

Chronicle of Trans – Arctic passage



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Abstract

Notes of sea captain Vladimir Sokolova we begin a heading «Arctic regions today». For the first time in history existence of Northern sea way during navigation by one icebreaking vessel «Michael Somov» are provided all polar stations. The author reflects on problems of development of Northern sea way.

Key words: «Michael Somov», development, northern sea way, supply of polar stations.

I must say that for "Mikhail Somov" I'm not a stranger at all. Ten years ago, it took the post of chief mate, was in the Barents and Kara seas, and participated in the landings on the island weather station. The same type of "Somov" diesel-electric ice-class specially built for navigation in ice. And there were a to the Arctic in the 70-80s at least a dozen "Amguema", "Navarino", "Vankarem", "Paul Ponomarev," "Captain Myshevsky ..." On one of them - "Gizhiga" - as a young man I began my work the Navigation. Over time, the entire series has been written down by age, or, as sailors say, "on the needles." Today on the Northern Sea Route of them had only one - the famous "Mikhail Somov".



Everyone who had ever been in the polar latitudes, the name of Mikhail Somov is well known. The veterans of the Arctic and Antarctic expeditions, remember this polar explorer. Back in 1938, a young professional, hydro meteorological took part in the campaign of ships in the Kara Sea. And since then, "sick" Arctic. The expedition, he visited the islands of the Arctic Ocean. During the war, Mikhail Somov studied ice exploration - maps were to facilitate the navigation of ships caravans. In 1950, oceanographer Somov headed drifting research station "North Pole-2." And in 1955, when for the first time in the history of Soviet research vessels "Ob" and "Lena" off the coast of Antarctica, leader of the expedition was named Doctor of Geographical Sciences, Hero of the Soviet Union, Mikhail Somov. In 1973, Mikhail Mikhailovich was gone. Academy of Sciences asked the government to perpetuate the name of the scientist. Scientific expedition ship, built in Kherson, was named "Mikhail Somov". July 8, 1975 it was solemnly hoisted flag of the Soviet Union. In September of that year, the diesel-electric arrived in Leningrad, where he was handed the ship owner - Institute of Arctic and Antarctic.

In the port of registry "Mikhail Somov" not had occasion to visit often. Place of work were polar waters. 21 times he had the opportunity to take part in Antarctic expeditions. In 1985 the world learned about his ice drifting off the coast of the sixth continent. Sandwiched between the rubble of the iceberg, "Mikhail Somov" risked being crushed. The crew did not leave the

ship managed to escape from ice captivity. After the safe return of many sailors received government awards. RV "Mikhail Somov" was awarded the Red Banner of Labor.

Permanent "residence" to us, to the north, the diesel-electric came in 2000. By decision of the Main Directorate of Hydro meteorological ship was transferred to SUGMS, it became the home port of Arkhangelsk. Since that time swimming in the ice of the Kara and Barents Seas became regular. Its main objective was and remains the supply of polar weather station with all necessary. Every year in late summer, "Mikhail Somov", taking hold in containers with the products, packages, materials, barrels of diesel fuel is sent to the islands of the Arctic seas. And because today's explorers, like their predecessors half a century ago, are also familiar with the "Mikhail Somov".

As for me, the position of the backup at that time was vacant, the idea to be in the Arctic on board the famous ship captured me completely. Passed in July, I was waiting, counting the days when the ship returned from another trip. Counted so that the voyage to be used during your own vacation.

В конце In late August of 2010, following the first part of the northern delivery - provision of the western sector of the polar stations in the Arctic, "Mikhail Somov" arrived in Arkhangelsk. He stood up for loading the cargo area Bakaritsa. About 25 years ago at this time the cargo area was packed Bakaritsa: 7-8 vessels stood there at the same time. At the railroad tracks, freight platforms, warehouses - closely. Not in vain during the port of Arkhangelsk proudly called a gateway to the Arctic. Day and night marine boats took to the holds and on deck equipment, construction materials and products to the short Arctic summer Arctic Ocean coastline provide everything necessary for a full year. I remember how happy sailors on the "Gizhiga" when receiving flight-task - to follow the loading in Arkhangelsk. Know that we stand at least a week at anchor awaiting berth, a week - under loading. Repeated the famous aphorism: the worst parking lot better than the good diving. Not happy, only the second mate. He complained of fate: "Again, bring the car of potatoes, dirty, straight from the collective field. Then a couple of dozen crumpled containers of alcoholic beverages. And on top - airfield plates and a couple of ATVs. Distribute the cargo holds of four thousand tons of stuff, understood the entire flight, the second mate! ".

Today the ship was loaded there "mechanic seals» belonged to the Northern Shipping Company. Destination Port - English port Hull. Once one of Russia's largest ship owners in the northern delivery is not involved, at one time the SMP just got rid of ships procurers. A little further on - ship "Hope" private shipping company from Naryan-Mar. This was prepared for the flight with the general cargo for the oil town of Varandei. All other marinas are empty. Some of them are given for winter lay-bys port fleet. Others - wood, broken, a broken - just "out of service." Fuss around the board, "Mikhail Somov" vividly recalled "the gates of the Arctic." Loading of the ship was in full swing. Cranes hang over every moment holds, dropping pallets of boxes, containers, bundles of tubes, bags planks and barrels. The berth area manager, stevedore, consignors discussed the problem - how to put on board all that is claimed to transportation. In their anxious individuals was clear that turned out "no." Calm in this

company was only cargo mate RV "Mikhail Somov". In 2000, Roman was a cadet Korepov nautical school named after Voronin took place here sailing practice. And so it stuck with the steamer, first served sailor, then, as usual in the Navy, the fourth mate, third. Now - the second one. Despite a week without rest and rest, not even visited the house, keep a stiff upper lip Roman. He summed up the protracted debate: "How many times were loaded in the Arctic, everything is always taken away. Take away the goods of another ship still will not. "

My employment went surprisingly easy. They explained to me that the present work, as understudy for the captain to begin in ice swimming, when you want to watch reinforced on the bridge. And my job in the parking lot is simple: help the chief of the expedition in taking on board passengers. Arriving hourly members of scientific expeditions to settle to their cabins. Traveling to the Arctic, many, in a flight out just three expeditions - hydrographs, builders, scientists, institutions. But more important than others - a new change of wintering on the weather station. For them no other way to get to work, except for the flight, "Mikhail Somov" simply will not. Among the passengers can not see very young girls, are young professionals, meteorologists. At the far north - the island is known, the Cape Sterligov - they go on the distribution, they say, where it does not know the name but like it. All arriving the same first question: "When the retreat?"

Calendar early autumn on the mainland - the golden age of Indian summer. And this is the short period of time, while in the Arctic is still light and relatively warm. And yet - the peak of Arctic navigation. From experience we know, as soon as the ice formation, there are difficulties. So hurry and rushed all: save output in flight is impossible. On Sunday, September 5, loading, finally finished. Holds closed. In refrigerators stacked products, safely nestled in a laboratory apparatus and equipment bay. The deck in front of and behind the structures densely lined with container houses, auto cars. Above the cap hold number 2 towering the self-propelled



barge and pantoon - pantone - boats for over shore landings. Fed, groomed and tied in a cavern under the helipad dogs' laiki. In a short ready to sail: 42 crew, 68 passengers, and cargo - 900 tons. But while the quite cabins, corridors and on the bridge and engine rooms «Mikhail Somov» as it freezed before the long trip.

Despite the naval superstition that we put to sea on Monday. At three o'clock in the morning on the bridge stood the pilot, from the river floated to the top of the head board of two tugs. Enhanced translation team "at the place of mooring stand!" Woke sailors, and nearly all the passengers went on deck to say goodbye to the city. Given Mooring lines, wound up towing cables. "Small forward!". With each minute more and more distance from the shore, more and more speed. Carefully passed under the bridge at night divorced - road, rail. Remained at the stern of the city harbor, Solombala, Maimaksa. The dawn broke, when passed through the cargo area savings. At eight o'clock passed entrance buoy. Abeam the lighthouse Mudyugskogo handed pilot. The helicopter "Mi-8" of the second squadron overtook us about ten miles from the border port and "landed" at the stern. Now he has to on the voyage to become an integral part of the ship - the arctic supply vessels. The sea greeted us with Western moderate wind and small waves. Those who turned out to be by ship for the first time, said that started this pitching.

