

S.W. Africa
58

February 16, 1955

Deputy Chief of Staff for Logistics
United States Army
Washington, D.C.

My dear Sir:

On behalf of the Smithsonian Institution, I am appealing to you for assistance in obtaining suitable vehicles for use by an expedition being sent to the Kalahari Desert in eastern Southwest Africa and Bechuanaland.

This expedition is under the joint sponsorship of the Smithsonian Institution and the Peabody Museum of Harvard University and will sail from New York on March 15, 1955. Its researches will continue previous work in the fields of anthropology, botany, linguistics, and zoology. These researches have developed considerable data in these fields of study which are available to the Department of Defense, and it is felt the additional data will enhance the value of this material and that it is in the National interest if the Department of Defense facilitates the work of the expedition.

The principal unfavorable feature of this country is that there is no surface water. The rains occur in January, February, and March, and during the rest of the year there is no precipitation. The most critical problem is the transportation of water as well as food since these must be transported often as far as a hundred miles. The terrain is generally flat with heavy sand interspersed with areas of thick bush and scrub trees. There are, of course, no roads or trails through this section, and experience of previous explorations in this area has shown that multi-axle vehicles are the only type capable of dependable service. For this purpose the following have been recommended:

- 1 new 2 1/2 6 x 6 Cargo Truck, with standard gear shift, as made by General Motors with "Banjo" type rear end and single rear wheels or convertible thereto; equipped with a power-driven winch and fitted with stake body.
- 1 new 1 1/2 ton 4 x 4 Power Wagon with standard gear shift with stake body and equipped with a winch; single rear wheels or convertible therto.

*S.W. Africa
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Accordingly, I would deeply appreciate it if one of each of the above vehicles could be made available on a loan basis for this expedition. It is believed that on the completion of the approximately eight month work in this rugged country that the vehicles will be depreciated to the point where return to this country would not be economical. It will be further necessary for the Smithsonian Institution to make minor modifications such as adding a screen to protect the radiator from becoming clogged with grass seeds and insects, and bolting water and gasoline tanks to the body.

Sincerely yours,

Leonard Carmichael
Secretary

Sw. Africa
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February 18, 1955

Commanding Officer
Raritan Arsenal
Metuchen, New Jersey

Dear Sir:

This will identify Mr. L. L. Marshall, Director of the Peabody-Harvard-Smithsonian Expedition.

In accordance with a conversation today with Mr. Vernon E. Shomo, Office of the Chief of Ordnance, Department of the Army, Mr. Marshall is representing the Smithsonian Institution concerning the two vehicles that are to be issued on a loan basis to the Institution by the Department of the Army.

Mr. Shomo has indicated that the modifications to these vehicles, which Mr. Marshall will outline to you, probably can be performed by your installation without undue cost to the Government. I understand that the Smithsonian Institution will be invoiced for the cost of these modifications. Any assistance you may be able to render will be greatly appreciated as these alterations are highly desirable.

If Mr. Marshall is not able to be present personally at your installation, this letter will be presented by one of his staff whom he will authorize as his official representative in the matter of these two vehicles.

Sincerely yours,

LEONARD CARMICHAEL

Leonard Carmichael
Secretary



*Read to Shepherd & Wilding
2/25/55*

FEB 25 1955

DEPARTMENT OF THE ARMY
OFFICE OF THE DEPUTY CHIEF OF STAFF FOR LOGISTICS
WASHINGTON 25, D. C.

L. CARMICHAEL

FEB 23 1955

Doctor Leonard Carmichael
Secretary
Smithsonian Institution
Washington 25, D. C.

INDEXED

*cc: Mr Wilding
2/25/55*

Dear Doctor Carmichael:

This will acknowledge receipt of your letter of February 16, 1955, concerning the loan of two Army vehicles for use by an expedition being sent by the Smithsonian Institution to the Kalahari Desert in eastern Southwest Africa and Bechuanaland.

As agreed at a conference between representatives of Smithsonian Institution and the Department of the Army on February 19, 1955, two each Truck, cargo, 2½ ton, 6x6, with winch, GMC, open cab, banjo type axle, will be made available to the Smithsonian Institution by the Department of the Army on a loan basis for a period of one year under the following conditions:

- a. Vehicles will be turned over to an authorized representative of the Smithsonian Institution at Raritan Arsenal, Metuchen, New Jersey.
- b. Cost of shipment from Raritan Arsenal to location designated by the Smithsonian Institution and return to designated Department of the Army installation will be borne by the Institution.
- c. Upon completion of the loan period the vehicles will be promptly returned to the Department of the Army, unless the Department of the Army directs otherwise.
- d. If at the time the vehicles are to be returned to the Department of the Army the vehicles are in other than the condition in which they were furnished, reasonable wear and tear excepted, or if the vehicles cannot be returned, the Institution will reimburse the Department of the Army accordingly.

Attention is invited to the fact that the vehicles proffered are World War II type and are not new vehicles; however, they have recently been rebuilt to meet U. S. Army standards and should give satisfactory service.

Sincerely

S. W. Affin
55



UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK

SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

March 1, 1955

Mr. L. K. Marshall
4 Bryant Street
Cambridge 38, Massachusetts

Dear Laurence:

I thought it would be well for you to have a copy of the enclosed letter of February 23, 1955, which we received recently from the Department of the Army, concerning the two trucks which have been made available. I believe it especially important that you have this reminder of the terms under which the trucks were lent for the expedition to Africa.

