

Thus, the first six months of the current year showed that, despite successful achievement of goals for the basic points in the steamship line's plan of operations, the trend toward lower profits is intensifying. And the predictions are that, by the end of the year, the shortfall here could reach 22 million rubles. After all, it is profits which dictate wage levels for MSL workers, and here, too, the situation is gloomy. For the same six-month period the average earnings of the ships' crews have fallen by 11.6%, and those of shore workers by 14%.

There are, of course, a number of reasons for such an unsatisfactory outcome, but one should especially point to the situation with the nuclear fleet. Particularly alarming are the prospects for the future. Against a background of steadily declining levels in freight transport in the Arctic, the building program for nuclear powered ships remains unaltered. In short, the lack of cargo for transport on the Northern Sea Route could possibly lead to a situation in which not only the sailors but also the nuclear ships themselves are out of work.

38:8 is a figure that clearly does not bode well for the nuclear powered "Oktyabrskaya revolyutsiya", which is supposed to join the steamship line's fleet at the end of the year. What does this figure mean? Thirty-eight million rubles is the profit planned for the MSL for 1991: And eight million is what will remain from this if the new icebreaker is placed on the enterprise's books since, at this time, there is no foreseeable productive work for the ship in the Arctic. These prospects were cited by K. Pavlov, deputy head of the steamship line for economic matters, in his address to the conference. But even before him, sailors who had spoken and who, from their practical experience of the ice, know the situation, had mutually urged the conference to issue a resolution refusing to include the nuclear powered icebreaker "Oktyabrskaya revolyutsiya" in the MSL's fleet. And in the end the conference adopted this decision.

Of course, the new icebreaker, on construction of which 150 million rubles have been spent, cannot be written off so lightly. But in the final analysis the decision on