

~~CONFIDENTIAL~~

DECLASSIFIED PER A.D.
DELEGATION OF AUTHORITY
No. 120, dated 1/24/77

for
Adkins
Assistant Administrator,
Bureau for Program and
Management Services

1.a. TERMS OF REFERENCE

Review of Canal Zone Police Organizational Structure and Operations

1. Purpose of this survey will be to assess the overall organizational structure of the Canal Zone Police Force and the related staff and line operational procedures in performing the total law enforcement effort in the Canal Zone.

2. Orientation prior to formal survey.

a. Briefing on overall Panama Canal Company/Canal Zone Government structure with emphasis on Civil Affairs Bureau.

b. Briefing on mission, organizational structure, etc., of Canal Zone Police Division.

c. Visit to Headquarters, Central District Stations, and Penitentiary.

d. Field trip to selected areas such as Canal Zone/Republic of Panama boundaries, Canal Zone townsites, industrial areas, pier and harbor areas, lake and jungle areas.

e. Review of annual reports for Fiscal Years 1971 and 1972.

3. Primary areas of consideration are as follows:

a. Overall effectiveness of the Canal Zone Police as a U.S.-type police force operating in a sensitive overseas area.

b. Recommended programs or procedures to improve communication and cooperation between Canal Zone Police and Panama National Guard at all levels of beneficial contact.

CLASSIFIED BY *E. H. Adkins*
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED
YEAR INTERVALS AND DECLASSIFIED ON DEC. 31, 1979

~~CONFIDENTIAL~~

Review (Continued)

- c. Assess ability of the Canal Zone Police force to adjust to changes that might involve joint patrols and joint actions with Panamanian police forces, and suggest program for accomplishment.
- d. Organizational structure: Review current organizational, staff, and line relationships with emphasis placed on chain of command and span of control principles at Headquarters and district levels.
- e. Review/comment on current operational procedures and program.
- f. Review/comment on following operational manuals:
 - (1) Police and Procedure.
 - (2) Rules for the Government of Canal Zone Police Division Personnel.
 - (3) Traffic.
 - (4) Penitentiary.
 - (5) Field training and procedures.
 - (6) Detective.
- g. Review/comment on training program:
 - (1) Recruit probationary training.
 - (2) In-service training.
- h. Review/comment on current recruitment procedures and methods.
- i. Review/comment on current and proposed record-keeping procedures.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Review (Continued)

- j. Review/comment on physical plant improvement.
 - (1) Balboa District.
 - (2) Cristobal District.
 - (3) Canal Zone Penitentiary.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

1.b. SUMMARY OF RECOMMENDATIONS AND CONCLUSIONS

In reaching conclusions and recommendations, an assumption based on wide range of political assessments and research, indicates the possibility of a change in law enforcement jurisdiction over non-industrial Zone areas. The timing is uncertain, but this change should be accepted for planning purposes to improve relationships and coordination with the National Guard, possibly over a five-year period.

The studies include all points mentioned in the Terms of Reference and a summary of these recommendations is as follows:

Effectiveness of the Canal Zone Police

A detailed examination of the Canal Zone Police and related operations led the team to the conclusion that the Division ranks most favorably by U.S. professional standards, and should continue its present direction of professionalism, modified somewhat to meet the recommendations contained in this report.

Language Communications Capability

All U.S. members of the Police Division, except those in the last period before retirement, should be tested in Spanish at the Panama Canal Training Center. Spanish language study should be made mandatory until the U.S. personnel reach the Foreign Service Institute Grade II Level.

Liaison with the Public Safety Division, USAID

Although ready access exists between the Zone Police and the Public Safety Division, it is recommended that closer relationship be maintained in utilizing a built-in U.S. resource to improve communications and cooperation between the Zone Police and the National Guard.

International Police Academy Training

It is recommended that all officers at the Captain level of command, attend the Senior Officers' Course in Spanish at the International Police Academy, Office of Public Safety, AID, Department of State, Washington, D. C. (IPA).

National Guard Training Assistance

The National Guard should be approached to provide training which will assist in accomplishing an improved understanding and communication between Canal Zone Police and the Guard.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

SUMMARY OF RECOMMENDATIONS AND CONCLUSIONS (Continued)

Liaison

It is recommended that the Chief of Police and the Commanding Officers immediately begin the liaison function with the leaders of the Guardia Nacional in every instance of Police Division contact.

Joint Patrol

The Team recommends that serious consideration be given to the establishment of joint Canal Zone Police/National Guard patrols when it becomes politically possible.

Organization

It is recommended that a new position be established, a Deputy Chief of Police.

Organizational Structure

It is recommended that the ranks of police commanders and supervisors be upgraded to provide more respect from and readier access to National Guard leaders.

Organization

The function of the Police Inspector, and his relative position in the organization, should be strengthened and given more depth. It is further recommended that a Planning and Research Unit be substituted for the General Services Section and be headed by a Lieutenant.

Operational Procedures and Programs

Consideration should be given to utilizing guard personnel instead of a sworn police officer to man the reception area of the Administration Building.

Operational Procedures and Programs

It is recommended that the task of money escorts be assigned to trained security guards instead of the Police Division.

Police Manuals

It is recommended that a system be developed to insure constant updating of all manuals and instructions. This should be the responsibility of the proposed Planning and Research Unit and not that of the line personnel.

~~CONFIDENTIAL~~

SUMMARY OF RECOMMENDATIONS AND CONCLUSIONS (Continued)

Training

We recommend that in depth, investigative training be given in conjunction with the current on-the-job training for detectives.

Recruitment

The present recruiting procedures appear sound and should be continued.

Records and Identification

The present move to physically separate the Records and Identification (R&I) Unit from and limit access by other police personnel, is sound and should be completed. Fingerprint classification is sub-standard because of lack of acceptable basic training. This training should be provided.

Physical Plant Improvement

The Team finds the proposed changes in the physical plants desirable and recommends that the projects continue.

~~CONFIDENTIAL~~

2. Orientation to Formal Survey

As indicated in the terms of reference, thorough briefings were conducted of the Civil Affairs Bureau and various elements of the Panama Canal Government and Zone, as well as the Police Division. Visits were made to most of the police operations, not only in Balboa, but in Cristobal, the Penitentiary, and a detailed perimeter inspection of the Canal Zone/Panama boundaries. Likewise, field trips included most town sites, areas critical to the canal operations, including the locks, power plants and related industrial areas. Harbors, lakes and jungle areas were also inspected.

The Annual Report for Fiscal Year 1972 was reviewed and the Division is to be complimented on the preparation of an excellent professional document. It was of considerable assistance to the Team of the study.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3. RECOMMENDATIONS AND CONCLUSIONS

In reaching the following conclusions and recommendations the Team felt obligated to make certain assumptions regarding the future. These assumptions are based on a range of political assessments from both the Canal Zone and the American community in the Republic of Panama, as well as extensive reading of periodicals, newspapers and local political public statements.

One should assume that in order to prepare contingency plans for a possible result of the negotiations, that the Republic of Panama will obtain law enforcement jurisdiction over many of the non-industrial areas of the Canal Zone. One cannot predict when or how this will come about but it is difficult to avoid such an assumption, at least for planning purposes.

If one accepts the previous assumption, it then becomes clear that improved relationships and coordination with the Panamanian National Guard are not only desirable but essential.

The Team has studied the Canal Zone Police Division with several points of view. The first is its overall effectiveness as a U. S.-type police force in a sensitive overseas area.

Secondly, assessing the overall organizational structure of the Zone Police, and the related line and operational procedures in performing the total law enforcement effort in the Zone.

And finally, how to bring about this necessary coordination and relationship with the National Guard.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.a. RECOMMENDATION

Effectiveness of the Canal Zone Police

A detailed examination of the Canal Zone Police and related operations led the team to the conclusion that the Division ranks most favorably by U. S. professional standards, and should continue its present direction of professionalism, modified somewhat to meet the recommendations contained in this report.

A major impact upon the efficiency of the Canal Zone Police is the emphasis on training. The Division is to be commended for its utilization of outside training operations, such as the FBI National Academy, the Southern Police Institute, and various other specialized courses. Additionally, the participation in formal education programs at the college level is indicative of the high caliber of Division personnel and their continued interest in improving their own capabilities.

The Team was impressed with the use of professional police literature and periodicals to further their education, as well as the studies at the local branch of Florida State University by many of the officers.

It was also evident to the Team that supervision and inspection at the various levels was continuous, alert, and instructive. This was observed, not only in police operations, but in the manner in which communications to and from mobile units was handled.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.b. RECOMMENDATION

Language Communications Capability

All U. S. members of the Police Division, except those in the last period before retirement, should be tested in Spanish at the Panama Canal Training Center. Spanish language study should be made mandatory until the U. S. personnel reach the Foreign Service Institute Grade II Level.

In focussing on the problem of communication with the Panama National Guard, an essential element of improvement lies in the field of language capability. Although exact figures are not available, several commanding officers interviewed estimated that a maximum of 20% of the force was sufficiently fluent in Spanish to have a good working knowledge of the language in order to carry out liaison duties with National Guard officials. This language capability is particularly important at the management level, i.e. Captains and Lieutenants.

It is realized that the language is difficult to learn in a U.S. environment; however, it can be done by more immersion into Panamanian affairs than is currently being done. Likewise, many officers already have a base which is sound for further improvement of proficiency and it is believed that these goals can be accomplished in a reasonable length of time in line with the following detailed recommendations.

The Panama Canal Training Center, which utilizes the proven successful language training methods of the Foreign Service Institute of the U. S. Department of State, is a readily available tool for language training. Personnel should be required to take daily language training,

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Language Communications Capability (Continued)

and if possible, as part of their regular working hours, which would necessarily be supplemented by home study. Utilization of language tapes should be encouraged and equipment made available to the personnel. A specific plan should be developed for officers to join and be active in Panamanian civic and social organizations, ranging from Kiwanis Club to Boy Scout leadership.

It is further suggested that a requirement be mandatory in the preparation of annual efficiency rating as to the specific accomplishments in language progress and participation in the Panamanian environment, so necessary to reach a working knowledge of the language.

A language FSI Test should be made part of an officer's proficiency in connection with not only promotions, but should be considered with each step increase.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.b. RECOMMENDATION

Liaison with the Public Safety Division, USAID

Although ready access exists between the Zone Police and the Public Safety Division, it is recommended that closer relationship be maintained in utilizing a built-in U. S. resource to improve communications and cooperation between the Zone Police and the National Guard.

The Public Safety Program is designed to improve, professionalize, and civilianize the National Guard which is currently developed into an organization with very heavy military overtones.

Closer relationship should assist the Zone Police in achieving better communication and cooperation with the National Guard. The Zone Governor may wish to initiate conversations with the U. S. Ambassador which would further cooperation between the PSD and the Zone Police and promote frequent discussions at command level about problems involving U. S. interests in Panama.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

3.b. RECOMMENDATION

International Police Academy Training

It is recommended that all officers at the Captain level of command, attend the Senior Officers' Course in Spanish at the International Police Academy, Office of Public Safety, AID, Department of State, Washington, D. C. (IPA)

In conversation with, not only the officers of the Police Division, but with the National Guard officers as well, during the evaluation previously conducted by this Team of the USAID Public Safety project in Panama, it was obvious that there is a mutual lack of understanding of the problems, Panamanian and U.S. laws, police procedures, and the reason underlying them. Likewise, there is a void on the part of many of the Division personnel of the social mores, thinking, and customs of Panamanian colleagues.

Accordingly, it is recommended that each of the officers at the current level of command of Captain, attend the Senior Officers' Spanish Course at the IPA given once a year for fourteen weeks. This course is attended by police leaders from all over Latin America, including Panama.

This command course is designed to give Latin American police leadership a broad education in comparative law enforcement, modern technology, and provides an international forum for the understanding of the police profession not available in any other institution in the free world.

The techniques involved at the IPA include, not only instruction by the faculty, all of whom are experienced Public Safety advisors with

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

International Police Academy Training (continued)

many years of prior professional police command experience, but in each instance have overseas service as a prerequisite. These faculty instructors are supplemented by leading professionals from various police organizations, as well as universities and other outside sources.

There is no tuition charge for the course and the fee required is \$2,300, which is entirely for subsistence, books and other training materials. The fee plus international travel would have to be funded by the Canal Zone. Priority should be given to those who should have the most immediate and frequent contact at the command levels of the National Guard.

This has already been agreed to by the Director of the Office of Public Safety in Washington, with the proviso of a review to insure the legality under AID legislation of training U. S. officers in an academy designed for foreigners. Since a number of police from Guam, a U. S. protectorate, are being trained at the academy, no problem is contemplated. However, this will be confirmed by OPS and the IPA "Program Guide" equivalent to the college catalog will be forwarded upon the Team's return to Washington.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.b. RECOMMENDATION

National Guard Training Assistance

The National Guard should be approached to provide training which will assist in accomplishing an improved understanding and communication between Canal Zone Police and the Guard.

It is believed that a ready and effective arrangement could be made with the National Guard to provide a course of instruction for all members of the Police Division in furthering the understanding of the legal and problem situations of the National Guard operating in Panama.

This would be scheduled over a period of weeks. A number of English-speaking National Guard officers, who have been trained at the IPA, could hopefully be made available. The Public Safety Division of the AID Mission should be called upon to assist in the establishing of this arrangement.

It is not believed that Commanding Officers should attend this course as they would lose face with National Guard leaders.

~~CONFIDENTIAL~~

3.c. RECOMMENDATION

Liaison

It is recommended that the Chief of Police and the Commanding Officers immediately begin the liaison function with the leaders of the Guardia Nacional in every instance of Police Division contact.

It is understood that much of the liaison and contact work, even at the command level--G-1, G-2 and G-3, is performed by the Division Liaison Agents. The following is quoted from the Detective Manual, Chapter 6, Page 18:

"SCOPE AND EFFECT OF WORK

Liaison agents are required to maintain good relations and liaison with Republic of Panama officials to the extent that all matters of mutual interest in law enforcement matters are properly coordinated. An error in judgment or ability might result in poor publicity to the department or a lack of interest on the part of Panama officials to cooperate in police matters."

Senior National Guard officers have stated that they resent liaison between the two organizations being conducted by relatively low-ranking officers. They feel that their position warrants liaison at the highest levels of the command structure. The Division senior officers should handle these contacts personally even though they may be relatively minor problems.

It is further recommended that the Liaison Agents be used for routine tasks not involving senior National Guard officers, but limited

~~CONFIDENTIAL~~

Liaison (Continued)

to such things as record checks, contacts with DENI agents, but not with the DENI Director.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.c. RECOMMENDATION

Joint Patrol

The Team recommends that serious consideration be given to the establishment of joint Canal Zone Police/National Guard patrols when it becomes politically possible.

The Team is well aware of the politically sensitive situation which exists in Panama at the present time. The establishment of joint patrols is viewed by some of the Canal Zone Police as a venture that would not benefit the operation of the Police Division and would, in fact, create additional problems.

We feel that there is no question that additional problems will be created by such an understanding but believe that the benefits could outweigh the problems.

In light of the current relationships between the United States and Panama vis-a-vis the Canal Zone, such a move would demonstrate a flexibility and willingness to cope with the current situation on the part of the Canal Zone Government.

Assessments of the current situation indicate that the greatest potential danger to U. S. security in the Zone is the possibility of some minor incident exploding into a situation that would force the current government into a posture that it is not actually ready to assume. The presence of National Guard personnel in joint patrols could serve as a deterrent to such an escalation.

It is reasonable to assume that at some point in the future the National Guard may assume responsibility for law enforcement in

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Joint Patrol (Continued)

non-industrial parts of what is now the Canal Zone. It would be of benefit to all if these people had a better understanding of the police methods currently employed here and could serve to soften the impact of such a change, should it occur.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.d. RECOMMENDATION

Organization

It is recommended that a new position be established, a Deputy Chief of Police.

The current practice of utilizing the Balboa District Commander as Deputy Chief or Acting Chief during the incumbent's absence, dilutes the command structure over a force of 203 persons. This is further aggravated by the fact that the Assistant District Commander is a Lieutenant, and when the Commander moves up temporarily, the Lieutenant leads the Division, including supervising the Captain of Detectives, an unsound arrangement.

It was reported that each employee gets eight weeks annual leave each year. With each of two persons entitled to these absences, this totals nearly four months or 1/3 of a year when the command problem exists. The Deputy Chief would also be the training position to replace the Chief upon retirement.

The Deputy's job description would be essentially the same as the Chief's, except that he would "assist" the Chief in carrying out the latter's function and act in his place during absences, with full authority.

Except in emergencies, during the absence of the Chief or Deputy, the position would not be filled.

The span of control otherwise appears sound.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.d. RECOMMENDATION

Organizational Structure

It is recommended that the ranks of police commanders and supervisors be upgraded to provide more respect from and readier access to National Guard leaders.

It is a fact of life in Panama that a person, either American or Panamanian, with the rank of Lieutenant or Captain, does not receive the respect or ready reception that his actual responsibility merits. Accordingly, it is recommended that the rank structure be changed so that the Chief of Police would carry the rank of Colonel; the Captains - Lieutenant Colonels; the Lieutenants - Majors, and so forth, down through the various other supervisory ranks. There is ample precedence for this in U.S. law enforcement, particularly in State Police and Highway Patrol organizations where this exact rank structure is found.

There appears to be no conflict with governmental and salary regulations since the current rank structure is essentially an artificial creation of the Zone Government. No increase in salaries is contemplated.

This should be coupled with appropriate insignia changes. Likewise, current headgear for those levels of officers, should be changed to a typical standard police cap with appropriate braid mounted thereon suitable to the rank involved.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.d. RECOMMENDATION

Organization

The function of the Police Inspector, and his relative position in the organization, should be strengthened and given more depth. It is further recommended that a Planning and Research Unit be substituted for the General Services Section and be headed by a Lieutenant.

If the recommendations concerning language training, Panamanian legal and police procedures orientation, and closer relationships with the local police are accepted and implemented, this will obviously place a greater training load upon this unit. It was reported that the two Training Sergeants, assigned one each to the Balboa and Cristobal Districts, are being considered for assignment in the Inspection and Training Section. We think this is a good move, and should include the assignment of the Firearms Instructor officer in Balboa, as well. This move would standardize training efforts throughout the Zone, and be particularly significant in the new areas of instruction mentioned above.

The proposed organization of the new Planning and Research Section would include the present functions of the existing General Services Section as well as the following: (1) Activity and Crime Analysis, including the publication of the Annual Police Division report. (2) Review and continually revise all Division manuals to meet changing situations and improved technology. (3) Forms Design and Control. (4) Coordinate legal research with the Division Legal Advisor. (5) Developing and testing police equipment. (6) Developing new policing methods, researching police literature, and conducting empirical research of other police departments through correspondence, attending national, professional seminars, and visiting US

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Organization (Continued)

police organizations. (7) Preparing situation and technical papers for use by the Chief.

Conversations with a number of the senior officers revealed that these functions have largely been scattered throughout the command group with the result that, since everyone is responsible, no one becomes responsible. This is well exhibited in the "Beat Instructions" Manual, which needs now, and will always need continuous updating, but has no one unit assigned to this responsibility.

The Planning and Research Section should be headed by a Lieutenant, preferably with a college degree and well versed in writing, editing and publication.

It is recommended that the "Police Inspector" title be changed to "Commander, Administrative Services" and upgraded in rank equal to that of a District Police Commander.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.e. RECOMMENDATION

Operational Procedures and Programs

Consideration should be given to utilizing guard personnel instead of a sworn police officer to man the reception area of the Administration Building.

A review of the Beat Orders for the post located at the Administration Building indicates that a sworn police officer is not required to perform these functions. The post requires the services of three (3) police officers during a 24-hour period, at a minimum annual cost of \$44,550. Trained guards could perform the function at an approximate annual cost of \$27,000, thereby effecting a savings of \$17,550 per year and releasing trained police officers for law enforcement duties.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.e. RECOMMENDATION

Operational Procedures and Programs

It is recommended that the task of money escorts be assigned to trained security guards instead of the Police Division.

The Team has noted that police officers are routinely utilized to perform money escorts. This cannot be viewed as a legitimate function of a law enforcement officer. Trained security guards, either direct-hire or contract could perform this function at a reduced cost, thereby eliminating the dilution of police patrol activities. A study done in May, 1972, indicates that 182 man hours per month are needed to perform the escort function.

These man hours can be better utilized in conventional police activity and the officer's flexibility would be increased if he were not tied to specific commitments of this type.

~~CONFIDENTIAL~~

3.f. RECOMMENDATION

Police Manuals

It is recommended that a system be developed to insure constant updating of all manuals and instructions. This should be the responsibility of the proposed Planning and Research Unit and not that of the line personnel. (See Recommendation 3.d.)

The existing manuals of the Canal Zone Police Division were reviewed and found to be well prepared, timely and informative. Duties and responsibilities are well defined and contains enough readily available information to provide general guidance to the officer.

In addition to the Division manuals, the "Beat Instructions" and "Desk Instructions" books were also reviewed. Tasks are well defined and the books are designed so that changes in policy and assignment can be made without difficulty. It is noted that there is some problem in keeping the books updated. This function should fall to the proposed Planning and Research Section rather than to the Desk personnel.

~~CONFIDENTIAL~~

3.g. RECOMMENDATION

Training

We recommend that in depth, investigative training be given in conjunction with the current on-the-job training for detectives.

The training program of the Canal Zone Police Division is basically sound. The prepared lesson plans have been reviewed and are commendable.

The only weakness noted in the training program is the lack of advanced investigative training for those persons moving from the Uniform Service to the Detective Service. Most of the required subjects are treated during recruit training but we believe that more in depth instruction in various phases of investigations, coupled with the current on-the-job training would be beneficial.

Additional training needs in response to Sections b and c have been mentioned therein.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3.h. RECOMMENDATION

Recruitment

The present recruiting procedures appear sound and should be continued.

The method of recruitment and screening of the Canal Zone Police Division is a well designed system and, judging from the caliber of the officers, functions well. The attractive salary scale, coupled with the obvious esprit de corps of the Department, attract the high caliber individual desired for police service.

~~CONFIDENTIAL~~

3.i. RECOMMENDATION

Records and Identification

The present move to physically separate the Records and Identification (R&I) Unit from and limit access by other police personnel, is sound and should be completed. Fingerprint classification is substandard because of lack of acceptable basic training. This training should be provided.

The R&I Unit has suffered for sometime from unlimited access by detectives and other police personnel, an unsound practice leading to lost and misfiled records, as well as limiting the value of these records to investigators and others, which professional R&I personnel are trained to perform. A physical segregation in the existing quarters is under way, a sound move which is needed.

Examination of the fingerprint cards revealed substandard classification. The use of the Henry System is good and should be continued. However, the technician was trained by a correspondence course from a well advertised U. S. company, not considered to be technically competent. It is recommended that the principal technician be sent to the States for training at an appropriate time. Arrangements can be made through the International Police Academy/OPS, Washington, for this training which would be designed to sharpen the already acquired skills in fingerprint classification and pattern interpretation. Two months would probably be required. Upon return to the Zone, he could conduct classes of one or more detectives to provide him with backup technicians, and in doing so, make a complete file review of all fingerprint cards to correct them.

~~CONFIDENTIAL~~

3.j. RECOMMENDATION

Physical Plant Improvement

The Team finds the proposed changes in the physical plants desirable and recommends that the projects continue.

We were impressed with the organization and cleanliness of both the Balboa and Cristobal District stations. The proposed changes in the Balboa Station are certainly desirable and will eliminate the movement of prisoners in the public areas which always creates a hazard. Interviews indicate that there is a complete awareness of these problems and that steps are being taken to correct them.

A major problem existing at Cristobal is not so easily solved, which is the location of the police station in close proximity to the boundary line. This creates a potentially serious security problem since a few seconds are all that are required to have a huge crowd from the Republic around the police facility. In the event of serious rioting, this could become a very critical situation.