My very best wishes for an interesting and profitable trip.

Sincerely yours,

Leonard Carmichael
Secretary

Enclosure

P. 97-28
S. Mucci Past

March 31, 1955 195

M Peabody-Harvard Smithsonian Kalahari Expedition,

Peabody Museum, Cambridge, Mass.

To **T. D. DOWNING CO., Dr.**

Foreign Freight Forwarders and Customs Brokers

88 BROAD STREET

BOSTON 10, MASS.

Ref. No. X - 56787

Inland Charges

Cartage - service charges - 2 cases

3 85

Freight from New York to Walvis Bay

2692 31

Wharfage

Insurance and Placing

Consular Fees, Blanks and Services

10 00

Booking

Making up Bills of Ladings

7 50

Forwarding Fee (New York and Boston)

75 00

Effecting Customs Clearance (3 declarations)

12 50

Notary Fees - Petties - Postage

1 20

Telephones - Telegrams - Cablegrams

7 25

4 Applications for Export Licenses

35 00

\$2844 61

24 Packages Equipment marked

Cleared on S. S. African Sun

Sailing from New York on

— PAYABLE ON PRESENTATION IN BOSTON FUNDS —

DUPLICATE

195

BOSTON 10, MASS.

M

Foreign Freight Forwarders and Customs Brokers
 88 BROAD STREET
 BOSTON 10, MASS.

Ref. No. X

Initial Charges

Carriage - service charges

Freight from

Wharfage

Insurance and Packing

Consular Fees, Bills and Duties

Booking

Making up Bills of Lading

Forwarding Fee

Effecting Customs Clearance

Major Fees - Rates - Postage

Telephone - Telegrams - Cablegrams

Closed on S. S.

Sailing from

PAYABLE ON PRESENTATION IN BOSTON FUNDS

DUPLICATE

4/1/55

J. O. Brew

2844 61 69 200 16 3830-2

T. D. DOWNING COMPANY

ESTABLISHED 1856

WM. LIPPMAN, MANAGER

CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS

CORRESPONDENTS
IN ALL PRINCIPAL CITIES
OF THE WORLD

BROAD EXCHANGE BUILDING

88 BROAD STREET

BOSTON 10, MASSACHUSETTS

CABLE ADDRESS
"DOWNING" - BOSTON

F.M.B. FORWARDER NO. 2

TELEPHONE HANCOCK 6-4800

March 31, 1955

Our Ref. X-56787

Peabody-Harvard Smithsonian Kalahari Expedition,
Peabody Museum,
Cambridge, Mass.

Gentlemen: Att: Dr. J.O.Brew

In accordance with recent instructions of Mr. L.K. Marshall we attended to all the details and formalities in connection with the forwarding of a quantity of merchandise to be used for expedition purposes in South Africa.

This shipment went forward from New York per SS "African Sun" All documents necessary for Customs clearance and delivery in Walvis Bay, South Africa, have been sent to Messrs. Harries & Co., in accordance with Mr. Marshall's instructions, and as per the enclosed copy of letter.

For your files we enclose copies of bill of lading, packing specifications and South African invoices.

We might advise that considerable difficulty was experienced in obtaining export licenses which are necessary for the trucks and truck equipment, and it was necessary that we be in close contact with the Department of Commerce at Washington in order to obtain these licenses in time for the shipment to move on schedule.

Our bill for expenses and services is enclosed, and we would appreciate your prompt remittance as a considerable portion of this bill represents the ocean freight which we have already had to pay to the steamship company.

Yours faithfully,

T. D. DOWNING COMPANY

W. Lippman
Manager

WNG.EL

T. D. DOWNING COMPANY

ESTABLISHED 1856

WM. LIPPMAN, MANAGER

CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS

BROAD EXCHANGE BUILDING

88 BROAD STREET

BOSTON 10, MASSACHUSETTS

CABLE ADDRESS
"DOWNING" - BOSTON

TELEPHONE HANCOCK 6-4800

CORRESPONDENTS
IN ALL PRINCIPAL CITIES
OF THE WORLD

F.M.B. FORWARDER NO. 2

March 30, 1955

Our Ref. X-56787

VIA AIR MAIL

Messrs. Harries & Co.,
Walvis Bay,
South Africa

Gentlemen:

On behalf of the Peabody-Harvard Smithsonian Kalahari Expedition, Peabody Museum, Cambridge, Mass., we have effected shipment of Expedition Equipment per SS "African Sun" which sailed from New York a few days ago.

Mr. L. K. Marshall who is in charge of this expedition has no doubt been in touch with you in regard to arrival, Customs clearance and delivery.

Enclosed herewith are:

Signed ocean bills of lading
South African Invoices for Customs purposes
Packing Specifications

We hope this shipment will arrive in good order.

Charges have been prepaid to arrival at Walvis Bay; any further charges will be for account of cargo.

