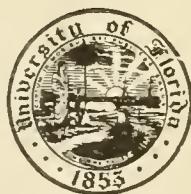


UNIVERSITY
OF FLORIDA
LIBRARIES



A faint, blurry background image of a classical-style building with four prominent columns and a triangular pediment.

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<http://www.archive.org/details/panamacanalrevie147pana>

PANAMA

CANAL



REVIEW

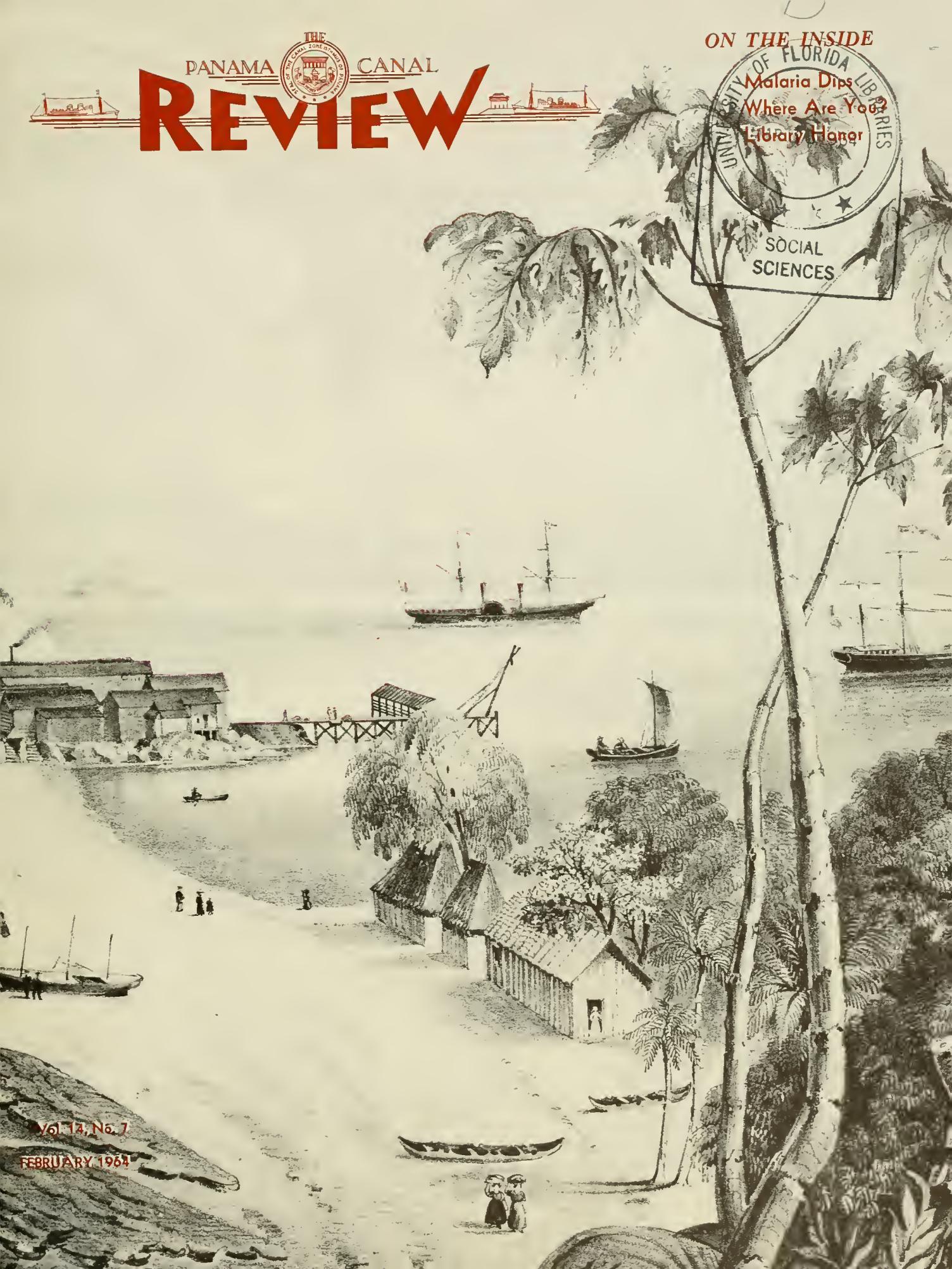
ON THE INSIDE

Malaria Dips

Where Are You?

Library Honor

SOCIAL
SCIENCES



VOL. 14, NO. 7

FEBRUARY 1964

ROBERT J. FLEMING, Jr., Governor-President

DAVID S. PARKER, Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer



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ROBERT D. KERR, Press Officer

Publications Editors

RICHARD D. PEACOCK and JULIO E. BRICEÑO

Editorial Assistants

EUNICE RICHARD, TOBI BITTEL, and
TOMAS A. CUPAS

Major Canal Projects Making Progress

WIDENING OF GAILLARD CUT: The dry excavation begun in January 1963 on the largest phase of the \$43.7 million widening of the Canal was 76 percent complete by mid-February 1964. The Zone 1 work, excavation of overburden material above elevation 95 feet, involves 5 million cubic yards of excavation. Bids will be asked in May for the Zone II excavation below elevation 95 feet. The total excavation in this final portion in Las Cascadas-Bas Obispo Reaches will approximate 17 million cubic yards. The project, started in 1959, is scheduled for completion in fiscal year 1967.

NEW LOCKS MAINTENANCE METHOD: Work has been completed at Miraflores Locks, is scheduled for Gatun Locks in 1966, and is tentatively scheduled for Pedro Miguel Locks in 1972 to permit a system of miter gate overhaul whereby the miter gates will be unhinged by means of a floating crane, floated to a remote drydock for overhaul, and rehinged with the floating crane. Instead of unwatering the chamber to overhaul the wall quoins and pintles, a portable cofferdam will be used so that ship traffic will be interrupted only during the removal and rehinging of the gate leaves, approximately 24 hours being required for each operation. A trial overhaul at Miraflores Locks to test this system is scheduled to start in September 1964.

