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ОРИГИНАЛЬНАЯ СТАТЬЯ

ORIGINAL ARTICLE

**Expedition diary — insights into the history of organizing  
and conducting Russian Arctic expeditions in the early XX<sup>th</sup> century**

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**Summary**

The collections belonging to the Museum-Archive of the history of study and development of the European North of the Barents Center of the Humanities — Branch of the Federal Research Center «Kola Science Centre of the Russian Academy of Sciences» (BCH KSC RAS), contain several handwritten diaries by members of Arctic expeditions organized in the first half of the XX<sup>th</sup> century. The article discusses the value of the expedition diary of a member of a Russian Arctic expedition to Dikson Island (1916), the hydrometeorologist Innokenty Tikhomirov (1890–1955), as a possible source of data on the history of organizing and conducting scientific research in the Arctic. Based on the data presented in the diary, the paper reconstructs the progress of work on the organization of the northernmost meteorological station on Dikson Island in 1916.

**Keywords:** Arctic expeditions, diary, Dikson Island, I.K. Tikhomirov meteorological station, historical sources.

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**INTRODUCTION**

The source base for the history of the development and study of the Russian Arctic includes published materials and unpublished documents stored in departmental, regional or central state archives and museums of the Russian Federation [1]. A separate group includes materials that came from private individuals: memoirs, diaries, letters. A diary as an auto-communicative source (or an ego source, as it is called in modern source studies) [2] is intended for long-term storage from the moment it is created. The author regularly takes handwritten notes on what happened to them and the people around them, creating markers that would be useful for the analysis and assessment of the past reproduced. The unity of a diary's form is maintained by its structure — everyday writing with the date, and in the case of a travel diary also the place of events, fixed [3, 4].

According to the famous researcher A. Predtechensky, the diary as a historical source is, as it were, a very human document, part of the author's life. The researcher argued

that the author cannot have any preconceived ideas or even plan, because he or she does not obey the immanent laws of artistic creation, but follows his or her life [5]. Diaries register the results of personal perceptions of reality, filtered through the author's memory, reflecting the author's personal experience, as well as social and communicative ties, encoded in various signs, words, signals, etc. [4, 6].

Travel diaries give a fairly complete picture of the author's route, present their travel impressions, describe the landscapes and cultural environment of the time, subsequently often irretrievably lost under the pressure of civilization [7, 8].

In the collection belonging to the Museum-Archive of the history of study and development of the European North of the Barents Center of the Humanities — Branch of the Federal Research Center «Kola Science Centre of the Russian Academy of Sciences» (BCH KSC RAS), there are several handwritten diaries whose authors participated in Arctic expeditions in the first half of the XXth century. The collection includes the following diaries: the diary of the geologist Maria Lavrova, from expeditions to Novaya Zemlya in 1921 and to the Kola Peninsula in 1920, 1934; that of the oceanologist, geographer and geomorphologist Victor Kalyanov, an expedition to Wrangel Island in 1929; the diary of the hydrometeorologist Innokenty Tikhomirov — an expedition to Dikson Island in 1916. Victor Kalyanov's diary and two of the three diaries of Maria Lavrova are classified by their authors as field diaries and contain information about the field and focus of professional interest of each of these researchers with reference to the place and time of the expedition but extremely small amount of detail concerning matters unrelated directly to the process of research. However, one diary belonging to Maria Lavrova and Innokenty Tikhomirov's diary are travel diaries and are rich in detail of everyday expeditionary life, ethnographic descriptions and other evidence (Fig. 1, 2).

