

unique and proto typical, made on special order. It includes turbines, a main geared turbine, a shafting line, an integrated navigation system... In one word, "Sevmorput" represents a coming together of technical innovations and innovative ideas. It is, in addition, an example of good and mutually beneficial intergovernmental cooperation. West German, Swedish and Finnish firms participated in the ship's construction. The Finns, for example, erected a crane rated at 500 tons. The "director" of this giant rolling along the rails of the deck is an electronic computer in whose memory is stored such data as the location of lighters and containers, their unloading sequence and so on."

I first made mention of the ship's unusual colouring. And so the Finnish-made "Inerta-160" paint applied to the lower portion of the ship's hull cannot become overgrown with algae and mussels, is self-polishing and cannot be stripped off by ice. It's symbolic that "Sevmorput's" completion comes at a time when the yard is celebrating its 50th anniversary. Some important landmarks in the yard's history include the "Krym" series of tankers with 30,000-hp steam-turbine plants and the ecologically clean "Pobeda"-type tankers.

...On the eve of the New Year shipbuilders handed over the "Sevmorput" to the Murmansk Marine Steamship Line. Questions relating to the preparation of ports at Vladivostok, Nakhodka, Vostochnyi, Magadan, Petropavlovsk-Kamchatskii and Pevek to receive the nuclear-powered lash-carrier have been discussed. "Sevmorput" is now sailing from Odessa to the Port of Haifong. After unloading in Vietnam, the ship will take on lighters bound for