the ice floe under our huts had sagged and began to resemble a bowl. Can you imagine, a huge three-meter monolith could not support the weight of board shacks! I began to study this problem. It turned out that ice at a certain temperature under load becomes deformed - it "flows". Once a plane fell through the ice on one of the arctic take-off strips. It happened because it stood at one spot for a long time. I determined the supporting power of the ice cover and later I mentioned this fact in one of my books.

- Your books are not for the mass reader. They are replete with demonstrations, mathematical calculations, formulas, and diagrams. However, they are highly esteemed by specialists. I read in the preface to one of these books: "The author has determined the energy of fragmentation of the ice cover. Similar computations have no analogues either in our country or abroad". What kind of computations are those? Do they have practical significance?

- Already during the war years, when we scientists were studying the ice environment in the Arctic and recommending courses to convoys among ice packs, I noticed that the ice rubbing the ship is not always capable of crushing it. I began to study this phenomenon. It turned out that the thermal expansion of sea ice depends not only on temperature but also on salinity. I was able to compile a unique table permitting one to determine dangerous and non-dangerous zones of the ice cover at different times of the year. In summer, for instance, ice lacks the property of expansion and in this respect becomes safe for ships, although it is also possible that a ship may be damaged when hit by an ice floe. In winter, however, only the upper layers of the cover are subjected to thermal expansion, which means