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OCEAN AND RIVER

MINISTER GUZHENKO REVIEWS 1982 MARITIME FLEET PERFORMANCE

Moscow VODNYI TRANSPORT in Russian 25 Jan 83 pp 1-2

[Article: "On a Vital Watch of the Five-Year Plan" - a publication of the text of a report by the minister of the Maritime Fleet, T. B. Guzhenko]

[Text] As already reported in VODNYI TRANSPORT last week, an enlarged session was convened of the staff of the Ministry of the Maritime Fleet and the presidium of the Central Committee of the Trade Union of Workers of the Maritime and River Fleets. The participants discussed the results of the industry's work in 1982 and the problems in the fulfillment of the 1983 plan, and they adopted socialist obligations for marine transportation workers for the third, the middle, year of the Five-Year Plan.

The following persons made presentations to the session concerning the report of the minister of the Maritime Fleet, T. B. Guzhenko:

- S. A. Luk'yanchenko, chief of the Black Sea Shipping Co.,
- V. D. Pavlenko, chief of the Novorossiysk Shipping Co.,
- O. A. Terekhov, chief of the Leningrad Maritime Port,
- I. M. Averin, chief of the Foreign Relations Administration of the Ministry of the Maritime Fleet,
- Yu. M. Vol'mer, chief of the Far East Shipping Co.,
- L. N. Skarabevskiy, secretary of the Party Committee of the Northern Shipping Co.,
- V. I. Kharchenko, chief of the Baltic Shipping Co.,
- V. P. Gruzinov, director of "Soyuzmorniiprojekt" [The State Planning, Designing, and Scientific Research Institute for Maritime Transportation of the USSR Ministry of the Maritime Fleet],
- D. A. Gashumov, chief of the Caspian Shipping Co.,
- V. N. Kolpakov, chairman of the Kamchatka Baskomflot [Kamchatka Basin Committee of the Trade Union of Workers of the Maritime and River Fleets],
- V. A. Ignatyuk, chief of the Murmansk Shipping Co.,
- K. I. Savko, secretary of the Party Committee of the Estonian Shipping Co.,
- B. N. Grabovoy, chief of the Port of Il'ichevsk.

G. A. Aliev, member of the politbureau of the CPSU Central Committee and deputy chairman of the USSR Council of Ministers, made an address to the session.

Below, the text of the report of T. B. Guzhenko is published.

For workers in maritime transport, as also for all the Soviet people, 1982 was a year of high enthusiasm in political and labor activity and of selfless work for the realization of the historic decisions of the 26th Congress of the CPSU.

The economic managements together with party, trade union, and komsomol organizations carried out great organizational and political work to mobilize labor collectives to fulfill the decisions of the party and the government, the plans, and the socialist obligations adopted in honor of the 60th year of the formation of the Union of Soviet Socialist Republics.

On December 24th, the report of the TsSU [Central Statistical Administration] of the USSR was published showing that the Ministry of the Maritime Fleet had, ahead of schedule, fulfilled its planned assignments for 1982 in the transport of cargoes in coastal and foreign navigation. On December 27th, the ports and the industrial enterprises fulfilled the plan for the year.

According to the results of the work for the year, the collectives of the Black Sea and Far East Shipping Companies, the Port of Leningrad, and the Murmansk SRZ [Ship Repair Plant] were awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the VTsSPS [All-Union Central Committee of Trade Unions], and the TsK VLKSM [Central Committee of the All-Union Lenin Communist Union of Youth]. Also, the Black Sea Shipping Company, the Leningrad Maritime Port and the Murmansk SRZ were listed on the Honor Roll of the USSR VDNKh [Exhibition of the Achievements of the National Economy of the USSR].

In organizing work on fulfillment of the 1982 assignments, the ministry concentrated attention on providing fully for the demands of the national economy for the transportation of cargoes in coastal navigation and satisfying foreign trade demands for the transport of exports and imports.

Special attention was given to the full and timely delivery of cargoes to points in the Arctic, into regions with limited navigation periods, and to the delivery of cargoes into the regions of the North and Far East where the maritime fleet is practically the only kind of transportation. Work was continued on further expansion of transportation along the Northern Sea Route to provide for year-around transportation to Dudinka and for transporting the cargoes of the Noril'sk Mining and Metallurgical Combine throughout the whole year.

Supplementary measures were developed and put into practice to improve the planning and organization of transportation and the transshipment of enlarged volumes of imported grain, sugar, and other foodstuffs through maritime ports. The productive capacities of the maritime ports were expanded. The trans-

shipment of grain through shallow-water and northern ports through which grain formerly was not shipped, was organized. The organization of labor and management and the monitoring of the fulfillment of transport operations was improved.

As a result of the measures adopted, the despatch of grain from maritime ports was increased by 37.3 percent in the first half of 1982 as compared with the first half of 1981. The government assignment for the despatch of imported grain and sugar from ports was fulfilled.

The plan for the year and the socialist obligations in honor of the 60th year of the formation of the USSR for the transport of cargoes in coastal and foreign navigation and for loading and unloading operations were fulfilled both by the industry as a whole and by all the shipping companies and ports. All cargoes presented for delivery were transported to points in the Arctic and in Chukotka, Magadan, Sakhalin, Kamchatka and Kaspi. About 1.5 million tons of cargo above the plan were transported in coastal navigation. The ports exceeded the plan for loading and unloading operations by 2.5 million tons.

Work was continued on improving the coordination of activities of shipping companies and ports with interfacing kinds of transportation and with other organizations on the basis of continuous, mutually coordinated, planning. The expansion and deepening of the coordination of transportation on the regional scale permitted transferring 1.6 million tons from the railroads to river ships in 1982 which was 3.1 percent more than in 1981. Also, about a half a million tons of import cargoes were transferred from railroad to motor vehicle transport. This allowed freeing more than 40,000 railroad cars.

The utilization of the cargo fleet was improved in the past year. The productivity of its operations was improved and unproductive idle time was curtailed. Even so, there still remains a high percentage of cargo ship layover time including that for specialized ships operating on shipping lines. There are important deficiencies in the use of the inventory of containers.

The established turn-around time for containers on shipping lines is not being met by the Baltic, Latvian, Estonian, Soviet Danube, Black Sea, and Far East Shipping Companies. Cases are being permitted of above-normal accumulations of containers in ports pending removal, and this includes loaded ones with imports, loaded ones with coastal cargoes from Soviet ports, and empties from ports in Australia, Japan, FRG, England, Italy and other countries. A large part of the containers in circulation abroad is being utilized inadequately. There is much idleness of containers awaiting repairs in the ports of Leningrad, Il'ichevsk, Zhdanov, Vladivostok, and Nakhodka.

Important losses are being permitted in connection with breakdowns in the fleet, especially in the Baltic, Novorossiysk, Black Sea, Far East, Azov, Litovsk, and Sakhalin Shipping Companies. The principal reasons for breakdowns continue to be poor organization of general shipboard maintenance and of maintenance on watch, and violations of the Regulations for Work on Ships of the MMF [Ministry of the Maritime Fleet], of operating manuals, and of

other standard instructions. There is a deficiency of exactingness by the managements of the shipping companies toward the workers in the service and by the KhEGS [Independent Operational Groups of Ships] in verifying the unconditional fulfillment by the crews of ships of the standard instructions. Cases persist when inspections of ships by officials have a careless character - not paying sufficient attention to the full completion of the measures for the prevention of breakdowns on ships.

The principal problems in the operation and repair of the ships were predetermined by the growing age of the fleet which, on the average, has increased from 7.5 to 12 years over the past decade. This has required of the shipping companies an increased volume of maintenance and repair operations carried out without taking ships out of service by shipboard repair teams, by maintenance bases, and by ship repair plants. It also required building up the capacity of repair plants, and the solution of technological problems in the repair of new large-tonnage ships. The question of providing maintenance and spare parts for the fleet and for port equipment remained acute.

Measures to fulfill the assignments and norms for additional fuel and energy savings to improve the fuel reserve of the fleet required great efforts. The improvement of continuous systems of fleet maintenance continued. Ninety four and one tenth percent of the cargo ships operated with extended periods between repairs including 75.9 percent on a four-year cycle.

As a result of organizing ship operations at economical speeds and carrying out organizational and engineering measures to save fuel, the Ministry's socialist obligations in fuel economy were fulfilled.

The industrial enterprises of the industry successfully coped with their assignments for 1982. The plan for volume of production was fulfilled by 100.6 percent, for the realization of manufactured articles by 101.1 percent, for the productivity of labor by 101.8 percent, and the plan for the principal industrial item - ship repair - by 101 percent including that for maintenance and spare parts which was fulfilled by 103.6 percent.

Three hundred and one ships were built and put into operation including 113 lighters of the "DM" and "LESh" types, 10 passenger launches, and 18 environmental protection ships. For the ports, 40 bunkering installations were manufactured for the transshipment of grain and other loose cargoes as were 397 grabbers, and maintenance and spare parts for port machinery to a value of 1,303,000 rubles.

Despite adopted measures, the budgeted assignment for repair time was not fulfilled. Especially large overexpenditures were permitted by the Black Sea, Novorossiysk, Baltic, and Far East Shipping Companies.

Along with the objective reasons (the growth in the volume of repairs, the increasing age of the fleet, and the great damage to ships in the Arctic) the ship breakdowns and also the losses allowed by the shipping companies in the preparation of ships for repair and in delays of individual ships under repair, told upon the failure to fulfill budgeted repair time.

A number of shipping companies continue to allow overloading of the ship repair plants, which has a negative effect on the completion of ship repairs. The Il'ichevsk, Novorossiysk, Klaipeda, Loksask, and other ship repair plants are constantly overloaded.

In the field of capital construction, the Ministry carried out the whole program for placing additional productive capacity into operation. Ten transshipment complexes with a total pier frontage of about 1,600 meters and a throughput capacity of 3.6 million tons a year were put into operation in the ports of Murmansk, Riga, Sevastopol, Izmail, Baku, Vostochnyy, Magadan, Odessa, Tallin, and Berdyansk. In accordance with socialist obligations, the complexes in the ports of Odessa, Tallin, Vostochnyy, and Berdyansk were completed ahead of schedule. In the port of Yuzhnyy operations were conducted which permit a roadstead transshipment of grain with a throughput capacity of 1.5 million tons a year. Piers for ship repairs were put into operation in Tuapse and Baku as were industrial shops at the ship repair plants in Il'ichevsk, Zhdanov, Tuapse, and Aralsk. The assignment for placing into operation facilities for the Food Program was realized.

The total volume of contract operations for 1982, accomplished by construction-and-installation, and repair-and-construction organizations of the Ministry of the Maritime Fleet was carried out.

The staff of the Ministry, and the shipping companies together with the Party, trade union, and komsomol organizations guided by the decisions of the 26th Party Congress and by subsequent Plenums of the CPSU Central Committee, are constantly occupied with the questions of further improving work with personnel, of providing the industry with reliable specialists and increasing their qualifications, and with the improvement of political and educational work in the collectives.

The industry has a reliable system for training personnel which includes 6 higher educational institutions, 13 middle nautical colleges, 2 technical schools, 15 nautical schools, and 22 vocational schools.

The number of specialists with higher and middle special education amounts to 130,000 persons. The staffing with specialists per 1,000 workers in the Ministry is higher than the average in the country and in other transportation industries. It amounts to 316 persons including 140 with higher education and 176 with middle specialized education.

Just in 1982 the industry received 5,923 specialists with higher and middle specialized education. In addition, in the current year, 1,500 persons graduated at higher and middle educational institutions without discontinuing work.

Today the main problem is how to use these personnel skillfully. To best mobilize each labor collective and every toiler at a specific assignment - as the general secretary of the CPSU Central Committee, Yu. V. Adropov said at the November (1982) Plenum of the Central Committee - "it is necessary to place personnel correctly so that in the decisive sectors there are people who are politically mature, competent, having initiative and organizational capabilities and a sense of the new, without whom in our time it is impossible to successfully guide modern production."

Over the two years of the 11th Five-Year Plan much has been done to strengthen the managing groups of the central staff, the enterprises, institutions, and organizations with highly qualified specialists, with intelligent and energetic organizers, and with the well educated of the labor collectives. Important work was done on the selection and placement of the management personnel and the engineering and technical workers of the central staff and the organizations of the Ministry of the Maritime Fleet in Moscow.

In the Ministry, three state independent economic associations having a total strength of 383 individuals were abolished and new all-union associations were created. The strength of the administrative staff of the Ministry as a whole was reduced by 800 persons. Two main administrations were created in the central staff; namely, a Main Administration for Transportation and the Operation of the Fleet and Ports (Glavflot), and a Main Administration for Work with Seamen in Foreign Navigation, Personnel, and Educational Institutions (Glavkadry). We hope that the work with personnel will be more effective and purposeful.

At the center of attention of the staff, the shipping companies, and the Party organizations at the localities was work with the personnel afloat. At meetings, the staff and the presidium of the central committee of the trade union heard accounts from the chiefs of the shipping companies about the conditions of this work and adopted measures necessary for their improvement. Conferences of the deputy directors of the shipping companies with the participation of the secretaries of the Party committees and the chairmen of the basin fleet committees were conducted on questions of conditions in personnel work in the shipping companies.

For us, the workers in maritime transport, questions of discipline have special importance. The sea does not forgive slackness, ignorance, or careless attitudes toward work. Many tragedies are known to have occurred at sea due to the negligence or irresponsibility of one person. Breakdowns and shipwrecks are accompanied by the deaths of people and multimillions in losses.

Unfortunately, reports still persist of gross violations of technological and labor discipline and of the rules for fire prevention and equipment safety, in ports, at ship repair plants, and on ships. There also are reports of low-quality handling and plundering of cargoes. In several crews there are isolated cases of nonobservance of the rules of conduct of Soviet seamen, of cases of contraband and speculation. All this leads to heavy material and moral losses.

The strengthening of international relations, and the presentation of Soviet reality in a true light abroad, presupposes, first of all, high political and moral qualities, competence, and culture in our command personnel. It is necessary to say that the majority of officers carry out their obligations with honor. In working with officer personnel, however, we still have serious errors being permitted. From year to year the Ministry has been obliged to dismiss individual officers, including captains, for various reasons. From this experience is it not time to question earnestly what led to their selection and recommendation to these posts?