MARINE TRAFFIC CONTROL SYSTEM: The voice radio part of the system is being installed. This consists of VHF radio systems for harbor dispatching, centralized transit dispatching and pilot-to-towing locomotive communications. The equipment for these systems is being purchased under contract, at a total cost of \$259,676. The central dispatching office is being constructed on the third floor of the Terminal Building, Balboa. It is expected that the new harbor and transit systems will be completed and in operation by April 1964 and the pilot-to-locomotive system by May 1964.

About the Cover

THE INSTALLATIONS once maintained by the Pacific Steam Navigation Co. at Morro Island off the Island of Taboga, are shown in this 100-year-old lithograph by George Sibell reprinted as the cover of this month's PANAMA CANAL REVIEW.

The little island, joined to Taboga by a sand spit, was purchased by the PSNC before the Panama Railroad was completed and used as the center of operations for the company's Pacific-based ships. Passengers and freight were brought across the Isthmus from the Atlantic side by railroad, river boat and mule back to join the ships at Panama. The company established workshops, houses, a hospital and the famous "gridiron" where ships were dry-docked and repaired. Water was furnished from the main island.

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Leading Figures Rate a Bow

A FIGUREHEAD—like a mermaid—is out of date. And it's a shame.

Once upon a time no ship worth its salt was sent to sea without one. Just as a car as a status symbol was equipped with a running board and a radiator cap.

Although the art of carving figureheads is practically extinct these days, waterfront sources report that there still are ships plying the high seas and going through the Panama Canal, too, that are fitted out with figureheads as well as radar and remote-control engines.

One of the shipping companies to keep up the tradition of the old sailing ships is a Norwegian company called

the Fred Olsen Line. It is no Johnny-come-lately in the shipping world, nor is it a midget.

The Fred Olsen Line, founded nearly 100 years ago by an astute Norwegian seafaring man bearing that name, is a company known from Zanzibar to Singapore and is the owner of 60 to 70 cargo vessels—trim, smart craft carrying passengers as well as freight. Some of them are regular customers of the Canal as they go from Europe to the U.S. west coast and the Far East and others ply the Mediterranean and South American trade routes.

No matter where they go, the Fred

Olsen Line ships—although modern from stem to stern—have figureheads on their graceful bows just as their daddies and granddaddies used to.

The custom was started by the original owner of the line, whose grandson Fred Olsen is still head of the company. Some of the figureheads are beautiful women, such as the one seen on the bow of the *Bolinas*. Others are symbols representing the ship's name.

The SS *Bonanza*, another Olsen Line ship and also a regular Canal customer, has an American Indian chief on its bow. The SS *Buffalo* has a figure representing Buffalo Bill, the old Indian fighter, and the SS *Bataan* has a South Sea island beauty as its figurehead.

According to Capt. Lars Nygaard, a husky Norwegian salt who is in command of the *Bolinas*, the shipping line has the figureheads carved by ambitious Norwegian artists who practice this ancient form of sculpture with as much zeal and enthusiasm as the artists who furnished figureheads for the early American clipper ships running out of Marblehead, Mass.

The model for the beautiful figurehead on the bow of the *Bolinas*, for instance, was the wife of the young Norwegian artist. The figurehead was attached to the bow shortly before the ship sailed on its maiden voyage in 1956. Like an Irish playwright, the artist arrived for the ceremony in a festive mood.

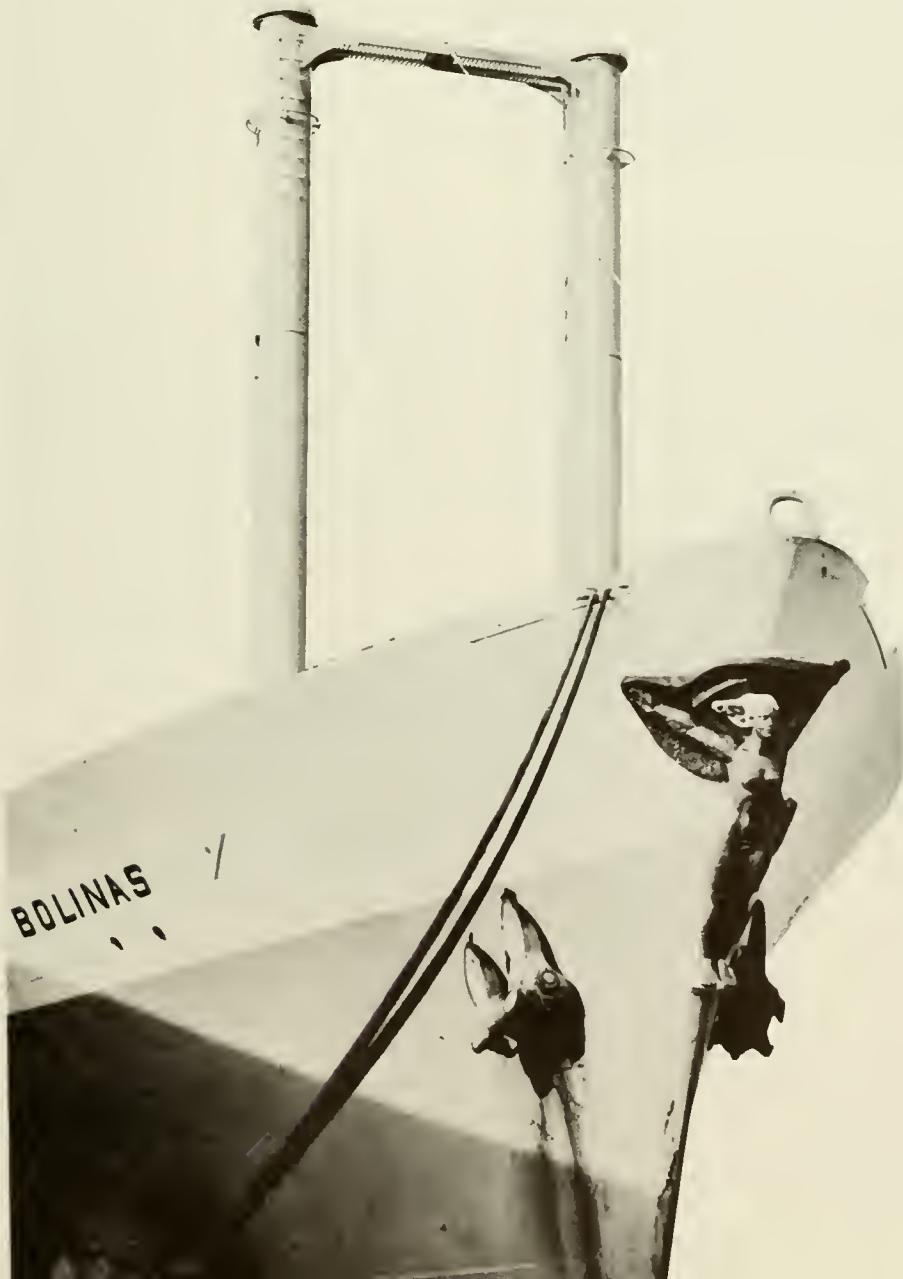
The figurehead on the *Bolinas* may run into a bit of rough weather in the North Atlantic now and then and often arrives at the Canal a little worse for wear. She returns from the U.S. west coast in fine shape. A new coat of paint usually is applied in California by U.S. workmen, who reportedly take on the job with enthusiasm.

