

roubles). Even "Kruiz", despite all of its efforts, will not be able to produce the 1,160,000 roubles. It would be unreal to expect such a thing!

For this reason, the possibility of organizing cruises for foreign tourists in Tyumen' is being considered. Something similar to the system used on the Lena - the liner would be used part of the time to transport foreign tourists along the Tyumen'-Tobol'sk-Surgut-Nizhnevartovsk-Novosibirsk route and the rest of the time it would be reserved for Soviet tourists.

Most important of all, the ship's period of operation should be increased from 120-130 days to 200 days. For this reason the vessel has already been put to work starting on 15 May. It will be used for short excursions until 16 June, at which time the tourist cruises will begin. Beginning on 14 September the liner will once again be doing short excursions. Following this, from 3 until 31 October the ship will serve as a hotel. Thus the "mooring anchor" mentioned by V. Zuev and S. Bondarev in their letter will hardly be thrown by the "Mikhail Svetlov" for the entire extent of the navigation.

So what is the reason for all the fuss? How did the version about the "dictatorial commands" come about?

The "Kruiz" initially proposed to rent the ship and to pay the steamship line 260 thousand roubles, as the Tourism and Excursion Bureau had been doing earlier, explains G. Vasil'ev. Subtract this amount from 1,160,000 and how much are you left with? The steamship line would be losing 9,000,000 roubles. The co-operative would have had to have been supported by a State subsidy. We had to find