The Ministry and the shipping companies together with the Party executive bodies are conducting work to raise the political level and productive activity of management and officer personnel and of the rank and file personnel. The staff and the presidium of the central committee of the trade union are listening to the chiefs of the shipping companies about the participation of management and engineering and technical personnel in ideological and educational work. Much of the action is being carried out locally.

Here, however, considerable carelessness is being permitted, and general decisions are being adopted which do not reach down to the individual worker. It is necessary to develop constantly the responsibility of personnel for missionary work, to cultivate in them the spirit of authentic Party membership and principal. Exactingness, well organized monitoring, and verification of fulfillment must be combined with concern for personnel, their working and living conditions, and the increase of qualifications.

The state plan for the economic and social development of maritime transport in 1983 prescribes a further increase in the effectiveness of the utilization of the principal productive assets - of the fleet and the ports in the transportation process. It prescribes that the demands of the national economy for the transportation of coastal and foreign cargoes be fully met, and that there be an increase in the level of organization and intensity of cargo operations in the ports.

For the development of the material and technical basis of maritime transport the plan has specified capital investments in the amount of 1,434 million rubles. It is planned to place into operation 1,464 meters of pier frontage, port transshipment complexes with a capacity of 4.14 million tons per year, and 3,150 square meters of general warehouses. It is also specified to put into operation 240,000 square meters of living space in dwellings, 430 seats for children's preschool establishments, and 300 places for public supply enterprises.

The maritime shipping companies will receive 35 cargo ships having a total deadweight of 556,300 tons. In addition, thanks to a saving of funds by chartering in 1982, 16 ships - bulk carriers having a total deadweight of 500,000 tons - are being purchased. At the end of the year the lighter carrier "Aleksey Kosygin" will be under construction. The Far East Shipping Company should give special attention to the operation of this unique transportation facility, both in mastering the complex equipment with which it is to be fitted, and to make the most effective use of the transportation capabilities being made available by the design features of this system.

The current year should be marked by the placing into operation of transshipment complexes in Il'ichevsk, Zhdanov, Magadan, Vladivostok, and Riga, in Tiksi and Tallin, and in Novorossiysk and Odessa. Construction has begun of: a base for lighter carriers in Vladivostok, a base for container repairs in Il'ichevsk, a complex of facilities for the repair of "Krym" class ships, piers in the port of Izmail, and a ferry crossing from the USSR to the GDR in the vicinity of Klaipeda. The operations of foreign firms who are constructing the port of Novotallin should be completed in the times specified in the contract to assure putting into operation in 1985 of the first start-up complex for the transshipment of grain.

A growth in the volume of transportation in all kinds of navigation has been established by the plan for 1983, as has a further increase in the qualitative indicators for the fleet. In coastal navigation the hauling of 10 million tons is in prospect. In this, special attention should be given to accelerating the delivery of cargoes to Arctic points, to the transport of large-diameter pipes for the pipeline builders of Yamal, and to carrying away the products of the Noril'sk Mining and Metallurgical Combine. In the limited navigation period it is necessary to deliver more than 150 million tons of export and import cargoes on our traditional routes of operation.

The shipping companies have available all the material and labor resources to successfully fulfill the planned assignments and the socialist obligations for 1983. It is necessary to mobilize the labor collectives, to determine specific ways to eliminate deficiencies, and to create an atmosphere of intolerance toward bad management and violations of state and labor discipline. Along with this it is necessary to actively support and disseminate the know-how of the outstanding workers and of the initiators of socialist competition. Such are the conditions for assuring fulfillment of the new plans and obligations and for realizing the decisions of the November 1982 Plenum of the CPSU Central Committee and of the majestic program outlined by the 26th CPSU Congress.

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OCEAN AND RIVER

RSFSR MINISTER BAGROV REVIEWS 1982 RIVER FLEET PERFORMANCE

Moscow VODNYY TRANSPORT in Russian 19 Feb 83 pp 1-2

[Article by L. V. Bagrov, minister of the RSFSR River Fleet: "Toward New Boundaries" under the heading: "Realizing the Decisions of the 26th CPSU Congress"]

[Text] In the anniversary year 1982, the rivermen of the Russian Federation worked strenuously and selflessly on the solution of the problems posed by the Soviet government and the Communist Party for the satisfaction of the demands of the national economy and the population for transportation. The socialist emulation being exhibited in the industry in honor of the 60th year of the formation of the USSR, the purposeful work of all subdivisions of river transport, and especially the crews of the cargo fleet, permitted fulfilling the state plan for freight transportation and the adopted high socialist obligations. With the plan for the shipment of 510 million tons and with obligations for 3 million tons, in all, 514 million tons of various cargoes were hauled with a cargo turnover of 245.6 billion ton-kilometers. The planned assignments for the transport of petroleum and petroleum products, of timber in rafts, and of dry cargoes were over-fulfilled.

Over the past two years the average rate of growth in the volume of freight amounted to 3.3 percent. This is higher than envisaged in the Five-Year Plan, but in cargo turnover, it represents an increase of 3.7 percent which corresponds to the Five-Year Plan assignment.

The collective of the Volgatanker Shipping Company achieved the best results in 1982. For the success achieved, this shipping company was awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the VTsSPS [All-union Central Council of Trade Unions, and the TsK VLKSM [Central Committee of the All-union Lenin Communist Union of Youth], and was listed on the All-Union Honor Roll at the USSR VDNKh [Exhibition of the Achievements of the National Economy of the USSR]. Among the winners of the All-Union socialist competition, the Belomorsk-- Onezhskoye Shipping Company collective occupies a worthy place having been awarded the challenge Red Banner of the CPSU Central Committee, the USSR Council of Ministers, the VTsSPS, and the TsK VLKSM. In the first ranks of those participating in the All-Russian socialist competition are the collectives of the Moscow and Volga-Don Shipping Companies and of the ports of Omsk and Osetrovo who were awarded the challenge Red Banner of the Council of Ministers of the RSFSR, the VTsSPS, and the TsK VLKSM.

As in previous years, the transport of cargoes into the regions of the Far North remained the subject of special attention for the shipping companies and the Ministry of the River Fleet. The volume of this freight amounted to 21 million tons. For the enterprises of the Yakutsk ASSR and the northern regions of the Irkutsk Oblast, all cargoes received from the railroad were shipped from the port of Osetrovo. The assignment for the delivery of cargoes to Sakhalin and Moskal'vo islands and to Dudinka for the Noril'sk Mining and Metallurgical Combine were fulfilled. The transport of cargoes into the oil and gas region of Western Siberia was increased although the planned quota was not fulfilled. The exploitation of the natural resources of the Far North and the oil and gas complex of Western Siberia requires an uninterrupted increase in the transportation of freight into these regions.

Transportation in foreign trade received further development and its volume reached 10 million tons. At present, more than 200 ships for river and sea navigation continue to operate in the sea basins in winter.

The plan for economic and social development of the river transportation of the RSFSR for 1983 was developed proceeding from the decisions of the 26th CPSU Congress with regard to the assignments specified in the decree of the CPSU Central Committee and the USSR Council of Ministers entitled "About Measures for the Development of River Transport 1981-1985." The total volume of freight haulage was approved at 505.2 million tons with a cargo turnover of 252.3 billion ton-kilometers. In comparison to 1982, the cargo turnover will be increased by 6.7 billion ton-kilometers. Haulage in the shipping companies of Siberia and the Far East will grow especially in the oil and gas industry in Tyumen and Tomsk Oblasts. A significant increase is planned of the delivery of freight by mixed railroad and water service and in containers. The utilization of all parts of the cargo fleet must grow by 3.6 percent and productivity of labor in transport by 2.1 percent. Profits from all kinds of activity in shipping will be increased by 10 percent.

Complex and important problems confront river transport in the third year of the Five-Year Plan, but it is obligatory that they be solved! It is necessary, however, to speak about those serious deficiencies in the organization of labor and production which frequently prevent obtaining the desired results. We have not yet done everything to satisfy completely the demands of the national economy for freight and passenger transportation. Not all shipping companies are operating steadily and stably, and there are resources of throughput capacity in the fleet that are not being used in full measure. Of the 20 shipping companies in the Ministry of the River Fleet, two—the Irtyshsk (Chief N. Zhivotkevich) and the Northern (Chief I. Ryabov) Shipping Companies — did not fulfill the plan according to both indicators and worked worse than the others.

The Irtyshsk Shipping Company contributed less than one half of a million tons toward the plan and did not fulfill the assignment in cargo turnover by 2.4 billion ton-kilometers. As in 1981, the delivery by the shipping company of cargoes into the oil and gas region of the Tyumen Oblast did not provide for the full volume. The managers of the collective, under the unfavorable hydrological conditions taking shape, were unable to raise the level of organizational work to make up for the losses caused by shallow water, and they permitted elements of disorganization.

In connection with a significant increase in the volume of work-for river transport in the region of the Western Siberian oil and gas complex and with the transfer, by directives of the executive bodies, of a large part of it to the north Tyumen'Oblast, a decision was adopted to organize the Ob' - Irtysk Joint Shipping Company with headquarters in the city of Tyumen'.

This decision was intended to improve the administrative structure of river transport in Western Siberia, to significantly strengthen the material and technical basis of the shipping company, and to satisfy more fully the transportation demands of the national economy. The shipping company today has available a cargo fleet sufficient to carry out the planned volume of transportation. In its fleet and ports highly qualified specialists are working - many of them winners of industry socialist competitions in vocations. It is necessary that the chief of the joint shipping company, N. Maslennikov, at the earliest possible date, develop and carry out the whole complex of measures to assure the full delivery of cargoes into the oil and gas region of Tyumen' Oblast.

In the Northern Shipping Company, the plan was not fulfilled by 2 million tons and 200 million ton-kilometers. The chief of the shipping company, N. Ryabov did not adopt timely and effective measures to improve matters in the company.

We cannot be reconciled with such business conditions and will strictly call managers to account for not fulfilling the state plan as the decisions of the november 1982 Plenum of the CPSU Central Committee require.

The work of finding and assimilating new freight traffic has a vitally important significance for the industry especially with regard to the transfer of freight traffic from the railroads to river transport. A year ago, a special conference about this was convened in Moscow with the participation of a wide circle of shipping company workers, port workers, and scientific and planning institutes. The reason for it was the problem of providing for the growth of dry cargo freight because of the drawing onto the river of additional traffic in fuel and energy cargoes, metallurgical raw materials, and chemical and mineral fertilizers. In the solution of it, the 1982 reports show that we achieved the specified results.

Thus, with a total growth in the volume of dry cargo haulage compared to 1981 of 2 percent of the total volume, dry cargo haulage without mineral construction cargoes increased by 3.2 percent, and the shipment of mineral construction materials increased by only 1.7 percent. This is a good symptom, showing that the shipping companies took the correct course on the growth of the haulage of these cargoes which have decisive importance for the development of energy and agricultural complexes, of the ferrous metal and other industries of the national economy. As a result of the realization of the measures for the rationalization of haulage, in the past year freight traffic was transferred from the steel trunk lines on to the water, giving a decrease in railroad transportation operations of 4.2 billion ton-kilometers.

The transportation of cargoes by mixed railroad and waterway service is advantageous to the state. For example, the delivery by this kind of service of apatite from the Kola peninsula to Sumgait, with transshipments at Medvezh'egorsk and Astrakhan, reduces the railroad mileage by 2,630 kilometers and with this, there is a saving in cost of 4 rubles and 82 kopeks per ton of apatite hauled.

It is quite clear that growth in the volume of freight traffic hauled by railroad and river transport collaboration is directly connected with expeditious removal of cargoes from transshipment ports. In order to provide for the early receipt of the wide variety of cargoes and a well organized opening of the imminent navigation season, the USSR Ministry of Railroads and the Ministry of the River Fleet of the RSFSR as early as November last year, established a joint assignment for the chiefs of the railroads and shipping companies specifying in it a monthly shipment of up to one half a million tons of cargoes from the ports in the navigation season. But, unfortunately, this joint directive is not being carried out satisfactorily. At present, about 6 million tons of various cargoes await transfer to the railroad.

The Party demand for a change-over of the national economy onto an intensive path of development and for making the economy economical, should be carried out in our industry first of all by an increase in the utilization of the fleet. Over the whole Five-Year Plan, the gross productivity of the cargo fleet must grow by 6 percent. In 1982 some improvement in the utilization of the fleet was achieved. By 1981 the gross productivity of cargo motorships had grown by 1.3 percent, of dry cargo tonnage, by 1.3 percent, and of the tanker fleet, by 1.8 percent. The planned assignments, however, were not fulfilled. The Kama, Irtysk, Bel'sk, and a number of other shipping companies substantially lag behind the Five-Year Plan assignments for gross productivity.

The planned assignments for interbasin haulage also were not fulfilled. Included in this are the leading shipping companies: the Volga Joint Shipping Company, the Kama and the Volga-Don Shipping Companies. Shipping companies are permitting above-normal delays in turning ships around which leads to nonfulfillment of regular assignments. In 1982 such delays amounted to more than 15 million ton-days. This diminished the throughput capacity of the fleet by one half of a billion ton-kilometers. The Volga-Don Shipping Company delayed the fleet within its borders for 4.7 million tonnage-days above the norm, thus increasing these delays by a factor of 1.9 compared with 1981. The fleet is constantly being delayed within the boundaries of the Northwest and Kama Shipping Companies.

Great significance now is attached to the use of large capacity barge trains. The leading captains of 2000 horsepower diesel pusher tugs, comrades Balandin, Vecherkin, Sokolov, Manakov, and Mizerovskiy, came forward with a valuable initiative: namely, to significantly raise daily output and, on this basis, to achieve a further increase in the productivity of labor. The initiative played a perceptible role in the fulfillment of the 1982 assignments. Crews of the Volga Joint Shipping Company and the Volgatanker Shipping Company in cooperation with the dispatcher administration, the ports, plant workers, and the crews of the locks coped honorably with the adopted obligations and thereby made a worthy contribution in the fulfillment of the plan by these companies.