The *Bolinas* and her sistership, the *Burrard*, pass through the Canal on a regular schedule and their life-sized figureheads depicting the female form divine have attracted the attention of many other members of the shipping trade and passengers.

Captain Nygaard sees nothing unusual about the lovely young lady who adorns the bow of this otherwise hard working Norwegian freighter. She is just the model of any normal healthy young Norwegian girl, he says.

"Now if you would like to know what kind of cargo we are carrying. . . ."

The "Leading Lady" of the *Bolinas*



Alert Control, Constant Fight

Drive Malaria to New Low

MALARIA, which cut a great swath of death through the ranks of the men who built the Panama Canal, has all but disappeared in the Canal Zone.

The number of cases reported in 1963 hit a new low. Authorities in the Health Bureau attribute this to constant vigilance and rigid mosquito control measures.

Statistics issued by the Division of Sanitation of the Health Bureau show that the case rate of .4 per 1,000 employees reported at the end of 1963 was a new record for malaria eradication in the Canal Zone and the lowest case rate since statistics were started in 1906. In that year, the rate was 821 cases per 1,000.

The previous low for malaria incidence in the Canal Zone was .6 recorded in 1956.

The fight against malaria has been constant since work began on the Panama Canal. Yellow fever and malaria were the two diseases which necessitated the intensive mosquito eradication campaign started under Colonel Gorgas in 1904. Sanitary measures which made possible the construction and maintenance of the Panama Canal resulted in the eradication of yellow fever within a few years and reduced mosquito-borne diseases. The com-

plete control of malaria still remains a problem.

The late Dr. James S. Simmons, formerly of the U.S. Army Medical Research Board in Ancon, wrote in 1939 that yellow fever and malaria probably existed in Panama at least since the time of early European settlements. For several centuries prior to the discovery of the manner of its transmission, yellow fever and malaria exerted a powerful influence on the destiny of the Isthmus of Panama, destroying the health of the people and contributing to the failure of the plans of various foreign nations who wanted to build a trans-isthmian canal.

Elimination of yellow fever and "reduction of the incidence of malaria which immediately followed the energetic use of anti-mosquito measures in the Canal Zone is now recognized as one of the triumphs of preventive medicine.

"By expenditure of large amounts of money, certain parts of the narrow mosquito-infested strip of land which traverses the Isthmus on either side of the Panama Canal, have been rendered comparatively free from malaria and have been converted into fairly safe places in which to live. Malaria incidence rates for Canal employees are no longer a cause for serious concern and

deaths attributed directly to malaria have become rare," Dr. Simmons said.

Each year since then the incidence rate has been gradually reduced but only through the use of measures to guard against the disease. The Canal Zone Division of Sanitation budget is \$400,000 a year for an operation of employees who spend 60 to 70 percent of their time in the continuing fight against malaria and efforts toward its control.

These include such well known practices as drainage of swampy or mosquito breeding areas, the use of mosquito screening in houses, spraying with insecticide the inside of dwellings, elimination of harboring places by cutting away underbrush and the use of larvicide throughout the 50 square miles of sanitized areas surrounding the 15 Canal Zone township sites, 5 of which are on the Atlantic side and 10 on the Pacific.

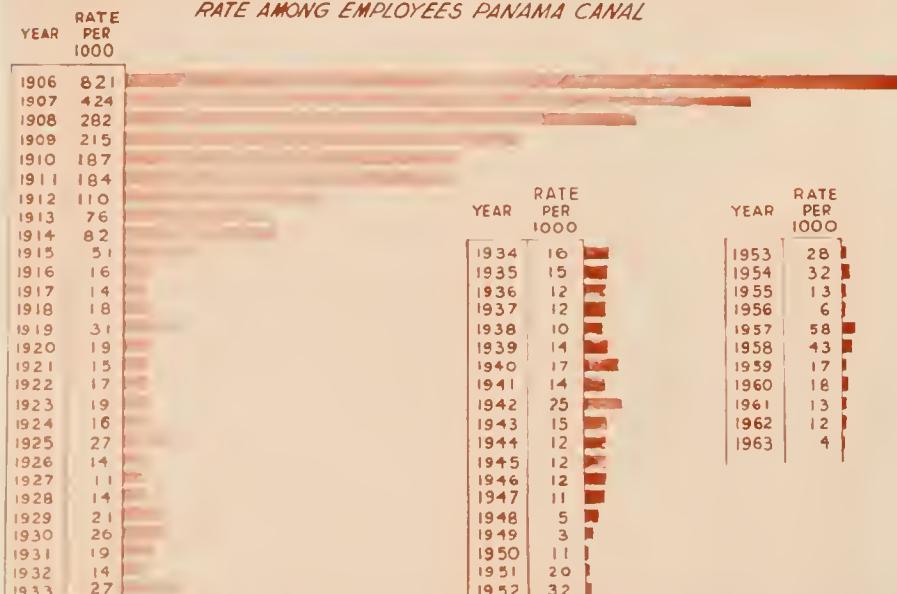
The 123 men, all Panamanians, are employed in 11 gangs by the Sanitation Division in the battle to control malaria, clean more than 400 miles of drainage ditches each year. They help the health authorities apply residual insecticide twice each year in dwellings of more than 150 land licensees. Blood smears are taken regularly and those residents whose smears are found positive for malaria, are given weekly dosages of a suppressive drug tablet for 14 weeks. This activity is coordinated with the Gorgas Memorial Laboratory in Panama City.

