut as well as arrange the NANOK depot in the South area (Ella Ø/Mestersvig);
- 3) to receive goods for NANOK.

After arriving at Mestersvig further tasks were added in order to assist the helicopter team:

- 4) to register and determine the location of the following huts: Petrahytten [347], Halle [341], Bråstad [345], Johnsenhytten [357], Kloksethytten [323], Brehytten [313];
- 5) to localize the following material depots: Herdal [906], Brogetdal [907], Kap Hedlund (Western side) [903].

The South team

Kristian Nevers (former member of Sirius), Henrik Nevers (Kristian's father) and Steffen Holberg (North-East Greenland-enthusiast).

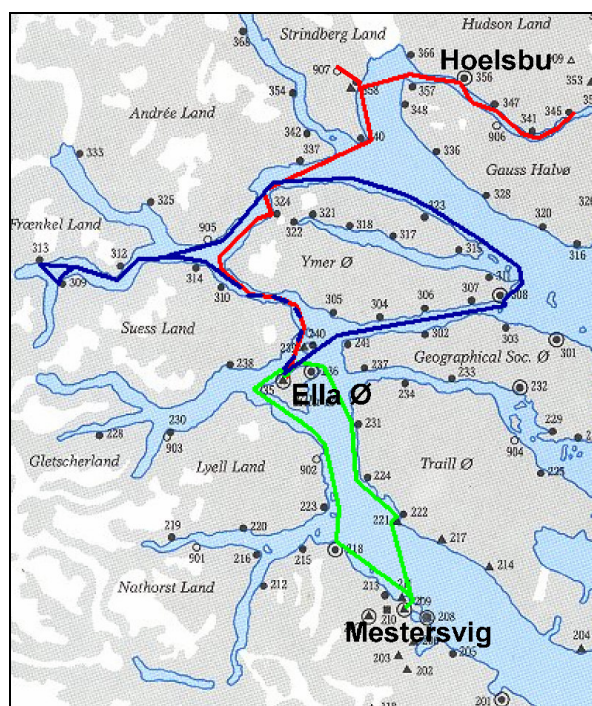
A review

The South team succeeded in solving all tasks save Myggbukta, which could not be reached due to the masses of drift ice in Mackenzie Bugt. In stead, the North team reached Myggbukta on foot from the head of Loch Fyne.

The South team sailed more than 1000 km in Agsut.

We left Kastrup on the 16th July and via Keflafik, Reykjavik, Akureyri and Mestersvig we reached Ella Ø on 17th July.

The 14th August we were picked up by the Twin Otter on Ella Ø and arrived Kastrup the following morning.



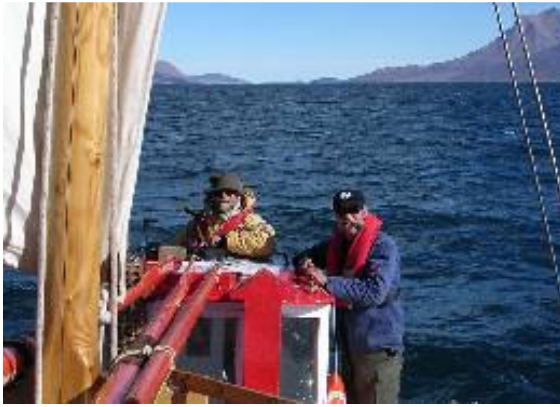
The South team's routes: (1. = red, 2. = green, 3. = blue)

We found Agsut where last year's team had left her: waiting on the trailer and with her winter coat on. The parts that had been painted last were ok. We scraped, sealed, grounded, painted and sanded the deck. Freeboard, rail and gunwales were also scraped, painted and lacquered. The letters were repainted and we changed from Mestersvig to Ella Ø.

The rigging was set, motors checked, oil changed and after a couple of days ashore, the happy puffs from the funnel indicated that all was ready for launching. An



Preparing Agsut. Henrik paints the freeboard.



Left: Steffen and Henrik.

