

Field report from the journey to Northeast Greenland in the summer 2002



A trapper and his trapping station

The Kap Herschell station was restored by Nanok in the summer of 2002. Standing in front of the house is Ivar Ytreland, who was the leader of the Nanok-team. As a young trapper Ytreland wintered at Kap Herschell 1946-48 and back then he also took part in a mission to save the station. Read more in the report

[Danish version](#)

Introduction

Though the summer included unusual weather troubles as well as sad discoveries, Nanok's twelfth field season has ended with a successful outcome.

First we are delighted that the historical Kap Herschell station now has risen from the ruins of its original state. This task was solved by the best possible competence, namely trapper Ivar Ytreland, who lead our North team consisting of four persons. Ytreland has through many years thoroughly planned this work, and the outstanding result speaks for itself. You can read more on this later in the report. The North team also solved another task, namely to replace the floor at Myggbukta and as such conclude the complete restoration of Myggbukta, which was commenced in 1999.

In spite of difficult navigational conditions, the other Nanok-team, the South team, managed to solve a number of scheduled tasks: to restore Varghytten in Blomsterbugten and to install coal ovens in Kongeborgen and Holm Bugt as well as a new coal oven in the Kap Peterséns station. A well functioning oven is one of the essential conditions for a station to be considered fully usable and as such used and maintained

We had anticipated that the South team would conclude the renovation of Antartichavn which was started in the summer of 2002, but the team made a shocking discovery: during the winter 2001-2002 the station has been totally destroyed – probably by an avalanche. Read more about this and the South team's work later on in the report.

The previous year in Northeast Greenland has been quite unusual as far as the weather and climatic conditions is concerned. Primarily there has been almost no drift ice, which among other things has resulted in less compact ice this winter and strong erosion of earth along the coast, e.g. at Mønstedhus. Due to open water Sirius – totally extraordinarily – had to give up the sledge patrols south of Hold with Hope.

It is probably also in this connection the cause of Antartichavn's fate is found. In December 2001 a Foehn storm covered this area with temperatures of 8-9 degrees centigrade. This led to the founding of a thick, hard ice crust on the snow. In addition to the following large quantity of rain, this may have cleared the way for the destroying avalanche.

The authorities are still working on a revision of the Bekendtgørelsen for Nationalparken, including clarification of the ownership of buildings in the area, which also includes the old cabins and stations. Nanok urges all parties involved to co-operate in creating a situation that both supports proactive preservation and secures public access to the buildings as it is through frequent, responsible maintenance and usage the buildings are best preserved, both as a practical as well as a culture-historical asset.

Finally, Nanok wishes to express our thanks to our sponsor, Aage V. Jensens Fonde for support and also to thank the large number of persons, who have given their support and shown interest in our work. Likewise, we would like to thank all our partners and the expeditions and institutions, who have contributed to making our work possible.

On behalf of Nanok

Peter Schmidt Mikkelsen

Field report for the North team 2002

The North team this year consisted of Otto M. Martens (74), Anders Bjerregaard (25), Knut Ytreland (45) and Ivar Ytreland (76). As scheduled Anders and Knut left the team on August 21 as Anders were to participate in the Sirius expedition and Knut were going home. On August 24 Peter Schmidt Mikkelsen (48) joined the North team. Otto, Knut and Ivar are Norwegian; Anders and Peter are Danish and former members of the Sirius sledge patrol.

The primary task was to restore the previously known Norwegian trapping station Kap Herschell [417] on the south peak of Wollaston Forland, and the secondary to put down new floors in the living room and kitchen at Myggbukta [335].

The Kap Herschell trapping station

Ivar Ytreland, who was the team leader, was trapper on Kap Herschell in 1946-48 and used also Kap Herschell as base during the summers 1949, -50 and -51, Kap Herschell trapping station when, together with his father, he was fishing for salmon at Zackenberg. In May 1947 he and his trapper colleague and the Danish trapper Mogens Graae – who later became leader of Nanok – moved Kap Herschell approximately 60 meters further away from the cliff, where it was rather exposed by erosion of sea and ice. In 1997 he also participated as a member of the Nanok team in restoring Kap Humboldt trapping station and in 1999 he lead the Norwegian Nanok team, who restored Myggbukta.



