

contains a modulator so complex that it cannot be rebuilt. The TSP3003 thermal resistors for controlling the temperature of exhaust gases broke down during their first year of operation, after which the USSR Registry raised the question of removing the automation classification from ships on which they were installed.

In the "Grom" remote automated control system the programs correspond less and less to reality the longer they operate since there is a lack of thermal stability in the phase generator. On all ships, comparators based on thyristors with simplified circuits have been replaced by comparators of our own design.

The use of microswitches in the control mechanism reduces their reliability to zero. And it surely would have been possible for "Aurora" NPO to use transistors in the design of all of the "Grom" remote control system components, which would have made it possible to eliminate the huge number of relays and to improve the reliability of the system as a whole. And so on with everything. But it is also understandable since "Aurora" is not in a position independently to develop any slightly advanced equipment. Apparently it was required to make the widest possible use of solutions developed by the USSR Ministry of Instrument Building, adapting them to maritime conditions, rather than solutions developed by specialized enterprises.

Today, steamship lines require substantial aid in equipping newly built ships with modern automation equipment. One could cite a number of documents which oblige us to order ships that meet a modern international standard. Everything looks beautiful, but only on paper. What in fact happens?