Entirely different quarter of a century ago out of Arkhangelsk diesel-electric "Gizhiga." And the first difference: the longshoremen continued to put Bakaritsa cargo anywhere, if only on a ship deck, just before the unmooring. Docker's ports leave the vessel before the wives of sailors. Vessel Traffic Service first warned; then, do not hesitate to terms, threatened: "If you're not five minutes later step back from the dock, everything - close the bridge." Usually the second mate after completing shipping documents only in the morning catching up with us on a boat somewhere in the Solombala raid. A fastening deck cargo of our sailors, in violation of all norms and rules already finished in the Dvina Bay. On air support flights, despite the stern helicop-year-old site, we do not even dreamed of.

Thus, the expedition vessel "Mikhail Somov" began its voyage on his usual route. Based on the general map, it first from the mouth of Northern Dvina River runs through the eastern part of the White and Barents Sea. The first stop is planned at Kolguev, the next - at the entrance to the Strait of Ugra Bowl. There are very "short-range» of North forecast control GMR. We are taking them to replace the polar and a year's supply of products. Next, line rate rises in the north-east of the island goes by Vaigach in the Kara Sea and the island is limited to white. The weather station named Popov - the only habitable place on the island. At the "point" are also waiting for the completion of recruitment and food from the mainland. Then the way, passing just ten miles north of the capital in the Arctic - Dixon village, lays the archipelago of Severnaya Zemlya. Somewhere in the middle of the road on the island of Izvestia, the helicopter will leave young graduates polar- lovers of the exotic-to titles. "Somov" while not losing the navigation time, will go to the 80th latitude, the island average. Next on the map pre-strip is missing. And this means that the captain will decide later, depending on the situation (ice, weather, what else), where to go next. Time suffers: near the Severnaya Zemlya archipelago will be in ten days. In the meantime, "the shortest, safe, and most advantageous way," here, from the Dvina Bay, just not visible. Another ship-nabzhentsu will visit the Cape Chelyuskin, Bay

Solar, near the island of Wiese, at the mouth of the Yenisei River, in the village of Dixon, and Ust-Kara Amderma. It is only in the Kara Sea. Also in many other places all, according to flight-task, 38 of them. Unlike the current voyage, "Mikhail Somov" from all the - providing polar stations in the eastern Arctic Ocean. This is not the responsibility of the Northern Zone Management hydro meteorological, but "... another boat still there." In general, income in the east to the 180th degree, unloaded on Wrangel Island. At the end of the voyage and return to Archangel we set up with great care: "Near November, if you're lucky." «

The first half a day passed quietly sailing. Electric ship, not much adjusting their 6000 "horses": four diesels is only two, comes with a speed of 10 knots. At noon, E-nova beam Cape Zimnegorsky. Yellowing forest on the bank - as a last greeting the passing of summer. And the autumn, by the way, too. Further to the north begins Throat White Sea to the Arctic Circle is seven o'clock run. There's only snow-covered tundra and weathered rock. Green grass, the leaves on the trees we'll see next summer.

In the marine life of the crew joined the schedule without stress: the navigator and mechanics went over to watch sea, deckhands engaged in morning guided housekeeping, galley with mouthwatering aromas echoed. There were no noticeable that after a stay in the port took only a few hours. The same can not be said of the passengers, almost all aimlessly roamed the ship. The impression was that they were everywhere - on the boat deck and fly bridge, aft, and the helicopter, the cabin and the galley. However, the ship's organization is the ferment created a lot of noise, and "from this mess had to stop." Idle people have no idea that after a hearty meal instead of walking the deck, and beholding the sea is waiting for his technical training. Senior assistant captain Sergei Melnikov collected and polar expedition members in the dining room team. He told me that the Navy lives by its strict laws, where much of which "can not" seamen. Of course, also applies to all passengers. To him it was convincing, Mate cited documents. Patiently and persistently tried to create a working atmosphere of audience. But not here - it was. This is likely to trouble all randomly formed groups. Some were aware of the rules and have them carried out, while others, for the first time he heard "no" and "should", took it as an infringement on personal freedom and even democracy, others felt "sea wolves" and believed that rigor is not for them. After repeatedly sounded alarms, while those who tried to wear jackets and suits, the students 'involved', began to ask their questions. Stream of "why and what for?" Stopped the head of the expedition, Alexander Driker: "Our task - in any situation correctly execute commands from the navigation bridge. And if you're so interested, the crew will show you the willingness to fight for the survivability of the ship. But keep in mind, the training will involve all. «Rings of loud fight, announcing drills, suddenly sounded.

As it was promised, the passengers were able to secure in practice the newly acquired theoretical knowledge. The land was planted in the people of the boat - plenty of space and too much. Another would be a minute - they lowered boats on the water. But apparently, the heart trembled at the First Lieutenant: sorry beginners. But the passengers were able to observe how the crew performed other programs - "Fighting Fire", "Control of Water," "Man Overboard." When sounded the command "Reject", they seem to believe that they are in safe hands.

At dawn the next day we passed the Cape Kanin Nose. Here it is - the Barents Sea, with its usual autumn weather: stormy wind and rain. They turned to the east, and our course lay 2-3 miles of fishing trawlers. Immediately there were experts who remembered the name of the area - Kanin bank, where the fall is always caught haddock "trousers", that is what you want. And then, pointing in their direction, added to the well-known: "The Fisherman - twice a sailor!" Trawlers are smaller, than "Somova", then roll on the wave, then disappeared among the waves, leaving only the water tower to be back in a minute on the ridge.

Our ship is not easy to shake. He nodded slightly, ahead of the next wave. I firstly saw the team, "Mikhail Somov" in stormy conditions on the course dealt with freight transportation. The explanation I heard is simple: until the light, we must prepare for unloading cargo for the weather station. In addition Vessel Schedule on board, supply men have one more: the whole crew is divided into teams. That is, except for duties that are made by office, in the loading schedule every sailor performs other - the hold, slingers. And because of the hold lifted onto the deck containers, and in the hands of the contents of the sailor - bags, boxes - was transferred to the heliport. I work for a period of cargo in the hold down must, not as forthcoming works and heavy - keep watch instead of third mate.

Unusually quickly came dark. In the Arctic for a month, ended as the white nights. We walked past the Strait of Pomeranian village Bugrino. Locality unwittingly attracted the attention of the fact that there is light. The remaining space on the horizon was hidden in darkness. Even the lighthouses. On travel maps near navigational bore the inscription "Not Applicable". At night, the arrow of ship hours for the first time moved forward one hour. You can, of course, going from one to another time zone, and live on Moscow time, as is done in ice-breakers. We changed time - not a whim of the pilots from the authorities was strictly specified to work only during daylight hours. And so, on the approach to Wrangel Island are going to live with the difference in time with the Archangel for ten hours. The next day the work was planned so that at dawn, "Mi-8" flew to the North Kolguev at the weather station.

Passed another day of trip. Weather has not improved, the wind shifted from west to cross-correct, but it was not going to subside. By the way the weather troubles added snowfall - just two days ago it was summer, plus fifteen. From wind swell mixed with a wave came rolling. On the vessel joked: "The road to the Ugra Bowl was rough." The helicopter landed on Kolguyev four men overtook us, when the island had disappeared from sight. So he calmly sat down on the helipad, "Mikhail Somov" needed to change course, slow down progress. It took some five minutes, and "Mi-8", securely fastened with ropes, he stopped to turn a propeller. Again: "Full speed, course - 90 degrees."

The third navigation Yamal gas producers are pulling the pipe across Baidaratskaya guba. Pipe layers, who in a strange language called "Defender", a day passes one mile. Attached to it auxiliary fleet twenty units. But if the right moment not submits supply pipes, the whole complex set of digging trenches, laying the "thread" backfill soil and underwater survey control will arise. That's were in "full battle" as many as five ships, at anchor waiting for better

weather. No, not five already. Two tankers - "Orlets" and "Tovra" - the fuel for the company "Spetsmortruboprovodstroy" hastened by saving bank.

"Mikhail Somov" was not hiding under the bank. Saying goodbye to the White Nose weather station went along the island to the other Vaigach "nose", Bolvansky. When I first heard that, something, "cut his ear." But the long coast-dwellers have any Point called the nose bay - lip, shelf - a scythe. The northern end of the Nenets Vaigach once revered as a holy place. We stood there, staring at the sea, wooden figures of idols. Rumor has it that something survived. They now have neighbors - meteorologists. After receiving information about the approach of the vessel, they are probably also more often than usual looking at the sea. But we came to the Cape, saw - there is not less stormy, unloaded at be so excited. Disposal of Long Bay to go to, which is 12 miles from the weather, the captain turns out to be given in advance. It was almost silent, the wind whistling somewhere over the hills. Seven flights with cargo on the weather station helicopter made directly to the anchorage.

