

seal is broken, aerosols can appear. As a rule, crew members suffer no internal contamination. I would like to add, that on the ice-breakers the system of individual dosimetry is well developed.

"By the way, where is the fuel transferred to?"

"The depleted fuel is transferred to special containers on board a "plavtekhbaza" (a floating technical base), alongside the ice-breakers. It is held in these containers for a certain time, then transferred into transport containers and shipped to factories for processing or for burial. In principle, such procedures differ in no way from those being carried out at nuclear power stations. Only there, the repositories for spent fuel are part of the power station. During the period of navigation there is no depleted fuel on the ship.

"There was such information about the nuclear-powered lighter tug "Sevmorput'": The air-leakage norm from the reactor compartment is a total of three percent. What kind of standards are these? And what are they for ice-breakers?"

"The lighter carrier, in contrast to the ice-breakers, is equipped with a protective shell system, which withstands increased pressure if depressurization of the first stage occurs. What are we always afraid of - leaks of the cooling agent beyond the limits of the first stage or of the reactor in general. Why is this dangerous? In nuclear reactors there is one disadvantage - for physical reasons we cannot immediately shut down reactor power. So called residual heat-release exists, which must be removed. If overheating of the fuel occurred, then there would be melt-down (which