Right: Agsut under sail through Sofia Sund.

interaction of low tide, laying out of planks and use of winch made Agsut afloat at high tide. All worked well in all four weeks. However, the gear oil had to be refilled a couple of times. Our first trip went to Maria Ø in order to get acquainted with the ship. The remains of Maria Ø (eastern harbour) hytten [240] was still there, whereas Eli Knudsens hytte [239-1] had turned into a pile of boards.

Unshipping

One of our tasks was to receive the goods for NANOK when the ship called at Ella Ø. The arrival, however, was continuously delayed, as the ice off Nyhavn in Kong Oscar Fjord would not let go. But since we had come to do some work, Sirius offered to land the containers so we could get started. The test sail to Maria Ø had shown a problem, we needed to solve. We sailed out on still waters but returned on crests of foam. The thought of what might happen if one slipped and nobody saw it, was extremely uncomfortable, so we made safety belts of some lines we had brought along – one of the emergency procedures of climbing.

Our next trip went into Kempe Fjord. We went ashore at Kap Hedlund hytten [230-2] and walked to Eli Knudsens Varde holding his message expressing his hope that the war would soon end. No trace of material depot [903] from the plain. A trip in Agsut round the foreland paid off: we found an almost finished driftwood hut, abandoned 70 years ago.

The trip to Moskusoksefjord

As there was no sign of unshipping, we set off for Moskusoksefjord. A journey of more than 400 km. In Mestersvig we had arranged with two Canadian kayakers, Bill and Beth Anne, that we would place a depot for them in Varghytten [324]. We later met Bill and Beth Anne in Moskusoksefjord and gave them a lift to Strindberg.

"Skildvagten" at Antarctic Sund proved worthy of its name and while we were sunbathing on deck, we recalled Ivar Ytrelund's words: *I wonder how the middle class lives!*

We rounded Kap Mohn and entered a somewhat different scenery as the wind began to rise. The powerful wind and the narrow fiord resulted in heavy sea. Agsut struggled along, proving her strength. In Blomsterbugten we found shelter, but anchor and full cable could not hold us. We therefore had to anchor ashore and take shifts in night watch. At 0200 we had to turn Agsut. Unfortunately Varghytten had been visited by a bear that had smashed the window and grabbed some cereals. This had to be repaired before we could use the hut.

Strindberg

Our goal the next day was Strindberg. In rain and fog and among masses of icebergs, we passed Kap Ovibos. Nordfjordhuset [358-2] by Lakseelven was in good condition and we stayed here for the night. The sandy beach provided a fine anchor place and we had a good, long sleep....



Left: Nordfjordhuset [358-2], an Arctic jewel.



Right: Strindberghuset [358-3] is ok indoors, but in great need of new roofing felt.

Two of us were meant to go into Brogetdal to find the remains of the material depot [907]. Due to the fog this was impossible so instead we set course for Hoelsbu [356]. Prior to this we checked up on Strindberghuset [358-3]. The hut seriously needs new roofing felt, but the interior is ok. It appears to be used by char fishermen.

Hoelsbu

There is something amazing about coming to Hoelsbu. Here, in the middle of nowhere, you find a Norwegian family house. Though there has been no female inhabitants for more than 50 years, the house still bears signs of a “woman’s touch”. NANOK renovated the house some years ago and it is still in good condition on the outside. Indoors, however, it is so lopsided that you get more seasick in here than on board Agsut on a rough day.

The next day we started welding on the roofing felt that had been loosened by the

wind and to paint windows and shutters. After several wash downs, the kitchen turned out to be white and green. At home there had been some discussion whether it would be possible to straighten Hoelsbu, so we decided to make a go of it. We elevated the house a bit, put it down again and now have an idea of how to solve the problem. Behind the house we cleaned the trench in order to direct the melt water away.

