

The nuclear vessel's heavy losses result first and foremost from its prime cost. Its construction cost the public 168 million rubles. This figure also determines the size of the amortization deductions - 13 million per year. The Murmansk Maritime Steamship Line, to which the "Sevmorput" is assigned, is carrying these for the time being. But there are increasingly vocal demands to enlist the aid of the government, as happened with the "Otto Hahn", which, although it belonged to a private firm, was sustained by subsidies from the government of West Germany. This attitude once again vividly illustrates the gangsterism of our government agencies: first, without asking anyone, they put their hands in the taxpayers' pocket in order to create a nuclear monster, and then they want the same taxpayer to bear the expense of its operation.

Moreover, the figure of 168 million raises some questions. The "Sevmorput" and the "Aleksei Kosygin" are practically identical in size, displacement and tonnage of freight carried. Even their lines are identical. The latter, however, costs 60 million. Why such a difference? Can it be that one nuclear engine costs over 100 million rubles more than two diesel engines? And why was the "Sevmorput" built at the Kerch works practically from scratch instead of at the Kherson facilities where the "Kosygin" was built, where some experience had been accumulated and a base had been created? Were the expenses of creating the production base and solving the plant's social problems added to the prime cost of the barge carrier?

So far, in speaking about the economics of the "Sevmorput", I haven't touched on the plans to use it to carry containers. This plan is altogether disastrous for our ports. For example, using the