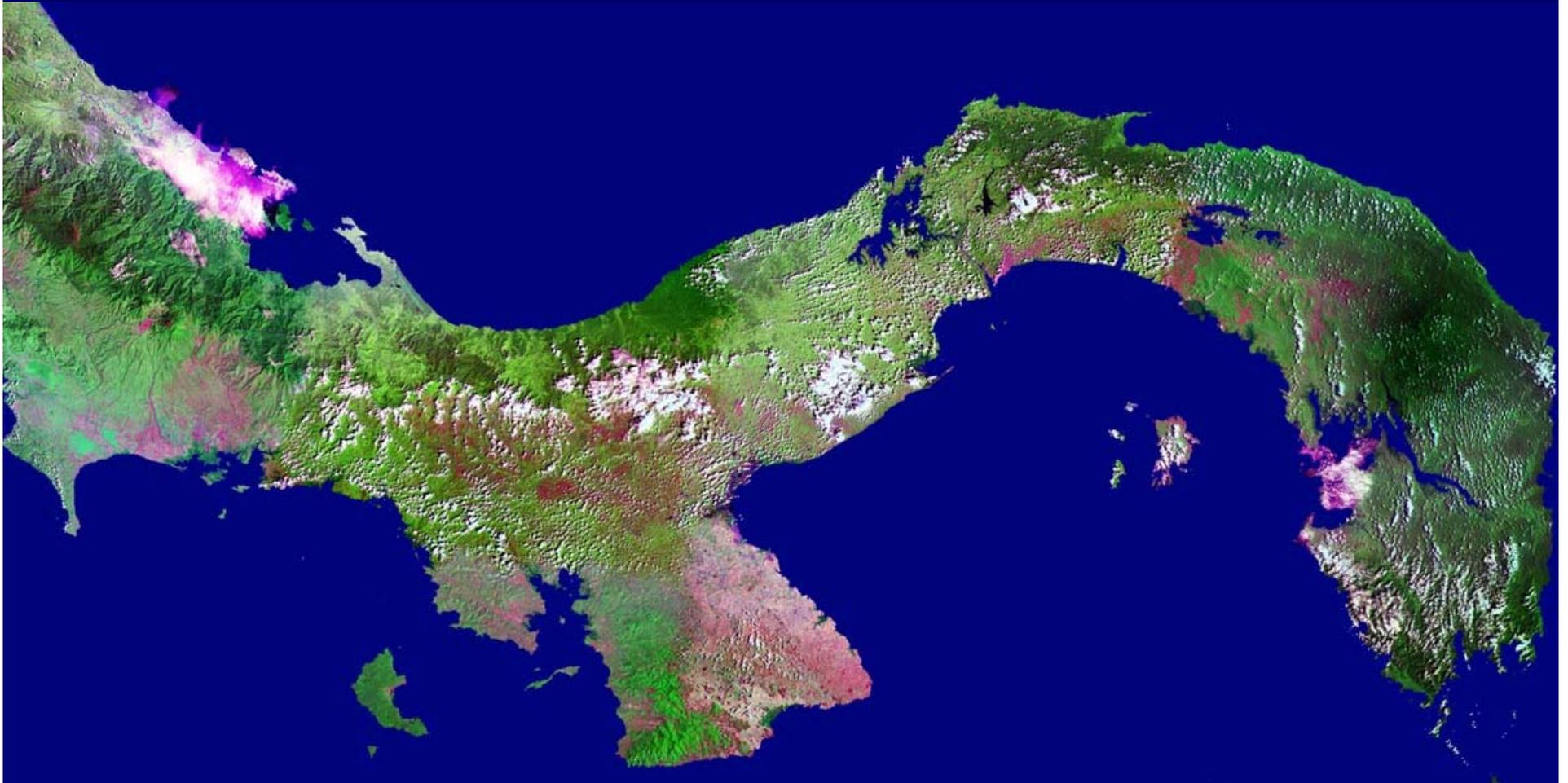


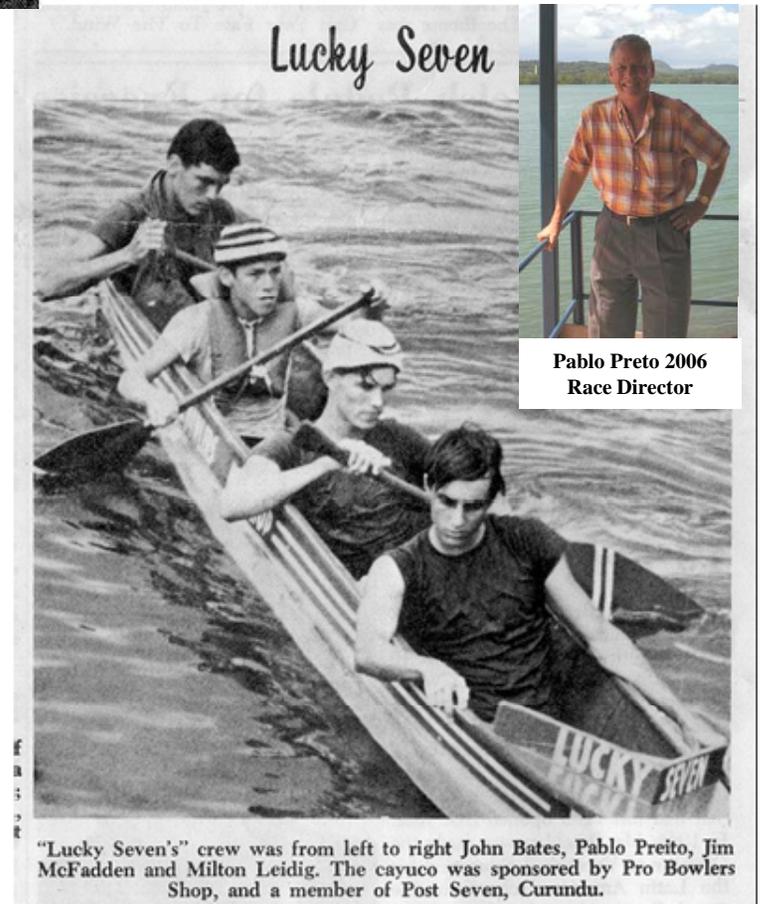
Troop 21-Post 21



The Ocean to Ocean Cayuco Races
1961 to 1968



The Annual
Ocean to Ocean
Cayuco Race



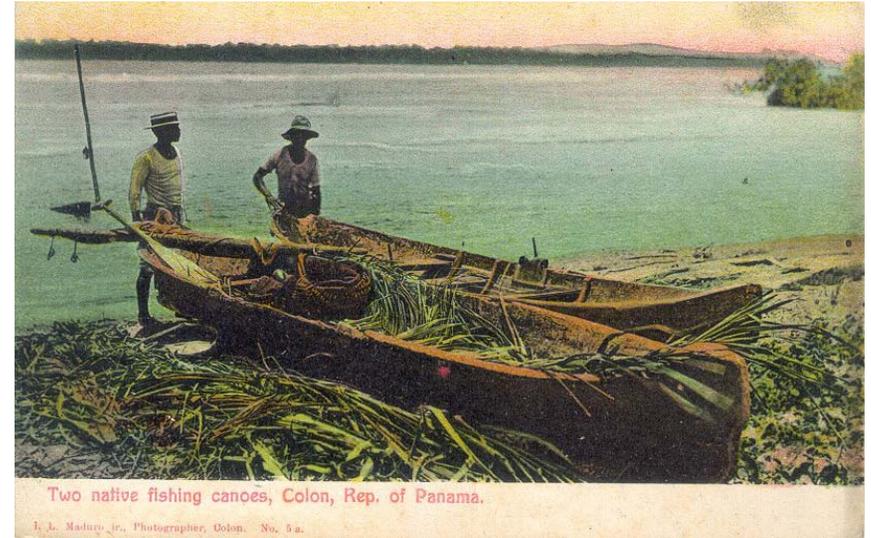
Pablo Preto 2006
Race Director

1954-2006 and still going...

"Lucky Seven's" crew was from left to right John Bates, Pablo Preto, Jim McFadden and Milton Leidig. The cayuco was sponsored by Pro Bowlers Shop, and a member of Post Seven, Curundu.

Cayucas and piraguas are native built boats rough hewed out of the trunk of a single tree. These boats have been the mode of transportation in Panama for many years, either paddled, with sail, or motorized.

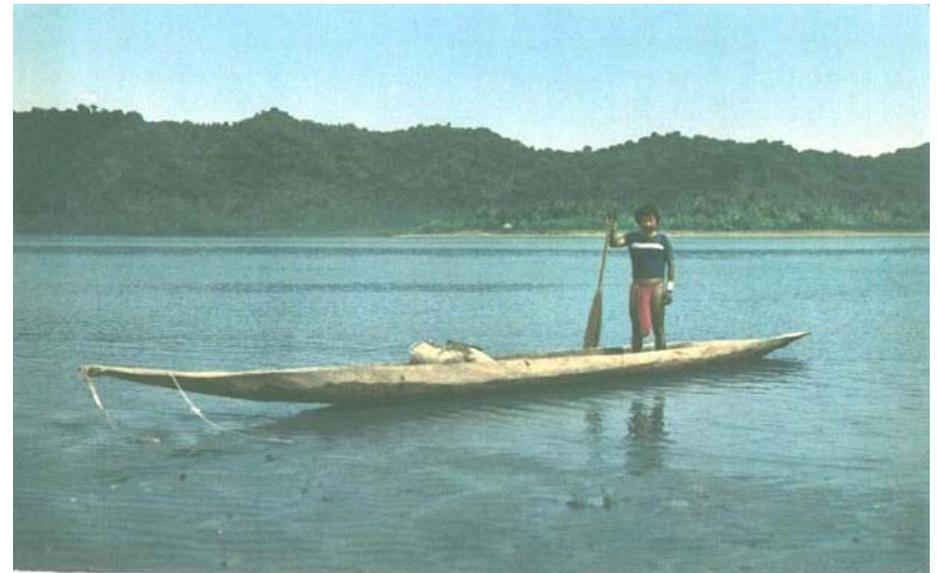
Race rules regarding the cayuco construction: "The cayuco is constructed from a hollowed out tree trunk. Each cayuco must be a minimum of fifteen feet in length as originally cut from a locally grown tree. Cayucos must always maintain the original hull and length minimum. Extensions to the bow and stern made entirely from locally acquired wood may be added. The gunwales of the cayuco may also be raised with locally acquired wood. All cayucos may add non-movable seats, back rests, bow and stern splash covers, non-moveable trim tabs, as well as wooden keels".



Two native fishing canoes, Colon, Rep. of Panama.

I. L. Maduco, Jr., Photographer, Oobm. No. 5a.

Cayucos resemble a canoe in the bow and stern. A piragua has a more open end to the bow and stern.



a piragua

The racing boats bear little resemblance to the original hollow log boats purchased from the native builders. The boats are trued up by building up the gunwales with layers of wood strips, and smoothing, painting, and polishing the hull: adding seats and covering the bow and stern to keep water from washing over and swamping the boats. Troop 21 and Post 21 had a successful program in the 1960's with the "green fleet". For the 1962 race, Troop 21 made crews their own paddles and used them in the race.



Cáiche Si Puedes and *Better Dead than Red*



"Better Dead Than Red" was manned by David Denny, a junior; Gary Pooch, a senior; Dennis Dorff, a junior; and Harry Stinson, a junior. "Caiche Si Puedes" crew was Trenton Price, a senior; Louie Husted, a senior; Alfred Creque, a junior; and Jim Jenner, a senior (not pictured here). Their boat placed fourth.

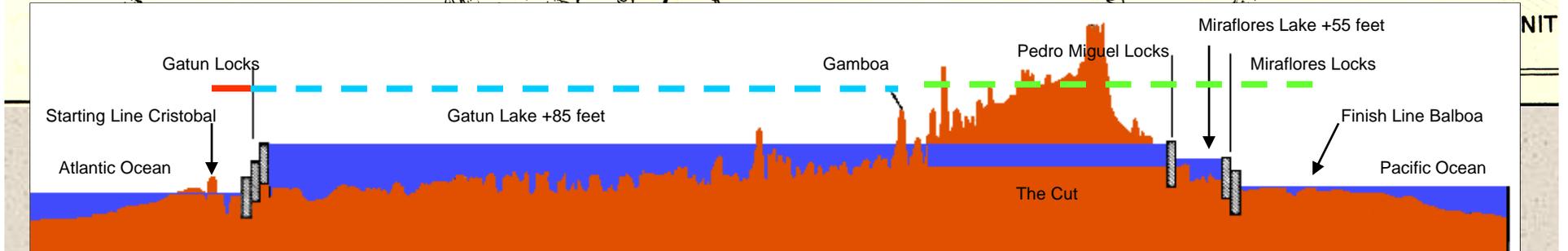
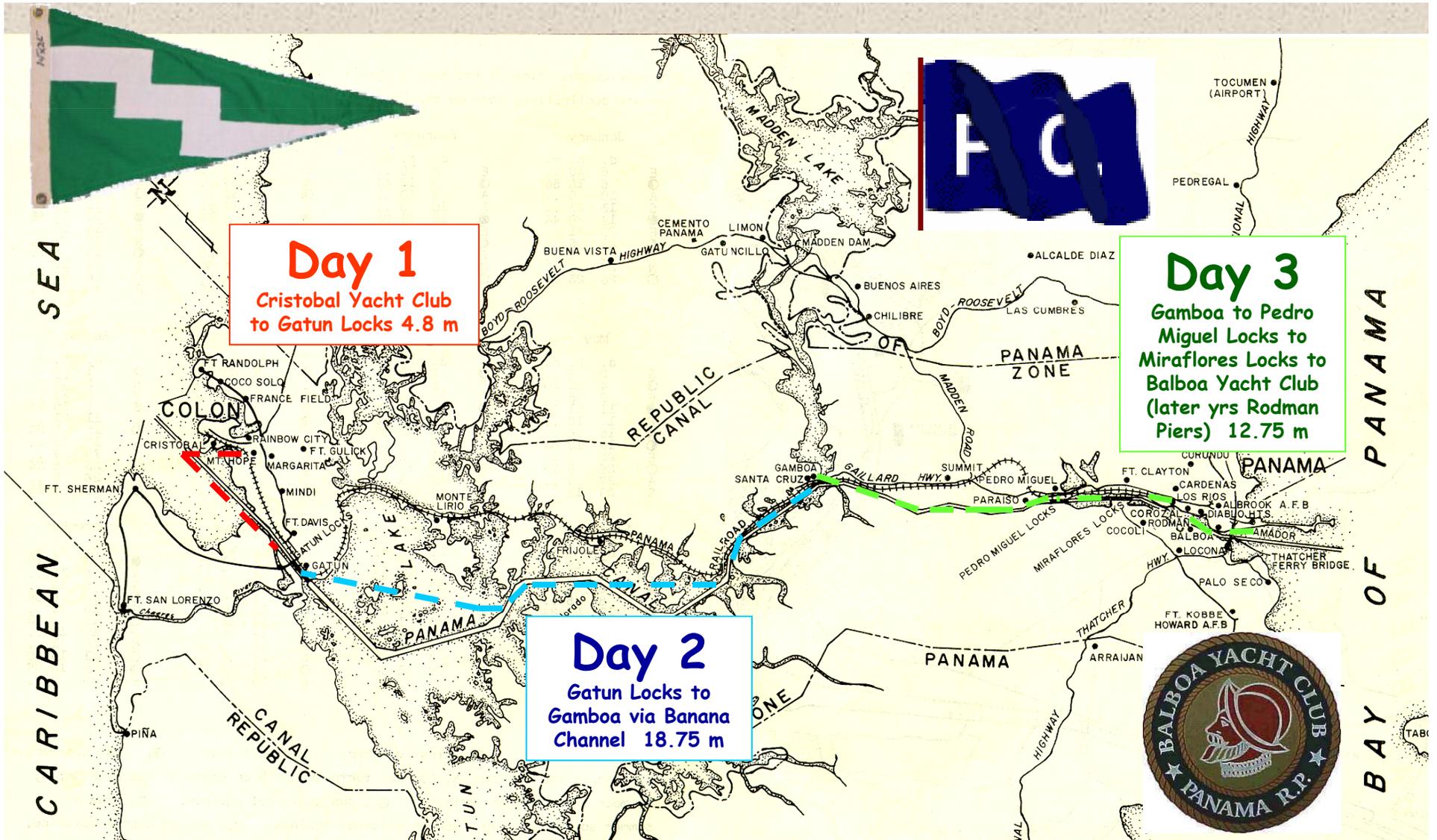
The Slave Galley



The "Slave Galley," a patch boat, was the longest cayuco in the race. A patch boat is entered for the purpose of winning a patch; it cannot win the trophy. It measured 43 feet, and was manned by 14 boys. It placed first as a patch boat. From left to right, Jon Borrero, a senior; Wesley Braswell, a senior; Alex Esparsa, a sophomore; Hap Pruitt, a junior; Coleman Anderson, a junior; Stanley Wright, a senior; Paul Vino, a sophomore; Jim Thompson, a senior; Larry Quinn, a senior; Mike Beattie, a junior; Fred Webster, a senior; and Pat Donaldson, a senior.

