

similar shipment of superunits had ever been attempted in the USSR. The main difficulty awaited the caravan at the Salekhard crossing. The northwest wind increased the compression of the ice. But the skillful and selfless actions of the icebreaker captains -- Yu. Shul'man, N. Karnaukh, and V. Budovskii -- guaranteed success. Channels were broken through the solid mass of ice, along which two or three pontoons could be conducted before the ice corridors had to be made anew. A large barge loaded down with reinforced concrete served as a "battering ram."

The caravan waiting on the shore did not just sit there with folded arms. During the night they renewed the surface over the entire length of the 40-kilometer winter road from the moorage to the gas field by pouring water and spreading moss and sawdust. The first dry-land ship crossed the winter road in one day; the others crossed even more quickly.

"By reducing the number of construction and assembly operations to be performed at the plant to a minimum, it was possible to reduce the work force by one quarter and to reduce the estimated costs of construction by 18 percent", pointed out Yu. Topchev, Chief Engineer of the "Glavtyumengazprom" (Tyumen Main Administration for the Gas Industry) Combine.

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In Arkhangel'sk Country

For the first time in its centuries-old history, Arkhangel'sk Oblast has acquired a new occupation, that of petroleum extraction. Geologists