

**Mothballed Fleet
Could Be Used
For Peace Corps**

New York (UPI)—The Peace Corps proposed last November by President Kennedy could make valuable use of 100 or more of the country's mothballed merchant ships, a shipping expert says.

Charles L. Montan of Mont Marine, a Brooklyn ship refitting yard, suggested 100 of the ships—those with quarters for large numbers of people—be used as floating "disaster assistance and education centers." He would house units of Kennedy's Peace Corps aboard them and anchor the ships in the harbors of port cities of African, Asian and Latin American countries where the Peace Corps would function.

In a speech last Nov. 2, Kennedy suggested that young men who wanted to engage in foreign aid service and who have skills useful in undeveloped countries be allowed to enlist in a Peace Corps for three years in lieu of military service. Young women also could enlist as nurses, clerical or technical workers.

The President said teachers, nurses, engineers and many other youthful specialists could be used in the corps.

The idea would be to provide our foreign assistance missions with forces of youthful workers.

Montan said using the mothballed ships as bases for the Peace Corps would be considerably cheaper than building installations ashore in the undeveloped countries. He said such ships could be used by other government services abroad advantageously in all probability.

The refitted ships would carry, and could distribute quickly when necessary, stocks of surplus American foods and medical supplies whenever disasters such as earthquakes or floods strike. He pointed out that the ships have power, light, heat, water distillation, long range communication and hospital equipment aboard.

In addition refitting 100 of these mothballed ships at an average cost of \$100,000 now would mean they would be available for troop carrying use if we had another emergency like the Korean War, he said.

The ships would have a big propaganda usefulness, too. They would be less likely to be criticized and attacked as bases of Yankee imperialism than the expensive shore installations we maintain now in many foreign ports, Montan said.

The Victory ships and the C-1's, C-2's and C-3's would be suitable for the use he proposed, Montan said. The old Liberty ships, which make up the bulk of the 1,400 mothballed World War II merchant fleet don't have the necessary accommodations.

**Foresters Study
Tree Planting In
Southern Oregon**

Improved natural and artificial regeneration of forests on cut-over lands of southern Oregon is the goal of a study by scientists of the Oregon Forest Research Center, Corvallis. Most efforts to restock these areas have failed, according to R. K. Hermann, in charge of studies on forest regeneration.

Mixed forests of pine and fir found in southern Oregon present problems in keeping lands productive. Regeneration in this area has been subjected to combinations of extremes in temperature, damage by animals, and competition for moisture, Hermann stated.

In 1960, survival of a plantation established in Jackson county was 60 per cent where two-year-old Douglas-fir seedlings were planted. In the same area, survival of 75 per cent was obtained by planting three-year-old seedlings. These results suggest that planting older seedlings will increase survival, said Hermann.

Infrequent seed years and squirrels cutting cones before seeds fall may be important causes of poor natural regeneration of white fir and Douglas-fir in southern Oregon, Hermann noted.

In Klamath county, a plantation of ponderosa pine seedlings is being established to study how various factors affect survival. Deer and cattle-tie-proof fences have been constructed around the plantation. Fall planting was completed in December with spring planting scheduled to start in March. Handling of planting stock, age of seedlings, method of planting, and depth of planting also will be investigated as to their influence on survival.

Research on forest regeneration by the Research Center is supported by a tax on timber harvested in Oregon.

