

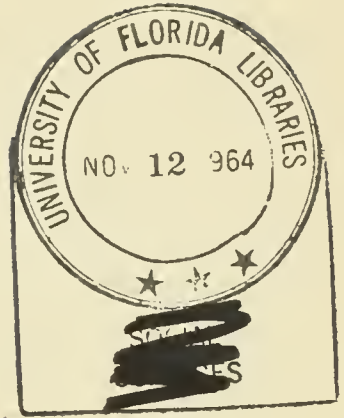
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Special:
Panama's Shrimp Industry

Vol. 15, No. 3
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P187

About Our Cover

STUFF 'EM WITH crabmeat, for a change. Boil them. Or maybe you're a fried shrimp fan. No matter. The snowy white meat of the shrimp has delighted gourmets since that day long ago when some fortunate diner popped a shrimp out of the pan, ate it, and decided that it was indeed a good thing.

It is also certain that more plain people than gourmets enjoy shrimp. That accounts for the fact that Panama, an economic beneficiary of all this interest in shrimp, can sell all the shrimp it can catch.

Our cover theme is explored fully in the next three pages. In the few minutes it takes to read this story, it is possible to develop a large appetite for a dish of succulent shrimp. If you're not keen on stuffing them with crabmeat, or boiling or frying, try shrimp sauteed in a rich brown sauce, with mushrooms. For dessert, you'll want a second helping.

And if there's more, just invite us.



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Reviewing

THIS IS THE first issue of the PANAMA CANAL REVIEW to be published on a quarterly basis. Subsequent issues will be distributed on the first day of February, May, and August. The format remains unchanged, but there will be a heavier emphasis on features. Anniversaries marking 30 and 40 years of Government service will be published, but 20-year anniversaries now will be found in the weekly *Panama Canal Spillway*. All promotions and transfers will be published, on a more current basis, in the *Spillway*.

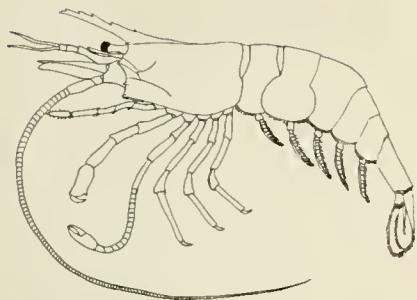
The August-September issue, featuring the Panama Canal's 50th Anniversary, found a wide and welcome distribution. At the same time, the 128-page 50th Anniversary book, published in August, was a sellout. Another printing has been ordered and orders are being taken for the \$2.75 (\$2.95 including postage) book. Yours can be sent to Box M, Balboa Heights, C.Z.

Thousands of words and hundreds of pictures of the Canal operation were printed in dozens of languages in hundreds of newspapers in August, as interest in the 50th Anniversary heightened. And, now and then, clippings of the event trickle in from publications that showed a lively, if late, interest in the Panama Canal.

Schoolchildren, whose requests for information on the Panama Canal number more than 200 a week, seem particularly curious in the first 2 months of school. Letters from all parts of the United States and overseas pour in. All are answered immediately by the Information Office. One this month came on three sheets of paper, each the size of a desk top. Out went the information, and a letter. Big interest demands quick response. The Panama Canal also furnishes information on questions from authors, magazine and newspaper columnists, radio and TV stations and ordinary people who are just plain curious.

That's Reviewing for this issue. Next quarter, there are plans for two special features, plus the regular REVIEW lineup, in color and aimed your way.

Panama's Blue Waters Yielding Pink Gold



SMALL, COOPERATIVE and delicious, a tiny dweller in the Gulf of Panama has rapidly been developed into a mighty booster of the Panamanian economy.

The shrimp, caught for many years for local dinner tables, attracted wider attention when it became apparent in 1950 that the tasty fellow could be exported at a profit.

Today, shrimping stands near the top among industries that bring outside money into the Republic. And its major problem is one that most industries would be glad to have: How to increase production fast enough to satisfy the growing demands of ready buyers.

Ten years ago, when shrimp exporting was in its third year, the total haul was 3,659,000 pounds. This year will see a catch of more than 13 million pounds—four times the 1954 haul.

★ ★

The industry, then, has come a long way and many of its early problems have been solved. But others remain, and these are being met by men who now can draw on much experience and know-how.

Prices in the world market have not been a particular source of worry to exporters. The United States is the big customer and demand has grown faster than supply. But that very demand has put pressure on some segments of the industry. It's this way: Boat operators can sell all the shrimp they catch. If there are too many boats, operated by individuals who are not much interested in conservation, future production can be endangered. This comes about when the shrimp beds are overworked, leaving no time for the shrimp to reproduce. In the long run, this could lead to a decline in the catch each year, and, eventually, there would be a grave problem.

Right now, the future looks favorable. There were 210 licensed shrimp boats in Panama in 1963. Shrimping grounds can support 180 boats comfortably, say the experts. This conclusion is supported by the fact that each boat now averages a smaller catch than in previous years. Except for 1963, though, when production dropped slightly, the total catch has mounted each year. This year holds the promise of a record haul for the trawlers. And though there were 36 new licenses issued in 1963, none have been issued this year.

The return on investment in the industry appears to be good. On a total investment of about \$9 million, exporters realized a gross income of \$6,080,000 in 1963.

★ ★

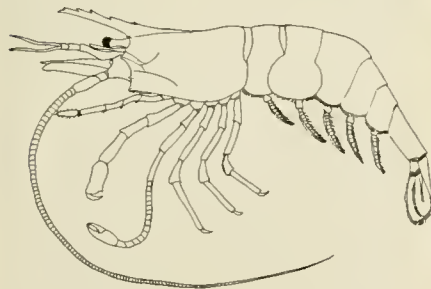
Once he's found, the shrimp is easy to catch. He likes warm waters, though he is sometimes found where the north wind blows. In the Gulf of Panama, there are four kinds of shrimp. Most plentiful, and most prized, is the white shrimp. Less than 10 of these will tip the scales at 1 pound, and buyers pay a premium for them. Titi (small) shrimp are nearly as abundant as the whites. Together, these two make up about 70 percent of Panama's shrimp catch. Pink shrimp are the third type and in 1963 accounted for nearly 25 percent of the total catch. The Carabali, a bright pink shrimp, has black stripes that inspire its more popular name—"tiger." The tiger shrimp is last in importance, making up about 5 percent of the 1963 catch.

Boats have tried shrimping on the Atlantic coast of Panama, but have had poor luck in several trips to look for new grounds.

(See p. 4)



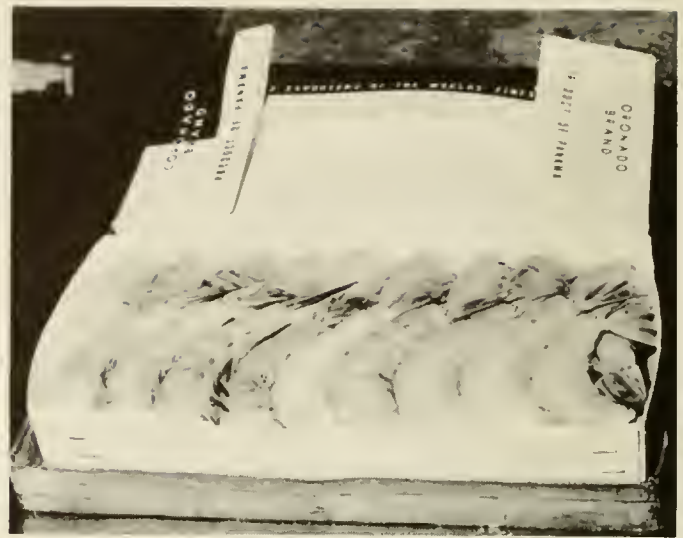
Shrimp are inspected on production line at packing plant located in Panama City.



Mending shrimp nets, a job done between trips.



Shrimp boats at dock in Panama.



The giant white shrimp are packed in 5-pound carton and frozen before shipping.

(Continued from p. 3)

Catching shrimp involves hard work, but the saltiest crew is thrilled to luck into a huge catch of the giant white shrimp.

