

stopped. We think that this is not quite right. After all, the general task of shortening the time ships waste standing idle hangs in the balance. And who, if not specialist seamen, should help consignees acquire the most effective vessels for roadstead processing? Today, it is obvious that in the near future it will be impossible to manage without such vessels, and it is not only the Magadan oblast that requires them.

River and coastal cargo transport into populated areas is developing extremely slowly because of a shortage of ships at the base ports of the oblast. Minrechflot [Ministry of the River Fleet] RSFSR has no enterprises in the oblast, and Minmorflot alludes that Gosplan SSSR, State Planning Committee, USSR is not allotting suitable ships for these purposes. Yet the problems is becoming more aggravated every year as the quantity of cargo delivered along rivers and to populated areas along the coast increases.

The delivery of oil products to the oblast [requires] a great deal of effort. Within the next few years, the amount of oil products delivered to Magadan in the third quarter by the maritime steamship line, within the framework of its transport plan will, in accordance with funds, be significantly lower (60-70 thousand tonnes) than the demand. As a result, a more difficult position will be created when it comes to supplying the gold-extracting industry with oil products at the height of the washing season; it is impossible to create the necessary reserves of boiler, stove and motor fuel at the beginning of the heating season; and there are cases on record of breakdowns in air transport because aircraft fuel was not delivered at the proper time. In a number of cases, this is due to plans for