Kap Herschell August 1946 – before the house was moved further inland. The picture shows Ivar Ytreland (right) and Odd Lindhjem. Compare with the picture in the beginning of the report

Both the Nanok South team and the North team arrived at Mestersvig on July 23 2002 by Iceland. Due to flight- and weather problems, we first arrived at Daneborg via a short groundstop in Myggbukta on 26th of July. Here we settled in at the old, good Nanok trapping station, Sandodden, which became our main base. It was in excellent condition and well equipped in every way.

The North team was equipped with Nanok's Iridium satellite telephone and a GPS navigator, both working splendidly.

During the day we gathered supply, tools, materials and various equipment, we would need at Kap Herschell and found Nanok's new large Humber rubber boat with keel of fibre glass and mounted the new 40 hp outboard motor.

It blew heavily with 30 knots from the North, and it kept on through the next day, but Sunday the 28th of July the wind dropped. We tested the new motor briefly in Young Sund, as it had to be handled with care in the running in before we set out for Kap Herschell. We were all dressed in survival suits to keep out the water. These suits proved to be rather essential when landing at Kap Herschell, where the surfs were high and powerful. The three Norwegian used Nanok's new survival

suits, whereas Anders used one from Sirius, and this one was probably more sturdy to work in.

There was a bit of drift ice and noticeable swells outside Kap Herschell, but we got ashore all right together with all our equipment.



Kap Herschell – as it appeared in 1999

Kap Herschell was more or less a ruin – it looked terrible and would normally not have been found worthy of restoration, but Nanok's North team was not "normal".

For 45 years Kap Herschell has endured weather, wind and aggressive polar bears and received no maintenance.



Lunch break, while the ice still ruled inside. From left: Anders, Knut and Otto

Doors and windows were missing, the roofs partially gone or had large holes, the ceiling in the living room had fallen down and had frozen to the floor in a 20-25 cm thick layer of ice, that covered most of the area. The ice continued under benches and into cupboards, all the way under the stove, further on through the back wall and into the provisional porch on the backside. Table and all movables were frozen steady into the ice. As we finally got rid of all the ice, we found that the ice and the perm frost were coherent and as such had preserved the floor material incredibly well. The outer walls – especially behind the stone dikes and ramparts – were rotten and had to be replaced. They consisted only of old roofing felt, but most places consisted of 11 layers. Everywhere were several fine, leathery and sticky layers of extremely fine sand that had blown in and now had to be scraped out.



Taking down the provisional porch. It contained a number of reusable materials

At first the stove looked usable and even though the roofs were lacking, we soon got it going, but after a couple of days the backside fell off and the stove crashed. We succeeded, however, in securing it with wire and built up with stones and it was running almost continuously until we left. It brought us a bit of heat and contributed as well in drying out and smelting the ice.

The station was filled with several cubic metres of ice that had to be cut out in very small pieces by hand and it took many days before we got rid of it.

At first we stayed in 2 tents approximately 30 m. from the station, but after a while the sleeping room and a part of the new loft were ready for use – Anders preferred to use tent the whole season.

Even though we enjoyed some fine days with sunshine, the weather conditions proved worse than normal. We had quite a bit of rain, fog and a lot of wind. For instance we had wind from North for 2 days with only a short break. They blew with such a power that it caused intense and strong katabatic wind and gust from the steep Herschell mountains behind the station and blew one of the tents into the sea.

As for transport, the biggest problem were the powerful surfs on the beach that - for many days - made landing and putting out almost impossible. Now and then we managed to get the supply needed and we had a lot of help from Sirius, who – when laying out depots further north – brought a lot of materiel and other equipment to Kap Herschell. They rarely let even large surfs stop them.



Otto (left) and Ivar study old, recovered news: A copy of "Sunnmørsposten" from 1947

A kind of provisional porch had been erected – with a width of approximately 2 m along the northern wall (the back wall) and approx. 2,3 m along the western wall and outside the original porch. It had no floor and the walls were built mainly of 1x2 m rusty iron plates. All in all this provisional covered a larger area than the rest of the station. It is a mystery, why it was built – being totally empty except for a thick layer of ice, which looked more like a glacier than a floor. Fortunately this provisional consisted of some usable wooden materials. The ceiling rafters, for instance, were a great help to the new roofs, roof strengthening and the walls we had to make. Actually, we found enough wooden materials in this provisional for all due repairs except for the outdoor window- and doorframes and shutters, to which we got materials from Daneborg.