The Penitentiary was visited and no recommendations are made regarding that facility. The grounds and buildings are well kept, adequate facilities are available for the prisoners and the personnel appeared to be very competent.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

LIST OF ANNEXES

1. List of Persons Contacted
- *2. Organizational Chart, Canal Zone Government
- *3. Organizational Chart, Police Division
4. Rank Profile of Police Division
5. Educational Profile of Police Division
6. Off-Isthmus Training Profile
- *7. Salary Structure
- *8. Panama Canal Information Office Packet
- *9. Annual Report, Canal Zone Police, FY 1972

*Included only in the Office of Public Safety/Washington
copy of report

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

ANNEX 1

List of Persons Contacted

Governor David S. Parker

Lieutenant Governor Charles I. McGinnis

Mr. Bernard I. Eyerson, Civil Affairs Director

Mr. Charles S. Smith, Chief of Police

Mr. Robert C. Walker, Chief, Internal Security Office

Captain William F. Kessler, District Commander, Balboa

Captain Ralph C. Stone, District Commander, Cristobal

Captain Walter E. Trout, Warden, Canal Zone Penitentiary

Lieutenant Jackie L. Gregory, Assistant District Commander, Balboa

Lieutenant Cato May, Acting Chief of Detectives, Balboa

Lieutenant Robert W. Lawyer, Shift Commander, Balboa

Lieutenant Stanley M. Watts, Acting Assistant District Commander, Balboa

Lieutenant Edward V. Amason, Jr., Assistant District Commander, Cristobal

Lieutenant Patrick F. McDonnell, Shift Commander, Cristobal

Detective II Howard J. Marks, Narcotics Unit, Detective Section

Detective Sergeant William R. Thrift, Detective Section

Detective Sergeant Richard H. Kinsey, Youth Unit, Detective Section

Mrs. Ray R. Dymond, Youth Officer, Youth Unit, Detective Section

Sergeant James A. Carlin, Acting Training Sergeant

Officer William Hicks, Gamboa Call Station

Officer Beverly L. Creel, Interior and Water Patrol

Mr. Juan A. Cazorla, Sr., Liaison Officer

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

List of Persons Contacted (Continued)

Mr. Pedro F. Martin, Liaison Officer

Mr. Antonio De Luca, Liaison Officer

Lieutenant J. G. Swipe, Guard, Miraflores Locks

~~CONFIDENTIAL~~

ORGANIZATION CHART - CIVIL AFFAIRS BUREAU

February 1, 1973

CIVIL AFFAIRS DIRECTOR
Mr. B. I. Everson

Administrative Officers
Secretary

FIRE DIVISION

Chief K. T. Daly
Structural Firefighting
for Co/Govt and Armed
Services
Fire Protection for
Co/Govt
Crash Fires Handled by
Mil. w/PCC Fire Div.
backup
Ship Fires

POLICE DIVISION

Chief C. S. Smith
Civil Police Protection
Common Jails
Penitentiary
Coroner Functions

SCHOOLS DIVISION

Mr. F. A. Castles
Operation of Public
School System:
U.S. Citizens Schools
L.A. Schools
Canal Zone College
Special Education
Recreational Areas

POSTAL DIVISION

Mr. D. C. Rose
Canal Zone Postal
Service, including
Military

SPECIAL SERVICES

Mr. C. H. Raybourn
Off-Duty Recreational
Activities & Facilities

ASST. TO CIVIL AFFAIRS DIRECTOR

Mr. F. A. Cotton
Public Administrator
Corporation Licenses

PROBATION OFFICE

Mr. H. G. Rhyne
Probation
Parole

CUSTOMS DIVISION

Mr. R. A. Wainio
Customs
Contraband
Immigration
Shipping Commissioner
Functions

LIBRARY-MUSEUM

Mrs. Emily J. Price
Public Library
Function
Canal Zone Museum

LICENSE SECTION

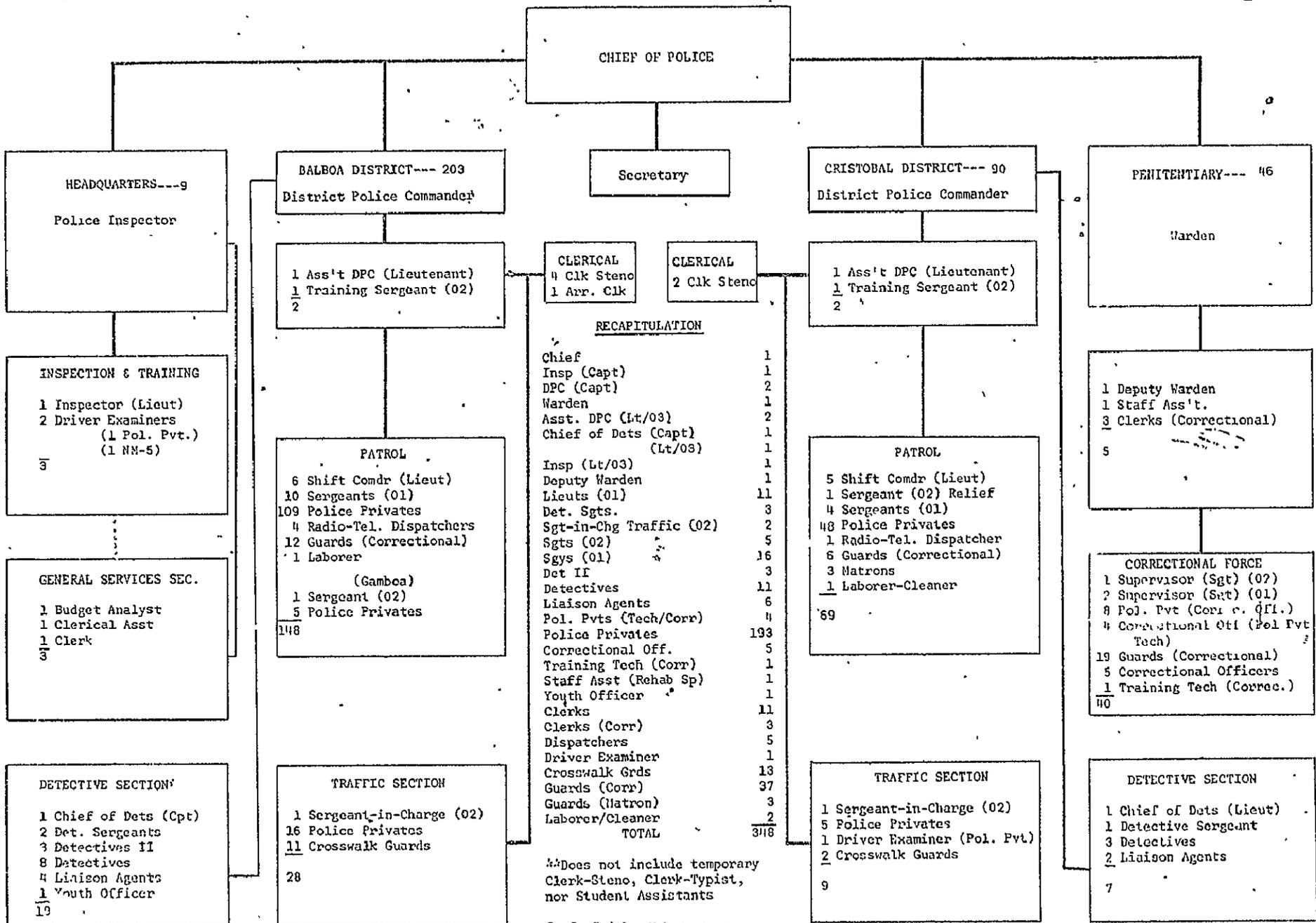
Mr. M. Zombory
Land Licenses
Drivers Licenses
Motor Vehicle Registration
Miscellaneous
Licenses & Permits
Motor Vehicle Operator
Examinations

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL



* See attached Detective Section Chart.

C. S. Smith, Chief, Police Division
January 1, 1973

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

CAPTAINS

<u>Name</u>	<u>Age</u>	<u>Service Date</u>	<u>Years Service</u>
Gordon, Michael P.	33	9/10/62	10 years
Kessler, William F.	41	11/13/59.	13 years
Mills, Robert B.	45	10/1/50	22 years
Stone, Ralph C.	45	1/31/54	19 years
Trout, Walter E.	43	6/18/51	22 years (interrupted svc.)

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

LIEUTENANTS

<u>Name</u>	<u>Age</u>	<u>Service Date</u>	<u>Years Service</u>
Amason, Edward V.	43	8/17/52	21 years
Beach, David E.	32	5/3/65	8 years
Corso, Joseph M.	46	10/6/57	15 years
Flud, Franklin E.	32	2/14/64	9 years
Frensley, Thomas A.	50	9/12/48	24 years
Funk, Marvin H.	54	12/3/64	8 years
Gettle, Jesse R.	50	12/9/51	21 years
Gilbert, John F.	47	10/1/50	22 years
Gregory, Jack L.	34	12/18/64	8 years
Husum, Edward J., Jr.	48	10/1/50	22 years
LaPorta, Dominick R.	51	5/13/46	27 years
May, Cato	50	10/1/50	22 years
McDonnell, Patrick F.	55	10/1/50	22 years
Oberholtzer, Russell E.	44	12/26/50	22 years
Watts, Stanley M.	52	11/9/52	20 years

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

SERGEANTS

<u>Name</u>	<u>Age</u>	<u>Service Date</u>	<u>Years Service</u>
Affeltranger, William E.	47	8/31/52	21 years
Armon, Dennis C.	30	9/9/68	5 years
Blount, Edward C.	59	11/7/48	24 years
Bright, Thomas V.	30	9/3/64	8 years
Carlin, James A.	35	12/20/65	7 years
Collins, Emmett A.	54	10/1/50	22 years
Corrigan, Timothy J.	28	3/21/66	7 years
DeStaffino, Don E.	33	6/2/65	8 years
Fortner, Gayle G.	46	7/25/48	25 years
Foster, Wolford W.	43	3/1/54	17 years (Interrupted svc.)
Williard, J.	30	5/1/67	6 years
Johansson, Ronald A.	36	2/3/61	12 years
Kelleher, Bernard A.	43	6/5/51	22 years
Kinsey, Richard H.	45	8/8/60	13 years
Marchuck, James A.	59	6/24/52	30 years (Interrupted svc.)
Marks, Howard J.	32	12/23/63	9 years
Melton, Roger	31	10/14/64	8 years
McDonald, Joseph P.	38	11/20/59	13 years
Nungester, Donald L.	31	9/25/64	9 years
Porter, Samuel G.	36	6/24/62	11 years

~~CONFIDENTIAL~~

SERGEANTS

<u>Name</u>	<u>Age</u>	<u>Service Date</u>	<u>Years Service</u>
Thrift, William R.	30	2/6/64	7 years
Tochterman, George R.	42	2/23/58	15 years
Voyles, Virgil E.	31	10/27/63	9 years (Interrupted svc.)
Welty, Sylvan A.	41	6/15/58	15 years
Wright, Andrew M., Jr.	39	10/27/63	9 years

~~CONFIDENTIAL~~

EDUCATION - CANAL ZONE POLICE PERSONNEL

Masters:

J. L. Gregory (Lt.)
Master of Science - Police Administration
Bachelor of Science - Criminology

Bachelor:

Rodman Brayton (Sergeant)
B.S. - Business Administration

J. V. Brown (Officer)
B.A.

James Fulton (Officer)
B.A. - History

Marvin Funk (Lieutenant)
B. A. - Secondary Education

Michael P. Gordon (Captain)
B.A. - Criminology

William F. Kessler (Captain)
B. S. - Business Administration and Psychology

Roger Melton (Detective)
B. A. - Social Science (Criminology)

Edward Husum (Lieutenant)
B. A. - Social Science (Criminology)

James A. Marchuck (Sergeant)
B. A. - Social Science (Criminology)

Dennis Armon (Detective Sergeant)
B. A. - Social Science (Criminology)

Carlos A. Franklin (Officer)
B. A. - Social Science (Criminology)

~~CONFIDENTIAL~~

Special Category - Administrative
Police Group Salary Schedule

** (Rates effective retroactively to May 14, 1972 *) **

[Official subclass designators are (a), (b), (c), and (d)] ALL POSITIONS

Wage Cat.	Class	Subclass	Step	Base Rates		U. S. Wage Base Rates Including Tax Allowance		15% Trop. Diff. Amounts	U. S. Wage Base Rates Incl. Tax Allowance & 15% Trop. Diff.	
				1/ Annual	Hourly	2/ Annual	Hourly	3/ Annual	4/ Annual	Hourly
PL 01	01	01	01	** \$ 8403.20	\$ 4.04	\$ 8967.50	\$ 4.31	\$1345.13	\$10312.63	\$ 4.96
			02	8652.80	4.16	9236.53	4.44	1385.48	10622.01	5.11
			03	9089.60	4.37	9684.90	4.66	1452.74	11137.64	5.35
			04	9484.80	4.56	10133.28	4.87	1519.99	11653.27	5.60
			05	10150.40	4.88	10850.68	5.22	1627.60	12478.28	6.00
			06	10774.40	5.18	11568.08	5.56	1735.21	13303.29	6.40
			07	11190.40	5.38	12016.45	5.78	1802.47	13818.92	6.64
			08	11606.40	5.58	12464.83	5.99	1869.72	14334.55	6.89
			09	12022.40	5.78	12913.20	6.21	1936.98	14850.18	7.14
PL 01	02	01	01	\$ 8985.60	\$ 4.32	\$ 9595.23	\$ 4.61	\$1439.28	\$11034.51	\$ 5.31
			02	9235.20	4.44	9864.25	4.74	1479.64	11343.89	5.45
			03	9672.00	4.65	10312.63	4.96	1546.89	11859.52	5.70
			04	10067.20	4.84	10761.00	5.17	1614.15	12375.15	5.95
			05	10712.00	5.15	11478.40	5.52	1721.76	13200.16	6.35
			06	11356.80	5.46	12195.80	5.86	1829.37	14025.17	6.74
			07	11772.80	5.66	12644.18	6.08	1896.63	14540.81	6.99
			08	12168.00	5.85	13092.55	6.29	1963.88	15056.43	7.24
			09	12584.00	6.05	13540.93	6.51	2031.14	15572.07	7.49
PL 02	01	01	01	\$ 9672.00	\$ 4.65	\$10312.63	\$ 4.96	\$1546.89	\$11859.52	\$ 5.70
			02	10192.00	4.90	10908.70	5.24	1636.31	12545.01	6.03
			03	10732.80	5.16	11504.78	5.53	1725.72	13230.50	6.36
			04	11273.60	5.42	12100.85	5.82	1815.13	13915.98	6.69
			05	11814.40	5.68	12696.93	6.10	1904.54	14601.47	7.02
			06	12355.20	5.94	13293.00	6.39	1993.95	15286.95	7.35
			07	12916.80	6.21	13889.08	6.68	2083.36	15972.44	7.68
PL 03	01	01	01	\$10462.40	\$ 5.03	\$11209.38	\$ 5.39	\$1681.41	\$12890.79	\$ 6.20
			02	10961.60	5.27	11768.53	5.66	1765.28	13533.81	6.51
			03	11481.60	5.52	12327.68	5.93	1849.15	14176.83	6.82
			04	12001.60	5.77	12886.83	6.20	1933.02	14819.85	7.12
			05	12500.80	6.01	13445.98	6.46	2016.90	15462.88	7.43
			06	13000.00	6.25	14005.13	6.73	2100.77	16105.90	7.74
			07	13499.20	6.49	14564.28	7.00	2184.64	16748.92	8.05

See asterisk (*), footnotes, and waiting time for Service Steps on page C3-22.2.
See Designations and Designation Codes on page C3-22.3.

Chapter C3 - Compensation
Panama Canal Company/Canal Zone Government - Canal Zone Pay Schedules

Special Category - Administrative
Police Group Salary Schedule

** (Rates effective retroactively to May 14, 1972 *) **

[Official subclass designators are (a), (b), (c), and (d)] ALL POSITIONS

Wage Cat.	Class	Subclass	Step	Base Rates		U. S. Wage Base Rates Including Tax Allowance		15% Trop. Diff. Amounts	U. S. Wage Base Rates Incl. Tax Allowance & 15% Trop. Diff.	
				<u>1/</u> Annual	Hourly	<u>2/</u> Annual	Hourly	<u>3/</u> Annual	<u>4/</u> Annual	Hourly
PL 04	01	01	01	\$11273.60	\$ 5.42	\$12106.13	\$ 5.82	\$1815.92	\$13922.05	\$ 6.69
			02	11835.20	5.69	12712.75	6.11	1906.91	14619.66	7.03
			03	12376.00	5.95	13319.38	6.40	1997.91	15317.29	7.36
			04	12958.40	6.23	13926.00	6.70	2088.90	16014.90	7.70
			05	13478.40	6.48	14532.63	6.99	2179.89	16712.52	8.03
			06	14019.20	6.74	15139.25	7.28	2270.89	17410.14	8.37
PL 04	02	01	01	\$11689.60	\$ 5.62	\$12554.50	\$ 6.04	\$1883.18	\$14437.68	\$ 6.94
			02	12272.00	5.90	13182.23	6.34	1977.33	15159.56	7.29
			03	12833.60	6.17	13809.95	6.64	2071.49	15881.44	7.64
			04	13395.20	6.44	14437.68	6.94	2165.65	16603.33	7.98
			05	13956.80	6.71	15065.40	7.24	2259.81	17325.21	8.33
			06	14497.60	6.97	15693.13	7.54	2353.97	18047.10	8.68
PL 05	01	01	01	\$13041.60	\$ 6.27	\$14031.50	\$ 6.75	\$2104.73	\$16136.23	\$ 7.76
			02	13644.80	6.56	14733.08	7.08	2209.96	16943.04	8.15
			03	14289.60	6.87	15434.65	7.42	2315.20	17749.85	8.53
			04	14892.80	7.16	16136.23	7.76	2420.43	18556.66	8.92
			05	15537.60	7.47	16837.80	8.10	2525.67	19363.47	9.31
PL 05	03	01	01	\$13603.20	\$ 6.54	\$14690.88	\$ 7.06	\$2203.63	\$16894.51	\$ 8.12
			02	14227.20	6.84	15392.45	7.40	2308.87	17701.32	8.51
			03	14851.20	7.14	16094.03	7.74	2414.10	18508.13	8.90
			04	15475.20	7.44	16795.60	8.07	2519.34	19314.94	9.29
			05	16120.00	7.75	17497.18	8.41	2624.58	20121.76	9.67
PL 07	01	01	01	\$15371.20	\$ 7.39	\$16669.00	\$ 8.01	\$2500.35	\$19169.35	\$ 9.22
			02	16120.00	7.75	17502.45	8.41	2625.37	20127.82	9.68
			03	16868.80	8.11	18335.90	8.82	2750.39	21086.29	10.14
			04	17596.80	8.46	19169.35	9.22	2875.40	22044.75	10.60
PL 07	02	01	01	\$16036.80	\$ 7.71	\$17381.13	\$ 8.36	\$2607.17	\$19988.30	\$ 9.61
			02	16764.80	8.06	18214.58	8.76	2732.19	20946.77	10.07
			03	17492.80	8.41	19048.03	9.16	2857.20	21905.23	10.53
			04	18220.80	8.76	19881.48	9.56	2982.22	22863.70	10.99
PL 07	04	01	01	\$17264.00	\$ 8.30	\$18805.38	\$ 9.04	\$2820.81	\$21626.19	\$10.40
			02	17992.00	8.65	19638.83	9.44	2945.82	22584.65	10.86
			03	18720.00	9.00	20472.28	9.84	3070.84	23543.12	11.32
			04	19427.20	9.34	21305.73	10.24	3195.86	24501.59	11.78**

See asterisk (*) and footnotes and waiting time for Service Steps on page C3-22.2.
See Designations and Designation Codes on page C3-22.3.

Special Category - Administrative
Police Group Salary Schedule

** (Rates effective retroactively to May 14, 1972 *) **

[Official subclass designators are (a), (b), (c), and (d)]

ALL POSITIONS

Wage Cat.	Class	Subclass	Step	Base Rates		U. S. Wage Base Rates Including Tax Allowance		15% Trop. Diff. Amounts	U. S. Wage Base Rates Incl. Tax Allowance & 15% Trop. Diff.	
				<u>1/</u>		<u>2/</u>		<u>3/</u>	<u>4/</u>	
				Annual	Hourly	Annual	Hourly	Annual	Annual	Hourly
PL 09 03			01	\$21652.80	\$10.41	\$23895.75	\$11.49	\$3584.36	\$27480.11	\$13.21
			02	22568.00	10.85	25029.88	12.03	3754.48	28784.36	13.84
			03	23504.00	11.30	26164.00	12.58	3924.60	30088.60	14.47
			04	24398.40	11.73	27298.13	13.12	4094.72	31392.85	15.09

See Designations and Designation Codes on page C3-22.3.

To Service Steps	WAITING TIME FOR ADVANCEMENT TO SERVICE STEPS (CALENDAR WEEKS)						
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 7	Class 9
2, 3, and 4	52	104	104	104	104	104	104
5	104	156	156	156	156	---	---
6	104	156	156	156	---	---	---
7	156	156	156	---	---	---	---
8 and 9	156	---	---	---	---	---	---

OFFICIAL DESIGNATORS	COMPUTER CODES
Subclasses (a), (b), (c), (d)	= Subclasses 01, 02, 03, 04

- 1/ Rates payable to non-U. S. citizens (do not include tax allowance or tropical differential).
- 2/ Rates payable to U. S. citizens in non-security and security positions not eligible for the tropical differential.
- 3/ Amounts represent 15% over the annual rates shown in column "U. S. Wage Base Rates Including Tax Allowance."
- 4/ Rates include tropical differential of 15% for U. S. citizens in non-security and security positions eligible under 35 CFR 253.135. (January 1, 1971 revision)

* Effective Date. Rates were effective retroactively to May 14, 1972. (Approved by the Governor January 4, 1973)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Special Category - Administrative
Police Group Salary Schedule

DESIGNATIONS AND DESIGNATION CODES OF THE POLICE GROUP SHOWN BY SALARY CLASS

Salary Class and Subclass	Desig. Code Series/Title	Designation
<u>Class 1</u>		
<u>Subclass (a)</u>	00830 011	Police Private
<u>Subclass (b)</u>	00830 015	Police Technician
<u>Class 2</u>		
<u>Subclass (a)</u>	00830 016	Supervisory Police Technician
<u>Class 3</u>		
	00830 003	Detective
	00830 001	Liaison Agent
<u>Class 4</u>		
<u>Subclass (a)</u>	00830 012	Police Sergeant
<u>Subclass (b)</u>	00830 012	Police Sergeant
	00830 004	Detective Sergeant
<u>Class 5</u>		
<u>Subclass (a)</u>	00830 010	Police Lieutenant
<u>Subclass (c)</u>	00830 002	Detective Lieutenant
	00830 010	Police Lieutenant
<u>Class 7</u>		
<u>Subclass (a)</u>	00830 007	Police Captain
<u>Subclass (b)</u>	00830 018	Police Inspector
<u>Subclass (d)</u>	00830 008	District Police Commander
	00070 001	Warden
<u>Class 9</u>		
<u>Subclass (c)</u>	00830 009	Chief, Police Division

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Education - Canal Zone Police Personnel (Continued)

Associate:

Edward V. Amason (Lieutenant)
Demetrios Farrell (Liaison Agent)
Frederick W. Harley (Officer)
Ronald A. Johansson (Sergeant)
Bernard Kelleher (Sergeant)
James Kraemer (Officer)
Clifford Lanterman (Officer)
Fred A. Robinson (Officer)
Walter T. Trout (Captain)
Kenneth L. Underwood (Officer)

Law Enforcement Certificate: (30 Quarter Hours)

Edward Flud (Lieutenant)
Joseph Garcia (Detective)
Jesse R. Gettle (Lieutenant)
Howard J. Marks (Detective)
Oswaldo Montalvo (Detective)
Charles Schermerhorn (Officer)
William R. Thrift (Sergeant)
Rodman Underhill (Officer)
Virgil Voyles (Sergeant)
Bobby L. Winford (Officer)

Various College Credits: (1 - 3 years)

Thomas V. Bright (Sergeant)
James A. Carlin (Sergeant)
Felipe Cazobon (Officer)
Reynold R. Chandler (Officer)
Timothy J. Corrigan (Sergeant)
Don Delhome (Officer)
Tommie Denley (Officer)
Wolford W. Foster (Sergeant)
Willard J. French (Sergeant)
George Gerchow (Officer)
John F. Gilbert (Lieutenant)
Gregory Gladden (Officer)
Cato May (Lieutenant)
Earl Mullins (Officer)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Education - Canal Zone Police Personnel (Continued)

Various College Credits: (1 - 3 years) (Continued)

Frances Pelaez (Officer)
Paul Richards (Officer)
Virgilio A. Ramirez (Officer)
Ricardo Royo (Officer)
Donald Rudy (Officer)
John Rutan (Officer)
Lamont Seals III (Officer)
George R. Tochterman (Sergeant)
Henry Twohy (Detective)
Louis A. Vogel, Jr. (Officer)
Phillip Watson (Officer)
Sylvan A. Welty (Sergeant)
James Wheeler (Detective)
Andrew M. Wright, Jr. (Sergeant)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

OFF-THE-ISTHMUS TRAINING
CANAL ZONE POLICE PERSONNEL

Chief G. S. Smith	FBI National Academy
Captain William F. Kessler	Southern Police Institute SEADOC
Captain W. E. Trout	Bureau of Prisons
Captain R. C. Stone	Southern Police Institute SEADOC
Captain M. P. Gordon	FBI National Academy SEADOC
Lieutenant Cato May	SEADOC
Lieutenant Russell Oberholtzer	Northwestern Traffic Institute SEADOC
Lieutenant Joseph Corso	Bomb Scene School, IACP
Lieutenant Marvin H. Funk	Bureau of Prisons
Lieutenant David E. Beach	BNDD (2 weeks) Southern Police Institute
Lieutenant Edward V. Amason	FBI National Academy Document Examination (U.S. Post Office)
Lieutenant John F. Gilbert	Northwestern Traffic Institute
Sergeant James Carlin	Southern Police Institute
Sergeant Willard J. French	FBI National Academy
Sergeant Andrew M. Wright, Jr.	FBI National Academy SEADOC
Sergeant Samuel Porter	SEADOC
Sergeant Virgil E. Voyles	Northwestern Traffic Institute
Sergeant W. E. Affeltranger	Document Examination (New York Police Dept.) BNDD (2 weeks)
Sergeant W. R. Thrift	Bomb Scene School, IACP

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Off-the-Isthmus Training, Canal Zone Police Personnel (Continued)

Detective II Howard J. Marks	BNDD Keeler Polygraph School
Detective II Melvin Attkisson	BNDD
Detective II Dennis C. Armon	Ballistics (New York Police Dept.)
Detective Edward Dolan	BNDD
Officer Kenneth Cooper	Keeler Polygraph School
Mr. Lewis Bateman	Federal Probation Training
Officer Gregory V. Welch	BNDD

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

The Panama Canal

Funnel for World Commerce



~~CONFIDENTIAL~~



THE PANAMA CANAL

Located approximately 9° above the equator near the geographical center of the Western Hemisphere, the Panama Canal is a man-made strait joining the Atlantic and Pacific Oceans.

It serves as an immense funnel for ships moving from one ocean to the other, and between the great and the obscure ports of the world.

The Panama Canal was built from 1904 to 1914 by the United States at a net cost of \$380,000,000. As many as 40,000 workers were engaged at one time in its construction which was watched in wonderment by a world which had waited centuries for it to become a reality.

