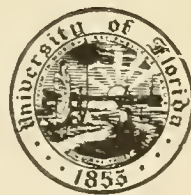



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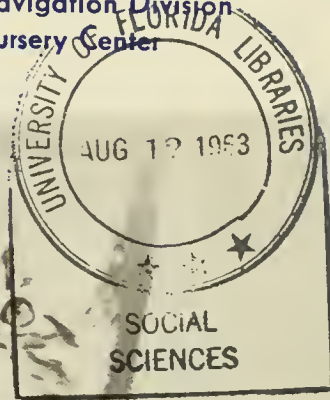
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PANAMA  CANAL
REVIEW

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Tourist Trip Tips
He Has Ups and Downs
Navigation Division
Nursery Center



LATIN AMERICA

VOLUME 1
AUGUST 1982

ROBERT J. FLEMING, JR., Governor-President

DAVID S. PARKER, Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer



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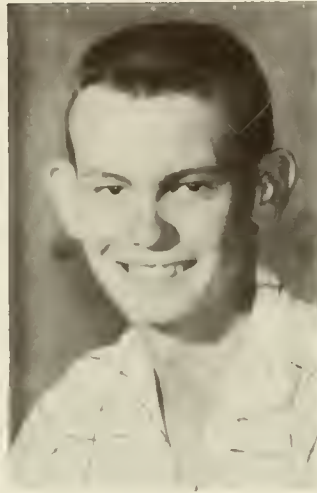
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Robert Duran



Jeff Riley

Winning Ways

THE FOUR-MAN team representing Panama in the International JayCee Golf Tournament at Midland and Ranch Land Hills Country Clubs, Midland, Tex., on August 20-23, will play practice matches in Texas with other teams prior to the big tournament. Riley and Stoudnor were members of last year's team, which played in the JayCee at Spring Valley Country Club, Huntington, W. Va.

Duran, this year's local champion in a thrilling playoff with Riley, is a Panama City boy, playing out of the Panama Golf Club. Perantie and Riley, who reside in La Boca, and Stoudnor, who lives in Balboa, all play out of the Fort Amador Golf Club.

Seventy boys competed in this year's tournament, featured by a two-way playoff in the championship flight and a three-way playoff in the first flight, won by Peter Dehlinger.

Craig Stoudnor

Tom Perantie



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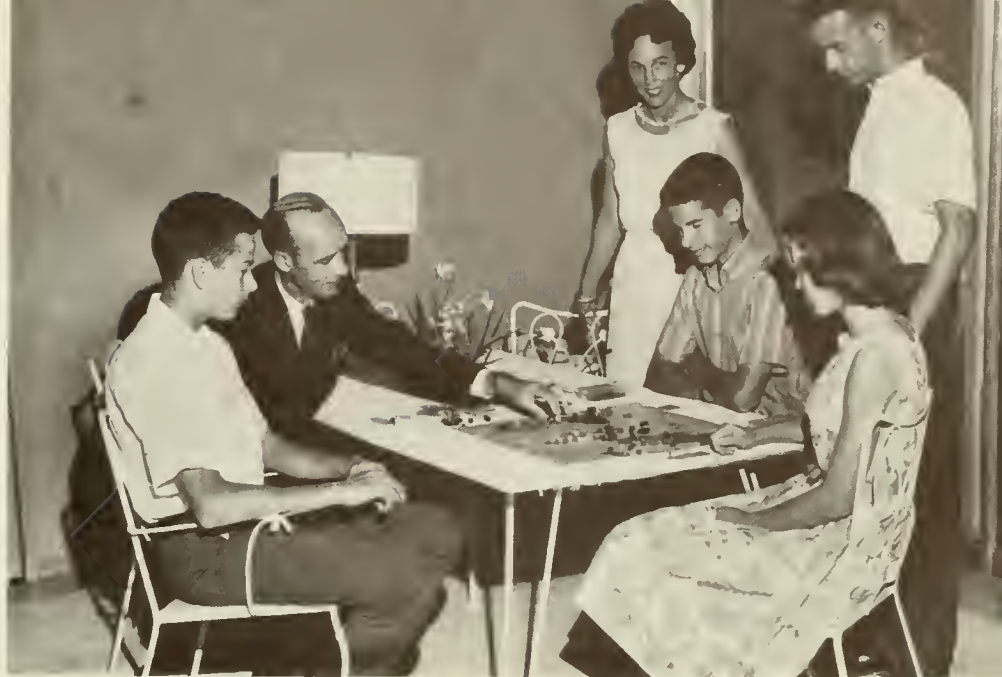
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ON OUR COVER: Things are looking up—for both the kittens and the kids. The scene is at the community nursery center organized through the cooperation and efforts of the people of the communities of Paraiso and Pedro Miguel, a prime example of joint participation in solution of a problem as opposed to awaiting ready-made answers provided by "someone else." Such participation invariably means a more competent, more mature approach to obligations of citizenship. For more on the nursery center, see pages 8 and 9. On other pages you'll get an introduction to the Lieutenant Governor's family; get tips for touring to Mexico; a look at the Navigation Division; and a report on a ship's master, veteran of many Panama Canal transits since 1919, who is retiring.

A decisive moment in a family game came when Canal Zone Lieutenant Governor, David S. Parker, made a well-considered move. Youngest son Stephen (far left), daughter Anne, and oldest son David (standing) take a serious view of the situation. Son Bruce smiles, for he has his next move planned, and Mrs. Parker enjoys her family's reaction.



It's A Wonder They All Got Together

A SENTIMENTAL journey to the birthplace of each member of the Canal Zone Lieutenant Governor's family would take the family members from one coast to the other of the United States and halfway around the world.

Col. David S. Parker was born in Fort Huachuca, Ariz., the son of a U.S. Army officer. Mrs. Parker, a U.S. Army officer's daughter, was born in Oahu, Hawaii.

"Just wait until you hear about our birthplaces," the boys chuckle.

Two of the Parker sons were born in the United States, David in Washington, D.C., and Stephen in San Francisco, Calif. Bruce was born in Tokyo, Japan, where Colonel Parker was stationed with the Army of Occupation for 3 years, and Anne was born at West Point, N.Y., where he was instructor in Military Topography prior to coming to the Canal Zone in 1952 as Military Assistant to the Governor.

Changing schools, and starting life afresh in a new locale doesn't faze the Parker children one bit. In each new locale, as they have done on the Isthmus, they go in for sports in general—and tennis, basketball, golf, and fishing are pretty much the same in any clime, in any language.

The Canal Zone's Lieutenant Governor and Mrs. Parker are fully familiar

with adapting themselves to new schools, new scenes, new friends. Colonel Parker attended schools in Kansas, Texas, Vermont, and New Mexico before he entered the Military Academy at West Point, from which he was graduated in 1940 with a commission in the Corps of Engineers.

Mrs. Parker also grew up on U.S. Army posts. She attended two different high schools and three different colleges. She is a graduate of Stanford University and has taught about 5 years in nursery schools and kindergarten, plus one year in public schools. The last year Colonel Parker was here as Military Assistant to the Governor, she taught nursery school at Fort Amador.

All the family enjoys outdoor living, and they speak with enthusiasm of three camping trips they have made across the United States. They have lived in a tent, in true camp style, but never were troubled by wild animals—although they have seen a good number of bears.

It's not an animal, but a bird, that's credited to the youngest son, Stephen or Steve as he's more familiarly known, at the Smithsonian Institution. Steve found a Cape May warbler, a fairly rare member of the bird world in Virginia, and presented it to the Institution.