The whole station was cleared of old nails and such. A new underlying layer of 2,9 mm felt was placed "vertically" and spot welded and nailed and a new 4,3 mm covering felt was put horizontally and all-welded. Approx. 18 rolls of each sort of felt were used.





The outer walls especially behind the stone dikes and the ramparts were rotten and had to be replaced

Top: *The south wall after repair. Middle: The east wall before restoration.*
Bottom: *Ivar repairs the foundation*

More, new and stronger roof rafters were put in several places in all the roofs: bedroom, living room and porch as well as new 4"x4" ceiling rafters which gives a fine beam effect and height in the room. For floor and ceiling, we got used, but very good 20 mm thick plywood from Daneborg. The loft is now large and tidy with a good height and a fine trapdoor, accessible from the living room.



The reconstruction well on its way. The walls have been repaired, and the inner felt has been nailed on the sleeping quarters (right)

A fine and very solid front door with strengthened doorframe was made and the large living room window – b x h = 90 x 110 cm – was strengthened with two new solid vertical bars and a pane of

strong Lexal plexi glass. The bedroom got a new window of $b \times h = 70 \times 60$ cm and the porch got 2 new windows of 50×50 cms and a new window of 35×40 cms was put in the roof, all with Lexal panes. All windows are supplied with shutters of plywood, which are easy to put on and remove.

The approximately 3 meter long stove pipe of solid cast iron was neatly cleansed of soot and dirt and equipped with an efficient H-cowl of stainless steel.

We found plenty of coal, some loose and some in bags, which we put into a new 600 ltrs coal box in the porch, that got almost half filled.



The outer felt has been put on the walls, but the roof isn't quite finished. The inner felt has been nailed on vertically, and the outer felt welded on horizontally. From left: Knut, Ivar, Otto and Anders

Kap Herschell was completely cleared of "movables", but the second-hand items we found, were put in 3 wooden boxes: one containing trapping equipment, one containing boat equipment and one containing old tools. We put the boxes on the new shelves in the porch together with some old kitchen utensils. A small, intact cabin stove of the round sort with a cooking hole is to be found at Kap Herschell. Next to the fox yard and close to the sea, old and antique boat leftovers are stored, and old sledge runners as well as other sledge equipment are placed on stone dikes and ramparts around the station.

The solid stone dikes and ramparts were rebuilt to secure the station against the heavy gusts. Finally a total tidying up was performed both inside and outside Kap Herschell and all unusable materials and roofing felt was burnt on the beach, where swells soon washed all the traces away.



Kap Herschell is now habitable – but it needs a new coal stove as well as some inside scraping and painting

During the last five days, we had 3 almost-close-encounters of polar bear at Kap Herschell. Once he came quite close to Knut, while he was working on the fire at the beach, and during the night to 21st of August, the bear came close to the station after having ravaged the equipment we had stored at the beach. Among other, it had climbed into the large rubber boat, eaten of Anders' mattress, bit through one of the plastic barrels, torn the garbage bag apart and studied the contents carefully.

According to plan, Anders and Rasmus from Sirius visited Kap Herschell on the 28th of August to pick up Nanok's small rubber boat and some equipment, we had no room for when departing on the 21st. In the meantime, the polar bear had then been back for a new visit and "killed" the small boat but the station was not damaged. Anders saw to it that a nice name slate was put up at Kap Herschell.

It is probably the same polar bear that has made a stopover nearby and a bit North East to the station and there is reason for fearing that it now may cause great damage to the station. Sirius has been warned and we hope that they – as they plan to – will use Kap Herschell both as depot and stopping place, when commencing the fall training of the sledge dogs and hereby frighten the bear away.

Lists of equipment and inventory at Kap Herschell are available and copies have been forwarded to Sirius and Nanok.

Today Kap Herschell presents itself as a structural solid station, identical in appearance and almost identical to plan as it was after being moved in 1947 and up to 1953 when the provisional porches were erected. See the drawing page 10.

All the participants at Kap Herschell put in a lot of hard work, but because of his outstanding performance and great organising ability Anders must be singled out. He was also our excellent spokesman and contact with Sirius as well as a capable supplies- and store clerk. There is no doubt that in future, Nanok will have a very capable member of expeditions and –leader in him as well as a fine representative for the new generation of Nanok members, who are willing to make a contribution in North East Greenland.