In the bay Dolgaya voyage was completed in phase "Mikhail Somov". Here we have completed service of "points" in the Barents Sea. A large and difficult job was finished. By the evening in the cabin was quiet: after two hectic days slept crew. An hour passed, two, and so they have to feed the Karskii Gate.

His first encounter with the Arctic, although it was many years ago, I remember very well. What is happening for the first time is always tight cutting into the memory. Diesel-electric "Gizhiga" was on its way to the island Vaigach, when I, the fourth mate, first time was entrusted an independent watch. Afraid of one thing - if only for a time nothing happened. Included a locator on a scale of 40 miles and not letting go of binoculars, four hours staring at the horizon. Naturally, there were no emergency. Least because the bridge appeared as if by chance that the captain, his understudy, or senior navigator. By Varnek Bay, where there were five or six ships, "Gizhiga" approach in fog. In close to we have to consider the shape, the familiar photographs and film, the icebreaker "Lenin". Ice began, and in cordless phone rang: "In the caravan, I - icebreaker" Lenin ". Speed - eight knots, the distance - half a mile. «Voice of the captain who commanded the flagship of the icebreaker fleet, the most honorable of the Arctic polar Kravchuk Boris Sokolov, can not be confused with any other. On the next watch had a chance to acquire skills for ice navigation. Going ahead "Lenin" punched stem path, raked the screw blocks. Fragments of ice with the noise of escaping from under his stern, breaking down the walls of the channel. Followed, trying to keep up, we hurried. Always unexpected, always suddenly, the icebreaker did turn - left or right of hummocks, or to the left. Distance declined sharply. "Gizhiga" repeated the maneuver, crushing meter ice, shook his whole body. Again started flat ice field, and "Lenin" went forward again quickly. The distance was increased by the eyes. But behind the other vessels drew in the caravan. First Lieutenant commands to the steering wheel on the machine telegraph rang constantly. I wanted to follow on from a locator distances, pull the handle telegraph to the gasket on the map. Frankly, it was very hard. Hour after hour passed, the tension subsides. Finally, there comes a time

when the watch on the bridge was raised following the change - the captain and third mate. Even after four of their change with the second alternate. But after eight hours for me all over again. And it seems to be no end "Leninist" paths.

In the current flight RV "Mikhail Somov" on ice until the voyage, however. General map of the Arctic Ocean, obtained from the Institute of Arctic and Antarctic, clearly showing - boundary of pack ice was held on the Alaska Peninsula to the Canadian Ellesmere Island and the Queen Elizabeth, then - to Greenland. Throughout the route the Northern Sea Route in three and a half thousand miles - clean water. Drifting ice in Russian Arctic shows in the area east of Severnaya Zemlya and New Siberian Islands, but only to the north of the 75th latitude.

So, we went to the Northern Sea Route. A good sign of this - the lack of ice or bad - I do not know. Only when detached from the coast of Novaya Zemlya, turned north-east, was wag our Kara Sea in earnest. The wind has passed over 20 meters per second, the excitement of 7-8 points. General rate - the nose on a wave. Pitching and pitching, and the board, the rate dropped to 4 knots. Masts swept low over the heavy gray clouds, from which the deck and superstructure hit by charges of snow. Antennas, guys, rigging cargo covered by a thin crust of ice. Melted, the ice fell, but not down by the law of attraction, and diagonally, trying to get on their heads. And because those who came out on deck, especially remembered for protective helmets. The atmosphere on board the vessel in line weather, the expression on their faces black as the clouds in my thoughts and words of one desire - to be pitching soon ceased. Poorly because of the storm was not only to us. It turned out that the nearby naval affairs worse. The tug "OT-2070" (Lake Pusher) on radio dispatcher reported to the cargo terminal Kharasavey that he could hardly hold the barge at the pier, torn from moorings. To help unfortunate manager could not. But another surprise. Far beyond the Arctic Circle, near the coast of Yamal, in the very risky navigation rivermen work.

From the Karskii Gate to White Island, we went twice longer than usual. By the end of day September 11 came, finally. But employees of the polar station waiting for a nasty surprise. "Mikhail Somov" with replacement of wintering, with a cargo of fresh fruit and vegetables passed. The fact that in this weather to lift the helicopter, it was terrible to think about. Looked longingly future explorers on the forbidding coast, sadly understand that it is not fate: now landing at the weather station named Popov, if happens, it is on the way back. But here the voice of the navigator with the oncoming ship "Polar" is simply radiated joy. They say, and docked in Dudinka no complications, and a meeting with the house, with Murmansk, promises to be longer than usual, and "the weather, how to order." Yes, for the ship, walking on the wave conditions at sea seems to be quite different. "Polar" - one of the most modern Russian ships, specially constructed for the carriage of goods Norilsk Combine. So the storm in seven points for a trifle. Have you heard or not "heavenly office," our conversation, but only passed traverse the island Vilkitskogo, the weather began to change for the better.

There was also the first change in the route. There is on the west coast of the Taimyr Peninsula, at the outlet of the Yenisei Gulf, settlement Dixon. Here are the weather station, radio center, hydro base, hospital and even polar club. The population of the village of 500

inhabitants. Convenient, enclosed on all sides by a bay, and by the middle of it - a reliable mooring. In short, civilization. It has long been sought here to visit the polar navigators to rest before a difficult road to the east. However, "Mikhail Somov" parking on Dixon in the beginning of the journey was not planned. Login still had: one of the passengers became ill. Given that the ship has a good clinic, the ship's surgeon Alexander Kuznetsov advised the patient to pass on the shore to the hospital. On the mainland, and conditions for treatment, and better professionals. Recover, and then hit the "polyarku." A medical opinion is important, but decisions on the ship taking the captain. Behind him is always the last word: "Let us approach the outer road. The patient to send a helicopter. «Flashed through the porthole rocky island berth and a village where a lot of time in previous years. » Mikhail Somov" turned a few cables to the input cross-sections and low speed, waiting for the return of "Mi-8", went to the exit. The helicopter was absent less than an hour. But even in this tiny span of time the crew and the passengers found a big plus - in the western sector of the Arctic, across the Kara Sea, the big, only to Dixon operates mobile communications. Almost all who were now on board took out their phones and poured out onto the deck. Catch the moment was really necessary, when else will talk with friends next time. Coming to an end the first week of the voyage.

Sedov Archipelago, where we are headed, is located to the west and in the immediate vicinity of the larger islands of Severnaya Zemlya. By today's standards, their name is strange - the October Revolution, Bolshevik, Komsomolets, Pioneer. But if we remember that the public shortly before the Great October Revolution, they were investigated in the Thirties "Soviet" years, the names are correct, the appropriate time. Pilot Kara Sea describes this region: voyage to the archipelago is usually difficult and requires icebreaking. Ice constantly drifting along the coast throughout the navigation, presenting a danger to ships at anchor. About the weather station provides information quite short - at home and the antenna on the western tip of the island Golomyanny are a good guide for the approach.

Half day, we went due north. On the way to the archipelago Sedov lag counted from Dixon traveled distance 382 miles. Despite the fact that we have got very high, at the 80th degree of north latitude, about the harsh Arctic disposition nothing to remind: the sea is clean, the air temperature plus seven. There was, however, little hint of its proximity to the Arctic: met on the road a few individual ice floes. Melted in the sun and battered by waves, in the dark scab, they rocked lazily, revealing the impressive size of the submarine. They passed them without slowing down, avoiding a rate of some 2-3 degrees. In the morning September 15 at the rate seemed steep bank. Latitude is drawn meandering line contours of the islands Golomyannogo, Middle, home. Soon a pair of binoculars at the western end has been possible to consider the houses mentioned in the sailing and the antenna.

But the main attractions of the archipelago were not they. The center island median le-pinching, buried in the fuselages runway, aircraft. White with red stripe - "polar air" and gray - the military. Those who have been here before, have argued that the landscape from a forgotten technique and observed two and three years ago. But to make a note of optimism, added, saying that the local airport operates from time to time. To the right from path flight, leaving

the shore in the bay, stood a residential village. Since the polar station, with Golomyannym, it linked the road through a narrow isthmus ... and a mutual dislike for "owner Arctic." It is about how to avoid an encounter with a bear, talking on VHF - the station with polar frontier, intending to go to the middle. And he, healthy, hairy, dirty-yellow color, was very close: easy walking along the coastal edge, rolling here and there, and scattered drums.

Announcement broadcast on "The brigade's number one prepare for cargo operations," returned to the ship's true. I must say that to be unloaded at Golomyanny sailors prepared the day before. Products from the storerooms placed directly in the helicopter, the containers from the hold to re-bore the stern, near the helipad, barrels of gasoline and diesel fuel from tweendeck picked up on the forecastle. Time allowed, and the composition of the cargo crew was the "primary", worked nine people from the deck and engine department. On the approach to "polyarke" task teams mustache, false: the next shipment from the hold up, lay and fix the suspension and on the shores of all that brought the helicopter - to unload. "Strong Team" - this is 14 people. In addition to the sailors, electricians, motormen on freight work out the mechanics and navigators. Their place at the time of discharge in the central control station occupied the chief mechanic and chief electrician at the bridge - the captain. In fact, was involved the entire crew. To work is not only involved operator and ship's surgeon; someone once decided that they should always be prepared to perform duties. By old Soviet-era tradition of heavy-duty exempted the weaker sex - the staff.

The first flight of the helicopter, five of the first brigade, armed with pistols, just in case, left the shore. With some degree of comfort reached, finally, to the place of work and three polar weather Golomyanny. The entire light day on the ship heard the noise of winches, teams from the deck of "Vira", "Maine! » At intervals of 20-25 minutes of the next shipment was raised to the helicopter pad, and a third electrician Vladimir Ivanov, head of the team number 1, reported to the bridge: "Suspension is ready." The steamer on low speed turn around the nose to the wind hung over the stern, "Mi-8". Engine-slingers with enviable dexterity caught lowered from a helicopter rope. A minute later he flew over masts, carrying on shore grid or pallet. Took place half an hour, and all repeated. Breaks occurred when the helicopter needed filling. And, of course, when it was time for lunch. But on the truck did not work breaks: team changed every four hours. Noon to cargo winches, to hold, to the helicopter pad out the team number 2.

Complete discharge as to begin, again had a chance to first team. But there is nothing offensive to the guys did not happen, the next time another "polyarke" will on the contrary, starts and finishes second. Meanwhile, 12 hours, sent to the bank 37 tons of cargo. By the way, addressed not only meteorologists, but the border guards. The sun had set, when the RV "Mikhail Somov" gave three farewell whistles, picking up speed, turned to the southeast. The course - in Cape Chelyuskin. On the shore could not see people, but certainly those who remained on the island islands for a long time accompanied gaze drifting to the horizontal vessel. The next time they see the ship until a year later.

Once again, the memory returned in the past. Since the early '60s, when the supply trips to the Arctic have become routine, the order of the Murmansk Shipping Company to each of the

vessels have been identified "their" trails. For example, a diesel-electric "Gizhiga" from year to year, is engaged in providing the same "points" - the islands of Solitude, Wiese, Ushakov, Small Taimyr, the Transfiguration. Golomyanny Island was somewhere in the middle of the list. Cargo operations performed upon a time, for sure, would be erased in a series of other, similar. But one of the flights had to run around the island ... for pigs. Typically, along with the general - equipment, bulk, coal - a ship-supplier carrying polar-stone and live load - cows, pigs. A Month in the sea animals to behave quietly. Once on shore, and apparently sensing the room, a dozen pigs ran off, jumped from the pontoon into the water. We, the seamen, almost a day chasing them around the island on the military "Ural", not all managed to catch and drive into the barn. Two have not been found, apparently, went to lunch at the bears. Then the parking island at discharge was not so short - less than a week is not planned. Population in the "points" at the time was 5-10 times more, and therefore the goods were taken for polar not to 30 tons, and 200-250. Another way has been and unloading. On board the vessel for this purpose is a powerful boat and two pontoons from the base of the Arctic offshore boats. Came to the island, got up anchor, lowered the water craft. On one side is usually shipped "dry" pontoon, with another - the filling, pour it into 40-45 tons of diesel fuel. Crew as well as now, was divided into teams. A dozen people gathered on the island, they were called - Coast team. Summed boat laden pontoon to the shore, and our duty was to transfer the load from the surf line at 20 meters, that is, up to a residential home or warehouse. To help the sometimes isolated from the tractor sleds, sometimes a truck. And more bags, boxes, barrels were delivered to the place in the hands of sailors. Well and "swim" in the icy water had: a wave pored over, then followed by a falling bag. Worked around the clock, changing every 12 hours. But if suddenly the sea was stormy, ice or fog covered suffered - "Stop! » The ship will not go. Sometimes, waiting for better weather for three days in a cold hut to sell-Via winds the island.ocmpose.

Meanwhile, "Mikhail Somov" was walking along the shores of the North earth at a speed of 12 knots. Ka was found that the steamer and passed on to the general good mood: happy is clearly one of the on recent warm windless day, stingy rays of the sun rise above the ice. Slightly relaxed people, and immediately felt the vagaries of northern nature. Between the high islands of the October Revolution and Bolshevik its waters Strait of Shokal. Width is small, only ten miles away. And because the wind was blowing here, as in measles-Dora, a wave lifted the storm. For a true thermometer dropped down to minus five, and the blue sky gray haze sucked. Passed an hour, and we again covered themselves high bank. Again, it was clear and warm. But now the windows were closed, and those who worked on the deck, warm jackets are no longer removed. As expected, at the entrance to the Strait of Vilkitskogo met fields of drifting ice. At the end of the second week of the flight times to watch the ice first. That is launched, finally, to carry out their duties. Of course, on the instructions of the master or on their own initiative and had participated in the navigation bridge, when sailing near the coast in storm, in fog. During the landings - for granted. But this watch is - officially, "de jure" one.

At first about one curious case. In this June to visit us at Archangel Indian bulk carrier «Good Providence». The captain, as expected, has previously in the service of the Harbor Master's

information on the vessel, ordered the pilot to input, as well as icebreaking support of the White Sea. And drifted. The reason he illustrated the need to photograph the ice-breaker - ice floe size 10 by 12 meters, he saw the athwart Cape Gorodetsky. In order for icebreaking ship crew "Captain Kosolapov" believed at once. They say that summer in the yard. What is ice? Nevertheless, the flight left. Floe that time, of course, killed. Later, sailors icebreaker, do not hide a grin, remembering how to clean water had a "foreigner" from the Tersk coast to Mudyug. I have no doubt that not only do they call the work done meaningless. But a strange pattern. If the foreign vessel has met the ice, that - without icebreaker single step. Russian, and especially sailors - Northerners tend themselves to go on the ice as long as the boat would not get up. And then ask for help from an icebreaker. The paradox is that the ice-breaking fee paid regularly and those and others.

We can not say that "Mikhail Somov" in a separate voyage remained alone with ice. From the moment we have gone over the Kara Gate, Constantine Karachevsky operator twice a day passed on information to the headquarters of sea-ice operations. Reported, as well as all the vessels in the Northern Sea Route along the route, location of, ice conditions, work performed and planned transitions. Mail response we received advice on the route, ice and weather forecast. Once, long ago, the staff was in Dixon, was one of the units of the Main Directorate of the NSR. There were space-based technologies movie ice, established in the Navy satellite communications and navigation equipment, no longer need to carry out aerial ice surveys, on-site to coordinate icebreakers to lead convoys. To tell you the truth, and the caravans going to the Arctic, are rare. The headquarters was moved to Murmansk.

However, like many years ago, in the morning and at the end of the day we had the opportunity to "icebreaker" frequency of 4149 KHz listen to where and what they do icebreakers. In mid-September they were in the East Siberian Sea. The flagship of the Russian icebreakers "50 years of Victory" was accompanied by the tanker "Varzuga" in Pevek. Icebreaker "Russia" held safely ferry "Georg Ots" to the east and followed the end of the voyage to Murmansk. Icebreaker "Vaigach" from the Barents Sea, reported on the exit port to replace him. In those rare cases where we went on the air, to ensure that the ice - breakers procurers know, keep track of the routes of our movement. And that was especially pleased by the voice of Captain Radio - telephone learns tunes. There is an explanation: in the ten years since the RV "Mikhail Somov" works in the management of HMS North, Yuri did not miss one of the 43 flights. The fact of sea-ice captains unique. But if a few weeks off as something can be combined with the vessel in port, then spent a week on the bridge no one is physically unable to.

Charge of the watch third mate was not difficult. Andrey Vorontsov on board for the fifth year. Career skipper started small - a skipper on the barge, which was on the cover of the ship hold. Then released the fourth position of assistant to the captain, and three years ago there was a vacancy of the third. When the ship operates in the ice permanently, voluntarily - involuntarily junior navigator of the navigational learning in difficult conditions. So on the way to the edge of the ice I could see that made third-driver made promptly, competently and correctly. He moved

into the main engine maneuver mode, warned the ship's mechanic, and called on the steering wheel sailor.

