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# EXTRACTS FROM THE SOVIET PRESS ON THE SOVIET NORTH AND THE ANTARCTIC

DECEMBER 1989

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ANTARCTIC

On Skis Across the South Pole

For over 150 days six members of an international expedition have been crossing the Antarctic on skis. The expedition consists of representatives from the USSR, the USA, Britain, France, Japan and China. The Soviet Union is represented by Senior Research Associate Viktor Ilich Boyarskii of the Arctic and Antarctic Scientific Research Institute.

The expedition started out with three dog teams of 12 dogs each.

The journey began on June 26, 1989. The route of the expedition crosses the South Pole via the Soviet Antarctic research station Vostok, which the "wayfarers" intend to reach in January, 1990, and then on to Mirnyi Observatory. The journey is due to cover 6800 kilometers of the frozen continent. This is the longest crossing by humans in the entire history of Antarctic exploration. The trek is scheduled to end on March 1, 1990.

It should be pointed out that the Antarctic is not pampering our brave souls with good weather. The mercury has occasionally dropped to below minus 40°C, and the wind speed has reached 150 km/hour at times. Thick fog along the route is not uncommon.

Vodnyj transport  
16 December 1989  
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Dept. of External Affairs  
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### In Antarctic Ice

This has been an unusual year for the crew of the expeditionary research ship "Akademik Fedorov". The seamen have twice sailed to the shores of the Antarctic. The first of these voyages, begun at the end of 1988, was undertaken as part of the 34th Soviet Antarctic Expedition. At that time, complex cargo and passenger operations were carried out to relieve polar workers and deliver cargo at the Antarctic stations Bellingsgauzen, Druzhnaya, Molodezhnaya, Progress, Mirnyi, Russkaya and Leningradskaya. Following brief scheduled repairs in Finland, the "Akademik Fedorov" again set out for the shores of the frozen continent.

This time expeditionary operations were carried out as part of the international winter expedition "Weddell Cycle '89". Besides the "Akademik Fedorov", the West German icebreaker "Polarstern" also took part. The main research goals in the Weddell Sea, which was covered by a 10-point layer of ice at the time, were a quantitative description of circulatory phenomena in the Weddell Sea, determining the properties and variability of Antarctic sea ice, examining the hydrochemical regime and ecological conditions, assessing biological activity in Antarctic waters, and determining nitrogen and nitrogen dioxide levels in the atmosphere. The tasks also included cargo and transport operations at the Bellingsgauzen station.

Aboard the ship was a large group of scientists, polar workers, and pilots. In all, there were 161 persons, counting the crew. Among the passengers were 12 scientists from the Federal Republic of Germany, the USA and Argentina. The expedition was headed by N. Bagryantsev, a scientist with the Arctic and Antarctic Scientific Research Institute.

Vodnyi transport  
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Headed for the Antarctic for New Year's

Even King Olaf of Norway was on hand for the sailing of the ship "Andenes", which is carrying 90 polar specialists selected by open competition. The ship recently set sail for the sixth continent. The main task of the expedition will be to establish the first permanent Norwegian research station in the Antarctic 200 kilometers from the coast. The station has been named "Troll" after the cunning and mischievous fairy tale creatures of Scandinavian legend.

The goal of the researchers, however, is quite serious. Scientists from the "country of fjords" are seriously concerned about assertions by American experts that an expected global climatic warming will be most clearly felt in the Northern Hemisphere. This will lead to an even greater rise there in the level of the world's oceans than in other parts of the planet. For this reason, researchers propose to drill a 500-meter borehole in the ice to obtain data which will permit comparisons to be made of the thawing processes in the ice caps of the North and South poles.

The year now coming to an end has been marked by steadily increasing interest in the distant Antarctic on the part of other northern European countries as well.

Trud

30 December 1989

Page 1(full text)

### The Planet's "Refrigerator"

"It would be interesting to know what information has been yielded by the USSR's research bases on the Sixth Continent, and how the Antarctic Treaty is working."

Kh. Keldiev  
City of Ordzhonikidze

The Antarctic Treaty went into force in December, 1959. The 15th Consultative Conference of the countries which signed the treaty was held in Paris on the eve of the 30th anniversary of this event. The conference examined a wide range of problems: formulating a comprehensive set of measures to protect the environment of the Antarctic, development of international scientific cooperation, and establishing joint hydrometeorological services to assist navigation in southern seas and to ensure the safety of flights in the Antarctic.

Your Pravda correspondent spoke with a participant at the conference -B. Krutskikh, director of the Scientific Research Institute of the Arctic and Antarctic.

"Thirty years ago 12 countries signed the Antarctic Treaty. How many countries have joined in the years since then?"

"There are delegations from 25 countries in Paris - Australia, the UK, Argentina, Belgium, Brazil, the German Democratic Republic, India, Spain, Italy, the People's Republic of China, New Zealand, Norway, Peru, Poland, the USA, the USSR, Uruguay, Finland, France, the Federal Republic of Germany, Chile, Sweden, the Union of South Africa, South Korea and Japan. Also, there are observers from 13 countries which have signed the treaty."

"Mankind's interest in the Sixth Continent has not slackened. The opposite seems to be the case. How do you explain this?"

"Well, this is a unique natural laboratory, a region with enormous biological, mineral and water resources. Thanks to joint efforts over the past three decades by the international antarctic community, we have determined the basic patterns of nature in the southern polar region and established the role of both the Antarctic and the Antarctic Ocean in global physical, chemical and biological processes. The Antarctic region, with its extremely low thermal balance, fulfills the role of the Earth's largest "refrigerator". Any change here has an immediate impact on the atmosphere and on the waters of the world's oceans. And as the results from drilling have shown, the continent's ice cap and deposits in the Antarctic Ocean are a special kind of archive of information on nature for a period of several hundred thousand years (climatic phenomena, the chemical composition of the atmosphere, cosmic matter)."

"Can climatic changes be more easily seen in polar regions?"

"Since it is the region most distant from industrial centres, the Antarctic contains, for example, unique conditions for studying the status of the ozone layer in the atmosphere. It is critically important to know the relationship of natural and man-made factors in the so-called "ozone hole" observed over the Antarctic in the 80's. On this point, scientists are ever mindful that the Antarctic ice shield contains enough water to raise the level of the world's oceans by 60 meters. Even small manifestations of the greenhouse effect have a measurable impact on ocean levels: we know that these have been rising constantly for centuries."

"Clearly, one has to view any work in the Antarctic as planetary in scope?"

"The participants at the 15th Consultative Conference have adopted a number of recommendations to intensify efforts to achieve the permanent monitoring of factors impacting on the environment in the Antarctic. Evaluating and forecasting the status of the environment in the Antarctic is a key issue. There is support for an initiative to set up an inter-disciplinary data bank."

"What is our contribution to this important work?"

"Each year 'Goskomgidromet SSSR' (USSR State Committee on Hydrometeorology) allocates nearly 10 million rubles to support the activities of the Soviet Antarctic Expeditions (SAE). Other ministries and departments spend approximately nine million rubles on basic and applied research, coordination of which is the responsibility of the Interdepartmental Commission on Study of the Antarctic (MKIA), attached to the Presidium of the USSR Academy of Sciences, and the State Committee on Science and Technology (GKNT). In evaluating the effectiveness of these investments, one should note the clearly limited capabilities of the MKIA and the GKNT in coordinating the Soviet Union's antarctic research. This is to be expected given the departmental nature of their subsidization. The fact that in our country there is no single governmental body which determines policy and activities for the southern polar region is becoming increasingly noticeable and is leading to a loss of prestige by the USSR in the Antarctic Treaty system. The USA, Britain, France and Australia have government agencies which control the financing of operations in the Antarctic. In the USA, the budget for the Antarctic Division of the National Science Foundation is debated in Congress, and this year amounts to

262 million dollars. In addition, the US government has allocated 30 million dollars for activities related to environmental protection in areas where American scientists are working in the Antarctic.

