

The book is usefully distinct from previous publications in its wealth of illustrative material. It is truly geographic, containing as it does 22 maps and 12 drawings.

The general conclusion of the book is that whereas our Northern Sea Route has long since become a normal operational transport artery, the Arctic route in the seas and straits of North America is still in its initial stages of development and lacks large-scale cargo transport.

Efforts to forcibly demolish the North American ice by frontal assault have been unsuccessful. It is precisely for this reason that our foreign colleagues in recent years have started organizing scientific support for arctic navigation by attempting to adopt and implement on their side the wealth of experience accumulated by Soviet polar experts.

On the whole, as the author intended, the book is a useful reference aid for all specialists studying and developing the Arctic.

In concluding this discussion it should be pointed out that a flight from the "Severnyi polyus-31" (North Pole-31) station recently brought to Pevek a high level delegation which included Yu.A. Izrael, Chairman of the State Committee on Hydrometeorology; his deputy A.N. Chilingarov; and the cosmonaut V.V. Aksenov. B.A. Krutskikh, Director of AANII (also a resident of Pevek in the early 1960's) spoke to workers of the Pevek Hydrometeorological Service about concrete steps being taken to promote commercial, technical and scientific cooperation in the Arctic between Canada and the USSR. In particular, plans call for joint operations in the near future by seamen, pilots and scientists of both countries on Soviet icebreakers and aircraft off the continental shelf in the waters around Alaska.

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(full text)