The meeting began with ice from a narrow strip of fine crumbs, crossing our course. They passed her, and she responded only by the rustle of the body. The path was blocked following, which was wider than the ice it was much larger. Nevertheless, the rate did not abate. Led by the bell bow, like shattered glass. But then, how short of sight, could see a vast white space, or the right or the left end it was not. In ice, approaching by the minute, and spotted a serious obstacle - a two-three-meter ridges and huge chunks of the iceberg. Could not assume that in such a situation Andrew asks permission to choose the maneuver and operate the vessel.

"Please, considering that the ice I have ever walked five years ago, in winter the White Sea." We exchanged: co-driver picked up a pair of binoculars, freeing up space for the radar. Continuous field, as it seemed from a distance, was not observed. There have been many individual ice floes, gathered together by winds and currents. Tight and weak points in the radar screen would appear as the top, and therefore determine the direction where there is less ice, not too difficult. Complexity in the other. The proverb "was smooth on paper ..." in the ice voyage has every right to exist. Our "gullies" - years of hard ice, which is in locator "written" in the same way as loose snow block. And the difference can only be seen only from the firsthand.



We had three cables up to the edge, when the pilot made a small move, ordered the watch, the sailor, "Rudder left ten!" Slowly, almost solemnly, "Mikhail Somov" completed a turn, wedged in the lane. Andrew moved immediately telegraph to forward position. "Full speed". Howled a diesel engine, with all his might ship leaned on the hummocks. Glacial Ridge cracked, broke, its wreckage dispersed to the sides, making way. Under the pressure of our ice collided and compressed against each other. A blow to the body was not, although the noise, the roar of breaking ice was incredible. The silence came the sudden, we were once part of a

divorce. To find a depression or a passage through the ice, the navigator is not divorced from the binoculars. To pass on him, turns one after another. Approach to the new dam, and we again reduce speed. Then, to justify Class ULA assigned by the Register of Shipping, beat ice bow. With indifference, raising fang faces, staring at us drowsy walruses. It seems that they are not worried about cracking the ice, not afraid of moving steel hulk. Only two hours ended for us, finally, 15 miles of continuous maneuvers. Ahead loomed pure water.

The presence of animals on the ice added hassle of air group. At the request of biologists - members of the expedition - the helicopter took off. The task of the researchers was to study the fauna that inhabit the Arctic and in the scientific program, except on board a vessel flying should ice over the islands. For half an hour of "Mi-8" length and breadth of circled the entire field, and reached near-shore, where environmentalists have found several walruses haul. How much joy it was! The helicopter returned to half an hour to be back in the sky. Ice Station Cape Chelyuskin reported that in their neighborhood "walks" a big swell, the vessel to the shore not work. And therefore, "Mikhail Somov" turned to the other near the "point" - solar, located on the island of Bolshevik. Two tons of products intended for meteorologists were immersed directly into the fuselage. It was getting dark when, after working, "eight" would sit on a helipad.

In the morning wave at Chelyuskin continued to "walk". It was rolled on the gray rocks, and also looked gray under a gray sky. Two faint lights on the shore just show that there, at the northern extremity of Asia, there are people. In the past, a long-standing low at night and we tried not to miss when "Gizhiga" passed. Throughout the Far North Chelyuskin contrast appeared after several days of white silence during the day and the pitch darkness of night. There was no doubt that in the gorgeous village life was in full swing. Two hundred people - meteorologists, aerology, hydrologists, and soldier lived in Cape people, members of scientific institutions was considered an honor to work at the local observatory. What to say, there was even a children's garden!

Brightened, but not by the sun, and if illuminated from within the clouds, from which rained and rained fine rain. Just yesterday it was summer, now - late autumn. Frontier, answering the call on the radio reported, saying that the weather is now quieter than yesterday. And then he threw questions: "The number of crew, passengers, and the expedition? Where profits to follow? ". Of particular interest is expressed by a citizen of Ukraine. Foreigner! In the meantime, came to the Cape for a mile and look around: shakes - no shakes. And agreed - will work. At the stern engine roared launched a helicopter. Have caused the cargo crew on deck. Senior chain of command took place on the bridge of the navigators and mechanics in the CPU. There is a document in the Navy - "Manual on the interaction of ships and aircraft (IAMSAR)." He detail to detail, 35 pages of lurid as they should jointly maneuver, how to keep the ship and helicopter. Only the manual is designed with regard to emergency cases. For the "Mikhail Somov" work with helicopter landings at - the usual normal mode. A second Archangel Squadron crew RV «interacts" continuously. And the people of the guide to fly to the Arctic, usually the same: flight instructor, Alexander Makarov, the commander of "Mi-8" Sergei

Cherepkin, flight engineer Konstantin Bykov. First came out in flight, because even young co-pilot Basil Socor. He has entrusted management of the machine, but mostly in a straight line. When the "eight" twisted loop between the deck and the weather station, he became manager of flights. Remote communication with the aircraft is on the bridge near the captain's chair. So provides coherence and understanding. The layman gave to me the role of helmsman. Trying to still grasped the essence of nut-process, selected more or less quiet moment and ask questions. And getting detailed answers. For pilots, the helicopter goes down, needs a stable position of the landing site. This can be achieved only when the vessel is under way. The pilot, knowing the actual wind direction and force, always prompt - you need a maneuver or not. The same goes for takeoff. Approaching close to the shore, pilot, of course, are at risk, but the risk justified. The shorter the "shoulder" of the helicopter, the faster unloading, the less fuel consumption. It is equally important that the machine was loaded each time the maximum - three tons. And so the whole burden of the preparation of the suspension, check the pressure gauge.

And it turned out that before the helicopter to rise above the Taimyr Peninsula in the air, you must obtain permission from the distant airport of Norilsk. Illustrating the "Short Course Manual" Yuri translated from the telegraph machine "full back" to "full front" wheel - the left side to right. And one hundred and thirty meters steamer subscribed to the water zigzags and loops with the same ease as the baby-helicopter in the air. Each maneuver ended with the rise of the next three tons of cargo. But the apparent ease - the result of ten arctic navigation, where the ship's captain and commander of the helicopter experience accumulated bit by bit, and the error simply excluded. The ship-supply vessels and rotary-wing appeared even his assistant, but he understood the language. For example, in connection with the dynamics of "Mi-8" a voice instructor Alexander Makarov: "Working under the barrel." The helicopter, describing a semicircle, approached the bow. Here, on the forecastle, «Mikhail Somov» hands of the crew are equipped playground, where the team rolled over and sinker fuel in the grid. Made specifically to not move the barrel from the first hold of the stern. Captain translated engine into the "average back up." Why, against the known rules, feed itself twisting in the wind, I do not know. "Mi-8", as if catching up with us, take off the suspension with the barrels. There were also other, quite a strange phrase: "Let's do wind beneath a house." Then the boat barely moved forward, just to stay on course. The helicopter hovered over the stern. The complexity of working with "house" in that dwelling unit is not only difficult, but the size is large. Facilitate the delivery of it on the air on the shore must maneuver the ship when the wind for the helicopter to be incidental. And, despite the limits of depth, "the wind did." Little House with an appreciable voltage was raised above the deck and slowly went to the bank.

Discharging through an air bridge continued until nightfall. Closer to the night, hiding from the drifting ice, went to the island of Little Taimyr. And the fourth was transferred to the clock, trying to start the day on the ship coincided with the dawn. In the morning all - reverses and twists, rolls, and houses - began again.

For several consecutive Ros hydromet navigation is planned replacement of the old buildings at the polar stations with new ones. In the current flight "Mikhail Somov" plunged nearly two dozen residential beams for delivery at the "point". And the first of which - Cape Chelyuskin. Here, the installation and installation of a residential complex "turnkey" took over the building company "Pomorets." Builders, eight people were moved to "polyarku 'first flight helicopter, and unloading as long as there was, already being worked. Nevertheless, after three days 'parking' ship construction work continued. Unloaded to the polar station and 65 tons of cargo frontier, leaving the "Pomortsev" on Chelyuskin, "Somov" went further. The helicopter finally by as much as ten o'clock stood at the stern. In a rare opportunity in aviation to conduct its inspection and preventive maintenance. They do not fly, but without them the machine will not rise too. Our "Mi-8" no longer young: he was twenty years old, so the attention of experts he had no more than.

