

other ways to increase the ship's profitability and to make it economically useful, and we did. Now, after performing thorough calculations, the lease-holders themselves admitted that at the present time they have to re-examine the idea of using the 60 passenger seats. The navigation will show both the advantages and the disadvantages to this. In general, however, this form of co-operation holds much promise. The individuals working for "Kruiz" are well-versed in matters of tourism, they show a lot of initiative and know how to service passengers right down to the minutest detail. But for all that, even with renting the entire ship and increasing its operation to 200-220 days per season, the co-operative would still be unable to bring the steamship line more than 400 thousand roubles. In the near future, however, when the ship will be switching to the new system of operating in part with foreign tourists and in part with Soviet, "Kruiz", under its own aegis, will turn the ship into a profitable venture.

This will come about in the near future, not earlier than 1990 when the Tuymen' Regional Executive Committee resolves the issue concerning the organization of foreign tourist routes along the rivers of Western Siberia. Even at present, however, one thing is already clear - a serious competitor for the Regional Soviet of Tourism and Excursions has arrived on the scene. Its arrival serves to confirm new economic relations based on leasing, where operation on a profitable basis can best be realized, and to develop a sense of proprietorship, as well as providing the shortest route to resolving the problem of passenger-related services in the area of inland water transport. A co-operative law was recently passed in order to guarantee the above.