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PANAMA CANAL



REVIEW

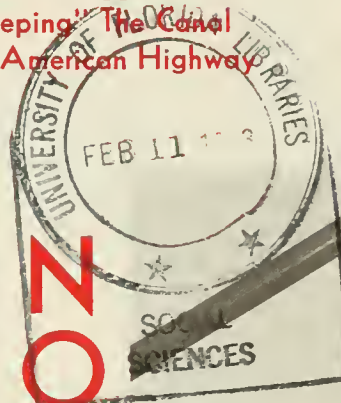
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Carnival!

Successful Suggesters

"Sweeping" The Canal

Inter-American Highway



NOT FISHING

He's

Checking

the fish



Vol. 13, No. 7

February 1, 1963

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ROBERT J. FLEMING, JR., Governor-President

W. P. LEBER, Lieutenant Governor

FRANK A. BALDWIN

Panama Canal Information Officer



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Who? . . . Me? . . .

OF COURSE I'm going to the Carnival. Isn't everyone?

Carnival merrymakers probably could get along without me and my kind, but it wouldn't be the same.

We're the spirit and symbols of gaiety, music, song, and laughter, serpentine-wrapped and confetti-sprinkled.

Carnival, Mardi Gras, Saturnalia, Fasching, Fastnacht . . . by whatever name such celebrations are known, they date back to earliest history, are found in all civilizations, all cultures. For centuries and centuries they've been annual events to free mankind from cares of daily chores, open avenues of mirth, mummary, dancing, singing.

Illusion becomes reality, dreams materialize, sorrow, and worries are forbidden. Through King Momo in Panama there reign 4 days dedicated to fuller enjoyment of life, laughter, and, we're told, even some kisses.

The days of Carnival are historically for relief from the workaday world's weights so all may return to normal duties with renewed vigor, refreshed hope, and rebalanced perspective.

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ABOUT OUR FRONT COVER: It's water, he's perched on an outrigger, and he has a line—but that isn't a new type lure on it. It's a gadget devised to double check on sonar devices used to inspect the bottom of the Canal channel, electronically, for "lumps" or obstructions. Manning the line is John Flynn, member of the technical crew of the motor launch *Shad* of the Surveys Branch. For more information on their work, see page 5.

C A R n



People, people, people . . . testimonial to measures of merriment.

I V A L

IT'S CARNIVAL time in Panama once again, and polleras and montunos, costumes and floats are being readied for the festivities which this year start Saturday, February 23, and close at dawn Ash Wednesday, February 27.

While the Carnival celebration is scheduled for the latter part of February, the traditional music of Carnival has been heard in Panama and in the Canal Zone since the first days of January. The first Carnival flag was raised in Panama City on January 5 and in the Canal Zone on January 9.

The Canal Zone Atlantic side Carnival flag raising took place January 26, in Margarita.

The Paraiso and Santa Cruz communities raised the 1963 Carnival flag

January 18, the first ceremony taking place in Paraiso, followed by the Santa Cruz flag raising.

In Rainbow City, the Carnival flag went up on January 26.

An unusual note was introduced in the Carnival flag raising ceremony at Palo Seco Leprosarium on January 18. The two queens who officiated are mother and daughter. The 1962 Palo Seco Carnival Queen, Angela Calderón, is the mother of the 1963 Palo Seco Carnival Queen, Zenaida Avila.

Throughout January beautiful candidates for Carnival Queen competed for the coveted crown to be worn by the representative of each respective community and each social center.

Coronation Day for the Pacific Side

Canal Zone Carnival Queen will be February 15 and a Coronation Ball will be held at the Tivoli Guest House on February 21.

The Atlantic side Carnival Queen will be crowned on Washington's Birthday, February 22, at the Breakers Club, and the Coronation Ball will follow the ceremony.

Saturday, February 23, will be a busy day for the Panama City Queen, whose coronation will take place in the Olympic Stadium, Panama City. During the day, she will receive an official greeting from Panama's Ministry of Foreign Affairs and will be received in audience by the President of the Republic of Panama. The Pacific Side Canal Zone Carnival Queen, the Queen of the Chinese colony in Panama, and other Queens will be received by Panama's President at the same time.

Immediately afterward, Panama City's Mayor will present the Queens the "Keys to the City of Panama."

The night will be filled with music and gaiety, with dances in all the hotels, and social centers, in the open air dance pavilions, and in clubs.

Traditional Pollera Day will be Sunday, February 24, when the Pacific Side Carnival Queen, accompanied by King Momo and all the court, will parade through the Canal Zone and Panama, up to the Panama Golf Club, where a dance will be held, attended also by all the other Carnival Queens and their courts.

The Carnival Classic is scheduled to
(See p. 4)

Colorfully bedecked floats bedecked with beauties, too.



Carnival

(Continued from p. 3)

be held at the Remón Race Track in Panama City Sunday afternoon. All the Carnival Queens will be honored.

All during Sunday afternoon unofficial parades will be held on the streets and roads of Panama City, with groups dressed in Panama's pollera and montuno winding in and out in a gay kaleidoscopic scene of color and gaiety.

Pollera Day's events will close with a dance at the Panama Architects' and Engineers' Center.

Carnival Monday will be sprinkled with confetti and looped with serpentine from the "battles" by Carnival merry-makers up and down Central and other streets of Panama City.

The Canal Zone Queen on the Pacific Side will make a tour of her domain that evening, visiting clubs, hotels, and social centers, impartially spreading the music and color of Carnival through civilian and military communities. She also will attend the Carnival masquerade ball at the Panama Hilton Hotel, where the Panama City Queen will receive visiting royalty. The Canal Zone Pacific Side Queen will be joined there by the Chinese Colony Queen, and other reigning beauties of the 1963 Carnival.

The climax of Carnival in Panama, the most important day of all, is Carnival Tuesday, when the traditional parade of floats is held in the afternoon. Each Carnival Queen and her court will ride on a gaily decorated float. The Queens' bands of musicians and marching bands will fill the air with melody, while the groups of masqueraders will compete for the prizes offered for the most original, gayest, and noisiest.

The ascending note of gaiety reaches a climax in the early hours of Ash Wednesday morn "when it's so late it almost seems early." The dance music changes into a funeral march. Pallbearers carry tiny coffins, in each of which lies a fish, at the head of a candlelight parade that winds through the city's streets. Now and then recalcitrant merry-makers may burst into gaiety, but the majority, bearing lighted candles, pretend to weep at the sad end of Carnival, although certain that it will be reborn once again in another 11 months.

When the rosy fingers of dawn sweep back the curtains of night, the merry-makers abandon their masquerade, dress once more in their everyday costumes and once again appear as serious persons.

The religious go to church, before taking up their everyday affairs, and another Panama Carnival becomes a page in history.



Governor Fleming chats with the Reverend Juan D. Iriarte, center, Director of Colegio Javier, and the Reverend Jesús Hergueta, principal of the primary school, during last year's Javier Fair.

Javier Fair Feb. 2-10

APPROXIMATELY 50,000 persons are expected to visit the Javier Fair, 6th annual commercial, industrial, and electrical exposition, to open at 7 p.m., Saturday, February 2, at the Colegio Javier, Panama City.

Panama's Minister of Agriculture, Commerce, and Industry, Dr. Felipe Juan Escobar, will officially open the Fair, which will continue through February 10.

A number of Zonians will be among those attending and the Panama Canal will participate officially, having reserved space in front of the swimming pool and at the very entrance to the school building.

About 50 local industries and commercial concerns are taking part in this year's Fair, and Colegio Javier students will have displays of their own crafts work and animals stuffed and mounted by biology students.

February 3 will be "Friendship Day" at the Fair in honor of the Canal Zone. The Panama Canal exhibit stall will feature a Selectrovision display, pictures of Canal operations and points of interest, models, and organ music by Frank Azcárraga, a member of the Canal Zone Guide Service and well-known Panamanian performer.

There will be a change of Fair program every night. President Roberto

F. Chiari will declare the Fair closed on the final day and Canal Zone Governor Fleming is among the dignitaries invited to attend the exposition.

The Fair hours will be 4 p.m. until midnight daily. Admission is 15 cents, with a \$1 ticket also available and valid for all 9 days of the exposition.

Fair days themes are:

February 2—Typical Motif Day, honoring the Minister of Agriculture, Commerce, and Industry of Panama.

