



PANAMA CANAL

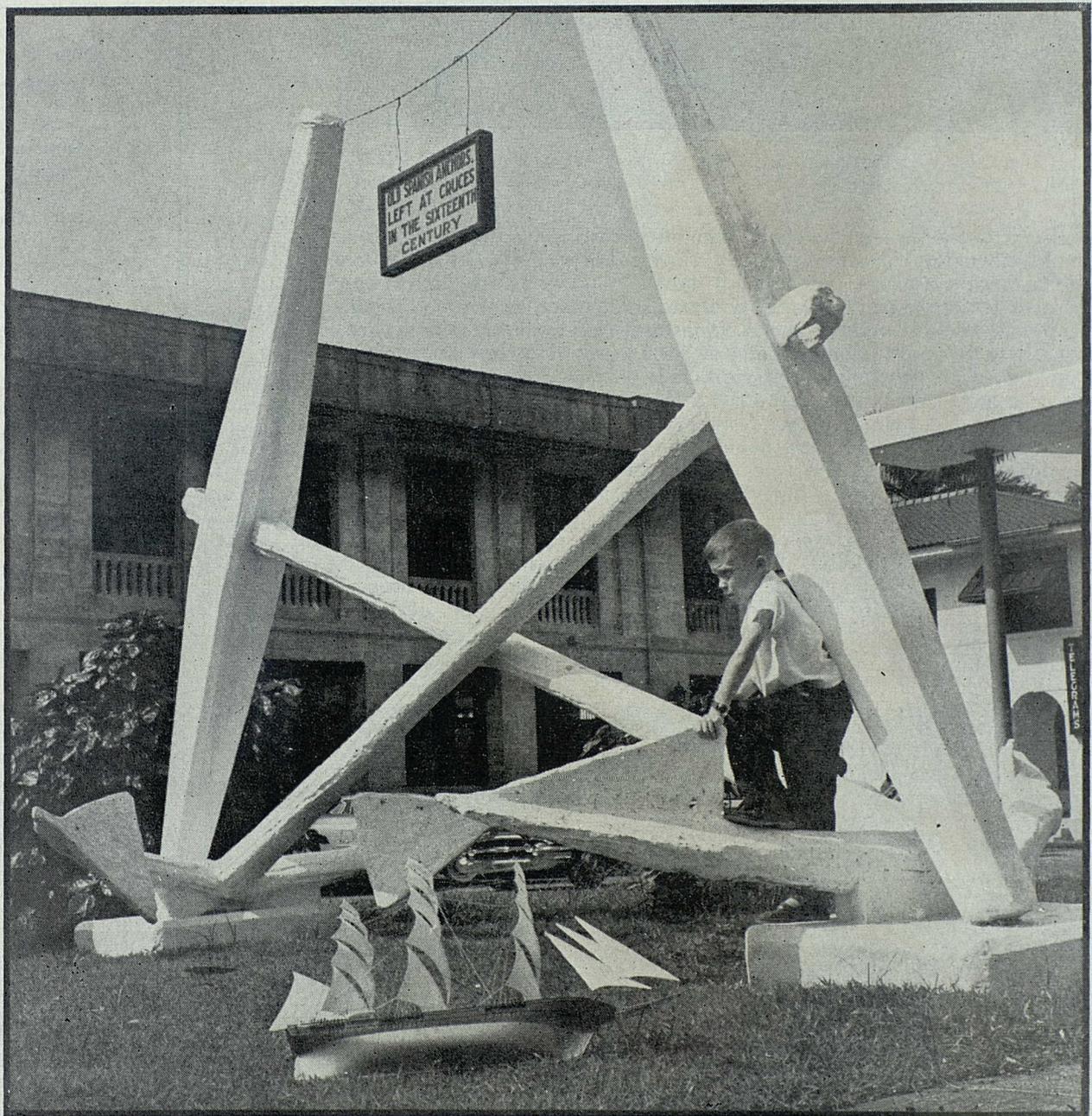


REVIEW

Vol. 9, No. 11

BALBOA HEIGHTS, CANAL ZONE, JUNE 5, 1959

5 cents





ONE of the Canal Zone's small-boat owners was grumbling to friends the other day. "You have to put in four or five days of work for just one day of pleasure," he said. But just a few days before, he had been offered a good price for his boat and had turned it down—indignantly.

He and several hundred other Zonians are—you might say—in the same boat. They may growl and complain at the expense and care which a boat means but, once devotees of the sport, few of them are ever happy again without a small craft of some sort.

They may shift their allegiance from sailboat to motorboat, from inboard to outboard, as many of them have done in the past few years. They may—and do—argue the merits of one type against the other. Those who use their boats for fishing may take a dim view of those who tow water skiers. But boats they all must have.

In the past few years, the number of small craft registered in the Canal Zone has more than doubled. There is an increasing trend to outboards, like the Danish-built Coronet in the picture above with its owner, Bill Robinson.

But whether they are at the helm of a sailboat or the wheel of a motor boat, hundreds of Zonians are skimming the waters of the Canal and the terminal harbors every weekend, and sometimes after work. The rest of the time, if you believe them, they are following the adage from Dana's "Two Years Before The Mast":

"Six days shalt thou labor and do all thou are able

And on the seventh—holystone the decks and scrape the cable."

On pages 8 and 9 of this issue, "The Review" begins a series on small boating—the fastest-growing sport in the Canal Zone. This month's story is devoted to the small boaters of the Pacific side.

W. E. POTTER, Governor-President
 JOHN D. MCELHENY, Lieutenant-Governor
 WILLIAM G. AREY, JR.,
 Panama Canal Information Officer

PANAMA CANAL

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Bids to be asked soon
for
**NEW
SCHOOLS**

The largest building program offered for contract by the Canal in several years will be advertised for bid this month.

It will include extensive additions and alterations to the plant of the United States schools on the Pacific side and construction of the 45 housing units planned for the coming fiscal year in La Boca. It is presently planned to offer all the work under one advertisement. Bidders will have the option of entering offers on all work under one lump sum or on four different items covering three schools at Los Rios and Diablo Heights, and the quarters at La Boca.

The school plant work will include an elementary school at Los Rios, a new elementary school at Diablo Heights, and a Pacific-side junior high school at Diablo Heights. Work on the latter entails conversion of the existing frame school building for strictly classroom work, construction of two masonry buildings, and the remodeling and refitting of the gymnasium.

All of the new school buildings will be of masonry construction. The two elementary school buildings will be similar in floor plan, utilizing the "finger-type" plan of single classroom depth to give bilateral ventilation and light. They will both be oriented to the north for optimum conditions for light and air. In general appearance they will be similar to the Paraiso elementary school where this type of construction was first used in the Canal Zone.

The Los Rios school will be located on the elevated ground in the playground area at a minimum distance of about 150

feet from Anton Street. Broad entrances for school busses will be provided from that street on the Gaillard Highway side of town to a covered loading area. From this area access to the school buildings will be by covered passageway.

The school will have 12 classrooms, each 26 by 30 feet, a slightly larger room for kindergarten, an air-conditioned music room, school clinic, and rooms for teachers and administrative personnel. The teachers' rooms will be equipped with small kitchen units. The classrooms will be in the longer of the two main buildings, which will be separated by a landscaped patio.

The floor plan and the design of the Los Rios School were prepared by the Architectural Branch of the Engineering Division sometime ago but actual construction was deferred.

The same general design will be used for the Diablo elementary school which is to be located on the site of the Special Engineering Division buildings to be demolished within the next few weeks. The plant there will be somewhat smaller than that at Los Rios and will have only eight classrooms, but otherwise will be almost identical in construction and facilities.

The two new masonry buildings for the junior high school will be two-story structures located adjacent to the existing elementary school. The frame building will be extensively remodeled for classroom work. Long-range plans call for the demolition of this building and extension of one of the new buildings to provide

classrooms in a masonry structure.

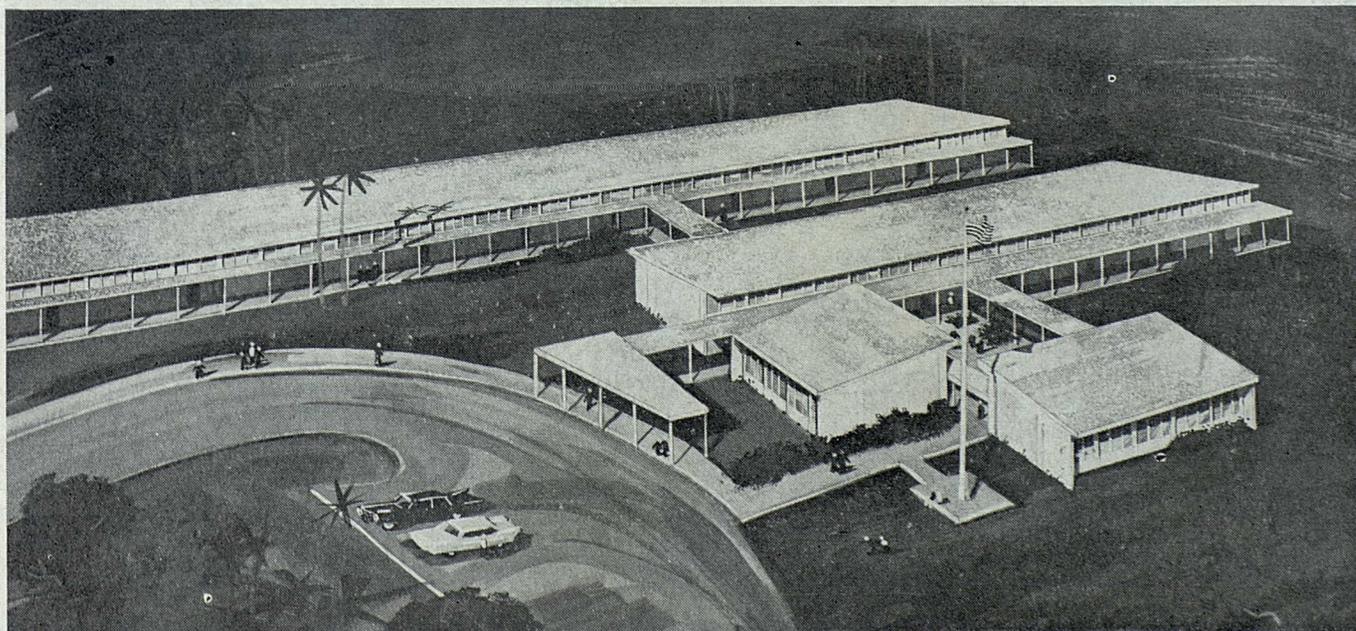
The larger of the two new buildings will be located immediately behind the elementary school. It will contain a library, study hall, three laboratories, a home economics room, two classrooms, two rooms for the faculty and one for remedial reading, rest rooms, and storage areas. The home economics room will be equipped with seven built-in kitchen units.