A specific problem now confronts the shipping companies; namely, to provide in 1983 for an increase in the gross productivity of the fleet of not less than 3.6 percent compared to 1982; that is, to achieve the level specified by the Five-Year Plan. For this, it is necessary first of all to increase the role and importance of the schedule of fleet movement - to organize the initiation of rhythmic transport operations. It is also necessary:

- to bring the volume of freight turnover in large capacity barge trains up to 27.2 billion ton-kilometers with a growth of 9.2 percent over the report for 1982,

- to provide for the further introduction of the group method of crew work on permanent shipping lines, and by this method to make a freight turnover of 67 billion ton-kilometers,

- to increase transport in forced-bending barge trains by 10.8 percent which is especially important for operations on small rivers, and

- to work up to the transport of up to 21 million tons of freight on river-and-sea type ships without transshipment at port entrances.

Diminishing the time for processing the fleet is an important problem. The river ports today are large transportation enterprises. Excellent people work in the ports. The comprehensive longshore brigades of comrades Vasilyuk, Zinchenko, and Langas in the port of Omsk are well known as also are those of Tayurskiy in the port of Osetrovo, of Zablotskiy in the port of Rostov, of Zaripov in the port of Kazan, and many others. The problem is this, that the transshipment capacity of the ports and of the piers of clients, and the know-how of the leaders of the brigades and of all port workers should be directed toward accelerating the processing of the fleet. In the port work of the Ministry of the River Fleet in 1982, the norms for layovers of ships were not fulfilled. The above-plan idleness of ships in transit amounted to 29 million tonnage-days. The assignment for increasing the intensity of cargo operations was not fulfilled by almost 5 percent. Especially low was the level operations in the Volga-Don, Kama, and Ityshsk Shipping Companies where the intensity of processing did not achieve even 90 percent of the plan.

As usual, in a number of shipping companies and ports the experience of the operations of the Leningrad transportation terminal in cooperation with interfacing forms of transport is only weakly taking root, and full use is not being made of the capabilities of the system of mutually coordinated operations of the fleet, the ports, and the shippers and receivers of cargoes. Many shipping company and port managers claim, and it must be said, not without foundation, that it is the railroads' fault in the allocation of rail cars, but, they, themselves, sometimes do not take sufficient care in the timely loading and unloading of cars. In the conduct of cargo operations, cases of damaging rail cars are being permitted. Matters are especially unfavorable in the Volga ports of Yaroslavl, Ul'yanovsk, Kuybyshev, and Perm'.

In a number of basins, the quality of transport remains low and losses from the failure to keep cargoes safe are not diminishing. As before, the largest of them are in the Lena, Yenisey, and Irtysk Shipping Companies and in the Volga Joint Shipping Company. An investigation conducted by the USSR Committee of National Control revealed serious deficiencies in the provisions for the safekeeping of cargoes in the Lena Joint Shipping Company. The managers of this shipping company and port have been severely punished.

Passenger transportation received further development in 1982. The passenger fleet has continued to be replenished with modern motorships of increased comfort and with fast ships. Tourist trips on river fleet ships are enjoying more and more popularity. But we have a weak side in this important form of work. The overall plan for the transportation of passengers by the Ministry of the River Fleet was not fulfilled. The Volga Joint Shipping Company and the Kama Shipping Company permitted an especially large lag. The fast fleet operated unsatisfactorily. About 80 percent of the disruptions in trips by fast ships occurred for technical reasons. Everyone continues to make complaints about the unsatisfactory service to passengers. The shipping companies and the Administration for Passenger Transportation of the Ministry of the River Fleet do not always display proper persistence in the elimination of these conditions and of their origination.

The industrial enterprises of the Ministry of the River Fleet fulfilled the plan for 1982 in volume of production by 101.2 percent, and in the productivity of labor, by 101.5 percent. Wintertime ship repair was organized and carried out, and, basically, the fleet was prepared for the 1982 navigation season in timely fashion. Along with this, in a number of shipping companies there were significant delays in putting part of the fleet into operation. The Volga-Don Shipping Company did not put 10 motorships into operation at the established time. At ship repair enterprises of the Volgatanker Shipping Company, the preparation of tankers and oil-and-ore carriers for navigation was not organized in the best manner. Nineteen ships of this shipping company went into operation in May and June. Because of poor operation of the main diesels, the powerful pusher-tugs OT-1501 and OT-1502 of the Volga Joint Shipping Company were practically unused during the navigation season. For the same reason, the motorships "Volga-Don 195" and "Volga-Don 5047" of the Northwest Shipping Company did not operate after 15 September 1982. Because of gross violations of the rules for proper operation, the pusher-tug OT-2030 of the Irtyshsk Shipping Company was out of operation for an extended period.

In this connection, the operating know-how of the crews of the motorships "Volga-Don 5009" (Captain-mechanic G. Chugunov) of the Volga Joint Shipping Company, the pusher-tug OT-2024 (Captain-mechanic L. Sokolov) of the Irtyshsk Shipping Company, and the personnel of the Plant imeni Lenin of the Volgatanker Shipping Company deserves special attention and wide dissemination for having extended the periods between repairs of the ships. These collectives are providing for the reliable operation of their ships for 7-10 years without calling at ship repair bases for navigational repairs. Their know-how must be actively instilled in all shipping companies.

Wintertime ship repair in the current year is being done under complex conditions. Part of the fleet of the Yenisey, Irtyshsk, Northern, and Pechora Shipping Companies, because of an early cold snap, wintered at random and unplanned places. It is necessary that the managements of these shipping companies take exhaustive steps for the timely and high-quality preparation of all the ships wintering in unplanned places for the imminent navigation season. There are specific difficulties with fleet repairs also in the shipping companies of the European part of the RSFSR. Many ship repair plants are not coping with the growing volume of repairs as a consequence of the ageing of ships. However heavy, and however labor consuming this work is, we must continue it.

To reduce the time for putting ships into operation, especially at plants with large fleet concentrations, it is necessary before the beginning of the navigation season to prepare not less than 50 percent of the nonself-propelled dry cargo and tanker tonnage for operation, and to provide for such completeness in upkeep as would allow putting all self-propelled ships into operation without underway trials. In the East it is necessary to strengthen unfreezing work so as to prepare all ship-lifting facilities for an earlier beginning of work in the spring. On the Volga and Don rivers, already today the temperature permits normal operation of all slips and docks.

In river transport large steps are being taken for the technical reequipping of production. The technical and material basis of the industry is constantly being improved and developed. In 1982 capital assets with a value of 685.5 million rubles were put into operation. New production facilities were built for the Osetrov, Peleduy, Samus', and Pechora fleet repair and operating bases. A navigational installation was accepted for operation at the Butyakov plant. On the White Sea-Baltic canal, 156,200 square meters of general living space were built as were children's preschool establishments in Arkul, Ufa, the Shimorsk plant, and at the REB [Repair and Operating Base] "Krasnyy Flot" at Rostov-on Don.

Along with this, the results in capital construction in 1982 cannot be considered satisfactory. The plan for putting basic assets into operation was fulfilled only to 93.2 percent, and 30,000 square meters of dwellings were not done in the established time. In construction and installation work, including that for the sector "River Transport", the under-fulfillment amounted to 3.5 million rubles.

Many shipping companies and organizations of the Ministry of the River Fleet have not coped with the problems confronting them. The Yenisey Shipping Company, for instance, did not put into operation the hull welding shop at the Krasnoyarsk shipyard. They permitted a significant lag in the construction of the communications building in Krasnoyarsk, of the ship repair shop in Kyzyl, of the gravel sorting plant in Achinsk, and of a number of facilities for the Podtesovo fleet repair and operating base.

These deficiencies in the management of construction are not occasional. There are serious flaws in the manner of operation of our GUKS [Main Administration for Capital Construction] and of the shipping companies. There is much working out of corrective measures, schedules, and the giving out of combined instructions for capital construction, but the required monitoring of their realization is lacking.

The 1983 plan for capital construction is very tight. More than half of the construction and installation work is to be done in regions of Siberia and the Far East. It is necessary to put into operation: mechanized piers in Urengoy, Sergino, Nadym, and Khabarovsk; a river terminal in Tomsk; passenger piers in Gor'kiy; vocational schools in Moscow, Leningrad, and Omsk; dwellings with a total area of 174,900 square meters; and many other facilities.

Our industry is a large consumer of fuel and electrical energy. In operational and industrial needs we annually expend about 4 million tons of fuel equivalent and 1.5 billion kilowatt-hours of electrical energy. On the whole, the Ministry of the River Fleet in 1982, and for the two years of the Five-Year Plan, has fulfilled the assignment for the reduction of fuel and energy consumption. Important work on saving fuel and energy resources has been done by the personnel of the Northwest, Belomorsk-Onezhskoye, and Moscow Shipping Companies, the "Teplokhod" plant, and the crews of many ships.

We still have, however, enterprises which are allowing over-consumption of fuel and energy. In the past navigation season, five shipping companies did not meet the norm for fuel consumption in transportation; indeed, for four of them (the Northern, Sukhonskoe, Irtyshsk, and Yenisey Shipping Companies) it is the second year in a row.

In 1983 a very rigid assignment for saving fuel has been established for us. Funds have been reduced in accordance with the size of the assigned saving. One of the principal ways to save is the use in the fleet of less of the scarce fuels and more of the cheap kinds of fuel. Specifically, the question is, how to increase the demand for motor fuel while curtailing that for diesel fuel. Managers of the shipping companies and the Engineering, Fuel and Energy Administration of the Ministry of the River Fleet should more energetically and persistently resolve this important problem for the state.

The waterway workers and the hydrotechnical facilities have an important role in assuring the trouble-free operation of the fleet and in improving its utilization. Waterway men have done a large amount of work on the reconstruction of the Belomorsk-Baltic canal, the replacement of lock gates of the Canal imeni Moskva, the fitting out of locks, and providing for steady operation under negative temperature conditions. In December 1982 the lock at the Konstantinovskiy integrated water power development was put into operation. Work was completed on the Soyuznovsk shallows on the Amur, increasing the depth in this sector. Depth on the Nadym river bar was also increased.

For solutions of the large and complex problems confronting the industry, work with personnel will have paramount importance. In fulfillment of the decisions of the 26th CPSU Congress, the staff of the Ministry of the River Fleet adopted a number of important instruments for improving the organization of labor, for increasing the responsibility of workers to fulfill the state plan and the adopted socialist obligations, and for strengthening labor discipline and reducing labor turnover. The measures approved by the instruments referred to, it must be said, are rather good; however, the organizing work for carrying them out on the part of the chiefs of the administrations of the Ministry, the managements of the shipping companies, the captains of ships, and the masters of industrial shops is being inadequately led and does not respond to increased modern demands. Numbers speak to this: in 1982 about 20,000 workers of the industry committed more than 80,000 man-days of absences from work and losses of working time; that is, annually about 400 persons did not work. We are alarmed that officer personnel of the fleet allowed more than 3,000 violations of labor discipline. The number of disqualified persons among fleet commanders in the Kama, Sukhonsk, and Eastern Siberian companies has grown.

Breakdowns directly follow a low level of discipline. In 1982 the total number of breakdowns in the fleet rose by almost 19 percent.

Successful operation is accurate planning, a debugged administrative mechanism, and high self-discipline in all members of our industry.

The staff of the Ministry of the River Fleet and the presidium of the Central Committee of the Trade Union of the Workers of the Maritime and River Fleets have expressed confidence that the collectives of rivermen of the Russian Federation, on a basis of widespread socialist emulation will implement the tasks of preparing for and conducting the 1983 navigation season with honor, and will make the country happy with new labor successes.

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OCEAN AND RIVER

LENINGRAD PORT GRAIN HANDLING CAPABILITIES

Moscow VODNYI TRANSPORT in Russian 12 Feb 83 p 1

[Article by A. Petrov: "Taking the Place of Cranes" under the heading: "The Food Program - Transportation Provisions".]

[Text] In realizing the decisions of the May 1982 Plenum of the CPSU Central Committee, a large role belongs to transportation including that of the workers of the maritime fleet. In the Leningrad maritime commercial port alone, for example, in the current year about 13 million tons of foodstuffs have been processed. Of this, the most important part was grain.

Until recently, grain was processed in four sectors of the port using five piers for the purpose. Now conditions have changed. Because of the receipt of new, high-productivity complexes, the processing of grain is carried out at three piers in two sectors of the port. Moreover, along with this, scarce piers were freed up and portal cranes released for use in other localities. In addition the possibility appeared of processing ships without stopping - you see, the new complexes are all-weather facilities.

The former Lumber pier - the third sector of the port of Leningrad - having been transformed long ago, has become an unusual laboratory for advanced methods of work. Several years ago, a modern container terminal fitted out with new equipment was created here. Now, here on the side facing the sea on a 72-meter long deep-water pier, two all-weather transshippers have been installed. These grain transshippers were manufactured by the West German "Hartman" company, and each is designed for processing 300 tons of grain per hour. Right now, company representatives are finishing the adjustment of the equipment. Specialists from the department of mechanization of port work are working with them.

The chief of the department, Yuriy Nikolayevich Yevdokimov, swings the drawing around for greater clarity. When an oceangoing ship with holds full of grain is moored to the pier, from the top of the transshippers telescopic tubes will be lowered into them and the gigantic "loader" will begin to operate. Automation controls all the production processes. Dual railways pass through the portal cranes. Each installation simultaneously loads two rail cars. At the same time the grain is automatically weighed. In this way, precious time is saved and the work force is freed.

More than 2 million tons of grain a year can be processed with only these two transshippers.

But in addition, says Yu. Yevdokimov, around April, transshipment complexes will be installed in yet a second sector.

Basically, the latter transshippers are also installations of the "Hartman" company, but of less capacity - 150 tons per hour. These units are planned to be placed on special bunkers manufactured for the purpose in Leningrad. On the initiative of the city Party organizations, Leningrad Admiralty association shipbuilders rendered appreciable help in carrying out this assignment of the Baltic Shipping Company. In addition to the shipbuilders, the collectives of the fleet maintenance base, the Kanonerskiy Ship Repair Plant, and the port shops did much work.

