

As the senior leader of the group, Captain Volskii applied a lot of pressure to have the ships given a full load, but all was in vain. Out of 32,000 tonnes of cassiterite, the Kirensk ships managed to get only 3,000. Since the steamship administration distributed the freight, protecting ships which were not meeting their plan, why did it not notice the motorship "Taishet", registered with the Kirensk ORB? From the first of October it had no shipping plan and was in Nizhneyansk. But, despite appeals that went all the way to V. Mineev, head of the steamship line, it did not receive a full load and transported empty containers to Osetrovo. Or take the motorship "Peledui", under the command of Captain A. Vinogradov. The plan for the second quarter was fulfilled by 155 percent. For its results during this period the crew was awarded first place in the republican competition. But in the third quarter, not a single monthly plan has been met. The reason is the same - foul play and wage levelling on the part of the administration. For example, they were sent to Dzhebariki for coal, but suddenly their orders were changed and they were loaded in Khandyga with technical cargo and special containers for Nizhneyansk, and then set out on a voyage to Tiksi. Time passed, and still no plan.

One further example. The motorship "Tiksi" was scheduled to take on a load of coal in Nizhneyansk from the "Sibirskii-2015", but as soon as they found out that it was registered with the Kirensk ORB they immediately rang off. The coal was given instead to one of the ships of the Peledui ORB, which was still not ready to accept it. The result: the "Sibirskii" lay idle. And were these not the very same reasons why it was only in Kirensk that four 2500 ton barges, loaded with coal for export, remained for wintering?

The "Tiksi" also was not permitted to complete another trip for coal although the Alekseevsk ships "Bodaibo", "Moskva", "Okhotsk" and others left for Sangary even after the official closure of navigation.