

programme. Otherwise, how can we explain that even though there is a serious manpower shortage at the Tyumen' Shipyard, the men who man the ships are extremely badly organized?

Judge for yourselves. Today, when the peak of the ships' repairs activity is long since over, there isn't a single work-brigade at the plant, recruited from among the ships' crews. It's amazing, but here the team-contract method of labour organization, which is now accepted as a standard mode of operation everywhere, is here only mentioned sotto voce. Why is this? Why is the team-contract system not in favour among the Tyumen' rivermen? Your reporter was not even able to get a clear answer to this question from those in charge of the Tyumen' shipyard.

They cited various reasons. Even that the crews of the ships have now started making a lot more money, that the men manning the fleet are now more willing to do convoy and guard duty, only not in work-teams. Of course, because of the increase in duty rates and wage scales, the situation in the fleet has changed. And one cannot reject such facts. However, the main reason nevertheless lies elsewhere, in the attitude of the people in charge of the plant - the Director Yu. Filippov and the Chief Engineer, I. Dobrolyubov, to the question of ships' repairs. At the moment their number one priority is shipbuilding and machine-building. Only then comes the task of preparing the fleet. Isn't this the reason why there has been no support at the Tyumen' Shipyard for another progressive method of repairing ships - "all-out" trouble-shooting. This year not one ship entrusted to the yard has been dealt with in this way.

We know that in recent years, year-round cost-accounting in the fleet has proved to be a dependable aid to the whole ships' repair process. At the Tyumen'