Yours faithfully,

T.D.DOWNING COMPANY

Manager

WNG.EL
CC-Air Mail
CC-Peabody-Harvard Smithsonian Kalahari Expedition

PACKING LIST

#1 - 1 wooden box:

MEAT:	Roast Beef Canned	- 12/12 oz.	(5 cases)
	Hamburger	" 24/11 "	(2 cases)
	Ham	" 12/24 "	(1 case)
	Beef, Brisket	" 12/2 lb.	(1 case)
	Steak, Sandwich	24/13 oz.	(1 case)
BUTTER:	Canned	24/8 oz.	(3 cases)
ONION FLAKES,	Canned	6/1 1/2 lb.	(2 cases)

Net Weight - 392 lbs. Gross - 457 lbs. Cu.15.10

#2 - 1 wooden box:

8 (6 gal) Water Cans
6 (6 gal) Gas Cans

Net Weight - 100 lbs. Gross - 150 lbs. Cu.20.9

#3 - 1 wooden box:

LARGE CARRYING CASES:

#1 - (Grey)	- Books & Files
#2 - (Brown)	5 Pillows, Knapsacks, 1 bed-roll
#3 - (Brown)	2 Sleeping Bags, 2 Duffle Bags
#4 - (Grey)	3 Sleeping Bags, 1 Duffle Bag
#5 - (Grey)	3 Mountain Tents and 6 Mosquito Netting
#6 - (Brown)	Towels and Face Cloths
#7 - (Grey)	Miscellaneous Personal Effects
#8 - (Grey)	Medical Supplies

Net Weight - 357 lbs. Gross - 457 lbs. Cu.30.9

#4 - 1 wooden box:

SMALL CARRYING CASES:

#1 - Personal Effects	(Dr. Donnellan)
#2 - " " "	" " "
#3 - Medical Kit	- Instruments
#4 - Personal Effects	(Dan Blitz) Electric Razor
#5 - Personal Effects	(Mrs. Marshall)
#6 - Personal Effects	(Mr. Marshall)
#7 - Personal Effects	(Dan Blitz)
#8 - Personal Effects	(Elizabeth Marshall)
#9 - Personal Effects	- Boots
#10 - Personal Effects	(Mr. Marshall)
#11 - Personal Effects	(Mr. Marshall)
#12 - Personal Effects	(Mrs. Marshall)
#13 - Personal Effects	(Elizabeth Marshall)
#14 - Miscellaneous	Camp Gear
#15 - Personal Effects	(Elizabeth Marshall)
#16 - Personal Effects	(Mrs. Marshall)
#17 - Medical Supplies	- Camp Kit
#18 - Deionizer	for Water

Net Weight - 340 lbs. Gross - 440 lbs. Cu.25.8

#5 - 1 wooden box:

- #1 - Winchester Model 70 Serial #308897
Lyman Ax Telescopic Sight, Sling and
Plastic Case
- #2 - Same as above - Serial #185038
- #4 - 2 Wooden Tripods & Cases - 2 metal tripods
Miscellaneous Hand Tripods
- #5 - Microphone Stand "Electrovoice"
- #6 - Tent Pole Assembly for 9'4" x 9'4" Tent
- #7 - 8 Camp Cots
- #8 - Tool Box with assorted tools
- #9 - Steel Box 5 x 12"

Net Weight - 350 lbs. Gross - 415 lbs. Cu.16.8

#6 - 1 wooden box:

- 1 - 9'4" x 9'4" Umbrella Tent
- 2 - 5 x 7 "Crawl-In" Tents
- 2 - Sets Tent Poles
- 1 - 9 x 12 Tent, Wall
- 1 - 9 x 12 Tent, Fly
- 13 - Camp Chairs (Canvas & Steel)
- 1 - Camp Chair (Canvas and Aluminum)
- 1 - Camp Table (Folding)
- 4 - Camp Stools (Folding)

Net Weight - 300 lbs. Gross - 390 lbs. Cu.28.6

#7 - 1 wooden box:

- #1 - 4 Mattresses and Covers
- #2 - 2 Tables (Steel and Wood)
- #3 - 2 Table Tops (Stainless steel and wood)
- #4 - 4 Reflectors (Photographic)
- #5 - Winchester Model 24 Shotgun Serial #86877

Net Weight - 385 lbs. Gross - 505 lbs. Cu.33.11

#8 - 1 wooden box:

- #1 Ammunition Cases containing:
 - #1 Cutlery, 5 flashlites, 2 locks, 12 batteries (flashlite)
 - #2 Poster Paints and brushes
 - #3 Gifts, buttons, beads
 - #4 Hand spotlight, chemicals, photo and electrical
- #2 Aluminum Case (Kitchen Ware)
- #3- Medical Kit, emergency field
- #4- Medical Kit, emergency field
- #5- Vibrator, 6 volt (in steel box)
- #6 Vibrator, 6 volt (in steel box)
- #7 -Tools, auto repair (in steel case 7"x10")
- #8 Tool Box (Steel)
- #9- Grinding Stone, electric, 6 volt
- #10- Spare Parts for Dodge Power Wagon (1 box)
- #11- Spare Parts " " " (1 box)

Net Weight - 300 lbs. Gross -365 lbs. Cu.15.2

PACKING LIST - Page #3

#9 - 1 wooden box:

AMMUNITION:

- #1 - Shells 30.06 - 180 gr. box of 20 (5 ea)
- #2 - Shells 30.06 - 210 gr. box of 20 (5 ea)
- #3 - Shells 44.40 - Shot - box of 50 (5 ea)

Net Weight - 30 lbs. Gross - 52 lbs. Cu.2.5

#10 - 1 wooden box:

Generator, Gasoline 6 - 8 volt
Ord. No. 10421
Engine No. 572021
Generator No. 49530

Net Weight - 135 lbs. Gross - 182 lbs. Cu.6.8

#11 - 1 wooden box:

Movie Equipment and Film

NB: On truck - Weight not known

#12 - 1 wooden box:

Camera and Sound Equipment

NB: on truck - weight not known

#13 - 1 wooden box:

Transfer Case: For Dodge Power Wagon
#1-188941

Net Weight - 200 lbs. Gross - 245 lbs. Cu.6.2

#14 - 1 wooden box:

Spare Parts for Dodge Truck

Net Weight - 160 lbs. Gross - 205 lbs. Cu.9.6

#15 - 1 wooden box:

Spare Parts for Dodge Truck

Net Weight - 455 lbs. Gross - 555 lbs. Cu.8.

