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THE PANAMA CANAL REVIEW

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Vol. 14, No. 12

JULY 1964

FOURTH OF JULY—CRISTOBAL, 1914

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87

Robert J. Fleming, Jr., Governor-President

David S. Parker, Lieutenant Governor

Frank A. Baldwin
Panama Canal Information Officer

PANAMA CANAL REVIEW

Official Panama Canal Publication
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Robert D. Kerr, Press Officer

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Editorial Assistants
Eunice Richard, Tobi Bittel, and
Tomas A. Cupas

MEN WITH PULL—Despite automation and the steady forward march of science, there remain certain tasks that are done today much as they were a century ago, 10 centuries ago, or in the time of the Phoenicians. This is one of them, and these men who pull the lines of the great ship Canberra form a graceful picture at the Balboa Dock. Watching a ship dock, with the lines tossed in an arc from ship to shore and the vessel inching its way to dockside, always attracts onlookers. With a nod to the past, there are many who hope that automation doesn't catch up to take away the charm of this particular operation or similar operations that are literally centuries old.

About Our Cover

THERE WAS a whale of a time at the Fourth of July celebration in Cristobal 50 years ago. Seems that everyone was there except the photographer. Or, if he was there, the pictures he took no longer survive. With a submarine popping up and down, a fire in addition to fireworks and a list of games as long as your arm, there is no question that this old fashioned celebration holds a lesson or two for the milder events that are now commonly held to celebrate the great day. Of course, one of the lessons is to be careful that the fun doesn't turn into a four alarmer. The cover sketch, done in a primitive style, pretends in no way to portray the panorama of that eventful day. Rather, it nudges the nostalgia and lets the reader imagine a thing or two. What's going on in the picture? Well, the details are on the facing page. Read it for a glance back at the merrymaking of that long ago day.

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"When in the course of human events . . ."

AS AMERICANS in the Canal Zone and throughout the world prepare to celebrate the 50th anniversary of the Panama Canal this month, they think back to construction days, to disease and death.

There was, however, a lighter side of the Panama Canal story. This came each July 4 as patriotic American citizens in the Zone brought out the firecrackers, the sparklers, and the red, white, and blue to whoop it up.

Although the picture above is for July 4, 1915, the spirit was the same. It was a Fourth of July to remember, the kind of day Grandma and Grandpa sit back in their rocking chairs and relive.

Independence Day, 1914, dawned sunny and pleasant in Cristobal, where a variety of athletic events, tournaments, fireworks displays, and patriotic exercises were carried out "according to program." The day's celebration began with a reading of *The Declaration of Independence* by Judge William Jackson, and proceeded through everything from picnics and athletic events, including an "aquatic wrestling match" which ended in a protest and a "90-pound girls' relay," to a very unusual fireworks display at pier 8 which ran smoothly until a stray spark set off a pile of unexploded fireworks inside the dock and treated the holiday crowd to an unprecedented climax. The Cristobal fire department dampened the unruly fireworks (and the spirits of the majority of the crowd).

Perhaps the most interesting feature of the day's program was the submersion of one of the newest in navy vessels, submarine C-1, which submerged twice for the thrilled audience.

Grandma and Grandpa finished their Fourth of July celebration by dancing the night away at the gaily decorated and well-filled dancing pavilion at pier 9, which was effectively hung with hundreds of bright Japanese lanterns.

The entire group of 131 apprentices—minus 4—are shown here at the Administration Building, Balboa Heights. The picture in the chart on page 5, taken at graduation ceremonies, shows the graduates on the stairway, with Panama Canal officials standing below.

ANOTHER CLASS GRADUATES FROM CANAL APPRENTICESHIP PROGRAM

WORKING IN THE Canal organization today are hundreds of employees, many of them in high supervisory positions, who owe much to the Panama Canal apprenticeship program for their training and advancement in their jobs.

Thanks to recent developments in the apprenticeship program, there are now more young men than ever with certificates attesting to the fact that they are full-fledged journeymen in a variety of crafts. Increasing numbers of them are Panamanian citizens.

This year the largest number of Panamanian apprentices ever to be graduated from the Panama Canal apprentice program received their diplomas. Fifteen of the eighteen young men graduated from apprenticeships into full craft journeymen status were Panamanian citizens.

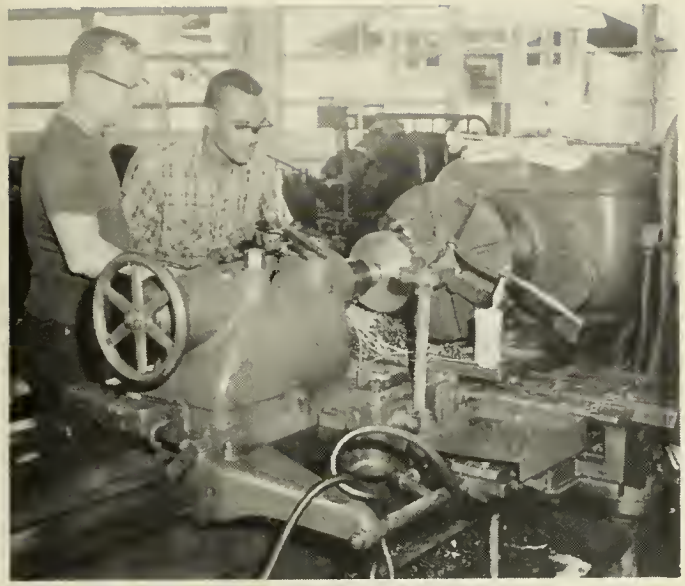
The apprenticeship program is not a new development in the Canal organization set-up. For the Canal, it had its beginning almost when construction of the waterway was begun in 1904 when it was realized that job opportunities should be provided for the sons of the men and women working for the Isthmian Canal Commission.

