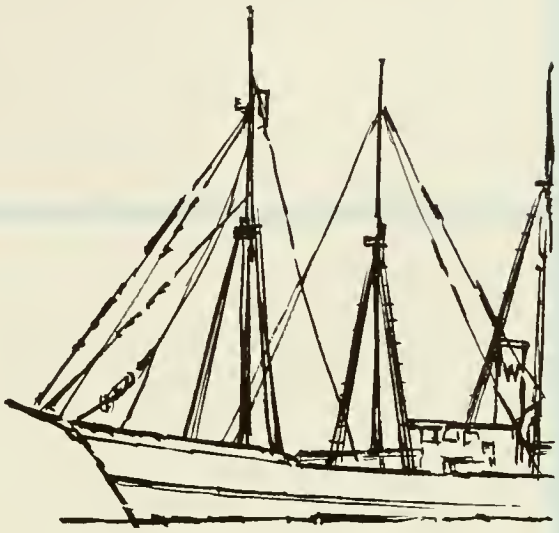
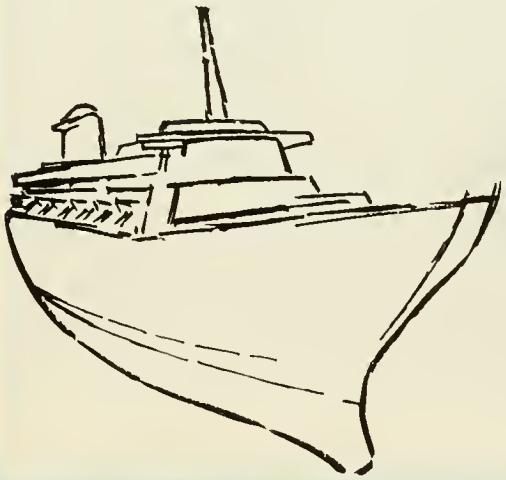
THE PANAMA CANAL REVIEW





In This Issue

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Robert J. Fleming, Jr., Governor-President

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PANAMA CANAL REVIEW

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About Our Cover

THE COVER of this Review carries the symbols of three special stories to be found on the following pages. The first is a story on Bocas del Toro, a lovely part of Panama that is more and more being "discovered" by the tourist who wants beauty, solitude and near perfect climate. One day, it may become another Acapulco, but today it is probably one of the few havens left for those who would rather collect their wits than souvenirs.

The flower is, of course, the carnation, which grows to beautiful proportions and size in the new Cítricos development near David. The company is still experimenting with various varieties, but the product is being sold in Panama City and elsewhere and is finding excellent acceptance. Growing flowers may sound like an easy proposition, but commercial development is another thing. The story furnishes details on the problems and prospects of this industry, which is the first large-scale flower growing in the Republic.

That ship of old is the famous *Roosevelt*, which came to a sad end in the waters of the old French Canal. Its story is one of the great ones in the annals of men and the sea. Admiral Robert Peary, heroic by any standards, saw in the rugged ship an opportunity to broaden man's horizon. And his adventure is one that will be told for ages. Here, the story also includes the elements of the story that are related to the Panama Canal. There are some very special pictures, some never before published, included in this story. The Review is indebted to Mrs. Marie Peary Stafford of Brunswick, Maine, for the use of three pictures from her personal album.

The last symbol is for a far more modern ship—the *Oceanic*. These days they are building absolutely everything into a ship. The *Oceanic* is representative of the unbelievable comfort and pleasure than can be built into ships that can be described as nothing else than floating palaces. But even that might be a misnomer—the palaces of old would no doubt come out a damp and musty second compared to the *Oceanic*.

There are other features, too, and all are designed with the special readership of the Review in mind. There's the one about the Rockhounds, for instance, and one that introduces you to the new Lieutenant Governor of the Canal Zone. These stories are . . . well, just start turning the pages and find out for yourself.

A mosaic of the Virgin, in the classic Italian style, made by Dolores G. Stewart, Panama Canal Executive Planning Staff statistical draftsman. Mrs. Stewart made the original drawing on paper and transferred it to plywood. Italian tesserae tile was cut by hand and glued to the plywood with contact cement as the work progressed. When all the pieces were in place, the mosaic was grouted and, finally, cleaned and then waxed. The mosaic, truly a work of art, took Mrs. Stewart 1 year to make.

Index

Visit Bocas del Toro, An Uncut Tropic Gem

Visitors arrive by launch on the historical island of Bastimentos, where Columbus is said to have landed on his fourth voyage in 1502.

THE FIRST "tourist" to visit Bocas del Toro was disappointed.

But of course he wasn't looking for an ideal vacation spot with miles of unspoiled beaches, sheltered coves, and crystal-clear water. Columbus was interested only in a new route to the Orient. When he sailed through the passage known as La Boca del Dragón into a spacious island-studded bay on the Atlantic coast of Panama he was convinced he had succeeded in his long quest for a strait that would lead him to Cathay. That was in 1502, when the Great Navigator made his fourth voyage to the New World.

Today, 463 years later, modern-day travelers with a taste for sunning, surfing, or skindiving are rediscovering this tropical paradise off the beaten tourist track. The capital of the Province of Bocas del Toro, a picturesque community of some 2,500 inhabitants, lies on the southern end of one of the islands of the great bay, now called Almirante in honor of Columbus.

Linked to Panama City and David by daily air service, the island capital is beginning to attract small numbers of tourists, and travel experts are predicting that the area may some day become a plush resort comparable to Mexico's Acapulco. *(See p. 4)*

An excellent crescent-shaped beach stretches for miles on the island of Bocas del Toro.

Bocas del Toro, An Uncut Gem

(Continued from p. 3)

A group of local civic leaders has formed a tourist cooperative and with the aid of two young Peace Corps volunteers stationed in Bocas, have promoted several package tours to the city.

The all-expense excursions include roundtrip airfare from Panama City or David, hotel accommodations, all meals, beach parties, sightseeing trips, and dances.

The National Tourist Institute of Panama has declared the area a tourist zone and is now making efforts to interest investors in building modern hotels.

Accommodations at Bocas are still rudimentary, but very modestly priced. A single room at the Copa Hotel or one of two pensiones—the Plaza and the Bombay—costs only about $1.50 and doubles are priced at $2.50.

Water sports are the main attraction.

Skin and scuba diving are popular in Bocas. Compressed air is available through a local diving club.

There are boats available for hire at about $8 for a full day of excellent fishing or skindiving at one of the many reefs. Arrangements also may be made for water skiing in the calm lagoon waters.

Among sightseeing goals is a stalactite cave in which an American priest is said to have seen an apparition many years ago. To sanctify the spot, he built several religious images at the entrance of the cavern and held mass there each Sunday until his departure from Bocas.

Seafood is of course abundant and good. Turtle steak, fish, and the famed Bocas del Toro lobsters are served at the airport restaurant, only a 5-minute walk from the hotel.

Good buys in Bocas are tortoise shell articles, stuffed turtles, and decorative fish heads mounted on varnished wall plaques.

Though there are excellent beaches on practically all the islands of the Bocas Archipelago, including a beautiful crescent-shaped beach on the capital island, perhaps the most spectacular of all is on historical Bastimentos, about 30 minutes from the back porch of your hotel by motor launch.

Stretching for miles along the north coast of the island of Bastimentos, where Columbus is said to have come ashore, is a fine sand, surf-swept beach lined with coconut palms. Lack of docking facilities, combined with a heavy Caribbean surf, make it dangerous to approach the beach by boat directly from the ocean. But the 2-mile walk from the sheltered side of the island is well worth the trouble. The huge rolling waves make it an ideal spot for surfboard enthusiasts.

Though Spanish is of course the official language in the city of Bocas del Toro, history and heritage have combined to make it an English-speaking community as well. Among the early colonizers of the area were three pioneering families, one British and two American, who settled in Bocas with their slaves. Following a violent disagreement, the families decided to separate. The Browns, one of the American families, settled on the island of Carenero, at a spot now known as Brown's Point. The other American family, called Knop, set up a community of its own on the island of Cocoqui, later renamed San Cristobal. The British family, the Shepherds, went to still another island, now called Isla de Pastores (the Spanish word for shepherd). Shepherd freed his slaves who settled on the island of Bastimentos.

Today, many of the descendants of those early settlers earn their living at the banana plantations of the Chiriqui Land Co., a subsidiary of the United Fruit Co. with headquarters at Almirante, on the mainland across from the island of Bocas. The company operates regular launch service between the two communities and arrangements may be made for an interesting visit to the plantations.

Fierce looking barracuda heads are stuffed and mounted on varnished wall plaques at the docks of the Bocas del Toro Skindiving Club. Also available are lacquered stuffed turtles and lobsters.

