The image is a composite. On the right side, there is a close-up, slightly desaturated portrait of a man with a mustache, wearing a patterned jacket and a tie. On the left side, there is a scene of a lighthouse on a rocky shore at night, with a beam of light shining across the water. The background of the lighthouse scene is dark and atmospheric.

*The Lighthouse Invites the Storm (2017-18)*

Exploring Lowry's *Under the Volcano* in collaboration with Liverpool John Moores University, Bluecoat and Mariner's Park.

*Hear Us O Lord From Heaven Thy Dwelling Place (2020-22)*

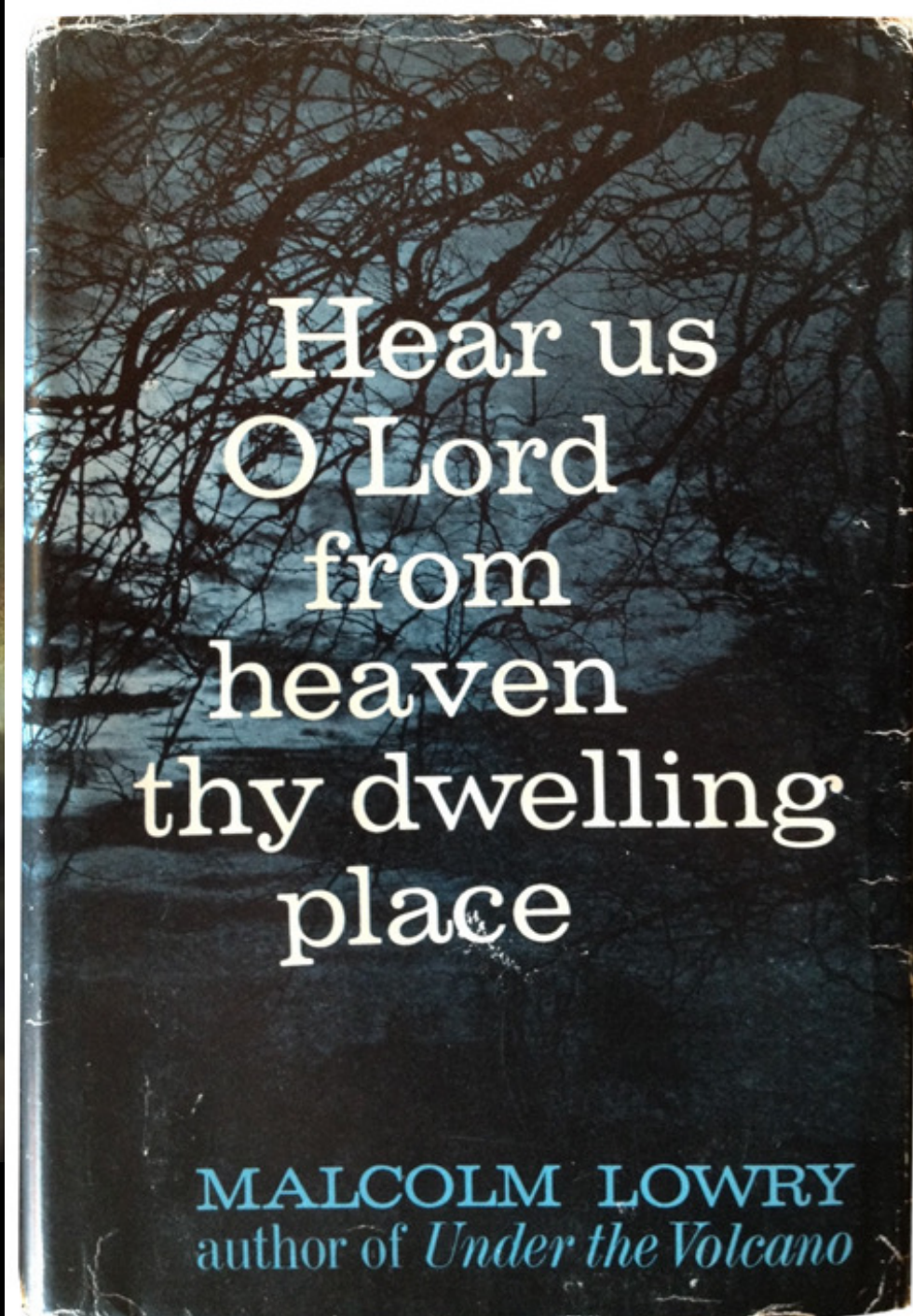
Exploring Lowry's collection of short stories in relation to increased care for our oceans. We create a network that will sail between Liverpool and Isle of Man to gather audio-visual material for podcasts and publications, funded by AHRC.

*Hear Us O Lord From Heaven Thy Dwelling Place*, published 1961.

Title from Manx hymn.

Collection of seven interrelated short stories exploring sea journeys through the Panama Canal, the struggles of the writer at sea, the author finding peace in a beach shack in a proto-hippy style, while observing oil refineries.

We will be at sea, writing, discussing, recording, mingling with the public, trying to develop a new audio vocabulary for thinking about our plastic-filled oceans.



