

ACC 10000/148/56

TN/A/9.3

12/A/TN-1

BILLS OF LOADING DATA

Sept. 1944 - May 1945

BILLS OF LOADING DATA

Sept. 1944 - May 1945

BEST COPY POSSIBLE

Subject : The Use of the Bill of Lading
(Army Form G694 (War) 1943) within
the MEDITERRANEAN Theatre.

SECRET

ALLIED FORCE HEADQUARTERS

G-4 (MOV & TR) 5/48/GEM

6 May 45

Tel: FREEDOM 348

1. Reference Stores Shipping Instruction No. 9 - 5/48/GEM 5 Dec 44.

2. All cargo shipped in Sea Transport vessels on behalf of parties other than Br / US Service Departments, is subject to payment of freight and it is the responsibility of the Sea Transport Officer to ensure that freight earned is properly brought to account.

3. Freight is due on all shipments effected on behalf of UNRRA, A.C. E.F.I., U.K.C.C., British Government Ministries and Missions and Dominion, Colonial and Foreign Governments as well as official organisations, such as International Red Cross, etc.

4. Bills of Lading (Army Form G694 (War) 1943) will not be used to cover freight-earning cargo shipped in vessels on Sea Transport service. Non-negotiable receipts, which are obtainable from the Superintending Sea Transport Officer, will be used for this purpose.

5. Shipments covered by non-negotiable receipts, will not be included in Freight Form T, but will be embodied in a special Manifest form prepared by the Superintending Sea Transport Officer.

6. Agreed PSTO Mediterranean.

7. Ack on form below.

433:

G. Ackrley

G. ACKERLEY, Col.,
 for Brigadier,
 D.Q.L.G. (Mov & Tr).

AGT/EN

DISTRIBUTION / Sheet 2

2. All cargo shipped in Sea Transport vessels on behalf of parties other than Br/US Service Departments, is subject to payment of freight and it is the responsibility of the Sea Transport Officer to ensure that freight earned is properly brought to account.
3. Freight is due on all shipments effected on behalf of UNRRA, A.C., E.F.I., U.K.C.C., British Government Ministries and Missions and Dominion, Colonial and Foreign Governments as well as official organisations, such as International Red Cross, etc.
4. Bills of Lading (Army Form G694 (War) 1943) will not be used to cover freight-earning cargo shipped in vessels on Sea Transport service. Non-negotiable receipts, which are obtainable from the Superintending Sea Transport Officer, will be used for this purpose.
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6. Agreed PSTO Mediterranean.
7. Ack on form below.

AGT/EM

433:

G. Ackrley

G. ACKERLEY, Col.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

DISTRIBUTION / Sheet 2

To : G-4 (Mov & Tn), AFHQ.

In lieu of FA 416

Receipt is acknowledged of COPY NO(s) _____ of your 5/48/GIM
dated 18 Apr 45

(Signed) _____

(Address) _____

Date _____

- 2 -

THE USE OF THE BILL OF LADING
WITHIN THE MEDITERRANEAN THEATRE (Contd)

SECRET

<u>DISTRIBUTION:</u>	<u>COPY NO</u>	<u>AFHQ</u>	<u>COPY NO</u>
C IN C MED	1 - 2	G-1 (E)	145
US NAVY (N-4)	3 - 4	G-2	146
PSTO MED	5 - 24	G-3	147
DOHC	25 - 26	G-4	148
MWTR MED	27 - 28	G-5	149
WSA	29 - 30	Q(MAINT)	150 - 153
HQ MOV BTAN	31 - 35	Q(AE)	154 - 156
HQ MOVEMENTS NORTH EAST ITALY	36 - 37	QM	157 - 158
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HQ MOVEMENTS SOUTH ITALY	43 - 46	D/WORKS	162 - 163
		DCS	164
MOV & TN, LF SOUTH GREECE	52 - 66	DME	165
MOV GENOA	67 - 70	IST	166
MOV LECHORN	71	D Th	167 - 168
HQ MOV SUB AREA NAPLES	72 - 74	DMS	169
PORT COMMANDANT ANCONA	75 - 77	ADAPS	170
PORT COMMANDANT BARI	78 - 80	C/EFI	171 - 172
PORT COMMANDANT BARLETTA	81 - 83	D/SURVEY	173
PORT COMMANDANT BRINDISI	84 - 86	CSO	174
PORT COMMANDANT MONOPOLI	87 - 89	DESS	175
PORT COMMANDANT TARANTO	90 - 92	MAAF (Movements)	176 - 179
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GHQ MIDDLE EAST FORCES	110 - 113		
Q(M) TRIPOLI (E)	114 - 115		
MOV MALTA	116 - 118		
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4333

COPY NO 108SECRET

Subject: The Use of the Bill of Lading (Army Form
6604 (Rev. 1943) within the THEATRE
THEATRE

ALLIED FORCES HEADQUARTERS

C-4 (Mov & Trn) 5/48/GDM

18 Apr 45

Tel: FREEDOM 346

1. Reference Shipping Instruction No 9 - 5/48/GDM 5 Dec 44.

2. When WD Stores are discharged from vessels at Military controlled ports in this Theatre, the endorsement of Bills of Lading will be carried out as follows.

Until such time as conditions permit a tally of cargo by mark at ship's side by Military personnel at Military controlled ports in this Theatre and it is possible to give facilities to ship's Agents to enable them to take an owner's tally, Port Commandants, acting as the Military authority taking delivery of the stores, will endorse Bills of Lading as a receipt for the cargo. This endorsement will be worded - 'A quantity said to be _____, no tally taken at time of discharge'

3. The only exception to this will be in the case of valuable packages and LFO special cargo given 'look up' or 'care of Chief Officer' stowage, when 100% tally at time of discharge will be taken and notice of shortages, in writing, presented to ship and ship's Agents before the vessel sails and, in any case, within seven days of completion of discharge, such tally to be taken in conjunction with ship's Officer.

3. Agreed PSTO Mod, MATR Mod and NSA.

4. Ack on form below.

AC/SC

DISTRIBUTION / Sheet 2

F. Ashford
 (G. ASHFORD) Colonel
 /for Brigadier,
 DQMG (Mov & Trn)

433

1. Reference Shipping Instruction No 9 - 5/48/CDM 5 Dec 44.
2. When MD Stores are discharged from vessels at Military controlled ports in this Theatre, the endorsement of Bills of Lading will be carried out as follows.

Until such time as conditions permit a tally of cargo by mark at ship's side by Military personnel at Military controlled ports in this Theatre and it is possible to give facilities to ship's Agents to enable them to take an owner's tally, Port Commandants, acting as the Military authority taking delivery of the stores, will endorse Bills of Lading as a receipt for the cargo. This endorsement will be worded - 'A quantity said to be _____, no tally taken at time of discharge'.
3. The only exception to this will be in the case of valuable packages and MTO special cargo given 'look up' or 'care of Chief Officer' stowage, when 100% tally at time of discharge will be taken and notice of shortages, in writing, presented to ship and ship's Agents before the vessel sails and, in any case, within seven days of completion of discharge, such tally to be taken in conjunction with ship's Officer.
3. Agreed BCTO Ltd, MTR Ltd and WSA.
4. Ack on form below.

433

ACT/SC

G. Ackley
(G. ACKLEY) Colonel
for Brigadier,
DQMG (Mov & Tn)

DISTRIBUTION / Sheet 2

In lieu of AP A16

To : C-4 (Mov & Tn), PWHQ.

Receipt is acknowledged of COPY NO(s) _____ of your 5/48/CDM dated 18 Apr 45.

(Signed)

(address)

Date _____

THE USE OF THE FIELD OF LANDING
WITHIN THE MEDITERRANEAN THEATRE (Contd)

-2-

DISTRIBUTION:

C IN C MED
US NAVY (N-4)
PSTO MED
DOID
MWR MED
NSA
HQ MOV BUNA
HQ MOVEMENTS CENTRAL ITALY
HQ MOVEMENTS WEST ITALY
HQ MOVEMENTS EAST ITALY
MOV & TN, LF & ML (G)

MOV LETHION

PORT COMMANDANT ALGERES
PORT COMMANDANT ANCONA
PORT COMMANDANT BARI
PORT COMMANDANT BARLETTA
PORT COMMANDANT BRINDISI
PORT COMMANDANT MONOPOLI
PORT COMMANDANT TARANTO
HQ AC ROME (For Transportation
Sub-Commission)
CG BRITISH TROOPS SICILY
MOV IO 203 SUB AREA

FOR INFORMATION:

WAR OFFICE Q(M)3
CHC MIDDLE EAST FORCES
S(M) TRIPOLI (L)
MOV MALT
C IN C GIBRALTAR
TN OFFICER FES
TN OFFICER FES (SOUTH)
TN OFFICER ADRIATIC BASE DETOT
TN OFFICER MEUS
TN OFFICER NORTHERN BASE SECTION
TN OFFICER AC SARDINIA
COMZONE ETIOUS (Attn Chief of Tn)

AFHQ:	COPY NO	COPY NO
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G-2	146	146
G-3	147	147
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Tn(4)	185	188
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SPRBS	191	251

TN.S/C A.C.HQ. (MAJ.KLEIN)
M.C.

Esente da bollo

POLIZZA N. 7 Linea _____ Viaggio N. _____

ai patti ed alle condizioni indicate anche a tergo della presente polizza

Capitano *Leotti Giuseppe*

ed al felice arrivo consegnate *signor Antonio Scaly per l'ed. L. Scitanga* le seguenti merci
pagate *regolate a Napoli* come da distinta.

[illegible]

REF. OUT. 108. S.O. 7/78/503/TN6 - IN. 98

TN. S/O A.C.

"TIRRENI A."
SOCIETA' ANONIMA DI NAVIGAZIONE
 SEDE IN NAPOLI

CAPITALE SOCIALE L. 150.000.000 - INTERAMENTE VERSATO

POLIZZA N.

Linea

Napoli *11 aprile* *1945*
 Sono state caricate da *Federazione Italiana dei Consorzi Agrari*

ai patti ed alle condizioni indicate

per conto e rischio di chi spetta, sul *GESTIONE DEPOSITI NAPOLI*
P.to/Mr. M. P. Russo Orsini

Capitano

per essere trasportate a *Palermo*ed al felice arrivo consegnate *Mung. Insola Scily* per *Capitano*

Il nolo

pagato

come da distinta

MARCHE	NUMERI	Quantità dei colli	DICHIARAZIONE DEL CONTENUTO	TASSO del nolo	PESO	VOLUME	VALORE dichiarato	Nolo
		805	Calcium Carbide	2757	38610			Diritto Costo Bollo e ASSI a Polizza Spese S P Provvig TOTAL Aggio Somma Somma Rimbor TOTAL
Merce di <i>Alfred Commission</i> , esente dalla corresponsione dell' <i>2.8. H. 10</i>								

Rilasciato N° *1* polizze firmate, delle quali una adempita, le altre restano senza valoreRicevuto Colli N° *Ottocento*

IL CARICATORE

doardo Murolo

IL CAPITANO

To La Commare Giosebelli

Esente da bollo

CAPITALE SOCIALE L. 150.000.000 - INTERAMENTE VERSATO

Viaggio N.

DEPOSITI NAFOLI

P.fo/Mn. A/v.

Fluore Oxidino

Carltano

ed al felice arrivo consegnate Mung. Insson Sesly per Sule Edlfr Andriau le seguenti merci

nalo

pagato

come da distinta

Nolo	L.	106558	-
Dritti polizza		60	-
Sotto " "		60	-
Bollo e tassa	*		
ASSICURAZIONE			
a	% L.		
Polizza o Regist.	*		
Spese Sanitarie		L.	
» portuali		*	
Provvigione d'incasso 2 %	*		
TOTALE GENERALE in	L.	106638	-
Aggio	% *		
Somma incassata		106638	
Somma assegnata	*		
Rimborso	*		
TOTALE da pagarsi a destino			
in	L.		

elle quali una è adempita, le altre restano senza valore

ottura affermo solo il numero 22 per

IL CAPITANO

To *Il Commare Giose Battista*

Visto per l'imbarco

429

Conti

L'AGENTE

Copies per uso d' Ufficio

Bulk

456,300 Metric Tons

Herbert H. Taylor

Director, Transportation Sub-Commission

4339

See Livorno Province letter

1364/LI = 3/D/930

Dated 7 March

Total receipts = 9754.70 lls

Direct: 8492.10 lls

ex AC. 126.260

— waived from AC as 1284.6 lls

9754.70

~~Direct: 8492.10~~

∴ Met. Tax = 849.210

128.46

977.670

Long Tax = Tax cut no lbo
962 4. 1 23

4329

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
Administration Division
Accounts Branch
A.P.O. 394

CSW/lb

To : United Kingdom Commercial Corporation United
c/o British Consulate General
Algiers.

SUBJECT : Accounting for trade between Italy and/or Sicily and North Africa.

File
12/A/Ts.1.

6 April '45

1. Ref. your letter dated 19th. March 1945 addressed to Commerce Sub-Commission (Foreign Trade Section) and passed to us for attention.

2. The clausung made by us merely represents the quantity received as shown in our supply accounts. As regards settlement, we would refer you to para. 3. of letter ref. 13607 (a) F/A dated 31 March addressed to you by Finance Sub-Commission of this Headquarters.

For the Chief Commissioner,

4328
Ch
(O.S. Wyatt) Capt. R.A.
Accountant.

Copy to: Finance Sub-Commission (attn. Chief Accountant)
Transportation Sub-Commission (attn. Lt. Col. Balfour)
Commerce Sub-Commission (Foreign Trade Section)

12
Mediterranean Shipping Board,
A.F.H.Q. C.M.F.

4th April, 1945.

To Headquarters, Allied Commission, A.P.O. 394.
From M.W.T.R. Mediterranean.
Subject: Ship's Documents - s.s. "BENLEDI"

Receipt is acknowledged of your communication of
the 28th March, enclosing B/Lading duly
endorsed.

Mr. H. Tucker

D.M.W.T.R.

*To. F.W.S. Dow
(attn. Mr. Klein)*

4321

1383

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED
c/o British Consulate General,
27 MAR 1945 Algiers.

19th March, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade Section.
From: UKCC, North Africa.
Subject: Accounting for Trade between Italy and/or Sicily
and North Africa.

....

We have received from G-5, AFHQ, a memorandum copy of which is attached to the present memorandum.

The Bills of Lading for the shipments mentioned in G-5's memorandum under reference have both been claused by Merritt H. Taylor, Director, Transportation Sub-Commission, and show a shortage on out-turn weight against Bill of Lading weight.

In this connection, we should like to refer to our memorandum to you of the 13th March, 1945, under the above mentioned subject and which dealt with a similar clausing of another Bill of Lading, and would like to reiterate the remarks contained in our memorandum of the 13th March.


J.W. DOLPHIN
Chief Representative

cc G-5, AFHQ without enclosure.

432

12/11/45

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. C-14

15 March 1945

SUBJECT: Bills of Lading - Phosphates

TO : U.K.C.C., Limited,
c/o The British Consulate General,
ALGIERES.

Enclosed are one Bill of Lading and Weight
Certificates in respect of S.S. "GUEWIN" and Weight
Certificate in respect of S.S. "LACDON", duly endorsed.

For the Assistant Chief of Staff, G-5:



J. RICHARDSON
J. Comd. ATIS 4325
Economics & Supply Division

Incls: As above.

CONFIDENTIAL

copy

ALLIED COMMISSION
SICILIA REGION HEADQUARTERS
APO 394

RIS 100/31 031

7 March 1945

SUBJECT : Rock Phosphate,
TO : UKCC
c/o British Consulate General.
ALGERS.

As directed by the Industry Sub-Commission, a
Bill of Lading for Rock Phosphate imported into Sicily
is returned herewith, endorsed as follows :

"Received at PORTO EMPEDOCLE, SICILIA,
27 November 1944, 456.29 Metric Tons Rock
Phosphate from the vessel "LACILON" ex SPAX"

For the Regional Commissioner :

432

A.T. SHAW,
Major, R.A.,
Regional Supply Accountant,
Sicilia Region.

Copy to:-
Industry Sub-Commission
(Ref. AC/5557/IND dated 9 December 1944).

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

WJM/hh

Tel. 328

Ref. AC/5557/IND

9 December 1944

SUBJECT : Phosphate Shipments. Montecatini

TO : Regional Commissioner, Sicilia Region
(Attn.: Economic & Supply Officer, Maj. Bring)

1. Attached bill of lading for 475 tons phosphate rock should be endorsed by you and returned direct to UKCC, c/o British Consulate General, Algiers.
2. Please send advice of correct arrival of the shipment to UKCC, copy to this HQ.

For the Chief Commissioner:

4323

W.S. VAUGHAN
Director,
Industry Sub-Commission

E,cl.:
bill of lading,
as per para 1
s.s. Lacydon Gaiss/Porto Empedocle

12/8/72
UNITED KINGDOM COMMERCIAL CORPORATION LIMITED
c/o British Consulate General,
Algiers.

13th March, 1945.

To: HQAC, Commerce Sub-Commission, Foreign Trade Section.

From: UGCC, North Africa.

Subject: Accounting for Trade between Italy and/or Sicily
and North Africa.

We should like to refer to a memorandum, reference RAS100/31 c/jl, of the 7th March, 1945, received from AC Sicilia Region HQ on the subject of rock phosphate and which was copied to Industry Sub-Commission, referring to their AC/5537/IND dated the 9th December, 1944.

To this communication were attached one original and one copy Bill of Lading for 475 metric tons of 58/53% grade phosphate rock shipped per the s.s. "Lacydon" from Sfax to Porto Empedocle dated the 22nd November, 1944, as well as the Weight Certificate usually issued with all these phosphate shipments.

These two Bills of Lading were endorsed as mentioned in the memorandum received from the Sicilia Region HQ. 432

As you are already aware, the general agreement negotiated by G-5 with the French authorities for the trade between Italy and/or Sicily and North Africa was on an f.o.b. basis. You will have already observed that we are invoicing the French for sulphur on f.o.b. weights and that their debit notes for phosphate shipments are also coming through to you based on Bill of Lading weight. This is the first Bill of Lading which has been returned to us by any of the receiving ports closed in this fashion and we think that this may be simply a question of internal organisation. If, however, there is any intention on the part of AC Sicilia Region to claim for shortage in weight we do not feel that it would be possible to do this under the terms of the agreement as it stands. It would seem as if this loss in weight is one of the risks to be supported by the Italian Government for exports from North Africa to Italy and/or Sicily and by the French Government for exports from Italy and/or Sicily to North Africa.

In this connection there have usually been considerable losses in weight between Bill of Lading quantity and out-turn on shipments of sulphur and we have always resisted any desire on the part of the French to pass forward a claim to you for shortage.

cc G-5, AFHQ.

J.W. DOLPHIN
Chief Representative

U. N. R. A - Italian Mission

MEMORANDUM

TO: Captain Wyatt.
Transportation Sub-Commission - Accounts.
H.Q., A.C.

Ref: S/3.

25 March 1945

FROM: Abe Hackman,
Director of Supply. *Abe Hackman*

SUBJECT: I.O.M's on Brewster & Salingoye.

I have copies of Major Martin's I.O.M. Reports to you of 17 March on goods warehoused ex-ss. BREWSTER and ss. SALINGOYE. These appear to show receipts against manifested quantities. I did not know there were any manifests on these shipments and, if there are, would like very much to see them.

I am sending the originals over to Hodgetts and am checking our records to see whether these are accurate.

AH/mr

cc: Hackman
Registry (2)
Hodgetts

4321

12/A/Tn.1

Ref: AC 12/A/Tn.1.

To: - Headquarters Allied Commission
Transportation Sub-Commission
APO 394

Received endorsed Bill of Lading in respect of S.S. GUDWIN.

.....
Date 13 March 1945

Richardson
Signed.....Rank.....
Allied Force Headquarters, G-5 Sec.

12/A/Tn.1

4329

Ref: AC 12/A/Tn.1.

To:- Headquarters Allied Commission
Transportation Sub-Commission
APO 394

Received endorsed Bill of Lading in respect of S.S. LACYDON

.....

Date 13 March 45

Signed.....Rank. J. R. ...

Allied Force Headquarters, G-5Sec.

12/A/Tn.1

4319

12/A/Tu 1

MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q. C.M.F.

10th March, 1945.

To Director-Transportation Sub Commission, Allied Commission, Rome
From Ministry of War Transport Representative Mediterranean,
Subject: Ship's Documents - s.s. "BENLEDE"

1. Reference your letter of 15 Feb. 1945.
2. The B/Lading you have endorsed is the B/Lading for the full cargo of sugar carried by this ship and is the Bill which should have been endorsed for full delivery as at Naples, in implementation of the arrangement with Colonel Sieff.
3. I have received no other B/Lading endorsed as you state in your para.5 for clean delivery at Naples.
4. From your para.3 it is assumed that the number of sacks delivered to tackles was correct, and such being the case the weight is of no matter as the correct number of packages have been delivered, and the weight is covered by the clausings on the face of the B/Lading and Clause 4 of the exceptions and conditions on the reverse.
5. In view of your admission that there was pilferage between ship's tackle and receipt in your warehouse, I must press for a clean endorsement as to full receipt.
6. B/Lading is returned herewith for endorsement for full receipt of cargo covered by this Bill.

No. 1572 sacks
To correct reference

To Capt Wyatt

D.M.W.T.R.
4313
for MWOIR Mud

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Administration Division

/bm

AC 12/A/Tn.1.

To : Allied Force Headquarters
G - 5 Section
APO 512

Date 10 MARCH 1945

Subject : Bill of Lading.

1. Herewith Bill of Lading endorsed in respect of receipt from S.S. GUDWIN.....
2. Please acknowledge on slip attached below.

[Signature]
MERRITT H. TAYLOR
Director

Ref: AC 12/A/Tn.1.

To: - Headquarters Allied Commission
Transportation Sub-Commission
APO 394

Received endorsed Bill of Lading in respect of S.S.

.....

Date

Signed.....Rank.....

Allied Force Headquarters, G-5 Sec.

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Administration Division

AC 12/A/Tn.1.

To : Allied Force Headquarters
G - 5 Section
APO 512

Date 9. MARCH 1945

Subject : Bill of Lading.

1. Herewith Bill of Lading endorsed in respect of receipt from S.S. LACYDON.
2. Please acknowledge on slip attached below.

4316

Merritt H. Taylor
MERRITT H. TAYLOR
Director

Ref: AC 12/A/Tn.1.

To:- Headquarters Allied Commission
Transportation Sub-Commission
APO 394

Received endorsed Bill of Lading in respect of S.S.
.....

Date Signed Rank
Allied Force Headquarters, G-5 Sec.

MAR 9 1945

AG/8/A Sub

HEADQUARTERS
LIVORNO PROVINCE
ALLIED MILITARY GOVERNMENT

March 7, 1945

File No. 1364 LI-3/D.1930

SUBJECT: Grain shipment = Discrepancies.

TO: Transportation S/C HQ AC. (Accounts Branch)
(Thru Regional Commissioner)

1. Reference RVIII/AG/8, dated March 2, 1945.

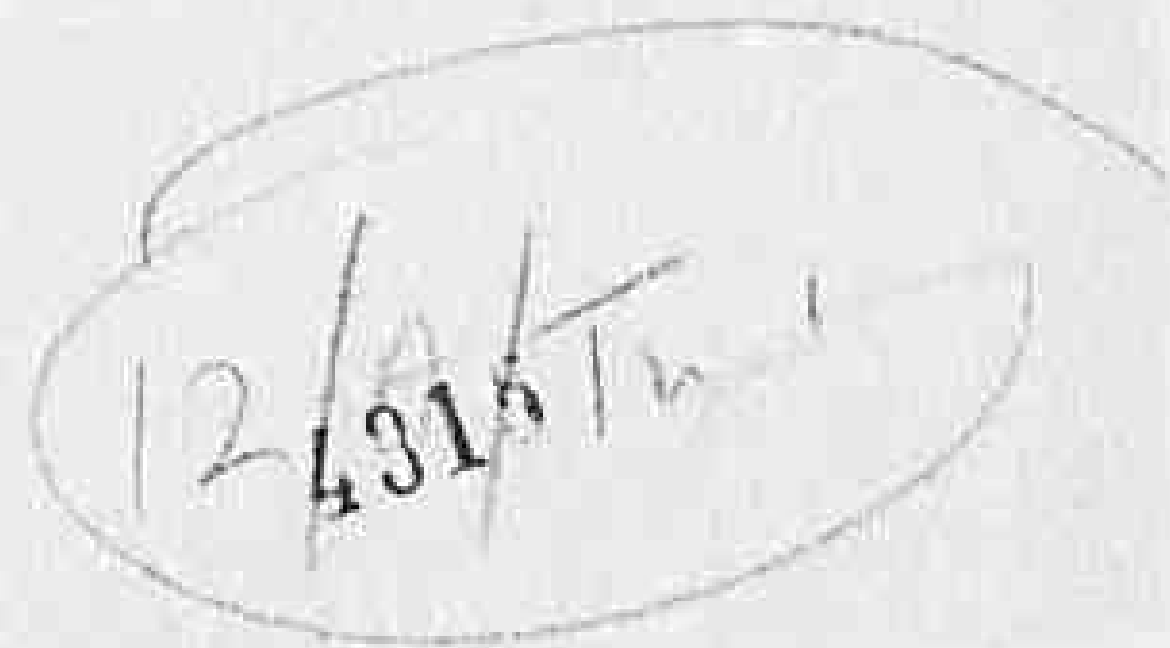
2. Weight of grain received directly at Livorno mill ex AC Whse and/or s/s "Samuel Griffin" in January 1945, is as follows:

from s/s "S. Griffin"	8.492,10 q.la	sacks	15.936
" Whse 12L50	1.262,60 "	"	2.360
Totals	9.754,70		18.296

For the Provincial Commissioner.

John H. Finch
G. L. MacLachlan, Capt.
Asst P.S.O., Livorno.

Copy to: Supply Division,
Toscane Region.



HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Administrative Division
Accounts Branch

CSW/ga

Our Ref: AC/12/A/Tn.1.

6 March 1945

SUBJECT:- Classified Documents - SS. Peter J. Mc. Guire
TO :- Headquarters Peninsular Base Section APO 782

1. Ref your AC 3121 BAAGC. dated 15 February.
2. Herewith Bill of Lading endorsed in respect of a/m Ship.

For the Chief Commissioner:

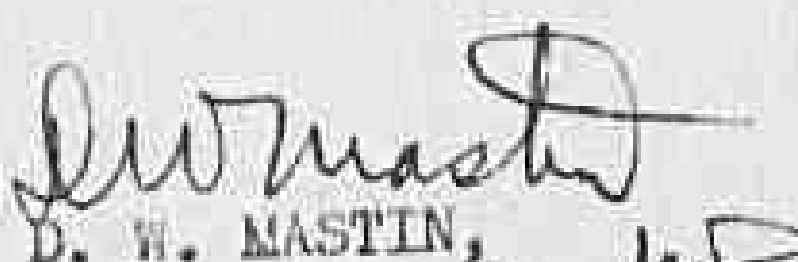

MERRITT H. TAYLOR
Director

AC 312.1 BPAGO-MR(6 Mar 45) 1st Ind.
HQ PENINSULAR BASE SECTION, APO 782, U. S. Army, 12 March 1945 ⁴³¹

TO: C.A.O. ALLIED COMMISSION, APO 394.
(Attn: Transportation Sub-Commission, Administrative Division)

1. The inclosed bill of lading is not required by this headquarters.
2. Request that the attached document receipt be accomplished showing that shipping document was received by your headquarters.
3. Bill of lading is returned for your files.

FOR THE COMMANDING GENERAL:


D. W. MASTIN,
Major, A. G. D., *ja*
Asst. Adj. Gen.

- 2 Incls:
1 Bill of lading.
2 Document receipt.

4313

AG 312.1 SPAGO-RR(6 Mar 45) 1st Ind.
HQ PENINSULAR BASE SECTION, APO 782, U. S. Army, 12 March 1945.

TO: C.A.G. ALLIED COMMISSION, APO 394.
(Attn: Transportation Sub-Commission, Administrative Division)

1. The inclosed bill of lading is not required by this Headquarters.
2. Request that the attached document receipt be accomplished showing that shipping document was received by your headquarters.
3. Bill of lading is returned for your files.

FOR THE COMMANDING GENERAL:

D. N. MASTIN,
Major, A. G. D.,
Asst. Adj. Gen.

2 Incls:
1 Bill of lading.
2 Document receipt.

AMERICAN EXPORT LINES, INC., Agents

Received
J. M. S.

Received from the Shipper hereinafter named, the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition, unless otherwise indicated in this bill of lading, to be transported subject to all the terms of this bill of lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge or so near thereunto as the ship can always safely get and leave, always about at all stages and conditions of water and weather, and there to be delivered or transhipped on payment of the charges thereon. If the goods in whole or in part are shut out from the ship named herein for any cause, the Carrier shall have liberty to forward them under the terms of this bill of lading on the next available ship. It is agreed that the custody and carriage of the goods are subject to the following terms on the face and back hereof which shall govern the relations, whatsoever they may be, between the shipper, consignee, and the Carrier, Master and ship in every contingency, whenever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the ship at the time of loading or reception of the voyage or subsequently, and none of the terms of this bill of lading shall be deemed to have been waived by the Carrier unless by express waiver signed by a duly authorized agent of the Carrier.

Ship: ~~United States~~ United States Peter J. McGuire
 Port of Loading: Baltimore, Maryland
 Shipper: Canadian Department of Trade and Commerce
 Consignee: United States Commanding General (For C.O.A.C.)
Mediterranean Theatre of Operations
 If consigned to Shipper's Order arrival notice to be addressed to Same - at port of discharge

Port of Discharge from Ship: Gibraltar for Orders
 Port of Discharge: FOR DISCHARGE AT AN ITALIAN PORT
 Description of Goods: (Without liability to carrier, see Clause 12 hereof)

THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF
 PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
		26,900 Sacks said to contain 53,800-XX/60 bushels Canadian Wheat -	3,228,000		
		Tare -	23,537		
		Gross Weight -	3,251,537		
		F. A. S. No. BCIBB-493			
		ALL NEW SACKS			
		One Bale said to contain 600 empty sacks, needles and twine -	220		
		Freight to be Prepaid			

Received:
 Tons 1420 15 1
 Net 10 7 1
 Tare 10 7 1
 Gross 1431 2 3

for MEDICINE
for MEDICINE

RECEIVED
 MAY 20 1945
 OFFICE NO. 1111

Port of Discharge from Ship:

Gibraltar for Orders

FOR DISCHARGE AT AN ITALIAN PORT

Destination of Goods:

J.M.S.

(See Clause 11 hereof)

THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF
PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
		26,900 Sacks said to contain 53,800-XX/60 bushels Canadian Wheat -	3,228,000		
		Tare -	23,537		
		Gross Weight -	3,251,537		
		F. A. S. No. BCIBB-493			
		ALL NEW SACKS			
		One Bales said to contain 600 empty sacks, needles and twine -	220		
		Freight to be Prepaid			

Received:

Tons cwt qms lbs
Net 1420 15 1 20
Tare 10 7 1 24

Gross 1431 2 3 46

for MERRITT H. TAYLOR
Director

Enclosure of the contents of this bill of lading
TO ANY UNAUTHORIZED PERSON MAY INVOLVE AN
OFFENSE AGAINST THE ESPIONAGE ACT OF THE UNITED
STATES (50 U.S.C. 31-43), AS AMENDED, OR
AGAINST THE OFFICIAL SECURITIES ACT, 1911 AND 1923, OR
THE DEFENSE (GENERAL) REGULATION, OF THE UNITED
KINGDOM.

STRAIGHT B/L, NON-NEGOTIABLE

@ per 100 lbs. \$
@ per 2240 lbs. \$
@ in. per cub. ft. \$
@ in. per cub. ft. \$
@ in. per cub. ft. \$

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of
the goods agree to be bound by all of its stipulations, conditions, and conditions
whether written, printed or stamped on the front or back hereof, any local customs
or privileges to the contrary notwithstanding.

IN WITNESS WHEREOF, the Master of the said ship has affirmed to
(Number) Three bills of lading, all of this tenor and date, ONE of
which being accomplished, the others to stand void.

Signed at Baltimore, Md. - November 23rd, 1944

FOR THE MASTER

RECEIVED
NOV 24 1944
U.S. CUSTOMS
AT BALTIMORE

Master's Mate
The undersigned Master of the said ship, in accepting this bill of lading, certifies that the goods are in conformity with the description thereof and that the same are in conformity with the weight and measurement thereof as shown on the face hereof.

Received:

	Tons	cwt	qrs	lbs
Net	1420	15	1	20
Tare	10	7	1	24

Gross 1431 2 3 16

for ME
for ME
 WELLS
 TAYLOR
 Director

transportation Sub-Com

Gross Weight

F. A. S. No. BCIBB-493

3,251,537

ALL NEW SACKS

One Half said to contain 600 empty sacks, needles and twine

220

Freight to be Prepaid

DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORIZED PERSON MAY INVOLVE A VIOLATION OF THE ESPIONAGE ACT OF THE UNITED STATES (50 U.S.C. 31 AND 32, AS AMENDED), OR AGAINST THE OFFICIAL SECRETS ACT, 1911 AND 1920, OR THE DEFENSE (GENERAL) REGULATION OF THE UNITED KINGDOM.

It is hereby certified that the contents of this bill of lading have been examined and found to be correct by or under the authority of the United States Customs Service at the port of origin of the goods, and that the goods are in conformity with the description on the bill of lading.

STRAIGHT B/L, NON-NEGOTIABLE

IN ACCEPTING THIS BILL OF LADING the shipper, consignee and owner of the goods agree to be bound by all of its conditions, exceptions, and stipulations, whether written, printed, or stamped on the front or back hereof, any local customs or regulations to the contrary notwithstanding.

IN WITNESS WHEREOF, the Master of the said ship has affirmed to

(Number) Three bills of lading, all of this tenor and date, ONE of which being accomplished, the others to stand void.

Dated at Baltimore, Md. - November 23rd, 1944

FOR THE MASTER

By AMERICAN EXPORT LINES, INC., Agents

BY J. M. Shead

B/L No. 1

FREIGHT TO BE PREPAID \$

Terms of Bill of Lading continued on back hereof

Inc #1

The savings by any transshipping of forwarding carrier and bill transmittent or forwarding shall be made to all the terms whatsoever in the regular form of bill of lading, except rules, contract or other shipping document issued at the time of bill issue, whether before or after the goods are shipped, and even though such terms may be more favorable to the shipper or consignee than the terms of this bill of lading, and make certain more stringent requirements as to nature of claims or transmittence and may exempt the on-carrier from liability for negligence. The shipper hereby authorizes the carrier to agree with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply, even though it is compelled to pay a rate higher than that applicable to the shipment made by the bill of lading, provided that that applicable to the valuation shall not be subject of claim, and that the carrier shall be liable to the valuation so entered in the bill of lading, provided that the transmittent, the carrier, the forwarding carrier or

[illegible][illegible][illegible][illegible][illegible]

[illegible][illegible][illegible]

above, or the Carrier or the Master may require any part thereof, or any such part, to be taken out of the cargo at any time or place, and the goods so taken out of the cargo of the Carrier or the Master shall be taken out of the cargo at the expense of the party who caused the goods to be taken out of the cargo, and the goods so taken out of the cargo shall be taken out of the cargo at the expense of the party who caused the goods to be taken out of the cargo, and the goods so taken out of the cargo shall be taken out of the cargo at the expense of the party who caused the goods to be taken out of the cargo.

5. In case of any loss or damage to or in connection with goods consigned in value \$5000 freight money of the United States, our packages, or contents of same, not shipped in packages, for customary freight until the value of the goods and contents be \$200 per package or per unit, on which basis the liability is fixed, and the carrier's liability, if any, shall be determined on the basis of a rating for the package or unit, and not on the basis of the actual value of the goods, unless the nature of the goods and a valuation higher than \$2000 has been declared in writing by the shipper upon delivery to the carrier and the actual value of the goods for losses or extra freight paid to the carrier shall be ascertained. The value for losses or for extra freight paid to the carrier shall be the carrier's liability, if any, shall nevertheless be deemed to be the declared value of the goods, when so indicated in writing on the basis of the declared value. Wherever the value of the goods is less than \$200 per package or unit, the carrier's liability shall be determined on the basis of the declared value, unless the nature of the goods is such that, by the character or other features, it can be ascertained by the carrier, in avoiding uncertainties and difficulties in fixing the value of the goods, that the value is greater than \$200.

A. Carriers, without delay or damage and at the expense of the shipper, shall be liable for loss or damage to the carrier or to second holders of bills of lading, or to third parties, arising from the loss or damage to or in connection with goods consigned in value \$5000 freight money of the United States, our packages, or contents of same, not shipped in packages, for customary freight until the value of the goods and contents be \$200 per package or per unit, on which basis the liability is fixed, and the carrier's liability, if any, shall be determined on the basis of a rating for the package or unit, and not on the basis of the actual value of the goods, unless the nature of the goods and a valuation higher than \$2000 has been declared in writing by the shipper upon delivery to the carrier and the actual value of the goods for losses or extra freight paid to the carrier shall be ascertained. The value for losses or for extra freight paid to the carrier shall be the carrier's liability, if any, shall nevertheless be deemed to be the declared value of the goods, when so indicated in writing on the basis of the declared value. Wherever the value of the goods is less than \$200 per package or unit, the carrier's liability shall be determined on the basis of the declared value, unless the nature of the goods is such that, by the character or other features, it can be ascertained by the carrier, in avoiding uncertainties and difficulties in fixing the value of the goods, that the value is greater than \$200.

[illegible][illegible][illegible][illegible][illegible]

INTER OFFICE MEMO

RHK/er

Ref : W/2/429/TN6

6 Mar 45

SUBJECT : Losses

FROM : Port & Warehouse Division

TO : ALCOM Port Liaison Officer, Depot 676 Naples
(Att.Maj.Marks)

1. In order to clarify the records, it is requested that a report be rendered at this time relative to the recovery and current position on losses that ~~have~~ occurred between shipside and warehouse over the period of the last several months. The ships listed below cover not only those arriving since your assignment as Port Liaison Officer but a number previous to that time.

2. The list follows:

SARAVON
FORT REDUCTIO
RICHELIEU

UFFINGTON COURT
SANTAMPA
SUMNER
BELGIAN VETERAN
SAMPLER
FRANK VAN DER LIFFE

M.T. Spare Parts
See Maj.Martin for shortage report
Powd.Milk(Maj.Martin has detail
of shortage)
2 cases Textil Machinery Parts
5 cwt Machinery Parts
Coal Tar and Steel Wire
2 Drums Cable, 16 cwt
Stationery (printing Ink)
163 pkgs(of 452 manifested)
Tools and Machinery

ROBERT H. KELIN
Maj.Med.Adm.C.
Port & Whse.Div.

431

Copy to:-

Tn.S/C, Accounts Section(Att.Capt.Wyatt)

12/A/TN-1

Received:-

	<u>Tons</u>	<u>cwt</u>	<u>lb</u>	<u>lb</u>
Net	1420.	15	1.	20
Tare	10.	7.	1.	24
Gross	1431.	2.	3.	16

Lucy H. Taylor
Director, Transportation Sub-Commission

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Administrative Division
Accounts Branch

CSW/g³

Our Ref: AC/12/A/Tn.1. *File*

6 March 1945

SUBJECT:- Classified Documents - SS. Peter J. Mc. Guire
TO :- Headquarters Pennisular Base Section APO 782

1. Ref your AG 3121 BAAGC. dated 15 February.
2. Herewith Bill of Lading endorsed in respect of s/m Ship.

For the Chief Commissioner:

CH
MERRITT H. TAYLOR
Director

4319

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
Supply Division

R/VIII/AG/8

2 March 1945

SUBJECT: Grain shipment - Discrepancies.

