

of the weighted mean of ship arrival times in accordance with the results of the past 10 years: for Pevek - June 15, for Kolyma Bar - June 20, for Cape Schmidt - June 30.

Some items included in arctic measures were not fully implemented. For example, the Murmansk Marine Steamship Line delayed the departure of the icebreakers "Murmansk" and "Lenin." The Far East Marine Steamship Line delayed the departure of icebreaker "Moskva;" the same steamship line did not dispatch the diesel-engined ship "Akademik Raspletin" on the arctic Pevek-Kolyma line, which was one of the reasons explaining the winter stay on the Kolyma of 914 big-tonnage containers.

The Yakut Maritime Transport Production Association disrupted the schedule for delivery of ships (meant for shipment of freight to Kolyma and Indigirka) to the port of Vladivostok. The Sakhalin Marine Steamship Line was late in sending the diesel-engined ship "Kemerovo" to the arctic.

The most recent arctic navigation season aggravated the problems of icebreaker support in the eastern arctic. The breakdown of the "Ermak" and the "Vladivostok," in addition to the over 2-month delay in repairing the "Moskva", hampered the provision of escort services, which also indicates the existence of an insufficient number of icebreakers, especially of the shallow-draught variety.

The situation with respect to the shipment of export lumber from Igarka has become especially acute. Unfortunately, handling of timber carriers is getting worse here year by year. Special attention must also be given to qualitative repair of this