

only 8 m 10 cm, while there are transports operating here with draughts of 9 m and even more. But should the "Taimyr" perchance run aground (an extraordinary event), the 2-m-high double bottom would prevent water from entering the central compartment."

As a separate question for seamen, the newspaper "Sovetskii Taimyr" singled out the problem of providing reliable transportation links between riversides. The channel is indeed a serious barrier. What is the solution? There is no unequivocal answer. I think we must make maximum use of the experience gained in past years when diesel-electric icebreakers plied the Yenisei. It would evidently also be worthwhile to consider the example of the Baltic. There, even before the erection of a dam in the Gulf of Finland, ice served as the transportation link with Kronstadt, and a pontoon crossing was thrown over the channel. And seamen knew that at such a time they should not proceed along the route.

And so, passions are mounting around the "Taimyr's" presence in the Taimyr.

"I think these feelings are based on three main factors," remarks V. Sokolenko, the icebreaker's chief physicist. "The first, and Dudinka folk will forgive me for this, is their ignorance of nuclear physics. Alas, a school program will not suffice here. Secondly, there is the reasonable fear of possible danger, which is supported by the same ignorance. The third factor is the popularity of the subject. Here, I wish to stress that the "Taimyr" is the first icebreaker built since Chernobyl': an event that has left its mark on the ship. The most incredible emergency situations have been foreseen by designers. Even the coincidence of