

submitted many proposals on ways to improve the ship's habitability; we suggested various mechanisms and the conveniences that would be afforded through their use. Shipbuilders are considering our concerns. All command personnel reside in single-bed cabins. Ratings are likely to be put up in two-bed cabins. I feel this to be a shortcoming."

V. Khanlarov, senior marine engineer

"Sevmorput's" nuclear steam-generating plant is similar to those installed aboard nuclear-powered icebreakers, only a notch better, with many innovations. The ship is run from a central control platform and provides a 16-hour cycle of unwatched operation. The nuclear "heart" [reactor] did its work in all modes of operation and did not draw any complaints.

I would note that the high degree of automation is dependent on a small number of people comprising the radiation protection and mechanical services, in addition to instrumentation."

I should add that Valery Genrikhovich has adequate experience in servicing nuclear steam-generating plants. He was senior marine engineer aboard the icebreaker "Lenin."

The birth of the first nuclear-powered supership was an important challenge for the entire Soviet shipbuilding industry, not to mention the B.E. Butoma Shipbuilding Yard at Kerch'.

N. Volkov, yard director:

"Sevmorput" is the product of the output of 250 across the country. Some of this produce is