
V

Vagin, Mercuriy (?–1712)

Vagin, Mercuriy (?–1712) – a Siberian Cossack who performed the first officially registered trip to the Lyakhovsky Islands. In May 1712 V. with his son accompanied by eight Cossacks and the foreman Yakov Permyakov got the command of the Yakutsk military leader D. A. Traurnicht and reached Cape Svyatoy Nos (Dmitry Laptev Strait) moving by land from Ust-Yansk eastward, after which they went in dogsleds to the north via the frozen sea. The group reached an island which was later called Bolshoy Lyakhovsky, from which they saw another island lying further to the north – Maly Lyakhovsky – but did not risk trying to reach it in unfavorable weather conditions. In the spring V. planned to go to the islands for the second time, but the Cossacks, suffering from starvation and hardships, killed V., his son, and Y. Permyakov and returned to Ust-Yansk, where their crimes were discovered.

Valkarkay

Valkarkay – a lagoon of the coast of the East Siberian Sea, Chukotka Autonomous District, Russia. There is a polar station of the same name here, built in 1932.

Valkumey

Valkumey – the former (since 1959) urban-type settlement, Chukotka Autonomous District, Russia. It is founded in 1941 with an aim to develop the tin mine named Valkumey. At present the production is partially deactivated, partially suspended. The settlement was liquidated in 2008. The route Pevek-Valkumey is 13 km long to the south – southeast of the town of Pevek. Winter road is Zapadnyi-Valkumey. The closest airport is “Pevek.” A symbolic monument at the entrance to the settlement is “a trolley” in the form of an air-driven mine car loader with a trolley.

Vankarem

Vankarem – derived from the Eskimo words “vankat” meaning “a walrus tusk” and “vankareman” meaning “tusk people” and sometimes translated as “temporarily abandoned houses”:

1. A settlement in the northwest of the Chukchi Peninsula, Chukotka Autonomous District, Russia. Population is about 170 people (2015 census). The Chukchi that came here in the eighteenth to nineteenth century found



Vankarem (Source: <http://wikimapia.org/6884152/ru/%>)

- well-preserved abandoned dwellings but learned nothing about their origin. The settlement may either have been abandoned long before their arrival or its inhabitants died from an epidemic. The main occupation of the locals is fish hunting. In the winter of 1934, the settlement serves as an airbase of Soviet pilots who were rescuing the members of the expedition on the steamship “Chelyuskin” which had sunk in the Chukchi Sea. The inhabitants of V. had participated in the evacuation of the members, and to thank them, O. Yu. Shmidt later arranged the construction of a school here. The only way to get to the settlement is by plane. A polar station.
2. A cape in the northwest of the Chukchi Peninsula between Cape Schmidt in the west and Kolyuchinskaya Bay in the east, Chukotka Autonomous District, Russia. The cape is situated at the mouth of the Vankarem Lagoon; to the west of it, there is a settlement of the same name. On the cape shores, there is a large walrus rookery. 2 km to the east of the cape, there is a small Karkarpko Island. To the east of the cape, N. A. Nordenskiöld discovered the remains of ancient dwellings as well as bones of reindeer and bears.
 3. A lagoon, the Chukchi Sea, indenting 37 km into the shore to the south of Cape Vankarem and consisting of three almost equal parts that are connected by narrow passages. The lagoon shores are predominantly low, flat, and cliffy only in some places. The Vankarem Lagoon is separated from the sea by two sand and shingle spits. The width of the entrance between these spits is about 500 m. The depth on the off-sea part of the fairway at the entrance to the lagoon is 4–5 m, and at the very entrance, it amounts to 12 m. The lagoon bottom is irregular, there are shoals, the predominant depth is 3–4 m, and in the middle part, it is up to 19 m.
 4. A river flowing into the Vankarem Lagoon. It was named by Russian cartographers after Vankarem settlement. The Chukchi people call it “Velmay” which means “a decayed flower shop,” “a load.” There is a legend that

once in old times there happened a big battle of the Chukchi with some invaders, possibly, the Yukagirs, on one of the spits close to the sea. Many people were killed and things abandoned. After the battle, the enemies from the west stopped raiding Chukotka.