Moskusoksefjord

The following day we had beautiful weather and went in-fiords to carry out our tasks. We found Petrahytten [347] crooked and unfit for restoration. We also found huge piles of coals which could be moved to another location. The material depot Herdal [906] on the south side of the fiord had definitely been emptied and exists no more. Also Halle [341] was completely lopsided and not worth restoring. Bråstad [345] furthest down in the fiord was on the other hand well fit for



Hoelsbu [356] gets a well-deserved face-lift.

renovation and repairing. Strategically it is well located for walks in the area. The next day we returned to Strindberg. We searched for remains of Johnsenhytten [357] but with no result. We believe it has been taken by the sea.

Brogetdal

The weather was magnificent as we returned to Strindberg so Kristian and Steffen immediately went to Brogetdal in search of remains of the material depot [907], that supposedly consists of two rolls of roofing felt and a box of nails. We brought along a copy of an older hand drawn map which turned out to be rather accurate. That is up until 100 meters before we reached the depot - then nothing seemed to add up anymore. Instead we found a powerful waterfall and a river that could not be crossed. Whether the materials are still there or not, is therefore a question yet to be solved.

Kap Ovibos hytten

With Kap Ovibos on the starboard side we found a damaged Kap Ovibos hytten [340]. The entire porch was scattered around and had to be rebuilt. We put on new felt as best we could. At Ovibos the wind rose and we returned to Ella Ø. Sirius has promised to put in a new window.

Mestersvig

The next trip went to Mestersvig in order to fetch fuel and gas. We visited the Kongeborg huts [224] and Holm Bugt [222] that was crowded with people. Besides Benoît Sittler and his lemming counters



Left: Brogetdal; no crossing here.

there were guests and Sirius men together with a French TV-crew. Benoît asked us to say hello to you all! We hurried on to Sporvognen [221] and sailed to Nyhavn [209] the next morning, passing through masses of drift ice. There was a change in the weather, so we made ourselves comfortable in NANOK's new "office", started the old Landrover and paid the tower-owls and POLOG a visit. The following day we put in heat in the house. We set course for "home" on Ella Ø with a call at Kap Peterséns [218], which is still as "good-looking" as in 1998 when it was restored by a NANOK team.

Kejser Franz and Humboldt

Three more huts to go: Brehytten [313] at the head of Kejser Franz Joseph Fjord, Kloksethytten [323] on the North side of Gunnar Andersson Land and a short call at the Kap Humboldt station [308]. We arranged it as a circular tour. Our first attempt, however, had to be abandoned off shore Maria Ø as the wind rose to 20 m/sec and Agsut's 12 h.p. didn't suffice. The following day was calm and beautiful and once again we sailed through Antarctic Sund and reached Knækvelven at Nordenskiöld Gletscher by midnight. We found the remains of Brehytten [313], only a few boards left. Stove and chimney gone. A half-emptied fuel barrel further inland and some old booze bottles and a somewhat mysterious brick terrace next to the "hut" showed signs of some kind of activity, but what? We enjoyed 1st class lodgings in Siriushytten in Engdalen.



Right: Kap Ovibos hytten [340] was badly damaged. We fixed the porch and felted the house.

The next day turned into a long one of 34 hours. We started out with a trip to Rendalshytten [309] in Kjerulf Fjord. The hut was damaged by the many musk oxen that used it as “backscratcher”. We fixed on roofing felt and put up some boards as protection against the musk oxen. Paradisdalen deserves its name and the hut is in good condition. It could though, do with an entire re-felting. The many Eskimo ruins may be proof that this was a good and beautiful place to live in the old days as well.

When the repairs were done we set off through Kejser Franz Joseph Fjord. The weather was splendid so we decided to sail all night, sleeping in turns. During the night, however, we encountered heavy fog and many ice bergs. Now and then we had to navigate by echo sounder. Occasionally the fog lifted allowing us the vision of mountain ridges bathed in the most beautiful sunrise colours. We found our way to Slippen, but despite a thorough search through the area we found no trace of Kloksethytten [323]. A fox trap was proof of earlier activities. Hytten has probably been taken by the sea. The trip went on and we passed Kap Graah and Wijkander, just barely getting through the pack ice to a sunlit Humboldt. Everything was in order. Sirius had painted shelves and cupboards. The paint was now dry so we could put the things back in its place. Back to Ella Ø through Sofia Sund we sailed by the wind and for a while with no engine. Kong Oscar Fjord foamed and in the process of reefing the sail we lost a pipe, a hat and glasses.

