helps. The snow hardly adheres and this reduces friction. I was also convinced, that the work of the navigation and of the mechanical services was carried out at a highly professional level. Their work was done in an extremely competent manner.

It is true, difficulties arose during the evacuation of the station. Imagine it being thirty-six degrees below zero and the wind blowing at 25 meters per second. There was a blizzard. In general, the conditions were Arctic! But it was necessary to hurry and to quickly transfer 200 tons of freight to the ice-breaker: equipment, fuel and the small living quarters.

Time was short and about 50 men from the crew participated in all of the operations. Nor did the scientific workers sit idly by. An antenna was quickly set up for communication with the "outside world." We had an efficient weather forecast and the necessary maps. In short, the work went ahead at full speed, it was not possible to delay - the ice-floe cracked and moved towards the drifting section.

One current was moving towards Greenland and the second towards Spitsbergen. Thus, if the ice-floe with "SP-28" moved towards Greenland - it would get into the pack ice. This would not be dangerous, but if it should move towards Spitsbergen, then it would get into the open water. This would mean its own destruction. We calculated that - after five days of drifting the ice-floe would be in the open water. This is why we had to evacuate.

So there we no disappointments! But it is known that sailors on nuclear ice-breakers, on the one hand entoll the virtues these ships, while on the