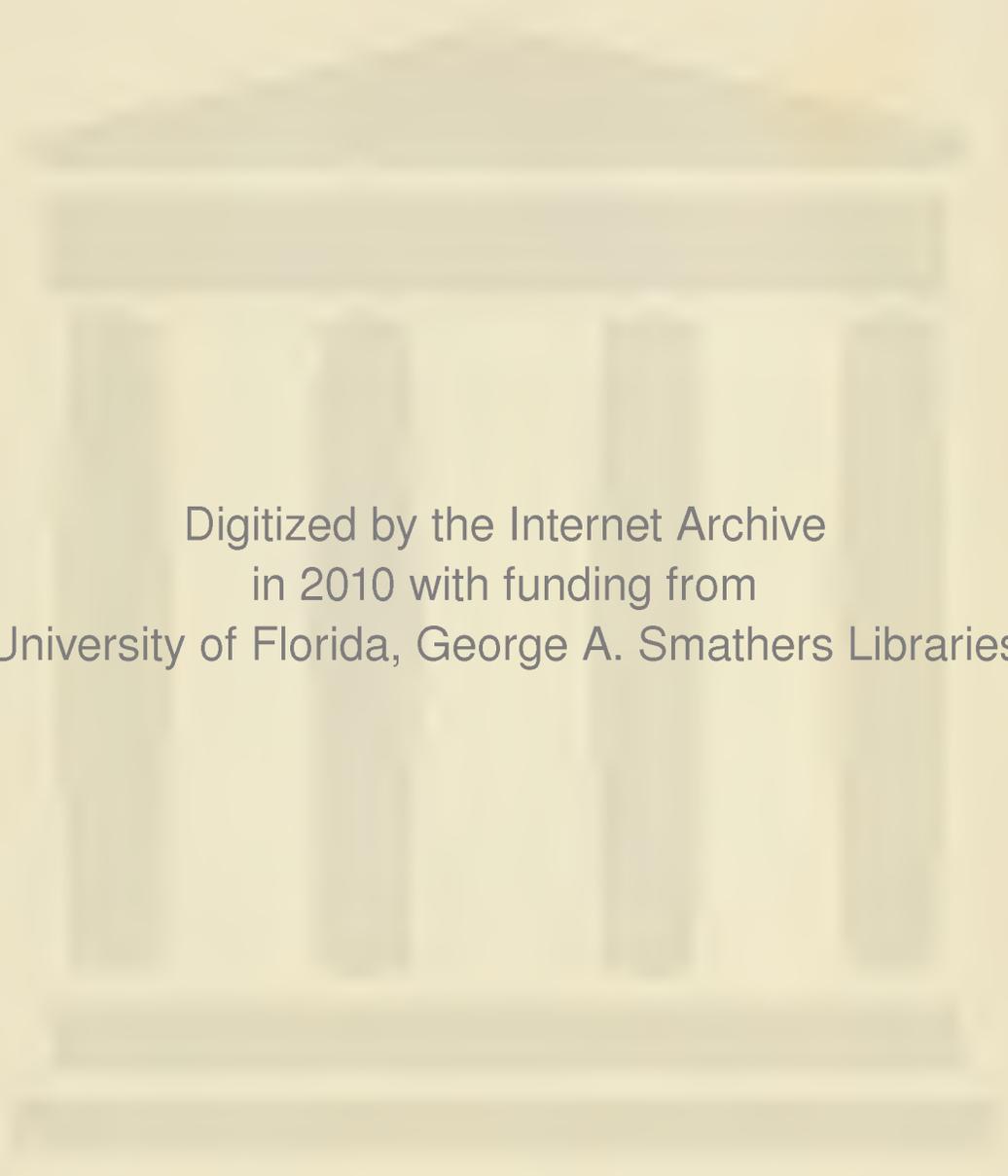




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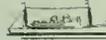


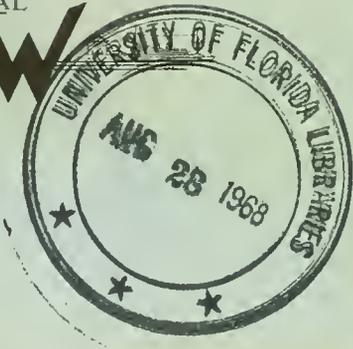


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THE PANAMA CANAL  
 **REVIEW**



AUGUST 1968

X  
36, 200-

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 Panama Canal Information Officer



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# A HOLE LOT OF TROUBLE...

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## Cover Story

OUR COVER of the recent repairs at Gatun locks, as well as the sketches printed on pp. 9-11, are the work of Artist Al Sprague, a Curundu Junior High School teacher. His paintings and sculpture have enjoyed wide showings both in the United States and the Canal Zone, and he is on permanent display at Amherst College in New England and in the Union of South Africa.



The SHOZAN MARU at Baltimore drydock, after PanCanal expertise got her floating again.



Robert W. Lowry, left, Assistant Chief of the Dredging Division, and Capt. Richard C. Sergeant, the then Captain of the Port, Balboa—two of the key men in resolving the Shozan Maru crisis.



## ...SOLVED ON THE DOUBLE

The terse announcement that the Panama Canal was open to ships again conveyed none of the drama and anxiety through which the organization had just lived: "The Panama Canal is now back in operation after having been closed to traffic by a ship accident in Gaillard Cut," the key paragraph read.

The interim of that stoppage was among the most dramatic in the history of the Canal, and the refloating operation which was accomplished in the period ranks with the most notable achievements of the men whose job it is to keep the waterway open.

The events that led to the unexpected—a super bulk carrier sunk in the middle of Gaillard Cut—began on February 25. It was Carnival Sunday on the Isthmus, one of the year's most festive days. An added attraction was the third round of the 1968 Open Golf Tournament at the Panama Golf Club, an event which particularly attracts Canal Zone residents.

At the Canal, operations were apparently calm. But in transit was a 746-foot bulk carrier, the *Shozan Maru*, of 55,000 deadweight tons and laden with 51,806 tons of iron ore. She was approaching the midway point of her Pacific-to-Atlantic transit, and was already in the Cut. Suddenly, the *Shozan Maru* struck the bank of Las Cascadas Reach.

The vessel started taking water badly, and soon David Sullivan, in charge of dispatching in the Gamboa Field Office of the Dredging Division, had his hand full—literally—a microphone in one and a telephone in the other. There was equipment to be mobilized, personnel to be located, instructions

to be conveyed, innumerable queries to be answered. The seriously damaged *Shozan Maru* kept moving in a game effort to reach Gamboa and the safety of a beaching area, a tantalizing three miles away.

Shortly after the initial report of the accident—the worst had materialized. From the nearby launch *Shearwater* came word that the *Shozan Maru* had sunk approximately one mile from Gamboa. Confirmation came quickly from the tug *Stevens*, which had rushed to assist the stricken vessel. The message from the *Stevens'* master, Riggs Forest: "The *Shozan Maru* is very definitely and very firmly grounded by the head at Station 1515 and the Panama Canal is blocked."

Among the first to arrive on the scene was R. W. Lowry, Assistant Chief, Dredging Division, who had been summoned from home where he was operating his ham radio. With Capt. Arthur L. Logan, Sr., Assistant Port Captain, Balboa, he went to the *Shozan Maru* by launch from Gamboa.

"It was a shocking sight," Lowry recalls. "The ore carrier was aground with the forward portion of the ship considerably lowered."

The grounded ship became the rendezvous for key Canal officials: Col. James A. Betts, Engineering and Construction Director; Capt. Donald A. Dertien, Marine Director; Capt. A. L. Gallin, Chief, Navigation Division; and Capt. Richard A. Sergeant, the then Captain of the Port, Balboa, who joined Lowry and Logan on the bridge. By then, a preliminary estimate of the situation was available. The ship's forepeak and No. 1 ballast tanks were flooded, but no water had entered the cargo holds.

“...the answer came soon...”

Ashore, men and equipment were being mobilized for what officials already knew could be a round-the-clock operation. The buoy tender U.S. *Atlas* was ordered to the grounded ship. Victor C. Melant, the Dredging Division's Construction and Maintenance Superintendent, joined the *Atlas*. Even at this early stage, a critical order went out: put plenty of air hose aboard the *Atlas*.

Aboard the *Shozan Maru*, a plan of action emerged from the conference. It consisted of three alternatives—dewatering the flooded compartments with the ship's pumping gear, forcing the water out of the hole in the bottom by compressed air, or jettisoning cargo as necessary to refloat the vessel. Gov. W. P. Leber went to the bridge of the *Shozan Maru*, followed a short time later by Lt. Gov. H. R. Parfitt. With three alternatives now endorsed by the Canal's two top officials, the salvage operation drew nearer to execution. Arriving on the scene were the then Acting Chief of the Industrial Division, Julius Grigore, Jr., Salvage Master Burt Powell, C. W. Field, Dennis Gilbert and Earl Robbins, also of the Industrial Division, and diver Ralph Morales.

By this time the situation had grown more acute with the report that the No. 2 starboard ballast tank of the *Shozan Maru* was flooding. The go-ahead came from Canal officials: “We are placing the carrying out of this mission in the hands of a team of two men—Burt Powell and Bob Lowry.”

The news that the Canal was blocked already had spread.

Local correspondents of stateside wire services converged on the Information Office in the Administration Building. Mrs. Tobi Bittel, who was in the office, bore the brunt of the initial queries until the arrival of the then Press Officer, Robert D. Kerr. By evening, the Press Office staff was answering telephone calls from news media in Miami, New York, and Chicago, keeping local reporters informed of developments and arranging for on-the-spot coverage by Isthmian newsmen, network film correspondents and local television cameramen. The Panama Canal Information staff was to keep on the job through the next day.

