

an ice bridge some one hundred and fifty metres wide and became irretrievably stuck. The fatal spring ice, which was swollen with water, and stuffed with broken ice from the ice edge, stubbornly sucked in the ship, like a swampy quagmire. Suddenly, alarm spread among the crew, with the announcement that the ship had been holed. Water had been found in the engine room and in the refrigeration section.

Without delay, the ship requested help via the ultra shortwave radio. Fortunately, the rescue ship "Spravedlivyi" was cruising not far from the site of the accident, hurrying to the assistance of another large fishing refrigerator trawler. The "Spravedlivyi" turned and was soon approaching the stricken ship, which was already lying on her port side. The list quickly grew worse, while the rescue vessel attempted to plug the hole, which turned out to be quite large, measuring some two hundred centimetres by five centimetres. The attempt was unsuccessful. Since water had flooded the engine room of the damaged ship, they were not able to use the submersible pumps for bailing purposes. Then the "Spravedlivyi" brought her bow up to the port side of the "Mys Bobrova" and began to operate her engine full throttle in order to right the hull. The new effort was also unsuccessful and the list continued to get worse. The ship swung about to her starboard side. They brought up a tugboat in an effort to tow the stricken ship. The tow line strained taut like a string and snapped. Given these conditions there was only one thing to do: the "Spravedlivyi" hurriedly transferred on board the entire fishing crew, consisting of eighty four men - and the "Mys Bobrova's" papers. The captain signed the last radiogram to "Dal'ryba" in Vladivostok: "On the first of April at 19:50 hours, Moscow time, the large fishing refrigerator trawler "Mys Bobrova" foundered."