On the agenda for today is the issue of formulating a new concept of Soviet Antarctic research. One of its components should be expanded participation by the USSR in international cooperation in research concerning the Sixth Continent. This will provide for optimal and more productive utilization of existing material and intellectual resources. We need to reorganize the network of Soviet research stations through concentration of material and technical supply at three or four large bases, and to develop a network of automatic stations. At the same time, a fundamentally new system of communications should be established which would include a mobile system of aviation support and a satellite communications system."

"How many people do we have in the Antarctic during seasonal operations?"

"Approximately a thousand scientists and specialists. The American expedition numbers more than 2500 people in the summer.

Pravda

13 December 1989

Page 6 (full text)

## International Trans-Antarctic Expedition Reaches the South Pole

From a communication received at Goskomgidromet from the USA: "We expect the team to reach the South Pole between December 11 and 13." And today, V. Skachkov, chief consultant on external economic affairs for the International Trans-Antarctic Expedition brandishes a teletype tape and announces to me, beaming: "Here's how it came out. Read this: 'We have finally made it. Hooray!'"

For the first time since Amundsen and Scott, humans have reached the South Pole by dog sled. I look into the eyes of these six brave men as someone who himself has been in the Antarctic, and with a shudder imagine what they must be facing.

At the request of Pravda, Skachkov got in touch with the American station Amundsen-Scott, located at the South Pole, and yesterday the answers to our questions came in via outer space. What is immediately striking are Stiger's words: "I've never seen anything like it." After all, this was said by a man who had conquered 15,000 miles in the Arctic. Having reached the North Pole in 1986, he met J. Louétienne (France) there and immediately made an agreement with him for a trans-Antarctic trek.

Thirty excellent sled dogs carried them to the South Pole. The last few days they travelled 25 miles (per day) and climbed from 3000 to 10,000 feet. Only huskies could accomplish this.

We asked:

"Where are the other 10 dogs? You started out with 40..."

"Nine had their paws frozen and dropped from exhaustion in the Patriotic Hills of the Antarctic Peninsula, so we sent them back to America. After all, 1,992 tough miles still lay ahead... And one stormy night Stiger's dog Tim - his old and devoted friend - froze to death."

They set out on their journey on July 27. They travelled for 60 stormy days, on 13 of which the 6-man team could not even stick their noses outside their tents. The temperature dropped to minus 50 degrees and the wind speed reached 100 miles per hour. Faces were scarred and eyes lashed by the biting snow (which in the Antarctic is like metal). Each man lost a good deal of weight. They had to stand on the runners of their sleds and rouse the exhausted dogs so often that three of them developed back pains. But despite everything, there were no conflicting situations and morale remained at a high level.

The members of the expedition reported to us: "We have grown accustomed to the simplest daily rhythm: working, resting, and eating. Trying to focus your attention on anything else is impossible since it is taken up entirely by the trail ahead, which is filled with treacherous surprises. The differences in language and culture actually help us by forcing us to concentrate fully on the various things constantly materialising on the path. We communicate mostly by gestures."

"Not one of my Arctic trips, nor all of them taken together, can compare with this one. the Antarctic is not a place for living beings," said Stiger.

Yes, they have undergone incredible trials. They could not find a supply base and might have shared the tragic fate of Scott, who perished on his return from the South Pole only 11 miles from a food depot that offered

warmth and survival. There were days when the radio and air support were useless and nothing distinguished their situation from that of the Amundsen and Scott expeditions. Today, the expedition intends to set forth on the return journey. Its goal is the Soviet stations Vostok and Mirnyi. Plans call for setting up depots along the way with the aid of air support. The fuel, it seems, was donated from the reserves of the Soviet Antarctic Expedition. And so, we are now expecting the Trans-Antarctic team to reach the eastern part of the Sixth Continent on March 1. After that, the temperature here could be minus 80 degrees.

The attention of many is now riveted on the Antarctic. This is the only corner of Nature still unspoiled by humans, and it is time to turn it into an international reserve. All of our activity here must be ecologically safe since the life of the Antarctic reveals one truth: whether or not we survive, we're in this together. And in this connection the members of the expedition addressed an appeal to the heads of six governments to do everything possible to preserve this last vestige of untamed nature: "If together we succeed in mastering and protecting this remarkable region of the Earth, in using it only as a testing ground for scientific research and international cooperation, we will be accomplishing something worthy of the calling of civilization."

Special correspondent

V. Chertkov

Pravda

15 December 1989

Page 8 (slightly abridged)

MINERAL RESOURCES AND MINING

The 'Norilskii Nikel' Concern: First Steps

"Izvestiya" has received a telex from Norilsk. A constituent assembly has taken place here involving representatives of the Norilsk Mining and Metallurgical Combine, the combines "Severonikel" and "Pechenganikel", the Krasnoyarsk Non-Ferrous Metals Plant, and the Olenegorsk Mechanical Plant. A board of directors has been elected for the 'Norilskii nikel' state concern, which is to produce non-ferrous metals. Hero of Socialist Labour A. Filatov, general director of the Norilsk Mining and Metallurgical Combine, has been named Chairman of the Board.

In its issue no. 258, "Izvestiya" reported on the conflict between the northern metallurgical workers and their government department, and on the obstacles the ministry had put in the way of creating an independent state concern. And now, the decision has been reached and the administrative organs of the concern have been formed. According to the telex, the constituent gathering took place in a businesslike and extremely frank atmosphere. The draft of the charter was sent back for further work. A program has been outlined for implementing new and highly effective forms of production and social development for the collectives, and for setting up a social infrastructure to serve the interests of the native population of the North in areas where the enterprises of the concern will be located.

I had a telephone conversation with A. Filatov, the combine director and now Chairman of the Board of the concern. This was at the time when the fate of the concern was still in question, and when he himself was being accused of attempting to profit from the confusion surrounding perestroika in an effort to "take a slice of

the pie". Mr. Filatov stood his ground firmly: they were not in agreement with the ministry on the matter of material interests. They were tired of paying hundreds of millions of rubles annually into the ministry's coffers and then begging for hand-outs. The USSR Ministry of Metallurgy had agreed to the concern, but only within the framework of the ministry, with the administrative centre to be in Moscow. Did this amount to simply changing the sign on the door? Yes, so it would seem. Today, there already exists an entire raft of such "concerns" operating under the aegis of the sectoral headquarters and firmly attached to the ministry, providing guaranteed employment to the numerous personnel at sector headquarters.

I imagine that when this is read at the Ministry of Metallurgy the reaction will be: "But following the merger of the ministries of ferrous and non-ferrous metallurgy only 1200 out of 2600 workers remained in the apparat." Yes, but to this number one can readily add a further 1600 persons employed in the concerns created under the ministry.