Visitors are intrigued by La Gruta, a stalactite cave converted into a shrine by an American priest who is said to have seen a vision there.

He Sails With Students By Air

PANAMA CANAL PILOT Capt. Roy H. Rice has taken hundreds of boys and girls through the Canal, has talked to them and answered a multitude of questions about Canal operations—and has never seen one of these youngsters.

They're all airwaves friends of his, contacted when he takes off his pilot's hat and puts on his ham radio operator's hat.

His first contact with a school in the United States, via ham radio, was a Spanish class in Largo Junior High School, Largo, Fla.

He had been talking to an airwaves friend and was kidding about his daughter's cooking.

"I think teenagers do pretty good," a new voice broke in. "I'm eating some blueberry muffins right now that they made, and these are delicious."

"Where are you?" asked Captain Rice.

"In school," came the answer. "I'm the Spanish teacher in Largo Junior High School. The Home Ec class just sent up some freshly baked blueberry muffins, and I'm eating one right now during change of classes."

They talked some more, one getting more information on the background of the other, and as a result of the chat Captain Rice next found himself telling the Largo Junior High Spanish class about the Panama Canal and its operations.

The ham radio set is in the classroom of Spanish teacher Merton D. Short, who feels strongly about the many educational opportunities airwaves' contacts offer studens.

Mrs. Rice, also a licensed ham radio operator, did research on Canal history to add unusual bits of information to the Panama Canal talks. Soon they were "Roy" and "Marcy" or KZ5NN and KZ5MM, respectively, to the students in the States.

One talk given by Captain and Mrs. Rice was based on the "Gateway for World Trade" issued by the Panama Canal Information Office. That was when Captain Rice invited his airwaves friends to join him on the bridge of a vessel that he, as pilot, was taking through the Canal.

But he'd only get just so far in the Canal transit description when the classroom bell would sound, and the boys and girls reluctantly had to leave while another class filed in. Later he was informed that each class wanted to know what happened, and one class filled in another on the parts that had been missed.

"It took four class periods to go through the Canal, and some boys and girls remained after school to complete the transit," he chuckles proudly.

After that talk, the letters started coming from the children. They were written, for the most part, on lined paper from school pads and one junior high school girl apologetically added to her thanks a P.S. "Sorry this is on school paper, but around here it's the official kind."

The children wrote:

" . . . Thank you very much for the talk you gave us on the Panama Canal. I wish that I could be able to hear the parts the other classes heard because it was very interesting."

" . . . We enjoyed hearing about the Canal Zone. I think I would enjoy going there some time."

" . . . From this experience I learned many things that couldn't be found in books. I enjoyed listening to you very much and out of all the people we've talked to this year I think your talk was the most interesting."

One girl added the wish of good luck "with your ships going through the Canal."

Captain and Mrs. Rice have talked to U.S. schoolchildren on the history of the Panama Canal, on the trials and tribulations of the building of the transcontinental railroad, on the part the Isthmus of Panama played in the Gold Rush days, and on the construction of the Canal itself.

Then another school picked up the Rices' Panama Canal classroom of the air, and another, and another. Captain and Mrs. Rice have made contacts with schools in California, and North Carolina, in Texas, and in Alabama. In California, it was a science class that had a ham radio set in the classroom. They clamored to hear the Panama Canal talk, bits of which had come over the air.

Sometimes Captain and Mrs. Rice have 20 to 30 people on the air, listening at the same time and then coming in with questions. Distance is no barrier. While they were talking to Largo, Fla., once, a California school was attending the same class on the Panama Canal.

Someone motoring west through the United States wrote Captain Rice to request Panama Canal information material, and said his daughter was attending classes over the airwaves while traveling.

Three students, writing essays on the

(See p. 19)

CQ . . . CQ . . . Calling Florida. Another airwaves class is about to come to order. Subject? The Panama Canal. Teachers are Capt. Roy Rice, Panama Canal pilot, and Mrs. Rice. The pupils are thousands of miles away.

AT HIS HOUSE: DOLLS, SKATES, HIKES

Meet The New Lieutenant Governor

THE CANAL ZONE'S new Lieutenant Governor, Col. Harold R. Parfitt, and his wife share a special responsibility with all U.S. parents of children born in the Canal Zone—they, too, have to obtain a certificate of U.S. citizenship for their daughter, Karen, born 8 years ago in Paris, France. Her sister, Beverly, 6, came complete with U.S. citizenship. She was born in St. Louis.

With the arrival of Colonel Parfitt's family, the official residence of the Lieutenant Governor is alive with skates and dolls and the primary school set, replacing teenagers who had gathered there with the sons and daughter of former Lieutenant Governor Parker.

Now there's the sound of piano practice, as tiny fingers master the scales and melodies. Instead of Girl Scouts working on advanced badges and learning small boat navigation, there may be little Brownies starting up the Girl Scout ladder and little girls working on swim badges.

Karen can't remember living in France, of course, for she was under 2 when the family left. But now, at the age of 8, she had looked forward to her father's new assignment in Panama and can even speak a little Spanish, taught her before coming to the Isthmus while attending a private school in Jacksonville, Fla., where Colonel Parfitt was stationed as Jacksonville District Engineer for the U.S. Army Corps of Engineers. His responsibilities included civilian and military construction in Florida, Puerto Rico, the Virgin Islands and the Canal Zone.

The new Lieutenant Governor and his family enjoy hiking, and have been taking get-acquainted walks in the Canal Zone. Colonel Parfitt usually walks to work in the morning, home and back again at noon, and home at the close of the day. Nor does he think anything of walking down the 119-plus steps from the Administration Building to Balboa and back. Both Colonel and Mrs. Parfitt are sports enthusiasts.

He is a man of wide interests. When he looks at the Isthmian landscape with artist's eye, it's because he is an artist. When he was stationed in Japan from 1948 to 1950 as captain with the 8th Army Engineering group, he took painting lessons in his off-duty hours.

Mrs. Parfitt, the former Patricia Scully, was born in Lexington, Ky., but is one daughter of the Blue Grass country who doesn't ride. Karen, however, is infatuated with horses, as befits the daughter of even a non-riding Kentucky mother.

Although busy moving into their new home, the Parfitts managed to find time for a family photograph at their new residence. From left to right are daughters Karen and Beverly, Colonel Parfitt, and Mrs. Parfitt.

Colonel Parfitt is a combat veteran of World War II and Korea. He was wounded on D-Day during an amphibious landing on Omaha Beach. In Korea he was promoted three times and was engineer of the Second Engineer Construction Group, designing bridges to be rebuilt during the advance of Allied forces up the peninsula. In 1955-58, Colonel Parfitt was Executive Officer to the Engineer at Supreme Headquarters, Allied Forces in Europe, and he revisited landing areas on the beaches and locales last seen under enemy fire.

Colonel Parfitt recalls as one of his most interesting assignments that of U.S. Army representative in 1961-62 to the Canadian Defense College at Kingston, Canada. While at Kingston, he took an extensive trip that included the Middle East. The Canadian Ambassador to each country briefed the group on various foreign relations aspects and economics of that country.

While the Parfitts were stationed in Europe they enjoyed traveling on the continent and in England. They fell in love with the picturesque Bavarian region, motored through the Alps, stop-

(See p. 19)

A REALLY ROCKIN' HOBBY

IF YOU see someone pick up a stone and lick it, you are seeing a rockhound. Licking the stone will give the rockhound or "rockologist" an idea what the stone will look like when it's polished. The Canal Zone boasts a number of these hobbyists who see in a stone something more than just nature's castaway.

Members of the Canal Zone Gem & Mineral Society, numbering about 50, may make ocean "field" trips to the Perlas Islands in search of the lovely, milky white quartz amygdule found there in profusion. But most rockhounds, collectors of quality stones, find the beach areas and streams on the Isthmus good places for a rock hunt. They have about half a million colleagues in the United States who follow the hobby of the pick and sack.

A large number of rockhounds engage only in collecting stones. Many of these collectors, besides enjoying the thrills of a treasure hunt and the outdoor exercise, have turned the hobby into a profitable one by becoming expert lapidaries. They cut and polish stones and set them as jewelry. Not all gems are mounted in jewelry, though. Some rockhounds display gemstones in special gem cabinets. Numerous Canal Zone lapidarists have built up a valuable collection of cut and polished gems and specimens. Other rockhounds have turned their hobby into specialized craftsmanship and made rough stone into a thing of beauty—lovely enough to adorn their homes. Slabs of stone are used in making table tops, bookends, lamps, ink stands, and many other objects. Crushed gemstones of various colors and slices of highly polished agate may be glued to a flat surface making a sort of oil painting in stone—a beautiful work of art.

