# Labor Dispute Claimed Cause of Savannah's Failure

By JOSEPH D. HUTNYAN
United Press International

Four years ago proud and jubilant speechmakers hailed the dawn of atomic sea travel and then watched the sleek nose of the nuclear ship Savannah splash into the Delaware river.

Today, memories of the launching cause embarrassment for some and others get fighting mad.

The $82 million Savannah — the world's first nuclear-powered merchant ship – was financed by the federal government as a shiny symbol of U.S. ingenuity in using the atom for peace.

At this moment the queen of sea-going commerce should be cruising to ports of the world. Instead, she lies silently in her Galveston, Texas, berth, her graceful bow nudged against a pier, the waves gently lapping at her gleaming white paint.

**Contract to Reaction**

This scene of repose is in sharp contrast to the reaction one gets when the Savannah's name is mentioned in government and maritime circles.

She still is strongly defended by many as a dream ship. But others denounce her as a freak of maritime engineering.

Secretary of Commerce Luther H. Hodges is among those who have strong convictions on the subject. He claims the ship would really be the queen of the seas today if it weren't for the "defiant attitude" of the vessel's 29 reactor engineers who are embroiled in a labor dispute.

**Unable To Sail**

The Savannah was unable to sail in May because of the conflict. This so incensed Hodges that he cancelled the government's contract with States Marine Line – the private carrier hired by the Commerce department to operate the Savannah.

The secretary now is shopping around for someone else to take over.

Critics of the Savannah project claim the labor dispute was merely the culmination of a series of blunders that started shortly after the ship's keel was laid.

It has been denounced as an engineering monstrosity which carries equipment too old fashioned and impractical for an atomic ship. A series of mechanical problems that cropped up during the 30,000 miles she logged before ending up in Galveston is cited as proof of this.

**System Starts Leak**

During one trial run, the Savannah's gyro stabilizer went awry, causing the vessel to roll excessively. On another occasion the reactor's control rod drive system began leaking hydraulic oil.

While on its maiden voyage from Yorktown, Va., to Savannah, Ga., the ship's reactor conked out.

This – the critics claim – was the fruit of bad planning and engineering.

Government officials reply snappishly with one word: "Nonsense!"

"She's a fine modern ship, and she is accomplishing just what we had hoped," one official said.

**No Serious Problems**

He said none of the mechanical problems has been serious and that the test runs were held for the very purpose of uncovering flaws.

This official stressed that the Savannah was designed as an experimental ship to prove that a nuclear power plant could be used to propel a conventional merchant ship, largely stocked with standard equipment.

"It was not supposed to be some strange creature that came out of the sky somewhere," he added bitingly.

Government spokesmen also said that each aspect of the Savannah's design was approved by the U. S. Coast Guard and by the American Bureau of Shipping — a private ship rating organization.

**Was Built To Prove**

They argue that the ship was built to prove that a vessel of this kind could win public acceptance — and noted that six foreign ports agreed to admit the Savannah.

The ship's defenders also said the Savannah was conceived as a shipping research project for studying just the type of personnel problems that immobilized her.

"We basically proved the things we set out to accomplish," one official said, "except in the labor-management area."

When will the Savannah sail again?

Hodges said she would be in port from four to six months while a new team of engineers is being trained. Some think this is conservative; that it may take a year or more.

**Combination Vessel**

The Savannah was launched at Camden, N.J., July 21, 1959. She is a combination passenger - cargo vessel capable of carrying 60 passengers and 9,400 tons of freight at a speed of more than 20 knots.

The ship can operate for 3½ years on a single fuel loading.

It is regarded as ironic that when the big breakdown came it was a human failure rather than mechanical.

Even the cause of this is a subject of bitter wrangling.

The Savannah had been plagued with labor problems for some time but the situation became serious only after an arbitration award which tied the wage scale of the engineers to those of the deck officers.

**Refused to Accept**

The engineers refused to accept this. The government was sympathetic to their arguments but wanted them to continue operating the Savannah while the award was being appealed.

They refused and, just before the vessel was due to sail last May 7, the engineers began shutting down her reactors.

Hodges charged that this was unjustified. A short time later, he cancelled the contract with States Marine Line.