TO : Tn S/C (Accounts Branch) HQ AC.

1. Ref your AC/12/A/Tn.1 of 21 Feb 45 received in this office 1 March 45.
2. PSO Pisa subsequently reported that some of the sacks were broken. Total weight received was 3329 qts.
3. PSO Livorno will be inst to confirm directly to you the weight of grain received directly at Livorno mill ex AC Whse and/or SS Samuel Griffin in Jan 45.

HEADQUARTERS
5 MAR 1945

[Signature]
C. KNIGHT
Major
R Sup Offr

4309

Cop' to : PSO Livorno. For action - para 3 above. Please hasten reply to this office letter R/VIII/AG/8 of 30 Jan 45. Fwd reply direct to Tn S/C, copy to this office.

12/A/Tn.1

HEAD QUARTERS
LUCCA PROVINCE
ALLIED MILITARY GOVERNMENT

Ref. IN/P80/12/12

SUBJECT: Grain Shipment

ATG/son
26 February 1945

TO: - AMG, Toscana Region, Supply Division
Att. Major C. Knight
Reg. Alcom, Transportation S/C (Admin Div-Accounts Branch)

1. Ref. your ltr RVIII/AG/8, 21 February 1945,
and RVIII/AG/8, 30 January 1945, Grain was received from
12 I - 57 A.C. Depot Livorno; 24,984 metric Tons, 459 sacks;
transfer note No. 566; ex S.S. Herman.

For the Provincial Commissioner.

A. F. Gaudette

ABRAHAM F. GAUDETTE
Capt. Inf.
Prov. Supply Officer

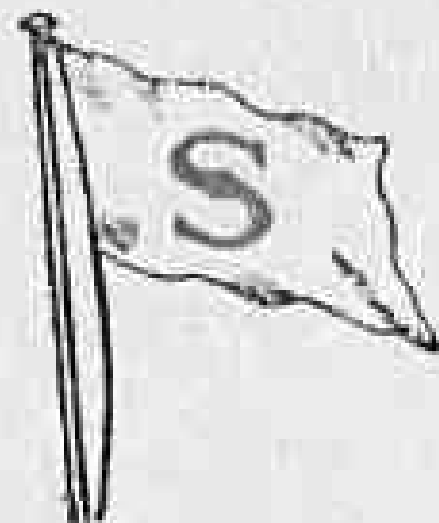
Copy to: AMG, Toscana Region,
Supply Div.
Att. Capt. Hayden

4308

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di

E' stato caricato dalla Signor A. C. C. CATANIA
 sul Piroscalo **MOTOVELLIERO " MARIA S. "**
 per essere condotte a ANCONA

Capitano
 ed al felice arrivo consegnate a A.C.
 le Mercanzie qui sotto marcate e

Il nolo pagato in come da dis

Marche	Numeri	Quantità dei Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo
N. N.	1/834	834	Sacchi zuccherp	Kg. 79.792			Cappa
							Rivalsa
							Imbarco
							Sbarco
							Diritti di Polizza
							Bollo e tasse
							Provvigione d'im
							Total
							Totale destin
							Imp. 2% sull'en

ALCUNI SACCHI BAGNATI DALL'ISTESSO CONTENUTO
 ALCUNI SACCHI BUCATI E RICUCITI PRIMA DEL PESO

ORIGINALE
 To Major Klein

Sbarco a carico
 in qualunque
 notte ed in g

Accettando questa polizza il caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in 4 COPIE originali del n

Senza responsabilità per marche, numeri,
 rotture, spandimenti e colaggio.

VENEZIA CATANIA, 13/11/1944

IL CAPITANO

J. Pagan

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di carico N.° 18E' stato caricato dalla Signor A. C. C. CATANIAsul Piroscalo MOTOVELLIERO " MARIA S. F.per essere condotte a ANCONA

Capitano

al felice arrivo consegnate a A.C.C. DI ANCONA

le Mercanzie qui sotto marcate e numerate come appresso.

Il nolo

pagato in

come da distinte.

Quantità Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo L.	
334	sacchi zuccherp	Kg. 79.792			Cappa	
					Rivalsa	
					Imbarco	
					Sbarco	
					Diritti di Polizza	2
					Bollo e tasse	
					Provvigione d'incasso 2%	
					<i>Totale incassato L.</i>	
					<i>Totale da pagare a destino</i>	
					Imp. 2% sull'entrata L.	

Sbarco a carico con facoltà di eseguirlo in qualunque punto del porto, anche di notte ed in giorni festivi.

Caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in 4 COPIE originali del medesimo tenore e data, di cui uno

Senza responsabilità per marche, numeri, peso, volume, qualità e contenuto, rotture, spandimenti e colaggio, visibili o non visibili.

IA, 13/11/1944

IL CAPITANO

J. Regan & M. A. S. S.

La dietroscritta spedizione è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che

Art. 1. — L'Armatore, indipendentemente dai danni derivanti da fortuna di mare, non è responsabile per la rottura degli oggetti fragili, pel colaggio dei liquidi, per le merci soggette a naturale deterioramento, come animali, piante vive e simili, né per danni che potrebbero essere cagionati da altre merci o da vizio proprio o da altre accidentalità possibili in viaggio, come pure delle avarie causate da accidenti di macchina e caldaie dai topi e dai vermi.

Egli respinge del pari ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle discrepanze sulle marche dei colli, derivanti dalle dichiarazioni della polizza di carico, non garantendo che il numero dei colli ricevuti.

Art. 2. — L'Armatore non risponde degli errori, di qualsiasi negligenza commessa dal Capitano, dal pilota di servizio, dai marinai, o da altre persone imbarcate a bordo del vapore sotto qualsiasi titolo.

Art. 3. — Il rilascio del buono d'imbarco non implicherà mai per parte dell'Armatore garanzia o impegno del posto a bordo.

Art. 4. — Gli speditori sono responsabili verso l'Amministrazione ed i suoi Agenti dei danni e spese che fossero a verificarsi per mancanza di carte doganali e per dichiarazione falsa o incompleta del contenuto dei colli.

Art. 5. — Qualunque caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, anche se indicate sulla polizza col loro vero nome, senza darne preventivo avviso scritto all'Agente, oltre le penalità sancite dalla legge, sarà responsabile di tutti i danni e di tutte le conseguenze derivato da un tale imbarco.

L'Agente è sempre libero di rifiutare tali mercanzie o di accettarle sotto speciali condizioni.

Art. 6. — Quando il peso lordo delle merci venisse trovato eccedere quello dichiarato nelle polizze di carico, l'Amministrazione sarà in diritto di esigere il pagamento del doppio nolo sopra dette eccedenze.

Art. 7. — L'imbarco delle merci in qualunque porto sarà sempre fatto a rischio dei Caricatori, a loro cura e spese. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a rischio e pericolo della merce.

Art. 8. — L'Armatore si riserva la facoltà di trasbordare le merci in qualunque circostanza, prima e dopo la partenza, sopra altro Piroscalo di qualsiasi altra Compagnia e non risponde dei ritardi che da tali operazioni possono derivare.

La polizza di carico firmata a dovere dal Capitano o dalla Amministrazione del Piroscalo sul quale sarà trasbordata la merce, libera l'Armatore da qualunque siasi responsabilità verso il caricatore, compreso quello del ritardo nell'arrivo della merce al luogo di sua definitiva destinazione.

Art. 9. — In caso di trasbordo l'Armatore non garantisce il posto sul Piroscalo che dovrà ricevere la merce.

In mancanza di posto o di coincidenza del Vapore che dovrà ricevere in trasbordo, le merci saranno sbarcate o immagazzinate a terra o nelle piatte a tutto rischio e pericolo dei destinatari, le sole spese restando a carico dell'Armatore, anche nel caso dell'articolo 8.

Art. 10. — In circostanze di quarantena sia del Piroscalo, che delle mercanzie, sono a carico esclusivo dei proprietari delle merci le spese di sbarco dal Piroscalo, trasporto nei luoghi di confinazione, rischi di stazione, di purgazione, come pure di trasporto al luogo di destinazione e consegna, restando esclusa qualunque responsabilità del Piroscalo appena ritirata la merce dal suo bordo.

Art. 11. — Il Capitano può entrare e sortire dai porti, rade e fiumi senza pilota pratico, può deviare dalla rotta, anche retrocedendo, toccare qualunque porto fuori del suo itinerario e soggiornarvi, rimorchiare ed assistere altri bastimenti per qualsiasi causa, senza alcuna responsabilità verso merci od altro.

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa, la mercanzia non fosse sbarcata al porto di destinazione, l'Armatore sono autorizzati a trasportarla al di là di detto porto in seguito, senza che il Proprietario possa pretendere alcuna indennità o per cambiamento di rotta. Questo prolungamento di viaggio l'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate e maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno anche se di giorno festivo o in fuori orario normale, altrimenti, locali di deposito per conto e rischio dei Proprietari, i quali in ragione o diritto per qualunque danno fosse trovato dopo fatto, niente non risponde del colaggio dei liquidi caricati in botti, e accertato essere un tale danno dipeso da cattivo stivaggio o di peggio, e non vi abbiano potuto contribuire gli avvenimenti, trattandosi di mercanzie imbarcate in casse o colli, il ricevitore, il peso, quando sulla polizza di carico non è dal Capitano accettato del peso. In questo caso il solo diritto del ricevitore sarà quello della cassa o del collo presenti apparenza di essere stato a questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso di tempo e rimasero depositate in Dogana o presso l'Armatore nominare un terzo consignatario incaricato di pagare il nolo od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di stazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di qualunque diritto di legge. Nel caso che questa constatazione dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dai suoi Agenti, a spese, rischio e pericolo della mercanzia, anziché semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui, Comunque, la liquidazione d'avaria avrà luogo nel porto d'armamento, fatto il danno, qualunque fosse la destinazione delle cose caricate, caricatori ad ogni opposizione al riguardo ed obbligandosi a anticipato, la quota sul valore delle cose caricate, che nel regolamento.

Art. 20. — La mancanza di firma sulla presente polizza, non giudicherà la piena e completa validità ed accettazione, da parte del caricatore stampate, manoscritte o obbligatorie per il solo fatto all'armatore od imbarcata sopra un suo piroscalo e che sono a qualunque reclamante.

zione e fatto alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che dichiara di accettare

Indipendentemente dai danni derivanti da fortuna di mare, non è degli oggetti fragili, per colaggio dei liquidi, per le merci soggette a deterioramento, piante vive e simili, né per danni che potrebbero essere da vizio proprio o da altre accidentalità possibili in viaggio, come per incidenti di macchina e caldaie dai topi e dai vermi.

Ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle perdite, derivanti dalle dichiarazioni della polizza di carico, non dei colli ricevuti.

non risponde degli errori, di qualsiasi negligenza commessa dal Capito, dai marinai, o da altre persone imbarcate a bordo del vapore

Il buono d'imbarco non implicherà mai per parte dell'Armatore
niente a bordo.

sono responsabili verso l'Amministrazione ed i suoi Agenti del verificarsi per mancanza di carte doganali e per dichiarazione tenuta dei colli.

caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, senza averne preventivo avviso scritto, sarà responsabile di tutti i danni e di tutte le spese da un tale imbarco.

... di rifiutare tali mercanzie o di accettarle sotto speciali condi-

Il valore lordo delle merci venisse trovato eccedere quello dichiarato l'amministrazione sarà in diritto di esigere il pagamento del doppio

delle merci in qualunque porto sarà sempre fatto a rischio dei Capitani. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a loro.

si riserva la facoltà di trasbordare le merci in qualunque circostanza, sopra altro Piroscalo di qualsiasi altra Compagnia e non risponde avarie possono derivare.

La merce, libera l'Armatore da qualunque stasi responsabilità verso illo del ritardo nell'arrivo della merce al luogo di sua definitiva

tesborde l'Armatore non garantisce il posto sul Piroscalo che dovrà

di coincidenza del Vapore che dovrà ricevere in trasbordo, le imbarcazioni a terra o nelle piatte a tutto rischio e pericolo del fante a carico dell'Armatore, anche nel caso dell'articolo 3.

aze di quarantena sia del Piroscalo, che delle mercanzie, sono a
stati delle merci le spese di sbarco dal Piroscalo, trasporto nel luogo di
zione, di purgazione, come pure di trasporto al luogo di destina-
esclusa qualunque responsabilità del Piroscalo appena ritirata la

o può entrare e sortire dai porti, rade e fiumi senza pilota pratico, che retrocedendo, toccare qualunque porto fuori del suo itinerario e assistere altri bastimenti per qualsiasi causa, senza alcuna respon-

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi caso di forza maggiore, o di difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa utile alla navigazione, la mercanzia non fosse sbarcata al porto di destinazione indicato sulla polizza, il Capitano e l'Armatore sono autorizzati a trasportarla al di là di detto porto, sotto condizione di riportarla in seguito, senza che il Proprietario possa pretendere alcuna indennità pel ritardo che ne risulterà o pel cambiamento di rotta. Questo prolungamento di viaggio si effettuerà a spese dell'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate alla rinfusa, altrimenti le maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno dell'arrivo immediatamente, anche se il giorno festivo o in fuori orario normale, altrimenti saranno sbarcate, e messe nei locali di deposito per conto e rischio dei Proprietari, i quali non potranno invocare qualunque ragione o diritto per qualunque danno fosse trovato dopo fatto il deposito. L'Armatore egualmente non risponde del colaggio dei liquidi caricati in botti, casse e vasi a meno che fosse accertato essere un tale danno dipeso da cattivo stivaggio o da colpa del Capitano ed equipaggio, e non vi abbiano potuto contribuire gli avvenimenti della navigazione. Egualmente trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non avrà il diritto di riconoscere il peso, quando sulla polizza di carico non è dal Capitano accettata la condizione di rispondere del peso. In questo caso il solo diritto del ricevitore sarà quello di riconoscere se l'estremo della cassa o del collo presenti apparenza di essere stato aperto a bordo del Piroscalo, e questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso non venissero ritirate da chi spetta e rimanessero depositate in Dogana o presso l' Armatore, esso riservasi il diritto di far nominare un terzo consegnatario incaricato di pagare il nolo e tutte le spese sia giudiziarie od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di far procedere a qualsiasi constatazione di stivaggio, sia nel pozzo d'imbarco, di trasbordo e di fermata, rinunziando a qualunque diritto di legge. Nel caso che questa constatazione dovesse aver luogo nell'interesse dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza che sia necessario chiamare ad assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dal vapore, sarà fatta per cura dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche quando la polizza porterà semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i colli saranno consegnati agli intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sarà dovuto all'Armatore, sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui al titolo VII, libro II del Cod. Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento del piroscafo che ha sofferto il danno, qualunque fosse la destinazione delle cose caricate, rinunziando i destinatari e caricatori ad ogni opposizione al riguardo ed obbligandosi a pagare, anche con versamento anticipato, la quota sul valore delle cose caricate, che nel regolamento d'avaria verrà determinata.

Art. 20. — La mancanza di firma sulla presente polizza, da parte dello speditore, non giudicherà la piena e completa validità ed accettazione, da parte di tutti gli interessati, delle clausole stampate, manoscritte o obbligatorie per il solo fatto che la merce venne consegnata all'armatore od imbarcata sopra un suo piroscafo e che sono opponibili anche ai ricevitori ed a qualunque reclamante.

Inter Office Memo

C37/bm

AC/1/A/Tn.1

22 February 1945

To : ALCON Warehouse, ANCONA (Attn. Capt. Boyd and Gama. Webb)
: " " N°12.L.50, LEGHORN (Attn. Capt. Ramsay and
N/Sgt Guy)
: " " N°676, NAPLES (Attn. Capt. Ramsay).

From : Transportation Sub-Commission, Administration Division,
Account Branch.

Subject : Imports and Returns.

1. It is the practice for part or whole cargoes which should in principle pass through A.C. Warehouses, to be delivered direct to Consorzi or other consignees from shipside for reasons of speed, operational necessity and the avoidance of unnecessary warehouse handling.

2. In all such cases A.C. warehouses will obtain a receiving report from the direct consignee and enter the quantities in warehouse account as "Book ENTRIES" forwarding a true copy of the consignees receiving report to this H.Q.

3. This procedure is of paramount importance as otherwise it is quite impossible for us to reconcile Bills of Lading.

Ch 4386
C.S. WYATT
Capt. S.A.
Accountant.

Copy to:- Transportation S/O (Attn. Major Klein).

File 12/A/Tn.1 .

File

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Admin. Div. Accounts Branch)

CSW/ga

Our Ref: AC/12/A/Tn.3.

22 February 1945

SUBJECT: Form S.B.2. SS "Abbazia"

TO : The Regional Comm. HQ. Sardinia Region
Trade of Industry Div.

1. Ref your Tptn/1602/6 dated 13 Feb.
2. Please advise us the organization to which this truck was consigned and also the port of destination.

By Command of Rear Admiral Stone

(Signature)

MERRITT, H. TAYLOR
Director

4300

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
SUPPLY DIVISION

TN

R/VIII/AG/8

21 Feb 45

SUBJECT: Grain Shipment.

TO : PSC Lucca

1. Ref your LU/PSC/16/4.31 of 6 Feb 45.
2. Tn S/C desires to know whether grain mentioned therein came from AG Warehouse Livorno or the mill at Livorno. Please reply to Tn S/C (Admin Div - Accounts Branch), copy to this file.

C. WRIGHT
Major
B Sup Offr

Copy to: Tn S/C Hq AG - refer. your AG/12/A/Tn.1 of 16/2/45

12/A/Tn.1

HEADQUARTERS
2 FEB 1945
4307
A. C.

CSW/af

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
Accounts Branch

Tele: 478305

Our ref: AC/12/A/Tn.1

21 February 1945

SUBJECT : Grain shipment - Discrepancies.

TO : The Regional Commissioner, HQ. Toscana Region
Supply Division.

1. Reference your R/VIII/AG/8 dated 17 Feb.
2. We were notified by Lieut. Blair that the receipts at Pisa were 6201 bags, containing 3329 quintals. Kindly confirm this weight.
3. Also, please confirm the weights received at Leghorn Mill, as set out in our original letter of even No.

By Command of Rear Admiral STONE:

OK 4303

MERRITT H. TAYLOR
Director.

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
SUPPLY DIVISION

R/VIII/AG/8

17 Feb 1945

SUBJECT: Grain Shipment Discrepancies.

TO : Transportation S/C HQ AG. ✓

1. Ref your 12/A/TN.1. unstated date.
2. PSO PISA now reports that sacks of grain were received at PISA as follows:

Sound Sacks received	6123
Broken Sacks "	<u>78</u>
Total No received	6201



2340
10/10/45

1100

[Signature]

C. KNIGHT
Major
R Sup Offr

Copy to: PSO PISA - Your 8100/I/E.S. of 14 Feb 45 refers.

1685
2204.4 Each sack 120 lbs 6201 = 744120. lbs

4302

CSW/ml

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Admin. Div. Accounts Branch)

Ref : AC/12/A/Tn.1

16 February 1945

SUBJECT : Grain Shipment

TO : Reg. Commissioner, HQ Toscana Region, Supply Division.

1. Ref your R/VIII/AG/8 dated 10 Feb.

2. Please notify whether 'Livorno' mentioned in para 2 of your letter refers to AC warehouses at Livorno or the mill at Livorno.

By Command of Rear Admiral STONE :

for MERRITT H. TAYLOR
Director, Tn.S/O

1005

HEADQUARTERS
PORTSMOUTH BRANCH OFFICE
PRO SEC

IN 5
1041

AS 612 2110

15 February 1945

SUBJECT: RETURN OF RECEIPT FOR Classified Documents.

TO: C.A.O. Allied Commission,

1. Document receipts bearing the following registry numbers, this Headquarters has now been returned.

NUMBER

OFFICE

DATE

2284

Bill of Lading..S/S Peter J. McGuire
AG 552

14 January 45

2. It is requested that all be accomplished and returned without further delay. For your convenience, a duplicate receipt is attached.

For the Commanding General:

1 Incl:
Copy of Invoice.

D.W. Mast

D. W. MAST,
Major, A.C.S.
Asst Adj. Gen.

12/1/45

4369

CONFIDENTIAL

THOMSON & EARLE LIMITED

308
916 CHAMBER OF COMMERCE
BALTIMORE

Baltimore, Maryland
November 25, 1944.

United States Commanding General
Mediterranean Theatre of Operations
Port of Discharge

Gentlemen:-

Attached hereto find one original bill of lading
and weight certificate covering the following lot of wheat for
C.C.A.C.

53800- xx/60 bushels Canadian Wheat in 28,900 sacks.

Loaded on board SS PETER J. MCGUIRE, at Baltimore, Md.

Yours very truly,

Thomson & Earle Ltd., Representatives
Canadian Department of Trade and Commerce

By: L. H. Griffin
Agent

JWH
enc.

By Ship's Mail SS Peter J. McGuire

CONFIDENTIAL

4293
Tax and 16
1441 1. 1. 20 Net
Receipts 1099 H.O. 25
341 10 0 23 Net
478406

No. 8770

Baltimore Chamber of Commerce

CERTIFICATE OF WEIGHT

COPY

EXPORT

BALTIMORE, MD., November 23 1944

THIS CERTIFIES TO THE SUPERVISION OF WEIGHT AND DELIVERY

OF 53,800.00/60 BUSHEL. OR 3,228,000 POUNDS OF WHEAT
To S/S B.A. 635 PETER J. McGUIRE STOWED IN 26,900 BAGS

LOADED FROM P. R. R. ELEVATOR

FOR ACCOUNT OF
TIDEWATER GRAIN COMPANY

W. Benedict

CHIEF WEIGHER

PER *W. M. M.*

1293

No. 2912
COPY

Baltimore Chamber of Commerce
CERTIFICATE OF EXAMINATION

BALTIMORE, MD., NOV. 23 - 1941.

I HEREBY CERTIFY THAT I HAVE THIS DAY COMPLETED THE EXAMINATION OF
THE FOLLOWING LOT OR PARCEL OF WHEAT IN BAGS AND FOUND SAME TO BE AS STATED BELOW:

LOCATION P. R. R. CANTON

AMOUNT IN 26,900 BAGS.

IDENTIFICATION S/S B. A. 635 PETER J. McGUIRE.

RESULT OF EXAMINATION ALL BAGS IN GOOD CONDITION.

ACCOUNT OF
TIDEWATER GRAIN COMPANY

4297

PER

Joseph Bell

EXAMINER

No. 1370

COPY

**BALTIMORE CHAMBER OF COMMERCE**
WEIGHING DEPARTMENT
STANDARD WEIGHT SUPERVISION**HOPPER SCALES**Baltimore-2, Md., **November 23** 1944This Certifies that the Lot specified below was weighed under the supervision of a deputy
of this department at **PENNSYLVANIA RAILROAD ELEVATOR - CANTON**

IDENTIFICATION	WEIGHT		CONTENTS
DELIVERED TO S.S. B.A.635 PETER J. McGUIRE	Gross	3,251,537 Lbs.	Kind WHEAT
	Tare	23,537 Lbs.	IN 26,900
	Net	3,228,000 Lbs.	BAGS

Account of

TIDEWATER GRAIN COMPANY

4295

Chief Weigher
Per

CONFIDENTIAL

HEADQUARTERS
PENINSULAR BASE SECTION
APO 782

PBS 2284

AG 552 BTPN

14 January 1945

SUBJECT: Bill of Lading - S/S PETER J. McGUIRE

TO : C.A.O., Allied Commission, APO 394
Att: Shipment, Port and Warehouse Division, Transportation
Sub-Commission

1. Inclosed herewith is commercial Bill of Lading covering wheat shipment to Alcom.
2. Request Bill of Lading be accomplished and forwarded to Thomason & Earle, Ltd., 308 Chamber of Commerce Bldg., Baltimore, Md.

For the Commanding Officer:

O. M. Madsen
O. M. MADSEN
Captain, AGD
Asst Adj Gen

1 Incl.
B/L

4295

CONFIDENTIAL

INTER OFFICE MEMO

RHK/er

Ref: W/10/296/TN6

15 Feb 45

SUBJECT : "S.S. BANKOK II" (Ref W/11/138/TN6 - 9 Feb 45)

FROM : Port & Whse. Div.

TO : Tn.S/C, Accounts Section (Att. Capt. Wyatt) ✓

1. Information received by phone today from Lt. O'Leary at Bari indicates investigation (reference to loss of 175 tons sugar from the A/M) has produced only negative results. No further information is available.

Robert H. Elsin
ROBERT H. ELSIN
Maj. Med. Adm. C.
Port & Whse. Div.

Copy to : ALCON Port Liason Officer, BARI (Att. Lt. O'Leary)
Southern Region (Att. Lt. Col. Snodgrass)

Mr. Di Chello I think you have got the
Bill of Lading for Bangkok II.
This information will be useful when we
attempt to reconcile (H) the cargo. 429

Ch

COPY

ALLIED COMMISSION
ECONOMIC SUPPLY DIVISION
B A R I Z O N E

15 February 1945

REF. : BZ/PL/1/5
SUBJECT : S/S "BANGKOK II"
TO : Port & Warehouse Division
Transportation Sub-Commission
Hq. Allied Commission
APO 394

In answer to your W/11/239/TN6 of 9 Feb. 45 it can only be stated that Consorzio Brindisi receipted for 2463 tons only. Port discharge figure was 2285½ long tons, which is of no appreciable help.

I can offer no further explanation of the shortage.

/s/ P.M. O'LEARY Lt.
Port Liaison Officer
Allied Commission
Bari Zone.

COPY

4293

C3M/R3

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
(Administration Accounts Branch.)Our Ref: AC/12/A/Tn.1.

15th February 1945

SUBJECT: Ship Documents "S.S. Benledi".

TO : Ministry of War Transport,
Representative, Mediterranean, AFHQ.

1. Ref your memorandum dated 15th January.

2. We have made a thorough check of our warehouse accounts and the figures we endorsed on the enclosed Bill of Lading are correct.

3. The question has been discussed with the organization responsible for discharging the ship and we are informed that they do not account for the weight of commodities discharged but merely the number of sacks.

4. From our investigations it appears that there was another consignment of sugar on board for another consignee and it seems possible that our sugar may have been confused with that consignment at the time the ship was discharging. We have no means of following this up as we are not in possession of a complete manifest, but only an extract thereof relating to our consignment. It would be interesting to learn whether you receive any notification of receipts in excess of manifest figure from other consignees. In the absence of such notification the deficiency must be attributed to a "loss in transit".

429

5. In the light of present information, the deficiency in this cargo cannot be said to have occurred between shipside and any specific warehouse either at Naples or Leghorn. In view of the fact that we gave the ship a clean Bill of Lading at Naples, the only definite statement that can be made in that the lost quantity disappeared between shipside at Naples and our warehouses at Leghorn.

6. In view of the foregoing and the fact that no weight check was made at end of tackle we regret that we are able

1. Ref your memorandum dated 15th January.

2. We have made a thorough check of our warehouse accounts and the figures we endorsed on the enclosed Bill of Lading are correct.

3. The question has been discussed with the organization responsible for discharging the ship and we are informed that they do not account for the weight of commodities discharged but merely the number of sacks.

4. From our investigations it appears that there was another consignment of sugar on board for another consignee and it seems possible that our sugar may have been confused with that consignment at the time the ship was discharging. We have no means of following this up as we are not in possession of a complete manifest, but only an extract thereof relating to our consignment. It would be interesting to learn whether you receive any notification of receipts in excess of manifest figure from other consignees. In the absence of such notification the deficiency must be attributed to a "loss in transit".

5. In the light of present information, the deficiency in this cargo cannot be said to have occurred between shipside and any specific warehouse either at Naples or Leghorn. In view of the fact that we gave the ship a clean Bill of lading at Naples, the only definite statement that can be made in that the lost quantity disappeared between shipside at Naples and our warehouses at Leghorn.

6. In view of the foregoing and the fact that no weight check was made at end of tackle we regret that we are able to sign only for the quantity actually received by us.

For the Chief Commissioner.

Copies to: Finance Sub-Commission
(attn. Chief Accountant)
Transportation Sub-Commission
(attn. Major Mc Clure)
Transportation Sub-Commission
(attn. Major Klein)

for. MERRITT H. TAYLOR
Director Transportation
Sub-Commission.

4293

HEADQUARTERS
ALLIED COMMISSION FOR GARDINIA
TRADE & INDUSTRY DIVISION

13 FEB 45

Ref: TPTN/1602/6
Subject: Form S.R.2
To: Transportation S/Commission, HQ.AC.

Please find attached copy of Form S.R.2, together
with a copy of R/I in connection with shipment per SS-ARABIA
on the 11th inst. of U.S.A. Truck #6619567.

For the Regional Commissioner

B. K. L. Luff, Lt -

B. ROCHESSETT DEPUTY

COMM/IND. & EXPORT OFFICER

2 Enclos.

Leif J. Klen

12/A/Tw-1

4291

TIRRENIA.

SOCIETA ANONIMA DI NAVIGAZIONE

SEDE IN NAPOLI

CAPITALE SOCIALE L. 150000000 - INTEGRAMENTE VERSATO

POLIZZA N. 24 LineaCagliari il 10 febbraio 1945/94Sono state caricate da U.S. ARAB

ai patti ed alle condizioni indicate

per conto e rischio di chi spetta sul P/fo M. ABBASIA

Capitano

per essere trasportate a NAPOLIed al felice arrivo consegnate a U.S. ARABIl nolo sara pagato a Napoli

come da distinta

Marche	Numeri	Quantità dei colli	Dichiarazione del contenuto	Tasso del nolo	Peso	Volume	Valore dichiarato	Nolo
		<u>1</u>	<u>Cation</u>		<u>libbre 2500</u>	<u>5250</u>		<u>Share</u>
								<u>Bollo</u>
								<u>AS</u>
								<u>a</u>
								<u>Poliz</u>
								<u>Spese</u>
								<u>"</u>
								<u>Prov</u>
								<u>TOT</u>
								<u>Aggi</u>
								<u>Som</u>
								<u>Som</u>
								<u>Rimb</u>
								<u>TOT</u>

Rilasciato N. _____ polizze firmate, delle quali una adempiuta, le altre restano senza valore.

Ricevuto Colli N. _____

Il Caricatore

Il Capitano



785021

May 18

"TIRRENIA,,
SOCIETA ANONIMA DI NAVIGAZIONE
SEDE IN NAPOLI

CAPITALE SOCIALE I. (THEORETICAL) - FUNDAMENTAL VERSION

POLIZZA N. 34 Linea _____ Viaggio N. _____

1945/94 _____ ai patti ed alle condizioni indicate anche a tergo della presente polizza

Capitano

ed al felice arrivo consegnate a U. S. A. Inc. le seguenti merci:

nolo eser pagato a Napoli come da distinta.

[illegible]

Nolo L.			
Sbarco			
Bollo e tasse			
ASSICURAZIONE			
Polizza Capitano			
Polizza e Regist.			
Spese Sanitarie L.			
" portuali			
Provvigione d'incasso 2%			
TOTALE GENERALE in L.			
Aggio			
Somma incassata			
Somma assegnata			
Rimborso			
TOTALE da pagarsi a destino			
in L.			

Se quali una adempita, le altre restano senza valore.

Il Capitano

Visto per l'imbarco

U. N.

L' Agente

Cilli

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION
Supply Division

012/A/Tn.1

R/VIII/AG/8

10 Feb 1945

SUBJECT: Grain Shipment.

TO : Tn S/C HQ AC

1. Ref your 12/A/Tn.1., unstated date.
2. PSC Lucca reports that 24.4 tons grain were received directly from Livorno on 25 Jan 45.
3. Further info is still being sought.



C. KNIGHT
Major
R Sup Offr

Copy to : PSC Pisa. Ref your 6100/1/E.S. of 5 Feb 45. Info given by you therein is noted. Please state why "further info cannot be obtained?"

4289



INTER OFFICE MEMO

13/A/TM File
RHZ/er

Ref: W/11/239/TR6

9 Feb 45

SUBJECT : "S.S. BANGKOK II"

FROM : Port & Warehouse Division

TO : ALCOM Port Liaison Officer, BARI(Att.Lt.O'Leary)

1. Request response to our letter, 25 Jan 45, ref. W/11/138/TR6, which read as follows:

1. "Receipt is acknowledged of Ship Unloading Report No. 65 for "S.S. BANGKOK II", indicating a shortage of 175 tons.
2. Bill of loading received here indicates the following:
Sugar-28,267 bags Gross Weight 6,006,738 lbs.
Tare 70,668 lbs.
Net 5,936,070 lbs.
3. Your report indicates 2638 tons per manifest; 2463 tons received, 175 tons short.
4. Part of the discrepancy may be caused by confusion reference to tare and/or use of long or metric tons. However, this can NOT account for entire shortage.
5. Request investigation and explanation of shortage."

429
ROBERT B. KIRBY
Maj. Med. Adm. C.
Port & Whse. Div.

Copy to:-En.3/C, Acct's Section(Att.Capt.Wyatt) ✓
Southern Region, Econ & Supply Section
(Att. Lt.Col.Snedgrass)

RHK/mi

INTER OFFICE MEMO

12/A/Tn 1

File

Phone : 478700

Ref : 111/138/Tn.6

25 January 1945

SUBJECT : "S.S. Bangkok II"

TO : ALCOM Port Liason Officer BARI (Att. Lt. O'Leary)

1. Receipt is acknowledged of Ship Unloading Report No. 65 for "S.S. Bangkok II", indicating a shortage of 175 tons.
2. Bill of loading received here indicates the following:

Sugar - 28,267 Bags	Gross Weight	6,006,738 lbs.
	Tare	70,668 lbs.
	Net	<u>5,936,070 lbs.</u>
3. Your report indicates 2638 tons per manifest; 2463 tons received, 175 tons short.
4. Part of the discrepancy may be caused by confusion reference to tare and/or use of long or metric tons. However, this can NOT account for entire shortage.
5. Request investigation and explanation of shortage.

4287

ROBERT H. KLEIN
Maj. Med. Adm. C.
Port & Whse Div.

for MERRITT H. TAYLOR
Director, Tn. S/C.

Copy to : Tn S/C Acct's Section
(Att. Capt. Wyatt)

Southern Region, Econ. & Supply Sect.
(Att. Lt. Col. Snodgrass)

SECRET

SHIP UNLOADING REPORT No. 65

URGENT

BART ZONE

Disch'd BRINDISI

Serial Number of Convoy

Date arrived December 1944

No. and name of Ship's "Bangkok II"

Date disch'd December 1944

QUANTITY TO BE STATED IN DW. LONG. TONS.

Commodity	Per ship's manifest	Received undamaged	Short or over
-----------	---------------------	--------------------	---------------

SUGAR

2638

2463

- 175

Total disch'd

2463

4286

20 January 1945

[Signature] LIEUT.
 ECONOMIC SECURITY DIVISION
 (ALLIED COMMISSION)

Ref. C-44

9 July 1945

Army

Movement
Instruction No. KK 218**CARGO AND STOWAGE REPORT**
(FREIGHT FORM T)

Sheet No. _____

Maximum Derrick Capac

S.S. WILLOW PARK Sub. Convoy No. _____ Overall length of Ship _____ Draught on Departure _____
 Port of Loading TYNE PORT Berth _____ Destination ELBOW Commenced _____ Loading Dates _____
 Completed _____ No. 4 _____ Tons No. 5 _____ Tons No. 6 _____

Stores Index (1)	Stores Shipped		Consignor (4)	Consignee (5)	Stowage (6)	Tonnage Shipped		(Including and lifts)
	Description (2)	No. of Items (3)				Dead Weight (7)	Measure-ment (8)	
<u>Extract from Manifest of KK 218, WILLOW PARK</u> <u>Allied Commission Cargo.</u>								
30	Cases M.T. Stores	4	Comdt. COD Chilwell	Cagliari for Mining Div AC.	4 Hold	T. C. T. F. -.2	-.4	
31	" " "	2	-do-	CCAO, ACC Carbo Sard Sardinia, via Naples	4 Hold	-.2	-.4	
50	Cases and Coils Signal Stores	30	Comdt. COD Donnington	Mining Div AC Cagliari, Sardinia, to G-CA via Naples	1 Hold	4.205 1.11	2.1	Vulcan Wire E Insula
51	Cases, Signal Stores	27	-do-	Mining Div AC Palermo, via Naples	3 Hold	-.18	1.12	Wire E
52	Cases, Wire Electric	5	-do-	Mining Div AC Naples	1 Hold	-.3	-.10	
Details have been abstracted from Ship's Manifest by G-5. All entries under "Remarks" column have been inserted by G-5 and do not appear on the authentic manifest.								

4205

Distribution:

Transportation Sub-Commission, Port & Warehouse Div. (2) ✓
 Finance Sub-Commission (1)
 Requisition Branch, Economic Section (1)
 File C-44.

12 ✓

Date

E.S.O/D.A.D. Tn.

Carried Forward/Total

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission
(Administration Division-Accounts Branch)

Ref: 12/A/TN.1.

16 January 1945

SUBJECT: - Discharge at Leghorn of S.S. "SAMUEL GRIFFIN"

TO : - HQ., Toscana Region (Economic and Supply Division)

1. The Bills of Lading covering the recent grain discharge from this ship total a gross weight of 1394 tons 12 cwt. 1qr. 15 lbs. of which we have been able to trace the following quantities as received direct from ship side:-

(1)

PISA-3329 quintals	Long Tons	cwts	qrs	lbs
	327.	12.	3.	6.
Tare 6201 sacks	2.	8.	1.	22.
	Gross	330.	1.	1.
				=

(2) LEGHORN (Mill)

849.31 Metric Tons

+(ex AC)

128.46 "	"	962.	5.	0.	6.
Tare 18296 sacks		7.	2.	3.	21.
	Total	1299.	10.	0	27
	Deficiency (Gross weight)	25.	8.	0.	15.
		1394.	18.	1.	12.
		=====			

+ Received at Mill as 126.26 Metric Tons.

2. We have already verified the receipts of our warehouses and should be obliged for your confirmation of the A/M Figures at Pisa and Leghorn Mill. Further, can you offer any information as to the whereabouts of the missing portion of this cargo.

By Command of Rear Admiral Stone:

for MERRITT H. TAYLOR

11. The Bills of Lading covering the recent grain discharge from this ship total a gross weight of 1394 tons 18 cwt.s. 1qr. 15 lbs. of which we have been able to trace the following quantities as received direct from ship side:-

(5)

<u>PISA-3329 quintals</u>	<u>Long Tons</u>	<u>cwts</u>	<u>qrs</u>	<u>lbs</u>
	327.	12.	3.	6.
<u>Tare 6201 sacks</u>	2.	8.	1.	22.
	<u>Gross</u>	330.	1.	=

MINISTRY OF WAR TRANSPORT REPRESENTATIVE
MEDITERRANEAN

A.F.H.Q., C.M.F.

15th January, 1945.

To Headquarters Allied Commission A.P.O. 594.

Transportation Sub-Commission.

From Ministry of War Transport Representative, Mediterranean

Subject: Shipping Documents - s.s. BENEDI

Receipt is acknowledged of your TV/A²-3 of 11.1.45.

Bill of Lading is returned herewith for endorsement, as for delivery of full cargo. Ship is responsible for delivery to end of tackle only and not to your depot - any loss between ship and depot cannot be borne by ship but must be borne by receiver.