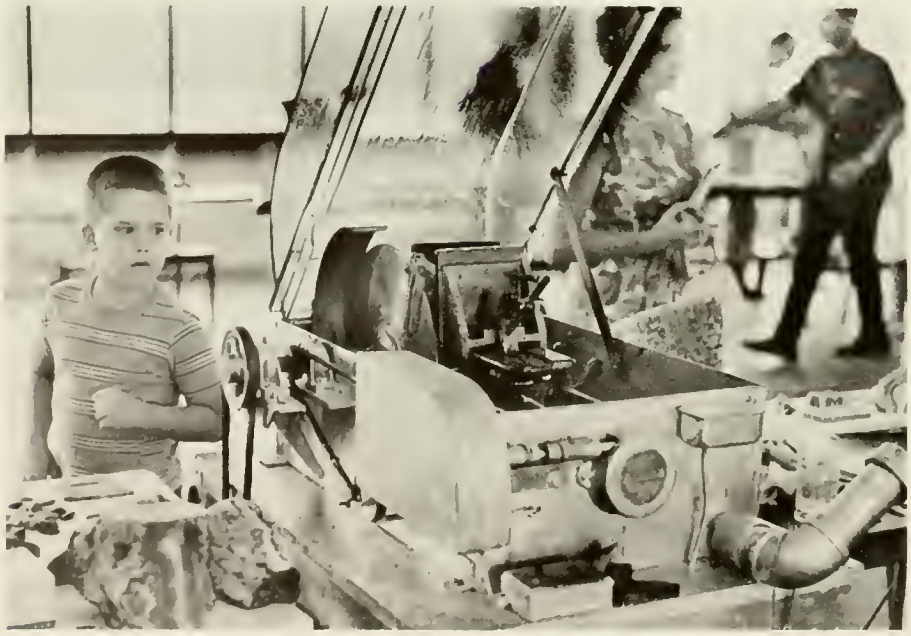
Bits of crushed rock, highly polished agate and tumbled stones, glued on a wood background, were used by Loretta Merrill to create "rock painting."

The agate is perhaps the rockhound's favorite. It is made of quartz, one of the hardest of the many minerals that make up the earth's pebbles and stones. The finest of quartz stones is called chalcedony, and agate is one of these smooth and waxy chalcedony stones. There are many varieties of agate and most of it takes on a fine polish. Some agates are glassy clear; others are tinted with smudges of white, grey, blue, or brown. There are banded agates and variegated ones with stripes that look like ripples of colored water. Moss agate contains green, yellow, brown, and other colored minerals.

Another gemstone found on the Isthmus is jasper which comes in a range of colors from purplish to all shades of brown. Jasper is opaque quartz that is hard, compact, fine grained. It takes a good polish and does not flake or fracture easily. The fields of Chame, not far from Panama City, are good hunting grounds for jasper. These, and other specimens, may be cut into all shapes and sizes. They may be hand processed or tumbled. First cut into slices on a slab saw, gemstones are cut and shaped on a grinding wheel after the desired shapes are marked from lapidary templates on the rock slabs with an aluminum pencil.

The hand process of cutting and polishing consumes hours—a painstaking job that requires a steady hand and an exacting eye. After the slab has been marked with the template, cut and ground to the approximate desired shape, it is mounted on a dop stick (a handling stick) with dopping wax (a mixture of sealing wax and lacquer). Then the stone is ground and sanded on a rough wheel in four steps using different sizes of grit.

Now it's time to polish the stones and this is done on leather or felt with polishing powders such as chrome oxide, tin oxide, or cerium oxide. Some stones



Junior rockhound enthusiast Marcel Rousseau looking at Clarence Dimmick's slab saw in operation during rockhounds' exhibit.

must be polished with a specific oxide to obtain a good finish. The next step is to remove the stone from the dop stick. This can be done by putting it in the freezer for a few minutes where the cold causes the stone to drop off. The stone is then ready to mount.

The mechanical process of shaping and polishing stones is called tumbling. Stones to be tumbled are placed in a round, hexagonal, or octagonal shaped electric powered barrel with quantities of silicone carbide grit. They are tumbled for hours and hours of continuous rotation after the stone has been hand ground to a rounded shape. The stones are tumbled for about 2 weeks in very rough grit. They are removed from the tumbler, washed, and tumbled for a week to 10 days in a less rough grit. The process is repeated with finer grit for another week or two.

Now the stones are ready for polishing. After a good thorough washing they are placed in the cleaned tumbler with chips of wood, corn cobs, or bits of leather. Again, the stones are washed and put in the tumbler with detergent for 2 or 3 days.

Finally, the last step has arrived! After cleaning, the stones, glistening like jewels, are sorted and admired—a real joy to the rockhound who may still recognize some of the rough stones he picked up at the beach.

But not all stones come out of the tumbler beautiful. The color may be only on the surface or the stone may turn out to to be too course in texture. Broken and rough stones are ground or crushed into different sizes. These are used for picture composition. An example of picture "painting" with gemstone and crushed rock are pictures made by Mrs. Robert Merrill, of Balboa.

Local rockhounds Russel Weaver, Earl Orr, Amos Bierwagan, and others make beautiful table tops using bits of crushed rock and polished slabs. The tables may sell for as much as $300 in the United States.

A relatively small number of rockhounds do faceting probably because it involves specialized machinery and mathematics. The standard faceting machine is a rather complex, precision device that is quite expensive. But it is possible to facet with a device that costs only a few dollars and a lot of hard work. Col. A. W. Stratton, Gorgas Hospital surgeon, does faceting with a device that he made for a few dollars.

The Canal Zone Gem & Mineral Society celebrated its 10th anniversary in March. The society has a lapidary workshop in Balboa for the use of its members. Several of the rockhounds have set up home workshops for the convenience of lapidary equipment.

Dr. Albert Stratton, Gorgas Hospital surgeon, at work faceting a synthetic sapphire on his homemade faceting machine.

Each year more and more people join the rock collecting hobby. Experienced rockhounds recommend that you do not go hunting alone. Wear sturdy shoes, and take along the right equipment. This includes a rock sack, a hammer (a pick may come in handy), carry a shovel, and a burlap bag. Be sure to wear goggles and gloves while digging or picking at a rock. There are always new areas and new materials to be discovered. Remember that Panama requires a license that costs $7.50 for rock hunting in the Republic. Have fun and happy hunting!

A display of jewelry made by Mr. and Mrs. Amos Bierwagen. The collection includes black agate, moss agate, banded agate, Perlas Island amygdules, petrified wood, and jasper mounted on gold plated findings.

An Industry Flowers In Chiriqui Province

PART OF THE beauty of Panama is in the lovely flowers that grow in splashes of color across the countryside. Flowers of many varieties flourish especially well in the Boquete area, because of the ideal climate and good soil in that area of Chiriqui Province.

It was natural then, that commercial flower growing started there many years ago. Until recently, though, the business was not on a large scale. Then came Cítricos de Chiriquí, S.A., a company that saw an opportunity to develop flowers into a large industry in Panama.

Cítricos is largely interested in citrus and has devoted most of its efforts to the huge citrus development at Potrerillos. But its interest in flowers was sharpened by a potential market, a crop that could be developed more quickly than citrus fruit and the desire to experiment

Carnations are grown in semi-open areas in beds that are elevated about 2 feet from the ground. This allows conditions to be controlled. Water, into which fertilizer has been dissolved, is fed through a trough. The opaque plastic above the beds is designed to filter in the right amount of sunlight. Air circulation is also controlled.

CARNATIONS: AN EXPANDING INDUSTRY

in a new field. The experimental element lies in the fact that no large-scale commercial growing of carnations and other flowers had been attempted in Panama. Roses, lilies, gladioli, and pompoms all grow in the area, but the carnation was chosen to launch the project.

A Cítricos spokesman put it this way: "The possibilities of other flowers and crops were weighed. But the climate and other conditions in the Boquete area are apparently well suited to carnations, and there is a market for them." So, in July 1963 the experimental beds were planted.

Rooted cuttings were purchased from the Akron, Ohio, area, one of the great carnation centers, and flown to nearby David. With care, these prospered. Huge, beautiful carnations grew. This past June the project planted for the third time. The first cuttings were of several varieties.

The idea was to see which would produce enough flowers to support a commercial operation. Each planting, some varieties are dropped and others added in an effort to sift out those that don't do so well, or don't produce in sufficient numbers. Those that flourish are pushed to full development.

Why some varieties yield many flowers per square foot and others only a few is sometimes hard to determine. The sure way to know is to plant, nourish, watch, keep careful records, and wait for results. Now, says Cítricos, seven varieties are proven producers and others show a lot of promise.