"(The) . . . action was unquestionably taken as a means of harrassment, forcing the deck officers and other crew personnel to leave their quarters aboard the ship and find quarters ashore," the secretary said.

**Should Have Been Happy**

He suggested that the engineers should have been happy to comply with the government request to stay on their jobs, and even hinted it was their patriotic duty. He also noted that the engineers had been trained by the government and that a majority were under 30 years of age and were receiving from $14,000 to $22,000 a year.

The Maritime Engineers Beneficial association — the union representing the engineers — lashed back. It claimed its members were being made the scapegoat for a project that collapsed because of its own inefficiency.

In their own defense, some of the engineers claimed their salaries seemed high but actually reflected long hours of overtime work, and many seven-day weeks.

They also voiced disillusionment with their training. Some said they had taken pay cuts by leaving other jobs to join the Savannah staff.

**Will Lie at Berth**

Meanwhile, the Savannah will continue to lie at her Galveston berth until training of a new crew is completed and a new firm can be found to operate her.

The government has just contracted with the designer of the ship's power plant, Babcock & Wilcox company, Lynchburg, Va., to train a new crew. The same firm trained the original crew.

The new crewmen will take part of their lengthy training aboard the Savannah at Galveston. Babcock & Wilcox had no estimate on how long it would take to get the men ready to take over the ship — but the implication was it would be quite a while.

An Atomic Energy commission three-man safety board said there is no threat to the public from the nuclear reactor. It said the ship proved in its sea trials that it can be operated "without undue risk."

But the board said the key to complete safety lies with the crew, not the technical safeguards. It pointed out that the crew was subject to turnover and said all steps should be taken to assure an "adequate" training program.

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By CLAY R. POLLAN

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| | | | |
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| 1 Good | 31 Your | 61 On | |
| 2 Better | 32 And | 62 Or | |
| 3 Dome | 33 On | 63 Wait | |
| 4 Fortune | 34 You | 64 Change | |
| 5 Spend | 35 Letter | 65 Or | |
| 6 You | 36 Work | 66 Rest | |
| 7 Money | 37 And | 67 Cards | |
| 8 Write | 38 Presents | 68 You | |
| 9 Wonderful | 39 Bit | 69 To | |
| 10 Push | 40 Your | 70 Today | |
| 11 Extra | 41 Romance | 71 And | |
| 12 Real | 42 Bodily | 72 The | |
| 13 Efforts | 43 Of | 73 Purchase | |
| 14 Sparkle | 44 Watch | 74 Recreation | |
| 15 Day | 45 Eyes | 75 For | |
| 16 Special | 46 Deal | 76 Coming | |
| 17 Day | 47 Injuries | 77 Results | |
| 18 Unexpected | 48 Children | 78 Hands | |
| 19 Smiles | 49 Owe | 79 Is | |
| 20 That | 50 Yourself | 80 Personal | |
| 21 Nears | 51 Or | 81 Ears | |
| 22 Relax | 52 Especially | 82 Entertaining | |
| 23 Keep | 53 Money | 83 Due | |
| 24 Now | 54 And | 84 Awaits | |
| 25 Time | 55 Call | 85 Self | |
| 26 Avoid | 56 Surrounds | 86 Open | |
| 27 Estate | 57 Education | 87 Drop | |
| 28 A | 58 News | 88 By | |
| 29 Concern | 59 Pocketbook | 89 Hotels | |
| 30 Buy | 60 Or | 90 You | |

ARIES MAR. 22 – APR. 20 — 2- 8-28-35 55-60-87-88
TAURUS APR. 21 – MAY 21 — 9-12-27-46 65-73-84-90
GEMINI MAY 22 – JUNE 22 — 3- 4-19-33 40-59-70
CANCER JUNE 23 – JULY 23 — 10-13-20-29 48-57-82-89
LEO JULY 24 – AUG. 23 — 36-44-54-63 75-76-77
VIRGO AUG. 24 – SEPT. 22 — 5-11-25-32 53-61-80-85
LIBRA SEPT. 23 – OCT. 23 — 26-42-47-52 69-72-78
SCORPIO OCT. 24 – NOV. 22 — 16-17-21-30 38-51-67
SAGITTARIUS NOV. 23 – DEC. 22 — 18-39-43-58 62-64-79-83
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JULY 14TH Weekend Issue of
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# Small Colleges Get More Recognition

By GERALD S. SNYDER
United Press International

New York—(UPI)—At a national industry-education conference seven years ago, a little-known educator timidly asked for the floor.

