

occurred during the emergency at the Three Mile Island Nuclear, power station at Harrisburg in 1979), and radioactive particles would escape and carried by currents of hot air or steam, they would travel outside limits of the biological protection. Consequently, they would become for personnel and for the environment even more dangerous, because they would escape from under the concrete, the iron reinforcement, the water, i.e., from under the protection.

Then there is the standard of leakage. A protective shell, possessing increased airtightness, was first designed for the "Sevmorput,". During tests they "inflated" it to an elevated pressure and they examine how much of the medium leaked from the volume that had been pumped there during the course of an hour. They obtained three percent. On the ice-breaker there is no such highly airtight shell; there is, let us call it, a protective barrier. It is also metal and was designed for high pressure, but the percentage of leakage is greater than that for the "Sevmorput".

Recently the accident rate in the maritime fleet has increased. Lets suppose, that instead of "Admiral Nakhimov" which sank, it was a nuclear-powered ship. Is there any guarantee that we would be safe from a malfunction of the power plant in the event of a vessel sinking?

"Generally speaking, nuclear-powered ships are constructed in accordance with the highest safety standards prescribed by the Register of the USSR. Structural protection is mandatory in the region of the reactor room. Even a direct hit in the region of the nuclear compartment would not damage the nuclear power-plant. Boris Georgiyevich Pologikh, one of the