*9. documents
in charge* 12779-246

St. H. T. L. L. L.
D.M.W.T.R.

4283

S/S BENLEDDI

1. Orders given:-

(a) Naples discharge 1650 tons.
 (b) Leghorn " 1000 tons.
 Total 2650 " net.

2. Bill of Lading shown 28,267 sacks sugar. Net. 2650. 0. 2. 4.
 Tare. 31. 10. 3. 24.
 2681. 11. 2. 10.

3. Received Naples Warehouse

net
 13942 sacks Long tons cwt grs lbs
 Tare 15. 11. 0. 23.
 1302. 1. 0. 14.

4. Received Leghorn Warehouse net

1197. 17. 3. 20.
 14. 4. 2. 18.
 2529. 14. 3. 19.

Deficiency

1572 sacks
 =Gross

151. 16. 2. 19.
 2681. 11. 2. 10. 2681. 11. 2. 10.=====

5. Ports and Highways Div. Naples report as unloaded from ship:-

Sugar 18637 bags
 Flour 2832 "
 Rice 40 " 4282

6. Q.Movements Leghorn report as unloaded from ship:-

Sugar 12753 bags

7. Therefore total sugar unloaded from 5 and 6 above = 31,390 bags,
 which is 3123 bags in excess of Bill of lading figure.

8. The flour and rice shown in (5) above is also in excess of Bill
 of lading figure.

3. Received Naples Warehouse

	<u>Long tons</u>	<u>cwt</u>	<u>qrs</u>	<u>lbs</u>
<u>net</u>	<u>1302.</u>	<u>1.</u>	<u>0.</u>	<u>14.</u>
13942 sacks				
Tare	15.	11.	0.	23.

4. Received Leghorn

<u>Warehouse net</u>	1197.	17.	3.	20.
12753, sacks,				
Tare	14.	4.	2.	18.
	<u>2529.</u>	<u>14.</u>	<u>3.</u>	<u>19.</u>

Deficiency

1572 sacks
=Gross

151.	16.	2.	19.	
<u>2681.</u>	<u>11.</u>	<u>2.</u>	<u>10.</u>	<u>2681. 11. 2. 10.</u>

5. Ports and Highways Div. Naples report as unloaded from ship:-

Sugar	18637	bags
Flour	2632	"
Rice	40	"
		4282

6. Q. Movements Leghorn report as unloaded from ship:-

Sugar 12753 bags

7. Therefore total sugar unloaded from 5 and 6 above = 31,390 bags, which is 3123 bags in excess of Bill of lading figure.

8. The flour and rice shown in (5) above is also in excess of Bill of lading figure.

9. There is no trace, so far, of any of the sugar, flour and rice in excess of Bill of lading figure, notwithstanding the fact that Ports and Highways, Naples report it as discharged from ship.

3149 bags sugar

295.	0.	1.	21.
3.	10.	1.	22.

2832 bags flour

186.	9.	2.	16.
3.	3.	0.	24.

40 Bags rice

0.	17.	3.	12.
0.	0.	1.	12.
			489.
			2.
			3.
			23.
			19.
			0.
			14.
			Gross

X Estimated weight of flour net 147 1/2 lbs. Tare 2 1/2 lbs.
 " " Rice net 50 " Tare 1 "

4281

CME/ST

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

Ref: TH/A/9-3

File

13 Jan 45

SUBJECT: Shipping Documents - E.S. "BENEDICT"

TO: U.S.T.R. Mediterranean Shipping Board, AFHQ, C.M.P.

1. Ref. our exen No. dated 11 Jan.
2. In view of the fact that Lt.Col. Blaff had no connection with Allied Commission at the time, the first part of para 2 of our letter should read:
 "We enclose the Bill of Lading endorsed in accordance with the agreement made with Lt.Col. Blaff. This Headquarters agreed to give the ship a clean Bill of Lading at Naples".

For the Chief Commissioner:

[Signature]
 P.M. HODGETTS
 Major
 Accountant

4283

For
 STERETT H. TAYLOR
 Director Trans. S/C.

Copy to :- (1) Allied Force H.Q. S-4 (Mov & Trn)
 (Your 5/61/GDM dated 7th Jan refers)
 (2) Chief Accountant, Finance S/C.

TO : H.M.F.N. Mediterranean Shipping Board, ATHQ, C.M.P.

1. Ref. our a/c. No. dated 11 Jan.

2. In view of the fact that Lt.Col. Sieff had no connection with Allied Commission at the time, the first part of para 2 of our letter should read:

"We enclose the Bill of Lading endorsed in accordance with the agreement made with Lt.Col. Sieff. This Headquarters agreed to give the ship a clean Bill of Lading at Naples".

For the Chief Commissioner:

[Signature]
4280
P.C.E. HODGETTS
Major
Accountant

for
WILLIAM H. TAYLOR
Director Trans. S/C.

Copy to :- (1) Allied Force H.Q. G-4 (Mov & Trn)
(Your 5/61/GDM dated 7th Jan refers)

(2) Chief Accountant, Finance S/C.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
(Accounting Section)

CEH/er

Ref : TR/A/9-3

11 Jan 45

SUBJECT : Shipping Documents - S.S. "BULBULI"

TO : M.W.T.R. Mediterranean Shipping Board, AFHQ, C.M.V.

1. Ref. your letter dated 6th January addressed C-4 (Nov. and Tr.) passed to us for action.
2. We enclose the Bill of Lading endorsed in accordance with the agreement made with Lt.Col. SLEPT, who also agreed to give the ship a clean Bill of Lading at NAPLES.

The quantities endorsed on the Bill of Lading state the total net and gross weights received in Allied Commission warehouses at both Naples and Leghorn. The difference (gross) between our warehouse receipts and the Bill of Lading figure (i.e. 151 tons 17 cwt. 0 qrs. 4 lbs) represents the loss in Transit between Naples and our warehouses in Leghorn.

For the Chief Commissioner :

4273

J.C.E. HODGETTS
Major

TO : M.F.T.S. Mediterranean Shipping Board, AFHQ, C.M.P.

1. Ref. your letter dated 6th January addressed G-4 (Nov. and Tn.) passed to us for action.
2. We enclose the Bill of lading endorsed in accordance with the agreement made with Lt. Col. WIEFF, who also agreed to give the ship a clean Bill of lading at NAPLES.

The quantities endorsed on the Bill of lading state the total net and gross weights received in Allied Commission warehouses at both Naples and Leghorn. The difference (gross) between our warehouse receipts and the Bill of lading figure (i.e. 151 Tons 17 cwt. 0 qrs. 4 lbs) represents the loss in Transit between Naples and our warehouses in Leghorn.

4273

For the Chief Commissioner :

[Signature]

J. G. E. HODGETTS
Major
Accountant
for
MERRITT H. TAYLOR
Director Tn. S/C.

Copy to :- Allied Force Headquarters
G-4 (Nov & Tn.)
your 5/61/AM dated 7 Jan refers.

Subject : Shipping Documents - BENIEDI.

To : HQ Allied Commission.

7588
IN S/C
ALLIED FORCE HEADQUARTERS

G-4 (MOV & TN) 5/61/GDM

7 Jan 45

Tel: FREEDOM 229

1. Please find att letter and Bill of Lading.
2. It is requested that the bill of lading be endorsed as required and returned to MWR Med.

VK/EW

Copy to: M.W.T.R.

Shing hai.
V. KING, Maj.,
for Brigadier,
D.Q.M.G. (Mov & Tn).

4278 A
HEADQUARTERS
9 JAN 1945

1			
			9
3		10	
		11	
5		12	
6		13	
7		14	
15			

MEDITERRANEAN SHIPPING BOARD,
A.F.H.Q. C.M.F.

6th January, 1945.

To G.4 (Mov & Tr.) (For attention of A.G.Q.M. (Shipping))
From M.W.T.R. MED.
Subject: Shipping Documents.

Receipt is acknowledged of your letter 5/61/GDM of 3rd January, with
enclosures, which are under examination.

s.s. BEN LEDI Bill of Lading is returned herewith, as it is not endorsed
in accordance with the agreement made with Lt.Col. Sieff. It was agreed
that, as a consideration of ships discharging part cargo at Leghorn, the
Bill of Lading should be endorsed as if all sugar cargo had been discharged
at Naples. It is requested, therefore, that this may be complied with and
that receipt be acknowledged of 2681 tons 11 cwt. 2 grs. 10 lbs.

D.M.W.T.R.
D.M.W.T.R.

4271

6/1830

Received

	<u>ins.</u>	<u>cut.</u>	<u>ps.</u>	<u>lbs</u>
NET	2499 :	18 :	2 :	21
TARE	29 :	15 :	3 :	13
GROSS	2529	14 :	2 :	6

4276

S.S. " SAMUEL GRIFFIN "

	<u>Tons</u>	<u>cwts</u>	<u>qrs</u>	<u>lbs</u>	<u>Tons</u>	<u>cwts</u>	<u>qrs</u>	<u>lbs</u>
Bill of Lading (1) Gross	1326 .	7.	=	13				
" " " (2) "	68.	11.	1.	2.				

Consortio at Fisa:-3329 Qtls
 (.875 lbs)" "Tare 6201 bags

Long Tons 327. 12. 3. 6
 " " 2. 8. 1. 22

Mill at Leghorn:-

direct 849.21 Met.Tons
 + ex AC 128.46 " "
 (.875 lbs) Tare 18296 bags

Deficiency(Gross) 6.843%

1394. 18. 1. 15

Analysis of deficiency:-

(1) Sack deficiency 1353=2706 bushels=162360.Lbs
 (.875 lbs) Tare 1353 sacks

(2) Less contents 1 sack arrived empty(i.e. B/L(1)5/6 bushels)
 B/L(2)1/6 "

(3) Full sacks not received,accounts for:

(4) Sacks received but only part filled,accounts for:-

962. 6. 0. 6
 7. 2. 3. 21
 1299. 10. 0. 27
 95. 8. 0. 16

1394. 18. 1. 15

<u>Tons</u>	<u>cwts</u>	<u>qrs</u>	<u>lbs</u>
72.	9.	2.	16
--	10.	2.	8

73.	--	--	24
-	-	2.	4

72.	19.	2.	20
22.	8.	1.	24

95.	8.	=	16
-----	----	---	----

+ Received at Mill as 126.26 metric tons.

THOMSON & EARLE LIMITED

305
316 CHAMBER OF COMMERCE
BALTIMORE

Baltimore, Maryland
November 29, 1944

United States Commanding General
Mediterranean Theatre of Operations
Port of Discharge

Gentlemen:

Attached hereto find one original bill of lading
and weight certificate covering the following lot of wheat for
C.C.A.C.

49,158.50/60 bushels Canadian Wheat in 24,579 sacks

Loaded on board SS SAMUEL GRIFFIN, at Baltimore, Md.

Recd. 12-1-44
Yours very truly, 4271

THOMSON & EARLE LTD., Representatives
Canadian Department of Trade and Commerce

By: J. A. Griffin Agent

JWH:HS
enc.

By Ship's Mail SS SAMUEL GRIFFIN
1326 7 0 13
Tare 1575-16

AMERICAN EXPORT LINES, INC., Agents

Received from the Shipper hereinafter named, the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition, unless otherwise indicated in this bill of lading, to be transported subject to all the terms of this bill of lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge or so near thereunto as the ship can always safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transhipped on payment of the charges thereon. If the goods in whole or in part are shut out from the ship named herein for any cause, the Carrier shall have liberty to forward them under the terms of this bill of lading on the next available ship.

It is agreed that the custody and carriage of the goods are subject to the following terms on the face and back hereof which shall govern the relations, whatsoever they may be, between the shipper, consignee, and the Carrier, Master and ship in every contingency, whenever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently, and none of the terms of this bill of lading shall be deemed to have been waived by the Carrier unless by express waiver signed by a duly authorized agent of the Carrier.

Ship: **U.S.S. SAMUEL GRIFFIN** Voyage No. _____
 Port of Loading: **Baltimore**
 Shipper: **Canadian Department of Trade and Commerce** 4273
 Consignee: **Order of United States Commanding General (for C.C.A.C.)** or assigns
 If consigned to Shipper's Order arrival notice to be addressed to **Mediterranean Theatre of Operations** Same at port of discharge

Port of Discharge from Ship: **Gibraltar for Orders- for discharge at a West Coast Italian Port J.M.S.**
 Destination of Goods: _____
 (Without liability to carrier, see Clause 12 hereof)
 (See Clause 11 hereof)
 THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF
 PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
		24,579 Sacks said to contain			
		49,158-50/60 bushels Canadian wheat	2,949,530		
		Tare	21,507		
		Gross weight	2,971,037		
		Goods on board J.M.S.			
		F.A.S. No. BCIBB - 493			
		All new sacks			
		Freight to be prepaid			

Destination of Goods:

[illegible]

THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF
PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
		24,579 Sacks said to contain 49,158-50/60 bushels Canadian wheat	2,949,530		
		Tare	21,507		
		Gross weight	2,971,037		
		Goods on board <i>J.M.S.</i>			
		F.A.S. No. BCIBB - 493			
		All new sacks			
		Freight to be prepaid			
		DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORIZED PERSON MAY INVOLVE AN OFFENSE AGAINST THE ESPIONAGE ACT OF THE UNITED STATES (50 U.S.C. 31 AND 32 AS AMENDED), OR AGAINST THE OFFICIAL SECRETS ACT, 1911 AND 1920, OR THE DEFENSE (GENERAL) REGULATION, OF THE UNITED KINGDOM.			

IN AN EPITAPHIC TITLES, ILL. OF L'AMINO, the author, consequence and power of the goods given, to be named by all of the stipulations, exceptions, the conditions whether written, printed, or recorded in the front or back thereof, also local customs or privileges to the contrary notwithstanding.

2. With 1.76 Wt% Wt%Wt, the Master of the said ship has suffered to

REFERENCES

Countdown THREE balls of lightning, all of this terror and hate, ONE of which being accomplished the others to stand your

Baltimore, November 28th, 1944.

THE RESEARCH

By AMERICAN EXPORT LINES, INC. Agents

THE UNIVERSITY OF CHICAGO

2,949,530

47,106,300/60 Bushels Canadian Wheat

Tare

21,507

Gross weight

2,971,037

Goods on board

J. M. S.

P.A.S. No. BCIBB - 493

All new sacks

Freight to be prepaid

If the goods herein covered are carried on a vessel owned by or under bareboat charter to the United States, and which is a Public Vessel of the United States, War Shipping Administration, or a Public Vessel of the United States, hereby assents to the bill of lading, and will have with respect to the carriage of such goods, if the vessel, when a manifest vessel except with respect to cargo owned by the United States or any agency or Department thereof, and liable as such, is treated as such a Public Vessel shall be treated as though the carrying vessel were a merchant vessel with respect to liabilities for loss or damage to such cargo.

This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, U.S.C., 21 and 22 as amended, its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORIZED PERSON MAY INVOLVE AN OFFENSE AGAINST THE ESPIONAGE ACT OF THE UNITED STATES (50 U.S.C., 31 AND 32, AS AMENDED), OR AGAINST THE OFFICIAL SECURITIES ACT (18 U.S.C. 1030), OR THE DEFENSE (GENERAL) REGULATION OF THE UNITED KINGDOM.

STRAIGHT B/L, NON-NEGOTIABLE

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods agree to be bound by all of its conditions, exceptions, and limitations, whether written, printed, or stamped on the front or back hereof, any local customs or preferences to the contrary notwithstanding.

IN WITNESS WHEREOF, the Master of the said ship has affixed to

THREE

(Number) copies of bill of lading, all of this tenor and date, ONE of which, being accomplished, the others to stand void.

Signed at Baltimore, November 28th, 1944

FOR THE MASTER

By AMERICAN EXPORT LINES, INC., Agents

BY J. M. S.

B/L No. 2

FREIGHT TO BE PREPAID \$

Terms of Bill of Lading continued on back hereof

[illegible]

mandated, but always at the expense and risk of the crowd. The responsibility of the "carrier" in any emergency shall strike other carriers and the crowd shall be considered as having been neglected and so their own risk and a source of a very poor prospect when it comes into the hands of someone or other authorities. The carrier shall not be required to give any indication of identification of the crowd.

[illegible]

15. The people shall be duly informed of all aspects of treatment, emergency, findings, and recommendations of the kinds of buildings and existing or future contents of buildings and also for any potential adverse effects, after any existing laws, ordinances or the regulation and control of buildings or located within the character of the goals in connection with the kinds of uses or claimed, maintained, action or responsibility of any kind, and also of an environmental impact or second-tier service to an individual or persons or a group of persons, under legal process or administrative action, in order to inform the public of the nature, extent, or other meaning of processes or activities of the contents, future use, and also of the contents, placed or located in other activities to achieve the goals, and make or be comply with the regulations of any kind imposed with respect to the goals. No authority to place, alter or change or any act or action or change of the nature of contents.

[illegible]

10 Neither the Carrier nor any subcontractor (including its subsidiaries, affiliates or subsidiaries) or affiliated with the Carrier shall be liable to any person for any injury, death, or damage to the goods occurring at any time while even though the carrier, its subcontractor, or other dischargee from this bill, by reason of its negligence, fault, or other fault, which first shall be assumed by the carrier.

15. In case of any loss or damage to or in connection with goods according to contractual value (Edo law) money of the United States, per package, or, in case of goods not subject to packages, per commodity (COHS) unit, the value of the goods shall be determined to be \$500.00 per unit or per unit on which basis the freight is calculated and the Carrier's liability. If any such determination on the basis of a value of \$500 per package or per commodity's freight unit or on unit in case of a total loss or damage, unless the nature of the goods and is whatever higher than \$500, shall be ascertained in writing by the shipper upon delivery to the carrier and in such case it shall be in full of net and extra freight paid if required and in such case the actual value of the goods and extra freight paid if required and in such case the value shall nevertheless be deemed to be the contractual value. If any shall not enjoy the declared value and any net loss or damage shall be adjusted pro rata on the basis of said declared value.

While the surface of the droplets is less than 5000 Å, the thickness of the region near the surface in the emulsion and adjacent oil solution for which the Corning may be liable will be the purpose of adjusting concentration and distribution in the emulsion. It is believed to be the inverse value, the product and transformation of the concentration of oil when making oil in water or water.

14. Unless notice of loss or damage and the amount of such loss or damage be given in writing to the Carrier or his agent at the port of discharge before delivery of the goods, the carrier shall be discharged from all liability in respect of loss or damage to the goods or to the contents thereof, whether arising from fire, theft, pilferage, breakage, leakage, or any other cause, even though the loss or damage may have resulted from the negligence of the carrier or his agent, provided that the loss or damage is not attributable to the negligence of the carrier or his agent.

[illegible]

²⁴ This bill of Lading shall be confirmed, and the duties of the parties thereunder determined according to the law of the United States.

20. **Seawater.** Seawater will not be returned or included by Coast Survey. It must be removed from the algaline and will only be substituted on request on presentation of the receipt of the algaline. It may be carried out at consigner's risk if delivery is not taken during the voyage and in every case the bill of lading is not valid.

No. 8788

Baltimore Chamber of Commerce

CERTIFICATE OF WEIGHT

COPY

EXPORT

BALTIMORE, Md., November 28 1944

THIS CERTIFIES TO THE SUPERVISION OF WEIGHT AND DELIVERY

OF 49,158.50/60 BUSHEL, OR 2,949,530 POUNDS OF WHEAT
To S/S B.A. 638 SAMUEL GRIFFIN STOWED IN 24,579 BAGS

FOR ACCOUNT OF

SHIPPER:- JAMES RICHARDSON & SONS, LTD.

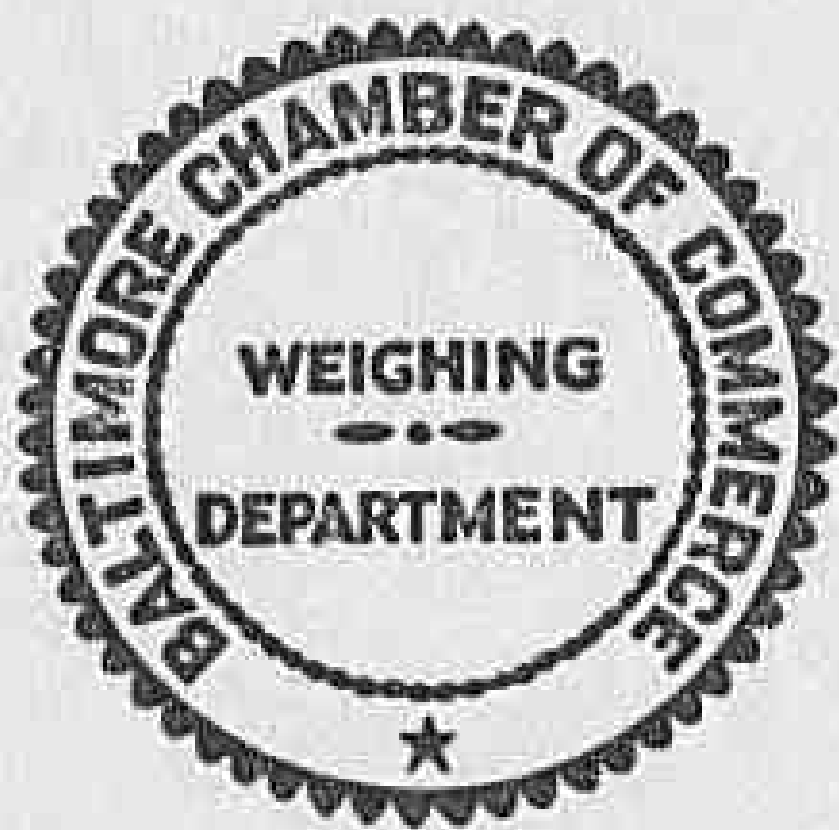
LOADED FROM P. R. R. ELEVATOR

W. Benedict
CHIEF WEIGHER

PER W. M. M.

No. 1387

COPY



BALTIMORE CHAMBER OF COMMERCE
WEIGHING DEPARTMENT
STANDARD WEIGHT SUPERVISION

HOPPER SCALES

Baltimore-2, Md., November 28 1944

This Certifies that the Lot specified below was weighed under the supervision of a deputy of this department at PENNSYLVANIA RAILROAD ELEVATOR - CANTON

IDENTIFICATION	WEIGHT		CONTENTS
DELIVERED TO	Gross	2,971,037 Lbs.	Kind WHEAT
S.S. B.A. 638	Tare	21,507 Lbs.	IN 28,579
SAMUEL GRIFFIN	Net	2,949,530 Lbs.	BAGS

Account of

SHIPPER:- JAMES RICHARDSON & SONS, LTD.

W. Benedict
Chief Weigher
427
Per *W. M.*

No. 2929

COPY

Baltimore Chamber of Commerce

CERTIFICATE OF EXAMINATION

BALTIMORE, MD. November 28 - 19 44

I HEREBY CERTIFY THAT I HAVE THIS DAY COMPLETED THE EXAMINATION OF
THE FOLLOWING LOT OR PARCEL OF WHEAT IN BAGS AND FOUND SAME TO BE AS STATED BELOW:

LOCATION P. R. R. CANTON

AMOUNT IN 24,579 BAGS.

IDENTIFICATION S/S B.A. 638 SAMUEL GRIFFIN

RESULT OF EXAMINATION ALL BAGS IN GOOD CONDITION.

ACCOUNT OF
SHIPPER: JAMES RICHARDSON & SONS, LTD.

PER: [Signature]

EXAMINER

THOMSON & EARLE LIMITED

308
916 CHAMBER OF COMMERCE
BALTIMORE

Baltimore, Maryland
November 29, 1944

United States Commanding General
Mediterranean Theatre of Operations
Port of Discharge

Gentlemen:

Attached hereto find one original bill of lading
and weight certificate covering the following lot of wheat for
C.C.A.C.

2,541.10/60 bushels Canadian Wheat in 1271 sacks

Loaded on board SS SAMUEL GRIFFIN, at Baltimore, Md.

Yours very truly,

THOMSON & EARLE LTD., Representatives
Canadian Department of Trade and Commerce

By: L. L. Griffin Agent

JWH:HS
enc.

By Ship's Mail SS SAMUEL GRIFFIN

4203
68. 11 1 2

AMERICAN EXPORT LINES, INC., Agents

Declassified E.O. 12356 Section 3.3/NND No. 785021

Received from the Shipper hereinafter named, the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition, unless otherwise indicated in this bill of lading, to be transported subject to all the terms of this bill of lading with liberty to proceed via airport or ports within the scope of the voyage described herein, to the port of discharge or so near thereto as the ship can always safely get and leave, always about at all stages and conditions of water and weather, and there to be delivered or transhipped on payment of the charges thereon. If the goods in whole or in part are shut out from the ship named herein for any cause, the Carrier shall have liberty to forward them under the terms of this bill of lading on the next available ship.

It is agreed that the custody and carriage of the goods are subject to the following terms on the face and back hereof which shall govern the relations, whatsoever they may be, between the shipper, consignee, and the Carrier, Master and ship in every contingency, whatsoever and whenever occurring, and also in the event of deviation, or of unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently, and none of the terms of this bill of lading shall be deemed to have been waived by the Carrier unless by express waiver signed by a duly authorized agent of the Carrier.

Ship: **SS. Samuel Griffin** Voyage No. _____
 Port of Loading: **Baltimore, Maryland**
 Shipper: **Canadian Department of Trade and Commerce**
 Consignee: **United States Commanding General (for C.A.C.)**
 If consigned to Shipper's Order arrival notice to be addressed to: **Mediterranean Theatre of Operations**
 Same at port of discharge

Port of Discharge from Ship: **Gibraltar for for orders, for discharge at West Coast Italian Port**
 Destination of Goods: _____

THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
		1,271 Sacks said to contain 2,541-10 Bushels Canadian Wheat	152,470		
		Tare	1,112		
		Gross Weight	153,582		
		Goods On Board			
		F.A.S. No. BCIBB 493			
		All New Sacks			
		One Bale said to contain 250 Empty Sacks			220
		One Bundle said to contain Needles and Twine			
		Freight to be Prepaid			

This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Sec. 793 and 794, and the transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

THE SCOPE OF THE VOYAGE IS DESCRIBED IN CLAUSE 3 HEREOF
PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	QUANTITY OR NUMBER OF PIECES OR PACKAGES	DESCRIPTION OF GOODS	GROSS WEIGHT POUNDS	GROSS WEIGHT KILOS	MEASUREMENT
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		Tare	1,112		
		Gross Weight	153,582		
		Goods On Board			
		F.A.S. No. ECIBB 493			
If the goods herein covered are carried on a vessel owned by or under bareboat charter to the United States and which is a vessel owned by or under United States War Shipping Administration, in behalf of the United States, hereby becomes a part of the United States property and shall be subject to the laws of the United States in respect to such goods. If the vessel is not owned by or under bareboat charter to the United States, the goods herein covered shall be subject to the laws of the United States in respect to such goods.		All New Sacks			
		One Bale said to contain 250 Empty Sacks	220		
		One Bundle said to contain Needles and Twine			
		Freight to be Prepaid			
		DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORIZED PERSON MAY INVOLVE AN OFFENSE AGAINST THE ESPIONAGE ACT OF THE UNITED STATES (50 U.S.C. 31 AND 32, AS AMENDED), OR AGAINST THE OFFICIAL SECURITIES ACT, 1911 AND 1920, OR THE DEFENSE (GENERAL) REGULATION OF THE UNITED KINGDOM.			
		COPIES OF THIS BILL OF LADING MAY BE OBTAINED BY ANY PERSON ON PAYING THE FEE OF \$1.00 PER COPY TO THE SHIPPER OF GOODS.			

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods agree to be bound by all of the conditions, exceptions, and limitations, whether written, printed, or stamped on the front or back hereof, any local customs or privileges to the contrary notwithstanding.

IN WITNESS WHEREOF, the Master of the said ship has signed to

Number of Bills of Lading, all of this tenor and date ONE of which hath accompanied the others to stand void.

Three
Balto., Md. November 28th, 1944

FOR THE MASTER

By AMERICAN EXPORT LINES, INC., Agents

BY J. M. Schmidt

to an unauthorized person inhibited by law.

[illegible]

Terms of Bill of Lading continued on back hereof

c. The following statement herein, the description of the goods and the value of the packages mentioned herein are those furnished in writing by the applicant, and shall be taken as true and correct.

14. Neither the carrier nor any person employed by such carrier, its servants or agents, shall be liable to answer for or be responsible for any loss of or damage to the goods occurring at any time and at any place before loading on board a ship or other conveyance from the ship, by reason of any fire when the goods are carried by the carrier or by his servants or agents.

[illegible][illegible]

No. 8767

Baltimore Chamber of Commerce
CERTIFICATE OF WEIGHT

COPY

EXPORT

BALTIMORE, MD., November 28 19 44

THIS CERTIFIES TO THE SUPERVISION OF WEIGHT AND DELIVERY

OF 2,541.10/60 BUSHEL, OR 152,470 POUNDS OF WHEAT
TO S/S B.A. 638 SAMUEL GRIFFIN STOWED IN 1,271 BAGS
LOADED FROM P. R. R. ELEVATOR

FOR ACCOUNT OF

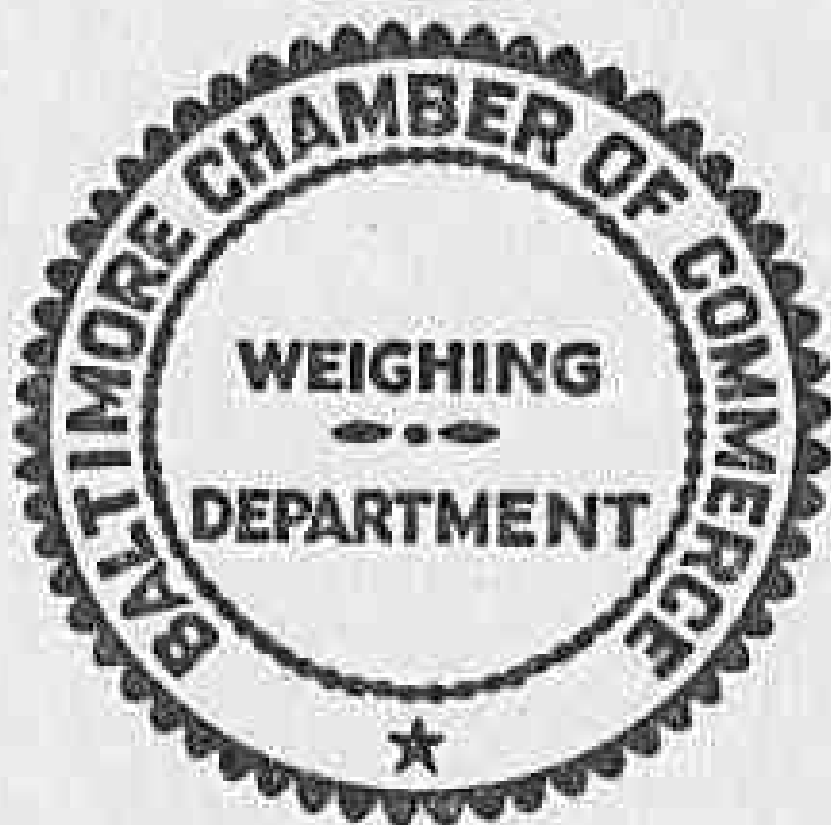
TIDEWATER GRAIN COMPANY

4287

W. Benedict
CHIEF WEIGHER
PER W.A.M.

No. 1386

COPY



BALTIMORE CHAMBER OF COMMERCE

WEIGHING DEPARTMENT

STANDARD WEIGHT SUPERVISION

HOPPER SCALES

Baltimore-2, Md., November 28 1944

This Certifies that the Lot specified below was weighed under the supervision of a deputy
of this department at PENNSYLVANIA RAILROAD ELEVATOR - CANTON

IDENTIFICATION	WEIGHT		CONTENTS
DELIVERED TO S.S.B.A.638 SAMUEL GRIFFIN	Gross	153,582 Lbs.	Kind WHEAT
	Tare	1,112 Lbs.	IN 1,271
	Net	152,470 Lbs.	BAGS

IN 1,270 BAGS CONTAINING 120 LBS. EACH

IN 1 BAG CONTAINING 70 LBS.

Account of TIDEWATER GRAIN COMPANY

4266

W. R. Benedict
Chief Weigher
Per *W. M. M.*

No. 2928
COPY

Baltimore Chamber of Commerce
CERTIFICATE OF EXAMINATION

BALTIMORE, MD., NOVEMBER 28 - 19 44.

I HEREBY CERTIFY THAT I HAVE THIS DAY COMPLETED THE EXAMINATION OF
THE FOLLOWING LOT OR PARCEL OF WHEAT IN BAGS AND FOUND SAME TO BE AS STATED BELOW:

LOCATION P. R. R. CANTON

AMOUNT IN 1,271 BAGS.

IDENTIFICATION S/S B.A. 638 SAMUEL GRIFFIN

RESULT OF EXAMINATION ALL BAGS IN GOOD CONDITION.

4265

ACCOUNT OF
TIDEWATER GRAIN COMPANY

PER: W. J. Bell

EXAMINER

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
CHH/er

Ref : TN/A/9-3

8 Jan 45

SUBJECT : Bill of lading

TO : A.F.H.Q., G-5 Section, Economics & Supply Division

1. Attached is Bill of lading for Flour cargo of the S.S. "AUGUSTIN STAHL" indorsed for receipt as requested.

For the Chief Commissioner :

for A. A. Ditchell
C.E. HODGETTS,
Major,
Accountant.

HERRITT H. TAYLOR
Director Tn.S/C. 428

for

105/11

Q 2

1/3

1/3

TC : A.P.H.Q., G-5 Section, Economics & Supply Division

1. Attached is Bill of Lading for Flour cargo of the S.S. "AUGUSTIN STAHL" indorsed for receipt as requested.

For the Chief Commissioner :

A. A. Dick
for C.E. HODGETTS,
Major,
Accountant.

HERRITT H. TAYLOR 428
Director Tn.S/C.

for
Indorsed as follows:
 $\frac{169}{11}$
 $\frac{Q15}{2}$
 $\frac{17}{18}$
 $\frac{1}{3291}$
cap

General average shall be payable according to the York Antwerp Rules 1924 but where the adjustment is made in accordance with the Law and practice of the United States of America the following clause shall apply.

NEW JASON CLAUSE

In the event of accident, danger, damage, or disaster before or after the commencement of the voyage resulting from any cause whatsoever whether due to negligence or not for which or for the consequence of which the Carrier is not responsible by absolute contract or otherwise the goods shippers consignees or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods. If a sailing ship is owned or operated by the carrier salvage shall be paid for as fully as if the said sailing ship or ships belonged to strangers. Such deposit as the Carrier or his Agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall if required be made by the goods shippers consignees or owners of the goods to the Carrier before delivery.

WAR CLAUSE

When and so long as a state of war exists and/or so long as any control over the use or movements of the vessel is exercised by any Government or other Authorities, and/or the insulated or other space on the vessel is requisitioned or controlled, the Carrier and/or his Agents and/or the Master may (in his or their uncontrolled discretion) be or they think it advisable) at any time before or after the commencement of the voyage, alter or vary or depart from the proposed or advertised or agreed or customary route, and/or delay or detain the vessel at or off any port or place, and/or tranship the cargo at any port or place, place or places without being liable for any loss or damage whatsoever, directly or indirectly sustained by the Owner of the goods. The ship in addition to any liberties expressed or implied herein, shall have the liberty to comply with any orders or directions as to departure, arrival, ports, ports of call, stoppages, transhipment, discharge or destination, or otherwise howsoever given by any Government or any department thereof, or any person acting or purporting to act with the authorities of any Government or any department thereof, or by any Committee or persons having, under the terms of the War Risk Insurance on the ship the

right to give such order or directions, and if by reason of and in compliance with any such orders or directions anything is done or not done, the same shall not be deemed a deviation. The vessel is to carry contraband, explosives, munitions or warlike stores, and may be armed or unarmed.

The Carrier in addition to any liberties expressed or implied herein shall in the event of the imminence or existence of War, hostilities, warlike operations between any nations, cessation or prohibition of intercourse, commercial or otherwise, between any nations, sanctions imposed or measures taken by any Government under the Covenant of the League of Nations, and measures taken by any Governments in consequence of or connected with any of the above matters, have the right and liberties under the War Risk Clause incorporated in this Bill of Lading. Anything done or not done by reason of or in compliance with these Clauses is within the contract voyage, and the Owners of the goods and/or the Consignees thereof shall pay the full freight stipulated herein if not prepaid and if prepaid the Shipowner shall be entitled to retain the same.

42
SAID

0 LTD.

L. SAVON & Co., LTD.

SHIPS AGENTS

PORT SAID, SUEZ AND ALEXANDRIA JOHN BRUCE & CO. LTD. SHIPWAGERS.

GLASGOW

OUTWARD.

DIRECT OR WITH TRANSHIPMENT.

B/L. NO. 24.-

CARRIAGE OF GOODS BY SEA ACT, 1924.

SHIPPED

in apparent good order and condition unless otherwise stated between

by THE UNITED KINGDOM COMMERCIAL CORPORATION (EGYPT) LTD. PORT SAID.

on board the ship " AUGUSTIN STAHL "

50026 (FIFTY THOUSAND AND TWENTY SIX BAGS ONLY.)

marked and numbered as under to be conveyed by the above and/or any vessel or vessels to which transhipment may be made by the route and/or methods of conveyance and subject to the conditions and exceptions both general and special hereinafter mentioned and to be delivered subject to the like conditions and exceptions at the port of DISCHARGE.

or so near thereto as she may safely get, unto SUPREME ALLIED COMMANDER MEDITERRANEAN, or his or their assigns.

PARTICULARS DECLARED BY SHIPPERS.

Received as follows:

Flour	T	CWT	QLS	LBS
50026 BAGS AUSTRALIAN FLOUR.	3231	16	2	11
				7,503,900 LBS.
				3349,19.0.12

(FIFTY THOUSAND TWENTY SIX BAGS ONLY.)

for G. A. DODGETT Major Accountant

for REPAIRS H. TAYLOR Director TN. S/C.

SOME BAGS TORN & REPAIRED. 169 BAGS RECONDITIONED.

WEIGHT AND CONTENTS UNKNOWN. SHIP NOT RESPONSIBLE FOR LEAKAGE OR BREAKAGE.

WEIGHT AND/OR MEASUREMENT DECLARED BY SHIPPERS BUT NOT CHECKED BY CARRIER

FREIGHT PAYABLE SHIP AND/OR CARGO LOST OR NOT LOST

AT 60/- PER TON OF 20 CWTs. £ 10049.17.4

DISCLOSURE OF THE CONTENTS OF THIS BILL OF

FOR CIVIL AFFAIRS OFFICER.
PARTICULARS DECLARED BY SHIPPERS.

Received as follows:

50026 BAGS AUSTRALIAN FLOUR.

T	CWT	QLS	LBS
3291	18	2	11

7.503.900 LBS.
3349.19.0.12

(FIFTY THOUSAND TWENTY SIX BAGS ONLY.)

for G. A. B. Geller
Major

accountant

for ~~REPAIRS~~ H. TAYLOR
Director T.W. G/C.

SOME BAGS TORN & REPAIRED.
169 BAGS RECONDITIONED.

WEIGHT AND CONTENTS UNKNOWN.
SHIP NOT RESPONSIBLE FOR LEAKAGE
OR BREAKAGE

WEIGHT AND/OR MEASUREMENT
DECLARED BY SHIPPERS BUT
NOT CHECKED BY CARRIER.