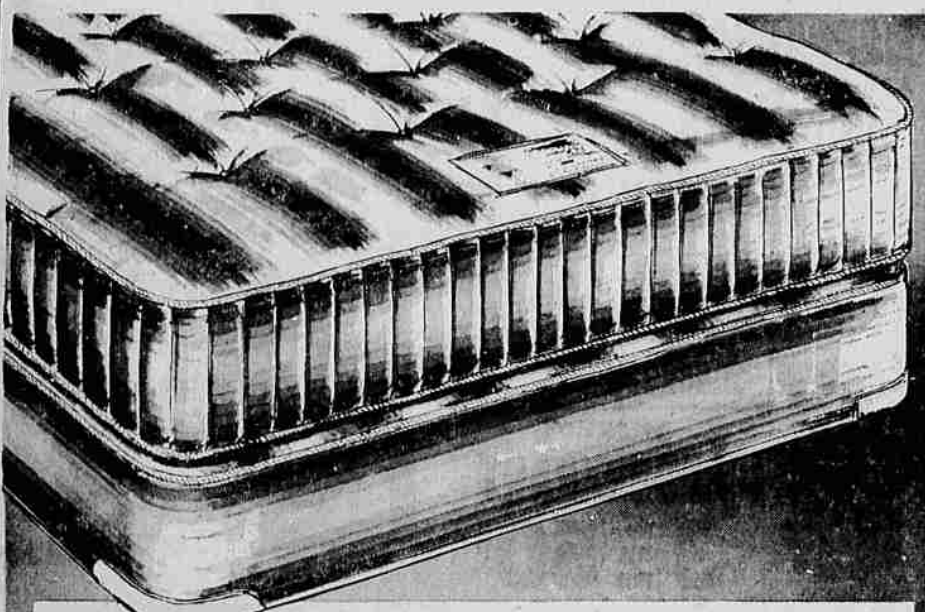
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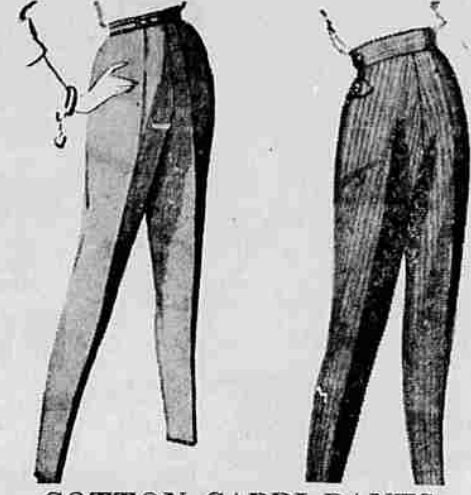
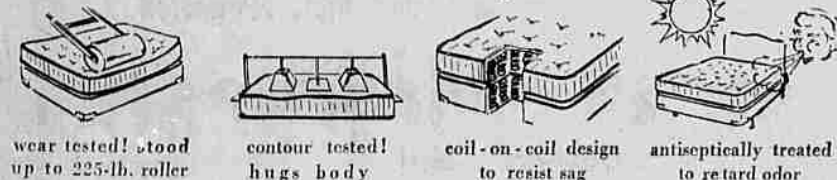
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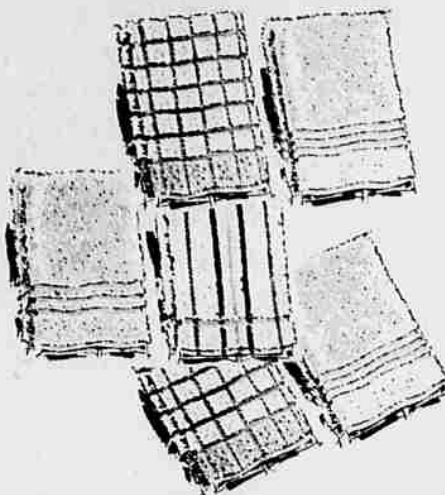
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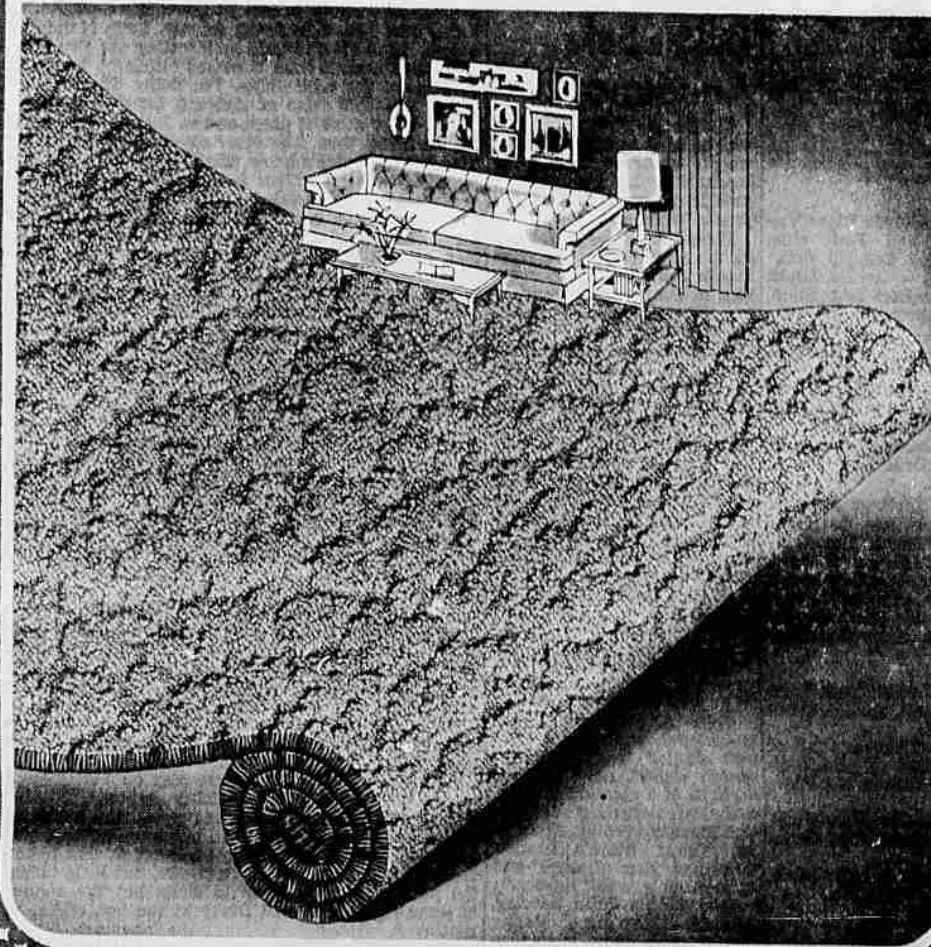
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Flying Camel Air Service to Saudi Arabia Halted

New York (UPI)—Ever ride the "Flying Camel," "Oryx" or "Gazelle"? Some 79,000 passengers did, over a 7,400 mile route from New York to Saudi Arabia and back, without a mishap in nearly 14 years.

