

"mainland" in the winter months. During all these years, diesel-propelled ice-breakers have maintained year-round navigation in the mouth of Yenisei River, from Yenisei Gulf to Dudinka. These ships are expensive and difficult to operate. We have been forced to use two "Kapitan Sorokin" -class icebreakers on the sea route to escort one ship. Each one of them gobbles up 100 tons of fuel per day. You can understand that there is no provision for bunkering, especially in the polar night at 50 degrees of frost. Every ton of fuel is shipped from the "mainland". In other words, instead of payload, ships are forced to transport fuel from Murmansk for the needs of icebreakers. This is why we attach high hopes to the "Taimyr," since one charging will suffice for 3-4 years of operation."

"As for how the "Taimyr" will affect the river's fish stocks," interjects N. Krylov, the Captain, "I think science must draw its own conclusion. For my part, I can assure you that the channel behind us will not be 50 metres in width, as some "experts" in Dudinka are claiming, but only 30 metres, which is 5 metres wider than with the "Kapitan Sorokin." Also of no small importance is the fact that with a power of 50,000 hp, the "Taimyr, as a rule, will operate freely and easily in the Yenisei when escorting a ship along the river. We, in contrast to our predecessors, will not have to break up to 7-9 parallel channels for winter.

"And lastly, as a captain who has worked for many years on transports and who has often been in Dudinka, I can state with certainty that the fears of local residents concerning the "Taimyr's" capability of negotiating shallow sections of the river are also groundless. The icebreaker was designed and built with these depths in mind. Our minimum draught is