Having become the actual masters of production and the owners of earned revenue the concern's board of directors decided that it would make more sense to produce the equipment they needed themselves rather than purchase it with hard currency. It has now become possible to supply ecologically safe raw material to the Pechenganikel!" Combine, which is situated close to the border with Norway. The low profitability of "Severonikel!" will not only be offset by a review of the concern's internal prices. A joint venture to produce cadmium batteries for automobiles is also being established here.

The construction program for Norilsk amounts to 500 million rubles worth of construction and installation work annually. Each year 300,000 cubic meters of timber

arrive here for use as mine supports and in housing construction. There is not enough timber, and especially created cooperatives are engaged in recovering sunken logs on the Yenisei River. An enterprise is currently being set up to produce wood particle-board from wood processing scraps as the basis for a local furniture industry.

Construction in the North is complicated and expensive. In addition, there are 18,000 retired persons in Norilsk who must be cared for. It would make more sense from all points of view, the concern feels, to build housing for them in the central USSR and to give their vacated apartments to those on the waiting list.

One other very characteristic point. A major accident occurred on a gas pipeline 300 kilometers from Norilsk. Plants came to a standstill at minus 40 degrees, and the working rhythm of the city was disrupted. The people of Norilsk are intending to send the bill to the Gas Industry concern: cost accountability provides for mutual responsibility among allied enterprises.

Finally, a solution is being found on the issue of establishing a joint-stock commercial bank which will accumulate available funds of enterprises and workers' savings, in particular.

Izvestiya  
December 27, 1989  
page 1 (slightly abridged)

Vorgashor Miners Vote to Return to Work

On the night of December 1st a joint meeting of workers, the administration, the strike committee and other social organizations of the "Vorgashorskaya" Mine adopted a resolution to end the strike and resume work. Plans call for beginning the mining of coal at midnight on December 2 and returning to a normal production schedule. The decision was taken after a fax was received containing the text of a charter establishing the independence of the "Vorgashorskaya" Mine, as confirmed by M. Shchadov, USSR Minister of the Coal Industry.

As explained to your TASS correspondent by A. Tsurupa, director of economics for the "Vorkutaugol" Corporation, the charter grants the mine full administrative independence, including the right to withdraw from "Vorkutaugol", but obligates the mine to fulfil state production orders, which in this case means supplying coal to customers. This was one of the chief demands of the striking miners. The "Vorgashorskaya" Mine is expected to make the transition to full administrative independence by January 1, 1990.

Today, repairs and preparatory operations are underway at the "Vorgashorskaya", including the run-in of machinery and equipment and the preparation of longwalls.

The remaining mines of the "Vorkutaugol" Corporation are operating normally, but many of them are still being adversely affected by the consequences of the strike now ended. According to reports at the "Vorkutaugol" Corporation, only 5 out of the 12 mines in operation had met the target for the last few days of November.

### Welfare Benefits in Place of Pay

The losses suffered by the Northern Railroad as a result of strikes by the miners of Vorkuta have been tallied. They exceed 5.6 million rubles for November and one week of October.

The Northern line has four or five "abandoned" coal trains every day. The railroad stations serving the Cherepovets Metallurgical Combine have strayed from the normal pace of operations: Local transport workers have been unable to allocate incoming coal to their approach lines. It literally goes straight from the car into the coke-over battery. But depot reserves still need to be replenished. And although daily unloading operations in Cherepovets are above plan levels, both people and equipment are working under great strain - re-establishing a normal operating rhythm is not easy. All of this is also a consequence of the strike, the result of lengthy delays in the coal transportation system.

Of course, "abandoned" rolling stock entails unwarranted losses in the form of material and physical outlays, but not all of them are reflected in the figure of more than five million. Why is this?

"Alas, the echo from the collective irresponsibility of the Vorkuta people has carried so far that one cannot immediately determine where it stops - whom or what it will touch," says V. Rogov, deputy head of the Northern's transportation service. "On the whole, however, a method for calculating losses from the strike has been worked out. It's a bitter experience, but it now is part of our reality..."

It is evident that the direct losses include the demurrage of rolling stock, losses associated with starting-point operations and freight traffic and compulsory fines for failure to deliver freight to the lines of destination. All of this has fallen to the lot of the Vorkuta section. There was a shortage of trains and the railroad workers of the entire Pechora corridor - the Solvychegodsk and Sosnogorsk sections - suffered a corresponding loss of revenue.

The people at Vologda - the last on this coal run - suffered losses in end-point operations. In addition, the shipping of metal was sharply reduced, and the shipping of coke and (furnace) charge (coal screenings for heat generating stations) slowed and later halted altogether. Consequently, all other sections of the Northern also failed to receive some freight for transport, as well. What else?

"One has to remember," continues Vladimir Petrovich, "how we were working at the beginning of October. We were striving to exceed the plan for coal extraction and shipping. Every day we transported out of Vorkuta more fuel than required under the increased government goal set for us and our allied enterprises. Everything was geared to this rhythm. If we could keep it up, both the coal miners and the railway workers would receive millions in above-plan profits."

I have previously reported how the locomotive drivers of Vorkuta, since they had no work, were vitually forced to accept welfare - two thirds of average earnings, as stipulated for involuntary demurrage. But this, as the saying goes, was only the tip of the iceberg. The actual reduction in pay for last November will become the legal basis for taxation and for the labour remuneration fund in the fourth quarter of next year, even if normal pay is credited for 100-percent fulfillment of the plan. As the

experts explain, the bank will need to apply corresponding sanctions. Something else is also clear: it will not be possible to introduce a number of planned benefits for certain categories of railway workers to pay for night duty, hot food, etc. since it is no longer possible to accumulate the necessary funds by the required deadline. Who is going to compensate the northern workers for all of this?

Moreover, the railway workers are still not certain that they will succeed in recovering the more than five million (rubles) which is actually missing from their bank accounts. They say: "We'll submit it to arbitration, but who knows how that will turn out." What is missing is a conviction that right will triumph.

For a number of days already, the prescribed number of empty rail cars have also not been recorded on dispatchers' charts. In November, a large number of open cars had to be sent eastward to the Kuzbass or even further - as far as Neryungri. To bring them back now and restore runs of empty cars in the trans-Arctic region will, of course, not be possible within the time frame allowed. This, too, represents losses.

On November 30, when the time of reckoning had come, the November indebtedness for Vorkuta was known: more than 920,000 tonnes of coal had not been shipped to customers.

The indebtedness for December has already been planned. During the first ten days of the month the average daily demand for cars to be loaded is 200 units below the norm. This corresponds exactly to the daily shipment of fuel from the "Vorgashorskaya" Mine, which remains on strike.

At the Vorkuta mines, talks about the situation and also voting continue on how to proceed. The miners are expressing a lack of confidence in the government, which in their opinion, has introduced dissent into the workers' movement with its latest decisions. At issue in particular is whether the policy of preserving northern benefits should be extended only to coal miners. Railway workers have also expressed their feeling that the policy in question should apply to everyone who works in arctic regions and not be restricted to certain workers on the basis of the government department that employs them.

Gudok

2 December 1989

page 1 (abridged)

OIL AND GAS

Canadians Extract Oil in Siberia

"This is a mutually advantageous deal," says S. Muravlenko, general director of the "Yuganskneftegaz" (Yugan Oil and Gas) Production Association. "In creating in the Tyumen Oblast the joint Soviet-Canadian venture 'Yuganskfracmaster' together with the firm Canadian Fracmaster Offshore Ltd., we will be extracting oil through the use of advanced technology to increase the yield of the bed. This will make it possible to tap low-yield deposits and many 'forgotten' wells. Cooperation will also give us an opportunity to obtain hard currency to aid in solving acute social problems and improve our workers' well-being. By receiving oil in excess of the planned amounts and selling it on the world market, the Canadians, for their part, will also turn a profit."