This proud safety and efficiency record was completed by the Arabian American Oil Co. (Aramco) Jan. 1, 1961, termination of its private air service to its huge Dhahran, Saudi Arabia, installation.

Ample commercial scheduled airlines, which did not exist when the flights began in March 1947, and the coming of the jet age made continuation of the company planes non-justified.

The service was an unusual one. In the process of logging 1,091 round trips, 401,400,000 passenger miles, 28,150 cargo miles and 69,200 flight hours the planes and their crews provided twice weekly transportation for an amazing variety of company personnel and cargo.

Sometimes the service was known as a "Diaper Lift," meaning as it did with families enroute to and from the desert station. Sometimes it was a "Honeymoon Special," filled with newlyweds and brides or brides-to-be. Sometimes the operators had to make quick shifts of hotel accommodations, thanks to hectic construction workers who regarded any stop as a change to a Texan or Oklahoman with a thirst.

Arabic employees took their first plane rides aboard the green and white trimmed transports. Engineers, technicians and specialists of all varieties shuttled back and forth to Rome and Amsterdam, where Aramco has affiliated and sub-offices, as well as New York.

The service originally used DC-3's, then shifted to special by outfitted DC-6's. Two World War II veterans directed it—George Krueger until 1956, then H. C. Kristoffer-son.

Typical of the passenger lists was that of the "Flying Camel" on its final eastbound trip, just before Christmas. An Oriental-American mother, with four daughters, aged 3, 5, 8 and 12, was aboard to join her doctor husband in Dhahran; so were Mr. and Mrs. Jack McQuade and their four daughters, aged 2, 7, 9, and 11. Another 11-year-old girl and her mother happily were enroute "home" after months-long but successful medical treatment for the child.

Christmas presents bulged from every passenger corner. Sami Hussein Shaboub, the first Arab to leave his country to work for Aramco in the United States, left his three little daughters behind. He was returning within a week, and he was paying his first visit since his departure to his many, many relatives. His family speaks Spanish and English; this wife is a Dominican but no Arabic, and Sami felt the trip might be too much for them.

Now the "Flying Camel" and "Oryx" are for sale. The "Oryx" was sold last fall to the Costa Rican national airlines, Aramco, which is an oil drilling, refining and transporting company, together with Tephine, which operates the western section of a 1,068-mile-long pipeline from Abqaiq to Sidon (near Beirut on the Mediterranean), will continue aviation operations in the Middle East and Europe with a fleet of 12 planes, including seven DC-3's.

To a host of company men and women, however, termination of the transatlantic service marks the end of an era.

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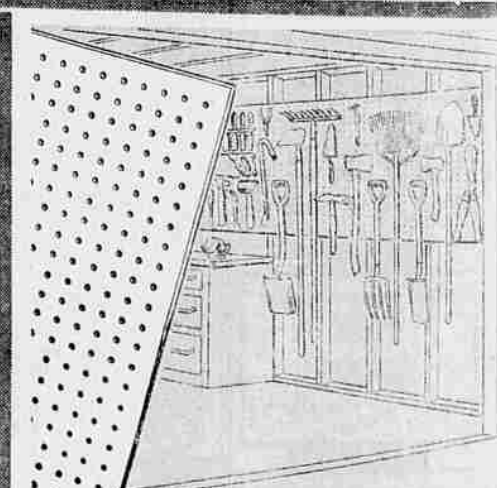


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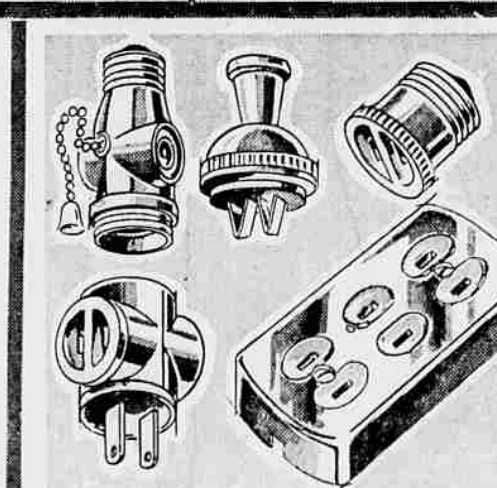
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