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Field Report from the journey to North-East Greenland 2025

Moskusheimen

Nestled behind Clavering Island, sheltered by the reef, lies the old Norwegian hunting station Moskusheimen. This fine historic building, constructed in 1928, received a much-needed inspection and maintenance by this year's Nanok field team during the summer of 2025. This was just one of many activities carried out over the season. Read more about this – and much more – in the following report.

35th Field Season

Introduction

The North-East Greenland Company Nanok has successfully completed its 35th field season as planned.

This year, only one Nanok field team operated in North-East Greenland. The team carried out assignments in the Young Sund area, based out of Nanok's summer station at Sandodden near Daneborg. A second planned Nanok team had to be cancelled due to various logistical challenges.

However, the research group from the Arctic Research Centre at Aarhus University – a close partner of Nanok – sent out several field teams to North-East, South-East, and West Greenland.

The weather in North-East Greenland during the field period was somewhat unsettled, with several stretches of wind, cloud cover, and rain. Ice conditions were generally favourable south of the Daneborg area, while the ice between Daneborg and Dove Bugt broke up relatively late in the season. In Dove Bugt, ice remained unusually heavy throughout the summer.

For the first time since 2018, I did not participate in the fieldwork in North-East Greenland. This was entirely by my own choosing, and I have no complaints in that regard. On the contrary, it was both wonderful and rewarding to spend the entire summer at home with my family and to experience a continuous Danish summer – and what a beautiful summer it has been.

That said, I won't deny there were moments when I felt a deep longing for the vast, empty expanses up north. Some have aptly named the cause of this longing the "polar bacillus" – an incurable "infection" that has, in an inexplicable way, afflicted many of us who have spent a significant part of our lives in North-East Greenland. Common symptoms of this so-called infection include a lifelong yearning for the grandeur of the Arctic landscape, the crisp and cool air, the sharp Arctic light, and the immense silence. Perhaps also a longing for the simple life up there – a life where one's main concern is often no more than pondering the next day's weather, and where the biggest practical challenges are usually within arm's reach. A place where people are judged by what they do and contribute, not just by what they say or what's written on their business card. Where complete trust and lifelong friendships are formed.

For those of us who are older, the longing may also be connected to a nostalgia for a youth long past – a time when all senses and reflexes were razor-sharp, when the body was lean and resilient, and when, in moments of boldness, one felt invincible. Or perhaps the longing stems from memories of nighttime dogsledge journeys under the full moon on clear December nights – in biting frost and beneath blazing northern lights – in that very place where one feels closest to the universe and to infinity. And where it suddenly becomes clear that only silence is great – everything else is weakness.

Nanok first and foremost extends its deepest thanks to our sponsor, the Aage V. Jensen Foundations, for their unwavering trust and support. Without such long-term backing, Nanok would not be able to carry out its work, which is often costly, logistically demanding, and requires years of preparation.

We also owe special thanks to numerous units and individuals within the Danish Armed Forces for excellent collaboration, warm hospitality, and outstanding assistance in solving various logistical challenges.

A big thank-you as well to the logisticians and researchers at the Ella Ø, Daneborg, and Zackenberg stations for their support and good neighbourly spirit.

Our heartfelt thanks also go to the families and friends who support the Nanok volunteers, many of whom dedicate an entire summer holiday to working in the field. Such backing and understanding mean a great deal to every individual Nanok participant.

Many thanks as well to the wider community of people who continue to show genuine interest in and support for our work.

Finally, sincere thanks to all our other valued collaborators and to the many public and private institutions whose positive contributions have helped 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 2025 Nanok Team

Tasks

The Nanok team was assigned the following tasks:
• Renovate Moskusheimen [429]
• Renovate hunting cabins in the Young Sund area
• Inspect, inventory, and carry out maintenance of Nanok's equipment and depot at Daneborg
• Handle incoming and outgoing cargo for Nanok at Daneborg
• Prepare for the upcoming Nanok expedition to Daneborg in 2026

Participants

Hasse N. Staunstrup (Sirius '78), Leif Kjær Pedersen (Sirius '78), Birger Bjerregaard (Sirius '97).

Trapper Henry Rudi – "Isbjørnekongen" (The Polar Bear King) – at Moskusheimen in 1941. Photo: N.O. Jensen.

Journey to Daneborg

The team gathered on July 23rd late in the afternoon at Copenhagen Airport. We arrived at Keflavik Airport the same evening, and after a pleasant bus ride, we reached the Cabinn Hotel in Reykjavik. Following dinner and a good night's sleep, we flew the next day from Reykjavik Airport to Constable Pynt, and from there continued to Daneborg after a short stopover at Carlsberg Fjord, where POLOG was busy with cleanup operations following the CASP project. We arrived at Daneborg late in the day. It was wonderful to see this beautiful place again, especially our functional summer base, Sandodden. We settled in comfortably, and during dinner we laid out a plan for the coming days' activities.

Upon arrival, the Sirius leader informed us that they had several visits from a bear that apparently had developed a taste for eider duck eggs. That very evening, we were fortunate enough to see the bear up close. This became a recurring daily—or rather nightly—event for most of the nights we stayed at the station. Five visits in a single night were reportedly the season's record.

Preparation at Daneborg

The following days were spent preparing equipment and provisions for the upcoming trips. The new Buster dinghy was brought out of its winter storage, and various safety equipment was packed into the boat.

Moskusheimen on a summer day in 2024 – before renovation and with a collapsed chimney.

The emergency engine (2.3 hp Honda) stored in the Buster dinghy failed to start. We found that no fuel was reaching the cylinder, and there was no power to the spark plug. The faulty emergency engine was therefore packed for shipment home, and the spare engine stored in Bådskuret (the boat shed) was put into use. This one worked flawlessly. We had a list of cargo to be sent home, including a defective RIB, an aluminium dinghy, and old boat trailers. Additionally, there were three 2-stroke engines and spare parts for these. The first days were also spent preparing this equipment for shipment and coordinating with Sirius regarding the use of one of their 20-foot containers.

A great Saturday evening's "mik" with the patrol was thankfully also on the agenda. Here, they showed the new film *Årets gang ved Sirius* (*The Year at Sirius*). As usual, it was packed with excellent footage of nature and wildlife. As an extra treat for this anniversary year, there was a 10-minute introduction about the lead-up to the patrol's formation. We were also invited as guests on training trips into the hinterland with the sled teams. We conducted a successful test run with the new Buster dinghy, reaching planning speed and hitting around 24 knots. The test trip took us to Pashytten [433], where we found the cabin to be in good condition, except for the chimney, which was in need of some skilled handyman care.

First trip to Moskusheimen

On July 29th, late in the morning, we set off for Moskusheimen [429]. The boat trip took longer than expected, as we never managed to get the heavily loaded dinghy up on plane. Instead, we pushed the water ahead of us at 6–10 knots and arrived at the station late in the afternoon. Conveniently, it was high tide, allowing us to reach all the way up to the station. None of us had previously sailed in a Buster dinghy, so we believed the low speed was due to improper and/or excessive loading.

The next three days were spent on renovation. A complete chimney pipe system was installed, as the old pipes and fittings were broken and weathered. Afterwards, the stove worked perfectly. All doors and cabinet doors were removed and straightened. All cabin and Tilly lamps were prepared for upcoming visitors. In the bedroom and living room/kitchen, the walls were washed down and painted with "Daneborg Grøn" linseed oil paint to match the original colour.

Outside, we dug out around the east, north, and west sides of the station to install new roofing felt before covering it again with stones and turf. The drying rack just outside the station was also straightened, so it should last for many years to come. We also separated newer wood from the old/historic timber.

We have now arrived at Moskusheimen. Leif (left) and Hasse.


Outside, the foundation was dug free so that new roofing felt could be installed before covering it again.

During our stay, we mostly experienced 8/8 low clouds, rain, and wind up to 12 m/s. On the second day, we were visited by a small bear, which, however, showed little interest in us. It walked past the station at a leisurely pace, and we did not see it again.

Back at Sandodden

On the very early morning of August 2nd, at high tide, we sailed back to Daneborg. We were very pleased to quickly get the dinghy up on plane, maintaining an average speed of 20 knots all the way.





In the bedroom and living room/kitchen, the walls were washed and then painted with green linseed oil paint to match the original color. The ceiling also received a fresh coat of white paint.