TRIPPLICATE

FREIGHT PAYABLE SHIP AND/OR
CARGO LOST OR NOT LOST

AT 60/- PER TON OF 20 CWTs. £ 10049.17.4

FREIGHT PAYABLE IN LONDON BY THE UNITED
KINGDOM COMMERCIAL CORPORATION LTD.

Freight Prepaid

If the liability for any collision in which the vessel is involved,
while performing this Bill of Lading falls to be determined in accordance with
the laws of the United States of America, the following Clause shall apply
BOTH TO BLAME COLLISION CLAUSES:

If the ship comes into collision with another ship as a result of the
negligence of the other ship and any act, neglect, or default of the
Master, Mariner Pilot or the servants of the Carrier in the navigation
or in the management of the ship, the Owners of the goods carried
hereunder will indemnify the Carrier against all loss or liability to the
other or non-carrying ship or her Owners in so far as such loss or liability
represents loss of or damage to, or any claim whatsoever of the Owners
of said goods paid or payable by the other or non-carrying ship or
her Owners to the Owners of said goods and set off, recouped or
recovered by the other or non-carrying ship or her Owners as part
of their claim against the carrying ship or her Owners as part
of their claim against the carrying ship or Carrier.

The foregoing provisions shall also apply where the Owners,
Operators or those in charge of any ship or ships or objects other than,
or in addition to, the colliding ships or objects are at fault in respect
of a collision or contact.

FREIGHT PREPAID.

THREE

Is Witness whereof the master or agent of the said ship has signed
the others shall stand void.

Dated at ~~SOOT~~

25TH NOVEMBER

1944.

FOR AND ON BEHALF OF THE OWNERS.

L. SAYON & CO. LTD.

3291 18 2 11

(FIFTY THOUSAND TWENTY SIX BAGS ONLY.)

for **REPAIRS** H. TAYLOR
Director T.W. S/C.

SOME BAGS TORN & REPAIRED.
169 BAGS RECONDITIONED.

TRIPPLICATE

WEIGHT AND CONTENTS UNKNOWN.
SHIP NOT RESPONSIBLE FOR LEAKAGE
OR BREAKAGE.

WEIGHT AND/OR MEASUREMENT
DECLARED BY SHIPPERS BUT
NOT CHECKED BY CARRIER.

FREIGHT PAYABLE SHIP AND/OR
CARGO LOST OR NOT LOST

AT 60/- PER TON OF 20 CWTs. £ 10049.17.4

FREIGHT PAYABLE IN LONDON BY THE UNITED
KINGDOM COMMERCIAL CORPORATION LTD.

Freight Prepaid

If the liability for any collision in which the vessel is involved,
while performing this Bill of Lading falls to be determined in accordance with
the laws of the United States of America, the following Clause shall apply:

ARTICLE TO BLAME COLLISION CLAUSE:
If the ship comes into collision with another ship as a result of the
negligence of the other ship and any act, neglect, or default of the
Master, Mariner, Pilot or the servants of the Carrier in the navigation
or in the management of the ship, the Owners of the goods carried
hereunder will indemnify the Carrier against all loss or liability to the
other or noncarrying ship or her Owners in so far as such loss or liability
represents loss of or damage to, or any claim whatsoever of the Owners
of said goods held or payable by the other or noncarrying ship or
her Owners to the Owners of said goods and set off, recouped or
recovered by the other or noncarrying ship or her Owners as part
of their claim against the carrying ship or Carrier.

The foregoing provisions shall also apply where the Owners,
Operators or those in charge of any ship or ships or objects other than,
or in addition to, the colliding ships or objects are at fault in respect
of a collision or contact.

FREIGHT PREPAID.

THREE

Bill of Lading of this tenor has been signed

Dated at **SEIX**
XXXXXX

25TH NOVEMBER

104 4.

FOR AND ON BEHALF OF THE OWNERS.

L. SAVON & CO. LTD.

Manager

AS AGENTS.

(Continued on Reverse side)

DISCLOSURE OF THE CONTENTS OF THIS BILL OF
LADING TO ANY THIRD PARTY OR PERSON MAY INVOLVE
AN OFFENSE UNDER THE ESPIONAGE ACT OF THE
UNITED STATES (18 USC 793) AS AMENDED) C
AGENTS OF THE OFFICIAL SECRETARY AT IT 1911 AND 1920 C
THE DEFENSES (GENERAL REGULATION OF THE UNITED
KINGDOM OR AGAINST THE DEFENSE OF INDIA
RULES 1939).

31555 Bags ex s/s "GLEN BEG" 10/10/44
18471 Bags ex s/s "LIDVARD" 16/11/44

If the ship is not owned or chartered by demise to the
Company or Line by whom this bill of lading is issued (as
may be the case notwithstanding anything that appears to the
contrary) this bill of lading shall take effect only as a contract
with the owner or demise charterer as the case may be as
principal made through the agency of the said Company or Line
who act as agents only and shall be under no personal
liability whatsoever in respect thereof.

In accepting this Bill of Lading the shipper, consignee and/or the owners of the goods, and the holder of this Bill of Lading, expressly accept and agree to all its
conditions, conditions, and exceptions, whether written, printed, stamped or otherwise, and to the fact that they were all signed by such shipper,
consignee, addressee or holder. This Bill of Lading shall be subject to the conditions and exceptions of the carrying contract and shall be subject to all
claims, but always subject to the conditions and exceptions of the carrying contract. It shall be given up duly endorsed in exchange for delivery order if required.

In Witness whereof the Master or agent of the said ship has signed

Bill of Lading of this tenor has been signed

4. This Bill of Lading is subject to the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924, hereinafter referred to as the Rules.

4. This Bill of Lading is subject to the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924, hereinafter referred to as the Rules.

providing the necessary background for the study of the subject. The book is written in a clear and concise style, and is well illustrated with numerous examples and diagrams. It is a valuable addition to the literature on the subject, and is highly recommended for all those interested in the study of the subject.

[illegible][illegible][illegible][illegible][illegible]

6. **Average**, if any, shall be adjusted, according to York/Answerp Rules, 1921, but interest on average loss shall be borne by those on whom it is faller unless an indemnity is required by writing by insureds, which would be needed to receive in the aggregate, the adjusted estimate, not less than \$ 1,000.00. In the event of a claim for damage to a water body, by a water conservation body, the average shall be adjusted from any sources whatsoever, whether or not due to negligence or misadventure, in the event of an outbreak for which the consequences are not foreseeable, and the company, then, notwithstanding the law of average, shall indemnify the insureds on the basis of the goods which constitute with the cargo or a secured advance to the payment of any overhead losses or expenses of a secured average. After that may be made or incurred, shall pay any salvage and special charges incurred. Respect of the insured.

by way of equality or claims the carrier, master or agents shall reimburse and bind the

14. Conclusion. Any chance to earn giving names of parties who desire to be notified of a ship's arrival at a destination is solely for the information of ship agents and failure to notify shall not involve the carrier in any responsibility or reduce the compensation from any claim arising hereafter.

—By Henry D. Payne. The cash-renting hypothesis at the close of the century, the capital market of America may resemble any debt or security to receive, to make, with, to measure, and to live the goods on behalf of the mortgagee, who shall pay to such firm or persons the interest rate for all assets, perfected on their behalf, and including the profits from all sales and a service charge.

11. What Customs in port of destination or delivery require any kind of processing or handling of dutiable goods for carrier, master or agent of vessel, authorized agent, such undertaking on behalf of master of the goods, when shall require to be carried from all risks and expenses involved. The carrier had no power of discharge for the recovery of dutiable goods at any port, during and after discharge, of the goods, and the carrier had no escape through for carrying goods in cargo with charges of the vessel's thermal time taken to carry a cargo of the port to the contrary notwithstanding.

10. A valuable technique is one of which the contents exceed in value ten pounds sterling, is subject to a special procedure, if the owner is not a resident of the United Kingdom. The shipper is advised to forward it to the carrier by air, to insure the highest value of goods, and to mark it as "fragile" and "valuable". Consignees must be advised of this value of valuable machines from the time of shipping, and in the bill of lading, which they may be landed and stored or carried.

[illegible]

15. **Appropriation.** Contributions in surplus goods may be apportioned amongst contributors if any for disposal, delivery or use of the goods. No individual acceptor shall be apportioned more than his share thereof. The surplus or half surplus may be given, given up or sold by the contributors. The surplus or half surplus may be given, given up or sold by the contributors. The surplus or half surplus may be given, given up or sold by the contributors.

11. **Breakdown of beneficiaries and objectives of a private or family trust** shall be taken to be any different legal entity for the purpose of assignment of proceeds on the absence of evidence of negligence, fault or failure in the duties and obligations

16. Grades are not to be directly marked, unless their destination is directly indicated by a grade component, as letters or letters with dashes, in such a manner as will facilitate the marking. In no case can the teacher accept responsibility for delay in action that is leading marks.

[illegible][illegible]

22. **Bottoms** and similar articles may be slugged and put into water at ship's expense but, the risk will be on the charterer.

24. **Ondoks** are only granted if arranged before shipment. Declaration must be declared in paper in **two** before ship's arrival at the destined port, or at the port of call at which the goods have to be transhipped for that port. Filling such declaration the goods will be carried in the ship and landed at the final destined port or at the port of call **at** which the goods have to be transhipped for that port.

2. Delivery expenses at current rate amount, by product, to the shipping agent for Holland and the Dutch East Indies, whether calling delivery invoice or on the spot. Commissions to the Qinghai Trade at Shanghai are paid, according to the contract, on the following:

22. If it is a part of discharge in Western Australia for one presents himself only authorised by the master of the goods to give the master of the goods a discharge, the discharge is not a discharge for the purposes of the Act, but the discharge is not a discharge for the purposes of the Act.

It is the Council's basic discharge of liability is impeded or it here are reasonable grounds for suspecting that the same is or threatens to be impeded by the immediate outbreak or exchange of war or other international conflict or by any armed force over the use of or movement of the vessel exhibited by any Government or several authorities which expressing themselves that the same shall be deemed to include the vessel or its national participating in attempting to exercise the powers of a Government or to engage in the production of materials, commercial or otherwise, or by the presence of such persons on board as may have been authorized or authorized by the competent authorities of any Government or the Authority up to measure taken by the relevant member.

Council of Ministers

[illegible][illegible][illegible]

The sound is true to carry, contrabass, explosives, rattles, horns and may well erupt or uncoil.

⁶ Average loss shall be borne by those in whom it has fallen (unless an obligation is required in writing). By interest, we shall be entitled to (provide in the appropriate per cent) estimate, not less than £100 net. In the event of accident (change of ownership) before the after-consumption of the voyage (including from any source whatsoever) whether or not (due to negligence or otherwise) such initial net (if provided) shall be (for consumption)

(b) **In case of goods.** The credit number or numbers shall refer to the goods in which the seller is not entitled to be compensated. From the liability, by law or otherwise, of the seller to the buyers or owners of the goods, shall arise the obligation to compensate the buyers to the payment of any stipulated losses or expenses of a general nature that may be made or incurred and shall pay any salvage and special charges incurred in respect of the goods.

owners of the goods, with liberty to sue for salvage or settle claims to the goods *pro rata* to the interest involved. The latter, however, agents may require deposits amounting to the average charges, including expenses without liability for interest, and such deposits shall be made before delivery. In the goods, passages shall not pass any interest, baggage contributing in respect to damage or partial effects. Claims for services by other vessels, according to the cargo, whenever rendered, may be admitted, provided that such claims be

Any goods deteriorating through inferior quality or due to being in a store's inventory likely to damage the seller's reputation or other goods may, without compensation to the owners and without consulting them, be returned or destroyed or otherwise disposed of.

SECRETION AND FEEDING SO DISBURSED FOR ACCOUNT OF THE OWNERS' INSPECTION AND AT THEIR EXPENSE.

4. **Transportation and Forwarding.** The responsibility of each carrier of mailing as such is limited to that part of the message actually made up by him. The shipping or forwarding instructions are to be followed as far as possible, but the carrier is not to be held responsible for any loss or damage to the message after it has been received by the addressee.

collected in a transparent, 250-ml glass jar and kept in a cool, light-free environment until the time of use. The jars were sealed with the cap being used in the experiment or sealed in to which, rainwater (without any possible for any other source of contamination) was added to the carrier when they are sealed. After the collection of carriers from the field, adding carrier was in any form which small quantity with the law in the spot or the frame when the good was shipped or discarded even if found the form of which was not used. The carriers were sealed in a cool, light-free environment until the time of use.

the owner of such property, unless the person making any receipt, acknowledgment, shipping or consignment under the terms of this bill of lading declares the value of the goods as declared at the time of shipment and is satisfied person and extra freight may be received upon a bond, the carrier shall in no event be under any obligation to declare to the carrier any valuation of the goods even though the carrier's contract of carriage contains a valuation or limitation of liability less than that contained in this bill of lading. If the

goods cannot be delivered immediately on arrival, any consignment for storage shall be borne by the receiver at the goods. If the goods are forwarded by rail, the consignee's consignment must take delivery of each portion immediately after arrival. Goods forwarded by rail are deliverable at any railway station within an agreed-to destination must be taken away by the consignee immediately after arrival.

is ready to proceed until it is clear that no other, more primary, day and night survival needs (including the ability to walk or crawl or other physical signs of survival) have been fully met. In fact, a mother's behavior is not only biologically bounded, but also physiologically bounded, or else, in other words, the expense of carrying out the above-mentioned functions of the first six categories is not sustainable and will be subject to the same selection and conditions of any other behavior. For example, when a mother is carrying a child, she cannot have the same number of other behaviors as when she is not carrying a child.

[illegible]

THE NATIONAL ARCHIVES
COLLEGE PARK, MARYLAND
20740-6001
301-837-1234
www.archives.gov

STING SA

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED,
C/O BRITISH CONSULATE GENERAL,
ALGERS.

6th January 1945

To: G-6, Economics & Supply Division, A.P.H.Q.
For attention Captain Grady

From: U.K.C.C., North Africa

Subject: Phosphate Shipments

We are attaching to the present communication one original bill of lading and one weight certificate for 3,600 metric tons of 65/70% grade shipped per s.s. "Carthage" to Crotone.

As is usual one original and one sealed sample addressed to the consignee were handed to the master of the carrying steamer.

W. H. HUMPHREYS
U.K.C.C.

Encls.

4259

12/1/45

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED,
C/O BRITISH CONSULATE GENERAL,
ALGIERES.

4th January, 1948

To: C-5, Economics & Supply Division, A.P.H.Q.
For attention Captain Grady

From: U.K.C.C., North Africa

Subject: Phosphate Shipments

We are enclosing with the present despatch one original bill of lading and one weight certificate covering 2,713 metric tons of 58/33% grade phosphates shipped per s.s. "Marvia" from Sfax to Cagliari.

As is usual, one original bill of lading and sealed sample were handed to the Master of the carrying steamer, addressed to the consignees, A.C.C., Cagliari.

W. H. HUMPHREYS
U.K.C.C.

Encls.

4253

12/A/T

UNITED KINGDOM COMMERCIAL CORPORATION LIMITED
c/o British Consulate General
Algiers

3rd January 1945

To: G-5, Economics & Supply Division, A.E.H.Q.

From: J.W. Dolphin, U.K.C.C. Ltd., 5 rue Professeur
Curtillet, Algiers

Subject: Phosphate Shipments

We are enclosing herewith one original bill of lading and one weight certificate for 2990 metric tons of phosphate rock, 58/63% grade, shipped from Sfax to Taranto per the ss. "ARGONNE", and should be much obliged if you would acknowledge receipt.

As is our usual custom, one original bill of lading and sealed samples were handed to the Master, addressed to the consignee, A.C.C., Taranto.

W.H. HUMPHREYS
U.K.C.C.

4257

12/A/Tm.1

"Steamer has liberty to call
at any port or ports en route"
N. & Co.
100-120/13

BL/No. 1 Shipped, apparently in good order and condition, by United

HOMEWARD.

Regular & Direct Line of Steamers
TO THE
RED SEA & PERSIAN GULF.

FRANK C. STRICK & Co., Ltd.,

Loading Brokers,

117-121, LEADENHALL STREET,
LONDON, E.C.3.**CONSIGNEES AND AGENTS:**

LONDON ..	FRANK C. STRICK & Co., Ltd.
SWANSEA ..	STRICK, GORCHS & Co., Ltd.
CARDIFF ..	" " "
NEWPORT ..	" " "
BARRY ..	" " "
MANCHESTER ..	FRANK C. STRICK & Co., Ltd.
NEWCASTLE- ON-TYNE ..	FRANK C. STRICK & Co. (Newcastle), Ltd.
HULL ..	" " "
MIDDLESBROUGH ..	FRANK C. STRICK & Co., Ltd.
GLASGOW ..	FRANK C. STRICK & Co. (Glasgow), Ltd.
BRISTOL ..	FRANK C. STRICK & Co., Ltd.
AVONMOUTH ..	" " "
SHARPNESS ..	" " "
PORTISHEAD ..	" " "
GLOUCESTER ..	" " "
PLYMOUTH ..	CORY & STRICK, Ltd.
AMSTERDAM ..	RUYS & Co.
ROTTERDAM ..	" "
ANTWERP ..	WESTCOTT & Co.
HAMBURG ..	GELLATLY, HANKEY & Co., Ltd.
HAVRE ..	SOCIETE DE CONSIGNATION MARITIME FRANCO-BRITANNIQUE.
GIBRALTAR ..	TURNER & Co. (Gibraltar), Ltd.
MARSEILLES ..	FRANK C. STRICK & Co., Ltd.
ORAN ..	" " "
ALGIERS ..	THE ALGIERS BUNKERING COMPANY, Ltd.
TUNIS ..	SOCIETE COMMERCIALE TUNISIENNE.
PORT SAID ..	THE BRITISH COALING DEPOTS, Ltd.
SUEZ ..	" " " "
JEDDAH ..	GELLATLY, HANKEY & Co., Ltd.
PORT SUDAN ..	CORY & STRICK (Sudan), Ltd.
ADEN ..	COWASJEE, DINSHAW & BROS.
MUSCAT ..	GRAY, MACKENZIE & Co., Ltd.
HUNDER ABBAS ..	S. DOKAJEE & Co.
LINGAH ..	GRAY, MACKENZIE & Co., Ltd.
DUBAI ..	" " " "
BAHREIN ..	" " " "
BUSHIRE ..	A. & T. J. MALCOLM.
KOWEIT ..	GRAY, MACKENZIE & Co., Ltd.
KHORAMSHAHR ..	FRANK C. STRICK & Co. (Busra), Ltd.
BUSRA ..	" " " "
BAGHDAD ..	" " " "
IRAK ..	COR. DE L'ARABIE ORIENTALE

SURVEILLANCE AND
CONDITIONS OF
SHIPPER'S REFERENCE

like operations between any
otherwise between any
subject the Government of
inments in consequence
of the War Risk Clauses
of liberties expressed or
and with these clauses
assignments there of shall
the shipowner shall be

on board the VESSEL "TREVINCE"

whoever else may be placed in command for the voyage, with liberty before or for any part of the voyage for any purpose, and to ship and re-ship the same at or ports, place or places, whatsoever, although in a contrary direction to or on voyage, to dry dock ship and adjust compasses with the within cargo aboard purpose, with liberty either before shipment, or at any period of the voyage any other Vessel (whether belonging to the Company or not), or tranship or land on the said Vessel or any other Vessel (whether belonging to the Company or prevented by any cause from commencing or proceeding in the ordinary course liberties are not to be considered as restricted by any words in this Contract the particulars of the goods:-

A W & Co. - 14000 Bags Barley. Shipper state

" " 3000 " " "

" " 8000 " " "

FCS&Co. 5000 " " "

A E N E 32900 " Shipper state

Total:- 62900 (Sixtytwo thousand nine hundred)

Shippers state "All bags ~~must~~ weigh 101.2

Gross Weight :- 6365480.0 Kilos

Nett " 6290000 Kilos

(stated by shippers to be marked and numbered as herein indicated) and to be

Ship's responsibility shall cease, at the Port of One or Two Ports

Port of Discharge Mediterranean, In-T

at Sh.165/- per ton of 20 Cwts Average p

The following are the exceptions and conditions subject to which the

(1) Weight, Measure, Dimensions, Brand, Quality, Contents, Specification, and Value unknown.

(2) Loss or damage occasioned by the Act of God, Enemies, Pirates, Robbers or Thieves by Land or Sea, kind, and whether in the Shipowner's employ or not, Arrests and Restraints of Princes, Rulers, Port or other or People, Breakage of Shafts, Collision, Explosion, Bursting or Leakage of Boilers or Pipes, Heat, Steam, Fire in Hull, or Craft or on Shore, Jettison, Barratry, accidents to or defects, latent or patent, on beginning of any other time, in Hull, Tackle, Boilers, Machinery, Equipment of Ship, or Craft, or their appurtenances, neglect or default whatsoever of Pilots, Master or Crew, or other Servant or Agent of the Shipowner, in the Stowage, Navigation or preparation of the Ship or otherwise, or of any other Ship or Craft, detention, delay or description arising from Strikes, or Lock-out, of Officers, Engineers, Seamen, Workmen or Labourers, any of any kind whatever beyond the Shipowner's control, and all and every the Dangers and Accidents of the Canals and Land Carriage, and of navigation of whatever nature or kind, Loss or Damage arising from Insufficiency, Torn, Mended, Chafed, Weak or Frangible Bags, Cases or Wrappers, Wear and Tear of Packages, Inaccuracies, Indistinctness, or Absence of Marks, Numbers, Address, or description of goods, Leakage, Breakage, Pilferage, Dust from Coaling, Discharging or Loading on the Voyage, Rain, Spray, Sweat, Rust, Decay, effects of Damage, Vermin, Evaporation, Smell from or Leakage, or Drainage from or contact with other goods always

(3) Fines and Expenses, and Losses by Detention of Ship or Cargo caused by incorrect marking, or incompleteness or incorrectness of description of Contents or Weight, or of any other particulars or certificate by the authorities at the Ports of Loading or Discharge or Transhipment or any intermediate Port, up Packages or Bills of Lading or separately, shall be borne by the Owners of the goods.

(4) There shall be no liability for loss or damage to any goods capable of being covered by Insurance, of lightering to and from vessel or warehouse, nor of transhipment or storage of any kind, notwithstanding the same may be paid by the Ship, nor in any case for more than the invoice or declared or known value less charges and brokerage, whichever shall be least.

(5) Through Bills of Lading are issued solely for the Merchants' convenience and on the terms that no ever is to attach to this Company until the goods have been delivered to them or their Agents, at the Ocean V Port or Place, and receipts obtained therefor, and any claim for loss or damage before such receipt, or at any to when the goods are in the actual custody of any other Carrier or custodian than this Company, shall be made such other Carrier or custodian. A clean receipt given by transhipment vessel or Agents to exonerate this the transhipping Vessel from all claims. Mate's receipts to be conclusive evidence of the quantity of and which goods are received by this Company from river Steamers and Craft.

(6) All goods, while waiting Shipment and Transhipment, and also as soon as they are discharged or side at any transhipment and/or final port, shall be at the risk of the Shippers or Consignees.

(7) There shall be no liability for Gold, Silver, Bullion, Specie, Jewellery, Documents, Plated Goods, Works of Art, or other precious articles, Precious Stones, or Precious Metals, nor for any one Package wh value of Fifty Pounds, unless the Bills of Lading are expressly signed for such goods, and the value of each pa therein, and extra Freight, to be agreed on, be paid. Specie or Valuables will only be delivered on prout of Lading on board Ship, upon which all liability of the Ship shall cease, and if delivery be not taken duri stay in Port, the goods shall thenceforth be at the sole risk of the Owners thereof.

(8) If any goods of an inflammable, dammaging or dangerous nature are shipped without being previo writing, and shipment specially arranged for, they are liable, upon discovery, to be thrown overboard, an any damage to the Steamer or her cargo or Passengers caused by them, will fall upon the Shippers, whiche

United Kingdom Commercial Corporation, (Iraq) Ltd.,

"TREVINE"

BATE

Commander, or

placed in command for the voyage, with liberty before or after shipment, to carry the said goods or any part thereof in craft or steam or other lighter or vessel yuge for any purpose, and to ship and re-ship the same at the sole risk of the owners thereof, to proceed to or call in any order for any purpose, at any ports, whatsoever, although in a contrary direction to or out of or beyond the ordinary route, all which ports shall be deemed to be included within the intended ship and adjust compasses with the within cargo aboard, to sail with or without Pilots, to tow and assist vessels in all situations, and to deviate for any either before shipment, or at any period of the voyage, and so often as may be deemed expedient, at any Port or Place, to ship the whole or any part by either belonging to the Company or not), or tranship or land and store, or put into hulk or craft, for such time as may be deemed expedient, and thence re-ship any other Vessel (whether belonging to the Company or not), and with liberty, in the event of the Vessel putting back, or into any Port, or otherwise being e from commencing or proceeding in the ordinary course of her Voyage, to proceed under sail or in tow of any other vessel, or in any other manner. These considered as restricted by any words in this Contract whether written or printed, and whether descriptive of the voyage or otherwise. The following are goods:—

14000	Bags Barley.	Shipper state mark: "AW&Co. NEW CONTRACT"
3000	"	WHEREVER FRANK C. STRICK & CO. LTD. OR STRICK LINE ARE
8000	"	REFERRED TO IN THIS BILL OF LADING READ OWNERS OR CHARTERERS
5000	"	
32900	"	Shipper state mark: "AENE 100 KILOS CONTRACT No. 9"

62900 (Sixtytwo thousand nine hundred bags only)
to 111 bags each with 101.2 Kilos Gross each and 100 Kilos Nett each.

Weight :- 6365480.0 Kilos
-n- 6290000 Kilos

shall cease, at the Port of **One or Two Ports Central** or so near thereunto as she may safely get, unto **Chief Civil Affairs Officer,**
Mediterranean, In-Transit due & payable in Sterling in London by U.K.C.C. on
 or to his or their assigns. Freight and charges to be paid by the cargo owner, unless otherwise indicated.

per ton of 20 Cwts Average payable according to York-Antwerp Rules, 1924. shipment on Bill of lading weight ship or cargo lost or not lost.

are the exceptions and conditions subject to which the goods are carried :—

Dimensions: Brand, Quality, Contents, Specification, and Value unknown.

joined by the Act of God, Enemies, Pirates, Robbers or Thieves by Land or Sea, of whatever power's employ or not, Arrests and Restraints of Princes, Rulers, Port or other Authorities, Collision, Explosion, Bursting or Leakage of Boilers or Pipes, Heat, Steam, Fire on Board, Jettison, Burendry, accidents to or defects, latent or patent, on beginning of voyage or at 26, Boilers, Machinery, Equipment of Ship or Craft, or their appurtenances, any act, error, of Pilots, Master or Crew, or other Servant or Agent of the Shipowner, in the Management, of the Ship or otherwise, or of any other Ship or Craft, detention, delay or loss of any, or Lock-out, of Officers, Engineers, Seamen, Workmen or Labourers, any circumstances, the Shipowner's control, and all and every the Dangers and Accidents of the Seas, Rivers, of navigation of whatever nature or kind, Loss or Damage arising from insufficient Packing, or Frayed Bags, Cases or Wrappers, Wear and Tear of Packages, Inconveniences, Obliteration, Marks, Numbers, Address, or description of goods, Leakage, Breakage, Pilferage, Wastage, or Loading on the Voyage, Rain, Spray, Sweat, Rust, Decay, effects of Climate, Land or Small from or Leakage, or Drainage from or contact with other goods always excepted.

and Losses by Detention of Ship or Cargo caused by incorrect marking, or by absence, or of description of Contents or Weight, or of any other particulars or certificates required in Loading or Discharge or Transhipment or any intermediate Port, upon either the Goods or the Ship, shall be borne by the Owners of the goods.

ability for loss or damage to any goods capable of being covered by insurance, nor for risks at or warehouse, not of transshipment or storage of any kind, notwithstanding that cost of ship, nor in any case for more than the invoice or declared or known value of the goods (whichever shall be least).

ing are issued solely for the Merchants' convenience and on the terms that no liability what-
 ever until the goods have been delivered to them or their Agents, at the Ocean Vessel's Landing
 wharf therefor, and any claim for loss or damage (before such receipt, or at any time thereafter,
 and custody of any other Carrier or custodian than this Company), shall be made only against
 it. A clean receipt given by transshipment vessel or Agents to exonerate this Company and
 all claims. Mate's receipts to be conclusive evidence of the quantity of and condition in
 this Company from river Steamers and Craft.

Shipping, Stowage and Transshipment, and also as soon as they are discharged over the Ship's (or final port), shall be at the risk of the Shippers or Consignees.

liability for Gold, Silver, Bullion, Specie, Jewellery, Documents, Plated Goods, Silk, Quinine, or articles, Precious Stones, or Precious Metals, nor for any one Package which exceeds the Bills of Lading are expressly signed for such goods, and the value of each package declared to be agreed on, be paid. Specie or Valuables will only be delivered on presentation of Bills in which all liability of the Ship shall cease, and if delivery be not taken during the Vessel's sojourn, be at the sole risk of the Owners thereof.

Flammable, damaging or dangerous nature are shipped without being previously declared in writing arranged for, they are liable, upon discovery, to be thrown overboard, and the loss, and the cargo of Passengers caused by them, will fall upon the Shippers, whether Principals or Agents, and in addition Freight of 15 per centum shall become due on Shipment goods lost.

convenient, the Owners of the goods paying any additional freight, or they may at Ship's Port of Destination as a final delivery be stored or discharged into Quarantine Depot, bulk, or other vessel, and the Owners of the said goods shall accept such discharge as complete delivery under this contract, and the goods shall thenceforth be at the risk of the Owners in every respect. In any of the above cases all warehouse rent, transhipping, disinfecting, and other expenses in any way connected therewith, and whether incurred in respect of the said goods or other cargo of the said Ship, shall be borne and paid by the Owners of the said goods, and the Ship shall not be responsible for any damage, losses or expenses of any kind whatsoever, or for any consequences arising from such discharging, carrying on transhipment, or disinfecting.

(11) In case of the blockade or interdict of the Port of Transhipment or Discharge, or if the entering of or discharging at any Port shall be considered by the Master unsafe or inexpedient by reason of war, strikes or disturbances or quarantine (actual or expected) the Master may land the goods at any other Port or bring them on to and land them at Ship's destination, and in any case the goods shall be at the risk of the Owners thereof. Should the goods subsequently be taken to Port of Delivery by the same or any other Ship, they shall be liable for freight at the current rate from the Port at which they are so landed to the original Port of Delivery or destination. This Company's and the Ship's responsibility shall entirely cease when the goods are discharged as permitted by Clauses 10 and 11, the Owners, or Masters sending notice of same by post or other convenient means to the Consignees of the goods so far as they may be known.

(12) There shall be a lien on the goods for all unpaid freights and/or dead freight on this or other parcels and for payments made or liabilities incurred in respect of charges falling to be borne by the goods, as well as for primage, demurrage, interest, average, River freights and amounts paid out for account of Shippers or Consignees, whether same are indicated on this Bill of Lading or not. Demurrage (if any) to be at the rate of 4% per gross register ton per day. Freight unpaid at time of discharge shall bear interest at five per cent. per annum.

(13) In case any of the within goods cannot be found during the Ship's stay at any Port of Transshipment or Destination, they are, when found, to be sent back, at the expense of Ship but at Shipper's risk. In no case shall there be any claim for loss of Market or delay.

(14) There shall be no liability for mis-delivery unless each package shall have been distinctly and permanently marked by the Shippers with the name of Port of Destination.

(15) All goods carried on deck are at Shipper's risk absolutely.

(15) Should the Ship for any reason whatever not call at the Port for which goods have been shipped, they may be forwarded from any Port at which she may call to their Port of Destination by any Vessel or Vessels, and may be over-carried for the purpose of transshipment or any other purpose. Should the goods be forwarded by any other Line, Shippers and Consignees are to be bound by all clauses and conditions of the usual Bill of Lading of such Line.

(13) The right is reserved of charging freight by measurement, weight, or value, and of remeasuring, reweighing and revaluing the goods, and charging freight accordingly before delivery.

(16) All claims against this Company to be settled in London, and no claim under this Bill of Lading to be enforceable unless notice be given in writing to Vessel's Agent before removal of the goods and survey held within 7 days of their discharge, and the claim be received by this Company in writing in London within Sixty days of the discharge of the cargo with regard to which the claim is made.

(19) The only condition on which Glass, Bricks, China, Castings, Slates, Marble, and other goods of a brittle or fragile nature are carried is, that the Shipowner shall not be held liable for breakage howsoever and wheresoever caused

(20) There shall be no liability for suffocation, mortality or injury from any cause whatever occurring to animals whether during the voyage or in shipping or landing, or while in the possession of the Shipper or his Agents before or during or after the voyage from whatever cause they may remain in such possession, the carriage of live Stock being at the Owner's risk absolutely. For the purposes of this Contract the values of the undermentioned animals are to be taken as

RIGHT) QUALITY AND QUANTITY UNKNOWING

PORT OF LONDON AND
 LONDON & SOUTHERN
 RIVERS

PLYMOUTH	..	CORY & STRICK, Ltd.
AMSTERDAM	..	RUYS & Co.
ROTTERDAM	..	" "
ANTWERP	..	WESTCOTT & Co.
HAMBURG	..	GELLATLY, HANKEY & Co., Ltd.
HAVRE	..	SOCIETE DE CONSIGNATION MARITIME FRANCO-BRITANNIQUE.
GIBRALTAR	..	TURNER & Co. (Gibraltar), Ltd.
MARSEILLES	..	FRANK C. STRICK & Co., Ltd.
ORAN	..	" " "
ALGIERS	..	THE ALGIERS BUNKERING COMPANY, Ltd.
TUNIS	..	SOCIETE COMMERCIALE TUNISIENNE.
PORT SAID	..	THE BRITISH COALING DEPOTS, Ltd.
SUEZ	..	" " " "
JEDDAH	..	GELLATLY, HANKEY & Co., Ltd.
PORT SUDAN	..	CORY & STRICK (Sudan), Ltd.
ADEN	..	COWASJEE, DINSHAW & BROS.
MUSCAT	..	GRAY, MACKENZIE & Co., Ltd.
BUNDER ABBAS	..	S. DORABEE & Co.
LINGAH	..	GRAY, MACKENZIE & Co., Ltd.
DUBAI	..	" " " "
BAHREIN	..	" " " "
BUSHIRE	..	A. & T. J. MALCOLM.
KOWEIT	..	GRAY, MACKENZIE & Co., Ltd.
KHORAMSHAHR	..	FRANK C. STRICK & Co. (Bursa), Ltd.
BUSRA	..	" " " " "
BAGHDAD	..	" " " " "
JIBOUTI	..	CIE. DE L'AFRIQUE ORIENTALE.
GOTHENBURG	..	BORLIND, HERSEN & Co.
OSLO	..	HALL & PETERSON.
DANZIG	..	BERGENSKE BALTIC TRANSPORTS LIM. A. G.
STOCKHOLM	..	EMIL R. BOMAN.

ESTIMATED WEIGHT			and	MEASUREMENT	
Tons	cwt.	qrs.	lbs.	Cubic Feet	In.
6265.2362 Eng. Tons. FREIGHT PAYABLE IN					
LONDON ON SHIPMENT ON BILL OF LADING WEIGHT					

Estimated Freight	..	..	£.51,688/4/0
Collecting Commission	..	%	
Estimated Total	..	..	£.51,688/4/0

Shippers are cautioned against shipping goods of a dangerous or damaging nature, as by so doing they become responsible for all consequential damage, and also render themselves liable to penalties imposed by Statute.

or People, Breakage of Stuffs, Collision, Explosion, Bursting or Leakage of Boilers or Pipes, Heat, Steam, Fire in Hull, or Craft or on Shore, Jettison, Barratry, accidents to or defects, latent or patent, on beginning of voyage, or at any other time, in Hull, Tackle, Boilers, Machinery, Equipment of Ship, or Craft, or their appurtenances, any neglect or default whatsoever of Pilots, Master or Crew, or other Servant or Agent of the Shipowner, in the Management, Navigation or preparation of the Ship or otherwise, or of any other Ship or Craft, detention, delay or description arising from Strikes, or Lock-out, of Officers, Engineers, Seamen, Workmen or Labourers, any other of any kind whatever beyond the Shipowner's control, and all and every the Dangers and Accidents of the Sea, Canals and Land Carriage, and of navigation of whatever nature or kind, Loss or Damage arising from Insults, Torn, Mended, Chafed, Weak or Fragile Bags, Cases or Wrappers, Wear and Tear of Packages, Inaccuracies, or Indistinctness, or Absence of Marks, Numbers, Address, or description of goods, Leakage, Breakage, Pilferage, Dust from Coaling, Discharging or Loading on the Voyage, Rain, Spray, Sweat, Rust, Decay, effects of Cold, Damage, Vermin, Evaporation, Smell from or Leakage, or Drainage from or contact with other goods always.

(3) Fines and Expenses, and Losses by Detention of Ship or Cargo caused by incorrect marking, or incompleteness or incorrectness of description of Contents or Weight, or of any other particulars or certificate by the authorities at the Ports of Loading or Discharge or Transhipment or any intermediate Port, upon Packages or Bills of Lading or separately, shall be borne by the Owners of the goods.

(4) There shall be no liability for loss or damage to any goods capable of being covered by Insurance, or of lightering to and from vessel or warehouse, nor of transhipment or storage of any kind, notwithstanding the same may be paid by the Ship, nor in any case for more than the invoice or declared or known value, less charges and brokerage, whichever shall be least.

(5) Through Bills of Lading are issued solely for the Merchants' convenience and on the terms that no liability is to attach to this Company until the goods have been delivered to them or their Agents, at the Ocean Vessel Port or Place, and receipts obtained therefor, and any claim for loss or damage before such receipt, or at any time when the goods are in the actual custody of any other Carrier or custodian than this Company, shall be made to such other Carrier or custodian. A clean receipt given by transhipment vessel or Agents to exonerate this Company from all claims. Mate's receipts to be conclusive evidence of the quantity of and in which goods are received by this Company from river Steamers and Craft.

(6) All goods, while waiting Shipment and Transhipment, and also as soon as they are discharged over side at any transhipment and/or final port, shall be at the risk of the Shippers or Consignees.

(7) There shall be no liability for Gold, Silver, Bullion, Specie, Jewellery, Documents, Plated Goods, Works of Art, or other precious articles, Precious Stones, or Precious Metals, nor for any one Package which value of Fifty Pounds, unless the Bills of Lading are expressly signed for such goods, and the value of each package therein, and extra Freight, to be agreed on, be paid. Specie or Valuables will only be delivered on receipt of Lading on board Ship, upon which all liability of the Ship shall cease, and if delivery be not taken during stay in Port, the goods shall thenceforth be at the sole risk of the Owners thereof.

(8) If any goods of an inflammable, damaging or dangerous nature are shipped without being previously written, and shipment specially arranged for, they are liable, upon discovery, to be thrown overboard, and any damage to the Steamer or her cargo or Passengers caused by them, will fall upon the Shippers, whether Agents only or Owners of such goods, and an additional freight of £5 per package shall become due on Shipments or not lost.

(9) Consignees or their Assigns must take delivery of their goods as soon as the ship is ready to discharge (except in London where 24 hours from Ship reporting at Custom House is allowed), and must receive such goods as vessel is able to deliver same and during all hours that vessel may be working, otherwise the Ship shall be liable for land or warehouse them or to discharge into Hulk, Lazaretto, or Lighters, at the risk and expense of the Owners, (any custom or regulation of the Port to the contrary notwithstanding), and shall have a lien thereon for all charges.