Hear us  
O Lord  
from  
heaven  
thy dwelling  
place

MALCOLM LOWRY  
author of *Under the Volcano*

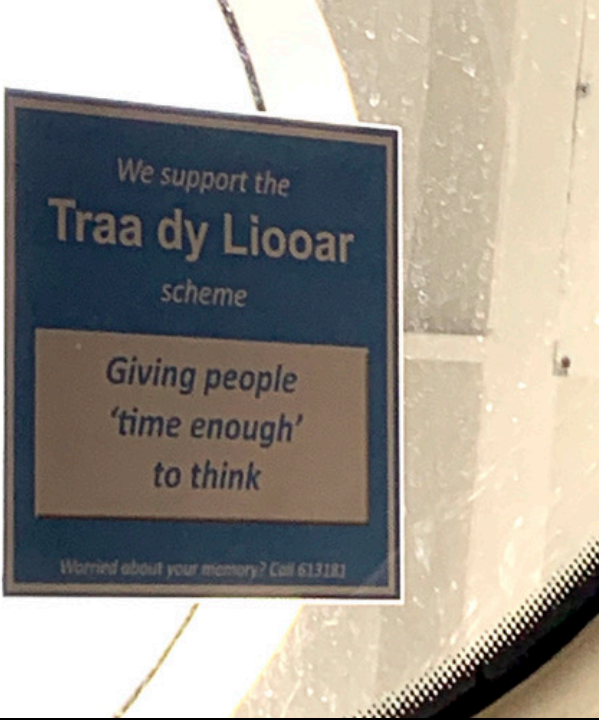
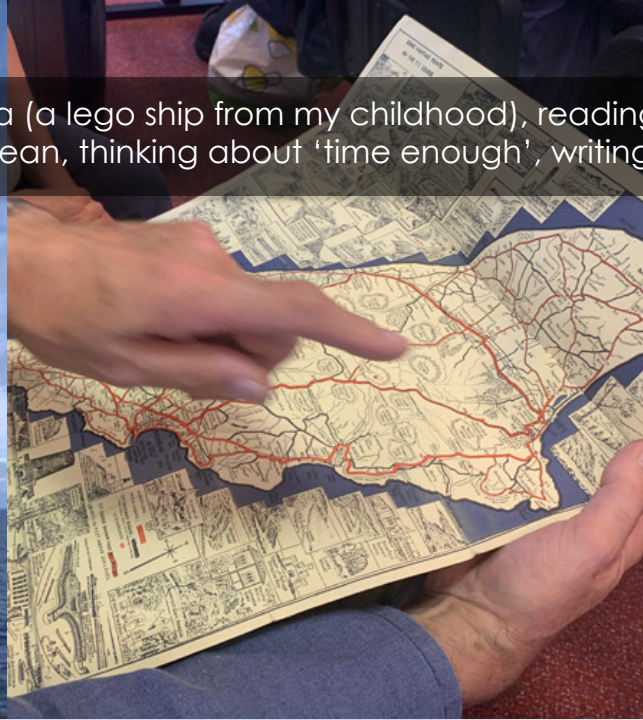
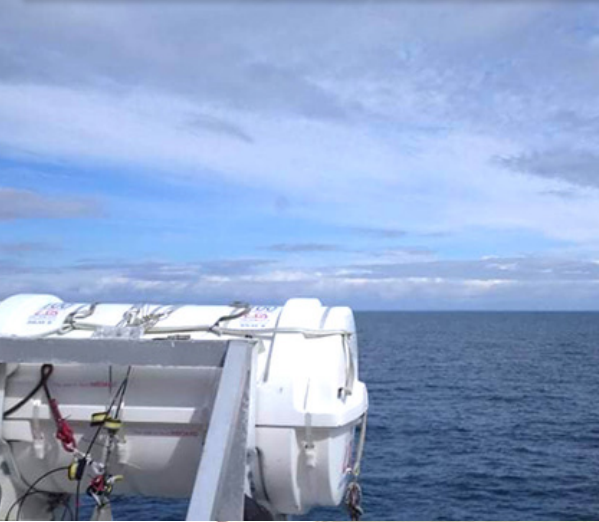




First sailing due September 2020, but Covid delays gave us the chance to network online, bringing together artists, sound recordists, writers, members of eXXpedition (all female round-Britain sailings logging plastic pollution), The Art Doctors (social prescribing), Retail Institute, Maritime Museum, poets, retired Sea Captains and musicians. We send out physical copies of *Hear Us* and set up a Dropbox for shared audio files. We discuss notions of noise pollution, unmanned ships, salvage, Suez Canal and *Frere Jacques*. We buy the website [www.malcolmlowry.com](http://www.malcolmlowry.com).

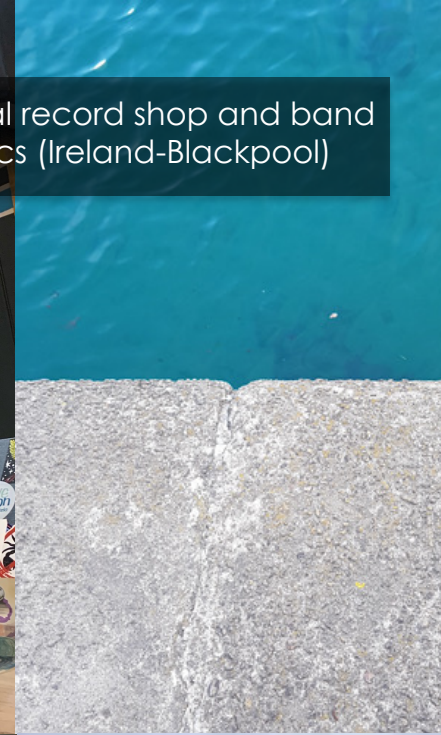


11 September 2021, Lego lost at sea (a lego ship from my childhood), reading Lowry into the wind, joining up with Beach Buddies in Peel for beach clean, thinking about 'time enough', writing at sea, map reading and playing





Clear water, Roger aiming to collect 85,000 pieces of plastic, UNESCO Biosphere Status, local record shop and band BAAD ACID interested in contributing, Art Doctors engage passengers in word games, plastics (Ireland-Blackpool)