The Canal Zone Division of Sanitation annual report points out that although the malaria rate among Canal Zone employees may, in the future, decrease to no cases, the Sanitation forces have not eliminated the malaria transmitting mosquito for which control must be continued within populated areas by sanitary ditch maintenance, larvicing, fogging, and insecticidal residual applications.

Furthermore, mosquito control must be maintained to decrease other mosquito-borne diseases, such as encephalitis, as well as to reduce pest mosquitoes that lower morale in living and employment sites within the tropical topography of the Canal Zone.

HALF A CENTURY OF MALARIA IN THE CANAL ZONE

RATE AMONG EMPLOYEES PANAMA CANAL



At right is a model of the Anopheles mosquito, which transmits malaria. It's a mockup made by the Health Bureau for a display. No doubt it gave a start to anyone who saw it sitting under a tree, poised for action. Because even in the most exaggerated mosquito stories, they don't grow this big. Below, help comes in the form of a Health Bureau fogging unit. Canal Zone children call this health guardian "the stinky man." They dance about when he comes down the street, the fog motor chattering amid a cloud of spray. But his "foggy notions" about mosquitoes have contributed in a large measure to the continuing tight control over mosquito-borne diseases in the Canal Zone.



World Ports

ANTWERP



The 1,200-foot quay, equipped with transporter bridges for unloading coal and ore.

TWO HUNDRED years before Columbus set out upon his great adventure of discovery, the port of Antwerp in Belgium was a going business. And the city of Antwerp began to develop a thousand years before that.

Today the port is important not only to Europe; it has worldwide significance. This position is evidenced by the 16,945 ships that arrived at the port in 1961. The port handled a total of 46 million tons in shipping that year, the last for which full figures were made available.

Ships of 50 nations arrived and departed Antwerp during 1961 to load and unload cargo at this European "crossroads" port on the Scheldt River. The port is used by more than 300 shipping lines, with more than 90 percent of the total traffic carried through the port under foreign flags. And of all the business done at Belgian ports, Antwerp takes the lion's share—87 percent.

Antwerp owes its attraction to a favorable geographical position in relation to the industries of Western Europe. Heavy industry in Belgium and the Grand Duchy of Luxembourg, in

A Crossroads Of European Shipping

northern and eastern France, and along the Saar and the Ruhr spreads out behind the port city like a fan, 60 to 250 miles away.

A prime reason for the busy port is its link between inland and sea traffic. The "national hinterland" of the port

is the BLEU (Belgian-Luxemburgian Economic Union). This large area is dependent upon overseas trade, if a high standard of living is to be maintained there. Great quantities of raw material—principally oil, ores, coal and cereals—must be imported. Principal exports through the port are iron and steel (nearly half the volume), fertilizers, chemicals, cement and glass.

Another economic asset is the fact that Antwerp is an inland port with large and important rail connections. It is a loading port for finished and semifinished products of Western European industry.

Industrial settlements in the Antwerp port area.



He Fought "Yellowjack" With Gorgas



Dr. Eno at his office in Colon.

A PIONEER . . .

Dr. Harry Eno, a name well known on both sides of the Isthmus, is exactly that.

He came to the Isthmus from Hoboken, N.J. in 1905, shortly after completing his training as an intern, and found himself in the middle of the fight against "yellow jack."

He has been here ever since and at present is one of the few U.S. citizens possessing a license to practice medicine in the Republic of Panama.

He came to Panama when health conditions were deplorable. But during the years he has seen the Isthmus become one of the health spots in the world.

He worked with Col. W. C. Gorgas and other medical greats of the construction days and remained here to establish, with Dr. Surse Taylor, the Samaritan Hospital in Colon. This was the only hospital in Colon for many years.

He has been decorated by both the United States and Panama Governments, has received recognition for his extensive welfare work and has been honored by the Rotary Club, the American Red Cross, and the Salvation Army.

"Everyone asks me why I came here in the first place," Dr. Eno said.

"Well there I was in Hoboken and here was the Panama Canal needing doctors and sanitation men to fight the fever that was killing off the Canal workers faster than they could dig the big ditch. I also had a desire to study tropical medicine," he said.

One of his first memories was going to work at Gorgas, then known as Ancon Hospital, with orders to have the laboratory reports up by the time that Dr. Gorgas made his rounds in the morning.

The laboratory reports were the only means they had to determine quickly if a patient had the dread and nearly always fatal yellow fever.

Colonel Gorgas appeared precisely on time each morning at 7:00 a.m. and woe to the young doctor who hadn't completed his tests.

"But he was a charming man," Dr. Eno recalls. "The theory that yellow fever and malaria was caused by the bite of a mosquito had been proven in Cuba but it had not been generally accepted in medical circles and Colonel Gorgas had a tough time convincing the U.S. Congress that he needed more money for his clean-up campaign. At one time he had screening put on Ancon Hospital himself, using makeshift materials."

Dr. Eno spent his first years here training at Ancon and then was transferred to the Atlantic side where the Isthmian Canal Commission operated Colon Hospital. Later he was district physician at Portobelo, a historic town where hundreds of construction workers were engaged in digging gravel for the construction of the locks. He remembers this as one of the most pleasant periods of his life.