This past school year Steve won honorable mention in a two-county

area for a solar kiln he made and entered in a Science Fair.

David, the big brother of the family, is working as a student assistant in the Engineering and Construction Bureau during summer vacation and will return to William and Mary in the fall for his sophomore year. He places on an almost equal plane tennis, chess, and reading.

Bruce and Steve have joined the Balboa Gun Club and are in the "A" League in the Canal Zone Summer Recreation Program. Bruce goes in for stamp collecting and challenges his brother, Dave, for the family bridge crown.

Anne and her mother are following an artistic bent, but Anne prefers charcoal sketching while Mrs. Parker is hoping to do oil paintings. Colonel Parker, himself, enjoys photography when he has time for this hobby.

Anne is learning to play the organ and likes reading and tennis. But she is a rival of her brothers when a fishing pole is in her hands. Though they haven't been in the Canal Zone very long, Steve and Anne already have sailfish snouts to bear witness to their prowess.

All the family has enjoyed skiing on Mount Hood and ice skating, but they also enjoy swimming in a warm clime. Most of all, wherever they are, they enjoy doing things together.

Tourist Tips For a Trip To Mexico



Goats scamper off the highway in Guatemala. The placid cows were not so willing to yield. Most of them simply stared, unperturbed by horn blowing. The car detoured around them cautiously.

BY SAMUEL T. SKEETE

WHEN THE Latin American Schools went on vacation last February we had plans to spend our vacation in Costa Rica, but the article in the *REVIEW* for February entitled "A Profile: Inter-American Highway" furnished inspiration to make a trip by road all the way to Mexico City. Some of our friends thought we were taking a big risk, but I had great faith, continuing with my plans.

Besides my wife, Elsa, making the trip with me in a 1963, 4-door, 4-cylinder model 1330 Fiat were: Miss Alicia Facey, elementary teacher, Mrs. Cora Rowe, high school teacher—both from Colon, and Mrs. Dorothy White, dressmaker from Rainbow City. Mrs. Skeete and I are teachers in the Rainbow City Elementary School.

Our experience on this trip taught us a lot of things, some of which we would like to pass on to others who might be contemplating such a venture. It might help to contribute to their comfort and convenience.

Women should wear basic dresses that can take changes of ornaments. Not too loud colors. A few woolen sweaters, a scarf or neckerchief to protect the hair when passing through dusty areas, besides being of practical use otherwise. Spring coat, medium weight with three-quarter or long sleeves. Besides a couple pairs of dress shoes, sandals or flat shoes are needed for use with sport clothes when going

climbing and swimming, etc. Dark glasses are a must. Enough stockings for the whole trip, as Mexico is the only country with a large variety from which to purchase. Of course, take your camera.

Men's clothing: two suits, sweaters or waistcoat for very cold mornings and evenings. Few extra pants for driving, climbing, etc.

Don't buy too many souvenirs unless you have space in your car. The mail service is very slow, and packages arrive in not too good condition unless they are very well packed with straw or paper, which is sure to increase the postage a great deal.

Money should be carried in travelers checks as a rule—\$10 denomination will do. Take along 5 to 8 percent in \$1 bills to take care of last minute spending or gasoline near borders when leaving the countries, because when purchasing with large denominations you will be given change in native money which you don't wish to take with you. Only in Mexico do they give change or exchange in U.S. dollars.

In Mexico City, taxi drivers who recognize you as visitors may want to recommend hotels for you. They never recommend such hotels as the Hotel Compostela—one of the very best and

cheaper than most—because they get no commission. The food there is excellent.

Follow the traffic rules and signs, especially when going down grades and around curves. Go down in slow gear. The gas saved going down dangerous grades in high gear is not worth the risk. Then too, no matter how sure you may feel about following the maps, always take time to stop now and then to ask questions. This may save much waste of time and gas. Maps of the countries are obtainable at many gas stations.

It is best to travel during the daytime when going from one country to another. There is great danger of running into slides, cattle, rocks, or other objects on the highway—not to mention people who love to walk by night on the road. Besides, night travel can slow you up a great deal. Panama is the only country which has laws against cattle on the highway. All the other Central American countries have signs on the roads warning to look out for cattle. We met quite a lot of animals on the highway. Leave early and night is not likely to overtake you. At least, in this way you will have very little, if any, night driving to do.

Because of the size of Mexico we found it necessary to make three

stops going north, on the east side (By way of Comitán, Matías Romero and Puebla) before reaching Mexico City. On the return trip, for variety's sake, we took the highway via Oaxaca, where there are lots of curves and hills, but the highway is very well paved, and Oaxaca and Comitán were the only stops we had to make coming back. And talking about well-paved roads, the super highways—wherever there is opportunity to make a choice—are better and faster for travel, with the legal speed limit as high as 110 kilometers per hour (about 70 miles) in some places.

The older, narrow roads may be even shorter than the super highway, but have many sharp curves, annoying hills and reduced legal speeds. It is worth the 5 or 8 pesos toll charges to go by super highway. A great deal of time is saved, too. Make friends with the people. You can learn a lot from them and about them and their countries which might save you money and time. Nevertheless, be wary of *too* friendly people. Employees of hotels can also be of invaluable help and a rich source of information. Get in touch with the Tourist Commission in each country. They can keep you up to date on road conditions or any late changes in conditions in the country. The hotel maids will gladly help you find someone to wash your laundry, and some of them might even do the job for you at reasonable prices. Don't expect, though, to get the kind of laundry service you get at home.

It is not necessary to follow the 10 percent tipping recommended by Emily Post. One or two pesos should be reasonable, depending on the number of persons and the quality of the service. However, remember that in Guatemala the exchange is one quetzal for \$1; so be guided accordingly.

On entering Nicaragua, at either of the borders, there is a charge of \$5 (5 U.S. dollars) for each person. No receipt is given, and there is no use arguing. Besides, one has to go to the "Migración" office in Managua with pictures (two) to get another visa; no charge. Then, to test one's patience, another visa has to be obtained at Somoto (going and coming). Somoto is 20 kilometers from the Honduran border.

The signboard at the entrance to Somoto which tells that the visa is to be had there was broken off the guard house on the highway. We did not know and were turned back at the border, losing valuable time, besides having to pay after hours fees at the border. Only Costa Rica and Mexico

have 24-hour border service. Regular working hours at the other Central American borders are 8 a.m. to 5 p.m.

Saturdays, Sundays, and holidays are not regular working days; therefore a fee is charged each person and the car. In Guatemala City it is also necessary to get a local visa at the Migración office. A photograph also is required—no charges. Do get to the office early and avoid hours of waiting after the crowd arrives.

The local hotel management and tourist commission representatives, especially those in Mexico, urged that we take a taxi when going about and out of town because of the traffic and difficulty in finding our way around. But we found, after a couple of exciting days feeling our way about the city, that we could drive anywhere we wanted to go with little trouble. We studied the map (a good 10-peso one of Mexico City) before leaving on any trip. Sometimes in the excitement we went up the wrong street and had it rough getting back on the right one, but it was stimulating fun always. Incidentally, the maps obtainable at the Mexican Consulate in Panama City show all the towns which have gas stations. This is a real help for the traveler. A green dot near the name of a town means you can buy gas there.