On each bunker, two of the transshipment machines will be mounted so that such paired installations will not be inferior in capacity to those already being readied for work in the third sector.

In ten maritime ports of the country such all-weather transshippers mounted on bunkers developed by Soviet constructors are being created. In all, in Leningrad in the not distant future it is planned to put eight "Hartman" machines into operation each with a capacity of 150 tons per hour. In the second sector, the manufacture and installation of these transshippers has begun. As to the large units installed on the Lumber pier, they already are being tested.

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OCEAN AND RIVER

ROLE OF PORTS IN PIPELINE CONSTRUCTION

Moscow VODNYI TRANSPORT in Russian 27 Jan 83 p 1

[Interview with Valentin Petrovich Katkov, chief of the department for seaport operation of the Ministry of Maritime Fleet, by V. Martyshin: "Difficult Transshipment of Pipe for Gas Pipeline"; date and place not specified]

[Text] Construction of the main gas pipeline between Urengoy and Uzhgorod is going at an unusually fast pace. Even at the beginning of next year the customers in the countries of western Europe will begin to receive the blue fuel from West Siberia. Quite a bit still remains to be done. The builders of the gas pipeline have issued an appeal to all organizations participating in building this line. They have called upon their collaborators to work still better and more effectively. The success of construction depends in large part on the sailors and port workers. After all, it is from there--from the docks of Leningrad, Ilichevsk, Nakhodka, Murmansk, Kaliningrad and other cities--that the pipes are shipped out to the place where the bed is being laid for the river of gas. Our correspondent called upon Valentin Petrovich Katkov, chief of the department for seaport operation of the MMF [Ministry of Maritime Fleet], to tell about the course of deliveries of cargo to those building the gas pipeline.

[Answer] In no country have seaports ever processed such a huge number of large-diameter pipes as in our case. This is, of course, understandable--after all, pipelines of such length have never been built in the world. The principal export line alone extends 4,451 km. And aside from that one, we are seeing that pipe and equipment are also delivered for the five other gas pipelines. Incidentally, construction of two of them--Urengoy--Moscow and Urengoy--Petrovsk--has already been finished. It is gratifying that although there were considerable delays with railroad cars, there were no delays through the fault of the transportation workers. Pipe and equipment have almost entirely been shipped out of the seaports for the third line of the Urengoy--Novopskov main line. Aside from the hundreds of thousands of tons of pipe and equipment, the seamen have delivered through Novyy Port housing construction fabrications for two housing settlements for the gas pipeline builders and hundreds of pieces of equipment for laying pipe. Now the large-diameter pipe is being shipped out for the Urengoy--Uzhgorod main line.

[Question] Valentin Petrovich, the pace of the gas pipeline's construction is increasing every day. And that means that the transportation workers must also speed up delivery of materials. It appears not to have been an accident that the builders made the appeal?

[Answer] The appeal concerns us transportation workers most directly. As they say there, there are cases when in certain sections the pipe is delivered to the trench literally "off the truck." And on the docks entire storage areas have been created of cargo so necessary to the builders. In the Lenin-grad Port, for example, there are today more than 83,000 tons of large-diameter pipe, and in Ilichevsk 72,000. In all, these stocks amount to 317,300 tons in the country's seaports. The same is true of equipment. At present about 16,000 tons of it has not been hauled out. The shortage of railroad cars is catastrophic. For instance, whereas we called for 754 cars for the first 10 days of January, they gave us only 463. And the pipe and equipment are continuing to arrive in larger quantities than are being shipped out.

[Question] It can be said that the port workers are entirely dependent on those they collaborate with and in no way can help them in this case.

[Answer] That is not the case at all. They can count on aid, as in past years. I am referring to the deliveries through Novyy Port. This, incidentally, is for us the most advantageous and easiest version for delivery of cargo to Urengoy and Nadym. Here our vessels turn the pipe over to the rivermen right in the roads. Of course, such transshipments depend a great deal on weather conditions. For example, during the last navigation season, which lasted 94 days, barely more than half were suitable for operation. Yet 209,000 tons of pipe and 4,500 tons of housing construction fabrications were delivered to the gas pipeline builders through Novyy Port. I should mention that the plan called for 200,000 tons of pipe to be carried on this route. During this navigation season about 250,000 tons of pipe are to be turned over to the builders through the Obskaya Guba, which will free more than 10,000 railroad cars, which will be an additional number which the railroad workers can use for carrying pipe. This will also make it possible to take the burden off Murmansk, Arkhangelsk and the ports on the Baltic Sea. There are also other pluses in the shipment of cargo for the gas pipeline construction workers by the Northern Sea Route. They are related first of all to quality. Instead of six or seven transshipments, should the cargo go the conventional route, there are only three. And that means less pipe is broken. The builders receive a better-quality material.

[Question] The shortage of railroad cars is the only problem which is disturbing the port workers in shipping out cargo for the Urengoy--Uzhgorod main pipeline?

[Answer] This is, of course, the main problem. But I would not like to lose sight of other factors like these: equipment which is oversize in length is lying for a very long time in the seaports. And the reason for this is not the shortage of flatcars. Sometimes the documentation for its shipment takes a month or more to be written up and approved in the offices of "Soyuzvneshtans" and administrations of the MPS [Ministry of Railways]. It would seem

that in this regard the railroad workers should keep a little more up-to-date....

[Question] Valentin Petrovich, steps are apparently being taken in the MMF and MPS to speed up shipment of freight and cargo for the gas pipeline builders?

[Answer] The results in shipping out pipe and equipment are analyzed daily in the Ministry of Maritime Fleet. It needs to be said that every railroad car not processed is regarded as an unusual event. To the credit of the seamen, such occurrences are very rare. Every week we join the Ministry of Railways in adopting higher targets. The port workers treat the loading of pipe and equipment as freight of first importance. An example of this is the July appeal of the transport workers of the Ilichevsk, Leningrad and Omsk transportation centers "Freight and cargo ahead of schedule for the gas pipeline!" And although, say, last year there were quite a few difficulties with outgoing freight, 37.6 percent more pipe was shipped out than in 1981. I would like to note that a few days ago the railroad workers for the first time ever satisfied the request of the Leningrad port workers: 121 cars were delivered to the docks, which is even 1 more than was planned. Perhaps this is a beginning of a change for the better....

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OCEAN AND RIVER

TOBOLSK PORT LAGS IN SUPPLYING TYUMEN OIL REGION

Moscow VODNYI TRANSPORT in Russian 19 Mar 83 p 2

[Article by G. Vstavskiy, Tobolsk]

[Text] The Tobolsk Port of the Ob'-Irtys' United Shipping Company is the largest facility for transshipment of freight destined for the petroleum fields of Tyumen Oblast. Every year the port workers ship out thousands of tons of freight of various kinds to the Middle Ob, the Arctic Circle and the Far North. Unfortunately, during the last navigation season the port workers of Tobolsk did not fulfill the state plan either for outgoing freight or for processing cargo. There are many reasons for this. But one of the main ones is that the suppliers of the freight greatly deceived the port workers. Year after year, for example, the Tobolsk Port did not receive 240,000 tons of freight for the economy that was to be transshipped according to the plan. Moreover, many freight lots have reached the port and depots of clients very late and at an uneven pace. The docks were empty during the most favorable early period of the navigation season. The mighty cranes and ships stood idle, and teams of port workers sat around with nothing to do.

And now the plan for accumulation of freight is not being fulfilled month after month. Before the navigation season opened at least 140,000 tons of freight were to be accumulated at the docks, but at the beginning of March there were only 18,000 tons there. Nor is the situation the best at the depots of clients such as Glavtyumen'neftegaz, "Urengoygazstroy," or Glavsibtruboprovodstroy. By the opening of the navigation season there were supposed to be 420,000 tons of freight at those depots, but actually on 1 March the operational data show a stock of only 173,000 tons.

The arrival of freight is very poor from suppliers of Minnefteprom [Ministry of Petroleum Industry], Minneftegazstroy [Ministry of Construction of Petroleum and Gas Industry Enterprises] and other ministries and departments.

Cement, metallurgical and pipe plants are not fulfilling their declarations. The Kolchedan Reinforced-Concrete Fabrications Plant delivered to the port only 13,000 tons out of 44,000 tons of its products. Nor are the association "Bryansktsement" and suppliers of Glavlenurengoygazstroy fulfilling the plans given them for transshipment.

Key officials of the Tobolsk Port long ago sounded the alarm: They sent out rush telegrams and letters. Recently express messengers flew from Tobolsk to the Urals, the Ukraine and Belorussia to shake loose the planned freight.

But it would seem that you cannot correct the business with expeditors alone. Urgent and effective steps are needed here both by the Ob'-Irtysh Shipping Company and also by the Ministry of River Fleet. Otherwise the mighty equipment of the largest port in West Siberia will soon be idle at the peak of the navigation season.

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OCEAN AND RIVER

FAR EASTERN STEAMSHIP COMPANY PERFORMANCE IN 1982

Moscow VODNYI TRANSPORT in Russian 15 Jan 83 p 2

[Article by VODNYI TRANSPORT correspondent L. Stukun in the column "Prompt Delivery of Arctic Cargoes": "In Accepting the Competition for Quality"]

[Text] More than one-third of the Far Eastern Steamship Company's fleet--transport vessels and icebreakers--operates most of the year in severe Arctic latitudes. Attention of many of the steamship company's services and practically of all its ports and anchorage points is concentrated on completing the Arctic navigation season within the planned periods. The Arctic-82, which handed the navigation competition to the new year, summed up positive results but also revealed some questions that are still unsolved and which stood in the way of greater achievements.

The first convoy has approached the edge of ice by the planned period. But foul weather intervened--breaking of fast ice, carrying over of huge ice fields to the navigable part of the route, constant fogs and powerful compressions of the ice--and practically stopped the vessels. The northwesterners, which displaced the Ayonskiy ice massif, made it impossible for the vessels to approach Cape Schmidt, not to mention sailing for the ports of Pevek and Tiksi. The vessels were forced to make a large detour to pass the Novosibirskiye Islands from the north and sail for Tiksi. I would like to note that during the 1982 navigation season the length of ice pilotage reached 1,000 miles!

Precise, selfless actions by seamen and icebreaker crews, which were coordinated by the headquarters of maritime operations, made it possible to make up for lost opportunities. As a result, the amount of cargo delivered to the northern Arctic coast in August was twice as much as in July. And by 1 October, the fleet, which appeared to have tumbled from its schedule, transported 24,000 tons more cargo than during the entire navigation season of 1981. This high rate was maintained up to the last day.

The text of the government telegram addressed to the steamship company is before me. "The State Committee for Material and Technical Supply [Soyuzgossnab]," it states, "thanks the collective of the headquarters of maritime operations for good organization in ensuring delivery of national economic cargoes to Zelenyy Mys, Pevek, and Cape Schmidt, and expresses wishes for successful completion of the navigation season in Eastern Chukotka." This high appraisal is being rightfully

shared by seamen, icebreaker crews, port workers and all steamship company services, who responded to the appeal of crews of the motorship "Dzhurma" and the icebreaker "Kapitan Khlebnikov" by joining the socialist competition under the motto "Prompt Delivery of Arctic Cargoes!" and achieved good results.

The Arctic navigation season for the collective of the Far Eastern Steamship Company is always a check of readiness and mobility of the fleet, the ports and the ship repair plants. Twice at the beginning of 1982 the council of the steamship company examined and "played over" in a most detailed manner the entire progress of the navigation season, looking for reserves and devoting attention to the weak spots. As a result, in 1982 the commercial service increased demands on suppliers to adhere to the all-union state standard [GOST] and to dispatch cargo only in packages and containers. As a consequence, the amount of cargo dispatched in packages increased by 40 percent compared with 1981 and in containers by 15 percent. Moreover, for the first time during the past navigation season the port workers processed and the seamen transported cement packaged in heat resistant film that made it possible to store this moisture susceptible cargo in open areas, which is extremely important because of the shortage of covered storage facilities in northern ports. Processing of such cargo also saves a considerable amount of time.

Nevertheless, not all problems were solved. The information on and accounting of available cargo destined for the Arctic was not properly organized in the ports of Nakhodka and Vladivostok. Cargo plans were not compiled in a quality manner and were often changed. For example, if one compares the Nakhodka commercial port's initial loading plans of the first vessels destined for Shmidta Cape and Chukotka--"Kapitan Markov" and "Ivan Babushkin"--and the actual cargo in their holds, the difference will be great. Plans were changed and substantially corrected and this resulted in the idling of port workers who wasted time in preparing equipment and processing means according to the planned character of the cargo. The vessels also lost time.

Not everything progressed well in the schedule for completing repairs to the vessels. And this applied especially to vessels destined for Kolyma. The vessel management service is to be directly blamed for this because over a period of several years it has failed to organize precise conveyor type repairs and preparation of the fleet for the navigation season. As a result, vessels proceeded to the Arctic in a "semitreated state" and had frequent failures of cargo-handling equipment--booms and winches.

Last year's very difficult ice conditions were a severe test of the quality of repairs. The fact that 34 vessels of the steamship company experienced various faulty conditions in the Arctic cannot but cause alarm.

The crux of the problem is that the basic fleet, which operates in the Arctic, can be exploited under great strain in difficult northern ice conditions. The degree of wear of vessels--the engine section and especially the hulls--today fluctuates within a 40 percent limit.

In addition there are forced return ballast passages, which basically damage the hulls.

Return voyages without cargo are unavoidable in many cases. There will also be such voyages during the next navigation season. But the percentage of damages can and must be reduced. To do this it will be necessary to organize constant and efficient contact between the vessel management service and operational workers so that the first, who are aware of the technical condition of vessels, would show interest in them not at the end of the navigation season but while it is still in progress and provide precise recommendations as to which are to proceed in ballast and which must be loaded...

It is time for the Far Eastern Steamship Company to establish a good repair base in the Arctic. The existing one does not meet the requirements neither on the material level nor as regards the skill of repair workers.

There were also other hindrances, which must be eliminated. This applies to supplying seamen with warm clothing for the duration of the navigation season and fulfilling requests of the crews not by 60-80 percent as in the past but by 100 percent. The seamen should compile and submit their requests promptly as the list of vessels which will participate in the navigation season is made known in good time. There are many other problems.