February 3—Friendship Day, honoring the Canal Zone.

February 4—Panama City High Schools' Day.

February 5—Jewish Night.

February 6—Spanish Night.

February 7—Gala Night.

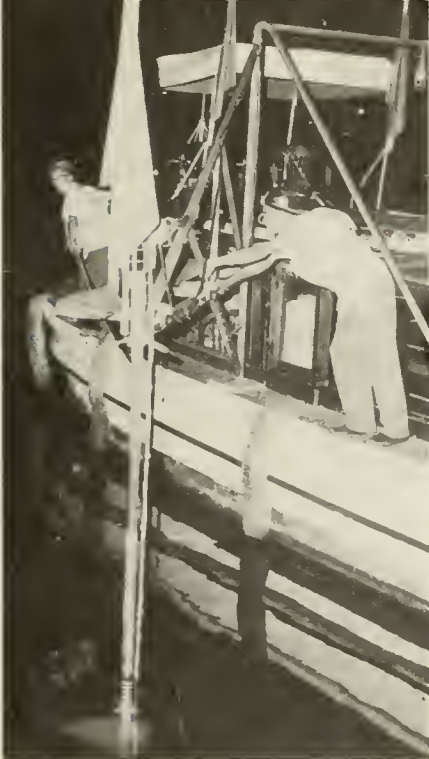
February 8—Chinese Night.

February 9—Carnival Junta's Night.

February 10—Fair Closing Night.

Entertainment will include Spanish dances, folk dancing, Jewish dances, and a horse show by Fort Kobbe riders.

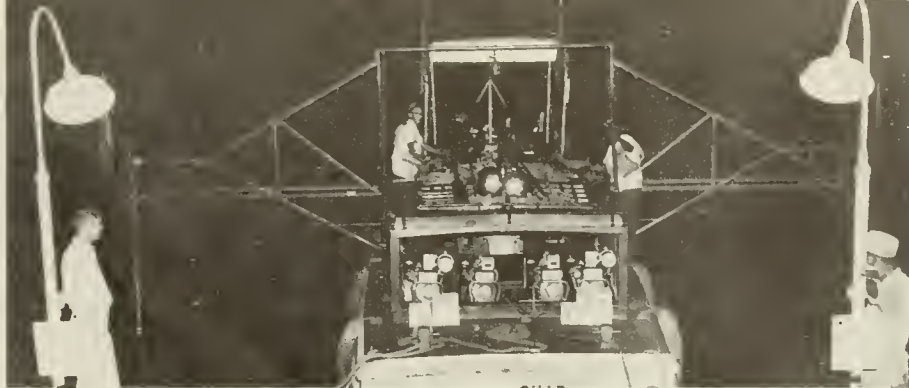
Colegio Javier is a Jesuit school for boys, kindergarten through high school, with an enrollment near 1,000. The Fair is being held to raise funds with which to complete construction of a \$200,000 gym and a \$150,000 church for the school. Graduates from the school receive diplomas as bachelor of science, letters, and philosophy.



Before the Shad moves away from the dock in Gamboa, an electronic "fish" is moved out into place at the end of the outrigger. A similar device is directly underneath the boat and a third one on an outrigger on the other side of the boat. With outriggers spread, the sonar devices "sweep" a 40-foot path. All three are 2 feet under the water surface. The pointed object at bottom of picture is one of the submerged "fish."



Armando de Sedda, foreground, and Raymond Kielhofer, two of the trained cartographers aboard the survey boat Shad, check recorder charts showing depth of the Canal bottom.



All set, after only 5 minutes of preparation, and ready to go. The survey boat Shad prepares to leave the dock in the early pre-dawn on its way to patrol the Canal channel bottom between Gamboa and Pedro Miguel.

'Sweeping' The Canal

ANY MORNING at the crack of dawn, early birds, worms, and any others in the vicinity of Gaillard Cut are likely to find the Panama Canal motor launch *Shad* making a patrol of this narrow part of the Canal.

Festooned with red lights and decked with red flags, the *Shad* moves up the channel like a bloodhound following a trail. It sniffs cautiously along the channel centerline at about 8 knots, and in sections where dredges have been at work during the night, the launch circles back, crosses the centerline, checks any questionable area of the channel and moves on.

A group of serious men bend over a battery of electronic machines as the craft proceeds down the Cut from Gamboa to Pedro Miguel. Two outrigger devices extend from port and starboard, thus accurately covering a width of 40 feet, and a gasoline-operated generator, providing power for the delicate machines, chugs away at the stern.

The men aboard the U.S.S. *Shad* are not out fishing—nor are they looking for gold. They are employees of the Hydrographic Section of the Panama Canal Surveys Branch checking the bottom of Gaillard Cut for obstacles, "lumps," or any other obstructions which might be a hazard for shipping.

The "lumps" may simply be small heaps of silt kicked up by deep draft ships' propellor action. Or they could be rock upheavals or drop-ins.

The dawn patrol is a daily operation carried out by Canal engineers and the Marine Bureau to provide the safest possible conditions through the waterway for world shipping.

The morning investigation with electronic devices was started early in the 1940's under supervision of the Chief of the Hydrographic Section.

In former years, when few ships passed through the Cut at night and before extensive work of Cut widening started, the task of checking the Canal channel for obstructions was done with a simple pipe drag at a known depth if inspection of the banks indicated that there had been some movement during the night.

With the beginning of Cut widening and the marked drop in lake level because of increased ship traffic and reduced water supply during the dry season, the problem of obstructions in the Cut became more serious.

The daily patrol now is conducted with a launch fitted with three transducers or sonar devices, called "fish," which extend 2 feet below the water surface and send electronic signals on depth of the channel back to three recorders installed inside the launch. Each recorder is operated by a technician who watches it closely. Any lumps rising above the safe depth of 42 feet below the surface are reported immediately to the Dredging Division.

Accuracy of the work requires close cycle control on power generation, controlled to not more than two tenths of a cycle variation from the 60 cycles required.

One morning recently, when lake level was slightly below 87 feet, the highest lump encountered was 45 feet below the water surface.

When an area needing immediate attention is discovered, an emergency call is made to the Dredging Division. Port Captains at Cristobal and Balboa are alerted, and reports made to the Marine Director and Director of Engineering and Construction.

The Dredging Division goes into action first with a dredge to remove
(See p. 11)

SUCCESSFUL SUGGESTERS



Annual recognition for the top award under the Panama Canal Incentive Awards Program for 1962 brought gold watches to three men, supplementing cash awards. Gov. Robert J. Fleming, Jr., is shown presenting the watches to (left to right): Cyrus W. Field, Owen J. Corrigan, and Ray M. Smith.

SHARING top honors in the 1962 Panama Canal Incentive Awards Program were three Industrial Division employees: Cyrus W. Field, Ray M. Smith, and Owen J. Corrigan. They received \$260 each for devising a new and more economical procedure for fabrication of 28-inch pontoon pipes, adoption of the suggestion resulting in estimated average annual savings of \$23,633.

Besides the savings, technical improvement and increase of productivity, side effects were generated improving Industrial Division shop efficiency and thereby providing craftsmen for other requirements.

Other top 1962 suggesters were:

Roy R. Burgener, Electrical Division, with a \$375 supplemental award for conversion of microwave impulse repeaters for telephone circuits;

Vincent Biava, Dredging Division, \$250, for a new method for reconditioning countershafts and bearings on the dipper dredges;

Herman H. Keepers, Dredging Division, \$225, for a way to remachine and adapt acetylene gas sun switches to electrical operation.

These three ideas, besides netting the suggesters extra folding money, represent an estimated total savings of \$15,000 per year in Canal operations.

In all, there were 57 incentive award winners in 1962. Their ideas on new and improved methods, product betterment and savings in manpower, material and time, and reduction of safety hazards brought them more than \$3,200 and are

expected to improve the Canal operation's financial status by more than \$52,000 a year.

Eighteen of the incentive awards winners were Marine Bureau employees, 10 from the Engineering and Construction Bureau and 5 or more each from the Civil Affairs Bureau, Supply and Community Service Bureau, Health Bureau and staff units.

"If each individual uses his imagination in a search for improvements, we will draw on vast resources that will bring fresh water to the well of progress," declared President John F. Kennedy in a recent statement on vital values in suggestion systems.