The trip cost us an average of \$550 each, which included hotels and pensions, meals, (in Mexico food is separate from room) guides on two occasions, souvenirs, gasoline, tune-up, small repairs, etc. We spent at least 1 week in each Central American country, and 3 weeks in Mexico. The whole trip

took us away from home for two well-spent months during which time we traveled 8,543 miles.

There are many public parking places (Called "Estacionamiento," "Pensión," or "Banco de Carros") in all the countries which store a car overnight at very reasonable prices. One should *never* risk leaving a car outdoors at night, for it invites risking the experience of hitchhiking back home.

Another thing: Never buy from the first store or shop. Window shop around; compare prices. The experience will be a great eye-opener. One place we were charged 50 pesos for beautiful polished stone book-ends, while they asked only 30 pesos in another shop for the same thing. After haggling a little, we got them for 28 pesos. One store had a leather purse for 15 pesos; across the street, the same purse was 10 pesos.

Language was not much of a problem, especially in Mexico. People everywhere, even in some Central American countries, liked to show off their little knowledge of English—especially the high school kids.

Note.—Besides a passport one needs—for leaving the country—A Paz y Salvo from Rentas Internas (Internal Revenue) Office for each person; a Paz y Salvo from the Municipal Treasurer, a letter in Spanish from the automobile agency showing ownership if the car is not fully paid for, and a permit from the traffic department in Panama or Colon. It is recommended that visas be obtained here from the consulates before leaving, and in Mexico City when returning.

Hotels, Pensions Costs

Here were the charges per person at places this tourist group stayed:

Costa Rica (pensión)-----	12 days	\$45.00
Nicaragua (hotel)-----	1 day	3.60
Honduras (hotel)-----	5 days	17.50
El Salvador (boarding house)-----	9 days	26.50
Guatemala (hotel)-----	6 days	27.50
Mexico (hotel)-----	26 days	119.40
	<u>59 days</u>	<u>\$240.00</u>

Average: Less than \$4.10 per day.

Prices sometimes included tourist tax and there were discounts of as much as 15 percent because there were five in the group or because the stay was more than a week, or both. Luxury hotels charge much more, some "not too good" places considerably less. One hotel had storage for the car—gratis—with watchman service all night. And the watchman cleaned the car for a small fee. They found one hotel that charged \$12, without meals.



The lone eagle mode of travel was chosen by Earl Boland, who piloted the single-engine, 2-place, 65-horsepower plane above from Kansas City to the Canal Zone.

At home in the air or in the water, diver-flyer Earl Boland was graduated from the Panama Canal Diving School in June. He is airport manager for the Canal Zone Civil Air Club, France Field.

He Has His Ups And Downs

EARL BOLAND, a graduate of Balboa High School in the Class of 1953 and a June graduate of the Gatun Diving School, traveled by plane from Kansas City, Mo., area to the Panama Canal when he received word he had a job waiting here. What made his trip unusual was that he was pilot, crew, and passenger in a single-engine, 2-place, 65-horsepower Taylorcraft.

Almost every member of the Canal Zone Civil Air Club at France Field had chipped in money to buy the plane, and he delivered it bearing a neat little plate that reads "Crossroads Aero Club."

Diver-flyer Boland's travel time from Kansas City to France Field, down through Central America, totaled 8 days. His gas and oil expenditures came to \$90.

Limited fuel storage capacity of the

plane called for a stop about every 250 miles for refueling, which ensured that not a single Central American country was overlooked. And he found friends with helping hands everywhere, north and south of the border.

Heavy weather was encountered in Texas, where he had to tie his plane onto a sewer pipe to keep it on the ground and where the fog was so heavy there was nothing to do but wait it out for 2 days.

Somewhere between Guatemala and San Salvador, motor trouble made necessary a landing in a cotton field but, all in all, he says, it was a good trip and he's now planning a longer jaunt, in a slightly heavier plane, to Boston, Mass., next year.

After graduation from Balboa High School, he had an apprenticeship in the Panama Canal Industrial Division from

1953-1957. In 1956 he became interested in flying in Colon and was on his way toward getting a license when he was affected by a reduction in force. He left the Isthmus for Miami and the Riddle Flight School, where he received a commercial pilot's license with instrument rating. Then came the draft, 2 years in the U.S. Army, and now a new career as a Panama Canal diver.

Three months ago he was appointed airport manager for the Canal Zone Civil Air Club at France Field.

He is part owner of two planes at France Field. In the one he brought down he now has 15 other partners or co-owners. In the other there are about six co-owners.

His parents, Mr. and Mrs. Harry Boland reside in Curundu. His father is a civilian employee of the U.S. Army at Corozal.



Capt. Eli D. Ring, Chief of Navigation Division.

Navigation Division

Nerve Center Of The Canal

GET AS MANY ships through the Canal as possible, as safely and quickly as possible, and provide the maximum of service to shipping.

These are the jobs of the Navigation Division which, together with the Locks Division, operates the waterway. Getting the jobs done requires for the Navigation Division a force of more than 1,450 employees: pilots, deckhands, foremen, boarding officers, traffic controllers, and administrative personnel.

With that number of employees, personnel matters and working rules claim a great share of Navigation Division working time.

A major phase of the division's work is making sure there are no overdrafts by transiting ships. For this reason, the chief of the Navigation Division frequently is aboard when big, deep draft ships transit. Determining the deepest safe drafts for these ships, and their handling characteristics at specified drafts, is essential to maintenance of safety standards.

Prior to the first transit of a big ship, a diagram of a cross-section of its hull at its widest and deepest part is superimposed on a diagram, to the same scale, of the most restrictive locks section. By sliding the diagram up or down, the probable maximum safe allowable draft can be determined.

The *Argyll*, to make its initial transit this month, has a beam of 106 feet 2 inches and is 763 feet long. Its owners have asked for a draft of 35 feet, but the ship's construction is such that it is to be held to a 34-foot draft for its initial transit to determine its handling characteristics in the Cut and in and around the Locks.

The shallower draft for the initial transit is a safeguard to permit easier handling of the ship until its specific capabilities and handling characteristics have been demonstrated to the satisfaction of the pilots.

Enforcement of the rules and regulations governing navigation of the Canal, along with those pertaining to health, customs, immigration, and contraband, also are important parts of the Navigation Division's work.

Rules on chocks and bitts, for example, require that they be so constructed that cables from the mules will neither slip out nor bind while the ships are being raised or lowered as they are locked through. Location of the chocks and bitts also is important, so that the cables from the mules have maximum control.

Correspondence is carried on regularly between the Navigation Division, with the help of the Locks Division, and shipbuilding yards throughout the world on these points for ship construction and conversion.

The Navigation Division also is charged with scheduling and dispatching of vessels for transits to ensure coordinated control of traffic throughout the Canal and Zone waters; training, supervision, and assignment of pilots; entrance and clearance of vessels at the terminal ports, including coordination of boarding parties; assignment of berths for ships, and operation of tug-boats and launches for servicing of shipping.

Heading the Navigation Division as chief is Capt. Eli D. Ring, USN, who has served as port captain at both Balboa and Cristobal, and is the first to serve as Chief of the Navigation Division with the port captain position separated from the chief's job, a change made in June following management surveys.

Relieved of the port captain responsibilities, except in supervisory capacity, the Chief of the Navigation Division has been assigned broader responsibilities in certain fields, to ease the workload of the Marine Bureau Director's and the Port Captains' offices.