Kap Herschell 19 - 20 August 2002. The station has been restored. The house is now back to its original looks, and the surroundings have been cleaned

Top – The North team 2002. Sitting from left: Otto M. Martens and Ivar Ytreland. Standing from left: Anders Bjerregaard and Knut Ytreland

Saturday the 3rd of August we went to Zackenberg. We visited the research station ZERO where we were received by the leader professor Hans Meltofte.

We spent the night at the Nanok station at Zackenberg, which is in very good condition and well equipped.

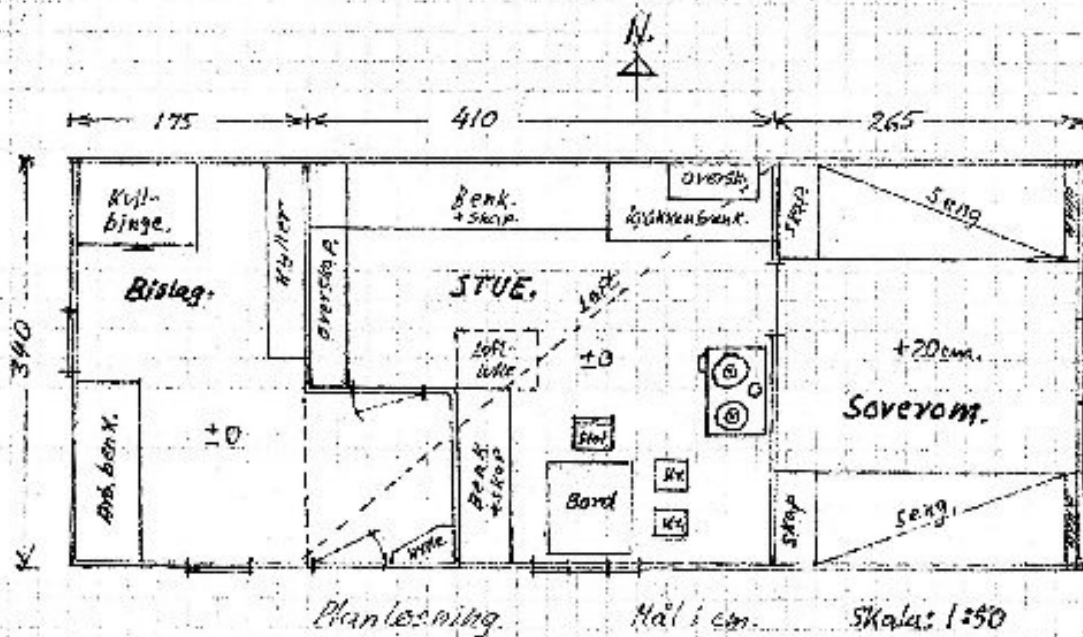
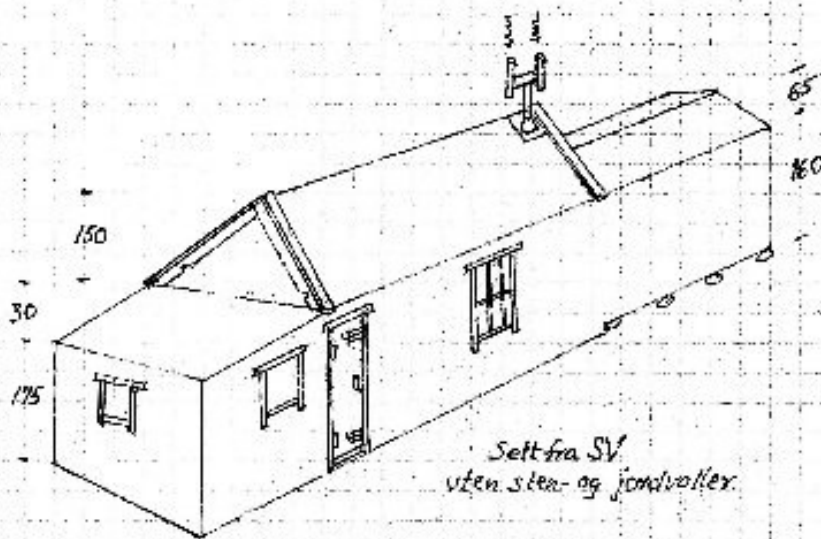
We also visited Fiskerhytten at Zackenberg, which needs a bit of restoring.