The smaller of the buildings will house the junior high school shops on the first floor and music rooms on the second floor. It will be located east of the existing frame buildings so that it can be extended to parallel the larger building at the back when the school plant is fully developed.

The Diablo Gymnasium is to be remodeled to provide new lockers, showers, and dressing rooms in the basement. These will serve the gymnasium floor on the second story and will open directly onto the playing field at the school.

All three buildings are to be connected with covered passageways. The entrance to the school is also to be widened and covered areas provided at the front for the loading and unloading of school busses.

The general designs for the new Diablo school buildings were also provided by the Architectural Branch, although final designs and specifications are being prepared under contract by Sanders & Associates, a Panama architectural firm which has handled a number of other major design jobs for the Panama Canal Company in recent years.



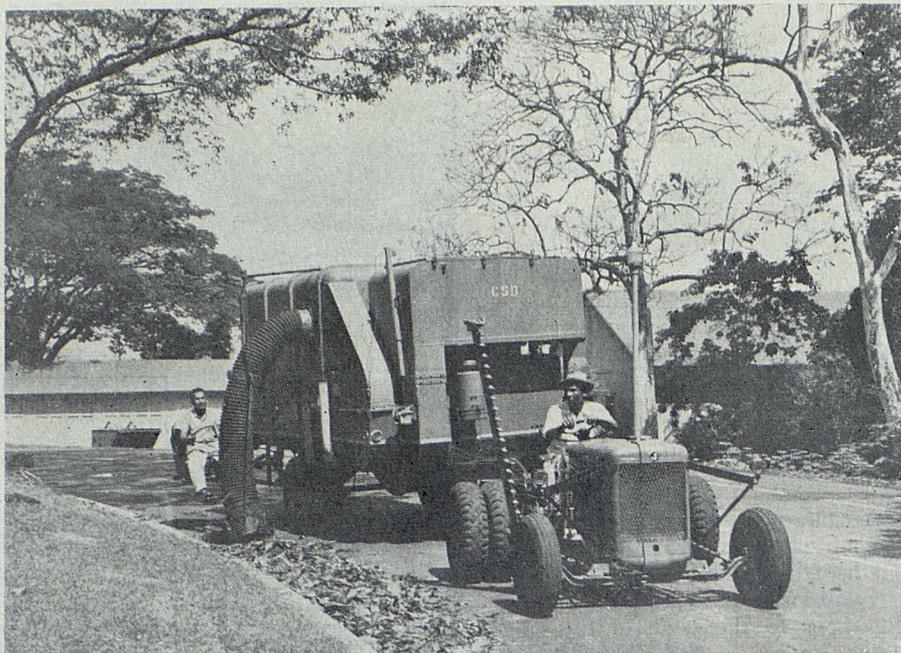
The Canal Zone's two new elementary schools will be light and airy. They will look much like the architectural rendering above.

The Red Monster Is Really

A LEAF PICKER UPPER



From his perch on the side of the machine, Severino Hernandez T. controls the tube.



Leaves are whisked out of gutters as if by magic as a tractor with Andres Guioms at the wheel tows the giant-sized Good Roads Scavenger through a street in Balboa.

A bright red monster with an insatiable appetite—for leaves—is snorting around Pacific side streets these days.

The monster, a Rube Goldberg type of machine, is really a new piece of equipment placed in operation recently by the Grounds Branch of the Community Services Division. Officially it is known as a Good Roads Scavenger but others are more apt to refer to it simply as a leaf picker-upper.

The machine is actually a super or king-sized vacuum cleaner with a large rubber suction tube operated by an outrider who sits in a small seat attached to the side of the contraption. From his perch, the operator is able to

move the tube about and pick up leaves from the gutter or along the sidewalk.

The machine is towed through the streets by a tractor and when the leaf picker-upper operator wants to stop or execute some special maneuver, he signals the driver of the tractor with a horn attached to his outrider seat.

People at the Grounds Branch say that the new machine operates like a charm and is much more efficient than other street-cleaning methods used in the Canal Zone previously. It is able to clean up a whole community in one day.

A similar machine in a less brilliant hue is operating on the Atlantic side of the Isthmus.

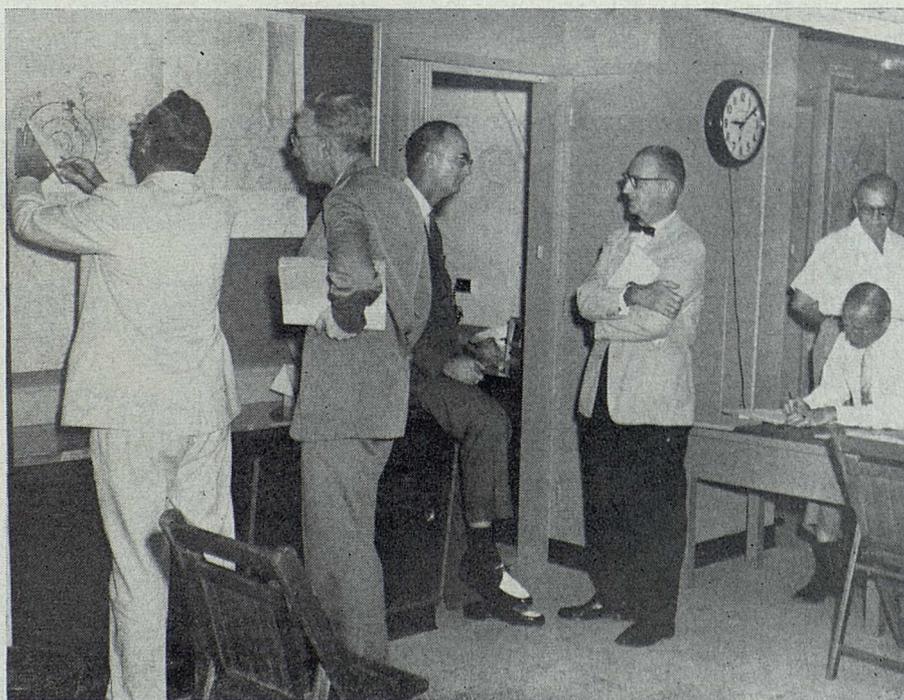


Civil Defense Forces Mobilize

Annual Alert:



Harold G. Drake, Plans and Operations Director of the 3d Regional Headquarters in Georgia, center, discusses operations with Governor Potter and James A. Brigman, who heads the Canal radiological defense group.



Canal Officials gathered in the new Control Center at Balboa Heights when the Civil Defense alert began. From left: Col. T. G. Faison, E. A. Doolan, Captain Gaddis Wall, H. L. Donovan. At right: George Logan, map officer, and E. C. Jones at message center.



Chiriqui Cowboy



rounds-up the cattle at Mindi Dairy

The herds of cattle which once roamed along the banks of the Canal have disappeared and most of the cowboys who slogged through the swamps, fighting off alligators and roping recalcitrant steers, have moved on to other jobs.

Enrique Aparicio is one of the few genuine cowboys left in the Canal Zone. After 40 years of tropical range riding he is still "rounding up" the cattle at the Mindi Dairy.

Mr. Aparicio became a cowboy when he was only 10 years old in Chiriqui where he was born. He has been working with cows since that time. During World War I, when cattle were raised in the Canal Zone for shipment to the Army in Europe, Mr. Aparicio worked at the Summit Ranch where he gained a reputation for being able to rope the meanest steers.

He recalls one incident when bets had been placed that he would not be able to rope a certain very wild steer that had roamed through the jungle and defied capture for days. Mr. Aparicio went into the jungle, tracked the animal, and roped him the first day.

At Mindi, on "Stardust" or "Red," Mr. Aparicio rides fences, checks water supplies, weeds out the sick and the injured animals, and does general round-up work.

Cattle herding is much less hazardous

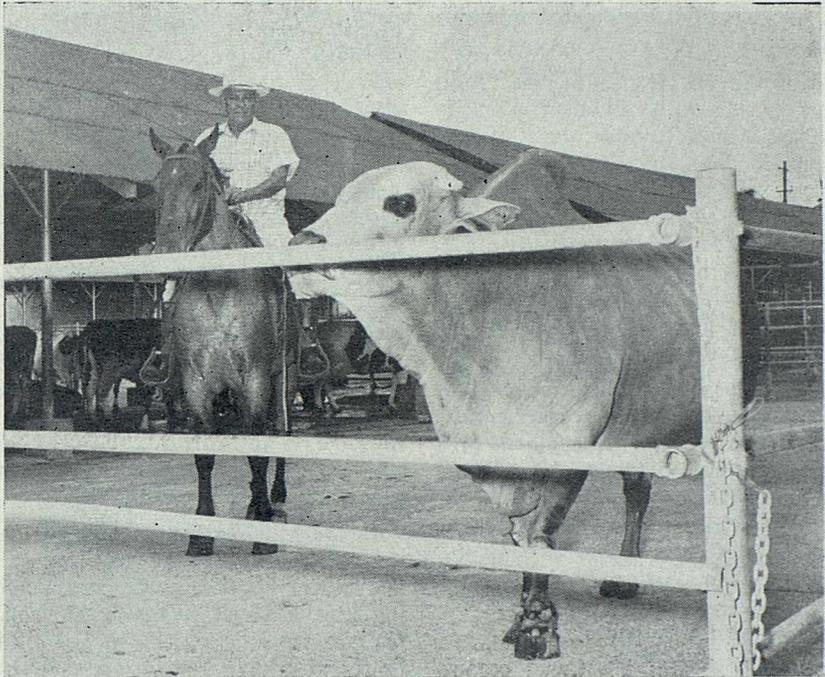
now than it was in his earlier years in Chiriqui and on the old Summit Ranch, says Mr. Aparicio. You seldom find the huge alligators which once were such a menace to the cattle. Hunters, in search of skins, have killed off most of the large ones.

Mr. Aparicio remembers seeing calves suddenly pulled below the surface and killed by alligators as they forded streams during round-up time. They sometimes attacked both his horse and dog. A good cattle dog, "Blackie," which he owned for many years, was pulled be-

neath the water five times by one of the giant reptiles on one occasion but amazingly managed to fight off his attacker and escape.

Although Mr. Aparicio is not a western style bronco-buster, he does have a reputation for his ability to break horses to the saddle, and local riding clubs often call on him to help in training their mounts.

Mindi's oldest cowboy joined the Dairy in 1934 and has been there ever since. He is a bachelor and makes his home in Colon.



