

"We lack confidence in the safety of this type of technology," said the Vice-Chairman of the Taymyr Ispolkom, G. Nedelin.

These words are not simply the "atomophobia," which arose in many people's minds after the Chernobyl' catastrophe...

It is already ten years since the year-round maritime Dudinka-Murmansk crossing became operative and which made it possible for the metallurgists of the Noril'sk Mining-and-Metallurgical Combine to seemingly draw closer to the mainland and operate a reliable transport route even in the harsh winter months. Transported across the "sea bridge" are goods, materials and equipment for the people in the Taymyr region, with raw materials and manufactured products moving in the opposite direction from the Taymyr Peninsula to the mainland.

To ensure that the crossing remains open in winter, the sailors keep two diesel powered motor vessels operating on this route all the time. With each burning about a hundred tons of fuel per day they can work at convoying ships for not more than twenty days. Then, they either put into their home port for fuel or bunker in the open sea at -50° temperatures, which is uneconomical since each ton of fuel must be delivered from the mainland for this.

The "Taymyr" has an engine capacity of 50 thousand horsepower and a single refueling of the vessel is sufficient for two to three years of operation.