

superblocks to a part of the Obskaya Inlet that is even further north -- to Seyakha, where winter ends at the end of July and where the ice is much thicker. One can just imagine what will remain of the ice-breakers after this passage! Repairs will be necessary, but there is no graving dock to speak of. For example,, the propeller shafts of the ice-breaker "Captain Chudinov" were sent to Leningrad, to the Baltiiskii plant, where they were being repaired for almost a year! The time will come when the propeller shafts of the ice-breakers "Captain Evdokimov" and "Captain Moshkin" will need to be repaired, and the problem will arise again.

One would like to think that the suggestions and advice of those living and working on the ice-breakers will be heeded in new ship-building: provide normal living and domestic conditions, return to the classical form of the ice-breaker -- stem and stern post, forecastle deck, three screw propellers, three rudders, and a solid body with a high-capacity (no less than 8--10 mega-watts) power plant. We should not fear a return to the old, if the old is better than the new. Precisely this would be as step forward.

Vodnyi Transport
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"River Transport Workers in the Arctic"

The experimental voyage of the motor ship "Sibirskii-2130" has been concluded. For the first time in the history of arctic navigation, river transport workers under