

1941

$\frac{1}{12}$ -AR. Portland fr. S.F. -  $\frac{1}{13}$ -SID fr Seattle - paper, pulp, ore  
 $\frac{1}{14}$ -AR Seattle fr Portland -  $\frac{1}{18}$ -SID Seattle fr Pt. Mable -  $\frac{1}{18}$ -AR Pt Mable  
 $\frac{1}{18}$ -SID fr Seattle - none -  $\frac{1}{18}$ -AR Seattle -  $\frac{1}{19}$ -SID fr New Westminster general  
 $\frac{1}{25}$ -AR Everett fr New Westminster -  $\frac{1}{24}$ -SID fr Pt Angeles -  $\frac{1}{25}$ -AR  
 Port Angeles -  $\frac{1}{26}$ -SID fr Longview -  $\frac{1}{27}$ -AR Longview -  $\frac{1}{29}$ -SID fr S.F.  
 lumber -  $\frac{2}{4}$ -AR. L.A. fr S.F. + Vancouver -  $\frac{2}{5}$ -SID fr B.A. gen  
 $\frac{2}{17}$ -AR Balboa fr Long Beach Cal. -  $\frac{2}{21}$ -SID fr Curacao  
 $\frac{2}{24}$ -AR Curacao -  $\frac{2}{24}$ -SID fr Rio de Janeiro -  $\frac{3}{8}$ -PSD Pernambuco  
 Portland, Ore., etc. fr B.A., etc. -  $\frac{3}{12}$ -AR. Rio de Janeiro fr Seattle etc.  
 $\frac{3}{14}$ -SID fr Santos -  $\frac{3}{15}$ -AR Santos  $\frac{3}{16}$  SID fr B.A.  $\frac{3}{21}$  to B.A.

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Second card

$\frac{2}{28}$ -SID. B.A. for Rosario -  $\frac{3}{29}$ -AR Rosario -  $\frac{2}{31}$ -SID for B.A.  
 $\frac{4}{1}$ -AR. B.A. -  $\frac{4}{4}$ -SID. fr L.A. -  $\frac{4}{10}$ -PSD. Puntarenas fr B.A.  
 for L.A. -  $\frac{4}{11}$ -PSD Straits of Magellan fr L.A. -  $\frac{4}{16}$ -AR  
 Valparaiso fr B.A. -  $\frac{4}{16}$ -SID fr L.A., etc. -  $\frac{5}{5}$ -AR. L.A. fr B.A.  
 $\frac{5}{6}$ -SID fr S.F. + Vancouver - gen. -  $\frac{5}{8}$ -AR. S.F. -  $\frac{5}{10}$ -SID. for  
 Vancouver  $\frac{5}{14}$ -AR Vancouver B.C. -  $\frac{5}{18}$ -AR Tacoma fr Vancouver  
 B.C. -  $\frac{5}{19}$ -SID. fr Olympia - lumber -  $\frac{5}{20}$ -AR Olympia -  $\frac{5}{22}$ -SID.  
 for Seattle -  $\frac{5}{23}$ -AR Seattle -  $\frac{5}{24}$ -SID for S.F. - lumber, flour + gen  
 $\frac{6}{6}$ -SID. S.F. for Honolulu -  $\frac{6}{14}$ -AR Honolulu  $\frac{6}{23}$  SID fr S.F. -  $\frac{7}{3}$ -AR  
 S.F. -  $\frac{7}{4}$ -AR Tacoma fr Honolulu, etc.  $\frac{7}{13}$ -SID for Everett -  $\frac{7}{18}$ -AR Everett

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Third card

$\frac{7}{18}$ -AR Everett fr <sup>Tacoma</sup> Seattle -  $\frac{7}{19}$ -SID fr Seattle -  $\frac{7}{19}$ -AR Seattle  
 $\frac{7}{20}$ -SID fr Portland general + flour -  $\frac{7}{23}$ -AR Portland -  $\frac{7}{23}$ -SID.  
 for S.F. -  $\frac{7}{28}$ -AR L.A. fr S.F. -  $\frac{7}{30}$ -SID for B.A. - gen. -  $\frac{8}{11}$ -AR.  
 Balboa fr Long Beach -  $\frac{8}{14}$ -SID. Cristobal for Pto. Cabello  
 $\frac{8}{19}$ -SID Pto. Cabello for Guirica -  $\frac{8}{21}$ -SID Guirica for Rio de  
 Jan. -  $\frac{9}{2}$ -PSD Pernambuco fr Portland, Ore., etc. for Rio de Jan.  
 $\frac{9}{7}$ -AR Rio de Jan. fr Portland, Ore. -  $\frac{9}{8}$ -SID fr Santos  $\frac{9}{9}$ -AR Santos  
 $\frac{9}{10}$  SID for B.A.  $\frac{9}{18}$  fr B.A.  $\frac{9}{23}$  SID for N.Y. via Santos + Rio de Jan.  
 $\frac{9}{27}$ -AR Santos  $\frac{9}{28}$  SID for N.Y. -  $\frac{9}{30}$ -AR Rio de Jan. fr Santos  
 $\frac{10}{1}$ -SID Rio de Jan. fr N.Y. via Bahia -  $\frac{10}{4}$ -AR Bahia fr Santos

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Fourth card

<sup>10</sup>/<sub>5</sub> - 11d Bahia for N.Y. - <sup>10</sup>/<sub>22</sub> - AR. N.Y. - <sup>10</sup>/<sub>28</sub> - 11d for Phila.  
<sup>10</sup>/<sub>29</sub> - AR. Phila. <sup>10</sup>/<sub>30</sub> Sld for Norfolk <sup>10</sup>/<sub>31</sub> Ar. Norfolk  
<sup>11</sup>/<sub>2</sub> - 11d for B.A. - <sup>11</sup>/<sub>10</sub> - AR. Trinidad for Norfolk. - <sup>11</sup>/<sub>11</sub> - 11d for B.A.  
<sup>11</sup>/<sub>30</sub> AR. B.A. - <sup>1942</sup>  
<sup>11</sup>/<sub>27</sub> AR. N.Y. for Trinidad. <sup>11</sup>/<sub>10</sub> Sld N.Y.  
for Phila. <sup>11</sup>/<sub>11</sub> Ar Phila <sup>11</sup>/<sub>13</sub> Sld for Balt  
<sup>11</sup>/<sub>14</sub> Ar. Balt. <sup>11</sup>/<sub>17</sub> Sld for Phila <sup>11</sup>/<sub>18</sub> Ar Phila.  
<sup>11</sup>/<sub>31</sub> Sld for Archangel <sup>12</sup>/<sub>2</sub> Ar. N.Y. for Phila.  
<sup>12</sup>/<sub>3</sub> Sld for Newport - (<sup>12</sup>/<sub>4</sub> @ Balt. rebelid. by Moore M & Co. Lewis  
to Mar Comm. <sup>12</sup>/<sub>4</sub> rebelid to Moore M & Co. Lewis, Inc., term Barbours Chester  
dated <sup>10</sup>/<sub>19</sub> 1941.) (Report No. 596 Jesse 274 reported to have broken in two

INDEPENDENCE HALL - American - SS - 5,050 :

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1942

fifth fourth card

and sunk on voyage.)

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