"We are firmly convinced," says Ron S. Bullen, President of Canadian Fracmaster, "that this joint venture will be a success. And the fact that 'Yuganskfracmaster' has been registered under the number 407 indicates that joint ventures have become a reality in your affairs."

How is the enterprise structured and what does it do? The Soviet contribution to the Charter Fund amounts to 51%, with the remainder invested by the Canadian firm. Profits will be shared in the same proportion.

And now to the heart of the matter. In oil extraction, despite the best efforts of prospectors and drillers, not all wells become productive, that is, profitable from the point of view of expenses incurred and the oil obtained from the wells. Such wells, of which there are dozens in Siberia, could serve a purpose if

sufficiently effective technology were used to increase the flow of oil. There are also wells which have already yielded as much as they can, given the current state of the art for extracting underground resources, but this technology is extremely imperfect throughout the world. In fact, only 30 to 40 percent of known oil reserves are extracted from deposits. The remainder stays in the ground. Oil workers are literally seating over the problem of how to increase the yield from productive deposits.

Canadian Fracmaster already has many years of highly specialized experience in a single area - hydraulic fracturing. The essence of this technology is that the wells are first examined in detail with the aid of accurate diagnostic devices. The place is found where it would be most advantageous to expand the cavity - it is precisely here that one expects the oil to flow into the well. Then, by forcing in a special solution under pressure, hydraulic fracturing takes place. The oil flows into the fissures that are formed. This method first began to be used in the Soviet Union a long time ago, but then it stopped in its initial phase: gusher wells were found and people rushed to exploit large deposits. The method was largely forgotten. The Canadians, however, saw in hydraulic fracturing a promising potential and began to develop the technique. The firm has become famous because of this.

"Prior to concluding the deal," said Muravlenko, "representatives of the Canadian firm paid several visits to Western Siberia. They studied the characteristics of local deposits and conducted five experimental hydraulic fracturing tests, all of which gave positive results."

Gudok

31 December 1989

Page 4 (full text)

SOCIOLOGICAL ISSUES

Sixty Years Later

The first constituent congress of the Association of Ethnic Minorities of the Nenets Autonomous Okrug has commenced in Naryan-Mar.

More than 250 delegates are representing the interests of the tundra's native inhabitants. The delegates are scheduled to formulate a program and a charter for the association, to discuss issues relating to the social and economic development of the Okrug, and to elect delegates to the All-Union Congress of Ethnic Minorities of the North, Siberia and the Far East.

The tundra Nenets have accumulated many topics for concerned discussion and heated debate. The last time they gathered at a forum with this level of representation was nearly 60 years ago. As a preliminary survey indicated, the issues of greatest concern to these northern residents are the status of the Okrug's autonomy, regional cost accountability, and the state of ethnic culture and the environment.

Stroitelnaya gazeta

13 December 1989

page 2 (full text)

TRANSPORT - AIR

Purveyor to the Arctic

A joint expedition of the USSR State Committee on Hydrometeorology (Goskomgidromet SSSR) and the Ministry of Civil Aviation (MGA) has spent five days working in the Arctic. On a special flight from Moscow, an Il-76TD aircraft of the State Scientific Research Institute of Civil Aviation (GosNII GA) took on board approximately 25 tonnes of fresh vegetables and produce in Leningrad and Arkhangelsk on order for polar workers.

From its base on Srednii Island in the Sedova Archipelago (Severnaya Zemlya), the aircraft completed three flights. The first two flights supplied seven polar stations and one hydrometeorological observatory situated on islands and on the coast in the western region of the Arctic. In the dead of the polar night, the vitamin-rich cargo so important to polar workers was airdropped by parachute at remote locations. The successful drop was prepared and carried out by professional parachutists under the direction of P. Zadirov from the Centre for Aeroparachute Expeditionary Operations. The centre, recently established by the initiative of Hero of the Soviet Union A. Chilingarov, is attached to the USSR State Committee for Hydrometeorology.

SP-30 and SP-31 were used for the third flight, the principal cargo for which were 29 platforms weighing almost 16 tons.

Of course, not all elements of the expedition worked promptly, and it was only several hours later that the results of the operations were known: the airdrop of all cargo was 100 percent on target.

### New Helicopters in the Arctic

Polar aviators can now carry out airborne ice reconnaissance in the Arctic continuously, even under polar night conditions. This has become possible by using the new Ka-32S rotary-wing aircraft, which has been specially prepared for work along the Northern Sea Route. The first of these helicopters has landed on the deck of the nuclear powered ship "Sibir", which is on duty in the Kara Sea. Helicopters of this series, based aboard nuclear-powered icebreakers, will become regular ice explorers.

Vodnyi transport

19 December 1989

Page 2 (full text)

### Let the North Have Wings

This newspaper has previously featured articles on aviation developmental problems in the vast areas of the Far North.

Today we continue our discussion of polar aviation and feature an interview with People's Deputy M. I. Mongo.

"Mikhail Innokentevich, judging from your address to the Congress you are devoting a lot of attention to developing light aviation in the North..."

"Yes, we spoke about this in an article - 'A North Without Wings' - published in 'Pravda'. We are the indigenous peoples of the North: the Chukchi Etylen, the Nenets Palchin, the Yakut Ivanov... Each of us may have

done as much flying in our native regions as any pilot. And we have personal experience of the standard of aviation serving northern peoples.

"Light aviation in the North is a crucially important form of transportation. Given the complete absence of roads and the small number of official airfields, which serve only administrative centres and a few large settlements, it is precisely light aviation that helps northern peoples live. It brings medical assistance and mobile entertainment to the remote corners of the taiga and tundra, supplies fuel and foodstuffs, mail and essential provisions to distant reindeer farming, fishing and hunting brigades. We could extend the list."

"What, in your view, is the special difficulty involved in solving the problem of aviation service for northern peoples?"

"Light aviation in the North drags out a miserable existence. There are no new fixed winged aircraft or helicopters, and the old ones are being taken out of service one by one. Ground equipment is extremely undeveloped. The housing and socio-cultural conditions among northern aviators are at the lowest level. And as for the standard of passenger services and conveniences at airports, I won't even talk about that... People are forced to fly in unheated aircraft at minus 40 degrees, languish in endless lines waiting for tickets, and wait interminably for their mail and periodicals. At a recent session of the Evenk Okrug Council of People's Deputies it was noted that civilian air transport is still being handled predominantly by a generalized bureaucratic approach which does not take the actual passenger into account.

"The simple and inexpensive An-2 biplane lost its "floats" in 1983. Industry suddenly stopped producing them. But how can one possibly abandon hydroaviation in the North? Here, there is a river or lake close to every village and a very small number of airfields and landing sites. Are pontoons for the An-2 such complicated technical devices? No, this is an intentional policy on the part of the Ministry of Civil Aviation to pump money out of its northern clients."

"But surely there are other aircraft besides biplanes..."