Enrique Aparicio, on his horse Red, herds cattle into pens at Mindi.

UN Secretary

Gets his first look at Panama Canal

United Nations Secretary General Dag Hammarskjöld was just as interested in the workings of the Panama Canal

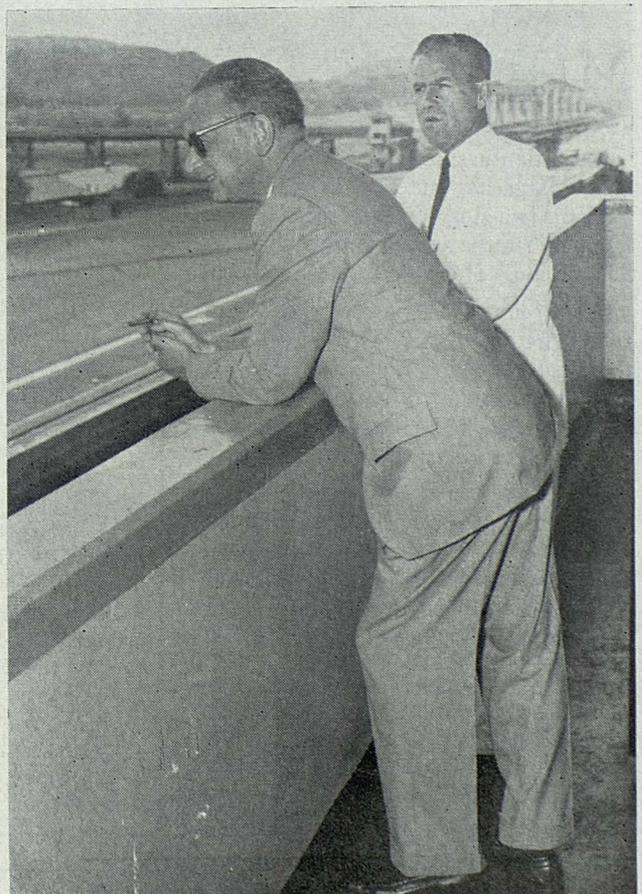
as an ordinary tourist from, say, Kansas.

The top man in the international organization spent considerable time last month

with Governor Potter at Miraflores Locks watching a steady flow of ships move up and down.

He was on the Isthmus for several days to attend a conference of the UN Economic Council for Latin America. In his job he really covers ground. He flew here from a conference in Geneva, then continued on to UN Headquarters in New York. Later in the week, over 250 of the delegates to the Panama City meeting were guests of the Panama Canal for a visit to Miraflores Locks and a partial transit of the Canal.

"This has unquestionably been one of the highlights of our stay in this country and afforded the staff an unique opportunity of seeing the Canal under the most pleasant circumstances," Dr. Raul Prebisch, Executive Secretary of the UN Commission, said in a letter to Governor Potter.



PANAMA CANAL MERIT SYSTEM

Establishment of the Canal Zone Merit System on a fully-operating basis for the 13,700 employees of the Company-Government is much nearer actuality than was predicted upon its inauguration last January 19.

After a review of work accomplished in the four-month period, the Personnel Bureau late last month predicted that nearly all Company-Government employees will be accorded Merit System status early in the coming fiscal year. Last January, it was estimated that this would require a full year for completion.

Meanwhile, the first employment for a permanent Canal position was made early last month from a Merit System register. The employee to hold this distinction is Francisco Villareal, Panamanian, who was employed as Laborer M-2, in the Grounds Maintenance Branch. He had been in a temporary job and qualified for the Laborer register by examination held early this year by the Central Employment Office.

With his employment on the new job, Mr. Villareal becomes a "career conditional" employee and his status will change to that of "career" employee upon completion of 36 months of satisfactory service. This career status means to him that he will have Group I rating for retention (reduction in force) purposes, and he will have permanent status for reemployment.

The conversion of the Canal organization to the Merit System is primarily a clerical task since, with minor exceptions, permanent employees are con-

sidered qualified for the jobs they hold.

Up to the end of May approximately 5,500 employees had been given Merit System status, and another 1,500 will be converted during this month. Notification of this new status will reach these persons as soon as the papers can be prepared. It is anticipated that the recommendations for the remaining 7,000 employees will be accomplished within three or four months.

The number of conversions to the Merit System thus far includes approximately 1,000 employees who held Civil Service status when the Merit System was established last January. All of these were automatically covered into the Merit System. Most of the conversions made are employees in the Marine, Transportation and Terminals, and Engineering and Construction Bureaus.

The Personnel Bureau has announced that employees who plan to leave the Canal service at an early date should notify the Bureau so that conversion to the Merit System can be accomplished. All such cases will be handled on an individual basis to complete the conversion before the employee leaves the service.

If the employee has three or more years of continuous Federal service, he will be eligible for career status qualifying him for Canal Zone reinstatement or transfer to Federal jobs in the United States with Civil Service status without the requirement of an examination. This is especially important for those employees who do not now have Civil Service

will be completed

status and expect to seek a transfer to another Government agency. There is no time limit for Canal Zone reinstatement nor for transfer to other Government agencies once an employee acquires Career Merit status.

According to the summary of conversions to the Merit System announced at the end of May, relatively few Canal employees have failed to obtain recommendations for conversion. Less than



FRANCISCO VILLAREAL
First Merit System Register employee.

MODERN DEPARTMENT STORE for the Canal

The Atlantic side communities of Coco Solo, Margarita, and Gatun will have a modern, two-story department store this month when the second floor of the Coco Solo Retail Store opens for business.

The opening date has been set, tentatively, for June 25. Merchandise from the Cristobal store, which now goes out of business (see box), is to be moved to the Coco Solo store earlier in the week and will be ready in its new location by Thursday, June 25.

The new second floor adds 21,000 square feet to the Coco Solo store and more than doubles the floor space. Personnel from the Supply and Engineering Divisions have been working for several months on the floor plan and have developed one which, they believe, will handle the flow of customers better than in any other of the retail stores in the Canal Zone system.

One wide main aisle will run diagonally across the second floor, from entrance to entrance. This will be broken at the center, by the single pillar on the

Plans are now being completed for alteration of part of the first floor of the Cristobal Retail Store building for use as a railroad passenger station. This will occupy space toward the rear of the Front Street side of the building.

Space for baggage rooms and railroad offices will be provided behind the passenger waiting room.

While plans are not definite, the remainder of the first floor will probably be used to house those units of the Personnel Bureau which are now in the Atlantic side Central Employment Office.

Other sections of the building will probably be used for furniture storage by the Housing Branch of the Community Services Division.

The retail store will be vacated the end of this month when its stock is combined with that of the Coco Solo Store.

second floor. A new gift shop, with special lighting, will be built around this pillar.

From the wide main aisle, traffic will flow into the various merchandise sections, where men's wear, women's wear, infants' and children's clothing and other items, shoes, linens, and other domestic goods will be sold. In addition to the gift shop, the second floor will also house a *boutique*—or little shop—which will handle gift items of a more personal nature than those sold in the central gift shop.

Merchandise to be handled at the Atlantic side's department store will be the same as that carried in similar sections at the Balboa Retail Store. Quantities, however, will be proportionately smaller because of the smaller Atlantic side population.

Stockrooms where reserve merchandise will be stored are located around

ahead of schedule

40 out of the total of some 5,000 processed have failed to qualify. Most of these have not qualified on their jobs or have records of unsatisfactory conduct. All of these will be continued in "status quo" positions and have been notified to this effect with an explanation of the specific effect this may have on their tenure of employment.

Registers of individuals who have qualified under the Merit System have thus far been established by the Central Employment Agency only for Laborers and Helpers, with various options for each. However, examinations have been held for clerks, typists, and stenographers. Registers for these positions are expected to be established this month.

The second examination for clerks is being held this week. The examination for Atlantic side residents was given Wednesday at the Cristobal High School, and the Pacific side exam was scheduled for today at Balboa High School.

A high percentage of applicants failed to qualify in the first examinations for clerks, typists, and stenographers held a few weeks ago. Of the 131 applicants for clerical positions, 106 passed. Half of the typist applicants qualified in formal exams, while only 21 of the 82 applicants for stenographer passed the test. The high ratio of failures was attributed to the language factor.

Applications for clerk, typist, and stenographer positions will be received on a continuing basis until further notice, the Central Employment Office has announced. Formal examinations will be scheduled at intervals depending upon the number of qualified applicants. The names of those qualifying in subsequent examinations will be placed on active registers already established.

Zone's Atlantic siders

the entire perimeter of the new second floor. Partitions will separate the stock rooms from the sales sections. This will allow for more attractive displays than are possible in stores where windows have to be taken into account.

Shelving will be used on the sales-space side of the partitions and peg-boards will be installed in some locations for merchandise displays. The store will be arranged so that self-selection and over-the-counter sales can be made, depending on the type of merchandise in the various units.

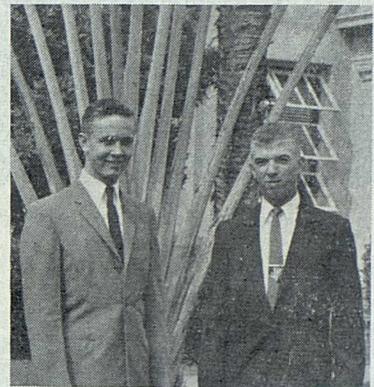
Planners of the layout have put much stress on appearance, as well as convenience for customers and sales personnel. In addition, the planners have designed the building so that it can be air-conditioned later, if necessary. This will not be done, however until funds are available.

. . . Worth knowing

Panama Line study. The management consultant firm of Drake, Startzman, Sheahan and Barclay, of New York, has been employed by the Bureau of the Budget to make a study and prepare a report on the Panama Line operations. The scope of the study will include an analysis of passenger traffic, cargo trends, terminal facilities, and transportation requirements of the Canal organization and other Government agencies in this area. Personnel of the consultant firm are to be stationed first in the New York office of the Panama Line. Later they will visit the Isthmus and also spend some time in Haiti.

Student Officers. The end of the school year last month brought new responsibilities for a double handful of the Canal Zone's young people. They are the boys and girls shown in these pictures who learned, as school ended, that they would serve as officers in the various Student Associations next year.

At the top left, William Black, outgoing president of the Junior College Association, passes the gavel to his successor, John Whitman. At the right are Grady Hester, president, and Worden



Canal Zone Junior College Balboa High School



. and the Cristobal High School Student Association Officers.

French, vice president, of the Balboa Student Association. At the time the picture was taken, the two secretaries, Barbara Bartlett and Karen Lytle had not been announced.