Aboard the *Shozan Maru*, word was anxiously awaited from diver Morales, down inspecting the damage. His report immediately eliminated the first alternative in the plan of action; the rupture in the skin of the ship was too big to be sealed with collision mats and permit use of the ship's pumps to dewater flooded compartments. But the damage was located far enough below the waterline to attempt the second alternative—use of compressed air.

Even so, preparations were made to be ready for the third alternative—jettisoning cargo. Walter Malone, master of the 250-ton floating crane *Hercules*, began rigging Derrick Barge No. 157 for clamshell operation if needed.

In the Gamboa shops, B. M. Parmentier, John Farrow and Noel Gibson went to work cutting steel plate flanges to blank

Other key members in the massive team effort to refloat the *Shozan Maru* were, from left, Burton L. Powell, Salvage Master; and Carley R. May, Ralph Morales, and Elbert T. Chappell, Jr., Industrial Division divers.





The Shozan Maru tied up at Gamboa after refloating was completed.

off vent pipes on the ship. Aboard the *Shozan Maru*, the crew of the *Atlas* lent a hand with the removal of deck vents. When the vent pipes were sealed and the air hose connected, the compressor aboard the *Atlas* began pumping air into the *Shozan Maru*.

To force out the tons of water that had poured into the vessel through the gash in the forward peak above the keel, 11 pounds of air pressure per-square-inch would be required. The forepeak tank-tops of most seagoing ships are tested to six pounds per-square-inch. No one knew the construction of the *Shozan Maru's* tank-top. Could the ship's deck stand the pressure of millions of pounds of compressed air pushing against it? Everyone on the job knew it was a gamble.

The answer was not long in coming. Almost imperceptibly, the bow of the huge vessel which had been resting on the bottom of the Canal, started to rise. Eventually, the compressed air pushed the water in the peak tank vertically downward by 24 feet—and the air was bubbling through the ragged gash below. The bow had been raised two feet.

But then, another crucial decision had to be taken. Should the ship be moved now? The consensus was that it was worth another gamble. Should it fail, the situation would be no worse than when the refloating operation had begun. Canal officials acted decisively, and the order was given: "We take full responsibility. Captain Sergeant, proceed to Gamboa moorings under tug power without using ship's propeller."

With four tugs assisting, the *Shozan Maru* began inching forward, its keel close to the bottom of the Canal. But Captain Sergeant, drawing on a lifetime of experience in putting ships through the waterway, maneuvered the large vessel successfully over the last critical mile. As if symbolically, dawn was just breaking—and the *Shozan Maru* was safe at mooring. The

Panama Canal has shaken off its "darkest night," said officials involved in the refloating operation.

But still there were problems. With the waterway blocked, ships had lined up along the Canal at both entrances awaiting transit. When the Canal was declared reopened to traffic, the backlog numbered 84 vessels. The problem was compounded by the fact that the blockage occurred while one lane at Gatun Locks was out of service for overhaul.

Then the Locks and Navigation Divisions swung into action. Equipment was moved to Gatun Locks, including the Dredging Division's floating crane *Hercules*, to reopen the east lane, and the final push came on February 29 when 65 oceangoing ships were transited—an effort which required, among others, the varied skills of pilots, marine traffic controllers, admessurers, deckhands, tug and launch crews, operations and maintenance supervisors, control house operators, lockmasters, towing locomotive operators, line-handlers, and helpers.

Thus, three days after that fateful February 25, the Panama Canal had left crisis behind and was basking in congratulations pouring in from the shipping world. Official praise was bestowed on the Navigation, Dredging and Industrial Divisions, and commendations were extended to Captain Sergeant, to Lowry and Powell. The highest accolade embraced the entire Panama Canal organization, one from Secretary of the Army Stanley R. Resor, in a letter to Governor Leber:

"Dear Governor Leber:

"Please accept and convey to the members of your staff and to the employees of the Panama Canal Company my highest respect for your outstanding achievement in handling this past Sunday's mishap. Your actions in averting a near disaster once again remind us all of our continued pride and esteem for your entire organization. In recognition of the professional competence and devotion to duty of all, Well Done!"

# San Miguelito . . .

*sounds of a new native faith*

*The Holy Mass has reached a climactic moment—the Communion by the celebrant and the assembly. God has accepted the sacrifice of Christ just offered to Him, and gives back Christ Himself, dead and risen, as the nourishment of Christian life.*

*A guitar caresses the silence, and a high-pitched Panamanian voice with an accent of the Interior rises in a song of joy, joined by hundreds of other voices in a "torrente paso trote."*

This is part of the Panamanian Mass, sung with the music and words of Panama's folklore, in a hymn of praise which brings forth all the fervor of the people.

Why the gay rhythm?

"Because no one is sad when he eats," is the simple explanation by José Nelson (Pepe) Ríos, composer of the music and words of the Native Panamanian Mass of San Miguelito.

And the *torrente paso trote* pro-



Francisco Medina: the drums speak of joy.

ceeds vibrantly through the Eucharistic Banquet.

Everything about the Native Panamanian Mass is impressive. The temple where the service is offered, Church of Christ The Redeemer, was built only three years ago and does not follow conventional lines. It is shaped like a gigantic tent—just as the earliest temples were in the Bible. The circular, galvanized iron roof, about 150 feet in diameter, rests on rectangular pillars and, at opposite ends, on two structures that serve as chapel and storage room, respectively.

"This represents the real concept of a church and a people on the move," according to Father Leon Mahon, 42, a priest of the new breed. He came from Chicago five years ago to direct a pilot project based on the new system of the Catholic Church for the formation of laymen as the basis for the survival of the Church itself.

The Native Panamanian Mass is an expression of that new concept. And the singer-composer Pepe Ríos, with his simple enthusiasm born of deep faith, is an example of the new Catholic in Panama who believes, understanding what he believes. Born in Chitré, he works as an accountant with the National Service of Volunteers, Panama's Peace Corps. With his wife Silvia and four children, he has lived five years in San Miguelito, the mushrooming community of low-income people on the Tocumen Airport Road at its intersection with the Transisthmian Highway. He is just over 30. His passion for native music (and dancing) has always been strong.

The idea of the Native Panamanian Mass came to Pepe while attending a *cursillo* (a modified form of weekend retreat) on Christian initiation, one of the many which the team of priests of the community, aided by a group of Maryknoll Sisters, has organized for the residents. On the second day of the retreat, Pepe—whose restlessness is betrayed by his eyes—broke with tradition. He brought along his guitar, and



José Nelson Ríos, composer-musician.

instead of spending the evening cracking jokes the 40 men in the retreat put on a native dance. The next day, instead of a dance, it was a serenade.

Through Pepe and his companions at the retreat, grassroots Panamanians again had expressed their joy through the means best known to them—folk music. Encouraged, Pepe Ríos then composed what he entitled, "Classical Panamanian Melody" which he sang for the first time at Mass in October 1965. The purpose of the hymn was to prepare the assembly for the Communion. This "Classical Melody" remains a part of the Native Mass. Panamanians who hear it recognize its tune immediately—the *tamborito* "Hojita de Guarumá."

But with what solemnity it is imbued through the slowest of rhythms given by Pepe Ríos to this peak moment of acclamation! And, as in many of his other verses, Pepe Ríos retained much of the words of the liturgy:

*Holy, Holy is the Lord  
And of the universe He is God;  
Blessed is he who comes  
In the name of the Lord.  
Holy, Holy is the Lord  
And of the universe He is God.  
Heaven and earth are filled  
With Thy Glory, Great Lord.*

“And the people . . .  
rose up and rejoiced.”—Exodus

The simplicity of the words is in keeping with the acclamation in the liturgy:

*Holy, Holy, Holy Lord God  
of Hosts.  
Heaven and earth are filled with  
your glory.  
Hosanna in the highest!  
Blessed is he who comes in the  
name of the Lord.  
Hosanna in the highest.*

Encouraged by Father Mahon, Pepe Ríos devoted himself to composing the full Native Panamanian Mass. By Christmas, 1965, he had finished the Invitation, the Glory to God, the Alleluia Hymn and the Creed. By the middle of 1966, the Lamb of God, the Offertory, and the Communion and the Dismissal hymns were ready.

The Native Panamanian Mass of San Miguelito consists of 13 hymns. The first five correspond to the Entrance Rite. As Pepe Ríos explains, the music of the first two is gay, as befits the joy of those who go to meet the Lord. The Introduction is a *saloma* and the Invitation a *tamborito*, both original compositions. But in the third hymn, the music turns solemn and reverent. It is a *torrente de llanto*.

As the Mass proper begins, the plaintive, repentant notes of the imploring “Capricho Montañero” rise from the



The statue of Jesus rises above San Miguelito.

assembly in the Kyrie Litany, imploring the Lord’s forgiveness:

*Lord have mercy  
Have mercy upon us.  
Ouo, uo, ouo, uo.*

But the music turns exultant again for the Glory to God, a hymn of exaltation sung with a *tuna* beat: “Glory to God in Heaven and His peace for him who loves Him.”

“It’s the song of a man who feels he has been pardoned,” Pepe Ríos explains, “and longs to exalt the dignity of God.”

The Mass then enters into the Liturgy

of the Word, in which God transmits an actual message of life through the Scripture. This message reaches the assembly with special efficacy when the Church proclaims the Word of God in the liturgy.