After 10 years with the Canal organization, he left the Isthmus to study surgery in the United States, Stockholm, and Vienna. At that time, he also married a charming young lady from his hometown in up-State New York and brought her back to Panama as a bride.

Dr. Eno has had a hand in or has given support to nearly every civic or public welfare movement on the Atlantic side. Recently he gave funds and turned over property for the construction of welfare centers and low cost housing near Colon.

He has held the Panama Order of Vasco Núñez de Balboa for a number of years and is an honorary member of the Colon Fire Department.

He and Mrs. Eno live in Colon where Dr. Eno, now 83 years old, has a small clinic.

West



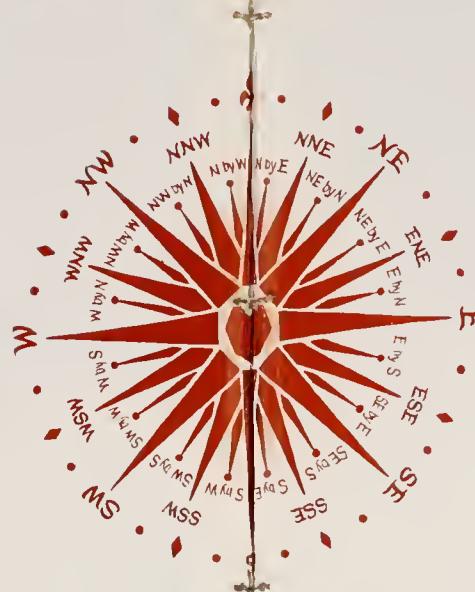
LOOKING WEST—The Cristobal Mole is the long, cigar-shaped piece of land flanked by the row of palm trees. Jutting from it, at left, are Piers 6, 7, and 8. Toro Point and Fort Sherman are in the background at right.

South



LOOKING SOUTH—That's Pier 9 in the foreground and Pier 16 (the oil dock) beyond that where the ships are docked. The waterway is the entrance to the old French Canal.

WHERE ARE YOU?



"WELL," someone explains, "the Panama Canal runs southeast to northward, and, in these parts, the Atlantic Ocean is sometimes west of the Pacific."

Confusing? It can be to the Canal Zone newcomer or visitor, it can be real puzzler. And there are even some long-time residents who will admit that they still remain in a slight haze about directions in the Zone. It's difficult to become oriented, and if you don't work at it you can easily slip back into a non-directional state.

These pictures were taken from the top of the Cristobal tower of the Meteorological and Hydrographic Branch of the Engineering and Construction Bureau. Each one views the landscape from an exact point on the compass. Now—look at the pictures, read the descriptions, and see if your sense of direction is Canal Zone oriented.

North



LOOKING NORTH—Area at right is sometimes called the De Lesseps area. The two lines form a breakwater and just beyond, in the distance, a ship approaches Limon Bay. The tower at right is a microwave tower.

East



LOOKING EAST—Buildings in front form what is popularly called "Steamship Row." The view beyond is looking across Colón. Coco Solo is in distant background.



"A view of Panama" is the title of one of the rare lithograph prints in the Library's collection. The drawing made from the side of Ancon Hill looking toward the peninsula on which Panama City was built following the destruction of Old Panama, is believed to

be more than 100 years old. The spires of the cathedral are shown in the center with the islands of Taboga and Taboguilla in the background. The lithograph was made by C. Hutchins of Liverpool.

For the Panama Collection: A Scholarly Hallmark

THE CANAL ZONE LIBRARY's collection of documents, photographs and books, dealing with the interoceanic transportation aspect of the history of the Isthmus of Panama, is getting international recognition this year.

The subject catalog of the collection of 10,000 or more items will be published in the late spring or early summer by G. K. Hall & Co., a distinguished publishing company of Boston, Mass., which has put into print the catalogs of a number of other noted collections.

For librarians, this really is hitting the big time.

The Canal Zone catalog, with a foreword by Governor Fleming is being published at no cost to the Library and will be sold at \$25 a copy, pre-publication price, and at \$35 a copy after October 31. The Canal Zone Library will receive 10 copies free of charge.

Although the catalog will never hit the best seller list, it will join a large and distinguished group of catalogs used by scholars and other persons working in special fields. It is being advertised in professional library journals, in shipping, engineering and historical magazines. Leaflets announcing its

publication will be distributed to universities and other scholarly outlets.

Known popularly as the Panama Collection, the items have been assembled over the years by the Canal Zone Library under the guidance of Mrs. Eleanor Burnham, Librarian-Curator, who is an ardent collector of old maps on the Isthmus of Panama. The maps, some of them originals, make up an important part of the Library's collection.

The books and documents cover the early history of the Isthmus, surveys leading to the building of the Panama Railroad, the French effort to build the canal, surveys for an interocean canal, construction of the Panama Canal and projects for enlarging it.

In addition to books, maps, and bound periodicals, there are clippings and articles on local history and life on the Isthmus, manuscripts, diaries, photographs and drawings. Well known is the collection of lithographs made by Joseph Pennell, an artist who came to the Isthmus in 1912 from New York to make drawings of the final phases of the canal construction. His original lithographs of construction scenes now



Mrs. Eleanor Burnham, whose efforts resulted in the publication of a reference work on the Panama Collection.

hang in the upstairs hallway of the Library-Museum. Copies may be obtained from the Library of Congress in Washington, D.C.

The Canal Zone Library collection has been of service to a number of distinguished scholars, both from the United States and abroad, who were working in special fields relating to the interocean transportation angle of the history of Panama.

They included Dr. S. K. Lothrop of the Peabody Museum at Harvard, the French writer Andre Siegfried, Capt. Miles P. DuVal, author of two books on the Panama Canal; and Dr. Alexander P. Wetmore, formerly Secretary of the Smithsonian Institution.

One of the most recent was Duncan Cameron of New York who found much of the material in the collection unique and invaluable in his research for his doctorate in the Department of Public Law and Government at Columbia University.