The travel diary of Maria Lavrova from the 1920 expedition to the Murmansk coast of the Kola Peninsula, which was part of the geological party of the Northern Field



Fig. 1. Maria Alekseevna Lavrova (1887 — after 1969). 1930s. The Museum-Archive of the BCH KSC RAS. Main Collection (MC) 311

Рис. 1. Мария Алексеевна Лаврова (1887 — после 1969). 1930-е гг. Музей-архив ЦГП КНЦ РАН. Основной фонд (ОФ) 311



Fig. 2. Photo from an expedition to Novaya Zemlya, 1921. The Museum-Archive of the BCH KSC RAS. Supplementary Collection (SC) 819

Рис. 2. Фото из экспедиции на Новую Землю, 1921. Музей-архив ЦГП КНЦ РАН. Научно-вспомогательный фонд (НВФ) 819

Expedition headed by Professor P.V. Wittenburg, contains mainly non-verbal recording of the expeditionary events: a lot of monochrome pencil drawings with signatures and scarce comments. In the comments, the author supplements the visual information with a description of her emotional state, the sounds heard, and the color palette of particular places seen on the expedition route. For example, describing the Kola Bay one day, Maria Lavrova writes about a blue distance with green and purple hues and light gray water. And on a foggy September morning at the mouth of the Tuloma River, everything had gentle outlines and pastel colors, while the distance was of the grayish-blue, against which objects stood out clearly. At high tide, the songs of fisher women were heard on the banks of the Kola River, and everything was of soft bluish-grayish color, because the fog had not cleared yet. On a beautiful evening at the pier, children played and sang songs. It was quiet and peaceful. The sea breeze blew from the bay, and the author felt good [9].

Innokenty Tikhomirov's travel diary contains unique information on the history of the setting up of an Arctic radio station in 1916, to conduct meteorological and hydrological observations on Dikson Island. On June 25, 1916, the expedition left Krasnoyarsk on the steamer *Lena* to equip an observation station on Dikson Island. One of the members of this expedition was Innokenty Tikhomirov (1890–1955), who described its progress in his diary "Assignment Expedition to Dikson Island. June — October / 1916" [10]. Back in 1914, the main task of the Hydrographic Expedition for the Exploration of the Arctic Ocean as specified by the Maritime Ministry of Russia was for the expedition ships to make a passage from Vladivostok to Murman. A network of Kara radio stations, set up and equipped during 1913–1914, was to contribute to the successful completion of this operation [11, p. 424–425]. By August 26, 1915, the General Hydrographic Directorate had finally completed the equipment of the radio station and the expedition's wintering grounds on Dikson Island. The decision to close the Arctic radio station was made after the expedition ships had returned to Arkhangelsk. Although the station could be used further by the General Directorate of Posts and Telegraphs, the proposal made by the Maritime Ministry that it be used was rejected. The importance of using the station on Dikson Island was emphasized in a special letter sent from the Academy of Sciences and the Managing Director of the Siberian Joint Stock Company of Shipping, Industry and Trade I.I. Lid to the Council of Ministers. After considering the issue at the government level, it was decided to continue using the station. Moreover, additional funds were allocated for the purchase of new equipment [11, p. 428].

During the expedition to Dikson Island, Innokenty Tikhomirov met a veterinary surgeon and collegiate assessor Pavel Kushakov (1881–1946), known as the deputy of the head of the Russian 1912–1914 expedition to the North Pole Georgiy Sedov (Fig. 3). After returning from the expedition, it was Pavel Kushakov who was placed in charge of setting up the wintering and radio station on Dikson Island in 1915 [12], and resuscitating this radio station in 1916. Collection No. 75 of the Polar Commission of the Academy of Sciences of the USSR, the St. Petersburg Branch of the Federal State Government-financed Institution of Science of the Archive of Russian Academy of sciences (SPbB ARAS) contains diary notes of Pavel Kushakov from the expedition of 1912–1914 [13–16] and those related to the wintering on Dikson Island in 1915 [17, 18]. There exist diametrically opposed opinions and evidence about the personality and activities of this person. Nikolai Pinegin (1883–1940), a closest associate of G. Sedov on his polar expedition, had an extremely negative opinion of him. Conversely, Innokenty Tikhomirov's diary contains