At Pashytten [433], the chimney was secured with wires and straightened.

After unpacking and cleaning the dinghy and equipment, we began assembling gear for a trip to Fiskerhytten [438-4], which, according to the researchers at Zackenberg Research Station, needed some roofing felt. However, due to strong wind and waves, we stayed at Daneborg.

We had located the wood, equipment, and tools that had returned from Kap Philip Broke behind "Skur 9" in 2024. We placed the wood on battens and borrowed the Sirius workshop, where we made the equipment and tools usable again.

The following day, late afternoon, we sailed to Pashytten [433], where we secured the chimney and took inventory of the equipment in the cabin. From there, we sailed to Fiskerhytten [438-4]. Here, we found that more than just a few pieces of roofing felt were needed. Both the north and south sides required new roofing felt. We used the materials we had on hand and sailed back to Daneborg after midnight to pick up more supplies. On both the trips to and from Fiskerhytten, we never got the dinghy up on plane, and the speed only reached a maximum of 10 knots. We then realized that the propeller fitted at home was a "Pitch 15." We switched to a "Pitch 13," and for the rest of our trips, we had no problems getting on plane.

After changing the propeller and packing the materials, we sailed back to Fiskerhytten, where we completed the roofing felt installation and adjusted the door and window. The cabin is now in good condition for use by the Zackenberg team.

On the way back, we stopped at Djævlekløfthytten [427] just to confirm that it is still usable.

We now had a couple of "weatherproof" days with winds up to 17 m/s, during which we spent our time cleaning up in and around the containers, Bådehus (the boathouse), and "Skur 9".


From left: Fiskerhytten [438-4], Djævlekløfthytten [427], and Lerbugthytten [434].


Kap Berghaus hytten [423] ude og inde. En kop kaffe efter færdigt arbejde. Birger (t.v.) og Leif.

On August 8th, the wind dropped to 5–8 m/s, so late in the morning we sailed to Lerbugthytten [434]. We made the hut usable for travellers, repaired the stove and chimney pipes, but the hut is in a state of decay and is a project in itself if it is to be preserved for the future.

We returned to Sandodden early in the evening amid increasing wind and waves. The following day was spent fixing minor repairs at Sandodden and Skindskuret. This included sealing around windows and straightening doors. We also gathered materials for renovating Kap Berghaus hut [423], which we reached by ATV on August 10th. Inside, cleaning and tidying were carried out. New roofing felt was laid where needed. We also installed the external chimney pipe, new window glass, and manufactured shutters. In addition, new fittings were installed on the door.

Skibsmik

On August 11th around midday, this year's supply ship, *Malik Arctica*, arrived. Between preparations for the next trip to Moskusheimen [429], we received cargo for Nanok and stored it in Nanok's containers. Additionally, we shipped home the equipment and materials that had been agreed upon.

Second trip to Moskusheimen

On the morning of August 13th, we once again sailed toward Moskusheimen. On the way, we stopped at Bjørnnesstua [437]. Here, we carried out some minor repairs and welded roofing felt. The hut will now be of good use to Sirius and other travellers going forward.


Left: Malik Arctica has arrived at Daneborg and unloading is underway. Right: The pile of timber is being moved.



From left: Djævlekløfthytten [427], Lerbugthytten [434] og Bjørnnesstua [437].

From there, the journey continued to Moskusheimen, where we (once again) arrived at the highest tide, allowing us to sail all the way in to the station.
The following three days were primarily spent painting—both inside and out—in order to restore the building's colours as closely as possible to the original.
The old name and year boards were also renovated.
In addition, a tøndebuk (barrel stand) was fabricated, and we filled gravel/soil into a gap between the north wall and the surrounding terrain.




Moskusheimen – restored to its original colours, with the original name board renovated.

The Nanok Team 2025. From left: Birger Bjerregaard, Hasse N. Staunstrup, and Leif Kjær Pedersen.

Back at Daneborg

In fine travel weather, we sailed back to Daneborg on August 16 and arrived late in the afternoon—just in time to take part in Sirius' annual *Beach Party*.

The following day, in pouring rain, we gathered materials for the renovation of Kap Herschell [417]. On Sirius' 75th anniversary, we set out in the morning, well loaded with supplies, bound for Kap Herschell. Although we were prepared for challenges with the surf, we were still caught off guard – the conditions didn't seem problematic from the outside. As a result, we were tossed about during landing, and the new Buster dinghy sustained a few dents. Fortunately, the damage was purely cosmetic. Subsequently, we anchored the boat offshore and, after completing the renovation, were able to depart without further issues. At Kap Herschell, we replaced three windows, straightened and secured the chimney pipes, and fabricated two new shutters.

Sirius' 75th anniversary

We returned from Kap Herschell in time to take part in the celebration of Sirius' 75th anniversary. An open-air buffet was held, offering a variety of delicacies, with attendance from the off-duty crews of both the patrol frigate and the patrol vessel anchored off Daneborg. In addition to them and us from Nanok, personnel from a special unit under the Danish Armed Forces as well as researchers from MarinBasis also participated. Speeches were given by the Sirius Patrol leader and the commanding officer of the patrol frigate.

Departure from the Coast

The following two days were spent on inventory, dismantling, and winterizing boats and outboard engines. The return journey was scheduled for the morning of August 21, but due to an error by Norlandair, the flight had been overbooked. As a result, we had an extra day at Daneborg, which actually turned out to be a pleasure, as the weather—which had mostly consisted of low-hanging clouds and rain throughout our stay—had now cleared up to calm, sunny conditions.

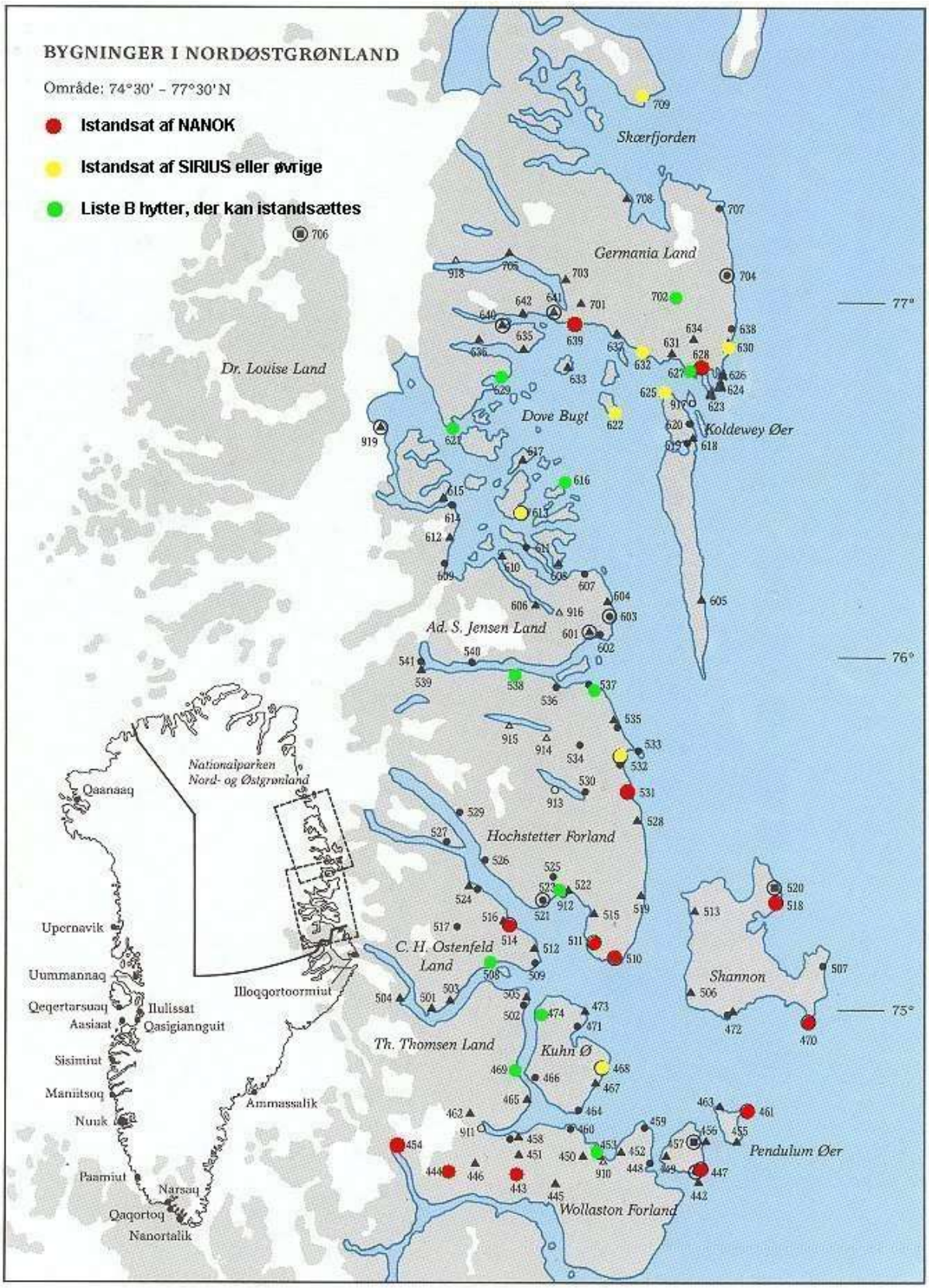
On the morning of August 22, we left Daneborg in beautiful weather. Via Constable Pynt, we flew to Akureyri, where we switched to a car and drove to Reykjavík. After a good dinner at *3 Fraggar* and a solid night's sleep, we flew to Copenhagen the following day.