The catalog will consist mostly of subject cards, arranged in alphabetical order. These are laid out flat, so many to a page, and photographed to prepare them for publication. It will contain about 7,000 entries, providing a subject index to the 10,000 items of the collection. The catalog also will carry photographs or reproductions of a number of maps in the collection.

Mrs. Burnham, searching for new material for the collection as usual, interested a representative of the G. K. Hall & Co. in the project while she was attending the American Library Association Conference in Chicago last summer.

Request for permission to publish the Panama catalog was made by the company after her return to the Isthmus.

RETIREMENTS

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

Mrs. Regina T. Bannister, Cartographic Draftsman, Engineering Division, Pacific Side; 20 years, 24 days.

Lewis W. Barker, Police Sergeant, Police Division, Pacific Side; 21 years, 1 month, 9 days.

Alfred J. Benton, Police Private, Police Division, Atlantic Side; 15 years, 7 days.

Herman Birkley, Railroad Division, Pacific Side; 29 years, 4 months, 21 days.

Nolan A. Bissell, Finance Branch Superintendent, Postal Division, Pacific Side; 22 years, 10 months, 6 days.

William T. Bleakley, Police Private, Police Division, Pacific Side; 24 years, 9 months, 17 days.

Ignacio L. Caballero, Linehandler, Locks Division, Pacific Side; 43 years, 8 months, 14 days.

John R. Campbell, Chief Engineer, Towboat, Dredging Division, Pacific Side; 25 years, 2 months, 27 days.

George S. Dufau, Truck Driver, Motor Transportation Division, Pacific Side; 35 years, 11 months, 7 days.

Benjamin S. Favorite, Welder, Industrial Division, Atlantic Side; 24 years, 3 months, 18 days.

Luis A. González, Cook, Palo Seco Leprosarium; 29 years, 5 months, 19 days.

Calvin D. Greenidge, Stevedore, Terminals Division, Atlantic Side; 32 years, 7 months, 27 days.

Donald R. Jones, Window Clerk, Postal Division, Pacific Side; 27 years, 1 month, 4 days.

Uriah C. Martínez, Deckhand, Navigation Division, Atlantic Side; 38 years, 10 months, 10 days.

Cecil G. Meyers, Deckhand (Boatswain), Navigation Division, Atlantic Side; 35 years, 11 months, 6 days.

Finletter R. Pottinger, Truck Driver, Motor Transportation Division, Pacific Side; 25 years, 7 months, 11 days.

Santiago Quesada, Laborer (Heavy Pest Control), Sanitation Division, Pacific Side; 38 years, 1 month, 16 days.

Jesús Ramos, Stevedore, Terminals Division, Atlantic Side; 33 years, 3 months, 5 days.

Hezekiah Richards, Hookman, Rigger Helper, Industrial Division, Atlantic Side; 30 years, 10 months, 22 days.

Andrés Ríos, Clerk, Gorgas Hospital; 37 years, 2 months, 5 days.

George Robinson, Painter, Maintenance, Industrial Division, Atlantic Side; 19 years, 2 months, 26 days.

George D. Rowe, Toolmaker, Industrial Division, Atlantic Side; 21 years, 5 months, 26 days.

Joshua Samuels, Stevedore, Terminals Division, Atlantic Side; 23 years, 11 months, 21 days.

Indar Singh, Stevedore, Terminals Division, Atlantic Side; 25 years, 10 months, 18 days.

Rude Singh, Stevedore, Terminals Division, Atlantic Side; 34 years, 9 months, 2 days.

Lowell E. Skeete, Laborer Heavy, Community Services Division, Pacific Side; 19 years, 7 months, 11 days.

Percival F. Soso, Leader Linehandler, Terminals Division, Pacific Side; 19 years, 5 months, 9 days.

Roy C. Stockham, Supervisory General Engineer (Chief, Locks Division), Locks Division, Pacific Side; 28 years, 26 days.

David Torres, Linehandler, Locks Division, Pacific Side; 23 years, 1 month, 1 day.

Fernando Torres, Stevedore, Terminals Division, Atlantic Side, 23 years, 3 months, 5 days.

Leocadio Torres, Helper Plumber, Maintenance Division, Pacific Side; 22 years, 3 days.

Bonifacio Vallejos, Winchman, Terminals Division, Atlantic Side, 14 years, 1 month, 4 days.

ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY
SERVICE BUREAU

Angela E. DaCosta
Packager

TRANSPORTATION AND
TERMINALS BUREAU

Luis A. Martínez
Supervisory Clerk (Checker)

40

SUPPLY AND COMMUNITY
SERVICE BUREAU

Samuel O. Alexander
Lead Foreman
(Tree Trimmer)
Henry J. Chase
Service Center Assistant
Superintendent

MARINE BUREAU

Burton A. Davis
Supervisory General
Engineer (Plant)
Joseph McKenzie
Furnaceman
Clifford L. Stewart
Painter

ENGINEERING AND
CONSTRUCTION BUREAU

Catalino Tuñón
Blaster

TRANSPORTATION AND
TERMINALS BUREAU

Granville V. Brown
Chauffeur
John E. Hanlan
Chauffeur

CIVIL AFFAIRS BUREAU

Dalvin S. Heilman
Police Private

HEALTH BUREAU

Walter Stirling
Medical Technician (General)

OFFICE OF THE GOVERNOR
PRESIDENT

Dwight A. McKabney
General Attorney

COMPTROLLERS OFFICE

Anna L. Beckley
Accounting Technician

Jessie W. Degenaar
Accounting Technician

Edmond F. Johnson
Bookkeeping Machine
Operator

Cecil Kovel
Accounting Technician

PERSONNEL BUREAU

Carmen G. de Romero
Clerk-Typist

SUPPLY AND COMMUNITY
SERVICE BUREAU

Ralph Brooks
Messenger (Motor
Vehicle Operator)

Williams S. Case
Presser (Dry Cleaning)

Dorothy E. Evans
Clerk-Typist

Amos Garth
Carpenter (Maintenance)

Juan A. Hernández
Grounds Maintenance
Equipment Operator
(Small)