Let's take a trip. With two nets rigged for trawling, and one or two for spares, a five-man crew points the bow of a 50-ton Panamanian shrimp boat south from Panama City. The search is on for the pink gold in the blue gulf waters. Cruising to the shrimp grounds takes no more than 5 hours, for shrimp are found in shallow waters. And the run is heaviest when the top layers of warm water are driven seaward by the wind. Then, cold waters from near the bottom well up, bringing with them the tiny sea plants that shrimp feed upon.

And rain can help. Swollen river waters wash seaward, carrying a tide of the tiny animal and plant life that attract and fatten shrimp.

When nets are cast over the side of the boat, a 45- to 60-foot sieve is created.



Lenin Sucre is a champion of progress in marine research and conservation.

Huge Harvest Of Pink Gold

The water flows through, but shrimp cannot. If luck is with the boat the nets, heavy with shrimp, are pulled up every hour. If shrimp are scarce, the nets may stay down 4 hours. Nets out of the water catch no shrimp, so it's a 12-hour day for the crew.

The crew works harder, but not as long, when shrimping is good. The refrigerated hold of the bigger boats can store 4 tons of the little shellfish. Still, a captain with a haul of 2 tons has had average luck. And this has kept the boat at sea for 10 to 12 days.

When the shrimp are running, the crew works to unload quickly in port and head out again. A big shrimp boat is an investment of \$50,000. To make money, it has to keep moving. Shrimp are waiting! The work of maintenance and refueling, net mending, and supplies for the crew has to be fast and efficient.

Because shrimp are perishable, the operation is swift from boat to production line to freezer. Five packing plants in Panama are set up to process the

shrimp. In Panama City are Compañía Mariscos Islas de las Perlas; Compañía de Productos Crustáceos, S.A.; Pescadora, S.A.; Cambra Hnos.; Carlos Cambra e Hijos, S.A.; and Panama Packing Co. Frigorífico de Chiriquí, S.A., is in David, Chiriquí Province.

At the largest, Compañía Mariscos Islas de las Perlas, a wonderful and complicated machine—the only one in Latin America—makes short work of handling shrimp. In a single operation, it removes the head, shell and vein, and churns out whole shrimp, gleaming white and ready to pack. But machines aren't the whole story. The humble shrimp keeps about 3,000 people employed full time on boats, in offices, and at the packing plants.

By the size and type, and in 1- and 5-pound packages, the cleaned shrimp are quickly frozen. Then, on shipping days, they go into huge refrigerated trailers. These are hoisted to the decks



Staff member at Panama's Fishing Department holds white shrimp. Note size of the big shrimp in comparison to his hand.



Busy is the word for shrimp docks before a trip.



The microscope, a useful tool in marine research.

of ships, then taken to New York and other ports.

Once unloaded, a cab hooks onto the refrigerated trailer and delivery is made to the distributor. One small Panamanian company ships its catch to the United States by airfreight, reflecting the great demand for top-quality shrimp in America.

And every day, thousands of Americans, unmindful that the pink and white delicacy may have traveled several thousand miles to reach the dinner table, enjoy one of the world's favored seafoods. Though opinion may vary on taste differences in shrimp, a shrimp executive who knows put it this way: "There's no real difference in taste in the varieties of shrimp. When I order at a restaurant, I'm never quite decided whether to have a large cocktail of small shrimp or a small cocktail of large shrimp." Because of size, though, and for many recipes, good restaurants prefer the big whites.

Panama ships shrimp all year. But



Shrimp boat under construction in Panama.

the months of September, October, November, and December bring no joy to the packers and boat crews. These are lean times and everyone tries to break even, waiting for shrimping to pick up in January. All the reasons for the 4-month scarcity are not known. In some parts of the world, there is a closed season to allow shrimp to reproduce. In Panamanian waters, research points up, no closed season is needed because the reproduction cycle of shrimp is continuous, follows no season. To stop shrimping operations would only mean more shrimp for fish to feed on and fewer for man. The lean months are probably caused by less of that cold water that brings shrimp to the surface, according to educated guesses. Another factor is the lack of favorable winds during those months, keeping the shrimp in deeper waters where food is more abundant.

One day, research may overcome some of the industry's problems. Panama, through the Department of Fisheries, and private efforts, is working on it. This department, under the Ministry of Agriculture, Industry and Commerce, is headed by youthful Lenín Sucre, who sees Panamanian waters as a blue mantle of future wealth.

His department studies breeding habits of shrimp, keeps records on variation in size and determines how much of each variety is caught each month. This helps in making production forecasts. Through research, and a tagging program scheduled to start next year, he hopes clues will be found that may lead to better ways of shrimping, more profitable hauls and a reliable fund of knowledge to keep the industry pointed in the

direction of progress.

His staff also works closely with fishermen, organizing and advising cooperatives, furnishing information on new equipment, marketing methods, and conservation.

And it's paying off. Fishermen up and down Panama's Pacific coast are making more money than ever before.

A study on whether lobsters are plentiful enough to furnish a base for a new industry was carried out last year by the research vessel *Pelican*. Sucre, who went on the trips sponsored by the Agency for International Development (AID), said 1,500 lobsters were caught in a single week. Four areas were found that are rich in lobster. U.S. Fish and Wildlife Service personnel spent nearly 18 months on the project. Someone, Sucre expects, will soon make the investment necessary to launch this industry. "An extremely worthwhile Alliance for Progress project," he comments, "and one day it will pay off for Panama."

Shrimping and fishing in Panama today enjoy a brighter prospect, perhaps, than any other industry. The Republic is second only to Mexico in its export of shrimp to the United States.

Those who are in the industry know they are at the beginning of a lively and promising economic journey.

Others who use the waters of Panama wisely in the future will find that the sea, older than man, is one of his best friends.





The U.S. San Pablo guides the supership *Speedway* through Gaillard Cut. Assigned to the Dredging Division, the tug is used to keep the big vessel from taking a sudden sheer in the narrowest section of the Canal, insuring a maximum of safety in Canal area waters.



Keeping the engineroom immaculate is part of the job assigned to Emelio Archhold, oiler aboard the tug *John F. Stevens*. Archhold is an employee with 26 years of service with the Panama Canal.

Small Wonders: PanCanal Tugs

ONE DAY not long ago the assistant port captain in Balboa looked out of his office window and remarked with surprise that there were two tugs tied up at the Balboa piers.

"It is a most unusual day," he said.

And indeed it was. The 13 Panama Canal tugs, allotted to the Panama Canal Dredging and Navigation Divisions, are the busiest floating equipment owned by the Canal organization. They are seldom idle at dock very long.

With Canal traffic continuing at record levels, the Canal tugs are busy as a swarm of beetles shuttling back and forth in the harbors of Cristobal and Balboa, easing big superships through Gaillard Cut and carrying out regular towboat functions.

Although they are kept in almost constant operation, the Canal tugs are perhaps the most immaculate in the world. Their enginerooms gleam and the decks are scrubbed and neat. As they work, members of the crew keep up with a continuing maintenance program. They also undergo overhaul regularly.

The tugs range from the veterans like the *Alhajuela*, *Arraijan*, and *Gatun* built by the former Mechanical Division in Balboa in 1937 to three powerful new tugs built in Savannah, Ga., and delivered at the Canal in 1961.



Chugging along at 7 knots is the big-muscled John F. Stevens, pushing the dredge Mindi. The powerful new tug cuts half an hour travel time from the Gamboa-Balboa trip, compared to older tugs.