Fig. 3. Members of the expedition to the North Pole (sitting on chairs), from left to right: V.Yu. Wiese, G.Ya. Sedov, P.G. Kushakov, M.A. Pavlov. 1912. The Museum-Archive of the BCH KSC RAS. BC 289

Рис. 3. Члены экспедиции на Северный полюс (сидят на стульях): В.Ю. Визе, Г.Я. Седов, П.Г. Кушаков, М.А. Павлов. 1912. Музей-архив ЦГП КНЦ РАН. ОФ 289

both direct positive evaluation of the activities of Pavel Kushakov as head of the 1915 expedition and evidence that, in our opinion, indirectly testifies to his negligence.

The aim of the research is to examine the diary of a member of the Russian expedition to Dikson Island (1916), hydrometeorologist and climatologist Innokenty Tikhomirov (1890–1955), as a potential source of historical data on organizing and conducting research in the Arctic.

#### I.K. TIKHOMIROV'S TRAVEL DIARY

The author of the diary containing information about the running and organization of the expedition to Dikson Island in 1916, Innokenty Tikhomirov was born on July 1, 1890 into the family of an archpriest in Irkutsk, where in 1908 he graduated with a silver medal from an Irkutsk provincial school and in the same year entered the Mathematics Department of the Physics and Mathematics Faculty of St. Petersburg University. He graduated from the university as “meteorologist” (1913) and “astronomer” (1915).

On October 1, 1913, he began work at the General Hydrographic Directorate of the Maritime Ministry as a full-position employee for the hydrometeorological unit. In 1914 Innokenty Tikhomirov was elected full member of the Russian Astronomical Society, and in 1916 — full member of the Russian Geographical Society (Fig. 4).

In the summer of 1916, the General Hydrographic Directorate sent the young specialist to the mouth of the Yenisei River on Dikson Island (73° 30' N) to equip a hydrometeorological station there and organize hydrological, meteorological and aerological observations. At that time, the station was to become the northernmost meteorological station in Russia.





Fig. 4. I.K. Tikhomirov (1890–1955). The Museum-Archive of the BCH KSC RAS. SSC 947

Рис. 4. И.К. Тихомиров (1890–1955). Музей-Архив ЦГП КНЦ РАН. НВФ 947

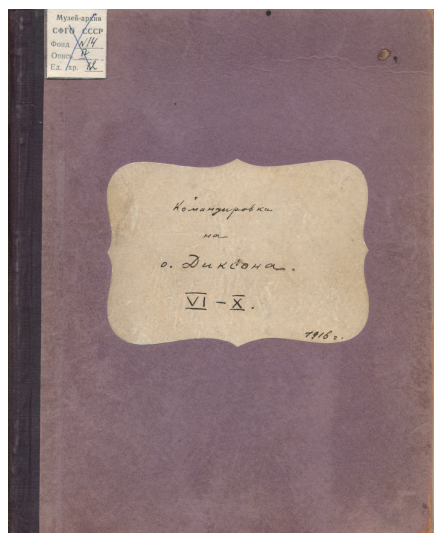


Fig. 5. Innokenty Tikhomirov's diary "Assignment to Dixon Island. June – October, 1916". Manuscript cover. Museum-Archive of the BCH KSC RAS. SSC 945

Рис. 5. Дневник И.К. Тихомирова «Командировка на о. Диксона. VI–X/1916». Обложка рукописи. Музей-Архив ЦГП КНЦ РАН. НВФ 945

The archival document which is the focus of this study is the travel diary "Assignment Expedition to Dixon Island. June — October / 1916" (Fig. 5, 6), which Innokenty Tikhomirov began on June 19, 1916, just before he was 26, after the first day of his stay in Krasnoyarsk, where the expedition was to start. From 19 to 25 June, taking advantage of a hitch in the start of the expedition, he explored the outskirts of the city. On June 25, at 4 o'clock in the afternoon, a public prayer was given on the steamer Lena and at 6 o'clock in the evening they departed from the pier together with the lighter Correspondent [10, p. 1 back]. Innokenty Tikhomirov spent his time enjoying the views from the deck of the ship and recording his impressions. On June 27–28 Lena arrived in Yeniseisk. The author of the diary visited the Spassky Monastery and a museum. At noon on June 29, the voyage continued.