"To maintain our forward pace," he said, "it is imperative that we have a steady flow of constructive ideas directed at all of our problems, large and small, ranging from those needing the attention of scholars and experts to those needing the day-to-day knowledge of the man on the job."

Here, scholars, experts, and men and women on the job, were the other 1962 PanCanal incentive awards winners:

MARINE BUREAU (Director's Office)

Ethel W. Brown, \$25, Weekly flier for dry cleaning.

Navigation Division

Richard A. McClean and William T. Lyons, \$25 each, Radio telephone handset button guards.

John Chandler, Jr., \$15, Messenger bags for launches.

Frank V. Kerley, \$15, Thatcher Ferry Bridge ceremony.

Russell A. Weade, \$25, Lights on Las Cruces dock.

Locks Division

Frank R. Costanzo, \$20, Uniform clothing for Canal seaman and Locks Division helpers.

Paul Badonsky, \$15, Handbag hooks on cafeteria tables.

John M. Klasovsky, \$50, Cathodic Protection for miter gates.

John M. Klasovsky and C. V. Scheidegg, \$15 each, Locks divers safety.

Raymond L. Whitney, \$15, Safety for visitors at Miraflores Locks.

Everett White, \$15, Uniform headgear.

Carlos Meléndez and Eliot J. Brathwaite, \$12.50 each, Fire extinguishers on locks locomotives.

Raymond J. Dixon, \$15, Phone number index.

Industrial Division

Earl R. Boland, \$25, Bulkhead sheathing.

Henry Heppenheimer and Richard F. Pennington, \$40 each, Redesign of welder.

Thomas V. Frost, \$45, Improved balancing machine.

Carl H. Starke, \$125, 28-inch dredge pipe.

ENGINEERING AND CONSTRUCTION BUREAU

(Director's Office)

Russell T. Wise, \$25, Littering highways.

Contract and Inspection Division

Shirley Finlason, \$125, Routine letters to contractors.

Electrical Division

Delmas A. Swafford, \$25, Littering highways.

Maintenance Division

Owen W. Smith and George P. Fullman, \$15 each, Safety switch.

John W. Acker, \$25, Abrasive wheels.

Roderick N. Macdonald, \$15, Nonskid material for ladders.

De Leon Tschumy and William I. Hollo-
well, \$40 each, floculator drive chain and
sprocket.

CIVIL AFFAIRS BUREAU **Fire Division**

Calvin Shepherd, \$20, Emergency light.

Library-Museum

Evelyn H. Howell, \$15, Pencil stubs.

Police Division

Russell E. Oberholtzer, \$25, School bus
recognition.

Anthony Malagutti, \$20, Traffic regulations.

Morris E. Cherry, \$15, Water.

John Kozar, \$25, Sanitary protection for
policemen.

Postal Division

Joseph L. Sestito, \$20, Box rent cards.

SUPPLY AND COMMUNITY **SERVICE BUREAU** **Supply Division**

Cyrus A. Morris, \$15 each, Improvement
of IBM room and substitution on form.

Warren D. Marquard, \$100, Stock control.

Ashton D. Worrell, \$15, Unloading ramp.

Eugene A. Johnson, \$15, Accident protec-
tion.

George E. Shoemaker, \$15, Self-checking
numbers.

HEALTH BUREAU

Gorgas Hospital

Margaret C. Yerkes, \$25, Littering high-
ways.

Coco Solo Hospital

Alfredo Archibald, \$20, Glo-colored vest.

Fred L. Workman, \$25, Anti-panic lights
in elevators.

Earl L. McClean, \$15, Bags.

Luis E. Wong, \$25, Gamboa dispensary.

STAFF UNITS

Mabelle B. Walker, Administrative Branch,
\$15, Decals of Canal Zone seal.

Joyce H. Boatwright, Executive Planning,
\$15, Cafeteria conveniences.

María Hernández, Office of the Governor,
\$15, Pictures of governors in rotunda.

Eloise Smith, Office of the Secretary, \$15,
Standard hole punching.

Henry M. Winter, Safety Branch, \$15,
Soap tissues in first aid kits.

TRANSPORTATION AND TERMINALS **BUREAU**

Railroad Division

Chris E. Haywood, \$15, Gasoline station
hours.

Arthur B. Rigby, \$15, Safety hazard at
Miraflores bridge.

Terminals Division

Joe R. Sanders, \$25, Man overboard
ladders.

PERSONNEL BUREAU **(Director's Office)**

Nina J. Jenkins, \$20, Handling of national
emblem.

Carlos M. García de Paredes, \$15, Index to
new book titles.

OFFICE OF THE COMPTROLLER **(Accounting Division)**

Helen T. Kat, \$20, Labor distribution.



Faculty members of the Canal Zone Junior College pictured above are, front row, left to right: Subert Turbyfill, Mrs. Mary Journeay, Dr. Dorothy Moody, Miss Margaret Gately, and Kenneth Vinton; second row: Shephard Clark, Morris Finkelstein, Charles R. Bowen, DeWitt Myers, Dr. Kenneth Lake, and Donald Musselman; back row: Dr. James Johnson, Dr. Charles L. Latimer, Jr., Dean of the College, and Clarence Vosburgh. (Photo by Scott Wellman.)

FOR JUNIOR COLLEGE FACULTY:

More Recognition

THE CANAL ZONE Junior College has a distinction shared by only a handful of colleges and universities:

Every full-time instructor has been accepted for membership in the American Association of University Professors. Few institutions share this distinction, as requirements for AAUP membership demand at least a master's degree plus 3 years of teaching experience at the college level.

The 100 percent acceptance is unique evidence of the training of the faculty members and also is recognition of the high standards of selection for teachers in the Canal Zone Junior College.

C.Z.J.C. has been accepted by the American Association of Junior Colleges since shortly after its establishment almost 30 years ago. It was fully accredited by the Middle States Association of Colleges and Secondary Schools more than 20 years ago. This latest honors listing with the American Association of University Professors stands as a third type of recognition.

The association, a national ethical and professional organization for teachers in

higher education, corresponds to the American Medical Association for doctors and to the American Bar Association for lawyers. It is the recognized national professional organization for college teachers.

For some years a few of the faculty members of the junior college have been accepted as members of the AAUP. Last March a Canal Zone Chapter of the association was officially launched when Lt. Gov. W. P. Leber presented the charter from the national organization. Officers of the Canal Zone Chapter are: Mr. Turbyfill, president; Mr. Bowen, vice president; and Miss Gately, secretary.

The national association has headquarters in Washington, D.C. It is a constituent member of the American Council on Education and member of the International Association of University Professors and Lecturers. Independently and in cooperation with other organizations, it has sought the formulation, recognition, and observances of principles and practices necessary to the free quest for knowledge.



Motorists entering Panama find a paved highway and beautiful new bridges from the Paso de Canoas frontier point to the town of Concepcion and on beyond the city of David in Chiriqui Province. In the Puerto Escondido area, paving is under way, but traffic moves daily. East of this vehicles must swing out to the scenic coast road which will be by-passed when the shorter, official route is finished. At Santiago, concrete starts again, stretches all the way to the Canal.

EVERY MONTH the Inter-American Highway from Texas to the Canal moves a notch nearer the goal: a hard-topped, two-lane 3,142-mile road all the way through Middle America.

Last fall, the U.S. Congress allocated \$32 million to be matched with \$16 million pledged by Guatemala, Nicaragua, Costa Rica, and Panama for completing some sections and paving others to provide an all-weather road.

Year-round access already is an accomplished fact. Some links are rough and unpaved. Others are subject to slides. Along some stretches vehicles travel by roads that will not be the route of the finished highway.

The U.S. Bureau of Public Roads has provided technical guidance for the entire Inter-American project.

