

ACC

AC

10000/148/3640

F. RAPHAEL  
SEPT. 1945

00/14P/3640

F. RAPHAEL SEMMES BA 412  
SEPT. 1945

PIOMBINO

17 Sept -not firm

WHEAT bagged 143,256 bags 6536 tons

15

10000

148/3640

THIS FOLDER  
CONTAINS PAPERS



17 Sept -not firm

ged 143,256 bags 8836 tons

THIS FOLDER  
CONTAINS PAPERS

FROM SEPT - 45

TO

CATALOGUE -

2082

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

F.

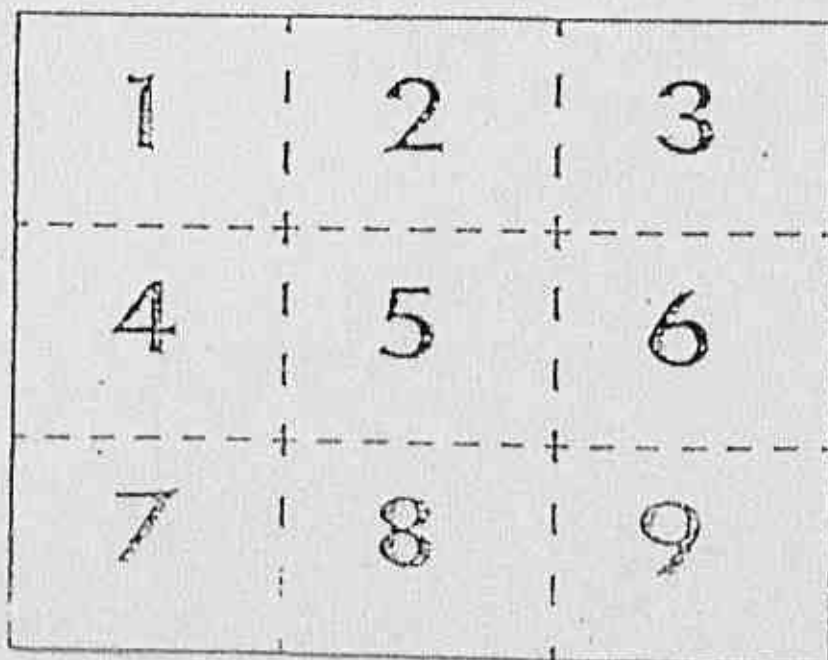
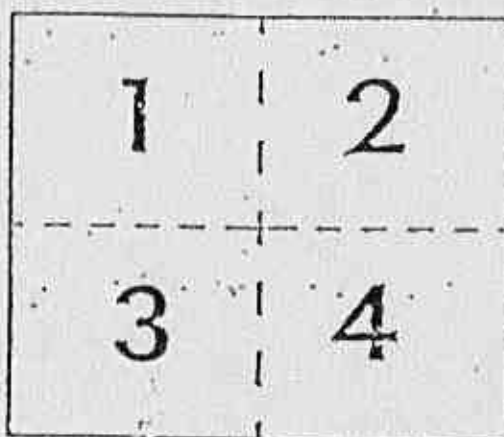
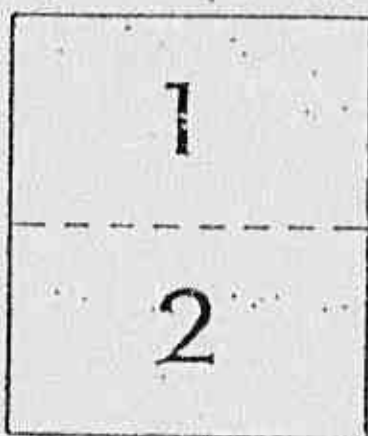
RAPHAEL SERIES

BA 412



MAPS AND CHARTS TOO LARGE TO FILM  
ON ONE EXPOSURE ARE FILMED CLOCKWISE  
BEGINNING IN THE UPPER LEFT CORNER,  
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



# WATERMAN STEAMSHIP CORP STOWAGE PLAN

BA-412-6

5

4

3511 BAGS  
#2 RED WINTER  
WHEAT  
(151\*EA)  
231 TONS

6931 BAGS  
#2 RED WINTER WHEAT  
(121\*EA)  
376 TONS

13611 BAGS  
#2 RED WINTER  
WHEAT  
(151\*EA)  
918 TONS

12875 BAGS  
#2 RED WINTER  
WHEAT  
(121\*EA)  
643 TONS

BAGS  
#2 RED  
WINTER WHEAT  
(151\*EA)  
TONS

ST

ROO

END

AND



2065

2/5 RAFAEL SEMMES

RP

FREE

3

2

	STORE		
AT	Room	1113 BAGS *2 RED WINTER WHEAT (121*EA) 307 TONS	4483 BAGS *2 RED WINTER WHEAT (51*EA) 302 TONS
RGS	ENGINE	1116 BAGS *2 RED WINTER WHEAT (121*EA) 193 TONS	5848 BAGS *2 RED WINTER WHEAT (151*EA) 394 TONS
WHEAT			
NS		1118 BAGS *2 RED WINTER WHEAT	22031 BAGS *2 RED WINTER WHEAT (121*EA)