It was grand coming home to Ørnereden,

which now was further populated with a couple of good-humoured geologists. After a good nights long sleep we were ready for the final tasks.

Closure

"Agsut" got well ashore and - as we had plenty of time - was repainted and recovered with her winter coat; now she is all ready and waiting for the next team.

A lot of goods arrived by ship – we arranged it as follows:

The many rolls of roofing felt are in the "mifler" depot in the 12-man quarters, the tools are in Generatorhuset and the boards in a covered pile behind Fjøset. Finally the lounge in Ørnereden was washed down. We also found time to relaxation and story-telling together with the geologists, the Sirius men, the French and the English guests and especially Henrik Friis and the “old guys” who arrived with "Jytte".

The last morning but one a bear turned up – he also wanted to join in. He disappeared, but suddenly re-appeared in close pursuit of our dogs so we had to frighten him off with signal shots.

Warm thanks to all for the enormous friendliness we have enjoyed during the entire season.

Kristian, Henrik and Steffen



*Left: The South team: Henrik Nevers, Kristian Nevers, Steffen Holberg.
Right: Agsut in her winter outfit – and ready for next year’s adventures.*



Field report for the North team 2007

July the journey began, but not quite

Tasks

- 1) from Daneborg to inspect and repair houses repaired from 1991-2002: Ny Jonsbu, Hochstetter, Germaniahavn, Moskusheimen, Sandodden/ Karina, Eskimonæs, Loch Fyne.
- 2) to prepare (assess the need of) and possibly begin renovation of Elvsborg and arrange the NANOK depot in the North area (Daneborg).
- 3) to receive goods for NANOK on Daneborg.
- 4) to register 16 chosen huts in the North area.
- 5) to count the NANOK-depot in Sandodden/ Daneborg.

The North team

Justin Smallbone, an English Greenland-“freak”, living in Denmark, Allan Broholm, former Siriusfup, now policeman and Hans Henrik (Haans) Carlsen, also former Siriusfup, now student of history.

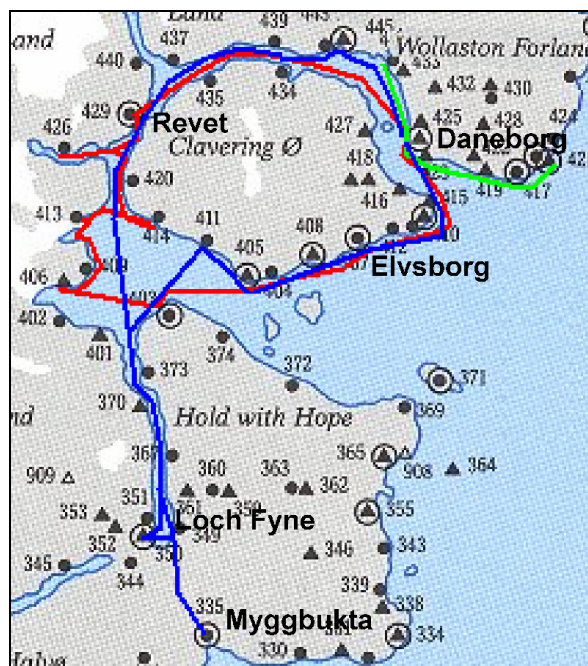
Conditions

We had base in Sandodden [425] on Daneborg and with a lot of assistance from both Dansk Miljøundersøgelse and Sirius we succeeded in solving all tasks in the Southern part of the area by means of our rubber boat – despite a longer period of bad weather. The waters to the north was relatively late for the season covered with ice and we made only one attempt in sailing up there, before we went ahead with other business. The ice, however, was favourable to us, giving us sincere trouble a few times and stopping us only twice.

The most important of our supplies were to arrive with "Arina Arctica", so preparing the base on Sandodden and surveying the huts would have to be our first tasks.