Although the first apprentice training was approved April 12, 1906, formal apprenticeship rules were not adopted until June 1914 and schooling or class instruction was not started until February 1915 when shop foremen in the Mechanical and Building Divisions were appointed as instructors. The first machinist apprenticeships were patterned after railroad apprenticeships in the United States.

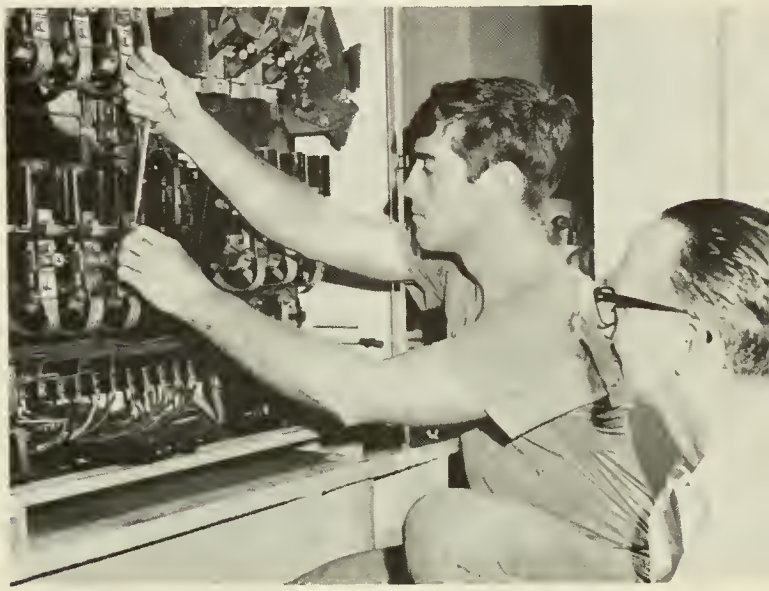
The apprentice program in the Mechanical Division almost lapsed during the early 1920's because of lack of work and reductions in force. Schoolwork was discontinued in 1925, but in 1933, more apprentices were being employed and the whole program was revived and reorganized. Formal school training was started in 1935 under the direction of Philip T. Green, who was apprentice coordinator and now is industrial coordinator of all school training.

Class hours average well over the 144 per year minimum stipulated by the U.S. Department of Labor for apprenticeship. The type of instruction which supplements the on-the-job training, recently received high marks from a visitor from the

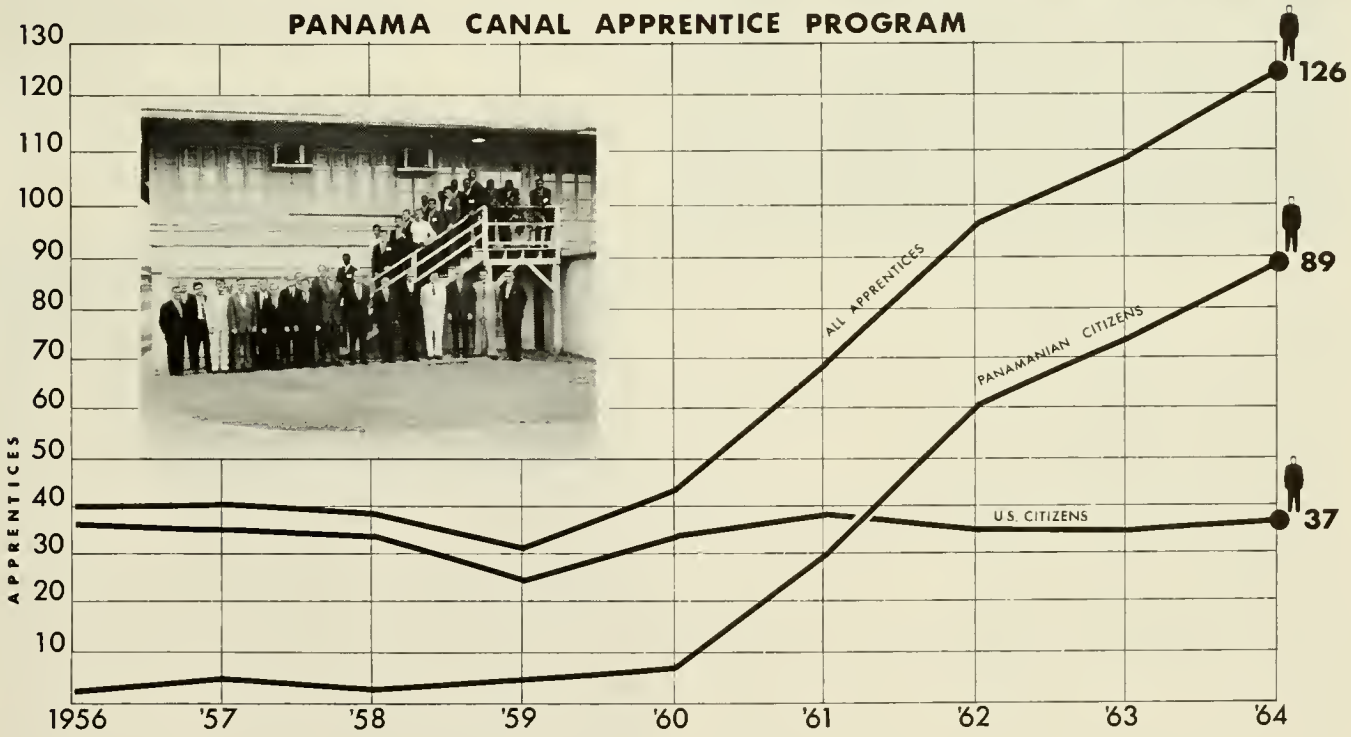
(*See p. 6*)



Donald L. Greaves, Panamanian, operates a lathe under the direction of John F. Frost, his supervisor. A machinist in the Industrial Division, Mount Hope, Greaves is slated to graduate in July 1966.