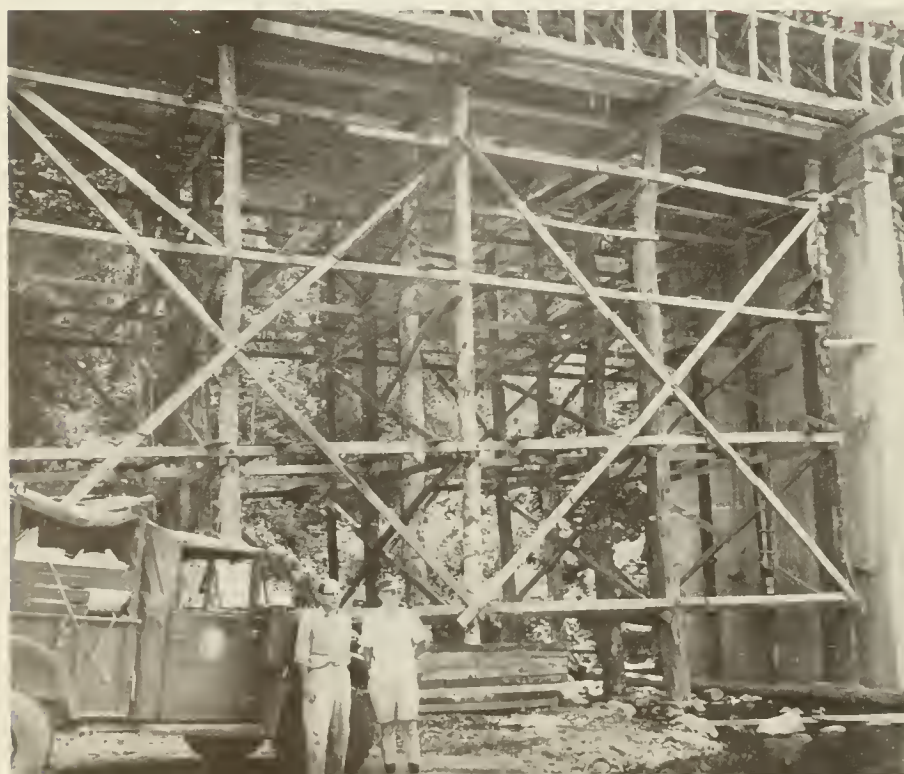
One of the most troublesome links put through in recent years was that in Costa Rica near the Panama border. It required 44 modern bridges, including many with steel-truss spans. As late as last May, motorists had to ford 19 rivers. Now all streams are bridged, either temporarily or permanently. But an incomplete approach to one bridge still requires a shallow ford.

Cars from Mexico, Canada, and Cali-

A Profile:

INTER-AMERICAN HIGHWAY

Travelers pause under the fresh-cut scaffolding providing temporary support for one of the big new concrete-piered bridges in Costa Rica.



fornia-to-Vermont have been rolling into Panama from Costa Rica. They visit tourist sites in the Interior and the terminal cities, and on the Canal Zone. Some motorists head straight for Miraflores Locks on arrival.

Many Canal people already have driven over all of the road or parts of it, and others plan to do so.

Since 1937, when the "Road to the States" became a committed project, Canal employees have been among the highway's pioneers at road-rut level, and enthusiastic boosters in the United States and elsewhere.

The Canal itself has lent encouragement and informal aid to the venture.

Another Zone-based agency has contributed steadily to the physical layout of the highway. This is the Inter-American Geodetic Survey, which has headquarters at Fort Clayton. It is attached to the U.S. Army Caribbean.

IAGS has made its mapping skills available when called on to provide terrain data often useful in the selection

of detailed routes, for bridges or road grades.

Here's a profile on what the highway is like today:

Of Panama's 321-mile stretch from the capital city to Costa Rica, some 205 miles are paved with concrete. The paved links on the eastern end are from Panama City to Santiago, and on the western end from the Costa Rican border to a point in the Puerto Escondido area (see map). This leaves, in the central provinces, somewhat more than 100 miles of rough-surfaced road requiring slow vehicle speeds.

Part of the jiggly and often dusty going follows the route of eventual paving, but most of it lies along the winding coastal route of the old National Highway. This sector now has some dramatically beautiful lookout points toward mountains and sea. It will become a secondary road when the new and shorter route is built.

Some 28 miles of the new alinement are neither under construction nor contract. The United States commitment made last fall included \$7.2 million in matching funds for building this, and for paving another 35 miles now partially constructed, but not open to traffic, between Santiago and El Pajal.

The basic United States agreement with the Central American countries and Panama was to provide two-thirds of the cost of a hard-surfaced (black-topped) road.

In Costa Rica, surfacing with asphalt will be done on more than 150 miles of the that country's 410-mile link. About 206 miles already are paved. On the 17-mile section that rises to cross the 12,000-foot pass between San Isidro General and Cartago, widening and realinement are necessary, also removal of slide areas, and stabilization of road-bed. The United States allotment for this work is \$13.8 million.

In Nicaragua, only a final 28-mile section remains to be paved of the total 238 miles. United States funds of \$1 million are earmarked.

In Honduras, the entire 97-mile link is paved. The same is true of El Salvador's 126 miles of highway.

In Guatemala, some \$8.2 million of the United States allocation will be spent for 170 miles of roadwork. Most of this will go into the 95 miles between the Mexican border and San Cristobal.

In the past, this sector often has been closed by slides. Work will involve removing these, building revetments, base construction, widening, and eventual paving. Currently some 158 miles of Guatemala's 313-mile road are paved.



Spanning the Rio Chiriqui Viejo is this new 4-span structure which is one of the first bridges crossed by tourists who enter Panama from Costa Rica.

Mexico has built all of her road without foreign aid. Only some 60 miles of the total 1,587-mile stretch between Guatemala and Laredo, Tex., are not black-topped or concrete.

Hotels, pensiones, or motels are adequate or better throughout Mexico and in capital cities along the route. Motorists are cautioned not to try to make the trip too fast. And regardless of maps, it is wise to check on local conditions with the tourist commission in each country visited—before any trip.

To the east of the Canal lies the last uncut area dividing the road systems of North and South America. This is the Darien Gap in eastern Panama and western Colombia, through which no traffic can pass.

The United States has appropriated \$2 million of the \$3 million cost of a detailed engineering survey on which

the route most desirable for such a road may be based, and to determine cost estimates. Preliminary studies reportedly are to start this year.

No funds have been appropriated to build roadways to span this approximately 450-mile gap through mountains and river-slashed jungles. At rough preliminary estimate, \$100 million would be required to do so.

To underline the usability of the Inter-American Highway from the Canal to the continental United States, it is planned to assemble a bus motorcade in Panama in mid-April to transport officials, businessmen, and others along the road as far as Mexico City.

From there, the group is expected to travel by plane to Detroit, New York, and other centers before going to Washington for the ninth Pan American Road Congress.

In good weather the Rio Corredo, in Costa Rica not far from the Panama border, is shallow enough to be forded. But a year-round all weather crossing for the Inter-American Highway required a steel-truss structure on foundations sturdy enough to withstand the freshets that sweep down from the Talamanca Range.



PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between December 5 and January 5 are listed here. Within-grade promotions and job reclassifications are not listed.

ADMINISTRATIVE BRANCH

Mercedes T. Palomeras, Clerk-Stenographer, from Balboa Bridge Project.
Stephen W. Thorne, Title Printer to Leader (Printing).

CIVIL AFFAIRS BUREAU

Police Division

Henry C. DeRaps, Police Sergeant, Class 3, to Police Sergeant, Class 4.
Emmett A. Collins, Police Private to Police Sergeant, Class 3.

Division of Schools

Lucile G. Feeney, Substitute Teacher to Elementary and Secondary School Teacher.
Wilfred G. Earle, Leader Heavy Laborer to Leader Maintanenceman.
Stanley M. Hawkins, Roy Fleming, Leader Laborer Cleaner to Lead Foreman Laborer Cleaner.
Nicolás Barria, Utility Worker, Supply Division, to Laborer Cleaner.

ENGINEERING AND CONSTRUCTION BUREAU

Electrical Division

John B. Corliss, Jr., Electrician to Test Operator-Foreman (Electrical Power System).
Jose Dixon, Utility Worker, Supply Division, to Helper Electrician.

Dredging Division

Scott J. McKay, Chief Engineer, Towboat or Ferry, Navigation Division, to Chief Engineer, Towboat.
Jesse De W. Tate, General Foreman Electrician to Chief Foreman (Electrical Navigation Aids).
Howard Green, Leader Navigational Aid Maintanenceman to Leader Maintanenceman (Distribution Systems).
LeRoy A. Cooper, Edmond C. Elliot, Clerk-Typist to Supervisory Timekeeper.
Anderson G. Dow, Clerk to Procurement Clerk.
Oscar S. Green, Clerk to Property Record Clerk.
Sidney A. Richards, Harold G. Walkes, Clerk-Typist to Timekeeper.
Everton R. Archbold, Bertram M. Ramsey, Homer E. Welsh, Clerk to Timekeeper.
Rudolph A. Richards, Clerk to Launch Dispatcher.
Luis G. Fields, Leader (General) to Leader Maintanenceman (Distribution Systems).
Victoriano Carrión, Navigational Aid Worker to Maintanenceman Distribution Systems.

