

for a mining city. With its mere 2000 tonne capacity, the "Partizansk" is the first in a series of 'youngsters' of an improved ice class with an unlimited range of navigation. In the course of the current 5-Year Plan, ships of this type will replace the new antiquated tankers which have been ferrying oil from the large ocean transports to shore along the eastern Sector of the Arctic. The steamship line will receive nine such tankers from now to the end of the current 5-Year Plan.

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Amidst the Ice of Indifference

In the annals of Arctic navigation, nuclear ice-breakers opened a new page. A special line on this page belongs to the cargo-ship "Kapitan Myshevskiy", which, assisted by the nuclear ice-breaker "Sibir", completed a passage through the high latitudes 10 years ago. Operations like this not only confirmed the possibility of year-round navigation, which is extremely important for the development of the Far North regions, but also brought to light certain shortcomings of the current generation of nuclear ice-breakers which, unfortunately, are unable to guarantee safe passage of ship convoys in extreme conditions.

At least ten years ago it became clear that there was a need for more powerful ice-breakers, capable of a higher degree of penetration. Of course, the construction of such ice-breakers will cost more. But this should be accepted, keeping in