

series, the "Aleksandr Blok", the "Valerii Bryusov" and the "Sergei Esenin" (each of which is worth 15-16 million roubles) are now being put to profitable use for the second year in Moscow. These profits, however, are being generated by transporting foreign tourists. The regular tourist trade is powerless in the fight to make a ship of this caliber profitable. This applies all the more to the "Mikhail Svetlov", which was the latest vessel to be produced in Austria and in whose cost were included all of the riggings of this entire series of ships. The fifth ship in the series, the "Demyan Bednyi", operated by the Lena United Steamship Line incurred a loss of 500 thousand roubles transporting Soviet tourists last year. Therefore, benefiting from Moscow's experience, it was decided that foreign tourists would be taken along the Lena and a contract was signed with Americans for three cruises and with the German Federal Republic for one experimental cruise. The remaining cruises are for Soviet citizens. According to calculations it would appear that the "Demyan Bednyi" will also bring in a profit in 1989.

As for the "Mikhail Svetlov", a reasonable solution has been found at the present time. One third of the liner's passenger seats -60- has been reserved for "Kruiz" operations. For this third of the passenger seats the steamship line receives 100 thousand roubles from "Kruiz" for the season. Contracts have been signed with six central boards for the remaining seats this year. Even if only four of these central boards live up to the agreements, together with the co-operative firm "Kruiz" they will bring the steamship line an income of approximately 600 thousand roubles, as opposed to the 262 thousand which it made previously. This is still far from the yearly cost of maintaining the ship (1,160,000