Maintenance Division

Agustín Carrera, Cement Finisher (Limited), Locks Division, to Cement Finisher.
Aureliano Bejarano, Heavy Laborer to Pipelayer.
Dionisio Navas, Laborer Cleaner to Heavy Laborer.

HEALTH BUREAU

Dr. Edward W. Healey, Hospital Resident (2d Year), Gorgas Hospital, to Medical Officer (General Medicine and Surgery), Coco Solo Hospital.
Elizabeth M. Hayden, Staff Nurse (Medicine and Surgery), Gorgas Hospital, to Head Nurse (Psychiatry), Corozal Hospital.
Edward T. A. Sterrett, Laborer Cleaner, Electrical Division, to Nursing Assistant (Leprosy), Palo Seco Leprosarium.
Andrés Barria, Laborer (Heavy-Pest Control), Division of Sanitation, to Animal Caretaker, Division of Veterinary Medicine.
Jorge Torres, Hospital Attendant to Ward Service Aid, Gorgas Hospital.

MARINE BUREAU

Navigation Division

Andrew Stohrer, Pilot to Senior Assistant Captain of the Port.
Kenneth S. Roscoe, Richard C. Sergeant, Pilot to Assistant Captain of the Port.
Preston M. Trim, Jr., Marine Traffic Controller to Supervisory Marine Traffic Controller.
Carlos L. Irumluig, Seaman, from Dredging Division.
Dixie P. Bender, Towing Locomotive Operator to Lock Operator (Iron Worker-Welder).
George N. Stone, Machinist to Lock Operator (Machinist).
Bernardino Berrio, Andrés Bonilla, Luis A. De Lo Ríos, Melanio Moreno, Painter (Maintenance) to Painter.
Carlos Ortega, Asphalt or Cement Worker to Cement Finisher (Limited).
Humberto B. Stelle, Laborer Cleaner, Division of Schools, to Line Handler.
Vincent A. Williams, Utility Worker, Supply Division, to Line Handler.

Industrial Division

Nathaniel A. Daley, Foundry Chipper to Melter.
Alfred Braithwaite, Laborer Cleaner to Laborer.

OFFICE OF THE COMPTROLLER

Diamantina E. Davis, Office Machine Operator to Bookkeeping Machine Operator, Accounting Division.

SUPPLY AND COMMUNITY

SERVICE BUREAU

Supply Division

Clarence W. Kilbey, Service Center Assistant Superintendent to Service Center Superintendent.
Henry J. Chase, Administrative Officer to Service Center Assistant Superintendent.
Rutherford P. Rivet, Jr., Guard, Locks Division, to Service Center Supervisor.
George A. Mercier, Restaurant Manager (Caterer), to Graduate Intern (Business Administration).
Francisco A. Bravo, Clerk to Accounting Clerk.
Gertrude M. Patten, Clerk-Typist to Clerk.
Clifton O. Bailey, Messenger to Timekeeper.
Frederick D. Simmons, Utility Worker to Cash Clerk.
George M. Weeks, Heavy Laborer to Clerk.
Robert C. Husband, Heavy Laborer to Messenger.

Stanford M. Clement, Stanley W. Simmons, Heavy Laborer to Warehouseman.
Ralph E. Holder, High Lift Truck Operator to Heavy Leader Laborer.
McVim L. Gibbs, Utility Worker to Truck Driver.
Phil E. Rowland, Utility Worker to Messenger.
Alvin Girdwood, Utility Worker to Counterman.
Harold C. Blackman, Utility Worker to Sales Clerk.
Beryl Wright, Counterwoman to Food Service Sales Checker.
Thelma F. Ward, Counterwoman to Sales Clerk.
Carlton Dawkins, Waiter to Heavy Laborer.
Byron Dixon, Waiter to Counterman.
Clifford A. Hinds, Bus Boy to Utility Worker.

Community Services Division

Concepción Barrios, Albert E. Watson, Lead Foreman (Grounds Maintenance Equipment Operator) to Lead Foreman (Grounds).
Darrington A. Moss, Heavy Laborer to Lead Foreman (Grounds).
Remigio Sanjur, Grounds Maintenance Equipment Operator to Animal Caretaker.
Florentino Duarte, Gregorio Sánchez, Laborer to Animal Caretaker.

TRANSPORTATION AND TERMINALS DIVISION

Terminals Division

Glendora A. Dorsey, Cargo Claims Clerk to Cargo Claims Assistant.
Theodore L. Kaufer, Liquid Fuels Gager to Leader Liquid Fuels Wharfman.
Joseph F. De Costa, Stevedore to Leader Dock Stevedore.
Teodomiro Erique, Water Service Man to Leader Line Handler.
Leonard Baldonado, Line Handler to Carpenter (Maintenance).
Oscar Aguilar, Luis C. Mark, Line Handler to Stevedore.
Alfonso S. Aribio, Ernest L. Reid, Line Handler to Water Serviceman.
Aubrey O. Hall, Vincent J. Hall, Julio Valverde, Dock Worker to Stevedore.
Celestino Ramírez, Dock Worker to Line Handler.
Leonard Richard, Utility Worker, Supply Division, to Cargo Marker.
Napoleon B. Ashby, Service Station Attendant, Supply Division, to Cargo Marker.
Motor Transportation Division
Cleveland H. James, Motor Vehicle Dispatcher to Supervisory Motor Vehicle Dispatcher.
Antonio Flores, Helper Tire Rebuilder to Truck Driver.

OTHER PROMOTIONS which did not involve changes of title:

W. Allen Sanders, Whitney E. Smith, General Attorney, Office of General Counsel.
Lawrence Barca, Jr., General Engineer, Locks Division.
Robert L. Rankin, Marine Traffic Controller, Navigation Division.

Ethel W. Brown, Statistical Clerk (Stenography), Office of the Director, Marine Bureau.

Doris J. Clendenon, Time, Leave, and Payroll Clerk, Accounting Division.

Dudley G. Jones, Gardener (Management), Community Services Division.

Elaine E. Heyd, Clerk-Typist, Coco Solo Hospital.

Ruby C. Smart, Clerk-Typist, Division of Schools.

Calvin Thompson, Clerk-Typist, Terminals Division.

Virginia A. Peterson, Clerk-Typist, Community Services Division.

Stephanie Gordon, Clerk-Typist, Supply Division.

Cynthia Forbes, Clerk-Typist, General Manager's Office, Supply Division.

Ernesto M. Stewart, Clerk-Typist, Dredging Division.

Reno G. Patrick, Lifeguard, Division of Schools.

Alejandro Gerald, Héctor F. H. McCarthy, Hatén C. Springer, Timekeeper, Locks Division.

Alvin L. Cameron, Edwin P. Carson, Carl DaCosta, Alberto H. Dogue, Cecil J. Dutton, Herman G. Edwards, William H. Foster, Aurelio J. Llorach, Pablo E. Ramos, Randolph F. Simmons, Timekeeper, Terminals Division.

Facundo Villarreal, Surveying Aid, Engineering Division.



Two members of the survey boat crew lower a 9-foot pipe drag used to test the nature of any obstruction found. Devices are on board to procure samples of bottom if necessary.

HOW TO DEVELOP THAT GOOD IDEA

1. Don't try too hard. Don't overreach, trying to develop ideas in areas with which you're unfamiliar.

2. Concentrate on small suggestions. Big ideas are fine, but there just aren't as many of them. And smaller awards can count up fast.

3. Don't assume that someone else has already thought of your idea. Someone has to be first. Why not you?

4. Jot down half thought-out ideas, even if only sketchy notes. Otherwise you may forget. You can work out details later.

5. Check out your suggestion thoroughly, especially if it involves more than your area. There may be problems you aren't aware of.

6. Supervisors can help develop ideas fully. You may have only an inkling of the scope. Your supervisor can point out all possibilities.

7. Let your imagination go when developing ideas.

8. Don't be afraid to turn in ideas that come out of informal group discussions. You can share the award, but turn in the idea!