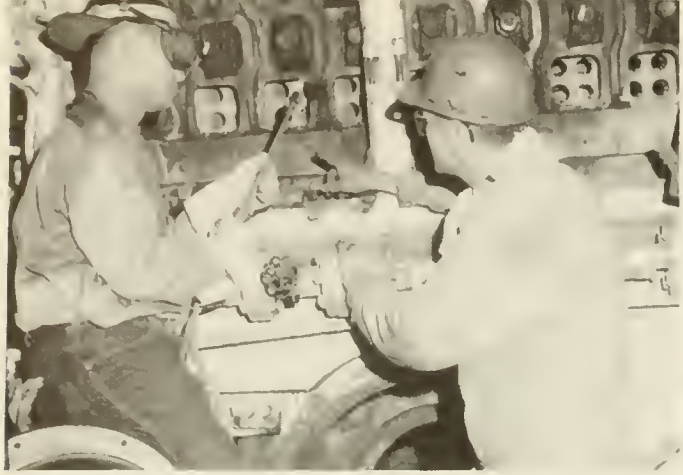


Also a former apprentice, Daniel George, U.S. citizen, will work as an electrician for the Electrical Division, Balboa, for 1 year and then for the Locks Division, Pacific, for 2 years. George, shown with Emmett O. Kiernan, his supervisor, completed his apprenticeship in 3 years. He was given a 1 year reduction of apprenticeship for credits earned in 2½ years at Virginia Polytechnic Institute.

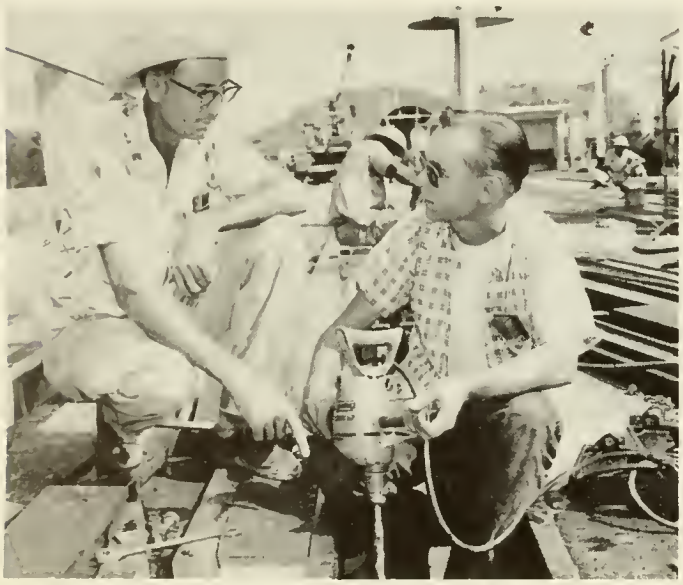


ENROLLMENT BY FISCAL YEAR

Fiscal year 1964 totals include 5 U.S. citizens and 4 Panamanians employed by Army and attending Panama Canal Company Apprentice School.



The scheduled graduation date for Alfred J. Graham, U.S. citizen, is July 1966. Graham is an apprentice electrician in the Locks Division, Pacific. Looking on is his supervisor, K. L. Middleton.



(*Continued from p. 4*)

Bureau of Apprenticeship and Training of the Department of Labor.

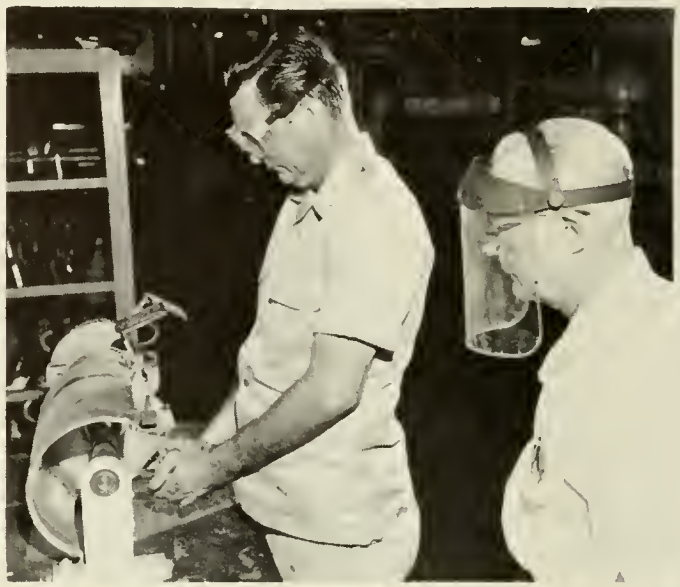
The apprentice program is notable for the variety of craft training it provides. As early as 1918, training was offered in 13 trades. Today there are apprenticeships offered in more than a score of standard crafts.

Pay has gone from 10 cents an hour to a scale now geared to journeymen rates. Both the United States and Panamanian citizen apprentices receive the same basic pay for the same apprenticeships.

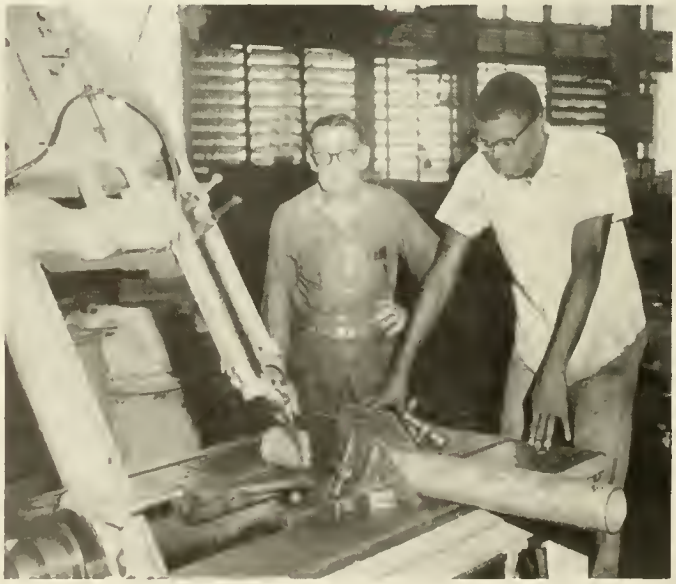
The number of apprentices registered in the program has varied widely over the years. Both the smallest and the largest enrollment occurred during World War II when the number of apprentices soared to 150. Draft and enlistments soon took all but four.