The program has yielded much information but many problems have cropped up. The central objective can be summed up this way: To develop a volume of quality, steady production of carnations for shipment to markets in Latin America and the United States. There is a tremendous need for quality flowers in Central America and the northern part of South America, an official said.

Panama is ideal in terms of location. San Jose, Costa Rica, can be reached by air in an hour. Bogota, Colombia, is nearby by air, as are Mexico City, Jamaica, Puerto Rico, Guatemala, Miami, and Caracas, Venezuela. The limited production so far has been shipped to Panama City, Miami, and Philadelphia; other markets will be developed as production is expanded.

A complete soil analysis laboratory is maintained by Cítricos. Information gathered on the carnation and citrus programs is evaluated after tests are made. Much information is gathered over a long period of time after comparisons are made of the various combinations of growing conditions. The experiments bring results when the best combination of factors are selected, producing a superior product under the best conditions.

The market is variable, but mostly steady. The sun, rain, clouds, and peaks of demand at certain times all are factors affecting the market. Working out shipping schedules is a major problem, too, because speed is essential in transporting a perishable product.

There were also problems in production. In 2 years, experimental growing has shown much about the preferred way of building flower beds, solving drainage problems, conquering disease and insects, and controlling air circulation. The right chemical nourishment, the angle and intensity of sunlight and the temperature are elements that had to be explored and information is still being gathered to create an ideal combination of growing factors.

But these problems are being solved and Boquete is proving to be a good area for the carnation. The night temperature is rarely below 52 or so. Daytime temperature is a little high when it reaches a maximum of 80 at the growing altitude of 3,000 feet. Still, it is within acceptable limits. A square foot of Cítricos flower bed will produce 45 to 55 flowers a year, 10 more than in top grade U.S. production centers. A measured amount of fertilizer is fed to the plants. Machinery is used to inject the fertilizer into a controlled amount of water. All growth factors are recorded and a work force of about 15 men is employed in the covered carnation bed area.

Eventually, the project may grow to 10 acres. In flower growing, that's strictly big league, with production running to millions of flowers annually.

There are other possibilities. There is a potential for success in the growing of the bird of paradise and the eucalyptus, and perhaps other flowers, Cítricos officials say. This project, and its potential growth, means income to Panamanians and to the Republic. And it also means that another quality product can be exported with a "Produced in Panama" tag.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Fourth quarter, fiscal year 1965					
	1965		1964		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	18	34,156	11	21,165	1	5,129
British	316	2,166,896	321	1,933,448	299	1,812,242
Chilean	29	203,877	34	233,420	16	88,080
Chinese (Nat.)	38	306,008	24	224,149	9	72,660
Colombian	58	115,115	85	107,559	38	43,967
Danish	85	630,823	78	428,554	65	245,718
Finnish	11	52,203	7	40,956	1	4,880
French	60	196,557	48	154,633	31	134,662
German	282	894,227	292	818,827	57	146,661
Greek	147	1,466,141	128	1,348,116	28	249,194
Honduran	58	28,219	60	23,597	114	130,927
Israeli	19	123,430	17	59,378	------	------
Italian	56	364,862	46	259,521	36	197,097
Japanese	208	1,362,699	204	1,247,562	70	497,278
Liberian	293	3,372,101	262	2,750,368	51	333,268
Mexican	13	43,166	13	15,267	------	------
Netherlands	163	817,551	192	645,960	31	160,545
Nicaraguan	18	30,402	18	37,032	24	24,894
Norwegian	360	3,560,898	384	3,071,018	206	916,735
Panamanian	136	559,814	140	452,874	108	596,566
Peruvian	42	233,186	35	133,566	5	10,626
Philippine	22	124,091	19	70,735	5	37,985
Swedish	86	598,269	100	693,302	50	196,815
Swiss	22	18,634	21	7,339	1	10,493
United States	417	2,457,293	440	2,988,987	546	3,536,809
All Others	49	335,013	43	213,846	43	87,613
Total	3,006	20,095,631	3,022	17,981,179	1,835	9,540,844

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	1,004	944	557	$5,313	$4,898	$2,432
August	1,004	946	554	5,497	4,842	2,403
September	970	923	570	5,339	4,836	2,431
October	1,018	980	607	5,484	5,154	2,559
November	988	946	568	5,435	4,879	2,361
December	1,021	958	599	5,641	4,897	2,545
January	921	1,015	580	4,982	5,140	2,444
February	819	997	559	4,523	5,193	2,349
March	1,084	1,077	632	6,231	5,480	2,657
April	1,052	1,011	608	5,888	5,202	2,588
May	1,010	1,012	629	5,732	5,355	2,672
June	944	999	599	5,384	5,222	2,528
Totals for Fiscal Year	11,835	11,808	7,062	$65,449	$61,098	$29,969

* Before deduction of any operating expenses.

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 8 main trade routes:

Trade routes	Fourth quarter, fiscal year 1965		
	1965	1964	Avg. No. Transits 1951-55
United States Intercoastal	119	125	170
East coast of United States and South America	510	625	458
East coast of United States and Central America	144	129	123
East coast of United States and Far East	592	76	271
United States/Canada east coast and Australasia	101	512	52
Europe and west coast of United States/Canada	256	262	182
Europe and South America	353	363	124
Europe and Australasia	117	118	83
All other routes	809	812	372
Total traffic	3,006	3,022	1,835

Cayucos Add To Fun At Florida Motel

About Small Craft

A PAIR OF Panamanian cayucos are among the attractions at a beachside motel near St. Petersburg, Fla.

Fitted with outriggers to prevent overturning by stateside amateurs, the Panamanian Indian version of a canoe is available for use of guests at the motel owned by Mr. and Mrs. Thomas J. Carey. The Careys were residents of the Isthmus when Mr. Carey was an officer in the Army. They became interested in customs and the handicraft of Panama. They especially remember the ride they took in a cayuco. The cayucos were purchased from the Choco Indians, brought to the Cristobal piers, and then shipped to Florida. The hardy cedar craft will provide many hours of fun for motel guests, but to the Indians, they mean daily transportation.

Information Mission

THE COLOMBIAN vessel *Bocas de Cenizas* has started its work in waters in the Panama and Colombia area, and the 2-year study on oceanographic environment may mean better fishing when all the results are in. Operating out of Balboa, the ship is loaded with technical equipment that will record chemical, physical, and biological features of these waters. This will include water samples, currents, types of fish and other data. To discover the effect of variation in the oceanographic environment on tuna and similar types of fish will be the primary goal.

The work is being carried out through the Interamerican Tropical Tuna Commission, of La Jolla, Calif. Some analysis of chemical data will be done at Gorgas Hospital, some in the United States.

The project started in May and sailing on the first trip were Mr. James Joseph, senior scientist, Scripps Institution of Oceanography, Interamerican Tropical Tuna Commission, La Jolla, Calif.; Mr. Bert Bennett, from Canada; and Mr. Enrique Diaz, of Colombia. Although Panama is not involved in the studies, the work is being carried out partly in Panamanian waters.

Advanced Ship

THE 555-FOOT *Ciudad de Bogotá*, the second of six automated ships ordered at a total cost of $36 million by Grancolombiana Line, made her maiden appearance in New York recently. Built at the shipyard of H. S. Stucken, Sohn of Hamburg, Germany, this most advanced type merchant ship is propelled by a 14,400-horsepower diesel which will permit her to cruise at 21 knots. She is capable of accommodating 88 of the 22-foot containers, or 176 of the 10-foot containers. The container handling arrangement is the first of its kind, a highly efficient built-in system.

Four similar ships will be delivered to Grancolombiana during the next few months, bringing the total fleet to 48 ships, 32 of which are company owned. Europe-South America service has been extended to include Chile, so the ship will be using the Panama Canal. Wilford & McKay are the local agents.

A Jointed Venture

THE *STOLT LADY*, which recently began operations as a long-term charter in worldwide service, is perhaps the most unusual 19,000-ton ship afloat. The 580-foot vessel, a Norwegian tanker, was readied by a Swedish shipyard for Parcel Tankers, Inc., the leading operator of highly specialized tank vessels. This type of ship moves valuable liquid cargoes in relatively small quantities. General agents for Parcel Tankers is Stolt-Nielsen Chartering, Inc.

The ship is really two ships—the bow of one and the stern of another. The *Stolt Dagali* was cut in two on Thanksgiving Day, 1964, in a collision with the Israeli liner *Shalom* off the coast of New Jersey. The *C. T. Gogstad* broke in two after it was stranded on the Baltic coast.

The *Gogstad*'s 140-foot stern section was salvaged and the 440-foot foward section of the *Stolt Dagali* was also saved. The *Gogstad* half had the engines and the Dagali half had cargo tanks. The *Gogstad* owners purchased the *Dagali* half and experts at the Eriksberg Shipyard at Goteborg, Sweden, were able to join the two halves. The fact that the vital statistics were close made the job possible.

