

virtually suspended the work of the Kirensk ORB and held the men down to the same level as those who had begun the season slowly and proceeded with their brakes on even when they had a full load.

It all began with the opening of arctic navigation. Among the first vessels out of the Yana River were our ships "Pevek", "Kirensk", "Minsk", "Tiksi", "Novokuznetsk" and others. Many of them rode at anchor for 10 to 15 days waiting for escorts. When our ships finally had their turn, imagine the amazement of Anatolii Markin, captain of the m/v "Pevek": from the sixth buoy to Buor-Khaya they followed the m/v "Sovremennyi", and the m/v "Smekalistyi" from Buor-Khaya to Yakor'-Aryto, with an absolutely calm sea and without a single small ice floe. For the remaining stretch of the crossing - 40 kilometers from Yakor'-Aryto to the 'welcome' buoy, they were escorted for half a day by the icebreakers "Borodkin" and "Babichev" in very thinly scattered ice, with large patches of open water. It was obvious that many ships could have got through on their own, but then that would have left the above-mentioned tugs and icebreakers without work, and they earn 95 roubles from each ship for each 100 kilometers escorted.

Upon their arrival in the port of Nizhneyansk, senior dispatcher Nikolai Odintsov suggested to the crews that those who wanted to get a full return load of cassiterite should proceed to Kular and Kuiga. So the ships raced up the Yana, despite the fact that they have no authority to negotiate this section since they are not registered in the river's radiuses of curvature. Imagine the outrage of the crews when, upon their return to Nizhneyansk, there was no return cargo of cassiterite for them! And the only ships that were not given any were those registered with the Kirensk ORB.