As a result of President Eisenhower's "Nine-point program for improvement of relations between the United States and Panama" signed in 1960, the number of apprentices being trained increased sharply. The program provided that 25 Panamanian apprentices be employed each year. As a result, after 4 years of operation under the directive, the total number of apprentices has now leveled off at from 130 to 140 students.

Already a graduate of the apprentice program, Rugico E. Rocha Q., Panamanian (left), does boiler repair work on the SS "Flamenco" at the Mount Hope Industrial Division. Providing tips is C. B. Wood.



Robert Flumach, U.S. citizen, already has graduated from the apprentice program. An electrician, he will work for 2 years in the Electrical Division, Balboa, and then another 2 years for the Locks Division, Pacific. Giving pointers is James M. Slover, supervisor.



A graduate of Rainbow City High School, Arthur Trottman, Panamanian, is scheduled to complete his apprenticeship as a pipefitter in the Industrial Division, Mount Hope, in July 1966. Giving instructions is Trottman's supervisor, Edward W. Donohue.

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between May 5 and June 5, 1964, (within grade promotions and job reclassifications are not listed):

ADMINISTRATIVE SERVICES

Victorio R. Delgado, Laborer (Cleaner) to High Lift Truck Operator, Printing Plant, La Boca.

Luz A. de Pulido, Clerk-Typist, Gorgas Hospital, to Personnel Bureau.

Internal Security

Thomas J. Burbine, Guard Supervisor, Terminals Division, to Security Specialist.

CIVIL AFFAIRS BUREAU

Schools Division

Theo. F. Hotz, Director (U.S. Secondary Schools), to Director (Assistant Superintendent and Director, U.S. Schools).

Priscilla M. Lane, Clerk-Typist to Supervisory Clerk-Typist.

Constance H. Fyfe, Elizabeth Tapiero, Elvira Bradfield, Millicent F. Forcheney, Janet A. Marshall, Ruby A. Bryan, Constance A. Gallop, Florence G. Cobham, Eudora T. Toppin, Myrtle L. Gibbs, Marianela Martínez A., Substitute Teachers, Latin American Schools to Elementary Teachers, Latin American Schools.

Juan L. Smith, Winifred M. B. de Wilson, Luis P. Sealy H., Substitute Teachers Latin American Schools to Junior High Teachers, Latin American Schools.

Juan Nacrur, Extension Class Teacher, U.S. Schools to Teacher, Junior High Latin American Schools.

Fulvia E. Escobar P., Ariosto E. Ardila, Allan B. Forte, Charlotte T. Phillips, Cedric L. Bailey, Sergio A. Ruiz, Alcides Bernal D., Shailer J. Yearwood, Rubén Martin, Isolda I. Rodríguez P., Colón Guardia, Substitute Teachers, Latin American Schools to Secondary Teachers, Latin American Schools.

George H. Sylvester, Hoaglan A. Maynard, Leader Labor (Cleaners) to Maintenancemen.

Patrick J. Russell, Andrés Gómez, Laborer (Cleaners) to Grounds Keepers (Sports).

Bestee Burke, Laborer (Clearner) to Leader Laborer (Cleaner).

Ira N. Hinkson, Laborer (Heavy) to Leader Laborer (Cleaner).

John L. Thompson, Laborer (Heavy) to Grounds Keeper (Sports).

Gonzalo López F., Laborer (Cleaner) to Laborer (Heavy).

Louisa A. Craig, Laborer (Cleaner) to Dressing-Room Attendant.

Police Division

Hollis Griffon, Police Private to Detective.

Jerry L. Carlton, Signalman, Navigation Division to Police Private.

Mary W. Hall, Telephone Operator, Electrical Division to Telephone and Radio Dispatcher.

William R. Steele, Guard, Terminals Division, to Police Private.

Jerry Ransom, Guard, Locks Division, to Telephone and Radio Dispatcher.

Barbara H. Geoghegan, Telephone Operator, Electrical Division, to Telephone and Radio Dispatcher.

Anita B. Collins, Clerk, Coco Solo Hospital, to Telephone and Radio Dispatcher, Cristobal.

Julian J. Hoyte, Oiler (Floating Plant) Dredging Division, to Detention Guard.

Postal Division

Patricia A. Finneman, Office Machine Operator, Gorgas Hospital, to Window Clerk, Substitute, Cristobal.

Andres Griffin, Guest House Clerk, Supply Division, to Distribution Clerk, Substitute.

ENGINEERING AND CONSTRUCTION DIVISION

Electrical Division

Peter E. Reuben, Laborer (Cleaner) to Helper Electrician (Power Plant).

Dredging Division

Medardo Quiroz J., Navigation Aid Worker to Maintenanceman (Distribution Systems).

Maintenance Division

Ernest L. Oaks, Sanitary Engineer, Water and Laboratory Branch, to Supervisory Sanitary Engineer (Superintendent Miraflores Filter Plant), Miraflores.

Carl T. Tuttle, Plumber to Leader Plumber.

Jerry D. Roswell, Refrigeration and Air Conditioning Mechanic to Leader Refrigeration and Air Conditioning Mechanic, Cristobal.

Frederick Johnson A., Oiler to Refrigeration and Air Conditioning Plant Operator.

Marcelino Llontop, Asphalt or Cement Worker to Plasterer, Tile, and Block Setter (Maintenance).

