

To back up my statement that our specialists are typified by their creative attitude to work, I will give three examples. Savings from the introduction of new equipment and advanced technology last year totalled 2,690,000 rubles. The selection of optimal shipboard power unit operation and the introduction of technical procedures have resulted in a saving to the fleet of 7,000 tons of equivalent fuel. Inventors and innovators yielded an additional 276,000 rubles of extra-plan profit to the steamship line and the State.

Northern sailing casts varying forms of human character, however the quality of the fusion of professional and moral properties will be invariably high. I remember being on the diesel-engined ship "Tiksi" in February 1986 as it sailed from Dudinka to Murmansk during the most difficult escort period. I saw for myself how they earn their arctic "bread" in arctic night refusing to release ships' masters from their locators, fifty below zero cold, and people unloading the contents of cargo holds in the open air. Pleasant memories remain from my contact back then with Captain Al'fred Fedorovich Zagorskii. One could tell that he was held in deep respect by the crew. And his first mate was Lyudmila Anatolyevna Tibryayeva.

Now there's a story! As a girl she vowed to become a sailor. In due course she appealed to the Minister, who granted her permission to be enrolled in a naval school. She worked her way up from sailor to captain. The recent selection of Tibryayeva to take charge of the first commercial run from the Federal Republic of Germany to Japan via the Northern Sea Route was not meant as window dressing. She is truly an excellent captain, who moreover is well acquainted with the diesel-engined ship "Tiksi" as is Zagorskii himself, with whom she received her training.