From June 30, ethnographic observations begin to appear in Innokenty Tikhomirov's records. For example, he notes the specific features of the dialect of the peasants, who live exclusively by fishing and

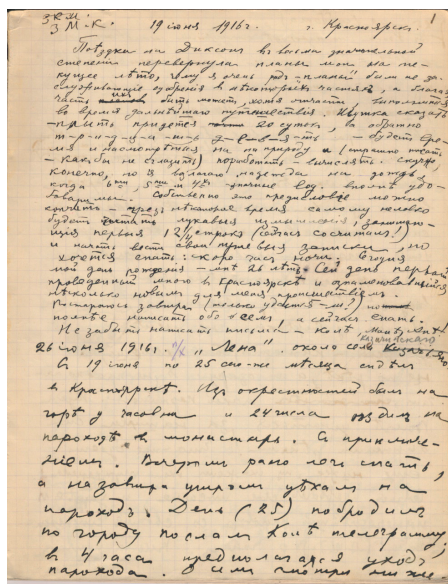


Fig. 6. Innokenty Tikhomirov's diary "Assignment to Dixon Island. June – October, 1916". First page of text. Museum-Archive of the BCH KSC RAS. SSC 945

Рис. 6. Дневник И.К. Тихомирова «Командировка на о. Диксона. VI–X/1916». Первая страница текста. Музей-Архив ЦГП КНЦ РАН. НВФ 945

do not grow grain at all; also, that there are many young people in all the villages since there is no compulsory military service in the Turukhansk region [10, p. 3–4 back].

On his way, Innokenty Tikhomirov inspected meteorological stations, carried out equipment maintenance, and described that and the employees in his diary. As he approached the Arctic Circle, the researcher recorded changes in the landscape and vegetation. On July 3, Lena arrived in Turukhansk, where the instruments of the local meteorological station were checked. Then Innokenty visited the monastery [10, p. 4 back–6].

On July 5, already within the Arctic Circle, the young naturalist — the author of the diary — made it his duty to “collect samples of the local flora” [10, p. 7–9].

From July 14, along with descriptive notes, the author’s evaluative judgments begin to appear in the diary, for example, about the activities of the head of the expedition Pavel Kushakov: “We have a true menagerie with us on Lena... One cannot help being astonished by the foresight of P.G.K. — he might be a landlord or a landowner” [10, p. 14]. Further in the text he is referred to as “doctor” or “Dr”.

The author of the diary meticulously describes the events that unfolded as they approached the island. On July 17, ice floes appeared on the horizon for the first time. There were “only 35 versts” left to get to Dikson, that is, about 2 hours’ walk, but after the Ephraim stone there was solid ice, so we had to turn back. We stopped at Slobodskaya Bay, where we would have to stay on the coast and live in a tent if we failed to get through to Dikson. The young traveler did not find this prospect attractive.

On July 18, due to dense fog, Lena was unable to move further and ran aground. The next day, July 19, the ice had already drifted away significantly, and everyone who was not busy with work crowded on the bridge to watch the mast appear on Dikson. Innokenty Tikhomirov really wanted to see it — “after all, the success or failure of the whole business depended on this”. Finally, he was the first to glimpse it from the middle of Ephraim Bay. It was a solemn moment. Dikson’s outline was already visible in the distance. Maneuvering between the ice floes, Lena passed across the bay, which lies immediately behind Cape Isachenko, and turned to the shore of the next one, which turned out to be convenient for going ashore. The ship anchored and unloading began [10, p. 22–23 back].

