

of making it into a museum - which would be the first one of its kind. With regard to the writing-off of nuclear-powered ships, we have been studying this question. Abroad, incidentally, there is already such experience - in the Federal Republic of Germany they have removed the nuclear power-plant from the ice-breaker "Otto Hann" and have re-equipped it for operation on dry land. What kind of a procedure is this? First they remove all the depleted fuel from the reactor because the main mass of the radioactivity is concentrated in the fuel. Then the housing of the reactor, together with the primary protection, is cut out and placed in a special repository. That is all. Thus it is possible to consider the problem of the utilization of these wastes technically resolved.

"I would like to go-back to the conflict related to the arrival of the "Sevmorput'" in the Far East. Was there any basis for this turn of events?"

"There was none. The entire matter, I repeat, was entirely due to the people's lack of information. The purity of the environment during the normal operation of the lighter tug; as well as all nuclear-powered ice-breakers, is absolutely guaranteed. We are operating below all medical and safety parameters. On our nuclear-powered ships the maximum permissible concentrations are never even reached with respect to the environment.

The one thing that we are afraid of is accidents. But here you must understand that there is a significant difference from nuclear power stations. Firstly, the power of a reactor on a ship is about 30 times less than that of the Chernobyl' reactor. The second advantage is that it is located on a means of transport. There are rules regarding