Samuel N. Haywood, Warehouseman to Field Tractor Operator.

Norbert L. Buchanan, Leonard F. Foster, Helpers Refrigeration and Air Conditioning Mechanics to Maintenance Refrigeration and Air Conditioning Mechanics.

HEALTH BUREAU

Coco Solo Hospital

Mary R. Smith, Staff Nurse (Medicine and Surgery), Gorgas Hospital, to Nurse Anesthetist.

Office of the Director

Alvis B. Carr, Administrative Services Officer to Hospital Administrative Director (Assistant to Health Director).

Gorgas Hospital

S. Lynn Parsons, Staff Nurse to Staff Nurse (Medicine and Surgery).

Edward Sealey F., Shipment Clerk, Railroad Division to Clerk.

Edwardo A. Reefer, Linehandler, Locks Division, to Ward Service Aid.

Hector G. Scott, Utility Worker, Supply Division, to Food Service Worker.

Corozal Hospital

Edgar Reid, Walter J. St. Louis, Food Service Workers to Nursing Assistants (Psychiatry).

MARINE BUREAU

John G. Boswell, James M. Zelsman, Leader Lock Operators (Machinists) to Lead Foremen (Locks Operations), Miraflores.

Howard E. Robinson, Lock Operator (Machinist), to Leader Lock Operator (Machinist).

Joseph C. Merritt, Paul E. Howard, William Foster, Electricians to Lock Operators (Electricians).

Alejandro Gerald, Timekeeper to Teletypist.

Industrial Division

Louis E. Palmer, Sheetmetal Worker to Leader Sheetmetal Worker.

Navigation Division

John W. Farmer, Pilot, Probationary to Pilot.

George G. Goddard, Teletypist, Locks Division, to Clerk.

Angelo Stefani, Timekeeper, Locks Division, to Clerk.

Office of the Comptroller

Jolie A. Seeley, Clerk-Stenographer to Statistical Clerk (Stenography).

SUPPLY AND COMMUNITY SERVICES BUREAU

Office of General Manager

Roberta J. Paterson, Accounting Clerk (Typing), Motor Transportation Division, to General Supply Assistant (Typing).

Supply Division

Betty J. Slaughter, Retail Store Department Manager to Retail Store Department Manager (General), Coco Solo.

Joseph Roberts, Clerk, Service Center Branch, to Cash Clerk, Retail Store Branch.

Ana Bowen, Sales Clerk to Sales Section Head.

Edith L. Simpson, Counterwoman to Sales Clerk.

José G. Rodríguez, Milker to Leader Cattle Attendant.

Demóstenes Murillo, Laborer (Cleaner), to Laborer (Heavy).

Mavis V. Miller, Grocery Attendant to Stock Control Clerk.

Reyes Rodríguez, Laborer (Heavy) to Laborer (Heavy-Cold Storage).

Simeón N. Sobers, Utility Worker to Service Station Attendant.

Valentín Díaz V., Laborer to Laborer (Heavy-Cold Storage).

Philip Bartley, Utility Worker to Laborer (Heavy).

Gordon A. Graham, Assistant Retail Store Manager to Supervisory General Supply Assistant, Storehouse Branch.

Harold Johnson, Clerk to Inspector (General Equipment).

Santiago Rivera, Laborer (Heavy) to Scrap Material Sorter.

Roy Dickens, Laborer (Heavy) to Warehouseman.

Joseph E. Flemmings, Utility Worker to Laborer (Heavy).

Community Services Division

Geniniano Aguilar, Laborer to Garbage Collector.

Hernán A. Herrera, Laborer (Cleaner) to Laborer.

TRANSPORTATION AND TERMINALS BUREAU

Motor Transportation

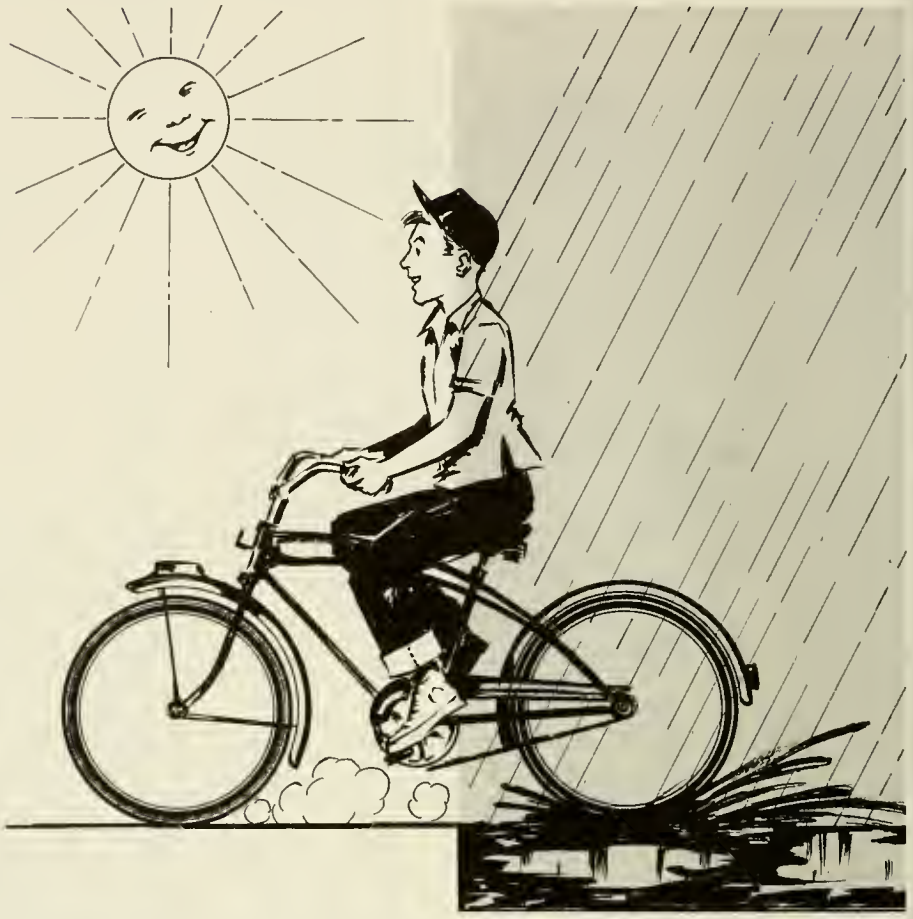
George G. Mandeville, School Bus Driver to Truck Driver (Heavy Trailer).

