

went and how the nuclear ice-breaker performed? Perhaps you noticed something that, let us say, disappointed you.

"If captain A. Lamekhov were to be evaluated, then I would, without hesitation, award him a "five" (excellent) for this voyage. It was conducted in a very competent fashion. I must confess, that in the beginning there was some apprehension about whether it would be possible to pass through such thick ice. Although for the first thirty miles it was "young" ("thin") ice, but during the remaining 60 miles it became increasingly thicker. And when we approached the "SP-28" its thickness attained five meters, and the ice floe itself, on which the station itself was located, was seven meters thick.

As you will remember, the "Rossiya" had tried to break a channel through to it from the South. But it was not possible - to overcome the hummocky ice and to break through to the station itself! You must understand, this is seven meters of ice. And the captain made a very intelligent decision - to seek a "path" from the north side, so as not to ruin the ice-breaker. There is no denying, that it was completely possible to damage the hull and the propeller. And at this point aviation came to the assistance, ice reconnaissance was being constantly carried out... I myself in an Mi-8 flew for more than three hours, studying the situation from the air. From the north side we found a stretches of ice-free water and they facilitated our progress. When we had evacuated the station - we exited by an old, although somewhat frozen channel. I emphasize, again this was due to the intelligent actions of A. Lamekhov. I witnessed how the pneumatic blasting of the area around the ship's hull