2085

NAMES

FREE SPACE 104300 C. FT

2

WHEAT	<p>4483 BAGS</p> <p>#2 RED WINTER WHEAT</p> <p>(51" EA)</p> <p>302 TONS</p>	<p>1025 BAGS</p> <p>#2 RED WINTER WHEAT (151" EA)</p> <p>64 TONS</p>	3 BAGS EMPTY BAGS
WHEAT	<p>5848 BAGS</p> <p>#2 RED WINTER WHEAT</p> <p>(151" EA)</p> <p>394 TONS</p>	<p>3813 BAGS</p> <p>#2 RED WINTER WHEAT (121" EA)</p> <p>206 TONS</p>	<p>4481 BAGS</p> <p>#2 RED WINTER WHEAT</p> <p>(151" EA)</p> <p>302 TONS</p> 
WHEAT			
WHEAT	<p>22031 BAGS</p> <p>#2 RED WINTER WHEAT</p> <p>(121" EA)</p>	<p>8151 BAGS</p> <p>#2 RED WINTER WHEAT</p>	

2067

13611 BAGS #2 RED WINTER WHEAT (151 <sup>2</sup> EA) 918 TONS	#2 RED WINTER WHEAT (121 <sup>2</sup> EA) 695 TONS	BAGS #2 RED WINTER WHEAT (151 <sup>2</sup> EA) AND TONS
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Room

BAGS & TONS LOADED IN EACH COMPARTMENT								
	BAGS	Tons	BAGS	Tons	BAGS	Tons	BAGS	Tons
	LOADED	DOWN	LOADED	DOWN	LOADED	DOWN	LOADED	DOWN
1	8751	590	4487	302	1025	70	14263	962
2	22037	1190	9661	600	4483	302	36181	2092
3	16189	874	14676	793	7163	381	38028	2034
4	20127	1898			6937	376	37641	2214
5	13611	918			3511	237	11122	1155
	91315	5470	28824	1695	23119	1312	143258	8531

59568  
83690  
143258

3 BALES EM  
#1  
1500 LENGTH  
20 SEWIN



2068

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

BAGS	193 Tons	394 Tons
12 RED WINTER WHEAT (121 <sup>st</sup> EA)	1689 Bags 12 RED WINTER WHEAT (121 <sup>st</sup> EA) 874 TONS	22031 12 RED W (1 1190
Room	Tons	

RTM Unit	Bags	Tons
014263	962	
236181	2092	
138025	2024	
637604	2214	
011122	1155	
2143758	8511	

59568 BAGS 121<sup>st</sup> EA  
83690 121<sup>st</sup>  
143258

3 BALE'S EMPTY BAGS  
\* 1 U TIDE FWD  
1500 LENGTHS SEWING FWD  
20 SEWING NEEDLES  
410 MATE

TOTAL DEADWEIGHT	
Tons	
FUEL OIL	1490
FRESH WATER	415
STORES & DUNNAGE	450
ARMAMENT'S	240
CARGO	8531
	11132

58

2069

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

	394 TONS	302 TONS
WINTER	22037 EAGS	8151 IDAUS
WHEAT	#2 RED WINTER WHEAT	#2 RED WINTER WHEAT
(121* EA)	(121* EA)	(151* EA)
TONS	1190 TONS	590 TONS

WINTER	TONS
	1490
R	415
WHEAT	450
	240
	8531
	11132

Sailed From BALTIMORE SEPT 2 1945

DRAFT  
FWD 27  $\frac{6}{16}$   
AFT 29  $\frac{9}{16}$   
MEAN 28  $\frac{7}{16}$



HEADQUARTERS ALLIED COMMISSION  
APO 304  
TRANSPORTATION SUB-COMMISSION  
Port & Warehouse Division

Ref: ~~W/F/1532/1~~  
SUBJECT: ~~Imports~~ Disposition

Date 11 Sept 45

TO: ALCON P.L.O. POMBINO (LT. EVANS) FED. CONS AGR. ROME CONS AGR POMBINO  
COPY TO: FOOD S/C (MAJOR HAYDON) TR.S/C (MAJOR BAYLIS)

4223

1. Convoy Number Ship Number BA 412 Ship Name RAFAEL SEMES  
2. Expected Port of Unloading <sup>non</sup> POMBINO Expected Arrival Date 16 Sept.-not firm

Description	TOC Marks	For Account	No. & Type of Pkgs	Quantity per Manifest	Instruction for disposition
WHEAT, bagged	Y 95	Food S/C	143,258 bgs	8536 tons	Handle in routine manner.
		MANIFEST ATTACHED.			

ROBERT H. KLEIN, Maj. MAC for  
MERRITT H. TAYLOR, Director Tw. S/C.