(10) In case of Quarantine or Port Regulations or Epidemics or Strikes at any intermediate Port or at Port of Ship or goods in any way affecting the conveyance or discharge of the goods or the forwarding from any port it may have been intended to tranship them, the said goods may at any port be stored or discharged into Depot, Hulk, or other vessel, or may be overcarried to any other Port and thence sent to their destination, when and so long as a state of war exists and/or so long as any control over the use or movement of goods is controlled by any of His Majesty's Governments, the Carrier and/or his Agent and/or the Master must be satisfied. In addition to any liberties expressed or implied in this Bill of Lading, the Carrier shall have destination or otherwise, however, given by any Government or any Department thereof or of any Association working under any Government scheme in which the vessel may be entered, and nothing shall be taken to diminish the liability of the Shipowner under this Bill of Lading absolutely ceases and determines on the goods delivery to Consignees, resulting from any cause whatever is at the sole risk of Consignee and/or holders of the premium for such insurance being a charge on the goods.

The Shipowner or their Agents may exercise the liberty to re-weigh or re-measure, etc., under clause 10.

In Witness whereof the Master or Agent of the said Ship has signed and date, one of which being accomplished, the others to stand void.

Dated in Basrah, 20th October, 1944. 19

or People, Breakage of Shells, Collision, Explosion, Bursting or Leakage of Boilers or Pipes, Heat, Steam, Fire on Board, in Hull, or Craft or on Shore, Jettison, Barratry, accidents to or defects, latent or patent, on beginning of voyage or at any other time, in Tull, Tackle, Boilers, Machinery, Equipment of Ship, or Craft, or their appurtenances, any act, error, neglect or default whatsoever of Pilots, Master or Crew, or other Servant or Agent of the Shipowner, in the Management, Stowage, Navigation or preparation of the Ship or otherwise, or of any other Ship or Craft, detention, delay or loss of any description arising from Strikes, or Lock-out, of Officers, Engineers, Seamen, Workmen or Labourers, any circumstances, of any kind whatever beyond the Shipowner's control, and all and every the Dangers and Accidents of the Seas, Rivers, Canals and Land Carriage, and of navigation of whatever nature or kind, Loss or Damage arising from insufficient Packing, Torn, Mended, Chafed, Weak or Fragile Bags, Cases or Wrappers, Wear and Tear of Packages, Incompleteness, Obliteration, Indistinctness, or Absence of Marks, Numbers, Address, or description of goods, Leakage, Breakage, Pilferage, Wastage, Dust from Culling, Discharging or Loading on the Voyage, Rain, Spray, Sweat, Rust, Decay, effects of Climate, Land Damage, Vermin, Evaporation, Smell from or Leakage, or Drainage from or contact with other goods always excepted.

(3) Fines and Expenses, and Losses by Detention of Ship or Cargo caused by incorrect marking, or by absence, incompleteness or incorrectness of description of Contents or Weight, or of any other particulars or certificates required by the authorities at the Ports of Loading or Discharge or Transshipment or any intermediate Port, upon either the Packages or Bills of Lading or separately, shall be borne by the Owners of the goods.

(4) There shall be no liability for loss or damage to any goods capable of being covered by Insurance, nor for risks of lightering to and from vessel or warehouse, nor of transshipment or storage of any kind, notwithstanding that cost of the same may be paid by the Ship, nor in any case for more than the invoice or declared or known value of the goods less charges and brokerage, whichever shall be least.

(5) Through Bills of Lading are issued solely for the Merchants' convenience and on the terms that no liability whatever is to attach to this Company until the goods have been delivered to them or their Agents, at the Ocean Vessel's Loading Port or Place, and receipts obtained therefor, and any claim for loss or damage before such receipt, or at any time thereafter when the goods are in the actual custody of any other Carrier or custodian than this Company, shall be made only against such other Carrier or custodian. A clean receipt given by transshipment vessel or Agents to exonerate this Company and the transshipping Vessel from all claims. Mate's receipts to be conclusive evidence of the quantity of and condition in which goods are received by this Company from river Steamers and Craft.

(6) All goods, while waiting Shipment and Transshipment, and also as soon as they are discharged over the Ship's side at any transshipment and/or final port, shall be at the risk of the Shippers or Consignees.

(7) There shall be no liability for Gold, Silver, Bullion, Specie, Jewellery, Documents, Plated Goods, Silk, Quinine, Works of Art, or other precious articles, Precious Stones, or Precious Metals, nor for any one Package which exceeds the value of Fifty Pounds, unless the Bills of Lading are expressly signed for such goods, and the value of each package declared therein, and extra Freight, to be agreed on, be paid. Specie or Valuables will only be delivered on presentation of Bills of Lading on board Ship, upon which all liability of the Ship shall cease, and if delivery be not taken during the Vessel's stay in Port, the goods shall thenceforth be at the sole risk of the Owners thereof.

(8) If any goods of an inflammable, damaging or dangerous nature are shipped without being previously declared in writing, and shipment specially arranged for, they are liable, upon discovery, to be thrown overboard, and the loss, and any damage to the Steamer or her cargo or Passengers caused by them, will fall upon the Shippers, whether Principals or Agents only or Owners of such goods, and an additional freight of £5 per package shall become due on Shipment goods lost or not lost.

(9) Consignees or their Agents must take delivery of their goods as soon as the ship is ready to discharge them (except in London where 24 hours from Ship reporting at Custom House is allowed), and must receive such goods as rapidly as vessel is able to deliver same and during all hours that vessel may be working, otherwise the Ship shall be at liberty to land or warehouse them or to discharge into Hulk, Lazaretto, or Lighters, at the risk and expense of the Owners of the goods (any custom or regulation of the Port to the contrary notwithstanding), and shall have a lien thereon for all expenses.

(10) In case of Quarantine or Port Regulations or Epidemics or Strikes at any intermediate Port or at Destination of Ship or goods in any way affecting the conveyance or discharge of the goods or the forwarding from any port at which it may have been intended to transship them, the said goods may at any port be stored or discharged into Quarantine Depot, bulk, or other vessel, or may be overcarried to any other Port and thence sent to their destination, as and when

every respect. In any of the above cases all warehouse rent, transshipping, disinfecting, or connected therewith, and whether incurred in respect of the said goods or other cargo of the ship paid by the Owners of the said goods, and the Ship shall not be responsible for any damage, whatsoever, or for any consequences arising from such discharging, carrying on transshipment.

(11) In case of the blockade or interdiction of the Port of Transshipment or Discharge, or if at any Port shall be considered by the Master unsafe or inexpedient by reason of war, strikes (actual or expected) the Master may land the goods at any other Port or bring them on to another Port, and in any case the goods shall be at the risk of the Owners thereof. Should the goods be landed at the original Port of Delivery or at any other Port, they shall be liable for freight at the current rate, and they are so landed to the original Port of Delivery or destination. This Company's and entirely cease when the goods are discharged as permitted by Clauses 10 and 11, the Owners of same by post or other convenient means to the Consignees of the goods so far as they may be able to do so.

(12) There shall be a lien on the goods for all unpaid freights and/or dead freight, for payments made or liabilities incurred in respect of charges falling to be borne by the Ship, demurrage, interest, average, River freights and amounts paid out for account of Shippers, are indicated on this Bill of Lading or not. Demurrage (if any) to be at the rate of 4d. per Freight unpaid at time of discharge shall bear interest at five per cent. per annum.

(13) In case any of the within goods cannot be found during the Ship's stay at any Destination, they are, when found, to be sent back, at the expense of Ship but at Shipper's be any claim for loss of Market or delay.

(14) There shall be no liability for mis-delivery unless each package shall have been marked by the Shippers with the name of Port of Destination.

(15) All goods carried on deck are at Shipper's risk absolutely.

(16) Should the Ship for any reason whatever not call at the Port for which goods have forwarded from any Port at which she may call to their Port of Destination by any Vessel carried for the purpose of transshipment or any other purpose. Should the goods be forwarded and Consignees are to be bound by all clauses and conditions of the usual Bill of Lading of a

(17) The right is reserved of charging freight by measurement, weight, or value, and and revaluing the goods, and charging freight accordingly before delivery.

(18) All claims against this Company to be settled in London, and no claim under this Bill unless notice be given in writing to Vessel's Agent before removal of the goods and survey discharge, and the claim be received by this Company in writing in London within Sixty days with regard to which the claim is made.

(19) The only condition on which Glass, Bricks, China, Castings, Slates, Marble, or or fragile nature are carried is, that the Shipowner shall not be held liable for breakage however

(20) There shall be no liability for sublocation, mortality or injury from any cause whether during the voyage or in shipping or landing, or while in the possession of the Shipper or or after the voyage from whatever cause they may remain in such possession, the earnings Owner's risk absolutely. For the purposes of this Contract the values of the undermentioned not exceeding—horses, £20; neat cattle, £10; and for sheep, pigs and dogs not exceeding £3

(21) Neither the Vessel nor her Owners shall be liable for any charges in addition to those and in all cases where any cargo or portions of cargo are exceptional in character, whether addition of the goods or from any other cause whatsoever involving extra expenses in transshipment, such expenses shall be payable by the consignee or receiver of the goods.

(22) No agent, officer or servant of the Shipowner has authority to dispense with or tendering or accepting this Bill of Lading, the Shipper expressly accepts and agrees to all its whether written or printed, and the fact of its not being signed by the Shipper will not prejudice or printed which are and remain binding upon all parties interested, in the same manner as each or all of them had signed the Bill of Lading.

When and so long as a state of war exists and/or so long as any control over the use or movements of the vessels is exercised by any Governmental or other Authorities, and/or the insulated or other space or controlled by any of His Majesty's Governments, the Carrier and/or his Agent, and/or the Master may at their uncontrolled discretion they think it advisable at any time before or after the commencement of sustained. In addition to any liberties expressed or implied in this Bill of Lading, the Carrier shall have the liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, Association working under any Government scheme in which the vessel may be entered, and nothing done or not done under such orders or directions shall be deemed a deviation.

The liability of the Shipowners under this Bill of Lading absolutely ceases and determines on the goods leaving ship's tackle, and all loss, or damage to cargo when discharged from the vessel, and whilst on quay or delivery to Consignees, resulting from any cause whatever is at the sole risk of Consignee and/or holders of the Bill of Lading. The Consignees may instruct the Shipowners to insure such risks which will be undertaken for the premium for such insurance being a charge on the goods.

The Shipowners or their Agents may exercise the liberty to re-weigh or re-measure, etc., under clause 17 of this Bill of Lading, at Port Said or other port or ports of transshipment or call, or at any stage of the voyage or

In Witness whereof the Master or Agent of the said Ship has signed and date, one of which being accomplished, the others to stand void.

Dated in Basrah, 20th October, 1944. 19

Three

Bills of Lading, exclusive of the Master's copy

For By AUTHORITY OF MASTER
For FRANK C. STRICK & CO. (BASRAH) LTD.

[Signature]

loading, at Port Said or other port or ports of transshipment or call, or at any stage of the voyage or on its termination.

RIGHTS: ALL RIGHTS RESERVED

H. Mair

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JR/jm

Ref. C-14

4 November 1944

SUBJECT: Bills of Lading - Cereals

TO : Headquarters, Allied Commission, APO 394

Attached Bill of Lading in respect of wheat loaded to the S.S. "AFRICAN PRINCE" is forwarded for your endorsement thereon and return to this H.Q.

For the Assistant Chief of Staff, G-5:

J. Richardson
J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division

Incl: as above



*Indorsed
as follows:*

<u>1</u>	<u>Cwt's</u>	<u>lbs</u>
8170	2	22

age

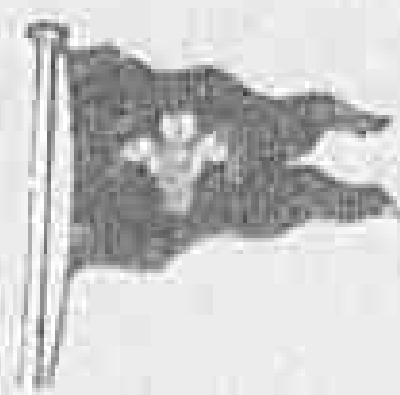
425

CONFIDENTIAL

9A)

15,000
6/31

PRINCE LINE.



ALEXANDRIA to MANCHESTER.

ALEXANDRIA
TO
BOSTON and NEW YORK.

9013 Bags Australian Flour lbs.Gross 1351950 HEAD OFFICE
24397 Bags -do- " " PRINCE LINE, Ltd. 1329417.5
33410 3659550 3598557.5
Tons.2237.5.2.4 Gross LONDON, E.C.

AGENTS-

ALEXANDRIA ... FURNESS (Egyp), Ltd.,
33, Rue Nebi Daniel.
MANCHESTER ... GOUGH & CROTHWAITE, Ltd.,
MANCHESTER LINERS' HOUSE
St. Ann's Square.
LIVERPOOL ... FURNESS, WITTHY & Co. Ltd.
Royal Liver Building.
BOSTON ... FURNESS, WITTHY & Co., Ltd.
NEW YORK ... FURNESS, WITTHY & Co., Ltd.

"Ship not responsible for weight nor for
loss or damage arising from leakage or
bursting of bags"

FREIGHT.

2237.5.2.4 at 60/- per Ton of 20 Cwts. gross weight 26713.16.7

Kilos at per 1,000 Kilos do £ : :
Boxes at per Box £ : :

Shipped, in apparent good order and condition, by Un

on board the British Steam Ship

"C. L. Y. D."

at ALEXANDRIA, PORT SAID,

(THIRTEEN)

Warranted legal Merchant here, throughout the voyage, and
each package by the Shipper, before shipment, with the name of
delivery, and to be delivered, subject to the liberties, exceptions,
and charges in the like good order and condition at the Port of

INDEX Supreme Allied Commander
or to his or their agents, in or they paying Freight, Primage and
than 10/0. Freight payable by Shippers to be paid Ship lost or

IT IS ALSO MUTUALLY AGREED as follows:-

1.-The Shipowners and their Agents shall not be responsible
Enemies, Pirates, Robbery, Theft or Pilferage, whatsoever and a
Restraint of Princes, Rulers or Peoples, Revolutions, Riots, War,
anything done in anticipation, or pursuance, or furtherance thereof,
Spray, Snow, Frost, Thaw, Ice, Floods, Verrins, Inherent Vice, In-
sufficiency of Wrappers and Packages and all injuries to the cargo
Heat, Rust, Stew, or Machinery, Damage to or Defect in
Dry-docking the ship, any Part of the Ship, Rivers, Navigation or
at any period of the Voyage or of any Craft or Lifter, provided
causes or things above mentioned, or the loss or injury claimed for
Officers, Crews, Stevedores or any persons whatsoever in the ser-
vice of or on board, or for whom the Shipowners would otherwise
or not, nor for any loss or damage or delay occurring whilst the
goods were received or shipped, and for another that they could not

2.-WEIGHT, Measure, Gauge, Quality, Condition and Brand
shall not be responsible for any claims for difference in value be-
arising from Insufficiency, Lightness, Obfuscation or Absence of

3.-THE Shipowners and their Agents shall not be responsible
inserted in the Shipping Note and the Bill of Lading signed in ac-
cordance with the conditions contained. A valuable package is one of pre-
cious, Jewellery, China, Castings and all brittle goods are carried at the

4.-THE Shipowners and their Agents shall not be responsible
notice in writing of the claim with full particulars of the alleged loss
or by which they were or would have been shipped. In any case
value of the Goods, whichever shall be least.

5.-GOODS of an inflammable, explosive, infectious or danger-
ous and contraband or destroyed by the Shipowners or their Agents or
which the Shipowners or their Agents or servants, or the Ship or
nature of such contents (whether the Shippers, Consignees or Owners
requirements of Civil Authorities, shall be paid by the Shippers or
upon the Ship by the Authorities of the Port of Discharge, or at

6.-IN the event of any Goods being or becoming damaged, so
on to quay or wharf, or to lighters or lighters at any time and at
thereof, but with liberty to the Shipowners to deduct from any pay-
ment the cost of such damage.

7.-THE Goods, while in the quay, in lighters, barges or ships
of the Shippers, Consignees or Owners.

8.-ALL Goods or Live Stock carried on deck shall be at the
risk of the Shippers, Consignees or Owners.

9.-THE Shipowners and their Agents are not to be responsible
or discharging other Goods at any port or ports at which the Ship

10.-IT is a condition precedent to all claims in respect of loss
received on board and property signed for by the Master or author-
ized agent of the Ship, that the claimant shall produce a receipt from the
scale of Dock or Harbour, due to the claimant in the case.

11.-THE Ship may commence to discharge immediately up-
to the contrary notwithstanding, on to quay or into bulk, in whole
risk of the Consignees or Owners thereof, and if delivery is not taken
and landed or removed and stored in shed or on quay, or in lighter
shall not under any circumstances whatever be under any liability.

12.-THE Shipowners reserve liberty at the risk of the Owners
and time to ship the whole or any part of the Goods by any other
or put into bulk, or craft for such time as may be deemed expedient,
or substituted vessel to sail from or enter any port with or without
kind, dangerous or otherwise, and to carry the Goods or Live Stock
in spaces, all of which shall be deemed to be under deck, and before
soever, (although in a contrary direction to, or out of, the route to a
hunkering or for any other purpose whatsoever, whether the Goods
altogether departing from the customary or advertised route from
be considered as restricted by any words in this Bill of Lading, wh-
Bill of Lading.

13.-THE Shipowners shall have a lien and right of sale by po-
in any case to become payable to them under the provisions of this
unsatisfied freight, inland or forwarding charges, primage, port charges,
lien, and the right to deduct from the proceeds of any sale, the cost
for which the Shipowners have a lien on the Goods, and the costs
if delivery is not taken within one month after the Goods are landed
charges and expenses.

14.-THE weight and measurement of all Goods shall, if not
be paid accordingly previous to delivery. In case of loss of the Goods
Ten pounds sterling per ton of forty cubic feet will be charged on a
claim sufficient to cover the estimated contribution of the Goods
damaged or unsound Goods.

15.-IN case the whole or any part of the Goods specified here-
proper port of Discharge, or are not found for delivery, or it is
sail from the Port of Destination without discharging them) then the
vessel, either belonging to the Shipowners or other persons, and the
Shipowners' expense, but at the risk of the Owners of the Goods, if
part of them remain in the Shipowners' possession, the conditions
a deviation.

16.-GOODS which may require to be forwarded by Sea, Car-
rates and subject to the ordinary conditions of carriage of the Sea

17.-IN case the loading of the Ship is, in the opinion of the

goods of a dangerous or damaging nature, as by so doing they become responsible for all consequential damage, and also render themselves liable to penalties imposed by Statute

Shipped, in apparent good order and condition, by United Kingdom Commercial Corporation (Egypt) Ltd.,

on board the British Steam Ship, "CLYDEBANK"

at ALEXANDRIA FORT SAID, (THIRTY THREE THOUSAND FOUR HUNDRED AND TEN)

PACKAGES OF MERCH

Warranted legal Merchandise here, throughout the voyage, and at the Port of Discharge, and stated (but not hereby agreed) to be marked and numbered as per Margin, and also specially marked upon each package by the Shippers, before shipment, with the name of the Port of Destination in letters not less than two inches long (without which the Shippers are in no circumstances to be held liable for incorrect delivery) and to be delivered subject to the liberties, exemptions and conditions hereinafter mentioned, from the Ship's deck (where the Shippers' responsibility in all cases and in all circumstances shall finally cease) in the like good order and condition at the Port of

PORT OF DISCHARGE

INDEX Supreme Allied Commander Mediterranean, for Chief Civil Affairs Officer

or to loss or theft, except in the case of the said Goods in Cash on Ship's arrival (free of interest) as per Margin (but in no case shall the amount receivable be less than 100%) Freight payee by Shippers to be paid Ship lost or not lost.

IT IS ALSO MUTUALLY AGREED as follows:-

1.—The Shippers and their Agents shall not be responsible for loss, damage or delay, arising from or the consequence of any of the following perils, causes or things, viz.: the Act of God, the King's Enemies, Pirates, Robbers, Theft or Pilferage, whatsoever and whenever occurring, and whether by persons in the employment of the Shippers or their Agents or not, Barratry of Master or Mariners, Restraint of Princes, Rulers or Peoples, Revolutions, Riots, Insurrections, Strikes, Lock-outs, Stoppage of Labour or Labour Disturbances, or Disturbances from whatever cause, or anything done in anticipation, continuance, or furtherance thereof or in connection therewith, whether the Shippers or their Agents be party thereto or not; Fire on Board, in bulk or craft or on shore, Rain, Sprays, Snow, Frost, Thick Ice, Floods, Vermine, Insects, Vice, Putrefaction, Decay, Change of Character, Sweat, Heat of Goods, Mould, Spiles, Drainage, Leakage, Breakage, Bending, Distortion, Rust, Stain, Inflammation of Wrecks and Packages and all injuries to the same; Stowage, Contact with other Goods, or Heat, Leakage, Swelling, Smell or Evaporation herefrom; Collision or all injury from Hooks, Expansions, Heave, Bolters, Strain of Machinery, Damage to or Defect in Hull, Bolters, Machinery or Appurtenances, Breakage or Stopping of Refrigerating Plant, Collision, Stranding, Straining, Jettison, Pre-docking the ship, any Port of the Sea, Rivers, Navigation or of Land Transit of whatever nature or kind, Mismanagement or Unseaworthiness of the Ship in any respect whatsoever, at the commencement or at any period of the voyage, or of any Cast or Lighter, provided that in the case of Unseaworthiness of the Ship due diligence has been exercised to make the Ship seaworthy, and whether any of the perils, causes or things aforesaid, or the loss or injury claimed for, or arising therefrom, be occasioned by the wrongful act, default, negligence or error in judgment of the Shippers, their Agents, Pilot, Master, Officers, Crew, Stevedores or any persons whatsoever in the service of the Shippers or their Agents, and whether on board the Ship or any other vessel owned or chartered by the Shippers or elsewhere, about or on board, or by whom the Shippers would otherwise be liable. The Shippers and their Agents shall also not be responsible for any loss or damage of whatever kind (whether due to negligence or not) nor for any loss or damage or delay occurring whilst the Goods are not in the actual possession of the Shippers. A sworn statement by a person in the service of the Shippers or their Agents that Goods were received as shipped, and/or another that they could not be found, or stating their loss, shall be conclusive evidence that they have been stolen or pilfered.

2.—WEIGHT, Measure, Gauge, Quality, Condition and Brand of Contents, and value unknown, and the Shippers and their Agents shall not be accountable therefor. The Shippers and their Agents shall not be responsible for any claims for difference in value between the Marks tendered or delivered, and those stated in this Bill of Lading, nor for Wrong Delivery, Non-delivery, Loss, Damage or Delay arising from Inadequacy, Undersizing, Obsolescence or Absence of Marks, Numbers, Addresses or Descriptions.

3.—THE Shippers and their Agents shall not be responsible for any loss or detention of or damage to valuable packages however cased, unless freight has been paid ad valorem and contents and value inserted in the Shipping Note and the Bill of Lading signed in accordance therewith, whereupon the Shippers shall still be entitled to the benefit of the provisions of this Bill of Lading and the exemptions from liability therein contained. A valuable package is one of greater value than £40, or one whose contents or any part thereof exceed in value 15 per centum per cubic foot or per one hundredweight. Glass and Glassware, Earthenware, China, Castings and all brittle goods are carried at owner's risk in all respects whatever.

4.—THE Shippers and their Agents shall not be responsible for any claim for damage of which notice in writing is not given before the removal of the Goods, nor for any claim for short delivery, unless notice in writing of the claim with full particulars of the alleged short delivery be given to the Shippers or their Agents at the Port of Discharge within 30 days after the arrival of the Ship carrying the Goods, or by which they were or would have been shipped. In any case where the Shippers may be liable for any damage to or loss or detention of the Goods, such liability shall not exceed the declared or invoiced value of the Goods, whichever shall be least.

5.—GOODS of an inflammable, explosive, infectious or dangerous nature, shipped without permission, or without full disclosure of their nature, whether the Shippers be aware thereof or not, may be seized and confiscated or destroyed by the Shippers or their Agents or servants at any time before delivery without any compensation to the Shippers, Consignees or Owners. All fines and expenses, losses or damages which the Shippers or their Agents or servants, or the Ship or cargo may incur or suffer on account of incorrect or insufficient Marks or Description of any package or its contents, or the infectious or dangerous nature of any contents, whether the Shippers, Consignees or Owners be aware thereof or not, or by reason of any failure by Shippers, Consignees or Owners to comply with Customs or Port Regulations or other requirements of Civil Authorities, shall be paid by the Shippers or Consignees (whether they be agents or principals) as may be required by the Authorities. Any duty, tax or impost of whatever nature, levied upon the Ship by the Authorities of the Port of Discharge, or at any intermediate Port, for, or in connection with the Goods herein described, shall be paid by the Consignees of the Goods before delivery.

6.—IN the event of any Goods being or becoming damaged, such Goods may, at the sole discretion of the Master or the Shippers or their Agents (as the case may be) be jettisoned or destroyed or discharged on to quay or wharf, or into boats or lighters, at any time and at any place, and sold for public purposes or private trade, without the Shippers or their Agents or servants being responsible for any consequences thereof, but with liberty to the Shippers to deduct from any proceeds of sale all monies payable under this Bill of Lading, and all charges, expenses, fees or duties incurred in loading, stowing or selling the Goods.

7.—THE Goods, while in the quay, in lighters, barges or elsewhere, at any time or in any place, either before shipment or after discharge, or in connection with or after transhipment shall be at the sole risk of the Shippers, Consignees or Owners.

8.—ALL Goods or Live Stock carried on deck shall be at the sole risk of the Shippers, Consignees or Owners.

9.—THE Shippers or their Agents are not to be responsible for any loss or damage which may arise to perishable goods of any kind whatsoever on board, through delay or loss of time in obtaining, or loading, or discharging, or unloading, any Port or ports at which the Ship may call, or in performing the voyage, or otherwise howsoever.

10.—IT is a condition precedent to all claims in respect of Goods alleged to have been received for shipment on a through Bill of Lading from an inland point that the Goods referred to shall have been duly received on board and properly stowed for by the Master or authorized Officer of the Ship. In case of Goods which are carried forward in transit at the cost of the Ship, and are in consequence admitted on a lower scale of dock or Harbour Dues than if taken throughout the same Ship, the saving of Dues thereby made is to be paid by the Owners of the Goods to the Shippers.

11.—THE Ship may commence to discharge immediately upon arrival, and discharge continuously, irrespective of weather, by day and by night (Sundays and Holidays included) any custom of the Port to the contrary notwithstanding, on to quay or into bulk, lighters or lighter, at the option of the Agents of the Shippers, or the Master. Upon discharge from the Ship's deck the Goods shall be at the sole risk of the Consignees or Owners thereof, and if delivery is not taken from the Ship's tackle as fast as the Ship can discharge, and the Goods removed from alongside the Ship without delay, they may be entered and landed or removed or stored in shed or on quay, or in lighter, bulk or barge, at the expense and risk of the Owners thereof. The Shippers, their Agents or servants shall not under any circumstances whatever be under any liability for failure to notify Consignees of the arrival of the Goods, any custom of the Port to the contrary notwithstanding.

12.—THE Shippers reserve liberty at the risk of the Owners of the Goods to lighter before shipment or at any subsequent period, and so often as may for any cause be deemed expedient and at any place and time to ship the whole or any part of the Goods by any other vessel, whether belonging to the Shippers or not, and in place of the Ship named above, or by lighter or other use, to tranship or land and store, or put into bulk or craft for such time as may be deemed expedient, and thence by lighter or otherwise to re-ship in the same or any other vessel, whether belonging to the Shippers or not, with liberty to the Ship, or substituted vessel to call for or enter any port with or without Pilot, to tow and assist vessels in all situations, or to be towed, although deviating from the voyage, and to carry passengers and Goods of all kinds, dangerous or otherwise, and to carry the Goods or Live Stock shipped hereunder, or any other cargo or Live Stock on deck or under deck, in hold, fore-cabin, deckhouses, shelter decks or any other covered spaces, all of which shall be deemed to be under deck, and before or after proceeding towards the Port of Discharge, or at any period of the voyage to proceed to or return to and stay at any ports or places whatsoever, although in a contrary direction to, or out of, the route to or beyond the Port of Discharge, once or often in any order, backwards or forwards, for loading or discharging cargo or passengers, or dry-docking, bunkering or for any other purpose whatsoever, whether ejusdem generis or not, and all such ports, places and sailings shall be deemed included in the intended voyage, although in doing so the Ship may be altogether departing from the customary or advertised route from the Port of Shipment to the Port of Discharge, or may be making in substance another and different voyage or voyages, and such liberty shall not be considered as restricted by any words in this Bill of Lading, whether written or printed, and whether descriptive of the voyage or otherwise, or by any implication which otherwise might be drawn from this Bill of Lading.

13.—THE Shippers shall have a lien and right of sale by public auction or otherwise over the Goods not only for freight and charges due thereon, whether payable in advance or not, but also for all amounts in arrears to become payable to them under the provisions of this Bill of Lading, or as Agents of the Owners of the Goods, although the same may not then be ascertainable, and also in respect of any previously unsatisfied freight, inland or forwarding charges, portage, dues, costs and charges due to the Shippers, either from Shippers or Consignees, and also for the cost and expenses of exercising any such lien, and the right to deduct from the proceeds of any sale, the costs of and incidental thereto, or incurred in exercise of any such lien as aforesaid. If on a sale of the Goods, the proceeds fail to cover the amount for which the Shippers have a lien on the Goods, and the costs and expenses of exercising such lien, and of the sale, the Shippers shall be entitled to recover the difference from the Shippers or Consignees. If delivery is not taken within one month after the Goods are landed at the Port of Discharge, or in case of perishable Goods, if delivery is not taken forthwith, they may be sold for payment of freight and other charges and expenses.

14.—THE weight and measurement of all Goods shall, if required by the Shippers, be verified at the Port of Discharge, and freight, although prepaid, adjusted, and the difference, if any, found due shall be paid accordingly previous to delivery. In case of loss of the Goods or non-arrival of the Ship at the Port of Discharge, freight is to be paid on shipped or Bill of Lading weight or measurement. Ten pounds sterling per ton of forty cubic feet will be charged on all Goods not truly described. In case of Average or quarantine, such deposit as the Shippers or their Agents at the Port of Discharge may deem sufficient to cover the estimated contribution of the Goods, and any special charges thereon, shall, if required, be paid to the Shippers or their Agents previous to delivery. Full freight is payable on damaged or unsound Goods.

15.—IN case the whole or any part of the Goods specified herein are from any cause (including negligence on the part of the Shippers' Agents or servants) lost to and discharged at a port other than their proper port of Discharge, or are not found for delivery, or it is inconvenient for the Ship's purposes to deliver during the Ship's stay at their Port of Destination (in which case the Shippers reserve the right to sail from the Port of Destination without discharging them) the Shippers are only bound to forward or return the Goods to such Port of Destination from another or subsequent port, by the Ship or any other vessel, either belonging to the Shippers or other persons, and proceeding either directly or indirectly to such port, or by any other route the Shippers may choose, by land or water, the carriage to be at the Shippers' expense, but at the risk of the Owners of the Goods in every respect, and the Shippers shall be under no further responsibility of any kind whatever. It is agreed that so long as the Goods or any part of them remain in the Shippers' possession, the conditions of this Bill of Lading and all exemptions from liability shall continue in force, and that the exercise of the powers in this Clause shall not be deemed a deviation.

16.—GOODS which may require to be forwarded by Sea, Canal, Rail or otherwise to their destination from any Port of Discharge, shall be forwarded at the Shippers' option as to route at Owners' risk, rates and subject to the ordinary conditions of carriage of the Sea, Canal, Railway or other carrier, or subject to any special terms required by them.

17.—IN case the loading of the Ship is, in the opinion of the Shippers or their Agents or the Master, likely to be interfered with or delayed by reason of Strike, Lock-out or Stoppage of Labour or Labour

(40 bags non-original)

Two bags from original

AGENTS-

ALEXANDRIA ... FURNESS (EXPORT) Ltd.,
83, Rue Nebi Daniel.

MANCHESTER ... GOUGH & CROTHWAITE, Ltd.,
MANCHESTER LINERS' HOUSE
St. Ann's Square.

LIVERPOOL ... FURNESS, WITHEY & Co. Ltd.
Royal Liver Building.

BOSTON ... FURNESS, WITHEY & Co., Ltd.

NEW YORK ... FURNESS, WITHEY & Co., Ltd.

"Ship not responsible for weight nor for
loss or damage arising from leakage or
bursting of bags"

FREIGHT.

..... Ft. In. at per Ton of 40 Cubic Feet ... £ : :

2237.5.2.4 at 60/- per Ton of 20 Cwts. gross weight 26711.16.7

..... Kilos at per 1,000 Kilos do. £ : :

..... Boxes at per Box ... £ : :

FREIGHT PREPAID, SHIP &/OR
CARGO LOST OR NOT LOST.

"Disclosure of the contents of this Bill of Lading to any
unauthorised person may involve an offence against the
espionage act of the United States (50 USC 31 & 32 as
amended) or against the official secrets act, 1911 & 1920, or
the defence (General) regulation of the United Kingdom"

In the event of the imminence or existence of war, hostilities or
warlike operations between any nations, cessation or prohibition of
intercourse, commercial or otherwise, between any Nations, sanc-
tions imposed or measures taken by any Governments under the
Covenant of the League of Nations, or in the event of measures
taken by any Government in consequence of or connected with any
of the above matters, the rights and liberties of the War Risks Clause
incorporated in this Bill of Lading shall apply in addition to any
other liberties expressed or implied herein. Anything done or not
done by reason of or in compliance with these clauses is within the
contract voyage and the owners of the goods and/or their consignees
thereof shall pay the full freight stipulated herein, if not prepaid,
and if prepaid the shipowner shall be entitled to retain the same.

SUBJECT TO THE
CONDITIONS ON
THE REVERSE

The within Goods to be forwarded to
by land or water at Shipper's expense, and subject to the stipula-
tions, exceptions and conditions contained in this Bill of Lading
and in the contract of the Carrier or person forwarding the goods,
and if from any cause whatsoever the forwarding of the goods is
delayed or prevented the goods shall be taken delivery of by the
Consignee in or at
the place where the goods may be. Consignee to give bond for
goods liable to duty and to bear any expense caused by delay in
giving bond.

Merchants are cautioned against shipping goods of a dangerous or damaging nature, as by so doing they become responsible for all consequential damage

nature of such contents (whether the Shipper, Consignee or
requirements of Civil Authorities, shall be paid by the Shipper
upon the ship by the Authorities of the Port of Discharge.

6.- IN the event of any Goods being or becoming damaged
on to quay or wharf, or into store or lighters, at any time after
thereof, but with priority to the Shipowners to deduct from

7.- THE Goods, while on the quay, in lighters, barges
of the Shipper, Consignee or Owners.

8.- ALL Goods or Live Stock carried on deck shall be

9.- THE Shipowners or their Agents are not to be respon-
sible for discharging other Goods at any port or ports at which the

10.- IT is a condition precedent to all claims in respect
received on board and properly signed for by the Master or
scale of Deck or Harbour Dues than if taken throughout in

11.- THE Ship may commence to discharge immediately
to the contrary notwithstanding, on to quay or into bulk, in
risk of the Consignee or Owners thereof, and if delivery is
and loaded or removed and stored in shed or on quay, or in
shall not under any circumstances whatever be under any li-

12.- THE Shipowners reserve liberty at the risk of the
and time to ship the whole or any part of the Goods by any
or put into bulk or craft for such time as may be deemed ex-
or substituted vessel to sail from or enter any port with or
kind, dangerous or otherwise, and to carry the Goods or L-
to stores, all of which shall be deemed to be under deck, and
never, although in a contrary direction to, or out of, the
forwarding or for any other purpose whatsoever, whether
although departing from the customary or advertised route,
be considered as restricted by any words in this Bill of Lading

13.- THE Shipowners shall have a lien and right of sale
in and when to become payable to them under the provisions of
unpaid freight, inland or forwarding charges, primeage, po-
then, and the right to deduct from the proceeds of any sale, for
for which the Shipowners have a lien on the Goods, and the
if delivery is not taken within one month after the Goods are
charges and expenses.

14.- THE weight and measurement of all Goods shall
be paid accordingly previous to delivery. In case of loss of
Ten pounds sterling per ton of forty cubic feet will be charged
deem sufficient to cover the estimated contribution of the
damaged or unround Goods.

15.- IN case the whole or any part of the Goods specific
proper part of Discharge, or are not found for delivery, or if
sail from the Port of Destination without discharging them
Vessel, either belonging to the Shipowners or other person,
Shipowners' expense, but at the risk of the Owners of the
part of them remain in the Shipowners' possession, the com-
a deviation.

16.- GOODS which may require to be forwarded by Se-
rates and subject to the ordinary conditions of carriage of the

17.- IN case the loading of the Ship is, in the opinion of
Dispute (whether the Shipowners or their Agents be party to
and abandon the voyage, and shall be under no further re-
store the Goods so discharged on quay or in warehouse or light-
or Labour Dispute (whether the Shipowners or their Agents,
the Shipowners or their Agents or the Master shall have re-
the Port of Discharge, or of any Port or Channel giving access
at any subsequent port or in case of the Shipowners or their
prosecution of the Ship's intended voyage, or in case of loss of
available port which the Shipowners or their Agents or the
Consignee of the Goods, and thereupon the liability of the
with liberty to the Shipowners to forward the Goods to the
also reserve liberty to land the Goods or discharge into quay
Master may carry on the Goods to the nearest safe port avail-
making one of the liberties above mentioned, may elect to do
to do) whereupon all losses, costs, charges and expenses (in-
value of the Goods owned by each of them, such value and
by the Owners or Consignees of the Goods. For the purpose
the ultimate adoption of any other course permitted hereby.

18.- THIS signed Bill of Lading duly endorsed shall be

19.- CONSIGNEES having an option as to Ports of De-

20.- NOTHING in this Bill of Lading shall be deemed

21.- GENERAL Average shall be payable according to
vessel owned by or in the service of the Shipowners shall be

22.- ALL claims arising under this Bill of Lading shall be
of any other country.

AND FINALLY, in accepting this Bill of Lading, the
whether written, stamped or printed. No Agents of the Ship

IN WITNESS whereof the Master or Agent of the said

DATED in HORN SAID

notice of such contents to the Shippers, Consignees or Owners be aware thereof or not, or by reason of any failure by Shippers, Consignees or Owners to comply with Customs or Port Regulations or other requirements of Civil Authorities, shall be paid by the Shippers or Consignees (whether they be agents or principals as may be required by the Shipowners). Any duty, tax or impost, of whatever nature, levied upon the Ship by the Authorities of the Port of Discharge, or at any intermediate Port, for, or in connection with the Goods herein described, shall be paid by the Consignees of the Goods before delivery.

8.—IN the event of any Goods being or becoming damaged, such Goods may, at the sole discretion of the Master or the Shipowners or their Agents (as the case may be) be returned or destroyed or discharged on to quay or wharf, or into barge or lighters, at any time and at any place, and sold by public auction or private treaty, without the Shipowners or their Agents or servants being responsible for any consequence thereof, but with liberty to the Shipowners to deduct from any proceeds of sale all moneys payable under this Bill of Lading, and all charges, expenses, fees or duties incurred on landing, storing or selling the Goods of the Shippers, Consignees or Owners.

9.—THE Goods, while in the quay, in lighters, barges or elsewhere, at any time or in any place, either before shipment or after discharge, or in connection with or after transhipment shall be at the sole risk of the Shippers, Consignees or Owners.