The "Slave Galley" was the longest boat in the races. It is rumored that it was left near the finish line on Rodman Naval Base after a race and was destroyed by orders of the base commander.







Cristobal Harbor...the starting line is near the small boats to the right at the entrance to the old French Canal.



Day 1: Race begins at Cristobal Yacht Club and ends about 5 miles later at Gatun Locks. Day 2 begins on Gatun Lake and ends in Gamboa.



Day 1 ends at the sea level entrance to Gatun Locks. Day 2 begins at the upper end of the locks. There is no transit of Gatun Locks.





READY-SET-GO--Lined up at Gamboa are the cayucos taking part in the 15th annual

Coast to Coast Cayuco Race, The Gamboa to Balboa stretch was the final lap of the race.

Gamboa...the end of day 2 beginning of day 3...

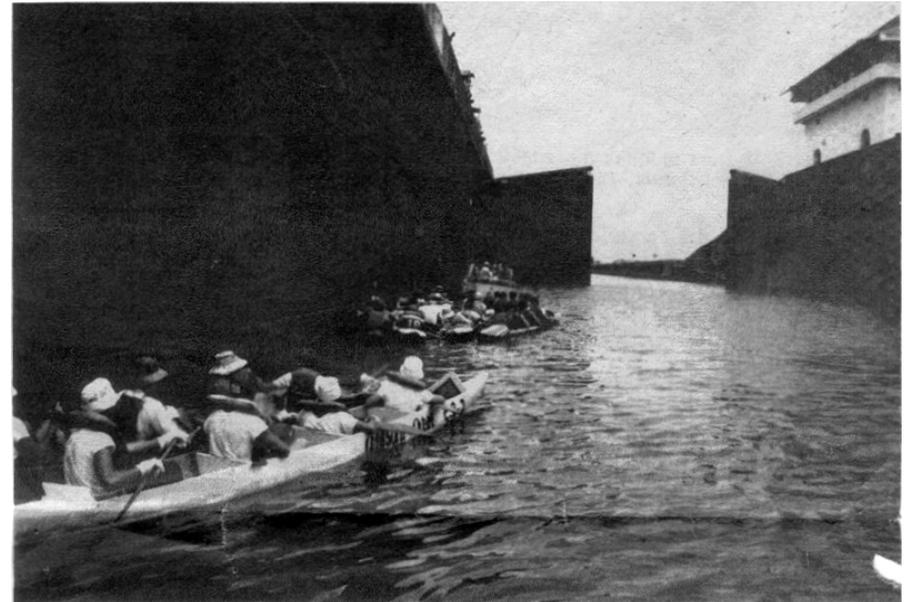


...tied up at the Las Cruces Landing awaiting passage through Pedro Miguel Locks.



Day 3: Passes through the 9 mile Cut...

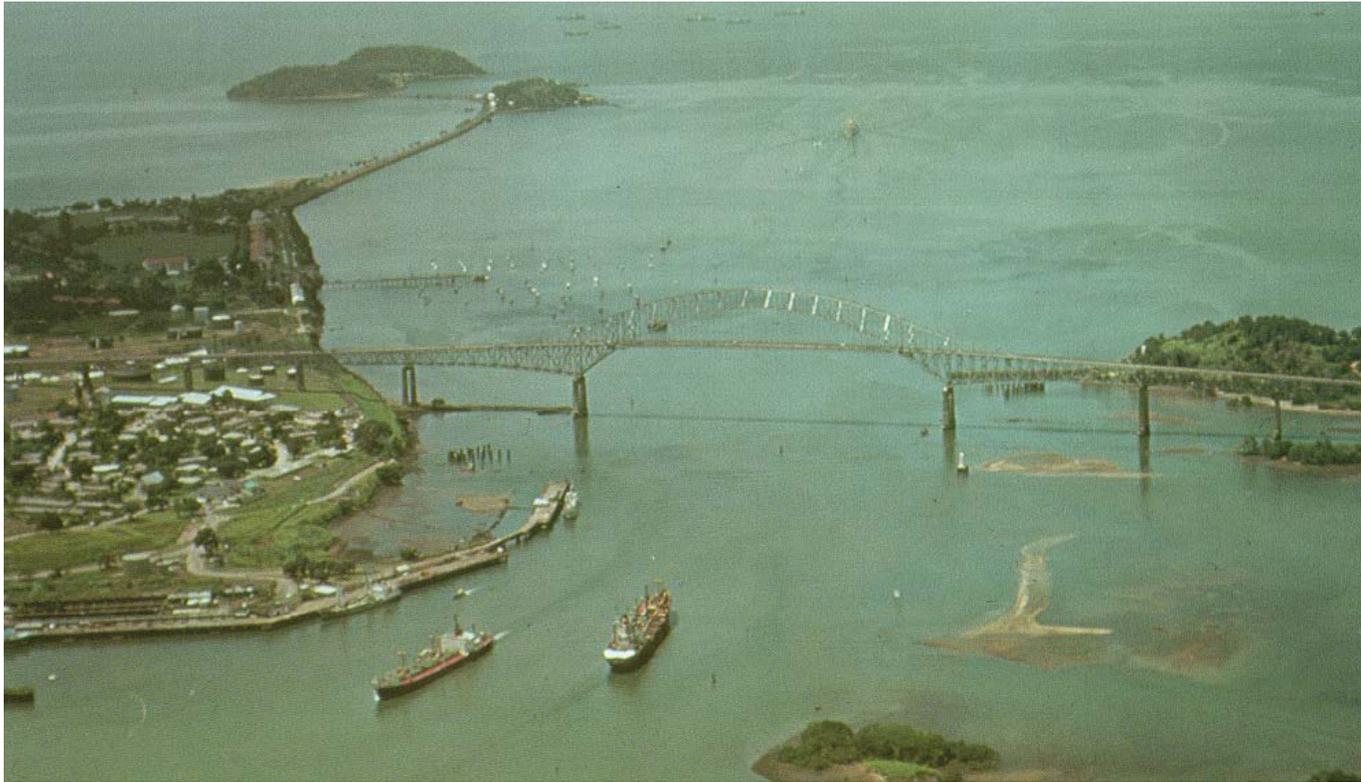




GOING SOUTH through Miraflores Locks are some of the cayucos that took part in the annual cayuco race. Accompanied by an escort craft, the small boats received the same service as the largest ocean liner.

...the boats then pass through the locks at Pedro Miguel, crosses Miraflores Lake, transit Miraflores Locks, and the sprint to the finish line...





The earlier races ended at the BYC pier, later races finished at the Rodman Piers. The present finish line is the Diablo Dock.





Canal Zone Postal Service



BOY SCOUTS OF AMERICA

1910

1960



Scouting



The original Ocean-To-Ocean Cayuco races were organized by the Boy Scouts of America. The modern version of the cayuco race is organized by the Balboa Paddle Club

The first
race was
held in May
1954.



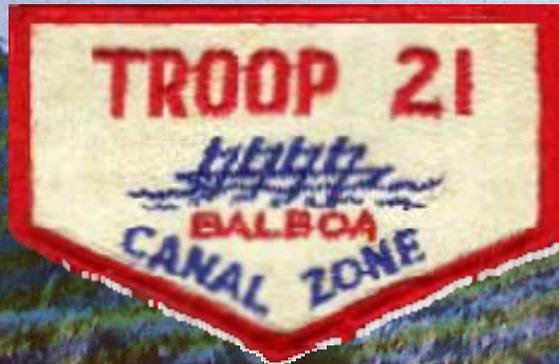
7 boats participated in the first Ocean to Ocean Cayuco Race in 1954

First Place was **Ship 10, Gamboa**, composed of Explorers Wm. Campbell, Stephen Herring, Jim Richardson, and Jim Driscoll. the ship is sponsored by the Gamboa Civic Council. Time was 10 hours and 28 minutes

Second Place was Crew 12 from **Gatun, Post 3, American Legion**, with Explorers Joe Jannigan, Jay Cunningham, Jim Thornton, and Danny George. J.A. Cunningham is Scoutmaster. Time was 11 hours and 7 minutes.

Third Place went to **Cristobal, Ship 9**, sponsored by the Masters, Mates, and Pilots Association 39, with Paul Doyle as Skipper and Paul Lindville as Mate. Crew members included Barry Davison, Philip Hadaritz, Tom Cookson, and Jerry Dockery. Their time was 12 hours and 7 minutes.

Boy Scout Troop 21
Balboa Union Church
1961-62



GREEN WEENIE

5TH Place

George (Skip) Kilpatrick
Rick Williams
James Rambo
?



GREEN WEENIE

Rick Williams
James Rambo
Ken Philips
Pete Hendrickson

patch boat

George (Skip) Kilpatrick
Rob Kilpatrick
Bill Fall
Mark Saunders

The first race year for
Explorer Post 21
Balboa Union Church

GREEN WEENIE

DARK HORSE

HACKERS FOUR



Boat Captains and Queen

Bill Fall, Sue Lessiack, Doug Feeney, Rick Williams



A cute girl greets some of the winners at the American Legion Club in Balboa. Cayuca Race Committee ran the event with the help of Scouters and U.S. Navy.

The Green Weenie Crew Bruce Douglas, Ken Philips, Pete Hendrickson, Rich Williams, and Queen Sue Lessiack celebrate a Third Place Finish. note: they have the 4th place banner.





3RD
1963 CANAL ZONE COUNCIL
OCEAN TO OCEAN
CAYUCO RACE

GREEN WEENIE

Rick Williams
Pete Hendrickson
Bruce Douglas
Ken Phillips

HACKERS FOUR

Donald Willingham
Rob Kilpatrick
Bill Fall
Mark Saunders

4TH
1963 CANAL ZONE COUNCIL
OCEAN TO OCEAN
CAYUCO RACE

DARK HORSE

Doug Feeney
Scott Williams
Billy Boughner
Robin Lane



**Explorer Post 21
Balboa Union Church**



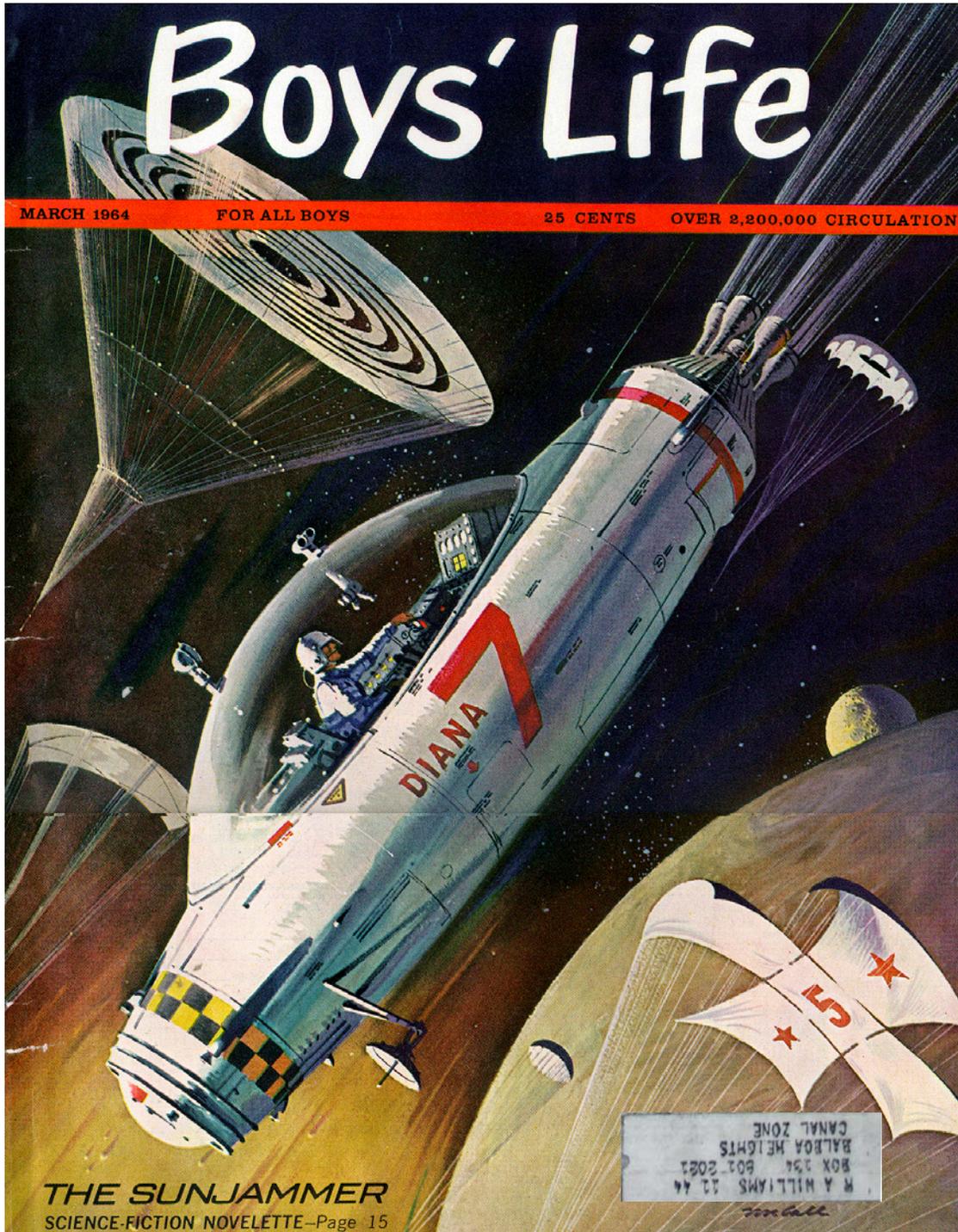
P21-3 *THE HACKERS FOUR* Bob, Mark, Don, Bill

Boys' Life

MARCH 1964

FOR ALL BOYS

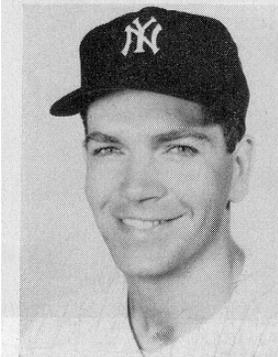
25 CENTS OVER 2,200,000 CIRCULATION



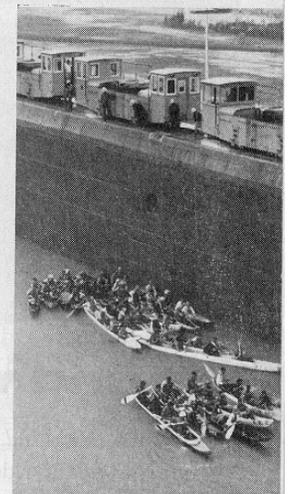
THE SUNJAMMER
SCIENCE-FICTION NOVELETTE—Page 15

THIS MONTH'S HIGHLIGHTS

If you're a science fiction bug, the name that's sure to ring a bell with you is Arthur C. Clarke—just about the hottest fact-and-fancy tale-spinner going. An expert on space, astronomy, skin diving and oceanography, there's a good chance that his way-out guesses will hatch into reality—maybe within your lifetime. **The Sunjammer**, his first BL piece, is all about capsules racing for the moon—yanked through space by gigantic sun propelled sails. Artist Robert McCall did the cover and inside illustrations . . . An equally frantic race—and much more down to earth—really took place recently. American Canal Zone Explorers launched their piraguas and cayucas and wild-paddled through the Panama Canal. Page 19 starts the story . . . Do you ever give a thought to what career might suit you best? If



Bobby Richardson



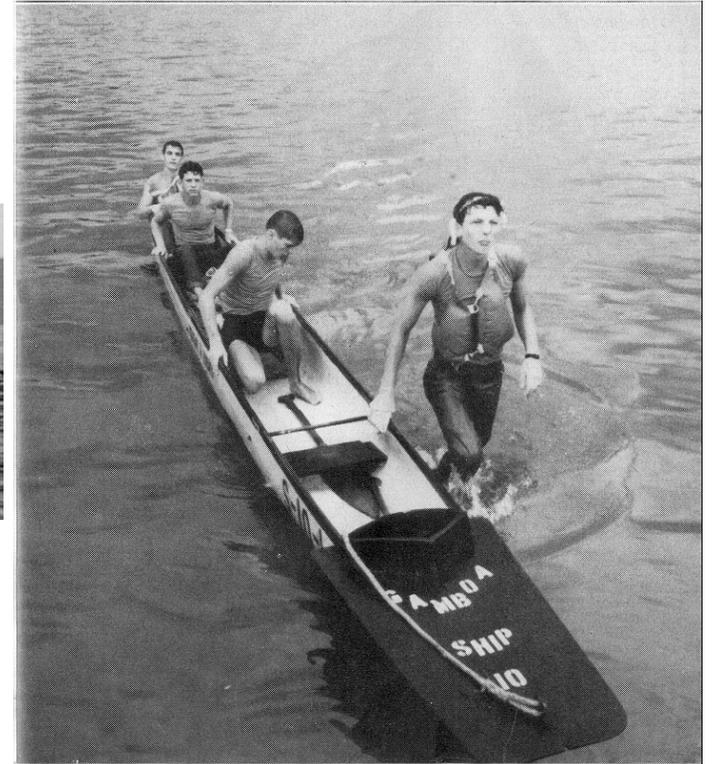
American Explorers in cayucas and piraguas race through the Panama Canal.

you haven't now's the time to poke around and do some career hunting. To help you, BL is kicking off a career series. First to chat with you is the world famous psychiatrist, Dr. William C. Menninger, with some words about **Medicine, My Way of Life** . . . Green Bar Bill never runs dry of Scouting ideas. His latest, and one that you ought to latch on to, is a patrol flag contest. Flip on over to **Green Bar Bill Says: Make a Patrol Flag**—time's a wastin' . . . Who's the major leagues' best second baseman? Former great Yankee shortstop Phil Rizzuto thinks that Bob Richardson is **Number One at Second Base** . . . Leonard Wibberley's **Reckoning at Fredericksburg**—a three part story—has stirred a lot of interest among our readers. To find out how Tom and Jem resolve their feud, see page 26, the wrap-up.



Highlights from the 1963 Race

BOY'S LIFE March 1964



Furious paddling caused many boats to swamp, but the safety crews were on the spot in seconds. Twenty-five escort boats, provided by the Canal Zone Power Squadron, stood by for any trouble.



Nearing the end of their 50-mile three-day race through the Panama Canal, 144 Canal Zone Council Explorers reach calm stretch on Miraflores locks—a few miles short of trip's end—at Balboa on the Pacific Ocean.

El Bejuco

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1964 CAYUCO RACE

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1965 CAYUCO RACE

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1966 CAYUCO RACE

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1967 CAYUCO RACE

The rein of El Bejuco begins...





The first year of El Bejuco 1964. Ken Philips, Ron Carroll, Queen Gail Bohannon, Phil Stewart, and Rick Williams.



El Bejuco

1ST CANAL ZONE COUNCIL
1965 OCEAN TO OCEAN
CAYUCO RACE

Rick Williams
Phil Stewart
Ronnie Carroll
Ken Phillips



Scott, Pete, Rick, Don, & Billy model the latest in Isthmian ear wear.





Post 21 also captured second place with a time of 6 hours 29 minutes and 7 seconds. The Rum Runner, manned by Scot Williams, Bill Boughner, Don Kat, and Pete Hendrickson, and the first place boat were far ahead of the third place boat from Margarita's Post 1.



Second Place in 65 left to right: Pete Hendrickson, Billy Boughner, March Adair, Scotty Williams, Donald Kat. "The Rum Runner"





Winners of cayuco race—Post No. 21, boat No. 1. From left to right: Ken Phillips, Phil Stewart, Ronnie Carroll, Rick Williams, March Adair, Queen of the Cayuco Race; Mr. Henry J. Williams, adviser; Mr. Richard Williams, post committee chairman; Admiral Bryan, presenting the award.



POST 21 OF BALBOA TOPS IN CAYUCO RACE

The first two places in the 12th annual Ocean-to-Ocean Cayuco Race were taken by Post 21 of Balboa. Both boats broke all previous records.

Each year in April the Explorer Scouts hold the Ocean-to-Ocean Cayuco Race. In this race Explorer Scouts in their cayucos paddle from the Atlantic Ocean to the Pacific Ocean over a 3-day period.

The first stretch of the race is from Cristobal Yacht Club to the Gatun Locks. This stretch is done on Friday afternoon and takes just under an hour.

Early Saturday morning the boys start for Gamboa which is some 24 miles away. The first boat arrives in Gamboa some 3½ hours after the start. During this time they never miss a stroke or stop to eat or drink.

On Sunday, after church, they paddle from Gamboa to Pedro Miguel where they are put through the locks. After a mile sprint, they arrive at Miraflores and are again locked through a set of locks.

The final lap is from Miraflores Locks to the Rodman Naval Station.

The first boat from Post 21 bettered the old record of 6 hours 58 minutes and 59 seconds with its time of 6 hours, 20 minutes, and 59 seconds. Rick Williams, Phil Stewart, Ron Carrloo and Ken Phillips, all seniors at Balboa High School, were the crew of this boat.

Post 21 also captured second place with a time of 6 hours 29 minutes and 7 seconds. This boat, manned by Scot Williams, Bill Boughner, Don Kat, and Pete Hendrickson, and the first place boat were far ahead of the third place boat from Margarita's Post 1, which was manned by Elmer Hamor, Richard Hull, Hallis Grifon, and Robert Will. Their time was 7 hours, 4 minutes, and 35 seconds.

The fourth place boat, from Post 12 in Gatun, was manned by Louis Rustin, Larry Staford, Wayne Hotzclaw, and Wally Brians and was just 20 seconds behind the third place boat.

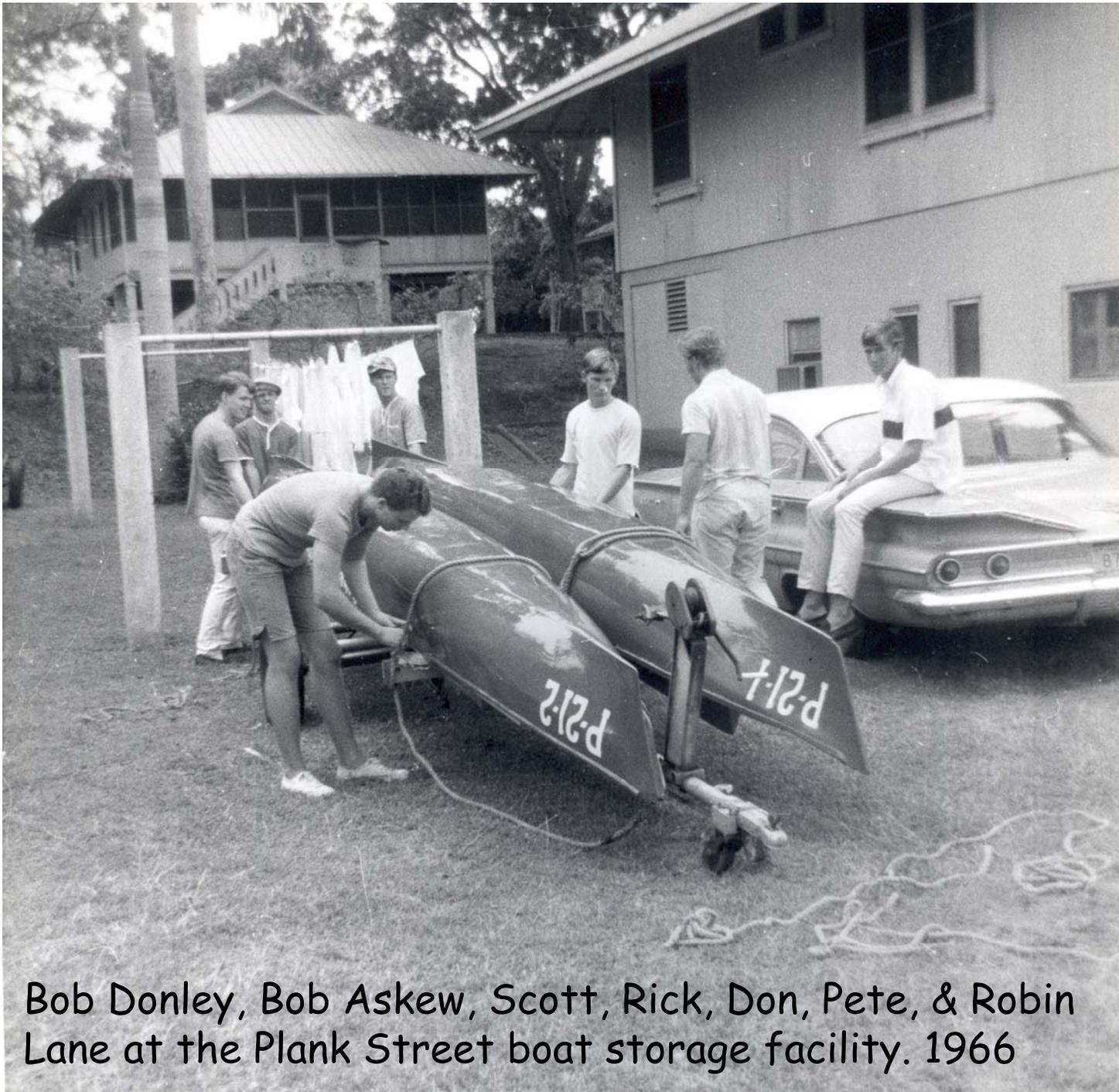
In fifth place was another Post 21 boat with a time of 7 hours 6 minutes and 26 seconds.

Curundu's Post 7 placed sixth with a time of 7 hours, 9 minutes and 46 seconds.

Post 21 set new records for every part of the race except the Gamboa to Pedro Miguel stretch which they missed by 10 seconds.

Queen of the Cayuco Race was Miss March Adair, a senior at Balboa High School. She was crowned at a ceremony in the Rodman Stadium at which the first four place cayuco crews received their medals. Each boy who completed the race was awarded a patch to wear on his uniform which signifies that he has paddled through the Canal.

El Bejuco es
numero uno!



Bob Donley, Bob Askew, Scott, Rick, Don, Pete, & Robin Lane at the Plank Street boat storage facility. 1966



El Bejuco

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1966 CAYUCO RACE

Marshal Harris
Rob Donley
Fred Garcia
Bob Hughes





AFTER THE FINISH .--- Crew members of El Bejuco pause to catch their breath after winning the 1966 Ocean-to-Ocean Cayuco Race. In the background is El Corredor de

Ron, which took second place. The vessels, both from Explorer Scout Post 21, duplicated their finishes in the 1965 contest.





Removing the boats from the water and placing them on the trailer.



2ND

1966

**CANAL ZONE COUNCIL
OCEAN TO OCEAN
CAYUCO RACE**

Scott Williams

Bob Askew

Donald Kat

Pete Hendrickson



Marshall, Pete, Leslie, Bob, Fred, Don, Scott, Robert



SPOILS TO THE VICTORS -- Streamer for first place in the 1966 Ocean-to-Ocean Cayuco Race is held by Race Queen Leslie Dugas and members of the winning boat crew from Explorer Scout Post 21. Left to right are: Lt. Governor H. R. Parfitt who presented the winners' awards;

Crew Captain Bob Hughes; crewman Robert Donley; Queen Leslie; crewman Fred A. Garcia; crewman Marshall Harris; Post Advisor Henry J. Williams; and Post Committee Chairman Dick Williams.

AN INDEPENDENT

DAILY NEWSPAPER

THE
Panama American

Let the people know the truth and the country is safe - Abraham Lincoln

5 CENTS

PANAMA R. P., WEDNESDAY APRIL 27, 1966

5 CENTS

Cayuco Race Again Won By Post 21

Explorer Scout Post 21 of the Balboa Union Church took both first and second place in the 1966 Ocean-to-Ocean Cayuco Race yesterday.

Richard A. Williams, adviser to Post 21 stated today that the winning cayuco-- which also won last year -- will not be put into next year's race as a competing craft. It will perhaps be used as a pace boat.

Paddling time for the winner was six hours, 52 minutes and 38 seconds, not quite up to last year's winning time of six hours 20 minutes and 59 seconds.

Post 21 automatically retains the trophy by winning it for the third year.

The crewmen of the winning craft were: Capt. Robert Hughes, Marshall Harris, Fred A. Garcia and Robert Donnelly.

Members of the second place crew were Capt. Robert Askew, Pete Hendrickson, Donald Kat and Scott Williams.

Third place was won by Explorer Post 7 of Curundu. Capt. Cat, Frank R. Lister captained the cayuco, assisted by John Bates, Tom Duncan, and Mark Cobb.

Post 3's cayuco, captained by Fred Fox took fourth place. His crewmen were Wayne Albritton, Charles Myers and Richard Allen. This was a Balboa boat sponsored by the American Legion.

Awards were presented to crew members the four boats. Members of the 22 boats which took part were given patches.

El Bejuco

Explorer Post 21 Wins Race For Third Time

Unit Also Takes Second Place; Retires Race Trophy

Explorer Scout Post 21 won the annual ocean-to-ocean cayuco race for the third time Sunday and permanent possession of the trophy for the event.

Post 21 also copped second place in the 1966 event.

Richard A. Williams, advisor to Post 21, announced that the winning boat -- which also was the victor last year -- will not be entered in the 1967 race as a trophy contestant, but as a non-competing patch boat.

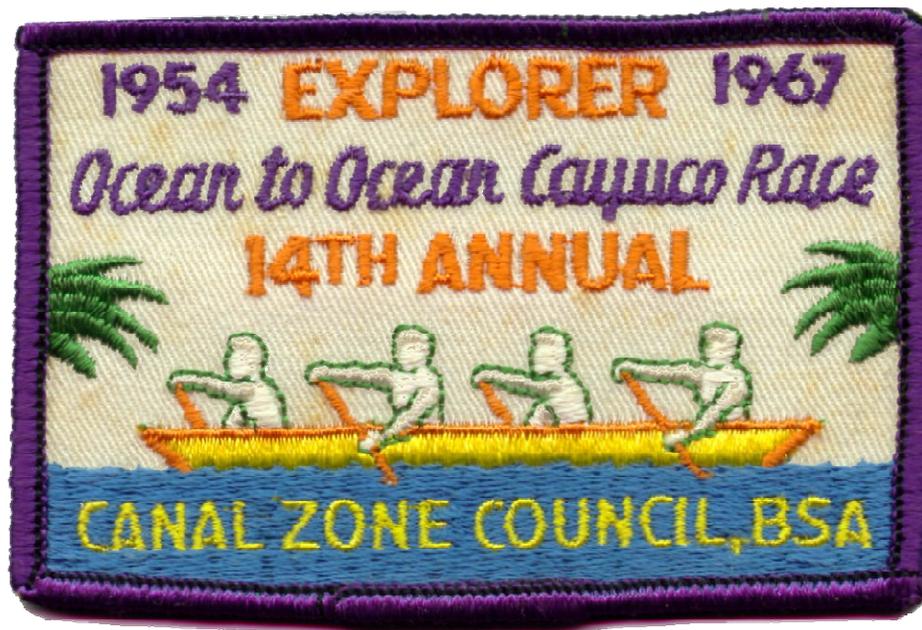
The winner's time was 6 hours, 52 minutes and 38 seconds.

Crew of the winning boat was composed of: Robert Hughes, crew captain; Marshall L. Harris; Fred A. Garcia; and Robert Donley. Members of the second place boat crew were Capt. Robert Askew, Pete Hendrickson, Donald Kat and Scott Williams.

Third place went to Post 7 and its boat crewed by Capt. Frank R. Tester, John Bates, Tom Duncan and Mark Cobb. In fourth place was a Post 3 vessel crewed by Capt. Fred Fox, Wayne Albritton, Charles Myers and Richard Allen.

Awards were presented to crew members in the first boats and all participants in the 22 cayucos that finished were given race patches.

Canal Zone Acting Governor H. R. Parfitt presented trophies to crew members of the winning boat. George Vieto, Vice Chairman of the National Foreign Relations Council, American Legion, presented the American Legion Trophy which was accepted on behalf of the Boy Scouts by Brig. General W. K. Skaer, USAF president of the Canal Zone Council, Boy Scouts of America.



El Bejuco

1ST CANAL ZONE COUNCIL
OCEAN TO OCEAN
1967 CAYUCO RACE

Marshal Harris
Bob Donley
Wayne Albritton
Bob Hughes

Ocean-To-Ocean Cayuco Race Gets Off To Start Today

The 1967 Ocean-to-Ocean Cayuco Race gets off to splashing start today at 3 p.m. when 31 crews dip their cars into the Canal at the Cristobal Yacht Club.

Explorers of the Canal Zone Council, Boy Scouts of America, are participating in the race. Capt. Axton T. Jones, Transportation and Terminals director, is official starter of the race.

Jerry Detamore, in charge of the escort craft, has 30 escort boats doing escort duty for the cayuco race, with Harold J. Million in the lead boat and Stuart L. Reed as timekeeper. Patsy Detamore, manning the Blivit, is the only woman doing escort duty.

Last year's winner was Post 21, sponsored by the Balboa Union Church, which made the crossing in 6 hours, 52 minutes and 38 seconds. The record set in 1965, also by Post 21, was 6 hours, 20 minutes and 59 seconds.

The race schedule:
Friday, April 7, Cristobal to Gatun: 11 54 a.m. Pacific side explorers board train at Balboa Heights.

1:20 p.m. disembark from train and report to Cristobal Yacht Club. Check-in physical rechecks, boat and crew inspections etc.

3:00 p.m. Race begins.

4:00 p.m. Lead cayuco should reach Gatun.

Saturday April 8; Gatun to Gamboa

7:00 a.m. race begins from Gatun.

11:00 a.m. Lead cayuco

reach Gamboa.

2:00 p.m. Last cayuco should reach Gamboa.

Sunday, April 9, Gamboa to Rodman.

7:15 a.m. Church services.

9:00 a.m. Race begins from Gamboa.

10:45 a.m. First cayuco arrives at Pedro Miguel.

12:00 noon: Enter Locks.

12:15 p.m. Race restarted

12:30 p.m. First cayuco arrives at Miraflores.

1:15 p.m. Race restarted.

1:30 p.m. First cayuco arrives at Rodman.

3:00 p.m. Awards ceremony, Rodman Baseball Stadium.

3:30 p.m. Lunch for explorers and Escort boat personnel.

4:30 p.m. Race officially closed.

5:04 p.m. Atlantic Side explorers board train at Balboa Heights for return to Cristobal.

The winning crew will be awarded the American Legion race trophy, first place banner, and gold medals. Second through fourth place crews will be awarded banners and medals. All explorers who complete the race will be awarded the coveted 1967 cayuco race emblem.

The 1967 Cayuco Queen will be crowned at the awards ceremony and all units are reminded to have their queen at Rodman.



ESTABLISHED IN 1849

Member Of Inter-American Press Association

PANAMA, R. P., FRIDAY, APRIL 7, 1967

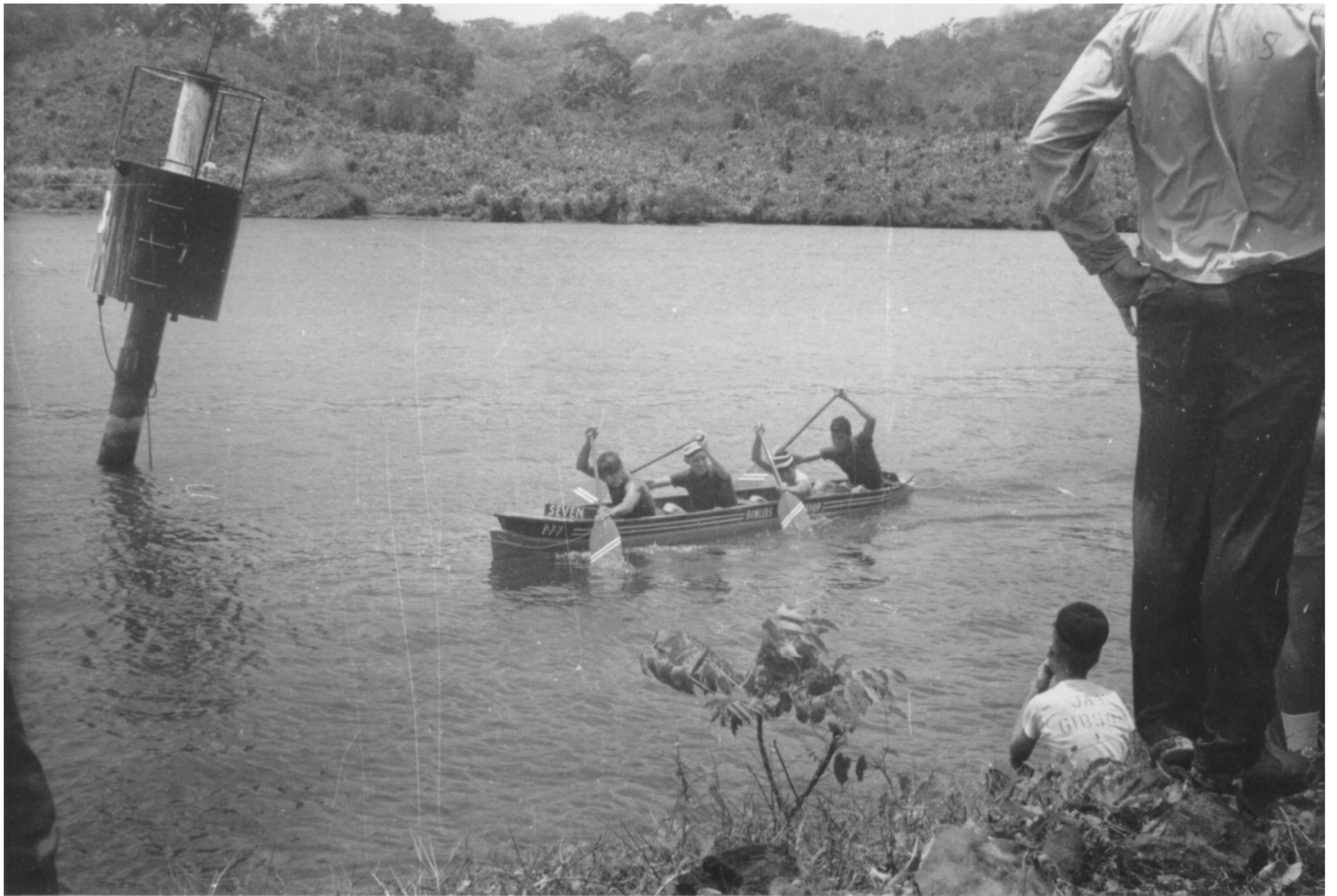
Displays Cayuco Race Trophy

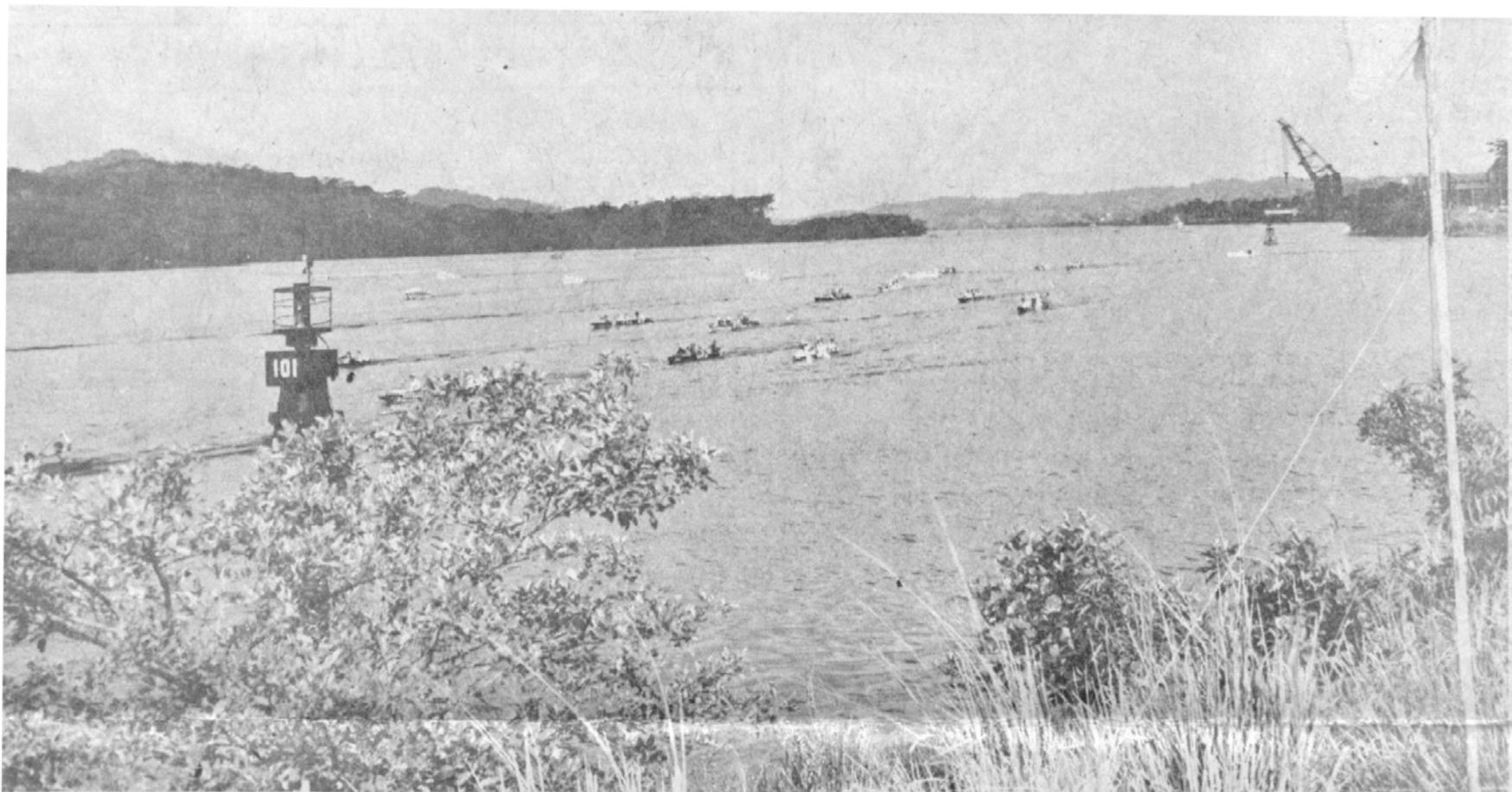


George Vieto, center, Past Vice-Chairman, National Foreign Relations Council, American Legion, holds the American Legion cayuco trophy to be awarded to the winner of the 1967 Ocean-to-Ocean Cayuco Race on Sunday. Explorers of the Canal Zone Council, Boy Scouts of America, are participating in the race April 7, 8 and 9. From left, Explorer Jim Latimer, Vieto, and Explorer Ed Lee. Plaques on the wall are American Legion School Awards presented annually to Balboa High School's outstanding boy and girl of the senior class.

*Ocean-To-Ocean Cayuco Race
Gets Off To Start Today*







EN ROUTE -- Crews of the 1967 Ocean-to-ocean Cayuco Race held April 7, 8 and 9, take off on the third lap of the race from the Gamboa Siri Landing. Explorers of the Canal Zone Council Boy Scouts of America, participated in the an-

nual race, won by El Bejuco, No. 1 cayuco of Post 21, sponsored by Balboa Union Church. Time of the ocean-to-ocean crossing was 6 hours, 36 minutes and 40 seconds.

Placegetters Put Up Fight To Beat Winning CZ Cayuco



Day 2: Sue Halley Epperson and a "pooped" Bob Donley at the end of the second leg of the race in the Dredging Division facility at Gamboa.



Day 3: waiting at Las Cruces Landing to transit Pedro Miguel Locks.







...entering Pedro Miguel Locks...







...lower east chamber Miraflores Locks

El Bejuco Captures Fourth Victory

The gun was fired to signal the beginning of the 1967 Ocean-to-Ocean Cayuco Race after a blessing by a self-made Indian Chief. The race's goal is simple: 4 boys paddle a cayuco across the 47-mile length of the Panama Canal in the best time.

Were it not for the development of swamped boats, blisters, sore arms, and steering off course or into the sides of other cayucos, the race would be as simple as the idea. But even as the cayucos rounded the first few buoys outside the starting point at the Cristobal Yacht Club, several boats had already turned over in the three foot waves of the choppy Atlantic. When this happened, the crew, foundering in the water, tried to shake out their craft and climb back in—often this ended only in their turning it over again. Probably the most frequent "swampers" were the crew of the *El Toro*, claiming to have swamped their cayuco 30 times throughout the race.

The boys spent the night of April 7 at Gatun, restarting the race at about 7 a.m. the following day. This stretch, the longest of the race, was 22 miles long, terminating in Gamboa where the contestants spent another night.

A warm Sunday morning found the crews lined up for the final day of their exhausting journey. Most conspicuous among the patch boats (cayucos which are entered only for earning the patch, or are not qualified to win the trophy) was the *Slave*



For the fourth consecutive time "El Bejuco" has won the annual ocean-to-ocean Cayuco Race held April 7, 8 and 9. The time was 6 hrs, 36 min, and 40 sec. It was manned by Wayne Albritton, Robert Donley, Marshall Harris, and Robert Hughes. All except Wayne paddled to victory last year. "El Ron Corredor," sponsored by the Balboa Union Church and a member of Post 21, came in second. From left to right, Pat Fallon, Robert Donley, Wayne Albritton, Ron Farnsworth and Barry Douglas.

Galley. It was the longest cayuco entered (43 feet) and was manned by the largest crew in the race (14 people). Despite its size, the dugout glided extremely well, and placed first among the patch boats.

On Sunday afternoon, the cayucos were lowered through the locks at Pedro Miguel and Miraflores, and then sped to the finish line at the Rodman Naval Station.

At the award ceremony later that afternoon, Sharon Mann, a senior at BHS who was Cayuco Queen of Balboa Union Church's Post 21, received the American Legion race trophy for the crew of the *El Bejuco*. This marked the fourth consecutive victory for the post's cayuco. It was manned by Wayne Albritton, Robert Donley, Marshall Harris and Robert Hughes; all except Albritton had paddled to the first place victory in *El Bejuco* last year. The crew's time, 6 hours, 36 minutes and 40 seconds, was 15 minutes and 41 seconds behind the record set by the cayuco in 1965; however, they did set a record by 16 seconds in the run from Miraflores to Rodman.

The second place crew was the *Bejuco's* sister ship, *El Corredor de Ron*, having won that place for the third straight year. They were awarded banners and medals, as were the crew of the *Raven*, third place; and the *Green Weenie*, fourth place. All explorers completing the race were awarded the 1967 cayuco race emblem.

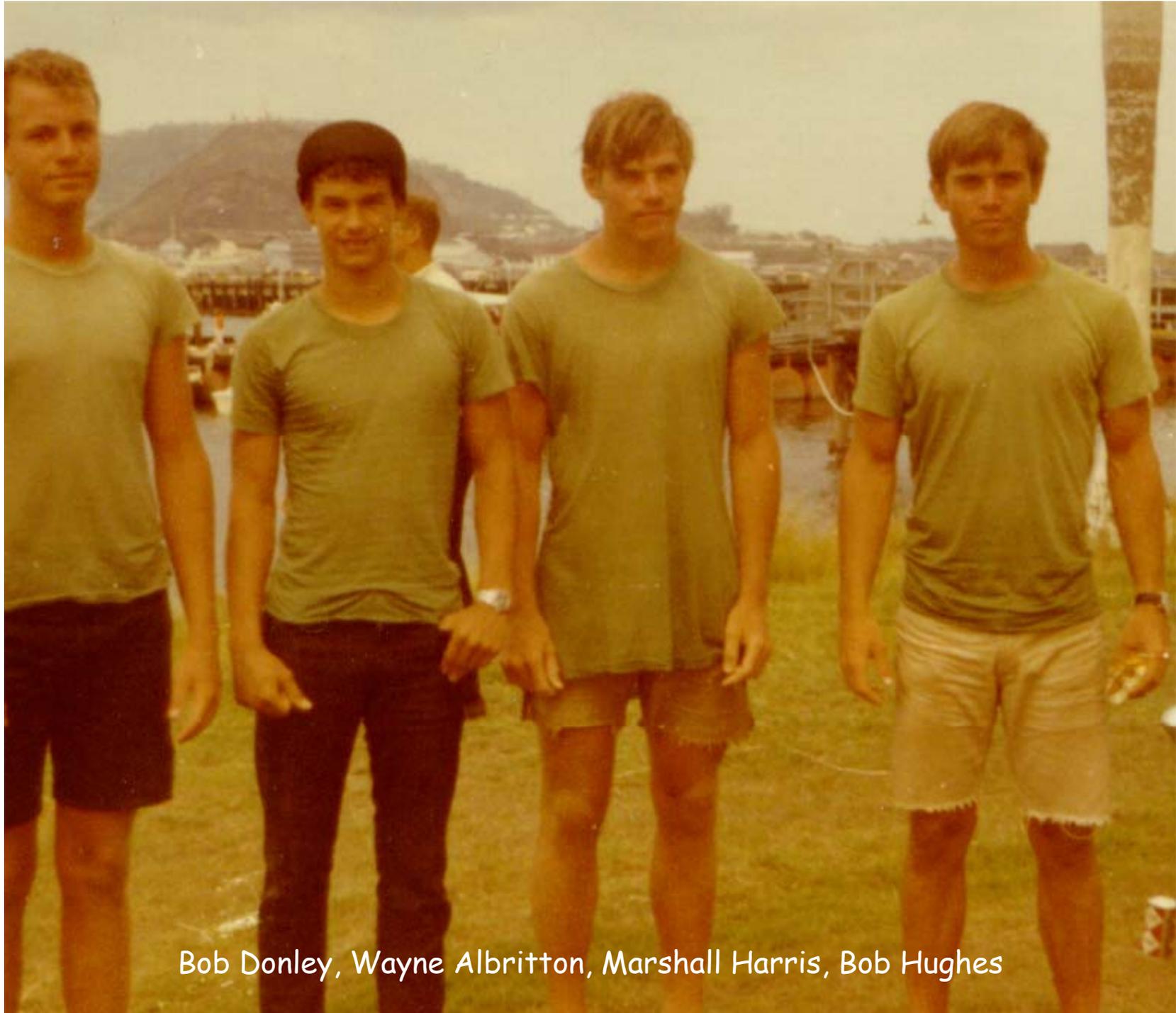


Rick Williams congratulates the winners at the Finish Line at Rodman Piers.



THE END – The El Bejuco won the 1967 Annual Ocean-to-Ocean Cayuco Race for the fourth straight year Sunday afternoon at the Rodman Pier. The long green cayuco, sponsored by Post 21 of Balboa Union Church, was manned by Robert Donley, Wayne Albritton, Marshall Harris and Robert Hughes. Their time was 6 hours, 36 minutes and 40 seconds. Placing second for the third straight year was the Rum Runner, sister cayuco to the El Bejuco. The Rum Runner crew of Mark Pickell, Pat Fallon, Ron Fransworth and Berry Douglas completed the race in 6 hours, 50 minutes and 55 seconds. The crew of the El Bejuco broke the record for the run from Miraflores to Rodman by 16 seconds. The entire race was 47 miles.





Bob Donley, Wayne Albritton, Marshall Harris, Bob Hughes



14th ANNUAL
CANAL ZONE COUNCIL
1967 OCEAN-TO-OCEAN CAYUCO RACE
AWARD CEREMONY
9 APRIL
U. S. NAVAL STATION RODMAN
CANAL ZONE

AWARD CEREMONY PROGRAM

INVOCATION	Chaplain (CDR) G.E. Vanderpool
Remarks by Scout Executive	Mr. Ted G.Kellogg
Presentation of Race Patches	Commissioner Wesley Townsend & Deputy Commissioner Pat Beal

AWARDS

Fourth Place
Third Place
Second Place
First Place

Presentations will be made by MGEN James D. Alger, USA, MGEN R. J. Clizbe, USAF, RADM Geo. P. Koch, USN, and Mr. Stuart Reed. Mr. George Vieto, Past Vice Chairman, American Legion will present the 1st place trophy, generously provided by the Canal Zone Department in continuing support of the American Youth Program.

Crowning of Queen

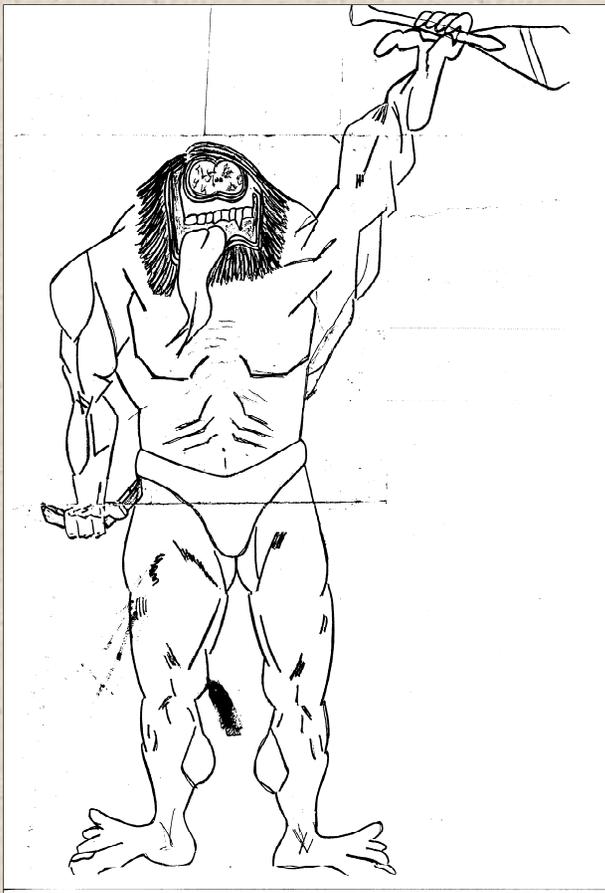
Benediction	Chaplain (CDR) G. E. Vanderpool
-------------	------------------------------------

Note: (1) Dinner after ceremony
(2) Bus to Railroad for Cristobal
Crews depart at 4:30 P. M.



EL BEJUCO DID IT AGAIN! It's beginning to be habit with the 24-foot Darien-built cayuco which won -- for the fourth consecutive time -- the annual ocean-to-ocean Cayuco Race held on the Canal April 7, 8 and 9. El Bejucó, manned by Sea Scout explorers Robert Donley, Wayne Albritton, Marshall Harris and Robert Hughes, and sponsored by Post 21 of the Balboa Union Church

made the crossing in 6 hours, 36 minutes and 40 seconds. At the awards ceremony of the American Legion Cayuco Race Trophy, from left, George Vieto, past vice-chairman, National Foreign Relations Council, American Legion; Richard Williams, chairman of the post committee; Henry Williams, post advisor; Sharon Mann 1967 Cayuco Race Queen; Donley, Albritton, Harris and Hughes.



- Bob Donley original paddle artwork
- draw by Richard Allen BHS '67



Queen Sharon Mann accepts the First Place Trophy.



BALBOA (CONTRIB)--The 1967 winner of the annual ocean to ocean cayuco race was the El Bejuco number P-21-1, with a prize crew composed of Robert Donley, Wayne Albritton, Marshall Harris and Robert Hughes, with a time of 6 hours 36 minutes 40 sec.

The El Bejuco has now won the annual race for the fourth straight year. The long green cayuco is sponsored by Post 21 of the Balboa Union Church

The crew of the El Bejuco did not set an over-all record but did break the record for the run from Miraflores to Rodman by 16 seconds. The race of 47 miles through the Panama Canal is broken into five laps over a three day period.

The all-time record was set in 1965 by the El Bejuco with a time of 6 hours 20 minutes and 59 seconds.

Taking second place honors was P-21-2 the Rum Runner and sister cayuco to the El Bejuco. The crew of the Rum Runner was Mark Pickell, Pat Fallon, Ron Farnsworth and Berry Douglas. The run runner completed the race in 6 hours 50 minutes and 55 seconds. This was the third straight year the Rum Runner has placed second.

Third place went to the Raven, a solid black cayuco number S-9-1 with a crew composed of James Hotsko, Harrell Persons, Rudolfo Parsons and Gary Saltz. The Raven is sponsored by Ship 9 of the U.S. Navy Coco Solo.

The Raven pulled the big upset of the race by beating the El Bejuco on the first leg of the race from Cristobal to Gatun by almost a full minute. The Raven finished the race with a time of 7 hours, 19 min. 49 sec.

Fourth place went to cayuco P-21-3, the Green Weenie, with a crew of Preston Trim, Ted Hinder, Rusty Bowen and Pat Mulroy.

Weenie had a time of 7 hours 30 minutes and 57 seconds.

Fifth place was won by cayuco P-1-1 sponsored by Post one of the Margarita Elk's Club with a crew of P. Morland, W. Graham, P. Baas and P. Ashabaugh with a time of 7 hours 38 minutes and 45 seconds.

Times for the other cayucos entered were: S-9-3 time 7:58:06, P-1-2 time 8:07:19, S-9-5 time 7:55:02, S-10-2 time 8:23:10, P-1-5 Time 8:44:34, S-8-3 time 8:11:34, P-7-7 time 8:31:00, S-9-1 time 8:47:21, P-2-1



SECOND -- El Corredor de Ron, Rumrunner, No. 2 cayuco of Explorer Post 21, sponsored by the Balboa Union Church, won second place for the third consecutive year in the annual ocean-to-ocean Cayuco Race held April 7, 8 and 9. From left, George Vieto,

past vice-chairman, National Foreign Relations Council, American Legion; Sharon Mann, 1967 Cayuco Race Queen; Adm. George P. Koch, Henry Williams and sea explorers Mark Pickell, Noel Farnsworth, John Fallon, Barry Douglas, crew of El Corredor de Ron,



THIRD -- The Raven, Ship 9, No. 1 cayuco, sponsored by Coco Solo Navy, came in third in the 1967 Cayuco Race April 7, 8 and 9 from the Cristobal Yacht Club to Rodaman on the Pacific side. From left, Dorothy Harper, Queen of the Raven; Col. George W. Criss, Jr. (representing Maj. Gen. R. I. Clizbe

Commander USAFSSO); Sgt. Raymond Unterkofler; and sea explorers James Hotsoko; Gary Saltz, Rudolfo Parson and Harold Parson, the Raven's crew. The Raven's time-7 hours, 19 minutes and 49 seconds. (Panama Canal Photo)



Taking second place honors was P-21-2 the Rum Runner and sister cayuco to the El Bejuco. The crew of the Rum Runner was Mark Pickell, Pat Fallon, Ron Farnsworth and Berry Douglas. The Rum Runner completed the race in 6 hrs 50 min and 55 sec. This was the third straight year the Rum Runner has placed second.

Fourth place went to cayuco P-21-3, the Green Weenie, with a crew of Preston Trim, Ted Hinder, Rusty Bowen and Pat Mulroy. Weenie had a time of 7hrs 30 min and 57 sec.





FOURTH -- Fourth place winner in the 1967 ocean-to-ocean Cayuco Race was the "Green Wernie," cayuco No. 3 of Post 21, Balboa Union Church, which made the crossing in 7 hours, 30 minutes and 57 seconds. From left, (partially hidden) George Vieto,

past vice-chairman, National Foreign Relations Council, American Legion; Steward Reed, the race timekeeper; Henry Williams, post advisor; and explorers Rusty Bowen, Preston Trim, Edward Mulroy, Ted Henter, and 1967 Cayuco Race Queen Sharon Mann.



El Bejuco

2ND CANAL ZONE COUNCIL
OCEAN TO OCEAN
1968 CAYUCO RACE

Marshal Harris
Tom Duncan
Wayne Albritton
Bob Hughes



FULL SPEED AHEAD--Members of the "El Bejuco" put on speed in the final lap of the annual coast to coast cayuco race.

They came in second place. From left to right are Wayne Albritton, Tom Duncan, Marshall Hains and Robert Hughes.



RUNNERSUP--Proudly displaying the second place banner received from Rear Admiral George P. Koch, Commandant of the 15th Naval District, are the members of the cayuco "El Bejuco" which came in second at the 15th annual Ex-

plorer Cayuco Race. From left to right are Admiral Koch, Tom Duncan, Wayne Albritton, Miss Carol Adair, sponsor of El Bejuco, Marshall Harris and Robert Hughes.

HISTORIA DE LA REGATA CAMPEONES POR CATEGORIA Y CLASE

AÑO	CAT.	NOMBRE	TIEMPO	CLUB
1972	19 Regata	Masculino Femenino	NIC PREDATOR	15:46:41 POST 21 POST 1
1971	18 Regata	Masculino	NIC	06:09:57 POST 21
1970	17 Regata	Masculino	DESTINY (MARGARITA)	06:19:58 POST 1
1969	16 Regata	Masculino	DESTINY (MARGARITA)	06:11:13 POST 1
1968	15 Regata	Masculino	NIC (ALBROOK)	SQUADROM 15
1967	14 Regata	Masculino	BEJUCO	POST 21
1966	13 Regata	Masculino	BEJUCO (BALBOA)	06:52:38 POST 21
1965	12 Regata	Masculino	BEJUCO (BALBOA)	06:20:59 POST 21
1964	11 Regata	Masculino	BEJUCO (BALBOA)	07:46:57 POST 21
1963	10 Regata	Masculino	COJEME SI PUEDES (GAMBOA)	SHIP 10
1962	9 Regata	Masculino	HOMER'S FOLLY (GAMBOA)	SHIP 10
1961	8 Regata	Masculino	P-20-BALBOA	SHIP 20
1960	7 Regata	Masculino	COJEME SI PUEDES (BALBOA)	07:25:46 POST 3
1959	6 Regata	Masculino	COJEME SI PUEDES (BALBOA)	07:29:37 POST 3
1958	5 Regata	Masculino	S-9-CRISTOBAL	SHIP 9
1957	4 Regata	Masculino	P-12-GATUN	POST 12
1956	3 Regata	Masculino	P-12-GATUN	POST 12
1955	2 Regata	Masculino	P-12-GATUN	POST 12
1954	1 Regata	Masculino	P-12-GAMBOA	10:30:00 POST 12

El Bejuco



TO BE OR NOT TO BE? THAT IS THE QUESTION. Sue Lessiack, Balboa High School Student, was chosen as Queen to represent Explorer Post #21 of the Balboa Union Church during the coming Cayuco Race. Sue is shown here smiling upon her crew captains, (left to right) Doug Feeney, Bill Fall, and Rick Williams. There are many young ladies throughout the Canal Zone who have been chosen to represent the various Posts, Ships and Squadrons which will compete during the Annual Cayuco Race to be held May 26th 27th and 28th by the Canal Zone Boy Scout Council.



Queen Sharon Mann and Queen Carol Adair

Post 21 Queens

- Sue Lessiack
- Gail Bohannon
- March Adair
- Leslie Dugas
- Sharon Mann
- Carol Adair



Congratulatory handshake by U.S. Ambassador to Panama Charles W. Adair, Jr., to Leslie Dugas after she was crowned queen of the 1966 Ocean-to-Ocean Cayuco Race. At left is the 1965 queen March Adair, no relation to the Ambassador. Extreme right is Bob Hughes, crew captain of the winning boat from Explorer Scout Post 21.

Queen for a Day



Queen Gail Bohannon



The race became a co-ed event in 1972.



"BEJUCO'S BACK"







Bejucos Back SNAFU ...after 30 years.
Left to right: Bob Hughes, Marshall
Harris, Bob Donley, Fred Garcia beat their
1966 time by 2 minutes



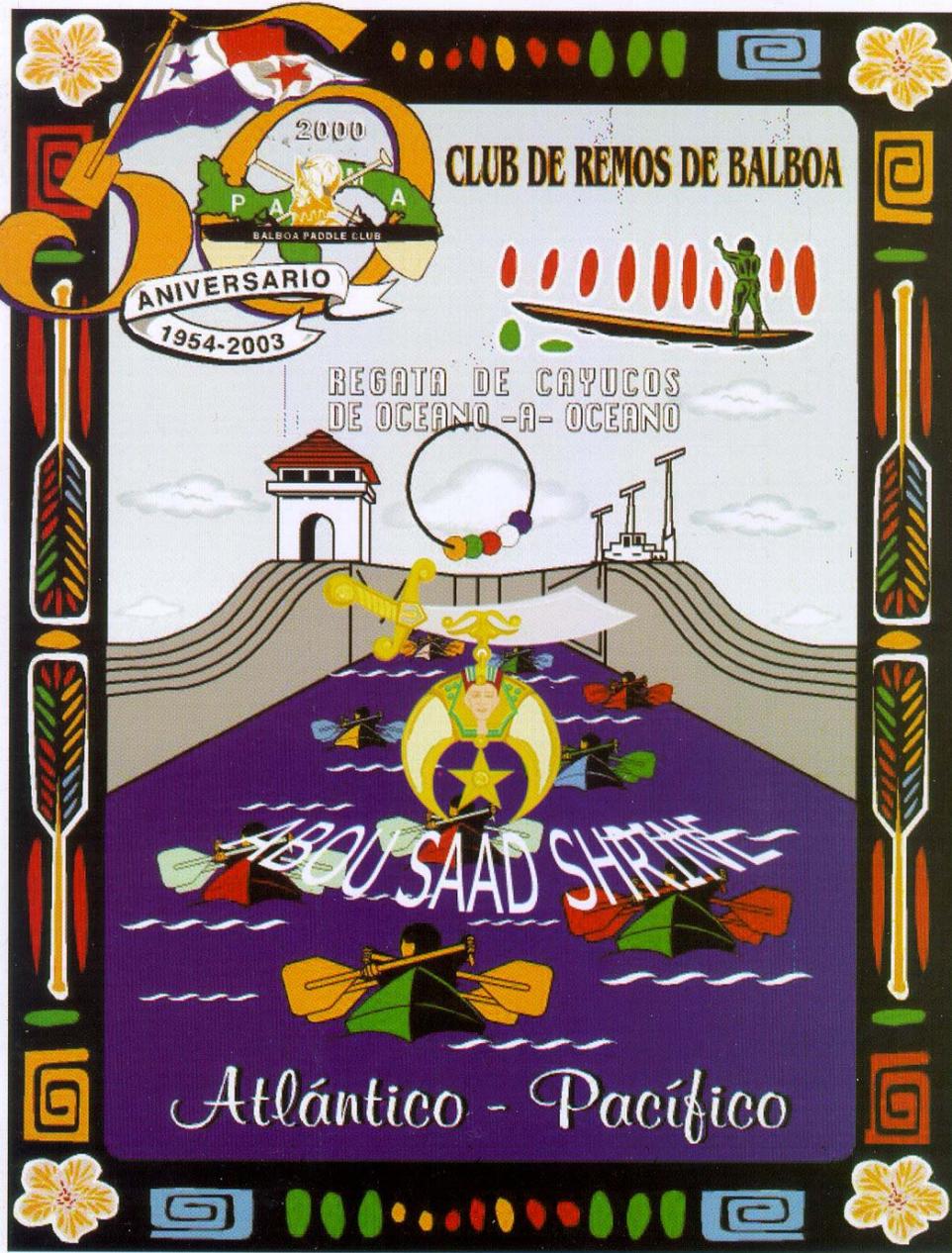
- Louie Husted our "coach"
1998
- Thanks from SNAFU crew

25th out of 49 boats...
6:50:44



BEJUCO 64-65-66-67 NIC 68 DESTINY 69-70 NIC 71-72-73-74 DUE PROCESS 75 NIC 76-77 DEAR DICK 78 DUE PROCESS 79

P-12 GAMBOA 54 P-12 GATUN 55-56-57 S-9 CRISTOBAL 58 COJEME SI PUEDES 59-60 P-20 BALBOA 61 HOMER'S FOLLY 62 COJEME SI PUEDES 63



RAPID TRANSIT 95-96-97 DUE PROCESS 98 MISCONCEPTION 99 NIC 00 RAPID TRANSIT 01 ANACARDIUM 02

ALMOST 80 DUE PROCESS 81-82 NIC 83-84 DUE PROCESS 85 SCENIC ROUTE 86 NIC 87 SNAFU 88 UTMOST 89-90 MISCONCEPTION 91-92-93 UTMOST 94

El Club de Remos de Balboa
50th Anniversary
Anuncia la Temporada de Cayucos
Copa Club de Yates de Balboa
 (Calzada de Amador)
 23 de febrero de 2003 - 7 am
Regata Meliá Panamá Canal
 15 de marzo de 2003 - 7:30 am
Copa Gamboa Rainforest Resort
 27 de marzo de 2003 - 8 am
Regata de Cayucos Océano a Océano
 11, 12, 13 de abril de 2003

Sponsors: BankBoston, Copa Airlines, Country Home & Villa, Seaboard, Meliá Hoteles, CASBOA, Panama Canal Railway, ACP, T-G-A-H, Caribbean Sea Team.

www.cayucorace.org





NISSAN

Meliá Panamá Canal

BANCO CONTINENTAL



SEABOARD MARINE

- Home
- 2005-2006 Cayuco Season
- Balboa Yacht Club Cup
- Meliá Panama Canal Cup
- Train Trip to Galeta Point
- Club Announcements
- Race Accomodations
- Gamboa Resort Cup
- Nissan Ocean to Ocean
- Race Records
- Club de Remos de Balboa
- Who We Are**
- Mission & Vision
- Committee Members
- Join us!
- Registration Forms
- Book of Rules [Reglas]
- The Ocean to Ocean Race
- About the Race
- Training and Paddling Tips
- Other Regattas
- Clasificados [Ads]

Club de Remos de Balboa/Balboa Paddle Club

Home -> Club de Remos de Balboa -> Who We Are

Who We Are

Who We Are

With the closing of the American bases and the consequent exit of the Boy Scouts of America, a vacancy was created in the leadership and organization of the Ocean to Ocean Cayuco Race.

The Balboa Paddle Club(CREBA) was founded in 2000 by a group of adults and adolescent volunteers in order to fill the vacancy and to keep the tradition of 49 years of the Cayuco Race alive. Together we have more than 100 years of experience in the Ocean to Ocean Cayuco Race.

We are a non profit Club dedicated to the promotion of the sport of paddling and the conservation of the water shed of the Canal. We count on the support of the Autoridad del Canal de Panamá (ACP) to carry out the Ocean to Ocean Cayuco Race and we are registered in the National Institute of Sports (INDE).

Quiénes Somos

Con el cierre de las bases Norteamericanas y la consecuente salida de los Boy Scouts de América, se creó un vacío en la directiva y organización de la Regata de Cayucos Océano a Océano.

<http://www.cayucorace.org/>



And the Race goes on...leaving Pedro Miguel Locks 2005.

Pablo Preto

Cayuco Race Reunites Former Classmates

by Susan Harp
The Panama Canal Spillway
April 9, 1998

On the first day of the Ocean to Ocean Cayuco Race for Explorers, Balboa High School students Fred Garcia, Bob Donley, Bob Hughes and Marshall Harris caused a sensation when they showed up for morning classes wearing home-dyed green T-shirts and gold earrings in their left earlobes. The year was 1966, and their boat, the Bejuco, was the defending champion for the second year in a row. At the end of the three-day race, they emerged the winners with a total time of 6 hours, 52 minutes, and earned the honor of being the first crew to retire the race trophy because of their three year run.

Reminiscing about the old days might take place while sitting in lounge chairs on the patio for some, but the foursome decided to do some more active reminiscing when they picked up their paddles last week for the 45th annual race. They challenged themselves and the competition once again -- after a 32 year break. The Bejuco no longer in existence, they commandeered the Snafu to compete in the patch boat category, the only class open to paddlers over 21 years of age. "It was a lot less formal in the 60s." said Donley as he enjoyed a tropical evening in Cardenas two days before the race. The group had been attending pre-race meetings, learning about the safety rules and observing the head-to-toe color coordinated outfits of the seriously competitive crews in the trophy categories reserved for youths ages 15 to 21. Hughes added, "It was a kid's race then, with no sponsors and not much parental involvement except through the Boy Scout organization."

What possessed the four former classmates, now spread out across Texas, Arkansas, Virginia and Florida, to return to the Isthmus and subject their not-so-young anymore bodies to the grueling race? "It started as a way to have some fun," says Hughes. "Since then, we have renewed so many friendships. People made paddles and T-shirts and found the boat, trailer and sponsors. It's making more memories than we ever thought."

It all started two years ago when Fred Garcia, whose brother, Tony, works in the Panama Canal Commission Marketing Division, paddled in a cayuco for fun during a visit to Panama. Enthused about reliving the good old days, Fred used the Internet sites set up by former Canal Zone residents who live off-Isthmus to find his three former team-mates. They had not seen each other for at least 20 years. As casual talk turned to serious plans, they were lucky to receive local support from Diablo resident Jan Weade, who provided the Snafu, arranged most of the logistics in Panama and even designed T-shirts advertising the foursome as "Real (old) Men."

A week before the race, they began practicing paddling the Snafu, and Fred Garcia claimed, "For people who hadn't been together for 30 years, it seemed like it was yesterday." Weade, whose daughter competed twice in the Snafu in the last few years, said that because of parental involvement with the kids and the commitment involved, "The race has really helped hold the community together."

No matter the outcome of the three days of competition, it seems the race has also reached far beyond the community to bring four friends together again.

Cayuco Race Reunites Former Classmates

Bob Donley

Now fast forward to November 1997 and the miracles of email and the Internet. All of the crew of the 1966 El Bejuco have found each other and have agreed to attempt the race some 32 years later. The training begins in spite of now having families and work responsibilities. Fred now works for Social Security service in Arkansas, Bob Donley in the engineering department of GMDC in Houston, Marshall is a Federal Marshall in Key West, Florida, and Bob Hughes works for Defense Mapping Agency, in Virginia.

With the very generous help of many friends and sponsors it all came together. On April 3rd 1998 I found myself in our replacement cayuco "SNAFU" on the starting line on the Atlantic side. We arrived a week before the race to acclimatized to the heat and find our old paddling stroke. Our first awaking came on the launch ramp the first day of practice. We over heard some of the young kids who wee also launching there ask each other "what are the fathers doing launching their kids boat"? This was just the inspiration we need. The crew came to together as if we had never been apart but the heat was vicious. As a result of El Nino Panama was suffering the most sever drought in 84 years. The lake level is at a critically low stage and the race was in question. A compromise was found to continue the race but not lock the boats down saving the 26 million gallons of water required.

This time were in the Patch Boat class with more on an idea of finishing against cayuco which how allowed to have steerable rudders and multiple paddlers. The SNAFU was at is its "maximum summer load line" with all of our young bodies on board. The boat was extremely tippy at this loading which resulted in many critical moments in the rough water and when crossing the ships wakes. But on we paddled. The length of the second day across the lake was the most exhausting. As we passed between the Tiger Islands a glanced at my watch to confirm how many hours had passed; 15 minutes it was going to be a long day. But to distance passed and the next we knew it was the third day and we were passing the Cut. We portaged around the Pedro Miguel and Miraflores locks to complete. The extreme heat and the low waters had also brought out the Crocodiles and the native Cayman. 10 footer was spotted in the area where we launched for the last stretch but no one seemed concerned.

We reached the finish in a time of 06:50:44 or some 2 minutes faster then we had completed the race 32 years earlier. Of the 49 boats entered we finished 25th, not bad for a bunch of old guys. We were not the oldest crew in the race. Some of our friends who still live in the Zone also paddled and with several months of practice finished in the top ten.

Over 45 Crews Participated In This Year's Cayuco Race

The Panama Canal Spillway

April 9, 1998

More than 45 cayucos raced through the Panama Canal last weekend during the 45th Annual Ocean to Ocean race for Explorer Scouts. Thirty-two of the dugout canoes, which traditionally hold four, were paddled by youths ages 15 to 20, competing for trophies in three categories: male, female, and co-ed. Seventeen other boats participated in the three-day race just for the "fun" of paddling in the hot sun for hours on end to receive only a cloth patch as a reward.

This year, the *Rapid Transit* was in the spotlight as it attempted to defend its three-year record of winning the race, but seven other boats beat its overall time. *Due Process*, paddled by Tom Herring, Bob Huerbsch, Ruben Prieto and Mike Commeau came out on top with a time of 5 hours 26 minutes 27 seconds.

Only one boat can win in each category, but somehow the starting line is packed year after year with kids and adults answering the call of the addiction called "doing cayuco." John Williford, six-year veteran and currently a cayuco coach said about the addiction, "At school, you're left out if you're not doing it. After the race, you always say you'll never do it again, but next year you're back."

This year, some of the patch boats' participants were also answering the call of past races, with the crew of the *Bejuco* returning after a 32 year absence. An all-women's team also returned after about 30 years to race for their very first time. (Females were not included in the competition until some time in the 1970s.) Connie Zemer Bumgarner, Judy Walton Davis, Laurel Walton Thrasher and Malena Bremer Merriam flew in from the United States to paddle in the *Tsunami*. Davis said, "We were always jealous that the boys got to race, so we came back to fulfill the dream."

Another participant, Ted Henter, also returned after a long absence from Panama to paddle in the *Slave Galley*. Henter holds the world title in water-skiing championships for the blind. His blindness resulted from a traffic accident that occurred after he had completed in the cayuco race for two years as a youngster. By returning to the event this year, Henter became the first blind person to participate in the race, and the fourth-place position of the *Slave Galley* in the "patch boat" category attests to the success of his entire crew. Not one to be held by the lack of sight, Henter adapts computer software for use by the blind.

Whatever the attraction, interest in the race remains high. Participants in this year's race were about 50 percent Panama Canal Commission employees or dependents, 25 percent military and 25 percent Panama residents or others this year, according to race coordinator Hugh Thomas, who works in the Department of Maritime Operations. Thomas further added that the Canal Agency and U.S. military provided invaluable logistical and safety support, publicity and escort boat services, with local businesses sponsoring individual crews. Officials from the race committee and the Boy Scouts of America expressed their appreciation to the Commission and the other groups that contributed to the success of the event.

**FINAL OCEAN TO OCEAN
CAYUCO RACE
(As We Know and Love It)
by Louis Husted**

THE RACE

1. Day One: The race begins on Friday , March 26 at 3:00 p.m. It starts at the Cristobal Yacht Club and ends at the North End of Gatun Locks. The first boat will take around 47-48 minutes depending on the conditions.
- 2 Day Two: The boats leave the South End of Gatun Locks at about 7:30 a.m. The first boat will reach Gamboa around three hours after the start. This segment is about 21miles long.
- 3.Day Three:This is broken up into three legs. The first leg begins at the old Gamboa Airstrip at around 7:30 a.m. and goes about a mile to the Gamboa Dredging Division. This leg replaces the Miraflores Lake stretch which was eliminated last year as a result of the low level of the lake. We were not able to use the locks because of it. The second leg takes the boats through the Gaillard (or Culebra) Cut. This is the part of the construction of the Canal which caused the greatest difficulty due to the huge slides such as the Cucaracha Slide. This segment leaves the Gamboa Dredging Division at around 9:00 a.m. or thereabouts and the first boat will arrive at the Pedro Miguel Landing about one hour and fourteen minutes later. From there the boats are trailered to the South End of Miraflores Locks where they are started to end the race. They arrive at the Diablo Landing about 15 minutes later. That puts us at around 2:00 p.m. or thereabouts.

Now the timers have the demanding task before them to verify the times and ascertain the accuracy of three days and five legs of compiled times. If things go without a hitch, we are ready to present the overall results at the Curundu Middle School Cafetorium Awards Assembly that evening at 7:00 p.m.

This is the overall view of the race.

LOGISTICS

Paddlers and friends make arrangements through the Commission for transient quarters for the first day at Cristobal. Saturday night will be spent at whatever hotel one chooses upon first arriving in Panama on the Pacific Side. Transportation from Panama to Gamboa on Sunday morning for the start of the race is no problem since Gamboa is a short 20 minutes from the city. On Friday night the Gatun Yacht Club holds a huge spaghetti dinner for all the paddlers and race observers. Here the trophy for the winners of the first leg is awarded.

HUMAN INTEREST INFORMATION

An interesting aspect of the race is that the winner of each leg receives a wooden bead. Each leg is represented by a different colored bead. Leg one is a yellow bead representing the Gold (Atlantic) Coast; leg two is a blue bead representing the blue waters of Gatun Lake; leg three is a white bead representing the Miraflores Lake; leg four is the red bead representing the blood shed by the workers who died in the construction of the Cut; and leg five is the green bead representing the deep waters of the Pacific. When a paddler has won all the five different colors, he is honored with the title of MASTER PADDLER. A paddler does not have to obtain all of the beads in the same year. He can accumulate them over several years of racing. The Master Paddler is then inducted through a private ceremony in which he is given a secret Choco Indian word which is only known to the fraternity of Master Paddlers.

The race is replete with boats which have a rich and varied history, and indeed each boat has its own unique origin. Some of the more interesting:

NIC - First raced in 1968, this boat virtually rewrote the race. It was the first boat of 28 feet in length while the rest were between 19 - 23 feet. As a result, it blew the others out of the water. From then on boats became longer. "NIC" is Latin for "NON ILEGITIMUS CARBORUNDUM, EST" or "DON'T LET THE BASTARDS GET YOU DOWN". It is the all-time winner with 10 victories, the most of any other boat in race history.

EL BEJUCO - Prior to the debut of the "NIC", "EL BEJUCO" was the winningest boat with 4 wins in the Male category and 4 wins in the Female category, the latter record being held along with the "BRUISED REED".

THE MOST, THE ALMOST, THE UTMOST, THE MISTER MOST, THE DADDY MOST, THE MOMMY MOST, THE ULTIMATE MOST - Although all these boats were originally built by the Egger family from Margarita, they have been modified and rebuilt for the most part by those who have bought or paddled them throughout their history.

THE DEAR DICK - Named in honor of Mr. Dick Williams, past post advisor of Post 21 who spent much of his time and effort in working with this race. His son, Rick Williams is now the advisor for Post 21 in his second year. This is one of the oldest boats in the race.

THE BRUISED REED - Built in 1985 by Jay Gibson, Post 10 advisor from Gamboa, the name is from the 42nd chapter of the book of Isaiah found in the Old Testament of the Bible. It is a prophesy of the coming of Christ which indicates that EVERYONE is a "bruised reed", but there is One who does not break them but rather makes them whole. "THE BRUISED", along with the BEJUCO, has the most wins in the female category with four.

THE RAPID TRANSIT - Built by Mr. Norm Watkins, this boat is six years old, has the overall record in the history of this race, and is the only boat to ever cross Gatun Lake in an official time of 2:47. It has won 15 straight legs in three consecutive years.

THE DUE PROCESS - Built by Mr. Mark Broussard, it has the second most wins of any boat in the history of the race. This boat, when it raced in the PATCH category once, became the only patch boat to win the overall time of the race. It is now in the States where it will be placed in the Canal Zone Museum in Florida.

As you can well imagine, there are numerous other boats which also have a unique origin or story behind them. In addition to the unique history of the boats, this race also provides ample occasions which illustrate the human spirit at its best in the face of adversity and insurmountable odds.

Scott Williams



My first year in the race was in '63 in the Dark Horse with Billy (Rod) Boughner, Robin Lane and I think Don Kat. We got 4Th.place. That may have been the Bejuco's first race and first place. Phil, we built our boats and not "Farmer Fred", but under his direction at your place on Amador Road. Troop 21 became Post 21 because the race officials decided that a Troop of Boy Scouts could not receive the award that the Green Weenie justly earned. Most of our boats were painted with DUPONT DELUXE "INTERLUX" Atlantic Green marine paint (from Balboa Yacht Club store) in honor of the "Weenie". Our T-shirts and sailor's caps were dyed "Kelly Green" and the Green Machine was let out of the bag to kick some serious ass. A dynasty was born. My 2Nd. year in the race, in the Dark Horse, we were disqualified when Bill B. cramped up and boarded an escort boat opposite Dump Inspector's. We told him to just sit tight and we would paddle him in as we were in serious contention. He wouldn't listen. The next year, '65', we had the Rum Runner with me, Bill B., Don Kat and Pete H. as captain. That was the year we had our left ears pierced and wore big ear rings and they tried to suspend us from school - they backed down. The Rum Runner, as far as I know, was the only cayuco to run ass-backwards. A cayuco's bow is a little wider at the bow than stern-but Pete's butt would not fit easily in the normal stern-so we reversed it. It makes it a little harder to steer. That was the year I designed our distinctive "V" shaped wave breaker which worked great to deflect water over the bow to the sides rather than inside. Here comes the rub. The Bejuco's crew was Rick, Ronnie C. ,Kenny P. & Phil. Leaving Gatun, and just short of the Banana Channel, they lost their bailer so we slowed down and passed them our backup bailer. Then it was a full-on race across the lake, trading places all the way. No other boats were in sight. Between Dump Inspectors and Bohio Point, Billy B. crapped out again. So we had only 3 crew paddling from Gamboa Reach to Dredging Div. point and ended up only about 2 min. behind the Bejuco. There were only the timers and a few of the crew support families there at the time. We loaded our own boats on the trailer and were eating our sandwiches and drinking sodas before we saw the first paddle flashes off Bohio Point. I think the 4th. & 5th.place boats on that stretch were ours, but the boat that Mac Landrum was in was penalized 2 min. because they barely cut to the inside of a buoy.

Scott Williams (cont'd.)

As for the Rum Runner beating the Bejuco across Miraflores lake-you didn't swamp-we just beat you there. Payback for us to slow down and give you our backup bailing bucket for the long run to Gamboa. Anyway, we cut the record time across Gatun Lake, and the race as a whole, by some 26 min. or so. I don't care. It was Bejuco 1st., Rum Runner 2nd. that year and the next. The crews changed but I was more interested in surfing by then. But Post 21 continued to dominate the race for years later. The Non Illigitmus Carborundum (Don't Let The Bastards Wear You Down), (NIC), was not a serious problem in our years

I do remember getting into a "paddle battle" ,while rounding the pier after the start from the CYC.I don't remember what the other boat was ,but they were deliberately messing with us. That was always a mess rounding the pier. I smacked one of theirs up side the head and pushed down hard on their gunwale and they went under. One of them hung onto our stern line until Pete whacked him on the hand with his paddle. Don't mess with the "Boyz in Green"! I was bowman (stroke) in the "Runner" and remember going through the cut one year. We were close to the bank and so was a "log". Well, that was no log, but a Crock that was nearly as long as us! I increased the stroke cadence.

In the photo of 64, arriving at Rodman, we had put "Bones" in the bow and me 2nd.. Out of all the Explorer Posts, Ships & Squadrons in the race, I'll bet it was Post 21 that won more medals than anyone. Note that the NIC was manned by Post 21 crews in '71 & '72



Rob Kilpatrick

Regarding the cayuco race, I remember the first year (1962) I was in the race the two of us were in a paragua(sp?) or really long flat boat, which Skip captained. I don't remember how many of us there were on that boat, I think it was a "patch boat" as it was long and I think there were more than four or us. Anyhow, as I remember, after we pulled out of the shelter of the big pier at Cristobal, into Limon Bay, there was a nasty chop and we couldn't keep that thing from swamping, and finally we had to give up! You went on into another boat, and for some reason I just went home that nite! The next year I remember we had 3 boats in the race, the Green Weenie, the Dark Horse, and the Hackers Four. I think you were the captain of the latter and that was the boat I was in. I remember the Weenie came close to winning an award, and we finished the race but were nowhere near winning, but don't remember anything about the Dark Horse. I think all 3 boats were painted dark green. I still remember training for the race in that small single-person boat that we named El Solo Mio, on that lake next to Miraflores Lake. It was a great way to train in paddling and in boat control.



The Balboa Union Church
sponsored Troop 21 and
Post 21.



Bill Fall

The first year for me was 1962. Like Rob says, we rounded the first bend in the race in Cristobal Harbor and it was all over for us. We kept swamping and they took us out of the race. I got in a boat from Curundu, I think, replacing a crew member who took sick. I finished the race with them.

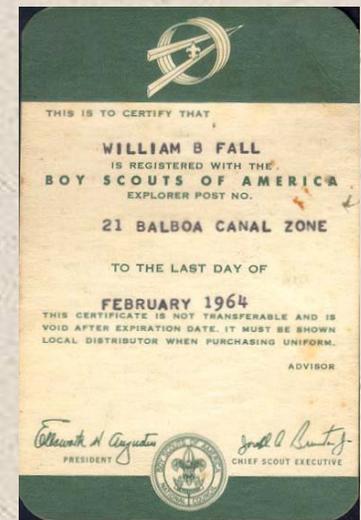
The next year was the Hackers Four and we were an Explorer Post. Rob Kilpatrick, Donald Willingham, Mark Saunders, and myself. We started the race kind of slow, but finished the race in good shape. I believe we beat the Green Weenie or finished right behind them in the last stretch from Miraflores to the Balboa Yacht Club.

We had fun making our own paddles out of native wood and we used them in the race that year and the next. We used a hatchet and a spoke-shave to shape the blanks cut out of a native cedar plank.

The sun was brutal and I remember getting a chill when we were lowered out of the sun into the bottom of the lock chambers. I got a bad sunburn the first year. Trying to sleep in the Gatun Line handlers Shack was not an easy thing to do, as someone was throwing a wet mop head around. Bo Cook could be heard bellowing across the Isthmus when it hit him in the face. The second year we slept under the Holtzclaw's (our former scout master) house in Gatun and got some sleep. The second night we all slept at home and returned to Gamboa for the last day's race.



still have the paddle after all these years...



a "Plank Owner" for Post 21.

Phil Stewart

My first race was in 1962. I was a Sea Scout then, Ship 8 I think. I was the captain, crew was Paul Robinson, Jack Powers (Jack had two different colored eyes) and Matt Manning. We practiced very little, finished 14th out of about 40. Lucky to have done so well. We swamped under the Bridge of the Americas. Had a hell of a time getting Matt's big butt back in. Finish that year was the Balboa Yacht club.

Next year (1963) I was hospitalized with pneumonia and didn't compete. Rick was right, Bruce Douglas took my place and they finished third in the *Weanie*. I raced in Bejuco, (which my Dad built, along with a couple others, such as Rum Runner and one more, maybe Dear Dick) in 1964 and 1965

When we told my Dad name was to be *Bejuco* he said " you might have well called it Chicken Shit". We all thought that was pretty funny at the time.

Rick didn't mention it but 64 and 65 Bejuco crew was Rick, me, Kenny and Ronnie Carroll. For some reason Pete Hendrickson went to another crew in Post 21 and was replaced by Ronnie Carroll. Don't know if I spelled Ronnie's last name right.

Small detail, we won all stretches of both races except in '65 we came in second behind one of our own boats in the Miraflores lake. Race organizers put us in middle of boats coming out of locks and we ran into other boats, took on about 30 gallons of water. We paddled like hell, Ronnie bailed like hell and we passed about a dozen boats but couldn't quite catch our own boat (Scott Williams was in it I think) and came in second.



Rick Williams

I first raced in 1961 for Troop 21 with Jim Rambo, Skip Kilpatrick and someone else (Dr. Alzheimer) in the Green Weenie. We became Post 21 in 1962 because Boy Scouts were not allowed to compete from 1962 on. (We just missed beating the Cojeme si puedes for 4th place in 1961)

1963 we were still in the Green Weenie. Bruce Douglas replaced Phil Stewart who got sick at the last minute. Kenny Phillips, Pete Hendrickson and I were in the crew. There is a shot from the Boy's Life Magazine (March 1964) article of our 1963 crew.

In 1964 Gail Bohannon was our Queen. It was the first year for El Bejuco to race and we won 1st place. We also won 1st place in 1965 with the same crew. March Adair was our Queen in 1965. Actually, El Bejuco won 1st place from 1964 thru 1967. The only other boat to accomplish that feat was the NON ILLIGITIMUS CARBURUNDUM (NIC).

I did race in 5 races. I have framed my race patches and the first one is 1961 and the last is 1965. Skip Kilpatrick was the coxswain of the Green Weenie in 1961.

In 1965 Scott's boat was the Rum Runner Scott, Pete Hendrickson, Billy Boughner and Don Kat. We swamped in Pedro Miguel locks and were almost the last boat out. We passed everyone except the Rum Runner across the lake. They beat us by a boat length as I recall. What a heartbreaker for us.

It has been my honor and pleasure to be one of the founding members of Post 21 in 1962. The transformation from Troop 21 to Post 21 took place specifically so we could compete in the Annual Ocean to Ocean Cayuco Race. My dad, Dick Williams, was instrumental in the formation of Post 21 which soon became a top competitor with such boats as: Green Weenie, El Bejuco, Rum Runner, Dark Horse, Hackers Four, Green Machine, and Dear Dick. Post 21 evolved into the entity which represented all the cayucos with the exception of a few boats from Post 10, Gamboa. In 1997 I was honored to be asked by retiring Advisors Kari and Ed McIlvaine to become the last Post 21 Advisor. It was a special treat to "give back" to the cayuco race and work with all the truly dedicated and wonderful people and organizations which made the Annual Ocean to Ocean Cayuco Race such a unique and rewarding experience.



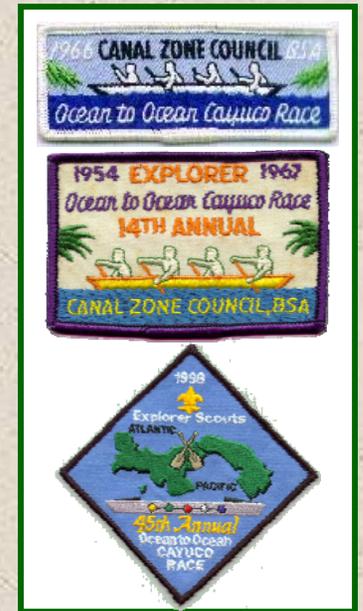
Bob Donley

In early 1966 I was approached by a group of Explorer Scouts and asked if I would like to be part of a cayuco race team. These fellows had paddled the previous year and need a crew for the "El Bejuco". They explained the boat had won the pervious year but the crew was now over the age limit to compete as a trophy boat. Four crewmembers are required so several of my high school mates were selected. Not knowing exactly what was required I accepted with reservations. Little did I know what an experience it would be.

My fist actual paddling experience was with the crew of the "El Corredor de Ron", the RumRunner. I was placed in the middle of the boat for what was to be a short practice. I began stroking with my arm in an upright position. In less than fifteen minutes my arms were completely exhausted. It was then they demonstrated the Indian style of paddling utilizing your much stronger back muscles. I had some doubts about being able to sustain such a powerful stroke for the 21 miles across Gatun Lake. The next drill was the "swamp" test. Because of their low gunwales these cayucos are quite tippy and can swamp reasonably easily. So over we went to learn how to bail the boat and reenter from the water. I was told a competitive boat should be able to do this in less than two minutes.

Once all of our crew had experience paddling and were proficient in righting a swamped boat we were given the "El Bejuco", the Stick, which was sponsored by Balboa Union Church. It seemed a slick craft, some 24 feet long and weighing some 350 pounds. The hull had been shaved and sanded by previous crews to an average thickness of about 5/8-inch. A canvas slash guard had been added to both ends plus a wave deflector forward to keep the breaking waves out. The cayuco was sparse on the inside with the exception of wooden back braces for each of the four positions. I remembered we were always going "to adjust the backrests to fit our specific leg lengths, but this never happened".

The cayuco are divided into two classes of the race, trophy and patch. The trophy class is currently limited to registered Explorer Scout of America Post/Ship or a registered International Scout between the ages of 14 and having completed the 8th grade and 21 years old inclusively. I remember when I first paddled in 1966 the race was limited to high school aged Scouts. The Patch Boat category includes all other paddlers, with each adult paddler required to be a Scouting Advisor. All paddlers must complete a competency qualification test demonstrating cayuco skills; boarding, paddling strokes, exchange positions, making landings, righting a capsized cayuco and re-entering from the water, plus swimming ability test. This race is conducted in close proximity to the commercial shipping channels and in the lock chambers.



Bob Donley (cont'd.)

Our crew in 1966 consisted of Fred Garcia, our bowman, myself in the second seat, Marshall Harris, our powerful third seat, and Bob Hughes our sternman. Fred was the oldest and being the only one with a driver's license pulled the trailer. We began practicing every couple days after school. A normal practice was to paddle down the channel markers on the Pacific side out to the old mine dock pier and back. It was a distance of some eight miles, but the fact was open ocean was a key factor in our learning stability. The more we practiced the more we found we really enjoyed the boat and each other as a crew. We estimate we practiced some 250 miles before the race that first year.

The race is broken down into three consecutive days paddling the weekend before Good Friday, see Canal diagram for details. On Friday the race is 9 miles ending at the Gatun locks. This is a tactical portion because of the seasonal North winds and the waves they generate. The first year we came close to swamping and paddled a long way while bailing to stay afloat. The second day begins on the lakeside of the Gatun locks and is the acid test of twenty-one miles across Gatun Lake. The turbulence generated filling the lock has always prevented locking the cayucos up. Gatun Lake provides the fresh water source for the Canal locks. The course cuts between Tiger Islands and follows the old Banana Channel used by ships of lighter draft. It skirts Barro Colorado Island and meets back up with the shipping channel. The distance and tropical heat take its toll on this three to four hours of continuous paddling. The third day begins in Gamboa broken into several shorter distances and locks down to the Pacific.

The paddle through the Gaillard Cut is spectacular but confined by the narrow width and the lack of breeze. It is here the Canal crosses the Continental Divide with an original elevation of 312 feet above sea level. This section of the channel is eight miles long through

In 1966 our practicing paid off with a win on all of the 5 race sections with an overall time of 06:52:38. Our win this year represented the first time the race had been won in 3 consecutive by the same boat. This win retired the rotating trophy. Fred graduated so in 1967 we were forced to find a replacement Bowman. Again we practiced as before and we rewarded with first place finishes on all race sections.

Marshall Harris

We had a blast doing the 1999 race. We managed to knock off 5 minutes of our 1968 time. I guess it was that fifth person we were caring. We figured it out that our combined weights in 1999 equaled another person, compared to our 1968 weights. We had a great time. The 1999 crew was the original 1965 Bejuco crew, Fred Garcia, Bob Donely, myself, & Bob Huges



PANAMA CANAL INFORMATION OFFICE



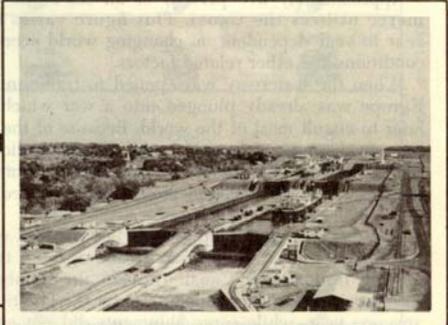
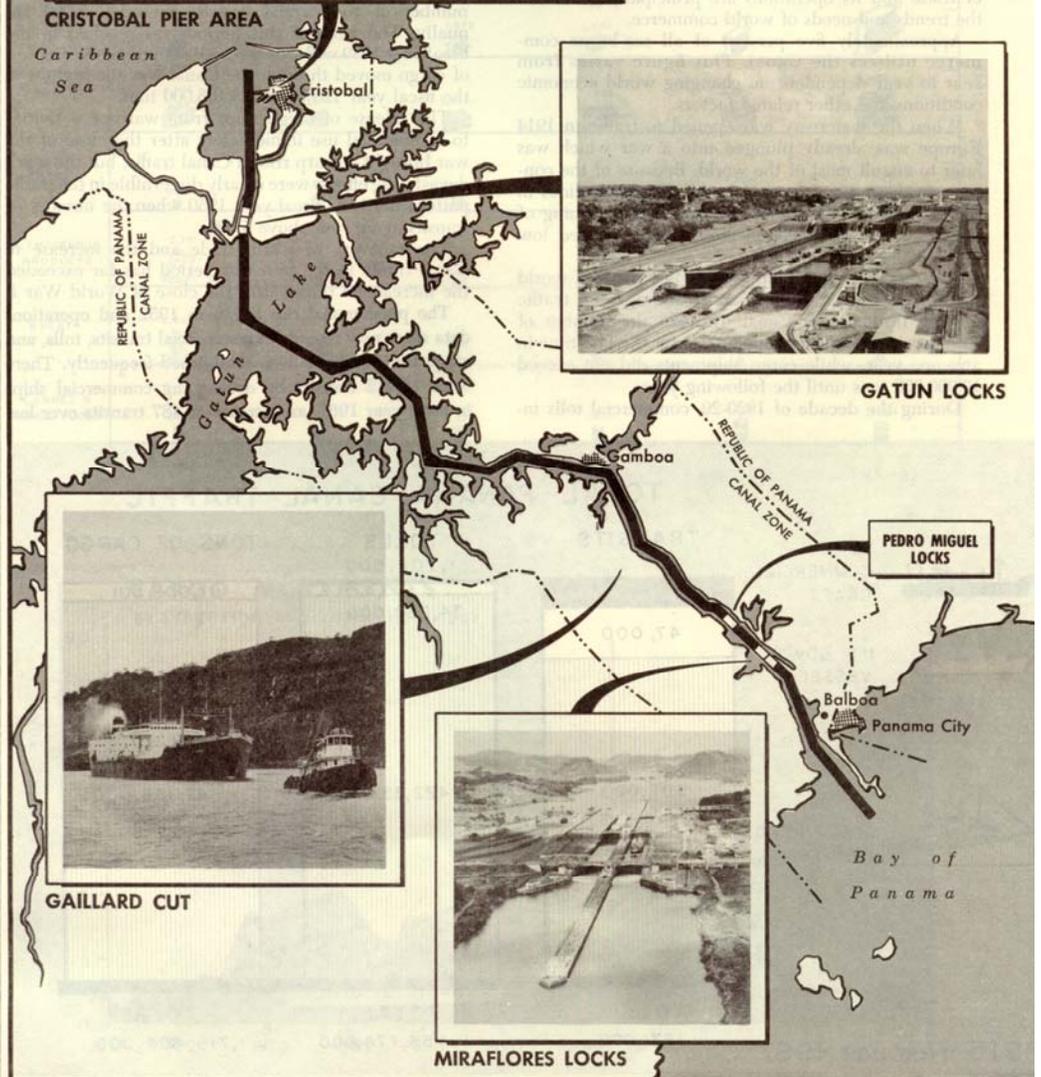
*Basic Information on the
Panama Canal*

The Panama Canal

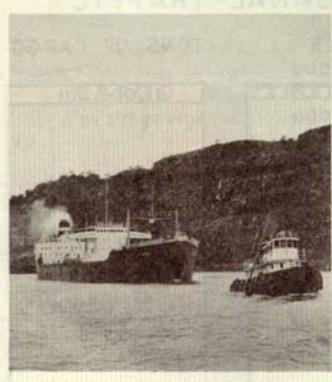
Funnel for World Commerce



CRISTOBAL PIER AREA



GATUN LOCKS



GAILLARD CUT



MIRAFLORES LOCKS

In 1524, Charles V of Spain ordered the first survey of a proposed canal route through the Isthmus of Panama. More than three centuries passed before the first construction was started. The French labored for 20 years, beginning in 1880, but disease and financial problems defeated them.

In 1903, Panama successfully revolted from Colombia. Shortly thereafter, Panama and the United States signed a treaty in which the United States guaranteed Panama's independence and paid her \$10 million. On May 4, 1904, the United States purchased the French Canal Company rights and properties for \$40 million and began construction. The huge project was completed in 10 years at a cost of about \$380 million.

The SS *Ancon* made the first official ocean-to-ocean transit on August 15, 1914. In the fiscal year 1967 there were 14,070 transits, of which 13,385 were ocean-going vessels of more than 300 Panama Canal net tons. The total of ships carried 92,997,958 long tons of cargo and paid \$82,296,638 in tolls and tolls credits. The pre-World War II year's traffic peak was 7,479 vessels in 1939. Transits in fiscal year 1967 set the all time record.

The largest toll to the Panama Canal was \$31,740.30 paid by the Liberian flag bulk carrier *Mythic*, a 39,617 gross ton ship, for transit November 10, 1967. Highest passenger ship toll was \$23,603.40, paid by the British flag liner *Canberra* on her first transit June 11, 1962. She has passed through the Canal several times since but still holds the record as a passenger ship tolls payer. Smallest toll was 45 cents paid by Albert H. Oshiver for swimming between Gatun Locks and Gamboa in December 1962.

The longest passenger vessel to transit the Canal was the German flag *Bremen* on February 15, 1939. She was a 51,731 gross-ton vessel with an overall length of 898.7 feet. The widest beamed commercial ships to transit are the oil-ore carriers, *San Juan Pioneer* and *San Juan Prospector*, both 106.4 feet. Record cargo carried through the Canal up to February 28, 1968, was aboard the bulk carrier *Mythic* which had a load of coal weighing 57,789 long tons. Deepest draft authorized through the Canal is 40 feet.

Tolls are levied on a net tonnage basis, Panama Canal measurement. They amount to 90 cents a ton for laden ships and 72 cents unladen. A ship which would otherwise have to sail around "The Horn" can easily save 10 times the amount of her toll by using the Canal. The average toll is \$6,315.

The Canal cost the United States \$380 million to build. Of the gross investment of \$1,600 million in

the Canal enterprise over the years, the United States has recovered \$1,100 million. The Canal operation is self-sustaining. It covers the cost of its operations, pays the U.S. Treasury interest on the investment and is financing the Canal's current \$90 million improvement program.

The Canal is approximately 50 miles long, deep water to deep water, and follows a northwesterly to southeasterly direction. The Canal Zone occupies a strip of land 10 miles wide, measured 5 miles on each side from the center of the waterway. This comprises less than 1% of Panama's land area. The Atlantic entrance is approximately 27 miles west of the Pacific entrance. A ship entering the Canal from the Atlantic goes from Cristobal Harbor to Gatun Locks, a distance of 7 miles, at sea level. It is lifted 85 feet to Gatun Lake in three lockages or "steps." From Gatun it sails, 85 feet above sea level, to Pedro Miguel, a distance of 31 miles. A single lockage at Pedro Miguel lowers the ship 31 feet to Miraflores Lake. A mile further south the vessel enters Miraflores Locks and, in two lockages, is lowered 54 feet to the Pacific Ocean level. A ship then sails 4 miles to the Balboa port area before entering the outer harbor.

The average time for a ship in Canal waters is between 14 and 16 hours. The average transit for the Canal proper takes 8 hours. The fastest transit was 4 hours and 38 minutes by the destroyer USS *Manley*.

There are two signal stations along the Canal banks, from which traffic is controlled by means of a system of balls and cones hoisted upon a mast visible to the pilots of transiting ships. The large diamond-shaped signs along the banks are called "range markers" and are used by the pilots in keeping transiting ships in the channel.

The deepest excavations for the Canal were made through the section called Gaillard Cut (formerly Culebra), where the waterway passes through the Continental Divide between banks exceeding 300 feet in height in some areas. The "Cut" extends from Pedro Miguel Locks north to Gamboa and the edge of Gatun Lake. It is about 9 miles long and from this section alone excavations totaled more than 230 million cubic yards, a volume equivalent to a 12 foot square shaft cut through the center of the earth.

The usable width of Gaillard Cut, originally 300 feet, is presently being widened to 500 feet. This involves the removal of 50 million cubic yards of rocks and earth. This project, now 85 percent complete, involves enough volume to account for an additional shaft, 11 feet square, through the center of the moon.

It was in Gaillard Cut that the massive slides occurred which delayed the original Canal project and later closed the waterway 5 times. The greatest of these, the East and West Culebra Slides, resulted in the removal of 35 million cubic yards of material. In 1915 the channel in this area was completely blocked by earth masses from either side which piled mud and rock debris to a height of 65 feet above water level across the Canal. It took 7 months to clear the waterway.

In Gaillard Cut is found the spectacular view often seen in classic photographs of the Panama Canal. Gold Hill, on the east side, rises to an elevation of 662 feet above sea level or 577 feet above Canal water, while Contractor's Hill, on the opposite side, stands at 350 feet above sea level.

The saddle which originally connected these two hills, although selected for the Canal location as the lowest point on the Continental Divide, rose to the formidable elevation of 312 feet above sea level. From this height excavation was carried down to the present channel bottom of 40 feet above the sea.

In 1954 a crack appeared in the massive igneous rock forming Contractor's Hill and widened to threatening proportions. To safeguard the Canal against serious rockfall, 2.5 million cubic yards of rock was blasted and removed. This reduced the hill from its original elevation of 415.5 feet above sea level to its present elevation of 350 feet and eliminated the unstable rock mass adjacent to the Canal.

Gaillard Cut is named after Col. David Gaillard who was in charge of this part of the Canal excavation until his death in 1913. In 1928 the impressive bronze plaque, now seen high on the rock face of Contractor's Hill, was erected in Colonel Gaillard's honor. This plaque measures 10 by 8 feet and weighs 1,200 pounds.

The engineers who made the original studies for a Canal through the Isthmus of Panama at first favored a sea level Canal, but the tremendous amount of excavation required to dig Gaillard Cut through the Continental Divide, and the problems posed by such

unprecedented depths of excavation, were largely responsible for their eventual decision to build a lock Canal instead. However, the possibility of building a sea level waterway, either in Panama or in other favorable sites in Central America, is still being explored.

The town of Gamboa is located at the junction of the Chagres River with the Canal and is the headquarters of the Dredging Division. All types of floating equipment are operated and maintained for channel maintenance and improvement work. The large floating crane *Hercules* also moored at Gamboa, is capable of lifting 250 long tons. It was built in Germany under contract prior to World War I and was towed across the Atlantic Ocean during World War I.

The locks chambers are 110 feet wide and 1,000 feet long. As of this printing, there were more than 400 ships in the world too big to enter the locks and some 50 under construction not able to use the locks. In addition, there were 925 ships afloat unable to go through the locks fully laden.

Water enters the locks through a system of main culverts which are the same size as the Hudson Tubes of the Pennsylvania Railroad. From these main culverts, 10 sets of lateral culverts extend under the lock chambers from the side walls and 10 sets from the center wall. Each lateral culvert has a set of 5 holes, each measuring 4½ feet in diameter. As the water is released into the main culverts, it is diverted into the 20 lateral culverts and distributed through 100 holes in the floor of the chamber. Each time a ship is put through Miraflores Locks or Gatun Locks, some 103,000 tons of water are used. This amount is spilled in 7 to 8 minutes. For each ship transiting the Canal, about 52 million gallons of fresh water is used—fed by a gravity flow system through the locks and spilled into the ocean.

Gatun Dam was the largest earth dam in the world until the construction of Fort Peck Dam. It is now among the large earth dams of the world. Until Lake Mead was formed by the construction of Hoover Dam, Gatun Lake was the largest artificial body of water in the world.

Much of this material came from a CD that Bob Donley made and gave to Rick Williams. Many of the black & white pictures came from Rick Williams. Bob Donley also contributed pictures and remembrances from his race years. Some of this material was posted on the CZBrats website. Materials include stories and pictures from the Parakeet, the Balboa High School newspaper and the Panama Canal Company newsletter, The Spillway. This presentation was created for members of Troop 21 and Post 21, Balboa, Canal Zone as a remembrance of the impact that the cayuco race had on our lives.

Bill Fall

Feb 2006

This CD is dedicated to our Scout leaders and members of the community who's tireless efforts made the Ocean to Ocean Cayuco race possible. Many parents and other volunteers helped turn the rough hewn native boats into sleek racing boats. Others provided transportation to and from the practices. Race coordinators and volunteers from the Panama Canal Company, the Balboa Yacht Club, the Cristobal Yacht Club, and the Canal Zone Power Squadron. Many other civic and military organizations donated their time and equipment to insure that the three day event was a safe and smooth operation.



Mr. R.A. Williams Post 21
Advisor and Committee
Chairman

