

The Yamal Ice Mooring

The importation of goods into the Far North always involves an element of risk: the ice conditions, how to get the unloading and transport machines up to the ships, whether the ice will hold. For this reason we have given a detailed description of the process of importing goods into the Yamal Peninsula, where, as everyone knows, reserves of hydrocarbon fuels have been discovered. The operation began almost three weeks earlier than usual. Almost three times more cargo has to be delivered this year, than was delivered last year. In fact, the total should come to about ninety thousand tonnes!

The first convoy was escorted by the nuclear-powered vessels "Rossiya" and "Arktika" and by the icebreaker "Kapitan Dranitsyn". It was a difficult passage and the ships had to fight the elements every kilometre of the way. However, the seamen held their own and fought their way through to Yamal on schedule. There, an ice mooring had already been prepared. This is a fairly new technique, but the mooring at the mouth of the Mordyyakha River turned out to be an excellent one. The process of unloading the ships was carried out day and night under the harsh conditions prevailing in the Arctic. Houses, tractors, bulldozers, trucks and excavators, in a word, everything needed for living and working in the Far North was lifted out of the deep holds of the ships in a non-ending stream. Then all of this cargo was quickly transported off to the shore. Although the icy grip of the Arctic is powerful, it might not be able to support all the cargo unloaded from the ships.

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Page 4 (Extract)