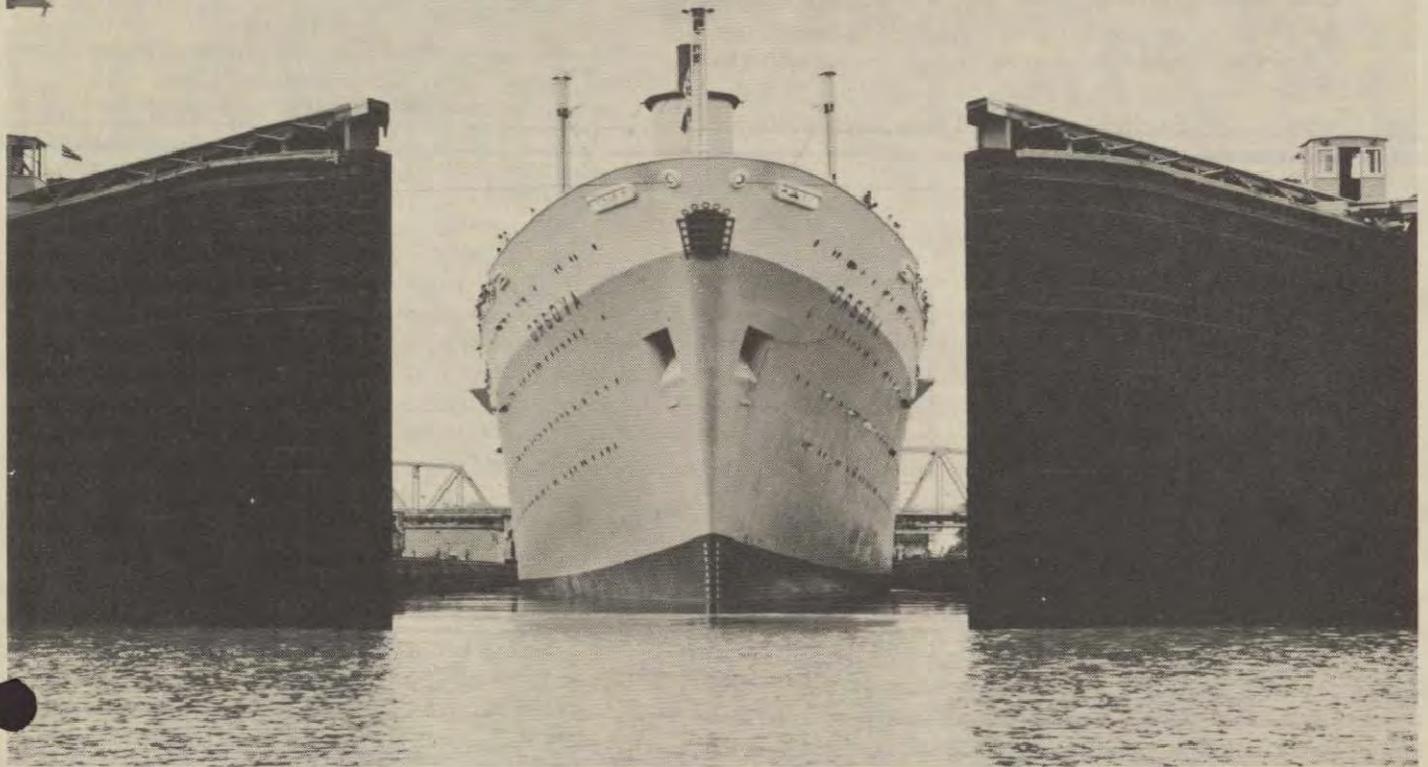
The Canal is a great international utility which ships of all maritime nations use with equality. Its efficient day-to-day operation for more than half a century has provided a mighty sinew for world trade, and because of its geographical position, the Canal has been of unique importance in the economic development of Latin America.

Its ever-increasing importance to world commerce is shown in the steady growth of the number of transits made over the past 15 years. During the 1952 fiscal year, 6,525 oceangoing commercial vessels transited the Canal. The number of ships in this category crossing from ocean to ocean reached 8,579 by 1957 and climbed to 12,412 in fiscal year 1967.

INDEX

Portals of world commerce.....	1
Physical features of the Canal.....	2-3
Ships, cargo, and trade routes.....	4-7
The operating organization.....	8-9
General features of the Canal Zone.....	10-11
Ports and services for shipping.....	12
The Canal's wartime record.....	13
Historical highlights of the Canal.....	14
The Republic of Panama.....	15
The Panama Canal Locks.....	16
Information for visitors.....	<i>Inside back cover</i>

Through These Portals Passes ~~CONFIDENTIAL~~ The Commerce Of The World



The commerce of the world and a world of commerce pass through the lock gates of the Canal every year. During recent years oceangoing ships have passed through the waterway at the rate of 1.5 every hour, day and night. Most of these have been commercial carriers with cargoes as varied as human needs.

In moving the vast amount of cargo, savings netted by shippers—and in turn by consumers of world goods—may be measured in the billions of dollars. The average vessel pays about \$6,185 in tolls but may save more than \$50,000 in one voyage by cutting over 7,000 miles from one trip and saving 20 days in sailing time between its terminal ports.

Savings to Shipping

The aggregate savings to ships using the Panama Canal in operations alone amounts in one full year to as much as \$150,000,000.

Cargo shipped through the Canal—totaling about 86 million tons a year—moves over well-defined trade routes. There are many such routes. These may be grouped under eight major headings which represent the principal trade areas of North and South America, Europe, Asia, and the Antipodes.

The cargo lists of the ships which daily ply between the oceans on this shortened route tell an entrancing story of trade and an ever-constant movement of

raw goods to manufacturing centers and processed products to consumers the world over.

Needs of all Mankind

On the manifests of these vessels are listed the rare spices of the Indies; gems and precious metals; oil to fuel the motors of transportation and industry; coal and coke to stoke the furnaces and heat the homes in a thousand cities; lumber, nails, and cement to build millions of homes; cotton, wool, silk, synthetics, and the clothing into which they are made; wheat, rice, meat, fruits, vegetables, canned goods, and other products which help to feed the world. These and all the implements which mankind uses in a modern world may be found in the cargo holds of the ships which use the Panama Canal.

Participating in this great stream of traffic are the flags of every maritime nation of the world. Generally, within a year's period there are ships in transit which fly the flags of 45 to 50 different nations.

Approximately 387,000 ships of every class and category and 1,719,000,000 tons of cargo have passed through its portals since it was opened to commercial traffic on August 15, 1914. Of these, more than 308,000 have been oceangoing commercial vessels plying the sea lanes which fan out from the Canal ports to all parts of the globe.

CONFIDENTIAL

PHYSICAL FEATURES OF THE WATERWAY

The Panama Canal is 50 miles long from deep water in the Atlantic to deep water in the Pacific. It was cut through one of the narrowest places and at one of the lowest saddles of the long isthmus which joins the North and South American continents. The original elevation was 312 feet above sea level where it crosses the Continental Divide in the rugged mountain range.

The Canal runs from northwest to southeast with the Atlantic entrance being 33.5 miles north and 27 miles west of the Pacific entrance. The airline distance between the two entrances is 43 miles.

Principal Canal Features

It requires about eight hours for an average ship to transit the Canal. During this brief time, the passengers aboard have an opportunity to see one of the modern wonders of the world in operation. Its principal physical features are the two terminal ports, short sections of the channel at either end at sea level, the three sets of twin locks by each side of the Isthmus which raise or lower ships 85 feet, Gatun Lake through which nearly half the trip is made, and Gaillard Cut where most of the excavation for the waterway was required.

A ship which goes through the Canal from the Atlantic to the Pacific enters the channel from Limon Bay at Cristobal breakwater.

Limon Bay was visited by Columbus during his last voyage but it was not developed as a port until the construction of the Panama Railroad in 1850-55. The modern port of Cristobal was developed as a necessary adjunct to the Canal when it was built.

The sea-level section of the Canal on the Atlantic side is 6½ miles long. This section of the channel is 500 feet wide and runs through a mangrove swamp which is only a few feet above sea level in most places.

A ship is raised or lowered 85 feet in a continuous flight of three steps at Gatun Locks. Each lock chamber is 110 feet wide and 1,000 feet long. The length of Gatun Locks, including the two approach walls, is one and one-fifth miles.

Gatun Lake and Dam

Gatun Lake through which the ships travel for 23½ miles from Gatun Locks to the north end of Gaillard Cut is one of the largest artificial bodies of water in the world. It covers an area of 163.38 square miles and was formed by an earth dam across Chagres River adjacent to Gatun Locks. The two wings of the dam and the spillway have an aggregate length of about one and a half miles. The dam is nearly a half mile wide at the base, sloping to a width of 100 feet at the crest which is 105 feet above sea level, or 20 feet above the normal level of Gatun Lake.

A Man-Made Ditch for Ships

Because of its historical background, no part of the Canal trip is more interesting to the ship passenger than Gaillard Cut. During the Canal construction

period it was called Culebra Cut, being renamed for Col. David DuBose Gaillard, the engineer who had in charge of this section of the Canal work. This section of the channel is eight miles long through solid rock for most of the distance. It was here that the principal excavation was required and here that the heartbreaking slides occurred during construction and soon after the Canal was opened. The ship enters the Cut where the Chagres River flows into the Canal channel at Gamboa. More than any other section of the Canal, Gaillard Cut gives the impression of an enormous man-made ditch. A short distance before the ship reaches Pedro Miguel Locks it passes Gold Hill on the left, the highest promontory along the channel. It rises 662 feet above sea level. On the opposite bank is Contractors Hill, originally 410 feet high. Since 1954, some 2,500,000 cubic yards of material have been removed from the hill, reducing it to a height of 370 feet and moving its face back from the Canal about 250 feet. All this is part of the job of widening the channel through the Cut from 300 to 500 feet.

The transiting ship enters Pedro Miguel Locks at the south end of Gaillard Cut. Here it is lowered 31 feet in one step to Miraflores Lake, a small artificial body of water a mile wide which separates the two sets of Pacific locks. The length of these locks is five-sixths of a mile.

The Pacific-bound ship is lowered the remaining two steps to sea level at Miraflores Locks which are slightly over a mile in length. The lock gates at Miraflores are the highest of any in the system because of the extreme tidal variation in the Pacific Ocean. They are 82 feet high and each gate leaf weighs 730 tons.

The sea-level section of the Canal on the Pacific side is eight miles long and the Balboa inner harbor and pier area are only three miles from Miraflores Locks. The development of the Port of Balboa also came with the construction of the Canal. It was little more than an open roadstead until the latter part of the 1800's when a deep-water pier was constructed by the Panama Railroad Company. The development of the existing port facilities was not completed until after the Canal was opened in 1914. The dredged channel continues past the small group of islands, known as the Fortified Islands, which are joined to the mainland by a long causeway built from rock excavated from Gaillard Cut. On the opposite side of the channel is a large anchorage basin for ships awaiting transit.

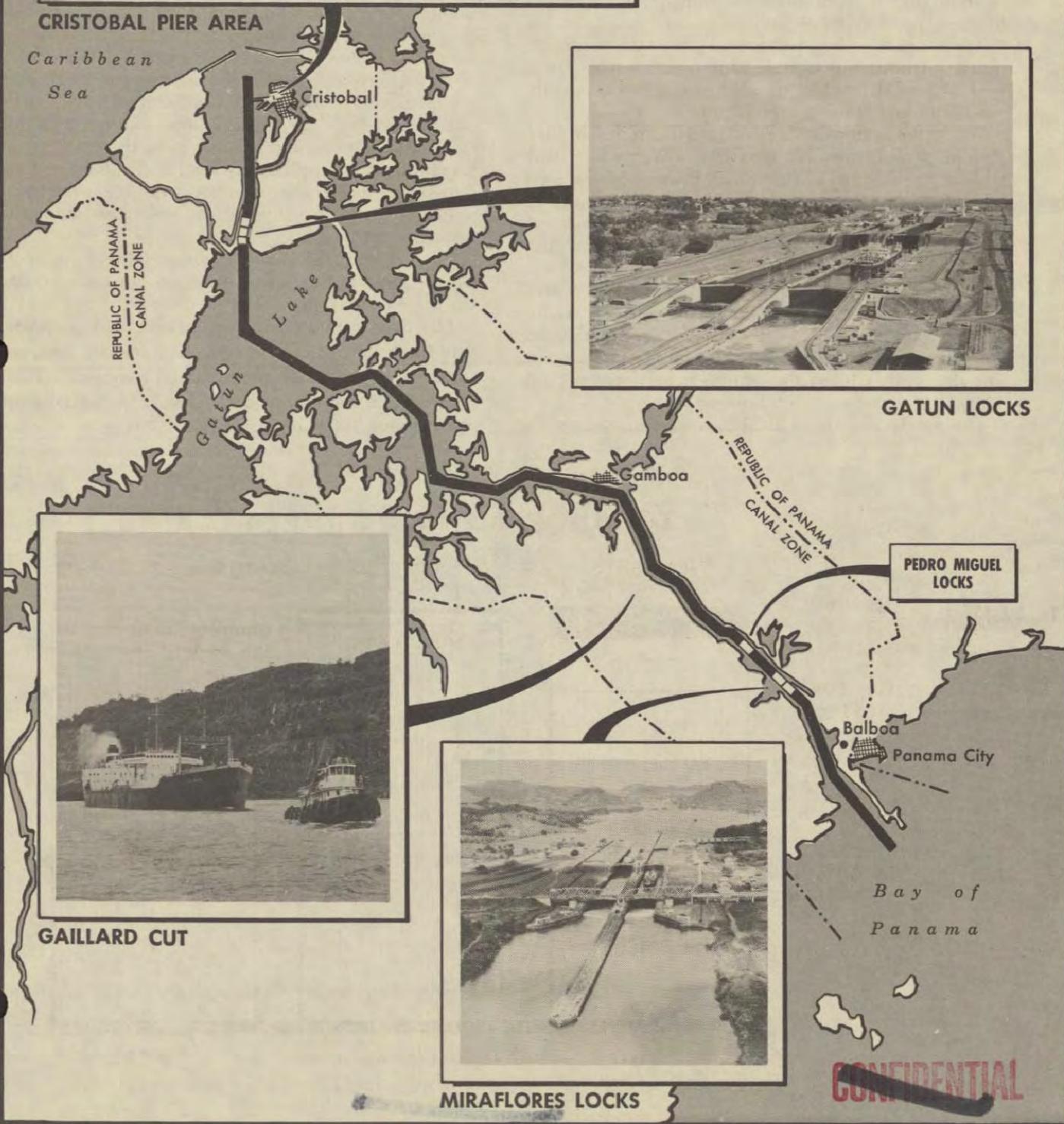
Essentials of Operation

Back of this and all other ships transits there is a remarkable story of coordination, precision movements, and careful planning. The safe and expeditious movement of ships between the oceans is the primary mission of the Panama Canal and the organization which operates it.

The vessel's safety is guarded by highly skilled personnel and a multitude of navigational aids and mechanical safety devices. Its expeditious movement is important as an economy to the ship operators and in avoiding delays to other ships on a busy day's transit schedule.



CRISTOBAL PIER AREA



GATUN LOCKS

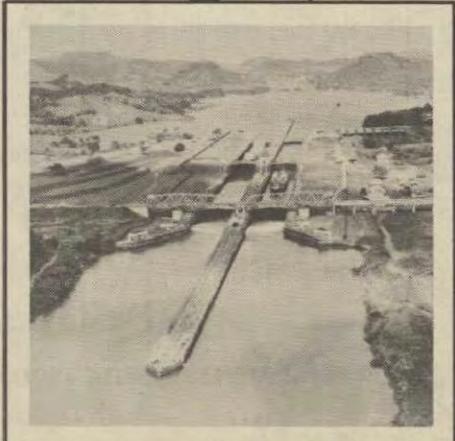
PEDRO MIGUEL LOCKS

**Balboa
Panama City**

*Bay of
Panama*



GAILLARD CUT



MIRAFLORES LOCKS

SHIPS, CARGO, AND TRADE ROUTES

World conditions have been reflected in the traffic pattern of the Panama Canal over the years. While the Canal has had a vast influence in the development and welfare of many areas, its traffic is directly affected by wars and by political or economic upheavals of any appreciable extent in any part of the world.

Geared for World Commerce

The opening of the Canal brought new trade routes into being and opened many additional areas of world commerce. Although it is a vital element in national defense, the Canal was conceived and built as an artery of trade and its operations are principally geared to the trends and needs of world commerce.

Approximately five percent of all sea-borne commerce utilizes the Canal. This figure varies from year to year dependent on changing world economic conditions and other related factors.

When the waterway was opened to traffic in 1914 Europe was already plunged into a war which was later to engulf most of the world. Because of the consequent disruption of world trade, disastrous slides in the Canal, and conditions inherent in the opening of the new channel of commerce, traffic remained low until 1920.

The decade which followed saw a revival of world trade and a great expansion of commercial traffic moving through the Canal. In 1920 the number of commercial transits exceeded 2,000 for the first time in any one year, while cargo shipments did not exceed 10,000,000 tons until the following year.

During the decade of 1920-29, commercial tolls in-

creased by 218 percent, while commercial transits exceeded 6,000 in each of the fiscal years 1928, 1929 and 1930. Cargo tonnage was above 30,000,000 tons both in 1929 and 1930.

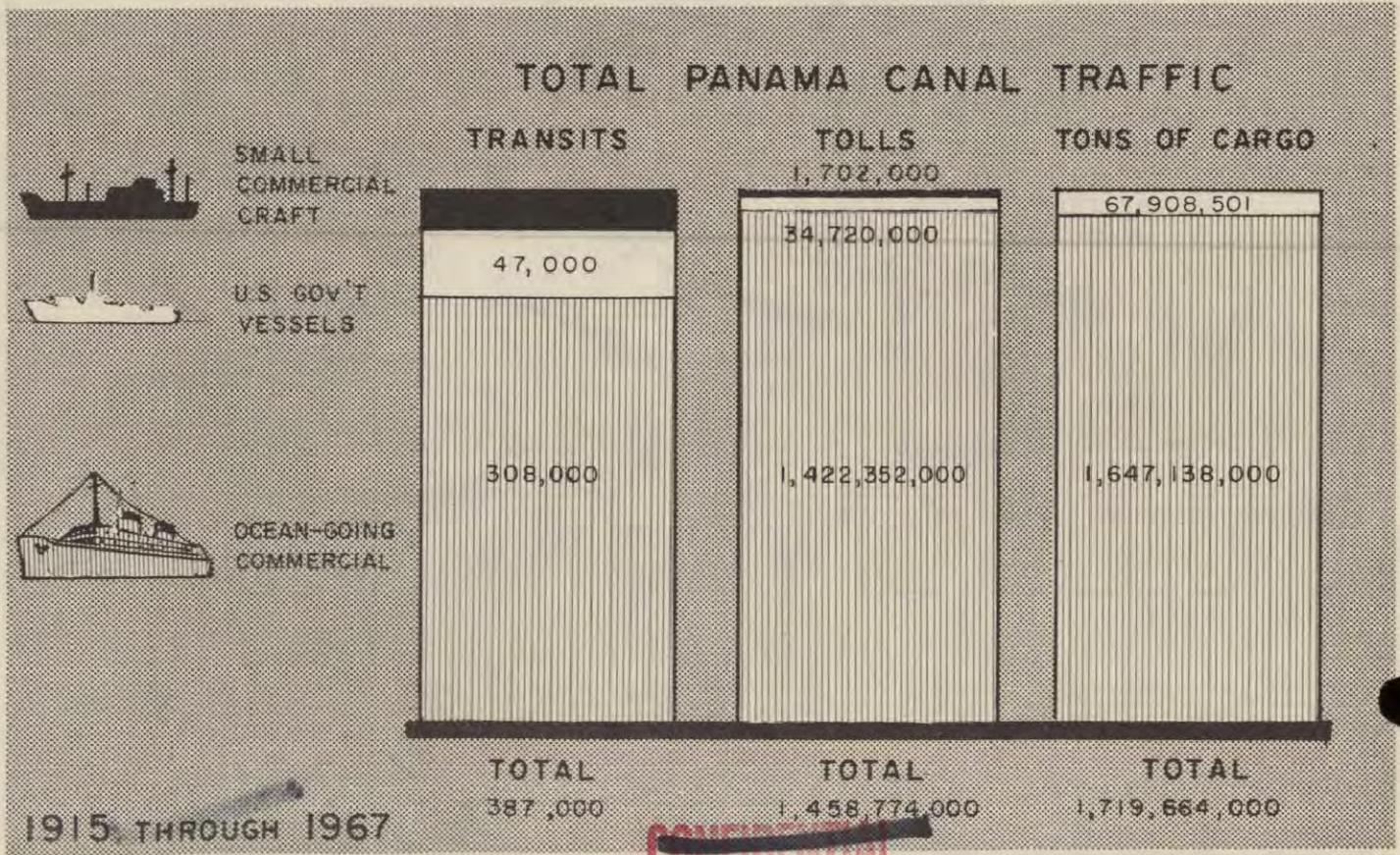
Depression and Wartime Traffic

The decade of 1930-39 covered the worldwide depression era which was directly mirrored in Canal traffic. The lowest ebb in this period was reached in fiscal year 1933, with 4,162 transits. Cargo shipments that year totaled only slightly more than 18,000,000 tons. There was a substantial recovery the following year and for the remainder of this 10-year period the number of commercial transits exceeded 5,000 annually. The peak of this period was reached in the fiscal year 1939 with 5,903 transits although the amount of cargo moved through the Canal was the highest in the fiscal year 1937 with 28,108,000 tons.

The release of cargo ships from wartime activities to commercial use immediately after the close of the war brought a sharp rise in Canal traffic, but the war's devastating effects were clearly discernible in the traffic pattern until the fiscal year 1950 when the number of transits again rose above 5,000.

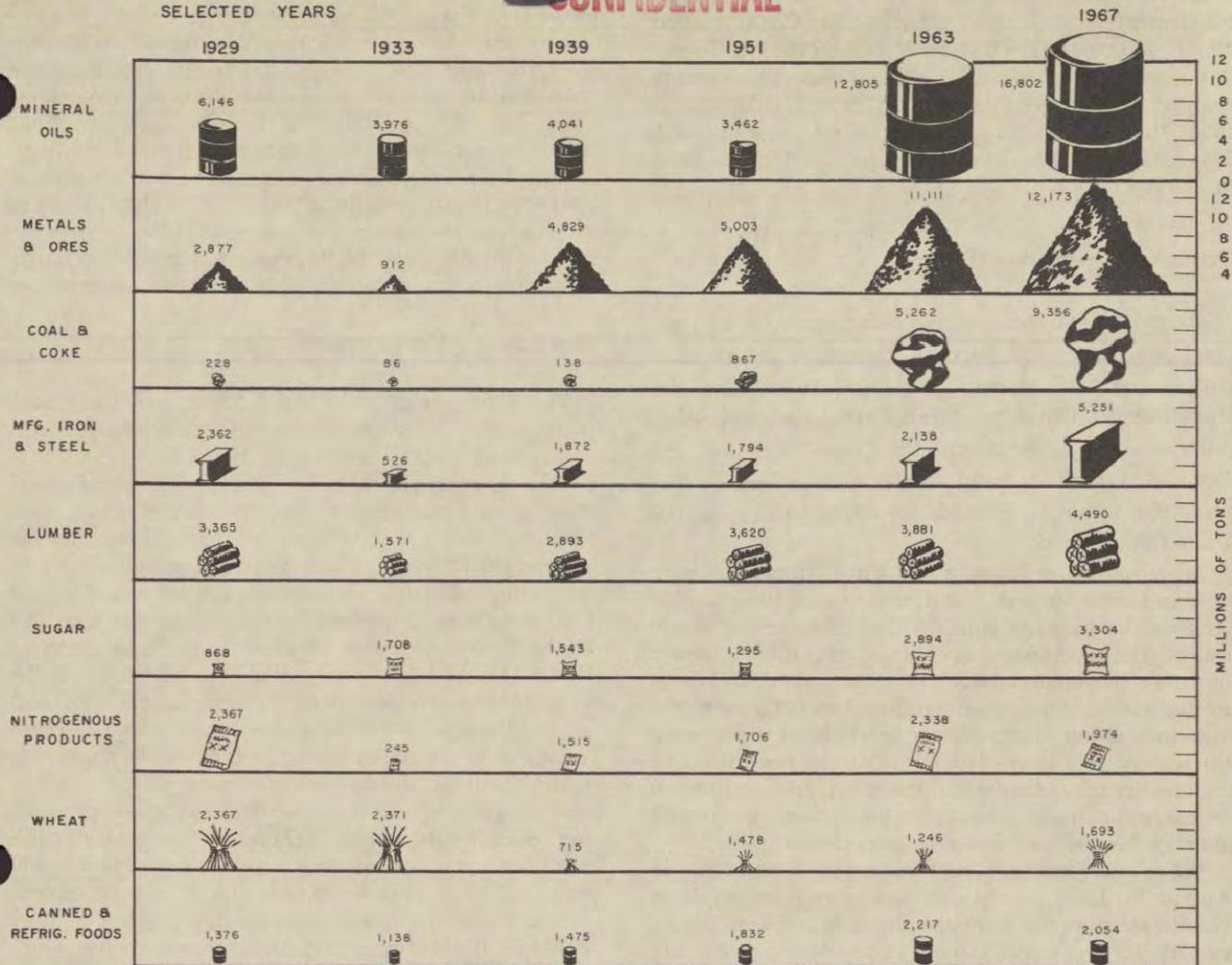
The recovery of world trade and the increase in Canal traffic in the post-war period has far exceeded the increase in traffic after the close of World War I.

The phenomenal rise began in 1952 and operations data show new records in commercial transits, tolls, and cargo tonnage have been established frequently. There were 12,412 transits by oceangoing commercial ships in fiscal year 1967, an increase of 487 transits over last



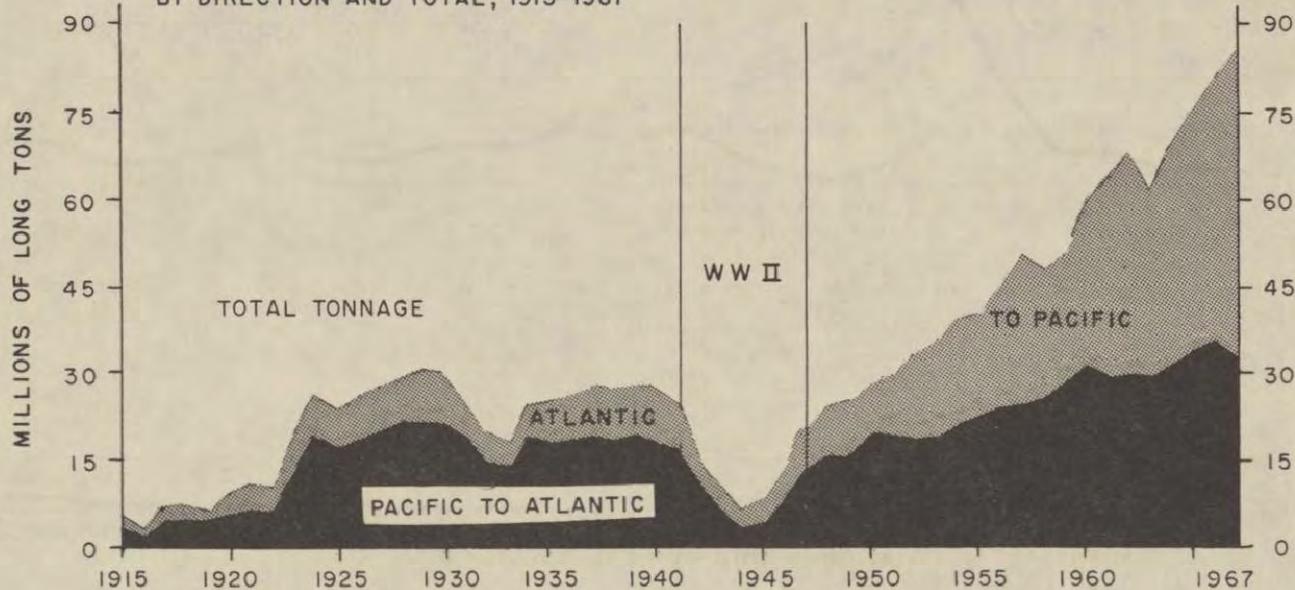
PRINCIPAL COMMODITIES
SELECTED YEARS

~~CONFIDENTIAL~~



CARGO MOVEMENTS

BY DIRECTION AND TOTAL, 1915-1967



~~CONFIDENTIAL~~

year's record. During fiscal year 1967, the amount of commercial cargo moved through the Canal totaled 86,193,430 tons as the waterway marked the fourth year in which cargo exceeded 70,000,000 tons. The tonnage shipped through the Canal in 1967 was 4,480,490 tons more than during the previous record year of 1966. The 70,000,000-ton level was first reached in fiscal year 1964.

