

specialists, I tried to call their words into question. I demanded not only figures, but also concrete examples proving the complete environmental and radiation safety of the new ship.

The introduction of year-round navigation in the western region of the Northern Sea Route called for the creation of a fundamentally new generation of transports. Thus appeared the family of "Noril'sk" -type strengthened ice-class diesel-engined ships. To the assistance of the nuclear-powered ships "Lenin," "Arktika," and "Sibir'" operating in the high latitudes came the icebreaker "Rossiya." The "Sovetskii Soyuz" will soon start work here. Still to come are the two new 75,000 hp ships "Oktyabr'skaya Revolyutsiya" and "Ural."

Even in the most ringing frost, diesel-engined ships continually ply between Murmansk and Dudinka with cargo destined for the Noril'sk Mining and Metallurgical Combine and the Taimyr Autonomous Okrug.

But whereas ships are adequately provided with icebreakers on the sea leg of their runs, it's a different story on the rivers. First runs in the Yenisei Basin have already shown that beginning in January "Kapitan Sorokin" -type icebreakers are working here at the limit of their potential. Their power (a little over 20,000 hp) is insufficient for speedy and reliable escorting of ships.

It was then that specialists first began talking about the need to build new shallow-draught nuclear-powered icebreakers for Siberian rivers. The first of these, the "Taimyr," entered service with the Murmansk Marine Steamship Line on 30 June 1989.