And at the bottom are the Cristobal High School Student Association Officers. From left: Paul Leignadier, secretary; James Will, president; Molly Engelke, treasurer; Sharon McElhone, vice president; and Maurice Belanger, treasurer.

School vacated. Evacuation of all school equipment from the Cristobal High School building in New Cristobal was started this month immediately after schools closed. The building, which has been part of the Canal Zone school system for the past quarter of a century, will be transferred to the Republic of Panama under provisions of the 1955 Treaty. It is one of the largest structures involved in the property transfer. When schools are reopened in the fall, Cristobal High School will initiate sessions in its new building at Coco Solo.

Dr. Eisen Leaving. Maj. Bruno Eisen, Superintendent of Coco Solo Hospital, who has been transferred to the Walter Reed Army Institute of Research in Washington, D. C., will leave the Isthmus June 19. He will be succeeded here by Lt. Col. Ralph E. Conant who will come to the Zone in September from Fort McPherson, Ga.

Dr. Eisen was appointed Superintendent of Coco Solo Hospital in August 1957, to succeed Dr. John M. Wilkerson who was retired. He has been on the Isthmus since July 1956.



The replacement value of the 90 boats which make the Balboa Yacht Club their home is estimated at well over \$1,000,000. The boats range in size from 50-odd foot cabin cruisers to 8-foot outboards. A long finger pier splits the mooring area almost in half.

BOATING

fastest growing

ZONE SPORT

Big boats, little boats, sailboats, motorboats, boats at yacht clubs, boats from carports, boats on loading ramps, imported boats, homemade boats, expensive boats, simple boats, sail, scoot, or slip through or over the water of the Pacific side.

Most of them fly the burgees or bear the insigne of the three boating clubs—the Balboa Yacht Club, the Diablo Spinning Club, or the Pedro Miguel Boat Club—which together have over 400 members.

The 90 boats moored at the Balboa Yacht Club are, primarily, deep-water craft. One of the largest is the 48-foot cabin cruiser "Pescadora," once owned by Capt. Clifford Payne, later a Navy patrol craft, and now the property of Elmer Orr and Barney Forgeson. She has a longer cruising range than most local power craft. Outstanding among the sailing craft is Wally Pearson's "Tondelayo," a 46-foot auxiliary ketch which he built himself and on which he has sailed to the Galapagos.

None of the 90 boats owned by Spinning Club members is more than 26 feet long. Under Club rules, all

are trailer-type boats, many of them outboards. Some of the members, like the club's president, G. C. Lockridge, built their own boats and trailers. Others have gone in for the fancy new fibreglass boats, some of which are imported from Europe.

The Club built and maintains a 180-foot long, 30-foot wide ramp which can launch two boats simultaneously. This ramp has just been concreted. It has a moderate grade but is unusually long because of the high Pacific tides. The Club also has a mooring area for 24 boats and a parking lot for cars and trailers, but no clubhouse or other social life. It was organized six years ago for fishermen. Its members are still so designated.

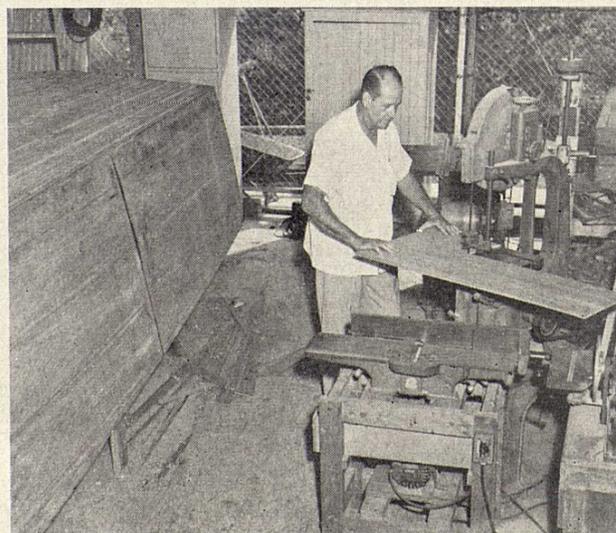
The smallest of the Pacific-side clubs is that at Pedro Miguel. Its membership of over 60 is mostly social. The Club has a launching ramp for outboards but most of its boats tie up at moorings or alongside the dock which is soon to be replaced. Its land-locked position does not restrict its boats. The 34-foot cabin cruiser "Tin Goose," for instance, owned by D. H. and V. F. Spencer, locks down frequently for ocean fishing trips.



Boating's a "togetherness" sport. At the Diablo Spinning Club, Mrs. Bill Robinson, Erik, Paul, and Bruce all supervise the launching. Bill does the work!



Everyone gets into the act. Los Cuñados was built and is owned by the Bob Lessiack and Bob Adams families.



Sydney Albritton, of Diablo Heights, is building his 21-footer from native Maria plywood. It will be covered with fibreglass.



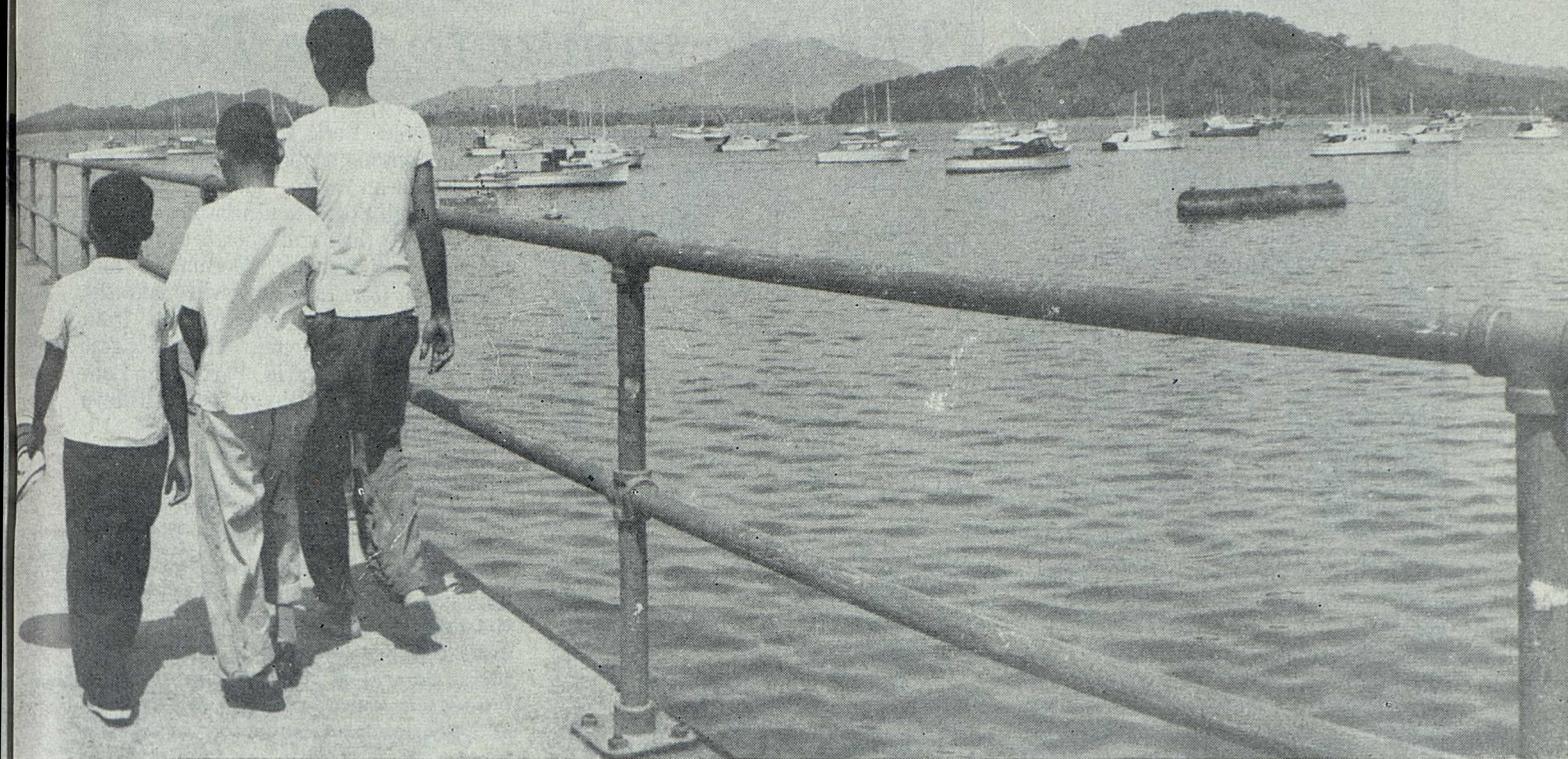
At the Pedro Miguel Boat Club the boats are tied up wistone's throw of the Locks.



Ernest C. Devine sailed his 37-foot ketch Symbol here from Seattle some years ago.



The double marine railway at the Balboa Yacht Club is almost constantly in use. Reservations are made well ahead of time.



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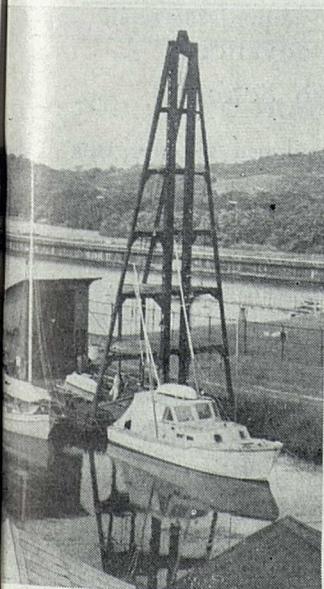
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Pedro Miguel Boat Club the boats are a stone's throw of the Locks.