Status of task completion

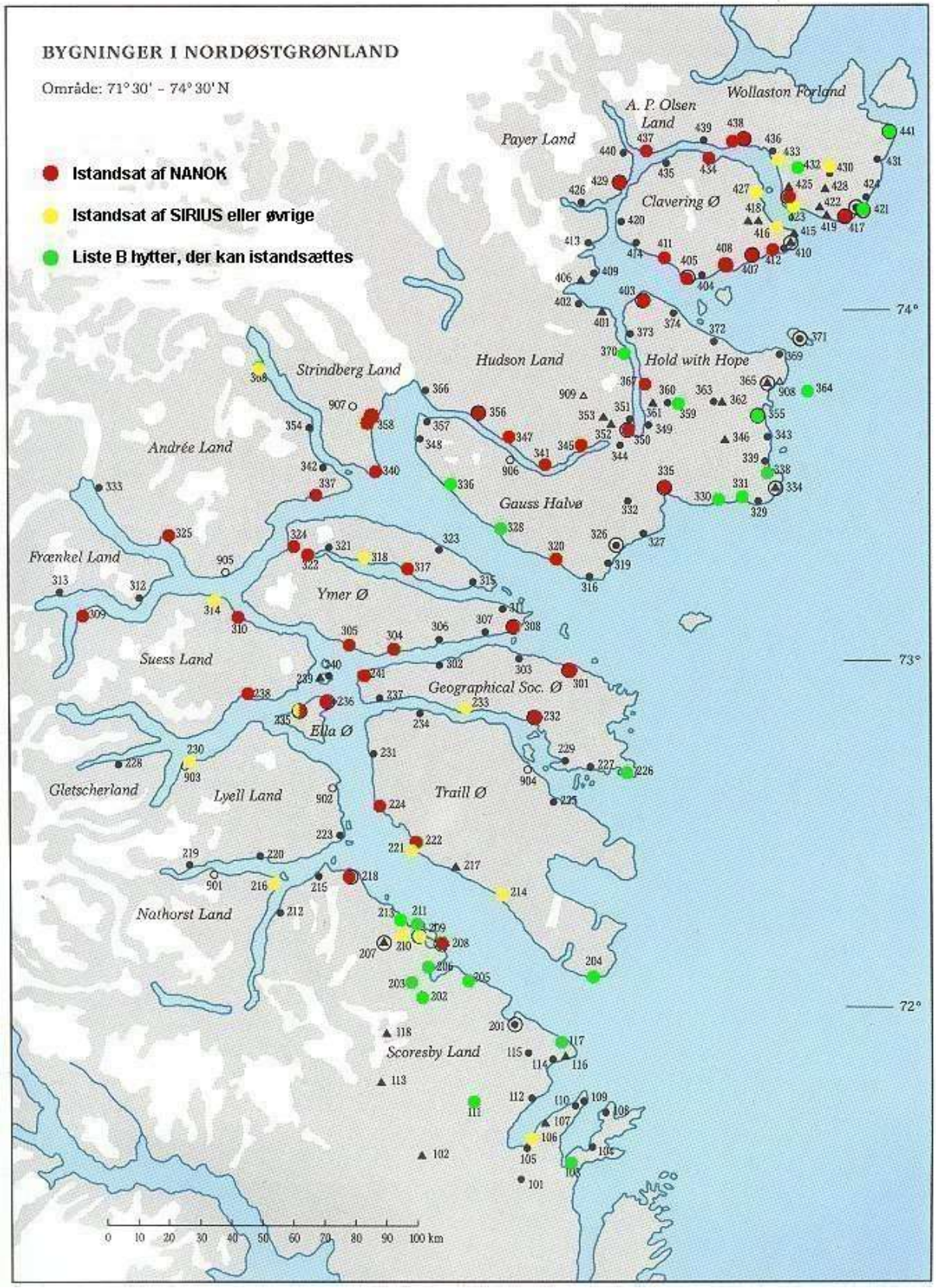
We believe that we have carried out all assigned tasks to the best of our abilities.

Throughout the completion of our tasks, we received great assistance and encountered much hospitality from many sides—especially from the Sirius men at Daneborg, the Sledge Patrol Sirius, the Station and Patrol Service Greenland, and the Joint Arctic Command. Hereby, a big thank you to everyone.

Hasse – Leif - Birger



The map shows the maintenance status of the old huts, houses, and stations in North-East Greenland. Locations marked in red or yellow can be expected to be in somewhat usable condition. Other locations, however, cannot be expected to be serviceable. Locations marked in green are other List-B huts that Nanok may renovate and maintain in the coming years.



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Field report for the scientist teams 2025

Tasks / contents

The research team had the following tasks:

- Service and deploy GIOS systems
- Retrieve and redeploy measuring instruments in the sea
- Measure glaciers melt and oceanographic conditions during winter conditions from the inland ice to the coast
- Packing up and enjoying good company with Nanok, Tårnuglerne, and Sirius

Participants in this year's different field teams

- Bjørn Aaholm (Environmental Sciences, Aarhus University) - Daneborg
- Caspar Haarløv (sound engineer) - Qaqortoq
- Claus Kolbe Nielsen (Sirius '94) – Mestersvig & Ella Ø
- Claus Melvad (Arctic Research Centre (ARC), Aarhus University) - Qaqortoq
- Ebbe Poulsen (Center for Ice-Free Arctic Research CIFAR, ARC, Aarhus University) - Qaqortoq
- Egon R. Frandsen (CIFAR, ARC Aarhus University) – Mestersvig, Ella Ø, Daneborg
- Esdoorn Willcox (CIFAR, Aarhus University) - Qaqortoq
- Fleur Rooijakkers (CIFAR, Aarhus University) – Qaqortoq & Narsarsuaq
- Johan Scheller (ARC, Aarhus University) – Ella Ø
- Kristian Nevers (CIFAR, Aarhus University, Sirius '95) – Mestersvig & Ella Ø
- Lars Ostenfeld (film maker) - Qaqortoq
- Lau Gede Petersen (ARC, Aarhus University) – Ella Ø
- Nanna B. Karlsson (GEUS) - Qaqortoq
- Nicklas L. Brusgaard (CIFAR, Aarhus University) - Qaqortoq
- Simon Bahrndorff (Aalborg University) - Narsarsuaq
- Søren Rysgaard (CIFAR, ARC Aarhus University) - Qaqortoq, Tasiilaq, Mestersvig, Narsarsuaq, Ella Ø.

This report covers fieldwork in Qaqortoq, Mestersvig, Tasiilaq, Narsarsuaq, Ella Ø, and Daneborg.

Qaqortoq – March 2025

Field team: Søren Rysgaard, Fleur Rooijakkers, Ebbe Poulsen, Nicklas Brusgaard, Claus Melvad, Lars Ostenfeld, Caspar Haarløv, Nanna Karlsson.