#16 - 1 wooden box:

Household Goods and Tools

Net Weight - 170 lbs. Gross - 215 lbs. Cu.19

#17 - 1 wooden box:

Flash Bulbs

Net Weight - 30 lbs. Gross - 60 lbs. Cu.7.5

PACKING LIST - Page #4

#18 - 1 box:
Spare Automobile Parts
Gross - 75 lbs.

#19 - 1 box:
Spare Automobile Parts
Gross - 75 lbs.

#20 - 1 box:
Spare Automobile Parts
Gross - 75 lbs.

#21 - 1 box:
Sun Helmets
Flashlight Batteries
Books
Compass
Net Weight - 20 lbs. Gross -40 lbs. Cu.2.10

#22 - 1 box: Small Wood Chest
Net Weight - 18 lbs. Gross -25 lbs. Cu.1.10

INVOICE AND DECLARATION OF VALUE REQUIRED FOR SHIPMENT TO
 THE UNION OF SOUTH AFRICA

(Comprised of the following provinces—Cape Province, Natal (including Zululand), Orange Free State, Transvaal)

Also used for the following Territories
 Basutoland East Griqualand Rhodesia (N. & S.) Swaziland Transkei Zanzibar
 Bechuanaland Pondoland South West Africa Tembuland Walvis Bay

(Place and Date) Boston, Mass., March 28, 1955 Invoice No. _____

Invoice of Trucks, Expedition Equipment, etc. purchased
 by Peabody-Harvard Smithsonian Kalahari Expedition, Walvis Bay, South Africa
 from Peabody-Harvard Smithsonian Kalahari Expedition, Peabody Museum, Cambridge, Mass.
 to be shipped per SS "African Sun" from New York

CUSTOMER'S ORDER NO. _____ OUR ORDER NO. _____ TERMS: _____

Country of Origin	Marks, Numbers and Type of Packages	Quantity and Description of Goods	Current Domestic Values in Currency of Exporting Country. (See par. 3 and 4 of Certificate)		Selling price to Purchaser	
			@	Amount	@	Amount
U.S.A.	Full Address					
	#1	1 case Canned Goods		\$200.00		\$200.00
	#2	1 case Water Cans		42.00		42.00
	#3/5	3 cases Personal Effects		1950.00		1950.00
	#6/7	2 cases Camping Equipment		300.00		300.00
	#8	1 case Automobile Parts, etc.		300.00		300.00
	#9	1 case Ammunition		150.00		150.00
	#10	1 case Generator		250.00		250.00
	#11/12	2 cases Camera & Sound Equipment		18000.00		18000.00
	#13/15	3 cases Automobile Parts		1200.00		1200.00
	#16	1 case Household Goods & Tools		200.00		200.00
	#17	1 case Flash Bulbs		40.00		40.00
	#18/20	2 cases Automobile Parts		600.00		600.00
	#21	1 case Sun Helmets, Batteries, etc.		65.00		65.00
	#22	1 Wooden Chest		25.00		25.00
		2 Unboxed GMC 2 1/2 ton Trucks (Used)		9678.00		9678.00
		1 Unboxed Dodge Truck (Used)		1500.00		1500.00
				\$34500.00		\$34500.00

Enumerate the following charges, and state whether each amount has been included in or excluded from the above current domestic values:—

Enumerate the following charges, and state whether each amount has been included in or excluded from the above current domestic values:—	Amount in Currency of Exporting Country	State whether included or excluded
(1) Cartage to rail, docks or airport.....		
(2) Inland freight (rail or canal) and other charges to the dock area or airport, including inland insurance.....		Excluded
(3) Labour in packing the goods into outside packages Export \$..... Domestic \$..... Difference.....		EXCLUDED
(4) Value of outside packages Export \$..... Domestic \$..... Difference.....		
(5) If the goods are subject to any charge by way of royalties.....		

State full particulars of royalties below:—

- (a) Full Name of person signing Declaration.
- (1) Manager, chief clerk, or as the case may be.
- (2) Name of firm or company.
- (3) Name of city or country.
- (4) These words should be omitted where the manufacturer or supplier himself signs the certificate.
- (5) Particulars of any special arrangement.
- (6) "Warehouse," "factory" or "port of shipment."
- (7) Cross out whichever word is not applicable.
- (8) Ordinary personal signature of "(a)" above, not the firm's signature or "for" so and so.
- (9) The witness need not necessarily be a magistrate, notary, or other public official, but may be any person competent to sign as a witness to signatures on ordinary business documents.

This declaration must appear on all invoices of goods of American manufacture.

