

thousand additional tons of freight have been sent along Irtysh to the enterprises of the Omsk Region in the northern areas of Tyumen'.

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"A Step Forward Or A Step Back?"

Somehow we have grown to think that if a new vessel is built it is necessarily better than the previous design. How can it be otherwise? One more step forward! Yet it can also be a step down an inclined plane.

That is just what happened with ice-breakers of the type "Captain Evdokimov". They have turned out, in many respects, inferior to the previous design "Captain Chechkin". And the fault here lies not with the Finnish ship-builders of the firm "Vyartsilya", but with the experts from the Central Technical Design Bureau of the Ministry of the River Fleet who approved the design. During the past and present navigation seasons, the following was discovered: there is absolutely no manoeuvrability either ahead or astern when the ice is thicker than 0.8 metres. In order to turn around in its own channel, the ice-breaker requires 1.5--2 hours! Sometimes it happens that in the time the ice-breaker takes to turn around, the ships being piloted become damaged by the compression of the ice or, when temperatures are below 0°C, have enough time to freeze into the ice.