Cargo tanks, cargo pipelines and heating coils, as well as other gear, were replaced. The new vessel will work on one of Parcel Tanker's main trade routes: Europe-United States-Far East and return. This requires transiting the Panama Canal twice. Local agent for the ship is Fernie & Co.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Fourth quarter, fiscal year 1965		
	1965	1964	Average 1951-55
Ores, various	1,875,715	1,822,186	999,938
Lumber	1,310,946	1,277,473	1,014,773
Petroleum and products (excludes asphalt)	226,027	636,853	229,177
Wheat	271,034	223,193	437,251
Sugar	520,633	577,223	351,696
Canned food products	178,569	222,151	269,073
Nitrate of soda	208,739	157,881	319,896
Fishmeal	418,016	392,476	----------
Bananas	337,329	334,442	200,684
Metals, various	316,429	328,321	191,913
Food products in refrigeration (except fresh fruit)	248,233	264,444	142,423
Coffee	105,582	120,846	61,185
Pulpwood	143,112	158,380	56,464
Iron and steel manufactures	758,710	529,553	59,091
Fresh and Dried Fruits	117,459	126,858	95,284
All others	1,667,878	1,583,738	694,792
Total	8,704,411	8,556,018	5,123,640

Atlantic to Pacific

Commodity	Fourth quarter, fiscal year 1965		
	1965	1964	Average 1951-55
Petroleum and products (excludes asphalt)	3,414,744	3,071,090	1,075,363
Coal and coke	1,928,300	1,483,182	703,397
Phosphates	899,486	510,236	180,384
Corn	569,868	273,647	25,146
Soybeans	433,453	221,031	119,263
Metal, scrap	427,028	585,215	12,985
Iron and steel manufactures	421,324	356,555	461,804
Bauxite	207,051	159,092	38,838
Chemicals, unclassified	189,439	208,919	51,553
Sugar	179,970	121,761	190,966
Sulfur	164,006	139,071	106,086
Wheat	151,245	153,858	35,034
Paper and paper products	150,963	152,792	107,964
Rice	132,248	42,430	40,909
Machinery	126,776	110,385	66,780
All others	1,995,319	1,835,897	1,176,113
Total	11,391,220	9,425,161	4,392,585

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fourth Quarter Fiscal Year 1965				
	1965			1964	Avg. No Transits 1951–55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,540	1,466	3,006	3,022	1,835
Small°	75	60	135	165	381
Total commercial	1,615	1,526	3,141	3,187	2,216
U.S. Government vessels: °°					
Oceangoing	52	32	84	70	166
Small°	20	13	33	28	75
Total, commercial and U.S. Government	1,687	1,571	3,258	3,285	2,457

° 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.

When Man And Ship Were One

ALONG THE mudflats of the old French Canal, on a day when the tide is out and the waters are calm, you can still see scattered pieces of one of the most gallant and resolute ships ever to challenge the elements.

Only a memory today, the *Roosevelt* was once the toast of the world, a tough ship that rammed and tore through great mountains of ice, a ship that put Adm. Robert E. Peary within 174 miles of the great and unconquered dream of generations of explorers—the North Pole.

From there an aging Peary made his famous plunge into the bitter cold and, in a triumph built upon six previous expeditions, he planted the Stars and Stripes atop the North Pole in brilliant sunlight on the polar night of April 6, 1909.

Without the *Roosevelt,* the first man to stand on the North Pole would not have been Peary. In his day, modern equipment had not been developed to overcome the hazards of arctic travel. As Peary later described it "the poles were won ultimately by those primeval machines, man and dog, unaided by science, struggling along in the savage half-world between God's countries and interstellar space, fighting for existence . . . " The building of the ship, then, was an essential element in the exploration of the North Pole.

And its construction came about as a result of two factors—Peary's determination and the vision of a small group of men who formed the Peary Arctic Club.

National Geographic Society

Background photo on this page shows the Roosevelt locked in polar ice at Cape Sheridan.

The ship was the strongest wooden vessel ever built. She was conceived as a ship that would combine the best qualities of previous polar ships, plus innovations that would give her qualities never before built into a ship designed for arctic work. The purpose of the ship was to fight through great, floating ice packs and the biggest part of its work would be squeezing through and between fields of ice.

Therefore, it was built with these major features: A sharply raking stem, to furnish ramming and cutting power; a wedge-shaped bow to help in squeezing through heavy ice; a steam engine as primary power with sails as auxiliary power; a hull design that allowed the ship to be pushed up, rising out of the water as the ice pack pressed upon her below the waterline; construction of wood to furnish both strength and the "give" required when negotiating through treacherous ice flows; a narrow beam and short length at the water line to increase maneuverability when twisting through the ice packs; a rudder for maximum steering capacity combined with minimum exposure to damage; a specially designed propellor that furnished very powerful thrust; and only the most necessary auxiliary structures to keep weight low so that a maximum load of fuel and supplies could be carried.

The hardy little ship registered at only 614 gross tons. Her sides were 30 inches thick in places and the planking was put together in laminations that gave more strength than would a single piece of wood. Her engine developed 1,000 horsepower and through a special system it could furnish 1,500 horsepower for short periods when needed to fight massive concentrations of ice.

Now Peary had some financing and he had a ship. Its launching on March 24, 1905, thrilled the 48-year-old explorer. He had been through enough to discourage a hundred average men, but he refused to give up. He had invaded the frozen wastes nearly every

year since 1891. He spent his own money and his wife gave hers. The U.S. Navy put him on leave for explorations but the problems were his to solve. He gave much of his health before he began his last trip; his life had been one long fight against misfortune in the far north.

In 1891 he broke his leg on the first expedition. In 1893, on a second trip, the Peary baby (now Marie Peary Stafford of Brunswick, Maine) was born in a hut on the west Greenland shore. Weather turned back the exploration the following spring.

In 1895 Peary struck out again across the icecap. Lack of food cut the journey short and starvation nearly overtook the expedition. The men were saved by eating their dogs. Of 40 taken on the trip, 1 dog was brought back.

In 1896 Peary's attempt to bring back the great meteorite at Cape York was beaten back by storm and heavy ice. The next year he succeeded and brought the meteorite to New York by ship.

In 1898 he made another assault on the Pole. A blizzard caught the men on the torturous march and Peary nearly froze. Seven of his toes had to be amputated in an operation under primitive conditions. He lay helpless for 6 weeks in a deserted station at Fort Conger, then was dragged south on a sledge for 250 miles in a temperature of 50° below zero.

In 1900 he was finally well enough to start again and he headed for the Pole. Open ice fields proved too dangerous and forced him back. He tried again the next year and the same hazard turned him back. In 1902 he planned a 60-day expedition to the Pole and started out with 60 dogs, tons of walrus meat and 8 or 10 Eskimoes. Again, the elements defeated the thrust.

But Peary gained a hard-won fund of knowledge. His experience and failures were not wasted; he would apply it all to preparation for the final assault.

Adm. Robert E. Peary

In ice-filled waters is the Roosevelt, just after she was launched at Bucksport, Maine.

And, of course, he now had the support of a group of men whose belief in him led them to form the Peary Arctic Club and put up money for the ship. The admiral was gratified, and he never claimed for himself all of the accolades that came afterwards; he insisted, for example, "This ship is not the Peary ship, but the ship of the Peary Arctic Club, and she is afloat due to the broad faith and courage of the president of that club, Morris K. Jesup . . . "

The mission of the rugged ship was seen by the club as "the sign of man's final physical conquest of the earth . . . enduring fame for this country. It means that we pluck and hold forever the last of the great world prizes for which adventurous nations have struggled."

At the time, the *Roosevelt* was the wonder of the shipbuilding world. Built in Bucksport, Maine, it was christened by Peary's wife Josephine with a bottle of champagne encased in a block of ice.

It was the first ship built in the Western Hemisphere for arctic exploration. It was not a big ship, generally speaking, but was the second largest ever to winter in the Arctic. Its rounded hull let it literally pop out of the ice if squeezed. Even if stood on end and gripped by ice, the strain would hardly be felt because the construction was so stout. Its light draft of 16 feet allowed operation close to shore.

The thick sides were armor-plated to take the worst rub of passing ice. The bow had 1-inch steel plating from the keel up to to 3 feet above the waterline and extending for 10 feet. The stern protection, of like strength, reached from the keel above the waterline and extended forward for 14 feet. Waterline armor, extending between the bow and stern protection, was of ⅜-inch steel plating 6 feet wide.

