

Ministers' and other agencies: "Due to the design characteristics of the ship, I consider operation in open waters dangerous. . . . Creating the risk of an emergency at sea with a nuclear vessel is unacceptable." And the captain requested that he go to an inland roadstead at Vladivostok. Who knows the capabilities of a ship better than the captain?

Compared to this "design characteristic" which, according to the specialists, reduces the navigation season by 50%, the 200 citations of flaws and unfinished work seem the merest trifles. And this despite the fact that, in its response, Minsudprom asserts that there was no unfinished work on the ship because the certificate of acceptance says no. So, should we react to the situation the way Kozma Prutkov suggests: "if the elephant's cage has a sign that reads 'buffalo', don't believe your eyes?"

"Our sectoral thinkers have apparently decided to use the "Sevmorput" as a model to show the world how not to do things," says N. Dronov, chief technologist of the Port Service of the Far Eastern Maritime Steamship Line [DVMP]. "Our steamship line is simply choking for lack of packet boats, which are both convenient and extremely effective in operation. But instead of them they make us a 'gift' of unprofitable giants which are seriously threatening to disrupt the entire economy of our enterprises. As if in mockery of our 'farsighted' technical policies, a Japanese cargo ship with wind propulsion recently visited the port of Nakhodka. Just put that beside the nuclear-powered 'Sevmorput for comparison!.