'Sweeping' The Canal

(Continued from p. 5)

the lump. Meanwhile, the obstacle is reported to pilots guiding ships through the Canal, and, if necessary, it is marked with a buoy.

During rainy season, when the level of Gatun Lake remains high, the morning patrol from Gamboa to Pedro Miguel on the centerline usually is sufficient. In the dry season, when the lake level is lower, there may be as many as three or four trips during the day or night covering the sailing lines on each side of the channel as well as the area under the centerline.

Information obtained is telephoned to the Marine Bureau before shipping enters the locks, usually at 7 a.m. In order that the *Shad* crew can be sure the recorders report the correct information, they are checked out at regular intervals by means of a strange looking crow's foot device (see page 1). This flat metal instrument was developed to determine the accurate depth recorded by the transducers. It is lowered to approximate bottom at a known depth.

If there is a discrepancy, an adjustment is made.

After the regular daily survey is completed, the men aboard the *Shad* have by no means completed their day's work. They return to the Survey Branch headquarters at Pedro Miguel and carry on other routine duties.

The survey boat with its battery of electronic instruments also is used on a standby basis when there is blasting in the Cut or when it is necessary to measure the depth of the bottom of the channel in any other part of the Canal.

Not long ago, the equipment-laden *Shad* was taken to Balboa Harbor to help determine the position of a sand barge which sank after a collision with an oil tanker.

The work being done by the *Shad* is so important that another Dredging Division launch is being fitted with similar equipment and will be used during busy times as a spare or in conjunction with the *Shad*.

CANAL HISTORY

50 Years Ago

EXCAVATION FOR THE Atlantic approach to the Gatun Locks disclosed, at about 150 feet beyond the lower end of the locks proper, a sharp dip in the rock on which the center guide wall was to rest. It was decided to build the wall 200 feet shorter than was proposed in the original plans.

Rail traffic problems were of concern as work progressed on excavation at the site of Miraflores spillway. In spite of new trackage, there remained 1,050 feet of single track from the south end of Miraflores tunnel to Corozal.

Scheduling became a problem, with approximately 175 trains to pass over

the single track in 10 hours, a rate of 1 in less than 4 minutes. About 80 of these were dirt trains, the rest passenger and freight trains.

A train 940 feet long, traveling at 10 miles an hour, took not less than 48 seconds to pass clear of the single track span, and successive trains in the same direction could not pass over, with safe headway, faster than one a minute.

25 Years Ago

CANAL ZONE and Panama residents —2,000 strong—crowded the hangar line at Albrook Field to witness the history-making arrival of six new U.S. Army Air Force B-17 bombers known as "Flying Fortresses." Under the command of Lt. Col. Robert Olds, the bombers were on the last lap of a goodwill flight to South America which had taken them to Buenos Aires, Chile, and Peru. They had made the flight from Lima to Panama in only 9 hours. The planes remained here 2 days for inspection and then continued their flight to the U.S. west coast.

In Washington, D.C., Adm. William DuBose, Chief of the Bureau of Naval Construction, stated that the Panama Canal could accommodate battleships up to 60,000 tons, 980 feet in length and 108 feet in beam. He indicated that a United States fleet powerful enough to repel simultaneous attacks against both coasts may be achieved in 7 or 8 years.

Bills providing for widows' annuities and for 30-year optional retirement for Panama Canal employees were introduced into the House of Representatives.

In Panama, the Fourth Central American and Caribbean Olympic Games were held in the newly constructed Olympic Stadium.

10 Years Ago

PRICE REDUCTIONS on approximately 100 food and household items, to represent an aggregate savings of \$200,000 for customers of the Canal commissaries during 6 months, were announced. Egg prices were to be 3 and 4 cents lower per dozen and beef and sausage products were 1 to 5 cents a pound lower.

A merger of the Office of the Comptroller and the Finance Bureau of the Canal organization, with two divisions and four staff groups, was announced.

Port-au-Prince, Haiti, was made a regular port of call for Panama Line ships. No change was made on days of arrival and departure from Cristobal, but the ships left New York a day earlier southbound and arrived there a day later on northbound trips.

One Year Ago

An appeal was made to residents of the Canal Zone to conserve electrical energy because of the unusually dry weather and increasingly heavy demands for water for lockages and power generation. Water levels of Gatun and Madden Lakes were dropping much faster than desirable because of dry weather in the upper river areas supplying the basin.

The first six new Japanese-built locks towing locomotives were delivered to Gatun Locks for tests. More than twice as powerful as the old locomotives, they also are faster, an important factor in increasing the number of lockages possible in a day.

Work on construction of 30 family units, the first of 119 family quarters scheduled for Canal Zone Pacific side communities, was started in Los Rios and Corozal.

RETIREMENTS

RETIREMENT certificates were presented at the end of December to the employees listed below, with their positions at the time of retirement and years of Canal service:

Eduardo Blandon, Stevedore, Terminals Division; 3 years, 20 days.
Joseph M. Cooke, Supervisory General Engineer, Engineering Division; 7 years, 8 months, 9 days.
Felipe M. Dávila, Painter, Maintenance Division; 32 years, 10 months, 16 days.
Ralph Dugan, Jr., Police Private, Police Division; 16 years, 6 months, 18 days.
Burnett Garero, Heavy Truck Driver, Maintenance, Division; 22 years, 10 months, 2 days.
Alfred R. Graham, Staff Nurse, Medicine and Surgery, Gorgas Hospital; 18 years, 6 months, 25 days.
Gerald J. Jerome, Leader, Heavy Labor, Dredging Division; 46 years, 2 months, 11 days.
Jose Johnson, Washman, Ancon Laundry; 22 years, 18 days.
Harold Palmer, Clerk Checker, Railroad Division; 33 years, 2 months, 11 days.
Albert L. Pope, Inspector, Carman, Wood and Steel, Railroad Division; 17 years, 1 month, 23 days.
Rudolph W. Rubelli, Pilot, Navigation Division; 22 years, 6 months, 18 days.
Anthony M. Smith, Extractor and Tumblerman, Ancon Laundry; 25 years, 4 months, 12 days.
Paul S. Stewart, Police Private, Police Division; 25 years, 7 months, 6 days.
Joseph C. Stokes, Carman, Wood and Steel, Railroad Division; 9 years, 1 month, 25 days.
Jasper Wilmoth, Helper Marine Machinist, Dredging Division; 21 years, 8 months, 10 days.

Be Careful-- Not a Statistic

ACCIDENTS					
FOR THIS MONTH AND THIS YEAR					
DECEMBER		CASES		DAYS ABSENT	
ALL UNITS		'62	'61	'62	'61
		243	259	9	4
YEAR TO DATE		2940	3547 (699)	128	131 (4)
				11163	19233 (95)

() Locks Overhaul injuries included in total.

ANNIVERSARIES

(On the basis of total Federal Service)

40

ADMINISTRATIVE BRANCH
 Jean J. Sablo
 Storekeeping Clerk, Printing
 Plant

CIVIL AFFAIRS BUREAU
 Carl W. Hoffmeyer
 Clerk, Mail Handling
 Unit

**ENGINEERING AND
 CONSTRUCTION BUREAU**
 Hubert C. Agard
 Painter
 Alfredo C. Casal
 Paver

MARINE BUREAU
 Noble A. Phillips
 Planner and Estimator
 Christian S. Skeie
 Towing Locomotive Operator
 Charles H. Arington
 Guard

**OFFICE OF THE
 COMPTROLLER**
 George T. Darnall, Jr.
 Valuation Engineer, General
 Wilmer L. Downing
 Payroll Systems Officer
 Richard W. Fuller
 Supervisory General Claims
 Examiner

**SUPPLY AND COMMUNITY
 BUREAU**
 Warren D. Marquard
 Commissary Store Manager
 Henrietta L. Martin
 Laundry Checker
 Josephine L. Orville
 Garment Presser

**TRANSPORTATION AND
 TERMINALS BUREAU**

Donald O. Zobel
 Truck Driver

CIVIL AFFAIRS BUREAU

Fitz A. Barnes
 Photographic Laboratory
 Technician
 Crispin S. Mayers
 Detention Guard
 John H. West
 Senior High Teacher, Latin
 American Schools
 Daniel Pineda
 Laborer Cleaner

