

fleet, and to more uniform presentation of these ships on the Yenisei River during the navigation season.

There are still a number of problems related to the handling of tankers at the USSR State Committee for the Supply of Oil Products' Novoarkhangel'sk oil installation. The most important of these is the unloading at oil wharves of oil drums originating from the arctic. The drums, including those that have not been degassed, are kept for a long time on the wharves and are a serious hazard to tankers. Furthermore, the unloading of dry-cargo ships at oil wharves has led to sharp increase in unproductive tanker downtime.

I think these errors should be taken into consideration when working out a program for delivery of goods to the arctic in 1989. It must be borne in mind that in this conversation we have touched upon just a few of the many urgent problems. In other words, much work lies ahead.

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Ships Are Readied

Nadym dockers will be readying 30 self-propelled and non-self-propelled ships for the upcoming navigation season. Right after the freeze-up, the composite ship repairmen's team, headed by captain mechanic V. Goncharenko, got down to the simultaneous conditioning of 5 towing ships. As early as the end of December it is planned to