These fields are: Coordination of working rules and practices between the Atlantic and Pacific port captains' areas; overall supervision of marine traffic control throughout the entire length of the Canal; uniform work practices within the Navigation Division; coordinating Navigation Division units, the Locks Division and Dredging Division; coordinating personnel and budgetary plans and policies for the Navigation Division as a whole; proposing and coordinating with the rest of the Canal units affected on improvements to navigation in the Canal.

During fiscal year 1962, 11,424 ocean going vessels transited the Canal. Gross expenses of the Navigation Division during this period totaled \$8,545,000, and revenues derived from rental of tugs and launches, harbor pilotage, and deckhand services amounted to \$4,400,000.

Efficiency of operation of the Navigation Division is reflected directly on the ledgers of both the Panama Canal and ship owners and operators, determining whether there are economies or increased costs per ton of shipping transited.

A foot of draft represents to the bulk ship operator as much as \$7,500 to \$10,000 in potential revenue per transit. A day's delay in transiting can mean an additional cost of \$500 to \$5,000 to a ship. Rough approximation of ships' daily operating cost is in the area of \$2,500 per day.

Vessels with excess draft or list are required for safety reasons to correct the faults, usually by pumping out water or redistributing fuel. A very few vessels have been delayed 3 or 4 days to make corrections so they won't endanger themselves, other shipping, or Canal structures.

Navigation Division personnel take the greatest pride in getting the big
(See p. 11)



So that's how my shirts are ironed.



At times they're a real swingin' set.



Not there! That's the kitchen!

NURSERY CENTER

THE PEDRO MIGUEL Nursery Center has been established as a community project for care of pre-school children when their mothers work or have to go to the hospital. It was organized by Paraiso and Pedro Miguel communities under the direction of Mrs. Georgina C. de Young, social worker for the Social Welfare Program for the

Latin American Communities in the Canal Zone.

The Balboa Women's Club financed cost of activities materials and part of the equipment needed. Director of the Nursery Center is Mrs. Myrtle Marshall, graduate teacher in the Escuela Profesional of Panama. Fourteen volunteers are helping with activities of the Center.

Community Project

Obviously they're a bunch of heavy drinkers.

My nap? Just as soon as I fix this dern earring.



Filling station for kids.



PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between June 5 and July 5 (within-grade promotions and job reclassifications are not listed):

CIVIL AFFAIRS BUREAU

James L. Phillips, Guard, Locks Division, to Fire Protection Inspector, Fire Division.

Customs Division

Ronald E. Angermuller, Customs Guard to Customs Inspector.

Lawrence E. Layman, Window Clerk, Substitute, Postal Division, to Customs Guard.

Herman E. Singh, Clerk, from Maintenance Division.

Postal Division

Donald R. Rudy, Window Clerk to Finance Branch Superintendent.

Raphael J. Amato, Guard, Locks Division, to Window Clerk, Substitute.

Division of Schools

Constance A. Gallop, Elementary Teacher and Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

Elizabeth Tapiero, Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

Carol L. Vidaurri, Clerk-Translator, Administrative Branch, to Substitute Teacher.

ENGINEERING AND CONSTRUCTION BUREAU

Electrical Division

Wesley H. Sparling, Senior Operator (Generating Station) to Power System Dispatcher.

Francisco Pérez, Apprentice (Armature Winder) (4th Year) to Armature Winder.

Dredging Division

Katherine E. Foulkes, Clerk-Stenographer to Clerical Assistant (Stenography).

Vincent Biava, General Foreman Machinist (Marine) to Chief Foreman Machinist (Marine).

John E. Sholund, Jr., Machinist (Marine) to General Foreman Machinist (Marine).

Charles W. Hammond, Lead Foreman Painter, from Locks Division.

Slaughter H. Sharpsteen, Foreman, Pipeline Dredge, Class 1, to 2d Mate, Pipeline Dredge, Class I.

Donald L. Crull, from 2d Mate, Pipeline Dredge, Class I, to Leverman, Pipeline Dredge, Class I.

Manuel J. Castillo, Juan S. Díaz, Camilo Rodríguez, Navigational Aid Worker to Maintenance Man (Distribution Systems).

Maintenance Division

Walter E. Marek, Lead Plumber to Lead Foreman (Quarters Maintenance).

William W. Spencer, Lead Electrician to Lead Foreman Electrician.

Cyril Hamilton, Stockman to Supervisory Storekeeping Clerk.

Elliott F. Brathwaite, Painter (Sign) from Locks Division.

James D. Maloney, Laborer to Helper Plumber.

Jesús M. Justiniani, Laborer (Cleaner), from Community Services Division, to Laborer.

James Miller, Utility Worker, Supply Division, to Laborer.

HEALTH BUREAU

Doris R. Kintigh, Miscellaneous Documents Examiner (Typing) to Registrar (Vital Statistics), Office of the Director.

Harold G. Fergus, Counterman, Supply Division, to Food Service Worker, Coco Solo Hospital.

Samuel Ogarro, Assistant Cook to Cook, Corozal Hospital.

Gorgas Hospital

Robert L. Thompson, Hospital Administrative Assistant to Assistant Hospital Administrative Officer.

Robert J. Kingsbury, John D. Sigurdson, Hospital Resident, 2d Year, to Hospital Resident, 3d Year.

Kenneth W. Bloomberg, Daniel Gruver, William F. Short, Hospital Resident, 1st Year, to Hospital Resident, 2d Year.

Herbert B. Dwyer, Albert J. Mitchell, Harold J. Morrison, from Hospital Food Service Worker to Leader Hospital Food Service Worker.

Fred A. Howell, Clerk to Medical Technician (General).

Félix Ríos, Clerk (Checker), Terminals Division, to Clerk.

Harold T. Kildare, Stockman, Supply Division, to Truck Driver.

Lawrence C. Burton, Storekeeping Clerk to Leader Hospital Attendant.

MARINE BUREAU

Navigation Division

Arthur L. Logan, Jr., Pilot to Assistant Captain of the Port.

Robert E. Medinger, Supervisory Admeasurer (Chief Admeasurer) to Supervisory Admeasurer (Director of Admeasurement).

Lionel L. Ewing, Admeasurer to Supervisory Admeasurer (Chief Admeasurer).

Waldo T. Bryan, Launch Dispatcher to Clerk.

James N. Linton, Laborer (Cleaner), Supply Division, to Laborer (Cleaner).

Industrial Division

Theodore W. A. Krzys, Machinist to Inspector (Scales and Oil Meters).

Allan P. Noel, Paint and Varnish Maker to Painter.

Victor C. Jarrett, Utility Worker and Pinsetter, Supply Division, to Clerk.

Walter G. Campbell, Laborer (Heavy), Supply Division, to Helper (General).

Victor M. Vique, Laborer (Cleaner) to Laborer.

Locks Division

Leonard N. Martin, Guard Supervisor (Assistant Chief, Inspector, Locks Security Branch), to Guard Supervisor (Chief, Captain, Locks Section Branch).

Joseph A. Janko, Guard Supervisor to Guard Supervisor (Assistant Chief, Inspector, Locks Security Branch).

Marvin D. Metheny, Guard to Guard Supervisor.

Joseph H. Young, Lead Foreman (Lock Operations) to General Foreman (Lock Operations).

Curtis L. Coate, Leader Lock Operator (Electrician) to Control House Operator.

Hugh C. Christie, Leader Lock Operator (Machinist) to Lead Foreman (Lock Operations).

Robert L. Johnson, Lock Operator (Machinist) to Leader Lock Operator (Machinist).

Raymond L. Rowley, Lock Operator (Electrician) to Leader Lock Operator (Electrician).