Angela E. Iturrado
Marker and Sorter

Iris M. Mitchell
Sales Clerk

Hermin V. Modestin
Sales Clerk

George C. Rooke
Baker

James L. Snyder
Merchandise Management
Officer (Drygoods)

MARINE BUREAU

Clifford S. Asbury
General Foreman
(Lock Operations)

Miguel Baires
Linehandler

M. A. Ballesteros
Maintenance (Boats)

Lester H. Barrows
Lock Operator (Carpenter)

Santo Biscaino
Deckhand

Gerald Burkett
Linehandler

Thomas Carr
Deckhand

Antonio Flores
Linehandler

Edward J. Green
Launch Operator

Berrold H. Hurdle
Toolroom Attendant

Adrian McCalla
Leader Seaman

Oswald B. Nelson
Boatman

Ricardo Polanco
Seaman

Favio Rodríguez G.,
Oiler

Manuel M. Rodríguez
Boatman

Moisés Rodríguez
Painter (Maintenance)

Benito Torres
Asphalt or Cement Worker

Antonio Vallejo
Helper Lock Operator

Russell A. Weade
Lead Foreman (Harbor)

Edwin G. Whyte
Deckhand

Waldemar R. Zirkman
Control House Operator

ENGINEERING AND
CONSTRUCTION BUREAU

Constantine A. Allen
Helper Electrician
Benjamín P. Alvarez
Meteorological Technician
(General)

Melitón Avila Ch.
Seaman

Andrés De Gracia A.
Helper Refrigeration and
Air Conditioning Mechanic

Oscar R. Hall
Senior Operator (Generating
Station)

Alexander Joseph E.
Quarryman
Ernesto Pomare
Boiler Tender

TRANSPORTATION AND
TERMINALS BUREAU

James Bent
Carpenter (Maintenance)

Ezekiah Bradiel
Stevedore

Peter Dailey
Maintenance (Dock)

Charles Muir
Stevedore

Melvin V. Smith
Automotive Machinist

CIVIL AFFAIRS BUREAU

Alfredo Cragwell
Senior High Principal,
Latin American Schools

Icilyn S. Morrison
Elementary Teacher
Latin American Schools

Donald H. Secret
Relief Supervisor, Balboa

HEALTH BUREAU

Violet Bermúdez
Nursing Assistant
(Medicine and Surgery)

Vincent E. Forbes
Truck Driver

Ivy L. Green
Nursing Assistant
(Psychiatry)

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between December 5 and January 5 (within-grade promotions and job reclassifications are not listed):

ADMINISTRATIVE SERVICES DIVISION

Roy Goreng, Automatic Platen Pressman to Cylinder Pressman (small), Printing Plant.

CIVIL AFFAIRS BUREAU

Police Division

Hollis Griffon, Police Private to Detective. Bernard A. Kelleher, Walter E. Trout, Jack E. Smith, Police Private to Police Sergeant.

Postal Division

Arthur L. Endicott, Foreman, Mailing Division, to Assistant Postmaster, First-Class Office.

Edwin S. Gayle, Clerk-Typist to Distribution Clerk, Substitute.

Division of Schools

Elizabeth E. Cruze, Substitute teacher to Teacher (Elementary-U.S. Schools).

Mical Johnson, Grounds Keeper (Sports) to Dressing Room Attendant.

Hamilton E. Atherly, Laborer (Heavy) to Grounds Keeper (Sports).

Rodolfo E. Alvaro, Laborer (Cleaner) to Laborer (Heavy).

Margaret K. Carwell, Recreation Assistant (Sports) to Recreation Specialist (Sports).

ENGINEERING AND CONSTRUCTION BUREAU

Julietta Arosemena, Clerk-Typist to Clerk, Office of Director.

Kenneth Biddy, Navigation Aid Worker to Maintenanceeman (Distribution Systems).

Electrical Division

Mildred N. Morrill, Clerical Assistant (Stenographer) to Administrative Assistant (Stenography).

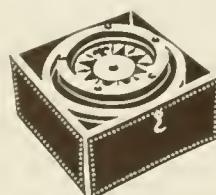
John K. Daily, Electronics Mechanic to Leader Electronics Mechanic.

Maintenance Division

Bienvenido Salas, Linehandler to helper (General).

Robert J. Risberg, Sanitary Engineer, (Assistant Chief, Water and Laboratory Branch) to Supervisory Sanitary Engineer (Chief, Water, and Laboratory Branch).

Ila A. Crowell, Clerk-Stenographer to Accounting Clerk (Water and Laboratory Branch).



Próspero Rosas, Leader Quarryman to Leader Mobile Equipment Mechanic (Organizational).

Pastor Mareelino, Helper Refrigeration and Air Conditioning Mechanic to Refrigeration and Air Conditioning Plant Operator. Everist A. Williams, Storekeeping Clerk to Rock Crushing Plant Operator.

George Allen, Oiler and Usher to Refrigeration and Air Conditioning Plant Operator and Usher (Theaters).

John Williams, Helper, Plumber to Maintenanceeman.

HEALTH BUREAU

Ramona MacKinnon, Staff Nurse to Staff Nurse (Leprosy), Palo Seco.

Gorgas Hospital

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

William C. Allen, Truck Driver to Medical Aid (Ambulance).

Salvador Alfaro, Hospital Attendant to Laboratory Helper.

Karl L. Harris, Guest House Clerk, Service Center Branch, to Voucher Examiner.

Coco Solo Hospital

Jennie S. Brenner, Clerk-Typist to Clerk.

Nadine E. Robinson, Staff Nurse to Staff Nurse (Medicine and Surgery).

Louise M. Wenzel, Staff Nurse to Staff Nurse (Obstetrics).

MARINE BUREAU

Navigation Division

Donald P. Garrido, Pilot, Probationary, to Pilot, Cristobal.

Leslie G. Anderson, Pilot-in-Training to Pilot, Probationary, Balboa.

Genevieve K. Field, Timekeeper to Supervisor Timekeeper.

Myrtle P. Hughes, Clerk-Typist, Coco Solo Hospital to Timekeeper, Navigation Division.