Surrounded by leaders and representatives of big business and "big" education, the president of a tiny college in the hills of West Virginia had a question.

Dr. K. Duane Hurley of Salem College, of Salem and Clarksburg, W. Va., wanted to know: "How can small, non-regionally accredited institutions be helped if they have to have regional accreditation in order to get money and have to have money in order to get accreditation?"

Hurley's question of the "vicious circle" brought to life, at an opportune moment, a problem that had been plaguing small (under 1,000 students) colleges for years. It spurred an interest in big business — three representatives rose to support him— and Hurley went on to round up heads of other colleges similarly troubled and establish a pioneer group that became known as the Council for the Advancement of Small Colleges (CASC). Hurley became its first president.

Now, 64 private liberal arts colleges (averaging 500 students) are members in 28 states. More than 40 CASC colleges have been helped to accreditation and corporations, foundations and private individuals throughout the country have given more than $700,000 to the association.

"I'm gratified and amazed," said Hurley.

Previously, he said, the real value of small colleges found few sympathetic ears.

"We are a society enamored of bigness, greatness and prestige," he said here. "Too many students look for a college on the basis of bigness." Or on the fact that Dad was a graduate.

"Young people should be looking out for educational opportunities—not necessarily on the value of 'name brands'," Hurley said.

Seventy-five-year-old Salem, which counts among its graduates two former governors of West Virginia, four U. S. senators and two past presidents of the National Education Association (NEA), is typical of more than 100 other small, non tax-supported liberal arts and science colleges across the country.

**Dilemmas Remain**

Salem now is accredited (by the North Central Association of Colleges and Secondary Schools) but many of the old dilemmas still remain for it and dozens of other of these little but important institutions.

Costs are rising. There's a shortage of Ph.D's. Small colleges are still crossed off the prospective student's list in favor of big "name" schools.

The "selling points" of a small college? They are more flexible, there's less red tape, costs are relatively low (CASC colleges average $1,200 per year), and, added Hurley, the small college seems to meet the demand of industry seeking people with liberal arts background "who can take their own training."

Hurley pointed out that unlike most big schools Salem, and a good many other small colleges, admits to its student body one per cent who ordinarily would not be eligible.

"If on a test some students show aptitude and if their recommendation are sound, we admit them," he said.

"We suffer from some people who say that anyone can go to Salem. But some of these students – those who goofed off or who never got their feet off the ground or might be drop-outs from big schools – turn out to be our best students."

FIRST WITNESS—Secretary of Treasury C. Douglas Dillon appears as the opening witness in hearings by the Senate-House Economics Committee in Washington on ways to stem the flow of U.S. gold and dollars abroad. Dillon emphasized that the key to balancing U.S. payments between exports and imports of all kinds was to build a vital and growing economy. (UPI)

# Slight Injuries Reported in Two Auto Accidents

Two area residents were slightly injured about 12:25 a.m. Sunday when two cars collided head-on near the intersection of Crater Lake highway and North Pacific highway, according to Medford city police.

Officers said the two, Bruce Eugene Jones, 8, Yoncolla, and Samuel George Morris, 19, Jacksonville, did not require first aid.

Drivers involved were Albert Eugene Kenneth Jones, 33, Yoncolla, and Freddie Lee Pierce, 21, of 1080 Stewart ave. Officers cited Jones for driving the wrong way on a one-way street, and arrested him on a charge of being drunk in public.

In the only other vehicle accident in Medford Sunday, a car driven by Tommy Jerry Bumstead, 26, of 1134 Court st., hit a guide wire supporting a power pole near the entrance to an alley between Kennet and Ohio sts. The vehicle also knocked down a fence owned by Ione Marion Cornell, 322 Kennet st., before coming to a stop, according to police reports. No citations were issued.

