

1941

$\frac{2}{13}$ -AR. Mombasa fr. N.Y. -  $\frac{2}{13}$ -SID. for Bombay -  $\frac{2}{21}$ -AR Bombay  
 $\frac{2}{28}$ -SID. for Bandar Shapur -  $\frac{3}{6}$ -AR. Bandar Shapur fr.  
 N.Y. via ports -  $\frac{3}{14}$ -SID for Barban -  $\frac{3}{15}$ -AR. Bahrein -  $\frac{3}{16}$ -SID.  
 for Strait Settlements -  $\frac{3}{29}$ -AR. Penang fr. Bahrein -  $\frac{3}{30}$ -SID. for  
 Boston + N.Y. via ports -  $\frac{3}{31}$ -AR. Belawan fr. Penang -  $\frac{3}{31}$ -SID. for  
 Boston + N.Y. -  $\frac{4}{11}$ -AR. Port Swettenham fr. Belawan Deli -  
 $\frac{4}{2}$ -SID. for Boston + N.Y. via ports -  $\frac{4}{3}$ -AR. Singapore fr. Pt.  
 Swettenham -  $\frac{4}{8}$ -SID. for Boston + N.Y. via Honolulu -  $\frac{5}{3}$ -AR.  
 Honolulu fr. Singapore -  $\frac{5}{3}$ -SID. for Canal - Bkers. -  $\frac{5}{23}$ -SID. Pan. Canal  
 for Boston, N.Y. + Balt. -  $\frac{6}{2}$ -AR. Boston fr. Bahrein, etc.

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NSP-11-~~10~~10.2.10 1941 Second card

$\frac{6}{4}$ -AR N.Y. fr. Boston -  $\frac{6}{2}$ -SID. for Balt. -  $\frac{7}{5}$ -PSD. Pan.  
 Canal N.O. for d.a., etc. -  $\frac{7}{15}$ -AR. d.a. fr. Mobile -  $\frac{7}{12}$ -SID. for  
 S.F. + Seattle -  $\frac{8}{3}$ -AR. Honolulu fr. S.F. -  $\frac{8}{9}$ -SID. for outports  
 10/1 Ar. Honolulu fr. Cebu. 10/1 SID. for Canal. -  $\frac{10}{22}$  PSD. Pan. Canal  
 Honolulu fr. Boston + Balt. -  $\frac{11}{1}$ -AR. Boston fr. Manila. -  $\frac{11}{5}$ -SID.  
 for N.Y. -  $\frac{11}{7}$ -AR. Balt. fr. Phila. -  $\frac{11}{12}$ -SID. for N.Y. -  $\frac{11}{4}$ -AR. N.Y.  
 $\frac{11}{18}$  SID. for Charleston -  $\frac{11}{26}$ -AR. Galv. fr. N.Y. -  $\frac{12}{2}$ -SID. for Mombasa E. Afr.  
 $\frac{6}{11}$  at Lynn Rds. fr. Durban -  $\frac{6}{14}$  SID. for Balt.  $\frac{6}{15}$  at Balt.  
 $\frac{7}{4}$  SID. for Norfolk.  $\frac{7}{5}$  at Norfolk  $\frac{7}{2}$  SID. for Balt.  $\frac{7}{8}$  in  
 Balt.  $\frac{7}{13}$  SID. for N.Y.  $\frac{7}{14}$  in N.Y.  $\frac{7}{8}$  SID. for Liverpool

MOBILE CITY - American - SS - 6,157

NSP-11-10<sup>2</sup>-10 1942 Third card

$\frac{9}{15}$  in N.Y. fr. Liverpool  $\frac{9}{17}$  SID. for Liverpool

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