Clifford O. Blake, Maintenance Man to Painter.

Máximo Amaya, Cement Finisher (Limited) to Cement Finisher.

Eustace G. Collins, Helper Lock Operator to Leader Maintenance Man (Rope and Wire Cable).

Pastor Córdoba, Víctor M. Pérez, Leandro Rivas, Marcial Rodríguez, José A. Sibauste, Gabriel Zapateiro, from Linehandler to Boatman.

Vicente Clare, Dock Worker, Terminals Division, to Linehandler.

Theodore McEntosh, Linehandler to Helper Lock Operator.

Raimundo Ceballos, Grounds Maintenance Equipment Operator (Small), Community Services Division, to Linehandler.

Alsay Thomas, Utility Worker, Supply Division, to Linehandler.

Bruce A. Chase, Laborer, Maintenance Division, to Linehandler.

OFFICE OF THE COMPTROLLER

Stephen A. Bissell, Accountant to Supervisory Accountant, Accounting Division.

SUPPLY AND COMMUNITY

SERVICE BUREAU

Community Services Division

Vivian G. Corn, Alan B. Lancaster, Clerk, to Housing Project Assistant.

Isaac Guizado, Laborer (Pest Control), to Gardener.

Eduvigis Rangel, Grounds Maintenance Equipment Operator (Small) to Grounds Maintenance Equipment Operator.

Alejandro Acosta, Laborer to Grounds Maintenance Equipment Operator.

Supply Division

Willy W. Nowotny, Service Center Supervisor to Restaurant Manager Caterer.

Lois H. Cotton, Sales Clerk to Accounting Clerk, Office of General Manager.

George Thorbourne, Guest House Assistant to Accounting Assistant.

Olianda A. De Alvarado, Accounting Clerk to Accounting Assistant.

Rudolph Adonia, Warehouseman to Leader High Lift Truck Operator.

Cleveland G. Griffith, Lester Payne, Utility Worker to Storekeeping Clerk.

Edith S. Fitzroy, Counterwoman to Sales Clerk.

Ivanhoe A. Harris, Jr., Utility Worker to Grocery Attendant.

Jorge D. Denkley, Pinsetter to Utility Worker.

Ethlyn L. Ashby, Waiter (Special) to Presser (Flatwork).

Dredging, Blasting A Big One



Underwater excavation in widening of the narrowest parts of the Panama Canal from 300 to 500 feet often means encountering big rocks not shattered by banks blasting. Above, in the 13½ cubic yard bucket of a dredge, is a big one weighing between 20 and 30 tons. It is being drilled to take the dynamite charge which will fragment it.



The blast, set off electrically with the rock submerged 8 to 10 feet, cause little surface turbulence. The water reduces the sound of the blast and reduces the "fly" of fragments. The charge for this shot was four sticks of 1¼ by 12-inch 60 percent dynamite. These pictures, taken by a Panama Canal official photographer, were among several used in a recent issue of Engineering News-Record.

TRANSPORTATION AND TERMINALS DIVISION

Ruth C. Sawyer, Secretary (Stenography) to Clerical Assistant (Stenography), Water Transportation Division.
Albert D. Lord, Clerk to School Bus Driver, Motor Transportation Division.
Winston K. Binns, Helper Locomotive Engineer to Brakeman, Railroad Division.

Terminals Division

George Atkinson, Vibert G. Rose, Freight Clerk to Cargo Checker.
Randolph H. Blake, Alvin Girdwood, Cargo Marker to Clerk (Checker).
Miguel Rivas, Helper (General) to Maintenance man.
George S. Clarke, Utility Worker, Supply Division, to Cargo Marker.
Charles G. Warren, Linehandler (Deckhand), Navigation Division, to Stevedore.
Hubert E. Williams, Waiter, Supply Division, to Laborer (Cleaner).

OTHER PROMOTIONS which did not involve changes of title:

Jerry W. Mitchell, Trial Attorney (Admiralty), Office of General Counsel.
Walter T. Williams, General Attorney, Office of General Counsel.
Russel E. Hellmund, Richard C. Hogan, Charles F. Schonert, Finance Branch Superintendent, Postal Division.
Edwin C. McIlvaine, Accounting Assistant, Office of General Manager, Supply Division.
James G. Slice, Guard Supervisor, Locks Division.
Donald Ponder, Marine Traffic Controller, Navigation Division.
Sarah D. Cheney, Secretary (Stenography), Dredging Division.
Clyde W. Carew, Accounting Clerk, Terminals Division.
Nemesio S. Kelly, Raúl Rodríguez, Clerk, Locks Division.

Nerve Center Of The Canal (Continued from p. 7)

bulk carriers through with no snarls: ships such as the *National Defender* and *Orion Hunter*, both with 104-foot beams; and in speedy, safe transiting of Navy task forces, such as the one last November. During the Cuban crisis, military vessels plus normal traffic pushed the number of ships arriving for transit to 60 for a single day, on November 5.

The duties of the Chief of the Navigation Division at times require him to act as referee in resolving differences of opinion on scheduling of clear-cut transits northbound or southbound, or whether a ship will be delayed when a pilot requests a tug and no tug is available, or whether the pilot will be ordered to proceed without a tug.

Should a northbound clear-cut transit be scheduled for priority, when timing of arrival is borderline? The decision isn't necessarily on a first come first served basis, but on the basis of the best scheduling for all the ships.

Working directly under and coordinating with the Marine Bureau Director, the Navigation Division Chief supervises and coordinates activities of the port captains and, through them, the harbor masters. He also maintains liaison with the appropriate officials of the Republic of Panama, when necessary, and maintains the most cordial relations possible with the customers, shipping agents, and other representatives of ship owners and operators.

CANAL HISTORY

50 Years Ago

THE CONCRETE penitentiary building at Culebra, abandoned in October 1911 because of slides on the west bank of the Cut menacing its stability, has been demolished. The slide area never had broken back to the building, but the possibility of its doing so made the building useless.

Gen. Rafael Reyes, ex-president of Colombia, arrived on the Isthmus. For 1½ years he had been traveling extensively in Spain, the United States, Cuba, and most of the South American countries in behalf of a project for erecting a statue to Vasco Núñez de Balboa at the Pacific entrance of the Canal.

The Panama Tramways Company prepared to open its Central Avenue line to the public, with cars to leave the National Palace every 10 minutes for Hotel Tivoli and Ancon Hospital station and vice versa. The fare was 5 cents between any two points on the line in one direction.

25 Years Ago

RECONSTRUCTION OF Dock 15, Balboa, a \$1,220,000 project, was nearing completion. Except for Madden Dam, it was one of the largest projects since the close of the construction era.

Lock gates at Miraflores Locks lost their claim to the title as the tallest in the world, at 82 feet, when the lower gates of Bonneville Dam in the Columbia River in the United States were installed. They tower 100 feet above floor level.

Advance press representatives were arriving to cover the visit of President Roosevelt to the Isthmus scheduled for August 5.

10 Years Ago

LICENSING OF dogs in the Canal Zone started, with an August 1 deadline. Registration, vaccination, and licensing teams, as a convenience to dog owners, spent 1 day in each of 10 Canal Zone towns.

Contracts for 5,000 head of beef at a total cost of more than \$675,000 were awarded to seven Republic of Panama suppliers. The aggregate cost was approximately twice that of any contract ever before awarded by the Panama Canal to cattle growers in the Republic.

Appointment of Sigurd E. Esser as superintendent of Canal Zone Schools was announced.