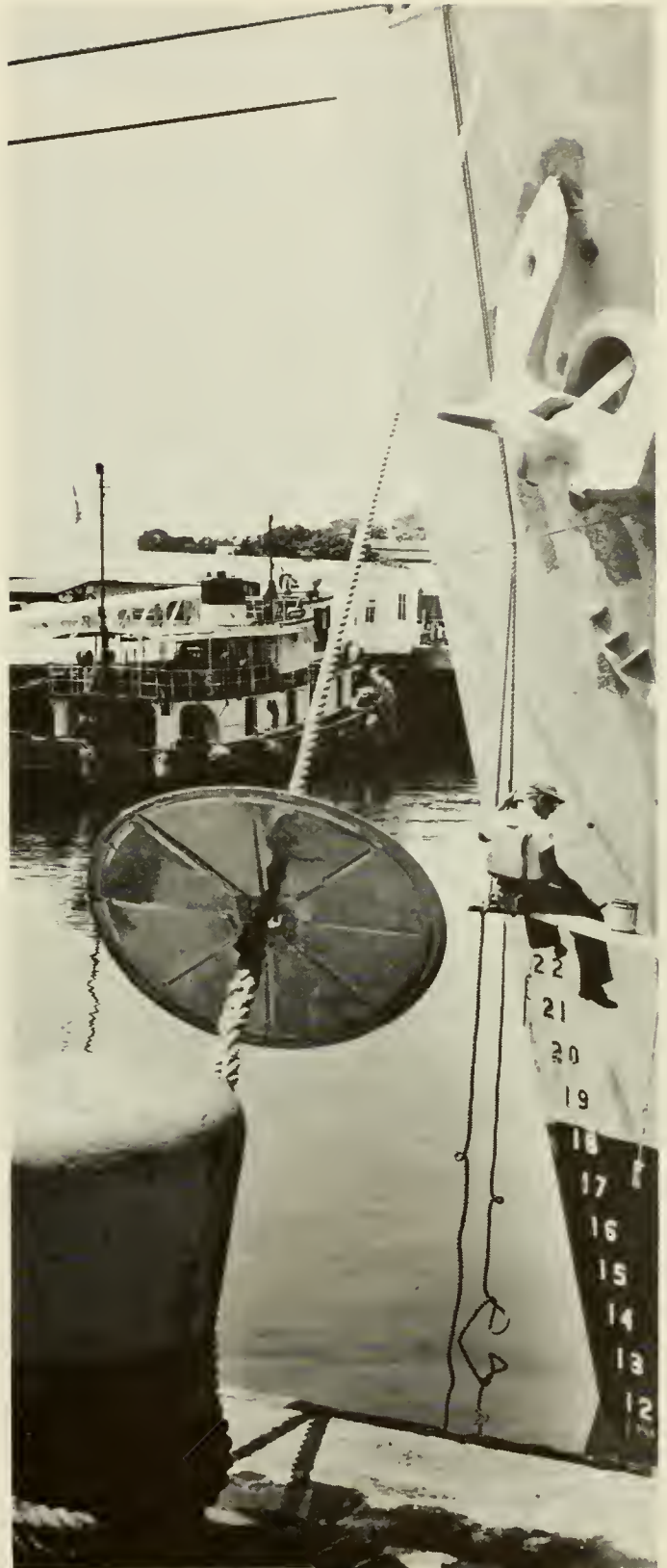
These three, *John F. Stevens*, *George W. Goethals*, and *John F. Wallace*, are the most powerful of the tugboat fleet. Each has a 2,400 horsepower, single-screw diesel engine with controllable-pitch propellers.

With such power, it is no job at all for the *John F. Stevens* to move singlehanded the cumbersome dredge *Mindi* through Gaillard Cut at a rate of 7 knots.

This particular job was accomplished early in June when the *Mindi* finished a month dredging operation in Balboa channel and harbor. It was moved from Balboa to Gamboa where, after overhaul, it was put to work dredging in the Canal channel.

At one time, most of the Panama Canal tugs were built by the Mechanical Division. After 1940, orders were placed for construction in U.S. shipbuilding yards.

The *Taboga*, the Canal's only seagoing salvage tug, was built in Port Arthur, Tex., and placed in service in 1947. It was rebuilt in 1959 at the Panama Canal Industrial Division yard in Cristobal and is assigned to the Dredging Division in Gamboa.



A rare break in the day's schedule is taken by the Navigation Division tug *Gorgona II*, shown at pier 17 in Balboa. In the foreground is a U.S. Navy ship docked earlier in the day by the tug.

The Sporting Set Flips Over This "Ancient Art"



The shoulder throw is demonstrated by Dorothy Detamore, who handily tosses Loren Jones.

IT IS CONSIDERED as much an art as a sport.

It is a Japanese method of unarmed self-defense and offense in personal encounter. Recognized and taught as a sport, it's probably the most practical and reliable method of self-defense for the average person. It's one of the few sports that can be practiced and enjoyed by everyone: men, women, and children. It has excitement, but is exacting and an excellent health builder.

Judo has come to the Canal Zone. In fact, a large club has been on the Isthmus for some time but few people know what judo is all about.

Originally known as Japanese wrestling, judo was developed as an elemental, weaponless combat practiced by the "samurai" or military class in ancient Japan. About 1600, Japanese travelers to China brought back techniques which lama monks had developed as a protection against robber bands. Impressed, the Japanese combined them with traditional methods of combat and added over 300 throws and holds.

For centuries afterward, "jujitsu," as it was known then, was secretly taught and at first limited to the nobility. The "professors" of jujitsu guarded its complicated techniques so jealously that only a few students became masters.

With the decline of feudalism, however, it became a popular sport in Japan. When firearms came into widespread use, the need for hand-to-hand combat was practically eliminated, so that by 1879 jujitsu was dying out.

In 1882, Dr. Jigoro Kano founded the popular modern style of jujitsu at the Kodokan College in Tokyo. He consolidated the best techniques, eliminated its more harmful practices and added improvements. He called this most exacting art judo, or the "gentle way."

It attracted attention in Europe and the United States but became widely popular only after World War II because it was integrated, with modifications, into combat techniques in the South Pacific. Judo has come into its own and was accepted into the 1964 Olympics.



Marion Green, of the Fire Division, executes a neat hip throw on Joan Morton. Both of these students are in the senior division.

In olden days, judo, properly called jujitsu at the time, was practiced as a means of seriously injuring, sometimes even killing, an opponent. Military and police forces all over the world still use it today for this purpose. But judo, the gentle way, has gained prominence with the layman as a sport. It is recognized as such by the Amateur Athletic Union (AAU).

The Canal Zone Judo Club, boasting members of all ages, is affiliated with the Shufu Judo Yudansha-Kai, Alexandria, Va.; the Judo Black Belt Federation of the United States; and the YMCA in Balboa. It is also recognized by the AAU and the headquarters and governing body of world judo, the Kodokan College. The college establishes and regulates the rules for judo and gives degrees in it ranging from a simple beginners diploma to the equivalent of a doctor's degree.

Judo was started several years ago on the Isthmus and the Canal Zone Judo Club now has more than 70 registered members. The club offers classes for old and young alike in the sport by age group: the cadet or small fry (7-12 years old), the junior (13-17 years old) and the adult. Older, experienced and qualified "judokas" are instructors.

Students are classified according to their progress, indicated by the color of belt worn during competition. The color classification most used is that developed by Dr. Kano, called the "Kodokan" method. Beginners wear white belts, of which there are three steps, and are promoted as they gain in knowledge and proficiency. They then graduate to the brown belt, consisting of three steps. Upon completion of these exacting steps, a black belt is awarded and students are then officially "graded" through 10 degrees of black.

Judo requires extensive practice under competitive conditions. The student acquires a thorough knowledge of holds, leverages and counters, and nerve and muscle positions. It employs the maximum use of the mind and body to defeat an opponent by using his own weight and strength against him. The basic strategy is of nonresistance; a contestant tries to throw his opponent off balance. Courage, sufficient strength, endurance, coordination, alert reflexes, good balance, and a presence of mind and suppleness of body are required. A knowledge of anatomy is essential so that body weaknesses may be attacked.

In life-and-death struggles, of course, the competitors must be able to resort to all known dangerous thrusts, kicks, and blows which cause permanent incapacity. This is jujitsu. But in judo, injurious techniques such as kicking, hitting, or gouging, are not permitted. The principles are maximum efficiency with minimum effort, acknowledgment of greater strength and/or ability and mutual welfare and benefit.

Laymen have been intrigued by the sport since it's possible for a smaller person to defeat a larger, stronger opponent.