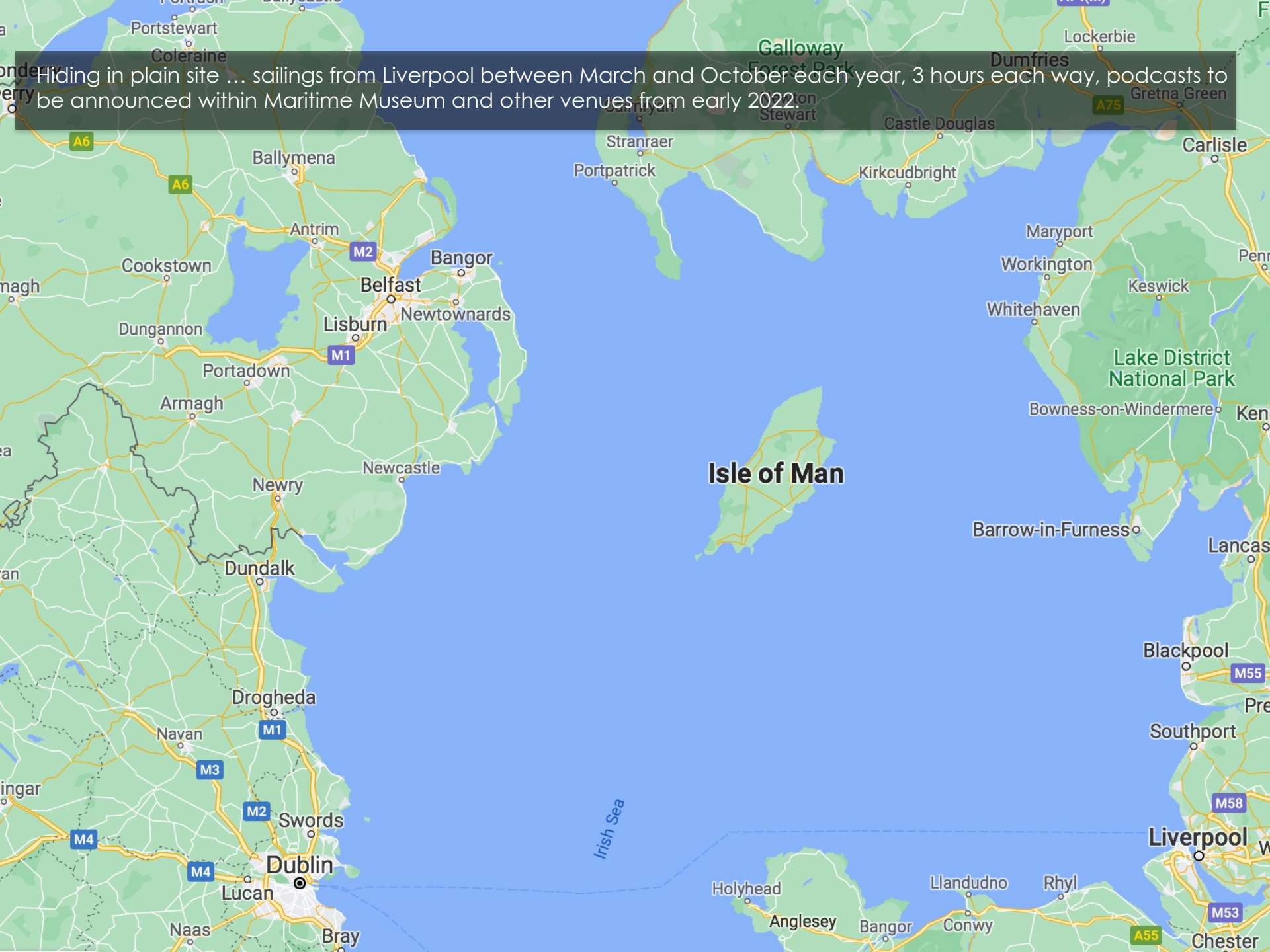




Talking with Chief Engineer who takes Louise and Rob below deck to film and record, looking to develop relationships with all partners and introduce them to Lowry and think of new audio language – abstract, collaged



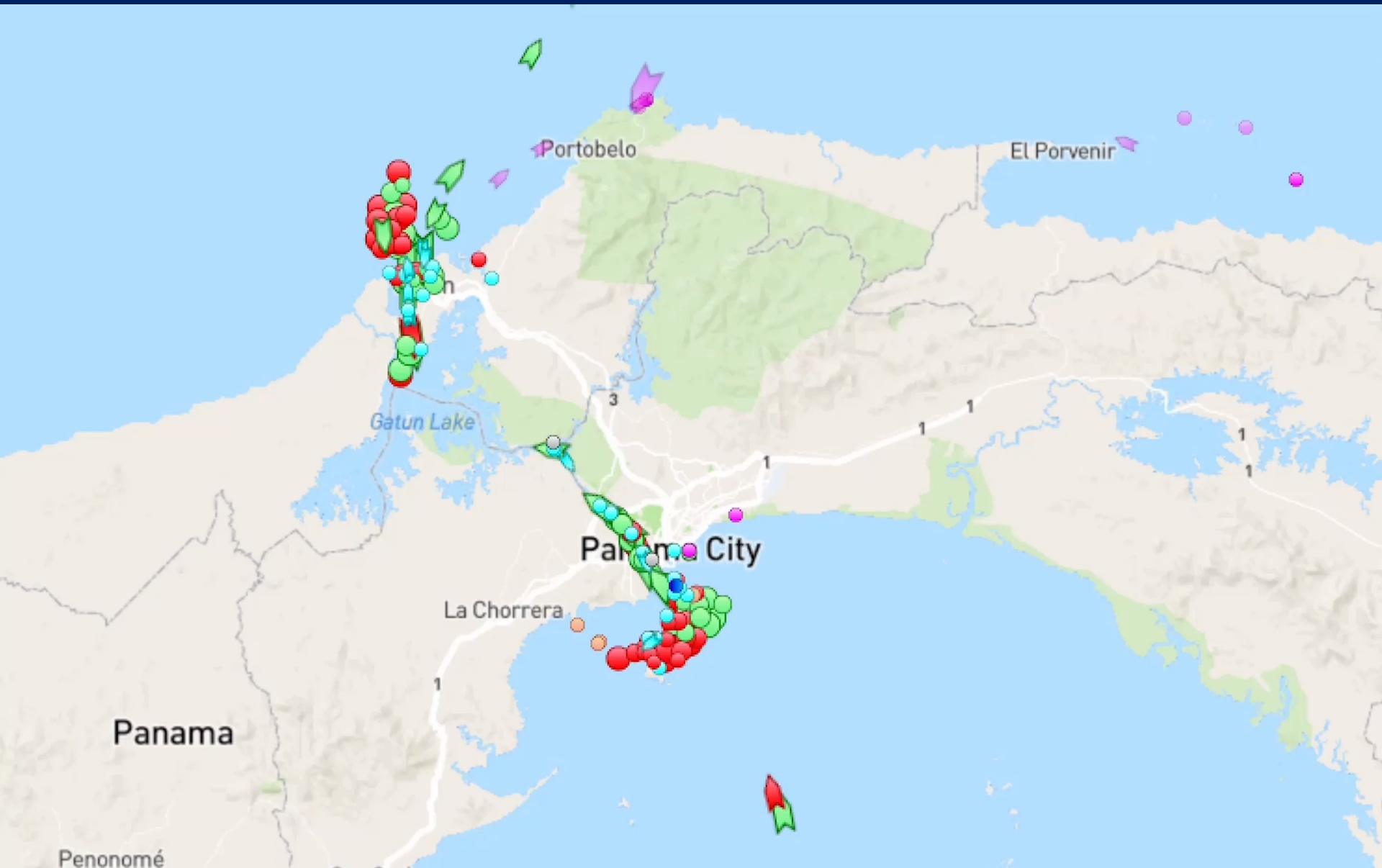




Hiding in plain site ... sailings from Liverpool between March and October each year, 3 hours each way, podcasts to be announced within Maritime Museum and other venues from early 2022.

**Isle of Man**

*Irish Sea*





## Through The Panama With Malcolm Lowry and Rob Keith



On the 7<sup>th</sup> November 1947, Malcolm and his wife left Vancouver onboard the s.S.Diderot, a liberty ship of about 5,000 tons. They were heading for Rotterdam, via San Francisco, Los Angeles, the Panama Canal and Curacao.



