

The first convoy made it to Pevek on June 30, instead of the planned June 5. Ships for unloading at Cape Schmidt and along the Kolyma [River] were late by 20 days. The delay in their return to home ports for consecutive trips resulted in their being way behind the freight-shipment navigation schedule between Far Eastern ports and receivers in the central and eastern arctic. The situation was complicated by the ongoing reconstruction of the port at Zelenyi Mys.

C.: Tell us please, if only in general terms, how the steamship line fared and could you spotlight crews who have especially distinguished themselves?

N.Ts.: It must be stressed that seamen shouldered the main burden. The steamship lines basically made sure ships were presented for loading in sync with the navigation schedule. Ships of the "Noril'sk" and "Mikhail Strelkovskii" type made 58 runs and carried 65% of the entire volume of freight to the central and eastern arctic. A number of ships of the "Noril'sk," "Anderma," "V. Burkhánov," "Nizhneyansk," "Bratsk," "Anadyr" and "Okha" type made 3 runs each. Overfulfilled by 13% was the planned delivery by supertonnage ships of necessary goods to Kolyma Bar, where 51,000 tons were transhipped to the small-tonnage fleet. This made it possible to reduce the volume of transshipment at the port of Pevek.

The redestination of cargo originating in Leningrad from Pevek and Kolyma to Murmansk and Kandalaksha markedly improved the utilization of the Murmansk Marine Steamship Line's "Noril'sk"-type ships.