(Continued from Overpage)

Ship: RAHILL S2802 Voyage: RA-412-C Port of Loading: BALTO., MD.  
 Shipper: PORT TRANSPORTATION OFFICER, BALTIMORE CARGO DEPT OF EMBAKATION, BALTIMORE, MARYLAND  
 Consignee: Order of COMMANDING GENERAL, U.S. ARMY AT DESTINATION  
 If consigned to Shipper's Order arrival notice to be addressed to \_\_\_\_\_  
 (Without liability to carrier, see clause 12 of Warshipplading referred to herein)  
 Port of Discharge from Ship: UNKNOWN DESTINATION  
 Destination of goods: \_\_\_\_\_  
 (If goods to be transhipped at port of discharge; see Clause 11 of Warshipplading referred to herein)

The scope of the voyage is referred to in the preamble and Clause 3 of "Warshipplading" referred to herein.

B/L NO. CF. 1

MARKS AND NUMBERS	QUANTITY OR PACKAGES	DESCRIPTION OF GOODS PARTICULARS FURNISHED BY SHIPPER OF GOODS	GROSS WEIGHT POUNDS	MEASURE- MENT
HOCU-QUIL-TOO-Y95 (SACKS NOT MARKED)	59,568	-150# SACKS NET AND USED) SAID TO CONTAIN		
	83,690	-120# SACKS NET AND USED)		
TOTAL	143,258	# 316,300 BUSHELS # 2 RED WINTER WHEAT		
		POUNDS NET	18,978,000	
		POUNDS TARE	143,258	
		POUNDS GROSS	19,121,258	
	3	BALES EMPTY BAGS		
	1	BDL TWINE		
	20	NEEDLES		1500
SACKS SUPPLIED BY U.S. ARMY FREIGHT FREE AS AGREED in accordance with VSA Traffic Regulation #7 - Operation Regulation #11A. U. S. WAR DEPARTMENT - EXPORT DECLARATION NOT REQUIRED - T.O. 38410				

WARNING - 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 WITNESS, WHEREOF, the Master of the said ship has affirmed to THREE bills of lading, all of this tenor and date, ONE of which being accomplished, the others to stand void.

Dated at BALTO., MD. NEW YORK Chin FIRST day of SEPT 194. 5

FOR THE MASTER 4222

By WATERMAN STEAMSHIP CORP.  
as AGENT FOR THE MASTER

By \_\_\_\_\_



warshipshortblading-12-15-42

## BILL OF LADING

(Short Form)

**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 to the port of discharge and there to be delivered or transhipped on the terms hereinafter stated. In every contingency whatsoever and even in case of deviation or of unseaworthiness of the ship at time of loading or at any subsequent time, the rights and obligations, whatsoever they may be, of each and every person having any interest or duty whatsoever in respect of the receipt, care, custody, carriage, delivery or transshipment of the goods whether as shipper, consignee, holder or endorsee of the bill of lading, receiver or owner of the goods, master of the ship, carrier, shipowner, demise charterer, time charterer, operator, agent bailee, warehouseman, forwarder, or otherwise howsoever, shall be subject to and governed by the terms of the Uniform Bill of Lading (Warshipplading 7-1-42) adopted by General Order No. 16 of the Administrator, War Shipping Administration, July 4, 1942, which shall be deemed to be incorporated herein, including any amendments thereto or special provisions thereof which may be in effect at the time the goods are received for shipment and applicable to the intended voyage. Copies of such Uniform Bill of Lading and amendments may be obtained on application to the War Shipping Administration, Washington, D. C., or to any of its District Offices or to the Agent of the Master at the port of shipment or port of discharge. This shipment shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The provisions stated in said Act shall (except as may be otherwise specifically provided in the bill of lading referred to above) govern before the goods are loaded on and after they are discharged from the ship and throughout the entire time the goods are in the custody of the carrier. Nothing herein contained, whether by express statement, reference, implication or otherwise, shall be deemed a surrender of any rights or immunities or an increase of any responsibilities or liabilities which the ship, her owner, charterer, operator, agent or master or any carrier, bailee, warehouseman, or forwarder of the goods or the agent

of any of them would have in the absence of this bill of lading. None of the terms of this bill of lading shall be deemed to have been waived by any person unless by express waiver signed by such person, or his duly authorized agent.

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee, pledgee, holder or endorsee of this bill of lading, receiver, owner of the goods and each of them agree that all freight engagements, dock receipts or other agreements whatsoever in respect of the shipment of the goods are superseded by this bill of lading, and agree to be bound by all its terms whether written, printed or stamped on the front or back thereof or incorporated by reference therein, any local customs or privileges to the contrary notwithstanding.

If requested, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

If the ship is not owned by or chartered by demise to the War Shipping Administration or to the Company signing this bill of lading for the Master (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 War Shipping Administration or the Company signing this bill of lading for the Master; which acts as agent only and shall be under no personal liability whatsoever in respect thereof.

## NOTICE

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, on behalf of the United States, hereby assumes all liabilities it would have with respect to the carriage of such goods if the vessel were a merchant vessel except with respect to cargo owned by the United States or any Agency or Department thereof, and lend-lease cargo. This clause is to be construed only as an agreement that such cargo when carried on 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.

(Continued Overpage)



Warshipshortblading-12-15-42

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2074