A bout is held on straw matting to absorb the shock of a fall. Competitors wear suits of loose fitting cotton trousers and heavy cotton jackets. Each contestant grips the jacket lapel of his opponent with one hand and grasps the elbow or belt of the competitor with the other. Through a variety of maneuvers, he pushes, pulls, throws, or trips his opponent into a backfall or prone position where he can subdue him. Since there is little time to ponder during a match, a competitor's actions must be as automatic as a reflex.

Judo matches usually take place over a definite period of time or until one of the opponents wins a point. A contestant can win a point by throwing his opponent cleanly to the ground, by immobilizing him in a certain position for a length of time or by using special holds, force him to give up. Strangle holds or arm locks are secured so firmly around the opponent that a seized man can only fall to the mat, sometimes being thrown with considerable force over the opponent's head. These men, however, are experts at falling without injury.

Unlike catch-as-catch-can wrestling, a particular position does not always mean victory. Under AAU rules, if a man is thrown from a standing position and strikes the mat on his back with appreciable force, the contest is finished. Strict discipline is followed on the mat to avoid injury and show courtesy.

Rules governing judo in the United States are outlined in the official AAU guide. They assume competitors know about trips, throws, strangles, and holds and the danger of resisting too long. To avoid injury, contestants acknowledge defeat by two or more quick slaps on the mat or on the opponent's body.

(See p. 10)



Cadets, these small fry judo students are called. Seven-year-old Cathy Detamore uses the one-arm shoulder throw on Ray Wheeler, also 7. Former instructor Bruce Perry supervises the action.



In a demonstration of the stomach throw, Bobby Detamore goes sailing over the head of Sharon Wheeler.

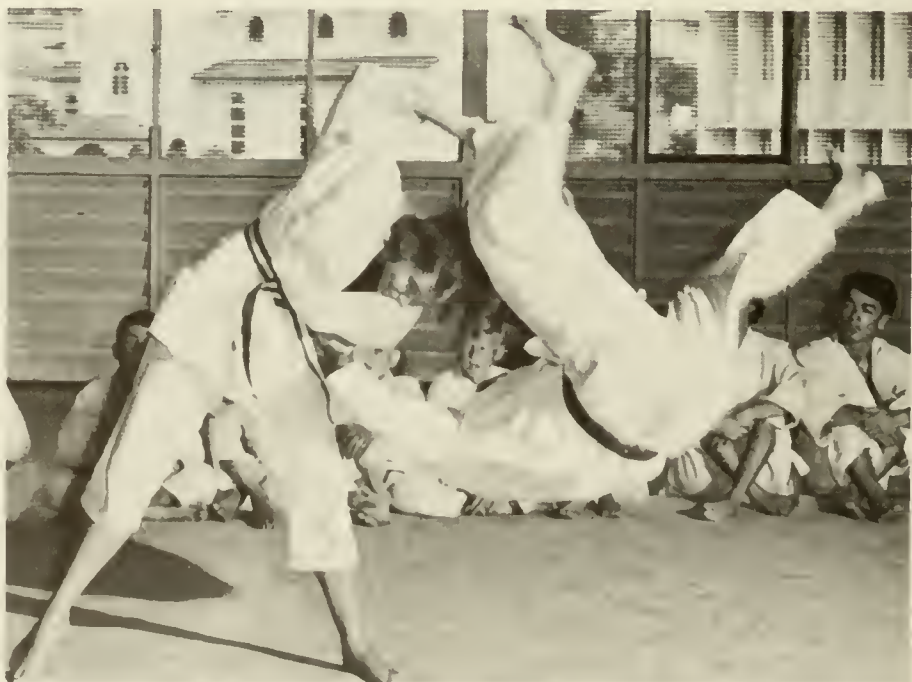
(Continued from p. 9)

The Canal Zone Judo Club holds "Shiais" or judo contests the last week of April and first week of October each year. These official bouts give students a chance for promotion to a higher degree belt. The club enters competition with Colon and Panama City clubs.

The Canal Zone club has a board of governors and a Black Belt Promotion Board. The former consists of brown belts, first, second, and third class and three black belts.

President of the club is Robert Shultz, Health Bureau, a first degree brown belt. William O'Sullivan, official translator, first degree brown belt, is vice president and Jerry Detamore, forms control officer, a white belt holder, is secretary-treasurer.

Club members welcome anyone interested in judo. The sport is relaxing and psychologically stimulating since it produces both mental and physical fitness. It improves circulation, removes excess weight and builds the smooth graceful lines of a well proportioned athlete. Information on classes in judo for all ages is available at the Balboa YMCA.



Sharon Wheeler, of the high school junior division, flips Bruce Perry, a former Postal Division employee who was a junior division instructor. Teenagers enjoy the judo instruction.



The SS República de Colombia, the first of a fleet of sleek, new merchant ships, made her first trip through the Panama Canal recently.

First Trip: New York to Peru, Via the Panama Canal

Advanced Cargo Ship Transits Canal

THE SS *República de Colombia*, the first of six new merchant ships being added to the Flota Mercante Gran-Colombia's fleet at an estimated cost of \$36 million, made her maiden voyage through the Canal at the end of October.

Built in Hamburg, Germany, by H. D. Stulcken Sohn, Schiffswerft, the vessel was delivered to her owners in September and sailed directly for Cartagena, Colombia, where she was formally inaugurated by Mrs. Diana Valencia de Iragorri, daughter of the President of Colombia.

After the inauguration, the ship went to New York to load cargo for her maiden voyage through the Canal to Callao, Peru, via Buenaventura, Colombia, and Guayaquil, Ecuador.

The SS *Ciudad de Bogotá*, the second of the six ships, will be delivered in September and will be placed on the same service.

The *República de Colombia* and five sister ships are being equipped with the most advanced electronically controlled cargo handling system now in use, and with the latest type automatic engine controls. The ships

are 544 feet long, have a gross tonnage of 11,655 tons, a service speed of 20 knots and can carry 88 of the 20-foot containers in addition to other types of cargo.

One other ship, in addition to the *República de Colombia* and the *Ciudad de Bogotá*, is being built in Germany. Three are under construction at the Elcano Shipyards in Seville, Spain. Wilford & McKay represent the shipping line on the Isthmus.

For Review Readers

DISTRIBUTION AND subscription policies of the PANAMA CANAL REVIEW will remain unchanged on the new quarterly publication basis. Subscriptions are \$1 a year; extra copies and copies of previous issues are 10¢ each. Postal money orders for subscriptions should be made payable to the Panama Canal Company and addressed to Box M, Balboa Heights, C.Z. More information on quarterly publication is on page 2.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	First Quarter, Fiscal Year—					
	1965		1964		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Chinese (Rep.)	13	81,261	1	14,065		
Belgian	10	46,768	11	51,774	1	2,307
British	326	2,266,223	343	2,180,398	286	1,753,044
Chilean	32	241,132	29	210,282	15	67,567
Chinese (Nat.)	14	82,885	19	147,205	3	28,206
Colombian	64	97,503	60	100,482	35	40,056
Danish	68	433,685	71	343,951	60	220,751
French	39	200,296	34	193,548	31	129,938
German	283	878,016	263	856,355	38	85,956
Greek	150	1,487,382	154	1,775,356	28	221,195
Honduran	79	54,589	58	40,819	93	131,492
Israeli	13	102,088	13	59,526		
Italian	48	262,054	44	287,638	30	146,915
Japanese	214	1,242,693	212	1,248,627	57	367,978
Lebanese	13	121,654	15	132,047		
Liberian	245	3,062,135	179	2,175,301	31	189,420
Mexican	14	12,247				
Netherlands	168	613,486	174	757,288	28	131,769
Nicaraguan	16	14,861	19	26,332	4	3,288
Norwegian	362	2,988,576	352	2,689,547	189	723,252
Panamanian	143	702,561	127	338,800	96	548,900
Peruvian	40	174,534	36	166,060	5	13,392
Philippine	19	63,027	15	55,044	6	30,561
Swedish	110	687,948	89	558,149	48	183,337
Swiss	20	5,718	20	12,720	2	11,789
United States	436	2,669,544	422	2,698,730	538	3,364,851
All Other	37	300,464	53	146,955	56	106,721
Total	2,976	18,893,330	2,813	17,266,999	1,680	8,502,690