Vankarem Lowland

Vankarem Lowland – stretches on the northern coast of the Chukchi Sea from Cape Schmidt to Kolyuchinskaya Bay. The surface is marked by several buttes that are not very high (220–430 m). The lowland is cut by many rivers, including the Ektyvapat, Amguema, Ekugvaan, Vankarem, Velmai, and others. The coastal area proper is indented by many large lagoons – Tenkergynpilgyn, Ukougepilgyn, Nutauge, Vankarem, and Pyngopilgyn.

Vankina Guba (Bay)

Vankina Guba (Bay) – situated in the eastern part of the Laptev Sea to the south of Ebelyakh Bay which is separated from it by the Shirokoston Peninsula. It is shallow (up to 17 m), 6–18 km wide. The Khaarstan and the Chokurdakh rivers and many small creeks flow into it. The area of the bay is about 350 km². The water area is fringed with vast foreshores and beaches up to 5 km wide. In the north the bay is separated from the sea by a submerged shoal, by the continuation of the foreshore spit of Cape Nerpichiy, in the west, and by a submerged bar about 7 km long. Certain areas of the shore demonstrate abrasion processes, in the northern part their total length comprises about 19 km and in the south 11 km.

The scientists single out four beach barriers made of pebbles and breakstone. They mark the lines of maximum upsurgings. Three of them are 1.5–2 m higher than the average sea level, and the farthest barrier is 7–8 m higher than it. It marks the extreme upsurge when to the east of the ordinary

shoreline there appears a vast "upsurge bay," penetrating into the coastal tundra up to the foot of the original island upland called Khaarstan. This upland along with the bald peak Chokurdakh, lying on the shore of the V.G., are the main source of breakstone and rotted rock which after getting to the coastal zone turn into pebbles and gravel of the beaches under the influence of waves and tides. Both the uplands together with several more form the meridional zone of upheaval which stretches northward as far as Cape Svyatoy Nos and further to the Lyakhovsky Islands. They are formed by chalk deposits with impregnations of granite and are marked by metalizing process which has a big industrial importance.

"Vaygach"

"Vaygach" – a Russian icebreaker built in 1909 in St. Petersburg on Neva Shipbuilding Plant at the same time with "Taymyr" to perform hydrographical works in the Arctic seas. A. V. Kolchak controlled the construction of the ship and subsequently was appointed as commander by supreme order. Its length is 60 m, width is 11.9 m, draft is 4.8 m, water displacement is 1,359 tons, and duty of its steam engines is 1,200 hp. Endurance at economical propulsion (7–8 knots) is 11,000 miles. The ship hull was of an egg shape which enabled it to tolerate heavy ice pressure; it had a double bottom and an ice belt. The speed in ice-free water reached 10.5 knots. The first long trip of the "V." is the passage from the Baltic Sea to the Far East waters along the southern route. From 1910 to 1915, "V." and "Taymyr" served a base from an expedition in the Arctic Ocean, which remapped almost all the coast of Russia and made a number of geographic discoveries. In 1911 "V." circles Wrangel Island for the first time. In 1913, together with "Taymyr," it discovered a big island within the Severnaya Zemlya Archipelago; in 1914–1915, for the first time in the history of the Arctic navigation, it traversed the Northern Sea Route from the east to the west (from Vladivostok to Arkhangelsk) staying for the winter in the region of Vilkitsky

Strait. "V." got crashed in 1918 having hit by a rock in the Yenisei Gulf.