I, (a) Warren N. Gaddes, the (1) agent
 of (2) Peabody-Harvard Smithsonian Kalahari Expedition, Cambridge, Mass., hereby declare that I (3) have the authority to make and sign this certificate on behalf of the aforesaid supplier and that I have means of knowing and I do further declare as follows:
 1. That this invoice is in all respects correct, and contains a true and full statement of the price actually paid or to be paid for the said goods, and the actual quantity and description thereof.
 2. That no different invoice of the goods mentioned in the said invoice has been or will be furnished to anyone; and that no arrangement or understanding affecting the purchase-price of the said goods has been or will be made or entered into between the said exporter and purchaser or by anyone on behalf of either of them, either by way of discount, rebate, compensation, or in any manner whatever, other than as fully shown on this invoice, or as follows:
 (5) _____
 3. That the domestic values shown in the column headed "Current Domestic Values in Currency of Exporting Country" are those at which the above mentioned firm or company is supplying or would be prepared to supply to any and every purchaser for home consumption in the country of exportation and at the date of exportation, identically similar goods in usual wholesale quantities at (6) _____ subject to _____ per cent. cash discount, and that such values include (7) the cost of outside packages (if any) in which the goods are sold in such country for domestic consumption.
 4. That the said domestic values includes any duty leviable in respect of the goods before they are delivered for home consumption, and that on exportation a drawback or remission of duty amounting to _____ (7) has been/will be allowed by the revenue authorities in the country of exportation.

Dated at Boston this 28th day of March, 1955

Witness: (9) _____ Signature (8) _____

FARRELL LINES

INCORPORATED

B/L No.

(THE FOUR SPACES IMMEDIATELY BELOW FOR SHIPPERS MEMORANDA—NOT PART OF BILL OF LADING)

FORWARDING AGENT — REFERENCES

Gehrig, Hoban & Co., Inc. FMB #13 - Ref. X 4546

EXPORT DEC. No.

02690812/816

DELIVERING CARRIER TO STEAMER:

CAR NUMBER — REFERENCE

COPY . . . NOT

BILL OF LADING

(SHORT FORM INCORPORATING TERMS OF LONG FORM)

(TERMS CONTINUED FROM REVERSE SIDE)

SHIP African Sun	FLAG Am.	PIER Ft. 33rd St., Bklyn.	PORT OF LOADING New York
PORT OF DISCHARGE FROM SHIP Walvis Bay <small>(Where goods are to be delivered to consignee or on-carrier)</small>		DESTINATION OF GOODS <small>(If goods are to be transhipped or forwarded at port of discharge)</small>	

SHIPPER **Peabody-Harvard Smithsonian Kalahari Expedition**
Harries & Co., Walvis Bay, South Africa,
 CONSIGNED TO ORDER OF **For: Peabody-Harvard Smithsonian Kalahari Expedition, Walvis Bay, South Africa** AT
 ADDRESS ARRIVAL NOTICE TO **Same**

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT	GROSS WEIGHT IN POUNDS
Peabody-Harvard Smithsonian Kalahari Expedition Walvis Bay South West Africa #13/15, 18/20 # 1/12, 16/17 21/22	1	Unboxed Dodge 4 Wheel Drive Truck 2 Tires attached. 1 Spare Wheel & Tire 3 Canvas Covers complete with Hoops.	<i>Handwritten: scratches & dirt</i>	5.575
	2	Unboxed GMC 2½ Ton 6 Wheel Drive Trucks 1 Spare Spring 4 Spare Wheels & Tires 6 Spare Tires & Tubes.		21.472
	6	Cases Miscellaneous Automotive Replacement Parts.		1330
	16	Cases Expeditionary Equipment		5753
These commodities licensed by U.S. for ultimate destination SOUTH AFRICA. Diversion contrary to U.S. law prohibited.				"Freight Prepaid"

FREIGHT AND OTHER CHARGES

Ft. @	per 40 cubic ft.
" "	" "
" "	" "
" "	" "
" "	" "
lbs. @	2240 pounds
" "	" "
" "	" "
TO BE PREPAID	Total

IN WITNESS WHEREOF, 3 Bills of Lading have been signed of this tenor and date, one of which being accomplished, the others shall be void.

DATED AT NEW YORK B/L No.

3 21 55 37

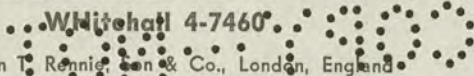
FOR THE MASTER
FARRELL LINES
INCORPORATED

BY

FARRELL LINES

INCORPORATED

GENERAL OFFICE: 26 BEAVER STREET, NEW YORK 4, N. Y.



GENERAL EUROPEAN AGENTS John T. Rennie & Sons, London, England
 GENERAL AGENTS WEST AFRICA Société Commerciale de l'Ouest Africain, Lagos, Nigeria
 GENERAL AGENTS SOUTH AFRICA John T. Rennie & Sons, Durban, South Africa
 GENERAL AGENTS EAST AFRICA Steamship and General Agencies Ltd., Mombasa, British East Africa
 GENERAL AGENTS MADAGASCAR Agent General de la Nouvelle Compagnie Française Peninsulaire de Navigation, Tananarive, Madagascar