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1965	1964	Avg. No. Transits 1951-55	1965	1964	Average Tolls. 1951-55
July	1,003	944	557	\$5,304	\$4,898	\$2,432
August	1,003	946	554	5,488	4,842	2,403
September	970	923	570	5,339	4,836	2,431
October		882	607		4,411	2,559
November		924	568		4,684	2,361
December		947	599		4,983	2,545
January		769	580		3,871	2,444
February		841	559		4,313	2,349
March		991	632		5,084	2,657
April		919	608		4,761	2,588
May		988	629		4,991	2,672
June		919	599		4,747	2,528
Fiscal year	2,976	10,993	7,062	\$16,131	\$56,421	\$29,969

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

This table shows the number of transits segregated into eight main trade routes:

Trade routes	First Quarter, Fiscal Year—		
	1965	1964	Avg. No. Transits 1951-55
United States intercoastal	135	97	178
East coast of United States and South America	541	605	387
East coast of United States and Central America	169	124	113
East coast of United States and Far East	562	562	239
United States/Canada east coast and Australasia	113	97	49
Europe and west coast of United States/Canada	235	211	167
Europe and South America	338	312	111
Europe and Australasia	84	81	83
All other routes	799	724	353
Total traffic	2,976	2,813	1,680

RULES MAKE “ROUTINE” OF TRANSITS

THE TERM “seaworthiness” may mean something uncomplicated to the layman, but to maritime interests it has specific and sometimes controversial meanings.

For instance, a ship can be seaworthy in the sense that it is well built, safe, superbly equipped and manned, loaded properly, and maintained with care. Yet, it can be found unseaworthy by a maritime court on a point of law. It may have the wherewithall to ride out the meanest hurricane, but not be able to satisfy a court or port authority that it is seaworthy while tied up in calm waters at a dock.

How can such a situation occur? Courts have held that a ship may be unseaworthy if its cargo is improperly packaged or secured. In cases where dock workers unloading the ships have been injured in handling the cargo, rulings have held that the containers of the cargo were unseaworthy.

Defective or unsafe containers, outer bindings or wrappings, or unsafe cargo stowage makes the cargo area not reasonably safe for dockworkers and thus, goes the legal reasoning, the ship is unseaworthy.

This is not universal, of course, because maritime decisions vary according to the situation and the jurisdiction in which a case may arise.

“Seaworthy,” then, is a relative term. The Panama Canal regulations, which have served shipping well for 50 years, are designed to insure the vessel’s ability to meet conditions and circumstances likely to be encountered in a transit of the Panama Canal.

Canal waters, of course, are calm. And the Canal is a very particular maritime entity. The standard rules of the road and other regulations that apply to ships on the high seas give way in Canal waters to a set of regulations designed to insure the safe and efficient passage of vessels through the Canal and its

locks. There is no specific chapter on "seaworthiness" in the navigation regulations. But various rules, taken together, spell out the conditions required before a ship is allowed to transit the Panama Canal.

These are found in the "Rules and Regulations Governing Navigation of the Panama Canal and Adjacent Waters." Chapters 3, 7, and 10 have sections dealing with basic requirements a ship must meet.

The Panama Canal honors vessel inspection certificates issued by countries that will honor the same type of certificate issued by the United States. But if a ship asks for an inspection, the Canal authorities will oblige the request.

Canal authorities can deny passage to any vessel if condition of the cargo, hull or machinery is considered a danger to Canal structures, or when the condition of these items might result in an obstruction in the Canal.

A proper trim is required for transit. If the list is more than 10 degrees, or if the trim or loading may dangerously affect the ship's ability to maneuver, transit can be denied.

Any ship longer than 150 feet must have rudder-angle and engine-revolution indicators, both operating properly; if these are not ship's equipment, the transit may be delayed as long as authorities think is necessary to obtain the maximum safety margin.

There also are detailed requirements for lights that must be clearly visible on ships transiting the Canal. Equipment for sound signals is required. The maximum speed of vessels in various areas in Canal waters also is regulated. Speed limits range from 6 knots in the narrow 300-foot reaches of Gaillard Cut to 18 knots in the 1,000-foot-wide reaches in Gatun Lake.

If a ship is in transit and a defect is discovered which might interfere with its further transit, Canal authorities may require it to anchor until the defect is corrected.

Experience has been a factor in the development of these regulations. There is a sound reason behind each one. The fact that over 12,000 ships now transit the Canal routinely every year is an indication of the validity of these regulations, designed to insure the "Canalworthiness" of vessels.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	First Quarter, Fiscal Year—		
	1965	1964	Average 1951-55
Ores, various	1,975,959	1,960,324	987,567
Lumber	1,058,749	892,440	798,109
Petroleum & products (excludes asphalt)	291,459	661,494	339,598
Wheat	179,693	153,974	473,208
Sugar	826,657	784,926	346,218
Canned food products	252,338	242,402	309,830
Nitrate of soda	156,590	154,072	250,093
Pulpwood	143,739	122,261	44,248
Bananas	327,575	276,024	155,958
Metal, various	292,953	248,194	175,110
Food products in refrigeration (except fresh fruits)	205,568	226,134	142,823
Coffee	88,085	127,903	60,065
Cotton, raw	66,502	62,341	37,857
Iron and steel manufactures	426,827	254,198	39,171
Fishmeal	320,483	253,531	
All others	1,344,238	1,247,965	709,895
Total	7,957,415	7,668,183	4,869,750

Atlantic to Pacific

Commodity	First Quarter, Fiscal Year—		
	1965	1964	Average 1951-55
Petroleum & products (excludes asphalt)	3,608,789	2,632,073	709,710
Coal and coke	1,429,851	1,485,974	539,013
Iron and steel manufactures	361,229	339,895	376,917
Phosphates	708,341	459,546	156,591
Sugar	244,688	230,849	99,311
Soybeans	328,847	387,736	43,705
Metal, scrap	697,992	1,002,214	10,321
Sulfur	123,385	119,546	96,831
Flour, wheat	111,589	74,068	14,167
Paper and paper products	152,030	110,330	90,900
Ores, various	257,239	266,460	53,676
Machinery	109,823	96,033	66,690
Corn	624,373	375,630	12,729
Chemicals unclassified	207,198	133,400	45,236
Automobiles and parts	89,708	77,631	66,627
All others	1,880,833	1,807,431	1,250,476
Total	10,935,915	9,598,816	3,632,900

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	First Quarter, Fiscal Year—				
	1965			1964	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,535	1,441	2,976	2,813	1,680
Small*	69	94	163	158	304
Total commercial	1,604	1,535	3,139	2,971	1,984
U.S. Government vessels: **					
Ocean-going	39	28	67	63	201
Small*	15	15	30	42	89
Total commercial and U.S. Government	1,658	1,578	3,236	3,076	2,274

*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.



The R. V. Prospector, research ship now making marine studies in the Pacific for a shipping company.

PANAMA CANAL EXPERTS LIKE THE IDEA

"All Wet" TV Show Is Good

EYES TO see and ears to hear.

The men who run the Panama Canal need both. And as ship traffic increases, the type of scientific assistance used to augment human eyes and ears must be more and more accurate.

Canal officials are showing considerable interest in a recently perfected transistor-type television camera, which, if adopted for Panama Canal use, would give Canal workers a new set of eyes.

The compact 20-pound television camera, capable of operating in water to depths of thousands of feet below the surface, arrived here not long ago as an important piece of the equipment of the research vessel *Prospector*. It is being used in the study of ocean-bottom topography and materials.

Although the camera is geared to send back pictures of the ocean floor thousands of feet deep, it works equally well in shallow depths and its powerful light attachment would penetrate even the murky waters of Gaillard Cut.

At present the Panama Canal Survey Branch makes a regular sonar inspection

of the bottom of the Cut to check for obstacles or "lumps" or other obstructions which might be hazards to shipping.

Electronic devices or electrical ears may discover the lumps but it then takes actual inspections by Dredging Division forces to determine if they are heaps of silt kicked up by ships' propeller action or whether they are hard and dangerous rock upheavals or drop-ins which could cause serious trouble.