Hours of the cafeteria in the basement of the Administration Building were cut back from a 6 a.m. to 4 p.m. schedule to a 9 a.m. to 3 p.m. operation.

One Year Ago

THE PANAMA Canal Women's Welfare Group was formally organized at a coffee given by Mrs. Robert J. Fleming, Jr., wife of the Governor of the Canal Zone.

The seismograph at Balboa Heights registered an intense earthquake at 3:15 a.m. July 26. It was estimated that the epicenter was in or near Costa Rica and that it was grade V intensity on the Mercalli scale.

Five local sportsmen made sporting history by swimming from a point near Fort Kobbe to the beach in Taboga, a distance of approximately 10 miles. They made the swim in 4 hours and 10 minutes, using snorkles, masks and flippers.

The last blast of dynamite in Zone II of the \$12,300,000 Empire Reach cut widening section was set off, completing the major contract work started early in 1960.

RETIREMENTS

EMPLOYEES who retired in June are listed below, with positions, and years of Canal service:

Ross A. Aldrich, test operator-foreman, (electrician) Electrical Division, Atlantic Side; 27 years, 11 months, 3 days.

Walter F. Allen, chauffeur, car of the President, Motor Transportation Division, Pacific Side; 22 years, 4 months, 8 days.

Christopher T. Brewster, helper automotive machinist, Motor Transportation Division, Pacific Side; 24 years, 7 months, 12 days.

Miss Jeanne E. Brown, teacher, Senior High, U.S. Schools, Canal Zone Division of Schools, Pacific Side; 31 years, 8 months, 5 days.

Nelson R. Clark, supervisory marine traffic controller, Port Captain's Office, Atlantic Side; 21 years, 4 months, 11 days.

Richard E. Cox, administrative services assistant, Supply Division, Pacific Side; 33 years, 2 months, 27 days.

Miss Claudette de Villafranca, staff nurse (tuberculosis), Gorgas Hospital; 8 years, 3 months, 17 days.

Ronald A. Faunce, electrician, Electrical Division, Atlantic Side; 22 years, 11 months.

George P. Fullman, leader, instrument mechanic, Maintenance Division, Pacific Side; 23 years, 9 months, 19 days.

Juan A. Loaiza, stevedore, Terminals Division, Atlantic Side; 37 years, 10 months, 18 days.

William J. McKeown, fuels wharfman, Terminals Division, Atlantic Side; 21 years, 5 months, 1 day.

Concepción Molinar, laborer, Maintenance Division, Atlantic Side; 22 years, 9 months, 11 days.

Emerson Newball, stevedore, Terminals Division, Atlantic Side; 33 years, 2 months, 18 days.

Wilmoth L. Raymond, winchman, Terminals Division, Atlantic Side; 12 years, 10 months, 12 days.

Hubert A. Rotenberry, lead foreman, painter, Dredging Division; 20 years, 2 months.

Herman Small, stevedore, Terminals Division, Atlantic Side; 45 years, 4 months, 12 days.

Henry White, warehouseman, Supply Division, Atlantic Side; 47 years, 2 months.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR

JUNE

ALL UNITS

YEAR TO DATE



CASES

'63 232

'62 205

1498(36)



CASES

'63 11

'62 10

101(9)



DAYS
ABSENT

'63 12187

'62 364

15247 7546

() Locks Overhaul Injuries Included in total.

ANNIVERSARIES

(On the basis of total Federal Service)

ENGINEERING AND CONSTRUCTION BUREAU

Merival O. Maynard
Clerk

MARINE BUREAU

Elevick J. Baptist
Oiler

SUPPLY AND COMMUNITY SERVICE BUREAU

Alexander S. Benson
Leader Laborer
Mauricio J. Lovell
Supply Clerk (Sales, Typing)

ENGINEERING AND CONSTRUCTION BUREAU

Harry F. Butz
Supervisory Sanitary
Engineer

Alfonso R. Allman
Carpenter

Aubrey A. Baxter
Launch Operator

Gustavo Fields
Helper Plumber

Cyril C. Gordon
Painter

Onesiphar E. Laval
Helper Machinist
(Maintenance)

MARINE BUREAU

Guy R. Lord
Chief Engineer, Towboat

William G. Rowe
Chief, Engineer, Towboat

Joseph W. Lord
Helper (General)

TRANSPORTATION AND TERMINALS BUREAU

Joseph White
Linehandler

CIVIL AFFAIRS BUREAU

Doris C. Etchberger
Statistical Clerk (Stenography)

Frank E. Hirt
Window Clerk

Armella R. Hutchings
Teacher (Elementary-
U.S. Schools)

Vera E. Jones
Teacher (Elementary-
U.S. Schools)

Ella Lombroia
Kindergarten Assistant

Robert R. Urquhart
Firefighter

R. P. O'Connor, Jr.
Customs Inspector

HEALTH BUREAU

Fronia Fender
Staff Nurse (Obstetrics)

Thomas C. Lear
Funeral Director

Anna B. Rheney
Medical Radiology
Technician (Diagnosis)

Lucas Díaz
Hospital Food Service
Worker

Marcos Palacios
Maintenance

MARINE BUREAU

Ernest C. Stiebritz
Lock Operator (Machinist)

Wenceslao I. Arce
Helper Electrician

Andrés Bonilla
Painter (Maintenance)

Lucio Figueroa
Linehandler (Deckhand)

John Harriott
Seaman

D. R. Henningham
Leader Linehandler
(Deckhand Boatswain)

Carlos H. Herrera
Leader Calker (Wood)

John Lincoln
Linehandler (Deckhand)

Antonio Martínez
Linehandler (Deckhand)

Nicolás Mendoza
Helper Lock Operator

Salvador Miranda
Helper Lock Operator

Nestor A. Molina C.
Painter (Maintenance)

Melanio Moreno
Painter (Maintenance)

Gerald A. Roberts
Linehandler (Deckhand)

Manuel Sánchez M.
Boatman

David Serrano
Helper Machinist (Marine)

Stanley E. Smith
Linehandler

PERSONNEL BUREAU

William J. Kilgallen
Position Classification
Specialist

M. O. O'Sullivan
Personnel Clerical Assistant
(General)

SUPPLY AND COMMUNITY SERVICE BUREAU

Leon S. Willa
Milk Products Plant Manager

Pedro A. Alvarado
Utility Worker

James Barnett
Laborer (Heavy)

Alfonso Bayne
Sales Section Head

Alberto A. Camposano
Utility Worker

Francisco Cañate
Helper (General)

Agustin Coronado
Laborer (Cleaner)

Alberto Gómez
Utility Worker

Efraín López M.
Laborer (Cleaner)

Rogelio Lozano
Garbage Collector

Mary L. Meikle
Packager

Winifred B. Palacio
Stock Control Clerk

Pedro Pérez
Stockman

Carlos A. Uriarte
Gas Cylinder Checker
and Serviceman

Santana Vásquez
Grounds Maintenance
Equipment Operator

TRANSPORTATION AND TERMINALS BUREAU

Thomas F. Hunt
Liquid Fuels Gager

Tracy P. White
Electrician

Luis Armuelles
Linehandler

Victor S. García D.
Truck Driver

Teodoro Menjivar
Helper Automotive Mechanic
(Body and Fender)

ENGINEERING AND CONSTRUCTION BUREAU

Boyd W. Ferry
Lead Foreman Sheet Metal
Worker

C. B. Ocheltree
Master, Towboat

Donald B. Tribe
Supervisor Chemist
(Analytical)