DAKAR, CONAKRY, FREETOWN, TAKORADI, ACCRA, LAGOS/APAPA, DUALA, ABIDJAN	}	Société Commerciale de l'Ouest Africain	WALVIS BAY, CAPETOWN, PORT ELIZABETH, EAST LONDON, DURBAN, LOURENCO MARQUES,	}	Mann George & Co., (S.W.A.) Ltd. John T. Rennie & Sons Edward Searle & Co.
MONROVIA, HARBEL, CAPE PALMAS, LUANDA, LOBITO, MATADI, POINTE NOIRE,			Farrell Lines Incorporated Firestone Plantation Co. Sociedade Luso Americana Ltd. Nieuwe Afrikaansche Handels Vennootschap Compagnie Commerciale Sangha Oubangui		BEIRA, MOMBASA, DAR ES SALAAM, TANGA, ZANZIBAR,

BILL OF LADING

(SHORT FORM INCORPORATING TERMS OF LONG FORM)

RECEIVED from the shipper herein named, the goods or packages said to contain goods herein mentioned, in apparent good order and condition, except as otherwise indicated herein, to be transported to the port of discharge, or so near thereunto as the ship can get, lie and leave always in safety and afloat under all conditions of tide, water and weather, and there to be delivered to the consignee or on-carrier, as the case may be, on payment of all charges due and owing hereunder and on due performance of all obligations of the shipper and consignee and each of them.

1. It is agreed that the receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the face and back of this bill of lading, whether printed, typed, stamped, written or incorporated herein and also to the terms contained in the Farrell Lines Incorporated regular long form bill of lading as now in use, including any clauses presently being stamped or endorsed thereon, which shall be deemed to be incorporated in this bill of lading, which shall govern the relations, whatsoever they may be, between shipper, consignee and the carrier, master and ship in every contingency, wheresoever and whensoever occurring and whether the carrier be acting as such, or as bailee, and also in the event of, or during deviation, or of conversion of the goods or of unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently. The terms of this bill of lading shall not be deemed waived by the carrier except by express waiver signed by a duly authorized agent of the carrier. Copies of the Farrell Lines Incorporated regular long form bill of lading and clauses presently being stamped or endorsed thereon are available on request and may be inspected at any of its offices.

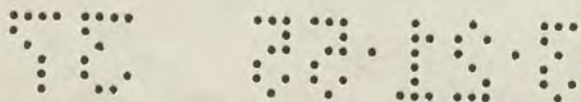
2. If the goods are transhipped all responsibility of the carrier in any capacity shall altogether cease and the goods shall be deemed delivered by it and this contract of carriage be deemed fully performed on actual or constructive delivery of the goods to the on-carrier at port of discharge or elsewhere in case of an earlier transhipment.

3. This bill of lading 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 contained herein 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. If any term of this bill of lading shall be repugnant to said Act to any extent, such term shall be void to that extent, but no further. The provisions stated in said Act (except subdivision 2 (j) of Sec. 4 and except as otherwise specifically provided by the terms of this bill of lading or those incorporated herein) shall govern before the goods are loaded on and after they are discharged from the ship.

4. All agreements or freight engagements for the shipment of the goods are superseded by this bill of lading. If required by the carrier a signed original bill of lading, duly endorsed, must be surrendered to the carrier on delivery of the goods.

(TERMS CONTINUED ON REVERSE HEREOF)

(DO NOT USE THIS SPACE FOR DESCRIPTION OF SHIPMENT)



April 4, 1955

Mr. John H. Dyer
Storer Damon & Lund
57 Brattle Street
Cambridge, Massachusetts

Dear Mr. Dyer:

This is the factual letter you requested with regard to the South West Africa Expedition insurance. Mr. Geddes of ~~the~~ T. D. Downing & Co., our customs broker who made the shipment, has been informed by the Farrell Line more or less as follows:

The ocean freight for the South West Africa Expedition was loaded on the African Sun in New York. At Savannah while transferring part of the cargo from one hold to another, one of the 6-wheel trucks was dropped "between the ship and the dock."

A considerable amount of damage was done to the truck, and it was left by the Farrell Line on the Savannah dock. Also left with it was a bundle of spare tires and 2 spare tires mounted on rims, and other gear. I have written to the Farrell Line asking for a detailed statement as to what is on the truck.

This truck belongs to the U.S. Army. It is in our possession because the Expedition this year is a joint Expedition with the Smithsonian Institution. The official name of the Expedition is Peabody Museum Harvard-Smithsonian Institution Kalahari Expedition.

Two 6-wheel trucks were assigned to the Smithsonian Institution by the Army for the use of the Expedition. It is one of those trucks which was damaged.

When I talked with Mr. Marshall by phone in Johannesburg, he informed me of a small policy on these trucks which you had written for him. He also informed me that he had a teleg~~ram~~ from the secretary of the Smithsonian Institution, Dr. Leonard Carmichael informing him that it was not necessary for him to insure Army trucks. The implication here is that the Army does not expect you to insure its vehicles. This statement was confirmed to me on the telephone by both Dr. Carmichael and his assistant at the Smithsonian, John Graff.

I have reported this incident to the Smithsonian and Mr. Graff is informing the Army.

Mr. John H. Dyer; Storer Damon & Lund -2-

April 4, 1955

From all I can learn up to this point, the problem of obtaining recompense for damage to the truck is a matter for consideration by the Army.

On the other hand, there is a contingent loss to the Expedition. There will be a substantial money loss and there will be considerable loss of time though this is less tangible in terms of dollars and cents.

I would like your advice as to procedure in this matter. I have done nothing with regard to the Farrell Line except to send off a letter, copy of which I enclose. I have had no talk with any representative of the Farrell Line as yet.