Journey out

The journeys to the North-East coast of Greenland are always exciting – you never know when you get where. Monday the 16th



The routes for the North team: (1. = red, 2. = green, 3. = blue). We sailed 895 km and walked 100 km.

according to plan. After check-in in Kastrup we had a four hour delay, which we regarded as a bad omen for the journey altogether! Less than 22 hours later we stood in Daneborg, had said farewell to the South team and hello to the Helicopter team – both in Mestersvig. We were in action!

Preparation

We spent the first days getting a general view of the gear. With pleasant company from two Canadians - Bill and Beth Anne – who were on their way to a kayak expedition we took a stroll around Sandodden.

The rubber boat and the safety suits needed a thorough cleaning, the boat trailer needed repair and a slipway had to be built.

At the same time weapons, emergency equipment and other necessities were to be tested and packed. Furthermore it was obvious that both Sandodden and some of the surrounding sheds needed "t-l-c". We decided to take care of this during periods we had to stay around Daneborg anyway and instead get started with the survey.

From day one the crew at Daneborg was extremely helpful, so we rather quickly got started with our tasks. We had four long sails, each split up in several trips, lasting a bit more than three weeks. The two final weeks – split up in five short stays - were spent around Sandodden.

Trip 1: Hut registration around Clavering Ø

In changing weather- and ice conditions we rounded Clavering within the next three days. We inspected several huts, Lerbugt [434], Granta Fjord [426] and Moskusheimen [429] a.o. The latter had recently been for repaired by Sirius. We stayed here for the night and spent most of the following day in search of the Kap Oetker [420] and Hansen Havn [413] huts, but figure they have to be regarded as gone with the wind. We walked for 20 km with no result – but with a fantastic view!

Jordan Stranda hytten [409-1] has also vanished but instead we found the Jordan Hill [409-2] and Kap Ruth [406] huts, both in miserable condition. Before then we had found Nes-odden [414] and to our joy an extra hut ruin approx. 200 m west of here. This could either be the remains of the hut

Sverre Storholt built in 1954 - which was believed to have been moved - or the remains of Kap Oetker hytten which probably had been moved south-east on the coast the previous year.

On the return we inspected both Kap Stosch [403] that could do with a loving hand and Eskimonæs [405] that is in excellent conditions.

Unfortunately the ice hindered us in getting ashore on the rest of the home journey and we had to twist and turn through the ice in order to get east of Clavering.

Trip 2: Attempt to sail north

Brave new World! Sirius has got access to a website with satellite photos of the ice conditions along the Coast so when we had finished painting the inside of Sandodden, we packed up for laying out the depot at Germaniahavn [447] – there was a hole in the ice, you see! But not for long! We were stopped by impassable ice at Kap Borlase Warren, and with a heavy loaded rubber boat we sailed back to Kap Herschell hytten [417] for the night, only to discover that the following morning the ice was closing up and that the weather had turned worse. We set course for Sandodden, registered Kap



*Left: Justin measures Midstua [367-1].
Right: Sandodden getting an overhaul.*



Elvsborg: Start and half way. From the lower edge of the window and up, the major part is original.

Berghaus hytten [423] on the way, unloaded all our stuff and

We helped Sirius with the unshipping and



Elvsborg ready after the first stage. The North team: Allan, Haans and Justin.

sailed back to the ruins of Gisvold hytten [436] in Young Sund.

Back at Daneborg the crew from Danmarks Miljøundersøgelser (DMU), with whom we were to spend many cosy hours for the next three weeks, arrived.

While waiting for unshipping we began to arrange a material depot in an old generator shed behind DMU's new boat shed. Not everything went smoothly. A barrel of tar had turned over and pasted a large part of the roofing felt that was stored here to the floor, so the many rolls of felt had to be moved back and forth and we had to put a new roof on the shed.

later got a visit from a geological expedition from Oslo University (OU), who more or less became our travelling companion.