This condition continued for almost four decades after its opening. The radical change which has occurred since the close of World War II, both in amount of traffic and size of ships, has required a complete reevaluation of the Canal's facilities and capacities. Aircraft carriers too large for the locks have been built and others in service have been remodeled and can no longer be accommodated. The size of many commercial vessels, particularly tankers and ore ships, has also outstripped the size of the locks.

Origin and Destination of Cargo

The origin and destination of cargo moved through the Canal covers all parts of the globe. More than half of the total tonnage is shipped to or from the United States. Other great trades areas are Asia, South America, Europe, the Antipodes, Central America, and Canada. A striking trend in the postwar period has been the upsurge of traffic between Japan and the United States.

The handling of the supertankers and other large ships has increased the complexity of scheduling traffic.

The Canal and the Future

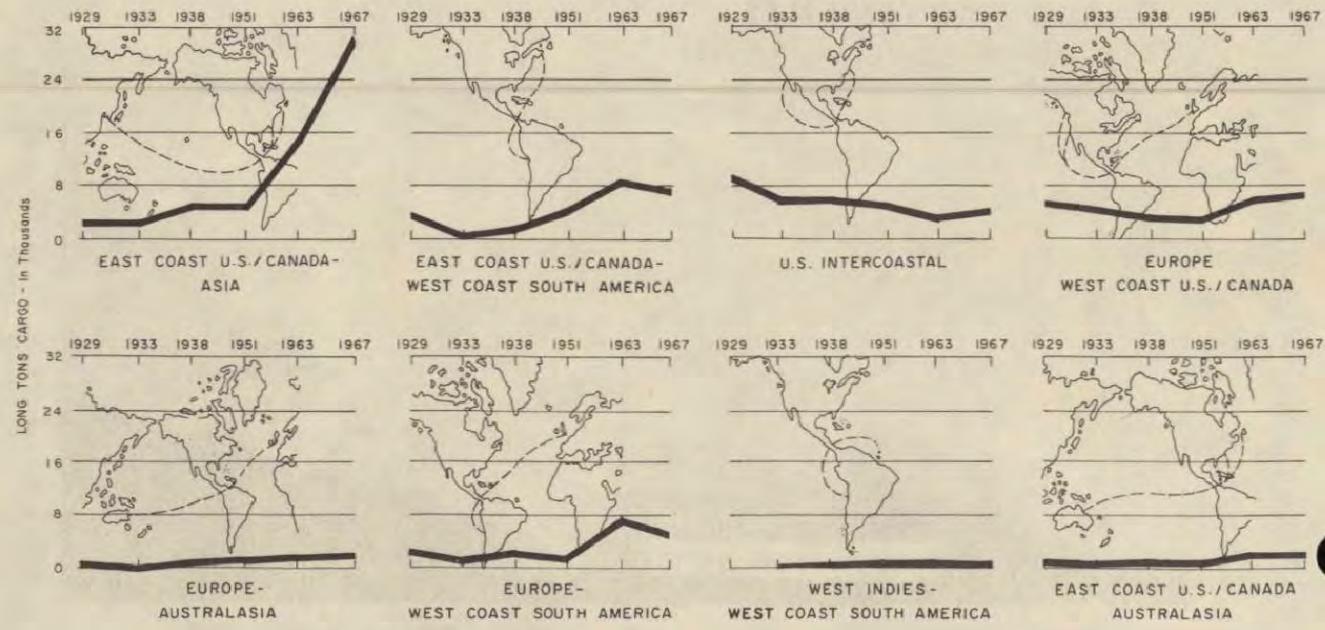
The Congress of the United States and the Canal management have recognized the problems immediately ahead in providing ample transit facilities as well as the long-range capacity problem. A number of short-range improvement projects have already been instituted which will increase the Canal's capacity for another 10-15 years. These include the widening and deepening of some sections of the narrow Gaillard Cut, installing of modern lighting along the Cut and at the Locks; provision of mooring facilities north of Pedro Miguel Locks; and certain modifications of the locks to increase their capacity while under overhaul.

There are many variations which occur from year to year in the origin and destination of cargo shipped as well as the tonnage shipped over the various trade routes. The accompanying charts give graphic analyses of cargo movements over the principal trade routes in five different years of significant periods in world economy. Other charts picture total Canal traffic since the waterway was opened; principal commodities and commodity movements; and the origin and destination of cargo by trade areas. For the latter, the annual average for the past five-year period was used.

Additionally, steps have been taken to determine what the future requirements of the world's mercantile marine will be during the remainder of this century and afterwards, and the most desired method of meeting these requirements. There are several possible solutions, any one of which will cost a tremendous sum, but the cost factor is only one of many complexities in plans to provide ships the facilities for a quick and safe trip between the Atlantic and Pacific which the world has come to expect of the Panama Canal for more than half a century of highly successful operation.

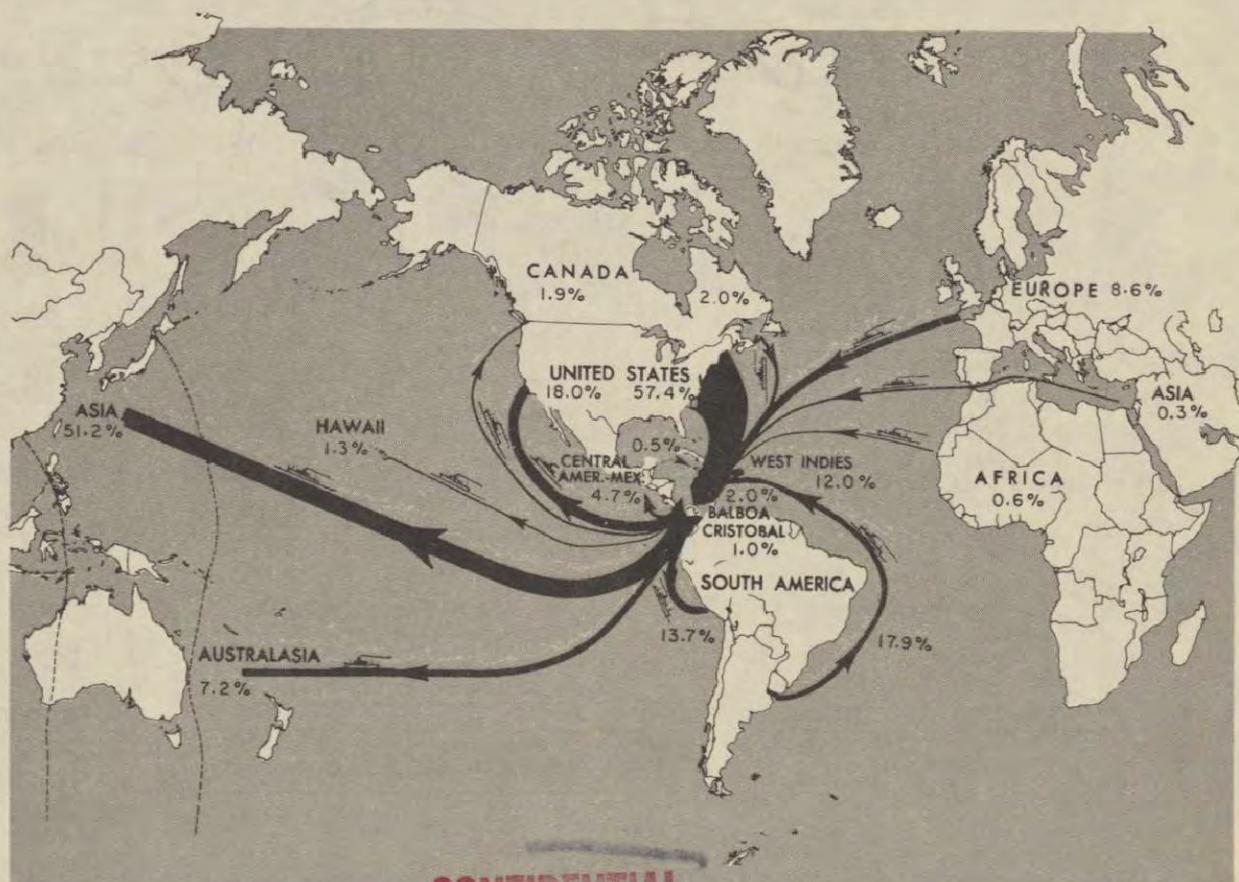
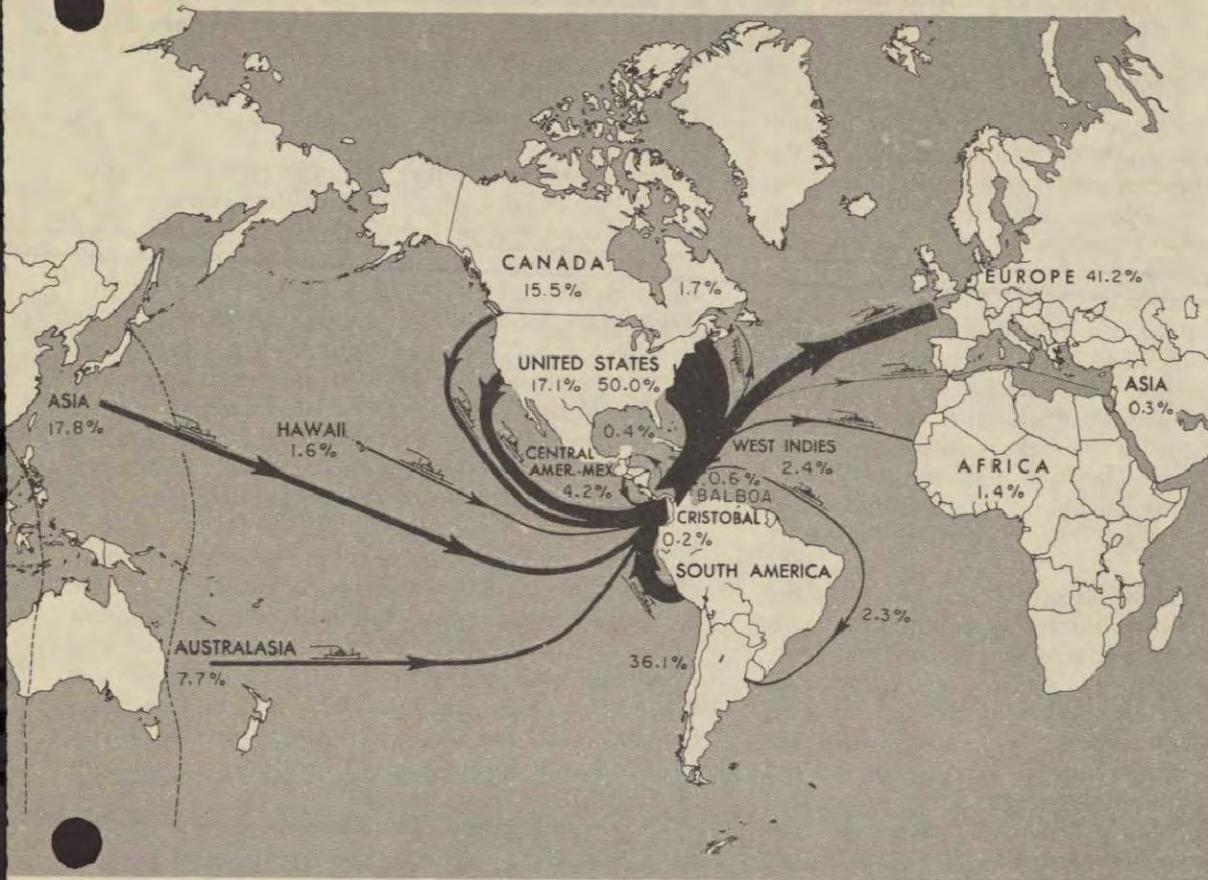
When the Panama Canal was opened to traffic on August 15, 1914, its capacity was more than ample to handle all shipping between the Atlantic and Pacific oceans. Its locks, the largest in the world, were big enough to accommodate any ship afloat and any expected to be built for generations.

TRADE ROUTES 1929-1967



ORIGIN AND DESTINATION OF CARGO BY MAJOR GEOGRAPHICAL AREAS

(BASED ON FIVE-YEAR AVERAGE)



THE OPERATING ORGANIZATION

The Panama Canal may be likened to a gigantic two-way funnel through which ships by the thousands are poured from one ocean to the other.

Efficient Operation Vital to Commerce

Its efficient and dependable operation is of vital concern not only to maritime interests throughout the world but to a host of others whose livelihood and general welfare are dependent to a lesser degree upon an even flow of world commerce.

To avoid plugging this funnel, precision and co-ordination in operation are vital. This is necessary in the handling of a ship on its trip through the Canal and in the performance of many functions of an auxiliary or supporting nature to the primary mission.

Essential to the movement of ships are such functions as the operation of the locks, maintenance of the channel, adequate port facilities and services, aids to navigation, ship repair facilities, fueling, pilot and dispatching services, and electric power for operating the machinery.

Those activities less directly connected with the transit of ships but none the less essential to the operation as a whole include government in the Canal Zone, housing, supplies, municipal services, and many other facilities or services normally required in a modern community. In many instances these are provided for the direct benefit of both shipping and personnel of the organization—for example, police and fire protection.

In addition, the Panama Canal Company and Canal Zone Government are service agencies for other United

States Government establishments and their employees on the Isthmus. All of the strictly governmental and most of the health and municipal services are Zone-wide.

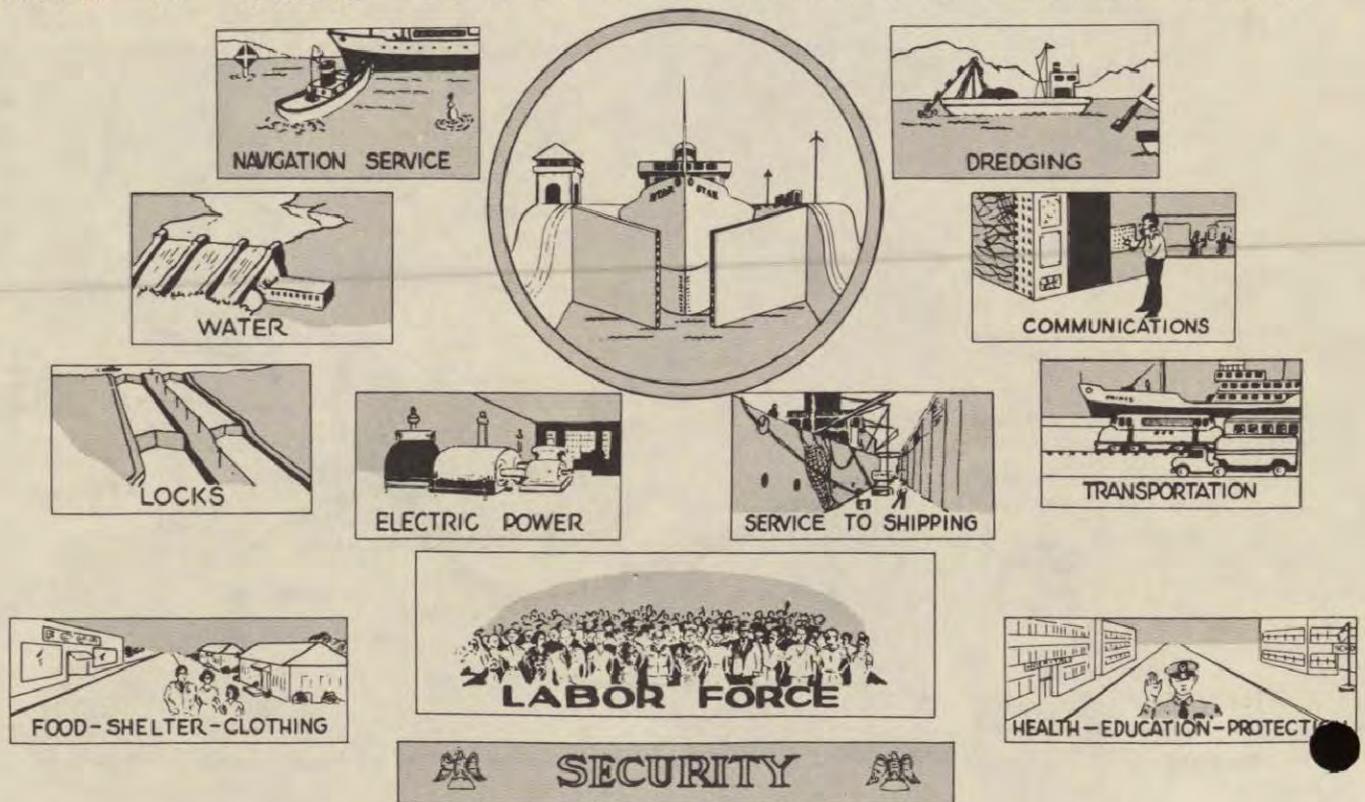
History of Organization

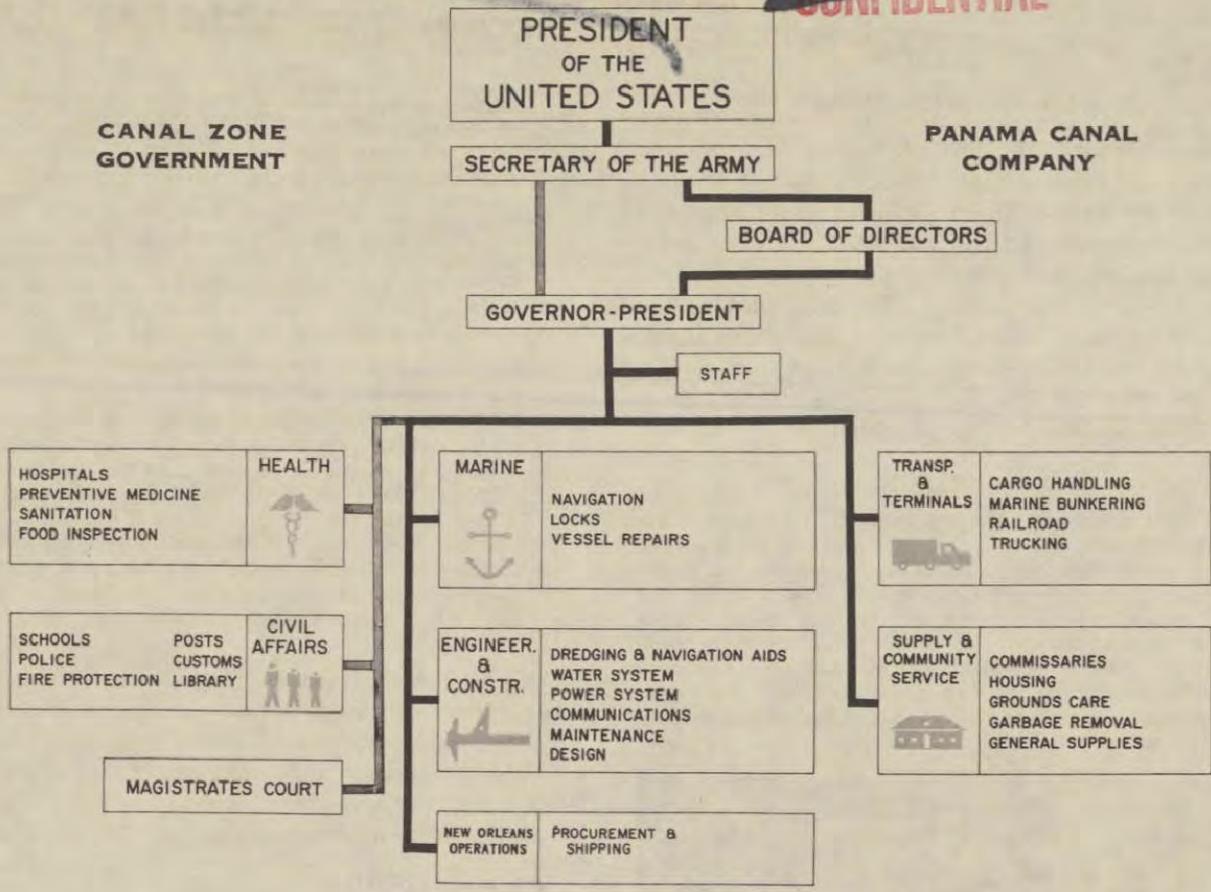
The Canal organization has undergone two distinct and fundamental changes in its history. Construction of the Canal was performed by the Isthmian Canal Commission under provisions of the Spooner Act. This was supplanted in April 1914 by the Panama Canal Act which established the organization known as The Panama Canal. This was an independent Government agency which included both the operation and maintenance of the waterway and civil government in the Canal Zone. Most of the quasi-business enterprises relating to the Canal operation were conducted by the Panama Railroad Company, an adjunct of The Panama Canal.

A basic change in the mode of operations became effective July 1, 1951, under provisions of Public Law 841 of the 81st Congress. This, in effect, transferred the Canal operations to the Panama Railroad Company, which had been made a Federal Government corporation in 1948 and renamed the Panama Canal Company. Simultaneously the civil government functions of The Panama Canal, including public health, were renamed the Canal Zone Government.

The present organization, therefore, consists of two units with the single, dominant purpose of moving

WHAT IT TAKES TO PUT SHIPS THRU THE PANAMA CANAL





ships from one ocean to the other. The two units—the Panama Canal Company and Canal Zone Government—are headed by a single individual who is President of the Company and Governor of the Canal Zone. His appointment as Governor is made by the President of the United States, subject to confirmation by the Senate, and he is ex officio President of the Company.

Self-Sustaining Government Agency

The Canal Zone Government functions as an independent government agency, similar to its predecessor, The Panama Canal, and operates on appropriated funds although the net cost of its operation is returned to the U.S. Treasury by the Panama Canal Company. It performs the normal functions of city, county, and state governments. These include police and fire protection; a public school system; customs, postal, and immigration services; public roads; public health, hospitals, and sanitation; and magistrates' courts.

The Panama Canal Company operates as a corporate enterprise and the basic law requires that it be self-sustaining. Its financial obligations include its own operating expenses, the net cost of civil government, interest and depreciation charges on the United States Government's investment in the project, and a portion of the annuity paid to the Republic of Panama.

To meet its financial obligations, the law provides a specific formula for the establishment of the rate of tolls on vessels using the Canal. Essentially they must be set at levels to recover the operation and maintenance costs of the waterway and its appurtenances,

interest and depreciation charges on these, and a share of the net cost of civil government.

Rates of Tolls on Shipping

Tolls are levied on a net tonnage basis, Panama Canal measurement, and are based on each 100 cubic feet of space usable for revenue purposes. The rates for merchant vessels are 90 cents a ton for laden ships, and 72 cents a ton for ships in ballast. Ships of war and other floating craft pay at the rate of 50 cents a displacement ton. These tolls cover all normal transit charges, including pilot service, which is required for all but small craft. U.S. Government ships are assessed tolls on the same basis as other vessels, these charges being instituted when the Panama Canal Company was established.

The Canal Zone Government, as an independent government agency, is under the direct supervision of the President of the United States who has delegated this authority to the Secretary of the Army. The Secretary of the Army is also the designated Stockholder of the Panama Canal Company and appoints the Board of Directors of 13 members in which management of the corporation is vested. In both capacities, the Secretary of the Army acts in his individual capacity as the personal representative of the President of the United States in the case of the Canal Zone Government, and as the stockholder for Congress in the case of the Panama Canal Company. His connection with the Company-Government is wholly independent and apart from his duties as the civilian head of the Department of the Army.

Status of the Canal Zone

"To enable the United States to construct, operate and maintain the Panama Canal, the Republic of Panama granted the United States exclusive jurisdiction and control within the Canal Zone under a Convention executed in 1903 and ratified by the respective Governments in 1904. The basic provisions establishing the status of the Canal Zone are contained in Articles II and III of the 1903 Convention, which provide as follows (Article II having been modified in part by the 1936 Treaty between the two Governments):

ARTICLE II

"The Republic of Panama grants to the United States in perpetuity the use, occupation and control of a zone of land and land under water for the construction, maintenance, operation, sanitation and protection of said Canal of the width of ten miles extending to the distance of five miles on each side of the center line of the route of the Canal to be constructed; the said zone beginning in the Caribbean Sea three miles from mean low water mark extending to and across the Isthmus of Panama into the Pacific ocean to a distance of three marine miles from

mean low water mark with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the zone above described, shall not be included within this grant. . . .

"The Republic of Panama further grants in like manner to the United States in perpetuity all islands within the limits of the zone above described and in addition thereto the group of small islands in the Bay of Panama, named Perico, Naos, Culebra and Flamenco.

ARTICLE III

"The Republic of Panama grants to the United States all the rights, power and authority within the zone mentioned and described in Article II of this agreement and within the limits of all auxiliary lands and waters mentioned and described in said Article II which the United States would possess and exercise if it were the sovereign of the territory within which said lands and waters are located to the entire exclusion of the exercise by the Republic of Panama of any such sovereign rights, power or authority."

The United States considers that although the relevant treaty provisions give it exclusive jurisdiction and control within the Canal Zone, Panama retains 'titular,' or 'reversionary' sovereignty over the Canal Zone. See Whiteman, *Digest of International Law*, Vol. 1, pp. 267, 268 (Department of State Publication 7403 (1963))."

Area and Population

The Canal Zone covers an area of 558 square miles of land and water exclusive of tidal waters. Its population in 1967, including uniformed personnel of the Armed Forces, was 49,433. The population is composed mainly of employees of the Panama Canal Company/ Canal Zone Government, the uniformed and civilian personnel of the Army, Navy, and Air Force, and their dependents.