"Of course. A helicopter can reach any location, but the inexpensive and useful Mi-4 helicopter has been removed from service, and the MI-8 that replaced it is very expensive. What's more, one flying hour with the An-2 has become more expensive. And our traditional pursuits - reindeer farming, fishing, hunting and so forth - are such that increased costs for air transport lead to a worsening of the already low standard of living of northern ethnic minorities. Even the wealthy geologists and oil workers are grumbling and try to avoid air transport wherever possible. Moreover, northern sovkhoses, which survive on subsidies, simply cannot afford aviation at all now. But how can one get along without it where we live?"

"One can understand why one of your first demands as a Deputy was directed to A.N. Volkov, the Minister of Civil Aviation. Both the demand and the response were published in our newspaper. Did this response satisfy you?"

"I and other deputies from the North addressed yet another demand to A.S. Systsov, Minister of the Aviation Industry, regarding new aviation equipment for the North. We found the responses from both ministers quite formalistic."

"The Minister of Civil Aviation indicated that while he shared our concern for the problems of air service for the North, his department had repeatedly reported on this to the Council of Ministers and the RSFSR State Planning Commission. Despite the fact that the problems of providing modern and inexpensive aviation equipment to northern aviation enterprises had been brought to the attention of the Ministry of the Aviation Industry, no decisions have been taken up to now. Plans call for putting the new An-28 airplane into service in the Tura Air Enterprise of Evenkiya only in 1993, as the region's air service becomes ready.

"But it is not altogether clear that the air service is being made ready. The ski landing gear for the An-28 has only just begun to be tested, and production of a hydroaviation variant of this airplane is not even planned.

"What's more, the Minister of the Aviation Industry reported that a number of large cargo helicopters are planned for use in the North, and that all of them, as is the case with the new polar airplane An-74, will go into service "as early as" the 13th Five-Year Plan. But for some reason one hears nothing about the new helicopters. It's the same with the dirigibles which are undergoing theoretical and experimental studies. And so it goes, at a snail's pace..."

"In other words, everyone is pointing to everyone else..."

"Things are scarcely moving. But move We must - and in step with 'perestroika'! That is why we wrote a letter to 'Pravda'. And why we've taken this matter under consideration as a Deputy, since one has the clear impression that neither ministry has a clear program for development of aviation in the North."

"And you feel that the principal point of this program is the revival of the Polar Aviation Administration?"

"Air service for the North and the Arctic needs a single master which will look after all of the issues - both ground and air, both current operations and plans for the future. When everything is concentrated in the hands of a single master, there is greater order and more substantive results. This has been demonstrated by the entire history of polar aviation, which was unjustly abolished in 1971.

"When the Minister of Civil Aviation A.N. Volkov was confirmed in his post by the USSR Supreme Soviet, he said that there were plans in the sector to establish competing aviation companies and associations of civil aviation. So why shouldn't a specialized polar aviation company be set up?"

"Resurrecting polar aviation may also aid in resolving the acute socio-economic problems of northern native peoples. For many people, your speech to the Congress of People's Deputies was a bolt from the blue. Destruction of the environment as a result of the colonial policy of ministries and government departments, and, the resulting decline in traditional economic pursuits and activities; loss of language, culture and national identity... Wretched living conditions... Assimilation... The 'Happy Fate of Ethnic Minorities of the North' has almost brought them to the brink of extinction. Life expectancy among the native population of the Soviet Union is 16 to 18 years less than the national average. Infant mortality exceeds the All-Union level by a factor of 2 to 3. The incidence of tuberculosis is 5 to 8 times greater..."

"Disease is detected very late. What sort of preventive medicine is that! Last year, for example, medical specialists were able to examine (and at that only superficially, since the Okrug hospital does not even have diagnostic equipment) only 56 percent of the Okrug population, and 41 percent of these were adults. the majority of children go without any medical monitoring at all. But how are doctors going to reach each person if there is no public health aviation for the vast expanse of the Okrug, not a single specially equipped health service airplane or helicopter? To my knowledge, this does not exist anywhere in the country.

"New air routes must also be opened. For instance, the native inhabitants of the Taimyr (Dolgano-Nenets) Autonomous Okrug are requesting that air service be opened between the autonomous okrugs as a way of developing contacts and exchanging ideas on economic, cultural and educational affairs. the Nenets, for example, live in three okrugs, the Nenets (Arkhangelsk Oblast), the Yamalo-Nenets (Tyumen Oblast) and the Taimyr (Krasnoyarsk Krai). For this reason, we must first establish a route Naryan-Mar - Salekhard - Dudinka, since these are the centres of historically interconnected okrugs and territories."

"Mikhail Innokentevich, in response to your demands as a deputy it has been suggested that the responsible organizations, together with the Tura Air Enterprise, make wider use of An-2 airplanes with a wheeled undercarriage by preparing a large number of landing sites..."

"But how much use can you get out of the cold, uncomfortable and outmoded "Annushka"? It's been flying for 40 years! And as for new landing sites, the North is vast. You can't build them just anywhere. It would be simpler to revive hydroaviation and outfit new airplanes with skis.

But sovkhoses and promkhoses don't have the means to do this construction, no more than the local soviets, which have no legal authority in any case.

"These are the things that concern us, the people's deputies. Laws concerning the political and legal status of autonomous regions, a significant expansion in their rights, concerns regarding land and property, local self-government and regional cost accounting - these are the laws, I feel, which will put everything in its rightful place."

Vozdushnyi transport

December 23, 1989

Pages 4,5 (slightly abridged)

TRANSPORT - RAIL

Privileges for Wastefulness

The situation on the country's rail lines is extremely tense. The events in Armenia and Azerbaidzhan, summer strikes by miners, and finally the current strike by the Vorkuta miners have led to a colossal demurrage of rolling stock. But while these losses were due to extraordinary and unforeseeable causes, how does one reconcile the massive demurrage of rail cars resulting from obvious irresponsibility and laxity on the part of certain directors who, despite the current acute situation, have done absolutely nothing?

This question was taken up by the Committee for People's Control (CPC) of the Komi ASSR, which was investigating faulty practices at the Syktyvkar station. For years there have been delays here in the unloading of railway cars carrying freight destined for agricultural enterprises. Here are a few examples. Fifty cars loaded with beets for sovkhoses of the republic have arrived since October 25. Some of them turned into virtual warehouses on wheels for weeks. One car bound for the "Sysolski" Sovkhoz awaited unloading for seventeen days. A car delivering beets to the "Ruchevskii" Sovkhoz served as a storehouse for ten days. Workers of the "Spasoporubskii" Sovkhoz dallied with the unloading of peas for twenty-five days.

Over a period of nine months, the total demurrage of train cars bound for agricultural destinations amounted to 22,986 hours. To put it another way, nearly a thousand cars were lost from productivity. The loss from this dead-end demurrage is almost 90,000 rubles, but there is no one to charge the losses to. As it turns out, the receiver of the goods is protected against fines by dint of privileges provided under appropriate articles of the railway regulations.

One can understand why the sovkhos is in no hurry to accept the goods since there usually is no place to store them. Storehouses are few and far between.

But why is it that the railroad workers keep silent? Why are they not sounding the alarm? What's more - as the people's inspectors explained - this time the railwaymen even attempted to conceal the demurrage by not including it in the daily reports on the operations of the railway line division. It was only on the eve of the holidays, following intervention by the republic Council of Ministers and the Committee of People's Control, that the railroad workers "woke up" and began to re-route the 'penalized' cars to other stations.