The next stop - was the island of Andrew. It was relatively close, only a hundred miles, to the southeast. But this is the Laptev Sea. Ice on the sea, despite a warning about active sailing in ice formation is at the end of September, has not yet been seen. Came to the island, as expected, quickly. Approach to the shore and began commercial operations here in the east of Taimyr, no different from all previous ones. The difference for us, the uninitiated, it was found in the other - on the island just no people. The station was completely abandoned; its explorers left 12 years ago. Long ago, Andrew was on the island beacon. Then it was on a busy highway from Dixon in Khatanga and Tiksi, their signals allowing navigation in the Arctic.

To replace to radio pelengators the ADF have long come to the satellite equipment fleet GPS (global positioning system). Technique is much easier and more reliable, but - foreign. In order not to depend on the vagaries of capitalism in Russia has adopted a program to develop the national system, GLONASS. To refine the data from the orbit of satellites at different points on earth are built centers corrections. When solved, which will be the station, which covers "beam" eastern sector of the Arctic, remember the old Radio Beacon. Antediluvian devices, bulky antennas are suitable only for scrap today, but remained at home. They became the base construction. RV "Somov" delivered to the island of Andrew beam four residential and six containers of equipment and instrumentation. Restore housing and auxiliary facilities intended to Moscow company "Severvostokstroy" installation, installation and configuration of the system of global navigation specialists engaged in the St. Petersburg department "Hydrography."

As always, with the dawn of a helicopter "went" on the beach, taking builders. But instead of landing, was circling over the houses and barns. It turned out, the station still has people - two polar bears. Even without binoculars you could see that they were not going to leave the base, and a helicopter responded as intrusive on the fly. Displeasure shook her sea-DAMI, turning away from the raised screws snow storm. We had a helicopter to land on the outskirts. The operation to capture the island began with the first shots of the rocket, then their guns. Under the pressure of the size and firepower advantages of the "masters" retreated and lay down on top of a hill near, watching the uninvited guests. Builders won the base, one of them and the

newcomers in the dog barred guard to protect people from those who are under the protection of the "Red Book."

The next day, our anchorage closed the thick fog. Horizontal visibility - fifty yards, then fly impossible. But it does not become an obstacle for the continuation of commercial operations. For case hooked dormant so far self-propelled barge and pontoon. Building materials and loaded with barrels of diesel fuel convoy headed to the island. The mate on watch oversaw its shortest path to the shore on the radar, occasionally correcting course on the radio. Only the barge reached the shore, (after all, unpredictable weather in the north), the fog rose five meters. For a small barge - quite working environment: spotlight, cordless and vague signals are not needed. But for a team of cargo was added: the position of the delivery of the goods within 20 meters from the surf line has not been canceled.

But on the ship instantly spread news to us at the rescue tug "Irresistible." Back in July, many media, from industry to the central spoke of high-latitude expedition, launched from Arkhangelsk. Small, not seen before on the ice, tug went to Anadyr for "test readiness of the forces and means of MES in the Arctic." On board - the specialists' AKVASPAS."¹. The flight was designed for 50 days with stops at seven polar port cities. "Irresistible", returning from the east, apparently, was delayed in transit. Approach to "Mikhail Somov" was explained by the fact that the tug is required diesel fuel. On this occasion, issues have arisen; the captain had already received a telegram from the head-order SUGMS the transfer of tens of tons of fuel. The question was different: as in zero visibility and the ship go another direction. The answer was a pleasant surprise: Marine Emergency rescue Commander Fyodor Kukichev with which our captain shared a peck of sea salt still a cadet. Know, small world, even here in the Far North. The tone of the negotiations of the mooring has ceased to be official.

The vessel's radar at the slowly approaching. From the silence behind the noise is rarely tore the engine, the windlass. Were heard and the voices from the deck of a vessel suitable for us. Twenty feet from the steel hull and superstructure are distinguishable. When the "irresistible" come closer, the sailors began to greet and serve moorings. Five minutes had passed, as "irresistible" neatly pressed to posted along the side fenders. "All the ends of the mount, trap cook!". Following the gangway to the tug filed a fuel hoses. The third engineer Andrew Churkin at all time atonement for the post of bunkering fuel transfer. Place on the main deck is equipped with everything you need: emergency stop button pump, pump counter, reliable connection to the engine room. Here on the case, which the mechanic has no right to assume, are a means to combat oil spills.

Had a chance to listen to what the program flight sailors from the ship complied with the rescue, Emergency specialists landed in Pevek. What conclusions did the organizers after the

¹ Federal State Institution "The rescue service for the diving operations of special purpose" was created in accordance with Government Resolution dated June 28, 2001 № 486 "On improving the prevention and elimination of emergency situations on the underwater potentially dangerous objects" and the order of MES of Russia on June 28, 2001 № 347 "On the implementation of resolutions of the Government of the Russian Federation of 28.06.2001 № 486». URL: [http://www.mchs.gov.ru/ministry/?SECTION_ID=2331\(15.02.2011\)](http://www.mchs.gov.ru/ministry/?SECTION_ID=2331(15.02.2011)).

expedition to the Arctic, this crew of the tug did not answer. Severe ice never met, never been in a storm. Return home was delayed a week due to sunset on the Yenisei, in Dudinka. Four hours later, thanking for their help and hospitality, "Irresistible" went west. We continued to stand.

In a day building materials for the new station were sent to the bank, the amount of their considerable - 97 tons. But "revive" the base during this time, of course, failed. It is not yet able to builders and hydrographs neither warm nor eat properly, or relax on the island. And because the company director "Severvostokstroy" Anatoly Schuman gave a request to Moscow for support, "Mikhail Somov" works for up to five days. Specifying the state, strategically important, and therefore "good" was received. Certainly take into account that "Severvostokstroy" has many years experience in the Arctic. Ship's crew seemed to be idle. No idleness - too great a luxury. Decided that the sailors will be engaged in a complete set of cargo. No sooner said than done. Until the departure of the brigade lifted the loaded containers from the hold, with the help of a pontoon barge and transported them to the aft deck, closer to the helicopter. In their place, put the empty, which after discharge to the Kara Sea stations piled up on the stern has about three dozen. A long and laborious, but by trying different options on board, supply men were convinced that the other is even worse. The work was done around the clock at night in boats along the side of the neck was enough deck lighting. The builders have kept in the recovery station for four days. But to complete its willingness to be very far away. And that means that those on who depended commissioning adjustment center of the GLONASS system remained on the island of Andrew. For us, finally, sounded a welcome team "Veer the anchor!".RV "Mikhail Somov" went to the mouth of the Lena River to the port of Tiksi.

In Soviet times, to the east of the Taimyr Peninsula vessels of the Murmansk Shipping Company, to haul cargo supply has been brought. Provision of "points" for the Laptev Sea, in the least two dozen ships Northeast Management Marine, port of registry was to Tiksi. In addition, the traffic on the rivers Indigirka, Yana, Kolyma, Lena worked intensively river men Company. If not, "Mikhail Somov" with expedition "Arctic 2000" on the board. It was the first scientific flight of the ship. We accompanied the governor Anatoly Efremov, departure remembers badly. Bands, flags, toast - it's for traveling to the north of the capital of academics, doctors, professors. The crew fought with earthly difficulties, which appeared one after another. The steamer stood at the pier for over a year, and even nontechnical person knows - the mechanism breaks down, when not working. But the main problem - personnel. The sailors, who took "Somov" from Petrograd, did not go to this type of vessels. Another category of seafarers - the former river men and fishermen, the graduates of schools and colleges had a vague notion also of their responsibilities. But alcohol has to confess, stocked, and this too was a huge challenge for commanders. Very little time has passed, and I have learned the crew. The sea made. Well, for example, where would we happen if at some point stopped working latrines. Nobody, of course, plumbing courses did not finish. Also repaired on the move generators, patched pipelines, derricks armed, and still carried a lot of other work. The

expedition traveled, swept through the White, Barents and Kara seas virtually non-stop. Stayed for two nights on the Yenisei River and just because Norilsk for guests of the capital appeared to be extremely hospitable. Of Tiksi, they already went home by plane. But even then the ship's crew could not breathe a sigh of relief. Started major work - supply of polar stations. Again seafarers faced with what did not expect: hard physical labor. Transportation of small shipments to distant islands, the overload on unequipped shore occupied much time and effort. Some openly capricious, "We hired porters do not!" We had to convince that we are not movers, and the crew of the expedition vessel and it is our job.