Alejandro Blanco, Truck Driver to School Bus Driver.

(See p. 9)

One Minute It's Dry, the Next . . .

LESS RAINFALL, MORE HEAT IN FISCAL 1964



AVERAGE RAINFALL in the Canal Zone during fiscal year 1964 amounted to 90.45 inches or approximately 4.92 inches below normal, according to the annual report released by the Meteorological and Hydrographic Branch.

The fact that less rain than usual fell during the 12-month period is attributed to the early dry season which began November 24 and ended April 23, 1964, a period of 152 days. It was not only the earliest dry season on record but was 7 days longer than the average dry season.

The wettest month of the past fiscal year was November 1963 during which an average of 16.99 inches of rain was recorded. The driest month was February with only .35 of an inch.

Average air temperature was 80.6 degrees or 0.5 of a degree above normal. Relative humidity was 84.1 percent or 1 percent above normal. The highest temperature was 95 degrees reported at Balboa Heights February 23. The lowest was 65 degrees at Madden Dam January 25.

These figures were provided by a network of 20 rainfall recording stations and six stream-gaging stations operated on the tributary rivers and drainage areas of the lakes to provide records and data that affect the water supply of the Canal.

Gatun Lake elevations ranged from a maximum of 87.01 feet on December 1 to a minimum of 83.78 feet April 21. Madden Lake ranged from 250.7 feet on December 6 to a minimum of 207.76 on May 21.

There were almost as many seismic disturbances recorded at Balboa Heights during the year as there were days. In fiscal year 1964 the total came to 352 earthquakes of which 166 were within 300 miles of Balboa and 5 were felt locally.

One of the most unusual storms of the fiscal year developed over Madden Lake about noon on Saturday, August 17. It brought a torrential downpour of 4.11 inches of rain in the hour and a half period between 11:45 a.m. and 1:15 p.m. Accompanying the heavy rain was a line-squall type of windstorm which flattened the roof of a raft anchored in Madden Lake.

Several people occupying the raft at the time were thrown off with minor injuries. A motorboat tied to the float was sunk. Several trees on the shore nearby were blown down. The hydrographic station at Madden Dam estimated a wind velocity of 23 miles per hour with higher momentary velocities.

The storm later moved down the Chagres River striking the Gamboa area between the golf club and the railroad bridge. Trees were uprooted on both banks of the river and several people were knocked off a floating raft by a falling tree limb which injured one person and damaged a motorboat.

Other rare weather phenomena reported during the year was a fall of hailstones of ¼ to ½ inch in diameter along the Transisthmian Highway between milepost seven and nine. This occurred September 23, at 3 p.m. and lasted 10 minutes. A waterspout was observed at 3:10 p.m. November 21, about 5 miles north of the Cristobal breakwater. It lasted for about 10 minutes and caused no damage.

Total runoff from the Gatun and Madden Lake Basin for fiscal year 1964 was one percent below normal and amounted to 4,685,789 acre-feet. Of this amount, 26 percent or 1,826,262 acre-feet was derived from the basin above Madden Dam.

The maximum runoff during the year was on November 15, when the 24-hour runoff amounted to 47,819 acre-feet or 24,104 cubic-feet-per-second, This was no record, however, since maximum 24-hour runoff on record since the formation of Gatun Lake is 372,011 acre-feet or 187,600 cubic-feet-per-second.

CANAL HISTORY

50 Years Ago

THERE WAS a bang-up Fourth of July celebration in Cristobal 50 years ago. The fireworks display held on Pier 8 was disrupted a half hour after it started when a spark set off a pile of unexploded fireworks inside the covered dock area. Losses caused by the explosion were confined principally to the fireworks and to some canvas and rope belonging to the dock. See page 3 for further details about the Fourth of July half a century ago.

There was another more serious explosion and fire on the Atlantic side 50 years ago this July. A watchman was killed when the Mindi powder and dynamite magazine located at a point near the Gatun-Colon wagon road about 5 miles from Colon, blew up Sunday morning, July 5, 1914. Stored in the magazine maintained by the Supply Department under the direction of the Depot Quartermaster at Mount Hope, were 435,525 pounds of dynamite, and 15,394 pounds of Trojan powder.

The occupation of the permanent Administration Building at Balboa Heights was begun Wednesday, July 15, with the moving of the chief timekeeper's office from Culebra and the district timekeeper's offices from Cristobal and Balboa. The consolidated force included about 50 employees.

25 Years Ago

THE PANAMA CANAL was too well armed to fear attack by surface vessels alone but was vulnerable to sabotage, open to air raids and vulnerable to land attack if the enemy landed forces with a short distance of the Canal Zone, Brig. Gen. George V. Strong, U.S. Army Assistant Chief of Staff in the War Plans Division of the War Department, said in a speech before the Public Affairs Institute of the University of Virginia 25 years ago. Particular attention was being paid to possible attack from the Orient, he said.

After considerable deliberation, the U.S. Senate voted 64 to 15 to ratify the Panama-United States general treaty and the convention providing for the construction of a highway across the Isthmus of Panama. Panama celebrated the ratification and President Juan D. Arosemena of Panama said that the principal grievances which have disturbed Panama-United States relations for many years have been adjusted. The pact would mean a new era of frank relations between the two countries.