And this, which Pepe Ríos describes as “the most mystical part of the Mass,” begins with a *torrente valdivieso* for the Alleluia which precedes the word of the Son of God. Then, the sung Creed, in which the assembly replies to the Word of God by proclaiming its baptismal faith:

*We believe in God,  
We believe in Him,  
In our Father the Creator,  
Hey, hey, ho, we believe.*

It is a slow *cumbia*, neither gay nor sad, but sung with fervent enthusiasm.

The “Choral Punto” announces the Liturgy of the Eucharist. For the Offertory, Pepe Ríos chose the music of the classic Panamanian *punto*, which in years past was the favorite of the aristocracy:

*Bless the bread and the wine,  
Most Loving Lord,  
And become the body and blood  
Of the Redeemer Teacher.*

is the final stanza of the “Choral Punto.”

And responding to the celebrant’s

Father Leon prepares to give communion to a young couple during Mass.





The congregation singing with the musicians during services.

invitation to recite the Eucharistic Prayer, the assembly chants, "Holy, Holy, Holy is the Lord" to the slow beat of "Hojita de Guarumá."

This moment of intense devotion, perhaps the deepest of all spiritual emotions for the participants, is prolonged by the "Slow Lament," a *gallino* which is the hymn of the Breaking of the Bread—the rite which reproduces the gesture of Christ breaking the bread at the Last Supper, as the father does at the family table when he breaks the bread for his children:

*Lamb of God  
Who takes away  
The sins of the world,  
Have mercy on us.*

And as participation in the Mass culminates in communion by the celebrant and the assembly, the two Communion hymns ring out joyfully . . .

a *torrente paso trote* and a *torrente María* which close with the stanza:

*Through this pure morsel,  
In your promised kingdom,  
I hope to have earned  
Infinite glory.  
Lord, come to our people,  
Who long for Thee. Come.*

As the blessing of the Almighty descends upon the assembly, imparted by the celebrant to conclude the Rite of Dismissal, the faithful sing a *torrente zapatero*, whose final *saloma*—"ouo, uo, Alleluia"—lingers on after the Native Panamanian Mass has come to an end.

All this Pepe Ríos composed by ear, for he has had no formal music education. He hopes to attend the National Music Institute soon.

From the very beginning, the Native Mass has enjoyed wide acceptance in the San Miguelito community. Composed in antiphonal form (repetition of music and words) to facilitate memoriz-

ing, all the regular participants in the 9 a.m. Sunday Mass sing it by heart.

Generally, the accompaniment is with a large guitar (played by Pepe Ríos, who also plays the smaller banjo-like *mejoranera* and is a fine singer) and one native drum. When possible a violin is added. Recordings of the Mass are available at the Rectory.

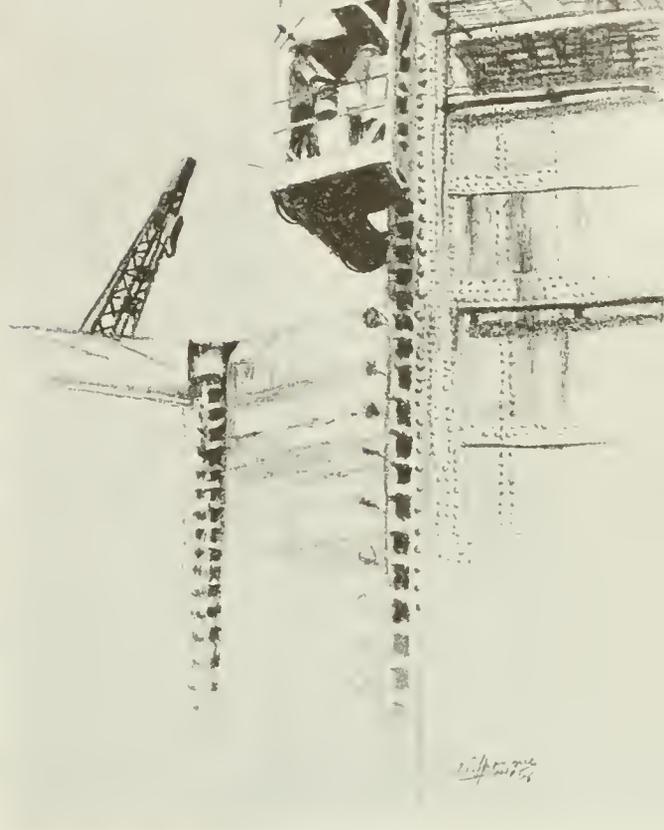
For those who hear the Native Panamanian Mass of San Miguelito for the first time, the experience is unforgettable. One is gripped by the intense spiritual emotion that radiates from the assembly from the very moment the spacious temple is filled with song—a *saloma* that is reverent invitation:

*Let's go, sir, let's go, let's go  
to Mass.  
Let's go, compadres, let's go.  
let's go to Mass.  
Let's go, comadres, let's go,  
let's go to Mass.*

# THE ART OF REPAIR

TO THE LAYMAN'S eye, there may be little art to "repairing" something—until that precise moment when he sets out to do the repairing himself. He may then get a painful hint of what craftsmen learn through long experience—that to a greater or lesser degree, everything is an art. The art of repairing Canal locks is one art; sketching the task is another. To celebrate the former, Artist Al Sprague undertook our cover, and these sketches on this and the following two pages—various impressions of the recent overhaul at Gatun Locks, repairs which quickly devastate illusions about the simple ease of skilled labor. The overhaul involved not only money, time, and the most expert of timing, but extraordinary men.

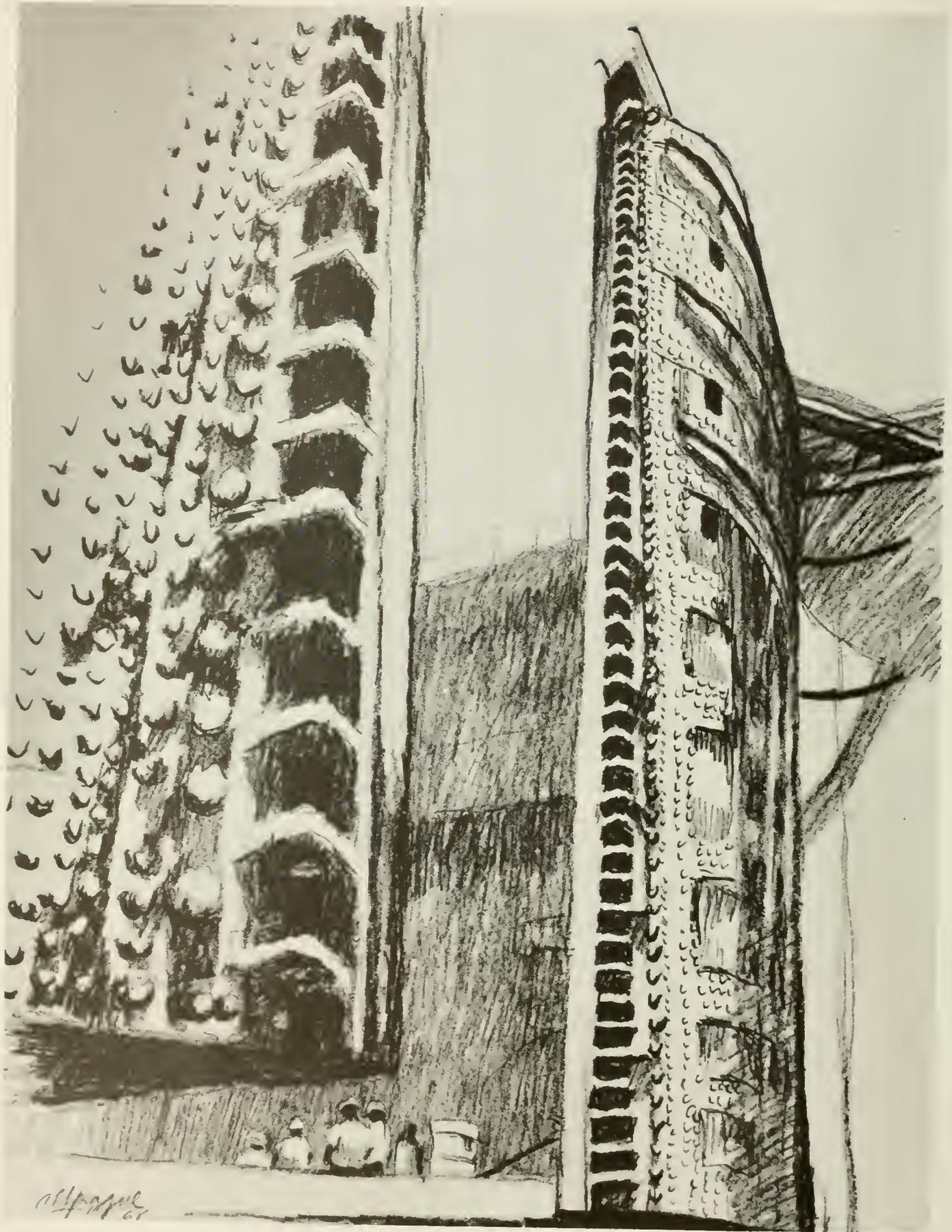
Secretary of the Army Stanley R. Resor expressed this view in a letter to Canal Zone Governor W. P. Leber: "... the manner in which this difficult and dangerous task was accomplished reflects that dedicated and efficient performance of Canal personnel which is a source of great pride to the Nation ... it was especially gratifying that the overhaul was accomplished with minimum impact on Canal traffic operations. . . ."