The Far Eastern Steamship Company is making preparations for the new navigation season. It is faced with solving very serious tasks. The volume of shipments will increase again but the facilities to cope with them will be the same as before. Can the far easterners cope with these tasks?

Yes, if they begin doing everything today to solve the problems that were revealed during the past navigation season.

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OCEAN AND RIVER

EXPERIMENT IN WINTER ARCTIC SHIPPING SUCCESSFUL

Moscow PRAVDA in Russian 25 Feb 83 p 1

[Article by PRAVDA correspondent N. Bratchikov: "Arctic, Submit to Conquest!"]

[Text] The experiment in conducting vessels of the Far Eastern Steamship Company under winter conditions to the coast of Chukotka has ended.

It began as an arithmetic problem in school. The icebreaker "Admiral Makarov" left Vladivostok. Coming in the opposite direction toward it from the port of Vanino was the diesel-electric ship "Vasiliy Fedoseyev" with a cargo of lumber and machines. They met in the La Perouse Strait to sail north together and face "many uncertainties." It was necessary to make the way through ice and severe storms in the Okhotsk and Bering Seas and deliver the cargo to the ports of Egvekinot and Provideniya.

After unloading 700 tons of fuel into the bunkers of "Vasiliy Fedoseyev," the ice giant moved the hummocks apart with its chest of steel and sent a routine radiogram:

"...The point 6 ice is grayish white. Solid icefields."

It seems that workers in the Arctic have known this route for a long time. Dozens of convoys have safely sailed across the Bering Strait to Pevek and beyond in the wake of the "Admiral Makarov." But to stir up local white stillness during a severe winter and struggle mile after mile toward Eastern Chukotka, this has not happened since the historic voyage of Semen Dezhnev. This is why all icebreaker services were on alert. The helicopter was in "battle" readiness. Hydrologists and meteorologists kept around-the-clock watch. Leading members of the icebreaker crew were on watch, including senior mate V. Kurbatskiy, radio station chief S. Reznichenko, hydrologist V. Shagalin and second mechanic L. Saburov. Even Capt V. Abonosimov assumed watch on the bridge every 12 hours...

The radio reported: "...Snow flurry charges. Icing. Speed 8 knots."

Vadim Ivanovich is known as the "ice captain" in the Far East. There is a reason for this. His early childhood was illuminated by the Chelyuskin epic poem. The boy from a small Siberian village daydreamed even without having seen a sea about trips in the blue ice. He studied in the Leningrad Higher Arctic School. He was successful in being assigned to the Pacific where,

according to him, there is an unprecedented spaciousness and interesting and exciting prospects. He was lucky enough in his youth to be able to break the armor of the seas aboard the old "Makarov." He became its captain at the age of thirty. Only after many years he replaced that vessel for the new, powerful icebreaker "Admiral Makarov."

He made many voyages and crisscrossed many miles in Arctic latitudes since 1975! Thousands of vessels with foodstuffs, equipment and construction materials were brought safely by Vadim Ivanovich into "calm waters"...

A new report: "Ten-point ice. Strong pressure. Vessels are stuck. Breaking round the diesel-electric ship 'Vasiliy Fedoseyev'"...

Egvekinot and the convoy of vessels were separated by a mere 100-mile stretch of ice. In clear waters it would have been a stone's throw away. The situation became more difficult with every hour, every minute. The ice became thicker near the port. Eighty, 90, 100 cm!.. Intricate work lay ahead. It was necessary to rip open the Kresta Bay and cut the ice at the quay so that the "Vasiliy Fedoseyev" could swing around and select a convenient position for unloading operations.

One day later the radio station reported from Egvekinot: "Guiding completed. The diesel-electric ship "Vasiliy Fedoseyev" is moored at the quay. Unloading is underway."

The first stage of the experiment was completed successfully. The "Admiral Makarov" cut a corridor for sea transports. The necessary cargo for geologists and miners of Eastern Chukotka was delivered. What is next? What is the meaning of this winter experiment?

I recall a conversation I had long ago with V. Byankin, deputy director for science of the Dal'morNIIproyekt Institute [not further identified], in Vladivostok.

"The seamen should not wait," Valentin Petrovich said, "until they are told to prepare main transportation routes. It is necessary that along the entire coast of the Pacific and Arctic Oceans we determine ourself where and when we can sail and how much and what we need to ensure the longest navigation season. The ports of Vladivostok and Nakhodka are bogged down by cargo flow in summer. The Arctic direction becomes the main one."

So a new winter experiment was conducted by the far easterners. Conducting vessels to the coast of Chukotka is another link in the chain of practical knowledge of the country's main national transportation route--the Northern Sea Route.

This is today. But what is the Far Eastern region's tomorrow? The Baykal-Amur mainline will provide a powerful spur to the development of productive forces. This will make it necessary to switch a part of the cargo flow from the railway to the Arctic Ocean.

The Arctic route will require base ports at both ends. It is possible that Egvekinot or Provideniya, whose inhabitants presented the symbolic key to Chukotka's winter gates to V. Abonosimov and G. Matusovich, captains of the icebreaker "Admiral Makarov" and the diesel-electric ship "Vasily Fedoseyev", will become such a port in the east.

FINNISH-BUILT SHIP 'NIZHNEYANSK' TO BEGIN SERVICE IN ARCTIC

Moscow VODNYI TRANSPORT in Russian 10 Mar 83 p 1

[Article by VODNYI TRANSPORT correspondent V. Yeliseyev: "A New Vessel for the Arctic"]

[Text] A motorship with unusual coloring has moored at the seventh quay of the Leningrad commercial seaport: yellow turrets of four vessel cranes clearly stand out against the background of a huge white superstructure, and the orange hulls emphasize that this is an Arctic vessel.

This is the appearance of the motorship "Nizhneyansk," a leading vessel in a new series which was built for the Soviet Union by Finnish shipbuilders at the (Valmet) Joint-Stock Company's shipyard in Helsinki.

The vessel has impressive measurements: length is 174 m, width is 25 m, draft is 10.5 m and two diesel engines with a 21,000-horsepower capacity enabling it to develop a speed of 17 knots.

Capt V. P. Alekseyenko, who received the vessel at the shipyard, said that the launching of the motorship coincided with the visit to Finland by N. A. Tikhonov, member of the CPSU Central Committee Politburo and chairman of the USSR Council of Ministers. Nikolay Aleksandrovich Tikhonov was present at the ceremonious launching of the new vessel.

We left Helsinki after the raising of the USSR state flag. A cargo of potash salt destined for Japan was taken on in Ventspils. We stopped in Leningrad for bunkering before the long voyage and to take on food and technical supplies. We also loaded a large new pilot boat on the upper deck here for Nakhodka.

A few words about the motorship itself. It has an automated ship divergence radar system, which is able to simultaneously track up to 60 and process data on 20 objects within radar contact. It also has two "Okean" radar stations and a satellite system for determining the vessel's location. The control of main engines, auxiliary mechanisms and ship systems is automated and can be executed from the pilot house. A watch-free operation of the engine installation is provided.

The motorships in the new series are multipurpose. Vessel cranes make it possible to handle heavy cargo up to 80 tons. Provisions have been made for offloading in Arctic areas which do not have port equipment and quays. For this purpose there is an air-cushion platform with a carrying capacity of 40 tons. The motorship can take on 4,000 tons of fuel in its fuel tanks.

The vessel's crew consists of 19 people. Every seaman has an individual cabin. Good conditions for rest and participation in sports are provided.

The motorship is currently on its maiden voyage.

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OCEAN AND RIVER

RIVER FLEET REPAIR PERFORMANCE FOR FEBRUARY

Moscow VODNYY TRANSPORT in Russian 15 Mar 83 p 1

[Article in the column "Ship Repair Diary": "The Formation of Readiness"]

[Text] All steamship companies fulfilled their established tasks for repairs and preparation of the fleet in February and exceeded the schedule as a whole by 1.3 percent and for medium repairs by 1.6 percent. Among collectives working more successfully than others are those of the Volzhskoye Unified, Moscow, Western Siberian and Eastern Siberian Steamship Companies.

High results were achieved by collectives of the following plants: Nevskiy, imeni Lenin, imeni Third Internationale, Gorodetskiy, Khlebnikovskiy, Chistopol'skiy, Veliko-Ustyugskiy, Samus'skiy, the Blagoveshchenskaya Maintenance and Operation Base [REB], imeni Lenin and others.

Nearly 57 percent of the fleet is already in technical readiness. Some steamship companies will soon complete repairs of barges.

The first group of vessels was put into operation and is transporting cargo on the Nizhnyaya Volga and the Don. Twenty-three ship salvaging facilities are continuing their work in seven steamship companies, which made it possible to repair 450 vessels. Fifty-four percent of oversize-load motorships and tankers are in technical readiness and 65 percent of the fleet is ready to operate during the early spring period of the navigation season on lateral and small rivers. Fifty-two percent of high-speed passenger liners are also ready. More than 1,000 main and auxiliary diesel engines were replaced with new ones or with those that have undergone capital repairs in specialized shops.

Ship's crews are enlisted in ship repairs and more than 50 percent of all vessels are repaired on the basis of brigade organization of labor. This method is used by 546 collectives who assumed a socialist pledge to repair more than 2,000 vessels ahead of schedule and provide work quality warranties. Moreover, nearly 300 specialized and 76 consolidated complex brigades were organized in repair work. Nearly 500 oversize-load motorships and tankers were made ready for the navigation season by using the progressive method of hot repairs ["goryachiy remont"].

For the purpose of conducting a survey of defects in vessels and mechanisms, the volumes of repair work were made more precise as of 1 March this year.

They were increased compared with last year but remain at the same level for medium repairs. Labor intensiveness has increased in the Kamskoye, Bel'skoye, Volgo-Donskoye, Belomorsk-Onezhskoye, Yeniseyskoye and Amurskoye Steamship Companies.

Nevertheless, while properly appraising the positive results, it cannot be claimed that ship repair enterprises used all measures to fulfill the schedule. Repairs are intense as usual in the Lenskoye Unified, Yeniseyskoye, Ob-Irtyshskoye Unified, Kamskoye and Volgotanker Steamship Companies. The Pechorskoye Steamship Company did not fulfill its established tasks.

The Kuybyshevskaya Maintenance and Operation Base of the Petroleum Fleet and the Irtyshskaya, Tobol'skaya, Podtesovskaya, Osetrovskaya and Petrozavodskaya maintenance and operation bases are lagging behind the schedule. Fulfillment of planned work is made difficult by the fact that more than 500 vessels stayed for winter in unplanned places of the following steamship companies: the Lenskoye Unified, Yeniseyskoye (in the area of the ports of Igarka and Dudinka), Ob-Irtyshskoye Unified (the rivers Pur and Taz), Severnoye and Pecherskoye.

Unstable weather conditions have created additional difficulties in conducting freezing out work so that underwater damages to 1,000 vessels can be eliminated. Unfortunately, there are instances of the freeze outs being flooded. Of concern is the failure to fulfill the schedule for medium repairs by enterprises of the following steamship lines: Kamskoye, Bel'skoye, Severnoye, Pecherskoye, Ob-Irtyshskoye Unified, Yeniseyskoye, Amurskoye and Lenskoye Unified. It is necessary to increase work off by enlisting additional manpower resources and improving material and technical supply to the fleet.

Special attention should be devoted to much earlier beginning of work of ship salvaging facilities. The number of vessels which will require spring slipping will increase in eastern basins.

Preparation of oversize-load motorships for the navigation season in the Kamskoye, Severnoye, Belomorsko-Onezhskoye, Yeniseyskoye and Lenskoye Unified Steamship Companies is being conducted below the average level for all steamship companies. High-speed vessels are being made ready for navigation very slowly by enterprises of the Vyatskoye, Sukhonskoye and Pechorskoye Steamship Companies. The fleet for lateral and small rivers is being unsatisfactorily prepared by ship repair enterprises of the Volgotanker, Kamskoye, Ob-Irtyshskoye Unified and Yeniseyskoye Steamship Companies.

Some plants are feeling the shortage of rolled sheet stock and the shortage of spare parts from enterprises of the USSR Ministry of Heavy and Transport Machine Building [Mintyazhmash] is being felt more sharply every day. Ship repair enterprises of the sector, which have mastered the output of some spare parts, must also devote maximum attention to their output.

Summary of Ships Repair Progress (in percent)

<u>Steamship Companies</u>	<u>Total for the fleet</u>		<u>Including medium repairs</u>	
	<u>Planned</u>	<u>Factual</u>	<u>Planned</u>	<u>Factual</u>
Volgotanker	77	77.3	77	77.5
Volzhskoye Unified	77	77.4	77	77.4
Moscow	77	77.6	77	78.0
Kamskoye	77	77.1	77	77.1
Vyatskoye	77	77.4	77	77.0
Bel'skoye	77	77.3	77	77.2
Volgo-Donskoye	75	79.6	75	78.3
Kubanskoye	80	80.6	80	81.0
Severnoye	74	74.5	74	74.1
Sukhonskoye	77	78.7	77	84.6
North Western	77	77.2	77	77.4
Belomorsko-Onezhskoye	70	70.0	70	69.7
Pechorskoye	65	65.5	65	65.9
Western	80	80.3	80	80
Ob-Irtyskoye Unified	70	71.5	70	71.6
Western Siberian	72	75.6	72	76.7
Yeniseyskoye	70	71.5	70	69.5
Eastern Siberian	70	75.1	70	70.7
Amurskoye	70	73.4	70	73.5
Lenskoye Unified	55	55.3	55	59.0
Main Administration of Waterways and Hydraulic Engineering Structures [Glavvodput']	71	73.0	70.3	73.6
Total for the Ministry of the River Fleet [MRF]	72.6	73.9	72.9	74.5

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OCEAN AND RIVER

NEW RIVER STEAMSHIP COMPANY TO BE HEADQUARTERED IN TYUMEN

Moscow VODNYY TRANSPORT in Russian 15 Jan 83 p 1

[Commentary by First Deputy Minister of the River Fleet A. P. Vvedenskiy:
"A New Steamship Company is Established"]

[Text] The Ob-Irtyshskoye Unified River Steamship Company was established in Western Siberia. The Irtyshskoye Steamship Company was included in it. Tyumen was selected as the site of its administration. At the request of our correspondent this event is commented on by First Deputy Minister of the River Fleet A. P. Vvedenskiy.