This account covers everything I know about the situation to date.

Very sincerely yours,

J. O. Brew
Director

JOB:HS

April 4, 1955

*SW Africa
Truck.*

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Director

JOB:HS

S. W. Africa
1955
Trucks

April 4, 1955

Farrell Lines, Inc.
26 Beaver Street
New York, New York

Attention: Mr. Forker

Dear Mr. Forker:

Mr. Geddes of T. D. Downing and Co., has informed me of the accident to one of our six-wheel trucks which took place recently in Savannah, Georgia.

This is a very serious thing to the Expedition. Mr. Marshall is at present in South Africa and has been relying upon the transport which the African Sun was bringing to him.

I communicated immediately with him by telephone and he is, of course, much distressed. I do not know what the solution will be to his transport problem. It is possible that he might purchase a large truck in South Africa which would be inferior for the kind of work we are up against. He might also want us to try to get a replacement for the six-wheel truck from the Army. Both of these solutions will result in delay and considerable cost.

As you are probably aware, the damaged truck belongs to the United States Army. Our Expedition is a joint Expedition with the Smithsonian Institution which is a government agency. The six-wheel truck was assigned to the Smithsonian Institution for duty on the Expedition. I have informed Mr. John Graff of the Smithsonian Institution of the incident and given him your name. I presume you will be hearing from him or from the Army.

I would like to get a direct report from the Farrell Lines outlining what happened. One of the things about which we are most anxious is about the material which was left on the truck at Savannah. Mr. Geddes reports that there was a bundle of spare tires and two spare tires mounted on rims. I would like to know specifically the number of tires and sizes of the tires. I would also like to know what else is there on the truck.

Very truly yours,

J. O. Brew
Director

JOB:HS

April 4, 1955

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26 Beaver Street
New York, New York

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JOB:HS

UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

April 5, 1955

Commanding Officer
Raritan Arsenal
Metuchen, New Jersey

Dear Sir:

This will identify Dr. J. O. Brew, Director of the Peabody Museum, who is representing the Peabody-Harvard Smithsonian Expedition, in Mr. L. K. Marshall's absence in Africa.

In accordance with discussions with Mr. Vernon E. Shomo, Office of the Chief of Ordnance, Department of the Army, Dr. Brew is representing the Smithsonian Institution concerning the vehicle which is to be issued on a loan basis to the Institution by the Department of the Army.

Mr. Shomo has indicated that the modifications to this vehicle, which Dr. Brew will outline to you, probably can be performed by your installation without undue cost to the Government. I understand that the Smithsonian Institution will be invoiced for the cost of these modifications. Any assistance you may be able to render will be greatly appreciated as these alterations are highly desirable.

If Dr. Brew is not able to be present personally at your installation, this letter will be presented by one of his staff whom he will authorize as his official representative in the matter of this vehicle.

Sincerely yours,

Leonard Carmichael
Secretary

S.W. Africa
(Trucks)

April 6, 1955

John E. Graf, Assistant Secretary
Smithsonian Institution
Washington 25, D. C.

Dear Johnny:

Telephone advice from Savannah through Farrell Lines this morning indicates a revision of the original statement as to what is on the truck. The report now is that the truck contains the following items:

- (a) A bundle of steel frames (covered wagon top) whether for one or both trucks not known.
- (b) Two tires on rims.
- (c) Two tires on wheels.
- (d) One steel spring.
- (e) Locker on rear of truck with combination lock.
- (f) Small locker in front of truck, also with combination lock.

This is an improvement in that it indicates that most of our spare tires have actually gone along on the African Sun. On the other side of the picture, we have the question of the two lockers. These I take it are things which were built for us in a shop here in Cambridge. I don't know what they contain. At present, I am trying to get a hold of John Marshall (the son) who is at a cinematagraph Convention at the Waldorf Astoria in New York. It now seems to me fairly certain that somebody from here will have to go to Savannah to look into this.

The Farrell Lines and our export broker will arrange the necessary new bills of lading and revised export licenses to permit export by the African Rainbow which is scheduled to leave New York on April 20 and touches Savannah on April 23, so this part is already taken care of.

With regard to claims against the Farrell Lines, I now have the following information. The claim agent is E. F. Grady, ^{Farrell Lines} 26 Beaver St., New York City. We have one year to put in the claim.

Sincerely yours,

J. O. Brew, Director

JOB:HS

April 6, 1955

P.S. I realize that channels move in the directions in which they have to move, and that from the outside what seems to be a simple proceeding may be impossible. All this is a preamble to a query. As far as actual damage to the truck itself, it seems to me that the simplest provision would be for somebody in the Army in the district wherein Savannah lies to view the remains and assay the damage.

April 6, 1955

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Smithsonian Institution
Washington 25, D. C.

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Air Mail

S.W. Africa
1955
Trucks

April 6, 1955

John E. Graf, Assistant Secretary
Smithsonian Institution
Washington 25, D. C.

Dear Johnny:

Thank you for your letter of April 5 and the enclosed authorization addressed to the Commanding Officer of the Raritan Arsenal. T

The position at present is--I talked with Mr. Marshall on the phone yesterday at Johannesburg reporting that through your kind and efficient offices, it will be possible to obtain a replacement for the damaged six-wheel truck modified in the same manner as the original two trucks. Mr. Marshall was, of course, extremely gratified at this report.