Several plans including the use of a television camera have been suggested to improve and simplify on-the-spot inspection of lumps in Gaillard Cut.

Since the silt-filled water hinders the vision of divers attempting to locate obstructions, one plan involved the use of a viewing bell in conjunction with the television camera and light. After the diver locates the obstruction, the light would provide sufficient illumination to give experts at the surface a televised view of the object.

Canal officials who inspected the compact television camera on board the

Prospector suggested other possible uses for the new device.

The camera and its portable receiving set could be employed at the locks to inspect miter gates or other installations which are inaccessible unless the lock chambers are emptied.

They believed also that the camera would be valuable for the inspection of ship hulls and underwater damage to vessels lying at dock or anchored in the harbor.

The *Prospector* arrived at Balboa from Newport News, Va., with a group of scientists aboard, on their way to the Pacific where they will spend a year making a study of marine acoustics, ocean-bottom topography, and other data for the Newport News Shipbuilding & Dry Dock Co.

The information is to be used to further the company's knowledge in these fields. The study, it is hoped, will yield information which will enable improvements on products and extend the company's diversification program.

(See p. 20)

CANAL HISTORY

50 Years Ago

THE BRAND NEW Panama Canal was doing a rushing business 50 year ago, despite the check on world ship traffic as a result of the European war and the interference by war vessels with the shipping of belligerent nations. The *Canal Record* reported that traffic in the first month and a half of its commercial service exceeded anticipations. From August 15 to October 1, 81 vessels passed through the Canal with 100 more appearing for transit during the first week in October.

The total net Canal tonnage carried from the Atlantic to the Pacific, including that handled prior to the formal opening, was 144,434 for the first 6 weeks. The aggregate net Canal tonnage transported from the Pacific to the Atlantic, including 57 barges, was 153,312 tons. Total tolls collected amounted to \$369,706.

The collier *Jupiter* arrived at Balboa on October 8, 1914, on its way from the north Pacific to Philadelphia. With a length of 520 feet, a beam of 65 feet and a draft of 27 feet 8 inches, it was the largest vessel to pass through the Canal up to that time. The *Jupiter* was the only large vessel in the world at that time to be powered by electricity, according to the *Canal Record*.

The Panama Railroad began in October 1914 the construction of a new rat-proof freight house to replace the old building on Avenue B in Panama City. The new building was to cost \$72,000.

25 Years Ago

WORLD WAR II was only 2 months old in Europe 25 years ago this month. The U.S. Army had already ordered the first blackout in the history of the Canal Zone. Besides giving the residents of the Canal Zone an opportunity to experience how civilians in London and Paris must have been feeling, it permitted U.S. Army planes to observe how much of the Canal and its defenses were visible during a complete blackout. President Juan D. Arosemena and Col. Manuel Pino, commander in chief of the Panama Police Force, observed the

blackout from the top of Ancon Hill. It was pronounced a success and plans were made for another which would plunge into darkness the entire Isthmus including the Canal Zone, Panama, and Colon.

Reorganization of the Panama Canal Department of the U.S. Army along wartime lines was announced in a general order issued by Maj. Gen. David L. Stone. The new setup divided the Department into four major divisions.

U.S. Under Secretary of State Summer Welles was among the delegates of the American Republics who met in Panama 25 years ago to discuss policy to be followed by the 21 American states as neutrals during the European war. Most important proposal was the 300-mile safety zone around the American continent.

Three new post offices were to be opened in the Canal Zone to provide adequate postal service for increasing personnel of the U.S. Army and Navy, it was announced by C. H. Calhoun, Director of Posts.

10 Years Ago

SEVERAL HUNDRED Canal Zone residents, including Gov. John S. Seybold, visited Coco Solo Hospital during an open house prior to its formal opening October 27, 1954. The hospital had been transferred to the Canal Zone by the U.S. Navy to provide consolidated medical facilities on the Atlantic side.

Another phase of the extensive 60-cycle conversion program in the Canal was started 10 years ago when bids were asked on four new generators for the Gatun Hydroelectric Plant. These were the first bids asked for equipment needed for the project. Meanwhile, a house-to-house canvass to survey frequency sensitive equipment in the home was being carried out on the Atlantic side.

More than 50 feet had been sliced off the top of Contractors Hill at Gaillard Cut and approximately 200,000 cubic yards of earth and rock had been removed by October 1, 1954. The project had been started in June of that year by Tecon Corp. of Texas, contractor for the work.

Typical scene of daily life in Panama's interior was shown during Music Week held recently at Canal Zone Latin American communities. The above scene shows Santa Cruz students Rosa Vergara, Jorge Rodríguez, and José Butcher acting out a scene on domestic chores. Butcher, crouching down, fans the fire heating the coffee pot, while his stage wife looks on. The cutarra-shod hillbilly makes ready to go out to the fields in coveralls and strawhat.



Hamburg: 775 Years Of Growth

ON MAY 7, 1189, Frederick I, one of the first great German emperors of the Middle Ages, granted to Count Adolphus III of Holstein important harbor privileges, and, above all, exemption from imperial tolls. Frederick, who was at the time preoccupied with his preparation for one of the famous crusades, probably never realized the importance of the event. He did not dream that this seemingly insignificant date would one day be remembered as the "birthday" of Hamburg, "Germany's gate to overseas," and one of the oldest leading ports of the world.

The cosmopolitan port of Hamburg, which celebrates its 775th anniversary this year, has grown and prospered since its birth. It saw its first period of prosperity as a member of the Hanseatic League, which extended its trade routes over the whole of Europe, and still bears the title of "Hanseatic City."

Hamburg has a deep and colorful history, but its present is much more amazing, and its future full of promise. The results of two world wars were overcome after energetic construction work during this century, and today, Hamburg, with its modern technical equipment, is a larger and faster port than at any other time in its long history.

It is an efficient port with an area of about 29 square miles and employs about 80,000 people. It handled approximately 33.3 million tons of cargo in 1963.

Hamburg's prominence as a world port is emphasized by the fact that more than two-thirds of the cargo it handles is part of the import and export trade with America, Asia, Africa, and Australia. Its geographical position at the intersection of large economic units enables Hamburg, as far as the political situation permits, to act as mediator between the different interests of various groups.

To insure efficiency in handling cargo, Hamburg is provided with special facil-



The commemorative plate, distributed on the occasion of the 775th anniversary of the Port of Hamburg, celebrated this year in the ancient and prosperous port facility.



Capt. Waldemar Nielsen, of the MS Pisang, was host to Capt. E. B. Rainier, of the Port of Cristobal, and Capt. E. G. Abbott, of the Port of Balboa, at a champagne breakfast held aboard the ship in honor of the 775th anniversary of the Port of Hamburg. Captain Nielsen, far left, presented commemorative plates of the Port of Hamburg, which are distributed to port captains of the major ports of the world, to Captain Rainier, far right, and Captain Abbott. Hans J. Illies, center, manager of Continental Shipping Corp., looks on.



This drawing reflects something of the romantic atmosphere of the "old past." It shows the "Baumhaus," the seat of port officials, on "Baumwall," a street that 300 years ago was at the mouth of Hamburg's harbor. Today, this same area bustles with commercial activity.

ities. There are more than a million square yards of covered storing space in quayside sheds and warehouses. In this respect, Hamburg is better equipped than any of the other European ports. Furthermore, there are special tanker terminals—modern refrigeration plants for cold storage of goods—that have earned Hamburg the name of "the cold storage center of the North."

Hamburg's growth into the largest German industrial city after Berlin has promoted trade and communications considerably, and has increased the efficiency of its port. Inland communications are now being extended and improved; the railway leading south will soon be electrified and the autobahn widened to three lanes both ways.

Hamburg is also equipped with large modern dockyards for shipbuilding and repair work, where nearly 2,200 sea-going vessels were docked during the past year.