10.—ALL Goods or Live Stock carried on deck shall be at the sole risk of the Shipowners, Consignees or Owners.

11.—THE Shipowners or their Agents are not to be responsible for any loss or damage which may arise to perishable goods of any kind whatsoever on board, through delay or loss of time in obtaining or loading, or discharging other Goods at any port or ports at which the Ship may call, or in performing the voyage, or otherwise howsoever.

12.—IT is a condition precedent to all claims in respect of Goods alleged to have been received for shipment on a Through Bill of Lading from an inland point that the Goods referred to shall have been duly received on board and properly stowed for by the Master or authorised Officer of the Ship. In case of Goods which are carried forward in transit, at the cost of the Ship, and are in consequence admitted on a lower scale of Dock or Harbour Duty than if taken through in the same Ship, the saving of Duty thereby made is to be paid by the Owners of the Goods to the Shipowners.

13.—THE Ship may commence to discharge immediately upon arrival, and discharge continuously, irrespective of weather, by day and by night (Sundays and Holidays included) any custom of the Port to the contrary notwithstanding, on to quay or into barge, lighters or lighter, at the option of the Agents of the Shipowners, or the Master. Upon discharge from the Ship's deck the Goods shall be at the sole risk of the Consignees or Owners thereof, and if delivery is not taken from the Ship's tackle as fast as the Ship can discharge, and the Goods received from alongside the ship without delay, they may be entered and landed or removed and stored in shed or on quay, or in lighter, barge or barge by the Shipowners or their Agents, at the expense and risk of the Owners thereof. The Shipowners, their Agents or servants shall not under any circumstances whatever be under any liability for failure to notify Consignees of the arrival of the Goods, any custom of the Port to the contrary notwithstanding.

14.—THE Shipowners reserve the right of the Owners of the Goods to lighter before shipment or at any subsequent period, and so often as may for any cause be deemed expedient and at any place or put into barge or craft for any time as may be deemed expedient, and thence by lighter or otherwise to re-ship in the same or any other vessel, whether belonging to the Shipowners or not, with liberty to the Ship, kind, dimensions or otherwise, and to carry the Goods or Live Stock shipped hereunder, or any other cargo or Live Stock on deck or under deck, in poop, fore-cabin, deck houses, shelter decks or any other covered space, in any direction to, or out of, the route to or beyond the Port of Discharge, or at any period of the voyage to proceed to or return to and stay at any ports or places what-soever, for loading or discharging cargo or passengers, or dry-docking, alterations, repairs or other purposes whatsoever, whether custom or otherwise, and all such ports, places and sailings shall be deemed included in the intended voyage, although in doing so the Ship may be considered as restricted by any words in this Bill of Lading, whether written or printed, and whether descriptive of the voyage or otherwise, or by any implication which otherwise might be drawn from this Bill of Lading.

15.—THE Shipowners shall have a lien and right of sale by public auction or otherwise over the Goods not only for freight and charges due thereon, whether payable in advance or not, but also for all amounts in arrears to become payable to them under the provisions of this Bill of Lading, or as Agents of the Owners of the Goods, although the same may not then be ascertained, and also in respect of any previously unpaid freight, inland or forwarding charges, prime, portage, dues, costs and charges due to the Shipowners, either from Shippers or Consignees, and also for the costs and expenses of exercising any such lien, and the right to deliver from the proceeds of any sale, the costs of and incidental thereto, or incurred in exercise of any such lien as aforesaid. If on a sale of the Goods, the proceeds fail to cover the amount for which the Shipowners have a lien on the Goods, and the costs and expenses of exercising such lien, and of the sale, the Shipowners shall be entitled to recover the difference from the Shippers or Consignees, if delivery is not taken within one month after the Goods are landed at the Port of Discharge, or in case of perishable Goods, if delivery is not taken forthwith, they may be sold for payment of freight and other charges and expenses.

16.—THE weight and measurement of all Goods shall, if required by the Shipowners, be verified at the Port of Discharge, and freight, although prepaid, adjusted, and the difference, if any, found due shall be paid accordingly previous to delivery. In case of loss of the Goods or the Ship, or non-arrival of the Ship at the Port of Discharge, freight is to be paid on shipped or Bill of Lading weight or measurement. Ten pounds sterling per ton of forty cubic feet will be charged on all Goods not truly described. In case of Average or quarantine, such deposit as the Shipowners or their Agents at the Port of Discharge may deem sufficient to cover the estimated contribution of the Goods, and any special charges thereon, shall, if required, be paid to the Shipowners or their Agents previous to delivery. Full freight is payable on damaged or moulded Goods.

17.—IN case the whole or any part of the Goods specified herein are from any cause (including negligence on the part of the Shipowners' Agents or servants) lost to and discharged at a port other than their proper port of Discharge, or are not found for delivery, or it is inconvenient for the Ship's purposes to deliver during the ship's stay at their Port of Destination (in which case the Shipowners reserve the right to sail from the Port of Destination without discharging them) the Shipowners are only bound to forward or return the Goods to such Port of Destination from another or subsequent port, by the Ship or any other vessel, either belonging to the Shipowners or other persons, and proceeding either directly or indirectly to such port, or by any other route the Shipowners may choose, by land or water, the carriage to be at the Shipowners' expense, but at the risk of the Owners of the Goods in every respect, and the Shipowners shall be under no further responsibility of any kind whatever. It is agreed that so long as the Goods or any part of them remain in the Shipowners' possession, the conditions of this Bill of Lading and all exemptions from liability shall continue in force, and that the exercise of the powers in this Clause shall not be deemed a deviation.

18.—GOODS which may require to be forwarded by Sea, Canal, Rail or otherwise to their destination from any Port of Discharge, shall be forwarded at the Shipowners' option as to route at Owners' risk, rates and subject to the ordinary conditions of carriage of the Sea, Canal, Railway or other carrier, or subject to any special terms required by them.

19.—IN case the loading of the Ship is, in the opinion of the Shipowners or their Agents or the Master, likely to be interfered with or delayed by reason of Strike, Lock-out or Stoppage of Labour, or Labour Disputes (whether the Shipowners or their Agents be party thereto or not) or by reason of congestion of traffic on docks, quays, railways or waterways, the Ship shall be at liberty to discharge Goods already landed and abandon the voyage, and shall be under no further responsibility in respect of the Goods so discharged, but the same shall be entirely at the risk of the Owners thereof. The Shipowners or their Agents may store the Goods in a warehouse or lighter, at the expense and risk of the Owners thereof, but are under no obligation to do so. In case there shall be a Strike, Lock-out or Stoppage of Labour or Labour Disputes (whether the Shipowners or their Agents be party thereto or not) or a congestion of traffic on docks, quays, railways or waterways, at or affecting or likely to affect the Port of Discharge, or the Port of Discharge, or of any Port or Channel giving access thereto, or of quarantine, or of the entry of such port or communication therewith, rendering or being likely to render the Ship liable to quarantine prosecution of the Ship's included voyage, or in case of ice preventing the Ship from reaching her Port of Discharge without delay, the Goods may be landed or put into lazaretto, bulk or lighter, at any other Consignees of the Goods, and thereupon the liability of the Shipowners hereunder shall absolutely cease, and full freight shall be paid on the Goods as if they had been delivered at their Port of Destination, but with liberty to the Shipowners to forward the Goods to their destination at the risk and expense of the Owners or Consignees of the Goods. In the event of quarantine at the Port of Destination, the Shipowners Master may carry on the Goods to the nearest safe port available, or to which he is bound. In the event of any of the occurrences hereinbefore mentioned, the Shipowners or their Agents or the Master instead of (to do) whereupon all losses, costs, charges and expenses caused to the Shipowners, including demurrage incurred by the Ship, shall be borne by the Owners of the Goods of the cargo at the time on board in proportion to the values of the Goods owned by each of them, such values and proportions to be ascertained at their respective Port or Ports of Discharge. All quarantine expenses upon the Goods, of whatever nature, are payable by the Owners or Consignees of the Goods. For the purposes of this Clause, the demurrage shall be the sum of £200 per day, and any such election to detain the Ship on demurrage shall be without prejudice to the ultimate adoption of any other course permitted hereby, and may be made at any time before the discharge of the Goods.

20.—THIS signed Bill of Lading duly endorsed shall be given up in exchange for delivery order.

21.—CONSIGNEES having an option as to Ports of Delivery must declare twenty-four hours before the Ship's arrival at her first Port of Discharge or the option will expire.

22.—NOTHING in the Bill of Lading shall be deemed in any way to limit or affect the operation of Section 502 of the Merchant Shipping Act 1894.

23.—GENERAL AVERAGE shall be payable according to York-Antwerp Rules 1924, and shall be adjusted at any port or place selected by the Carrier. Salvage Services rendered to the Goods by another vessel owned by or in the service of the Shipowners shall be paid for as fully as if such vessel were owned by or in the service of strangers.

24.—ALL claims arising under this Bill of Lading shall be determined according to British Law, and shall, at the Shipowners' option, be determined in the United Kingdom, to the exclusion of the jurisdiction of any other country.

AND FINALLY, in signing this Bill of Lading, the Shippers, Owners and Consignees of the Goods, and the Holder of this Bill of Lading, expressly accept and agree to all stipulations and conditions, whether written, stamped or printed. No Agents of the Shipowners have any authority to alter or waive the printed conditions of this Bill of Lading.

IN WITNESS whereof the Master or Agent of the said Ship hath signed by THREE Bills of Lading, all of this tenor and date, the one of which being accomplished, the others to stand void.

DATED at PORT SAID

day of

17 NOV 1941

19

For FURNESS (EGYPT) LTD
HULL BRYTH & Co (PORT S. S.) LTDR. H. Berington

Managing Agents.

S/S Clydebank

Flour

T	CWTS	Lbs
2194	3	22

C. E. Hodgetts
for C.E. HODGETTS
Major

Accountant
for MERRITT H. TAYLOR
Director TN S/C

21 Dec 44

"General and practice or disaster for the consignment shall contribute made or incurred salvage shall sufficient to shippers cons"

4254

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

7 December 1944

Ref. C-14

SUBJECT: Shipping Documents

TO : Headquarters, Allied Commission, APO 394

1. Reference our letter of October 13th under the above heading, enclosing B/L covering sugar per S.S. BENLEDI.
2. We do not appear to have received the endorsed B/L and it is therefore requested that you will look into the matter. The B/L is urgently required at this H.Q.

For the Acting Assistant Chief of Staff, G-5:

G. Ellis
G. ELLIS, Major
Econ & Supply Div.

4253
B/L in C. Clarke office Food S/C who claims that ~~action~~ he is expecting
notification of sugar delivered then will send B/L to above address.
RMS. 54

*Indorsed as
follows:
LT-2500*

CONFIDENTIAL

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. C-14

13 December 1944

SUBJECT: Shipping Documents - Phosphates

TO : Headquarters, Allied Commission, APO 394.

1. Attached hereto are one original Bill of Lading and one original Weight Certificate in respect of each of the following shipments of phosphates:
 1. SS "GUDVIN" to BARIETTA *B/L sent to L/R*
 2. SS "PELAGOSA" to CAGLIARI *B/L sent to Sardinia 16/1/45*
2. One original Bill of Lading and sealed sample was handed to the master of each vessel, addressed to you.

For the Acting Assistant Chief of Staff, G-5:



J. Richardson

J. RICHARDSON
J. Comd ATS
Economics & Supply Division.

Incls: As above.

125

12
9-5

CONFIDENTIAL

INTER OFFICE MEMO

GEL/el

Tel: 206

9 December 1944

Ref: 52-10/ / /FOOD

SUBJECT: Bills of Lading

FROM : Food Sub-Commission

TO : Transportation Sub-Commission
(Attn: Capt. WYATT)

1. You may note in your records that bills of lading have been indorsed and forwarded to AFHQ for the following vessels:

William Whipple	- Wheat	- B/L Dated July 1944
Phineas Banning	- Wheat	- B/L Dated July 1944
Tricolor	- Wheat	- B/L Dated July 1944
Canara	- Wheat	- B/L Dated July 1944
Phrontis	- Wheat	- B/L Dated July 1944

2. Unindorsed Bills of Lading are at hand awaiting ship unloading data from your Sub-Commission for the following vessels:

<i>Boiletta (4)</i> Cantakit	- Phosphate Rock	- B/L dated Aug. 44	<i>2 quintals</i>
<i>Peggie Carter</i> Russell H. Crittendon	- Wheat	- B/L Dated Jul. 44	<i>14,830 Oct 56,805</i>
<i>Myrtle Lyman</i> Benledi	- Sugar	- B/L Dated Aug. 44	<i>24,630</i>
Bankok II	- Sugar	- B/L Dated Sep. 44	
<i>Wesley (7)</i> City of Worcester	- Sugar	- B/L Dated Oct. 44	
<i>Castella (4)</i> Nordnes	✓ - Wheat	- B/L Dated Aug. 44	<i>75,031</i>
<i>Lyman (8)</i> Boskoop	- Flour	- B/L Dated Oct. 44	
<i>Peggie Carter</i> Robert Randall	✓ - Wheat	- B/L Dated Jul. 44	<i>69,007</i>
<i>T. Amos, 30 Oct 44</i> Francis Lewis	- Wheat	- B/L Dated Jun. 44	<i>75,433</i>

3. As many of the above Bills of Lading have been outstanding for a considerable period of time, it is requested that the necessary information be obtained as promptly as possible and forwarded to this Sub-Commission.

For the Chief Commissioner:

W. J. L. G.
W. J. L. G.
Colonel

Director, Food Sub-Commission

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
ECONOMIC SECTION

GRL/sl

Tel: 206

9 December 1944

Ref: 52-10/ 5 /FOOD

SUBJECT: Bill of Lading

TO : AFHQ, G-5 Section, Economics & Supply Division

Attached is Bill of Lading for wheat cargo of the "William Whipple" indorsed for receipt as requested.

For the Chief Commissioner,

W. Leag
HARLAN CLEVELAND
Executive Director
Economic Section

Copy to:

Tn S/C Major Hodgetts

Indorsement:

Transportation S/C of AFHQ reports receipt of wheat as follows:

<i>Long tons</i>	<i>CWT</i>	<i>QRS</i>	<i>WBS</i>	<i>4250</i>
<i>8839</i>	<i>2</i>	<i>0</i>	<i>0</i>	

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
ECONOMIC SECTION

GEL/el

9 December 1944

Tel: 489081 Ext. 206

Ref: 52-10/4/FOOD

SUBJECT: Bill of Lading

TO : AFHQ, G-5 Section, Economics & Supply Division

Attached is Bill of Lading for the wheat cargo of the "Tricolor"
indented for receipt as requested.

For the Chief Commissioner:

Harlan Cleveland
HARLAN CLEVELAND *HC*
Executive Director
Economic Section

Copy to:
To S/C Major Hodgetts

Indorsement:
Transportation S/C of AFHQ Reports Receipt of wheat as follows:
Net Weight
Long tons 9265
CWT 11
424

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
ECONOMIC SECTION

GE/sl

Tel: 489081 Ext. 206

9 December 1944

Ref: 52-10/ /FOOD

SUBJECT: Bill of Lading

TO : AFHQ, G-5 Section, Economics & Supply Division

Attached is Bill of Lading for wheat cargo of the "Camara" indorsed for receipt as requested.

For the Chief Commissioner:

Mr. J. C. ...
HARLAN CLEVELAND
Executive Director
Economic Section

Copy to:

Tn S/C Major Hodgetts

Indorsement:
Transportation S/C reports receipt of wheat as follows:
Net Weight

Long tons
8792

CWT
8

QRS
1

WBS 424

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
ECONOMIC SECTION

GA/s1

9 December 1944

Tel: 489081 Ext. 206

Ref: 52-10/ /FOOD

SUBJECT: Bill of Lading

TO : AFHQ, G-5 Section, Econ & Supply Division

Attached is Bill of Lading for wheat cargo of the "Rhineas Banning"
indorsed for receipt as requested.

For the Chief Commissioner:

W. J. C.
HARLAN CLEVELAND
Executive Director
Economic Section

Copy to:

Tn S/C Major Hodgetts

Indorsement: —

4241

Transportation S/C of AFHQ reports receipt of wheat as follows:

	Long tons	cwt	QRS
	9231	8	1

16

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

1 December 1944

Ref. C-14

SUBJECT: Ships Documents

TO : Headquarters, Allied Commission, APO 394

1. With reference to your 10/73/TN/W of 28 November, Bill of Lading in respect of wheat loaded to the Baron MacLay, was safely received. As this document was not forwarded to you from this office, nor has it ever been handled here, it would be appreciated if you would give information as to its source. *NOT KNOWN*

2. Attention is drawn to the fact that Bills of Lading relative to cereals shipped on the following vessels and forwarded to you under reference shown, have not yet been returned:

<i>Induced</i>	S.S. "CANARA"	under reference C-14 of 16 Aug.
"	S.S. "TRICOLOR"	" " " 16 Aug.
"	S.S. "NORDNES"	" " " 22 Nov.
"	S.S. "EASTGATE"	" " " 29 Oct.
"	S.S. "AFRICAN PRINCE"	" " " 4 Nov.

It would be appreciated if action could be taken in this matter forthwith.

For the Assistant Chief of Staff, G-5:

J. Richardson
J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Div.

4246

CONFIDENTIAL

THE UNITED KINGDOM COMMERCIAL CORPORATION (EGYPT) LTD
PORT SAID BRANCH
23, SHARIA SULTAN HUSSEIN

CAIRO COM. REG. 5775.

TELEPHONE 2539.

REF. No. 16/9467

Ed
PORT SAID, 23rd November 1944

Supreme Allied Commander Mediterranean
For Civil Affairs Officer
PORT OF DISCHARGE

Dear Sirs,

s.s. "AUGUSTINE STAHL"

We are sending you herewith the first original
Bills of Lading going forward per favour of the Master of
the Vessel covering the undermentioned goods loaded on board
the s.s. "Augustine Stahl".

Flour 50026 bags weighing 7503900 lbs gross.
Sugar 4981 bags weighing 508005 kgs gross.

*Received: Flour 49,993 bags
Sugar 4,972 "*

Yours faithfully,

ENCL:
MA/SM

THE UNITED KINGDOM COMMERCIAL
CORPORATION (EGYPT) LTD.

J. A. W. W. alt 4245
Port Said Manager

Secret

Subject:- SS Augustin Stahl

GHQ MEF
Tel. Ext. ME. 549
Mov 3/55/17/1/6

30 Nov 44

Allied Control Commission
Transportation Sub Commission.
APO 394

Bills of Lading covering the
shipments of 4981 bags of sugar and 500²⁶
bags of flour by the above vessel are
enclosed.

9-3
DR/LH

TOS. ¹⁹³⁰.....hrs.

Conrad
for Maj-Gen.,
DQMG (Mov & Tn).

424¹

General Average shall be payable according to the York/Antwerp Rules 1914 but where the adjustment is made in accordance with the Law and practice of the United States of America the following Clause shall apply.

NEW JASON CLAUSE

before or after the commencement of the voyage resulting from any cause whatever whether due to negligence or not for which or for the consequence of which the Carrier is not responsible by contract or otherwise the goods shippers consignees or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or his Agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall if required be made by the goods shippers consignees or owners of the goods to the Carrier before delivery.



WAR CLAUSE

When and so long as a state of war exists and/or so long as any control over the use or movements of the vessel is exercised by any Government or other Authorities, and/or the insured or other space on the vessel is requisitioned or controlled, the Carrier and/or his Agents and/or the Master may (in his or their uncontrolled discretion he or they think it advisable) at any time before or after the commencement of the voyage alter or vary or depart from the proposed or advertised or agreed or customary route; and/or delay or detain the vessel at or off any port or place; and/or tranship the cargo at any port or place, place or places without being liable for any loss or damage whatsoever directly or indirectly sustained by the owner of the goods. The ship in addition to any liberties expressed or implied herein shall have the liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, transshipment, discharge or destination, or otherwise howsoever given by any Government or any department thereof, or any person acting or purporting to act with the authorities of any Government or any department thereof, or by any Committee or persons having, under the terms of the War Risk Insurance on the ship the

right to give such order or directions, and if he reasonably complies with any such orders or directions anything done or is not done, the same shall not be deemed a deviation. The vessel is free to carry contraband, explosives, munitions or warlike stores, and may sail armed or unarmed.

The Carrier in addition to any liberties expressed or implied herein shall in the event of the imminence or existence of War, hostilities or warlike operations between any nations; cessation or prohibition of intercourse, commercial or otherwise, between any nations; sanctions imposed or measures taken by any Government under the Covenant of the League of Nations; and measures taken by any Governments in consequence of or connected with any of the above matters, have the rights and liberties under the War Risk Clause incorporated in this Bill of Lading. Anything done or not done by reason of or in compliance with these Clauses is within the contract voyage, and the owners of the goods and/or the Consignees thereof shall pay the full freight stipulated herein if not prepaid and if prepaid the Shipowner shall be entitled to retain the same.

Canal
142

& Co. L.

L. SAVON & Co., LTD.

SHIPS AGENTS

PORT SAID, SUEZ AND ALEXANDRIA.



OUTWARD.

DIRECT OR WITH TRANSHIPMENT.

B/L. NO. 23. -

CARRIAGE OF GOODS BY SEA ACT. 1924.

SHIPPED

THE UNITED KINGDOM COMMERCIAL CORPORATION (EGYPT) LTD. PORT SAID.

on board the ship " AUGUSTIN STAHL "

498I (FOUR THOUSAND NINE HUNDRED EIGHTY ONE)

in or off the port of **PORT SAID.**

PACKAGES AND/OR PIECES

marked and numbered as under to be conveyed by the above and or any vessel or vessels to which transshipment may be made by the route and or methods of conveyance and subject to the conditions and exceptions both general and special hereinafter mentioned and to be delivered subject to the like conditions and exceptions at the port of **DISCHARGE.**

SUPREME ALLIED COMMANDER MEDITERRANEAN,
FOR CIVIL AFFAIRS OFFICER,
PARTICULARS DECLARED BY SHIPPERS.

III.

498I BAGS WHITE SUGAR.

T.
500.0.0.0 = 508005 KILOS.

(FOUR THOUSAND NINE HUNDRED EIGHTY ONE BAGS ONLY.)

WEIGHT AND/OR MEASUREMENT
DECLARED BY SHIPPER, BUT
NOT CHECKED BY CARRIER.

WEIGHT AND CONTENTS UNKNOWN.
SHIP NOT RESPONSIBLE FOR DAMAGE
OR BREAKAGE.

REMARKS:

SINGLE BAGS - MANY BAGS TORN AND REPAIRED
SOME STAINED BY CONTENTS.

Received as follows:

RESULTS

488	<u>T</u>	<u>CTS</u>	5
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400
FREIGHT PAYABLE SHIP *James D. Chell-*
CARGO LOST OR *NO. 163 HODGETTS*

Major Accountant

AT 60/- PER TON OF 20 CWTs. **GOULDING H. TAYLOR**

DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORISED PERSON MAY INVOLVE AN OFFENCE AGAINST THE FOREIGN ACT OF THE UNITED STATES FOR A FINE OR IMPRISONMENT OR AGAINST THE CUSTOMS ACT OF 1930 AND 1930 THE DEFENCE ACT OF THE UNITED KINGDOM OR AGAINST THE DEFENCE OF INDIA ACT 1938.

(FOUR THOUSAND NINE HUNDRED EIGHTY ONE BAGS ONLY.)

REMARKS:

SINGLE BAGS - MANY BAGS TORN AND REPAIRED
SOME STAINED BY CONTENTS.

Received as follows:

SUGAR

T	CWTS
488	5

FREIGHT PAYABLE *to be paid by the Charterer*
CARGO LOST OR DAMAGED
Major accountant

AT 60/- PER TON OF 20 CWTs. £ 1500/- H. TAYLOR
Director T.S/C

FREIGHT PAYABLE IN LONDON BY
THE UNITED KINGDOM COMMERCIAL CORPORATION LTD.

EX S/S "OCEAN VISCOUNT" 8/4/44.

DISCLOSURE OF THE CONTENTS OF THIS BILL OF LADING TO ANY UNAUTHORIZED PERSON MAY INVOLVE AN OFFENCE AGAINST THE ESPIONAGE ACT OF THE UNITED STATES (1917) AND THE ESPIONAGE ACT OF THE UNITED STATES (1950) AND AGAINST THE DEFENCE (GENERAL) REGULATIONS OF THE UNITED KINGDOM OR AGAINST THE DEFENCE OF INDIA RULES 1938.

ORIGINAL

If the liability for any collision in which the vessel is involved, while performing this Bill of Lading falls to be determined in accordance with the laws of the United States of America, the following Clause shall apply:

BOTH TO BLAME COLLISION CLAUSE:

If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect, or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the ship, the Owners of the goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her Owners in so far as such loss or liability represents loss of or damage to, or any claim whatsoever of the Owners of said goods paid or payable by the other or non-carrying ship or her Owners to the Owners of said goods and set off, recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying ship or Carrier.

The foregoing provisions shall also apply where the Owners, Operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

If the ship is not owned or chartered by demise to the Company or Line by whom this bill of lading is issued (as may be the case notwithstanding anything that appears to the contrary) this bill of lading shall take effect only as a contract with the owner or demise charterer as the case may be as principal made through the agency of the said Company or Line who act as agents only and shall be under no personal liability whatsoever in respect thereof.

FREIGHT PREPAID.

In accepting this Bill of Lading the shipper, consignee and/or the owners of the goods, and the holder of this bill of lading, expressly accept and agree to all its stipulations, conditions, and exceptions, whether written, printed, stamped or incorporated in the front or back hereof, as fully as if they were all signed by each shipper, consignee, owner or holder. This Bill of Lading shall be construed and governed by English Law, and shall apply from the time the goods are received for shipment until delivery, but always subject to the conditions and exceptions of the carrying conveyance; it shall be given up, duly indorsed, in exchange for delivery order if required.

AS WITNESSETH the Master or agent of the said ship has signed the others shall stand void.

Dated at **PORT SAID**
25TH NOVEMBER

4.

Agents for

JOHN BRUCE & COMPANY,

(Continued on reverse side)
GLASGOW.

B

FOR SAVON & CO. LTD.

AS AGENTS.

THE AVON & CO. LTD.

(Continued from Observer, 10/16/66)

1. This Bill of Lading is subject to the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924 (hereinafter referred to as the Rules); and the provisions of the Rules shall be deemed to be incorporated in this Bill of Lading and the other documents connected with it, in so far as they are applicable to the goods covered by this Bill of Lading, and that the carrier and the consignee shall be bound by the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924, and that the carrier and the consignee shall be bound by the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924, and that the carrier and the consignee shall be bound by the provisions of the Rules as applied by the Carriage of Goods by Sea Act, 1924.

[illegible]

3. **Route.** The carrier does not contract to perform the carriage by a particular route or by a particular mode of conveyance, but it is understood that the carrier will use the most direct and expeditious route and mode of conveyance, and will not deviate from such route or mode of conveyance without the consent of the shipper. The carrier is not bound to deliver the goods to the consignee at the place of destination, but it is understood that the carrier will deliver the goods to the consignee at the place of destination, unless the shipper has agreed in writing to the contrary.

The payment of this contract all such depuratures from the direct geographical locality of advertised route and all such delays advertisements shipment transshipment loading Kotlow reshipments and forwarding shall be included in the contract of carriage herein provided for notwithstanding any reference to the place of shipment or delivery or any other provision whatsoever herein contained.

[illegible][illegible][illegible][illegible]

In case of vacancy or claims the carrier, master or agents shall represent and bind the owners of the goods, which shall be liable to pay for the cargo.

3. **Notification.** Any clause herein giving names of parties who desire to be notified of a party's arrival or departure is solely for the information of ship's agents and ship's company and shall not involve the carrier in any responsibility, or relieve the consignee from any obligations hereunder.

12-58487-1. **Attorney General** **Department of Justice** **Washington, D.C.** **1964** **10 p.** **Text** **16 cm.** **1.** **Attorney General** **2.** **Department of Justice** **3.** **Washington, D.C.** **4.** **1964** **5.** **Text** **6.** **16 cm.** **7.** **1** **8.** **16 cm.** **9.** **1** **10.** **16 cm.** **11.** **1** **12.** **16 cm.** **13.** **1** **14.** **16 cm.** **15.** **1** **16.** **16 cm.** **17.** **1** **18.** **16 cm.** **19.** **1** **20.** **16 cm.** **21.** **1** **22.** **16 cm.** **23.** **1** **24.** **16 cm.** **25.** **1** **26.** **16 cm.** **27.** **1** **28.** **16 cm.** **29.** **1** **30.** **16 cm.** **31.** **1** **32.** **16 cm.** **33.** **1** **34.** **16 cm.** **35.** **1** **36.** **16 cm.** **37.** **1** **38.** **16 cm.** **39.** **1** **40.** **16 cm.** **41.** **1** **42.** **16 cm.** **43.** **1** **44.** **16 cm.** **45.** **1** **46.** **16 cm.** **47.** **1** **48.** **16 cm.** **49.** **1** **50.** **16 cm.** **51.** **1** **52.** **16 cm.** **53.** **1** **54.** **16 cm.** **55.** **1** **56.** **16 cm.** **57.** **1** **58.** **16 cm.** **59.** **1** **60.** **16 cm.** **61.** **1** **62.** **16 cm.** **63.** **1** **64.** **16 cm.** **65.** **1** **66.** **16 cm.** **67.** **1** **68.** **16 cm.** **69.** **1** **70.** **16 cm.** **71.** **1** **72.** **16 cm.** **73.** **1** **74.** **16 cm.** **75.** **1** **76.** **16 cm.** **77.** **1** **78.** **16 cm.** **79.** **1** **80.** **16 cm.** **81.** **1** **82.** **16 cm.** **83.** **1** **84.** **16 cm.** **85.** **1** **86.** **16 cm.** **87.** **1** **88.** **16 cm.** **89.** **1** **90.** **16 cm.** **91.** **1** **92.** **16 cm.** **93.** **1** **94.** **16 cm.** **95.** **1** **96.** **16 cm.** **97.** **1** **98.** **16 cm.** **99.** **1** **100.** **16 cm.** **101.** **1** **102.** **16 cm.** **103.** **1** **104.** **16 cm.** **105.** **1** **106.** **16 cm.** **107.** **1** **108.** **16 cm.** **109.** **1** **110.** **16 cm.** **111.** **1** **112.** **16 cm.** **113.** **1** **114.** **16 cm.** **115.** **1** **116.** **16 cm.** **117.** **1** **118.** **16 cm.** **119.** **1** **120.** **16 cm.** **121.** **1** **122.** **16 cm.** **123.** **1** **124.** **16 cm.** **125.** **1** **126.** **16 cm.** **127.** **1** **128.** **16 cm.** **129.** **1** **130.** **16 cm.** **131.** **1** **132.** **16 cm.** **133.** **1** **134.** **16 cm.** **135.** **1** **136.** **16 cm.** **137.** **1** **138.** **16 cm.** **139.** **1** **140.** **16 cm.** **141.** **1** **142.** **16 cm.** **143.** **1** **144.** **16 cm.** **145.** **1** **146.** **16 cm.** **147.** **1** **148.** **16 cm.** **149.** **1** **150.** **16 cm.** **151.** **1** **152.** **16 cm.** **153.** **1** **154.** **16 cm.** **155.** **1** **156.** **16 cm.** **157.** **1** **158.** **16 cm.** **159.** **1** **160.** **16 cm.** **161.** **1** **162.** **16 cm.** **163.** **1** **164.** **16 cm.** **165.** **1** **166.** **16 cm.** **167.** **1** **168.** **16 cm.** **169.** **1** **170.** **16 cm.** **171.** **1** **172.** **16 cm.** **173.** **1** **174.** **16 cm.** **175.** **1** **176.** **16 cm.** **177.** **1** **178.** **16 cm.** **179.** **1** **180.** **16 cm.** **181.** **1** **182.** **16 cm.** **183.** **1** **184.** **16 cm.** **185.** **1** **186.** **16 cm.** **187.** **1** **188.** **16 cm.** **189.** **1** **190.** **16 cm.** **191.** **1** **192.** **16 cm.** **193.** **1** **194.** **16 cm.** **195.** **1** **196.** **16 cm.** **197.** **1** **198.** **16 cm.** **199.** **1** **200.** **16 cm.** **201.** **1** **202.** **16 cm.** **203.** **1** **204.** **16 cm.** **205.** **1** **206.** **16 cm.** **207.** **1** **208.** **16 cm.** **209.** **1** **210.** **16 cm.** **211.** **1** **212.** **16 cm.** **213.** **1** **214.** **16 cm.** **215.** **1** **216.** **16 cm.** **217.** **1** **218.** **16 cm.** **219.** **1** **220.** **16 cm.** **221.** **1** **222.** **16 cm.** **223.** **1** **224.** **16 cm.** **225.** **1** **226.** **16 cm.** **227.** **1** **228.** **16 cm.** **229.** **1** **230.** **16 cm.** **231.** **1** **232.** **16 cm.** **233.** **1** **234.** **16 cm.** **235.** **1** **236.** **16 cm.** **237.** **1** **238.** **16 cm.** **239.** **1** **240.** **16 cm.** **241.** **1** **242.** **16 cm.** **243.**

4. **Where Customs at port of transshipment are satisfied** require only bulk cargo manifest to be submitted to the port of loading for working of suitable goods for export. Manifests are submitted to the port of loading to give such information on basis of which the goods are cleared. Ordinarily, the carrier's port of origin is not a port of loading. The carrier and the master must therefore be the only persons who are liable for the cargo. The carrier and the master must therefore be the only persons who are liable for the cargo. The carrier and the master must therefore be the only persons who are liable for the cargo.

15. A valuable package is one of which the contents exceed in value ten pounds sterling per cubic foot, if measurement is made on the full hundredweight (140 lb) basis. The shipper is liable to the carrier for damage to the package and for the loss of the package. The shipper is liable to the carrier for the loss of the package and for the loss of the package.

THE UNITED KINGDOM COMMERCE ACT 1892

in accordance with Customs regulations, the goods have to be bonded and stored with the Customs or other Authorities on claim for storage or damage will be considered by the court beyond that noted by the Authorities at the time of recording the claim into their charge.

to Appointment. Unconscious or simple-minded men are appointed, it may be said, to the lowest degree of the hierarchy of the State, who then accept such appointments to the extent thereof. The correct view of the matter, that of those who would sell themselves cheaply to the Government, and other unfortunates, is that these men, from their position in the hierarchy, are able to give the Government the benefit of the sale of their own services, and that the Government is able to buy them cheaply.

(6) breakdown of direct and indirect effects and other sample of a bottle or fragile Article should be taken to be due to different defect, quality or size of the goods or the efficiency of the package in the absence of evidence of negligence on the part of the carrier and obligation of the carrier.

But, if the government is to be seen to be directly involved, then it must be made explicit (1969) in a manner as well as more subtle, and delicate. In no case can the private sector responsibility be taken over by other state bodies.

[illegible]

23. Any student on the list will receive one membership in the Georgia Golf and Country Club, an appropriate value, and commensurate with the value of the membership. The value of the membership of that Club is \$1,000. The value of the Club is \$1,000. The value of the Club is \$1,000.

²³ The statement means that Timber has been shipped in quantities of about equal and commensurate lots and involve only transactions by the carrier as to the quantity of cargo received.

24. Bottoms and similar articles may be flumed and put into water at ship's expense but at the risk of the owner's vessel.

54. Options are only granted if arranged in force agreement. Declaration must be declared at least 48 hours before ship's arrival at the desired port or at the port of call at which the goods have to be redelivered for that port. Failing such declaration the goods will be carried in the ship and landed at the final national port or at the port of call at which the goods are to be redelivered. For the goods

²⁵ Additional estimates of current late ridership by the categories of service for Holland and the Dutch East Indies whether taking delivery outside of or on the ship. Consignees to Quay Line at Hamburg are port regulations to the contrary notwithstanding.

20. It is a part of discharge in Western Australia no one presents himself and forced by the view of the goods to get the money in electronic form which is charged and being authorized by the bank to make for any reason to do so then the record of discharge as kept by the ship's officers shall be held to be a sufficient delivery in kind.

Price: \$0.00

10. If the loading, carriage, discharge or delivery is impeded or if there are reasonably grounds for anticipating that the same is or threatens to be impeded by the immaturity, outbreak or existence of war or higher international conflict or by the immaturity, outbreak or existence of the pestilence, exercised by any Government or other Authority (including expression throughout this clause shall be deemed to include any Government or other Authority) to exercise the powers of a Government in connection with the prohibition of international commercial or otherwise or by the restriction or control of such intercourse by any Government or other Authority or by measures taken by any Government or other Authority in consequence of or connected with any of the above matters or by quarantine, sanitary, customs or labour regulations, lockouts, strikes or disturbances (or such other cause or by absence from any cause of facilities for loading, discharge or delivery the vessel or they think it advisable) at any time before or after the commencement of the voyage or at any time after or save or depart from the prohibited or advertised ports, harbours and places, and subject to the provisions or charter of the vessel or of any port or place and of any treaty or law or order or other law or disposal of the vessel or any port or place or place without being liable for any loss or damage whatsoever directly or indirectly sustained by the owners of the goods and all at the risk and expense of the owners of the goods, a loading, stowage or not done by reason of or in compliance with the provisions of the foregoing contained in any of the foregoing clauses shall be deemed to be done by the owners of the goods.

11. The vessel in conformity to any orders or regulations or to the laws, customs, regulations or decrees issued by any Government or other Authority shall have the liberty

[illegible][illegible][illegible]

Any goods deteriorating through inherent defect, quality or quantity, and being in a damaged condition likely to damage the ship or cargo or other goods, may, without compensation to the owners and without consulting them, be jettisoned or destroyed or at the risk of the owners of the goods discharged at any port, but in any of the above events, freight thereon, if not prepaid, shall be payable in proportion to the savings and all loss or damage, cargo or expenses caused to the ship or cargo or other cargo or to any interest whatsoever, shall be paid or refunded by the owners of the goods. The carrier or its agents, may at their discretion sell goods so discharged for account of the owners thereon and at their expense.

A. If the goods are loaded or unloaded by the shippers or consignees or persons authorized by them, any persons shall be deemed to be servants of the owner of the goods.

[illegible][illegible]

¹⁹ *Memorandum of Understanding Between the Government of the United States of America and the Government of the Republic of China*, 1955, 22 USTC ¶10,000, 1955-1 CB 285, 286 (1955) (hereinafter "MOU").

There is a growing awareness of the need to develop a more effective approach to the management of the environment. This is reflected in the increasing number of environmental management systems (EMS) being implemented by organizations. The purpose of this paper is to discuss the importance of the environment in the business context and to explore the challenges faced by organizations in implementing an EMS. The paper will also discuss the benefits of an EMS and the role of management in its implementation.

20. Where products are wired or coated or otherwise specially treated to prevent rusting, the owner takes no responsibility for the condition of such treated surfaces for the attention is specially drawn to them before shipment, and ~~that the rusting caused by such treatment~~ and the rust defect is brought to his notice in writing ~~before the removal of the~~ ~~products~~.

[illegible]

22. Any student below that Timing line who started in seventh grade or below and completed one or more additional years of education in the United States at a non-accredited college, school, or university, and whose college should be deemed to constitute proper notice of the student's lack of entry in the form of a full list of letters that such number does not necessarily prove an effect.

23. Bothers and another applicant may be diagnosed with put into water. If applicant experience here in the truck and this is their history.