Balboa High School



The Ore-Meteor in transit at Miraflores Locks

Physical Characteristics

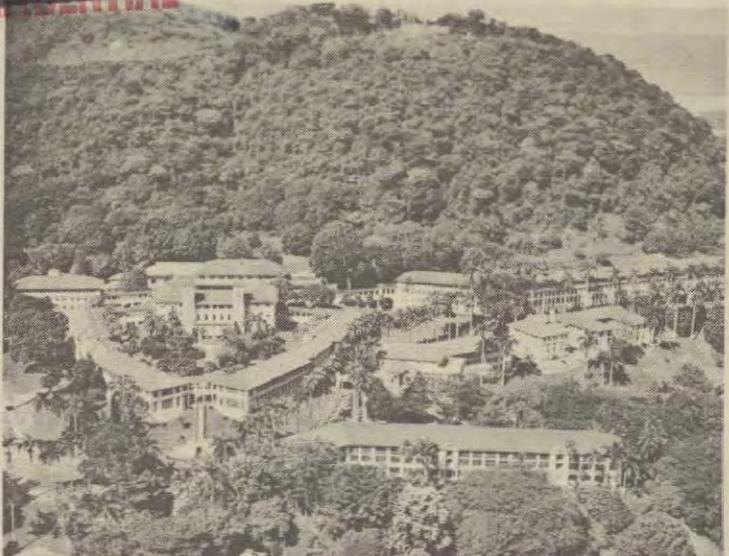
The first permanent trade route in the New World between the Atlantic and Pacific oceans was established within a few years after the discovery of America, only a few miles distant from the Canal route. From that time onward, interest was centered on providing a waterway between the two oceans.

The geographical alinement of the Isthmus is such that a great variation of tides occurs in the two oceans at the Canal terminals. The Pacific tides are diurnal, two highs and two lows a day, and have an extreme variation of 22.7 feet. The tide at the Atlantic entrance is irregular and the extreme variation there is only 3.05 feet.

The geological framework of the Isthmus is principally volcanic with an extremely varied pattern for such a small area. This had a profound effect on the construction of the Canal, inducing disastrous land slides when deep cuts were made into the weaker rock formations.

OF THE CANAL ZONE

~~CONFIDENTIAL~~



Aerial view of Gorgas Hospital and grounds in Ancon

Climate

The climate of the Canal Zone is typically tropical with high humidity and relatively high but even temperatures throughout the year. The year is divided into two seasons: rainy and dry. The rainy season begins in May and lasts until December. The dry season, from January until May, is tempered with trade winds which blow almost constantly throughout the four-month period. Temperatures vary little throughout the year, the means ranging from 73 to 87 degrees on the Pacific side, and from 73 to 85 degrees on the Atlantic side. The highest temperature ever recorded in the Canal Zone was 98 degrees, and the lowest was 59 degrees.

The rainfall varies greatly between the two sides of the Isthmus. The average annual precipitation on the Atlantic side is 130 inches. The mountainous range breaks the warm, moist-laden air from the Caribbean and on the Pacific side the annual average rainfall is only 68 inches.

Community Life

The pattern of home and community life in the Canal Zone differs little from that in an average town or city in the United States, and when an employee leaves work he usually pursues the same hobby or avocation he might follow elsewhere. The climate is such that outdoor sports and recreation are enjoyed the year around.

Church, civic, fraternal, patriotic, and social activities form an integral part of life, and those who so desire have ample opportunity to extend their studies in art, music, history, archeology, and similar subjects either individually or in groups.

Health Conditions

For four centuries the Isthmus of Panama had the unenviable reputation of being one of the pestilential spots on the globe, with malaria, yellow fever, and a myriad of intestinal diseases being endemic to the area. The sanitation of the Isthmus and the provision of a pure-water supply were problems of greatest consequence in the successful completion of the Canal. These grave problems were solved and although they require ever-constant vigilance in the tropical climate, the Canal Zone today is one of the most healthful spots in the world. The Health Bureau, a unit of the Canal Zone Government, maintains two general hospitals of high reputation plus a corps of sanitation and public health experts who are on constant guard against disease.

Schools

The Canal Zone school system, from kindergarten through the junior college level, compares favorably with the finest in the United States. The public education system is actually divided into two parts. One is the Latin American schools with a curriculum designed to fit the needs of the non-United States citizen group. The other is the school system for United States citizens. Special emphasis is given to the teaching of Spanish in the United States schools, and to English in the Latin American schools.



New masonry residences on Empire Street, Balboa



Dredge at work in Gaillard Cut

~~CONFIDENTIAL~~

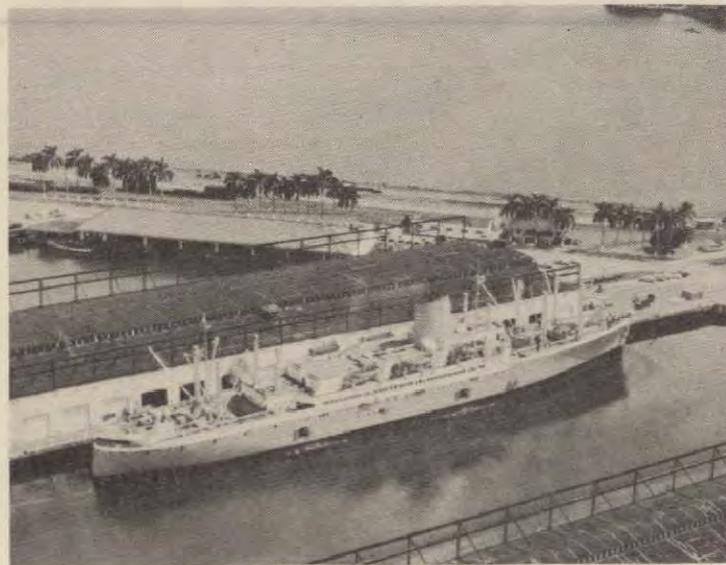
PORTS AND SHIPPING SERVICES



Pacific entrance and Balboa Pier Area



Ship repair work in Cristobal Drydock



The SS Cristobal at pier in Cristobal

Modern port facilities are available at the terminals, Cristobal on the Atlantic and Balboa on the Pacific.

Facilities for Cargo Handling

Both are commodious harbors with large, protected anchorages, and modern facilities for ship repairs, provisioning and servicing vessels, and the handling of cargo. The principal piers are of masonry construction with railway and trucking facilities. The extensive covered pier areas are all equipped for the expeditious handling of cargo of any variety.

The provision of adequate port facilities was an elemental requirement in the construction of the Canal. The development of both ports was carried forward as a part of the Canal construction work and their maintenance is routinely done with other Canal operations.

Both Balboa and Cristobal are interesting and busy seaports with marine traffic of every variety and from all parts of the world. In addition to the 13,000 or more ships which transit the Canal every year, traffic in the harbors is augmented annually by about 1,000 other ships which enter the ports but do not transit.

Most of the traffic in Balboa harbor which enters the port but does not transit is composed of small fishing craft which use the port as a base of operations. Most of this traffic on the Atlantic side is made up of large, ocean-going ships since Cristobal is the southern terminus or a port of call for several large shipping lines operating in the Atlantic or Caribbean.

All Types of Ship Repair Work

The headquarters and principal ship repair installations are located on the Atlantic side in the Mount Hope Shipyard, south of the pier area in Cristobal. The facilities on the Atlantic side include the shipfitting, boiler, sheetmetal, woodworking, rigger, electrical forge, pipe, chippers and scalers, paint, inside machine and outside machine shops, a small foundry, a drydock, and a marine railway.

The Industrial Division is manned by a group of master craftsmen. In addition to the Atlantic side units, a 1,000-foot drydock and a large foundry are maintained on the Pacific side on a standby basis for emergency use.

Although these facilities are used primarily for repair of the Canal organization's floating plant, emergency repairs to transiting vessels are made as well as repairs to vessels scheduled in advance.

The 1,000-foot drydock at Balboa is opened for vessels requiring emergency dry docking facilities. Vessels using this drydock must pay a minimum charge of \$25,000 for ship repairs.

Steamship Service

An integral part of the Canal operation is its steamship unit, which provides essential logistical support between the United States and the Canal Zone. This unit operates the SS *Cristobal* for the transportation of Panama Canal Company and Canal Zone Government personnel, supplies, and equipment. The vessel plies between Cristobal and the port of New Orleans.

THE WARTIME RECORD

Although the Panama Canal was built primarily for the benefit of world commerce, it has proved a mighty bulwark in the free world's defense system during two World Wars, the Korean conflict and the current hostilities in Vietnam.

A Lifeline of the Nation at War

The importance of the Canal to free world defense was demonstrated most vividly during World War II. During that war more than 5,300 combat vessels and about 8,500 other craft serving the military needs in the transportation of troops and cargo were locked through the Canal. Even these impressive figures fail to portray the true value of the Canal during that period when the fate of the free world was in the balance. It would be impossible to calculate the savings in time, money, and lives by having this shortened route for ships during the war period.

During the first World War the Canal served chiefly as a supply line to the fighting forces in Europe since naval activity was centered chiefly in the Atlantic and there was little need for the movement of fighting craft from one ocean to the other.

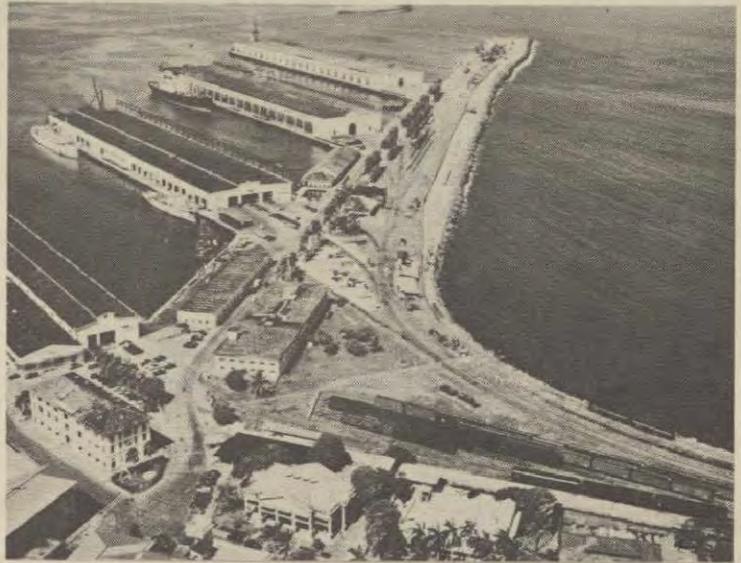
The Canal occupies an important role in the logistical support of the nation's military forces. This was demonstrated during the Korean War. With only a fraction of the nation's fighting strength engaged in that conflict, the Canal was used by 1,064 U.S. Government vessels during the fiscal year 1953, the last full year of the war. Most of these were cargo vessels carrying supplies and war materials to the United Nations in the Far East.

The Canal locks are too small for the passage of the larger U.S. Navy aircraft carriers but the waterway is constantly used by other vessels of war and auxiliary craft. Before the capital ships were mothballed, it was a magnificent sight to see one of the big battleships squeeze its way through the Canal locks. The safe passage of Navy vessels in peace or war is a matter of great concern.

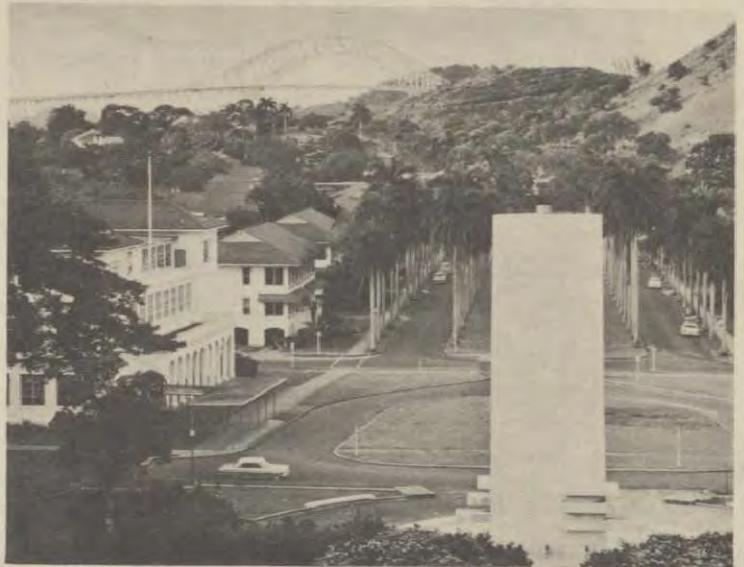
The Factor of Logistics

The factor of logistics is not only important in wartime in the modern world of today, it is a vital element in the survival and progress of nations at peace.

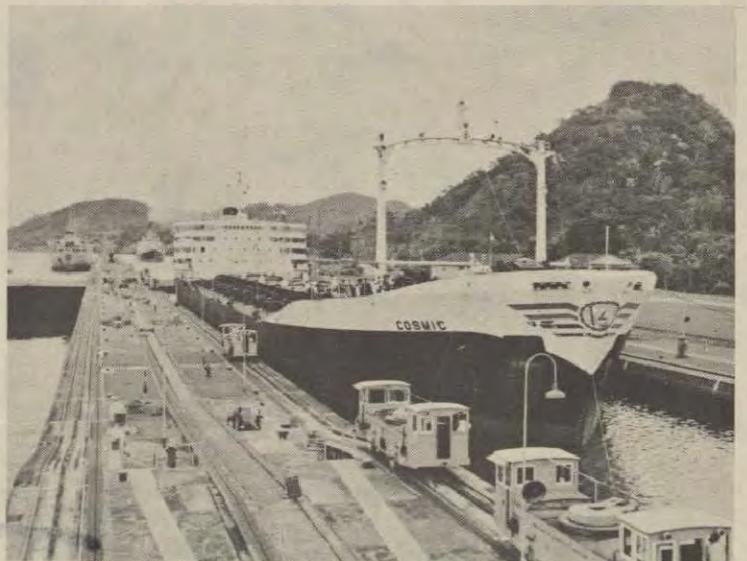
Viewed thus from a logistical standpoint, the Panama Canal today is of greater importance than ever before in the welfare and the defense of the free world, whose strength, which stems from economic well-being, rests in no small degree on the Panama Canal as an avenue of transportation in peace and in war.



Aerial view of Cristobal Harbor and Pier Area



Thatcher Ferry Bridge and Goethals Memorial



SS Cosmic, Pedro Miguel Locks, Canal Zone

HISTORICAL HIGHLIGHTS OF THE CANAL

Plans and Dreams for 400 Years

The story of the Panama Canal is a colorful skein in the history of the civilized world for the past four and a half centuries. Vasco Núñez de Balboa, discoverer of the Pacific Ocean, is believed to have been the first to conceive the idea of uniting the two oceans by a man-made strait.

Charles V of Spain was the first monarch to grasp the significance of a canal to join the Atlantic and Pacific. He initiated the first investigations in 1523, and in 1534 he ordered the Governor of Panama to make a formal survey of the route following the Chagres and Río Grande rivers, the general course which the actual Panama Canal takes today.

From that date until May 4, 1904, when the United States undertook construction, the principal maritime nations of the world gave earnest consideration to the project which was urged by geographers and navigators. Among those was Baron von Humboldt whose interest was aroused by a visit to the New World in the latter part of the 18th Century and whose writings greatly stimulated public interest in the proposal in Europe and America.

The Panama route was but one of the many which were studied and for which plans were made. Chief among these were the Atrato River routes near the Panama-Colombia border; the San Blas route near the existing Canal; the Chiriqui, through northwestern Panama; Nicaragua; and Tehuantepec, in Mexico. Each of these offer some natural advantages such as deep indentations in the coast line, broad navigable rivers

flowing most of the distance between the ocean, large natural lakes, or narrowness of land between the oceans.

Railroad and Gold Stimulate Interest

American interest in the Canal was stirred during the Nation's infancy and such early statesmen as Benjamin Franklin, Henry Clay, and John C. Calhoun were among those to consider the proposal. This interest was greatly heightened by the completion in 1855 of the Panama Railroad which followed the present Canal alignment; and by the rapid development of the west coast of the United States after the discovery of gold in California in 1849.

The first tangible efforts to build a canal came on January 10, 1880, when the project was formally inaugurated by Count Ferdinand de Lesseps for the French Canal Company. This valiant effort by the French was doomed to failure and the company was dissolved nine years later. A new French Canal Company was formed in 1894 but little work was accomplished.

The French rights and properties were purchased by the United States for \$40,000,000 and the formal transfer was made in Panama City on May 4, 1904. The ceremony culminated a series of historical events which eventually led to the successful completion of the Canal and the fulfillment of the dreams of geographers, navigators, statesmen, and traders of the previous four centuries.

Principal among these were: The appointment of the first Isthmian Canal Commission in 1899 by President

Gaillard Cut at deepest excavation section of Canal between Gold and Contractors Hills in June 1913



McKinley to study and recommend plans for an isthmian canal; recommendations for a Nicaraguan canal; agreement for the sale of the French rights and properties and a subsequent change in recommendations for the Panama Canal; passage by the U.S. Congress of the Spooner Act authorizing the Canal construction; the negotiation of a treaty with Colombia for the Canal rights and later failure of the Colombian Senate to ratify the pact; the revolt and formation of the Republic of Panama in 1903; and negotiation and ratification of a new treaty with the young Republic.

THE REPUBLIC OF PANAMA

A Rich Heritage of World Trade

No area in the Western Hemisphere has a richer heritage of historic legend nor a longer history of settlement and trade than the Isthmus of Panama.

One of the first parts of the mainland to be discovered, it was here that the first transcontinental highways—Las Cruces Trail and the Camino Real—were built. They served for over 300 years in the transport of goods between the Atlantic and Pacific. It was here that the first transcontinental railway—the Panama Railroad—was constructed.

Panama was thus a natural trading post of the Americas for four centuries before the Panama Canal became a reality. During its early history, Panama became known as the "Cup of Gold" because of the fantastic prosperity which followed the conquest of Peru and Central America, since the overland route across the Isthmus was used to ship precious treasure to Spain.

This was followed by many waves of prosperity and depression. The Isthmus was in one of the deepest of these troughs of trade and activity when the United States began construction of the Canal.

At that time the City of Panama had an estimated population of 18,000 and Colon was a straggling community of about 6,000 inhabitants. There were no paved streets and roads, no sewer and water system, and little in the way of modern conveniences.

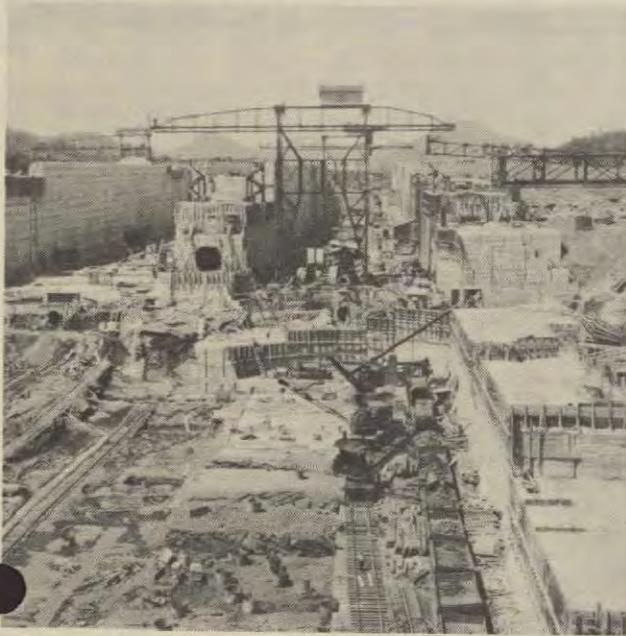
The building of the Canal and the expenditure of hundreds of millions of dollars brought new prosperity to Panama and was largely instrumental in establishing the young Republic on a sound economic footing.

Because of proximity, the Canal has naturally been of much greater proportionate benefit to Panama than to any other nation. Its opening can be compared to the building of a new highway into a potentially fertile but undeveloped area. Its operation since 1914 has been a powerful lever in the expansion of the economic welfare of the Republic.

Many Sources of Revenue

These benefits stem principally from four main sources: The centering of a vast trade brought by the thousands of ships which transit the Canal every year; the employment of many thousands of Panamanian citizens by the Canal organization and other U.S. Government agencies in the Canal Zone; direct purchases of supplies and services in the Republic by the Panama Canal Company and the Armed Forces; and purchases made in Panama by the residents of the Canal Zone, or contractors engaged in Government work.

While the construction of the Panama Canal had a tremendous economic effect on the Republic of Panama, and its operation and maintenance continues to be one of its greatest sources of economic stability, the young nation has made great independent strides in its development. The Republic today is well advanced on the road toward the establishment of an independent and self-reliant economy.



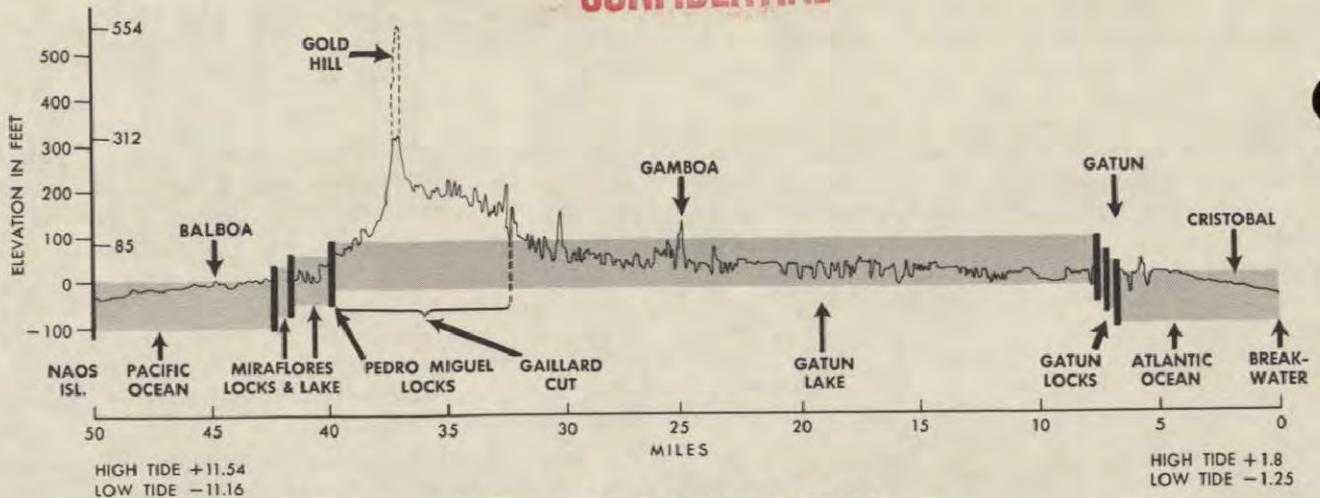
Miraflores Locks under construction, January 1912.

Forces of Nature are Harnessed

The construction of the Panama Canal is one of the richest sagas in the history of the United States, for it was here that the mighty forces of nature which had defied mankind for four centuries were conquered or harnessed by the Americans within a 10-year period.

The magnitude of the task can be grasped by considering some of the individual problems: Digging a ditch and building locks wide and deep enough to accommodate the largest ocean ships afloat; sanitating an area where yellow fever, malaria, and dysentery were rampant; building homes, roads, hospitals, schools; assembling a force of workers from hundreds of miles away; bringing equipment to excavate and move millions of tons of earth and rock. All these and many other related tasks were required, for the route of the Canal lay in an area where these did not exist.

It is not surprising that many said, like the advisors of Charles V four centuries before, that it could not be done. And yet, it was done, through the administrative and engineering genius of such men as John F. Wallace, John F. Stevens, Theodore P. Shonts, and Col. George W. Goethals; with the statesmanship of such leaders as Theodore Roosevelt and William Howard Taft; and by the solution of public health problems of great magnitude by Col. William Crawford Gorgas and his associates.



PROFILE OF THE PANAMA CANAL

DISTANCES

	<i>Miles</i>
Airline between Balboa and Cristobal	36
Length of Canal, deep water to deep water	50
Shoreline of Gatun Lake	1,100
Distance saved by ships, New York-San Francisco	7,873

DIMENSIONS

	<i>Feet</i>
Length of each lock chamber	1,000
Width of each lock chamber	110
Depth of each lock chamber	70
Minimum depth of water in each lock	40
Width of each lock gate leaf	65
Height of lock gates	47-82
Thickness of each lock gate leaf	7
Diameter of main culverts to fill locks	18

WEIGHTS

Each link of fender chain	70 pounds
Total weight of each fender chain	30,000 pounds
Weight of towing locomotives	55 tons
Each main culvert valve	15 tons
Lock gate leaves	390 to 730 tons

NUMBERS

Towing locomotives (mules)	57
Towing locomotives used for each ship	4-8
Lock gate leaves	88
Lock chambers	12
Average number of lockages a day (F.Y. 1967)	33.2
Daily average oceangoing transits (F.Y. 1967)	36.7
Daily average total transits (F.Y. 1967)	38.5
Total oceangoing commercial transits (F.Y. 1967)	12,412
Total Canal transits of vessels of all classes to July 1, 1967	387,194
Tons of cargo shipped through the Canal up to July 1, 1967	1,719,664,458

SPEEDS

To open or close gates	2 minutes
To fill or empty one lock chamber	8 minutes
Ships to be locked through Pedro Miguel, Miraflores, and Gatun Locks	30, 45, and 60 minutes
Average transit time through Canal	7 to 8 hours
Speeds used by towing locomotives	1, 2, 3, 6, 9 miles per hour

WATER CONSUMPTION

Used (lost) in one Canal transit	52 million gallons
Average annual net inflow into Gatun Lake	173½ billion cubic feet
Used for Canal traffic in 1 year	90.8 billion cubic feet
Evaporated annually in Canal lakes	22.9 billion cubic feet

MOTIVE POWER

	<i>Horsepower</i>
Motors to open and close lock gates	40
Motors to lift or lower culvert valves	40
To open and close cylindrical valves	7½
Motor pumps to operate fender chains	100
To drive electrical mules	175

NO FEATURE of the Panama Canal attracts more attention than the massive locks. There are six double locks which act as stairsteps to raise and lower ships over the Continental Divide.

Gatun Locks, on the Atlantic side, form one continuous flight in three steps which raise and lower ships 85 feet.

Miraflores Locks, nearest the Pacific entrance, have two steps and lift or lower ships 54 feet.

Pedro Miguel Locks, also on the Pacific side, raise or lower vessels 31 feet in one step.

The tremendous quantity of water required to operate the Panama Canal is stored in Gatun and Madden Lake during the long rainy seasons. These sources are also used for the generation of hydro-electric power, and for municipal uses. In addition, there is a heavy loss of water by evaporation over the two large lakes.