Sunday the 4th of August we paid Moskusheimen on Revet a short visit before returning to Kap Herschell via Sandodden. Moskusheimen too, was in good condition and well equipped. Anders, Knut and Otto went for an evening stroll to Grønlænderhus, an old Danish cabin approx. 5 km west of Kap Herschell and right next to an Eskimo winter cabin. The cabin is in a bad state. We have seen a great number of walrus, seal, musk ox, a fox, hare, grouse, geese and traditional birds.

Ivar and Otto left Kap Herschell on August 21 and arrived the same day at Sandodden to meet Peter, who should have arrived on August 22, but due to plane delays on Iceland he didn't arrive at Daneborg until the 24th. Palle V. Norit, who was to commence as guide on the cruiser "Polar Star", was also on the plane from Mestersvig.

KAP HERSCHELL FANGSTASJON NORDØST-GRØNLAND.

Restaurert av Nanoks Nordhold sommeren 2002.



Bilag til Feltrapporten.

Dröbak, 03.09.02

Grassland.

Myggbukta radio- weather- and trapping station

In the evening on 24th of August a Twin Otter took Peter, Otto and Ivar to Myggbukta to put down new floors in the living room and the kitchen. Ivar had arranged for the floor materials to be shipped from Tromsø in the summer of 2001 by I/S "Fogo Isle" that cruised with the "Quest Historiske ekspedisjon 2001" and stored the materials at Myggbukta.





Top: Otto removes the old, rotten floor. Middle: The floor is put on the new joists. Bottom: - and what a fine new floor it has become!

During the two following days – the 25th and 26th of August – the old floors were removed and burnt. The new floors were put down with new lists. Arrangements such as kitchen table, cupboards, oil stove, coal stove, ceiling stairs and more were reinstalled.

So now, Myggbukta is a large and very presentable and well-equipped station that also contains a large Sirius depot. Both summer and winter, Myggbukta is frequently visited by various expeditions, Sirius and trappers from Scoresbysund.





Top: The new floors have been put down in the kitchen and the living room, and the furniture has been reinstalled. Middle: It has been a busy and good summer for two bold Norwegians! Otto (left) and Ivar enjoying the morning sun and the view, while waiting for the Twin Otter. Bottom: Myggbukta, 27 August 2002. From left: Otto, Ivar and Peter

On Tuesday 27th of August we were picked up by Twin Otter and at approx. 12.00 we landed in Mestersvig, where we met Jannik and Niels from Nanok's South Team. At 15.00 we and many others were picked up by Flugfélag Norðurlands' Fokker Friendship that flew us directly to Reykjavik. The next morning on August the 28th we all returned to Norway and Denmark. Anders left Daneborg/Sandodden on August 29.

Nanok's summer expeditions of 2002 had come to an end and the North team had carried out its tasks according to plan. During our stay, we met several expeditions and persons who spontaneously acclaimed the performance Nanok is carrying out in Northeast Greenland. It gave the North team

great joy and satisfaction to watch the "old" Kap Herschell raise from the ruins as the work progressed and the new floors were put down.

The North team forwards its thanks and appreciation to the board and leadership of Nanok for the task and the confidence.

Drøbak, the 4th of September 2002, Ivar Ytreland.

Field report for the South team 2002

This year the South team consisted of Jannik Berntsen, Niels Lindegaard, Fritz Ploug and Palle Norit.

The main tasks of the team were primarily to finish the station "Antarctichavn"; to install coal ovens at "Kongeborgen" and "Holm Bugt hytten"; to restore "Varghytten" and "Noahytten". Secondly: cabins in the area as arranged with Sirius. If possible, to explore the condition of the station "Laplace" on the North side of Geographical Society Ø and cabins in Dusén Fjord and Sofia Sund.

Three of the team members and the leader of the North team, Anders Bjerregaard, left for Iceland by airline on 22nd of July 2002. Palle Norit arrived at Mestersvig on 13th of August, where he relieved Fritz Ploug, who returned home the same day. After spending the night in Akureyri we reached Mestersvig at 14.15 on July 23rd by Fokker 50. This year we were also warmly received by as well PNG- as DPC crew. We lodged at "Grand Hotel" and – once again – we were allowed to mess about in the kitchen in "Millionæren".



