

Judging from the statistics, things seem to have resolved themselves. However, a brief visit to the shops in the mill is enough to convince you that these measures are clearly insufficient. Beside the stone-catching screens are mountains of cobblestones and pebbles, almost six feet high. Workers in one of the digesting and washing shops have even invented a kind of swing: using this the diffusor workers can throw the stones to the installation opening and from there the entire load of stones can be carried off by truck.

The mill, by the way, is armed to the teeth with stone-catchers. They have four units made on the premises designed for recovering large objects. These are installed in the bleached pulp line. Two imported units are in operation in the viscose pulp mill. Hundreds of thousands of roubles were spent on these mechanisms at a cost not foreseen in the original project. Then think of how much money has been spent repairing the main production facilities which are always breaking down.

What a disaster! Fine sanctions, entrance controls, imported stone catchers, and yet we get no results. It all seems like wasted effort.

"We can't possibly reject every railcar load of chip, not by a long shot," Yu. Ogay, director of the state inspection committee, notes. According to the All-Union State Standard #15815-83 for industrial chip, the chip can officially contain up to 0.3% additives. This translates into approximately 70 kilogrammes of stones in each railcar. This innocent looking 0.3% adds up to more than 200 tonnes of stones per month for the plant as a whole. Several carloads of gravel are fed into the digesters, the