

be entitled "The Footboard of the Co-operative". It was written by V. Zuev, the head of the shipping division for container and package transport for the Ob-Irtysh steamship line and S. Bondarev, the co-chariman of the co-operative firm "Kruitz" and head dispatcher for the transport service "Sever". It is a gratifying thought that their anger and civic daring are in keeping with the spirit of our time, the spirit of glasnost and democracy.

What are the reasons for their anger? In order to present their case more accurately it would be better to turn to the letter itself.

Prior to 1987, the letter begins, the tourist river routes in the Ob-Irtysh Basin were being worked only by ships which had long ago become obsolete in every respect, and which had difficulty in coping with their workload since they had been built in the early 60's to serve passenger transport lines and were, for the most part, only equipped with 4 or 6-passenger cabins. One cannot speak of first-rate service on ships where passengers have to share bathrooms and which do not even have your basic cinema and solarium.

In 1986, continue B. Zuev and S. Bondarev, the motor ship "Mikhail Svetlov", valued at approximately 15 million roubles, was built in an Austrian shipyard. The Ministry of Inland Water Transport intended the vessel to be used for cruises along the rivers of Western Siberia and it was assigned to the Tyumen' Shipbuilding and Repair Plant (The Ob-Irtysh Steamship Company).

The Ob-Irtysh Steamship Company, having received the ship, worked out a schedule, beginning in 1987, for the vessel to work the most interesting