

Let us return to what was said at the outset. The floating of logs on the Dvina is an anachronism entirely lacking in justification. Imagine a mighty river with heavy navigation: caravans of barges, freight and passenger vessels, lightning-fast hydrofoils. Then imagine masses of floating logs and barriers stretching for dozens of kilometres. The logs float into the path of the boats, creating dangerous situations and preventing work from being carried out to deepen the river bed. During stormy weather timber is tossed out of the barriers hundreds of kilometres downstream, entirely missing the terminal booms. How can Dvinosplav tolerate such chaos?

We asked V. Zazhigin why the Pen'e and Pyanda terminal booms are kept operating on the Northern Dvina if the raft assembly can be transferred to the Bereznikov terminal boom, thereby preventing the free-floating timber from going beyond Dvinsky Bereznik? Why can't the floating logs be removed altogether from the Dvina and the raft assembly concentrated in the Vaga River mouth or the Shidrovo terminal boom? We did not receive a clear reply. Mr. Zazhigin pointed to the shallowness of the Vaga and the costliness of constructing a terminal boom. It was evident that there was a lack of will to change the existing situation. Pen'e and Pyanda were needed when 3 million cubic metres of timber floated downstream, but today only one-third of that volume is being transported. Is the only reason not to close them, thereby reducing to a minimum the number of logs floating on the Dvina, the simple fact that this is the way it has always been done? A plan to clear the Dvina of floating logs must be formulated by experts who receive their salaries to change things, not just blindly continue doing what has been done in the past.