It seems that the transport workers' reasoning is "stretch it out as much as possible": the unloading of cars is the responsibility of enterprises of the Ministry of Railroads, while the provision of transport and containers is the responsibility of the agricultural customer.

Having studied the unsatisfactory organization of unloading operations for cars arriving at the Syktyvkar station and destined for sovkhoses of the republic's State Agro-Industrial Committee, the CPC of the Komi ASSR severely punished those responsible.

Gudok

28 December 1989

Page 2 (abridged)

TRANSPORT - WATER

Specialists are Leaving

But Not Because They Fear the Reactor

Sixty-seven percent of the specialists working aboard nuclear powered vessels intend to move to transport ships at the first opportunity. Thirty-one percent want to be sent to diesel powered icebreakers and two percent want transfers to shore enterprises. In less than two years, 112 people have left the nuclear powered icebreaker "Sibir" for jobs elsewhere.

Troubled by the situation, it was the people of the nuclear ships themselves who conducted this sociological survey. A "round table" was organized to which council members of the workers collective, representatives of trade unions, and leading specialists of the fleet were invited.

Our correspondent, D. Tarakanov, discussed the results of this meeting with A. Sinyaev, chief engineer for nuclear installations and deputy head of the Murmansk Steamship Line.

"Aleksandr Kirillovich, surveys like this cannot help but wake people up. One can certainly assume that the reason specialists are leaving the nuclear ships is not fear of the atomic installations?"

"Of course not. The main reason lies in social problems. People begin to look for another place of work primarily where there is a chance to acquire housing relatively quickly. With us, you see, you have to wait

nearly 20 years for it. Until recently, the rather high level of income still served to compensate seamen on nuclear ships for the difficult working conditions in the Arctic, the lack of housing, kingergartens, and so forth. Now, the rouble has dropped significantly in value and real incomes have fallen.

"There has also been a distortion in the payment of wages. Seamen on transport ships serving abroad receive daily allowances in foreign currency and in cheques drawn on the Foreign Trade Bank. Due to the acute shortage of goods on the domestic market, the value of each 'foreign currency' rouble earned is growing while that of the Soviet rouble is falling.

"These are the main reasons for the turnover among specialists in the nuclear fleet."

"Other reasons were also brought up at the round table discussion. For example, the poor quality of the food, especially the lack of fresh vegetables, fruit and other products. The sailors complain about the mass of delays encountered by their relatives wanting to come on board a nuclear ship when it is in port, and about the humiliating inspection process when going ashore in home port... All of this creates a rather dismal picture. Which of these issues can the steamship line handle by itself, and what is needed from higher authorities?"

"You know, a few years ago they created the "Arktikmorneftegazrazvedka" (Arctic Sea Oil and Gas Prospecting) Trust in Murmansk. Now there you have an example of long-range planning. I'll simply add right away that I don't know the problems of the Trust, but one thing is obvious: it did receive sufficient funds for its future development. In a very short time a stable headquarters was built, as were its branches; housing construction is

proceeding at an intense pace, and an entire small city is emerging on the western shore of the Gulf of Kola. And no problems with human resources! Many of our specialists and sailors of the commercial fishing fleet left to go there.

"The nuclear fleet, on the other hand, developed more or less on its own, and this is the source of the problems that have accumulated during its years of operation.

"What can we say today? We will, of course, improve the dietary regime and review the pass procedures. The head of the steamship line and I together studied the list of demands and complaints drawn up by the crews of the nuclear ships and we came to the conclusion that virtually all of them were justified and require immediate intervention. We transmitted these suggestions to various divisions and agencies. We are gathering their opinions and discussing various solutions to the problems at meetings of the council of the workers collective.

"In 1990 we should double the level of housing construction - by means of both ministerial appropriations and self-financed construction.

"The situation with wages is worse still. Today's wages would be high enough if it were not for the reasons I have already mentioned. In its transition to the first phase of cost accountability, the Murmansk Maritime Steamship Line succeeded in finding internal reserves, which led to good production and economic indexes and made it possible to increase the sailors' wages from our own resources, without any assistance on the part of the government. But reserves are not inexhaustible. The generally difficult economic situation in the country is having a negative impact as well on the prospects for our steamship line: serious development of the fleet and its

sphere of utilization for the coming years is not expected, and we are incapable of raising labour productivity sharply without government intervention. Moreover, the Supreme Soviet has adopted measures to curb the growth of wages to avoid increased inflation."

"Won't this lead to a situation where - to be realistic - the fleet will follow the miners' example and balk? Won't they say that it was you, the current administration, that refused to lift a finger... What then? Maybe these questions today need to be posed somewhat differently?"

"How else can they be posed? During my time I've prepared a number of proposals to the government. We have appealed to the VTsSPS (All-Union Central Trade Union Council as well... Their answer: 'It's bad everywhere. You're not alone!' For two years we labored over a draft of a government decree. We got it approved by Goskomtrud (State Committee on Labour and Wages) and the Ministry of Finance and support had almost been secured... But there was a change of personnel at the top and our draft was shoved into a far corner, together with proposals for night and Sunday duty pay, length-of-service pay, and so forth. They told us: "Look for reserves."

"And we are looking. At least, since the Soviet rouble has dropped in value we proposed to the Main Economic Administration of Minmorflot (Ministry of the Maritime Fleet) that nuclear ships' crews be paid partially in cheques drawn on Vneshekonombank. We understand that in raising the issue this way there are serious contradictions, but what alternative is there. We have to do something to reduce the tension among sailors, if only within the steamship line itself. The Murmansk Fleet does not operate on lines. Its principal orientation is tramp service and work in the Arctic. Some, as we say, are leaving "to the left" (abroad) and others "to the right" (to the Arctic). And this, given the economic difficulties in the country, will always create an explosive situation.

"And then, those northern benefits, such as the regional index and polar bonuses, have changed noticeably over the past few decades. When we began to develop the North, the government established the benefits in the knowledge that northern residents are required to live under severe climatic conditions, and that the cost of living here is significantly higher. But time has passed. Now, northern bonuses have already been cut by 80 percent. The money to pay them is found in local budgets rather than in the government budget! The sum of these payments must not exceed 300 roubles, regardless of income. I can cite you a long list of examples where the wages of southern workers, without any indexes or bonuses, have grown to be higher than those of northern workers. And that's among workers of the very same category."

"How serious is the shortage of specialists today in the atomic fleet?"

"The primary shortage is among specialists who directly service nuclear installations. For the new "Taimyr" and "Sevmorput" nuclear powered ships, which are already in service, and for the soon-to-arrive "Sovetskii Soyuz" we had to immediately recruit three crews. Part of the job has been completed. but to this day we are short about 35 people, particularly operators.

"Our specialists are trained by the Makarov Higher Engineering Academy in Leningrad (LVIMU). But instead of the 35 specialists we require each year, they send us only 12. We have to search for them in other organizations and institutions of higher learning and then retrain them."

"How did this shortage of specialists come about?"

"Quite simply, we got caught between a rock and a hard place. On the one hand, it was caused by the fact that they started taking students at LVIMU into the army. And today our fourth and fifth-year courses are stripped bare. They literally "allow" us individual specialists on leave. But now, the second and third-year courses are overflowing - the students have come back from the army - and the problem, with characteristic contradiction, will soon be the opposite: the "Makarovka" will flood us with specialists who will need to be placed in jobs and given some level of social amenities. After all, we are the only ones with a nuclear powered fleet, and the problems will be ours!

