

I wish to comment separately on gas emissions. The space of the central compartment is ventilated, and this air passes to the atmosphere via the main mast. We are constantly doing radiation monitoring of these emissions. They have a slight specific activity, but I can responsibly declare that it is extremely low and fully complies with the sanitary standards and requirements set by the International Atomic Energy Agency.

If you find it difficult to believe me, I'll cite one graphic example. When the icebreaker left the Baltic for Murmansk, we came under the close scrutiny of Swedes, Danes and Norwegians. Their helicopters and aircraft regularly flew past the "Taimyr". The "Greens" surrounded us in their cutters and yachts, taking air and water samples... We received no complaints."

"Still, what would happen in the event of a mishap with the reactor?," I ask my guide.

"Nothing. Automatic equipment would completely block off this room. It would stop air emission and silence the reactor. We would not restrict the presence of personnel at any time even at the central control platform, which is three bulkheads from here; watch will be kept in the usual manner."

"Year-round navigation in the western region of the arctic became a reality only with the arrival on the Northern Sea Route of nuclear powered icebreakers," remarks V. Podol'nyi, supervisor of the fleet operation directorate of the Murmansk Marine Steamship Line. "For ten years now the Noril'sk Mining and Metallurgical Combine has experienced no problems with the shipment of its products to the