From the arrival to Mestersvig. From left: Otto Martens, Jannik Berntsen,

Niels Lindegaard, Frits Ploug, Anders Bjerregaard and Knut Ytreland

The following day we proceeded to clear "Agsut". Among other, the new rudder brace of stainless steel and the new life raft were to be mounted. At 06.00 on Thursday the 25th of July by low tide, Åka Lynge (DPC) took Agsut on the boat cart and everything went smoothly. By midday the water was high and we got the ship of the cart and alongside the quay.

Then we loaded the materials for Antartichavn – e.g. heavy lumber and jacks. At this time, we were not familiar with the extent of the damages and still believed that the station could be repaired. Unfortunately we had bad weather and had to wait for improvement. Fritz got several weather forecasts from Sdr. Strømfjord, and they were not optimistic where the coastal area was concerned. Finally, on Sunday the 28th, we left for Antartichavn, but half way there we unfortunately were forced to return to Mestersvig due to increasing wind and high sea. There was no field ice outside the coast this year and therefore nothing to moderate the sea and surfs in the fjords.

We decided to wait with Antartichavn till later on and in stead load the materials for Varghytten in Blomsterbugten. Luckily, the Sirius boat "Dorthe" were alongside the quay in Mestersvig and the crew thought it would be easier to load our gear there. They would then bring it northwards – for the time being to Ella Ø. As it turned out, they delivered it all at Blomsterbugten. A huge help for us!

After a magnificent stop on Ella Ø – where we were kindly and hospitably received and quartered in "Ørnereden", we continued to Blomsterbugten, arriving at 17.30 on July 31st. After a general view of the situation we went back aboard for some supper and an early night. Fritz and Niels slept in the front cabin and Jannik in the hold.





Top: This is how the "Varghytten" in Blomsterbugten looked like at the arrival. Through 25 years it has lacked one wall, and been without maintenance. Top: The next morning we started to repair "Varghytten". From left: Frits and Jannik

The next morning we started repairing "Varghytten", that was in a very poor condition. It was crooked and a huge part of the front was missing. We straightened it and supplied it with new boards were necessary. Then we put on two new layers of roofing felt. Two fine bunks were produced and a new coal oven installed. New window and shutter put in. A new floor of flat slate stones was put down in the porch and an old wooden depot box of Sirius's was filled with coal. Jannik invented a new and better method for fitting the new boards with the old ones: they were burnt a little with the gas burner. "Varghytten" is now in a good condition and will hopefully be useful for both members of the Sirius sledgepatrol and others, who may pass it.

In Blomsterbugten we had more visitors, a.o. by the Sirius boat "Dorthe" who were laying out

depots. They presented us with a beautiful large salmon from Strindberg – which provided delicious salmon steaks for supper. We also got a visit from a French literary expedition, travelling in three kayaks and a rubber boat. They were making film and TV about Jørn Riel. They practically threw themselves at us, filming and interviewing. They probably thought they had made quite a scoop in meeting such three originals; we might as well have stepped directly out of one of Riel's stories!



Top: "Varghytten" back in business. Bottom from left: Frits, Niels and Jannik

While working in Blomsterbugten, we had some fine days with sunshine and calm water – and with the fantastic view over Kejser Franz Joseph Fjord and Teufelschloss. Alas, the good weather didn't last, so we had to give up Sofia Sund and Dusén Fjord. Therefore - on 4th of August - we returned to Ella Ø.

The following morning started rather dramatic on Ella Ø. Suddenly Fritz discovered that Agsut – that had been anchored approx. 100 meters out in the water – was heading for shore. Søren Kristensen

(Sirius 00-02) must by far have beat the world record in putting on a survival suit as he rushed down to the beach and into the choppy water, where he tried to keep the boat clear of the coast. In the meantime, Jannik and Fritz had started the rubber boat and managed to tow Agsut and moored her to the buoy. It turned out, that our newly purchased cable, a nylon rope with steel wire and lead inside, during the night had been cut by some sharp object on the sea bed. Unfortunately we hereby lost our spare anchor.

After yet another great stay at Ella Ø we left for Kap Peterséns in fine weather on the 6th of August. It didn't last, though. Outside Segelsällskapets Fjord we got strong wind and accordingly rough sea – and in the following hours Agsut really proved her seaworthiness. Because of the bad weather we had to abandon anchoring at Kap Peterséns and went on towards Mestersvig.

