

captain and lastly as deputy director of the steamship line. He and another of the patriarchs, Nikolai Ivanovich Utkin, who recently assumed the post of Chief Engineer, helped me get acquainted with the enterprise and its collective. Wonderful specialists, selflessly devoted to the sea and to the North.

My Moscow colleagues once asked: "Well, what's this special character of Murmansk all about?" "People," was my answer. I still believe this to be so. Just as there are things which are peculiar to a given people, so our seamen for the most part stand out for their established attitude to duty and to various phenomena. Self-interest, laziness, envy and gossip are looked down upon here. Sometimes one is astounded by the way they endure everyday misfortunes. Today many say that we are indebted to the countryside: I say we are no less indebted to our seaman. He has merited a more attentive attitude to himself. And those good changes, about which I will speak a little later on, instill confidence that social justice will be restored.

Indeed, people are the steamship line's chief resource. They include 19 Heros of the Soviet Union, 8 Heros of Socialist Labour, 7 State Prize winners, 16 distinguished transport workers of the RSFSR. Altogether, 30 renowned seamen are immortalized in the names of icebreakers and transports; 11 ships have been granted government awards.

In 1964, when a regular commercial line was established between European and Canadian ports, and which went down in history as the "Arctic Line," a good tradition was born, that of presenting the