"On the other hand, the muddle in planning the development of the atomic fleet has also had its impact. Thirty years ago we built the nuclear powered icebreaker "Lenin" and thought to ourselves: we'll build three more and that will be all. And we built service facilities for three atomic ships. Then they announced: we're going to build 20 nuclear powered ships. And then came the retraction: we're going to build ten. As you can see - total chaos. What happened next was that specialists from the "Lenin", at least for a while "plugged holes" in the nuclear powered "Arktika" and "Sibir", but then along came the "Rossiya", which had not even been planned in the 70s. The "Sibir" came in in '78, and the "Rossiya" in '85! A gap, and nothing to plug it with. Then we started to think quickly: where do we get the specialists? A special course was created. Specialists are being trained for us for 1993, but in 1992 we will be getting the nuclear powered "Oktyabrskaya revolyutsiya", in 1995 the "Ural"... Further growth is not expected."

"The participants in the round table talks also noted that the skills of nuclear ships' specialists are declining. Many spoke in favor of tightening the requirements for nuclear vessel personnel and simplifying the procedures for dismissal for professional ineptitude. These procedures have become extremely bureaucratic."

"I agree. But when I meet with the landlubbers and point out to them that the safety factors have been worked out to a very high degree (and I am not deceiving them - the technology is the best), still, to be absolutely honest... one cannot sleep soundly. I think that, in these circumstances, it is better to be 40 times too safe - which means solving many of these problems at government level - rather than not safe enough.

I want to express the hope that, on the one hand, the government gives us assistance, and that on the other, the departments and agencies of the steamship line itself will adopt a creative attitude toward the bundle of proposals coming from sailors of the nuclear powered ships, and that they will issue carefully thought-out recommendations, rooted in the search for our own reserves, for resolving the issues that have developed."

Vodnyi transport

14 December 1989

page 3 (slightly abridged)

We Were the Only Ones Without Cargo

(How the Lena Amalgamated Steamship Line Prevented the Kirensk Operational Repair Base From Fulfilling its Plan)

The transition to cost accountability has introduced many changes into the work of labour collectives, ships' crews and groups of ships. People have begun to relate to work in a new way. They are learning to count money and not throw it to the winds. But unfortunately, for the time being command methods of management are killing off all desire to work well.

Knowing that fleet income determines profits and the formation of all incentive funds, the collective of the Kirensk ORB took all the necessary steps to have the fleet ready in time for the navigation season. The crews were primed for superior work, and, in the judgment of the directors of the steamship line, the readying of the fleet proceeded smoothly.

One can judge how the registered fleet performed for the current navigation season from the example of the 20-vessel group "Proekt 1743". For a number of years it has been led by Vladimir Volskii, captain of the motor vessel "Surgut".

For the second quarter the group fulfilled its plan by 122.2 percent. Overall, the registered fleet realized 794,000 roubles in income above the plan.

Without slackening its pace, the collective strove to work just as successfully for the second half of the navigation season as well, especially since the navigation conditions permitted this. But there turned out to be officials among the directors of the steamship line who

virtually suspended the work of the Kirensk ORB and held the men down to the same level as those who had begun the season slowly and proceeded with their brakes on even when they had a full load.

It all began with the opening of arctic navigation. Among the first vessels out of the Yana River were our ships "Pevek", "Kirensk", "Minsk", "Tiksi", "Novokuznetsk" and others. Many of them rode at anchor for 10 to 15 days waiting for escorts. When our ships finally had their turn, imagine the amazement of Anatolii Markin, captain of the m/v "Pevek": from the sixth buoy to Buor-Khaya they followed the m/v "Sovremennyi", and the m/v "Smekalistyi" from Buor-Khaya to Yakor'-Aryto, with an absolutely calm sea and without a single small ice floe. For the remaining stretch of the crossing - 40 kilometers from Yakor'-Aryto to the 'welcome' buoy, they were escorted for half a day by the icebreakers "Borodkin" and "Babichev" in very thinly scattered ice, with large patches of open water. It was obvious that many ships could have got through on their own, but then that would have left the above-mentioned tugs and icebreakers without work, and they earn 95 roubles from each ship for each 100 kilometers escorted.

Upon their arrival in the port of Nizhneyansk, senior dispatcher Nikolai Odintsov suggested to the crews that those who wanted to get a full return load of cassiterite should proceed to Kular and Kuiga. So the ships raced up the Yana, despite the fact that they have no authority to negotiate this section since they are not registered in the river's radiuses of curvature. Imagine the outrage of the crews when, upon their return to Nizhneyansk, there was no return cargo of cassiterite for them! And the only ships that were not given any were those registered with the Kirensk ORB.

It seems that the first deputy director of the steamship line, V. Arbatskii, had decided to engage in some wage levelling on the grounds that the registered fleet of the Kirensk ORB had done very well in the second quarter and had earned substantial income.

You have to let others earn money, too, he said! But if this is so, why do we need 'perestroika'? Wouldn't it just be better to work in the old way, goofing off and lolling about? After all, you are going to be knocked down to the level of everyone else anyway.

Not only was our fleet loaded with nothing but empty containers. It was forced to lie at anchor for two days because the docks were busy with unloading. But at the same time, the docks where the cassiterite was were free. In other words, the delay was artificial, and this is criminal given the short navigation season in the Arctic. Empty containers have to be transported, too, but they could have been carried quite easily on deck, and cassiterite or coal could have been loaded in the holds. Instead, for example, the "Sibirskii-2018" left the Yana only with a load of cassiterite, although it could have carried at least 200 containers on top. And this is not the only instance.

During one radio conference, V. Arbatskii communicated that, in view of a shortage of tugs, it was being requested that lighters be towed from Bykov Mys to the Yana. Those who participated in this operation would be given a load of cassiterite. The motorship "Surgut" made this journey, but when Captain V. Volskii requested loading, he was refused. It was only after three appeals to A. Gudkov, head of the transport service, that he received authorization to take on a thousand tonnes of cassiterite. And then Captain Volskii gave this thousand tonnes to the motorship "Bratsk" so that it could meet its shipping plan.

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.

When you talk with ship's captains about the navigation season, and especially about the second half of it, they cannot speak about it calmly. It's easy to understand why. People were primed for superior work but what they got was levelling.

Prepared on behalf of the group of ships 'Proekt 1743'

Vodnyi transport

10 December 1989

Page 2 (abridged)

### Road to Cost Accountability Closed

Navigational and hydrographic support (NHS) for safety of navigation on the Northern Sea Route is, as is generally known, the responsibility of the Ministry of the Maritime Fleet (MMF) with the actual operations carried out by hydrographic enterprises (GP) of MMF.

The Enterprise began carrying out its duties over half a century ago in what was virtually 'terra incognita'. Today, in the opinion of the captains of icebreakers and transport ships, the existing NHS system in arctic waters satisfies the basic requirements for modern shipping.

What needs to be done first of all? A great deal of survey work is needed to publish reliable navigational charts and prepare new shipping guides, manuals and instructional aids for shipping; to rebuild and construct new protective installations and to design and create modern equipment for hydrographic research and navigation. Hydrographers and those who sail the polar seas share a concern about a lack of reliable navigational charts for high latitude routes, especially in the East Siberian Sea and at roadstead unloading sites.

