

often delayed, there were errors in determining the characteristics of the ice, and as a result use of this plane was halted in July. The An-30 also fell short of the competition.

Special mention should be made of the K-32 shipborne helicopter. Because of the high cost of summer operations - 3,400 rubles per hour - it was not considered appropriate for use in ice reconnaissance. At the same time, the helicopter is indispensable in the unloading of ships. And so, the refusal of the Murmansk Air Detachment, to send the "chopper" into the offloading zone led to a situation where the diesel electric motor ship "Vladimir Arsenev", the ship principally responsible for supply unequipped locations in the Western Region of the Arctic, lost five days because it was forced to go into port at Murmansk. And the final result was that 210 tonnes of bulk oil failed to get delivered to the Arctic stations Ushakova, Krasnoflotskie and Russkii.

In totalling the results of the current navigation season and setting targets for the future, the members of the council of the Muramansk Steamship Line paid special attention to questions related to the transition to a market economy. And this is unavoidable under the circumstances. Goskomgidromet (State Committee on Hydrometeorology), for example, has announced that in the future all essential information will have to be paid for. This requirement elicited a curious reaction from the steamship line. Proposals were made to refuse to accept unnecessary forecasts, and also to work towards shutting down remote weather stations or converting them to automatic operation since the expense of servicing them could not be justified. In summing up these discussions, the head of the MMP (Murmansk Maritime Steamship Line), V. Beletskii, laid particular stress on the fact that, given the transition in the economy to a market basis, the steamship line would have to do away with the existing shipping tariffs and develop its own prices for these services, and do so in a way that it not merely covered its expenses but also made a profit.

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Page 1

Arctic Navigation Season Ends

The current Arctic navigation season has come to a successful close. For the first time in the entire history of the Northern Sea Route, ships were convoyed from west to east until the middle of November. As a result, maritime workers not only fully met their targets for cargo transport but also made up for last year's shortfall in escort