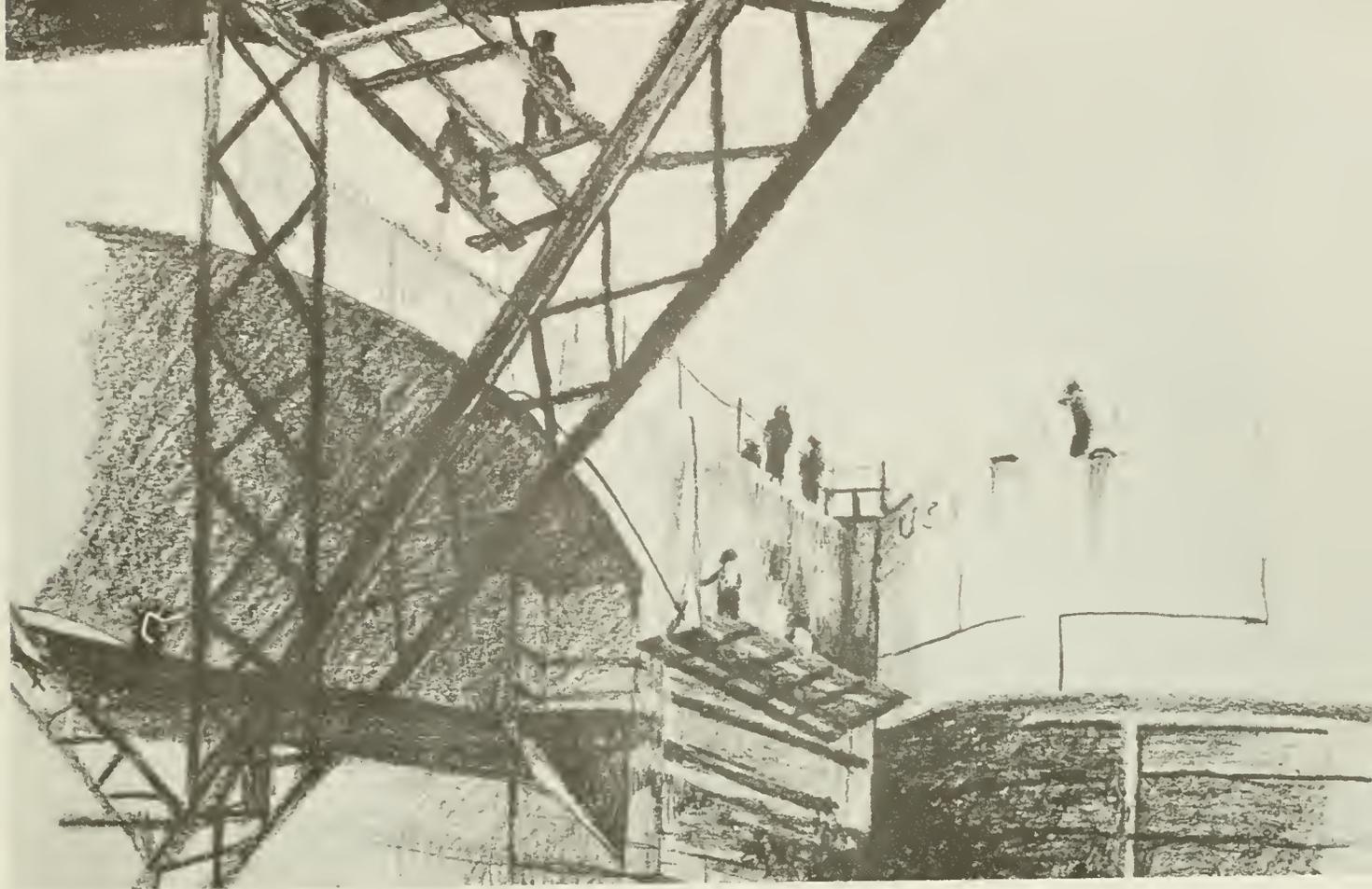
Installing funnels, in preparation for pouring babbit behind bearing plates.

Riggers direct a crane atop lock gate.

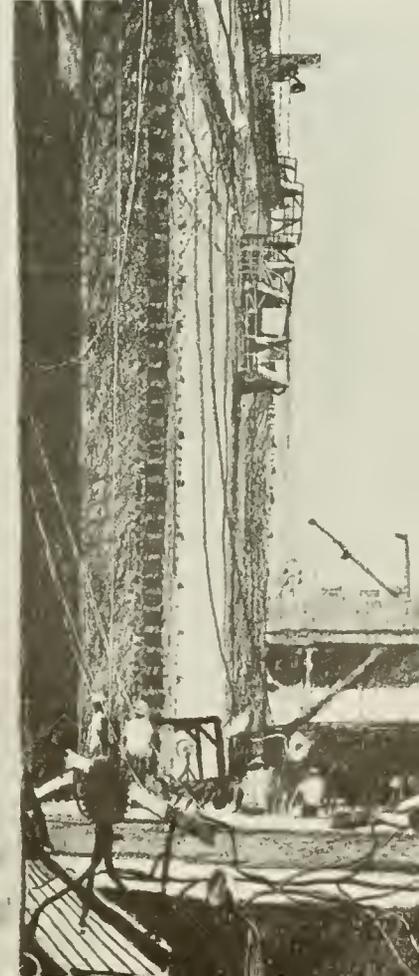
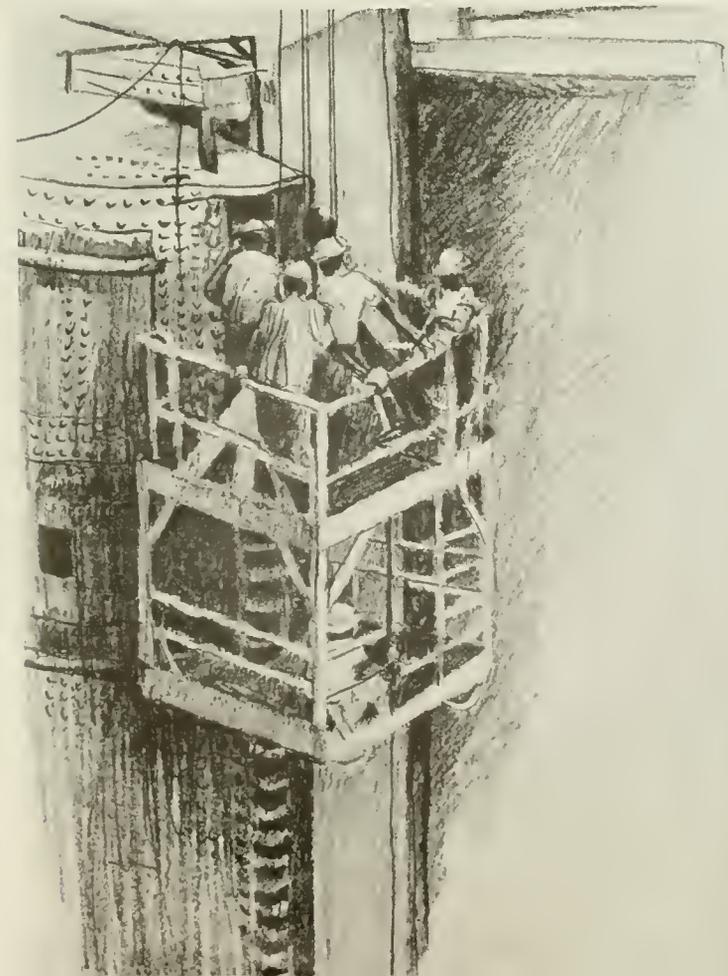




Lock gates open slightly.



Above, men paint underside of vehicular crossing at lower end of Gatun. Below left, men work on bearing plates at miter end of gate. At right below, the intermediate gate is being painted.



# ANNIVERSARIES

(On the basis of total Federal Service)

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Peter Alexis  
Distribution Facilities Assistant  
Oscar D. Crooks  
Motion Picture Projectionist (35 mm)  
Patna L. Brown  
Assistant Retail Store Manager

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Stevedore  
Harold L. Shaw  
Supervisory Cargo Checker  
Reuben F. Ellis  
Forgeman

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Construction and Maintenance)

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Linehandler (Deckhand)

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## ADMINISTRATIVE SERVICES DIVISION

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Cylinder Pressman (Large)

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Minor Campbell  
Painter

Rowland N. Brown  
Painter

Camilo Livingston

Roofer

St. Clair A. Husband

Helper Armature Winder

Percival Wade

Oiler (Floating Plant)

William K. Renner

Chief Engineer, Dipper Dredge

James E. Huddleston

Senior Operator (Generating Station)

Raymond L. Watson

Carpenter

Ramón Hennis

Leader Seaman

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Helper Blacksmith (Other Fires)

Jorge I. Vejas

Oiler (Floating Plant)

Joseph N. Edwards

Leader Carpenter

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Fred R. Trout

Lead Foreman Welder

Juan Bonilla

Linehandler (Deckhand)

Lesley A. White

Seaman

Gonzalo López

Cement Finisher

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Lead Foreman (Grounds)

Isaac Guizado

Gardener

Herman K. Laing

Supply Clerk

Clarisa M. Depass

Supply Clerk

Oscar B. Lowe

Cafeteria Manager

Cleveland A. Johnson

Leader Laborer (Cleaner)

Eliseo González M.