Ten years have passed. During this time, RV "Mikhail Somov" was held on the Arctic Ocean 128 000 miles. In villages and polar weather brought more than 40 thousand tons of the most diverse cargo. The number of polar explorers and expedition members who were passengers, "Mikhail Somov", exceeded two thousand. Has changed and seafarers. Qualitatively changed. Then, after many a flight, or a little later written off, went to work in the merchant marine or coastal mastered the profession.

But seven out of the first composition of the crew remained loyal to the Arctic and "Mikhail Somov". How to write editorials - the backbone. Every year it grows fair and competent people. About Captain Yuri tunes and second navigator Roman Korepov mentioned. Next, according to the crew - Senior Electrical Oleg Ukhanov. Determined decision guidance SUGMS it the day before the flight was transferred here from transport "Mangazeya." If Oleg insisted, perhaps, came back, along with flights to Europe - the norm. No, I do not want to. In his role as fourth engineer started working on the ship current second engineer Alexander Emelyanov. Second electrician Skripov Alexander was in 2000, the ship's electrician. Also, a private in the machine command was now fourth electrician Alexei Zinoviev. "Mikhail Somov" for them - the beginning of working life. A senior minder, as before, was working as a seaman veteran Michael Dorokhin. And it's hard to say, a specialty skipper that he has mastered, or are adjacent main.

Chief Mechanic Alex suffers replaced aboard the "St. Petersburg" a colleague in 2006, and more flights to the Baltic Sea under a foreign flag on the icy expanses under blue and white pennant Hydro meteorological Service of Russia. The third engineer Andrew Churkin and third electrician Vladimir Ivanov came to the ship about the same time nine years ago, after "morehodki." Over the shoulders of a boatswain Peter Titov before the arrival of the vessel in 2005 was to participate in trapping in the ice of the White Sea and Barents Sea flights on the fishing trawler. The barmaid Eugene Burian just went to the personnel department SevUGMS six navigation ago, after reading an ad "Need ...». The most "adult" in the crew-tronic radioelek Karachevsky - his 62 years. Also, six years ago, Konstantin Kuzmich was transferred here from the RV "Ivan Petrov", where he worked as head of the ship's radio station. The rest of the crew of forty young age if not, then sailing experience.

One day the captain admitted that at the beginning of each navigation RV "Mikhail Somov" recalls trainer craft. Technical training, training in the workplace, working out of action for alarms - that is the main concern of senior commanders. Up to thirty percent of the crew - beginners. During the second voyage of the guys begin to understand something, in the third,

as a rule, become equal. Then winter comes, the sludge vessel or repair. During the stay in earnings of seamen Hydromet much less than at sea, especially the difference is noticeable in ranks. The explanation is simple: SUGMS - financed organization, remuneration according to the tariff schedule. Said long ago, looking for fish - where it is deeper, man - where the pay is ... In the spring of empty seats at the coming green youth, and a year later repeated.

Came to an end the third week of the flight number 3, which is among the newcomers 'green' no longer exists. We were approaching the port of vice. It was known that the wharf we do not come from the high rainfall. Helicopter pick up a local weather station six passengers, employees' Polar Fund "and magazine" Safari ". Cargo-42 container with fresh produce destined for the citizens, takes off the river boat right on the harbor. And the consignee shall as quickly as possible to return empty containers back. Negotiations with the Port Authority ended an encouraging phrase: "On Sunday, the port does not work, but made an exception for you." Another would be: Is a dull edge of a distant Yakutia with a deficit of fruits and vegetables, could it be otherwise?

At night, September 27, plunging back empty containers and taking on passengers, "Mikhail Somov" out of Tiksi Bay. Of the flight began, in which the cargo handling for the polar stations in Yakutia were combined with the environmental, scientific research on the New Siberian Islands - with historical and cultural. With the release of the Navigation engaged in "working through the transition." The third co-driver laid on the table brand new charts. Never before have had scientific expedition ship happened in these parts. Name - the island of New Siberia, Lyakhov and boiler, the Straits Laptev, and Sannikov Kolyma encountered only in the writings of the pioneers in the Arctic. Now here we have to go. Ice maps obtained before, showing that there are serious obstacles to go around the New Siberian Islands to the north. The news has delighted members of the expedition: the existence of the Northern Sea Route since this route could pass a few boats. We, the skipper, said care nasty fact - the vast expanses of sea charts were without depth, without the characteristics of the soil, the outlines of some of the islands are shown by dotted lines. We have long convinced that the world is sufficiently explored and white spots on the globe are not there. It turns out that there is. And "Mikhail Somov" fell not only to pass on them, and to the best technical equipment of these spots is erased.

To the Cape Kigilyakh, the westernmost point of the Big Lyakhov Island went on a calm, mirror-like sea. Without pausing, completed the task of Yakutsk center Hydrometeorology - the helicopter was transferred to the polar station 40 barrels of fuel. Then our "MiG-8" for a few hours disappeared over the horizon. Employees of "Polar Fund", the Institute of Arctic and Antarctic, the Academy of Sciences examined the island: each group had its own extensive program. The next day took the same flight and in the same composition, but the island near the boiler room. Unexpectedly received another assignment from Tiksinского AHM - on the way back off from weather "Cape Rock" group of experts, assembled satellite navigation equipment. The commander forwarded the request to management in Arkhangelsk. Said: "As in the western sector of the Arctic, there is also not go on schedule passenger liners. We must help colleagues. «And scientists are meanwhile believed the polar bears and seals, studied the

soil and vegetation, sought traces of ancient expeditions and described the state recently abandoned settlements.

On October our steamer was at the most northerly of the islands with non-Russian name of Bennett. Much greater than the study of flora and fauna, the island is of interest to historians of the Arctic Sea expedition. Her manager, Peter Boyarsky² long before reaching the shores of his said: "At the beginning of last century, many explorers were obsessed with finding the legendary Sannikov Land. In 1902 on the schooner "Zarya" to the New Siberian Islands went polar expedition, headed by Eduard Toll. When they reached the 76th latitude and met impenetrable ice, with three companions Toll hit the road in dogs. The schooner was left for the winter off the coast of Taimyr. Polar explorers reached the island Bennett. Hence, they are realizing that the food for the long winter is not enough, we went to the mainland. They were never seen again. Proceedings from the last parking lot were his friends, started a year searching the missing expedition. Note "for those looking for us," was found in a drawer among the remains of the cabin»

The helicopter, taking the expedition to the coast, landed in the place where, according to ancient records, was parking Eduard Toll. Under the dense snow researchers have found only the ruined hut. Debris fin - of decorated wall - we have to ship as a remembrance of the expedition. On our return from the trip they will become museum pieces.

As soon as the helicopter came back, continued to sail. But it was not like an ordinary voyage! The course is laid on a map so that the boat was as close as possible to the tacks, once executed surveying party. The curve of the route, making the semi-circle, approached close to the island Zhokhova, then down south to the mouth of the Indigirka. And yet we have passed three times on the white spots, intently watching the testimony of sonar, recording and dealing at a depth map. The first, of course, be nice, but did not want one of the shoals, as is customary in the Navy, was named after Luba. I must say that in this case back alleys of the East Siberian Sea were engaged not only by us. The ships of the Arkhangelsk hydro base "Peter Kotze" and "Ivan Kireev" made soundings to the east of the New Siberian Islands all the navigation, and with the help of hydro graphers, the unknown areas become smaller. Just do not understand why, among them was the Panamanian "Nauchnik» «Zefir-1" with a seismic cable astern. It is known that a foreign vessel into our Arctic waters, to an executive order. And we knew that the five hydrographic ships were in Arkhangelsk without job.