Regions of Western Siberia and the Far North have been widely developed during the past several years. The center of geological prospecting and expeditionary work has moved to almost inaccessible corners of Tyumen Oblast, and petroleum and gas extraction is done on a huge scale. A unified steamship company was established in the region in this connection to better satisfy the needs of of this vast region in transportation.

Provisions were made not only for improving management but also for strengthening the material and technical base. Already this year the Siberian steamship companies, particularly the Ob-Irtyshskoye will receive two powerful shallow draft icebreakers. The fleet will be replenished with shallow draft vessels to transport petroleum via small rivers. Industrial enterprises and repair-settling stations will be developed.

Today, a great volume of work is done in construction of large ports. Nadya will be one of them. Its first stage will be commissioned this year. Prospects are very good in the plan for large volume cargo transshipment for ports such as Urengoy, Labytnangi, Sergino and Khanty-Mansiysk. Construction of the second stage of the large port in Nizhnevartovsk will be completed in 1984.

Of course, the steamship company cannot manage without repair enterprises. Therefore, ship hull and hull welding shops and blocks of everyday service facilities will be constructed at the Tyumenskiy Shipbuilding and Repair Plant [SSRZ], the Tobolskaya Maintenance and Operation Base [REB] and the Tavdinskaya Shipyard. Vocational and technical schools will be constructed in Tobolsk City and at the Tyumenskiy Shipbuilding and Repair Plant and a hospital in Surgut.

The government has allocated more than R100 million for the construction of all these projects. Moreover, a part of capital investments of the Ministry of the Gas Industry [Mingazprom] and the Ministry of the Petroleum Industry [Minnefteprom] will be directed here. Altogether more than 100,000 m³ of living space alone is planned for the cities of Tobolsk, Labytnangi, Sergino, Surgut, Urengoy, Tyumen and Nizhnevartovsk. A total of 2,000 m³ of the overall living space will be allocated annually to workers of the port that is under construction in Nadym.

Establishment of the new steamship company will facilitate coordination of activities of many river points along the Ob and Irtysh Rivers and will also strengthen business contacts with main administrations of various ministries which are based in Tyumen.

Nikolay Petrovich Maslennikov was appointed as chief of the Ob-Irtyshskoye Unified Steamship Company.

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OCEAN AND RIVER

STATUS, GROWTH OF DUDINKA PORT

Moscow GUDOK in Russian 5 Jan 83 p 4

[Article by Novosti Press Agency correspondent, A. Kudrya: "The Sea Gateway to Taymyr".]

[Text] Dudinka is a small polar town on the shore of the Yenisey. At the same time, Dudinka is a large Arctic port in the northern part of our country. According to some indicators, it can be compared with such ports as Vladivostok, Odessa, and even Leningrad.

Longshoremen in Dudinka daily process 50,000 to 60,000 tons of cargoes and on some summer days - more than 70,000 tons. The annual volume of loading and unloading work amounts to more than 5 million tons. In the current year, says the chief of the port, A. Kizim, the volume of this work exceeds the 6 million ton limit.

From Kizim's study a panorama of the port is revealed with the ships at the piers, with the palisade of portal cranes and with the railroad trains and ore and timber loaders.

Timber is delivered here from the southern regions of the Yenisey basin. Foodstuffs, industrial goods, and fuel for the whole Taymyr are brought along the Yenisey from Krasnoyarsk. By sea from Murmansk, Arkhangel'sk, Leningrad, and Kaliningrad, basically, comes various equipment for the Noril'sk Mining and Metallurgical Combine and other industrial enterprises of the Taymyr. Also, copper, nickel, and other products of the combine are carried away from Dudinka by sea.

A peculiarity of the port of Dudinka is that every year at flooding time, when the water level of the Yenisey rises by 13-14 meters, the piers are flooded. On the eve of the flooding, the cranes and the approach rail lines are dismantled; and, after the ice goes down, restoration work is done. Until recent times, the damage brought by the flooding was considerably more substantial. The amount of restoration work was sharply reduced after the construction of the ice-protectection dam.

The current chief of the port, A. Kizim is the author of the very idea of building the dam and of its technological realization. Local soil mixed with sawdust for strength was used in its construction. In the course of the

earth work, a "layer cake", liberally showered with water was obtained. As a result, an icy monolith of a homemade kind was formed which is 60 meters wide and 18 meters high. The dam can shut off from the pressure of ice all of the river piers and more than half of the maritime piers. Its cost turned out to be less by a factor of about ten than that of the reinforced concrete variant proposed by other designers.

Together with the town Council of Peoples Deputies, the Port Administration has successfully improved social conditions for the people working in the port. For a long time, for instance, a problem of seasonal work existed in Dudinka. In the summer, the most active season for the port, the number of workers increased by 1,000 persons. The contingent of seasonal workers diminished every year. There were few who wanted to live for three months in the old barrack structures in which they were housed. The port management appealed to the town Council for permission to build new dwellings for the seasonal workers. The port took on itself the financing of the construction. The Council, taking into account the interests of the town, complied with the request. The houses were built and this assisted in the creation in Dudinka of a stable collective of seasonal workers who do not annually have to be retrained in the specific operations of the port.

In the vicinity of the town, a new more spacious and comfortable dispensary building was built for port workers. Now, there are various clinics here, and a winter garden with palms, papyrus, and lemon trees transplanted from southern cities. More than 150 persons can relax at the same time in the "Venisey" sanatorium and dispensary.

Here in Dudinka, says A. Kizim, the solution of several problems is made easier by the fact that the port belongs to the largest cargo recipient - the Noril'sk Combine is a component part of it. All cargoes for the Combine - timber, concrete, petroleum, lubricants - we store for it in the port, and deliver to the combine only when a need arises. In order to send out to the Combine lumber of strictly specified grades, not simply wood, a sawmill was built in Dudinka. The integrated functions of the port and the largest warehousing enterprise permits orderly scheduling of the transfer of cargoes into Noril'sk along the railroad.

A new stage in the port work began in 1978 when, for the first time in history, the Northern Sea Route was opened for year-around navigation from Murmansk to Dudinka.

This achievement of the seamen, says Kizin, would have lost any meaning had it not been reinforced by the preparations for year-around work of the collectives of the Arctic ports. We have learned to receive ships in the winter, and in the polar night, but to say that all the problems of year-around navigation are solved is premature.

In Kizim's opinion, it is time to create portal cranes modified for the north and able to operate normally in temperatures of 45 degrees Celsius below freezing, and to build piers of special design warmed by hot water. Ice will not freeze to them and this will facilitate the approach and departure of ships from the pier.

The role of the port of Dudinka in the development of the Arctic will grow all the more. And here, appropriately, will be remembered the opinion of the well known Soviet specialist on the economics of Siberia, A. Aganbegyan: "The exploitation of the riches of the Arctic, supported by year-around navigation along the Northern Sea Route, is the greatest economic program of the future".

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OCEAN AND RIVER

KLAIPEDA - SASSNITZ RAIL FERRY CONSTRUCTION BEGINS IN KLAIPEDA

Moscow VODNYI TRANSPORT in Russian 22 Feb 83 p 1

[Article by special correspondent S. Borik: "A Crossing of Friendship".]

[Text] In the ports of Klaipeda and Sassnitz - Mukran construction is being started on the international maritime ferry crossing from the USSR to the GDR.

The economic effectiveness of maritime railroad ferry crossings is generally known. It was proved in the experience of operating the crossings in the Caspian (Baku - Krasnovodsk), at Sakhalin (Vanino - Kholmok), at Kerch' (Crimea - Caucasus), and in the Black Sea (Il'ichevsk - Varna). The gains for the national economy from the substantial reduction in cargo transshipments from one kind of transportation to another, from the reduction of costs, and from speeding up the delivery of cargoes from shippers to receivers are very significant. And as a result of all this, at the cost of a relatively small capital investment, large technical and operational capabilities are opened up.

Even in the beginning of the 1960s, the idea of creating an international maritime ferry crossing between the USSR and the GDR came up and was approved. And, although freight turnover grew with each year, for various reasons the construction of it was set aside.

In the summer of 1982, an intergovernmental commission on economic, scientific and technical cooperation between the USSR and the GDR decided to create such a ferry crossing between Baltic ports of the two countries. The ports chosen were Klaipeda and Sassnitz - Mukran. Not far from Sassnitz in the small Prorer bay, on Ryugen island, hydrotechnical port structure and on-shore facilities for the ferry crossing will be built.

Klaipeda was not chosen randomly. It is determined by its geographic position as the maritime gateway to Lithuania. The very short distance between the crossing points makes it economical, and the presence of a natural "pier" - the Kurshsk sand bar - substantially reduces the cost of building the on-shore structures for the crossing.

Much already has been done. The type of ferries has been agreed upon. The designs of the cross-over trestles and shore structures have been decided in both countries, as also have been which facilities are to have top-priority in construction in order to place the first ferry into operation. In the second half of 1986 the first ferry will begin to ply its way between Klaipeda and Sassnitz - Mukran.

What sort of a thing will it be - this new "Bridge of Friendship" between the USSR and the GDR, the plans for which were developed by specialists of both countries.?

The know-how from operating existing ferry crossings is reflected in this project. In addition, the latest achievements of science and technology have been soaked up in it so as to make the maximum reduction in the time for loading and unloading rail cars. This, you see, is the main thing directly affecting turn-around time and, consequently, the intensity of transport. It is precisely this that dictated the use on the line, for the first time in world practice, of two-deck rail ferries. Also for the first time, the rolling on and off of rail cars will be done by means of single-roller, two-tier trestles which automatically change their loading angle with the level of the ferry in the water.

Calculations show that such new technological systems can reduce loading and unloading time to approximately four hours. The ferries and the lifts and cross-over trestles will be built in the GDR. Construction of the on-shore and hydrotechnical structures will be done as a joint project in Klaipeda and in Sassnitz - Mukran.

Within six miles of the port of Klaipeda, on the eastern shore of the Kurshsk inlet, beyond the Western Ship Repair Plant, contracting organizations of Mintransstroy [Ministry of Transportation Construction], after dredging, will construct 210 meters of ferry piers to both walls of which the ferries will be moored. Accommodations will be erected for administrative, repair, and operational services. All this will be built by the Ministry of Construction of the Lithuanian SSR.

A large amount of work is in prospect for Mintransstroy in the construction of the ferry-landing railroad stations. The first, the receiving and shipping station, will be the largest. Extremely complex maneuvers will be done at the second, the marshalling station. Here lines of cars will be made up according to the loading plan. Finally, the readied lines of cars will make their way on to the presentation railways and farther, through the lifting and cross-over trestle, onto the ferry. All construction for the first start-up complex must be finished in three short years. But the amount of work is not small. In the dredging alone, about six million cubic meters of soil remain to be lifted and moved.

And now, about the ships that will operate on the new line. Here the operation of two-deck rail ferries will begin. The twin-screw ships will have controllable-pitch propellers. The cabins and other accommodations for the crew are situated in the forward part of the ship and the power plant is in

the stern. Behind the machinery compartment there is one transverse thruster installation. The powerful power plant and the favorable shape of the underwater part of the hull assures a service speed of 17 knots. The rudders and the thruster will make the ship highly maneuverable and able to dock in the ports with accuracy. There are two horizontal decks for rail cars on the ferry, each with five tracks. On each of them 103 cars can be accommodated.

The new ferries in the Baltic differ from the Black Sea ferries in the number of decks and in the absence of elevators for lifting and lowering rail cars which limit the speed of processing the ferries in loading and unloading operations. Instead of elevators, as previously mentioned, there are lifting and cross-over trestles.

There will be pairs of single-roller two-tier trestles in Klaipeda and in Mukran. Unique hydraulic mechanisms provide for the required amplitude of their movements. The rolling on and off of rail cars for the upper deck will be done on the upper tier of the trestle, and, for the lower deck, on the lower tier. In the adopted technology, passage along the two-tier trestle can only be to a corresponding deck. Special pumps are used to trim the ferry. There also is an automatic installation to correct heeling of the ferry.

In order to carry out this project more quickly, there must be an acceleration in the issuance of documentation. It appears that it would be more efficient to provide a separate group of designers to work all the time at Klaipeda who could, without delay, issue recommendations and documentation for unforeseen work. At the very beginning of new construction there is a need for increased attention and practical solutions for the unforeseen problems which arise. It is important right now not to lose even one day that could avoid an all-hands job subsequently.

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CSO: 1829/171

OCEAN AND RIVER

RIGA PORT IMPROVES CONTAINER HANDLING CAPABILITIES

Moscow VODNYY TRANSPORT in Russian 4 Jan 83 p 1

[Article by "Our special correspondent": "A Complex Goes Into Service".]

[Text] The other day, the state commission accepted for operation an important new facility built in the maritime port of Riga; namely, the second start-up complex of the container terminal. The productive capacity, erected here with the assistance of brother republics, permits increasing the processing volume for cargoes arriving in enlarged packages, mainly containers, by 560,000 tons per year. It is important to note that during the whole of the past year, the third operational sector of the port, on the grounds of which this complex is, processed liners as necessary to fulfill the growing program of the port at the same time that the construction of the new facilities was going on.

The complex accepted for operation includes a deep-water pier, convenient and spacious areas for cargoes, and powerful modern port mechanisms. A fact that makes the dock workers especially happy is that the builders made available in their arrangement a block of domestic accommodations with a fine dining room having 150 places.

In the process of constructing the second complex of the container terminal, a considerable amount of work was done on the structure in this industrial micro-sector of branched-out engineering systems designed for long-range prospects. The fact is, that a large subdivision of the port on the island of Kundzin'sal, in the coming year will be expanded. According to the design specifications, a general cargo handling sector is rising here which in its own capacity will be the equivalent of one whole Riga maritime port of former years.