In 1513, it was discovered that only a narrow strip of land separated the Atlantic from the Pacific

In 1534, it was decided that the building of a canal was impossible.

In 1869, the route of the current canal was identified. The construction of the canal began in the 1880`s and construction was fully completed in 1914 at a cost of us \$639 million





Southbound vessels from Atlantic to Pacific.



Selene Leader

Galloway

Portobello

Msc Monterey

Taipei Triumph

17 February

Msc Maxine

Red Rum

Lord Byron

Stolt Strength

Panama City

Emperador

Croatia

Idi Dubai Glamour

Pedro Xibano

Wet Bar

Guilt

Ayame

Diamond Gas Met Olie

Panama

Northbound vessels from Pacific to Atlantic. Ais radar photograph of vessels anchored at panama (pacific entrance) and vessels entering the canal.

[Sat-Ais]

Penonome



The tidal range at the Pacific entrance to the canal is 20 feet.

The tidal range at the Atlantic entrance to the canal is 3 feet.

It is possible that the level of the Pacific could be 12 feet above the level of the Atlantic at the same time.

The depth at Lake Gatun is 42 feet.

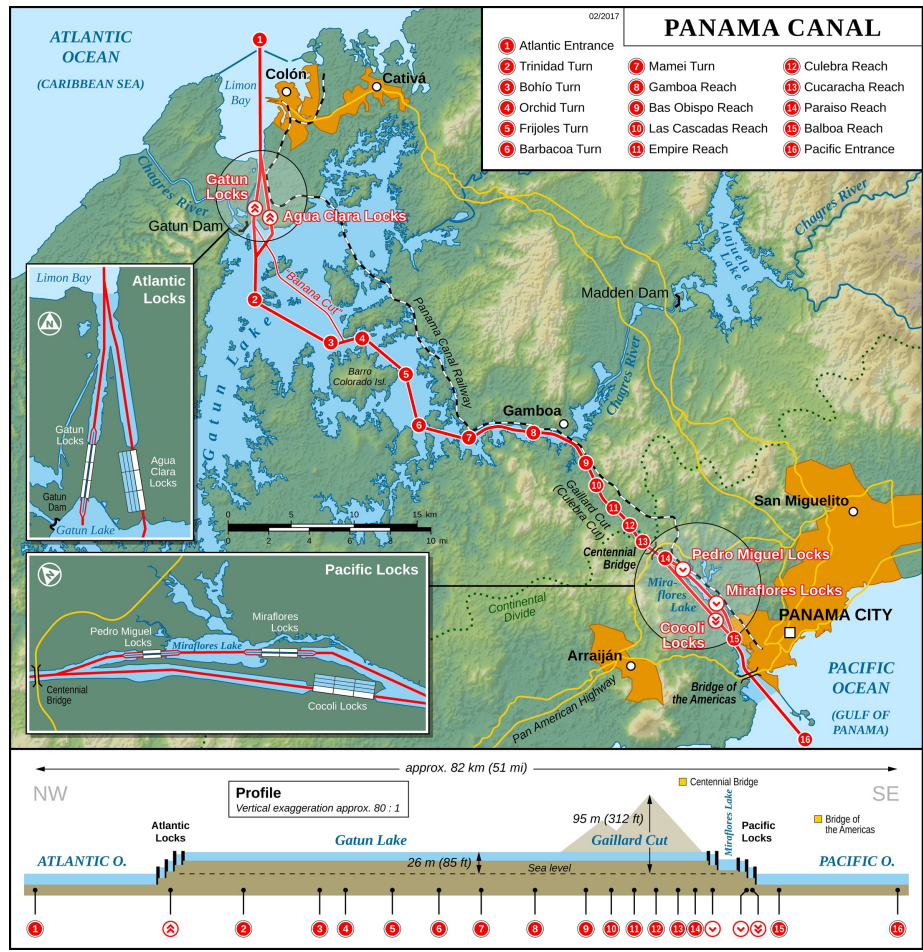
From Pacific entrance (Panama) to Atlantic entrance (Cristobal)

Miraflores lock > 2 steps up = 54 feet

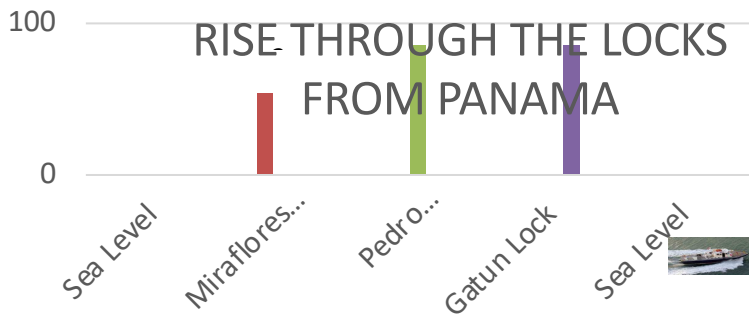
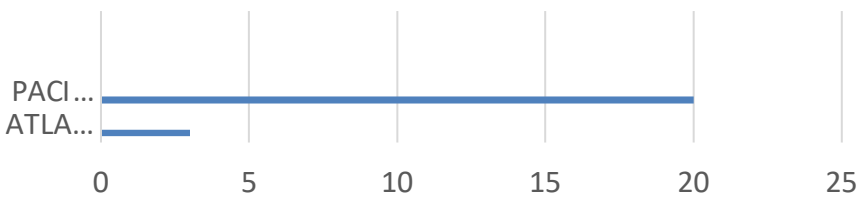
Pedro Miguel lock > 1 step up = 31 feet

