

The private ship-owning business is becoming both a profitable and a popular undertaking on the White Sea, it seems. In any event, you can no longer find any abandoned and rusted ships on the entire White Sea coast. They have all been collected either by cooperatives or by other private individuals. In addition, such ships are now being restored not only in Arkhangelsk but in other places as well. Makarenko maintains ties with enthusiasts in Odessa, Kiev and Leningrad. Next summer he will have competition, but this does not frighten him since the transportation market in the country is huge and the demand for services extremely high.

Makarenko is ready to help his sailor-colleagues from other ports in the country in any way he can - with advice, technical drawings, and experience. A future plan of his is to create an association of private ship owners so that they can use their fleet more efficiently, planning and coordinating freight and passenger transport more effectively and profitably.

Anton Makarenko's vessel also has a ship's boy on board - his son, who is finishing secondary school. Afterwards, the boy would like to enter the Arkhangelsk Nautical School. After he receives his navigator's diploma his father might have to give him the "Grumant." Let him command the ship himself.

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Extra Icebreaker Assists Vladivostok Fleet

Recently, the icebreaker "Kiev" tied up at the docks of the Vladivostok Commercial Sea Port. It had come to reinforce the icebreaker fleet of the steamship line since due to heavy ice, the Far-Eastern workers, are not always able to ensure safe passage for Arctic convoys without some help.

This icebreaker is "getting on in years" itself. It is virtually the same age as the icebreaker "Moscow", which already in 1965 was awarded the Order of Lenin for its work on Arctic routes in those years. But, as the saying goes, an old horse doesn't spoil the furrow. The ship registry has listed it for at least another three years of service in the ice.