On August 8 we left for Holm Bugt with a newly restored coal oven and three sacks of coal. Benoit Sittler and Marcel received us and served us coffee and various titbits. Afterwards we commenced installing the oven. Fritz designed and produced a neat kitchen cupboard by means of the plywood-box that had contained the oven and pipe. The Holm Bugt cabin is now in perfect condition – with possibility for heating.



Now "Holm Bugt hytten" also offers heating possibilities

We went on to Kap Peterséns and installed the new stove that Tårnuglerne during the winter had brought by their sledge. After installation we made bread and pancakes to test it. It works impeccably. It was – as always – a pleasure to revisit Kap Peterséns. The station is still in good condition and is frequently used – both summer and winter. It should be considered, however, to put

down a new floor in the main house.



Jannik admires the new coal stove at Kap Peterséns

On the 10th of August we returned to Mestersvig – after a detour around Menanders Øer to look for emergency anchorage. At Mestersvig we unloaded the materials we still had on board that were intended for Antartichavn. Washed – both our selves - and some clothes. Participated in a cosy get-together in the canteen in the evening.

Antartichavn

In Mestersvig we learned the sad news about the condition of Antartichavn. Some of the Mestersvig crew had taken the fast rubber boat out there to take pictures and film.

The pictures were terrible and shocking. Everything is destroyed. The house, including porch and radio room, has been torn from the foundation and moved 90-100 meters towards the beach. The roof is standing in the coastline and from here and up to the foundation, the shattered leftovers of the remaining building is spread in a belt of 5-10 meters. Even the fine new stove of 250 kg, which was installed last year, has been moved approx. 50 meters. There is hardly any doubt that the destruction was caused by an avalanche. "Tårnuglerne" reported of a Foehn storm with temperatures up to 8-9 centigrades in December 2001. The result was that a hard ice crust was founded on the previously fallen snow. The following masses of snow have therefore had a good base to start moving.



The disaster in Antartichavn – everything is destroyed!

Top: Antartichavn August 2001 – after Nanok's renovation. Below:
Antartichavn August 2002 – after the avalanche

On August the 13th we welcomed Palle, who arrived by Metro from Akureyri and at the same time we said goodbye to Fritz, who left for home on the same plane. We also took leave of Hans Lapstun and his friends Per and André, with whom we had spent so many pleasant hours in the previous three weeks. After Palle had been quartered at Grand Hotel, we discussed the plans for the weeks ahead. We decided to make an attempt to reach Antartichavn, for by personal inspection to see and photograph the damages.

We also brought a memorial tablet for Helge Ingstad, that Norsk Polarklubb had asked us to put up in an appropriate place. This was not a pleasant trip – neither as for weather nor for seeing the ruins of the station, that had been so splendidly restored last summer. Anyway, we got there, took pictures and searched the ruins for interesting things such as the diary, but with no result. We dug two poles

into the foundation of the former building. Onto these we fastened the carved name plate that was put up last year and the memorial tablet for Helge Ingstad. It was almost like a sepulchral monument. On the way back the weather got even worse with rather rough sea. We reached Mestersvig, however, wet and frozen.



The destructions in Antartichavn.

Top: *Remains of the house are spread in a straight line as rolled down by a steam roller. Even the 250 kg coal stove has been carried 50 meters. Below: The roof – the only somewhat intact part of the house – is now in the shore line*



The nameplate was rescued and together with the memorial tablet of Helge Ingstad placed on the site. The text of the memorial tablet says (in Norwegian / English):

IN MEMORY OF

This trapper station built by the Møre-expedition in 1930 was the residence of the Norwegian Sysselmann (Governor) in "Erik the Red's Land"

HELGE INGSTAD 1899 – 2001

from 01.08.32 to 05.04.33, when the Tribunal in Hague established that the Norwegian occupation of this part of Northeast Greenland 71° 30' - 75° 40', was illegal and void.

The next day we discovered problems with the rubber boat – it leaked air. We got it to the workshop and tried to repair it, but the damage was in a place, we could not fix.

We consulted Clive Johnson, the chief of CASP (Cambridge Arctic Shelf Programme). He looked at the boat and agreed that the boat should be repaired by professionals. Clive offered us to borrow one of CASP's Zodiac-rubber boats for the rest of the season and started rigging it immediately. A really nice gesture!

