

commercial seaports of Magadan, Pevek, Beringovskii, Provideniya, and Anadyr', and to create a port economy of Minmorflot SSSR [Ministry of the Maritime Fleet, USSR] in the settlement of Evensk.

Besides large-scale ports with an adequate degree of mechanization, a distinctive feature of the material and technical bases used in North and East sea transport is the large number of ports with a roadstead version of loading and unloading operations. For roadstead ports, the following is typical: low intensity and high costs of trans-shipping work; the important contribution of manual labour; the significant amount of time the transport fleet wastes standing idle; and, as a consequence of this, the low degree of effectiveness of the whole shipping process. For this reason, both the perfection of technology and an increase in the effectiveness of transport serving points along the unequipped seaboard are tasks of paramount importance. The problem can be solved by enlarging shipping units. This will make it possible to create the conditions needed for integrated mechanization which in turn will increase the intensity of shipping operations, lower costs, and shorten the mooring time of ships.

What is more, the majority of ships in the Far-Eastern State Industrial Sea Transport Corporation, which are used for the delivery of goods to areas of the Arctic and Eastern Chukchi in the role of so-called supply-ships, have become obsolete at present and will be written off within the next few years. These are ships of the "Pioner" class and a number of others. According to available information, however, an equivalent replacement for ships of this class in the near future is not expected.