

nearly 20 years for it. Until recently, the rather high level of income still served to compensate seamen on nuclear ships for the difficult working conditions in the Arctic, the lack of housing, kingergartens, and so forth. Now, the rouble has dropped significantly in value and real incomes have fallen.

"There has also been a distortion in the payment of wages. Seamen on transport ships serving abroad receive daily allowances in foreign currency and in cheques drawn on the Foreign Trade Bank. Due to the acute shortage of goods on the domestic market, the value of each 'foreign currency' rouble earned is growing while that of the Soviet rouble is falling.

"These are the main reasons for the turnover among specialists in the nuclear fleet."

"Other reasons were also brought up at the round table discussion. For example, the poor quality of the food, especially the lack of fresh vegetables, fruit and other products. The sailors complain about the mass of delays encountered by their relatives wanting to come on board a nuclear ship when it is in port, and about the humiliating inspection process when going ashore in home port... All of this creates a rather dismal picture. Which of these issues can the steamship line handle by itself, and what is needed from higher authorities?"

"You know, a few years ago they created the "Arktikmorneftegazrazvedka" (Arctic Sea Oil and Gas Prospecting) Trust in Murmansk. Now there you have an example of long-range planning. I'll simply add right away that I don't know the problems of the Trust, but one thing is obvious: it did receive sufficient funds for its future development. In a very short time a stable headquarters was built, as were its branches; housing construction is