

It seems that the first deputy director of the steamship line, V. Arbatskii, had decided to engage in some wage levelling on the grounds that the registered fleet of the Kirensk ORB had done very well in the second quarter and had earned substantial income.

You have to let others earn money, too, he said! But if this is so, why do we need 'perestroika'? Wouldn't it just be better to work in the old way, goofing off and lolling about? After all, you are going to be knocked down to the level of everyone else anyway.

Not only was our fleet loaded with nothing but empty containers. It was forced to lie at anchor for two days because the docks were busy with unloading. But at the same time, the docks where the cassiterite was were free. In other words, the delay was artificial, and this is criminal given the short navigation season in the Arctic. Empty containers have to be transported, too, but they could have been carried quite easily on deck, and cassiterite or coal could have been loaded in the holds. Instead, for example, the "Sibirskii-2018" left the Yana only with a load of cassiterite, although it could have carried at least 200 containers on top. And this is not the only instance.

During one radio conference, V. Arbatskii communicated that, in view of a shortage of tugs, it was being requested that lighters be towed from Bykov Mys to the Yana. Those who participated in this operation would be given a load of cassiterite. The motorship "Surgut" made this journey, but when Captain V. Volskii requested loading, he was refused. It was only after three appeals to A. Gudkov, head of the transport service, that he received authorization to take on a thousand tonnes of cassiterite. And then Captain Volskii gave this thousand tonnes to the motorship "Bratsk" so that it could meet its shipping plan.