

Olenek. We are hoping that the winds will change and at least somewhat alleviate the situation. Otherwise, we won't be able to deliver all of the cargo or get the ship out of the bay. The situation is different in the Eastern Arctic where ships are travelling through unobstructed waters in the Laptev and Eastern Siberian Seas, headed for the Yana, Indigirka and Kolyma Rivers.

There are presently sixteen motor ships of the "Sibirskii" type navigating the remote arctic regions. The group is headed by senior captain M. Berdar, a very experienced navigator and an excellent organizer. That particular collective plans the work of its crew by itself, decides on the disposition of the ships, keeps its own books and maintains daily radio communications. Berdar's group is achieving excellent results and is self-supporting on a year-round basis. Working in a similar fashion is a group of river and sea vessels headed by V. Petrov. Together with them, hundreds of smaller motor ships are heading towards their destinations, hugging the shores and avoiding danger. The Lena river transport workers are delivering oil, provisions and commercial goods to the inhabitants of the Arctic. They are transporting equipment, building materials, wood and coal.

The bulk of the cargo goes to the Yana. This Arctic river is more than 3-5 meters deep and all of our dry-cargo is delivered directly to the settlements of Kuiga and Kular without having to reload in the Nizhneyanskii Port. During this navigation season cargo delivery along the Yana River will reach one million tons, with 600 thousand tons having already been transported. We managed to deliver all of the necessary goods early to Batagai in the Verkhneyanskii District. However, there is