"Vega"

"Vega" – a steam sailing ship from the polar expedition of the Norwegian explorer A. Nordenskiöld. It was the first in history to traverse the Northeastern Route (later called Northern Sea Route). It was built in Bremerhaven (Germany) in 1873 for sea fish hunting. Made of oak, the length is 42 m, width is 8.4 m, draft is 3.5 m, water displacement is 357 gross tons, and speed is 7.5 knots. It was bought by Nordenskiöld and refitted into an expedition ship in Karlskrona (Sweden). In July 1878, it left Göteborg (Sweden) and through the Yugorsky Strait entered the Kara Sea. In August it reached Cape Chelyuskin at the northern end of the Taymyr Peninsula. Later after passing through the Laptev Sea and the East Siberian Sea, it got trapped in ice at the end of September and stopped for winter a little bit more than 200 km from the Bering Strait. Only on the twentieth of July 1879 it reached the Bering Strait, thus proving the existence of a northeast passage from the Atlantic to the Pacific Ocean along the coast of Siberia. On the twenty-fourth of April 1880 the

expedition returned to Sweden through the Indian Ocean. Later the ship was used for fish hunting and sank in the ice of the Greenland Sea at the end of the nineteenth century. The Swedish Society for Anthropology and Ethnography established a medal called "V." to annually reward persons who make significant contributions to geographic explorations.

To commemorate the "V.," its name was given to a cape on Taymyr Island in the Kara Sea, the Nordenskiöld Archipelago, a cape in Vilkitsky Strait, and a strait not far from Dikson Island.

Vilkitsky Island

Vilkitsky Island – one of the islands within the De Long group of islands in the East Siberian Sea included into the New Siberian Islands, the Sakha Republic (Yakutia), Russia. It lies in the north-western part of the East Siberian Sea, in the north-eastern part of the New Siberian Islands, and in the southern part of the De Long Islands, of which it is the southernmost and the smallest. Closest islands are Zhokhov Island (40 km to the northwest), Bennett Island (30 km to the northwest), and Novaya Sibir' Island (74 km to the southwest). V.I. is outside the permafrost zone and is

"Vega" (Source: [https://en.wikipedia.org/wiki/SS_Vega_\(1872\)](https://en.wikipedia.org/wiki/SS_Vega_(1872)))



not covered with continuous glacier. The island is built from deeply eroded basaltic lava of Neogene and Quaternary nephelinic stream flows, as well as from alkali ultrabasic rock. It was discovered and mapped in 1913 by the participants of the Russian Imperial Hydrographic Expedition in the Arctic Ocean on icebreakers “Taymyr” and “Vaygach” under the command of the captain II rank B. A. Vilkitsky. It was named in 1914 in honor of the expedition leader’s father, the Russian hydrographer, geodesist and Arctic explorer, and lieutenant general of the Corps of Fleet Navigators, A. I. Vilkitsky, who died in 1913.

Vilkitsky Islands

Vilkitsky Islands – a group of islands situated close to the Taymyr Peninsula in the entrance part of Terezy Klavenes Gulf, Laptev Sea, Russia. The group includes the islands: Udobny, Sredniy, Krainiy, Sliyanie, and some others. The islands were partially explored in 1919 by the participants of the Norwegian Polar Expedition on the “Maud” during the winter stay near Cape Chelyuskin (former Maud) (1918–1919). The islands were named by the commander of the expedition R. Amundsen in honor of the Russian hydrographer and geodesist, the Navy officer, B. A. Vilkitsky.

Vilkitsky Strait

Vilkitsky Strait – separates the Taymyr Peninsula, its northern end, and the Severnaya Zemlya Archipelago; it connects the Kara Sea and the Laptev Sea. The length is about 130 km and the narrowest place is 55 km wide. The depth is 200 m. The shores are predominantly high, covered by stony alluvial deposits and tundra vegetation. V.S. is one of the areas on the Northern Sea Route difficult to travel over. Continuous flows by the southern shore move eastward and by the northern shore westward (velocity is 0.1–0.2 m/s). Floating ice

can be found here throughout the year. V.S. was discovered in 1913 by the Hydrographic Expedition in the Arctic Ocean on icebreakers “Taymyr” and “Vaygach” under the command of captain II rank B. A. Vilkitsky. The strait did not have an official name up to 1916 when it was named “Tsesarevich Aleksey Strait” by Nikolay II’s order. In 1918 the strait was renamed into “Boris Vilkitsky Strait” to commemorate the Russian hydrographer. It has been called V.S. since 1954.