New measurements from Hisinger Glacier in Dickson Fjord in East Greenland show that the fresh meltwater released from the Inland Icesheet probably freezes when it flows out beneath the glacier into the fjord water, where the sea temperature is below the freezing point (-1.89°C) for freshwater. It is still unclear how this affects the circulation and mixing of the fresh water in the fjords. Refreezing cannot be measured with the standard CTD sensors we use.
We see indirect evidence of ice crystal formation in water isotope measurements and in excess heat in front of Hisinger Glacier.
Last summer, we sent an underwater robot equipped with sonic sensors and optical cameras in front of Hisinger Glacier, but unfortunately it was lost due to an unexpected massive calving event. Since then, we have been working on developing a new robot and camera systems with polarized light for mounting on drones and underwater robots, designed to be able to detect ice crystals in seawater.

Claus and Nicklas are adjusting the winch with the optical cable (left). Underwater robot on its way around an iceberg (right).

Drone lowers measuring instrument along the glacier wall (left). Ebbe controls the drone while Fleur directs it the right way (right).

Both systems were tested in Qaqortoq from March 12 to 28, where the upper 150 meters of the water column were below the freezing point for freshwater. Fleur, Ebbe, Nicklas, Claus, Lars, Caspar, and Søren flew from Copenhagen to Nuuk and onward to Narsarsuaq, where we got a boat ride to Qaqortoq. Here, we rented a house from 60N, where we stayed while working on the glacier-fjord processes. It worked very well, and we felt very welcome in the town—it was truly a pleasure. We had sent equipment ahead by ship and located it the same day we arrived. The following day was spent unpacking, testing, and charging a lot of lithium batteries needed for the newly developed instruments. After a few days, Nanna also arrived.

We had four subprojects:

1. Testing a drone helicopter to measure vertical profiles of temperature, salinity, depth, turbidity, and ice crystals as close to the glacier as possible (within a few meters)
2. Testing an underwater robot to film and measure temperature, salinity, depth, sonar, and ice crystals at the glacier front and, if possible, beneath the glacier
3. Radar measurements of the glacier's catchment area
4. Documentary film about the melting of the icesheet

We had planned to work on a glacier where we had previously found a good location at the bottom of Sermilik Fjord to land with a helicopter, and where it appeared that meltwater was released during winter. Unfortunately, most of the fjord was covered with sea ice. This would make measurements close to the glacier difficult, as we would need a hole in the ice for our drone to lower instruments in front of the glacier. Because of all the frozen icebergs in front of glaciers during winter, it is impossible to get close to the glacier wall, and it is also a dangerous operation due to the risk of sudden calving. Therefore, we started with a short helicopter flight with Pilu to find another glacier. We found a good alternative nearby at the bottom of Qalerallit Imaat Fjord, where the glacier on the right side at the bottom of the fjord was free of sea ice, and where there was a small point on one side of the glacier suitable for landing in summer. Unfortunately, it turned out that there was too much loose snow for us to land with a helicopter. Luckily, we discovered that it was possible to sail in by boat among the ice floes.

The following days, we therefore changed plans and contacted Peter and Niels, a couple of local men who had launched their boat.

The first trip to measure with our drone helicopter took place the following day. After a little over two hours of sailing from Qaqortoq, we reached the glacier and found that the point near the glacier was a suitable place to go ashore. The drone helicopter was too large to take off and land from the boat. Here, Ebbe could get the drone helicopter ashore and then jump back into the boat, after which we sailed around the point and out in front of the glacier at a safe distance. Along the way, we sent up our drone so it could fly along. Meanwhile, Fleur kept an eye on the drone through binoculars and told Ebbe where to fly. We measured at four locations already on the first day and found that the water in front of the glacier was about 180 meters deep. The temperature was close to -1°C, and we could see ice crystals in the polarized camera system we had developed. There was high spirits on the sailing back – the instruments worked.

Pleasant company in Qaqortoq, where lunch consisted of local lumpfish roe. At the table (from left): Nanna, Casper, Lars, Fleur, Ebbe, Nicklas, Claus & Søren (photographer).

The next day, we planned to deploy the underwater robot at the deepest location. Here, we combined filming and measurements. We had some beginner difficulties with the winch, where the wire guide caused some tangles. After disassembly and appointing Søren as wire guide together with Claus, things went smoothly. Nicklas skilfully controlled the robot all the way up to the glacier and began diving while filming and measuring. We reached down to 120 meters, where there were plenty of small fish. Very turbid water began to flow out from the glacier, and we could see crystals in the polarized camera. We continued diving, but suddenly the alarm for "leak" sounded, and we had to rush the robot up again. It turned out that water had entered through the fibre optic cable, which had been damaged, and we had to return to prepare for the next mission. Despite the leak, the dive was a success, and we learned a lot about how to optimize the dives.

In the following days, we alternated between measuring profiles in the water column with the drone helicopter and diving with the robot. In addition, we carried out a series of oceanographic measurements (CTD and water samples) from the glacier and out through the fjord along a transect to see how far the "glacier signal" could be detected. At the same time, Nanna had organized radar measurements of the glacier's catchment area by helicopter, and we look forward to linking the large dataset of catchment area, glacier front, and fjord.

Lars and Caspar worked throughout the trip on their film and contributed – besides good spirits and time on the boat and helicopter – with many observations relevant to the research. It's great to have professional film and sound people along when something entirely new is being documented. Lars later returned in April to improve some of the underwater footage beneath the glacier, and this will certainly help reveal what happens in the depths in front of a glacier to both researchers and a wider audience.

It is important to understand what happens in the depths in front of a glacier, as it can change our fundamental understanding of water masses and global sea level rise.

We had a fantastic trip, taking turns cooking and eating together. It was wonderful to have time to talk after work and plan along the way – it sparked a thousand new ideas and gave us mental energy.

In Qaqortoq, you can buy almost anything. From freshly caught lumpfish with roe to advanced electronics, good winter clothing, and a wide selection of groceries. Casper, our sound technician, was convinced that "Pisiffik" (the name of the grocery store) must mean "Pissefedt" (meaning *really cool* in Danish), as he found several things there that he couldn't find anywhere else.


On the way across Danmarksstrædet in a Twin Otter (left). A short rest stop off Bastionen during the snowmobile journey from Mestersvig to Ella Ø (right).

Mestersvig – April/May 2025

The field team: Søren Rysgaard, Egon Frandsen, Kristian Nevers, and Claus Kolbe Nielsen.

There are only very few measurements of oceanographic conditions during the winter period in East Greenland. While we have had automatic measuring instruments in place for many years collecting year-round data, these have only measured at limited depths. Full-depth water column profiles remain rare. Such measurements are necessary to determine whether warm Atlantic water is flowing into the depths off East Greenland, and whether it can reach the glaciers and contribute to the accelerated melting of the ice sheet. Another unresolved question is whether meltwater from the ice sheet flows beneath the glaciers and into the fjords during winter. Gaining knowledge about this could provide a better data foundation for understanding global sea level rise, stratification and mixing processes in the fjords, and the subsequent plankton bloom in spring.

On April 22nd, Kristian, Kolbe, Egon, and Søren met at Aarhus Airport and travelled to Akureyri in Iceland, where various measuring instruments had already been shipped in advance. Equipment, food, and personnel were packed into a Twin Otter bound for Mestersvig. After a beautiful flight over the Greenland Sea, with plenty of drifting sea ice, we landed in bright sunshine, blue skies, and a crisp, snow-covered landscape. Calm conditions, frosty air in our nostrils, and the crunching sound of snow underfoot welcomed us. Finally, back on the East Coast. We were greeted by three friendly "Tårnugler" (nick-name for the Mestersvig crew) and accommodated in Blåtårn.

The first few days were spent organizing snowmobiles, sleds, fuel, and packing equipment for our small expedition. We also tested that we had everything we needed for the journey by setting up a measurement station in Kong Oscar Fjord off Mestersvig. Everything worked on the first try, so we decided to head for Ella Ø the very next day. The conditions for travelling to Ella Ø were perfect. The trip took about three hours. Along the way, we saw many polar bear tracks - roughly every 500 metres - and numerous seals basking on the ice. Upon arrival at Ella Ø, we quickly opened the shutters on Tolvmands-barakken, lit the stove, and carried food and equipment inside. The rest of the day was spent digging out containers, coal, and the toilet from under the snow. We checked the GIOS measurement station and instruments. Everything looked good. Data was being transmitted as planned from all the instruments. We also found time to drill an ice core from the sea ice covering one of our automatic underwater instruments, to see whether the sea ice holds information from the autumn and winter seasons.