24. **O**ptions are only permitted in arrangements involving adjustment. Adjustment must be declared at least 15 business days before arrival at the border port or at the port of call at which the goods have to be transported for that port. Putting such declaration the goods will be carried on the same or, instead, in a third optional port or at the port of call at which the goods have to be transhipped for that port.

26. Delivery discounts at different rates must be paid by the contractor of energy for Holland and the Dutch East India whether taking delivery on credit or on the spot. Subsidies to the Dutch East India are made according to the amount of energy delivered.

25. It is a part of discharge in Western Australia, not being presented himself duly authorised by the owners of the goods to give the necessary receipts for cargo when discharged, or if being authorised by the owners or a suitable authority, to do so. Then the vessel received discharge, as kept by the ship's officers, shall when held to be a sufficient delivery in good order.

[illegible]

20. If freight is underpaid owing to the weight, measurement, contents, nature or value of the goods having been misstated by the shipper, the carrier will require the owners of the goods to pay double the freight which should have been paid to the carrier, together with the cost of the goods, less a stated contract value, and a deduction from the carrier's contract rate of freight.

24. Any reference on the front board to **weight, measurement, contents, quality or value** is to be declared on the shipping and receiving documents submitted by the carrier as to the overweighed condition and contents as part of the carrier's description of the goods.

30. The cost of repairs to rockings and on the cost of collecting relevant contents and assembly the new Archival boxes, provided such expenses have not been a financial necessity for the client, are not subject to VAT. The cost of the repair of the rockings will be borne by the client, whereas the cost of the repair of the rockings will be borne by the client.

21. When cargoes discharged into craft or lighters in consequence of inefficient quay space at berth, all expenses shall be paid by owners of such cargo or at the option of the charterer or his agents, and in proportion determinable by them, shall be borne by the owners of all cargo for the port.

70. **Fines, expenses and losses** for violation of this Convention, caused by incorrect markings or by incomplete or incorrect description or by shipment of goods failing to comply with description, with design marks of the Authorised user of the trademark, or with local prescriptions affecting the substance or title of marking, shall be between 15 to 200 marks, the goods.

26. Any duty, tax, surtax, toll, interest or impost levied on the goods, under any name or description, at any time and on any occasion, by any authority, whether local or otherwise, in any country, shall be borne by the owners of whatever nature by reason of their having been established during the voyage, or acquired or assumed during the voyage, or by any other person, shall be borne by the owners of the goods.

[illegible]

to be given to the carrier under this bill of lading shall be in addition to a claim for loss, and the carrier or his agents, in accepting same, may sell by public auction to the (said) party, and make by their receipt and become wholly released from all claims.

20. subject to all terms and conditions contained in the body of binding agreement in use.

Johnston, J. H. 1964. *Journal of the American Water Resources Association* 1: 1-10.

[illegible]

1000

GNH/dp

ALLIED COMMISSION,
TRANSPORTATION SUB-COMMISSION
Shipment, Port & Warehouse Division,
A.P.O. 394

30 Nov 44.

SUBJECT:- Bills of Lading.

TO :- Shipment, Port & Warehouse Division,
(Att: Capt R.H. Klein),
Transportation Sub-Commission,
H.Q., Allied Commission.

1. Reference telephone conversation of yesterday's date.
Bills of Lading in respect of the "Effington Court", and the
"Samettrick" are forwarded herewith as requested.

GEO N. Hart

GEO N. Hart,
Capt, Q.M.C.,
Port Liaison,
A.C., Naples.

9-3

4242

Copy No. 5

Army Form G 564 (War) (1911)

FREIGHT CHARGEABLE to W.D.

CIV/A/55

D/T No.

Completion of this sheet and continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES
KK.156.SHIPPED in apparent good order and condition on board the (SHIP)
Packages and loose articles hereinafter mentioned:* In figures,
† In words.TONNAGE: Tons 14 Feet Fourteen Feet

to be delivered in the like good order and condition to:-

CONSIGNEE C.C.A.O. Naples. at the PORT of Naples.

three

Bills of Lading

In witness whereof the (Sea Transport Officer/Master of the said ship) hath affirmed to
all of this tenor and date one of which Bills being accomplished the others to stand void.

London.

Freight at the rate prescribed by the Minister of War Transport shall be payable at
THIS BILL OF LADING shall:-

- (1) In relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) In relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) In any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.
The York to Harve Collision Clause shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.CONSIGNOR O.S. 10. War Office
PORT of Shipment Birkenhead.Consignor's Reference CIV/A/55Movement Index No. KK156/44.

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
F.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	GROSS WEIGHT		MEASUREMENT	
				Tons	Cwt.	Tons	Fl.
KK.156/44	2 cases		Textile Machinery Parts ex J. Mackie & Sons Ltd., Belfast.		9		14
					424		
GRAND TOTAL or TOTAL carried forward					9		14

Dated at London this 31st day of October 1944Signature of Forwarding Officer or Consignor
† Delete whichever does not apply.A. S. Headingley
for A.D.O.s. Lubi

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to War Dept. Army Form G-951 (War) (old) only.
T. 5519.

BILL OF LADING FOR WAR DEPARTMENT STORES
K.K. 156.

SHIPPED in approved good order and condition on board the (SHIP) packages and loose articles hereinafter mentioned.

TONNAGE 286 8 Two Hundred and Eighty Six
to be delivered in the free port order and condition for
CONSIGNEE A.C.C., Central Medical Depot, NAPLES. at the PORT of

In witness whereof the (Sea Transport Officer/Master of the said ship hath affixed his
at this time and date one of which Bills being accomplished the others to stand void.
three B/Ls of Lading
LONDON.

Freight at the rate prescribed by the Minister of War Transport shall be payable at
THIS BILL OF LADING shall—
(1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
(2) in relation to the carriage of any goods from any port in territory in which legislation having the like effect to the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
(3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the provisions, rights and immunities contained by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but not further.
GENERAL AVERAGE: General Average shall be payable according to the York-Antwerp Rules, 1924.
The Bill to B/Ls: Claims shall upon completion to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNEE DIDCO. Consignor's Reference D.S. 8508. Merchant's Index No.
PORT of shipment Birkenhead.

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

ALL CLAUSES AND ENDORSEMENTS ARE				TONNAGE			
PJT.				PARTICULARS OF PACKAGES			
F.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Stores, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt.	Tons	Cwt.
<u>K.K. 156/8.</u>							
	166 Cases		Apparatus Bathing Mobile.	}	62	3	286
	273 Bncls		" " "				
<i>Edington Court</i>							

BILL OF LADING FOR WAR DEPARTMENT : DRES

Continued on sheet 22

(For use only in the case of shipments from port in Great Britain or Northern Ireland)

SHUTED is apparent good order and condition on board the SHUTED

the Peckham and Rose⁴ articles hereinafter mentioned.

to be delivered in the first order and condition to

CONCLUSION

* χ^2 test for independence. $\chi^2 = 11.2$, $df = 1$, $p = 0.0008$.

subject to the Regulations for His Majesty's Sea Transport Service or to the Regulations set forth by the Government stores when arranged by the Shipping Agent or the Minister of War Transport, whichever shall be named in the Transit or Engagement for Freight, and to the conditions in the Charter Party or Agreement entered into with the Minister of War Transport, the Director of Sea Transport or with the Local Commissioners of the Admiralty, as the case may be. In Witness whereof the Master of the said ship hath hereunto

Dated this _____ day of _____ 19____.

For interest, see the inside of the

period contained shall be deemed a surrender by the carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act to any extent, such term shall be void to that extent, but no further.

Not only had a record 100,000
clubhouse, in many ways.

CONCLUSION

IMPORT OF SUBSTITUTES

ACKNOWLEDGMENTS

Journal of Management Education

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE.

PARTICULARS OF PACKAGES

TOSNAP

PARTICULARS OF PACKAGE					TONNAGE			
Item No. (1)	Index No. and Marks (2)	Quantity (3)	Type (4)	Description of Contents (with notation as to Dangerous Goods, etc.) (5)	DRAUGHT		MEASUREMENT	
					Tons (6)	Cwt. (7)	Cu. Yds. (8)	Feet (9)
	12.185	143	Cases	Phosphorus sesquisulphide,	10	3	12	12
Bill of Lading issued by Toward Control, Port of London.								
4239								
12.86								
GRAND TOTAL or TOTAL carried forward					10	3	12	12

Dated at _____ this _____ day of _____
Signature of Forwarding Officer or Consignor _____

FREIGHT CHARGEABLE to WD.Approved by W. G. (100)DAL NO 01V/A/56Comprising this sheet and — continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES

SHIPPED in apparent good order and condition on board the SHIP KK. 155.
packages and loose articles (enumerated mentioned);• In figures
† In words.TONNAGE 85 Tons 26 Feet Eighty Five Tons Twenty Six Feet
to be delivered in the like good order and condition as received.CONSIGNEE A.C.C. Central Medical Depot, Naples. at the PORT of Naples.In witness whereof the Sea Transport Officer/Master of the said ship hath affixed to three bills of Lading
all of this tenor and date and of which bills being accomplished the others to stand void.Freight at the rate presented by the Minister of War Transport shall be payable at London
THIS BILL OF LADING shall—

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

The Bill of Lading Clause shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNOR OS10 War Office
PORT of Shipment PANAMAConsignee's
Reference 01V/A/56Movement
Index No. —KK. 155/59.

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF CARGOES				TONNAGE			
F.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Goods, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt.	Tons	Ft.
KK. 155/59			Mobile Anti Typhus Equipment Units Nos. 1 -5. comprising				
			35 bales Numbered 1 - 7 in each unit.				
	1,210	cases	" 8 -248 and 270 in each unit.				
			5 bundles " 249 in each unit.				
	100		Tanks water canvas numbered 250-269 in each unit.	40	15	85	26.
SAMPERRICK 4233							
GRAND TOTAL or TOTAL carried forward				40	15	85	26

Dated at LondonOctober 31st 1944

Signature of Forwarding Office or Consignor

M. G. Heachinger

Signature of Master

† Defect wherever does not apply

for A.D. 5
0310Samperrick

Signature of Sea Transport Officer

R. H. R.

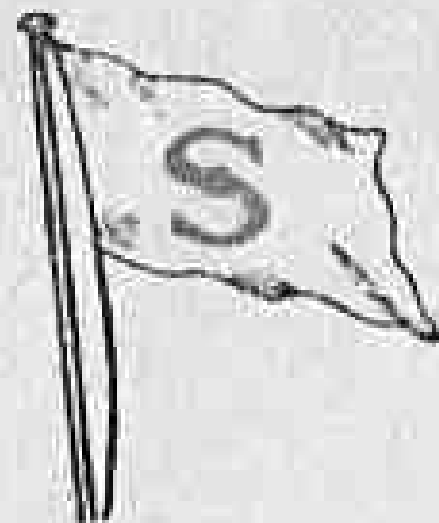
Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di



E' stato caricato da CATANIA Signor A.C. = CATANIA

sul Piroscalo M/V. FILIPPO ODDO

Capitano

per essere condotte a ANCONA

ed al felice arrivo consegnate a

le Mercanzie qui sotto marcate e

Il nolo

pagato in

come da dis

Marche	Numeri	Quantità dei Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo
N/N.	I/1002	1002	SACCHI ZUCCHERO	~~95.000~~	<i>unknown</i>		Cappa . . .
							Rivalsa . . .
							Imbarco . . .
							Sbarco . . .
							Diritti di Polizza
							Bollo e tasse
							Provvigione d'
							Totale
							Totale
							desti
							Imp. 2% sull'e
							Sbarco a c
							in qualunqu
							notte ed in

9-3
ORIGINAL

Sacchi bganati dalle stesse contenute e
sacchi bucati e ricuciti prima del peso.

Accetto, io questa polizza il caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenute. - Fatto e rilasciato in 4 COPIE originali del
compiuto, gli altri s' intendono nulli e di nessun valore.

Senza responsabilità per marche, numeri
rottture, spandimenti e colaggi

CATANIA 25/II/1944.

IL CAPITANO

f. M. X. /ish
for

NO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di carico N.º 19E' stato caricato da CATANIA Signor A.C.= CATANIAsul Piroscalo M/V. FILIPPO ODDO

Capitano

per essere condotte a ANCONAed al felice arrivo consegnate a A.C.=ANCONA

le Mercanzie qui sotto marcate e numerate come appresso.

Il nolo

pagato in

come da distinte.

Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo L.		
SACCHI ZUCCHERO	~~95.002~~	<i>unknown</i>		Cappa		
				Rivalsa		
				Imbarco		
				Sbarco		
				Diritti di Polizza	2	
				Bollo e tasse		
				Provvigione d'incasso 2%		
				<i>Totale incassato L.</i>		
				<i>Totale da pagare a destino</i>		
				<i>Imp. 2% sull'entrata L.</i>		
<i>Sacchi bganati dalle stesse contenuto e sacchi bucati e ricuciti prima del peso.</i>				Sbarco a carico con facoltà di eseguirlo in qualunque punto del porto, anche di notte ed in giorni festivi.		

e dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in 4 COPIE

originali del medesimo tenore e data, di cui una

Senza responsabilità per marche, numeri, peso, volume, qualità e contenuto
rotture, spandimenti e colaggio, visibili o non visibili.

IL CAPITANO

J. M. X. /ish
for 1002 sacks only

La dietroscritta spedizione è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e ch

Art. 1. — L'Armatore, indipendentemente dai danni derivanti da fortuna di mare, non è responsabile per la rottura degli oggetti fragili, pel colaggio dei liquidi, per le merci soggette a naturale deperimento, come animali, piante vive e simili, né per danni che potrebbero essere cagionati da altre merci o da vizio proprio o da altre accidentalità possibili in viaggio, come pure delle avarie causate da accidenti di macchina e caldate dai topi e dai vermi.

Egli respinge del pari ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle discrepanze sulle marche dei colli, derivanti dalle dichiarazioni della polizza di carico, non garantendo che il numero dei colli ricevuti.

Art. 2. — L'Armatore non risponde degli errori, di qualsiasi negligenza commessa dal Capitano, dal pilota di servizio, dai marinai, o da altre persone imbarcate a bordo del vapore sotto qualsiasi titolo.

Art. 3. — Il rilascio del buono d'imbarco non implicherà mai per parte dell'Armatore garanzia o impegno del posto a bordo.

Art. 4. — Gli speditori sono responsabili verso l'Amministrazione ed i suoi Agenti dei danni e spese che fossero a verificarsi per mancanza di carte doganali e per dichiarazione falsa o incompleta del contenuto dei colli.

Art. 5. — Qualunque caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, anche se indicate sulla polizza col loro vero nome, senza darne preventivo avviso scritto all'Agente, oltre le penalità sancite dalla legge, sarà responsabile di tutti i danni e di tutte le conseguenze derivate da un tale imbarco.

L'Agente è sempre libero di rifiutare tali mercanzie o di accettarle sotto speciali condizioni.

Art. 6. — Quando il peso lordo delle merci venisse trovato eccedere quello dichiarato nelle polizze di carico, l'Amministrazione sarà in diritto di esigere il pagamento del doppio nolo sopra dette eccedenze.

Art. 7. — L'imbarco delle merci in qualunque porto sarà sempre fatto a rischio dei Caricatori, a loro cura e spese. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a rischio e pericolo della merce.

Art. 8. — L'Armatore si riserva la facoltà di trasbordare le merci in qualunque circostanza, prima e dopo la partenza, sopra altro Piroscalo di qualsiasi altra Compagnia e non risponde dei ritardi che da tali operazioni possono derivare.

La polizza di carico firmata a dovere dal Capitano o dalla Amministrazione del Piroscalo sul quale sarà trasbordata la merce, libera l'Armatore da qualunque siasi responsabilità verso il caricatore, compreso quello del ritardo nell'arrivo della merce al luogo di sua definitiva destinazione.

Art. 9. — In caso di trasbordo l'Armatore non garantisce il posto sul Piroscalo che dovrà ricevere la merce.

In mancanza di posto o di coincidenza del Vapore che dovrà ricevere in trasbordo, le merci saranno sbarcate o immagazzinate a terra o nelle piatte a tutto rischio e pericolo dei destinatari, le sole spese restando a carico dell'Armatore, anche nel caso dell'articolo 8.

Art. 10. — In circostanze di quarantena sia del Piroscalo, che delle mercanzie, sono a carico esclusivo dei proprietari delle merci le spese di sbarco dal Piroscalo, trasporto nei luoghi di contumacia, rischi di stazione, di purgazione, come pure di trasporto al luogo di destinazione e consegna, restando esclusa qualunque responsabilità del Piroscalo appena ritirata la merce dal suo bordo.

Art. 11. — Il Capitano può entrare e sortire dai porti, rade e fiumi senza pilota pratico, può deviare dalla rotta, anche retrocedendo, toccare qualunque porto fuori del suo itinerario e soggiornarvi, rimorchiare ed assistere altri bastimenti per qualsiasi causa, senza alcuna responsabilità verso merci od altro.

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi difficoltà nello stivaggio e nel distivaggio, oppure per tutta la mercanzia non fosse sbarcata al porto di destinazione indi l'Armatore sono autorizzati a trasportarla al di là di detto porto in seguito, senza che il Proprietario possa pretendere alcuna indennità o per cambiamento di rotta. Questo prolungamento di viaggio è a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconse maggiore spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno anche se di giorno festivo o in fuori orario normale, altrimenti i locali di deposito per conto e rischio dei Proprietari, e quali ragione o diritto per qualunque danno fosse trovato dopo fatto mente non risponde del colaggio dei liquidi caricati in botti, accertato essere un tale danno dipeso da cattivo stivaggio o o peggio, e non vi abbiano potuto contribuire gli avvenimenti trattandosi di mercanzie imbarcate in casse o colli, il ricevitori il peso, quando sulla polizza di carico non è dal Capitano acc del peso. In questo caso il solo diritto del ricevitore sarà quello della cassa o del collo presenti apparenza di essere stato in questa verifica dove essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso spetti e rimanesse depositate in Dogana o presso l'Armatore nominare un terzo consegnatario incaricato di pagare il nolo od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di stazione di stivaggio, sia nei porti d'imbarco, di trasbordo o qualunque diritto di legge. Nel caso che questa constatazione dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dei suoi Agenti, a spese, rischio e pericolo della mercanzia, app semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza che il Vapore arrivi in buon porto, sia che si perda duran

Art. 19. — In caso d'avaria per danni o perdite di cui Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento il danno, qualunque fosse la destinazione delle cose caricate caricatori ad ogni opposizione al rigmido ed obbligandosi a anticipato, la quota sul valore delle cose caricate, che nel reg minata.

Art. 20. — La mancanza di firma sulla presente polizza, giudicherà la piena e completa validità ed accettazione, da più clausole stampate, manoscritte o obbligatorie per il solo fatto all'armatore od imbarcata sopra un suo piroscalo e che sono a qualunque reclamante.

è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che dichiara di accettare

ndentemente dai danni derivanti da fortuna di mare, non è
getti fragili, pel colaggio dei liquidi, per le merci soggette
ali, piante vive e simili, né per danni che potrebbero essere
o proprio o da altre accidentalità possibili in viaggio, come
enti di macchina e caldaie dai topi e dai vermi,
responsabilità rispetto al contenuto, peso, misura, valore ed alle
li derivanti dalle dichiarazioni della polizza di carico, non
ricevuti.

sonde degli errori, di qualsiasi negligenza connessa dal Ca-
marina, o da altre persone imbarcate a bordo del vapore

o d'imbarco non implicherà mai per parte dell'Armatore
bordo.

responsabili verso l'Amministrazione ed i suoi Agenti dei
casi per mancanza di carte doganali e per dichiarazione
dei colli.

re che imbarcasse mercanzie per loro natura infiammabili od
polizza col loro vero nome, senza darne preventivo avviso
la sanate dalla legge, sarà responsabile di tutti i danni e di
in tale imbarco.

rifiutare tali mercanzie o di accettarle sotto speciali condi-

do delle merci venisse trovato eccedere quello dichiarato
strazione sarà in diritto di esigere il pagamento del doppio

merci in qualunque porto sarà sempre fatto a rischio del Ca-
bordo sarà fatto a spese dei Ricevitori — ma in ogni caso a

iva la facoltà di trasbordare le merci in qualunque circostanza,
altro Piroscalo di qualsiasi altra Compagnia e non risponde
possono derivare.

il dovere del Capitano o dalla Amministrazione del Piroscalo
ce, libera l'Armatore da qualunque siasi responsabilità verso
ritardo nell'arrivo della merce al luogo di sua definitiva

o l'Armatore non garantisce il posto sul Piroscalo che dovrà

incidenza del Vapore che dovrà ricevere in trasbordo, le
zinare a terra o nelle piatte a tutto rischio e pericolo dei
a carico dell'Armatore, anche nel caso dell'articolo 8:

quarantena sia del Piroscalo, che delle mercanzie, sono a
le merci le spese di sbarco dal Piroscalo, trasporto nei luoghi
di purgazione, come pure di trasporto al luogo di destina-
a qualunque responsabilità del Piroscalo appena ritirata la

entrare e sortire dai porti, rade e fiumi senza pilota pratico,
trocedendo, toccare qualunque porto fuori del suo itinerario e
dere altri bastimenti per qualsiasi causa, senza alcuna respon-

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi caso di forza maggiore, o di
difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa utile alla navigazione,
la mercanzia non fosse sbarcata al porto di destinazione indicato sulla polizza, il Capitano e
l'Armatore sono autorizzati a trasportarla al di là di detto porto, sotto condizione di riportarla
in seguito, senza che il Proprietario possa pretendere alcuna indennità pel ritardo che ne risul-
terà o pel cambiamento di rotta. Questo prolungamento di viaggio si effettuerà a spese del-
l'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate alla rinfusa, altrimenti le
maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno dell'arrivo immediatamente,
anche se di giorno festivo o in fuori orario normale, altrimenti saranno sbarcate e messe nei
locali di deposito per conto e rischio dei Proprietari, i quali non potranno invocare qualunque
ragione o diritto per qualunque danno fosse trovato dopo fatto il deposito. L'Armatore egual-
mente non risponde del colaggio dei liquidi caricati in botti, casse e vasi a meno che fosse
accettato essere un tale danno dipeso da cattivo stivaggio o da colpa del Capitano ed equi-
paggio, e non vi abbiano potuto contribuire gli avvenimenti della navigazione. Egualmente
trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non avrà il diritto di riconoscere
il peso, quando sulla polizza di carico non è dal Capitano accettata la condizione di rispondere
del peso. In questo caso il solo diritto del ricevitore sarà quello di riconoscere se l'estremo
della cassa o del collo presenti apparenza di essere stato aperto a bordo del Piroscalo, e
questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso non venissero ritirate, da chi
spetta e rimanesse depositate in Dogana o presso l'Armatore, esso riservasi il diritto di far
nominare un terzo consignatario incaricato di pagare ilnolo e tutte le spese sia giudiziarie
od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di far procedere a qualsiasi con-
statazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di fermata, rinunciando a qua-
lunque diritto di legge. Nel caso che questa constatazione dovesse aver luogo nell'interesse
dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza che sia necessario chiamare
ad assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dal vapore, sarà fatta per cura
dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche quando la polizza porterà
semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i colli saranno consegnati agli
intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sarà dovuto all'Armatore,
sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui al titolo VII, libro II del Cod.
Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento del piroscalo che ha sof-
ferito il danno, qualunque fosse la destinazione delle cose caricate, rinunciando i destinatari e
caricatori ad ogni opposizione al riguardo ed obbligandosi a pagare, anche con versamento
anticipato, la quota sul valore delle cose caricate, che nel regolamento d'avaria verrà deter-
minata.

Art. 20. — La mancanza di firma sulla presente polizza, da parte dello speditore, non pre-
giudicherà la piena e completa validità ed accettazione, da parte di tutti gli interessati, delle
clausole stampate, manescritte o obbligatorie per il solo fatto che la merce venne e data
all'armatore od imbarcata sopra un suo piroscalo e che sono opponibili anche ai rice-
vitori od a qualunque reclamante.

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di



E' stato caricato da 11a
sul Piroscalo
per essere condotte a

Signor
Pett. A. C. C. C. C.
Capitano

ed al felice arrivo consegnate a 11a
le Mercanzie qui sotto marcate e

Il nolo

pagato in

come da dist

Marche	Numeri	Quantità dei Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo
B.N.	1/515	515	Sacchi zucchero	49.190			Cappa
							Rivalsa
							Imbarco
							Sbarco
							Diritti di Polizza
							Bollo e tasse
							Provvigione d'imp.
							Toto
							Totale a destin.
							Imp. 2% sull'er
							Sbarco a car in qualunque notte ed in

Accetto, se questa polizza il caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenute. - Fatto e rilasciato in
compiuto, gli altri s'intendono nulli e di nessun valore.

Venezia, li

Senza responsabilità per marche, numeri,
rottura, spandimenti e colaggi

IL CAPITANO

J. Horie

INO & EGIDIO SALVAGNO - VENEZIACASA FONDATA NEL 1870
AGENTI E RACCOMANDATARI MARITTIMIPolizza di carico N.°18E' stato caricato da
sul Piroscalo
per essere condotte a

Signor

lett. A. C. C. C. V. T. A. T. I.

Capitano

ed al felice arrivo consegnate a

le Mercanzie qui sotto marcate e numerate come appresso.

Il nolo

pagato in

come da distinte.

Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo L.		
Sacchi zucchero	49.198			Cappa		
				Rivalsa		
				Imbarco		
				Sbarco		
				Diritti di Polizza	2	
				Bollo e tasse		
				Provvigione d'incasso 2%		
				Totale incassato L.		
				Totale da pagare a destino		
				Imp. 2% sull'entrata L.		

NON NEGOZIABILE

4235

Sbarco a carico con facoltà di eseguirlo in qualunque punto del porto, anche di notte ed in giorni festivi.

Il sottoscritto dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in

originali del medesimo tenore e data, di cui uno

Senza responsabilità per marche, numeri, peso, volume, qualità e contenuto
rotture, spandimenti e colaggio, visibili o non visibili.

IL CAPITANO

J. Harris. Cpl.

La dietroscritta spedizione è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che

Art. 1. — L'Armatore, indipendentemente dai danni derivanti da fortuna di mare, non è responsabile per la rottura degli oggetti fragili, pel colaggio dei liquidi, per le merci soggette a naturale deperimento, come animali, piante vive e simili, né per danni che potrebbero essere cagionati da altre merci o da vizio proprio o da altre accidentalità possibili in viaggio, come pure delle avarie causate da accidenti di macchina e caldaie dai topi e dai vermi.

Egli respinge del pari ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle discrepanze sulle marche dei colli, derivanti dalle dichiarazioni della polizza di carico, non garantendo che il numero dei colli ricevuti.

Art. 2. — L'Armatore non risponde degli errori, di qualsiasi negligenza commessa dal Capitano, dal pilota di servizio, dai marinai, o da altre persone imbarcate a bordo del vapore sotto qualsiasi titolo.

Art. 3. — Il rilascio del buono d'imbarco non implicherà mai per parte dell'Armatore garanzia o impegno del posto a bordo.

Art. 4. — Gli speditori sono responsabili verso l'Amministrazione ed i suoi Agenti dei danni e spese che fossero a verificarsi per mancanza di carte doganali e per dichiarazione falsa o incompleta del contenuto dei colli.

Art. 5. — Qualunque caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, anche se indicate sulla polizza col loro vero nome, senza darne preventivo avviso scritto all'Agente, oltre le penalità sancite dalla legge, sarà responsabile di tutti i danni e di tutte le conseguenze derivate da un tale imbarco.

L'Agente è sempre libero di rifiutare tali mercanzie o di accettarle sotto speciali condizioni.

Art. 6. — Quando il peso lordo delle merci venisse trovato eccedere quello dichiarato nelle polizze di carico, l'Amministrazione sarà in diritto di esigere il pagamento del doppio nolo sopra dette eccedenze.

Art. 7. — L'imbarco delle merci in qualunque porto sarà sempre fatto a rischio dei Caricatori, a loro cura e spese. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a rischio e pericolo della merce.

Art. 8. — L'Armatore si riserva la facoltà di trasbordare le merci in qualunque circostanza, prima e dopo la partenza, sopra altro Piroscalo di qualsiasi altra Compagnia, e non risponde dei ritardi che da tali operazioni possono derivare.

La polizza di carico firmata a dovere dal Capitano o dalla Amministrazione del Piroscalo sul quale sarà trasbordata la merce, libera l'Armatore da qualunque siasi responsabilità verso il caricatore, compreso quello del ritardo nell'arrivo della merce al luogo di sua definitiva destinazione.

Art. 9. — In caso di trasbordo l'Armatore non garantisce il posto sul Piroscalo che dovrà ricevere la merce.

In mancanza di posto o di coincidenza del Vapore che dovrà ricevere in trasbordo, le merci saranno sbarcate o immagazzinate a terra o nelle piatte a tutto rischio e pericolo dei destinatari, le sole spese restando a carico dell'Armatore, anche nel caso dell'articolo 8.

Art. 10. — In circostanze di quarantena sia del Piroscalo, che delle mercanzie, sono a carico esclusivo dei proprietari delle merci le spese di sbarco dal Piroscalo, trasporto nei luoghi di contumacia, rischi di stazione, di purgazione, come pure di trasporto al luogo di destinazione e consegna, restando esclusa qualunque responsabilità del Piroscalo appena ritirata la merce dal suo bordo.

Art. 11. — Il Capitano può entrare e sortire dai porti, rade e fiumi senza pilota pratico, può deviare dalla rotta, anche retrocedendo, toccare qualunque porto fuori del suo itinerario e soggiornarvi, rimorchiare ed assistere altri bastimenti per qualsiasi causa, senza alcuna responsabilità verso merci od altro.

* Art. 12. — Qualora in causa del cattivo tempo, qualsiasi difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa la mercanzia non fosse sbarcata al porto di destinazione indicato, l'Armatore sono autorizzati a trasportarla al di là di detto porto in seguito, senza che il Proprietario possa pretendere alcuna indennità o per cambiamento di rotta. Questo prolungamento di viaggio dell'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno anche se di giorno festivo o in fuori orario normale, altrimenti i locali di deposito per conto e rischio dei Proprietari, i quali non ragione o diritto per qualunque danno fosse trovato dopo fatto il conteggio, e non vi abbiano potuto contribuire gli avvenimenti e trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non il peso, quando sulla polizza di carico non è dal Capitano accettato del peso. In questo caso il solo diritto del ricevitore sarà quello della cassa o del collo presenti apparenza di essere stato aperto questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso di tempo e rimanesse depositate in Dogana o presso l'Armatore, nominare un terzo consegnatario incaricato di pagare il nolo e di altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di stazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di qualunque diritto di legge. Nel caso che questa constatazione dov'essere fatta dall'Armatore, essa sarà fatta senza formalità giudiziarie e senza assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati e dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui, Comiti, la liquidazione d'avaria avrà luogo nel porto d'armamento, fatto il danno, qualunque fosse la destinazione delle cose caricate, caricatori ad ogni opposizione al riguardo ed obbligandosi a anticipato, la quota sul valore delle cose caricate, che nel regolamento.

Art. 20. — La mancanza di firma sulla presente polizza, non giudicherà la piena e completa validità ed accettazione, da parte clausole stampate, manoscritte o obbligatorie per il solo fatto e all'armatore od imbarcata sopra un suo piroscalo e che sono a qualunque reclamante.

fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che dichiara di accettare

indennemente dai danni derivanti da fortuna di mare, non è
getti fragili, pel colaggio dei liquidi, per le merci soggette
di piante vive e simili, né per danni che potrebbero essere
propria o da altre accidentali possibilità in viaggio, come
di macchina e caldaie dai topi e dai vermi.
responsabilità rispetto al contenuto, peso, misura, valore ed alle
derivanti dalle dichiarazioni della polizza di carico, non
ricevuti.

onde degli errori, di qualsiasi negligenza commessa dal Ca-
rinarai, o da altre persone imbarcate a bordo del vapore

d'imbarco, non implicherà mai per parte dell'Armatore

responsabili verso l'Amministrazione ed i suoi Agenti dei
arsi per mancanza di carte doganali e per dichiarazione
ei colli.

che imbarcasse mercanzie per loro natura infiammabili od
polizza col loro vero nome, senza darne preventivo avviso
sancite dalla legge, sarà responsabile di tutti i danni e di
tale imbarco.

liutare tali mercanzie o di accettarle sotto speciali condi-

to delle merci venisse trovato eccedere quello dichiarato
razione sarà in diritto di esigere il pagamento del doppio.

erci in qualunque porto sarà sempre fatto a rischio dei Ca-
barco sarà fatto a spese dei Ricevitori — ma in ogni caso a

va la facoltà di trasbordare le merci in qualunque circostanza,
l'altro Piroscalo di qualsiasi altra Compagnia e non risponde
possono derivare.

dovere dal Capitano o dalla Amministrazione del Piroscalo
e, libera l'Armatore da qualunque siasi responsabilità verso
ritardo nell'arrivo della merce al luogo di sua definitiva

o l'Armatore non garantisce il posto sul Piroscalo che dovrà

incidenza del Vapore che dovrà ricevere in trashordo, le
imate a terra o nelle piatte a tutto rischio e pericolo dei
a carico dell'Armatore, anche nel caso dell'articolo 8.

quarantena sia del Piroscalo, che delle mercanzie, sono a
le merci le spese di sbarco dal Piroscalo, trasporto nei luoghi
di purgazione, come pure di trasporto al luogo di destina-
a qualunque responsabilità del Piroscalo appena ritirata la

entrare e sortire dai porti, rade e fiumi senza pilota pratico,
procedendo, toccate qualunque porto fuori del suo itinerario e
bere altri bastimenti per qualsiasi causa, senza alcuna respon-

* Art. 12. — Qualora in causa del cattivo tempo, qualsiasi caso di forza maggiore, o di
difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa utile alla navigazione,
la mercanzia non fosse sbarcata al porto di destinazione indicato sulla polizza, il Capitano e
l'Armatore sono autorizzati a trasportarla al di là di detto porto, sotto condizione di riportarla
in seguito, senza che il Proprietario possa pretendere alcuna indennità pel ritardo che ne risul-
terà o pel cambiamento di rotta. Questo prolungamento di viaggio si effettuerà a spese del-
l'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate alla rinfusa, altrimenti le
maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno dell'arrivo immediatamente,
anche se di giorno festivo o in fuori orario normale, altrimenti saranno sbarcate e messe nei
locali di deposito per conto e rischio dei Proprietarii, i quali non potranno invocare qualunque
ragione o diritto per qualunque danno fosse trovato dopo fatto il deposito. L'Armatore egual-
mente non risponde del colaggio dei liquidi caricati in botti, casse e vasi a meno che fosse
accettato essere un tale danno dipeso da cattivo stivaggio o da colpa del Capitano ed equi-
paggio, e non vi abbiano potuto contribuire gli avvenimenti della navigazione. Egualmente
trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non avrà il diritto di riconoscere
il peso, quando sulla polizza di carico non è dal Capitano accettata la condizione di rispondere
del peso. In questo caso il solo diritto del ricevitore sarà quello di riconoscere se l'estremo
della cassa o del collo presenti apparenza di essere stato aperto a bordo del Piroscalo, e
questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso non venissero ritirate da chi
spetta e rimanessero depositate in Dogana o presso l'Armatore, esso riservasi il diritto di far
nominare un terzo consignatario incaricato di pagare il nolo e tutte le spese sia giudiziarie
od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di far procedere a qualsiasi con-
statazione di stivaggio, sia nei porti d'imbarco, di trashordo e di fermata, rinunziando a qua-
lunque diritto di legge. Nel caso che questa constatazione dovesse aver luogo nell'interesse
dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza che sia necessario chiamare
ad assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dal vapore, sarà fatta per cura
dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche quando la polizza porterà
semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i colli saranno consegnati agli
imprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sarà dovuto all'Armatore,
sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui al titolo VII, libro II del Cod.
Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento del piroscalo che ha sof-
ferito il danno, qualunque fosse la destinazione delle cose caricate, rinunziando i destinatari e
caricatori ad ogni opposizione al riguardo ed obbligandosi a pagare, anche con versamento
anticipato, la quota sul valore delle cose caricate, che nel regolamento d'avaria verrà deter-
minata.

Art. 20. — La mancanza di firma sulla presente polizza, da parte dello speditore, non pre-
giudicherà la piena e completa validità ed accettazione, da parte di tutti gli interessati, delle
clausole stampate, manoscritte o obbligatorie per il solo fatto che la merce venne consegnata
all'armatore od imbarcata sopra un suo piroscalo e che sono opponibili anche ai ricev. ri ed
a qualunque reclamante.

HMK/FSP

INTER OFFICE MEMO.

Phone 2202

Ref:-

Subject :- Bills of Lading.

FROM :- A.C. Depot Ancona.

TO :- Accounting Division,
Transportation Sub Commission.

Reference your letter Tn/A/19-2 dated the 24th
November 1944.

1. Bills of Lading covering the M/V ZUECA and the
S.M. CLYDEBANK are forwarded herewith as per instructions
contained in the above quoted letter.
2. In future, as requested, two copies of ship-unloading
reports will be forwarded to headquarters.

4235

H.M. Kelly
H.M. KELLY,
Capt.C.M.P.
Officer in.

Supd. to [unclear] 1/2/2
[unclear] 1/2/2
[unclear] 1/2/2
[unclear] 1/2/2

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

PolizzaE' stato caricato da lla Signor A. C. C. - CATANIAsul Piroscalo e/v "ZEUCA"

Capitano

per essere condotte a ANCONAed al felice arrivo consegnate a A.

le Mercanzie qui sotto marcate

Il nolo

pagato in

come da d

Marche	Numeri	Quantità dei Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo
N. N.	1/1362	1362	Sacchi zucchero	129,973			Cappa
							Rivalsa
							Imbarco
							Sbarco
							Diritti di Poliz
							Bollo e tasse
							Provvigione d
							Total
							dec
							Imp. 2% sull
							Sbarco a
							in qualunq
							notte ed i

Accettando questa polizza il caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenute. - Fatto e rilasciato in 4 copie originali de
compinto, gli altri s' intendono nulli e di nessun valore.

CATANIA, 12/11/1944.

IL CAPITANO

Senza responsabilità per marche, nume
rottura, spandimenti e colag

Esecut 1/6

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di carico N.º 17

E' stato caricato da 11a Signor A. C. C. - CATANIA
sul Piroscalo m/v " ZEUGA " Capitano
per essere condotte a ANCONA ed al felice arrivo consegnate a A.C.C. Ancona
le Mercanzie qui sotto marcate e numerate come appresso.
Il nolo pagato in come da distinte.

Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo L.	
<u>SACCHI ZUCCHERO</u>	<u>129.973</u>			Cappa	
				Rivalsa	
				Imbarco	
				Sbarco	
				Diritti di Polizza	2
				Bollo e tasse	
				Provvigione d'incasso 2%	
				<i>Totale incassato L.</i>	
				<i>Totale da pagare a</i>	
				<i>destino</i>	
				Imp. 2% sull'entrata L.	

SACCHI BAGNATI DALL'O STESSO CONTENUTO
SACCHI BUCATI E RIGIACINI PRIMA
DEL PESO

4232

ORIGINALE

Sbarco a carico con facoltà di eseguirlo
in qualunque punto del porto, anche di
notte ed in giorni festivi.

Il sottoscritto dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in 4 copie originali del medesimo tenore e data, di cui una
è nulla e di nessun valore.

Senza responsabilità per marche, numeri, peso, volume, qualità e contenuto
rottura, spandimenti e colaggio, visibili o non visibili.