The principle of power was reversed in the *Roosevelt,* when compared to other arctic ships. Sail power was primary in previous ships, with steam as an auxiliary power. But the *Roosevelt* depended upon its steam engine, with a sailing rig as auxiliary, to give an extra push when good winds were about. Its engine gave it as much power as the most powerful oceangoing tug in New York Harbor. The propeller shaft was 12 inches thick. The propeller was 11 feet in diameter and furnished tremendous push.

How the vessel came to be named is told by Peary: "For the ship by whose aid I hoped to fight my way toward the most inaccesible spot on earth, the name of Roosevelt seemed to be the one and inevitable. It held as an ideal before the expedition those very qualities of strength, insistence, persistence, and unvarying victory over all obstacles which made the 26th President of the United States so great."

Peary and the *Roosevelt* returned triumphant from the North Pole in September 1909. She steamed into port flying the North Pole flag, " . . . a flag which never before had entered any port in history."

In 1909, after the *Roosevelt's* participation in the Hudson-Fulton Anniversary Celebration naval parade up the Hudson River, Peary and the *Roosevelt* parted company. Ahead of the ship lay 28 more years of work and adventure.

Shortly after that Peary proposed that the Peary Arctic Club and the National Geographic Society undertake a great Antarctic expedition, with the club donating the *Roosevelt* as its share

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Material for this story was gathered by Julius Grigore, Jr., Assistant Chief of the Industrial Division, and it includes pictures from the personal album of Mrs. Marie Peary Stafford, Admiral Peary's daughter.

President Theodore Roosevelt meets members of the crew during a visit aboard the ship bearing his name.

of the cost. The project never was launched, possibly because of the great cost of repairing the ship, which had suffered damage by the ice. Peary was never to visit the Arctic again. But, because of his Arctic fame, he continued to live in high acclaim until his death in 1920. He was buried in Arlington National Cemetery with full military honors.

In November 1910, the *Roosevelt* was sold to John Arbuckle of Brooklyn, N.Y., for $37,500. Arbuckle had extensive ship salvage and towing interests and the *Roosevelt* may have been conducting massive salvage operations, or towing canal barges between New York and Albany.

Arbuckle died in 1912, and the *Roosevelt* was sold to H. E. J. McDermott. Lists for 1912, 1913, and 1914 give the *Roosevelt's* function as "fishing." On March 3, 1915, the New York Times reported the *Roosevelt* was sold to John W. Sullivan & Co. The Sullivan Company refitted the *Roosevelt* with oil burning machinery, made other improvements, then sold her to the U.S. Bureau of Fisheries for $40,000. She was to proceed through the Panama Canal upon completion of refitting.

From this time to the end of her days, the *Roosevelt* became dogged

(See p. 22)

The Roosevelt in Balboa drydock in 1917.

ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY SERVICE BUREAU

Reginald A. Richards
Supply Clerk
Edward Green
Meat Cutter (Sales)
Víctor A. Hunter
Motion Picture Projectionist (35 mm.)

MARINE BUREAU

Juan B. Olmedo M.
Preservation Mechanic
José E. Tuñón
Babbittman

ENGINEERING AND CONSTRUCTION BUREAU

Theodore J. Wilber
Administrative Services Assistant

ADMINISTRATIVE SERVICES DIVISION

Will R. Price
Printing Plant Foreman

TRANSPORTATION AND TERMINALS BUREAU

Claudius A. Breary
Clerk
Carl H. Thomas
Cargo Clerk

COMPTROLLERS OFFICE

Harry E. Musselman
Time, Leave, and Payroll Supervisor

SUPPLY AND COMMUNITY SERVICE BUREAU

Peter T. Corrigan
Maintenance Representative (Buildings and Utilities)

Harold O. Blackman
Restaurant Manager

Olganon Clarke
Laborer (Heavy)

S. Santamaría
Grounds Maintenance Equipment Operator (Small)

Dudley H. Trotman
Service Station Attendant

Robert H. Miller
Housing Project Manager

Leonard A. Pennycook
Clerk

Lawrence C. Waithe
Warehouseman

MARINE BUREAU

George R. Chevannes
Motor Launch Captain
Robert G. Peterson
Administrative Services Assistant
Ricardo Valencia
Linehandler
William E. Weigle, Jr.
Supervisory Marine Traffic Controller
John A. Dombrowsky
General Foreman (Locks Operation)
Joseph L. Hickey
Supervisory Maintenance Engineer
Lawrence Baptiste
Painter
José Martínez
Helper (General)
Gorham E. Wakefield
Signalman

ENGINEERING AND CONSTRUCTION BUREAU

Leo Chester
Water System Controlman
Walter R. Malone
Operator, Floating Crane
Harold F. Mandeville
Telephone Instrument Repairman
George Rahn
Instrument Mechanic (General)
Clifford E. Grayman
Helper Electrician
John R. Smith
Supervisory Electrical Engineer (General)
Walter J. St. Louis
Wharfbuilder
Henry Ehrman
Surveying Technician
George V. Kirkland
Supervisory Construction Reperesentative (Buildings and Utilities)
Luther B. Sartain, Jr.
Supervisory General Engineer
Herbert H. Tabert
Master, Floating Crane

TRANSPORTATION AND TERMINALS BUREAU

Leonardo Scott
Stevedore
Daniel A. Napier
Chauffeur (Sedans and Station Wagons only)
Samuel Roe, Jr.
Guard

CIVIL AFFAIRS BUREAU

James H. Pennington
Police Private
Henry Perry
Police Private
Robert J. Helmerichs
Detective Lieutenant
Ray W. Wheeler
Fire Captain

HEALTH BUREAU

Florence E. Blackman
Nursing Assistant (Psychiatry)
Ramel H. Masters
Supervisory Sanitation Inspector

ADMINISTRATIVE SERVICES DIVISION

Cyril B. Doyle
Clerk

All 46,000 tons of the world's fifth largest ship glided smoothly into New York's harbor last May on its maiden transatlantic crossing. The Michelangelo, largest and fastest ship in New York-Mediterranean service, is 902 feet long and can carry up to 1,775 passengers at a maximum speed of 29 knots. Built in Sestri, Genoa, the Michelangelo carries a crew of 720, is fireproof, air-conditioned, and has 6 swimming pools. Italy's largest liner since the middle 1930's, the sister ship to the Raffaelo was launched in September 1962.

The ultramodern Oceanic will transit the Canal early next year.

DUE HERE NEXT YEAR

The *Oceanic*: Elegance At Sea

THE FLAG OF Panama flies from the bow of the $35 million cruise liner *Oceanic*, the ultra-modern flagship of the Home Lines which started service between New York and Nassau in April and is to call at Cristobal February 15, 1966, on a Caribbean cruise out of New York.

Not only does the new 11-deck, 774-foot *Oceanic* carry the Panamanian flag, but Alex Keusseoglou, an official of the Line and responsible for the design of the ship, was presented with the Panamanian Order of Vasco Núñez de Balboa when the ship was delivered to her owners earlier this year.

According to C. B. Fenton & Co., agents for the Home Lines here, the ship will make her first visit to the Isthmus February 15 when she will arrive at Cristobal after a call at the San Blas Islands. She will sail the following day for New York via Kingston.

Called the "ship of tomorrow," the *Oceanic* was built at Monfalcone, Italy, by the Cantieri Riuniti dell' Adriatico, world's foremost builder of passenger tonnage. She was designed to meet the needs of present-day transatlantic and cruise travel and has a range of 10,900 miles at a speed of 25 knots.

Expected to be able to meet any challange from the so-called hotel-type vessels predicted for the future by some shipping leaders, the *Oceanic* can be considered even more luxurious than most hotels. In addition to being fully air conditioned and equipped with stabilizers for smooth sailing, the ship has 580 cabins with accommodations for 1,200 cruise passengers.

Out of the 580 cabins, there are 8 penthouse apartments with private deck space and 65 deluxe cabins each with a sitting room. A large number of the cabins have communicating doors and can be converted into rooms with a sitting room.

The main dining room can seat comfortably 700 passengers and her main public room is larger than the largest on the SS *France*. She has a series of lounges, bars, cardrooms, libraries, teenagers' area and children's playrooms as well as a 400-seat double deck cinema theater, a 770-square foot chapel, and a 1,200-square foot gymnasium.

One of the most attractive and unusual parts of the ship is the Lido Deck, an exceptionally large area distinguished by two swimming pools, a solarium, bar, and restaurants. The pool area is designed to give palatial effect and can be utilized both in fair and bad weather thanks to a sliding glass roof that can open or close within 3 minutes and in cold weather is heated by infrared rays. The water in the swimming pools can be heated if necessary and there are colored jets of water to add color on gala nights.

Another luxury touch is the soft music transmitted throughout the ship on a two-channel system in the cabins, public rooms, and corridors. All apartments and deluxe cabins are provided with large-screen television sets which can receive on either European or American wavelengths through a monitoring system retransmitted by a closed circuit. All passenger cabins have telephones and anyone can be connected from his cabin with any point in the world through the ship's powerful radio station.