In the first days of 1983, the masters of the newly born complex tuned up the transshipment equipment and made pilot tests of it. Already cargoes have been processed for the account of the plan for the third year of the 11th Five-Year Plan.

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CSO: 1829/171

OCEAN AND RIVER

DETAILS OF NEW CARGO SHIP 'NOVOROSSIYSK'

Moscow MORSKOY FLOT in Russian No 2, Feb 83 pp 44-46

[Article by L. Kryshytyn, chief engineer of the Novorossiysk Steamship Company:
"The Cargo Ship 'Novorossiysk'"]

[Text] As of 1982, the Novorossiysk Steamship Company started getting a replenishment of cargo ships of the "Novorossiysk" type, which are built by the Greek "Hellenic Shipyards" shipbuilding firm according to the rules and under the supervision of the British Lloyd + 100 AL Oil Tanker, with unlimited range of navigation for the UMS (watch-free service) class of automation and an inert gas system. The vessel meets the requirements of international conventions and U.S. Coast Guard regulations for vessels under foreign flag.

The "Novorossiysk" is a single-screw motorship with a bulb-shaped bow end, a transom stern and a five-tier superstructure. The ship has a welded hull with a mixed framing system.

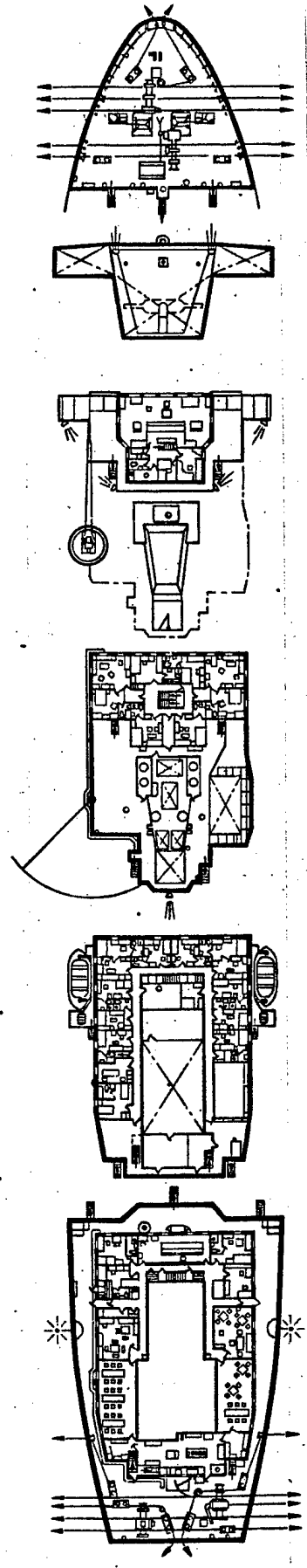
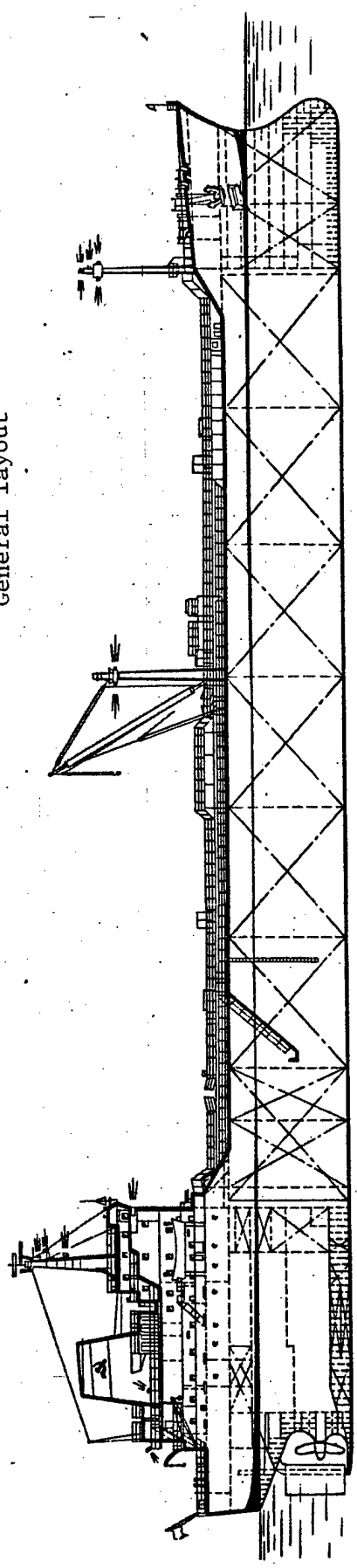
Vessels of this type are designed for transporting various petroleum products besides crude oil. They can simultaneously transport 10 kinds of freight and simultaneously receive four kinds of freight. The hull's transverse and longitudinal bulkheads form 21 cargo tanks and the forward part of the seventh central tank is divided into two slop tanks, intended for collecting oil-containing water. The inner surfaces of all tanks and the inner and outer surfaces of cargo pipelines are painted with epoxy paint made by (Hempel) firm.

A load indicating device of the "Loadmaster computer D-50" type made by the Swedish (Kokumeysn) firm is installed on the ship to determine the load on the hull during various forms of loading.

The cargo system is served by four cargo pumps feeding 900 m³ per hour. The upright centrifugal pumps are operated by steam turbines, which are installed in the machine and boiler room. Each of the four pumps is intended for its own group of tanks but may also be used for unloading from any tank. The pumps are equipped with a vacuum system which ensures maximum cleanup of cargo via the main cargo receivers.

The cargo system is of the lineary annular type and the diameter of the pipeline is 350 mm. Two rings are connected to each other in the central pumping section

Общее расположение
General layout



BASIC CHARACTERISTICS OF THE VESSEL

Length:				
greatest	170.7 m	Deadweight	29,900 tons	
between perpendiculars	162.0 m	Capacity:		
Width	26.0 m	gross tonnage	18,290 tons	
Height of the side	14.4 m	net tonnage	12,994 tons	
		Sped with cargo	15.5 knots	

and cargo tanks and each branch is being shut-off by two hydraulic stopping devices. Tank washing, additional cargo cleaning and removal of residual oil from slop tanks is done by a steam piston pump and an ejector, which are located in the central pumping section.

Cargo-handling operations are automated. Locks are operated remotely from the control console, which is located in a special room, or from local control posts on the cargo deck. A system of the "Levelmaster NLM-200" type produced by the Swedish (Kokumeysn) firm is installed on the ship to measure the level in tanks. A mimic panel of all systems installed in cargo tanks and the pumping section, lock condition indicators and devices to control level in tanks are located on a special console in the cargo operations control room.

The vessel has an inert gas system, having a maximum feed of 4,500 m³ per hour and the bleeding of inert gases is done from auxiliary boilers. The system is controlled from the central control console in the machine and boiler room and the signal and control devices are duplicated on the navigating bridge and in the cargo operations control room. Automatic high-speed valves to maintain the necessary gas pressure are installed on all cargo tanks.

The power plant consists of a fifth modification six-cylinder engine of the (MAN-Burmeister and Vine) firm which was built under license by the Polish (H. Cegelski) plant, three diesel generators of the same firm and two auxiliary steam boilers made by the Swedish (Sanrod) firm. Steam requirements during the ship's navigation are ensured by a (Sanrod) firm's exhaust-heat boiler of the CPH-250 type with a productivity of 2 tons per hour under 0.78 exhaust steam [MPa] pressure.

The main 6L67GF CA engine develops a maximum capacity of 8,823 kW (12,000 horsepower) with a rotation frequency of 122 RPM. As a result of the highly efficient fuel preparation system, the main engine can operate on heavy fuel with viscosity of up to 3,500 (of Redwood I) under 100° F. The fuel preparation system includes separators made by the (Westfalia) firm, fuel filters made by the (Boll and Filtertechnik) firm and a (Vaf-viscoterm) type viscometer made by the English (Vaf-instruments) firm. The system ensures multiple sediment and continuously regulated heating of fuel from the basic supply tank to engine injectors.

The ship's electric power plant includes two 6T23LH type diesel generators of 528 kW capacity each and a 5T23LH diesel generator of 500 kW capacity, which provide a power current of 60 Hz frequency and a voltage of 440 volts. An emergency diesel generator of 155 kW capacity, which is located in a separate room, switches on automatically when the main distribution board's buses are deenergized and can ensure the operation of the steering engine, the emergency fire pump, the radio station, navigational equipment, the foam fire extinguishing pump and the ship's lighting.

The power energy requirements during the ship's navigation with its air conditioning installation in operation are ensured by one diesel generator and by two generators when the ship is executing a maneuver or is engaged in cargo-handling operations at anchorage.

The automatic diesel generator control device made by the Italian (Carlo Gawazi) firm is capable of automatically substituting a working diesel generator with a backup one when the first one malfunctions; turning on the backup diesel generator when the working generator's load exceeds 80 percent and turning one of them off automatically when it drops to 25 percent of the rated load; uniformly distributing loads during parallel operation of diesel generators; and actuating and turning on the backup diesel generator during deenergization.

Diesel generators can work on a mixture of heavy and light fuel, which is supplied by a special mixing installation that feeds a uniform supply of the mixture of required viscosity during all conditions.

The upright auxiliary steam boilers made by the Swedish (Sanrod) firm are of the water-tube and fire-tube type, which are equipped with an automatic system made by the Italian (Carlo Gawazi) firm, each having a productivity of 25 tons per hour and a 1.6 steam pressure [MPa]. They are capable of ensuring all ship's consumers of steam and of supplying exhaust gas that contains less than 5 percent of oxygen to the ship's inert gas system.

The system of mechanical signalling and control and protection of mechanisms made by the Italian (Carlo Gawazi) firm ensures watch-free service of the machine and boiler room according to the "16 over 8" system. The main engine can be controlled from the navigating bridge with the aid of a pneumoelectric system of automatic remote control [DAU], from the central control console [TsPU] in the machine and boiler room and from the local emergency post at the main engine. All other mechanisms of the machine and boiler room are equipped with local and remote control from the central control console.

The main engine's protection system fulfills two functions: reduces the frequency of rotation to 95 RPM when the pressure of lubricating oil drops, when the piston cooling oil passage disappears and when the temperature of exhaust gases, the thrust bearing and the space under pistons increases as well as stops the main engine during a drop in lubricating oil pressure, during the lubrication of the camshaft and when the temperature of the thrust bearing increases.

A four-blade fixed pitch screw of 5.8 m diameter, which is made of nickel bronze, is installed on the ship.

The machine and boiler room has an overhead crane with a carrying capacity of 6 tons and is intended for use during preventive maintenance and repair of the main engine. An electrohydraulic crane with a carrying capacity of 3.5 tons is installed on the deck for removing components and equipment from the machine and boiler room.

An "Atlas" type desalinating plant with a productivity of 30 tons a day ensures the requirements of auxiliary boilers, mechanisms and the ship's household systems. The vessel has a biological processing installation made by the American Sigma Treatment Systems firm for the handling of fecal water and trash collection containers are installed on the afterdeck. A bilge water separator made by the Sigma firm and a system for collecting and controlling

the discharge of oil-containing water of the (Oilcon monitor) type made by the English (Vaf-instruments) firm ensure fulfillment of contemporary requirements against sea pollution.

The requirements in compressed air are ensured by two automated air compressors which supply 145 m³ per hour each and by one pumping compressor made by the English (Hamvorski) firm which supplied 75 m³ per hour.

The ship's mooring gear is equipped with four steam winches made by the Norwegian (Fridenbo) firm. The rudder is of a streamlined, semibalanced shape with an area of 30 m².

Rescue facilities consist of two open-type motorboats each of which is calculated to hold the entire crew and three inflatable life rafts.

The ship's fire protection is equipped with water and foam fire fighting systems. The first includes an upright centrifugal pump, which is installed in the machine and boiler room, that can supply 148 m³ per hour under a pressure of 0.22 [MPa] and an emergency electrical fire pump, which is installed in an isolated room, that can supply 130 m³ per hour under a pressure of 1.1 [MPa]. The foam fire fighting system consists of a foam generator, a feed control device and six foam barrels and is installed in the cargo deck area. The machine room is equipped with a highly sensitive automatic fire alarm system.

There are 32 cabins for the crew, including the pilot's cabin, of which 27 are single and 5 are double occupancy cabins. All cabins have individual or adjoining sanitation facilities. There are a sports hall, a motion picture auditorium, a swimming pool and a sauna for the crew's recreation.

The ship's navigational equipment includes a gyrocompass made by the West German Anschutz firm, an automatic steering device made by the English (Dekka) firm, an echo sounder made by the Norwegian (Simrad) firm, a "Loran-S navigator" type long range radio navigation system with a display, a (Vzafinder) type satellite navigation system, a (Dekka-navigator) type phase coastal navigation system, a Doppler log made by the Norwegian (Simrad) firm and two "Model 1225 and 1625" type radar units made by the English Rayseon Marine Company. One radar unit is equipped with an electronic collision warning system whose algorithm includes automatic tracking and calculating movement of 20 vessels, selecting the most dangerous targets, warning of possible collision and forecasting navigational conditions when the ship's movement changes.

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CSO: 1829/162

MISCELLANEOUS

TRANSPORT SECTORS' PERFORMANCE IN DECEMBER 1982

Moscow VODNYI TRANSPORT in Russian 22 Jan 83 p 1

[Article: "Monthly Survey at Transport Terminals with Regard to Accumulated Experience"]

[Text] In completing 1982, the collectives of transport terminals applied all efforts to fulfill the plans and tasks established for December. The last month of the year is the period of operation of transport terminals when the complexities and responsibility of the ports for the most rapid release of rolling stock increase sharply. The divisions and railroad stations were forced to disperse railcar resources to many shipping enterprises to guarantee shipment of planned products sold. This naturally affected the hauling of imported and transshipping goods from the ports.

On the whole, the activity of the transport terminals in December can be evaluated positively. Almost all the ports fulfill the plans for loading-unloading operations. The shipping companies together with Glavflot [Main Administration of Shipping and of Ship Repair Establishments] guaranteed a stable load of the ports, which were threatened with underfulfillment of the annual task. As a result, the December plan was very much overfulfilled (by 114.7 percent throughout the sector) primarily due to the successful work of the earlier lagging collectives. This permitted all ports of the ministry to complete the second year of the five-year plan successfully.