On the seventh day finally arrived at Chukotka in thirty miles we saw a high rocky cape. We read at the map - Shelagsky. Near the weather station Valkarkay near you, just made a stop in order to shore helicopter took four more employees Wrangel reserve. Prior to the final destination trans-Arctic flight was some two hundred miles. On a lonely island, lost between

² Boyarsky Peter Vladimirovich. – candidate of Physical and mathematical Sciences (1973), Dr. Hist. Science (1998), a member of the Writers' Union of Russia, the supervisor from 1986 Marine Arctic Complex Expedition (Mackay), Deputy Director, Russian Institute of Cultural and Natural Heritage, the name of DS Likhachev, in 1992, honorary polar explorer. URL: <http://hghltd.yandex.net/yandbtm?fmode=inject&url=http%3A%2F%2Fwww.heritage-institute.ru%2Findex.php...=0> (27.01.2011).

the North Pole, Alaska and Chukotka, the ship did not stop to talk to the exit of the Archangel. But the first thing that came to mind when the word "Wrangell" - a song... Apparently, during the Civil War it was often sung, and if you remember today, "White Army, Black Baron again we are preparing the royal throne." "No," - again and again explained the professor Boyarsky. - "It's quite another Wrangell." In 1820 the Russian Government expedition was organized in Chukotka. It was led by Lieutenant Ferdinand Wrangel. A few months later, he went on deer and dogs on someone else while in Russia the territory defined by coordinates noticeable headlands, mountains, river mouths, made sketches, diary. And faithfully copied the words the Eskimos that in the summer with Peninsula Yakan overseas can see the mountains. Moreover, Lieutenant Wrangell took the liberty to inflict an unknown land on the map. Atlas of the northern lands, based on the number of expeditions (and including Wrangell), became popular in St. Petersburg, then in Europe. In 1867 the American whaler came to the island 15 miles. The assumption of the existence of the island has been confirmed, and the island - the name of Wrangell. In 1911, the steamer "Vaigach" landed on the island people, there was raised the Russian flag. However, whaling and fishing vessels of various countries for a long walk here. Poachers hunt on the water and the shore, using the fact that the island was uninhabited. Only in 1926 in the only habitable place was organized by the settlement of the Eskimos, the first representative of the Soviet regime was a 25-year-old Georgy Ushakov.

During the three years of life on the island he made a description of the coast, carried out meteorological, hydrographic, and ice monitoring. On the map of the island and now you can read the names given to the young governor of the mountain of the Soviet - 1095 meters, Mammoth - 850 meters. People in the village on the shore of the bay Rogers lived until 1994. There was a shop, hospital, post office. Town was named after the founder - Ushakovsky.



At the 5 of October "Mikhail Somov" after a 30-day voyage reached the goal - Wrangel Island. Covered six seas, left behind them 4080 miles. But the solemnity of the event was not felt. Anchored abreast of the former village. Immediately on the bridge was planned to work unload. And again on the ship was heard: "Freight team to enter the stern deck! » The only difference - the pilot, causing the place on the map, declared: we are in another hemisphere, at 178 degrees west longitude. And still confused phrase said by the director of the reserve Gruzdev, that the island is forbidden to bring any weapons, "... because noise can not. » They say that animals in the reserve live in harmony with nature. Discussion on the topic - to consider whether or not a rocket launcher gun, ended in favor of the cargo crew: scare the bear still have, and the people he runs not out of curiosity. Mariners loaded the helicopter fuselage in the first consignment, ensconced themselves inside, grabbing and rocket - yet peaceful. Cargo on Wrangel Island, we brought a lot: residential beams for the resumption of the weather station, motor-vehicles for the needs of the reserve, as well as food and fuel. Total - 165 tons. And that means that we should work on the island day or two.

Again, the first thing we saw on the shore was a bear. But now the curious who want to look at the exotic of Arctic was not found. Had seen over the last month, in a near and far distance. In popular science books of the Wrangel Island called the maternity home for polar bears, and environmentalists, to fly along the coast, over snow-covered valleys and hills, confirmed - in a small area of land was encountered up to fifty individuals. And the island is known for that here in the wild live muskoxen, white geese, and polar owls. The fauna of the island has been little studied, biologists have used the rare opportunity to visit the reserve in the morning until late evening. Particularly pleased that all five days of parking on the "island of fog," as it is

written in sailing, was clear with a slight frost weather. To visit all the corners of all the Russian State and the like, whose duties were not part of the beach. Permission to fly to the island were many - even the cook, but on condition that this does not prevent unloading. Impressions of the visit were different, but all agreed on one thing - a dirty dump, which was organized residents leave the island, and today spoils the landscape. Creased barrels from the fuel mixed with the remains of furniture, broken dishes, torn clothing filled the shore of the bay in its entirety. Contrast to the landfill by three dozen good-quality houses still standing in neat rows at a distance. When the construction of a new weather station, the village will come to life again, but so many residents here already, it seems, will not.

At the October 10, completing the first phase of flight, "Mikhail Somov" we went back to the west. The works related to the importation of northern navigation in 2010, continued. At the polar stations, where the "Mikhail Somov" has been, was to unload the fuel. In a much larger amount than the products in a much more severe than in the fall. But the first job of the vessel, which caused a stir in the media, went beyond the usual - ten transport muskox in Pevek. From there, polar animals will go by plane to Moscow, the capital's zoo. The following are also not related to the core: remove the boiler from the island, the port of Tiksi deliver polar, which, if not, we risk staying there for the winter. Later, in the Strait of Vilkitskogo, will make repair work suddenly ceased automatic weather station of the island Russian. In the Kara Sea will be carried out search operation. She, unfortunately, ended in the tragic news - two hydrograph from Cape Sterligov died, having lost the road in a snowstorm. In addition, "Mikhail Somov" from Pevek Yamal ice was a serious obstacle. We are waiting for the compression and icing and towing wiring icebreaker "50 Years of Victory" and "Vaigach." Will be short, which did not become a breather, parking on Dixon. In November, to be the second stage of flight - ensuring settlements, border posts, weather stations with fuel for a long winter. In early December, a ship-supplier back to Archangel. And until the end of the flight as evidence of the recognition of seafarers will ship radio station to take gratitude coming from the Arctic to the wishes of seven feet under the keel, light ice, and a happy voyage.

According to an official press service of the Northern UGMS, "December 3, 2010 in the afternoon, at Archangel from the three-month Arctic voyage Arkhangelsk - Amderma-Tiksi - Pevek - Archangel returned scientific expedition vessel Northern UGMS" Mikhail Somov ". For the first time in many years, the ship passed the Northern Sea Route UGMS from Arkhangelsk to Chukotka and back, breaking the nearly 10 thousand nautical miles or 18,000 kilometers. At 30 stations in the Arctic Roshydromet delivered 1.5 thousand tons of fuel, gasoline, oil, 300 tons of food, 10 tons of household goods, clothing, appliances, equipment, construction materials to repair OGMS behalf of EK Fedorov (Cape Chelyuskin). The expedition was a comprehensive, multi-purpose and social. In the Yakut settlement of Tiksi, where the inhabitants were in desperate need for necessities, "Mikhail Somov" brought 120 tons of food in the Chukchi City Pevek - 130 tons of various products. Andrew brought to the island of control and correction station "GLONASS", a team of builders and five polar FSI "Hydrography", and the modules for the construction of a residential building service-station on Wrangel Island - modules for the new building hydro meteostation Chukchi UGMS. With the help of a helicopter

squadron of the Second Archangel, were based on "Mikhail Somov" was held assembly of modular stations. During the voyage of the "Mikhail Somov" in the Arctic Division of the Northern UGMS delivered and installed them on the new modern equipment: on the weather White Nose (NAO, the Barents Sea) - an automated set of solar radiation and meteorological complex automated, on Dixon - automated meteo complexes. Worked on the ship of the expedition of the Northern UGMS, Arctic Antarctic Scientific Research Institute of Hydrometeorology, Institute of Ecology and Evolution. A.N. Severtsov (to study the population of polar bears), Institute of Cultural and Natural Heritage. DS Likhachev (Mackay). In September and October, "The Polar Fund" State Duma deputy Artur Chilingarov explored on "Mikhail Somov" dumping of industrial wastes of the New Siberian Islands. On Wrangel Island in the town of Pevek "Mikhail Somov" delivered ten calves musk oxen, which were subsequently transferred to the Moscow Zoo in Beijing. "Memory of the Russian Arctic" - this is called a joint project of the Northern UGMS, the Russian Geographical Society and the Marine Arctic Complex Expedition of the Institute of Cultural and Natural Heritage Likhachev. During the high-latitude voyage of the "Mikhail Somov" on the islands of the Russian Arctic installed memorials polar explorers on the island of Hercules - in memory of the expedition Rusanov, Bennett's Island - in memory of the expedition of Edward Toll, on Wrangel Island - Georgy Ushakov and Pilgrim Island»³. These are the official results generalize this unique trans-Arctic voyage that took place in 2010 year⁴.

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³ Sukhanovskaya T. Press Service of Northern UGMS: "10 thousand nautical miles was" Mikhail Somov"until the Chewkotka and back." URL: <http://www.meteorf.ru/rgm3d.aspx?RgmFolderID=a4e36ec1-c49d-461c-8b4f-167d20cb27d8&RgmDocID=964c6d7d-b10f-4858-9cfe-658a5cf5c1f1> (27.01.2011).

⁴ All of the published in the article of the magazine photos are provided by the author - V.P. Sokolov.