Vilkitsky, Andrey Ippolitovich (1858–1913)

Vilkitsky, Andrey Ippolitovich (1858–1913) – a Russian Arctic explorer, hydrographer and geodesist, and lieutenant general. He graduated from the Marine Academy in St. Petersburg in 1880. In 1881–1886, he did some hydrographical work in the Baltic and the White Seas. In 1887, he led the first expedition in the Russian Arctic Sector which aimed at determining the gravity acceleration in Novaya Zemlya. The results brought V. 2 gold medals of the Russian Geographical Society. In 1894–1901 V. led a number of expeditions, the members of which studied the hydrographical peculiarities of the coast from the mouth of the Pechora to the Yenisei, as well as in the Yenisei Gulf and the Gulf of Ob. The expedition specified the shoreline condition, location of pack ice, and the size of fast ice belt; mapped hundreds of landmarks, shoals, cliffs, and sand ridges; and distributed dozens of navigation signs. The results of these works were published in the work “Materials on studies of the Gulf of Ob and the Yenisei Gulf, collected in 1894–1901.” V. was the author of many scientific works in geodesy and hydrography, meteorology, and oceanography. Starting from 1907 and up to the end of his life, V. was the head of the Main Hydrographical Board.

V. gave his name to the islands in the Nordenskiöld Archipelago in the Kara Sea; an island in the New Siberian Islands, the East Siberian Sea; and an island to the north of the Yavay Peninsula, the Kara Sea, and a bay and a cape in Novaya Zemlya Island, the Barents Sea.

Vilkitsky, Boris Andreyevich (1885–1961)

Vilkitsky, Boris Andreyevich (1885–1961) – a Rear Admiral and the Arctic explorer. He is the son of the famous Arctic explorer, lieutenant general of the Hydrographic Corps, and the Director of the Main Hydrographical Board A. I. Vilkitsky. In 1903, he graduated from Sea Cadet Corps and was appointed a junior navigating officer to the squadron armor-plated ship “Tsesarevich.” He participated in the Russo-Japanese War, defended Port Arthur, and was wounded. When the fortress surrendered, he was taken captive by the Japanese. He returned to St. Petersburg only in January 1905. Excellent military service brought him a promotion to lieutenants. From 1905 to 1910, he navigated the seas in the capacity of a watch officer and senior navigating officer on various ships of the Baltic Fleet and abroad. In 1908, he graduated from the Naval Academy in St. Petersburg (Hydrographic Department) and was appointed as a first rate navigating officer. In 1912–1913, he served as a staff navigator of the headquarters of the Baltic Sea Admiralty. At the same period of time, V. participated in hydrographic and geodesic works in the Baltic Sea and in the Far East. From April 1913 to October 1915, he led the Hydrographic Expedition in the Arctic Ocean on icebreaker “Taymyr” (V. was the commander) and “Vaygach.” During the 1913 navigation, the expedition discovered and mapped an earlier unknown island which was named Zemlya Nikolay II (in USSR times, it was renamed into the Severnaya Zemlya Archipelago). Also, during the 1913 navigation, the expedition discovered and mapped Tsesarevich Aleksey Island (renamed in 1926 into Maly Taymyr Island) and Starokadomsky Island. The strait between the Taymyr Peninsula and the newly discovered land was named the Strait of Tsesarevich Aleksey (in 1918 renamed into Vilkitsky Strait). The discovery of Severnaya Zemlya Islands became the greatest geographic discovery of the twentieth century. In 1914–1915 the expedition of V. conducted the first thorough navigation from Vladivostok to Arkhangelsk with a single stay for