IL CAPITANO

Esent 1/6Gl. H. Danton (unchecked)12/11/1944.

La dietroscritta spedizione è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che

Art. 1. — L'Armatore, indipendentemente dai danni derivanti da fortuna di mare, non è responsabile per la rottura degli oggetti fragili, pel colaggio dei liquidi, per le merci soggette a naturale deperimento, come animali, piante vive e simili, nè per danni che potrebbero essere cagionati da altre merci o da vizio proprio o da altre accidentalità possibili in viaggio, come pure delle avarie causate da accidenti di macchina e cadute dai topi e dai vermi.

Egli respinge del pari ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle discrepanze sulle marche dei colli, derivanti dalle dichiarazioni della polizza di carico, non garantendo che il numero dei colli ricevuti.

Art. 2. — L'Armatore non risponde degli errori, di qualsiasi negligenza commessa dal Capitano, dal pilota di servizio, dai marinai, o da altre persone imbarcate a bordo del vapore sotto qualsiasi titolo.

Art. 3. — Il rilascio del buono d'imbarco non implicherà mai per parte dell'Armatore garanzia o impegno del posto a bordo.

Art. 4. — Gli speditori sono responsabili verso l'Amministrazione ed i suoi Agenti dei danni e spese che fossero a verificarsi per mancanza di carte doganali e per dichiarazione falsa o incompleta del contenuto dei colli.

Art. 5. — Qualunque caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, anche se indicate sulla polizza col loro vero nome, senza darne preventivo avviso scritto all'Agente, oltre le penalità sancite dalla legge, sarà responsabile di tutti i danni e di tutte le conseguenze derivate da un tale imbarco.

L'Agente è sempre libero di rifiutare tali mercanzie o di accettarle sotto speciali condizioni.

Art. 6. — Quando il peso lordo delle merci venisse trovato eccedere quello dichiarato nelle polizze di carico, l'Amministrazione sarà in diritto di esigere il pagamento del doppio nolo sopra dette eccedenze.

Art. 7. — L'imbarco delle merci in qualunque porto sarà sempre fatto a rischio dei Caricatori, a loro cura e spese. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a rischio e pericolo della merce.

Art. 8. — L'Armatore si riserva la facoltà di trasbordare le merci in qualunque circostanza, prima e dopo la partenza, sopra altro Piroscalo di qualsiasi altra Compagnia e non risponde dei ritardi che da tali operazioni possono derivare.

La polizza di carico firmata a dovere dal Capitano o dalla Amministrazione del Piroscalo sul quale sarà trasbordata la merce, libera l'Armatore da qualunque sia responsabilità verso il caricatore, compreso quello del ritardo nell'arrivo della merce al luogo di sua definitiva destinazione.

Art. 9. — In caso di trasbordo l'Armatore non garantisce il posto sul Piroscalo che dovrà ricevere la merce.

In mancanza di posto o di coincidenza del Vapore che dovrà ricevere in trasbordo, le merci saranno sbarcate o immagazzinate a terra o nelle piatte a tutto rischio e pericolo dei destinatari, le sole spese restando a carico dell'Armatore, anche nel caso dell'articolo 8.

Art. 10. — In circostanze di quarantena sia del Piroscalo, che delle mercanzie, sono a carico esclusivo dei proprietari delle merci le spese di sbarco dal Piroscalo, trasporto nei luoghi di confinuata, rischi di stazione, di purgazione, come pure di trasporto al luogo di destinazione e consegna, restando esclusa qualunque responsabilità del Piroscalo appena ritirata la merce dal suo bordo.

Art. 11. — Il Capitano può entrare e sortire dai porti, rade e fiumi senza pilota pratico, può deviare dalla rotta, anche retrocedendo, toccare qualunque porto fuori del suo itinerario e soggiornarvi, rimorchiare ed assistere altri bastimenti per qualsiasi causa, senza alcuna responsabilità verso merci ed altro.

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altro motivo, la mercanzia non fosse sbarcata al porto di destinazione indicato, l'Armatore sono autorizzati a trasportarla al di là di detto porto in seguito, senza che il Proprietario possa pretendere alcuna indennità o nel cambiamento di rotta. Questo prolungamento di viaggio è a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate e maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno anche se di giorno festivo o in fuori orario normale, altrimenti i locali di deposito per conto e rischio dei Proprietari, i quali non hanno ragione o diritto per qualunque danno fosse trovato dopo fatto, non risponde del colaggio dei liquidi caricati in botti, e accertato essere un tale danno dipeso da cattivo stivaggio o da peggio, e non vi abbiano potuto contribuire gli avvenimenti trattandosi di mercanzie imbarcate in casse o colli, il ricevitore è tenuto a pagare il peso, quando sulla polizza di carico non è dal Capitano accettato il peso. In questo caso il solo diritto del ricevitore sarà quello della cassa o del collo presenti apparenza di essere stato appesato, questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso di tempo non venissero depositate in Dogana o presso l'Armatore, si nominerà un terzo consignatario incaricato di pagare il nolo, od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di stivaggio di stivaggio, sia nei porti d'imbarco, di trasbordo e di sbarco, di legge. Nel caso che questa constatazione non fosse fatta senza formalità giudiziarie e senza assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dai suoi Agenti, a spese, rischi e pericolo della mercanzia, avrà semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui non sia stata fatta la liquidazione d'avaria avrà luogo nel porto d'armamento, la liquidazione di avaria avrà luogo nel porto d'armamento, l'importo del danno, qualunque fosse la destinazione delle cose caricate, caricatori ad ogni opposizione al riguardo ed obbligandosi a anticiparlo, la quota sul valore delle cose caricate, che nel regolamento è stabilita.

Art. 20. — La mancanza di firma sulla presente polizza, non pregiudicherà la piena e completa validità ed accettazione, da parte dei destinatari, manoscritte o obbligatorie per il solo fatto di essere all'armatore od imbarcata sopra un suo piroscalo e che sono a carico di qualunque reclamante.

è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che dichiara di accettare

ndentemente dai danni derivanti da fortuna di mare, non è
oggetti fragili, pel colaggio dei liquidi, per le merci soggette
nali, piante vive e simili, né per danni che potrebbero essere
proprio o da altre accidentalità possibili in viaggio, come
enti di macchina e caldate dai topi e dai vermi.
responsabilità rispetto al contenuto, peso, misura, valore ed alle
li, derivanti dalle dichiarazioni della polizza di carico, non
ricevuti.

sponde degli errori, di qualsiasi negligenza commessa dal Ca-
marinai, o da altre persone imbarcate a bordo del vapore

o d'imbarco non implicherà mai per parte dell'Armatore
bordo.

responsabili verso l'Amministrazione ed i suoi Agenti dei
corsi per mancanza di carte doganali e per dichiarazione
dei colli.

re che imbarcasse mercanzie per loro natura infiammabili od
polizza col loro vero nome, senza darne preventivo avviso
a sancite dalla legge, sarà responsabile di tutti i danni e di
in tale imbarco.

affiliare tali mercanzie o di accettarle sotto speciali condi-

do delle merci venisse trovato eccedere quello dichiarato
lrazione sarà in diritto di esigere il pagamento del doppio

merci in qualunque porto sarà sempre fatto a rischio dei Ca-
bordo sarà fatto a spese dei Ricevitori — ma in ogni caso a

eva la facoltà di trasbordare le merci in qualunque circostanza,
altro Piroscalo di qualsiasi altra Compagnia e non risponde
possono derivare.

dovere dal Capitano o dalla Amministrazione del Piroscalo
re, libera l'Armatore da qualunque siasi responsabilità verso
ritardo nell'arrivo della merce al luogo di sua definitiva

o l'Armatore non garantisce il posto sul Piroscalo che dovrà

incidenza del Vapore che dovrà ricevere in trasbordo, le
zimate a terra o nelle piate a tutto rischio e pericolo dei
a carico dell'Armatore, anche nel caso dell'articolo 8.

garantena sia del Piroscalo, che delle mercanzie, sono a
le merci le spese di sbarco dal Piroscalo, trasporto nei luoghi
di purgazione, come pure di trasporto al luogo di destina-
a qualunque responsabilità del Piroscalo appena ritirata la

entrare e sortire dai porti, rade e fiumi senza pilota pratico,
procedendo, toccare qualunque porto fuori del suo itinerario e
nere altri bastimenti per qualsiasi causa, senza alcuna respon-

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi caso di forza maggiore, o di
difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra causa, utile alla navigazione,
la mercanzia non fosse sbarcata al porto di destinazione indicato sulla polizza, il Capitano e
l'Armatore sono autorizzati a trasportarla al di là di detto porto, sotto condizione di riportarla
in seguito, senza che il Proprietario possa pretendere alcuna indennità pel ritardo che ne risul-
terà o pel cambiamento di rotta. Questo prolungamento di viaggio si effettuerà a spese del-
l'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate alla rinfusa, altrimenti le
maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno dell'arrivo immediatamente,
anche se di giorno festivo o in fuori orario normale, altrimenti saranno sbarcate e messe nei
locali di deposito per conto e rischio dei Proprietari, i quali non potranno invocare qualunque
ragione o diritto per qualunque danno fosse trovato dopo fatto il deposito. L'Armatore egual-
mente non risponde del colaggio dei liquidi caricati in botti, casse e vasi a meno che fosse
accertato essere un tale danno dipeso da cattivo stivaggio o da colpa del Capitano, ed equi-
paggio, e non vi abbiano potuto contribuire gli avvenimenti della navigazione. Egualmente
trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non avrà il diritto di riconoscere
il peso, quando sulla polizza di carico non è dal Capitano accettata la condizione di rispondere
del peso. In questo caso il solo diritto del ricevitore sarà quello di riconoscere se l'estremo
della cassa o del collo presenti apparenza di essere stato aperto a bordo del Piroscalo, e
questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso non venissero ritirate da chi
spetta e rimanesse depositate in Dogana o presso l'Armatore, esso riservasi il diritto di far
nominare un terzo consegnatario incaricato di pagare il nolo e tutte le spese, sia giudiziarie
od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di far procedere a qualsiasi con-
statazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di fermata, rinviando a qua-
lunque diritto di legge. Nel caso che questa constatazione dovesse aver luogo nell'interesse
dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza che sia necessario chiamare
ad assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dal vapore, sarà fatta per cura
dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche quando la polizza porterà
semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i colli saranno consegnati agli
intraprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sarà dovuto all'Armatore,
sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui al titolo VII, libro II del Cod.
Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento del piroscalo che ha sof-
ferito il danno, qualunque fosse la destinazione delle cose caricate, rinviando i destinatari e
caricatori ad ogni opposizione al riguardo ed obbligandosi a pagare, anche con versamento
anticipato, la quota sul valore delle cose caricate, che nel regolamento d'avaria verrà deter-
minata.

Art. 20. — La mancanza di firma sulla presente polizza, da parte dello speditore, non pre-
giudicherà la piena e completa validità ed accettazione, da parte di tutti gli interessati, delle
clausole stampate, manoscritte o obbligatorie per il solo fatto che la merce venne consegnata
all'armatore od imbarcata sopra un suo piroscalo e che sono opponibili anche ai ricevitori od
a qualunque reclamante.

No. 785021

GINO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza e



E' stato caricato da ~~Stazio~~ Signor A.C.C.
sul ~~Piroscato~~ Clare Nostum
per essere condotte a d. Ancona ed al f

Capitano

ed al felice arrivo consegnate a Q.

le Mercanzie qui sotto marcate

Il nolo

pagato in

come da di

Marche	Numeri	Quantità dei Colli	Dichiarazione del contenuto	Peso	M ³	Tasso del nolo	Nolo
N. Cr.	11/14/21	14/21	Sacchi Zucchero	4233	136.213		Cappa . . . Rivalsa . . . Imbarco . . . Sbarco . . . Diritti di Poliz . . . Bollo e tasse . . . Provvigione d . . .
ORIGINAL Sacchi bucati e ricuciti prima del peso e sacchi bagnati dallo stesso contenuto							Sbarco n . . . in qualun . . . notte ed . . .

Accettando questa polizza il caricatore dichiara di aderire a tutte le condizioni e avvertimenti contenutevi. - Fatto e rilasciato in *Atene* originati
compiuto, gli altri s'intendono nulli e di nessun valore. Senza responsabilità per marche, num.
rottura, spandimenti e col.

11-11-1964

Senza responsabilità per marche, numeri, rotture, spandimenti e cola.

IL CAPITANO

INO & EGIDIO SALVAGNO - VENEZIA

CASA FONDATA NEL 1870

AGENTI E RACCOMANDATARI MARITTIMI

Polizza di carico N° 16

E' stato caricato da Antonio Signor D.C.C.
 sul Tiroseato Mare Nostum
 per essere condotte ad Ancona

Capitano

ed al felice arrivo consegnate a A.C.C. Ancona
 le Mercanzie qui sotto marcate e numerate come appresso.

Il nolo pagato in _____ come da distinte.

Dichiarazione del contenuto

Peso

M³Tasso
del nolo

Nolo L.

Cappa "

Rivalsa "

Imbarco "

Sbarco "

Diritti di Polizza "

Bollo e tasse "

Provvigione d'incasso 2% "

Totale incassato L.

_____ da pagare a
 destino

sull'entrata L.

Sbarco a carico con facoltà di eseguirlo
 in qualunque punto del porto, anche di
 notte ed in giorni festivi.

Senza responsabilità per marche, numeri, peso, volume, qualità e contenuto
 roture, spandimenti e colaggio, visibili o non visibili.

IL CAPITANO

11-1944-

La dietroscritta spedizione è fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che

Art. 1. — L'Armatore, indipendentemente dai danni derivanti da fortuna di mare, non è responsabile per la rottura degli oggetti fragili, per il colaggio dei liquidi, per le merci soggette a naturale deperimento, come animali, piante vive e simili, né per danni che potrebbero essere cagionati da altre merci o da vizio proprio o da altre accidentalità possibili in viaggio, come pure delle avarie causate da accidenti di macchina e caldaie dai topi e dai vermi.

Egli respinge del pari ogni responsabilità rispetto al contenuto, peso, misura, valore ed alle discrepanze sulle marche dei colli, derivanti dalle dichiarazioni della polizza di carico, non garantendo che il numero dei colli ricevuti.

Art. 2. — L'Armatore non risponde degli errori, di qualsiasi negligenza commessa dal Capitano, dal pilota di servizio, dai marinai, o da altre persone imbarcate a bordo del vapore sotto qualsiasi titolo.

Art. 3. — Il rilascio del buono d'imbarco non implicherà mai per parte dell'Armatore garanzia o impegno del posto a bordo.

Art. 4. — Gli speditori sono responsabili verso l'Amministrazione ed i suoi Agenti dei danni e spese che fossero a verificarsi per mancanza di carte doganali e per dichiarazione falsa o incompleta del contenuto dei colli.

Art. 5. — Qualunque caricatore che imbarcasse mercanzie per loro natura infiammabili od esplosive, anche se indicate sulla polizza col loro vero nome, senza darne preventivo avviso scritto all'Agente, oltre le penalità sancite dalla legge, sarà responsabile di tutti i danni e di tutte le conseguenze derivate da un tale imbarco.

L'Agente è sempre libero di rifiutare tali mercanzie o di accettarle sotto speciali condizioni.

Art. 6. — Quando il peso lordo delle merci venisse trovato eccedere quello dichiarato nelle polizze di carico, l'Amministrazione sarà in diritto di esigere il pagamento del doppio nolo sopra dette eccedenze.

Art. 7. — L'imbarco delle merci in qualunque porto sarà sempre fatto a rischio del Caricatore, a loro cura e spese. Lo sbarco sarà fatto a spese dei Ricevitori — ma in ogni caso a rischio e pericolo della merce.

Art. 8. — L'Armatore si riserva la facoltà di trasbordare le merci in qualunque circostanza, prima e dopo la partenza, sopra altro Piroscalo di qualsiasi altra Compagnia e non risponde dei ritardi che da tali operazioni possono derivare.

La polizza di carico firmata a dovere dal Capitano o dalla Amministrazione del Piroscalo sul quale sarà trasbordata la merce, libera l'Armatore da qualunque siasi responsabilità verso il caricatore, compreso quello del ritardo nell'arrivo della merce al luogo di sua definitiva destinazione.

Art. 9. — In caso di trasbordo l'Armatore non garantisce il posto sul Piroscalo che dovrà ricevere la merce.

In mancanza di posto o di coincidenza del Vapore che dovrà ricevere in trasbordo, le merci saranno sbarcate o immagazzinate a terra o nelle piatte a tutto rischio e pericolo dei destinatari, le sole spese restando a carico dell'Armatore, anche nel caso dell'articolo 8.

Art. 10. — In circostanze di quarantena sia del Piroscalo, che delle mercanzie, sono a carico esclusivo dei proprietari delle merci le spese di sbarco dal Piroscalo, trasporto nei luoghi di contumacia, rischi di stazione, di purgazione, come pure di trasporto al luogo di destinazione e consegna, restando esclusa qualunque responsabilità del Piroscalo appena ritirata la merce dal suo bordo.

Art. 11. — Il Capitano può entrare e sortire dai porti, rade e fiumi senza pilota pratico, può deviare dalla rotta, anche retrocedendo, toccare qualunque porto fuori del suo itinerario e soggiornarvi, rimorchiare ed assistere altri bastimenti per qualsiasi causa, senza alcuna responsabilità verso merci od altro.

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi difficoltà nello stivaggio e nel distivaggio, oppure per tutt'altra ragione la mercanzia non fosse sbarcata al porto di destinazione, l'Armatore è autorizzato a trasportarla al di là di detto porto in seguito, senza che il Proprietario possa pretendere alcuna indennità o per cambiamento di rotta. Questo prolungamento di viaggio è a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate a peso e conto del Ricevitore; maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno e nel luogo indicati sulla polizza di carico, anche se di giorno festivo o in fuori orario normale, altrimenti i locali di deposito per conto e rischio dei Proprietari, i quali ragione o diritto per qualunque danno fosse trovato dopo fatto, non risponde del colaggio dei liquidi caricati in botti, accertato essere un tale danno dipeso da cattivo stivaggio o spaccio, e non vi abbiano potuto contribuire gli avvenimenti, trattandosi di mercanzie imbarcate in casse o colli, il Ricevitore il peso, quando sulla polizza di carico non è dal Capitano accettato il peso, in questo caso il solo diritto del Ricevitore sarà quello della cassa o del collo presenti apparenza di essere stato a questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso di tempo non fossero state ricevute, l'Armatore ha diritto di spedirle e rimanessero depositate in Dogana o presso l'Armatore, nominare un terzo consegnatario incaricato di pagare il nolo ed altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di stazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di arrivo, e l'indicazione della destinazione finale. Nel caso che questa constatazione di fatto dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dai suoi Agenti, a spese, rischio e pericolo della mercanzia, a semplice indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i mercanzieri del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza si parla, sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui non sia fatta la liquidazione d'avaria avrà luogo nel porto d'arrivo, fatto il danno, qualunque fosse la destinazione delle cose caricate, i caricatori ad ogni opposizione al riguardo ed obbligandosi a anticipare, la quota sul valore delle cose caricate, che nel presente è stabilita.

Art. 20. — La mancanza di firma sulla presente polizza, non pregiudicherà la piena e completa validità ed accettazione, da parte dei Ricevitori, delle clausole stampate, manoscritte o obbligatorie per il solo fatto dell'armatore od imbarcata sopra un suo piroscalo e che sono a qualunque reclamante.

ARMATORE
AMCOB BLDG
ANCONA

fatta alle clausole e condizioni seguenti, delle quali il Caricatore ha preso conoscenza e che dichiara di accettare

3.3.7°

Caricatore

inoltre dai danni derivanti da fortuna di mare, non è
li fragili, pel colaggio dei liquidi, per le merci soggette
piante vive e simili, né per danni che potrebbero essere
oprio o da altre accidentalità possibili in viaggio, come
di macchina e valdate dai topi e dai vermi.
sabilità rispetto al contenuto, peso, misura, valore ed alle
erivanti dalle dichiarazioni della polizza di carico, non
covuti.

de degli errori, di qualsiasi negligenza commessa dal Ca-
mal, o da altre persone imbarcate a bordo del vapore

l'imbarco non implicherà mai per parte dell'Armatore

onsabili verso l'Amministrazione ed i suoi Agenti dei
per mancanza di carte doganali e per dichiarazione
colli.

he imbarcasse mercanzie per loro natura infiammabili od
zza col loro vero nome, senza darne preventivo avviso
nente dalla legge, sarà responsabile di tutti i danni e di
le imbarco.

fare tali mercanzie o di accettarle sotto speciali condi-

delle merci venisse trovato eccedere quello dichiarato
ione sarà in diritto di esigere il pagamento del doppio

in qualunque porto sarà sempre fatto a rischio dei Ca-
to sarà fatto a spese dei Ricevitori — ma in ogni caso a

la facoltà di trasbordare le merci in qualunque circostanza,
Piroscalo di qualsiasi altra Compagnia e non risponde
ono derivare.

vere dal Capitano o dalla Amministrazione del Piroscalo
ibera l'Armatore da qualunque siasi responsabilità verso
llo nell'arrivo della merce al luogo di sua definitiva

Armatore non garantisce il posto sul Piroscalo che dovrà

denza del Vapore che dovrà ricevere in trasbordo, le
le a terra o nelle piatte a tutto rischio e pericolo dei
rico dell'Armatore, anche nel caso dell'articolo 8.

autena sia del Piroscalo, che delle mercanzie, sono a
merci le spese di sbarco dal Piroscalo, trasporto nei luoghi
navigazione, come pure di trasporto al luogo di destina-
alunque responsabilità del Piroscalo appena ritirata la

re e sortire dai porti, rade e fiumi senza pilota pratico,
dendo, toccare qualunque porto fuori del suo itinerario, e
altri bastimenti per qualsiasi causa, senza alcuna respon-

Art. 12. — Qualora in causa del cattivo tempo, qualsiasi caso di forza maggiore, o di
difficoltà nello stivaggio e nel disstivaggio, oppure per tutt'altra causa utile alla navigazione,
la mercanzia non fosse sbarcata al porto di destinazione indicato sulla polizza, il Capitano e
l'Armatore sono autorizzati a trasportarla al di là di detto porto, sotto condizione di riportarla
in seguito, senza che il Proprietario possa pretendere alcuna indennità pel ritardo che ne risul-
terà o pel cambiamento di porto. Questo prolungamento di viaggio si effettuerà a spese del-
l'Armatore, ma a rischio e pericolo unicamente della mercanzia.

Art. 13. — Le merci ricevute alla rinfusa saranno riconsegnate alla rinfusa, altrimenti le
maggiori spese saranno a carico della merce.

Art. 14. — Le mercanzie dovranno essere richieste nel giorno dell'arrivo immediatamente,
anche se di giorno festivo o in fuori orario normale, altrimenti saranno sbarcate e messe nei
locali di deposito per conto e rischio dei Proprietari, i quali non potranno invocare qualunque
ragione o diritto per qualunque danno fosse trovato dopo fatto il deposito. L'Armatore egual-
mente non risponde del colaggio dei liquidi caricati in botti, casse e vasi a meno che fosse
accettato essere un tale danno dipeso da cattivo stivaggio o da colpa del Capitano ed equi-
paggio, e non vi abbiano potuto contribuire gli avvenimenti della navigazione. Egualmente
trattandosi di mercanzie imbarcate in casse o colli, il ricevitore non avrà diritto di riconoscere
il peso, quando sulla polizza di carico non è dal Capitano accettata la condizione di rispondere
del peso. In questo caso il solo diritto del ricevitore sarà quello di riconoscere se l'estremo
della cassa o del collo presenti apparenza di essere stato aperto a bordo del Piroscalo, e
questa verifica deve essere fatta appena eseguito lo sbarco.

Art. 15. — Per quelle merci che dopo un ragionevole lasso non venissero ritirate da chi
spetta e rimanessero depositate in Dogana o presso l'Armatore, esso riservasi il diritto di far
nominare un terzo consignatario incaricato di pagare il nolo e tutte le spese sia giudiziarie
od altre, derivanti dalla vendita della mercanzia.

Art. 16. — Il Caricatore dichiara dispensare il Capitano di far procedere a qualsiasi con-
statazione di stivaggio, sia nei porti d'imbarco, di trasbordo e di fermata, rinunciando a qua-
lunque diritto di legge. Nel caso che questa constatazione dovesse aver luogo nell'interesse
dell'Armatore, essa sarà fatta senza formalità giudiziarie e senza che sia necessario chiamare
ad assistervi i destinatari.

Art. 17. — La spedizione dei colli per i punti non toccati dal vapore, sarà fatta per cura
dei suoi Agenti, a spese, rischio e pericolo della mercanzia, anche quando la polizza porterà
semplicemente l'indicazione della destinazione finale.

La responsabilità dell'Armatore cesserà dal momento in cui i colli saranno consegnati agli
imprenditori del trasporto che gli succederanno.

Art. 18. — Il nolo della mercanzia di cui nella presente polizza sarà dovuto all'Armatore,
sia che il Vapore arrivi in buon porto, sia che si perda durante il viaggio.

Art. 19. — In caso d'avaria per danni o perdite di cui al titolo VII, libro II del Cod.
Comm., la liquidazione d'avaria avrà luogo nel porto d'armamento del piroscalo che ha sof-
ferito il danno, qualunque fosse la destinazione delle cose caricate, rinunciando i destinatari e
caricatori ad ogni opposizione al riguardo ed obbligandosi a pagare, anche con versamento
anticipato, la quota sul valore delle cose caricate, che nel regolamento d'avaria verrà deter-
minata.

Art. 20. — La mancanza di firma sulla presente polizza, da parte dello speditore, non pre-
giudicherà la piena e completa validità ed accettazione, da parte di tutti gli interessati, delle
clausole stampate, manoscritte o obbligatorie per il solo fatto che la merce venne consegnata
all'armatore od imbarcata sopra un suo piroscalo e che sono opponibili anche ai ricevitori od
a qualunque reclamante.

ANCOB - 11 - 11

FREIGHT CHARGEABLE to War Dept.Copy No 8

Army Form G-264 (War) (1933)

B/L No. CIV/A/62 Comp. 2 this sheet and continuation sheets.

BILL OF LADING FOR WAR DEPARTMENT STORES

Shipped in apparent good order and condition on board the (SHIP) KK 157
packages and loose articles hereinafter mentioned:

* In figures, TONNAGE 85 Tons 26 Feet Eighty five Tons Twenty six Feet
 † In words, to be delivered in the like good order and condition to:-

CONSIGNEE A. C. C. Central Medical Depot, Naples at the PORT of NAFLES.In witness whereof the Sea Transport Officer/Master of the said ship hath affirmed to three Bills of Lading all of this date and date one of which Bills being accomplished the others to stand void.Freight at the rate prescribed by the Minister of War Transport shall be payable at LONDON.
THIS BILL OF LADING shall:-

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein evidenced were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE: General Average shall be payable according to the York-Antwerp Rules, 1924.

The Back to Back Customs Certificate shall apply in relation to any voyage to or from any port in the United States of America or through United States waters.

CONSIGNOR O. S. 10. War OfficeConsignor's Reference CIV/A/62Movement Index No. KKPORT of Shipment FASLANE157/51

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
P.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dangerous Stores, etc.)	DEADWEIGHT		MEASUREMENT	
				Tons	Cwt.	Tons	Fl.
KK 157/51			5 Mobile Anti Typhus Units Unit Nos. 11- 15				
			35 bales numbered 1 - 7 in each unit				
			1210 cases numbered 8 - 248 & 270 in each unit				
			5 bundles numbered 249 in each unit				
			100 Tanks water canvas numbered 250-269 in each unit	40	15	85	26
			31 cases excess received & shipped				
GRAND TOTAL or TOTAL sent forward	1350			40	15	85	26

Dated at London this 8th day of November 1944Signature of Forwarding Officer or Consignor A. G. K. K. K. Signature of Master [Signature]† Delete whichever does not apply. for A.D.O.S. 0310 back Signature of Sea Transport Officer [Signature]

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (49 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE to

WAR DEPT.

Army Form 6,204 (Rev. 1943)

B/L No.

Compt. sheet and
continuation sheets

BILL OF LADING FOR WAR DEPARTMENT STORES

SHIPPED in apparent good order and condition on board the (SHIP) the
packages and loose articles hereinafter mentioned* In figures
† in words

TONNAGE

351

Tons

Feet

Tons

Feet

to be delivered in the like good order and condition to—

CONSIGNEE C. C. A. O., Elbow.

At the PORT of

In witness whereof the Sea Transport Officer/Master of the said ship hath affirmed to
all of this tenor and date one of which bills being accomplished the others to stand void

three

Bills of Lading

Freight at the rate prescribed by the Minister of War Transport shall be payable at
THIS BILL OF LADING shall—

London

- (1) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the said Act;
- (2) in relation to the carriage of any goods from any port of shipment in territory in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and
- (3) in any other case have effect as if the contract of carriage herein contained were a contract of carriage to which the Carriage of Goods by Sea Act, 1924, of the United Kingdom applied and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the same were herein specifically set out.
- If any term of this Bill of Lading be repugnant to the said Act or to the said legislation to any extent, such term shall be void to that extent but no further.

GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

The Back to Back Collision Clause shall apply in relation to any voyage to or from any port in the United States or America or through United States waters

CONSIGNOR C. C. A. O.

Consignor's
ReferenceMovement
Index No. HK151/2

PORT of Shipment Hull

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE			
P.S.O. or Index No. and Marks	Quantity	Type	DESCRIPTION OF CONTENTS (with notation as to Dangerous Stores, etc.)	LOADWEIGHT		MEASUREMENT	
				Tons	Cwt	Tons	PL
PK 151/2	5612 Hls		Dried Salt Herrings	202	—	351	—
A/O W/S Henry Sutton & Co., Yarmouth				423			
GRAND TOTAL or TOTAL carried forward	5612	Barrels		202	—	351	—

Dated at Hull

this Twenty-first

day of

October

1946

Signature of Forwarding Officer or Consignor

Delete which ever does not apply

Signature of Master

Signature of Sea Transport Officer

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States 50 U.S.C. 31 and 32 as amended; or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

FREIGHT CHARGEABLE TO W. D.



Model CTV/A/56
CompuLink, base alert and
communication system.

BILL OF LADING FOR WAR DEPARTMENT STORES

8341120 to 85, 86 and 87, and 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 9

TONNAGE. 25 26 Time of Day. Twenty Five Twenty Six Feet to be delivered in the (Port Book number) and registration to :—

CONSIGNEE A.C.C. Central Medical Depot, Naples, the PORT of Naples

In London's *Standard* the *Sea Transport* Editor-Minister of the said ship both affirmed to all of you here and that one of which Bill being accomplished the others to stand with.

Possible at the rate suggested by the Minister of War Transport still to provide as
THIS BILL OF LADING.

(7) in relation to the carriage of any goods from any port in Great Britain or Northern Ireland to any other port, whether it is or outside Great Britain or Northern Ireland have effect subject to the provisions of the Carriage of Goods by Sea Act, 1924, and to the Rules contained in the Schedule thereto as applied by that Act and nothing herein contained shall be deemed a surrender by the Carrier of any of his rights or immunities of an increase of any of his responsibilities or liabilities under the said Act);

(c) in relation to the carriage of live goods from any port of shipment in territory in which quarantine having the like effect as the Carriage of Goods by Sea Act, 1924, of the United Kingdom, is in force, have effect subject to such legislation as to the Rules contained in the Schedule hereto as applied by such legislation and nothing herein contained shall be deemed to be a surrender of any of his rights or immunities under the said legislation or an increase of any of his responsibilities or liabilities under the said legislation; and

See Act 1924, of the United Kingdom stipulated and the Carrier shall be entitled to the benefit of the privileges, rights and immunities conferred by the said Act and the Rules contained in the Schedule thereto as if the cargo were herein specifically set out.

If any term of this Bill of Lading be repugnant to the said Act or to the said Regulation to any extent, such term shall be void to that extent but not further.

and no further.
GENERAL AVERAGE. General Average shall be payable according to the York-Antwerp Rules, 1924.

The Park in Name Callings Clause shall apply in relation to any advice to or from any port in the United States of America or through (United States waters).

CONSIGNOR OS40 War Office Consignor's Reference CTV/A/56

PORT of SHIPMENT **PASLANGE**

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES				TONNAGE		
P.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Dimensions, Stores, etc.)	GROSS WEIGHT		MEASUREMENT
				Total	Net	Cu. Yds.
IKK. 455/59			Mobile Anti Typhus Equipment Units Nos. 1 - 5. comprising 35 bales Numbered 1 - 7 in each unit 1,210 cases " 8-248 and 270 in each unit. 422 5 bundles " 249 in each unit. 100 Tanks water canvas numbered 250-269 in each unit 40 15 85 26			
GRAND TOTAL of 1,330				40	15	85 26

to the end of the line

London

Period at the rate prescribed by the Minister of War Transport shall be payable in the following cases:

(1) In addition to the licence of any goods from any part in Great Britain or Northern Ireland to any other part whether in or outside Great Britain or Northern Ireland have effect subject to the provisions of the Customs Act, 1962, and to the Rules (whenever made) relating to the Schedule thereto as applied by that Act and nothing therein contained shall be deemed to constitute a surrender by the Carrier of any of his rights or immunities or an acceptance of any of his responsibilities or liabilities under the said Act.

(2) In relation to the carriage of any goods from any port of departure in territories in which legislation having the like effect as the Carriage of Goods by Sea Act, 1924 of the United Kingdom is in force, have effect subject to such legislation and to the Rules contained in the Schedule thereto as applied by such legislation and nothing herein contained shall be deemed to be a stipulation by the Carrier of any of his liability or responsibilities under the said legislation or at the instance of any of his responsibilities or liabilities under the said legislation; and

[illegible]

GENERAL AVAILABILITY. General Average shall be payable according to the York-Antwerp Rules, 1924, dated 23rd July 1924.

The Fish to Blame Collision Clause Shall apply in relation to any voyage to or from any port in the United States of America or to any United States waters.

CONSPICUOUS 0310 War Office

Conclusions

GIV/A/56

PORT of Shipment—**FASLANE**

KK155/59

ALL CLAUSES AND ENDORSEMENTS ARE TO BE ENTERED ON THE REVERSE

PARTICULARS OF PACKAGES

F.S.O. or Index No. and Marks	Quantity	Type	Description of Contents (with notation as to Decalcom Stamps, etc.)	DRAUGHT		MEASUREMENT	
				Tons	Cwt.	Tons	Ft.
KK.155/59			Mobile Anti Typhus Equipment Units Nos. 1 -5. comprising 35 bales Numbered 1 - 7 in each unit 1,210 cases " 8-248 and 270 in each unit. 422 5 bundles " 249 in each unit. 100 Tanks water canvas numbered 250-269 in each unit 40 15 85 26				
GRAND TOTAL or TOTAL carried forward	1,350			40	15	85	26

Dated at London this 3rd day of October 1944

Signature of Firearm(s) Officer or Constable
: *2 P.S. Haveling*
: *6-4003*
Signature of Mayor
: *Signature of Firearm(s) Officer or Constable*
: *Signature of Firearm(s) Officer or Constable*

C310

Disclosure of the contents of this Bill of Lading to any unauthorized person may involve an offence against the Espionage Act of the United States (50 U.S.C. 31 and 32 as amended) or against the Official Secrets Act, 1911 and 1920, or the Defence (General) Regulations of the United Kingdom.

UNITED KINGDOM COMMERCIAL CORPORATION
c/o BRITISH CONSULATE GENERAL,
ALGIERS.



30TH OCTOBER, 1944.

TO: G-5, ECONOMICS & SUPPLY DIVISION, A.F.H.Q.
(ATTENTION CAPTAIN GRADY)

FROM: J. W. DOLPHIN, U.K.C.C.

SUBJECT: PHOSPHATES FOR PALERMO

WE ENCLOSE HERewith ONE COPY OF BILL OF LADING
COVERING 450 TONS OF PHOSPHATES SHIPPED BY THE S.S. LACYDON
AND WE SHALL BE GLAD TO HAVE YOUR ACKNOWLEDGEMENT.


W. H. HUMPHREYS
FOR J. W. DOLPHIN
LIAISON OFFICER NAJEM.

4223

12/11/44

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

SRMS/em

29 October 1944

Ref. C-14

SUBJECT: Ships' Documents

TO : Headquarters, Allied Commission, APO 394

Attached are three original Bills of Lading in respect of cargo of wheat loaded in AUSTRALIA to SS "Eastgate".

Please return these to this HQ after signature by consignee.

For the Assistant Chief of Staff, G-5:

S.R.M. Sykes
S.R.M. SYKES
J. Comd ATS
Economics & Supply Division.



IN/A/9-3

B/S Induced as follows
T
8802

CWTs
3

ade

4227

CONFIDENTIAL

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

SRMS/em

Ref. C-14

29 October 1944

SUBJECT: Ship's Documents

TO : Headquarters, Allied Commission, APO 394

Attached are three original Bills of Lading in respect of cargo of wheat loaded in AUSTRALIA to SS "Eastgate".

Please return these to this Hq after signature by consignee.

For the Assistant Chief of Staff, G-5:

B.R.M. Sykes

B.R.M. SYKES

J. Comm ATS

Economics & Supply Division.



CONFIDENTIAL

1. 4. 9. 2

CONFIDENTIAL

Tn 5 e

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JR/jm 1433

24 October 1944

SUBJECT: Shipping Documents

TO : Headquarters, Allied Control Commission, APO 394

Attached are bills of lading in respect of cargo loaded to S.S. "BENJAMIN BOURNE" and S.S. "SAMNETHY" for signature and return for disposal.

For the Assistant Chief of Staff G-5:

HEADQUARTERS
25 OCT 1944
A. C. C.

Richardson
JRS

J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division

2 Incls: as above

*Benj. Bourne
Indorsed as follows
6858*

*B/S for Samnethy sent to
A/R - 14/1/45
refl 676
1
3432*

*CWTS 19
Qrs 1
163
17*

*95
12*

122

CONFIDENTIAL

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

JW/jm

24 October 1944

SUBJECT: Shipping Documents

TO : Headquarters, Allied Control Commission, APO 394

Attached are bills of lading in respect of cargo loaded to S.S. "BENJAMIN BOURNE" and S.S. "SAMNETHY" for signature and return for disposal.

For the Assistant Chief of Staff G-5:

J. Richardson

J. RICHARDSON
Jr. Commander, ATS
Economics & Supply Division

2 Incls: as above

422

CONFIDENTIAL

PER SHIP'S BOX.

C. G. SMITH & COMPANY, LIMITED

DIRECTORS
A. W. DICKENS (CHAIRMAN)
G. J. CROOKES, J.P. H. BRUNSHILL
J. J. CROOKES D. MACGREGOR

301 SMITH STREET
DURBAN, NATAL
P. O. BOX 43

TELEPHONE 2131 (SWITCHBOARD)
TEL. ADDRESS "SMITHFIELD"
CODES - BENTLEY'S COMPLETE
PHRASE - BENTLEY'S SECOND

27th Sept., 1944.

The Chief Civil Affairs Officer,
Naples,
ITALY.

Dear Sir,

Under instructions from The British Ministry of
Food, we enclose NEGOTIABLE BILL OF LADING for
507 TONS of SUGAR
shipped per s.s. BANGKOK.

Yours faithfully,
pro C.G. SMITH & CO. LTD.,

Harman 4227

*B/S sent to S/R
16/1/45*

12

26 NOV 1944

1620

ES

*To Capt Hart
Sept 6/46*

I 495