

Tyumen' Shipyard Fall Behind Schedule with Ship Repairs

In the Ob'-Irtysh Steamship Line, the first to start the shipping season are the rivermen of Tyumen'. As early as April they send out their ships onto the waters of the Tura and the Tobol and dispatch loaded convoys to the Konda, the Irtysh and the Ob'. In fact, the pace at which the 1988 shipping season will operate on the rivers of Western Siberia depends to a considerable extent on the preparedness of these men for the first voyages of the year.

"The volume of ship-repair work has increased considerably during the current year," said the Deputy Director of Ships at the Tyumen' Shipyard, N. Tissin. "Unfortunately, things didn't run entirely smoothly. The majority of the ships' repairmen were busy with ship-building work; and they finished the year's ship-building programme. This is why the timetable for ships needing moderate repairs fell seriously behind schedule. We also fell behind when it came to the final technical readying of the fleet's ships. For example, we did not have seventeen vessels ready by the first of February; this included six self-propelled vessels. It had been hoped that we would be able to catch up by the middle of February, but... we weren't able to. Now we are suffering from a serious shortage of ships' assemblers, welders and electricians."

The Deputy Director spoke at length about the difficulties which arose during this year's ships' repair programme. He also listed both the subjective and the objective causes of the delays. Here is just the main reason; what is being done at the plant to catch up more quickly and to meet the schedules, your reporter didn't hear. By everything your reporter could see, there still has been no serious discussion at the plant as to how they might overcome the delays in the ships' repairs