For those passengers who might still feel out of touch with civilization, the ship has been equipped with teleprinters for immediate transmission of news and communications as well as with a telephoto installation which can receive pictures of news events. A special Multilith printing machine permits circulation on board of a full-scale newspaper.

(See p. 19)

For the first time, a container ship transited the Canal with containers stacked three high on the deck. The San Francisco, transporting Sea Land Service containers, was able to carry on the third stack 42 additional containers on a recent southbound transit adding 882 Panama Canal tons to the ship's capacity without additional toll charges. This was possible because such charges are made only for cargo carrying capacity below decks.

THEY SAIL ON AIRWAVES

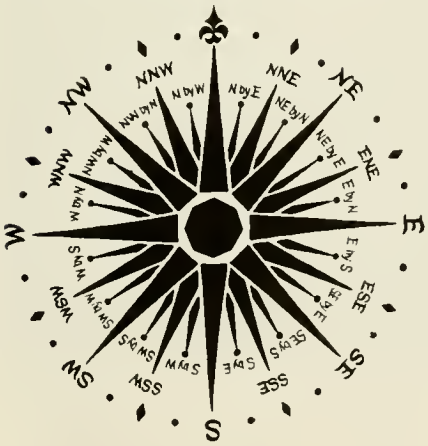
(Continued from p. 6)

Panama Canal, heard the Rices' talk on the Panama Canal and found the help they needed by writing for information material.

Sending out information material alone runs up a goodly postal sum, but Captain and Mrs. Rice say it's all worth while, especially after an entire classroom, in the manner of a school cheer, shouts "Thank you!" at the close of a talk on the Canal.

Captain and Mrs. Rice have been ham radio operators about 2 years, since the time he was seriously injured in an automobile accident.

"I couldn't do anything else," he says. "I had to give up my motor scooter, so I took up talking on the radio."



MEET THE NEW

Lieutenant Governor

(Continued from p. 7)

ped in storybook towns, and proceeded with the caution indicated along the treacherous Spanish Riviera roads, where guard rails are nonexistent.

To Mrs. Parfitt, cooking is a pleasure rather than a chore. When time permits she likes to experiment with new dishes. A specialty of the Parfitt household on occasion is a fondue prepared with cheese and white wine.

Colonel Parfitt holds himself erect as the West Pointer he is. He was graduated from the Military Academy in 1943 and received his master's degree in civil engineering from Massachusetts Institute of Technology in 1948.

Previous visits to the Canal Zone, all on business as Jacksonville District Engineer, afforded little time to get acquainted with the area. Colonel Parfitt believes in getting out to meet people, and he plans to do just that in his walks.

Luxury Liner Is Passenger Paradise

(Continued from p. 18)

Should the life of ease become too much for the passengers, they have available gymnasiums, saunas, massage rooms with specialized personnel at their disposal, and two doctors with fully trained nurses to look after their well-being in a highly specialized hospital provided with modern equipment.

To keep the passengers happy and the ship on a safe and steady course, there is a staff of 577 employees consisting of 42 officers, 97 petty officers and 438 unlicensed personnel.

The *Oceanic* lives up to her designation of "ship of tomorrow" by having the most modern technical and navigational equipment afloat including 60,000-horsepower turbines that give her a top speed of about 27 knots. In addition to stabilizers to minimize rolling, she has a special bow and stern design to reduce pitching and such devices as two radars, a Sperry gyrocompass with eight repeater units, a Sperry course recorder, an echo sounder, a Sperry-Decca navigator, and Sperry loran and automatic pilot.

The last passenger vessel on the Atlantic to bear the name *Oceanic* was built for the White Star Line in 1899. Her 17,250 gross tons, 685-foot length, and 19.5-knot speed won her acclaim and top ranking honors among the liners of her day. Her two funnels, unusually high even among the tall stacks of that era, contributed to her easy identification. The ship was lost during World War 1.

SHIPPING

SEAGOING WHEELS

WHAT HAS AT least 3,000 wheels and 1,500 windshield wipers and regularly transits the Panama Canal?

The answer is the MV *Dyvi Atlantic*—and the wheels and the windshield wipers are attached to 750 standard or 1,350 compact cars en route from Europe to the United States.

Owned by the Auto Shipping Co. of Oslo, Norway, the vessel was designed by Jan Eric Dyvi, who thinks that large-scale transatlantic automobile shipments will continue to expand. Her agents, Fenton & Co., say that at present she is being used to carry Volkswagens from Europe to the U.S. west coast and probably will carry palletized cargo from the United States back to Europe.

Presenting an unusual silhouette, the 485-foot vessel measures 65 feet from waterline to superstructure deck, affording seven spacious car stowage decks, each connected to the deck above by internal ramps. Cars are driven aboard via a ramp linking the pier with one of the ship's eight side ports, four to a side. Cars are assigned positions on a specific deck, where each is securely lashed to the deck for the long over-sea voyage. Loading time of a full consignment of compacts or standard cars is 6 hours and 4 hours, respectively. Palletized cargo can be driven aboard or taken off by fork lift trucks.

A sea of cars awaits loading on the Dyvi Atlantic.

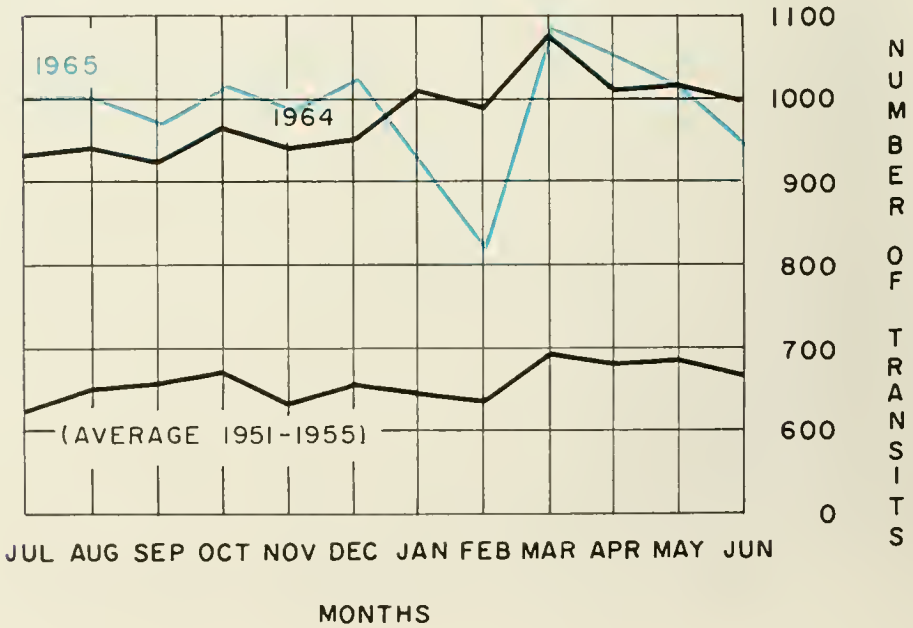
The Dyvi Atlantic's 7 storage decks accommodate 750 standard or 1,350 compact cars.

TRANSITS BY OCEANGOING VESSELS IN FOURTH QUARTER FISCAL YEAR 1965

	1965	1964
Commercial	3,006	3,022
U.S. Government	84	70
Free	21	24
Total	3,111	3,116
TOLLS*		
Commercial	$17,015,445	$15,793,176
U.S. Government	519,677	379,905
Total	$17,535,122	$16,173,081
CARGO**		
Commercial	20,099,970	17,985,901
U.S. Government	642,622	361,229
Free	73,598	139,658
Total	20,816,190	18,486,788

* Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.



CANAL HISTORY

50 Years Ago

THE MAIN WALLS of Drydock No. 1 at Balboa, which, like the locks of the Canal, are capable of handling the largest vessels afloat, were completed with the exception of minor work around the entrance and at the tops, where machinery was installed and the erection of the steel gate was completed.

An official flag was ordered for the Governor of the Canal Zone for use in his official capacity. The order, including instructions as to when the flag should be used, came from the White House desk of Woodrow Wilson.

An earthquake shock was felt over the Isthmus June 28. Seismographs in Balboa Heights recorded the tremor as lasting 1 minute and 33 seconds and having a radius of 100 miles. No damage was reported.

The Canal was blocked by a slide at Culebra. The slide, which was expected (officials thought it would occur much later than it did), closed traffic on the waterway for 4 days.

Official first-year figures on Canal traffic appeared in THE PANAMA CANAL RECORD. Transits for the first year numbered 1,317; net tonnage was 4,596,644 tons; gross tonnage was 6,494,673 tons; tolls totaled $5,216,149.26.