ENGINEERING AND CONSTRUCTION BUREAU

Leslie O. Anderson
 Supervisory Construction
 Representative (General)
 Marguerite Runk
 Clerical Assistant, Typing
 Robert H. Elliott
 Launch Operator
 Laureano Hidalgo
 Boatman
 Ernesto Pomare
 Boiler Tender
 Tomás Velásquez
 Seaman

HEALTH BUREAU

Amy McFarlane
 Formula Room Attendant
 Emilio Rodríguez
 Nursing Assistant, Medicine
 and Surgery
 Syble M. Taitt
 Pantry Worker, Special Diets
 Edna C. Tullis
 Nursing Assistant, Medicine
 and Surgery
 Marquesa H. Francis
 Cook

MARINE BUREAU

Everett White
 Guard
 Bernardino Berrio
 Maintenance Painter
 Joseph Butcher
 Helper Lock Operator
 Thomas Carr
 Deckhand
 Vernon A. Charles
 Helper Machinist
 Manuel Cobo
 Boatman
 Granville E. Downer
 Deckhand Boatswain
 Calixto Goliz
 Helper Lock Operator
 Randolph C. Hunt
 Mine Handler
 Carlos A. McNamee
 Deckhand Boatswain
 F. A. Meléndez
 Helper Lock Operator
 Errington Morris
 Deckhand
 Gilberto Morales
 Helper Lock Operator
 José M. Ozuna
 Helper Lock Operator
 Andrés Payán
 Deckhand
 Virgilio Portillo
 Helper Lock Operator
 Stanley Price
 Deckhand
 Leofanor Renterías
 Launch Seaman
 Jorge Urriola
 Painter
 Paul H. Zimmerman
 Lead Foreman, Marine
 Machinist

SUPPLY AND COMMUNITY SERVICE BUREAU

Luis E. Ceballos
 Service Center Supervisor
 Martindale Coombs
 Utility Worker
 Doris I. Corbin
 Baker
 Maria D. Gil
 Garment Presser
 Hildred G. Gooden
 Utility Worker
 Enid E. Herbert
 Utility Worker
 Hubert G. Hunter
 Laborer Cleaner
 Clover Jamieson
 Shirt Presser
 Mary L. John
 Countervoman
 Emily R. Malcolm
 Retail Store Sales Checker
 Ella Jean Maynard
 Sales Section Head
 Lucille McLeod
 Countervoman
 Myrtle E. Monroe
 Stock Control Clerk
 Manuel T. Mosquera
 Garbage Collector
 Angela L. Price
 Sales Clerk
 Alberto Torres
 Laborer Cleaner
 Víctor Valdés
 Garbage Collector

TRANSPORTATION AND TERMINALS BUREAU

Herbert W. Rose
 Engineer, Locomotive Yard
 Alejandro Blanco
 Truck Driver
 Edgar C. Erskine
 Cargo Checker

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Second Quarter, Fiscal Year 1963		
	1963	1962	Avg. No. Transits 1951-55
United States intercoastal-----	101	118	162
East coast of United States and South America-----	621	618	427
East coast of United States and Central America-----	112	88	143
East coast of United States and Far East-----	531	621	257
United States/Canada east coast and Australasia-----	81	68	55
Europe and west coast of United States/Canada-----	232	234	160
Europe and South America-----	300	272	116
Europe and Australasia-----	92	92	80
All other routes-----	683	653	374
Total traffic-----	2,753	2,764	1,774

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1963	1962	Avg. No. Transits 1951-55	1963	1962	Average Tolls 1951-55
July 1962-----	978	931	557	\$4,980	\$4,776	\$2,432
August-----	950	934	554	4,926	4,749	2,403
September-----	909	892	570	4,617	4,523	2,431
October-----	882	935	607	4,411	4,646	2,559
November-----	924	891	568	4,684	4,443	2,361
December-----	947	938	599	4,983	4,870	2,545
January 1963-----			580			2,444
February-----			559			2,349
March-----			632			2,657
April-----			608			2,588
May-----			629			2,672
June-----			599			2,528
Total for 6 months--	5,590	5,521	3,455	\$28,601	\$28,007	\$14,731
Fiscal year---		11,149	7,062		\$57,290	\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Second Quarter, Fiscal Year 1963					
	1963		1962		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
British-----	308	2,117,230	316	1,915,980	301	1,874,647
Chilean-----	31	174,882	38	286,785	11	66,740
Chinese-----	24	185,755	21	171,820	6	38,938
Colombian-----	63	91,331	69	110,841	38	46,028
Danish-----	72	397,934	84	372,067	58	213,240
Ecuadorian-----	16	12,890	13	16,367	36	24,934
French-----	37	189,364	33	236,800	33	147,569
German-----	280	1,000,528	261	764,020	44	92,509
Greek-----	122	1,180,611	197	1,828,709	26	219,932
Honduran-----	79	53,146	22	27,757	96	120,854
Israeli-----	26	57,516	18	103,985		
Italian-----	39	166,776	59	354,089	36	185,937
Japanese-----	221	1,333,398	211	1,204,759	67	406,764
Liberian-----	192	1,653,114	208	1,688,347	43	260,602
Netherlands-----	169	586,005	135	741,115	32	151,485
Nicaraguan-----	16	18,358			6	4,648
Norwegian-----	366	2,314,623	366	2,590,858	193	747,864
Panamanian-----	104	452,875	106	491,125	115	604,619
Peruvian-----	17	91,168	28	169,320	7	13,512
Philippine-----	18	55,523	21	109,732	5	28,915
Swedish-----	91	534,860	85	440,441	43	175,551
United States-----	419	2,622,577	426	2,560,797	539	3,225,627
All others-----	43	198,113	47	230,561	39	146,209
Total-----	2,753	15,488,577	2,764	16,416,275	1,774	8,797,124

"United States" Returning

THE HUGE luxury liner *United States* will make her second visit to the Canal February 28 as part of a Caribbean cruise. The big ship docked in Cristobal last cruise season without any trouble and spent the day while her hundreds of passengers took tours of both sides of the Isthmus. With her 990-foot length, the *United States* takes up most of one of the Cristobal piers.

Other cruise ships due here in February are the *Homeric* of the Home Line on February 10; the *Hanseatic* of the Hamburg Atlantic Line on February 6 and 25; the *Bremen* of the North German Line on February 28; and the *Stella Polaris* on February 28.

The Canadian Pacific luxury liner *Empress of England* arrived for a day's visit in Cristobal yesterday. This was the second trip to the Canal for the *Empress of England*. The first was made last year when she was on a Caribbean cruise similar to the one she is making this year.

New Shipping Service

WITH the inauguration of a new service of the Columbus Line between Australia and the eastern ports of the United States, a number of new ships will become regular Canal customers. According to an announcement made in New York, the Columbus Line will start the new service with the sailing of the *Cap Vilano*, a fast modern motor vessel, from New York the middle of February.

The *Cap Vilano* will be followed by the sailing of its sister ship, the *Cap Norte*, 1 month later, followed by the *Cap Frio* and then the *Cap Blanco*. With these four vessels, the Columbus Line will offer a monthly sailing.

Too Big For The Canal

A JAPANESE shipbuilding company recently completed another tanker which never will be able to transit the Canal. It is the *Nissho Maru*, which was launched last July and started her maiden voyage to Kuwait in October. With a deadweight tonnage of more than 130,000 tons, the ship is the largest oil tanker in the world and is considered to be of the maximum possible size for safe operation at existing terminals. She is 954 feet long, has a beam of 141 feet, a gross tonnage of 56,431, and despite her size, can travel at 16 knots.

Automated Freighters

TWO OF THE world's most automated cargo liners are making regular trips through the Canal these days on speedy voyages between Japan, the U.S. west coast and New York. They are the *Kinkasan Maru* and the *Kasugasan Maru*, sister ships of the Mitsui Line.

The *Kinkasan Maru* was built last year as the world's first automated cargo liner of her size. The *Kasugasan Maru*, which returned through the Canal in December on the second leg of her maiden voyage, has automation facilities which have been developed on a far wider scale. The ship has full automotive facilities at all three major systems; deck, engine, and electric, making it possible to operate with a crew of fewer than 35 men.

Both ships have been chopping time off the run between Japan and New York and have broken a few records for this voyage. The United Fruit Co., which handles ships of this line, says that they stop here for bunkers and sometimes for cargo.