In this bay, Innokenty Tikhomirov stayed with members of the expedition N.N. Kozmin, A.P. Golubkov (senior radiotelegraph operator), A.K. Yakovlev (senior mechanic in charge of the radio) and others to organize a temporary expedition camp, where travelers had to wait for the ice at Dikson Island to open. On July 20, work began in the camp. Pavel Kushakov “decided to build winter quarters”. The unloading of the remaining materials and equipment from Lena continued until midnight. Then everyone “cordially said goodbye to everyone”, admired the midnight sun all together (the author of the diary did that for the first time in his life) and Lena left, leaving the members of the expedition to literally sit by the sea and wait for the weather to improve. The construction of the camp continued on July 21st. Innokenty Tikhomirov, Pavel Kushakov and the motorman and sailor F.Ya. Tselm conducted reconnaissance of the sea near Dikson Island on a motor boat. “But on the way they decided to hunt: they managed to kill a deer and a polar bear. After that it was too late to go to Dikson, and indeed it was impossible: the entire strait between Verne Island and Dikson Island was covered with ice” [10, p. 25–26 back].

On July 22, a second reconnaissance attempt was made. Innokenty Tikhomirov spent this day hunting, as well as the next three. On July 25, in the course of a third reconnaissance operation, they almost managed to reach Dikson — just about 50 fathoms

were left. On a warm day of July 27, attempts to get to the island were renewed. P.G. Kushakov, F.Ya. Tselm, A.K. Yakovlev and I.K. Tikhomirov did not get into Dikson Bay itself because of the ice, which also covered the Vega, Lena and Provenin straits. They had to land on the South shore, 3–4 versts away from the station. At 6 PM Innokenty Tikhomirov was the first to set foot on the shores of Dikson. “The radio station was in a perfect working condition. To get inside the station building, the members of the expedition had to break the locks and struggle with the swollen doors. Once in, they had tea and slept overnight on reindeer skins”. All in all, the sailing to Dikson Island had taken 32 days instead of 20, as originally planned. On July 28, the reconnaissance group returned to the temporary camp, and the weather deteriorated — a storm began, which continued the next day. Strong winds and rain did not stop until August 3. On August 2, the construction of the winter quarters was completed [10, p. 27–28].

The source under consideration contains further records, testifying, in our opinion, to the negligence of the head of the expedition Pavel Kushakov, who did not properly organize and did not control the delivery of research equipment and food to the radio station as well as to the wintering place. On August 4, Innokenty Tikhomirov and a party of the expedition’s members went to Dikson, taking food, tools, and devices with them. Between Verne Island and Dikson Island waves practically flooded the boat and washed away the boxes with cargo, including instrumental equipment. The days from 5 August to 8 August are described by the author of the diary as days of “idleness”: “All the instruments which did not sink are in the camp. It is impossible to make observations with an actinometer — the sky is overcast (besides, the wind is harsh). I don’t know if Assman’s psychrometer survived — without it, the expedition is headed for a dismal failure. I remember that it was in another box” [10, p. 28 back–32 back].

On August 9 and 10, “sorties” for instruments were made to the camp by Innokenty Tikhomirov and others. The boat was dangerously overloaded, and the load was such that the loss of it would have meant “the failure of the whole affair”. On August 10, it was not possible to return to Dikson due to the weather. A storm began at night. The party stayed in the winter quarters. On August 11, Innokenty began to train the team of the future meteorological radio station to process pilot balloon observations. Only on August 14 were they able to leave the camp. The load taken was again crucial: almost all the remaining meteorological instruments. “It would be extremely sad to have them sunk”. Innokenty Tikhomirov was eager to get to Dikson as soon as possible: he was driven not only by the desire to deliver the instruments as quickly as possible. On Dikson, during his four-day absence, they should have already installed a radio station, and, consequently, received news about the events on the fronts of the First World War [10, p. 32 back–34 back].

