

Severe flexures of the ice-breakers' hull both in the ice and on the water, resulting from a weak longitudinal framing, lead to the formation of cracks in fuel tanks, and diesel fuel flows freely into the tiller compartment or into the ballast tanks which serve as the storage tanks for... drinking water!

The absence of a central control room creates certain difficulties for the person on duty in the engine-room, especially while work in the ice is going on. But not even after he goes off duty and retires to his small and comfortless cabin, aptly nicknamed by someone "dog kennel", can he get any rest -- the abnormally high noise level, plus the shocks from the ice hitting the ship, plus vibration so strong that one cannot hold on to the bed. All this leads to early fatigue of the crew, premature exhaustion and disease, especially given that people live on the ship for 8-10 months continuously, being the first to begin and the last to end the navigation season.

Many other serious flaws could be named, with regard to both the power plant and the sea trials performance of the ice-breaker, but the conclusion is inescapable: the design of ice-breakers of the type "Captain Evodokimov" is unsuccessful; they should work in an aquarium rather than in the extreme conditions north of the Polar Circle, in the Ob' Inlet and the Kara Sea.

During the spring of 1987 and the present navigation season we piloted superblocs to Yamburg in difficult ice conditions by means of three ice-breakers of our project #1191, and came to recognize that the ships are working at full capacity. Yet in the future we are to pilot these