Rudesindo Espinosa
Telephone Instrument
Repairman

Hubert M. Evans
Helper Armature Winder

Leonard A. Grant
Boatman

Jacinto Guerra R.
Carpenter

Aleides A. López
Laborer (Heavy)

Casimiro Lozano
Laborer (Heavy)

Ralph McFarlane
Boiler Tender

R. R. F. Olascoagas
Oiler (Floating Plant)

Hezabiah Richards
Paver

Antonio Torres S.
Leader Seaman

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Fourth Quarter, Fiscal Year 1963		
	1963	1962	Avg. No. Transits 1951-55
United States intercoastal	100	118	170
East coast of United States and South America	584	617	458
East coast of United States and Central America	144	104	123
East coast of United States and Far East	520	576	271
United States/Canada east coast and Australasia	85	75	52
Europe and west coast of United States/Canada	218	231	182
Europe and South America	334	299	124
Europe and Australasia	98	110	83
All other routes	743	760	372
Total traffic	2,826	2,890	1,835

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1963	1962	Avg. No. Transits 1951-55	1963	1962	Average Tolls 1951-55
July 1962	978	931	557	\$4,980	\$4,776	\$2,432
August	950	934	554	4,926	4,749	2,403
September	909	892	570	4,617	4,523	2,431
October	882	935	607	4,411	4,646	2,559
November	924	891	568	4,684	4,443	2,361
December	947	938	599	4,983	4,870	2,545
January 1963	769	917	580	3,871	4,735	2,444
February	841	841	559	4,313	4,388	2,349
March	991	980	632	5,084	5,098	2,657
April	919	942	608	4,761	4,961	2,588
May	988	984	629	4,991	5,122	2,672
June	919	964	599	4,747	4,979	2,528
Total for Fiscal year	11,017	11,149	7,062	\$56,368	\$57,290	\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Fourth Quarter, Fiscal Year 1963					
	1963		1962		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
British	355	2,074,923	344	2,384,222	299	1,812,242
Chilean	35	242,528	27	193,901	16	88,080
Chinese	14	93,406	23	157,444	9	72,660
Colombian	55	86,787	65	100,485	38	43,967
Danish	85	365,303	79	492,661	65	245,718
Ecuadorean	15	8,012	11	13,761	35	22,014
French	29	193,814	37	342,052	31	134,662
German	270	911,852	292	949,716	57	146,661
Greek	147	1,547,707	198	1,883,243	28	249,194
Honduran	55	40,210	15	27,805	114	130,927
Israeli	14	52,438	19	43,372		
Italian	44	254,143	45	283,730	36	197,097
Japanese	202	1,178,847	214	1,167,418	70	497,278
Liberian	234	2,134,795	213	1,922,555	51	333,268
Netherlands	172	750,307	163	719,084	31	160,545
Nicaraguan	17	26,006	.5	10,269	24	24,894
Norwegian	353	2,637,979	381	3,079,083	206	916,735
Panamanian	138	626,773	104	435,904	108	596,566
Peruvian	23	79,038	31	103,399	5	10,626
Philippine	17	64,956	18	66,724	5	37,985
Swedish	80	466,713	85	527,505	50	196,815
United States	425	2,448,114	469	2,646,283	546	3,536,809
All others	47	275,925	52	292,791	11	86,101
Total	2,826	16,560,576	2,890	17,843,407	1,835	9,540,844

THE CHIC *Santa Mariana*, second ship in a series of four new passenger-cargo ships of the Grace Line, made its second transit of the Panama Canal July 12 en route to Port Newark, N. J., and completion of its maiden voyage.

The *Santa Mariana* was named for Ecuador's 17th-century Santa Mariana de Jesús de Paredes.

Passengers on the northbound voyage included Capt. Richard G. Jack, Marine Director of the Panama Canal since January 1961 and his family. Captain Jack's new assignment is Commanding Officer of the U.S. Naval Receiving Station in Brooklyn, N.Y.

The *Santa Mariana* will be a regular Canal customer with an itinerary that includes stopovers in Colombia, a Canal transit to South America's Pacific coast, and a stop at Guayaquil, Ecuador. Her sister ship, the *Santa Magdalena*, has gone into drydock after completing six voyages from Port Newark, N.J., to the Caribbean and South America's Pacific coast. After a general checkover, the *Santa Magdalena* will join her sister cargo-cruise ship.

CARGO RECORDS have been established by the collier *Nagano* on two of its three transits of the Panama Canal. On her maiden voyage to Japan the ship carried a record cargo of coal. On her transit the middle of July the *Nagano* carried 48,218 tons of iron ore, a record figure for cargo tonnage.

The *Nagano*, owned by Oswego Ocean Carriers, Ltd., and operated by the Marine Transport Lines, Inc., is under Liberian registry and has a Chinese captain, Capt. T. S. Hsuing, and all-Chinese crew.

The record cargo of iron ore was loaded in Guayacan, Chile, and is destined for Sparrows Point, Md.

The previous record for iron ore cargo to transit the Panama Canal was 46,265 tons, almost 2,000 tons below the *Nagano's* load.

Because the ship was so heavily loaded, a daytime transit was scheduled and the *Nagano* was No. 2 in the day's Canal traffic.

The *Nagano* is 757 feet long and has a 102-foot beam. Wilford & McKay are the Panama Canal agents for the ship.

PANAMA CANAL shipping tables for the fourth quarter of fiscal year 1963 appear on these pages. Tables for the full fiscal year will be published in the September issue of THE PANAMA CANAL REVIEW.

Refitted, New Route

THE MV *DONIZETTI*, whose maiden transit of the Panama Canal was marked by an exchange of gifts between Dr. Giuseppe Ali, Director General of the Italian Line, and Panamanian and Canal Zone officials, is the first of three Italian Line motorships to go into service after being refitted for the Mediterranean-Central America-South Pacific route.

A sistership, the MV *Verdi*, sailed from Genoa July 9 and the MV *Rossini* is due to go into service on December 19.

The three motorships replace the Navigator class of ships, the *Marco Polo*, the *Amerigo Vespucci*, and the *Antoniotto Usodimare*, which for 15 years contributed greatly to maritime connections between Central and South America and Mediterranean Europe.

The *Donizetti* and her sister-ships have considerably greater tonnage, more than 4,000 tons, than the ships previously in service; are more seaworthy; have increased speed—17½ knots—which reduces the time of passage by about 3 days; and have air-conditioning in all rooms.

The three ships have two classes; first with 170 berths in single, double and triple cabins, all with private bath or toilet and shower. The tourist class has a capacity of 446 berths, mostly in double or four berth cabins and a high percentage of these have private baths.

The three ships also have excellent equipment for carrying cargo, mail, and passengers' automobiles.

Luxury Tanker

SPECIAL accommodations for children are a feature on the *Jetta Dan*, an oil tanker built in Denmark recently for J. Lauritzen of Copenhagen. The children's playroom built on top of the engine casing is for the use of the children of the ship's officers and crew who, according to company rules, may take their wives and children with them for a certain number of days every year.

Family accommodations are provided on most of the Lauritzen ships which use the Panama Canal regularly. Usually there are three to four children aboard depending on the trade in which the ship is plying. The *Jetta Dan* is 695 feet long and has a beam of 91 feet.

She has luxurious accommodations for the crew, is completely air conditioned and probably is the first oil tanker to have children's accommodations. C. Fernie & Co., agents for the line at the Canal, say that the *Jetta Dan* is on an irregular schedule which may bring her through the Canal sometime soon.