Each lock chamber holds about 8,800,000 cubic feet of water and about 26 million gallons of water, a one-day supply for a large sized city, are used in each lockage. About twice this amount is used or wasted out to sea in each ship transit.

No pumps are used in filling or emptying the lock chambers. The principle involved is simply that of letting water run downhill, since Gatun Lake is 85 feet above sea level. The water flows from one level to another through large tunnels, 18 feet in diameter, located in the center and side walls of the locks. From these, the water flows through smaller culverts which open into the floor of the lock chambers.

To empty the locks, water is permitted to flow in the opposite direction—through the openings in the floor of the chamber, into the lateral culverts, back into the main culverts, and down to the level below.

The lock gates at each end of the chambers are steel structures 65 feet wide and 7 feet thick. They vary in height from 47 to 82 feet, and weigh from 390 to 730 tons. They are covered with a sheathing of steel plates riveted to girder framework, similar to ship construction.

Each leaf is fitted with watertight compartments which make it buoyant so that it nearly floats, largely relieving the stress on the bearings by which it is hinged to the lock wall. Each leaf is hinged to the lock wall by a socket and pintle at the bottom and by a collar and pin at the top.

The gates operate by a gear arrangement driven by a 40-horsepower motor. They are opened or closed in 2 minutes.

The fender chains across each end of the lock chambers are safety devices to prevent a ship from ramming the lock gates. They weigh 30,000 pounds and when lowered they fit into slots in the floor of the locks. They are hydraulically controlled in such a manner that, if struck by a ship, they "pay out" in much the same manner as a rubber band.

Towing locomotives, commonly called "mules," pull the ship through the locks. The average ship uses six, three on either side. The front pair does the pulling, the second pair may be used either for pulling or braking, and the back pair acts as brakiers.

~~CONFIDENTIAL~~



INFORMATION FOR VISITORS

Transportation to the Isthmus

Ample transportation facilities are provided by regularly scheduled airplane and steamship lines to the Isthmus of Panama from all parts of the world. The terminal ports of Cristobal and Balboa serve as ports of entry for both the Canal Zone and the Republic of Panama. The Panama National Airport at Tocumen, a few miles from Panama City, is the port of entry for the Republic of Panama and the Canal Zone.

Currency

United States currency is used in the Canal Zone and the Republic of Panama. The "Balboa" is the unit of currency in the Republic of Panama. Only minted coins are issued by Panama and the currency has the same exchange value as United States currency.

Ample banking facilities are available.

Language

Spanish is the official language of Panama while English is almost universally used in the Canal Zone. The Isthmus is largely bilingual and visitors speaking either language find little difficulty. Hotel staffs, and most business concerns have personnel who speak both languages fluently.

Guide Service

The Canal Zone Guide Service welcomes visitors and visiting groups to the Canal Zone and, upon request, arranges tours of points of interest and partial transits of the Canal. Guides are prepared to give brief orientation talks on areas of interest and can answer most visitors' questions on highlights of history of the Isthmus, the Canal, locks construction, and operation of the waterway. Phone: Balboa 1491 or Panama 2-1660.

Transportation on the Isthmus

Transportation between the Atlantic and Pacific sides of the Isthmus is available by railway or highway. The Panama Railroad operates four passenger trains daily between Colon and Panama City. Travel time for the 48-mile trip is 1 hour and 30 minutes.

Public transportation is available for visitors to all points of interest on the Isthmus. Bus lines serve the principal areas in the Canal Zone, the cities of Panama and Colon, and the interior of the Republic. Arrangements for cars for hire may be made privately or through one of several reputable travel agencies in Panama.

Hotels

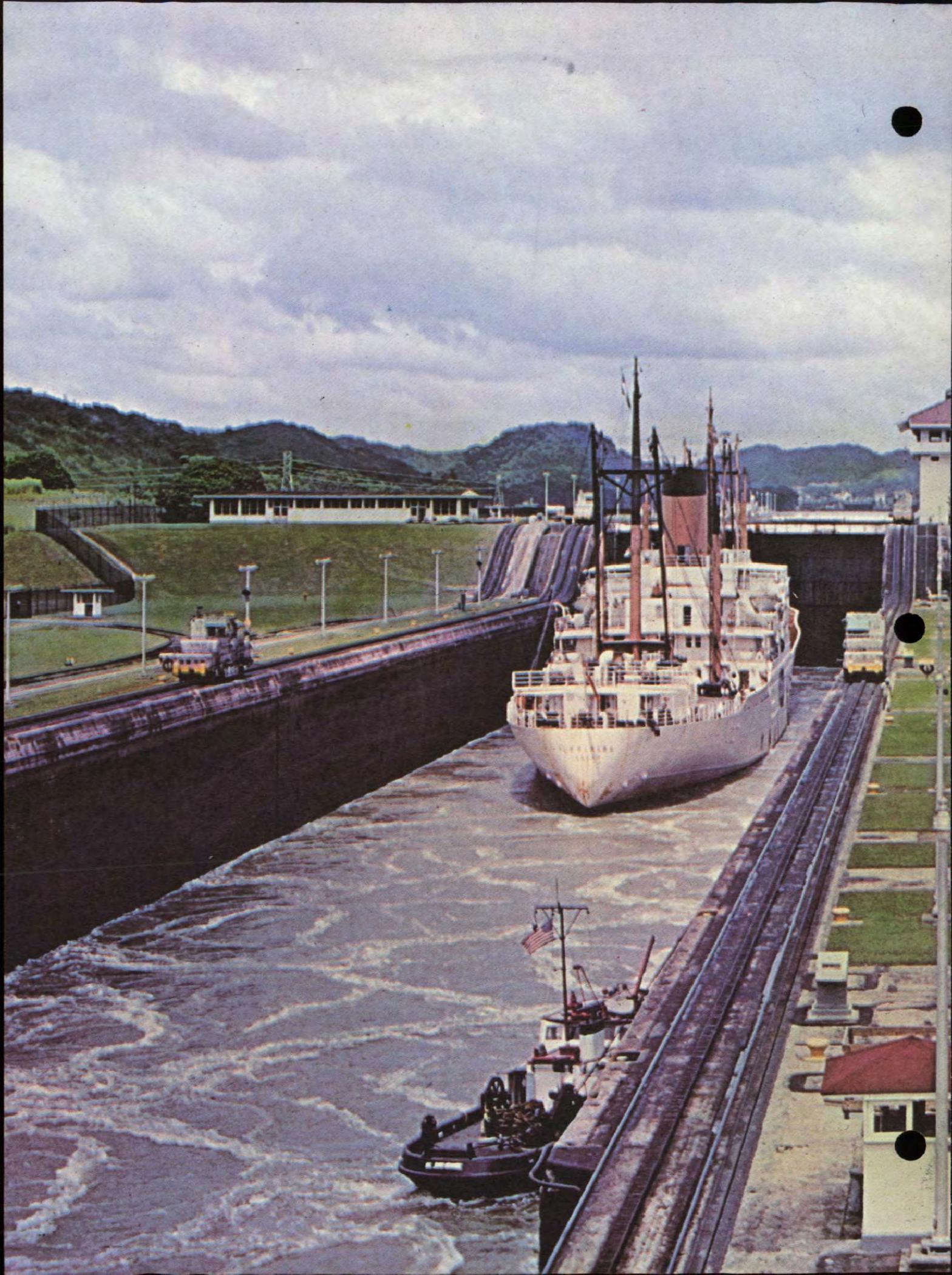
Excellent hotel accommodations are available on the Isthmus. For the visitor who desires to see the colorful interior of Panama, comfortable accommodations are available at several towns. The Tivoli Guest House, in Ancon, is operated by the Panama Canal Company for the accommodation of U.S. Government personnel and their families only. No commercial guests are accepted. There are several commercial hotels in Panama City and Colon.

Special Information

Additional or specific information about the Panama Canal and the Canal Zone will be gladly furnished upon request. Inquiries by mail should be addressed to Panama Canal Information Officer, Balboa Heights, C.Z., or Secretary, Panama Canal Company, 425 Thirteenth St., NW., Washington, D.C.

Requests for information concerning the Republic of Panama should be mailed directly to the Panama Tourist Commission, Panama, R. de P.

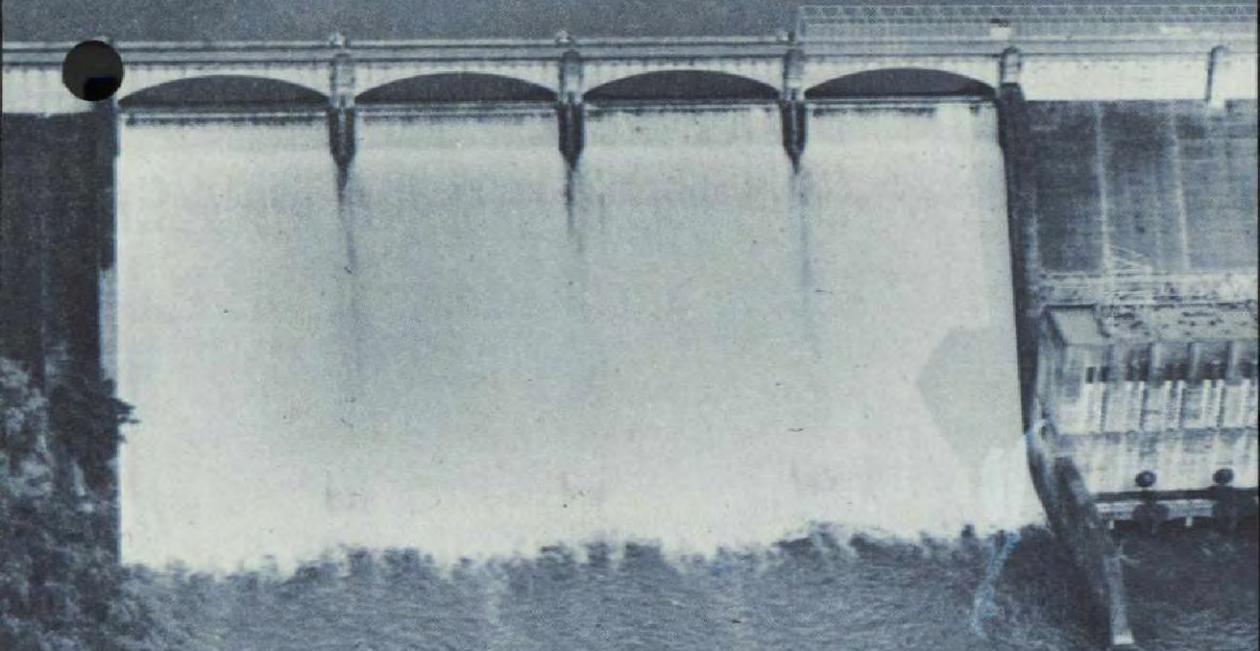
~~CONFIDENTIAL~~



~~CONFIDENTIAL~~

Madden Dam

*An integral part
of the Panama Canal*



~~CONFIDENTIAL~~

BECAUSE Madden Dam is several miles from the daily flow Panama Canal traffic, its importance to the waterway might be overlooked at first glance.

Actually, Madden Dam is not only a key component in the operation of the Canal, but a good example, as well, of how water, one of the most elemental forces of nature, has been tamed and put to several uses.

Water, harnessed by locks and dams and confined by channels, is the motivating force used to raise or lower ships 85 feet as they transit the Canal from ocean to ocean. About 52 million gallons of water are required for each complete transit from one ocean to the other. In 1 year, water used for Canal traffic reaches a total of 78 billion cubic feet, or enough to supply the fresh water requirements of most industry and every man, woman, and child in the United States for approximately a month.

The primary function of Madden Dam is to augment the reserve water supply for operation of the locks and for maintaining adequate depth for navigation in the Canal. Backed up behind the 220-foot-high dam at maximum lake level of 250 feet above sea level are 27 billion cubic feet of water, or enough to supply one-third of the Canal's total yearly needs. Normally, the lake level is not reduced below 200 feet above sea level, but the 19 billion cubic feet of water thus available is almost one-fourth of the Canal's total yearly needs.

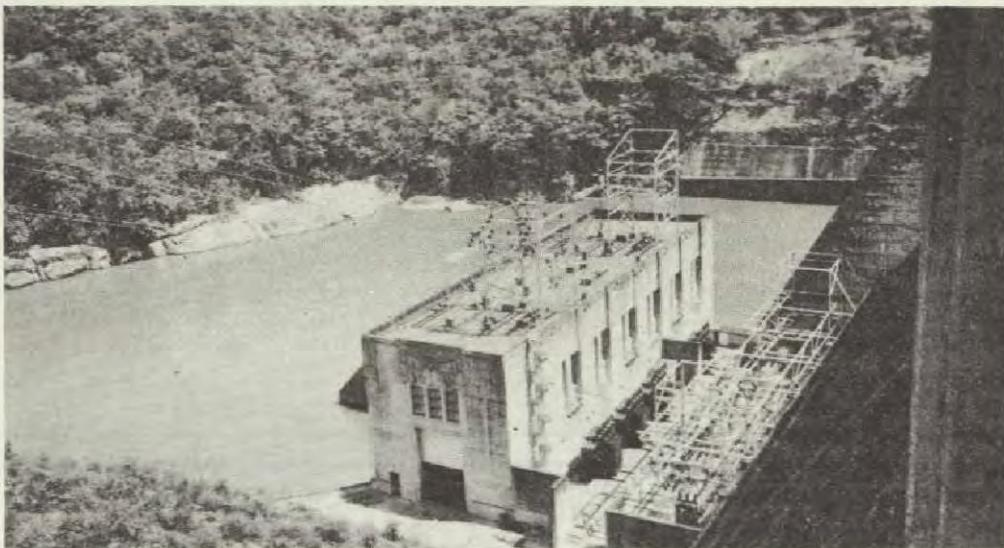
Production of hydroelectric power is a secondary function of Madden Dam. This is a double use of the water because, after going through the power-generating turbines, it flows eventually into Gatun Lake, where it is available for its primary purpose of transiting ships. The Dam serves still another purpose by providing control of floods, which once surged down the Chagres River with enough force to hamper ship movements in the Canal channel at Gamboa.



The dam site is in a narrow gorge near the village of Alhajuela, about 10 miles northeast of Gamboa. Near here, early Isthmian travelers, coming up the Chagres by boat from the Atlantic side of the Isthmus, used to disembark to continue their journey to the Pacific on land.

There were no roads in the area and survey parties and workmen had to be transported to the dam site by launch and cayuco up the Chagres. In 1929-30, the U.S. Government built a concrete highway

~~CONFIDENTIAL~~



Madden Dam Power Station.

about 12½ miles long from Summit to the Madden Dam site. The Dam was named in honor of Representative Martin B. Madden, former Chairman of the House Committee on Appropriations, who died in 1928. Congressman Madden, long interested in the Canal, had been instrumental in obtaining the appropriation to build the dam.

Contracts for the Dam were let in October 1931 and excavation was started the following February. The designs and specifications were prepared by the Bureau of Reclamation, U.S. Department of the Interior, and all work was performed under direction of the forces of the Madden Dam Division of the Panama Canal.

The main concrete dam is 900 feet long and rises 220 feet above the lowest part of the foundation. The base width is 180 feet. In addition, there is an earth and rock extension adjacent to the main dam on the south, and 13 short saddle dams which fill in natural depressions. The powerplant, equipped with three turbines and three generators, which can generate a total of 24,000 kilowatts of electricity, completed the project.

The project cost \$10,572,000, with \$9,088,000 for the main dam and \$1,484,000 for the powerplant and equipment. Completion was in February 1935.

Approximately 600,000 cubic yards of concrete were used, damming up a lake 19 miles long and 1 mile wide. In all, about 16,000 acres of land were needed for the dam and reservoir.

Madden Dam was the first of the many multimillion-dollar improvements made to keep the Panama Canal abreast of the ever-increasing demands of world shipping.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~



Boating and water skiing are popular sports on Madden Lake.

Madden Dam Recreation

Madden Lake, a reservoir stretching for 19 miles behind the dam, is one of the favorite recreation spots for Isthmian residents.

Here, untroubled by such things as tides, sharks, and barracuda, groups of Panama and Canal Zone residents scoot about in small boats with ardent water-skiing enthusiasts in tow, go fishing for bluegills and sabalo, or just go sailing up the river for a picnic.

A small boat launching ramp is available which makes it a lot easier for boating buffs to launch their craft from the trailers towed to the lake. The lake is used for skiing except during exceptionally dry weather when the lake may drop to a level considered too low for the sport.

Madden Lake and the three larger rivers that feed it are used for other purposes, too. The Canal Zone Boys Scouts built their Camp Chagres there and use it all year round; the Hydrographic Branch of the Panama Canal keeps its boats there and maintains weather stations on the banks of the Pequini, Bocaron, and Chagres Rivers; and the Canal Zone Police have patrol boats and a recreation center on the Pequini.

Most important, perhaps, is the tropic survival training conducted there by the U.S. Air Forces, Southern Command. The water survival sector of this training is centered on Madden Lake and is the only tropic survival training of its type in the world.

~~CONFIDENTIAL~~

CONFIDENTIAL

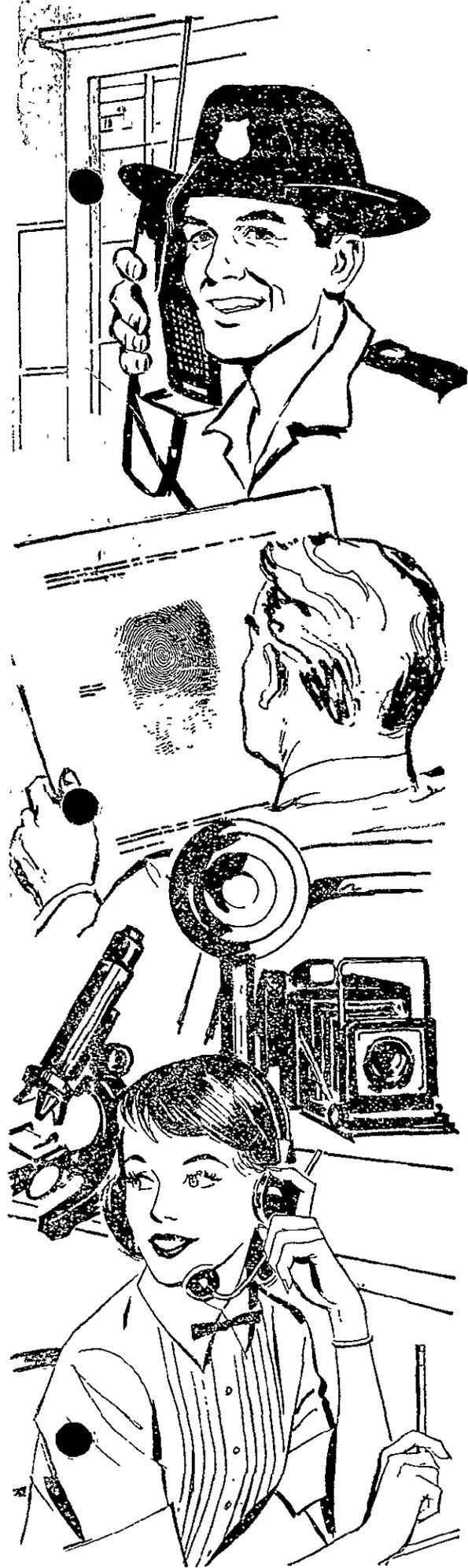


Serving Isthmians and Visitors
to the Panama Canal;
Funnel for World Commerce

ANNUAL REPORT CANAL ZONE POLICE FISCAL YEAR 1972

C. S. SMITH
CHIEF OF POLICE

CONFIDENTIAL



~~CONFIDENTIAL~~



THE PANAMA CANAL

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 gained its independence 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 \$387 million.

The SS *Ancon* made the first official ocean-to-ocean transit on August 15, 1914. In fiscal year 1972 there were 15,198 transits, of which 14,238 were ocean-going vessels of more than 300 Panama Canal net tons. During the year, transiting ships carried 111,076,803 long tons of cargo and paid \$101,488,689 in tolls and toll credits. The pre-World War II year's traffic peak was 7,479 vessels in 1939.

The largest Canal toll was \$40,936.50, paid by the German container ship *Hamburg Express* on September 3, 1972. Highest passenger ship toll was \$23,603.40, paid by the British flag liner *Canberra* on her first transit June 11, 1962. Smallest toll was 36 cents paid by Richard Halliburton for swimming the Canal in 1928.

The largest ship to transit is the *Tokyo Bay* and other ships of this class. The *Tokyo Bay*, which is 950 feet long with a beam of 106 feet, transited in April 1972.

The longest passenger vessel to transit the Canal is the German flag vessel *Bremen* on February 15, 1939. She was 51,731 gross tons with an average length of 936.8 feet. The widest beamed commercial ships to transit are the LASH ships, *Atlantic Forest* and *Acadia Forest*, which have beams of 106.9 feet. Record cargo carried through the Canal up to June 30, 1972, was aboard the bulk carrier *Arctic* which had a load of coal weighing 60,391 long tons. The widest ship to transit is the USS *Missouri* (880 feet in length and 108 feet in beam). 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 save about 10 times the amount of her toll by using the Canal. The average toll is \$7,175.

The Canal cost the United States \$387 million to build. Of the gross investment of \$2.2 billion in the Canal enterprise over the years, the United States has recovered \$901 million. The Canal operation is self-sustaining. It covers the cost of its operations, pays the U.S. Treasury interest on the investment and finances its 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—5 miles on each side from the center of the waterway. The Atlantic entrance is approximately 27 miles west of the Pacific entrance. A ship entering the Canal from the Atlantic sails at sea level from Cristobal Harbor to Gatun Locks, a distance of 7 miles. It is then 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 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 about 8 hours. The fastest transit was 4 hours and 38 minutes by the destroyer USS *Manley*.

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, has been widened to 500 feet. This involved the removal of 50 million cubic yards of rock and earth. This project, now complete, involved enough volume to account for an additional shaft, 11 feet square, through the center of the moon.

~~CONFIDENTIAL~~

It was in Gaillard Cut that the massive slides occurred which delayed the original Canal project and later closed the waterway five times. The greatest of these, the east and west Culebra slides, resulted in the removal of 35 million cubic yards of materials. 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 one finds 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 were 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 8 by 10 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 elsewhere has been explored in recent years.

A commission authorized by the Congress of the United States studied the possibility of building a new interoceanic canal at one of several possible locations. The possibilities considered included conversion of the present Canal to a sea-level waterway. Also considered were routes through the Darien regions of Panama and across the northern coast of Colombia. The commission reported to the President and made recommendations on the matter in December 1970, but no decision has been made. Meanwhile, though traffic is increasing and the number of large ships is ever greater, the present Panama Canal is meeting the demands of world commerce with greater efficiency than ever.

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 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. There are more than 1,000 ships in the world too large to enter the locks.

Water enters the locks through a system of main culverts which are the same size as the Hudson River 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 are 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.

~~CONFIDENTIAL~~

OPTIONAL FORM NO. 10
5010-104

UNITED STATES GOVERNMENT

Memorandum

TO : Civil Affairs Director

DATE: July 17, 1972

FROM : Chief, Police Division

SUBJECT: Annual Report for Fiscal Year 1972

1. I submit herewith the Annual Report of the Canal Zone Police for Fiscal Year 1972.

2. There were 2,176 Part I Offenses in Fiscal Year 1972, compared to 1,877 in Fiscal Year 1971, an increase of 16 percent. The increase is more pronounced in the Balboa Heights, Gatun, Cristobal, and armed forces residential areas.

3. Traffic accidents decreased from 1,294 in FY 1971, to 1,253 in FY 1972. There were 15 traffic fatalities as compared to 55 last fiscal year.

4. A total of 983 juveniles were handled in FY 72, compared to 684 in FY 71. This is an increase of 44 percent. Fifty-eight were prosecuted on felony charges and three-hundred eighty-five were prosecuted on misdemeanor charges. Seventy-eight were not prosecuted on felony charges and four-hundred sixty-two were not prosecuted on misdemeanor charges. See Paragraph 20, Page 10 for details.

5. The drug abuse problem among Canal Zone youth continues to be an area of prime concern. One-hundred fifty-two youths under 21 years of age were arrested as drug abusers in FY 72, compared to one-hundred four during FY 71; which represents an increase of 46 percent. See Annex E for comparison chart. Due to the increase in drug, youth, and general investigative workloads, it was necessary to increase the complement of the detective section, Balboa, during the fiscal year, by the below number of personnel:

2 Detectives
3 Detective II's

6. Canal Zone Police officers continue matriculating at Florida State University, Canal Zone Branch. This fiscal year four more officers obtained their Bachelors Degrees locally.

7. This year the Canal Zone Police continued with a most ambitious States training program. Nine persons were sent to various technical and professional courses in U.S. Schools this fiscal year. See Paragraph 11, Page 3 for details.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

CAPL

July 17, 1972

SUBJECT: Annual Report for Fiscal Year 1972

8. The orientation of the Canal Zone Penitentiary force to more closely align the institution with philosophies and practices of the U.S. Federal Bureau of Prisons is now in full swing. Mr. Lewis W. Bateman has been assigned as Assistant to the Warden (Rehabilitation Specialist), and Police Officers are being replaced with Correctional Officers. Four correctional officers have been hired under our conversion plan this fiscal year. All personnel at the Penitentiary are in the new correctional officer uniform; a Handicraft Program is in full swing, and close to \$4,000 has been earned by the inmates for their personal accounts; better security of the buildings has been established; and meritorious good time is being favorably considered. A boxing program has recently been initiated and favorably received. Boxing matches have been held between Penitentiary inmates, Panama boxers, and military forces boxers. We hope this can later be expanded to include tennis, volleyball, and other sports. See Page 16 for complete Penitentiary report.