Including all basins and canals, the present harbor has an area of about 12,500 acres, about 3,900 acres of which are taken up by the free port. About 3,300 acres are occupied by shipping industries, of which 950 acres were



The swampy islands of Hamburg were turned into large harbor basins, and today between 120 and 140 ships from nations over the world can be found at the same spot.

added after the war. These figures refer to purely industrial areas; they exclude waterways and roadways. Hamburg's harbor will be enlarged by about 6,250 acres and will then comprise a total area of about 18,750 acres, or 29 square miles.

Hamburg has always been the center of German oceanographic research, and since it will be the home port of the new *Meteor*, its oceanographic, marine meteorological, and marine biological institutes will profit considerably from

the findings of this research vessel.

Shipbuilding in the port of Hamburg is also on the increase. In 1963, 42 ships with a total of 265,000 gross tons were built. They were merchant vessels, with and without cabins for passengers, at sizes varying between 400 and 20,000 gross tons, tankers with deadweight tonnage capacity between 36,000 and 91,000, fast ships equipped with freezing and cooling plants of 3,000 and 4,000 gross tons, and other specially designed ships.

PANAMA'S PACIFIC BEACHES BLOOMING

Tourists Find Pleasure, Calm, Surf, and Sun

BEACHES RANK high when it comes to evaluating the tourist attractions of a country. For years, visitors have been flocking to Caribbean islands to enjoy surf and sun.

Places like Nassau's Paradise Beach and Jamaica's plush north coast resorts have built a healthy tourist industry on their sandy shores. But it took more than sand, surf, and balmy breezes to do the trick. Tourists love to swim and sun themselves. But they also like creature comforts—modern accommodations, good food, and entertainment.

Panama's privileged geographical position makes it a natural vacationland. It has fine hotels, excellent restaurants, casinos, shopping at bargain prices, and fabulous fishing.

It also has beaches, fine beaches. Residents of the Isthmus have been enjoying them for years, but up until recently, no serious efforts had been made to promote them into full-blown, international resorts.

In recent years, businessmen have been investing in the future of Panama's tourist industry and the prospects of its beaches becoming a major attraction have brightened.

A big stride in this direction was the opening of the Government-owned Hotel Taboga, which is attracting large numbers of visitors to the beautiful island. Operated by the Hotel International, it offers fine



It's just a short stroll to the beach from new cottages at Santa Clara.



Two-story, thatched-roof cottages provide accommodations for four persons.

PANAMA'S PACIFIC BEACHES BLOOMING

food, good service, and many air-conditioned rooms.

All along the Pacific coast of the Isthmus, there are excellent beaches and many of them now offer good accommodations at reasonable rates.

Latest addition on the beachfront is at Santa Clara, where weekend visitors and vacationers now find a neat row of two-story, thatched-roof cottages just a stone's throw from the water. Each sleeps four persons and

is equipped with complete kitchen facilities. Built on stilts, the cottages provide garage space underneath.

The new facility is an addition to Phillips Cottages, purchased by Mr. and Mrs. Erasmo de la Guardia and now called Mummu Cottages.

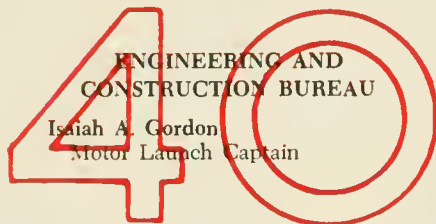
In addition to comfortable house-keeping accommodations on the beach, there are other facilities, including horseback riding and boats for hire.

Just a 2-hour drive from Panama, Santa Clara is an ideal honeymoon hideout or vacation spot for the family.

Other Pacific coast spots en route to Santa Clara are Coronado and San Carlos Beaches, where accommodations may also be arranged. For fishing enthusiasts, there is the plush, well-equipped Piñas Bay Club, also on the Pacific shore, close to the Colombian border.

ANNIVERSARIES

(On the basis of total Federal Service)



ENGINEERING AND CONSTRUCTION BUREAU

Isaiah A. Gordon
Motor Launch Captain

PERSONNEL BUREAU

Frank D. Naughton
Employee Management
Relations Specialist

SUPPLY AND COMMUNITY SERVICE BUREAU

Joseph N. Noble
Motion Picture
Projectionist (35 mm)

MARINE BUREAU

Denton W. Broad
Control House Operator

G. A. Richards
Linehandler

Clifford Rodney
Linehandler (Deckhand)

Edgar C. Springer
File Clerk

OFFICE OF THE COMPTROLLER

James H. Selby
Supervisory Cost Accountant
(Chief, Plant Accounting
Branch)

ENGINEERING AND CONSTRUCTION BUREAU

Leslie B. Clarke
Construction Inspector
(General)

Eustace A. Dawkins
Maintenance
(Transmission Lines)

Waldo B. Gilley
Chief Foreman
(Buildings and Public Works)

Hubert J. Wilson
Helper Electrician

TRANSPORTATION AND TERMINALS BUREAU

Fitz H. Eversing
Cargo Clerk

Edward B. O'Brien, Jr.
Terminals Operation
Superintendent (Superintendent,
Terminals Division)

CIVIL AFFAIRS BUREAU

Margaret R. Conner
Teacher
(Elementary-U.S. Schools)
Michael F. Greene
Customs Inspector

"All Wet" TV A Good Show

(Continued from p. 14)

The venture is understood to represent an investment of several hundred thousand dollars.

The 152-foot *Prospector* is the former *Matane* of La Compagnie de Transport du Bas St. Laurent. She was built in 1938 and for years served the Canadian company as a cargo-passenger craft on the lower St. Lawrence River between Rimouski and Sept Isles.

After being acquired by the Newport News company, she was equipped with radar, loran, sonar, underwater television, underwater cameras, high-speed winches, and air conditioning. She is manned by a total crew of 15, all shipyard employees headed by Capt. George Bennett.

Head of the scientific department is Dr. John L. Mero, a graduate of the University of California at Berkeley, a research engineer with the Institute of Marine Resources of the University of California and formerly associated with the Scripps Institute of Oceanography at La Jolla.

Panama Canal diver Leslie Rinehart apparently likes the looks of the compact 20-pound television camera that he's about to use for an inspection of the hull of the research vessel *Prospector*.



AND IT HAS JUST ABOUT EVERYTHING

A "SEEWORTHY" HOUSEBOAT!

NOW THIS is more like it: a houseboat built for two. The *Sky-Lark* can accommodate 20 (SPILLWAY story, Aug. 7) but the *Peregrine* is strictly for small family comfort and ease.

Anchored at Rodman Naval Station,

the 35-ton nautical house belongs to Comdr. and Mrs. Sidney E. Taylor, district planning officer for the 15th Naval District at Fort Amador.

The *Peregrine*, meaning traveler or stranger in a foreign land, was born at

the Fort Amador picnic area in November 1957. The dream of a quarter of a century and 3 years of hard, physical labor had their reward when the houseboat was launched in September 1961.

Built at a cost of approximately \$18,000, including labor, the *Peregrine* has an overall length of 48 feet, a beam of 16 feet and an estimated draft of 30 inches. Taylor designed the flat-bottomed boat himself to accommodate certain criteria established by Mrs. Taylor. They included a separate room for the bedroom, a standard-sized stove, a full-sized refrigerator with plenty of freezing space, hot and cold running water, ample closet and storage space, both shower and bathtub, wall-to-wall carpeting in the bathroom and air conditioning.

Construction of the boat was a community project—that is, a number of area people volunteered their services. Taylor, of course, did much of the labor but hired a carpenter to do all the cabinet work and at various times employed local help for what he calls "casual labor." He was further assisted by neighbors and fellow officers, "experts" among the boating fraternity and "out-of-work" caddies at Fort Amador golf course.

The commander estimates that 20,000 board feet of a variety of woods obtained locally were used to build the boat. In addition, the entire hull is pegged with more than 8,000 3- to 4-inch wooden plugs to give the boat that "pegged deck effect." It is powered by two gray marine diesel engines, 225 horsepower each, which give the *Peregrine* a maximum speed of about 8 knots.

Taylor got his engines, an automatic firefighting device for the engineroom, two toilets and other miscellaneous articles from a surplus boat he bought from the Army. The *Peregrine* has a water-pressure system, an air-conditioning unit, battery charger, auxiliary lights and a generator. It also has navigational devices such as a depth finder and a radio direction finder.

