

# Partial Transit through the Panama Canal

## Includes:

- ✓ Ground Transportation "Hotel / Port / Hotel"
- ✓ Lunch & soft drinks
- ✓ A Canal Guide aboard the ship does the narrating while transiting

Available: Certain days of the week



NOTE: The vessel departs from one Port, & ends up in another location. The maritime vessel's tour operator provides the 45-pax shuttle bus to transfer the Guests to-or-from the Causeway (located at the Canal's Pacific entrance), to the Canal's Gamboa Dredging Div. (halfway across the Continent). On the days when you disembark the ship at the Gamboa Dredging Div., we can "Up-Grade" this tour by providing you with a Driver & a private vehicle at Gamboa, and take you directly to your Hotel (thus saving quite a bit of time, in a personalized & less-congested ambiance). This "Up-Grade" has an additional cost of \$ 45.00 p/p, plus 7% sales tax. *(If the voyage initiate in Gamboa, we can try to coordinate to transfer you there.*

NOTE: Any Guests that need to take a flight on the day of the Canal's Partial Transit, & mainly due to the Canal's unpredictable lockage schedule, we recommend that those Guests that have a flight at 7pm or later could take this Tour.

Leaving the Pacific-side early morning, we will have the opportunity to undertake a transit through the Panama Canal's Miraflores Locks, navigate across the Miraflores Lake (located at an altitude equivalent to a 5.5-story-building above sea level), then enter the third & last elevation phase at Pedro Miguel Locks. We will then reach Gatun Lake, a 164-sq.-mile artificial lake located 85' above sea level (which was the world's largest man-made lake since the Canal was inaugurated on Aug. 15, 1914, until 1936 when the USA dammed up the Colorado River with the Hoover Dam, creating Lake Mead). Navigating Lake Gatun, we will pass under the Centennial Bridge, & then navigate through the narrow, winding, zig-zagging 9-mile-long Gaillard Cut (also known as "Culebra Cut" because of its snake-like winding pattern). Just after going under the 2003-built Centennial Bridge, we will notice Gold Hill on the right side (& atop this hill is the Continental Divide). At the end of Gaillard Cut, we will reach the Panama Canal Authority's Dredging Division at Gamboa (located at the midway mark of the Continent). Alongside the Canal's channel, we'll see the bridge spanning the Chagres River (which is the main source of "reimbursing & replenishing" the Canal with the 52-million-gallons of fresh water that each ship requires to transit the Canal!). We will dock at the Canal's Dredging Division, & take a bus back to Panama City.

DEPENDING ON THE DIRECTION WHICH THE CANAL'S OPERATIONS DEPT. ASSIGNS US THE DAY BEFORE THE TRANSIT, THE ROUTE ON THIS DESCRIPTION MAY BE REVERSED.

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