

Relatively young among others both in the USSR and internationally, it was already famous throughout the world, having contributed for over four decades to the history of navigation and shipbuilding an entire galaxy of names and unprecedented and heroic episodes. Ponomarev, Sorokin, Belousov... The "Ob'," "Lena," "Fedor Litke..." The first nuclear-powered icebreaker in the world, the "Lenin," which initiated the only civilian fleet in the world... The icebreaker "Arktika" of the North Pole...

Pick up any book, it seems, on the development of the Northern Sea Route and the history of the steamship line itself, give it a shake, and from it will rain such words as "first, for the first time, only most powerful, record, unprecedented, unique," etc. How could I fail to be excited, heading off to work in the North, in a city reeking so much of the ocean, like none other than Vladivostok herself!

Here the legends and stories about arctic captains and feats at sea live on in the names of streets and ships, in the homes of old residents, because the apprentices of Sorokin and Belousov - who themselves have become part of history - still work in the fleet. Boris Makarovich Sokolov, Hero of Socialist Labour, devoted 30 years of his life to his nuclear-powered icebreaker "Lenin," and carried on the captain's work of Pavel Akimovich Ponomarev. The apprentices of Sokolov himself have already earned their first grey hairs and awards on the navigation bridges. Boris Makarovich is light-heartedly yet respectfully known as the "Patriarch." As is Ivan Pavlovich Lopatin, who has worked 40 years with the steamship line, and who has come to know the Arctic inside out during his many years of service as