Obviously, such elaborate accessories and accommodations aboard the houseboat weren't planned over 1 weekend, 1 month or even 1 year. The *Peregrine* had its beginning in the 1930's when
(See p. 22)



Made to order for those nautical weekends, the *Peregrine*'s living room has all the comforts of a house on shore. Commander Taylor is trying to convince his pet dachshund of this.



Could it be? Yes. There's enough space in *Peregrine*'s bedroom for this double bed. The carving on the headboard was done by students at Don Bosco Institute, in Panama City.

"SEEWORTHY" BOAT BOASTS EVERYTHING

(Continued from p. 21)

the Taylors were active in southern California yachting circles.

At that time, the commander had just arrived in the United States from Great Britain. He was born in Hull, England, in 1909 and joined the Royal Navy in 1923 as a seaman apprentice. In 1933, he made the United States his new home and married the former Karen Christiansen.

The couple's plans in those years were to build a yacht but World War II and a career in the U.S. Navy delayed construction. Eventually, the Taylors decided that a yacht could not give them the marine comforts they wanted so they settled on a houseboat.

Commander and Mrs. Taylor hope to cruise the Mediterranean or the Caribbean on the *Peregrine* someday, and then go to California or Florida, moor the *Peregrine* and use it as their home.



It's big kitchen comfort and little kitchen cleaning ease on this houseboat! Commander Taylor removes a bread bin from a cupboard in the galley, revealing ample storage space.



Ready for a "peregrination" she is! The *Peregrine* is 48 feet by 16 feet. Commander Taylor stands atop the boat to show its size.



THREADING THE NEEDLE

It'll never make it, you think when you're standing on the bridge of a big ship as it heads into the lock chamber (this one's at Miraflores). It looks as if the ship will have to push the walls aside a little. That's the view a pilot gets from the point where this photo was taken. But he gives

a few orders and the ship slips surely and easily into the Panama Canal locks, with room to spare. A tribute to the skill of the pilots is that ships like the *Ellenis*, above, are transiting the Canal every day on a routine basis.

SHIPPING

Cruise Ships

ONE OF THE first cruise ships to call at Canal ports this season will be the Holland-American liner *Statendam*, due to arrive in Balboa December 3 from Los Angeles, after making a 50-day cruise to the Pacific. The ship will dock in Balboa and transit the Canal December 4 on her way to New York with stops at Kingston, Jamaica, and Nassau.

Pacific-Ford, agent for the line in Panama, has announced that the SS *Ryndam* is being diverted by the Holland-American Line from her regular Canada-Europe run and will sail around the world via Australia and the United States west coast. She is scheduled to arrive at Balboa January 13, will dock and transit the Canal the following day. The ship will sail for Europe via Jamaica with Lisbon her first European port of call.

Another Holland-American liner due this season is the SS *Rotterdam*, arriving April 7 in Balboa following a round-the-world cruise originating in New York.

Two Cunard cruise ships will call at the Canal this season, according to Pacific-Ford. They are the *Mauretania*, due February 3 in Cristobal on a Caribbean cruise and the *Coronia*, due in Balboa April 28 on the last lap of a globe-girdling voyage which includes Africa and Asia.

C. B. Fenton & Co. has announced the arrival in Cristobal on January 25 of the Norwegian-American liner *Bergensfjord*. The ship will be starting a world trip via Suez and the Far East during which she will call at 20 ports and travel 26,983 miles. Also due in January is the well-known cruise liner *Kungsholm*, of the Swedish-America Line, on her way to the west coast and a South Seas cruise. The ship will dock in Balboa January 13 after making the Canal transit and sail the following day. On her return trip she will arrive at Balboa April 3 and dock in Cristobal before sailing for New York.

The SS *Homeric* of the Home Line, also represented by Fenton, will call at Cristobal February 13 as part of a Caribbean cruise from New York.

New Lykes Cargo Ship

THE SS *LOUISE LYKES*, described as the Nation's most fully automated cargo

TRANSITS BY OCEANGOING VESSELS IN FIRST QUARTER FISCAL YEAR 1965

	1965	1964
Commercial.....	2,976	2,813
U.S. Government.....	67	63
Free.....	23	26
Total.....	3,066	2,902

TOLLS*

Commercial....	\$16,146,343	\$14,586,978
U.S. Government.	421,058	335,420

Total.... \$16,567,401 \$14,922,398

CARGO**

Commercial....	18,893,330	17,266,999
U.S. Government.	442,969	360,991
Free.....	123,094	120,762

Total.... 19,459,393 17,748,752

* Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.

liner and the largest merchant ship ever built in New Orleans, was launched in September by Luci Baines Johnson at the Avondale Shipyards and is expected to make her maiden voyage through the Canal early next year. The vessel is the first of 12 such ships being built for the Lykes Bros., Steamship Co. for the Lykes trade route to the Far East.

In launching the vessel, the 17-year-old younger daughter of President and Mrs. Johnson completed a task her father started 9 months earlier when he pushed a button in the White House to start an automatic welding machine in the shipyards in New Orleans to weld the keel of the *Louise Lykes*.

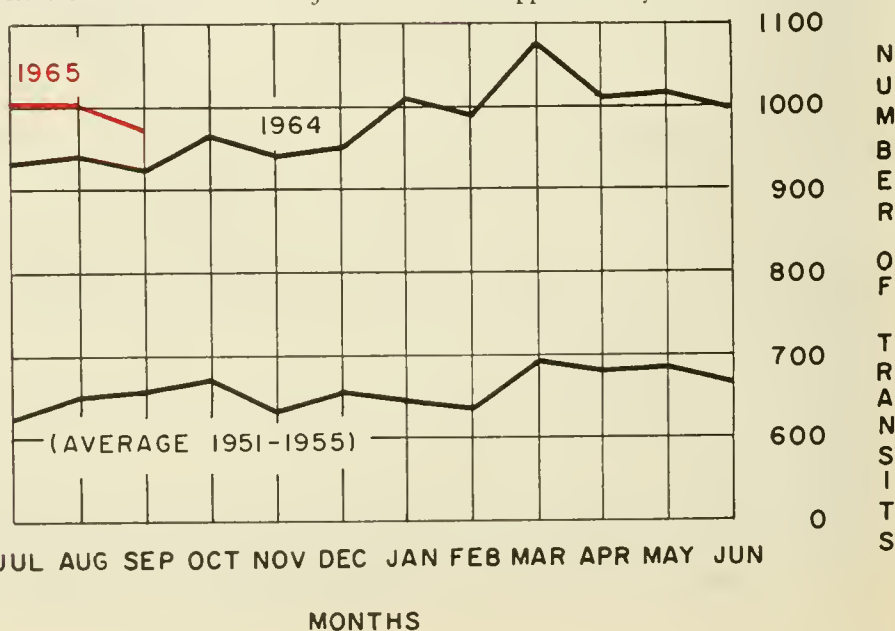
Each of the 12 new ships will be 540 feet long, will have a deadweight of 14,000 tons, a speed of 20 knots and will be completely air conditioned. The Westinghouse designed and built automatic equipment will enable one man to control the operations of the ship's engine room and give officers on the bridge fingertip control of the speed and direction of the ship. The system will make possible a 30-percent reduction in the size of crews.

Panama Agencies represents Lykes Bros. Steamship Co. at the Canal.

New Intercoastal Ships

IF PLANS FOR the construction of three 24-knot container ships materialize, the American-Hawaiian Steamship Co. will return to the intercoastal trade for the first time since World War II. According to reports from U.S. shipping circles, bids are being invited for the construction of the vessels, which will be 900 feet in length and 101 feet in beam. They will be used for intercoastal service between New York and California and will be the longest vessels to pass through the Panama Canal.

Built to carry 888 40-foot highway trailer vans, the vessels would be the largest and fastest of their type in the world. The run between New York and San Francisco would take 9 days. The design includes automation of the engine room. "Maritime Reporter" and "Engineering News" say the cost will be approximately \$35 million.



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