Now at 85 feet above sea level

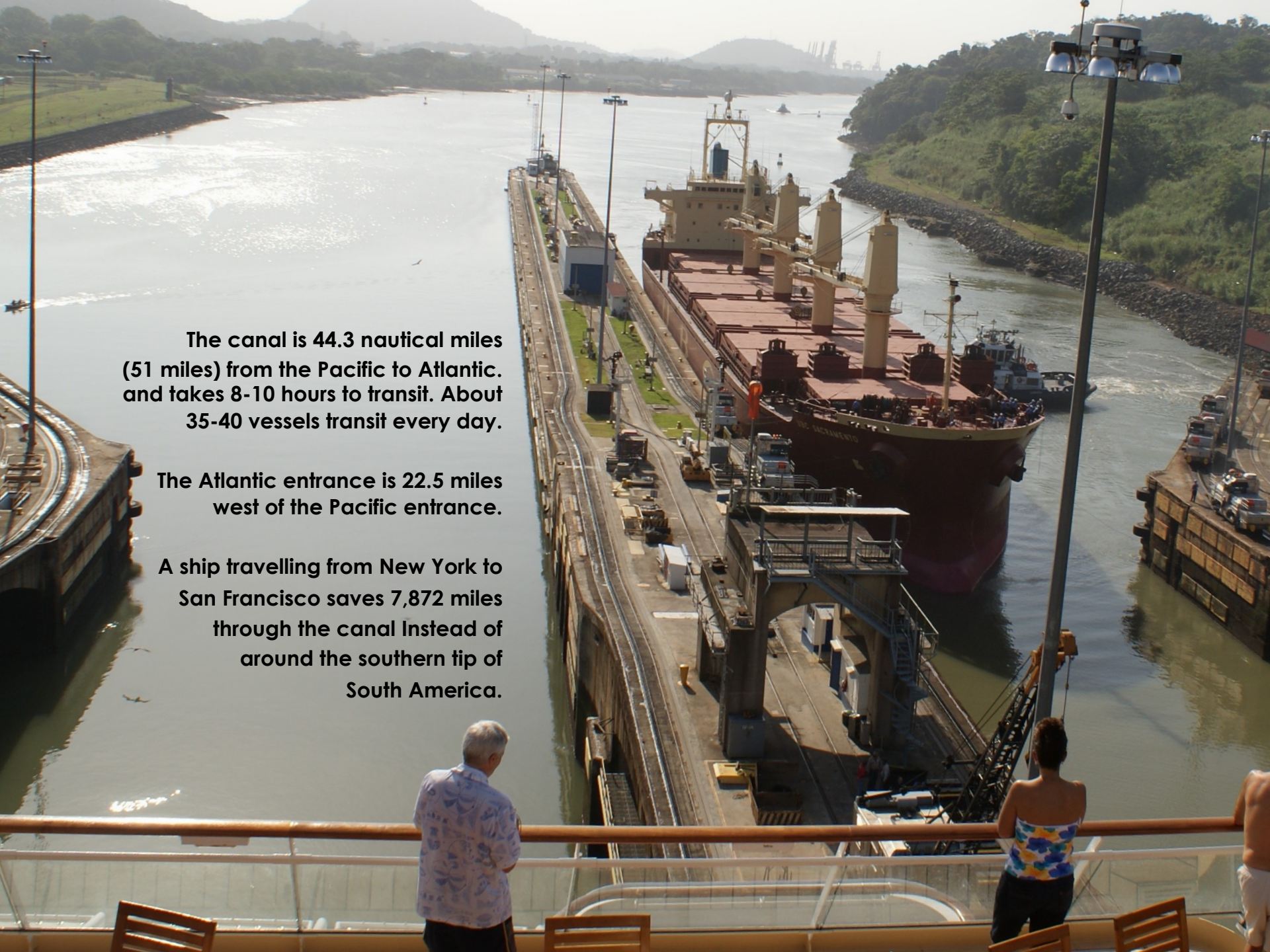
Gatun lock > 3 steps down = ( to sea level )



### TIDAL RANGE







**The canal is 44.3 nautical miles (51 miles) from the Pacific to Atlantic, and takes 8-10 hours to transit. About 35-40 vessels transit every day.**

**The Atlantic entrance is 22.5 miles west of the Pacific entrance.**

**A ship travelling from New York to San Francisco saves 7,872 miles through the canal instead of around the southern tip of South America.**



Lowry: "docks to the right, then a launch comes alongside and 20 negroes carrying canvas bags climb up a pilot ladder."

The four people standing on the stern of the ship, wearing blue tops, are the people Lowry is referring to. They are the "linemen" who secure the ship to the locomotives thus keeping the ship central in the locks



out of this with Martin. Ha ha. Digarillas floating around Balboa motionless. Dawn behind the *Henry B. Tucker* of Luckenbach Line.

Going down, at 7 a.m., between buoys, passing, at buoy 7, going the other way, the *S.S. Parthenia*, out of Glasgow; emerald palm trees, a road house on piles blinking its light, to the right; very green to right and left; to the left an island like a cupcake, completely flat, marshy land and a stretch of emerald jungle like chicory salad, and palms, with white houses showing through and what looks like a nice beach, buoys like little Eiffel Towers – ahead, the green light marks the first écloue (lock) – really beautiful beach to the left now beneath the chicory salad round the corner; Balboa to the right as we approach first buoy, palm trees and objects that look like country clubs, golf courses; left it gets more jungly – 20 or 30 frigate birds sailing motionless, circling – docks to the right, then a launch comes alongside and 20 Negroes carrying canvas bags climb up a pilot ladder.



Up until 1963, transit of the canal took place during daylight hours. Vessels would begin transit from the Atlantic side in the afternoon and the Pacific side in the morning and would pass on the Gatun lake. In 1963, transits began during the hours of darkness with the introduction of fluorescent lighting. Vessels of over 60 feet in length will have at least one pilot. Some vessels such as car carriers can have as many as three pilots.





Three bridges cross the canal:  
Bridge of the Americas (1962), Balboa, Panama city, allowing the pan-American highway to cross the Panama Canal.  
Centennial bridge (2004) Culebra Cut.  
Atlantic Bridge (2018) Colon.





Every vessel will pass through the locks under its own propulsion. The mules function is to keep the vessel centred in the chamber. The mule weighs 50 tons each and operate with two traction units of 290hp each. The first mules / locomotives, cost \$13,217 and were built by General Electric, an American company. The Japanese company Mitsubishi is the current manufacturer, and they now cost us \$2.3 million each. The new locks do not use mules. Each ship is guided through by two tugboats.





On the 4<sup>th</sup> September 2010, the ship "Fortune Plum" became the one millionth vessel to transit the canal.

The lowest toll paid for transiting the canal was 36 cents by Richard Halliburton when he swam the length of the canal in 1928.

Cruise ships are charged \$138-148 per bed. Thus, a ship carrying 4,000 passengers would be charged \$552,000 > \$592,000 (£422,000) to ensure a daylight passage through the canal, cruise ships are charged a further \$30,000. Today, large cargo ships pay more than a million dollars .

Travel writer Richard Halliburton swam through the Canal in 1928, taking 10 days.



**It took 9,000,000 cubic feet of water from Gatun Lake to send the *SS Richard Halliburton* through the Panama locks. Halliburton paid toll, like all other ships, according to his tonnage. He weighed one-thirteenth of a ton, and paid a charge of 36 cents.**



A curious connection with the Isle of Man is engineer William Kennish, born on Isle of Man and responsible for the first survey of possible Panama Canal locations.