Various components from the water phase may become trapped in the sea ice over the course of the season. If so, it may be possible in the future to reconstruct the composition of surface water by


Kolbe has a lot of energy and is great at digging everything out from the snow — the toilet had completely disappeared beneath it.

collecting an ice core late in the spring. We will continue working with the samples this autumn in the laboratory in Aarhus.

The next day, we headed into the Hisinger Glacier at the head of Dickson Fjord. Here, we also drilled ice cores, allowing us to compare sea ice measurements from the innermost part of the fjord all the way out to the mouth of Kong Oscar Fjord, which is connected to the Greenland Sea.


Kristian, Kolbe, and Egon drill a hole in the sea ice and collect water samples on the way into Dickson Fjord.

Bear visit on Ella Ø. Top: The bear is standing just outside the window (its black nose is visible), and Kolbe is making noise with a frying pan to scare it away.

At the station, we also drilled a larger ice hole, 20 cm in diameter, through which we could lower various instruments to take measurements in the water column below the sea ice. The depth in front of the glacier was approximately 160 metres.

At each station along the fjord, we measured temperature, salinity, turbidity, fluorescence, oxygen, nutrients, alkalinity, and water isotopes. Dickson Fjord is deep, and we decided to conduct measurements down to 400 metres depth through Kempe Fjord and out to the mouth of Kong Oscar Fjord southeast of Mestersvig. This allowed us to observe the deeper Atlantic water in addition to the colder Polar water found in the upper few hundred metres. We were able to cover about three stations per day, and thanks to support from Nanok and Sirius—who had established a fuel depot at Kap Hedlund the previous summer—we were able to refuel along the way. There were many bear tracks in the area, and we counted 10 bears. In addition, there were plenty of seals, muskoxen, ravens, snow buntings, and snowy owls. We also had some memorable visits at Tolvmandsbarakken a couple of times. One early morning, while Kolbe was frying bacon and making scrambled eggs, a hungry polar bear came by and sniffed the delicious smell drifting through the slightly open window. Kolbe decisively took the frying pan and blocked the bear's view, which confused the bear as it couldn't see anything inside. Meanwhile, Kristian jumped out the door with a flare gun and shouted at the bear that it was ugly and should go away! But the bear didn't care; it seemed like it wanted to play. It sprinted around the house, jumped on some floating

We used the Nanok station on Ella Ø as a hub for measurements in the fjords. From left: Kristian, Egon, Kolbe, and Søren.

buoys, and came back several times. However, after a bit of snowmobile riding and a few flare gun shots, the bear finally reconsidered and ran away.

We also visited the GIOS land container up in the mountain behind the Ella Ø station. It was no problem to reach it by snowmobile. It's good to know that in the future, heavy equipment such as batteries, meteorological masts, and camera systems can be transported to the site by snowmobile from the Ella Ø station. Kristian and Kolbe skied back to the station area, while Egon and Søren took the trip by snowmobile. Here, another bear appeared and decided to attack the visitors. It was interesting to see how it tried to hide in the snow and sneak up on the snowmobiles. When it reached the snowmobile track, where the snow was more compact, it charged at full gallop. Fortunately, a snowmobile can go faster than a polar bear can run, so we kept a 50–100 metre lead until the bear got tired. Egon then decided to chase it away out onto the fjord, in the opposite direction from where we expected Kristian and Kolbe to arrive on skis. By driving directly toward the bear and accelerating and decelerating, the bear became nervous—now there were suddenly two snowmobiles in different places. It didn't like that and panicked, fleeing at full gallop.

After a wonderful week of sampling in the inner part of the fjord system, we headed home towards Mestersvig. Samples were collected along the way, and we arrived at the station on May 2nd. The next day, we completed the final measurement station in the outer part of the fjord system and began packing up. All equipment was cleaned, snowmobiles serviced, and shelving systems were built in our three containers in Nyhavn. We also prepared the ATV and trailer, which will be used in future research activities in the area during the summer. Afterwards, we made a quick visit to the hunting cabin Hamna and, together with one of the Tårnugler, also managed to replace a window in the Washburn cabin near Mestersvig. We spent a few pleasant days with the Tårnugler in Mestersvig, where we were given a tour, helped out where we could, enjoyed good food, and shared tales from the old days on the coast.

Tasiilaq – June 2025

The field team: Johan Scheller with help from Mathane and Enos (contacts of Rasmus Poulsen)
This section contains a few translated and edited excerpts from Johan Scheller's field report, "GIOS Tasiilaq Terrestrial container m aintenance, June 19–27, 2025."
The background for the fieldwork was that the GIOS measurement station, installed near Tasiilaq in the autumn of 2025, was later that year struck by a piteraq (an extremely strong wind) which caused extensive damage to the station.

Status upon arrival at the container site

- Tower: The flux tower mast was severely bent just above the frame, likely caused by a powerful piteraq storm, with the crossbar and instruments acting as a "sail" during the storm. All guy wires were loose or slack, leaving the mast leaning eastward—aligned with the wind direction during the storm. The tower's base frame was stable, but the base of the mast itself was not straight: the lower section of the mast was permanently bent. The instruments on the tower appeared to be intact, but protruding parts had twisted in the wind, even though bolts and clamps remained tight.
- Soil stations: Soil Station B was destroyed—a fox had dug up all three sensors, chewed through the cables to the soil heat flux plate, the soil thermocouples, and the bent metal prongs of the soil water reflectometer. Soil Stations A and C were intact but vulnerable to further fox activity. These were also positioned slightly deeper in the vegetated soil near the wetland area. Metal pipes were partially exposed at all soil stations.
- Container: The container had shifted approximately 80 cm east-northeast, downhill. It had not been secured with guy wires. In the photo, the row of flat stones just above the hand shows where the container was located last year.
- Solar panels: Both original solar panels on the roof were missing, likely blown away. One side panel on the south wall was also missing, leaving a single panel remaining on the side of the container. The remaining panel was loose and had a damaged connector. The lower mounting rail on the side was bent in the middle. Metal parts (aluminum profiles, aluminum pieces, and screws) from the rooftop solar array were scattered up to 10–30 metres to the east.
- Wind turbines: Eastern turbine (number 1): One blade had detached and was not found. The rotor hub was found on the ground, with the blades completely destroyed. The hub itself may be reusable. Broken screws were still lodged in the threads. The back of the nacelle had broken off where the blade had been mounted. Western turbine (number 2): One blade had detached and was found on the ground; the mounting hole had been widened by a vibrating screw. The rotor blades were completely destroyed. A broken screw remained in the hub's thread. The nacelle was intact on the back but slightly bent.
- Container power and PC: The solar power system was shut down; only one blinking green LED on the charge controller, and the battery monitor showed 13.87 V (on a 24 V system). The container's PC was not running, and there was no connection to the tower. All power tool batteries were still charged (left over from last year).

Examples of the damage caused by a piteraq storm to the GIOS Tasiilaq measurement station.


There was extensive damage to the GIOS container station, which the field team had to repair.

Over the following eight days, the field team carried out extensive repairs on the GIOS station. The work concluded on day 8 with a series of various checks.

Checked data measurements: All remaining instruments appeared OK. Could not establish connection to the PC tower; therefore, the PC power was turned off to save battery. Replaced the silica gel pack in the CPEC logger; the indicator paper was missing, but the old indicator was pink (saturated). Made final leveling adjustments of the EC head, net radiometer, and PAR sensors; wrapped the tower base in wire mesh. Used stones to anchor pipes against fox activity. Sealed pipe ends with black tape to prevent water ingress. Installed corner braces on the side solar panels to reduce the risk of the container sliding further. Secured the two remaining screws on the wind turbine with plenty of tape. Collected and removed waste, including two broken solar panels. We sailed around the peninsula at high tide to load the panels onto the boat with minimal carrying distance.