C. S. Smith

Chief, Police Division

~~CONFIDENTIAL~~

CONTENTS

ADMINISTRATION

	<u>Page</u>	<u>Paragraph</u>
Awards	3	8
Commendations	3	7
Complaints	2	5
Employments	1	3
Fiscal	1	1
Organizational Strength	1	2
Promotions	2	6
Retirements	3	9
Safety	3	10
Terminations	1	5
Training and Education	3	11

OPERATIONS

Arrests	8	12
Christmas party for children	15	34
Community Service and Public Relations	13	30
Coroners Investigations	10	21
Deportations	11	26
Detective Investigations	8	17
Driver Examinations	11	22
Equipment	11	23
Exclusions	11	26
Impoundings	11	25

	<u>Page</u>	<u>Paragraph</u>
Improvements, events and accomplishments	12	29
International Relations	12	28
Juveniles	10	20
Missing Persons	11	27
Offenses, Part I (Serious)	9	19
Patrols, Interior	8	15
Motor	8	13
Water	8	14
Photography: Police and Other Agencies	9	18
Police Week	15	33
Repatriations	11	26
Public Relations	13	30
Rescue Operations	11	24
Traffic Accidents	8	16
Training Military Police	14	31
Training Colon National Guard	14	32
CANAL ZONE PENITENTIARY		
Commissary and Recreation	16	42
Construction, New	17	44
Cost, Operation	16	35
Dental Care	17	46
Education and Training	16	43

~~CONFIDENTIAL~~

	<u>Page</u>	<u>Paragraph</u>
Equipment, New	17	45
Escapes	17	47
Incentive payments	16	39
Maintenance and Improvement	17	44
Materials, Cost of	16	37
Medical Care	17	46
Mileage, Penitentiary Vehicles.	16	38
Nationalities of Inmates	19	49
Population figures	19	50
Produce, Value of	16	36
Recreation	16	42
Sentences, Range of	19	51
Visits	18	48

~~CONFIDENTIAL~~

ADMINISTRATION

1. Fiscal: The Canal Zone Police Division, a component of the Civil Affairs Bureau, Canal Zone Government, operates on appropriated funds and is non-revenue producing. Comparative figures for past two fiscal years:

	<u>1971</u>	<u>1972</u>
Obligations:	4,833,000	4,951,000

2. Organizational Strength: The Division has an authorized strength of 325 Full-Time Permanent positions and 12 Part-Time positions. Organization chart of the Division is attached (Annex No. G). Comparative actual force figures for the past two years (including part-time employees) are as follows:

<u>Date</u>	<u>U.S. Citizens</u>		<u>Non-U.S. Citizens</u>		<u>Total</u>	
	<u>F/T</u>	<u>P/T</u>	<u>F/T</u>	<u>P/T</u>	<u>F/T</u>	<u>P/T</u>
6/30/71	233	5	83	6	316*	11
6/30/72	234	6	86	6	320*	12

* Does not include student assistants, 1 temporary clerk-typist, 2 temporary clerk-stenographers, or 1 temporary Youth Counsellor.

3. Employments:

	<u>FY 1971</u>	<u>FY 1972</u>
Police Privates	28	13
Youth Counsellor	0	1
Clerks	2	5
Guards	2	0
School Crosswalk Guards	9	7
Dispatchers	1	0
Matron	1	0

4. Positions established:

Detective II	0	3
Correctional Officer	0	5
Detective	0	2

5. Terminations:

a. Personnel involved:

Police Officers and Privates	26	8
Detectives	0	1
Clerks	3	4
Guards	2	1

	<u>FY 1971</u>	<u>FY 1972</u>
School Crosswalk Guards	11	8
Matron	6	0

b. Positions abolished:

Police Private	1	3
Matron	6	0

c. Reasons:

Removal for cause	4	2
Failed to qualify during probationary period	3	0
Resigned under investigation	1	0
Voluntary Retirement	14	8
Disability Retirement	2	0
Resignation	17	19
Transferred	0	3
Death	1	1

d. Twelve complaints were received against policemen from persons outside the Division.

6. Promotions:

<u>Name</u>	<u>Date</u>	<u>Promoted to the Rank of</u>
Det. Sgt. David E. Beach	9/26/71	Lieutenant
Det. William E. Affeltranger	9/26/71	Detective II
Det. Dennis C. Armon	9/26/71	Detective II
Det. Joseph T. Grills, Jr.	9/26/71	Detective II
Pvt. Don E. DeStaffino	9/26/71	Sergeant
Sgt. Joseph M. Corso	10/3/71	Detective Sergeant
Pvt. George H. Cotton	10/3/71	Detective
Pvt. Edward V. Dolan	10/3/71	Detective
Pvt. Melvin G. Attkisson	10/3/71	Detective
Det. Virgil E. Voyles	10/3/71	Sergeant
Pvt. Oswaldo I. Montalvo	10/17/71	Detective
Mrs. Marjorie P. Peake (NM-7)	12/12/71	Budget Analyst (NM-8)
Mrs. Marjorie P. Peake (NM-8)	6/25/72	Budget Analyst (NM-9)
Pvt. Joseph Garcia, Jr.	12/26/71	Detective
Sgt. Marvin H. Funk	2/6/72	Lt. (Deputy Warden)
Sgt. Jackie L. Gregory	2/20/72	Lieutenant
Pvt. Timothy J. Corrigan	2/20/72	Sergeant
Pvt. Willard J. French	2/20/72	Sergeant
Lt. William F. Kessler	2/26/72	Inspector (Captain)
Pvt. Edgar B. Bristol	4/16/72	Police Technician
Pol. Tech. Willys J. Walker	4/30/72	Supv. Police Technician
Lt. Robert B. Mills	5/28/72	Detective Captain
Pvt. Joseph P. McDonald	5/28/72	Police Sergeant
Mr. Rexford R. Inniss (NM-5)	5/28/72	Supv. Cler. Asst. (NM-6)
Pvt. William R. Steele	6/11/72	Detective

~~CONFIDENTIAL~~

<u>Name</u>	<u>Date</u>	<u>Promoted to Rank of</u>
Pvt. Jimmy R. Ransom	6/11/72	Detective
Det. Howard J. Marks	6/18/72	Detective II.
Pvt. Henry B. Twohy	6/18/72	Detective
Grd. Joseph C. Ward (NM-3)	6/18/72	Guard (Corr.) (NM-5)
Grd. Ferdinand R. Graham (NM-3)	6/18/72	Guard (Corr.) (NM-4)
Grd. Gilbert Squires (NM-5)	6/18/72	Correctional Officer (NM-6)
Grd. Erell C. Alexis (NM-5)	6/18/72	Correctional Officer (NM-6)

7. Commendations: Two-hundred twenty-seven written commendations were given to Division personnel for meritorious service, of which sixty were from outside sources:

8. Awards:

Patricia K. Seaman	Outstanding Performance w/Quality Step
Gaddis Wall	Outstanding Performance
James A. Marchuck	Outstanding Performance
Robert F. Nooney	Outstanding Performance
Renee V. Perry	Outstanding Performance

9. Retirements:

<u>Name</u>	<u>Effective Date</u>	<u>Retirement Action</u>	<u>Police Division Service Years</u>
Det. Mack B. Hicks	12/26/71	Voluntary	22
Dep. Warden Wlm. H. Staats	1/31/72	Voluntary	20-1/3
Pol. Tech. Karl D. Glass	4/29/72	Voluntary	24-1/2
Pvt. Albert E. Goguen	5/31/72	Voluntary	26-1/2
Capt. Charles C. Fears	6/30/72	Voluntary	28-1/2
Chief Gaddis Wall	6/30/72	Voluntary	32
Pvt. Wlm. J. Cronan	6/30/72	Voluntary	27-1/2
Grd. Rafael L. Medrick	6/30/72	Voluntary	24-3/4

10. Safety: Personnel suffered 61 injuries, 9 of which were lost time injuries.

11. Training and Education:

a. We have continued our States training program covering a broad range of subjects in police and penitentiary administration and police science. This has provided us with highly qualified men who have been used to instruct police personnel during in-service and recruit training courses. The following police personnel attended schools in the United States:

Mr. Marvin H. Funk	Aug. 2-13 1971 (2 weeks)	Introduction to Correctional Techniques Program; U.S. Dept. of Justice; Bureau of Prisons; Federal Reformatory; El Reno, Oklahoma
--------------------	-----------------------------	---

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Det. Sgt. Andrew M Wright, Jr.	Aug. 15-22 1971 (1 week)	Civil Disturbance Orienta- tion Course (SEADOC); Military Police School; Ft. Gordon; Augusta, Georgia
Lt. Michael P. Gordon.	Aug. 15-22 1971 (1 week)	Civil Disturbance Orienta- tion Course (SEADOC); Military Police School; Ft. Gordon; Augusta, Georgia
Lt. William F. Kessler	Aug. 28-Nov. 12 1971 (11 weeks)	Police Administration; Southern Police Institute, Louisville, Kentucky
Mr. Lewis W. Bateman.	Sept. 12-17 1971 (1 week)	Probation In-Service Training School; Federal Probation Training Center; Chicago, Illinois
	Sept. 20-24 1971 (1 week)	Orientation Visit; La Tuna Federal Institution; Dallas, Texas
	Sept. 26-28 1971 (3 days)	Orientation Visit; Dallas Community Treatment Center; Dallas, Texas
Capt. Charles C. Fears	Sept. 25-30 1971 (1 week)	Conference, International Association of Chiefs of Police, Anaheim, Calif.
Det. II Joseph T. Grills, Jr.	Nov. 15-17 1971 (3 days)	Advanced Drug Training Conference; Bureau of Narcotics and Dangerous Drugs; Washington, D.C.
Lt. David E. Beach	Mar. 13-Jun. 2, 1972 (12 weeks)	Police Administration; Southern Police Institute; Louisville, Kentucky
Det. II William E. Affeltranger	May 1-Oct. 31, 1972 (6 months)	Document Examiner Training; Document Section, New York City Police Dept.; New York, New York

One person had previously been scheduled to attend the Delinquency Control Institute summer course at Florida State University, Tallahassee, Florida. This course was cancelled and when the course is rescheduled, we will then send someone to attend at that time.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

We have received approval to send another person to attend the three-month police administration course at the Southern Police Institute, University of Louisville, Louisville, Kentucky. This course will commence sometime in August, 1972.

We also have received approval to send someone to attend each of the following courses:

Two persons to attend the twelve-week Bureau of Narcotics and Dangerous Drugs School in Washington, D.C.

One person to attend the six-week Polygraph Examiner Course at the Keeler Polygraph Institute, Chicago, Illinois.

b. The following specialized training was given locally this year and two different training/consultant teams have been scheduled to train personnel during the first part of Fiscal Year 1973:

(1) Three police sergeants attended a course in Explosive Ordnance Reconnaissance given by the 36th Ordnance Detachment (EOD) at Corozal, Canal Zone, on September 2, 1971. They were issued certificates.

(2) Three detective personnel attended a one-day Latin American Seminar on Law Enforcement Photography in Panama City, Republic of Panama, on October 20, 1971. The seminar was sponsored by the Eastman-Kodak Company and certificates were issued.

(3) Five police sergeants completed a course in Radiological Monitoring conducted by USARSO CBR School, Fort Clayton, Canal Zone, on November 30 and December 1, 1971.

(4) Two police lieutenants attended a Nuclear Biological Chemical Accident/Incident Control Plan Conference conducted at Fort Clayton, Canal Zone, on May 3, 1972.

(5) A Helicopter Rescue Operations class was conducted at the Police Training Center by U.S. Air Force personnel on July 13, 1971. Twelve police personnel attended this class.

(6) A class in Metal/Explosive Detection Kits was conducted by AID personnel at the Police Training Center on July 27, 1971. Eighteen police personnel attended.

(7) Two detective personnel participated in a Drug Seminar at the University of Panama, Panama City, Republic of Panama, on June 1, 1972.

c. In-service training was given as follows:

(1) Refresher Riot Control Training was given to a total of 236 personnel in both districts. This year for the first time a shotgun combat course was added to the Riot Control Training, along with a skeet shooting exercise.

~~CONFIDENTIAL~~

(2) A revision of our firearms course was instituted for the Annual Firearms qualification and served to increase the proficiency of our police officers and guards. Of the 254 personnel who participated, 238 fired qualifying scores.

(3) A course in Standard First Aid was conducted at the Police Training Center in Balboa during May 1972. A total of five personnel attended.

(4) Throughout the fiscal year a number of in-service training sessions were conducted at the Police Training Center in a variety of subjects, i.e., Crosswalk Guard Training; Probable Cause for Arrest; Police/Public Relations; and Defensive Driving.

(5) Roll call training was intensified through the use of a Sight-Sound Film Strip Projector which shows ten-minute film strips on various subjects related to law enforcement. This equipment is produced by the International Association of Chiefs of Police. Film strips were shown in the police squad room prior to roll call on forty-eight different occasions for a total of eight hours training.

(6) The Panama Canal Training Center offered courses to the Police Division in Introduction to Supervision, Defensive Driving, the Supervisor and Human Behavior, Theory and Practice of Management and Organization, Plain Letters, and Spoken Spanish. A total of 45 personnel attended these courses.

d. The following law enforcement correspondence courses were completed under the tuition refund program:

Five police personnel completed law enforcement correspondence courses from the Institute of Applied Science and one from the Delehanty Institute. Fifty-nine police personnel are currently taking correspondence courses from the aforementioned schools, the Davis Correspondence School, the National Police Academy, and the La Salle Extension University.

e. The following college education was made available through the Tuition Refund Program:

(1) Two Police Division employees completed a course at the Canal Zone College and one employee completed a course at the USO-JWB, in Balboa.

(2) Thirty-two Police Division personnel have completed 114 courses at Florida State University, Canal Zone Branch (an average of four courses per man), in such subjects as: Spanish, Introduction to Police Science, Criminology, Introduction to Law Enforcement, Municipal Traffic and Administration, Methods of Crime Detection, Introduction to Corrections, Police Organization and Administration, Methods and Techniques of Interrogation, Methods and Techniques of Law Enforcement, Police Traffic Control, Sociological Theory, General Psychology, Written Communications, American Federal Government, Mass Communication and Public Opinion; accumulating a total of 367 quarter hours.

(3) Four of our police officers graduated from Florida State University, Canal Zone Branch, with degrees.

(4) Two officers are enrolled in the English Language Scholarship Program.

(5) Several officers attended Florida State University and the Canal Zone College under the G.I. Bill and many attended at their own expense.

This education and training has greatly raised the standards of performance of Canal Zone Police personnel.

OPERATIONS

12. Arrests: During the year, 3,448 persons were arrested, of whom 3,278 were males and 170 were females. Total number of offenses was 3,504. In the Balboa District there were 2576 arrests, and 872 in the Cristobal District. Daily average of prisoners in jail was 50. Details of arrests are covered in Annexes A and B.

There were 10,156 arrest record searches made during the year compared to 12,416 the previous year, at requests of Company-Government, military, Embassy, and Panama authorities.

13. Motor Patrols: Regular radio car patrols amounted to 642,504 miles and radio-equipped traffic cars patrolled 435,921 miles. Mileage on trucks amounted to 101,395. Operations of supervisors and detectives, the transportation of prisoners and witnesses and mercy missions accounted for an additional 185,728 miles. Mileage covered in police-owned vehicles was 1,264,153.

14. Water Patrols: Cristobal harbor and the northern half of Gatun Lake were patrolled throughout the year by Police Division personnel in the Police Division boat "El Protector." Patrols were made on Madden Lake, southern portion of Gatun Lake, waters of the Canal between Pedro Miguel and Gamboa and in the Balboa Harbor area in the Police Division boat "El Guardian." Water patrols during the year covered about 8,685 miles.

15. Interior Patrols: All interior areas, including land licenses, inland waters, yacht basins not covered by water patrols, were covered by this patrol at irregular intervals. Principal violations encountered have been trespassing on posted areas, unauthorized clearing of land for farming, and timber thefts.

16. Traffic Accidents: Fifteen persons were killed and 261 injured in 1,253 traffic accidents reported and investigated during the year. "Speed" accounted for 208 accidents, 17 percent of the total accidents. "Failure to exercise precaution," "disregarding traffic sign/signal," "failure to yield to vehicle," "careless pedestrian," "following too closely," "hit-and-run," "intoxicated operator," "negligent driver," "reckless driving," and "without/defective brakes" accounted for 980 of those accidents investigated. Prosecutions for traffic offenses during the year totaled 1,747. (Note: This total does not cover traffic citations paid in Traffic Violation Unit.) There were 8,028 written traffic warnings issued for minor offenses, 231 of which offenders had received previous warnings and were prosecuted. For more details see Annex C.

17. Detective Investigations: Detectives investigated 7,747 cases. In making these investigations, the following specialized work was performed:

a. Thirteen cases were cleared as a result of fingerprint identification.

b. Twenty-five polygraph (lie detector) tests were conducted.

c. One thousand one-hundred fifty-seven (1,157) persons were fingerprinted and four hundred sixty-five (465) crime scenes were processed for latent fingerprints.

d. Two hundred forty-five cases were investigated in which document investigations were made.

e. Seventeen ballistics investigations were conducted.

f. Six hundred fifty-one drug examinations were made.

18. Photography: Police and other Agencies:

a. There were 841 persons, 353 crime scenes, and 82 accident scenes photographed. Photographs taken for coroner's investigations numbered 18.

b. Thirty-seven scenes were photographed at the request of the Official Photographer, nine for other government agencies, and forty-two were taken for public relations.

19. Part I Offenses: Annual crime reports are forwarded to the Federal Bureau of Investigation reflecting the number of Part I (Serious) Offenses coming to our attention during the year. Detailed statistics are:

<u>Classification of Offenses</u>	<u>Offenses Reported or Known to Police</u>		<u>Unfounded Complaints</u>		<u>Actual Offenses</u>		<u>Offenses Cleared by Arrest</u>	
	<u>1971</u>	<u>1972</u>	<u>1971</u>	<u>1972</u>	<u>1971</u>	<u>1972</u>	<u>1971</u>	<u>1972</u>
Murder	2	1	-	-	2	1	1	-
Manslaughter	40*	4	-	1	40*	3	39*	3
Rape	13	17	9	7	4	10	2	7
Robbery	31	46	-	3	31	43	4	6
Aggvt. Assault	12	15	-	3	12	12	12	11
Burglary	422	484	27	18	395	466	59	107
Grand Larceny	288	467	17	19	371	448	46	31
Petit Larceny	989	1055	48	33	941	1022	154	200
Auto Theft	<u>99</u>	<u>87</u>	<u>17</u>	<u>10</u>	<u>82</u>	<u>77</u>	<u>5</u>	<u>11</u>
Total	1996	2176	118	94	1878	2082	322	376

* 38 of this total were killed as a result of the tragic bus accident on Thatcher Ferry Bridge on May 24, 1971.

Property reported stolen amounted to \$352,420.29; \$104,859.33 or 30 percent was recovered.

~~CONFIDENTIAL~~

FIVE YEAR COMPARATIVE CHART
PART I - OFFENSES

<u>Known Offenses:</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>Totals</u>
Murder	2	1	2	2	1	8
Manslaughter	1	-	2	40	4	47
Rape	1	12	11	13	17	54
Robbery	30	19	24	31	46	150
Aggvt. Assault	3	15	12	12	15	57
Burglary	367	426	445	422	484	2144
Grand Larceny	325	330	213	388	467	1723
Petit Larceny	1016	1046	1061	989	1055	5167
Auto Theft	<u>55</u>	<u>64</u>	<u>68</u>	<u>99</u>	<u>87</u>	<u>373</u>
Totals	1800	1913	1838	1996	2176	9723

20. Juveniles: Police investigated cases involving 540 juveniles; in which no court action was taken.

JUVENILES PROSECUTED

	<u>U.S.</u>			<u>Non-U.S.</u>		
	<u>FY 1970</u>	<u>FY 1971</u>	<u>FY 1972</u>	<u>FY 1970</u>	<u>FY 1971</u>	<u>FY 1972</u>
Felonies	1	1	15	3	7	43
Misdemeanors	<u>50</u>	<u>93</u>	<u>161</u>	<u>17</u>	<u>76</u>	<u>224</u>
Totals	51	94	176	20	83	267

JUVENILES NOT PROSECUTED

	<u>U.S.</u>			<u>Non-U.S.</u>		
	<u>FY 1970</u>	<u>FY 1971</u>	<u>FY 1972</u>	<u>FY 1970</u>	<u>FY 1971</u>	<u>FY 1972</u>
Felonies	17	42	55	13	16	23
Misdemeanors	<u>192</u>	<u>222</u>	<u>213</u>	<u>141</u>	<u>227</u>	<u>249</u>
Totals	209	264	268	154	243	272

21. Coroner's Investigations: During the year 127 deaths requiring coroner's action were investigated, with these findings:

	<u>FY 1971</u>	<u>FY 1972</u>
Natural	90	89
Accidental	76	28
Homicidal	5	5
Suicidal	7	5
Unknown	<u>1</u>	<u>0</u>
Totals	179	127

22. Driver Examinations: Driver examiners in Cristobal and Balboa examined 15,468 applicants during the year, of whom 14,278 were found to be qualified.

23. Equipment in service:

<u>Vehicles:</u>	<u>Balboa</u>	<u>Cristobal</u>	<u>Total</u>
Sedans	22	13	35
Armored Trucks	3	1	4
Personnel Carriers	1	1	2

Floating Equipment:

Police Boats: El Guardian - open boat with outboard motor - Balboa District.
El Protector - open boat with outboard motor - Cristobal District.

Other Equipment: Normal replacement of service revolvers, lawn mowers, electric ranges, furniture, photo, radio and other worn-out, obsolete penitentiary and police equipment was effected.

24. Rescue Operations: Police Division skin divers were utilized in diving operations five times during the year, generally searching for drowned persons.

25. Impoundings: During the year 339 motor vehicles were impounded as abandoned vehicles or traffic hazards. Two hundred forty-six were returned to owners, thirty-one were disposed of by sale or salvage, and sixty-two are pending.

Seven hundred eighty-eight (788) animals were impounded during the year by the poundmasters (District Police Commanders). They were disposed of according to law.

26. Deportations - Repatriations - Exclusions - Pardons: Twenty deportations from the Canal Zone were effected upon discharge from the Penitentiary. Additionally, three deportations from the Canal Zone were effected upon discharge from Canal Zone Jails. One hundred five persons were excluded from the Canal Zone by legal processes. Three persons were given unconditional pardons by the Governor.

27. Missing Persons: One hundred thirty-five investigations were made of persons reported missing.

~~CONFIDENTIAL~~

28. International Relations: Most noteworthy events were:

a. On December 22, 1971, the chauffeurs for the Canal Zone Bus Company went on strike and picketed in front of Shaler Bus Terminal. The striking workers demanded better working conditions and a Christmas bonus which had not been paid by the bus company. The owner of the bus service at first stated the buses would remain permanently inoperative because profits did not justify the drivers' demands. This resulted in a few incidents where the striking employees harassed those chauffeurs who continued to work. A continuing bargaining process involving representatives of the bus company, chauffeurs, and high-ranking Canal Zone and Panamanian officials resulted in a negotiation which resumed normal bus service on January 2, 1972.

b. On October 11, 1971, the Republic of Panama celebrated the birth of the Revolutionary Government in Panama City. Approximately 500,000 persons from all parts of the Republic attended the celebration at Fifth of May Plaza. Canal Zone Police engaged in extensive and detailed planning and coordination with the Panama National Guard, Military Police, U.S. Army, and other Company/Government Agencies. Both police districts went on Special On-Call at 8 a.m., October 10, and at midnight, all local leave and days off were cancelled. All police personnel in both districts participated in the operation. Many personnel assisted in traffic and pedestrian control to alleviate the congestion on the highways, streets and train terminals. The operation was completed at 8 a.m., October 12, 1971, without any serious incidents. All operations returned to normal at that time.

29. Notable Improvements, Events and Accomplishments:

a. An enclosed storage cabinet and telephone for prisoners' use were installed outside the entrance to the Cristobal Jail cellblock.

b. A new alarm system connecting the various facilities with the Central Stations was installed.

c. The entire Cristobal cellblock was repaired and repainted.

d. Various improvements were made at the Police Park, Brazos Brook, including the installation of a new sign at the entrance.

e. Three closed-circuit television units, for increased station security, were installed in the Central Stations.

f. The Cristobal Identification Office and Squad Room were relocated for convenience.

g. Four new electronic flash units and two additional narcotic identification kits were added to the Cristobal Detective Section.

h. Many of the offices in the Balboa Police Station have been rearranged and renovated to provide more efficient use of available space. The Arrest Clerk and her records were moved from Police

~~CONFIDENTIAL~~

Headquarters to the Station and is now sharing office space with the District Identification Officer.

i. During the month of October 1971, the squad room was paneled and completely refurnished.

j. Due to the construction of a new road system on Balboa and La Boca Roads, new parking facilities surrounding the Balboa Police Station were constructed.

k. On December 10, 1971, the Police Division was assigned a legal advisor. His duties are to provide the police with professional legal advice in the criminal area. The legal advisor divides his time between the Balboa and Cristobal police districts.

l. The Balboa District Revolver and Gas Ranges have been under continuous improvement during the fiscal year. After a thorough safety inspection, USARSO made the necessary amendments to the Department of the Army lease for the Chiva Chiva Gas Range area, which will enable us to begin a practical police course in the near future. Improvements are already being made at the range to accommodate this course of fire.

m. The hallway between the Balboa Police Station and the Detective Annex has been enclosed and made into a reception room. A new air-conditioner has been installed in the reception room and it has been carpeted and furnished.

n. New equipment obtained for the Detective Office in Balboa includes furniture for the Chief of Detective's office, new cassette recorders, a new mug camera and two additional Valtox Narcotics Identification Kits.

30. Community Service and Public Relations: We engaged in numerous activities during the year in the interest of improved service to the community and public relations.

a. We continued to sponsor youth activities during the year; i.e., Little League baseball teams, tennis teams, junior pistol teams, basketball teams, etc.

b. Numerous youths from the U.S. and Latin American communities have participated in fishing trips aboard the police boats: "El Protector" and "El Guardian" in Gatun Lake. Since August of 1970, we have sponsored several deep-sea fishing trips on the launch, "Blue Runner."

c. The Police Park at Cristobal was used by civic, fraternal, military, religious, and social organizations for fairs, parties, and picnics, at no charge.

d. The "Ride Along" program, initiated in October, 1970, continued to inform youths about the duties of a police officer and to

~~CONFIDENTIAL~~

improve relations with the youth of the community. Thus far, 291 participants have completed the ten-hour program and have received certificates of completion. This program has been highly praised by high officials, community leaders, parents, and citizens of the community.

e. Throughout the year donations were made by Police Division personnel to help support various civic, religious, and community organizations in both the Canal Zone and the Republic of Panama.

f. The Youth Unit in Balboa gave twelve drug lectures to a number of organized groups in the Canal Zone and the Republic of Panama. Approximately 3,420 persons attended these lectures. In the Cristobal District five lectures on drugs and juvenile problems were given to schools and civic and religious organizations.

g. Twenty-two lectures were also given by police personnel in both districts covering a variety of subjects such as defensive driving, vehicle regulations, motorcycle safety, traffic accidents, shoplifting, and prevention of burglaries.

h. Several ballistics lectures were conducted at Gorgas Hospital at the request of the Acting Chief of Pathology, Doctor Carolina White.

i. On November 10, 1971, a three- and one-half-hour training session on the Private Citizen's Powers of Arrest and Testifying in Court was given to fifteen members of the Dredging Division's Pollution Control Board and the Terminals Division. This training program was conducted at the Dredging Division's main office in Gamboa, Canal Zone, by the Balboa District's training sergeant.