By now the ice was such a nuisance to the unshipping that "Arina Arctica" in stead sailed to Zackenberg. Since all our goods were under roof and Sandodden was fit to occupy again, it was time to go sailing!

Trip 3: by Loch Fyne to Myggbukta

We reached the research station ZERO at the old trapper station Zackenberg [438], in time for evening coffee and stayed here for the night. The next day we sailed directly through Revet at Moskusheimen in spring

tide to Loch Fyne [350] station. The spring tide cost us a minor stay of 8 hours in Strømmen, as we needed a meal and a brief sleep. When we woke up after one hour, we were 150 meter away from the coast.



Tagpapterrassen with new roof.

At Loch Fyne, where we met OU again, the Norwegians were most helpful in maintaining the hut: repairing, caulking, tarring and painting outdoors, painting and tidying up indoors.

While the hut was drying up, all six of us went to Myggbukta [335] – a nice walk of 22 km and approx. 1½ days and with plenty of time to inspect the hut.

Back at Loch Fyne we prepared the hut for the winter and went homewards. The trip got a bit longer than we had expected as both wind and ice played a larger part as anticipated.



Left: A heavy loaded rubber boat.

En route we registered Midtstua [367-1] and Mellehuset [367-2] as well as the Granatdal [411-1] and [411-2] huts, where two men had to run about one km across the ice to get ashore, while one man took care of the boat in the drifting ice. More than once were we forced to wait for the ice to make bridges.

We also inspected Norske Villa and met the GeoArk-men at Eskimonæs. A cosy meeting that – due to the weather – continued the following day in Dødemandsbugten. From here the wind was too powerful and we had to wait the night before returning to Daneborg via Elvsborg [407] in rough sea.

Trip 4: Elvsborg

We now had a longer period with bad weather. We made use of the time with maintenance, caulking, tarring of Sandodden and finishing our new material shed: "Tagpapterrassen". The name is owed to the flat, felt covered roof which is a most suited place for evening drinks when the weather is fine.

We helped OU with the unshipping and later learned from the ice maps that the trip north had been cancelled. "Arina Arctica" had got caught in the ice en route to Danmarkshavn, and the rubber boat does not hold quite the same capacity, so...!

We happily went ahead with a genuine NANOK-projekt: Restoration of the Elvsborg station [407].

In August the hut celebrated its 80th birthday. It was built in 1927 by the Hird-expedition, during the very same days as we started the restoration.

Unfortunately the hut had rotted away from below, so for starters all the woodwork up to a height of approx. 50 cm had to be



Right: Cosy Norwegian-Danish trapper atmosphere at Loch Fyne

replaced. This is more difficult than to build a new hut, but we succeeded – with a lot of help from the DMU's, who joined up with roofing felt and five extra pairs of hands.

We had to undertake two more journeys by rubber boat to depots and to put in 255 work hours in only 6½ days before the hut was ready for winter: closed with roofing felt, drained and surrounded by a stone wall. But the next team in 2008 may be in for just as many hours as the hut still needs: floor, windows, inner panels, coal and stove!

Along the way cosy visits from both Sirius and GeoArk, helped keeping up the spirit in our small camp and we also registered Kap Mary [410-1] and Christianshavn [410-2] during our depot trips.

Stripping

The three last days before departure were spent on preparing the "base" for next year. Maintenance and counting of the gear,

We think we have made a good foundation for the next North team. Anyway, there is plenty to do.

Going home

As always, leaving the Coast after an eventful summer was a mixed pleasure but due to a delayed plane, we had time for a beautiful walk and a Sirius-GeoArk-NANOK-joint-venture sail with materials to ZERO Zackenberg bringing boards for new buildings and food for the inhabitants. 24 hours later we were scattered in all directions.

Huge thanks for help and many cosy hours to our friends from Sirius, DMU, GeoArk, ZERO and especially Oslo University.