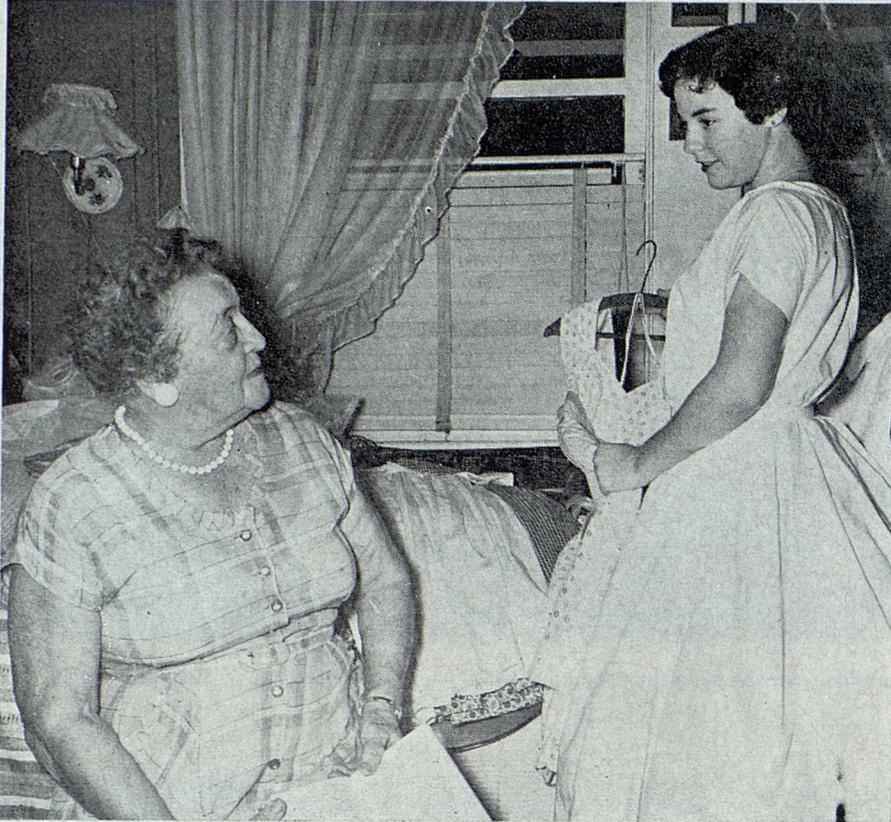


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The double marine railway at the Balboa Yacht Club is almost constantly in use. Reservations are made well ahead of time.

They're going to see Paris



"Shall I take this one?" Janice Scott asks her grandmother, Mrs. Jessie Grimison, who is checking a guide book to see what clothes are needed for a European trip.

With Floyd H. Baldwin, General Auditor of the General Audit Division, as their guide, mentor, adviser, and director, some three dozen Canal Zonians are off to Europe next week on what they describe as the First Annual Canal Zone-European trip.

When they finish 54 days of traveling by plane, train, bus, and boat, they will have visited 21 cities in 11 countries, including the tiny principality of Monaco.

As companions on their travels, the three dozen or so Zonians will have nine residents of the Republic of Panama and two women who live in the United States and learned of the tour from relatives here.

For most of the tourists, the trip will be their first abroad, but there are several in the group who are old hands at European travel—such as Sara de la Peña of the Canal Zone District Court. Miguel Corco, who is just winding up 40 years of Panama Canal service, was born in Olat in Spain; he has made several trips abroad.

The European tour officially gets under way next Tuesday when about half a dozen persons leaving from the Isthmus board a Pan American Airways plane at Tocumen Airport. In New York they will be joined by 34 others who had preceded them for a short leave in the United States or for other personal reasons, and

three others who will join the tour in Rome.

From New York the tour party will take an overnight flight to Lisbon, the first European stop. They then work east, through Spain, southern France and Italy, before they start north again into Austria, Switzerland, Germany, and France. In Germany they will make the famed Rhine River trip by boat from Frankfurt to Koblenz. Their longest stays will be in Madrid, Paris, and London where they will have four full days at each place. Young Janice Scott, 15, who is the youngest member of the party, is looking forward to Paris with especial interest; she already has a date lined up there, she says.

From Paris, the tourists go on to Belgium and Holland before they cross the English Channel by plane for London, the last scheduled stop on the tour. Several of the party plan to extend their stay abroad to visit Ireland and Scotland but most of them leave London by jet plane on August 1, on their way home.

Members of the tour party are: From the Canal Zone, Mr. and Mrs. Baldwin; Mr. and Mrs. Thatcher Clisbee; Mr. and Mrs. Miguel Corco; Mr. and Mrs. Henry L. Donovan; Mr. and Mrs. J. L. Gwinn; Mr. and Mrs. C. W. Harrison; Mr. and Mrs. L. E. Horine; Mr. and Mrs. Leroy B. Magnuson; Mr. and Mrs. J. C. Randall; Mrs. Lucille Abernathy; Mrs. Jessie Grimison; Mrs. Gladys Baldwin; Mrs. Catherine W. Taylor; Mrs. Genevieve Long; Mrs. Elizabeth Sudron; Mrs. Marjorie Jones; the Misses Mary Murphy, Sara de la Peña, Bertha I. Frensfley, Bernardine Hanna, and Janice G. Scott; and Henry J. Chase.

From Panama: Mr. and Mrs. Lawrence Adler, Mrs. Catharine W. Fisher—Mr. Adler and Mrs. Fisher are retired from the Panama Canal service, Mr. and Mrs. Rodolfo Herbruger, Mrs. Carmen Fernandez, Miss Maria del Carmen Mongo, Miss Maria Abaiza, and David Robles; and from the United States, Mrs. E. G. Miller and Miss Juanita Magruder.

Warning to Parents: Talented young Zonians to take advanced course in science at Balboa High School

Isthmian parents who are still not quite convinced that the atom is no longer the smallest bit of matter, who haven't the faintest idea of what an ion exchange is, and for whom the inventions of Edison and Marconi are still the marvels of the century, are in for a terrific shock.

Sometime next year, provided they are parents of certain Balboa High School students, they will watch, bemazed, as their youngsters construct atomic structures from Tinker Toy sets, listen in bewilderment while these same young people explain why Saran wrap sticks to itself, and try to grasp the principles advanced by Dr. Edward Teller.

And before the year is over, they will become quite familiar with the phrase, "But it's simple—look."

The course in which these young scientists will be learning these and many

other fascinating facts is to be taught by DeWitt E. Myers, a member of the Balboa High School faculty for the past five years. He is preparing for this strenuous new course this summer at the National Science Foundation Summer Institute at the University of Connecticut.

The course, which is designed for advanced achievement sections, has been developed and was inaugurated by the Physical Science Study Committee at the Massachusetts Institute of Technology. It can be used only in high schools where physics teachers have been specially trained. When the course was first offered, in 1957, it was given in only eight high schools in the United States. This year, Balboa High School will be one of approximately 300 schools throughout the

United States equipped to offer this course.

The science students here, and in other schools offering this course, will work from a specially edited four-volume textbook and laboratory manuals.

They will start with the volume called *The Universe* which deals with the basic concepts with which the students must have a minimum acquaintance before they can come to grips with more detailed matters of science.

As they move on to the more detailed studies, the students will work on light and waves, force and motion, and electricity and atom structure.

The textbooks will be supplemented by a number of training films and by supplementary reading on a variety of scientific and historical topics.



PAGES FROM THE
CANAL'S HISTORY
 THIS MONTH

50 Years Ago

The last of 480 concrete monoliths was set in place on the floor of the spillway at Gatun Dam 50 years ago this month, completing the north section of the floor. At the nearby locks, one chamber was almost ready for concrete pouring.

Although there was still considerable excavation to be done in the east chamber at Pedro Miguel Locks, work was progressing so rapidly on the west side that the excavation there would be completed by the end of the month.

The last steam shovel work on the Obispo diversion was completed June 1, 1909, and two days later the temporary outlet of the channel into the Cut opposite Las Cascadas was closed, diverting water into the Chagres River above the Gamboa bridge. The diversion was to keep the water on the east side of the Cut, north of the divide at Culebra, from flowing into the Cut.

A portion of the breakwater under construction at Naos Island—now the causeway from Fort Amador—gave way 50 years ago this month almost two miles from the mainland. The break was due to a sliding movement in the thick deposit of mud which underlay the fill and was the first major trouble in the three years of dumping.

25 Years Ago

Isthmian-wide preparations were under way 25 years ago this month for a visit from President Franklin Delano Roosevelt. He was to leave the United States June 30 for Hawaii, via the Panama Canal aboard the cruiser *Houston*. He had accepted an invitation from Panama's President to be Panama's guest during his stay here.

Over the objections of ship owners, the House of Representatives passed a bill abolishing a dual system of measurement for tolls on ships transiting the Panama Canal. The vote was 99-48.

Representatives of organized labor in

the Canal Zone appealed to the Comptroller General of the United States for a ruling which would determine definitely whether or not a 40-hour work week could mean a decrease in pay.

Beginning in July, the Governor of The Panama Canal announced, the Canal organization would be prepared to assist the repatriation of unemployed West Indians and their families. The head of the family had to have at least three years of United States Government service.

Another official announcement notified cattlemen in Panama that the Canal organization was ready to buy 150 head of local cattle a month for slaughter at the Mount Hope abattoir.

Record classes—to then—were graduated from the two Canal Zone high schools in June 1934. At Balboa High School there were 104 graduates; at Cristobal High School, 56.

10 Years Ago

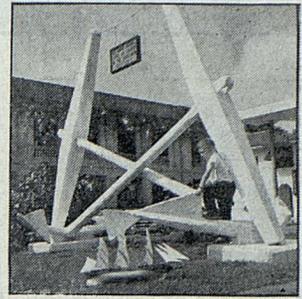
In Washington in June, 1949, a vice president of the Association of American Railroads told a House Committee that Panama Canal tolls were much too low. Canal users should pay at least 50 percent more than they were, he said.

Informal discussions were going on ten years ago this month between the United States and Panama concerning the construction of a concrete highway from Rio Hato to the Costa Rican border.

Frank H. Wang, Acting Engineer of Maintenance and former Executive Secretary, retired from the Panama Canal after more than 38 years of service.

One Year Ago

For the first time in the almost 44 years of Panama Canal operations, major trouble developed, a year ago, in one of the Canal's lock chambers. The thin concrete floor of the Pedro Miguel Locks buckled under hydrostatic pressure; approximately 8,000 square feet of floor-slab had to be replaced.



ON THE COVER

Kenny Wiberg, 7, of Margarita, is much too young to appreciate the history represented by the great Spanish anchors which stand in front of the Terminals Building in Cristobal. But it is quite evident to Kenny that the anchors are a bit too large for his sailboat, the same general type craft as that which carried the anchors.

The anchors were discovered in 1911 in the jungle along the Chagres River, not far from the old town of Las Cruces. They are several hundred years old. Local historians say that early in the 16th century, ships were disassembled on the Atlantic side of the Isthmus, the parts carried across to the Pacific Ocean and the craft reassembled there.

