

the command of Captain M. Berdar' have gone by the ice sea-route from Port Zelenyi Mys on Kolyma to Port Pevek. General cargo has been delivered to the consumers in the Upper and Middle Kolyma without trans-shipments. V. Mineev, Head of Lenskoe Associated Steamship Navigation, was on board during the voyage. A Vodnyi Transport correspondent met with him.

"I think that, first of all, the goal of the experiment must be clarified", so Vyacheslav Aleksandrovich [Mineev] begins his story. "The fact is that for many years the method of delivering cargo to this northern river remained unchanged. It required two trans-shipments. First, in Pevek cargo was transferred from large sea transports to small sea ships, then it was moved to Zelenyi Mys, and only there was it transferred to river ships in order to be delivered to points of destination in the Middle and Upper Kolyma. This multi-stage process affected first of all the state of preservation of the cargo. In addition, because of low traffic capacity of Zelenyi Mys, sea and river vessels would stand idle for a long time under processing. Yet this is the Arctic, where not simply a day but an hour is very valuable.

When the fleet of the Lenskoe Steamship Navigation was reinforced with dozens [literally, "tens"] of such powerful river/ocean ships the "Sibirskii", we began to think: could we not alter the method of delivery? We consulted seamen and other specialists and came to the conclusion that it is possible to eliminate two trans-shipments in sea ports. In addition, the process of delivery would be accelerated and complete preservation of perishable and cold-affected general cargo would be assured.