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fourth Quarter Fiscal Year 1963				
	1963			1962	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,447	1,379	2,826	2,890	2,835
Small ^o	66	64	130	123	381
Total commercial	1,513	1,443	2,956	3,013	2,216
U.S. Government vessels: **					
Ocean-going	34	42	76	58	166
Small ^o	8	13	21	43	75
Total commercial and U.S. Government	1,555	1,498	3,053	3,104	2,457

^o Vessels under 300 net tons or 500 displacement tons.

** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Fourth Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Ores, various	1,882,633	2,071,950	999,938
Lumber	1,122,819	1,046,606	1,014,773
Petroleum and products (excludes asphalt)	459,035	264,900	229,177
Wheat	211,437	135,005	437,251
Sugar	567,101	762,842	351,696
Canned food products	253,825	214,940	269,073
Nitrate of soda	192,842	229,176	319,896
Fishmeal	254,893		
Bananas	298,231	279,096	200,684
Metals, various	296,770	297,408	191,913
Food products in refrigeration (except fresh fruit)	228,309	219,904	142,423
Coffee	104,377	108,704	61,185
Cotton, raw	99,849	95,377	51,360
Iron and steel manufactures	241,691	152,857	59,091
Pulpwood	126,214	118,518	56,464
All others	1,414,959	1,930,220	738,716
Total	7,754,985	7,927,503	5,123,640

Atlantic to Pacific

Commodity	Fourth Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Petroleum and products (excludes asphalt)	2,796,725	3,288,465	1,075,363
Coal and coke	1,361,950	1,777,735	703,397
Iron and steel manufactures	375,427	456,841	461,804
Phosphates	418,072	499,977	180,384
Sugar	165,526	599,149	190,966
Soybeans	312,977	287,296	119,263
Metal, scrap	583,196	392,274	12,985
Corn	476,850	212,249	25,146
Wheat	103,648	151,888	35,034
Paper and paper products	94,646	81,702	107,964
Bauxite	129,924	97,414	38,838
Machinery	105,599	120,728	66,780
Flour, wheat and potato	95,850	77,054	16,760
Chemicals, unclassified	174,881	177,611	51,553
Automobiles and parts	86,326	80,650	75,503
All others	1,523,994	1,614,871	1,230,845
Total	8,805,591	9,915,904	4,392,585



SS Corinthic, his present command, no stranger to Canal waters.

Master's First Transit In 1919; 91st One Near

SHAW-SAVILL Commodore Capt. Arthur C. Jones, who has transited the Panama Canal 90 times in nearly half a century of sea duty, was expected to arrive at the Canal Saturday, August 3, homeward bound for the United Kingdom and retirement. Sixty-three of his Canal transits have been in the SS *Corinthic*, his present command, a vessel of 15,682 gross tons engaged in the United Kingdom-New Zealand trade via the Panama Canal.

Captain Jones, son of a Church of England minister, was born in Somerset, England, in July 1898. His grandfather and great-grandfather were both in command in sail. The latter was lost with his ship off the China Coast.

Captain Jones commenced his apprenticeship at sea with the Ellerman & Bucknall Line October 13, 1915, joining the SS *Bechuana*. He subsequently served in seven other vessels in this line over a period of 9 years.

His first voyage through the Panama Canal was about the middle of 1919. He joined the Shaw-Savill Line in February 1925 and served in 16 of the company's ships, his first command being SS *Samrich*, former Liberty ship *Wm. Pitt Preble*, in November 1946. He joined his present vessel, SS *Corinthic*, in September 1951. Upon completion of this voyage, he says, he intends to spend his time attending to gardening and other hobbies.

Transits, Cargoes Off

TRANSITS and cargo tonnage during the fourth quarter of fiscal year 1963, just past, show a drop of 64 in transits and cargo tonnage off nearly 1.3 million tons from the level for the same period of 1962. Complete statistics for the quarter appear on pages 14 and 15.

In contrast, a year ago, figures for the fourth quarter of fiscal year 1962 had shown increases in both transits and cargo tonnage.

For the fourth quarter of 1963, among major nation customers, only Panamanian, Liberian, and British flag vessels showed substantial increases in number of transits, and while the Liberian flag cargo was up more than 200,000 tons and Panamanian flag ships' cargo tonnage up nearly 200,000 tons, the British vessels carried approximately 300,000 tons less cargo.

Greek ships had 51 fewer transits and a cargo tonnage drop of about 300,000 tons. Transits by Norwegian flag vessels were off 28 and cargoes dropped by more than 400,000 tons. U.S. ships made 44 fewer transits and carried almost 200,000 tons less cargo.

Figures for ships of 22 nations on the listing of Canal commercial traffic by nationality of vessels reveal that 14 had tonnage decreases, only eight tonnage increases; 13 had decreases in number of transits, and only 9 had increases in transits.

The largest number of transits in the fourth quarter were made by U.S. flag ships, with British flag vessels second, and Norwegian, third. In cargo tonnage, however, the Norwegian vessels carried more than 2.6 million tons to top this list. The U.S. ships' total was a little above 2.4 million tons.

TRANSITS BY OCEAN-GOING VESSELS IN JUNE

	1963	1962
Commercial.....	919	964
U.S. Government.....	30	13
Free.....	6	7
Total.....	955	984

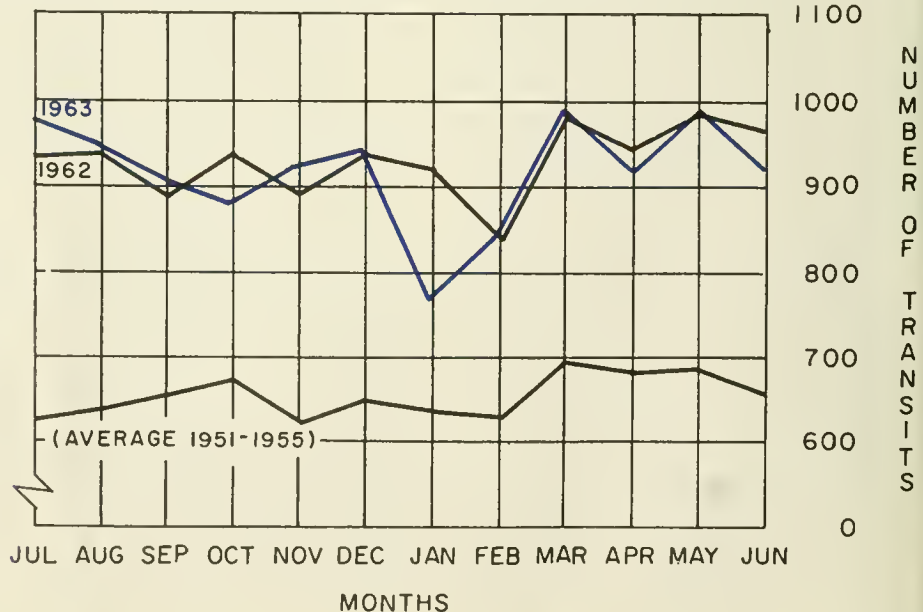
TOLLS *

Commercial....	\$4,749,806	\$4,979,769
U.S. Government	112,843	97,860
Total....	\$4,862,649	\$5,077,629

CARGO**

Commercial....	5,462,322	5,684,416
U.S. Government	79,962	110,938
Free.....	35,613	35,170
Total....	5,577,897	5,830,524

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.



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