31. The following courses and seminars were offered to military personnel by the Canal Zone Police:

a. Six two-hour lectures on "Safe Boating" were given to members of the U.S. Army 146th Engineering Company, Fort Gulick, Canal Zone.

b. On May 10, 1972, an Army Commander's Briefing was given in the Balboa Police Training Center for officers of the 193rd Infantry Brigade, Fort Kobbe, and the 20th Infantry, Fort Clayton, on the riot control capabilities of the Canal Zone Police. After the briefing a tour of the armory was conducted.

32. One of our police officers instructed 30 Panama National Guardsmen in firearms training on June 3 and 4, 1972. The guardsmen being trained will be used for VIP escorts in Panama. In addition, a number of Panama National Guardsmen and members of the National Department of Investigation used the Brazos Brook Police Range for firearms training on numerous occasions.

~~CONFIDENTIAL~~

33. Our Police Week Program this year (May 14 - 20) was again a most ambitious program. The following reflects the extent of our activities:

- a. This year "Open House" at the two central police stations was expanded to include the entire week. Police equipment was on display and officers, acting as escorts, conducted visitors through the stations..
- b. The Director of Posts caused the special Police Week die to be used throughout Police Week for canceling mail in Canal Zone Post Offices.
- c. Bumper stickers reading, "Police Week May 14 - 20 - Serving the Community" were exhibited on Police and all official company/government vehicles.
- d. During the week, all elementary schools in the two districts were visited. Short talks on pedestrian and bicycle safety were presented. Each classroom was invited to examine the police vehicle at the school during the talks.
- e. A Police Week Poster Contest was held in Grades 2-6 in all elementary schools. Sixty-three winners were selected and all winning posters were displayed in the Police Stations throughout the week. Following Police Week all winning posters were submitted to the Canal Zone Library where they were further displayed. All poster contest winners were contacted and given rides in police cars.
- f. Group discussions on the subject of "The Police and You" were given to students at the Junior and Senior High Schools, and the film "Every hour, every day," was shown to the student body at the Cristobal and Rainbow City Junior-Senior High Schools and elementary schools on the Atlantic side.
- g. Coloring books were distributed to kindergarten, first, second and third grades, including the special education classes, at all the elementary schools.
- h. Lieutenant M. P. Gordon appeared on SCN Television's "Que Pasa" on Wednesday night, May 17, to discuss police week activities for the Division.
- i. Spot coverage was given by the news media on police activities during the week.

34. The Fifteenth Annual Police Christmas Parties hosted by both police districts for Panamanian children were held on December 17 in the Balboa district and December 22 in the Cristobal district. Approximately 350 Panamanian children of the Nuevo Vigia School area and approximately 100 Panamanian children of the Vino Tino School were treated to refreshments, candy and toys donated by Police Division personnel. Officers Oller and Tunon acted as Santa Clauses.

~~CONFIDENTIAL~~

CANAL ZONE PENITENTIARY

35. The total cost of operating the Penitentiary for the year was approximately \$672,261.65. The average cost per inmate was \$7,076.44.

36. The gross value of produce from the Penitentiary farm was \$1,100. Most of this produce was consumed in the Prison Mess.

37. The cost of materials for articles manufactured for the use of police headquarters and the police districts amounted to \$2,706.20.

38. Penitentiary vehicles were operated a total of 39,225 miles for transporting personnel, inmates, and supplies, and for general use.

39. During the year, \$5,926 in incentive payments were paid to inmates.

40. As a result of the Rehabilitation Specialist position which was created at the institution May 16, 1971, all inmates have been interviewed and attitude files prepared. Many of these investigations were conducted involving family financial problems, family emergencies, and parole-connected matters. Ten inmates were referred to the Psychological and Medical Advisory facilities after being interviewed.

41. Effective November 14, 1971, the Sergeants' roster was changed to a rotation system allowing supervisors to be relieved periodically on weekends. New hiring criteria was established for the employment of four new Correctional Officers. Two Correctional Guards were promoted to Correctional Officers.

42. Commissary and Recreation: The inmates spent \$8,801.17 in the prison commissary. A net profit of \$727.34 was made in commissary sales and of this amount, \$579.63 was spent on phonograph records, books, baseball equipment, boxing equipment, etc.

43. Education and Training:

a. We continue to train inmates in the basic trades of welding, carpentry, electricity and mechanics, as well as the use of wood and metal lathes. The Special Work-Project Program, initiated in October 1970, still continues and inmates manufacture items for sale. These items include lamps, salad bowls, lazy susans, jewelry boxes, mola frames, furniture and thread work. Additionally, contracts are let for car painting, upholstering, car and furniture repair, and light food catering. In July 1971, inmates had \$6,109.80 in their accounts, collectively. This total increased to \$7,566.76 by June 30, 1972. Twenty-two inmates have saved over \$100.

b. Nine inmates enrolled in correspondence courses from various schools and colleges in the United States.

~~CONFIDENTIAL~~

c. A boxing program was initiated during the past year with excellent results. Eight exhibition matches and one amateur match were held. Eighteen inmates participated with an average of eight boxers in training at all times. Several job offers were extended to inmate boxers.

d. Eighteen employees completed a jail operation correspondence course given by the U.S. Bureau of Prisons. The four newly-hired Correctional Officers completed a Correctional Officer Training Course conducted by the Penitentiary Training Officer.

44. Maintenance and Improvement:

a. A conference room was constructed in the penitentiary office. The Security Control room in the kitchen was enlarged. A handicraft display room was set up in the bachelor quarters. The personnel parking lot was enlarged. Construction of an exercise yard and separate showers for inmates in administrative segregation is nearing completion. Inmates are presently in the process of manufacturing metal bunks and foam rubber mattresses for use at the institution.

45. New Equipment: The following new equipment was obtained for use at the institution:

- a. Two additional closed-circuit television units.
- b. Tire changers.
- c. Transmission jack.
- d. Hydraulic jack.
- e. Miscellaneous small hand tools.

46. Medical and Dental Care:

a. Routine sick calls were held at the Penitentiary by the physician from Gamboa Medical Clinic, which resulted in 1,659 consultations during the year.

b. Dental care to inmates decreased nine percent. Service was obtained at Gorgas Dental Clinic. This included extractions, fillings, dentures, and other dental work.

47. Escapes:

a. At about 9:15 a.m., December 7, 1971, Inmate Carlos Alberto Stephenson, No. 3687, escaped from a work gang while cutting grass on the farm area. Stephenson was recaptured about 10:15 p.m. the same day on the Panama Canal Railroad Track Span about one and one-half miles from the Penitentiary. He was sentenced to one year for the escape by U.S. District Court on January 12, 1972.

b. Jose Antonio Fernandez N. (Navarro), Inmate 3633, who escaped from custody on October 31, 1970, remains at large.

~~CONFIDENTIAL~~

48. Visitors:

a. On August 21, 1971, Panama flyweight champion Orlando Amores and Panama bantamweight Enrique Pinder presented an exhibition match at the Penitentiary.

b. On September 15, 1971, eleven military police personnel from the Fort Clayton Army Stockade were given a tour of the facilities.

c. On November 29, 1971, Mr. Olmedo Mireda, Attorney General for Panama, and Mr. Alberto Tunon, Director of Corrections in Panama, accompanied by members of their staff, were given a tour of the facilities. Group inquiries were concerned with their efforts to modernize the Panamanian penal system.

d. On December 20, 1971, Dr. McCandlish, Chief Psychologist at the Federal Correctional Institution, Seagoville, Texas, visited the Penitentiary.

e. On January 28, 1972, Lieutenant Colonel Manuel Arauz, Major Julian Melo, Captain Bernardo Barrera of the Panama National Guard, and other Panamanian officials visited the institution.

f. On March 24, 1972, a six-man musical group, "The Jungle Rats," from New York entertained the inmates.

g. On April 26, 1972, the institution was visited by 72 members of the Panama National Guard.

h. On May 2, 1972, thirty Balboa High School students were conducted on a tour of the facilities.

i. On May 7, 1972, an exhibition boxing program was presented between amateur boxers from Panama and inmate boxers. Several Canal Zone and Panamanian officials attended.

j. On June 8, 1972, Mr. C. I. McGinnis and Mr. Wlm. S. Hinkle from the Executive Planning Staff, accompanied by a representative from Washington, D.C., made an inspectional tour of the penitentiary grounds.

k. On June 30, 1972, a group of Boy Scouts were given a tour of the Penitentiary facilities.

l. Several outside softball teams engaged the inmates in games during the dry season.

~~CONFIDENTIAL~~

49. Nationalities of inmates at years' end:

Panamanian males	-	86
Ecuadorean male	-	1
Nicaraguan male	-	1
American males	-	<u>2</u>

90

50. Comparative population figures:

	<u>1971</u>	<u>1972</u>
Admitted during the year	47	58
Discharged	48	53
At large	1	1
Daily average	88	95
Inmates at end of year	85	90
Transferred to Federal Prisons in U.S.A.. .	4	3
Paroled	8	12
Mandatory Parole	12	9
Commuted	1	1
Returned for parole violation	4	1
Inmates attending school.	16	14
High inmate court	96	105
Low inmate count.	81	83

51. Range of Sentences:

Life imprisonment	3	3
10 years and over	14	11
5 years and over	32	34
4 years and over	8	8
3 years and over	9	9
2 years and over	13	11
1 year and over	6	13
Less than 1 year	0	1

THE END

~~CONFIDENTIAL~~

ANALYSIS OF CRIME

FY 1972

BALBOA DISTRICT

Part I Offenses Known to Police	Ancon	Balboa	Balboa Heights	La Boca	Diablo	Los Rios-Corozal	Cardenas	Pedro Miguel	Paraiso	Gamboa	Santa Cruz	All Other C.Z. (Outside Reservations)	Armed Forces Reservations	TOTAL
BURGLARY	23	44	12	1	12	10	3	2		4	3		38	152
From Residence														
All Other	15	12	4	6	27	1	1	4	10	6	2	39	41	168
GRAND LARCENY	17	6				1						8	3	35
From Person														
All Other	68	83	8	19	14	20	4	3	4	13	3	55	97	391
PETIT LARCENY	17	16	2		2	4	1	1		1		8	11	62
From Unlocked Vehs.														
All Other	128	193	15	27	25	25	6	11	10	32	7	67	83	630
All Other Part I Offenses	33	13	4	3	7	2	2		1	2		28	32	126
TOTAL PART I OFFENSES	301	367	45	56	87	63	17	21	25	58	15	205	305	1564

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

ANALYSIS OF CRIME

FY 1972

CRISTOBAL DISTRICT

Part I Offenses Known to Police	Cristobal	Coco Solo	France Field	Gatun	Margarita	Rainbow City	Mt. Hope	Mindi	All Other C.Z. (Outside Reservations)	Armed Forces Reservations	TOTAL
BURGLARY	11	8	1	6	18	7	0	0	0	3	54
From Residence											
All Other	34	18	7	18	6	10	7	0	3	15	118
GRAND LARCENY	10	0	0	0	0	0	0	0	2	0	12
From Person											
All Other	5	5	1	5	1	1	2	0	2	4	26
PETIT LARCENY	11	6	0	2	0	0	0	0	2	7	28
From Unlocked Vehs.											
All Other	60	61	10	49	77	47	5	0	7	16	332
All Other Part I Offenses	24	3	0	0	2	1	0	1	3	8	42
TOTAL PART I OFFENSES	155	101	19	80	104	66	14	1	19	53	612

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

CLASSIFICATION OF ARRESTS DURING THE PAST TEN YEARS

<u>Fiscal Year</u>	<u>No. of Persons Arrested</u>	<u>Traffic Offenses</u>	<u>Other Offenses</u>	<u>Total Offenses</u>	<u>Percentage of Felonies</u>
1963	4741	3829	1133	4962	4.05
1964	4887	3800	1304	5104	2.84
1965	6063	4862	1407	6269	2.07
1966	7398	6434	1215	7649	2.69
1967	8229	7093	1423	8516	2.04
1968	7969	6829	1471	8300	2.27
1969	7262	6038	1492	7530	1.95
1970	5944	6008*	1431	7439	2.34
1971	3544	1912*	1764	3676	5.37
1972	3448	1747*	1757	3504	9.64

* Totals in this column do not reflect traffic offenses paid in TVB.

CITATIONS PAID IN TRAFFIC VIOLATION BUREAU

1970	1257 (since 2/11/70, due to statistical reporting procedures)
1971	7089
1972	5520

CHARGES AGAINST PERSONS ARRESTED

	<u>U.S. Citizens</u>		<u>R.P. Citizens</u>		<u>Other Citizens</u>		<u>Total</u>	
	<u>Male</u>	<u>Fem.</u>	<u>Male</u>	<u>Fem.</u>	<u>Male</u>	<u>Fem.</u>	<u>Male</u>	<u>Fem.</u>
Felony	58	0	260	6	13	1	331	7
Misdemeanor (Other than traffic)	356	18	775	44	218	8	1349	70
Totals FY 1972	414	18	1035	50	231	9	1680	77
Totals FY 1971	420	16	983	65	263	17	1666	98

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

RESIDENCES OF PERSONS ARRESTED

	<u>Panama City</u>	<u>Colon</u>	<u>Interior</u>	<u>Total Panama</u>
FY 1971	1422	378	175	1975
Percentage	40.1%	10.7%	4.9%	55.7%
FY 1972	1352	466	159	1977
Percentage	39.2%	13.5%	4.7%	57.4%

	<u>Canal Zone Civilians</u>	<u>Armed Forces</u>	<u>Transients</u>	<u>Total Canal Zone</u>
FY 1971	530	767	272	1569
Percentage	15.0%	21.6%	7.7%	44.3%
FY 1972	552	693	226	1471
Percentage	16.0%	20.0%	6.5%	42.6%

~~CONFIDENTIAL~~

DISPOSITION OF U.S. CITIZENS ARRESTED

<u>D i s p o s i t i o n</u>	FY 1971		FY 1972	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Convicted	1107	90.9	961	83.8
Dismissed	92	7.5	134	11.7
Total cases tried in court	1199	98.4	1095	95.5
Disposed of w/o court action	8	.7	8	.7
Pending at the end of FY	<u>11</u>	<u>.9</u>	<u>44</u>	<u>3.8</u>
Total U.S. Citizens arrested	1218	100.0	1147	100.0

DISPOSITION OF R.P. CITIZENS ARRESTED

<u>D i s p o s i t i o n</u>				
Convicted	1760	88.4	1640	81.6
Dismissed	185	9.3	255	12.7
Total cases tried in court	1945	97.7	1895	94.3
Disposed of w/o court action	0	0	0	.0
Pending at the end of FY	<u>44</u>	<u>2.3</u>	<u>114</u>	<u>5.7</u>
Total R.P. Citizens arrested	1989	100.0	2009	100.0

DISPOSITION OF OTHER NATIONALITIES ARRESTED

<u>D i s p o s i t i o n</u>				
Convicted	161	47.8	123	42.1
Dismissed	78	23.1	71	24.3
Total cases tried in court	239	70.9	194	66.4
Disposed of w/o court action	98	29.1	93	31.9
Pending at the end of FY	<u>0</u>	<u>0</u>	<u>5</u>	<u>1.7</u>
Total Other Nationalities arrested	337	100.0	292	100.0

DISPOSITION OF TOTAL PERSONS ARRESTED

<u>D i s p o s i t i o n</u>				
Convicted	3028	85.4	2724	79.0
Dismissed	355	10.0	460	13.4
Total cases tried in court	3383	95.4	3184	92.4
Disposed of w/o court action	106	3.0	101	2.9
Pending at the end of FY	<u>55</u>	<u>1.6</u>	<u>163</u>	<u>4.7</u>
Total persons arrested	3544	100.0	3448	100.0

~~CONFIDENTIAL~~

TRAFFIC ACCIDENTS

<u>Location</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Balboa	1071	1050	1057
Cristobal	<u>371</u>	<u>244</u>	<u>196</u>
TOTAL	1442	1294	1253

PERSONS KILLED AND INJURED IN ACCIDENTS

	<u>1970</u>	<u>1971</u>	<u>1972</u>
Operators killed	5	8	3
Occupants of vehicles killed	9	44	10
Pedestrians killed	3	3	2
Operators injured	84	101	117
Occupants injured	197	136	119
Pedestrians injured	<u>18</u>	<u>26</u>	<u>25</u>
TOTAL	316	318	261

CLASSIFICATION OF ACCIDENTS

	<u>1970</u>	<u>1971</u>	<u>1972</u>
Fatal	15	13	12
Personal Injury	176	187	187
Property Damage	<u>1251</u>	<u>1094</u>	<u>1054</u>
TOTAL	1442	1294	1253

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

NATIONALITIES OF PERSONS ARRESTED

	<u>FY 1971</u>	<u>FY 1972</u>
Panama	1989	2009
United States	1218	1147
Other Nationalities	<u>337</u>	<u>292</u>
TOTAL	3544	3448 *

=====

CLASSIFICATION OF ARRESTS BY AGE GROUPS

	<u>FY 1971</u>	<u>FY 1972</u>
Under 18	279	277
18-21	734	726
Over 21	<u>2531</u>	<u>2445</u>
TOTAL	3544	3448 *

* These totals do not include persons arrested for traffic offenses which resulted in their paying a fine in the Traffic Violation Bureau.

~~CONFIDENTIAL~~

CLASSIFICATION OF DRUG ARRESTS

<u>Fiscal Year</u>	<u>Felony Arrests</u>		<u>Misdemeanor Arrests</u>	
1968	0		Marihuana Offense	- 37
			Subsequent Offense	- <u>13</u>
			Total	50
1969	Sale of Narcotics	- 4	Marihuana Offense	- 111
	Poss. Narcotics	- <u>2</u>	Subsequent Offense	- <u>9</u>
	Total	6	Total	120
1970	Mail. of drugs	- 1	Marihuana Offense	- 104
	Poss. Narcotics	- 4	Subsequent Offense	- <u>6</u>
	Sale of Narcotics (Cocaine)	- <u>2</u>	Total	110
	Total	7		
1971	Poss. Narcotics	- 11	Marihuana Offense	- 159
	Conspiracy to violate US Narcotics laws	- 1	Subsequent Offense	- 6
	Poss. Stim. Drugs	- 1	Poss. Drugs	- <u>3</u>
	Sale of Narcotics (LSD)	- 3	Total	168
	Sale of Nar. (Cocaine)	- <u>11</u>		
	Total	27		
1972	Sale of Narcotics	- 11	Marihuana Offense	- 151
	Dispensing Marihuana	- 11	Poss. of drugs	- 13
	Dispensing Cocaine	- 13	Poss. amphetamines	- 2
	Sale of Marihuana	- 9	Poss. controlled sub- stance	- 1
	Manuf. controlled substance (Marihuana)	- 4	Sub-Offns., poss. of Marihuana	- <u>1</u>
	Poss. Narcotics	- 1	Total	168
	Poss. Marihuana (Sale)	- 6		
	Sub-Offns, Poss. Marih.	- 1		
	Poss. w/intent to distribute marih.	- 16		
	Sale of LSD	- 4		
	Smuggling Marihuana	- 1		
	Distributing controlled sub- stance (Doriden) to minor	- <u>1</u>		
	Total	78		

ARRESTS FOR POSSESSION OF DRUGS
AGES UNDER 21 YEARS
SUMMARY - FISCAL YEARS 1971-1972

Age	Totals		Residence	Totals	
	FY 71	FY 72		FY 71	FY 72
12	0	1	Canal Zone Civilian	27	27
13	1	0	Military Posts	46	76
14	4	8	Panama	25	47
15	8	11	Other	<u>6</u>	<u>2</u>
16	14	21	Totals	104	152
17	23	17			
18	19	26			
19	18	28			
20	<u>17</u>	<u>40</u>			
	104	152			

JUVENILES UNDER 17 YEARS OF AGE

Age	C.Z. Civilian		Military Dependents		Panama		Total	
	FY 71	FY 72	FY 71	FY 72	FY 71	FY 72	FY 71	FY 72
12	0	1	0	0	0	0	0	1
13	0	0	1	0	0	0	1	0
14	0	3	3	4	1	1	4	8
15	5	5	1	4	2	2	8	11
16	<u>4</u>	<u>2</u>	<u>5</u>	<u>11</u>	<u>5</u>	<u>8</u>	<u>14</u>	<u>21</u>
	9	11	10	19	8	11	27*	41**

* Of these, 6 were prosecuted.

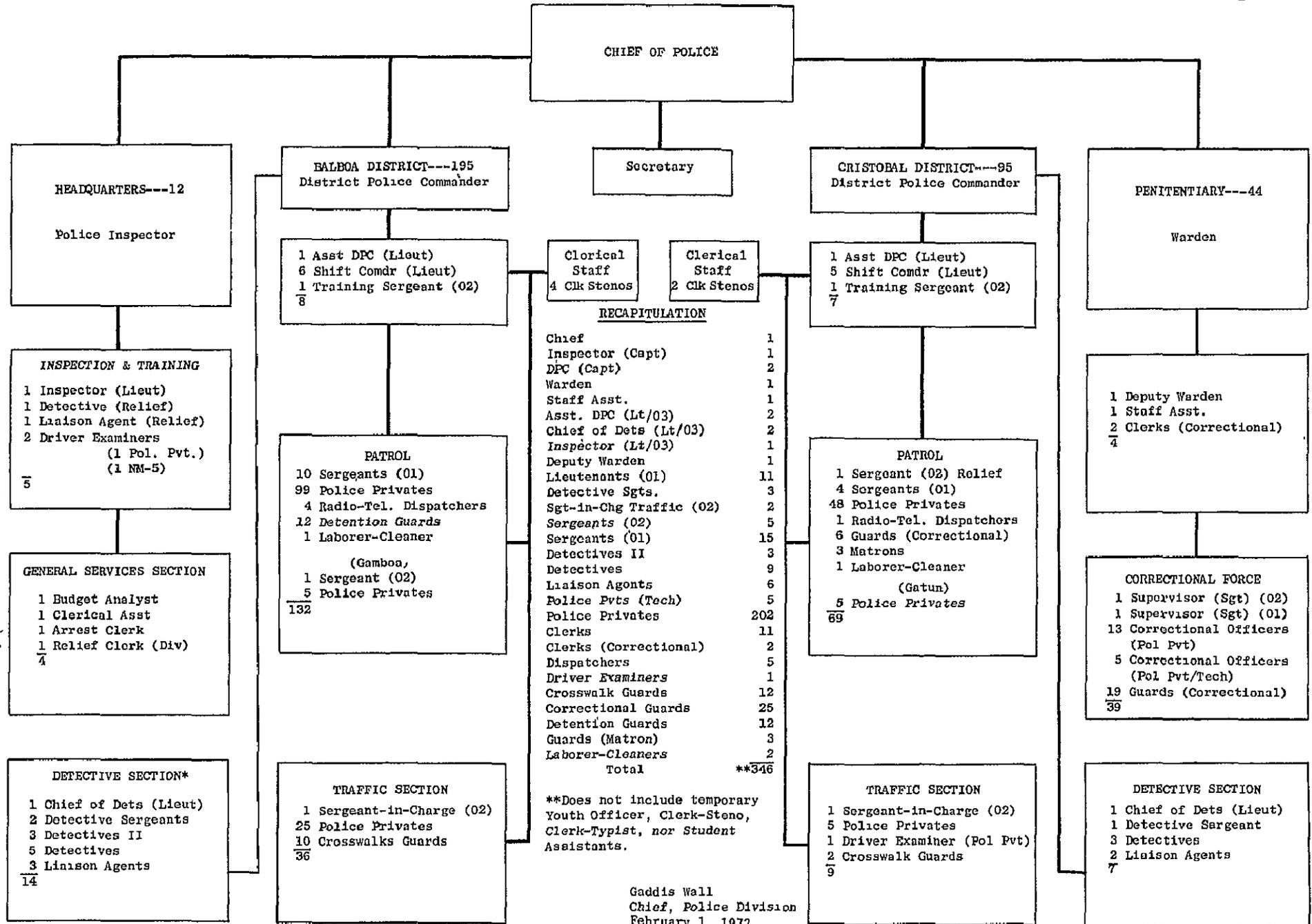
** Of these, 9 were prosecuted.

KNOWN OFFENSES INVOLVING JUVENILE RESIDENTS IN CANAL ZONE

CLASSIFICATION OF OFFENSES FOR THESE DETENTIONS AND ARRESTS	10 YR	11 YR	12 YR	13 YR	14 YR	15 YR	16 YR	17 YR	18 YR	19 YR	20 YR	TOTAL	MILI-TARY	OTHERS
1. <u>FELONIES</u> (No. 2 excluded):	3	3	19	5	18	21	23	21	22	9	9	153	52	101
2. <u>SEX OFFENSES</u> :														
a. Rape						1						1	1	
b. All Other (Indecent Exposure, etc.)			1			1					2	4	1	3
3. <u>DRUGS</u> :														
a. Marihuana			1		8	11	22	17	23	27	36	145	71	74
b. All Other						1	1	1	7	8	4	22	9	13
4. <u>MISDEMEANORS</u> (Nos. 3 & 5 excluded):	12	21	46	48	74	87	92	124	93	77	80	754	86	668
5. <u>TRAFFIC</u> :	1	2	4	5	14	18	145	305	421	496	610	2021	757	1264
TOTAL	16	26	71	58	114	140	283	468	566	617	741	3100	977	2123
BREAKDOWN OF TOTAL:														
a. Military Responsibility:	2	1	14	8	22	27	58	127	170	244	303	977		
b. All Others:	14	25	57	50	92	113	225	341	396	373	438	2123		
TOTAL	16	26	71	58	114	140	283	468	566	617	741	3100		

TOTAL DRUG BREAKDOWN:

	U.S.	NON-U.S.	TOTAL
a. <u>Marihuana</u> :	102	43	145
b. <u>All Others</u> :	14	8	22
TOTAL:	116	51	167



Gaddis Wall
Chief, Police Division
February 1, 1972

*See attached Detective Section Chart.

ANNEX C

CONFIDENTIAL

CONFIDENTIAL