25 Years Ago

A FIRE IN Panama City—in a 3-story tenement building—left one dead, several injured, and damages running into the thousands of dollars.

Movie star Errol Flynn arrived in the Zone en route to Texas from South America, where he made a study of the life of Simón Bolívar, whom he was to portray in an MGM movie. Flynn left his role as a film hero momentarily to urge more "home" participation and aid in the current war. He then sent $1,000 to the Red Cross for War Relief.

Fifteen "enemy" bombers launched a surprise attack on the Canal from the Caribbean in a practice alert to test the speed and efficiency of defense units here. Some of the planes were from Guantanamo, Cuba, and others came from Coco Solo.

Col. Glen E. Edgerton was named Governor of the Canal Zone by President Franklin D. Roosevelt to succeed Brig. Gen. Clarence S. Ridley, who resigned. Colonel Edgerton took the oath of office July 11.

Canal Zone and Panama residents were temporarily alarmed by the rumor that an explosion had destroyed much of Pedro Miguel Locks and had taken a great number of lives. The false rumor was investigated, but the origin of the tale was not discovered.

10 Years Ago

ALL THE COMMUNITIES of the Canal Zone, both civilian and military, and the cities of Panama and Colon joined in the first Isthmian-wide Civil Defense test since World War II, June 15.

The veteran 250-ton floating crane *U.S. Ajax*, which had been in Canal service for 40 years, was offered for sale by the Panama Canal. Among the jobs handled by the *Ajax* were raising sunken vessels and loading and unloading equipment.

Canal Zone residents, in an appeal issued by President Eisenhower and echoed by Governor Seybold, did their bit to help flood victims of hurricane Diane in the eastern section of the United States. No formal solicitation for flood relief funds was made, but several donations were sent by Canal Zone residents.

One Year Ago

THE FINAL WAGE increase in the three-step, $30 million Canal Zone wage rate changes (Canal Zone Wage Adjustment Policy) went into effect July 5.

The Panama Canal celebrated its 50th anniversary August 15—a half-century of service to ships of the world. Medallions, a special stamp issue, a book on the history of the Canal, and various ceremonies here and in the United States helped mark the Golden Anniversary of this world wonder.

Col. Harry D. Offutt, Jr., arrived on the Zone to assume his new duties as Director of Gorgas Hospital. Colonel Offutt succeeded Col. Edward Sigerfoos. Also leaving the Zone was Col. Robert J. Kamish, Health Director. Replacing Colonel Kamish was Col. Roosevelt Cafarelli.

A class of 18 Panama Canal apprentices graduated to full journeyman status. Fifteen members of the group were Panamanians, three were Americans.

Although the Canal Zone has undergone appearance changes since the Canal opened, a few sites have kept their original look. Such a place is the Administration Building at Balboa Heights. Above is an unusual (for the times) photograph taken on a night in June 1915. Note the tiny palm trees, under each row of lights, which have grown into the dominating beauties of the Prado today.

WHEN MAN AND SHIP WERE ONE

(Continued from p. 16)

by ill-luck, in that she always required extensive repairs. But this did not squelch her perseverance for making the headlines, as she experienced many more moments of glory.

The vessel started for the Pacific coast July 19, 1915, but defects in machinery delayed her departure for Seattle until January 1917. She arrived in Seattle on April 23, 1917, after a delay at Guantanamo Bay, Cuba, because of the international situation, and at Balboa, C.Z., where she was drydocked 3 weeks for further repairs.

On July 7, 1917, she left for her first trip to the Far North since her days with Peary. Her destination: the desolate Pribilof Islands—Unalaska. In May 1918 diphtheria broke out among the crew, requiring her return to Unalaska for quarantine. While there a number of ships were trapped in a sudden freezing of the Bering Sea. The *Roosevelt* crushed her way through to the rescue, clearing an ice-free path for the *St. Nicholas*, *Centennial*, and *Star of Chile*. She rescued 21 persons of the wrecked *Tacoma* from an iceberg. It was estimated that the *St. Nicholas* could not have survived another 12 hours; she had more than 300 people aboard. The *Centennial*, with 161 aboard, might have lasted another week. The *Roosevelt* was heralded and lauded across the nation.

From June 1918 to January 1919, the *Roosevelt* shuttled freight between Seattle, Unalaska, and the Pribilofs, St. George, and St. Paul Islands. In January 1919, the *Roosevelt* needed repairs amounting to a virtual rebuilding. She was condemned in June 1919, and her certificate of seaworthiness lifted. She was sold several times and finally was rebuilt and then redocumented by the Steamboat Inspection Service. In June 1923 she went to work again. As a result of the conversion to a tug, the original steering wheel of the *Roosevelt* can be seen in the Seattle Museum of History.

While she was towing 2 barges of lumber between Puget Sound and Miami in 1926, she lost her rudder in the Pacific. She drifted for days. Finally she was spotted and towed into Balboa by the Panama Canal tug U.S. *Tavernilla*. During Christmas, 1931, 7 hours after she was reported lost in one of the worst storms off the North Pacific Coast in many years, the *Roosevelt* crept into the shelter of Neah Bay, Wash. Her radio shack had been crumpled and flooded by pounding seas. She had been trying to bring in the schooner *Commodore*, winner of the sailing ship race from Hawaii, when she nearly foundered. Her master at the time, Capt. Russel Davis, said "She had to be staunch to ride out a storm like that. It was the worst I ever saw."

The Roosevelt ended its brilliant career on the salt mud flats of Cristobal harbor.

On May 22, 1936, she was inspected by the Steamboat Inspection Service Her license was not renewed. And she was sold to the California Towing Co.

On October 31, 1936, the *Roosevelt* left Seattle towing a former Navy collier to New York. A leaking condenser and loss of high pressure packing put her into San Francisco for 3 days for repairs. Perhaps on the evening of December 8, 1936, the *Roosevelt* was telling her captain that the end was near. The chief engineer notified the bridge that he had to stop the engine. The captain told the chief to keep the engine going if possible. The *Roosevelt* valiantly responded and labored into Balboa, C.Z., on December 12. She was repaired at the Balboa shops, transited the Canal on the 23d, and left Cristobal on the 24th. At 7 p.m. the chief engineer reported to the captain that the bilges were full of oil from a leaking tank. Due to the fire risk, the captain decided to return to Cristobal.

After repair work the *Roosevelt* left Cristobal on January 8, 1937. On January 14 the *Roosevelt's* log entry read: "12:00 noon, ship going astern—could not handle *Jason* so decided to return to Cristobal." But the going was rough and help was needed.

On January 15, 1937, Captain Rowe of the tug U.S. *Tavernilla* received an order "to proceed to pick up the hulk *Jason*, under tow of the *Roosevelt*." The *Tavernilla* picked up the *Roosevelt* and *Jason* early on the 16th. The *Tavernilla* was pitching and rolling violently. For the *Roosevelt*, handicapped by a tow, matters could not have been worse. Seas were too rough to allow the *Tavernilla* to relieve the *Roosevelt* of its tow. The *Tavernilla*, after obtaining a release, was ordered to return to Cristobal. She arrived near midnight on the 16th, and was followed in by the *Roosevelt* and *Jason* on the morning of the 17th.

The *Roosevelt* was leaking badly, her forward topmast was felled and the booms had been carried away during her pitching in heavy seas, but she had returned her charge to port safely. On the 20th she was taken to Mt. Hope Shipyard for repairs. However, these were never accomplished, and the vessel was ordered beached on a mud bank of the old French Canal to keep it from sinking at dockside. The date was January 21, 1937.

Her final heading was exactly due South; she had passed the zenith of her career and, like Peary, she knew. A gallant effort was made by Mrs. Stafford, through the American Consul in Colon, Republic of Panama, to have the *Roosevelt* salvaged and refitted for a museum. But the *Roosevelt* was too far gone.

What connection may be between the ship *Roosevelt*, the man Theodore Roosevelt, her namesake, and their mutual afinity for the Panama Canal is conjectural, but it is safe to conclude that they, along with Peary, were Americans of a type who persisted in their duty to the end.

Where Solidarity Began

In an era of many strong international ties between nations, we seldom look back on the attempts at unification which failed. An effort was made here in 1826 by the Venezuela patriot Simón Bolívar and Latin American diplomats to form a Pan American Union. Though unsuccessful at the time, the Congress of Panama, held in a small conference hall next to San Francisco Church in Panama's Simón Bolívar Plaza, laid the groundwork for the strong hemispheric alliance in the Americas today. The statue at the left was dedicated in 1926 in commemoration of the centennial of the month-long conference. Topped by a giant condor, it proclaims Bolívar the "Liberator of America."