10 Years Ago

THE BIGGEST bank slide in almost 23 years eased into the Panama Canal channel in Cucaracha Reach near Paraiso July 12, 1954. Two ships completing southbound transits were delayed for about 1 hour while soundings were made. The entire east side of the channel was closed at the slide area. Canal officials estimated that approximately 30,000 cubic yards of material moved into the Canal prism and that it would take about a week for the dipper dredge *Cascadas* to clear it away. It was emphasized that the earth slide had no relation to Contractors Hill on which earth moving work had been started earlier in the month.

In Washington it was announced that the House of Representatives had passed a provision for payment of transportation expenses for Federal employees and their immediate families from post of duty outside of the continental United States for leave.

One Year Ago

PAY INCREASES ranging from 7 cents an hour to 19 cents an hour went into effect last year for 1,232 Canal employees in the manual category. These increases were in addition to those announced earlier for 9,500 other Canal employees in connection with the increase of the minimum wage to 70 cents an hour and the wage curve adjustment.

Promotions and Transfers

(*Continued from p. 7*)

Eugene C. Babb, Warehouseman to Supply Clerk.

Osmond P. Brown, Service Station Attendant to Chauffeur.

Railroad Division

Franklin A. Balmas, Electrician to Supervisory Equipment Specialist (Railroad).

Vido O. Chase, Clerk (Checker) to Supervisory Clerk (Checker).

Eric E. Glasgow, Clerk to Clerk (Checker).

Terminals Division

Samuel Roe, Jr., Police Private, Police Division, to Guard.

Peter Hotsko, Purchasing Agent to Clerical Assistant, Cristobal.

Dorothy G. McLain, Freight Rate Assistant (Typing) to Accounting Clerk.

Efrain Scott, Guard to Guard Supervisor, Cristobal.

Ithran T. Stewart, Cargo Checker to Lead Foreman (Materials Handling).

George L. White, Detention Guard, Police Division, to Guard.

Charles A. Sloke, Truck Driver, Health Bureau, to Guard.

James H. Hackman, Cargo Marker to Clerk (Checker).

OTHERS

Wesley H. Townsend, Supervisory Civil Engineer, Engineering Division.

Whitney E. Smith, General Attorney, Office of General Counsel.

Fred A. Cotton, General Claims Examiner, General Audit Division.

Ruth A. Fishbough, Medical Records Librarian, Gorgas Hospital.

Albin D. Johnson, Sanitary Engineer, Maintenance Division.

Florence E. Mallett, Time, Leave, and Payroll Clerk, Payroll and Machine Accounting Branch.

Malcolm J. Stone, Admeasurer, Navigation Division.

Elizabeth I. Brown, Supervisory Clerk, Gorgas Hospital.

Rosanne Fulop, Clerk-Stenographer, Accounting Division.

Carlos Ramírez, Autopsy Assistant, Gorgas Hospital.

Woodrow L. Lungrin, Clerk, Navigation Division.

Jeannette G. Manning, Library Assistant, Canal Zone Libraries.

Byron J. Atherley, Clerk-Typist, Supply Division.

ACCIDENTS

FOR THIS MONTH AND THIS YEAR

MAY	FIRST AID CASES '64	FIRST AID CASES '63	QUIET HOSPITAL ZONE CASES '64	QUIET HOSPITAL ZONE CASES '63	PAY CHECK ON LEAVE BALANCE DAYS ABSENT '64	PAY CHECK ON LEAVE BALANCE DAYS ABSENT '63
ALL UNITS	219	228	20	21	481	741
YEAR TO DATE	1233	1266(36)	99	92(10)	1786	2761(998)

Locks Overhaul injuries included in total.

FROM FRANCE TO TAHITI

A 3,500-TON French floating drydock which transited the Canal recently on its way to Tahiti, saved approximately 2,300 miles by going through the Canal. The dock, 400 feet long and 100 feet wide, left the naval base in Toulon, France, early in April. The drydock is shown here transiting Miraflores Locks, with the aid of four towing locomotives and a tugboat. Two French Fleet tugs are making the trip with the dock, which is destined for use in French Polynesia, France's future H-bomb testing center in the Pacific.

ANNIVERSARIES

(On the basis of total Federal Service)

40

SUPPLY AND COMMUNITY SERVICE BUREAU

Armin R. Green
Supply Clerk

Cornelius Thomas
Laborer (Heavy, Cold Storage)

MARINE BUREAU

Fitz R. Douglas
Leader Linehandler
(Deckhand Boatswain)

30

SUPPLY AND COMMUNITY SERVICE BUREAU

Raymond V. Walters
Milk Plant Worker

G. R. Williams
Leader Laborer

Scodie E. Andrade
Packager

Ika A. Myers
Baker

Joslin N. Harris
Cook

George Parris
Guard

Ismael M. Soto
Garbage Collector

MARINE BUREAU

Emilio H. Archer
Clerk

Henry Trotman
Leader Linehandler
(Deckhand Boatswain)

William B. Dixon
Helper Lock Operator

Nicanor Sánchez
Crane Hookman

Edgar L. Lewis
Painter (Maintenance)

ENGINEERING AND CONSTRUCTION BUREAU

C. J. de Dios Sánchez
Oiler

Stanton C. Boxen
Painter

20

SUPPLY AND COMMUNITY SERVICE BUREAU

Leonor Castro
Presser (Shirts)

Leticia González
Presser (Garment)

César A. Martínez P.
Assistant Baker

Alethea F. McPhun
Sales Checker

Ivy May DaCosta
Sales Checker

MARINE BUREAU

Herbert Cumberbatch
Seaman (Launch)

Alberto N. Biggs
Clerk

Maximino B. Delgado
Linehandler (Deckhand)

Corad D. Taylor
Linehandler (Deckhand)