Between August 15 and August 19, Innokenty Tikhomirov sorted out the instruments and tuned the meteorological instruments. For the first time in his life, he heard the working of the radio telegraph, began urgent observations and collection of plants on Dikson. On August 20–25, work continued on equipping the meteorological station and training the expedition members, who later stayed at the station for the winter of 1916–1917, to maintain the instruments. Further, until September 4, the diary contains scanty descriptions of the daily routine of organizing and conducting meteorological observations and the continuing training of the personnel [10, p. 35–39 back].

On September 4, Lena arrived with the missing meteorological instruments. On this day Innokenty Tikhomirov wrote in his diary: “Tomorrow I am leaving Dikson... I have

done all I could, so what happens in the winter (in terms of observations) — only the future will show” [10, p. 40]. On September 5, Innokenty got up early: he needed to sort out the boxes of tools and install them, arrange his affairs and put his things together. In the end Pavel Kushakov gave him a decent dinner with wine. Saying goodbye to everyone, Innokenty left the shores of Dikson. When Lena set sail and was giving farewell whistles, the “Diksonites” answered her by ringing a bell. Innokenty Tikhomirov’s heart could not help but ache when he was looking at the 8 comrades whom he was leaving behind for the winter. After all, wintering on Dikson, as he rightly believed, was not an easy task [10, p. 41 back–42].

On September 15, Innokenty crossed the Arctic Circle, and on September 16, he was a guest at the meteorological station in Turukhansk. The further Lena moved away from Dikson Island, the more laconic the entries in the diary became. And now they contained more descriptions of the technical aspects of navigation on the ships of the Yenisei shipping company, which all delayed Innokenty Tikhomirov’s return to Petrograd [10, p. 46–46 back, 54]. Ethnographic observations are also occasionally found.

On October 2, they arrived in Yeniseisk, where on the evening of October 3 Innokenty Tikhomirov moved to Irtysh and set off for Krasnoyarsk. On October 5, the author noted in his diary that it was exactly a month since he had been sailing down the Yenisei [10, p. 56–58, 60].

The travel diary ends with an afterword, where the author described the joy of finding the blessings of civilization on the “Mainland” and summarized the experience gained during the expedition to Dikson Island: he had had a chance to see the polar areas with their flora and inhabitants, polar ice, the northern lights, the Arctic Ocean, to sail 2,690 versts (one way) along one of the greatest rivers in the world, to observe how people of different nationalities lived and worked in this region, to experience the strongest sensations, to know the diversity of human characters, to improve his skills in meteorology, to hunt, etc. I.K. Tikhomirov considered that all this was worth the “minor inconveniences and hardships” that he had had to endure [10, p. 61–61 back].

### CONCLUSION

In 1916, various scientific observations began at the Dikson hydrometeorological radio station, which marked the beginning of regular delivery of meteorological data to the “weather forecasting service” at the Nikolaev Main Physical Observatory. The setting up of the station on the island was brought about “by the need to keep track of the atmospheric conditions in the eastern part of the Kara Sea, which, as research shows, is located near one of the important centers of atmospheric activity” [19]. In addition, the initial period of operation of the Dikson station showed that it contributed a lot to organizing the maintenance of navigation to the mouth of the Yenisei. The success of this enterprise depended a lot on the work of a young specialist — meteorologist and hydrologist Innokenty Tikhomirov, who set up special equipment at the station and trained the radio operators to collect data from observation devices. His contribution to the organization of the northernmost meteorological station on Dikson Island in 1916 is not discussed in previously published works on this topic. This contribution has been identified based on a private document, Innokenty Tikhomirov’s travel diary, and the course of the expedition can now be described retrospectively and in detail. The informative capacity of such a source is of undoubted interest to a wide range of specialists.