Laborer (Heavy Cold Storage)

Alexander Grant

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Truck Driver

Robert A. Barbet

Chauffeur

Joshua E. Robinson

School Bus Driver

*you'll fare well at*

# HEMISFAIR

IMAGINE a picturesque waterway boasting a profound depth of 3½ feet, with a staggering supply rate of 750 gallons a minute (vs. 3 million for the Canal). Add to this a few gondolas, flower boats, dining barges—plus fountains, artesian wells, and various landing sites.

Where are we? On a miniversion of the Panama Canal? Or perhaps in Venice, one hemisphere removed?

Not quite—merely a couple of thousand miles away—at Hemisfair, San Antonio, Tex., which numbers among its many proud boasts, “Nothing succeeds like access.” Part of Hemisfair’s charm is the ease with which fair-goers can enjoy all the attractions, and a mile-long “canalito,” in combination with a 7,000-foot-long minirail, is seeing to this. Sited 150 miles from the closest navigable water, landlocked Hemisfair has more water traffic than the Panama Canal, though admittedly the vessels which travel on the 330- by 210-foot artificial lake are slightly smaller. The winding lake is also an extension of the San Antonio River which means that visitors can depart from downtown, *a la gondola*, right to the canal and fair itself in a matter of minutes—somewhat quicker than a Pan Canal crossing.

Almost paralleling in miniature the Panama Railroad, Hemisfair has a 7,000-foot-long minirail which not only passes by the exhibits but actually enters the interior of a few. Its major stopping places are the private exhibits and foreign government sectors. Eighty feet above it is erected a skyride which for a quarter-mile offers the visitor a panoramic view of the entire fair.

Hemisfair itself, which includes the elaborate pavilions of 34 nations and the exhibits of many others, has as its central theme, *Confluence of Civilization in the Americas*. The theme is graphically presented by Confluence Cosmos, a unique thematic delineation which is the latest in audio-visual presentation. Through films with sliding screens and panels, an artificial sky and other motifs, the viewer vicariously experiences Man’s past—recent and distant—and gets a generous glimpse of what the future might hold. In this way, the \$7 million exhibit of the United States extolls Hemisfair’s three sub-themes, the Legacy, the Harvest, and the Promise.

The Legacy honors the early explorers and discoverers who opened the way to the New World, emphasizing particularly the courageous dreamers of



The Tower of the Americas Dominates the fair.



Panama's exhibit attracted a large number of Hemisfair visitors.

Spain, Portugal, and Italy who were undaunted by the fears which intimidated most navigators of the day as they pondered what lay far beyond the horizons of the sea. Also as part of the Legacy, there is a simulated ocean crossing on the "All Peoples' Ship." This symbolic vessel has projected on its sails the various ethnic groups who came together to form the confluence of what is now America—a various mixture of racial genes and cultural influences.

The Harvest, besides describing our current national purposes in accordance with the Preamble to the Constitution, shows how the Legacy is realized in a harvest of employment opportunities, homes and property, and freedom of movement and recreation, with emphasis on individuals working toward common goals as the formula for success—despite differences in background. From the Harvest, the visitor is taken to the Promise, where the problems as well as the achievements of today are presented in relation to the future. The viewer is reminded that a confluence of cooperative action must continue to prevail if progress is to remain uninterrupted.

Architecturally symbolizing the fair's theme is the gigantic Tower of the Americas, a 622-foot structure complete with observation decks, elevators, and a revolving restaurant at the top. Constructed at a cost of more than \$5 million, the tower is 67 feet higher than the Washington Monument and is in the very center of the 92-acre fair site, logically joining together the various architectural components of Hemisfair.

Panama is colorfully represented at Hemisfair with the theme, *Panama—Bridge of the Americas*. In four sectors covering 3,000 square feet, the pavilion includes displays of Panamanian pottery, handicrafts, and native costumes. Live presentations feature folkloric dances and the music of various regions of Panama. Also highlighted are contemporary paintings by nationally known Panamanian artists, as well as an exhibit showing the vital economic forces present in the Colon sector.

The Canal itself is depicted by an elaborate topographical display which takes the viewer on a simulated trip through the waterway. The narrated presentation is cued to a relief map with a complex lighting system that spotlights each feature as it is men-

tioned. As the fair-goer moves through the Canal on a make-believe crossing to the Pacific, a daylight-to-nightfall transition is simulated. When darkness has fallen, about halfway through the crossing, the Canal itself suddenly comes alive with lights of ships, buoys, and lighthouses which flash along the banks of the waterway. The presentation was built for the Panama Canal, using as a mold an exhibit which has been on display at the Canal Zone Library for many years.

By the time Hemisfair is over on October 8, more than 7 million visitors will have attended. Besides the exhibits mentioned—and there are innumerable others—nationally known entertainers will be performing, including Bob Newhart, Jimmy Dean, and others. The fair is a \$156 million project which places it in a category high on the list of national exhibitions. And besides its elaborate attractions, there also are those two little canalitos—the one through the fair, and the other a microcosm of your own tropical habitat.

If you are planning a trip to the States soon, Hemisfair is a fair bet to prove a delightful experience.

# CANAL HISTORY

## 50 Years Ago

CANAL ZONE Governor Chester Harding issued an order that no passenger should be allowed to carry cameras aboard any boat or vessel in waters of the Canal Zone. Such camera equipment was to be turned over to the Canal Zone customs inspector, who delivered it to the purser or other officer of the vessel with instructions that it must not be returned to the owner until the vessel was out of Canal waters.

Instructions to passengers intending to leave the Canal Zone, in order to enforce provisions of the Espionage Act and the Trading With the Enemy Act, of June 15, 1917, and October 6, 1917, respectively, said "It is unlawful for any person to send, or take out of, or bring into, or attempt to send or take out of or bring into the Canal Zone any letter or other writing, or tangible form of communication except in the regular course of mail. Penalty for violation of this statute is a fine of \$10,000 or 10 years imprisonment, or both."

Canal Zone commissaries were showing a wartime novelty, a "Hoover Bread Board," to be used to further the saving of bread "which may then be cut during the meal instead of being sliced too plentifully before mealtime."

The *Panama Canal Record* of August 21, 1918, featured "Meatless Recipes." These included peanut loaf with cream sauce; bean and nut loaf with Italian sauce; and Liberty loaf with McAdoo sauce. The consumption of cornmeal in preference to other substitutes was requested by the Food Administration as a patriotic duty.

## 25 Years Ago

"ITALY'S FEAR of Nazis Blocks Road To Peace—Talks for Peace Underway In Vatican, Rome" were the *Star & Herald's* top of front page headlines on August 1, 1943.

Mooring facilities in Balboa inner harbor were practically doubled with completion of a Dredging Division project and installation of anchors and buoys. The work was in progress, intermittently, the past year and more than 1 million cubic yards of earth removed to enlarge the anchorage near the pier area.

The quarantine period for dogs and cats brought into the Canal Zone will be raised to 6 months, effective September 1, as a measure of prevention of introduction of rabies on the Isthmus, according to a circular issued by Col. H. C. Dooling, Acting Chief Health Officer. The quarantine period, at the time, was 3 months.

## 10 Years Ago

A TOUGH CRACKDOWN on mosquitoes in the Canal Zone, including an aerial spray assault, was announced by Gov. W. E. Potter following a horseback survey of the Mindi Farm dairy area with Col. Charles Bruce, the Zone's Health Director. This was probably the first time in a quarter of a century a Zone Governor and his top medical executive made a first-hand study of a field problem on horseback. They were accompanied by L. A. Ferguson. The extermination program was planned in cooperation with the U.S. Armed Forces, the military to supply the plane and the Zone Government to supply the spray materials.

A slide involving 50,000 cubic yards of material occurred on the east bank of the Canal, at La Pita bend, just below the La Pita Signal Station. The

slide caused no interference with shipping. It is believed the slide was triggered by an earthquake and torrential rains. The slide at La Pita was the first of any magnitude since 3 years ago when an earth movement involving 60,000 cubic yards occurred just north of the La Pita break.

Free bus transportation was provided for Canal Zone school children for the first time this year.

## One Year Ago

WITH A DAILY average of 42 oceangoing ships during the month of July, more ships are being put through the Panama Canal than at any other time in the history of the waterway. The record breaking traffic of April, May, and June continued into July and increased an additional 6 percent. The 31-day period ended with a total of 1,302 blue-water ships, the highest single month's total recorded.

Hail was reported in Los Rios, Corozal, and Diablo Heights on July 18 and again September 6 . . . the 11th and 12th instances of hail in the Canal Zone since the phenomenon was officially noted at Cucaracha in 1908.



DAMP RESPITE—Steamshovel No. 254's efforts at Culebra Cut in 1911 are slightly dampened by one of Panama's notorious rainstorms.

# *It's More than Pot Luck at* **LA ARENA**

AN ART practiced milleniums ago in the storied lands of Egypt, Chaldea and Crete is opening new horizons for the village of La Arena, some 250 kilometers southwest of Panama City.

Work in ceramics has been known in La Arena, a community of less than 3,000 population, from time immemorial.

Most of the residents now engage in cattle raising, which is the main occupation in the Azuero Peninsula in southwestern Panama, or in agriculture. But even before the time of the *conquistadores*, what is now known as La Arena was the place where first the Indians and then the settlers supplied themselves with clay utensils: bulging *tinajas* to keep the water cool on warm days; round pots to cook the daily meals, and a variety of other utensils all made in La Arena. Of course, the baking and the finishing were primitive, but customers in those days were not as exacting as now.

From the very beginning, women took over pottery work in La Arena for reasons no one can explain. Their primitive ovens can still be seen in the outskirts of the village.