Up to 1969 the financing of all forms of NHS activity was handled from the State budget, but since 1970 the Enterprise has been funded from the profits of self-financing enterprises of Minmorflot. The seasonal character of operations on the Northern Sea Route has made it possible for the Enterprise, and for hydrographic bases in particular, to actively utilize the fleet on a leasing basis for other government departments, and that has allowed it to cover more than 60 percent of its operating expenses out of revenues from its principal activity. This year, however, certain organizations' objection to leasing

the hydrographic fleet resulted in an imbalance between revenues and expenses in the amount of nearly 10 percent of operating costs. Our appeals to the sectoral administration regarding this issue have so far gone unanswered.

To prevent further deterioration in the NHS system on the Northern Sea Route, the Enterprise is taking the measures necessary to obtain additional funds from revenues. This year, of course, we still have not succeeded in covering our deficit. Why? The Scientific and Technical Administration (STA) has not allocated funds for financing a number of operations aimed at improving shipping in the Arctic. In addition it is recommending that the development of new equipment, which consists primarily of equipment for navigational protective installations, be financed from the funds of the steamship lines. But, unfortunately, our appeals to the directors of various steamship lines have gone unanswered. This is why concern for the future of NHS on the Northern Sea Route has not slackened.

The current situation - especially the trends in the development of the country's national economic complex and the transition to cost accounting and self-financing on the part of the majority of enterprises of the Ministry of the Maritime Fleet - calls for changes to be made in the system of financing all types of NHS activity for arctic shipping, the best means of doing this, in our opinion, being cost accounting and self-financing.

Since 1986 we have repeatedly sent to the sectoral administration proposals, supported by technical and economic feasibility studies, for a transition to cost accounting and self-financing. The workers' collectives of all the Enterprise's structural units were acquainted with these proposals. But it is unclear why one continues to hear the Minmorflot's Hydrographic Enterprise spoken about only as an unprofitable branch of the sector, with all of the consequences that entails.

Everyone knows that the fleet cannot possibly carry out cargo shipments in regions of the Far North without both icebreaker escorts and NHS.

Cargo shipments by the fleet are only possible if the protective installations are in good working order and navigators are supplied with updated navigational charts, shipping guides, manuals and other aids. A series of hydrographic studies are needed to ensure accident-free operation of pilot services on the Yenisei, Khatanga, Anabar and Kolyma rivers, where the pilot guidance system extends over a distance of more than 680 miles.

If the costs of maintaining the icebreaker fleet are included in the tariffs for cargo shipment on the Northern Sea Route, then why not, by analogy, include most of the NHS costs in the tariffs?

The transition of polar hydrography to cost accounting and self-financing will enhance the level and quality of NHS, and also the incentives and degree of responsibility of the labour collectives. Moreover, it will serve to eliminate injustice, elements of which are on the increase among sailors, expeditionary workers, and radio navigation detachments.

E. Klyuer,  
Head of the Hydrographic  
Enterprise

Vodnyi transport

2 December 1989

Page 2 (slightly abridged)

MISCELLANEOUS

To School Beyond the Arctic Circle

The newspaper "Sovetskaya rossiya" announces a competition for participation in a Soviet-Canadian Student Expedition to the Arctic. Today we are printing an article by Dmitrii Shparo regarding the upcoming journey.

Our ski expedition of last year that followed the route USSR - North Pole - Canada, and in which nine Soviet lads and four Canadians participated, was named symbolically "Polar Bridge". Now, if you will, we have "Polar Bridge 2". Its official name is "Arkticheskii poisk" or, in English, "Arctic Quest".

At the end of May next year 15 Canadians, including 10 students, will fly to Moscow. Together with a similar group of young Soviet men and women, they will journey to Vorkuta, from where the adventurous portion of the expedition is to begin. The young people will ski into the mountains, up to the summit of Paier in the Polar Urals. Then, on the Asian side of the mountain range, they will get into inflatable rubber boats and descend the rivers Tan'o and Voikor. Then by ship on the Ob' River they will arrive at Salekhard, and will work on construction of a school in the Nenets village of Salemal.

After this will follow a week-long educational program, including excursions to Yamburg, to the oldest Russian polar station Morrasale, and to lakes in the central portion of the Yamal Peninsula which have an interesting geological feature - fossil ice...

One and a half months will be spent in the USSR and an equal amount of time in Canada, on Baffin Island. I had occasion to visit a tiny place called Ikalyuit on the southern portion of this huge arctic island. The landscape was impressive: treeless expanses, sombre cliffs, ice. Similar to the "upper" part of our Taimyr - the northernmost part. This Arctic harshness is due to the proximity of the Labrador Current and the glaciers covering Greenland and Ellesmere Island.

Now here is a curious fact: the itinerary of our combined team will pass through the northern part of Baffin Island, more than a 1000 kilometers north of Akalyuit. In kayaks, the students will cross Admiralty Inlet, and I think their route will not be an easy one by any means. A national park is planned for this region in the future, and the students will be asked to do some advance work describing the area. Next, they will be called on to build what may be the world's northernmost hockey rink in the village of Arctic Bay.

In January 1988, when the Soviet-Canadian North Polar expedition was still in preparation, I was in Toronto in the home of George Cohon, a well-known businessman and president of the firm "McDonald's Canada", and met his son Mark, then a university student in Chicago. This young man shared with me his dream of Soviet-Canadian youth action. We thought about it together and individually...

Mark, who has now completed his studies, is the project leader on the Canadian side and represents the world renowned youth organization "Operation Raleigh Canada", which is involved in various educational and cultural programs. On the Soviet side the leader of the project is the self-financed club "Priklyuchenie" (Adventure), of the Bureau of International Youth Tourism. There will be time later to talk about its goals and plans.

Others participating in the mounting of the expedition are the Ecological Fund for the Protection of the Yamal Peninsula, organized by the Central Committee of the All-Union Lenin Communist Youth League of the Western Siberian Territorial - Production Complex; "Uchitelskaya gazeta" (Teacher's Newspaper); and youth publications of Tyumen oblast and the Komi ASSR.

The obvious goal of "Arctic Quest" is the building of a new bridge of friendship between our neighboring countries. But the upcoming expedition is also a magnificent school. Ecological observations and familiarity with the life of northern peoples are useful lessons for students of any discipline. For three summer months the polar partners will learn flexibility and tact - the art of dealing with other people.

And now for the competition.

We are looking for about ten students between the ages 19 to 24 (we do not exclude participation by one or two students each from technical secondary schools or academies). The jury will attempt to fill the team with an equal number of males and females. The essential requirements are: experience with outdoor excursions - both on the water and on skis, including cold weather camping; ability to swim (the test is an untimed 500-meter swim); be a non-smoker. We want the team to include representatives of indigenous northern residents, are counting on having in the group a student from a medical institute and a student educated in ecology, and it would be nice to find young people with construction experience. We hope to get a guitarist. Of course, all things being equal, we will give preference to young men and women who can speak English or French, since Canada is a bilingual country. It would be especially desirable to have someone on the team who has amateur radio call letters.

Write to us, and put on the envelope:  
"Arkticheskii poisk". (Our address: 117946 Moscow, ulitsa  
Kosygina 15, "Sputnik", Klub "Priklyuchenie").

We are primarily looking for young people from the  
Tyumen Oblast and Komi ASSR, and so the competition  
requirements will be reported in greater detail in the  
newspapers "Tyumenskii komsomolets" (Tyumen Komsomol  
Member) and "Molodezh Severa" (Northern Youth).

Sovetskaya rossiya

12 December 1989

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