Joseph Kelly
Linehandler (Deckhand)

Vernal St. C. Sealey
Linehandler (Deckhand)

Eugenio Morán
Helper Lock Operator

Antoni R. Doughty
Timekeeper

Jonas P. Archibold
Helper Lock Operator

Isaac Barrios
Painter

Charles R. Francis
Maintenanceman (Boats)

ENGINEERING AND CONSTRUCTION BUREAU

Robert Bell
Seaman

Manuel Moreno G.
Winchman

Juan D. Rodríguez
Oiler (Floating Plant)

Jorge Castro
Seaman

José F. de los Ríos
Maintenanceman (Distribution Systems)

Juan Barreno
Surveying Aid

Jorge A. Rivas
Joiner

Gilberto Simancas
Asphalt or Concrete Mixing Plant Operator

Robert A. Chambers
Quarryman

José Gregorio Cosío
Blaster

TRANSPORTATION AND TERMINALS BUREAU

Grimaldo Góndola
Stevedore

Daniel Recard
Carpenter (Maintenance)

Frederick Samuel
Guard

Marshall J. Herbert
Guard

Jorge Solano A.
Automotive Equipment Serviceman

CIVIL AFFAIRS BUREAU

José A. Orozco
Utility Worker

HEALTH BUREAU

Gladys M. Moulton
Nursing Assistant
(Medicine and Surgery)

Juan López
Nursing Assistant
(Medicine and Surgery)

Joe Alleyne
Hospital Attendant

Antolino de León
Nursing Assistant
(Medicine and Surgery)

Violet Thompson
Nursing Assistant
(Medicine and Surgery)

Juan A. Salazar
Laborer (Heavy, Pest Control)

Arquimedes Díaz
Laborer (Heavy, Pest Control)

SHIPPING

Japanese Training Ship

A TRIM 331-foot motor vessel (see picture below) carrying 92 Japanese merchant marine cadets went through the Canal July 27 on her way home to Japan after a training cruise which took her to ports on the east coast of the United States. It was the *Shintoku Maru*, operated by the Japanese Ministry of Transportation and under the command of Capt. Isao Ikeda. Her first visit to the Canal was made early in July when she arrived from Japan, made the Canal transit and was berthed in Cristobal for 2 days. The United Fruit Co., acting as agents for the vessel, planned a tour of points of interest in the Canal Zone and Panama for the cadets.

Record Breaker

A NEW RECORD was achieved recently by the SS *Gulf Farmer*, first of the five new Gulf and South American Steamship Co. replacement vessels, on its voyage between Cristobal and the mouth of the Mississippi River. The *Gulf Farmer*, on the return trip of her maiden voyage to Valparaiso, Chile, made the run from Cristobal in 2 days and 18 hours at an average of 19.65 knots, her normal operating speed.

The new vessel, of the *Gulf Andes* class, went to Chile by way of Canal ports, Colombia, Ecuador, Peru, and Chile loaded with chemicals, foodstuffs, machinery, oil, rubber, and general cargo. She and others of this class have air-conditioned accommodations for 12 passengers.

The *Gulf Farmer* was followed by the *Gulf Banker*, which made the Canal transit on her maiden voyage southbound July 13. The *Gulf Banker* passed, on her way to Valparaiso, the old *Gulf Banker* of the same line which went northbound through the Canal July 19 en route to New Orleans and retirement. The five new vessels of the $48 million replacement fleet were built by the Avondale Shipyards in New Orleans. Panama Agencies which represent the line expect two ships of this line to use the Canal each month.

Super Fruit Ship

THE REFRIGERATED ship *Minden*, one of the largest German fruit ships in service, made a southbound transit of the Canal recently on her way to Guayaquil, Ecuador, to pick up a load of bananas. The vessel was making her maiden voyage from Europe and since she is fitted to carry refrigerated cargo of all types as well as fruit, may make only occasional trips through the Canal. She was built by the Richmers Werft in Bremerhaven and has four holds lined with plywood covered with glass reinforced plastic, which provides a smooth hygenic surface that requires no painting. The walls of the fruit bins and gratings are made of aluminum.

The *Minden* is not only an up-to-date refrigerated cargo ship of 469 feet, but has been fitted with extensive automatic and remote controls for her propelling and auxiliary machinery. The main engine can be controlled from the bridge and is automatically monitored. The electric generating and refrigerating plant is automatic in operation. The United Fruit Co. represents the ship when it uses the Canal.

TRANSITS BY OCEANGOING VESSELS IN MAY

	1964	1963
Commercial	1,012	988
U.S. Government	22	24
Free	7	8
Total	1,041	1,020
TOLLS*		
Commercial	$5,360,415	$4,993,868
U.S. Government	139,646	117,173
Total	$5,500,061	$5,111,041
CARGO**		
Commercial	6,167,825	5,722,353
U.S. Government	164,348	91,452
Free	35,534	49,264
Total	6,367,707	5,863,069

* Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.

Tug Plus Dredge

A 158-FOOT sea-going tug, with a 280-foot suction dredge in tow, arrived at Cristobal in June on its way from U.S. gulf ports to Botany Bay, Tasmania, which is a "fur" piece in anyone's language. The tug, a brand new Dutch built vessel called the *Gelderland*, had been sent to the United States to pick up the dredge *Ham 208*. When under way on the high seas, the tug was manned by 20 crewmen who lived in air conditioned comfort while three other men remained aboard the dredge. At the Canal, the two craft were separated with the tug going through the waterway on her own and the dredge being towed through by Panama Canal equipment. The *Gelderland* is owned by the N. V. Gureau Wijsmueler of Wymuiden, Holland, the same company which owned the tug *William Barendz*, which passed through the Canal in February on her way to Brisbane, Australia, with a suction dredge *Jamaica Bay* in tow. They are all handled by C. B. Fenton & Co. at the Canal.

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