Liners To Be Converted

THE PASSENGER liners *Himalaya* and *Orcades* of the P & O-Orient Lines will be converted this year into one-class vessels, according to reports from shipping circles. The *Himalaya* will make her first voyage after conversion in November 1963 and the *Orcades* early in 1964. Both passenger liners make occasional trips through the Canal on round-the-world voyages.

TRANSITS BY OCEAN-GOING VESSELS IN DECEMBER

	1962	1961
Commercial.....	947	938
U.S. Government.....	40	8
Free.....	9	7
Total.....	996	953

TOLLS *

Commercial....	\$4,984,677	\$4,871,708
U.S. Government	194,245	28,487

Total.... \$5,178,922 \$4,900,195

CARGO**

Commercial....	5,422,391	5,901,604
U.S. Government	78,760	20,914
Free.....	39,354	49,576
Total....	5,540,505	5,972,094

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

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Second Quarter, Fiscal Year				
	1963			1962	Avg. No Transits-1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going.....	1,439	1,314	2,753	2,764	1,774
Small°.....	45	43	88	128	267
Total commercial.....	1,484	1,357	2,841	2,892	2,041
U.S. Government vessels: **					
Ocean-going.....	46	49	95	43	148
Small°.....	24	15	39	52	71
Total Government.....	70	64	134	95	219
Total commercial and U.S. Government.....	1,554	1,421	2,975	2,987	2,260

°Vessels under 300 net tons or 500 displacement tons.

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

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Second Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Ores, various.....	1,845,254	1,932,940	1,033,433
Lumber.....	875,659	770,143	880,696
Petroleum and products (excludes asphalt).....	575,719	523,315	149,132
Wheat.....	113,073	407,950	439,626
Sugar.....	598,046	476,042	205,431
Canned food products.....	264,583	241,010	327,338
Nitrate of soda.....	168,545	221,011	327,635
Fishmeal.....	252,397	—	—
Bananas.....	249,480	282,305	199,495
Metals, various.....	276,307	288,566	184,663
Food products in refrigeration (except fresh fruit).....	224,456	161,645	125,660
Coffee.....	98,424	89,389	55,757
Oilseeds and products.....	100,870	72,178	24,015
Iron and steel manufactures.....	216,169	94,200	47,896
Pulpwood and products.....	102,450	114,560	46,525
All others.....	1,271,490	1,608,328	743,080
Total.....	7,232,922	7,283,582	4,790,382

Atlantic to Pacific

Commodity	Second Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Petroleum and products (excludes asphalt).....	2,573,482	2,201,928	901,706
Coal and coke.....	1,204,084	1,657,415	594,946
Iron and steel manufactures.....	315,295	412,248	415,441
Phosphates.....	505,660	410,623	181,170
Corn.....	352,986	120,832	31,270
Soybeans.....	539,320	374,596	128,551
Metal, scrap.....	369,570	1,067,321	14,645
Wheat.....	159,931	192,659	26,711
Cotton.....	108,596	98,388	70,788
Paper and paper products.....	96,737	100,993	97,333
Ores, various.....	186,129	205,717	17,259
Machinery.....	116,912	99,754	74,768
Flour.....	79,708	49,717	13,442
Chemicals, unclassified.....	126,187	155,971	44,132
Metals, various.....	128,044	101,511	42,135
All others.....	1,393,014	1,883,020	1,352,444
Total.....	8,255,655	9,132,693	4,006,741

Tolls: Biggest, Littlest



Super tanker *Orion Hunter* transited early in January 1962, en route to California. The 860-foot ship has a beam of 104 feet and displacement during transit was 60,300 tons. Toll was a record high \$30,446.10.



Swimmer Albert H. Oshiver transited from Gatun Locks to Gamboa December 29-30, 1962. The 42-year-old Washington, D.C., oceanographer was listed for 5-feet-5 inch length, 1-foot 3-inch beam, 1-foot depth and displacement of approximately one-tenth of a ton. Toll was 45 cents, smallest ever collected by the Canal, on a minimum 1 net ton charge, with half of the 90-cent fee rebated because he didn't go through any locks. Admeasuring Mr. Oshiver, above, is Chief Admeasurer Robert E. Medinger.

PANAMA CANAL records for calendar year 1962 show it was notable in other ways besides recording of the largest and smallest tolls (see pictures). The largest commercial cargo was listed for October 13 when the *Ore Meteor* transited, 44,900 long tons, with iron ore en route from Chile to Baltimore.

Tolls for this amounted to only \$10,836, however, contrasted with the record \$30,000-plus for the *Orion Hunter*, because the Canal tolls formula is based on ships' earning capacity, with no charge for such space as the large ballast area around a heavy, compact ore load.

The year also saw introduction of super bulk carriers, designed to carry coal one way, to Japan, and iron or grain from the west coast on the return trip. Two such ships are the *Nini* and *Sonic*, each of which transited with 40 to 45 thousand tons of coal, more than double most earlier large coal cargoes.

The surplus of shipping in the wake of the Suez crisis is evident in the load factor of ships transiting the Canal being the lowest since 1936. During the first 6 months of fiscal year 1963 traffic and tolls were up approximately 4 percent in spite of a drop in cargo of nearly 6 percent.

Before the *Orion Hunter's* transit, the top toll for a commercial ship was

\$28,021.50 for the *Sinclair Petrolore* on December 20, 1959. Largest toll charge on record for a naval ship is the \$28,838 for the battleship *Missouri*. The liner *Bremen* still ranks as the largest ship in gross tonnage ever to transit the Canal, at 51,731.

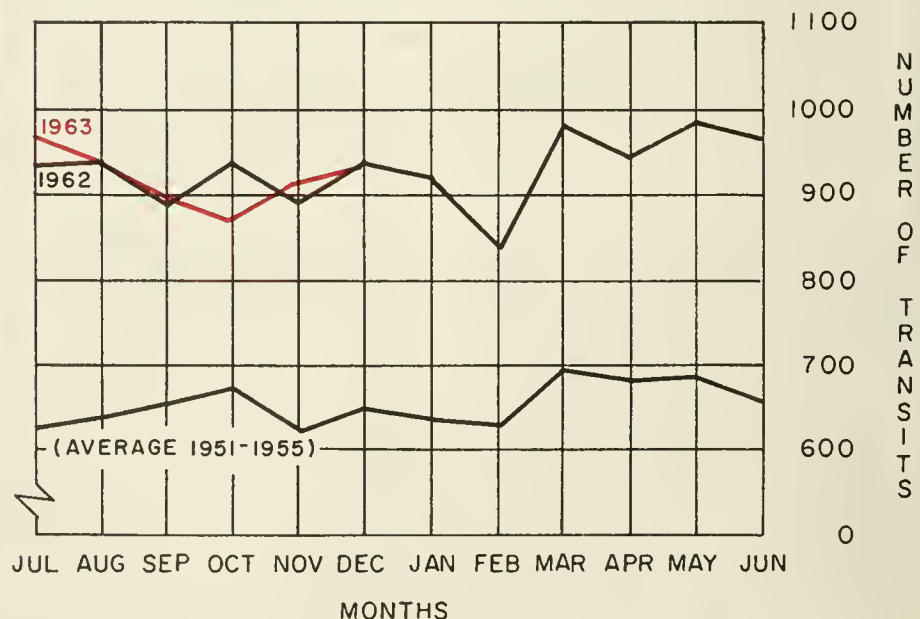
The *Orion Hunter's* gross is 39,287.

On August 6 the *Seatown*, of Refinería Panamá, S.A., made two transits in a single day, one with a load of gasoline and one in ballast.

And in November the first ship transited with crude oil from Venezuela bound for the new refinery which went on stream in Nicaragua.

The *Ore Meteor* retained listing as having had the largest commercial cargo for only 3 months, until her Liberian flag sister ship, the *Ore Saturn*, transited January 15 at 46,265 long tons, also with iron ore en route from Chile to Baltimore.

The *Ore Saturn's* draft depth also was the deepest on record for commercial vessels, measuring 37 feet 1 inch forward and 37 feet 3 inches aft, vs. a draft figure of 35 feet 3 inches for the *Ore Meteor*. Standard maximum draft for ships transiting the Canal is 36 feet 6 inches. *Ore Saturn* still was not at capacity on load, for she is capable of carrying approximately 50,000 tons of cargo.



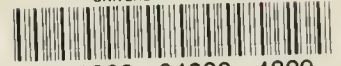
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