During the thirties, a young woman from the nearby, progressive city of



Chitré, Miss Diana Julia Chiari, was appointed a schoolteacher in the village. She quickly became enthusiastic over ceramics, which she learned from the village women. Every day after school, she studied books on pottery and ceramics, and soon she became more adept than her instructors. She turned the tables—teaching the residents how to improve their techniques, how to apply decorations with clays of various colors and artificial coloring, the method for building indirect heat ovens and generally improving the qual-

ity of their ceramics. The glazing process, in its primitive form, was another forward method taught by the young teacher to the people of La Arena.

Miss Chiari, by then a key community leader, turned her energies to having a pottery school established in La Arena. One of Panama's presidents, Dr. Juan Demóstenes Arosemena, turned the young teacher's dream into reality by founding the National Pottery School in La Arena. Miss Chiari was the first principal.

Diana Julia Chiari was married years later to Victor Gruber, an American, and moved to the Panama Canal Zone. But she never forgot the village of La Arena. She took friends from Panama and the Canal Zone on weekend trips to La Arena to see the work done there.

Another Canal Zone resident, Mrs. Theresa Lutz, visited La Arena, accompanied by an official of the Canal Zone schools. They were amazed at the work turned out from the little pottery school despite the lack of modern facilities and with only a firewood oven. On her return to Balboa, Mrs. Lutz aroused the interest of Mrs. Emily C. Bolton, then president of the Balboa Women's Club, in La Arena's pottery school. The result was that the Club donated to

The Finishing Room at La Arena. With vegetable and synthetic hues, workers apply the various decorations which grow brighter with time.



the school a fine ceramics electric oven. The only condition stipulated by the Balboa women was that the oven should be used exclusively for the benefit of the community. Even today, the oven donated by the Canal Zone ladies is still the best piece of equipment in the oven room of the ceramics center in La Arena.

A little over three years ago, the Ministry of Agriculture of Panama, with United Nations assistance, established in neighboring Chitré the National Handicraft and Small Industries Service—SENAPI—for the purpose of encouraging the development of small industries in various communities of the central provinces of the Republic. It has become a large organization, directed by Pedro Bolaños of the Ministry of Agriculture, Commerce and Industries of Panama, and Jean Barroux of the International Labor Organization.

From the outset, SENAPI centered its attention on La Arena. Panamanian and United Nations experts were assigned to the town to help the National Pottery School progress scientifically and to serve as a model for other communities which might develop ceramics as a small industry. The National Pottery School became the La Arena Center under SENAPI in Chitré.

The project is supervised by Panamanian and United Nations experts: Ivan Zachrison, a Panamanian artist who has specialized in ceramics, and George Cuielle, a French expert in ceramics who also is with the United Nations. They taught the first 16 students who reported to the Center. Currently they are training more than 30 other apprentices. The ceramic pieces are designed by Alberto Chan and Rene Díaz, both Panamanians, and Malcolm Benjamin, another U.N. expert from the United States.

One of the most important phases of the project was to develop the La Arena Center as a cooperative. This was the job of Franz Helm, a German-born authority on cooperatives from the United Nations.

Cuielle points out that top-quality clay is abundant in Panama, especially in the central region. "It is a good industry for the inhabitants of the region," he remarks. "The raw material is quite available and costs them nothing. They have only to manufacture a variety of utensils for which there is a



Fifteen-year-old Luis Calderón, the youngest of the workers at La Arena, utilizing a tiny hand-lathe.

# *La Arena now stopping point for travelers*

demand, and they have a means of livelihood assured."

The La Arena ceramics shop is on a par with the best, thanks to the help of Panamanian and United Nations experts and the equipment furnished by the world organization. It is supplied with indirect heat ovens, including the first one using wood, others employing gas, and the electric oven donated by the Balboa Women's Club. An air compressor facilitates the enameling process which precedes the baking. In a finishing room, residents create bright adornments along the lines of the Indian designs found in the Conte Site in Cocle province.

All types of fine vessels, dishes, and decorative pieces are turned out in a lathe room. Everything from simple dishes to amphoras of pre-Columbian design are produced in this room. Several of the amphoras which are replicas of those found in the Conte Site, complete with designs, have been displayed by SENAPI in the Panama Pavilion at Hemisfair in San Antonio, Tex. They have attracted considerable attention and already European and United States importers are showing an interest in the ceramics from La Arena.

The impact of the La Arena Center (the official designation of the cooperative project in SENAPI is "La Arena Ceramics Industries") has been tremendous in the three short years since its establishment. Its direct sales in 1967 amounted to \$16,000. These are handled in the Center offices in La Arena and through SENAPI in Panama City and Colon, the Canal Zone and other areas of the Republic.

The Center's influence touches most residents of the town. Brothers Victor and Ernesto Murillo are typical examples. The former lives in the center of town and spends his spare time decorating and turning on a lathe vessels and pots. Ernesto owns an indirect heat, firewood oven on the outskirts of town.



Mateo Batista removes from the gas-electric kiln a newly baked pot. The oven was donated to Cooperative Ceramic Industries of La Arena by the Balboa Women's Club in 1963 when the center was still called the National Pottery School.

He built it under the direction of a Peace Corps volunteer. Both brothers learned the art in the La Arena Center and in a few months after striking out on their own, Ernesto had saved enough to buy a small \$1,000 delivery truck.

The annual impact on the town from the ceramics industry is estimated at more than \$20,000, since other families besides the Murillos work at it during their spare time.

The results at La Arena have been so encouraging that SENAPI officials organized another ceramics shop in Chitré under instructor Toribio Ruiz Avila, a native of La Arena. Ruiz already is training the first five of a group of 20 young men from La Peña, Veraguas Province, 254 kilometers west of Panama City.

"The talent for ceramics of these young people is marvelous," Ruiz says. "After two weeks training, they were fashioning delicate clay figures." The young men will form the nucleus of the La Peña Center.

Ruiz was a student under Mrs. Gruver, whom he recalls affectionately. "All I know, I owe to her," he said, recalling his school days.

The La Peña Center is being equipped with a \$16,000 donation from the Panama National Lottery. Labor for the building is being furnished by residents of the town. The Center will specialize in fine ceramics, copying the pre-Columbian gold *huacas*. Because of their small size, there will be no difficulty in shipping these items to principal markets in the United States and Europe.

Thanks to the dedication of a young teacher imbued with the ambition to help others, a small town in Panama—aided by the Government and by the United Nations—is now pulling itself up by its own bootstraps. La Arena has become a stopping point for travelers and visitors, most of who come away carrying a fine ceramics piece decorated with Indian motifs and labeled, *Made in La Arena—Panama*.

# SHIPPING

## 20,000 First Transits

MORE THAN 13,000 ships making their first transits have been measured at Cristobal, and more than 7,000 at Balboa in the past 30 years during which the present Panama Canal rules for determining tolls have been in sole effect.

Panama Canal admeasurers, the men who compute the ship tolls, made an informal check recently and came up with the above figures. They pointed out, however, that these did not include every measuring job their offices had done in the past 30 years. These figures included only ships making the Canal transit for the first time. There were thousands more that had to be measured again because they had undergone structural changes since their previous transit which might have changed cargo-carrying capacity.

The admeasuring office also said that more new ships were measured on the Atlantic side than on the Pacific side since most new ships were constructed in European shipyards or on the east coast of the United States. The bulk of the new vessels coming into Balboa have been built in Japanese shipyards, and there was a considerable increase in the number of these in the past 15 years.

## Second Billionth Ton

WITH CARGO going through the Panama Canal at a record rate, Canal statisticians estimate that it will not be more than two or three years before

the second billionth ton makes its transit through the waterway. This year, for the first time in history, cargo carried on ships using the Canal reached the 100,000,000 long-ton mark.

The first billionth ton of cargo to pass from ocean to ocean via the Panama Canal moved from Atlantic to Pacific on December 12, 1956 after the Canal had been in operation 42 years. At that time, it was estimated that the second billionth ton would arrive sometime in 1975 or 1976. This schedule possibly would have still been in effect if the traffic had not taken a sharp rise due to ocean movements to and from the Far East and the closing of the Suez Canal. Cargo moving in all other routes through the Panama Canal actually declined in the past fiscal year, figures show.

## New Coastal Freighter

THE 240-FOOT *Dina U* which was launched May 24 at Lemmer, The Netherlands, will join in August a fleet of three coastal vessels that ply U.S. Gulf ports and ports on the west coast of Central America. Operated by the Azta Line, the *Dina U* will make regular trips through the Panama Canal with cargo for Central America, Panama and the United States. Of her 76,000-cubic-foot bale capacity, 25,000 feet are fully refrigerated in two hatches, one forward and one aft.

The ship is fully automated and can be operated from the bridge. The very latest nautical instruments have been installed as well as the most modern

cargo gear, including two heavy lifts of 20 tons each. It has a well-appointed owner's quarters and crew accommodations, all air-conditioned. Pacific Ford represents the line at Panama.

