

nuclear vessel to deliver three times as many containers as usual to Magadan is certain to paralyze the transport link, will increase the turnover time of the containers, and will cause them to be overstocked. The ricochet from this will hit the Vostochnyi port immediately. The force of this blow is eloquently reflected by a ship put into service in the steamship line and humorously named "Mel's Binomial" after the acting head of the lighter branch. Its fines alone for late delivery of containers will exceed 3 million rubles for the year!

Fortunately, we can only speak about the container plan in the subjunctive now. Public protests and press publications have at last forced the nuclear vessel's owners to reject its use as a container carrier and to return to the lighter alternative: with a lighter, at least, you can see what cargo is being loaded. What's more, in theory there is no need to use inland waterways and to tie up at dock.

However, the "Sevmorput" cannot meet these expectations either. The fact is that certain design characteristics of the ship prevent it from operating on external waterways and in the open sea, for which barge carriers are actually designed. The folding metal frame on the stern, down which the lighters descend, prevent the use of the sole propeller screw. (On the "Kosygin", we should point out, there are two, and the lighters slip between them). The nuclear vessel thus becomes an uncontrollable toy, floating at the mercy of the waves. Once, when the "Sevmorput" was loaded and standing in the Gulf of Amur, with swells of no more than one and a half meters, the vessel's captain V. Smirnov asserted in a radiogram to the Central Committee of the Communist Party of the Soviet Union, the USSR Council of