Negative aspects of the work at the transport terminals were also revealed in December. This is related primarily to the non-rhythmic transfer of cargo from one type of transport to another. For example, the monthly plan for shipment of grain cargo from Leningrad port was fulfilled with a surplus of 136 rail cars (less than 1 percent) and the fluctuations in both directions from the daily plan reached 20-25 percent on some days. With respect to the same grain cargo, Novorossisk was on the edge of stopping shipment in the middle of the month due to prohibition to accept freight for the Azerbaijan Railroad. The Far Eastern Regional Transport Terminal, having rolling stock resources, essentially did not ship grain for a 10-day period due to non-arrival of ships (approximately 1,200 rail cars were not handled for this reason alone. The Baltic transport terminals, except Riga and Klaypeda, also worked at a feverish pace.

Kaliningrad, Tallinn, Ventspils, Klaypeda, Reni, Zhdanov and Baku did not cope with handling rail cars within normative deadlines.

If an evaluation of work of the transport terminals is given with respect to transshipment of imported goods, one can note that a stress situation as before was retained in dispatch of grain and perishable goods to the national economy, especially from Reni and Izmail ports. The availability of equipment and large residues of pipes and metals at the port warehouses and in ships increased by 20,000 tons. It is again necessary to emphasize the need for primary dispatch of pipe and equipment to the builders of the Urengoy-Uzhgorod Gas Pipeline, especially from Leningrad, Klaypeda, Ilichevsk, Zhdanov, Taganrog and Nakhodka. The attention of the seamen and railroad workers should be concentrated on solution of these problems.

Last year was characterized by extreme nonuniform loading of the transport terminals by months. During the first 6 months, the collectives worked under great strain, having selected high rates, especially in dispatch of imported foodstuffs. However, a sharp drop then followed, including export shipment. This required the ports to solve crucial problems in loading the brigades of machine operators-longshoremen, to retain the cadre workers, to change the specialization of the transshipment complexes and so on. The intensity of cargo delivery began to increase and the disrupted communications had to be restored during the fourth quarter. There were significant delays in this case. Specifically, the work of the Odessa and Northern Caucasus Railroads did not reach their usual level up to the end of the year.

The annual plan of loading-unloading operations was fulfilled by 102.1 percent by the ministry, and in this case the 1981 level was exceeded by 6.5 million tons. The Severnoye, Baltic, Latvian, Lithuanian, Black Sea, Azov, Novorossisk and Soviet Danube Shipping Companies achieved an increase in the volumes of transshipping operations compared to last year.

The Black Sea Shipping Company, whose ports, despite the unsatisfactory work of the Odessa Railroad in delivery of rail cars for imported goods during the second half of the year, exceeded the 1981 level by 4.1 million tons, made the greatest contribution. The collectives of the transport terminals of Ilichevsk, Nikolayev and Kherson worked better than others and the volume of cargo operations was increased sharply and Yuzhnyy Port. The transport workers of Arkhangelsk, Kandalaksha, Kaliningrad, Ventspils, Berdyansk, Tuapsa and Vanino also considerably exceeded the level of the previous year.

Transshipment of cargo by the direct version increased by 800,000 tons and the plan of the fiscal year was also overfulfilled. However, this important indicator of the activity of the transport terminals could have been considerably higher if there had not been a deterioration in the work of the transport terminals at Odessa and Novorossisk during the second 6 months, which decreased their 1981 level by 900,00 and 700,000 tons, respectively.

Coordination of the work of accessory suppliers at regional transport terminals continued to expand and become more extensive in 1982. A total of 452,000 tons of freight--more than in 1981--was hauled from the ports by motor

transport. The river workers of the RSFSR and of the Ukraine fulfilled the volume of shipments from the maritime ports 1.3-fold greater than during the previous navigation season.

However, the potential for component suppliers in the area of railcar unloading via transfer of goods to the river fleet and motor transport is far from exhausted. The trucks of USSR Minplodoovoshchkhov [Ministry of the Fruit and Vegetable Industry] and other organizations are not being adequately utilized. The head shipping companies in the transport-export regions should act more actively to increase the level of organizational and planning work.

The question of an increase in the level of discipline, including planning discipline, was raised with all acuteness at the November (1982) Plenary Session of the CPSU Central Committee. Along with increasing the exactingness on the part of the transport organizations to the shippers and freight owners for full representation to shipments and transshipment of the stated volumes and types of goods, the transport workers should do everything necessary to accelerate handling of ships, rail cars and trucks and to actively solve the problems of making shipments more efficient, including by redistribution of goods among types of transport, and should accelerate their movement to the consumer.

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CSO: 1829/156

MISCELLANEOUS

TRANSPORT SECTORS' PERFORMANCE IN JANUARY 1983

Moscow VODNYY TRANSPORT in Russian 19 Feb 83 p 1

[Article: "Achieving Mutual Responsibility"]

[Text] Since the first days of January, the collectives of allied industries at the transport terminals have energetically turned to fulfillment of the plans and pledges for this year. The plan for transshipment of goods was fulfilled by 101.7 percent. This level exceeded by 1.3 million tons the level achieved in January of last year.

The transport terminals of Arkhangelsk, Leningrad, Vyborg, Riga, Ventspils, Kerch, Novorossisk, Izmail, Reni, Makhachkala, Magadan, Vanino and Korsakov operated stably. Odessa, Ilichevsk, Poti, Baku, Krasnovodsk, Termez, Vladivostok and Nakhodka did not fulfill the plan of loading-unloading operations. A lack of presentation of goods for transloading of the planned facilities and deficiencies in organization of work of the transport workers themselves were the cause.

A total of 9.8 percent more ships were handled during the month than in January of last year. A total of 94.5 percent of ships were dispatched within the deadline and ahead of schedule. Conservation of the anchor time of the Soviet and foreign fleet comprised 1,745 ship-days.

The fortitude of the seamen and railroad workers of the Kaliningrad Transport Terminal in their work during January should be noted. The transport workers of Kaliningrad tolerated the onslaughts of nature and demonstrated an example of smooth work under the most severe weather conditions, which unfortunately allied workers do not always demonstrate at other locations and under more favorable circumstances.

The plan for unloading rail cars was fulfilled by 89.5 percent and a total of 103,300 rail cars was loaded in January. The Murmansk, Klaypeda, Izmail, Reni and Termez Transport Terminals coped with the plan for handling rail cars containing export goods. Baltic, Odessa, Dneprovsk, Northern Caucasus, Azerbaijan and Far Eastern Railroads did not provide delivery of rail cars to maritime ports for unloading.

Dispatch of imported goods from the ports was under the special control of the shipping companies and railroads and ports and stations. Smoothness is

especially required in this work, the more so since the majority of these goods are dispatched by the direct ship-railcar version. As a whole, the plan for transshipment of goods by the direct version was underfulfilled. The Ilichevsk Transport Terminal had low operating indicators here (22.7 percent) and all ports of the Azov Shipping Company working with the Donetsk and Dneprovsk Railroads had low indicators.

Improvement of the joint work of seamen and railroad workers in transshipment of goods by the direct version is the most direct way to conserve expenditures of the work force, to increase the preservation of goods and to accelerate delivery of materials and goods to consumers. This is especially important when shipping foodstuffs and consumer goods and also pipe and equipment for construction of the Urengoy-Uzhgorod Gas Pipeline and materials for industry that are delivered within deadlines determined by the material and technical supply plans. Dispatch of them in January, compared to December of 1982, increased by 7.6 percent. The presence of these goods in the ports comprised 2,122,200 tons at the end of January, which is 645,000 tons less than at the beginning of the month.

Shipment of grain increased compared to December of last year. However, the plan for delivery of rail cars for this freight was fulfilled by only 91 percent. A total of 2,096 rail cars was delivered compared to daily application of the ports for 2,615 rail cars, of which 2,084 were loaded. Only 11 rail cars were delivered and loaded with an average daily application of the ports for 35 rail cars for packaged grain cargo.

At the same time, because of the lack of grain ships, Feodosiya, Berdyansk, Tuapse, Kerch, Vladivostok and Nakhodka ports permitted reduced applications for rail cars. More than 750,000 tons of bulk grain cargo was not delivered to the ports in January compared to the schedule for delivery of ships coordinated with Minvneshtorg [Ministry of Foreign Trade], MPS [Ministry of Railways] and USSR Minzag [Ministry of Procurement].

The plan for shipment of sugar was fulfilled by 80.5 percent in January. Compared to planned delivery of 225 rail cars and application of the ports for 285 rail cars, only 182 were delivered and 181 rail cars per day were loaded. The main reason for underfulfillment of the plan was the insufficient delivery of rail cars by the October and Odessa Railroads. The applications of Leningrad and Odessa ports were satisfied by hardly half. Not a single rail car was delivered to Leningrad port on 21-23 January, with application of 60 rail cars daily.

A total of 17,000 tons of cocoa beans, coffee, tea and nuts--more than in December of last year--was shipped from the ports in January. At the same time, the delivery of rail cars for these goods remains unsatisfactory as before. Only 15 rail cars daily were delivered by the railroads with an application of 54 rail cars.

In January the ports shipped 361,400 tons of pipe, including 199,400 tons for the Urengoy-Uzhgorod Gas Pipeline. The plan for delivery of pipe-carrying rail cars was fulfilled by only 84.5 percent. Rolling stock was delivered

especially unsatisfactorily for this freight to Leningrad and Ilichevsk ports (64 and 66.7 percent of the planned level).

The presence of pipes in the ports did not change significantly during January and comprised 301,400 tons, including 175,600 tons for the Urengoy-Uzhgorod Gas Pipeline. Additional efforts must be applied to ship pipes during the winter season, when the railroads permit unloading of them along the route.

The transport terminals worked poorly in January on export of perishable goods. Practically all delivered citrus fruits and canned goods were exported on time from the ports.

The decision of the November (1982) Plenary Session of the CPSU Central Committee, the conclusions and proposals contained in the speeches of General Secretary of our party Yu. V. Andropov on the need to strengthen organization and discipline in the most direct manner refers to the seamen, railroad workers and all collectives of the transport terminals. They can and should be an example for organization and interdepartmental unity for fulfilling the tasks posed to transport.

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CSO: 1829/156

MISCELLANEOUS

TRANSPORT SECTORS' PERFORMANCE IN FEBRUARY 1983

Moscow GUDOK in Russian 15 Mar 83 p 1

[Article: "A Step Backward--Survey of Operation of the Transport Terminals"]

[Text] The maritime transport terminals as a whole coped with the volumes of transloading of cargo in February. The plan was fulfilled by 102.7 percent. The Vyborg, Kaliningrad, Leningrad, Tallinn, Ventspils, Berdyansk, Kerch, Ilichevsk, Odessa, Batumi and Makhachkala transport terminals completed the month successfully. The transport workers of Arkhangelsk, Riga, Yuzhniy, Novorossisk, Poti, Baku, Krasnovodsk, Vanino, Korsakov and Kholmok did not fulfill the plans. Here the allied industries were short on mutual understanding and assistance.

The plan for delivery of rail cars with export goods to the ports was fulfilled by only 86.2 percent in February. However, a number of transport terminals received even fewer rail cars than this average indicator. For example, Leningrad had a shortfall of 1,965 rail cars, Tallinn had a shortfall of 1,003 rail cars and Nakhodka had a shortfall of 848 rail cars. A total of 10,524 rail cars with export goods did not arrive at the ports during the month. The situation with transshipping ports was also similar.

But there were also examples of a different type. The accumulation of rail cars on the Odessa and Far Eastern Railroads for Ilichevsk and Vanino ports intensified by the end of the month. They were unloaded within normative deadlines of the daily plan at Ilichevsk. Only this was clearly insufficient. The situation required additional measures. The port has an acute need for gondolas to ship large-diameter pipe for construction of the Urengoy-Uzhgorod Gas Pipeline. However, the port warehouses were filled to capacity; there was nowhere to unload the rail cars and 1,500 of them had accumulated. Approximately the same number was awaiting dispatch to the ferry crossing. There were losses both to the port workers and to the railroad workers. The situation at the Vanino Transport Terminal developed for different reasons, but with similar consequences.

The ferry crossings are the maritime sections of the railroad mainlines. Their normal functioning and efficient use should calm the related workers to an equal degree.

Some transport terminals did not assimilate the delivered rail cars within the deadline, and other terminals did not provide delivery in accordance with the port's specifications. Rail cars with export and transshipping goods were not assimilated in February at Vanino, Vladivostok and Nakhodka. A similar situation exists in other basins as well. Rail cars with export goods were also not assimilated at Kaliningrad, Tallinn, Ventspils, Kerch, Kherson and Baku. To correct the matter, the level of operational planning at the terminal must be raised, the work technology must be improved and the responsibility of the unified dispatcher shifts for timely unloading must be increased. The experience of the leaders at Riga, Zhdanov, Berdyansk and Odessa indicates that this is a real problem.

The backlog of imported goods increased by 980,000 tons in the ports, in ships and in warehouses during February and the plan for delivery of rolling stock for them was underfulfilled by 11,000 rail cars. At the same time, some ports decreased their applications. The backlog of bulk grain and sugar doubled and comprised 1,312,000 tons and 395,000 tons, respectively. The backlog of pipe and metal, cocoa beans and wool increased.

The plan for delivery of rail cars for bulk grain was fulfilled by only 84.8 percent, an average of 362 rail cars for sugar were delivered with a planned 500 rail cars per day and 84.8 percent of rail cars for pipe was delivered compared to the plan. Despite the frequent instructions of MPS [Ministry of Railways] and MMF [Ministry of the Maritime Fleet] on intensification of shipment of cocoa beans and wool, these instructions were disregarded at the Leningrad, Vyborg and Tallinn transport terminals, although we are literally talking about several tens of boxcars.

Perishable goods are being shipped uniformly this year. The backlog of imported canned goods at the ports was reduced by 22,000 tons in February.

Despite some positive results of the transport terminals in February, the past month revealed many flaws. Therefore, the results can be regarded as a step backward compared to the results of previous months.

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END