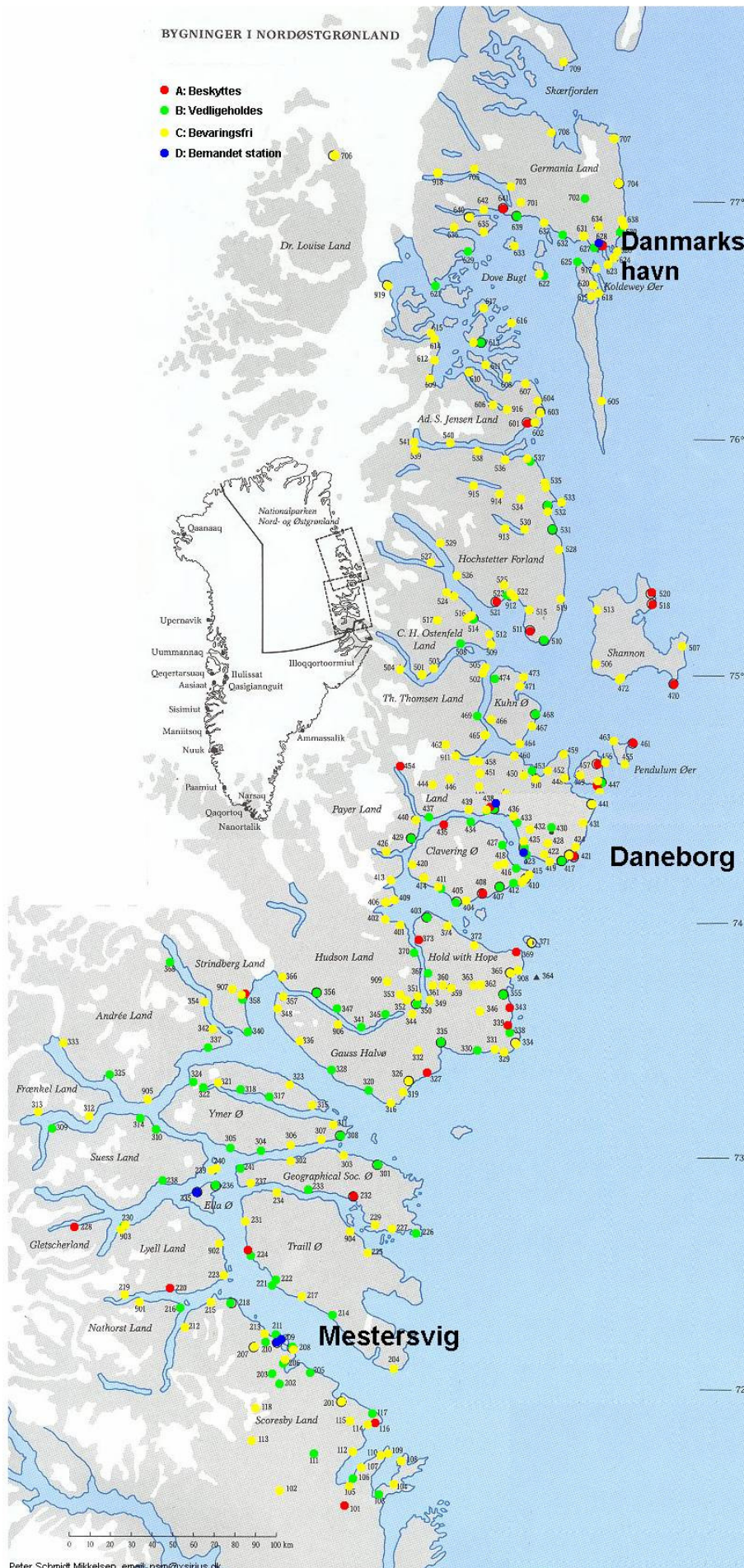
Justin, Allan and Haans



Thanks to all for a fabulous summer!

The NANOK-team 2007: Front from left: Justin Mark Smallbone, Hans Henrik Carlsen, Allan Broholm Pedersen. Standing from left: Niels Gyldenlund Mikkelsen, Peter Schmidt Mikkelsen, Steffen Holberg, Kristian Nevers, Henrik Nevers.

assessing the needs for the approaching years and winter preparing of Sandodden, Skindskuret, Sorte Skur and Tagpapterrassen.