Tasks still to be completed:

- Install side rails of the correct length and fully secure the side-mounted solar panels
- Repair the wind turbine mast section with damaged threads
- Confirm stable communication between the PC and the tower
- Find a solution to the deep discharge issue – ensure the tower shuts down when the batteries are running low
- Check the surrounding area for the last missing solar panel
- Secure the container to prevent it from sliding further down the small hill
- Check instrument calibrations during future visits
- Collect, analyze, and archive old SD card data; check for usable measurements
- Install a wooden storage box at the back of the site for storing tools and spare parts.

The GIOS station at the field team's departure. There are still several tasks that need to be completed.


Søren, Esdoorn, and Fleur at the new weather station (left). New marine station near Narsarsuaq (right).

Narsarsuaq – August 2025

The field team: Søren Rysgaard, Fleur Rooijakkers, Esdorn Willcox, Simon Bahrndorff, Claus Melvad, and Lars Ostenfeld.

The goal was to establish four GIOS-lite terrestrial measurement systems and one GIOS-lite marine mooring, as well as to conduct measurements of oceanographic conditions near a marine glacier during the summer.
Between August 9 and 25, we (Fleur, Esdoorn, Simon, and Søren) installed four weather stations in the Narsarsuaq area to capture the variability in weather conditions along a climate gradient from sea level up to 800 meters altitude. Data from the weather stations will be used to characterize living conditions for animals and plants from the valley to the mountain summit in the area. Additionally, together with our marine underwater buoy, the data will help improve local weather forecasts, tidal predictions, and other oceanographic conditions. The instruments transmit data in real time and are part of the Greenland Integrated Observing System (GIOS)


New weather station at 800 m altitude (left) and at 200 m altitude (right). We also installed a weather station at 400 m altitude.

At the 800-meter weather station. From left: Søren, Esdoorn, Simon, Fleur.

and Greenland Gradient (AVJF-Flagship) projects.

We were accommodated in Narsarsuaq and warmly welcomed by students from Aalborg and Aarhus Universities, some of whom were attending courses while others were working on their bachelor's, master's, or PhD projects. Through the GIOS project, which had rented a former office building converted into a laboratory and workspace, we were assigned a room where we could unpack and test equipment already the day after arrival. We received great support from locals, who helped transport equipment from the harbour area to the work building. We also quickly got assistance to transport the weather stations out to the sites where they were to be installed in the valley. The weather stations destined for the mountains were flown up by helicopter. However, we walked back down to town carrying tools and waste. This meant several days with over 20,000 steps—a good way to get back in shape. We also found a local boat operator, who could take us out to install our marine instrument.

After installing the weather stations and marine instruments, we sailed into the glacier at the head of Qalerallit Imaat Fjord—the same location where we measured and filmed in March—to repeat the oceanographic measurements we conducted then (temperature, salinity, ice crystals, water isotopes, etc.). The water near the glacier in August was still below 0 degrees close to the seabed, and we collected enough data to characterize the mixing conditions of the fresh meltwater from the glacier front and out into the fjord. These data will be included, among other things, in one of the new PhD projects funded by AVJF. We had also planned to film with Lars Ostenfeld in August to complete footage for his film about the melting of the ice sheet, but due to sudden foehn winds and bad weather in Narsarsuaq, this had to be cancelled. Fortunately, Claus Melvad arrived in Qaqortoq beforehand and was able to participate in filming the work with the underwater drone and sampling near the glacier.

We had a very nice trip to Narsarsuaq, and the people were very friendly and interested in talking with us about the future. There is great uncertainty about what will happen, when the airport closes. What will it mean for the town? Will researchers still come to the town? What about tourism? Will there still be a need for accommodation? What about supply security? Many of those we spoke with were happy to be here and could not understand that it might soon be over.

Ella Ø – August 2025

The field team: Egon Frandsen, Johan Scheller, Lau Gede Petersen.

Planned tasks on Ella Ø:

- Installation of the last GIOS container in Ulvedalen on Ella Ø
- Installation of the Limnic GIOS Lite system in the lake in Ulvedalen on Ella Ø
- Dismantling of the meteorology mast on Ella Ø
- Receiving and sending cargo via ship mik
- Collect water samplers in Solitærbugten and send samples home
- Download data from the Marine GIOS container on Ella Ø
- Modify the power system on the GIOS containers on Ella Ø and in Ulvedalen
- Modify the solar power system on Ella Ø so that it can be turned on and off with a main switch.

The atmospheric mast has been cleared of equipment and is almost ready to be taken down.

Departure and start-up

After a busy spring and summer, during which many preparations were made for this year's work on Ella Ø, the departure day finally arrived on August 6th. Although our team was small this year, we first met at the Cabinn hotel in Reykjavik, as Lau and Johan flew from Copenhagen and Egon from Billund. This year, we were also fortunate to fly directly from Reykjavik to Constable Pynt, which meant that we were on Ella Ø less than 24 hours after leaving home in Denmark. This was despite several potential obstacles, such as Constable Pynt having been closed the previous days due to water on the runway, and the weather forecast predicting rain again from 14:00. We arrived at 13:50. However, we managed to get out, despite the forecast being accurate and the rain starting around 14:00.

View from the Ella Ø station shortly after our arrival.


Ship mik – timber for Kap Hedlund (left). Lau and Johan are working on the GIOS container in Ulvedalen (right).

Upon arrival at Ella Ø, we were greeted by three Sirius men and their dogs. Once settled, it was time to open the station by connecting water and electricity and to set up in the Tolvmands-barakken. Everything went smoothly, and by the end of the day, with everything in place.

The following two days were spent dismantling the meteorology mast and preparing ship mik. The GIOS meteorology mast is being replaced by the cheaper GIOS-lite masts, several of which are installed at various locations in the fjords around Ella Ø. Johan and Lau carefully and thoroughly removed all the instruments, ensuring everything was taken down without any problem. Finally, with help from Sirius and Axel, we laid the mast down before it was disassembled and prepared for shipment home. Simultaneously, Egon packed the waste that had been stored at the back of the storage area onto pallets and labelled it for shipment home. Finally, along with some other equipment, we also packed the mast sections and instruments from the mast for shipment. With that done, we were ready for ship mik in the afternoon, one day before the ship arrived on Sunday afternoon.

Johan working on the installation.

Ship mik

Sunday, August 10th was the day of ship mik, when *Malik Arctica* arrived at Ella Ø at 14:00. The barge was launched, followed by the landing of two trucks, before the first container was brought ashore. From there, the operation continued steadily with one container after another, and the Weidemann mini loader was kept busy unloading containers throughout the afternoon and evening, with Egon at the wheel.

By mid-evening, it was time to load return cargo, and we packed all of Sirius' and our own goods into the return containers. The last container was loaded onto *Malik Arctica* around 22:30. Once the trucks and barge were back on board, *Malik Arctica* departed for Daneborg.

A successful ship mik was completed, during which Nanok received five large bundles of timber, one with windows and doors, as well as three pallets with various equipment. Most of these materials will be used for next year's reconstruction of the hut at Kap Hedlund. The research team received only a single pallet of equipment, which Egon took care of.

The following days for the research team

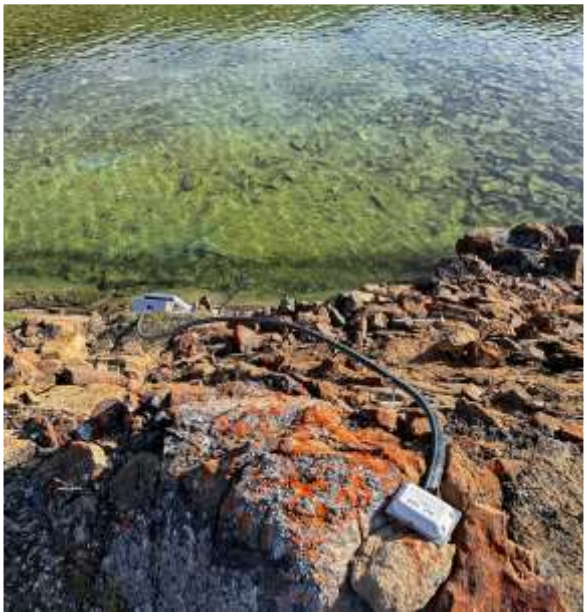
Already on the day of ship mik, Johan and Lau went up to Ulvedalen to inspect the container and see what tools and equipment were available there. In the days that followed, they hiked up to the container daily to carry out mounting and installation work. The first task was the battery


The site in Ulvedalen – in the background, the lake where the GIOS-lite lake installation is mounted (left). The fully rebuilt GIOS container on Ella Ø (right).

pack consisting of 16 batteries, each with a capacity of 165 Ah.