The Panama Canal is the only place in the world where military commanders must relinquish control of their ship to the ACP (Panama Canal Authority) pilot.



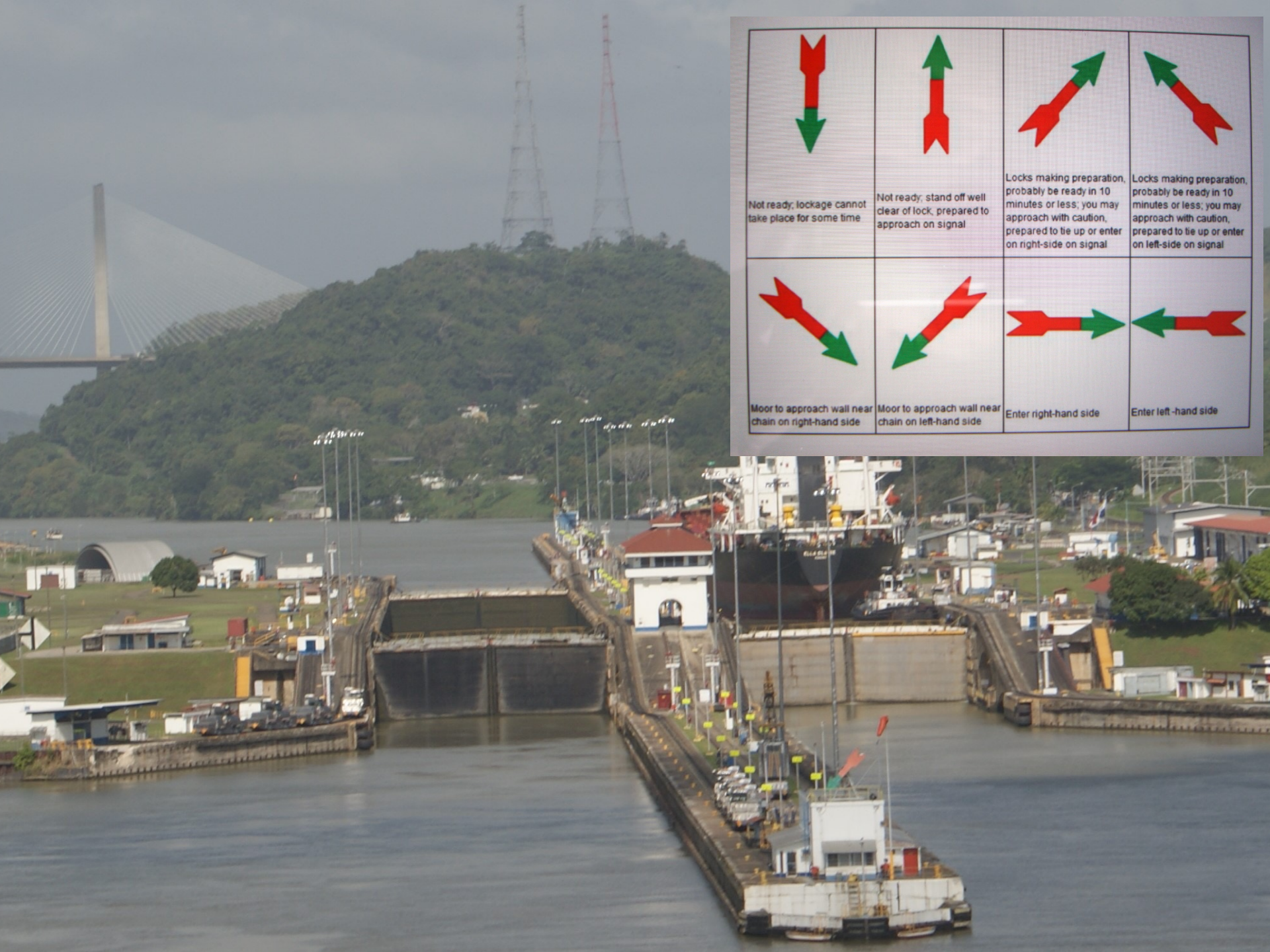
And that is about all – save for the persistence and foresight and skill and enterprise and heroism of its final builders, of course, which we take for granted, and La Mordida, which is always with us – save that this book tells us some things about the operations of the canal we perhaps wouldn't have known even though we're going through it at this moment. That our engines are locked and sealed. That our sailors – which is maybe why the chief engineer is on deck looking so hot and upset – are obeying the orders of the pilot. That perhaps we couldn't go through at all – for the water hyacinths would render navigation impossible – but for some dredging outfit poetically known as the 'Hyacinth Fleet.' That our good captain is only a decoration, temporarily, despite his epaulettes and his bottle of Martell –




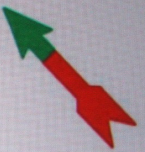



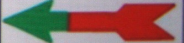
After lunch the jungle looks like a gigantic conglomeration of spinach against the horizon with occasional lonely wild familiar-look-

– and that man over there sitting on the control tower on the central wall, has a model of the canal locks before him,







			
Not ready; lockage cannot take place for some time	Not ready; stand off well clear of lock, prepared to approach on signal	Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on right-side on signal	Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on left-side on signal
			
Moor to approach wall near chain on right-hand side	Moor to approach wall near chain on left-hand side	Enter right-hand side	Enter left-hand side







Major David du Bose Galliard, a US Army engineer, was placed in charge of the construction of the central portion of the Panama Canal, The Culebra Cut. This was the most difficult part to engineer and where most men lost their lives.

The USA controlled the canal until ownership was passed on to the republic of Panama after 1999 following the signing of the Torrijos-Carter treaties in 1977. Until this time the US had complete authority and control of the Panama Canal zone, which extended five miles either side of the canal centre line (excluding the cities of Colon and Panama.) Panamanians required special permission from the US authorities to even enter this zone.



1913.  
We ascend 31 feet in second, single lock (symbolic) in 10 minutes.

More salad with stuff like scarlet acacia and flamboyants. Hombres shouting, doubtless for La Morrida.

### Culebra Cut.

Blackest history of canal's horror, failure, collapse, murder, suicide, fever, at Culebra Cut. Now one glides through a narrow canal, gorgeous jungle like a wall on both sides, 2 minutes lost here would mean death, or a very peculiar new life – monkeys, birds, orchids, sinister orchestrations from the jungle. Hot here as a Turkish bath in hell. Jungle has to be chopped back every day.

Memorial tablet on a rock.

