

1941

$\frac{1}{2}$ -AR Yaquina Bay Ore. fr. L.A. - $\frac{1}{10}$ -SID for Los Angeles - lumber
 $\frac{1}{14}$ -AR L.A. fr. Newport - $\frac{1}{19}$ -SID for Raymond. gen - $\frac{1}{24}$ -AR
 Longview fr. L.A. - $\frac{1}{26}$ -SID for L.A. - $\frac{1}{5}$ -AR L.A. - $\frac{3}{8}$ -SID
 fr Newport - general $\frac{3}{12}$ -AR Yaquina Bay Ore. fr. L.A. $\frac{1}{15}$ -SID
 fr L.A. - $\frac{3}{18}$ -AR L.A. fr Newport - $\frac{3}{21}$ -SID for Longview gen
 $\frac{1}{26}$ -AR Yaquina Bay fr. L.A. - $\frac{1}{28}$ -SID for San Pedro - lumber
 $\frac{1}{2}$ -AR L.A. - $\frac{1}{6}$ -SID for Newport - gen - $\frac{1}{10}$ -AR
 Yaquina Bay Ore. - $\frac{1}{12}$ -SID for L.A. - lumber - $\frac{1}{27}$ -AR Yaquina
 Bay fr. L.A. - $\frac{1}{30}$ -SID for L.A. - $\frac{1}{3}$ -SID ^{AR L.A. fr.} ~~for Newport~~ Newport
 $\frac{1}{15}$ -SID for Newport. - $\frac{1}{20}$ -AR Yaquina Bay fr. L.A. - $\frac{1}{22}$ -SID for L.A. - lumber

CRICKET - American - SS - 1,136

NSP-9

1941 Second card

$\frac{5}{26}$ -AR L.A. fr Newport - $\frac{5}{30}$ -SID for Newport - gen. $\frac{6}{3}$ -AR
 Yaquina Bay - $\frac{6}{7}$ -SID for L.A. - lumber - $\frac{6}{11}$ -AR L.A. fr Newport
 $\frac{6}{14}$ -SID for Newport - gen. - $\frac{6}{27}$ -AR L.A. fr Newport - $\frac{7}{11}$ -SID for Newport
 $\frac{7}{16}$ -AR Yaquina Bay fr San Pedro - $\frac{7}{19}$ -SID for Gray Harbor - lumber
 $\frac{7}{20}$ -AR Willapa Harbor - $\frac{7}{21}$ -SID for L.A. - lumber - $\frac{7}{26}$ -AR L.A.
 $\frac{7}{31}$ -SID for Newport - gen. - $\frac{8}{15}$ -AR Yaquina Bay fr L.A. - $\frac{8}{18}$ -SID for L.A.
 $\frac{8}{12}$ -AR L.A. - $\frac{8}{14}$ -SID for Longview - $\frac{8}{20}$ -AR Longview - $\frac{8}{22}$ -SID
 fr L.A. - gen - $\frac{8}{27}$ -AR L.A. - $\frac{8}{30}$ -SID for Longview - $\frac{9}{4}$ -AR Longview
 $\frac{9}{6}$ -SID for San Pedro - lumber. $\frac{9}{17}$ -AR Longview fr L.A. $\frac{9}{21}$ -SID
 for San Pedro - lumber $\frac{9}{26}$ -AR L.A. fr Longview

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NSP-9

1941 Third card

$\frac{10}{15}$ -SID L.A. for Longview - $\frac{10}{18}$ -AR Longview - $\frac{10}{11}$ -SID for San
 Pedro - $\frac{10}{16}$ -AR San Pedro - $\frac{10}{23}$ -SID for Seattle - $\frac{10}{28}$ -AR
 Seattle - $\frac{11}{8}$ -SID for L.A. - $\frac{11}{14}$ -AR L.A. - $\frac{11}{26}$ -SID for Portland
 $\frac{11}{28}$ -AR S.F. fr L.A. - $\frac{11}{28}$ -SID for Portland - $\frac{12}{15}$ -SID for Portland
 $\frac{12}{4}$ -AR S.F. fr L.A. $\frac{12}{19}$ -SID for north
 $\frac{1}{16}$ -AR R.A. fr Sea - $\frac{1}{14}$ -SID ¹⁹⁴⁰ for Sea $\frac{1}{16}$ -AR S.F. fr L.A.
 $\frac{1}{18}$ -SID for Portland - $\frac{1}{21}$ -AR Columbia River fr San
 Pedro $\frac{1}{29}$ -SID for San Pedro $\frac{1}{2}$ -AR L.A. - $\frac{1}{12}$ -SID for Col. River
 due $\frac{1}{17}$ $\frac{1}{17}$ -AR Col. River (Portland) fr San Pedro.
 $\frac{1}{21}$ -SID for ~~San Pedro~~ ^{Col. River} $\frac{1}{25}$ -AR L.A. $\frac{1}{28}$ -SID for Longview

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NSP-9 1942 Fourthcard
 3/5 Ar. Col. River fr. San Pedro. 3/9 Sld for
 San Pedro. 3/13 Ar. L.A. 3/17 Sld for Col. River - due
 7/22. 3/22 Ar. Col. River 3/26 Sld for San Pedro
 3/30 Ar. L.A. fr Columbia River - 4/1 Sld for Col. River - due 4/6
 4/6 Ar. Col. River fr. San Pedro. 4/8 Sld for San Pedro
 4/13 Ar. L.A. 4/15 Sld for Col. River due 4/20. 4/20 Ar. Col. River
 4/23 Sld for San Pedro 4/27 Ar. L.A. 4/29 Sld for Col. River
 - due 7/3 5/4 Ar. Col. River 5/8 Sld for San Pedro
 5/12 Ar. L.A. - 5/17 Sld for S.D. - due 5/19 - 5/19 Ar. S.D. 5/27 ^{W. north}
 7/31 Ar. Tacoma fr S.D. 6/7 Sld for Alaska 6/23 Ar. Puget Sound fr Alaska

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NSP-9 1942 Fifth card
 6/28 Sld Port Townsend, Puget Sound fr Alaska 7/14 Ar. Puget Sound fr
 Alaska 7/19 Sld for Alaska 8/20 Ar. Puget Sound fr Alaska
 9/10 A.B. Sound fr Alaska 9/17 Sld for Alaska

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NAV.
 ORD.
 AERO.
 BUSHIPS.
 D & Y
 S & A
 S & M
 L.A.G.
 M.G.C.
 BUDGET
 Op. 10.
 Op. 11.
 Op. 12.
 Op. 18.
 Op. 14.
 Op. 16.
 Op. 17.
 Op. 18.
 Op. 19.
 Op. 20.
 Op. 21.
 Op. 22.
 Op. 23.
 Op. 24.
 Op. 30.
 Op. 31.
 Op. 32.
 Op. 37.
 Op. 38.
 Op. 39.