

designed timber-raft passage installations for this site. They based it on a plan for a canted, balanced vessel-lift of lateral arrangement. The chamber for transferring vessels and rafts is moved by means of multi-dragline mining machinery that is being mass produced in the Soviet Union for the mining industry. But the great reliability of these installations, which has been confirmed by years of experience in operating similar facilities, positive reports from design and scientific organizations, and even the excellent evaluation given by Yenisei river transport workers have been unable to convince the S.Ya. Zhuk "Gidroproekt" Institute [S.Ya. Zhuk All-Union Planning, Surveying and Scientific Research Institute] of the need for such installations.

What is the reason behind such an "unwavering" position? It would seem that even the cost of constructing a vessel-lift is less than that of constructing a timber-storage terminal and port by almost 18 to 20 million rubles and that the annual expenditure for operation would be lower by 4.6 million rubles; nor have the experts at "Gidroproekt" been able to find any fault in the engineering aspect of such construction. The reason is apparently to be found in the fact that vessel-lift installations, would become part of the budgeted cost of the hydro system and would reduce the index of relative capital investment per kilowatt hour of output. And this is the index that is currently of decisive importance for the planners.

But what about the increased operational expenditures for the transshipment of timber? Don't they embarrass the authorities at "Gidroproekt"? It would appear that they do not. And the reason for this is clear. The fact of the matter is that these expenses are in no way reflected in the operational