

The Far Eastern Steamship Line proposed to implement the unloading, even if only a part of the cement, by helicopters. The customers, enterprises of the Ministry of Energy and Electrification, the USSR Ministry of the Maritime Fleet, and Gosagroprom, declined the offer. Nor did they accept the seamen's suggestion that the cargo be landed in some other Chukchee ports. The Far Eastern Line then sent the convoy back around Kamchatka through the Sea of Okhotsk--to Magadan.

This is how important construction material spent about one month wandering around on a thousand-mile journey only to end up a thousand kilometres from where it was desperately required. What do the partners involved in this experiment have to say about it today?

G. Pikus, First Deputy General Director, Far Eastern State Combine of the Maritime Fleet:

"This freight convoy has demonstrated that nature, as always, has to be treated with respect. We should have set out for Anadyr earlier. Long-term observations tell us that it is easier for ships in the area around the shallow estuary in January. But everything does not depend on us. We had requested that the allotment of the shipment be speeded up, but Magadanglavsnab [Magadan Main Supply Administration] behaved shortsightedly. As we understood it, they had hoped to obtain six thousand tonnes of cement in excess of regular annual stocks, but they did not get it and so they had to reallocate their available stocks. This wasted time. The convoy arrived at its destination just as a prolonged cyclone had completely obstructed the estuary..."

Yu. Shilulenko, Head of the Anadyr Construction and Installation Administration of "Arktikstroï" [Arctic Construction and Installation Trust]: