

# Admeasurers Do Use Tapes

Every vessel arriving for its first transit is boarded at the anchorage by at least one, usually two, and sometimes four admeasurers (for big new passenger ships.) Each man goes armed with certain data on the vessel and a 50- or 100-foot tape measure of metal-impregnated cloth which will not stretch in rain or shrink in sun.

The mission of the 27 admeasurers is to see that tolls are charged properly on commercial transits, and accurate data secured on craft which do not pay tolls. Panama Canal net tonnage is the basis for transit charges on vessels either laden or in ballast. Dredges, warships, and dry-docks are charged on a displacement basis.

Most ships on first arrival present a tonnage certificate prepared in their home country. Admeasurers must check against their own findings, and make necessary adjustments to figures. If a ship is presented as having double-bottom tanks, for example, the admeasurer must satisfy him-

self that these are not used for cargo.

The admeasurers' offices work around the clock and also perform collateral duties relating to immigration and quarantine inspection, statistics on cargo actually carried, and other matters.

For every hour spent in the bay climbing over a vessel, an admeasurer spends two or more hours in the office working up field notes and arriving at the Panama Canal net tonnage.

## IS IT DRY YET?

When will the dry season start? Or has it started already? We offer four semi-guaranteed and simple formulas, provided to us only with the firm understanding that sources would not be divulged. If you follow all of them and they don't match, that's your problem.

There were rumors of office pools being made up on the date of the start of the dry season, but since they're illegal, that's absurd, of course.

The formulas (take your choice, use any or all):

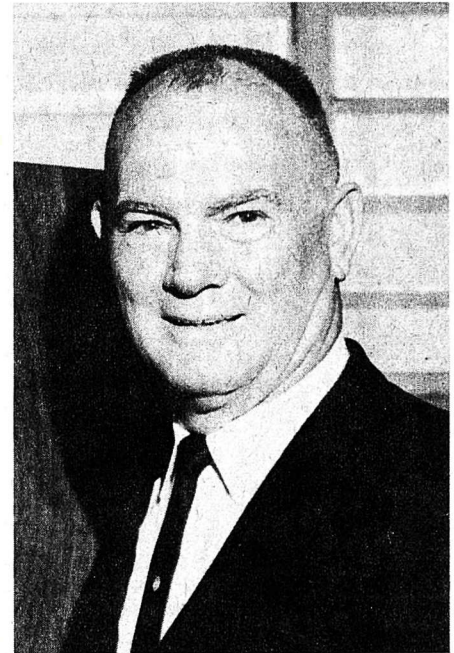
No. 1—"The dry season starts 13 days after the northeast trade wind starts to blow." (This is attributed to an Indian named Jo—not Joe or José—alleged to have first made the observation about a century ago.) And, we're told, winds that have been blowing ARE the northeast trade winds.

No. 2—"When the Poro-Poro (yellow, buttercup-like) flowers start to bloom"—and two were blooming last week.

No. 3—"When there are a lot of scattered showers with lots of blue sky in between." (There have been.)

No. 4—"A wuzzy, fuzzy caterpillar has to be crossing a stretch of hot concrete pavement. When he's run over, it leaves a big, ugly, squuushy blob. Get out of your car, turn the blob over, and if the little bitty red hairs on his chest are short and beginning to curl at the ends, the dry season is coming soon." (This applies equally as well in Iowa, California, or anyplace else, as in the Zone.)

For the record, in the last 5 years, the dry season has started, on an average, December 19-20, and ended May 5.



## New CZ Coordinator For Personnel Here

Newly-arrived is Stuart Reed, new Executive Secretary of the Canal Zone Civilian Personnel Policy Coordinating Board.

He comes here from Dallas, Tex., where he was deputy chief of staff for personnel, Office of Civilian Personnel, Dallas Field Office.

Mr. Reed was with the War Manpower Commission and a field inspector of civilian personnel for the Office of the Secretary of War 1944-1947, and 1946-1954 was chairman of the War Department Board of Employment Coordination in Dallas and director of training and inspector of Civilian Personnel, Dallas Field Office, Department of the Army.

He then served a year as chief of employee utilization, U.S. Forces, Austria, and for 4 years was director of civilian personnel, Southern European Task Force, Verona, Italy, serving as a member of the Armed Forces Coordinating Committee for Italy. He was decorated by the Italian Government for work in labor relations.

Mr. Reed was born in Fort Dupont, Del. He holds the Silver Beaver award for notable adult service to Boy Scouting, carries a 180 bowling average and enjoys golf and boating. Mrs. Reed's hobby is swimming and she was a member of seven women's clubs in Dallas, where their son and married daughter reside. The Reeds are living in Parita Place.

**DIRECTOR OF ADMEASUREMENT**  
Eugene E. Hamlin, Jr., listened to ship-talk with his A, B, Cs because his father, the late E. E. Hamlin, was chief admeasurer at Balboa. The Director, who was promoted to the top job last summer, was born on the Canal Zone., After graduation from Balboa High, and a year at CZJC, he got his degree in mechanical engineering from Carnegie Institute of Technology, Pittsburgh. He lives in Margarita with Mrs. Hamlin, a North Carolinian who teaches first grade there. Besides serving on the board of managers of the Cristobal YMCA and the local Selective Service Board, Mr. Hamlin is president of the Gold Coast Orchid Society and finds time for a weekly golf game.







**JUST BEFORE** he took the liner *Cristobal* out on a recent sailing, Capt. Conrad G. Didrickson, above, paused for a moment under the ship's bow. Like other senior Canal pilots, "Cooney" Didrickson enjoys periodic rotation to harbor service "because you can make some social plans." Back in 1937, in his home city of Seattle, Wash., he heard from a friend that the Canal Zone was a good place to work and live. Signing up as an operator machinist, he was at first master of the small tug *Indio*. Then he took pilot training, got his rating in 1945. He and his wife like Margarita, but looking ahead, have bought a place at 29 Palms in the high desert of California. Their three grandchildren will be likely visitors in their home after they make the move to California. . . . **THE MAN** in the bottom picture is Dock Foreman John D. Lowe, who gets the ships spotted and berthed at *Cristobal*. His thumbnail biography ran 2 weeks ago, in error, with a picture of Captain Didrickson. Our apologies.



## Overhaul Of Locks Scheduled

Overhaul of Miraflores Locks is scheduled for January, February, and March. Preparatory work in progress is expected to result in each of the lock lanes being out of service only about 4 weeks.

The overhaul will be divided into three phases.

The center wall culvert will be taken out of service for overhaul of normally submerged valves. Lockage capacity will be sufficient for all expected transits, but lockage time will be increased.

In the next step, taking the east lane out of service, lockage capacity will be about 27 to 39 ocean-going vessels per day.

The third phase, when the west lane is taken out of service, will afford the same capacity.

Based on past experience, it is expected that lockage capacity will meet daily average requirements except on peak days.

Special measures to expedite shipping, hold delays to a minimum, and transit the maximum number of vessels will include:

Providing tug service at Miraflores Locks at no expense to the vessel;

Manning and scheduling of all locks to meet expected demands of shipping; and

Scheduling of ships which require clear Cut daylight transit so as to cause least reduction in Miraflores lockage capacity.

Ship operators were asked to cooperate by notification of correct expected arrival time and having their ships in condition for transit when they arrive.

## Along the Banks . . .

♦♦**ADVANCE ORDERS** for Christmas trees will not be necessary. Sales start December 17 at a median price of \$3; better ones \$4, below average \$1.75, whoppers \$12.75. Deliveries on Zone, 50 cents extra.

♦♦**THE** Community Health Center at the new Rainbow City Community Service Building will open for business at 8:15 a.m., Friday, December 14. The Health Center formerly was located in Building 6507, Randolph Road.

♦♦**THERE'S GONNA BE A FAIR.** The place is Penonome, the dates are December 14 through 16. Governor Fleming will be there, and so will other Zonians, some putting on an exhibit of square dances. Burritos Mancha and Gato will delight the youngsters, and a film will round out Canal participation.

♦♦**SPACE VACATED** in the Administration Building by the Transportation Section will be occupied by Safety Branch and Personnel units.

♦♦**CONTINUOUS ALL-DAY** shopping hours, 9 a.m. to 8 p.m. will be in effect all next week at Balboa and Coco Solo retail stores, and, starting Wednesday, December 19 at Paraiso, Gamboa, and Rainbow City. All retail stores will open at 9 a.m. December 24, but remember they'll close at 4 p.m.

♦♦**FISHING AND TENNIS** are the sports favored by admeasurer Jim Jones (Photo in Spanish section), who lives in Coco Solo with his wife and three children.

♦♦**ELSA BAILEY**, Administrative Assistant, Personnel Matters, in the Employment and Placement Branch, was born on the Isthmus and joined the organization in 1944 as a stenographer. "Frequently I run into people on the street who met me when they first applied for a job in the Canal Zone," says Mrs. Bailey, whose duty it was—a while back—to welcome newcomers from the States at the airport. (Photo in Spanish section.)

♦♦**THE TIME HAS COME**, and gone, the postmaster said, for mailing anything by surface transport with a hope of its cheering the recipient's Christmas. December 12 was really the last "confident" date for airmail packages, but either packages

## Probation Experts Study Local Scene

Recommendations are expected to be sent to Governor Fleming this month by Louis J. Sharp, Washington, D.C., on technical details involved in establishment of a probation and parole office in accordance with provisions of the Revised Code.

Mr. Sharp has been Chief of the Probation Division, Administrative Office, U.S. Courts, since 1953. During his 10-day visit on the Isthmus which ended last week he conferred with Judge Guthrie F. Crowe, U.S. District Court; District Attorney Rowland K. Hazard; Canal Zone Magistrates John E. Deming and Charles A. Garcia, and other interested officials.

Warren Olney III, Director of the Administrative Office of the U.S. Courts, also was here on a visit related to establishment of a probation system and met with top Canal officials during his stay.

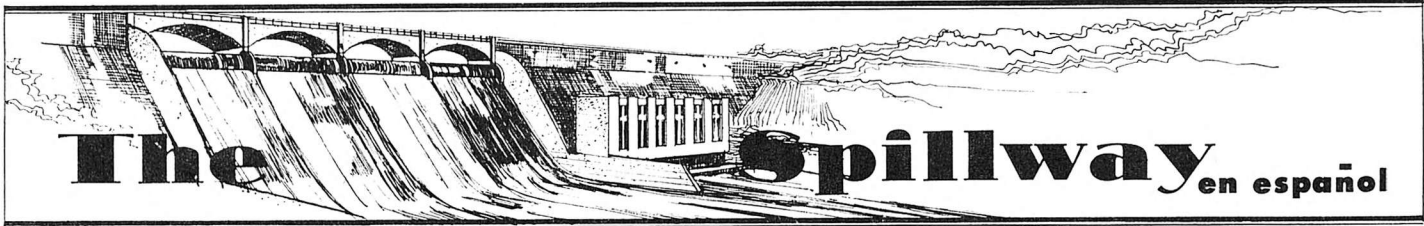
## Atlantic Checks Cashed

Effective December 17, the Coco Solo, Margarita, and Rainbow City retail stores—as well as the Gatun retail store—will start cashing paychecks of Panama Canal employees during all hours of service. The service had been requested by Atlantic side Civic Councils.

or cards mailed through Monday, the 17th, will have a fair show of arriving if the people at the other end don't live too far up the ravine.

♦♦**APPLICATIONS** for 1963 vehicle plates are running about as usual, with the early December demand about normal in comparison with the past 5 years. The annual year-end drang and sturm during Christmas week is expected. December 31 is the last day for those who plan to drive on New Year's.

♦♦**SCORES OF BRISK**, spit-and polish potential Army officers have been turned out by the Reserve Officers Training Corps program at Cristobal High School since Thomas Foster Metcalf was named instructor in 1958. But in January the Isthmus must say adiós to this distinguished military expert who is heading home to Portland, Oreg., with Mrs. Metcalf and their children.



# Esclusas de Miraflores Serán Reacondicionadas En Enero, Febrero, Marzo

Durante enero, febrero y marzo entrantes se realizará la limpieza y reacondicionamiento general de las Esclusas de Miraflores esperándose, según los preparativos que se adelantan que, alternamente, cada una de las vías quedaría fuera de servicio por un lapso de 4 semanas.

El trabajo comprenderá tres fases: la alcantarilla del muro central se colocará fuera de servicio para la limpieza de válvulas usualmente sumergidas; el tránsito de naves no sufrirá sino en que llevará más tiempo. El próximo paso dejaría fuera de uso la vía Este, reduciendo la capacidad de manejo a unas 37 o 39 naves diarias; lo propio sucederá en la tercera fase, cuando la otra vía suspenda servicios.

A excepción de días en que hubiere aglomeración de barcos, se espera que no se registrarán tropiezos en el manejo del número usual de tránsitos diarios.

Como medidas especiales, se establecerán las siguientes: servicio de remolcadores en las Esclusas de Miraflores sin costo alguno para la nave; arreglos de personal e itinerario para atender las necesidades marítimas; y concertar el paso diurno de naves que requieran "libre tránsito" por el Corte Gaillard para obviar congestión de tránsito en las esclusas.

Se ha pedido a los armadores su cooperación en el sentido de que notifiquen correctamente sobre el arribo de sus naves así como mantenerlas listas para transitar cuando llegue el momento.

## HORARIO DE LOS "COMIES"

Los comisariatos de Balboa y Coco Solo estarán abiertos los días 17, 18, 19, 20, 21 y 22 de 9 de la mañana a 8 de la noche ininterrumpidamente. La víspera de Navidad—día 24—así como el 31 de diciembre abrirán también a las 9 de la mañana pero cerrarán a las 4 de la tarde.

Los comies de Paraíso, Gamboa y Rainbow City, por otro lado, mantendrán las horas normales hasta el 18; los días 19 al 22, inclusive, operarán continuamente de 9 de la mañana a 8 de la noche y la víspera de Navidad y el 31 de diciembre mantendrán igual horario al fijado para los comies de Balboa y Coco Solo.

En Margarita y Gatún el horario normal prevalecerá hasta el 22 de los corrientes y los días 24 y 31 abrirán de 9 de la mañana a 4 de la tarde.

Todos los almacenes y gasolineras permanecerán cerrados el día de Navidad y el 19 de enero. Del 26 al 30 de diciembre, observarán el horario usual.

Desde hoy a las 8:15 de la mañana empezará a funcionar en el edificio del Centro Comunal de Rainbow City el Centro Comunal de Salubridad que antiguamente operaba en el edificio 6507 de Randolph Road.

VISITANTES DE LA SEMANA	
Gran Total	3,283
Esclusas de Miraflores	1,321
Esclusas de Gatún	128
Barcos de pasajeros (2)	1,160
Las Cruces (8 viajes)	674
Información suministrada por el Servicio de Guías	



JIM JONES, arqueador de la Dirección de Marina en Cristóbal, aparece arriba mientras efectúa los cálculos necesarios para determinar el tonelaje neto de una nave que transitará por el Canal de Panamá. La mensura se hace conforme al sistema adoptado específicamente para el Canal de Panamá. Jones y otros 14 compañeros realizan ese especializado trabajo que exige que aborden barcos que no hubiesen utilizado anteriormente la vía interoceánica, para hacer un arqueo que sirva para obtener el tonelaje bruto; luego hacen ciertos cálculos para deducir de ese tonelaje lo necesario para obtener el tonelaje neto, conforme al sistema adoptado por la organización; sobre ese tonelaje es que se cobra el peaje reglamentario. Jones, casado y con tres hijos, vive en Coco Solo; vino al Istmo a la edad de 1 año y aquí se levantó; graduado de la Escuela Superior de Balboa, atendió el Junior College antes de ir a los Estados Unidos a proseguir sus estudios. De vuelta al Istmo, en febrero de 1962, ingresó a trabajar por el Canal de Panamá. Sus ratos de ocio los dedica a la pesca y al tenis.

## Mesura en la Mensura

Toda nave que se apresta a atravesar el Canal por primera vez es abordada, usualmente, por un par de arqueadores y—tratándose de buques de pasajeros—hasta por cuatro, provisto, cada uno, con su cinta impregnada de metal para que ni se contraiga ni se expanda y dé la medida justa.

La misión de los arqueadores de la Dirección de Marina del Canal de Panamá consiste en obtener la información necesaria a fin de determinar el tonelaje neto, conforme al sistema de la organización, para que sirva de base para el cobro del peaje justo; aun cuando la misma labor se realiza en barcos exentos de pago alguno.

Los cargos se hacen sobre toda embarcación, bien estuviere cargada o en lastre, excepto en los casos de dragas, naves de guerra y diques-flotantes que pagan con base a su desplazamiento.

Generalmente las naves presentan—a su primera llamada—un certificado de arqueo extendido por su país de registro, el cual sirve de base para comparar con el arqueo hecho por los arqueadores del Canal de Panamá, y ayuda a cualesquiera correcciones que fueren necesarias. Por ejemplo: si el certificado muestra que la nave tiene tanques de doble fondo, el arqueador debe cerciorarse de que no son utilizables para carga.

La oficina de arqueamiento funciona 24 horas al día y atiende también asuntos de inmigración y cuarentena y lleva estadísticas de carga y similares.

Por cada hora que un arqueador pasa a bordo, emplea dos o más en la oficina, determinando el tonelaje correspondiente a la nave visitada.

