

and to put the engines on at full steam. This is the only way to keep the vessels alongside the quay, but the vessels themselves suffer as a result and often need repairing: by no means are all of them strong enough for this sort of treatment.

From the middle of October until the end of November, the far eastern ice breakers, the Magadan, the Ivan Moskvitin and the Erofey Khabarov, start working here. At the very end of the navigation period, conditions in the port of Anadyr' are difficult and extreme. This happens every year. So far their luck has held out and there have been no major accidents involving port workers and crews.

Yet there is a way out: they could build a pier to hold the ice back. Then the vessels would not be left unprotected. This simple structure would bear the full brunt of the elements. So why has nothing been done, since a pier of this sort would only cost 200 000 rubles, which is a drop in the ocean for the port?.

Again we have to ask the same question: what's the matter? Is the answer bad management or carelessness? No! The answer is big ideas. The port's management dream of the time when a basin will be built for the lighters at a cost of 9 million rubles. But this is so far in the future that you could not call it anything else but pie in the sky. After all, there are still many problems to be resolved. In the first place, it will need designing; in second place, so far there is no such thing as a freight lighter which could get through the low waters of the Anadyr' estuary, so this project can only be a dream, whereas reality is harsher.