

"Also inaccurate is the author's claim that, in addition to the crew, a large group of shipbuilders participated in the first voyage of the "Sevmorput", and that the latter worked feverishly to eliminate numerous shortcomings [in its construction]. On the ship's first voyage there was not a single representative of the shipbuilding firm. Other than the crew, there were only a small number of specialists on board - scientists and designers, whose task it was to study the ship's behavior and its equipment under actual operating conditions. None of them, of course, eliminated any shortcomings. Moreover, there were no such shortcomings, as one can see from the acceptance certificate signed by an expert commission of the USSR Minmorflot [Ministry of the Maritime Fleet].

"The author's reasoning about the dangerous consequences that would occur if the explosive substances being transported in lead-lined containers were to explode was not based on the actual state of affairs. It is prohibited to transport dangerous and explosive substances on barge carriers.

"In indicating that only two nuclear-powered cargo ships had been built in the world and that both of them had already been written off, the author is not reporting the actual situation regarding the use of atomic energy on ocean-going ships. As matter of fact, up to now there have been eight nuclear-powered ships of a civilian classification built in the world, including two experimental ones - the cargo and passenger ship "Savanna" in 1962 in the USA and the cargo ship "Otto Hahn" in 1973 in the Federal Republic of Germany. These ships were in operation for a long period of time. They visited numerous ports in many countries of the world and ended their service upon completion of their program of experimental activities.