

Murmansk) could take on specific responsibilities to assist the steamship line. "Glavmurmanskstroi" has available extra equipment, planners who are not overly busy, and a school for training specialists. But, alas, no steps have been taken in this direction.

Meanwhile, the waiting list for housing at steamship line over the past few years has been getting longer, not shorter. The current 5-Year Plan calls for constructing 77,000 square metres of housing, and future plans call for between 135,000 and 140,000 square metres. These objectives are to be reached by strengthening the local base of the construction industry and by expanding the level of economic-method construction, which is expected to account for up to 30 percent of total new apartment openings. Combining forces is essential, but in practice each organizational sub-unit of the steamship line continues to hold on steadfastly to its own small repair facilities, in line with the principle: "it may be small, but it's mine."

A partial solution for the problem of housing in the towns of Dikson, Khatanga and the port Uмба is already available today for the steamship line. These localities have good experience in the construction of comfortable wooden apartment buildings of 12 to 16 units that are in no way inferior to brick or panel buildings. But local workers appear inert, expecting housing to be served up to them by planned capital construction.

How the long-term program for social and economic development of the steamship line is going to be carried out depends now on the energy, boldness and initiative of each individual. Very complex and multi-levelled problems stand in the way of its completion. But what matters most is that it is now