On August 16 we loaded the oven and other gear for "Kongeborgen" and left at 11.00 in fine weather. Shortly after anchoring at "Kongeborgen" we had to heave again, as an iceberg was considerably close. We found a better anchoring place and started loading oven, tools and other gear ashore. Got the oven installed, repaired the door and put down a floor of flat stones in the porch. The oven was tested and works fine. Went to bed aboard – after some supper.



Top: Niels tests the new coal oven of "Kongeborgen". Below: Palle at the wheel on M/B "Agsut". The total lack of field ice resulted in several occasions of rough sea and problematic landings

Next morning we sailed through Narhvalsund – once again heading for Ella Ø. The weather was

great – sunshine and calm water – the kind of weather you dream about in North East Greenland. On Elle Ø we got re-quartered in "Ørnereden". The following days we assisted – as best we could – the men on Ella Ø. On the full-track vehicle we managed to load quite a lot of pebble gravel on to the road – also known as the "Palle-path".

On 21st of August we tore our selves away from Ella Ø and sailed to Karl Jacobsens Bugt where we inspected, photographed and measured "Namdalshytten". It is most certainly a subject for renovation. Hence we continued to Mestersvig. The following day was spent on loading unused materials and storing them in "Porthallen".

Friday the 23th Áka had to make yet another early rise to move our boat cart out by low water. Later that day we heaved the anchor for the last time this year and sailed Agsut up to the cart. Around 19.00 at low water, Áka pulled the ship ashore and drove it to "Helihangaren".

Palle left on the 24th of August for Daneborg to commence as guide and pilot on a Norwegian expedition vessel (former icebreaker). Was in time to meet Peter Schmidt Mikkelsen, who was on his way to Myggbukta. Jannik and Niels continued the winter clearing of Agsut. As the boat cart was ready to be wedged, we discovered that one of the back wheels was flat. Dismounted it. Had some trouble with putting in the new tube but by means of a lot of discussion, many tyre levers and some muscle power we eventually succeeded. Sunday evening we were invited to the Canteen where a tasty dinner was served – and we had a festive and cosy evening.

Monday and Tuesday we took care of the final things. Dismounted Agsut's battery and put it in the generator room. Our weapons were delivered at Tårnet. Our gear from the kitchen in "Millionæren" was brought to the depot in Nyhavn. The depot was tidied up and shelves sorted out.

Then – at 14.00 on Tuesday the 27th of August – we were heading for home. The Fokker 50 flew us directly to Reykjavik, where we stayed the night and had a real cosy evening together with Ivar, Otto and Peter, who also were homebound. We arrived at Kastrup almost as scheduled on Wednesday the 28th of August.

As it may be obvious by the above, we have not been encouraged by the best possible weather this summer. But due to all the exciting and nice people we met and all the kindness and help we received – especially from the men at Mestersvig and Ella Ø, this summer – after all – turned out to be a great and profitable season on "Kysten".

In appreciation of this year!

Jannik Berntsen – Fritz Ploug – Palle Norit – Niels Lindegaard



In appreciation of this summer!

From left: Peter Schmidt Mikkelsen, Jannik Berntsen, Otto M. Martens, Ivar Ytreland, and Niels Lindegaard. Mestersvig, 28 August 2002

List over Northeast Greenland stations repaired by Nanok 1991 - 2002:

No.	Name	Repaired year
514	Ny Jonsbu	1995
510	Hochstetter	1996, 1998
447	Germaniahavn	1999
438	Zackenbergt	1991, 1992
429	Moskusheimen	1994
425	Sandodden / Karina	1994 - 2000
417	Kap Herschell	2002
405	Eskimonæs	1998
356	Hoelsbu	1999, 2000
350	Loch Fyne	1993
340	Kap Ovibos hytten	2000
335	Myggbukta	1999

324	Varghytten	2002
308	Kap Humboldt	1997
224-2	Kongeborgen	2001
222	Holm Bugt hytten	2001
218	Kap Peterséns	1998
201	Antarctichavn	2001 (demolished by avalanche in 2002)

Source: Station numbers and -names including historical information referred to:

Peter Schmidt Mikkelsen: [Nordøstgrønland 1908-60, fangstmandsperionen](#). Aschehoug 2001.



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This page was updated: 28 September 2002