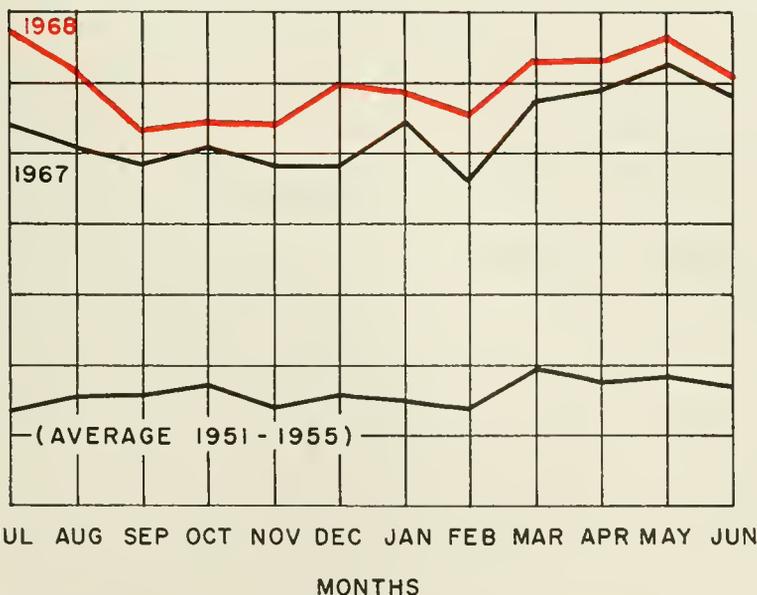
## Direct N.Y. to N.Z. Service

A DIRECT sea link between New Zealand and New York will be established later this year by the Chandris Lines when the SS *Ellinis* begins calling at New York on its around-the-world voyages. The vessel will pass through the Canal in October northbound on its way from New Zealand to Europe via New York.

Andrews and Company, local agent for the Chandris Line ships, say that the SS *Queen Frederica*, latest addition to the fleet, is due here the same month on its first around-the-world trip. The *Australis*, formerly the SS *America*, made the trip northbound in June, also on a regular around-the-world voyage with a stop at Port Everglades, Fla.

## Oriana Returns

THE P. & O. LINES' *Oriana* returned to Balboa July 10 from the U.S. west coast on her first visit since suffering propeller damage in Gatun Lake early in April. The ship received permanent repairs in Southampton and then continued her around-the-world voyage from England May 19. She skipped New Zealand on this voyage in order to return to her original schedule.



## PANAMA CANAL TRAFFIC STATISTICS FOR FOURTH QUARTER FISCAL YEAR 1968

TRANSITS (Oceangoing Vessels)		
	1968	1967
Commercial	3,412	3,310
U.S. Government	416	269
Free	21	24
<b>Total</b>	<b>3,849</b>	<b>3,603</b>
TOLLS*		
Commercial	\$22,208,172	\$20,658,173
U.S. Government	2,541,393	1,676,191
<b>Total</b>	<b>\$24,749,565</b>	<b>\$22,334,364</b>
CARGO**		
Commercial	25,688,151	22,757,829
U.S. Government	2,289,625	1,825,283
Free	113,766	171,570
<b>Total</b>	<b>28,091,542</b>	<b>24,754,682</b>

\* Includes tolls on all vessels, oceangoing and small.

\*\* Cargo figures are in long tons on all vessels, oceangoing and small.



Officers of the Board, from left: Thomas C. Peterson, Vice President; William A. Sullivan, President; and Janet Stanford, Secretary.

## INSURANCE PROVES POPULAR

FEW EMPLOYEE programs in the Panama Canal organization have attracted as wide a participation as the group health and life insurance plans which now protect approximately 11,000 employees.

Premiums totalling \$2,409,000 are paid annually by Panama Canal employees and nearly 4,000 participants from other local agencies.

The five health and life insurance plans are open to U.S.-citizen and non-U.S.-citizen employees of all agencies, but Canal employees comprise the bulk of participants.

A unique aspect of the insurance programs is that they are managed by the employees themselves through an elected board—the Group Insurance Board of the Canal Zone. The Board is composed of 21 representatives of employees of the Canal organization, the three military branches, and the Federal Aviation Agency—all but one elected by the employees. In addition, the board accepts non-voting members representing the Canal Zone Civic Councils, labor unions and Federal agencies having under 100 persons enrolled in the programs.

Elections for board members are held every 3 years (the next one is scheduled in November 1969). In the Canal organization, bureaus nominate

two candidates each. Ballots are distributed and collected by timekeepers. U.S.-citizen employees elect five members and three alternates; non-U.S.-citizen employees, six members and three alternates. The reason for the difference in the number of elected representatives is that the Panama Canal organization has accepted the responsibility and expense of providing office space, personnel, materials and services to implement the actions of the board, and is thereby authorized to appoint one voting member to the Board.

Of the five insurance plans administered by the board, only one is not under its exclusive supervision. That is the Canal Zone Benefit Plan (U.S. Health), the contract for which is negotiated by the U.S. Civil Service Commission under the Federal Employees Health Benefit Act of 1960. The President of the Group Insurance Board travels annually to Washington, D.C., to participate in the contract negotiations.

The other four plans are operated solely by the Group Insurance Board. They are the Canal Zone Benefit Plan (non-U.S. Health), the U.S. Citizens Supplementary Life Insurance Plan, the non-U.S. Citizens Life Insurance Plan and the Group Indemnity and Supplementary Health Plan.

Mutual of Omaha and United of

Omaha underwrite the health and life insurance plans, respectively.

The U.S. Citizens Health Plan is audited by the U.S. Civil Service Commission; the other four plans by Arthur Andersen & Co., which is a consultant firm under contract to the Canal organization.

Employees of the following Federal agencies on the Isthmus are covered by one or more of the insurance plans: Panama Canal organization, U.S. Army, U.S. Navy, U.S. Air Force, Federal Aviation Agency, Smithsonian Institute, Fort Gulick Officers' Open Mess, Army/Air Force Exchange, Middle America Research Unit, Army/Air Force Motion Picture, and American Embassy. The number of participants per agency ranges from two in the non-U.S. Life plan for Army/Air Force Motion Picture to 8,781 in the non-U.S. health plan for the Canal organization.

The Group Insurance Board is charged with "assuring that the most beneficial and effective results to the participating members are obtained." To carry out its mission, the board holds frequent special meetings in addition to regular quarterly sessions.

Officers of the board are: William A. Sullivan, president; Thomas C. Peterson, vice president; and Janet Stanford, secretary.

# 年の歩み 神戸開港100=



Just one segment of the huge Japanese port.

## *A Century of Port Kobe*

Honda. Sony. Canon. Toyota.

Japanese names? Yes.

Well known? Quite.

Ah-so, but not always. For decades, the only Japanese familiar to the Western ear were *Fuji*, *Yokohama*, and *Tokyo*—*Rose*—points of interest or siren nicknames—and later, the terrible names of *Suribachi*, *Hiroshima* and *Nagasaki*. Even after World War II was over, brand names of Japanese goods hardly became household words overnight in any place but Japan. What manufactured goods did find their way into export were generally cheap, non-competitive items which tended to lend a twist of derision to the phrase, *Made in Japan*. It was as though Japan produced nothing but toys, firecrackers and fans.

Time has erased this myth. Little by little, tariffs were lifted, other commercial barriers removed, and the eyes of the world opened to a vital, reconstructed Japan that in two decades rose from the ashes of defeat to become one of the major industrial powers of the world. Japan now challenges world markets with quality cameras, television, automobiles, motorcycles—and practically dominates the field of small transistorized components. The nation has even threatened the long-time supremacy of other nations in basic industries such as steel, metallurgy, and shipbuilding.

Sharply increased Japanese exports and shipping both owe an enormous debt to the Port of Kobe, an ancient site which dates back to the eighth century as an important center of commerce and now celebrating its 100th anniversary as a formal international port. It is today the first port of Japan in terms of value of trade (\$3.9 billion in 1966) and covers a sprawling 5.4 square miles in water area alone. Its chief product movement involves steel, rubber goods, *sake*, machinery, books, and last, but extremely prominent—ships.

The port is also a city which is an international and cosmopolitan one—no recent development but having evolved from the assimilation of varied foreign cultures which began to settle in Kobe from the 19th century on. The port attracted

commerce, commerce bred wealth, and the resultant stability nurtured the seeds of a flowering city.

Kobe is an excellent natural port, surrounded by various mountains. Wada-misaki Point shields the harbor from the high, western waves, the Rokko summits protect it on the north, and the port thus requires breakwaters in only two directions—east and south—to be secure from high seas. This has made the massive expansion undergone since World War II far less expensive than it would have been otherwise. As to future growth, this includes a port island currently under construction which will berth 30 additional ships. Other expansion projects, including those to take care of the new container ships, are either on the drawing board or already begun, to keep pace with Kobe's apparently endless increase in profitable ship traffic. To lend an idea of this constant growth, from 1955 to 1966 Kobe more than tripled the number of ships handled, from 20,328 to 73,164.

In its long and varied history, Kobe has passed through the traditional growing pains of large commercial ports, but has had additional difficulties to overcome which go back as far as the 15th century. From the 15th through the 18th centuries, for example, armed patrol boats maintained vigilance around the port to control the many pirates who roved the inland seas in search of booty. The port also suffered a major earthquake in the 16th century, and had to be diverted to military use during the Sino-Japanese and Russo-Japanese wars. In addition, Japan did not willingly open its portals to trade with the West, and the initial result of Commodore Perry's two visits to Japan in the 1850's was merely an agreement which permitted Western ships to refuel and take on supplies at Japanese ports. By the 1860's, however, Japan's commercial isolation from the Occident was beginning to crumble, and in 1868 Kobe became a port of international scope. It has been such ever since.

Whether Japan's ever-increasing varieties of export will make even more of its product names world famous, only time will tell. But if they do, you can be sure the Port of Kobe played a large part in it.

## CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Fourth quarter, fiscal year—					
	1968		1967		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	28	53,883	16	38,888	12	39,306
British	368	2,874,005	349	2,330,543	331	2,086,651
Chilean	28	186,951	31	174,695	30	213,847
Chinese (Nat'l.)	29	185,998	25	188,215	23	178,357
Colombian	47	106,924	55	104,994	65	108,257
Cuban	13	142,021	9	89,797	1	8,484
Danish	90	592,677	120	675,520	82	454,208
Ecuadorian	37	45,725	15	17,625	10	11,889
Finnish	10	71,339	9	45,571	7	35,856
French	52	216,786	68	222,103	41	219,953
German	305	1,110,121	326	1,071,617	285	875,621
Greek	132	1,113,545	98	1,096,013	161	1,609,353
Honduran	58	36,753	46	28,562	41	32,678
Israeli	33	212,645	27	172,745	16	61,923
Italian	55	343,434	65	478,613	49	297,801
Japanese	261	2,234,465	220	1,712,348	210	1,227,652
Liberian	399	6,239,840	390	4,724,943	259	2,567,640
Mexican	22	101,562	8	42,540	8	26,823
Netherlands	135	555,390	125	527,364	165	717,449
Nicaraguan	17	27,829	15	21,639	13	23,332
Norwegian	381	4,296,036	378	3,964,673	371	2,970,087
Panamanian	146	763,892	135	844,854	125	515,494
Peruvian	38	159,647	41	182,488	32	138,291
Philippine	25	107,972	28	193,632	19	90,273
South Korean	12	56,176	11	50,249	3	7,928
Soviet	32	134,257	13	96,215	6	41,850
Swedish	126	819,879	104	728,943	88	549,041
Swiss	16	29,591	21	60,289	10	10,086
United States	439	2,308,195	495	2,412,625	435	2,594,084
All Others	78	558,670	67	456,960	21	181,146
Total	3,412	25,686,208	3,310	22,755,263	2,919	17,895,360

## MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over—(Fiscal years)

Month	Transits			Gross tolls* (Thousands of dollars)		
	1968	1967	Avg. No. Transits 1961-65	1968	1967	Average Tolls 1961-65
July	1,177	1,039	960	7,400	6,205	4,929
August	1,117	1,008	949	6,751	6,392	4,920
September	1,023	988	908	6,370	6,057	4,697
October	1,048	1,005	946	6,754	6,157	4,838
November	1,041	985	922	6,672	6,028	4,748
December	1,100	987	946	7,133	6,084	4,955
January	1,094	1,043	903	6,916	6,318	4,635
February	1,055	968	868	6,685	6,049	4,506
March	1,132	1,079	1,014	7,028	6,831	5,325
April	1,132	1,094	966	7,301	6,823	5,067
May	1,168	1,128	999	7,493	7,005	5,232
June	1,112	1,088	954	7,405	6,820	5,013
Totals for fiscal year	13,199	12,412	11,335	83,908	76,769	58,865

\* 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 eight main trade routes:

Trade routes	Fourth quarter, fiscal year—		
	1968	1967	Avg. No. Transits 1961-65
United States Intercoastal	123	134	115
East coast United States and South America	380	398	583
East coast United States and Central America	183	175	128
East coast United States and Far East	807	756	565
East coast United States/Canada and Australasia	86	112	80
Europe and West coast United States/Canada	248	229	235
Europe and South America	329	474	328
Europe and Australasia	121	99	112
All other routes	1,135	932	773
Total traffic	3,412	3,309	2,919

## Surveyor for Lloyd's Is A Busy Man

NOT LONG ago when the British cruise liner *Oriana*, en route to England with more than 1,000 passengers, damaged her port propeller as she was passing through Gatun Lake, one of the first men to board her was C. H. Haman, Senior Surveyor for Lloyd's Register of Shipping in the Canal Zone.

Getting on the ship at Gatun Locks, Haman made a thorough investigation of the damage which, in the language of Lloyd's, had put her "out of class" (not seaworthy). In this case, the *Oriana* got temporary repairs and was given an interim certificate to proceed on her voyage with one engine, provided that she get permanent repairs on arrival at her home port of Southampton. The *Oriana* sailed from Nassau, where she unloaded her passengers and later was repaired in England.

This was only one of the many duties that keep the Surveyor for Lloyd's on 24-hour call seven days a week. In fact, he is one of the busiest men at the Canal, where more than 13,000 oceangoing ships cross each year.

Most of the work concerns regular run-of-the-mill ships that limp into Balboa or Cristobal any time of the day or night or suffer damage while making the Canal transit. In case of trouble, the man from Lloyd's or his counterpart from the American Bureau of Shipping, which also maintains a full-time surveyor here, is one of the first men to be called.

Haman, who is retiring this year, is a native of Holland. A naturalized U.S. citizen, he has been on the job for Lloyd's at the Panama Canal for the past 18 years. He received his education in the United States, holds a Chief Engineer's license, and is a member of the U.S. Society of Naval Architects and Engineers and of the Northeast Coast Institution of Engineers and Shipbuilders of Great Britain.

Prior to joining Lloyd's Register of Shipping in 1947, he was Superintendent-engineer of the Middle Eastern area with Lumberman's Mutual Casualty Company, and port engineer for the War Shipping Administration in

## PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)  
Pacific to Atlantic

Commodity	Fourth quarter, fiscal year—		
	1968	1967	5-Yr. Avg. 1961-65
Ores, various	1,103,983	1,077,762	246,962
Boards and planks	1,029,546	N.A.	N.A.
Sugar	724,440	700,662	593,689
Iron and steel plates, sheets, coils	642,998	N.A.	N.A.
Fishmeal	461,577	391,831	N.A.
Iron and steel manufactures, miscellaneous	413,503	N.A.	N.A.
Food in refrigeration (excluding bananas)	377,920	268,024	239,518
Bananas	354,613	380,903	302,024
Metals, various	313,004	310,406	316,863
Pulpwood	288,851	200,254	141,437
Potash	260,579	98,589	1,956
Plywood	210,467	N.A.	N.A.
Lumber, miscellaneous	169,059	N.A.	N.A.
Canned food products	155,309	153,596	217,725
Iron and steel wire, bars, and rods	149,882	N.A.	N.A.
All others	2,684,027	4,378,962	5,939,749
<b>Total</b>	<b>9,339,758</b>	<b>7,960,989</b>	<b>7,999,923</b>

C. H. Haman

Naples and Port Said. He came to Balboa from Baltimore as ship and engineer surveyor and subsequently was appointed senior surveyor. During his years here, Haman has attended ships classed in Lloyd's Register of Shipping in ports of Central and South America and has supervised ship construction in Peru and Mexico.

Haman and his successor John Charlton, a British engineer who came here from Mobile, Ala., are two of a group of permanent surveyors appointed to the Canal by Lloyd's. The society, however, has been represented at the Canal since it was opened to traffic in 1914. At that time, Lloyd's surveying work was handled by E. S. Humber, head of a well-known local British family, who also was agent for the Corporation of Lloyd's, the sister organization that transacts ship insurance. Humber in turn, appointed engineers who did the actual inspection aboard ships.

In 1922, Lloyd's announced that they had decided to station in the Canal Zone one of their own engineers as exclusive surveyor for Lloyd's. Following the arrival of George Allan from New York, the office on the second floor of the Terminals Building in Balboa was opened. It is manned by the surveyor and Fred Ramdeen, the staff clerk and accountant who has worked there since 1924 and has been right-hand man to all nine of the former surveyors.

The society known as Lloyd's Register of Shipping, with headquarters in London, England and branches in principal ports throughout the world, has been engaged for the past 200 years in the classification of ships. The phrase, "A-1 at Lloyd's" has become a byword of quality in countries all around the globe.

### Atlantic to Pacific

Commodity	Fourth quarter, fiscal year—		
	1968	1967	5-Yr. Avg. 1961-65
Petroleum and products (excluding asphalt)	4,575,163	4,412,152	3,032,710
Coal and coke	3,866,856	2,527,935	1,630,663
Phosphate	1,246,581	865,414	553,806
Corn	793,888	545,273	368,977
Soybeans	672,205	427,349	332,040
Metal, scrap	407,077	1,291,156	669,565
Ores, various	365,525	331,333	86,020
Metal, iron	278,974	276,196	52,629
Sugar	267,705	319,352	320,063
Rice	257,422	248,327	63,341
Sorghum	202,437	192,117	N.A.
Paper and paper products	197,843	153,019	115,754
Wheat	193,491	146,892	147,473
Fertilizers, unclassified	190,594	155,850	104,308
Cotton, raw	181,895	122,465	105,447
All others	2,648,794	2,779,444	2,312,641
<b>Total</b>	<b>16,346,450</b>	<b>14,794,274</b>	<b>9,895,437</b>

### CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fourth quarter, fiscal year—				
	1968			1967	Avg. No. Transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	
<b>Commercial vessels:</b>					
Oceangoing	1,705	1,707	3,412	3,310	2,919
Small <sup>o</sup>	80	74	154	175	134
<b>Total commercial</b>	<b>1,785</b>	<b>1,781</b>	<b>3,566</b>	<b>3,485</b>	<b>3,053</b>
<b>U.S. Government vessels: **</b>					
Oceangoing	232	184	416	269	64
Small <sup>o</sup>	16	15	31	33	37
<b>Total, commercial and U.S. Government</b>	<b>2,033</b>	<b>1,980</b>	<b>4,013</b>	<b>3,787</b>	<b>3,154</b>

<sup>o</sup> 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.













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