winter in the history of the Northern Sea Route. The participants discovered Novopashennyi Island (currently named Zhokhov Island); made numerous observations about the predominant winds, currents, thickness and melting of ice, its movements, and sea depths; described a number of capes; and defined the positions of certain points on the southern coast of Severnaya Zemlya Islands. Starting from November 1915, V. commanded the destroyer “Letun.” In 1917–1918, as a captain I rank, he served in the signal service of the Baltic Fleet. In 1918–1919, he commanded the Hydrographic Expedition of the West Siberian district of the Arctic Ocean and the Northern Expedition in the mouth of the Yenisei, mainly aimed at solving the problem of Siberian bread delivery to the European part of Russia as well as the problem of ice escorting.

In 1919, he was promoted to a Rear Admiral. Later, he refused to cooperate with the USSR because of contradictions with the Bolsheviks. In 1920, he immigrated and worked in England and France till 1922. In 1923–1924, he was invited by the Soviet Foreign Trade Organization to control bargaining transactions on the coast of the Kara Sea. V. led the Third and the Fourth Soviet Kara Expeditions laying foundation for annual exploitation of the Kara Sea route. In 1925, he returned to England, plunged into poultry farming, and later served in Belgian Congo (Zaire) as a hydrographer for several years. Then he lived in Brussels till the end of his days, where he worked as an accountant and taught Russian. He was awarded Konstantin Medal of the Russian Geographical Society (1914) and a gold medal “La Roquette” of the French Geographic Society and the “Vega” medal of the Swedish Society for Anthropology and Ethnography.

V. died not far from Brussels. In 1996, his remains were moved to Smolensky Cemetery in St. Petersburg into the family grave site of the Vilkitsky family.

The author of memoirs *When, How and Who I served Under the Bolsheviks*.

His name was given to an island in the Terezy Klavenes Gulf (the Laptev Sea, Taymyr Peninsula) and a strait connecting the Kara and the Laptev Seas.



Vilkitsky B. A. (Source: <http://ru.althistory.wikia.com/wiki/%>)

Vize, Vladimir Yulyevich (1886–1954)

Vize, Vladimir Yulyevich (1886–1954) – a Soviet oceanologist, Arctic explorer, and associate member of the Academy of Sciences of the USSR (from 1933). His ancestors were of Swedish descent. In 1910, he graduated from the Faculty of philosophy of the University of Göttingen in Germany. In 1912–1914, he participated in the expedition of G. Y. Sedov on the ship “St. Foka” to the North Pole. In 1918, V. started working in the Main Physical Observatory where he studied oceanography and meteorology as well as sorted the materials collected by G. Y. Sedov’s expedition. In 1921–1923, he commanded the oceanographic group in an expedition on the ship “Taymyr.” The expedition mainly worked in the Kara Sea. In 1922, V. was invited to work in the Central Hydromet Bureau, but at the same time continued working in the Main Physical Observatory. In 1923, he published his work titled *On the*

Possibility of Prediction of the Barents Sea Ice Conditions. Starting from 1928, he worked in the Institute for North Studies. He led an expedition on the icebreaker “Malygin” which was rescuing Nobile’s expedition members. In 1929–1930, he controlled the expedition on the icebreaker “G. Sedov” aimed at establishing a scientific observatory in Franz Josef Land. In the course of this expedition in the Kara Sea, he discovered an island named after V., who predicted the existence of this island as early as in 1924 when he analyzed the consistent patterns of ice drift in G. L. Brusilov’s expedition and developed his ideas in a work titled “On Surface Currents in the Kara Sea.” In 1932, he led an expedition on the icebreaker “A. Sibiryakov,” which was the first to conduct a thorough navigation from the west to the east along the Northern Sea Route in one navigation. In 1934, the expedition led by V. on the icebreaker “Fyodor Litke” passed the Northern Sea Route in one navigation in an opposite direction, from the east to the west. In 1936–1937, V. commanded the high-latitude expedition on the icebreaker “Sadko.” He spent the years of the Great Patriotic War (1941–1945) in Krasnoyarsk where he had been evacuated with the Arctic Institute, being its director. Starting from 1945, he was a Professor of Leningrad State University and head of the Oceanography Department.