Each battery weighs 54 kg, so getting them into the container was quite a heavy lift. Once in place, the batteries were connected to the pre-installed electrical system inside the container. In the following days, solar panels were mounted on the roof and the south-facing side of the container. Wind turbines were also installed, allowing the batteries to be charged in both windy and sunny conditions. After that, the focus shifted to installing the rest of the equipment, including an atmospheric mast that measures wind speed, wind direction, precipitation, CO_2 fluxes, PAR (light), humidity, and air, surface, and soil temperature.

Meanwhile, on Ella Ø, Egon began rebuilding the solar power system that supplies electricity to the sockets in the Tolvmandsbarakken and the Fjøset. For the past two years, it has been necessary to disconnect wires on individual units to shut the system down. This is both inconvenient and wears out the wire terminals over time. Therefore, we decided to rebuild the system so that it can now be turned on and off simply by flipping two switches. Ebbe had drawn up the wiring connections and prepared an instruction manual, as well as purchased the necessary components, allowing Egon to carry out the rebuild following the guide and electrical diagram.



The GIOS Lite Lake installation.

Egon's next task was also a rebuilding project, however, this time a somewhat more complex one, as the power system in the GIOS container needed to be modified to reduce standby power consumption. Once again, Ebbe had done the preparatory work—purchasing the necessary components and providing a detailed guide for the rebuild. Over the course of a few days, Egon completed the work, making good use of Nanok's workshop, where a fixture made it possible to saw, drill, and file both copper and plexiglass components. Inside the GIOS container, several existing wires and devices were disconnected and removed, while new units and connections were added and installed. Afterwards, the entire system had to be configured using an app via Bluetooth. Egon was eager to see whether everything would work as expected. Once the power was reconnected and the solar panels and wind turbines were again charging the batteries, Ebbe was able to confirm from his computer at Aarhus University that everything was functioning correctly. Data was being transmitted as before—but now with significantly lower power consumption. This means that the container's battery bank will have a much better chance of lasting through the winter without running out of power.

The third task for Egon was to install a GIOS Lite CTD in the lake in Ulvedalen. Wieter and Roeland (from Belgium) had prepared everything during their stay on Ella Ø last year, but they did not manage to deploy it. Fortunately, it had been

Ella Ø ready for closing down.

sling-loaded to Ulvedalen together with the GIOS container, which meant less gear had to be carried by hand. Egon began by walking all the way around the lake to ensure that the best possible location along the shoreline was selected for deployment. After that, the frame with the solar panel and iridium unit was mounted on a suitable rock face. Egon confirmed that there was a connection to the data logger in the pelicase, where the battery is installed, and that everything was configured according to the manual. The pelicase was then mounted in the frame behind the solar panels, where the cables are well protected from foxes and similar threats. The following day, the task was to deploy the CTD in the water at a depth of at least three meters. For this purpose, we had brought an inflatable paddleboard, which proved to be ideal. Using the paddleboard, the CTD with its bottom anchor and buoyancy float was deployed at approximately four meters depth, and the installation was thereby completed. Only cleanup remained, along with returning the paddleboard to the station.

After a few days, it became clear that the GIOS Lite Lake installation was not transmitting data home, so something had to be done. Since the issue appeared to be that the iridium modem could not establish a connection to the satellite, we decided to move it higher up on the rock face, where it would have a clearer view of the sky. This made all the difference, and already that same evening data began coming through from the system. Since Egon was in Ulvedalen anyway to adjust the Lake installation, the visit was combined with modifying the power system of the GIOS container at the Ulvedal system. This task was also completed on the same day.

Now only inventory registration and status reporting remained for Egon, before the trip would continue to Daneborg. Meanwhile Lau and Johan continued working on the final tasks related to the many measurement instruments in the Ulvedal container and securing cables against foxes and bears, which often investigate everything with claws and teeth.

Sirius' 75th Anniversary

Throughout our entire stay on Ella Ø, we had the pleasure of having Sirius as our closest neighbour. A good chat "over the fence" and occasional help from both sides contributed to making the neighbourly relations a true pleasure. On 18th August, it was Sirius' 75th anniversary, and on that occasion we were invited to an informal evening gathering with food and a bonfire on the beach. It turned out to be a very enjoyable evening, where both parties appreciated the company — free from speeches and canapés, with a focus on warmth and good relations.

Closing down at Ella Ø

The day before Johan and Lau were to fly out to Iceland, Egon made a checklist of tasks to be completed before final departure, so that Johan and Lau could take care of them before being picked up. After this, all gas, water, and drainage were disconnected, power was turned off, the toilet was emptied, buildings were shuttered and locked, and all containers were also secured with locks.

Dinner with Sirius on the 75th anniversary day (left). The Ella Ø team: Egon, Lau, and Johan (right).

Daneborg – August 2025

Field team: Egon Frandsen and Bjørn Aaholm.

After finishing up on Ella Ø, Egon met with Bjørn, as he boarded the Twin Otter on Ella Ø. About an hour later, we landed at Daneborg and were welcomed by Axel (Venslev). This made it easy to get our luggage down to the Research Station, where we met the dedicated Nanok members Hasse, Leif, and Birger, who were finishing up the last tasks in the containers before, according to plan, heading home the following day.

Bjørn and Egon were accommodated at Sandodden together with Nanok, as Axel and his team took over the sleeping quarters at the Research Station. They are currently constructing a new garage for the Zackenberg research station. The garage will be in front of the old generator house from the Daneborg weather station era.

Sandodden – Nanoks base på Daneborg.

Planned tasks at Daneborg

- Install new batteries in the GIOS container
- Re-establish the container's connections to instruments
- Modify the power system as done on Ella Ø
- Clean up old stock in the boat shed – ready for shipment in 2026
- Various miscellaneous tasks

Work in the GIOS container and associated instruments

As soon as Egon and Bjørn had gained an overview of the status at Daneborg, Egon began modifying the container at Daneborg and installed the newly received batteries. The power system needed to be up and running as quickly as possible, both to charge the new batteries and because Bjørn needed power to start his tasks on the container.

During the first day, Egon replaced the entire battery pack, reconnected it from the temporary setup used in 2024, and made the same modifications to the power system as on Ella Ø, so that this container also uses less standby power. This helps prevent the batteries being damaged from becoming discharged. When Egon finished this part, Bjørn was able to properly begin his work, which involved installing a control board developed by Ebbe. This allows remote monitoring of the battery status and shows how much power is being charged and consumed from the power system.

Afterwards, it was time for Bjørn to continue working on the atmospheric instruments that had not been connected during the past winter, as there was not enough power capacity to keep them running.

Egon worked simultaneously on connecting the marine section to the container's Iridium connection, but a component was missing, so it was not possible. Therefore, the marine section continues to operate separately from the atmospheric data.

Once Bjørn had started up the atmospheric instruments, they needed to be calibrated. Help was available from Marin Basis, as Henry Henson from Ecoscience at Aarhus University was both able to climb the mast and had expertise in calibration. This was successfully done, and we got the container operational, so it is hoped that it will be able to send data home to the researchers during the upcoming winter.

The atmospheric mast at Daneborg.

The new garage building for Zackenberg's equipment, boats, and vehicles.

Other tasks at Daneborg

Egon also spent considerable time cleaning up old equipment in the boat shed. Some items were ready for reuse or disposal, while others were packed on pallets ready for shipment next year. Much of this work was carried out in collaboration with Marin Basis, who also had an interest in clearing out.

Marin Basis experienced problems with their sediment trap line, which would not come up, even though they could see that the instrument was located at the position where it had been deployed last year. One evening in calm weather, we went out to see what could be done. We managed to catch a loop over the surface buoy and secure the system to the boat. Then we pulled the entire sediment trap line into shallower water, and after a couple of attempts, we managed to bring the instruments on board. Only the bottom anchor and the release mechanism remained, but these were pulled ashore the following day. We found that the release mechanism was not working because it was corroded and stuck where it was supposed to rotate and release the system. Nevertheless, everything was retrieved, and everyone was happy.

