

A. Ivlev, senior project technologist:

"Successfully, to say the least. Ballast trial runs were conducted. But in order to test the lashing systems, both lighters and containers were loaded and unloaded. It is gratifying that during the trial runs "Sevmorput" not only yielded, but even exceeded, designed speed by a quarter of a knot. Turning circle dimensions were maintained. In a word, steerability and navigational qualities were within prescribed parameters or even a little better than calculated ones. Shipboard equipment (nuclear steam-generating plant, main geared turbine, power station) functioned reliably and stably. We have received no unsatisfactory claims for the above equipment. Minor defects have been corrected."

During trial runs, radiation, noise and illumination levels were measured. Radiation conditions around the ship are unchanged and the level of radiation beyond the reactor is not above the usual background.

Additional radiation safety precautions have been taken in conformity with requirements of the International Maritime Organization's Code of Safety for Nuclear Ships and in response to the lessons of the Chernobyl' disaster. The reliability of the ship's hull and entire system is such that the nuclear steam-generating plant would be safe even in the event of the ship striking a shoal or else getting foul of or colliding with another ship.

Ship habitability and passenger carrying capacity fully conform to present-day requirements. Approximately 90 inventions were submitted during the five years it took to build the lash-carrier. Many