

still has to pay, as a budgetary contribution and for depreciation, about 36,000 roubles. This may not seem much, but if you add it to the 400,000 roubles in lost revenue for sand and gravel transportation, it becomes significant.

This is a very perceptible loss for the port, especially if one takes into account that vessels can only navigate in this region for 4-1/2 months out of the year and freight deliveries to the port are firmly established according to orders placed by local enterprises and organizations, remaining basically unchanged from year to year.

In short, the task is to unload the freight delivered on vessels belonging to the Far Eastern Marine Steamship Agency and send almost half this freight on by river motor-ships to settlements on the upper reaches of the Anadyr River. Then a break between two navigation seasons lasting more than 7 months begins. Seasonal workers, of whom there are more than 200, leave to go home. Full-time workers take holidays and leaves of absence. When they return, they are engaged for the most part in preparing the vessels and port equipment for the coming navigation period. The volume of this work is not very large, however, and some dock-workers are obliged to seek work for themselves, or simpler yet, to pretend they are working.

It is not hard to imagine how costly maintaining this work force is to the port. After eliminating 151 jobs, 586 workers still remained on the permanent salary register. With the northern differential, salaries for each employee are almost 3 times higher than in the rest of the country.