

It would be logical to undertake some auxiliary type of activity using port facilities during the non-navigational season. It is not so easy, though. Last year there was a plan to make metal garages for the local population. This effort was defeated at the outset by a shortage of metal which can only be brought here from the central areas of the country.

Well, so what if it didn't work out? The traditional solution would have been to send dock-workers to work at other enterprises in the town. According to the existing regulations, however, they could not work there for more than a month. Unfortunately, there have been frequent problems in this area, too. Now that the labour force is being reduced everywhere, the need for additional workers is steadily declining. Judging by everything, the problem of finding work for dockers in the non-navigational season will become more acute in time. What is the solution? To reduce the permanent work force even further?

"But then, who will work on the docks during the shipping season?" objected V. Matveyev, chief manager of the port at the time. "Today, we have only just enough workers to unload freight from incoming ships. You see, everything - foodstuffs, manufactured goods, and equipment for enterprises, from nuts and bolts to machine tools - is brought here by water."

This is understandable, but how can we explain the fact that, despite the surplus of fixed production assets, there is a great deal of manual work to be performed here - roughly 60% of the total? You don't have to be an economist to understand that the lower the level of mechanization, the more manpower is required.