

The first voyage of the "Kiev" under the Far-Eastern flag and under the command of the experience Arctic captain Aleksandr Mikhailovich Runev, went smoothly. It operated in the eastern sector of the Arctic until November and came to Vladivostok "for a breather". Having taken on some new crew members, the icebreaker left in mid-December for Magadan for a tour of duty in the ice, to support shipping in this sector until early spring.

Vodnyi Transport

15 December 1990

Page 2

Murmansk Steamship Line Eliminates Debts

A rarity: the navigation season in the Arctic this year turned out to be successful. Thanks to the weather, the nuclear, icebreaker and transport fleets of the Murmansk Steamship Line not only entirely fulfilled their plan of operations but also wiped out their debts from the past two years.

It should be pointed out immediately that, together with the usual transport operations, the navigation season also saw some unusual voyages. These included a trip to the North Pole by the nuclear powered "Rossiya" with foreign tourists on board. This even has been talked about a lot in the press, as well as in Vodnyi Transport. Less publicized but no less important was an operation in which the nuclear powered icebreaker "Taimyr" accompanied a floating dock. This huge floating installation, which was built abroad, was designed for servicing ships of the Yakutsk Production Corporation for Marine Transport. At the initiative of V. Smolyagin, captain of the icebreaker, the floating dock was escorted alone on the section of the Northern Sea Route from the Straits of Karskie Vorota to Tiksi. And the job was done brilliantly, despite the fact that the dock is not designed for use in the ice, and its speed was limited to five knots. Another factor in the successful journey was the choice of the optimal time for the crossing: at the end of August and beginning of September, when the fourth and last convoy had been sent out into the Eastern Sector of the Arctic.

The navigation season is a test not only of the seamen but also of everyone who works in the Arctic. So, for example, air operations in support of ship convoys have shown that the Tu-134 airplane is ineffective for ice reconnaissance. The information received from it was