

NSP-10

1941

$\frac{3}{9}$ -SID. Houston for Yokohama, etc. via Honolulu
 $\frac{3}{16}$ -PSd Panama Canal. Houston for Yokohama, etc. via Honolulu
 $\frac{4}{5}$ -AR. Honolulu for Canal - $\frac{4}{6}$ -SID. for Yokohama - Okinawa - $\frac{4}{22}$ -AR.
 Yokohama - $\frac{4}{27}$ -SID. for Haiphong - $\frac{5}{6}$ -AR. Haiphong for Yokohama
 $\frac{5}{12}$ -SID. Haiphong for ~~Zamboanga~~ ^{Zamboanga} - $\frac{5}{18}$ -AR. Zamboanga for Haiphong
 $\frac{5}{20}$ -SID. for Cagayan - $\frac{5}{21}$ -AR. Cagayan - $\frac{5}{24}$ -SID. for Manila
 $\frac{5}{26}$ -AR. Manila - $\frac{5}{27}$ -SID. for Santa Cruz - $\frac{5}{30}$ -SID. for Santo Domingo
 $\frac{6}{1}$ -AR. Santo Domingo - $\frac{6}{14}$ -SID. for Honolulu - $\frac{6}{25}$ -AR. Honolulu for
 Manila - $\frac{7}{20}$ -PSd. Pan. Canal for N.Y. + Balt. - $\frac{7}{28}$ -AR. Balt.
 $\frac{8}{18}$ -AR. N.Y. to N.O. - $\frac{8}{26}$ -SID. to Rangoon

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Second card

$\frac{11}{26}$ (M.R.) - For N.Y. + Balt. for Calcutta. Returned to Calcutta
 on $\frac{11}{18}$ for survey + repairs sustained in collision with patrol
 boat. - $\frac{1}{31}$ -AR. N.Y. for Trinidad $\frac{2}{3}$ -SID. for Balt.
 $\frac{2}{5}$ -AR. Balt. $\frac{4}{3}$ -SID. for Archangel $\frac{4}{4}$ -AR. Norfolk $\frac{4}{9}$ -SID. for
 Archangel. $\frac{4}{8}$ -AR. N.Y. $\frac{6}{8}$ -SID. for Archangel

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