A power pole near the intersection of North Central ave. and Beatty st. received minor damage when it was struck about 9:57 p.m. Saturday by a vehicle operated by Jimmie Lee Wilson, 18, Shady Cove, police reported. No injuries were reported and no citations were issued, officers said.

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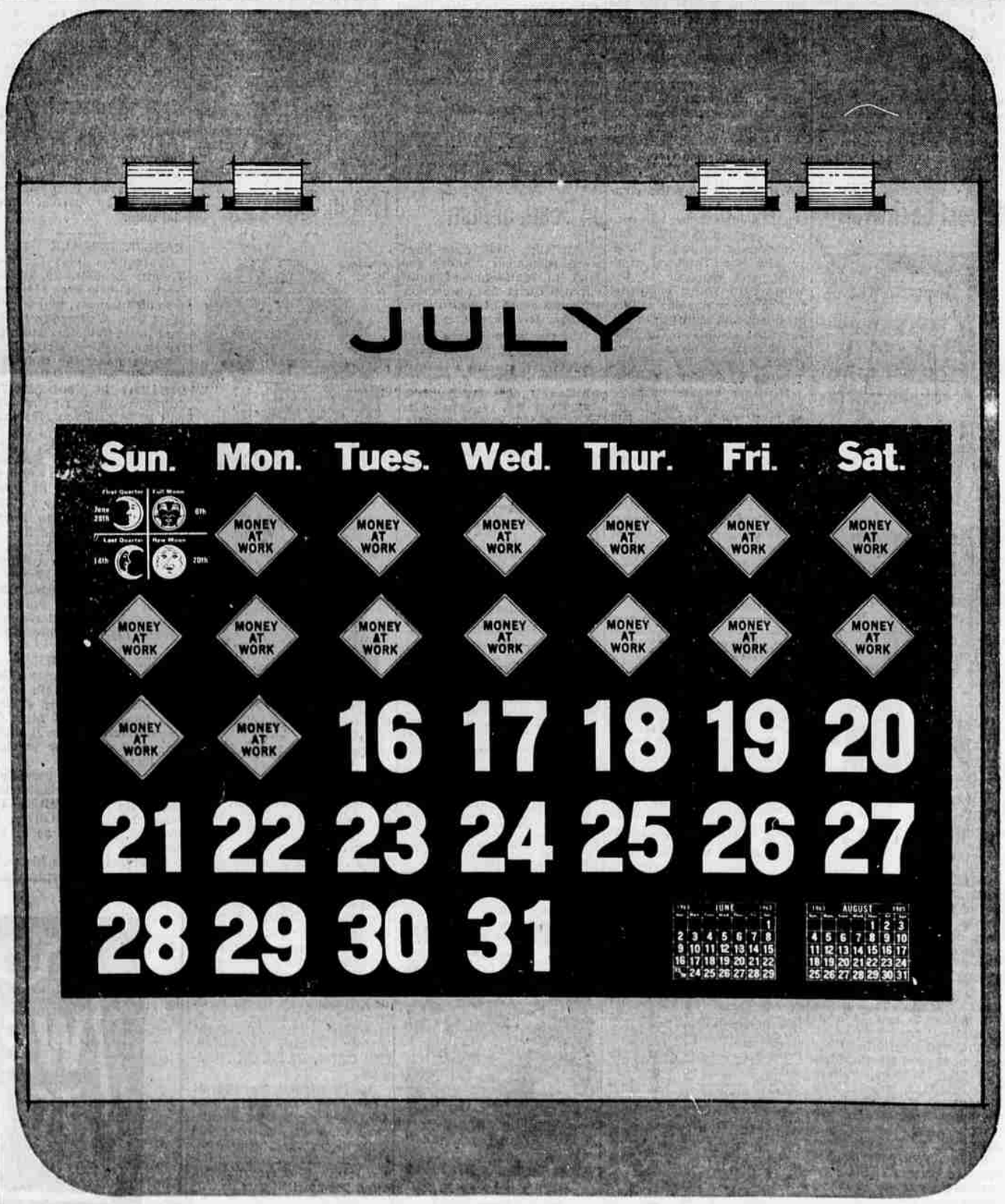


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