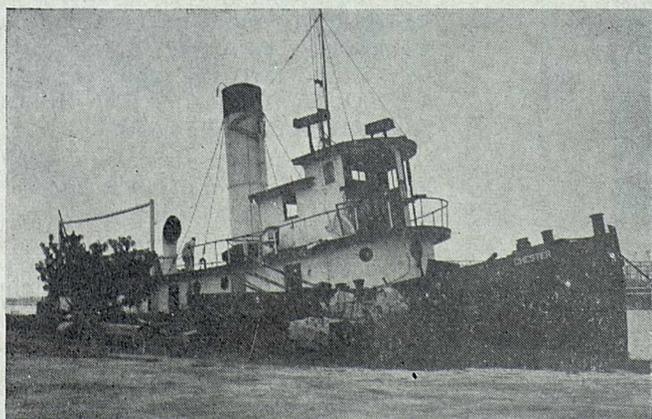
One legend has it that the anchors now in Cristobal were ferried up the Chagres by boat and unloaded at Las Cruces for overland transport to Panama. One of the 40 men carrying one of the anchors stumbled and fell. The others dropped the anchor which crushed and killed seven of its bearers. For years this location bore the name of Mata-siete, or "seven killed."

When American forces found the anchors, they hauled them several hundred yards on sledges to the Chagres River by block and tackle and floated them by raft to Cristobal. The anchors lay for years in a storehouse at Mount Hope before they were moved to their present location in 1918.

The stocks of the original anchors were of wood which was replaced by concrete in 1931. The stocks measure 10 feet 8 inches in length. The length of the shank between crown and stock is 12 feet, one-half inch.

She once made history but the end comes in a shipyard at Baltimore for

one-time Canal tug



A sturdy old tug which made maritime history as the first sea-going craft to transit Gatun Locks, has come to the end of her days. At the left, the former Panama Canal tug *Gatun* is shown as she was being dismantled at Baltimore recently.

The historic lockage took place September 26, 1913. Among the passengers aboard the *Gatun* were Col. H. F. Hodges, Lt. Col. William L. Sibert and his family, and Lt. George R. Goethals and his wife.

The tug bore four names during her half-century-long career. She was built as the *H. B. Chamberlain* in Philadelphia in 1902. Purchased by the Isthmian Canal Commission, and renamed *Gatun*, she arrived here June 25, 1906, and served the Canal throughout the construction period and for years afterward.

She resumed her original name when she returned to the States but was later rechristened the *Point Breeze* and under that name ran for towing companies in Baltimore and Philadelphia. In August 1933, she went down in Chesapeake Bay during a hurricane. After she was raised and returned to service she was renamed the *Chester*, a name she retained until she was dismantled.

PROMOTIONS

AND

TRANSFERS

April 15 through May 15

Employees who were promoted or transferred between April 15 and May 15 are listed below. Within-grade promotions are not reported.

ADMINISTRATIVE BRANCH

John B. Coffey, from Group Chief to Foreman, Printing Plant.

James N. Howell, from Clerk to Mail Clerk, Records Section.

CIVIL AFFAIRS BUREAU

Alfred E. Osborne, from Department Head to Director, Division of Schools.

Mrs. Aldona V. Skeistaitis, from Clerk-Typist to Clerk (Typing), Police Division.

Ruth E. McAlman, **Gladys D. Urena**, **Sarah I. Dolphy**, **Hilma D. Watson**, **Mavis McNichols**, from Substitute Teacher to Elementary Teacher, Latin American Schools.

Mrs. Patricia S. Bailey, from Recreation Leader to Swimming Pool Manager, Division of Schools.

Mrs. Hilda W. Butcher, Library Assistant, from Division of Schools to Canal Zone Library.

Mrs. Maria C. Kidd, from Clerk to Library Assistant, Division of Schools.

Raul A. Swalm, from Substitute Distribution Clerk to Distribution Clerk, Postal Division.

Burton F. Mead, from Student Aid, Division of Schools to Substitute Distribution Clerk, Postal Division.

Charles G. Dahlstrom, from Doorman Supervisor, Sales and Service Branch, to Police Private, Police Division.

Mrs. Dorothy Small, from Substitute Teacher to Junior High Teacher, Latin American Schools.

Mrs. Ruth D. Batchelder, from Substitute Teacher to Elementary and Secondary School Teacher, Division of Schools.

Earl L. Janssen, from Guard, Locks Division, to Police Private, Police Division.

Marcy H. Carpenter, from Signalman, Navigation Division, to Police Private, Police Division.

Edward J. Husum, Jr., from Police Private to Police Sergeant, Police Division.

Charles E. Phelan, from Substitute Window Clerk, Postal Division, to Police Private, Police Division.

OFFICE OF THE COMPTROLLER

Harry D. Raymond, from Supervisory General Claims Examiner to Chief, Claims Branch, General Audit Division.

James L. Fulton, from Chief, Claims Branch, to Chief, Rates and Analysis Branch.

Russel J. Jones, from Chief, Rates and Analysis Branch to Assistant Chief Accountant.

John E. Fisher, from Assistant Chief Accountant to Chief, Accounting Policies and Procedures Staff.

Thomas H. Scott, from Chief, Accounting Policies and Procedures Staff to Assistant Comptroller.

Arthur J. O'Leary, from Assistant Comptroller to Deputy Comptroller.

Alvin B. Goode, **Andre J. Louis**, from Addressing Machine and Graphotype Operative to Bookkeeping Machine Operator, Accounting Division.

ENGINEERING AND CONSTRUCTION BUREAU

Robert C. Herrington, from Engineman

to Lead Foreman Public Works Road Paving, Maintenance Division.

Elmer B. Stevens, from Structural Engineer, Engineering Division, to Supervisory Bridge Engineer, Balboa Bridge Project.

Mrs. Tommie L. Horter, from Clerk-Typist to Accounts Maintenance Clerk, Maintenance Division.

Mrs. Ethel W. Brown, from Clerk, Electrical Division, to Clerk-Stenographer, Contract and Inspection Division.

Millard M. Coleman, from Dipper Dredge Engineer to Chief Towboat or Ferry Engineer, Dredging Division.

Peter S. Legge, from Chief Towboat or Ferry Engineer to Salvage Towboat Engineer, Dredging Division.

Thomas J. Pimento, Marine Machinist, from Industrial Division to Dredging Division.

HEALTH BUREAU

Robert M. Blakely, Jr., Graduate Intern, from Motor Transportation Division to Office of Health Director.

Samuel G. Warner, from Laborer (Pest Control), to Exterminator, Sanitation Division.

Gorgas Hospital

Mrs. Armonia Y. de Ucross, from Clerk to Clerk-Dictating Machine Transcriber.

Edwin W. Belgrave, from Hospital Attendant to Messenger.

Arthur Williams, from Medical Aid to Medical Technician.

Urnston O. Lewis, from Medical Technician to Morgue Attendant.

MARINE BUREAU

Albin E. Coke, from Firefighter, Fire Division, to Guard, Industrial Division.

The latest thing in radio-supervised time control is the Canal's new MASTER CLOCK

Hickory dickory dock—the mouse ran up the clock, so says Mother Goose.

But no sensible rat would run up the Panama Canal Company's new IBM master time control clock. If he did, he would more than likely find himself all tangled up with such things as superheterodyne and dead beat escapement.

The new master clock, recently installed in the Balboa Substation, is to replace two older-type master clocks at Madden Dam which became victims of 60-cycle conversion. They were installed at Madden Dam when the hydroelectric plant there began operations in 1935 and were in continuous use until last December when the 60-cycle conversion made it necessary to eliminate them.

While the Canal's master clock keeps time, its primary function is to regulate the electric current frequency at exactly 60 cycles per second. In doing this, it provides that all electric clocks connected to the power system will keep correct time and all other frequency-sensitive equipment will move at the proper speed.

The new master clock is running but it is not giving synchronized time yet. Only one of the two antennas required



The master clock above is checked by J. E. McKinney, who installed it.

to pick up the time signal broadcast by radio by the National Bureau of Standards in Washington, D. C. has been in-

stalled. When the other is put up in the next few weeks, the master clock will be synchronized both day and night but it will not begin its regular duty of controlling the cycle frequency until the installation of control panels in substations on both sides of the Isthmus.

Meanwhile, the Electrical Division is using a 12-inch telechron clock which is checked by radio and which is adequate for a temporary period.

The latest thing in radio supervised time control, the new master clock will automatically synchronize its time with the National Bureau of Standards signals. Two radio receivers in the master time control will be connected to the two externally mounted radio antennas to receive the time signals broadcast from Station WWV.

The radio supervised master control has a mind of its own. It will automatically seek this time signal each hour. If the signal is not available because of atmospheric conditions, electrical radiation, or other disturbances, the clock will continue to seek the signal every ten minutes until comparison time is obtained and a correction is made locally, if necessary.

ANNIVERSARIES

35
YEARS

MAN OF THE MONTH

Frederick C. Rose, this month's Man-of-the-Month, has spent most of his life on the water. He came to work for the Canal after six years in the United States Navy. Four of these were spent aboard submarines.

In 1929, he was discharged from the Navy at the United States Submarine Base which was in operation at Coco Solo at that time. The next year he

joined the Dredging Division as an oiler aboard the dredge *Las Cruces*. His service since then has been continuous and he is now Chief Towboat or Ferry Engineer in the Ferry Service.

Mr. Rose, who has had the nickname of "Whitey" for years, is a native of Brooklyn, N. Y. He has few hobbies, according to his friends, but is an avid horse racing fan.

30
YEARS

Thirty years continuous service have been chalked up by **William E. Lundy** and **Paul A. Bistriz**, who occupy second place in this month's anniversaries.

Mr. Lundy, a native of Star City, Ind., began his Canal service as a clerk in the Commissary Division. He is now Assistant Treasurer in the Treasury Branch.

His hobby is natural history and he has written numerous articles for natural history publications. Two of his articles were included in a recent anthology, "Strangest Creatures On Earth," two appeared in the Encyclopedia of Natural History published by the American Museum of Natural History, and three are scheduled for publication in a new encyclopedia coming out in the near future.

He is also a charter member of the Panama Canal Natural History Society and has been its treasurer for the past 20 years.

Mr. Bistriz, Transportation Operations Officer in the Freight Department of the New York Office, has been a member of the Panama Canal organization since May 6, 1929. All of his service has been with the Freight Department.

He is a native New Yorker but now lives in Clifton, N. J.

25 YEARS

It was all men, no women, on the quarter-century list last month, with the men representing six different Canal divisions. Four have continuous service.

Ernest E. Faris is a Cost Accounting Clerk in the Electrical Division. His first Canal job was as a junior clerk in the old Building Division. His hometown is Springfield, Mo.

Henry E. Lewis, Lead Foreman Painter in the Industrial Division, has been a painter for most of his working years. He was employed for a short while as a watchman in the old Mechanical Division but has had continuous service as a painter since October 15, 1941. He is a native of Holland, Va.

William J. Rose is Lead Roundhouse Foreman in the Railroad Division. He had a short term of service as a machinist in the Dredging Division but joined the Railroad Division seven years ago and has been there ever since.