Closing down at Daneborg

Before we could head home, the station had to be cleaned up. Carl from Marin Basis also needed to service their boat, which had to be brought up into the boat shed. There, we propped it up in the same way as last winter to relieve the pressure on the tires during winter storage.

The actual closing down of the station itself would be done later by the Zackenberg logistics team, as Venslev's construction workers were still using the station's facilities.

Journey home

Everything was closed down and ready for departure on Thursday, 28th August. The Twin Otter arrived around noon, and the flight went to Constable Point, where it turned out there were problems with the Dash — the aircraft that was supposed to take us to Reykjavik. As a result, only Bjørn was able to board that flight, while Egon and Marin Basis had to travel via Akureyri and take a domestic flight before finally reaching our hotel in Keflavik. The following day, the last leg of the journey home went smoothly.

About Nanok

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

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

Nanok consists of a private band of six persons, the Board. These are Peter Schmidt Mikkelsen (managing director), Jesper Mølbæk Stentoft, Tommy Pedersen, Søren Rysgaard, Hasse Staunstrup and Torben Jeppesen. In addition to the above-mentioned, a number of private individuals actively participate in Nanok's work. All work in Nanok is voluntary and unpaid.

Each summer Nanok dispatches a field team of typically 6-10 participants divided into 2-3 teams who work in North-East Greenland for 3-5 weeks. The results of this work are documented and published in a field report. The expedition participants are chosen by the Board. In the years 1991-2025, a total of 223 Nanok'ers – or more than 75 individuals – have been dispatched to North-East Greenland.

To perform its tasks Nanok controls a considerable amount of expedition assets. Nanok has a land area allocation on Ella Ø but possesses no property in Greenland.

Nanok's work is sponsored by the Aage V. Jensens Fonde.

Among Nanok's many good collaboration partners and supporters are: Norlandair, Arctic Research Centre, Arctic Science Partnership, Greenland Self Government, The Greenland National Museum & Archive, Greenland Institute of Natural Resources, Arctic Command, the Sirius Sledge Patrol, Defence Guard Mestersvig, Station and Patrol Service Greenland, Royal Arctic Line, and Tusass A/S.

Since 1991 Nanok has renovated and maintained more than 60 culture historical buildings. For this work Nanok has gained considerable recognition and support from the Greenland Self Government, a.o. Since 2010 Nanok has had a formal cooperative agreement with The Greenland National Museum & Archive in Nuuk.

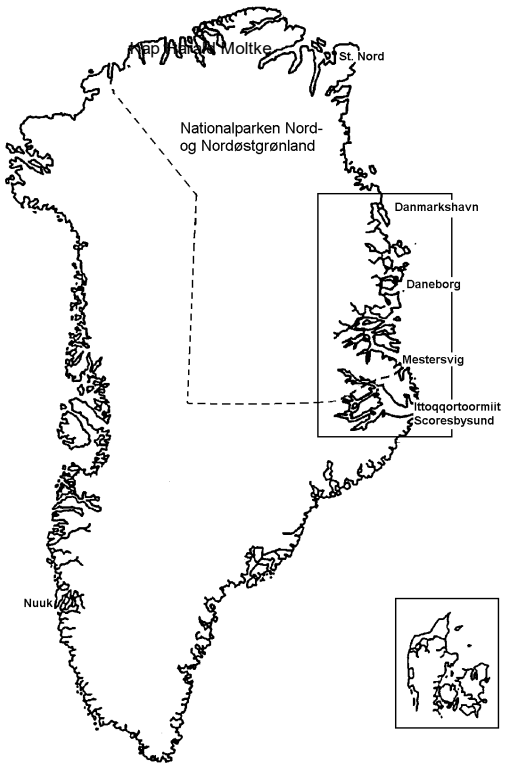
In the years 2003-2007, encouraged by the Greenland Self Government at the time, Nanok developed a new, unique structural survey of all culture historical huts and stations in North-East Greenland. Extensive data from these surveys, incl. photos and GPS positions, is published in "North-East Greenland 1908-60. The Trapper Era – and its traces today" (Mikkelsen 2019).

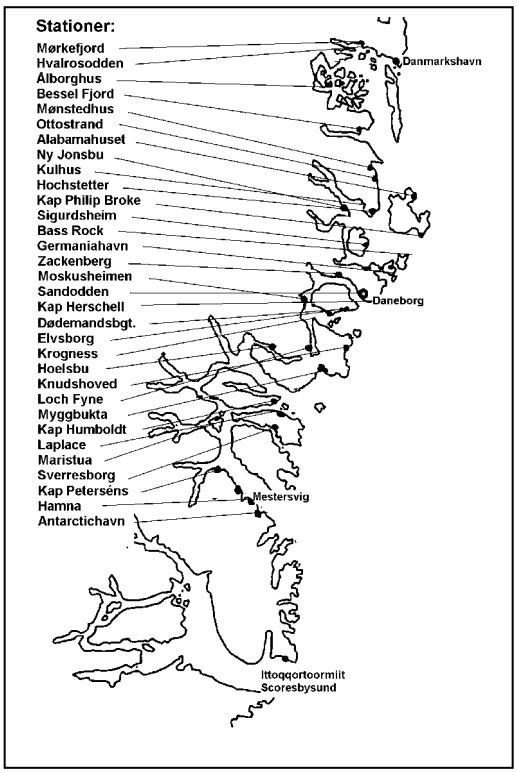
You can experience a range of the old North-East Greenlandic huts in Google Street View via a link from http://www.xsirius.dk/

List of North-East Greenland stations and huts renovated by Nanok 1991–2025:

No.	Name	Year of renovation	No.	Name	Year of renovation
201	Antarctichavn	2001 (destroyed 2002)	356	Hoelsbu	1999, 2000, 2021, 2023
208-2	Hamna	2020	358-2	Nordfjordhuset	2019
209-2	Nyhavn	2007	358-3	Strindberghuset	2013
216	Kap Mæchel hytten	2024	367-2	Mellemhuset	2010
218	Kap Peterséns	1998, 2024	403	Krogness	2010
224-2	Kongeborgen	2001	405	Eskimonæs	1998
222	Holm Bugt hytten	2001	407	Elvsborg	2007-2008
232	Sverresborg	2014, 2024	408	Dødemandsbugten	2013-2014
235	Ørnereden, Ella Ø	2015-2019	411-2	Norma hytta	2010
235	Tolvmandsbarakken	2015-2019	412	Dahl Skær hytten	2010
235	Fjøset	2022	417	Kap Herschell	2002, 2025
236	Maristua	2008, 2023	425	Sandodden/Karina	1994, 2007, 2009, 2020
238	Mineralbukta	2010	429	Moskusheimen	1994, 2025
241	Svedenborg	2011, 2023	434	Leirvågen	2008, 2025
301	Laplace	2009, 2023	438-2	Zackenberg	1991-1992
304	Arentz hytten	2008, 2023	438-4	Fiskerhytten	2008, 2025
305	Namdalshytten	2010, 2023	437	Bjørnnesstua	2008, 2025
308	Kap Humboldt	1997, 2023	443	Blæsenborghytten	2017
309	Rendalshytten	2010	444	Antonsens hytte	2017
310	Bjørnheimen	2008, 2023	447	Germaniahavn	1999
317	Brøggers hytte	2012, 2023	454	Fjordbotten	2013
320	Smedal	2012, 2023	461	Bass Rock	2019
322	Noa Sø hytten	2008, 2023	470	Kap Philip Broke	2022
324	Varghytten	2002, 2007, 2023	510	Hochstetter	1996, 1998
325	Renbugthytten	2010, 2023	511	Kulhus	2022
335	Myggbukta	1999, 2002, 2011, 2023	514	Ny Jonsbu	1995
337	Ragnhilds-hytten	2008	518	Alabamahuset	2016
340	Kap Ovibos hytten	2000, 2007, 2012, 2023	531	Ottostrand	2009
341	Halle	2011, 2023	628-1	Villaen, Danmarkshavn	2017
345	Bråstad	2011, 2023	639-1	Hvalrosodden	2019
347	Petrahytten	2011	639-2	Alwin Pedersens hus	2019
350	Loch Fyne	1993, 2007	---	Kap Moltke /Brønlundhus	2001

Source regarding hut numbers and names: Peter Schmidt Mikkelsen: *North-East Greenland 1908-60. The trapper era*. Xsirius Books 2019.





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