V. is the author of about 400 scientific works in oceanography, meteorology, glaciology, and history of the Arctic explorations, in which he studies the objective laws of atmospheric circulation and its role in the formation of the Arctic ice sheet and the hydrological regime of the Arctic seas. He studied the climate formation processes in the Central Arctic Basin and the impact of ice on the climate of the Northern Hemisphere. He elaborated the methods of ice forecasts and in 1928 started to forecast the ice condition in the Barents Sea and later in other seas as well. These forecasts formed a base for scientific and operational service support of the Northern Sea Route. V. played a significant role in the Northern Sea Route reclamation, and in particular, he initiated a systematic ice aerial reconnaissance. A laureate of State Prize of the USSR (1946).

Vize, V. Yu. (Source: <http://tsarselo.ru/yenciklopedija-carskogo-sela/istorija-carskogo-sela-v-licah/vize-vladimir-yulevich-1886-1954.html#.VRFj5fmsUXw>)



Among the main books are *"To Franz Josef Land"* (1930), *"Northern Sea Route"* (1940), and *On board the "Sibiryakov" and "Litke" through the Arctic Seas. "Two historical navigations of 1932 and 1934"* (1946) and *"Morya Sovetskoy Arktiki"* (1948).

The name of V. was given to a glacier, an island to the west of Severnaya Zemlya in the Kara Sea; a cape on Bolshevik Island, Severnaya Zemlya, the Kara Sea; two bays in Novaya Zemlya Island (in Rusanov Bay and in Blagopoluchiya Bay); a cape in the north of Brady Island and a glacier on Greely Island in the Franz Josef Land Archipelago, the Barents Sea; and a cape on Severny Island in Novaya Zemlya. A research ship of the Arctic and Antarctic Research Institute "Professor Vize" is named after him as well.

"Vladimir Rusanov"

"Vladimir Rusanov" – (formerly named "Bonaventure") an icebreaker built on the "Napier and Miller" wharf in Glasgow, England. The length is 73.2 m, width is 10.9 m, hull height is 5.8 m, and speed is 14 knots. It was bought in 1915 for the White Sea navigation. "V.R." was used for scientific exploration of the Russian Arctic Seas. In 1932 the expedition in the Kara Sea on board the "V.R." discovered the Izvestiy TSIK Islands and navigated to Rudolf Island (Franz Josef Land). In 1935 "V.R." passed from Arkhangelsk to the

mouth of the Indigirka and back in one navigation. In 1936 I. D. Papanin brought equipment and provision for the polar station "Severny Polyus" and fuel for the air expedition to Franz Josef Land on board the "V.R." It escorted ships in different areas of the Northern Sea route for many times. In 1939 the "V.R." was laid up for repairs to the boatyard "Krasnaya Kuznitsa" in Arkhangelsk, but the ship was not used anymore, was removed from the list of Navy ships in 1950 and was decommissioned in 1956. It was named after the Arctic explorer V. A. Rusanov.

Vollosovich, Konstantin Adamovich (1869–1919)

Vollosovich, Konstantin Adamovich (1869–1919) – an exiled Belorussian geologist, to East Siberia, and Arctic explorer. In 1900s, he was exiled to East Siberia for political activities and was accepted into the members of the Russian Polar Expedition of E. Toll (1900–1902) as a geologist. He described some of the New Siberian Islands leading a separate expedition group. In 1901, he was preparing on the islands some safe-guard provision warehouses for the expedition. In 1903, he participated in the expedition of A. V. Kolchak, which aimed at searching for E. V. Toll and his companions who had gone missing. In 1908, following the order of the Academy of Sciences in exploring the central part of