Industrial Division

Thomas P. Belford, Construction Inspector to Purchasing Agent, Cristobal.

William Lawrence, Stockman, Supply Division, to Storekeeping Clerk.

Robert E. Holland, Shift Engineer (Mechanical) Electrical Division to Machinist (Marine).

John L. Irwin, Shift Engineer (Mechanical) to Machinist (Marine).

MARINE BUREAU

Locks Division

William Van Sielen, Supervisory General Engineer (Superintendent Atlantic Branch) to Supervisory General Engineer (Chief Locks Division) Pedro Miguel.

Elbert T. Chappell, Welder to Lock Operator (Ironworker-Welder).

Darell K. Seymour, Machinist to Lock Operator (Machinist).

Norman Blandford, Messenger to Time keeper.

OFFICE OF THE COMPTROLLER

William G. Bingham, Marine Traffic Controller Navigation Division to Management Analyst, Balboa Heights.

Carroll E. Kocher, Voucher Examiner, Gorgas Hospital, to Accounting Clerk.

Robert Hanna, Accountant to Accounting Assistant.

SUPPLY AND COMMUNITY SERVICES BUREAU

Henry H. Lee, Jr., Supervisory Storekeeping Clerk to Accounting Assistant.

George N. Ateek, Commissary Store Manager to Retail Store Manager.

Belén D. Guerrero, Grocery Attendant to Stock Control Clerk.

Junior Cumberbatch, Service Station Attendant to Guard.

Frederico A. James, Laborer (Heavy) to High Lift Truck Operator.

Reniel Smith, Laborer (Cleaner) to Utility Worker.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

José A. López, Laborer, Community Service Division to Helper, Liquid Fuels Wharfman.

William Geer, Liquid Fuels Gager to Leader Liquid Fuels Wharfman.

Thomas F. Hunt, Liquid Fuels Gager to Leader Liquid Fuels Wharfman.

George Williams, Stevedore to Automotive Crane Operator.

Fred B. Leslie, Cargo Marker to Guard.

George M. Ottey, Cargo Marker to Clerk (Checker).

Motor Transportation Division

Luis E. Ferreira, Jr., Apprentice (Electrician) 2d year, Dredging Division to Helper Tire Rebuilder.

Rufus A. Graves, Donald O. Zobel, Truck Driver to Truck Driver (Heavy).

OTHER PROMOTIONS which did not involve changes of title:

James G. Murray, Training Instructor, Electrical Division.

John H. Simson, General Supply Officer, Supply Division.

Charles T. Hedman, Service Center Supervisor, Supply Division.

Gerald Sehear, Administrative Services Assistant.

Williamae T. Laird, John Martino, EAM Project Planner.

Teonilda I. de Peña, Time, Leave, and Payroll Clerk.

Robert B. Samuels, Lloyd B. Joseph, Bookkeeping Machine Operator.

Nick M. Elich, General Foreman (Quarry Operations).

Marguerite S. Tribe, Teller, Railroad Division.

Alfred Williams, Clerk, Maintenance Division.



SHIPPING

Largest Cable Ship

ONE OF THE most unusual ships to transit the Canal during the month of January was the American-flag cable ship *Long Lines*, the largest cable laying and repair ship in the world. It is owned by the Transoceanic Cable Ship Co., Inc., a subsidiary of the American Telegraph & Telephone Co., operated by the Isthmian Lines, Inc. of New York and is the first commercially owned and operated cable laying ship sailing under the U.S. flag.

The *Long Lines* has been designed for maximum efficiency during all kinds of cable working operations. The cable deck and the greater part of the picking up and laying in gear is under cover. The hull is strengthened for ice, and fire resisting non-combustible materials are used throughout the interior. The three main cable tanks extend through three decks. The ship's cable machinery comprises two bow drum type cable engines and a new machine called a linear cable engine which is designed to lay cable fitted with rigid repeaters at a uniform rate while the ship makes speeds up to 8 knots. A repeater, each worth \$50,000, is put down every 20 miles.

TRANSITS BY OCEANGOING VESSELS IN DECEMBER

	1963	1962
Commercial.....	958	947
U.S. Government.....	22	40
Free.....	6	9
Total.....	<u>986</u>	<u>996</u>

TOLLS*

Commercial....	\$4,901,955	\$4,984,677
U.S. Government.	94,138	194,245
Total....	<u>\$4,996,093</u>	<u>\$5,178,922</u>

CARGO**

Commercial....	5,692,710	5,422,371
U.S. Government.	59,841	78,760
Free.....	35,208	39,354
Total....	<u>5,787,759</u>	<u>5,540,485</u>

* Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.

Not only the largest cable laying and repair ship in the world, the *Long Lines* probably is the most expensive as well. It was designed by the New York firm of Gibbs & Cox, Inc. and was built in Germany. Her fitting out took 2 years. She cost more than \$19 million.

The ship is scheduled to return through the Canal to the U.S. east coast within 6 months.

Automation, Marine Style

SOME OF THE first cargo ships to be built in the United States with highly automated enginerooms will be Panama Canal customers in the not too distant future. They are the eight new freighters being built for the Lykes Brothers Steamship Co. by the Avondale Shipyards in New Orleans at a cost of approximately \$82 million.

Westinghouse Electric Corp. was awarded a systems contract for more than \$6 million to furnish central engineroom control systems, the main steam propulsion machinery and other electrical equipment for the clipper class cargo ships of 14,000 deadweight cargo capacity and 20 knots speed.

According to an article in the Shipping Digest, S. B. Turman, Chairman of Lykes, announced that an agreement had been reached with the National Maritime Union and Marine Engineers Beneficial Association permitting the reduction of the size of the crew from the normal complement of 46 men to 32 on each ship—a reduction of 30 percent. The agreement makes the ships economically feasible.

TALKING IT OVER—President of the French Line Pierre Renaud, left, had an interesting conversation with Gov. Robert J. Fleming, Jr. on a recent visit to the Panama Canal Zone. The two officials talked of shipping, a mutual interest, and of the company represented by President Renaud, at the office of the governor.







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