Apparatus as for foghorns, remote waterfalls. Besetting fear, as a writer taking notes, of being taken for a spy. Diving floats. Gold flags, dredgers, targets, and the lonely stations with in each one a man peering through binoculars: high wiry towers: 'Many bananas trees,' says Charon, with his guttural Turkish laugh. 'Once there were many alligators, but not now.'





GATUN LOCKS  
PANAMA CANAL  
1913

Panama Canal Transit




This certificate is presented onboard Celebrity Constellation to

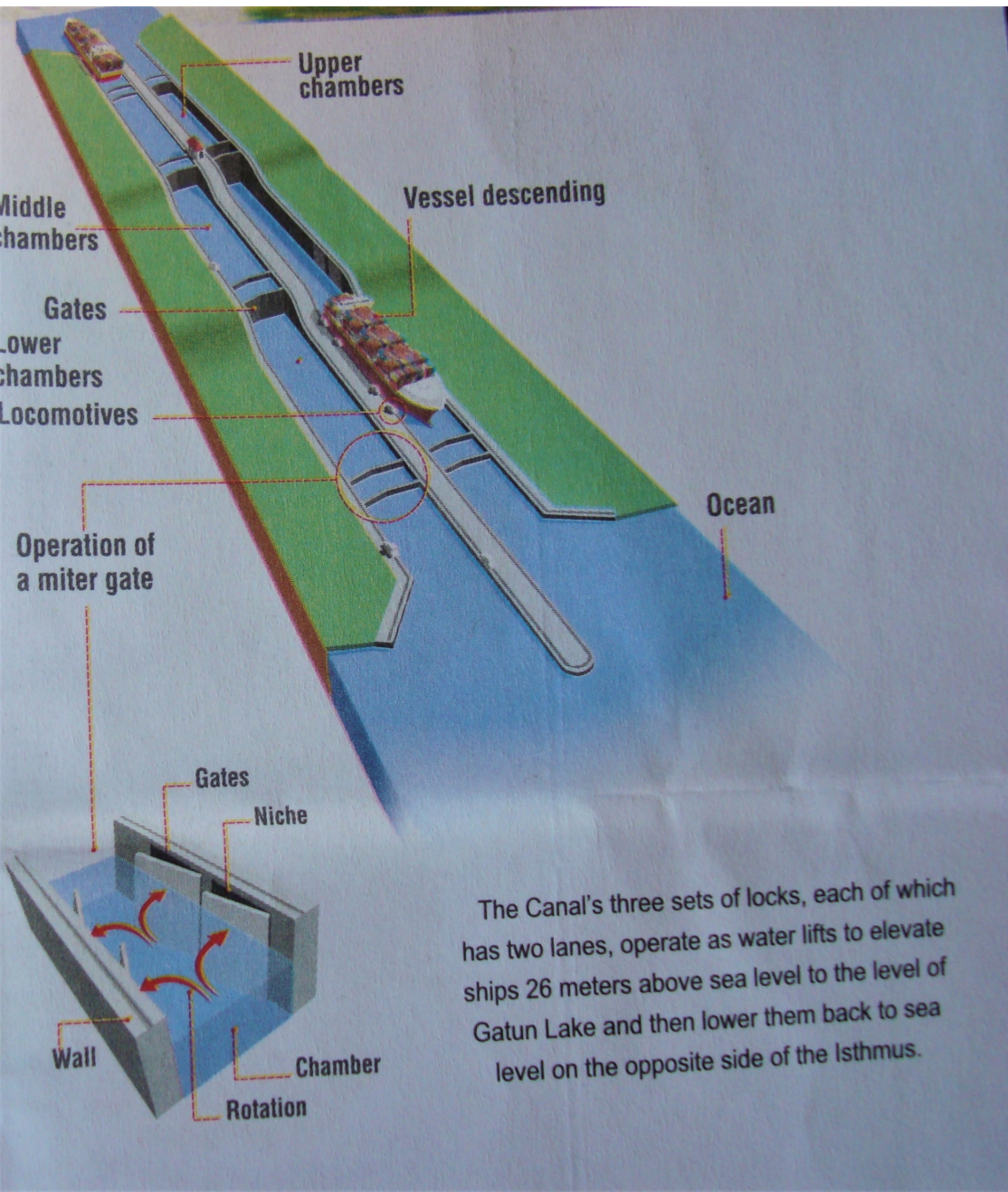
**KATHLEEN KEITH & ROBERT KEITH**

In recognition of your 14 Night Eastbound Panama Canal Cruise  
from San Diego, California to Miami, Florida  
December 6<sup>th</sup> - December 20<sup>th</sup>, 2009.

**Congratulations!**

  
Captain Dimitris Manetas  
Master of Celebrity Constellation  
Celebrity X Cruises





In general, tolls are determined by ship measurements parameters. To determine net canal tonnage, the system applies a mathematical formula for the measurement of total ship volume.