Classification of the North-East Greenland huts in four different preservation categories (A, B, C & D):

- A) To be preserved. Must not be changed, but further decay is to be obviated as decided by Nationalmuseet. To be monitored. In all 28 localities.

- B) To be maintained. A unique locality fitted for restoration and continuous maintenance with a view to recreational purposes. Maintenance can be carried out through agreement with NANOK. In all 93 localities.

- C) No preservation. Localities where no action is taken. Within ordinary regulations for the area. In all 247 localities.

- D) Manned localities. Preserved by other authorities. In all 7 localities including: Mestersvig [209-1] / Nyhavn [209-2], Ella Ø [235], Sirius Daneborg [425-3] / Daneborg Vejrstation [425-2], ZERO Zackenberg [438-5], Danmarkshavn Vejrstation [628-2].

For further information see NANOK's Internet website:

www.xsirius.dk/nanok.html

On Nanok

Nordøstgrønlandsk Kompagni NANOK (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 spreading 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 management of seven persons. These are Peter Schmidt Mikkelsen (dir.), Jens Erik Schultz, Tommy Pedersen, Søren Andersen, Martin Reenberg, Palle V. Norrit, and Søren Rysgaard.

Besides the management a number of individual persons – NANOK'ers - participate actively in NANOK's projects. All work in NANOK is voluntary and unpaid.

Each summer NANOK sends an expedition of typically 5-10 persons divided on 2-3 teams to work in North-East Greenland for 3 to 5 weeks. Result of this work is documented and published in a field report.

The expedition participants are chosen by the management. In the years 1991-2007 a total of one hundred NANOK'ers have been sent out to Northeast Greenland. In order to perform its tasks, NANOK controls a considerable amount of expedition equipment; however, NANOK possesses no property in Greenland.

NANOK's projects are financed by the Aage V. Jensen Foundation.

The organisation is furthermore supported by a number of private contributors. Among NANOK's many, good partners are a.o. Air Greenland, Danmarks Miljøundersøgelser, Dansk Polarcenter, Flugfélag Islands, Forsvarets Vagt Mestersvig, the Greenland Home Rule, the Greenland National Museum & Archive, Grønlands Naturinstitut, Logistikcenter Grønland, NANU-travel, Polar Logistics Group (POLOG), Royal Arctic Line, Slædepatruljen Sirius.

Since 1991 NANOK has repaired approx. 20 cultural historic buildings and has for this effort gained considerable recognition from a.o. Grønlands Hjemmestyre and Grønlands Nationalmuseum.

Encouraged by Grønlands Hjemmestyre NANOK in the years 2003-2007 has worked out a new structural survey of all cultural-historical cabins and stations in Northeast Greenland. The records are available free of charge for Grønlands Nationalmuseum..

In the summer 2007 NANOK has – with the approval of The Greenland Home Rule – resumed the restoration of huts in North-East Greenland.



List of North-East Greenlandic stations and huts renovated by NANOK 1991 - 2007:

Hut number	Name	Repaired in:
201	Antarctichavn	2001 (smashed by avalanche in 2002)
218	Kap Peterséns	1998
224-2	Kongeborgen	2001
222	Holm Bugt hytten	2001
308	Kap Humboldt	1997
324	Varghytten	2002, 2007
335	Myggbukta	1999, 2007
340	Kap Ovibos hytten	2000, 2007
350	Loch Fyne	1993, 2007
356	Hoelsbu	1999, 2000, 2007
405	Eskimonæs	1998
407	Elvsborg	2007
417	Kap Herschell	2002
425	Sandodden / Karina	1994 – 2000, 2007
429	Moskusheimen	1994
438	Zackenbergt	1991, 1992
447	Germaniahavn	1999
510	Hochstetter	1996, 1998
514	Ny Jonsbu	1995

Source: Conc. hut numbers and - names Peter Schmidt Mikkelsen *Nordøstgrønland 1908-60*, Aschehoug 2001

