

would have been paid into the state budget out of the pockets of the port workers.

Then again, when the manpower reduction phase started, not a single Pevek marine port worker was let go. They thought about the situation for a long time. No extra workers were taken on and no unnecessary positions or office jobs were created. Fewer than fifty seasonal workers had to be hired during the shipping season.

What have the port workers got out of the new port-management methods?

"You know, at first glance, nothing seemed to have changed," your reporter was told by N. Kriger, the team-leader of the dock-workers and mechanics brigade. "Wages were basically the same, or if they increased, it was by very little."

That means that the whole struggle to bring in economies, all the efforts of the economists were in vain, then? Does that mean that nothing has changed in the financial condition of the port? Well, let's not jump to hasty conclusions...

All the Chukotka ports belonging to the Ministry of the Marine Fleet received similar radiograms more or less on the same day. The authorities of the Far East Marine Shipping Line were suggesting that, in agreement with the work brigades involved, the administration be informed as to which mode the port workers prefer to work in, that is, with the rights of an independent state enterprise, or, on the other hand, as a structural unit of the steamship line.

At the marine port of Pevek they chose the independent way.