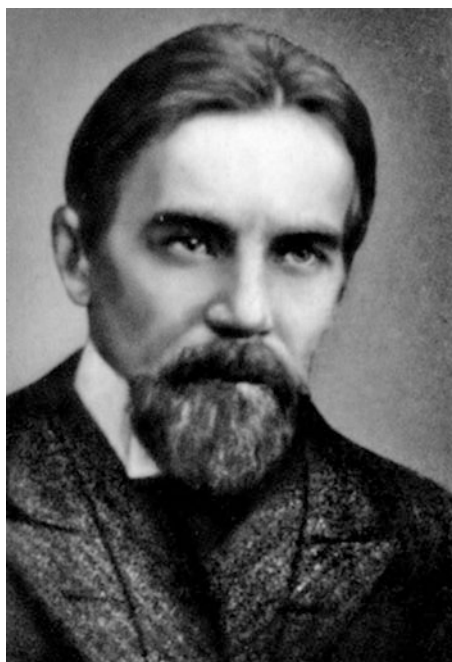


“Vladimir Rusanov” (Source: https://ru.wikipedia.org/wiki/%D0%A4%D0%B0%D0%B9%D0%BB:Vladimir_rusanov_icebreaker.jpg)

Yana-Indigirka Lowland, found and transported for studies are the remains of a mammoth from the Sanga-Yuryakh River (lower reaches of the Yana by Cape Svyatoy Nos). In 1909, he commanded the Lena-Kolyma Expedition which helped to map a part of the coast between the Lena Delta and the mouth of the Alazeya (almost 1,400 km long). On Bolshoy Lyakhovsky, V. excavated and arranged the transportation of well-preserved remains of a mammoth body. He died in times of the Civil War in Russia in a train accident.

Voronin, Vladimir Ivanovich (1890–1952)

Voronin, Vladimir Ivanovich (1890–1952) – a captain of the Soviet icebreaker fleet, polar explorer, and participant of many Soviet expeditions in the Arctic. In 1916, he graduated from the Maritime Academy in Arkhangelsk. He navigated as a navigating officer on several ships transporting cargoes in the Arctic Basin. In 1918, he became a sea captain of the icebreaker fleet. In 1926, he commanded the icebreaker “G. Sedov” and participated in the Kara Sea Expeditions as well as animal hunting campaigns in the White Sea. In 1928, he took part in the Italian expedition of U. Nobile on the airship “Italia”



Vollosovich, K. A. (Source: <http://www.yakutskhistory.net>)

which was involved in an accident over the Arctic Ocean. In 1932, the icebreaker “Sibiryakov” under the command of V. became the first ship in history to pass through the Northern Sea Route in one navigation. V. commanded the steamer-ship “Chelyuskin” during its legendary expedition and wreck in 1933–1934. He was the captain of the



Voronin, V. I. (Source: <http://pro-cto-bg.livejournal.com/12629.html>)

icebreaker “Ermak” in 1934–1938. In times of the Great Patriotic War (1941–1945), he commanded the icebreaker “Joseph Stalin.” In 1946–1947, he was the captain and director of the Antarctic Fleet of Whalers “Slava” and then of the icebreaker “Joseph Stalin” again.

V. gave his name to an island and a channel in the Kara Sea, which was discovered in 1930 during the expedition on the “G. Sedov,” a cape on Novaya Zemlya Islands, as well as the Maritime Academy of the Order of the Red Banner of Labor in Arkhangelsk.

Vostochno-Taymyrskoe (East Taymyr) Current

Vostochno-Taymyrskoe (East Taymyr) Current – a current in the Laptev Sea which moves along the eastern shores of the Severnaya Zemlya Archipelago and the Taymyr Peninsula to the south and completes general cyclone circulation in the sea. The speed of currents in this circulation is about 2 cm/s, but they may accelerate under the influence of local winds and tides as well as due to the shift in pressure air system over the sea.