Walter Underwood has held a number of jobs including those of tunnel and towing locomotive operator in the Locks Division where he has been working for almost 23 years. His present position is Lead Machinist. He is a native of Appalachia, N.C.

Other 25-year men are **Kenneth M. Edwards** and **David W. Ellis**. Mr. Edwards began his Canal service with the old Mu-

nicipal Engineering Division as a messenger. Except for the few months he spent there and with the Electrical Division all his service has been in the Locks Division. He is presently employed as Lead Foreman Lock Operator. His hometown is Landrus, Pa.

Mr. Ellis was born in Savannah, Ga. His present job is Craneboat Operator in the Dredging Division. He held his first job as a "boy" in the Mechanical Division and is one of two Americans still in service who worked here in the construction period.

20 YEARS

A native Zonian is among the six men who joined the ranks of the 20-year employees during April. One man has continuous service.

Randolph M. Wikingstad was born in Paraiso. He has spent all but three months of his service in the Transportation and Terminals Division. He is presently Supervisory Transportation Operations Officer (Water) in the Terminals Division.

Harry J. Quinlan has continuous service as a Boilermaker. He is now Supervisory Inspector (Boilermaker) in the Industrial Division which he joined when it was known as the Mechanical Division. He is a native of Muskegon, Mich.

Winfield S. Ireland has service broken only by a tour of military duty. He is now Distribution and Office Clerk in the Postal Division. His hometown is Owensboro, Ky.

John E. Jennison is a native of Los Angeles, Calif. Much of his service has been with the Water and Laboratories Branch where he is now Lead Foreman in the Water Supply System.

Donald E. Judson is Powerhouse Operator-Dispatcher in the Power Branch. He began his Canal service as a "boy" in the Dredging Division but most of his service has been with the Electrical Division. His place of birth is Roxbury, Mass.

Chester W. Pearson, a native of Ramey, Pa., has service broken by just slightly more than three years. He has served as a watchman in the Locks Division and also as a fireman. He is presently a Policeman with the rank of Private.

15 YEARS

Four women are among the 11 employees who reached the 15-year mark in service during May. They are listed below, together with their places of birth and present positions.

Mrs. Lelia I. Gibbs, Indianapolis, Ind., Clerk, Personnel Bureau, Records Section; **Mrs. Ferne E. LeVee**, Ancon, Clerk Stenographer, Claims Branch; **Mrs. Marguerite M. Orr**, Ottawa, Canada, Head Nurse (Psychiatry), Coco Solo Hospital; and **Mrs. Frances F. Walker**, Edgewood, Ill., Time, Leave, and Payroll Clerk, Payroll Branch.

The fifteen-year men are **Robert K. Adams**, Ancon, General Docking and Undocking Foreman, Navigation Division; **Azael J. Benavides**, Sona, R. P., Engineering Draftsman, Engineering Division; **Dixie P. Bender**, Huttonville, West Va., Towing Locomotive Operator, Locks Division; **Enoch L. Hooper**, Cristobal, Fire Lieutenant, Fire Division; **Herman Panzer**, Brooklyn, N. Y., Machinist, Locks Division; **Ernest C. Stiebritz**, Columbus, Ohio, Machinist, Locks Division; and **Marion E. Taake**, Centralia, Ill., Liquid Fuels Leader Wharfman, Terminals Division.

Pablo E. Salas, from Launch Seaman to Clerk, Navigation Division.

Ricardo R. Lasso V., from Deckhand to Launch Seaman, Navigation Division.

Edward Stanley, from Heavy Laborer to Deckhand, Navigation Division.

Edward L. Brady, from Substitute Window Clerk, Postal Division, to Towing Locomotive Operator, Locks Division.

Gordon C. Reif, from Marine Machinist to Lead Foreman Marine Machinist, Industrial Division.

PERSONNEL BUREAU

Mrs. Clara L. De Striem, from Clerk to Card Punch Operator, Employment and Utilization Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

Elisa Y. Ah Kai, from Clerk to Clerk-Typist, Housing Branch.

Mrs. Augustina Bayard, from Car Hop to Pantryman, Sales and Service Branch.

TRANSPORTATION AND TERMINALS BUREAU

Joseph E. Ramsay, from Clerk to Cargo Clerk, Terminals Division.

Francisco Gumbs, Clerk, from Employment and Utilization Division to Motor Transportation Division.

OTHER PROMOTIONS

Promotions which did not involve change of title follow:

Dr. Erik W. Michelsen, Chief, Clinical Pathology Section, Gorgas Hospital.

Lloyd P. Joseph, Clerk, Motor Transportation Division.

Wentworth E. Ennis, Bookkeeping Machine Operator, Payroll Branch.

Robert L. Rankin, Marine Traffic Controller, Navigation Division.

James Webster, Medical Aid (Undertaking), Gorgas Hospital.

Winston S. Johnson, Warehouseman, Housing Branch, Community Services Division.

Kenneth A. Brown, Glazier, Maintenance Division.

Edgar J. Moodie, **Frank E. Lynch**, **Alfred Hibbert**, **Lilith M. Blackwood**, Medical Technician, Coco Solo Hospital.

RETIREMENTS

Retirement certificates were presented the end of May to the following employees who are listed alphabetically, together with their birthplaces, titles, years of Canal service, and their future homes.

Annie L. Allnut, Maryland; Dental Hygienist, Health Bureau; 22 years, 11 months, 29 days; Chevy Chase, Md.

Merwin A. French, Ohio; Supervisory Marine Traffic Controller, Navigation Division; 27 years, 7 months; California.

Winchell T. Pennock, Texas; Lead Foreman Transportation Equipment Operations, Motor Transportation Division; 40 years, 9 months, 2 days; St. Petersburg, Fla.

George F. Welsh, Ohio; Chief, Employment and Utilization Division; 16 years, 6 months, 23 days; Texas.



FROM CRISTOBAL

Ancon..... June 3
Cristobal..... June 13
Ancon..... June 20

FROM NEW YORK

Cristobal..... June 5
Ancon..... June 12
Cristobal..... June 23
Ancon..... June 30



Texas will be the future home of George F. Welsh, Chief of the Employment and Utilization Division, who retired in May. The Welshes will be leaving some time in July.

Coco Solo comes of age

Coco Solo joined the handful of Canal Zone civilian towns little more than a year ago, but today it ranks with any of them in such matters as housing, public and community facilities, and in recreational opportunities.

This month, or in the near future, the Supply Division's retail store will be completed, the theater will be air conditioned, and the new post office will be ready for use.

The extensive housing improvement program undertaken at Coco Solo soon after the buildings were transferred to the Canal is nearing completion.

The Maintenance Division has begun the last main item in the program, the installation of modern sinks for the kitchens. In all, 153 old-type sinks are to be replaced, 28 replacements having been made soon after the transfer of the quarters. In connection with this job, the kitchens are to be further modernized by the replacement or renovation of cabinets and counter tops.

The laundry facilities also have been improved at all of the four-family quarters. With the replacement program and rearrangement of the laundry facilities in these houses, each apartment has its individual laundry trays.

The Maintenance Division forces also are completing the job of widening and straightening the driveways under the 38 four-family apartment buildings. By realignment and widening the driveways, under-the-house space is provided for cars for each occupant.

Other work accomplished at Coco Solo on a community-wide basis has included the tiling of kitchens, replacement of gas water heaters with electric heaters, and installation of electrical panels and meters.

The improvement and refurbishing program in the newest Canal Zone civilian community cost upwards of \$300,000, exclusive of exterior and interior painting.

Safety Zone

For Your Interest And Guidance In Accident Prevention



Why

Do We

Work?

Silly question! We work because we have to in order to keep body and soul together. But just a minute. Why is it then, that so many people with money still work at some kind of job? And how about all those retirees who are now working, at least part time?

Psychologists tell us that there's much more to it than just "making a living." One of the greatest satisfactions a man can experience is the satisfaction of a job well done. Inactivity can actually lead to mental illness, and in some cases to premature death. The best cure for the doldrums is to get busy doing something.

To get that sought-after feeling of job satisfaction, we not only have to get to work, but we have to turn out a first-class job. We want to be known as an efficient employee. Efficiency gives us that self-respect so vital to emotional equilibrium, and it earns the respect of others, also vital.

Inefficiency, on the other hand, not only leaves a lot to be desired in our own lives, but casts an unfair reflection on the people for whom we work.

For example, take the hypothetical case of an inefficient nurse. Suppose, when you visited your doctor's office, the nurse who was preparing to administer some medicine to you tripped over the wastebasket and broke the precious vial. (Naturally you'd begin to have doubts about her ability, no matter how well she knows her viruses.) Or suppose, as she prepared to give you a shot, she accidentally jabbed herself. At that point, you'd be tempted to grab your hat and run. Fair or not, your confidence in your doctor would be deeply shaken by his incompetent nurse.

So it ought to be plain to all that, for personal reasons if no other, we can ill afford to be inefficient or even to be thought inefficient.

Why devote all this space to a discussion of this kind? Because the prevention of accidents and fires is part of our job, no matter what our office title is. If any act of ours—or any neglect to act—contributes to or causes an accident or fire, then we're NOT 100 percent efficient, no matter how industrious, clever, or accurate we are in our work. We're a liability, not an asset. Think that one over!

APRIL 1959

BUREAU

	FIRST AID CASES		DISABLING INJURIES		DAYS LOST		DISABLING INJURIES YEAR TO DATE	
	'59	'58	'59	'58	'59	'58	'59	'58
Supply & Community Service (Honor Roll)	48	39	0	2	0	20	1	2
New York Operations (Honor Roll)	3	7	0	0	0	0	3	2
Civil Affairs (Honor Roll)	10	11	0	0	0	0	0	8
Transportation & Terminals	105	36	1	2	14	9	11	5
Health	20	15	1	1	16	21	6	2
Marine	(6)86	(309)356	2	(2)4	14	(6)24	(1)11	(9)20
Engineering & Construction	32	28	2	3	13	624	4	6
Accident Pool	—	—	0	0	—	—	0	0
C. Z. Govt.-Panama Canal Company	(6)283	(309)495	6	(2)12	57	(6)698	(1)36	(9)45

() Locks Overhaul injuries included in total.



The cabin of the *Trekka* is just large enough for Sailor Guzzwell, his typewriter, his teakettle, and his ukulele.

Around the world all alone in a 20-foot boat is not everyone's cup of tea. But it suits John Guzzwell, 28-year-old British amateur sailor.

Guzzwell, handsome and sunburned, arrived in Cristobal early in May after making the comparatively short trip from Barbados in his two and one-half ton homemade sailing yawl *Trekka*. The journey he had completed, however, was an impressive one.