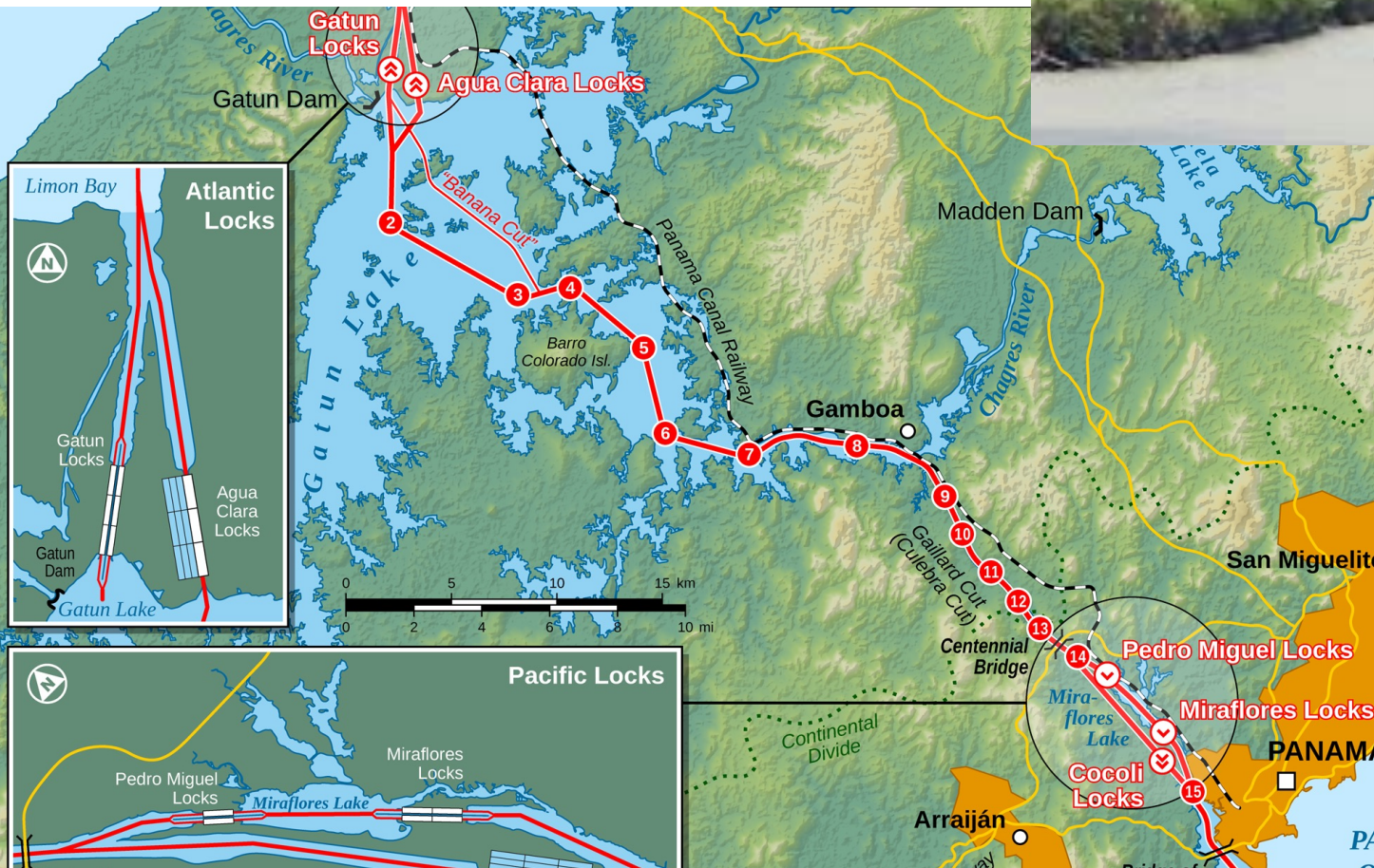
A net panama ton is equivalent to 100 cubic feet of volumetric capacity. The appropriate rate is applied depending on whether the ship is laden or in ballast. The laden rate is applied to ships carrying cargo, containers or passengers, and the ballast rate is applied to ships that are not carrying passengers, containers or cargo.

Vessels less than 60 feet in length will pay around \$16,000 For a full transit.



The Panama Canal Railway is the oldest operating railway in the world. The first track was constructed between 1850 and 1855 in response to the 1849 Californian gold rush. The train runs parallel to the canal, 47.6 miles from Colon to Balboa in Panama.

The Railway runs a tourist train once every day departing at 07.15 from Panama City and back from Colon at 17.15 (one-way \$25). The primary function today is to move some 1,500 containers a day between the Atlantic and Pacific ports, on trains with up to 55 flatbeds or double stacks. This is done for container vessels, which were too large for entering lock chambers (prior to the building of the new locks) and also to move empty containers.





And now we head east and to the island of Curacao







Caribbean Sea

San Andrés

Aruba

Curaçao

Riohacha

Barranquilla

Cartagena

Valledupar

Maracaibo

Caracas

Barquisimeto

Valencia

a Rica

José

Panama City

Panama

David

Sincelejo

Merida

Cúcuta

Bucaramanga

Venez

Medellín

Tunja

Pereira

Bogotá

Villavicencio

Parque Nacional Natural El Tuparro

Cali

Colombia







## CURAÇAO

Sailing into Curaçao in the early morning. Low, barren, treeless, grassless hills with sideways peaks and the bright neat town. A sea wall – the Dutch just can't resist their dykes, says Primrose – like an ancient fort. But where is the harbor? The ships? Then suddenly we sail into a narrow channel, and bang! right through the main street of Willemstadt. Pontoon bridge sweeps open for us and the channel then opens out abruptly into a huge inland harbor with hundreds of ships.





As the ship sails into Willemstad, Lowry describes the scene as they head past the pontoon bridge (Queen Emma Bridge) and into St. Anna Bay:



Emma Straat: Cornelis Dirksweg: Leonard B. Smith-Plein;  
Borrairestraat: *Jupiter* – Amsterdam ...

Angel trees like flat umbrellas.  
In a street of strange solid Sunday-shut banks that remind me of *Buddenbrooks*, we took refuge from a shower in the Wonder Bar – a characterless place, with an open front, 3 tables (like an ice cream parlor, Primrose says) and a 6 foot bar: 2 Negro bartenders speak English with a Dutch accent: this will be a happy memory, drinking Bols and feeling like Hansel and Gretel with the Sunday shower, the Sunday crowds outside, held up at the scything, sweeping pontoon bridge, and the great ships hurtling down the main street.

Back at the ship in the oil dock, all colors (and all smells) are on the water: surrounding the ship are something like sand dunes at Hoylake, only infinitely more desolate, more like slag-heaps in a Welsh mining town, or the worst of the desert in Sonora, Mexico, with the masts of 3 little frigates, as if wrecked, sticking up above small cliffs: the abomination of desolation. Oil tanks, the twin cupolas of a church, like Port-au-Prince, just rising over the roofs of the blue-gray-dun-colored characterless mud houses with windows like small black rectangles.

The entrance to Curaçao is the most dramatic in the world. Hans Andersen would have loved the town. There is a more enormous sense of sea and ships in Curaçao than in any other part of the world I know of, except Liverpool.

From where we are moored ten ships: Argentine, British, Costa Rican, Norwegian, Greek, etc., can be seen, with a wild background of oil refineries (factory chimneys) giving an effect of Detroit rather than of a remote West Indian island, beneath a rainy water-color sky, showing patches of green. *Taverns* – *Torrens*? English ship. *Rio Atuel* Argentine *Matilde* unspecified probably Venezuela. CPIM – on pillbox-like tank.

*Dalfoun* – Stavanger (Norsk): *Jagner* – Goteborg (Swedish): *Clio* – Curaçao: *Plato* – Curaçao: pink-tiled roofs on the wharf. Verboden te Ankeren: S.E.L. Maduro and Sons: *Jupiter* – Amsterdam. Highland Prince: Seaman's Home: Casa Cohen: Club de Gezelligheid: El Crystal Photo Studio: Troost Ship: Chandler: G. Troost: Kelogovia: Joyeria.



## Curacao bridges

Queen Juliana bridge opened 30<sup>th</sup> April 1974. Four lanes, height 185ft. Queen Emma pontoon bridge. Closed to traffic once the Queen Juliana bridge was complete.