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## Экспедиционный дневник как источник по истории организации и проведения российских арктических экспедиций начала XX века

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### Резюме

В фондах, принадлежащих Музею-архиву истории изучения и освоения Европейского Севера Центра гуманитарных проблем Баренц региона — филиала ФИЦ КНЦ РАН, хранятся несколько рукописных дневников, авторы которых в первой половине XX в. были участниками арктических экспедиций. В статье рассмотрен потенциал экспедиционного дневника участника российской экспедиции на о. Диксон (1916) гидрометеоролога и климатолога Иннокентия Константиновича Тихомирова (1890–1955) как возможного исторического источника по истории организации и проведения научных исследований в Арктике. Благодаря дневнику И. К. Тихомирова реконструирован ход работ по организации в 1916 г. самой северной на тот момент метеорологической станции на о. Диксон.

**Ключевые слова:** арктические экспедиции, дневник, И. К. Тихомиров, исторические источники, метеорологическая станция, о. Диксон.

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## **Экспедиционный дневник как источник по истории организации и проведения российских арктических экспедиций начала XX века (расширенный реферат)**

В фондах, принадлежащих Музею-архиву истории изучения и освоения Европейского Севера ЦГП КНЦ РАН, хранятся несколько рукописных дневников, авторы которых в первой половине XX в. были участниками арктических экспедиций. Среди них путевой дневник гидрометеоролога И. К. Тихомирова на о. Диксон в 1916 г., который изобилует подробностями экспедиционных будней, этнографическими описаниями и содержит уникальную информацию по истории организации в 1916 г. на о. Диксон метеорологических и гидрологических наблюдений.

Еще в 1914 г. Морское министерство России в качестве главной задачи Гидрографической экспедиции для исследования Северного Ледовитого океана (ГЭСЛО) определило сквозной проход экспедиционных судов из Владивостока на Мурман. Способствовать успешному проведению данной операции должна была сеть Карских радиостанций, созданных и оснащенных в течение 1913–1914 гг. На о. Диксон Главным гидрографическим управлением (ГГУ) к 26 августа 1915 г. было окончательно закончено оборудование радиостанции и места зимовки экспедиции. После возвращения экспедиционных судов в Архангельск было принято решение о закрытии арктической радиостанции, несмотря на то, что станция на о. Диксон могла бы использоваться Главным управлением почт и телеграфов и далее. Значимость работы станции на о. Диксон была отмечена в особом письме от Академии наук и директора-распорядителя Сибирского акционерного общества пароходства, промышленности и торговли И.И. Лида в Совет министров. После рассмотрения вопроса на государственном уровне было вынесено решение о продолжении работы станции и выделении дополнительных денежных средств на научное оборудование.

25 июня 1916 г. на пароходе «Лена» экспедиция для обустройства наблюдательной станции на о. Диксон отбыла из Красноярска. Участник экспедиции Иннокентий Константинович Тихомиров (1890–1955) описал ее ход в своем дневнике «Командировка на о. Диксона. VI–X / 1916». Начальником этого предприятия был назначен ветеринарный врач и коллежский асессор Павел Григорьевич Кушаков (1881–1946), участвовавший в российской экспедиции Г. Я. Седова к Северному полюсу в 1912–1914 гг. в качестве заместителя начальника. После возвращения из этой экспедиции именно П. Г. Кушакову сначала доверили руководить работами по обустройству зимовки и радиостанции на о. Диксон в 1915 г., а в 1916 г. и «реанимационными» мероприятиями в отношении этой радиостанции.

Успех этого предприятия в немалой степени зависел от работы молодого специалиста — метеоролога-гидролога И. К. Тихомирова, наладившего специальное оборудование на станции и обучившего радистов снятию данных с приборов наблюдения. Его вклад в организацию самой северной в 1916 г. метеорологической станции на о. Диксон не отмечен в опубликованных ранее работах, посвященных этой теме. Благодаря источнику личного происхождения — путевому дневнику И. К. Тихомирова — этот момент прояснен, а ход экспедиции может быть представлен ретроспективно и детально. Информационная емкость такого источника личного происхождения, как экспедиционный дневник участника российской высокоширотной экспедиции на о. Диксон (1916), представляет несомненный интерес для специалистов широкого спектра.