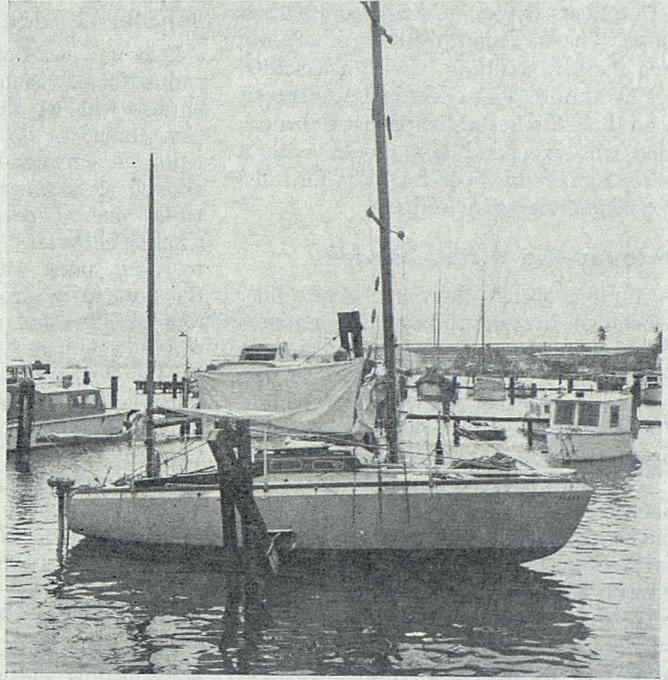
Starting from Victoria, British Columbia, approximately three and one-half years ago, young Guzzwell sailed his tiny craft across the Pacific to Hawaii and from there took a long jump through the South Seas to New Zealand and Australia. From "Down Under" he piloted the *Trekka* to Africa, went around the Cape of Good Hope and across the South Atlantic to Ascension Island. From there he made it easily to Barbados.

The daring young mariner, who travels alone with only a small radio receiving set and a minimum supply of canned goods, had little to say about his adventures except that he had a rough time of it once when he ran into a heavy storm off the coast of Australia.

Although the young British adventurer has a gleaming new typewriter and a small library of reference books, he denied that he was about to write his memoirs. He was more interested in getting his small boat painted and made shipshape

It's a Long Haul

On A Small Yawl

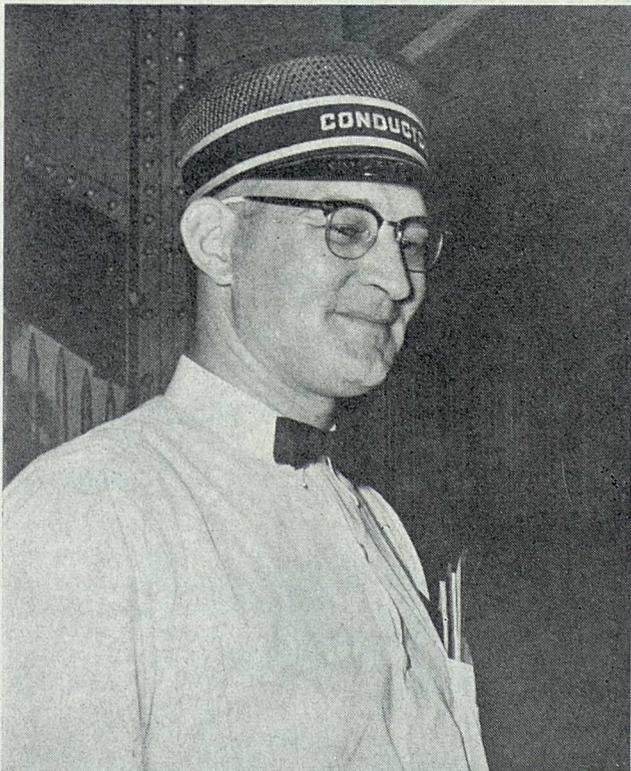


The trim *Trekka* is eased onto the marine railway at the Cristobal Yacht Club where she was washed down and painted.

while he was in Cristobal last month in preparation for the last lap of his journey home to Victoria.

The *Trekka* made the Canal transit southbound May 16, and sailed for the Galapagos May 21. Before he returns to Canada, Guzzwell hopes to drop anchor in Hawaii.

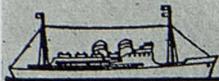
Recaps--For Railroaders



Pete Schill, who has been working on the Panama Railroad for the past year, models one of the snappy new railroad caps issued recently to Panama Railroad conductors and trainmen. When this picture was taken, Conductor Schill was checking passengers as they passed through the gate in the Colon Railroad station. Like other Panama Railroad men, Mr. Schill likes his new ventilated cap just fine.

The caps were the first change made in Panama Railroad working clothes in a number of years. The new caps are black and, in keeping with the usual railroad practice, have a gold band and lettering for conductors and a silver band and lettering for trainmen. Those being used here have special ventilation of a type which is standard in the United States for use in warm weather.

Mr. Schill is a native of Ohio. Before he came to the Isthmus last year he worked nearly 15 years with the Pennsylvania Railroad. During World War II he served with the U. S. Army in the Philippines. He came to the Isthmus from Kalamazoo, Mich., and was assigned to the Atlantic Area as a Road and Yard Conductor. He lives in Coco Solo with his wife and two daughters.



SHIPS AND SHIPPING



MORE CANAL RECORDS!

Canal statisticians for ship traffic are keeping their record books handy. The records have been subject to change on a month's notice in the past two or three years.

May was no exception, the month producing an all-time high monthly total of 897 transits by ocean-going commercial ships. The old monthly record, of only two months standing, was 882 transits, set in March. The daily average transit record of 28.54 established last February also was exceeded last month with a daily average of 29.45 for May, for toll-paying ocean-going ships.

Around-the-World Service

Another around-the-world-service liner scheduled to pass through the Panama Canal five times each year arrived in Balboa on her maiden voyage in her new service this week. The vessel is the MS *Johan Van Oldenbarnevelt*, a 19,878-ton liner with 970 passengers aboard.

The ship arrived here June 1 and docked in Cristobal on the last lap of her first globe-girdling trip which included calls at Port Said, Aden, New Zealand, Australian ports, and Tahiti. On her way to Southampton, the liner will call at Port Everglades, Fla. and Bermuda, according to a schedule issued by Fenton & Co., agents for the ship here.

Luxury Yacht Transits

One of the largest private yachts now in commission paid a visit to the Canal Zone during May. She was the *Shemara*, owned by the well-known Sir Bernard and Lady Docker, of England. She arrived here May 1 from the South Sea Islands and made her first Canal transit May 5 en route to Trinidad. The *She-*

mara was under charter to Maurice Alexander Solvay, of Belgium, who was accompanied on the cruise by six guests. The 212-foot yacht has a gross tonnage of 787 tons, was built in 1938 in Southampton, England, by Thornycroft, and has accommodations for 12 guests to live in luxurious ocean-going comfort.

Whaler Drydocked

Overhaul work was completed by the Industrial Division at the end of May on the whaling ship *Olmeda* owned by Cia. Ballenera del Norte of Peru. Repairs were made on the propeller shaft as well as a general overhaul. The *Olmeda*, one of seven catcher/killer-type whaling ships used off the Peruvian coast to catch sperm whales, is the second of the fleet to be brought to Cristobal for repairs. The first was the *Don Cristobal* which came here in March.

The *Olmeda* was formerly a U. S. minesweeper and is built with a wooden hull with copper sheathing. The *Don Cristobal* was built during the last war in Norway and was used in the North Sea for several years before she was sold to the Ballenera del Norte. Both ships were represented here by Panama Agencies.

Self-Loading Barge

The Oliver J. Olsen Co. barge *Forrest*, a self-loading and unloading barge of the latest design, was towed through the Canal last month en route from Galveston, Tex. to Port Angeles, Calif.

The second of her type to transit the Canal, the *Forrest* came here under tow by the tug *Mary Cornell* which is owned by the same company. The barge, 272 feet long, is equipped with two 30-ton cranes and is capable of carrying 250,000 cubic feet of cargo under her decks.

She is similar to the *Florence* which

transited the Canal the previous month with 6,000 tons of sulphur. The *Florence* was towed by the tug *Thomas Cornell*.

Both barges left Balboa with the assistance of second tugs for the trip to the United States West Coast where they will be used in inter-port commerce. Panama Agencies handled the craft here.

New Barber Liner

The new motorship *Tai Ping*, a 10,854 deadweight-ton cargo carrier, arrived at the Canal May 19 on her maiden voyage in the Far East service of the Barber Steamship Line. The new ship takes her name from the old *Tai Ping* that was famous in the Barber Line service for many years. She is the second in a series of four vessels to be delivered this year and in 1960 for this service. This class of vessel has a capacity of 620,155 cubic feet including 30,000 feet of refrigerated cargo space and deep tanks for edible oils. Barber Line ships are represented by Fenton & Co.

TRANSITS BY OCEAN-GOING VESSELS IN APRIL

	1958	1959
Commercial	734	830
U. S. Government	22	22
Total	756	852

TOLLS*

	1958	1959
Commercial	\$3,367,300	\$3,910,102
U. S. Government	83,359	90,053
Total	\$3,450,659	\$4,000,155

*Includes tolls on all vessels, ocean-going and small.

CARGO (long tons)

Commercial	3,863,386	4,264,059
U. S. Government	81,779	100,086
Total	3,945,165	4,364,145

Last month the largest shipment of frozen tuna ever to be loaded at a Canal port was placed on board the *Lloyd Bakke*, newest addition to the Knutsen Line which runs ships between New York and the Far East. The tuna—1,155 tons of it—was brought to Cristobal aboard the two Japanese fishing boats *Kurdshiu Maru* and *Kotoshiro Maru* from the South Atlantic and is en route to canneries in the Los Angeles area.

The *Lloyd Bakke* arrived in Cristobal May 14. Loading operations, which began shortly afterwards, took approximately five days. The *Lloyd Bakke* was making its maiden

voyage to the West Coast and the Far East. Fenton & Co. act as agents here for the Knutsen Line.

The transshipment of frozen tuna at Cristobal started during September of last year when the first shipment of tuna caught off the Brazil coast was loaded on a ship bound for California. Shipments now arrive in Cristobal approximately every two months and the frozen tuna is loaded on the first ship which has space for the U. S. West Coast. The tuna fleet now operating in the South Atlantic is represented here by Norton, Lilly & Co., Fernie & Co., and Panama Agencies.

Frozen stiff, the tuna are hauled up by bunches, looking for all the world like over-size bananas.

Japanese fishing boats bring the South Atlantic tuna to Cristobal to be transferred to California-bound ships like the *Lloyd Bakke*, below.