Since hearing of the accident, he has been making efforts to obtain a similar type of vehicle in South Africa. He stated that he would advise me in two days by cable whether or not these efforts were successful. If he is not successful, presumably I will be getting in touch with you Thursday or Friday in order to have the new vehicle made in readiness so that we can ship it on the African Rainbow which leaves New York on April 20, arriving in Walvis Bay, South West Africa on May 10.

The African Rainbow ~~also~~ touches at Savannah, I am told, and I shall in any case have the spare tires and whatever other material was left on the damaged truck, picked up at Savannah. In this connection, we should, of course make sure that if the Army reclaims this damaged truck immediately, they should leave behind with the agents of the Farrell Lines at Savannah these spare tires and any other property of the Expedition which may be on the truck.

With regard to your question about expenses in connection with any insurance hearing that might be held, I can say the following. It is not our intention that the Smithsonian Institution should be out of pocket for expenses connected with the Expedition. I had thought that in all probability, some division of the Army would wish to go into this themselves. If, however, the Army is to be represented by the Smithsonian at the hearing, and at the expense of the Smithsonian, we will foot the bill.

Please let me express again my appreciation of the magnificent job you have done in arranging a replacement of the truck. Before we get through with this transaction, I should like to have the full names, titles, and addresses of Mr. Wilding, Mr. Shomo, and all those whom have assisted the Expedition.

Sincerely yours,

JOB:HS

J. O. Brew, Director

April 6, 1955

Mr. Laurence K. Marshall
Crosshertzog Hotel
Windhoek, South West Africa

Dear Laurence:

This is an interim report on the truck incident. On Friday, Geddes of T. D. Downing and Co., our customs brokers in Boston called me up and gave me such information about the accident as he had received from the Farrell Lines office in New York. This was that in moving one of the six-wheel trucks from one hold to another in Savannah, the truck had been dropped between the ship and the dock.

The African Sun has departed for Walvis Bay leaving the damaged truck on the dock. The damage was said to be considerable. It was also said that remaining on the truck was no appreciable amount of equipment, but a bunch of "frames" (which I take to be the covered wagonstop for one or both trucks), two spare tires mounted on rims and a bundle of spare tires.

I immediately put in a call for John at home and you in Johannesburg. After talking with you, I called Carmichael and got him at the American Philosophical Society in Philadelphia. He suggested that I get in touch with Johnny Graf who is the Assistant Secretary of the Smithsonian and an old and valued friend of mine. This I did reporting the incident and asking him to inform the Army. I also got in touch with your insurance agent, Dyer, here in Cambridge. In my telephone conversation with Carmichael and Graf, they both confirmed the fact that it was not expected that we would have had insurance on this truck. On Monday, I received your cable asking about a duplicate truck and immediately called Johnny Graf. On Tuesday, Graf called me, with the Smithsonian Supply Officer also on the line, saying that a truck could be made ^{ready} for us at the Raritan Arsenal to your specifications within 30 hours after receiving a request. This I passed on to you by phone on Tuesday and I am now awaiting your further instructions.

I have also discussed the question of contingent damages with Dyer, Geddes and Graf. If there is an insurance meeting, I am told that the Smithsonian will represent the Army. Graf told me on the phone yesterday that Carmichael had told him that he, Carmichael, had told you that the Smithsonian had no money to put into this. I, therefore, told Graf that if the Smithsonian had to attend a hearing at its own expense, we would foot the bill of their representative. Graf told me that if the ~~Farrell~~ Farrell Line insurance paid anything ^{To the Army} for actual damage to the truck, we would not receive any part of that (as a matter of fact the Army won't either for it will go into the general funds in the Treasury Department). I said that I fully understood this and that our interest

April 6, 1955

was ⁱⁿ recovering any damages which might have occurred to Expedition property on the truck and for contingent damages arising from extra expenses and delay caused by the accident.

Farrell Lines informs me that the African Rainbow sails from New York April 30, arriving in Walvis Bay on May 10, and that the African Moon sails from New York on May 10, arriving at Walvis Bay on May 30.

We will be able to get a new truck if you want it, and in any case, the spare tires on the African Rainbow.

Sincerely yours,

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P.S. A phone talk with Mr. Forker of Farrell Lines indicates a revision of the statement as to what is on the truck in Savannah. He now says that his agent in Savannah has told him this morning by telephone (in response to my request) that the following is on the truck: a bundle of steel frames (covered wagon); two tires on rims; two tires on wheels; one steel spring; locker with combination lock on rear of truck; small locker in front of truck, also with combination lock.

Since the agent, Stachan Shipping Co., Savannah, has not been able to open the locks, they do not know what is in the lockers. I am at present attempting to get hold of John by phone at a cinematagraph convention in the Waldorf Astoria to see if he knows what is in the lockers.

Mr. Forker is authorizing Stachan to ship ~~at~~ our instructions anything from the truck we wish on the African Rainbow which is scheduled for Savannah on April 23. ~~Any~~ bills of lading will be needed for the shipment and these will be issued by Farrell Lines. The customs brokers will revise the export licenses to include a shipment by the African Rainbow.

We have one year in which to make claim to the Farrell Lines for damages. Please be sure before you go into the field that you send me a detailed, itemized estimate of expenses you have incurred in South Africa because of this accident.

The new information from Savannah is good in one way for it indicates that most of the spare tires have apparently gone along on the African Sun. On the other hand, I don't like the sound of these two lockers which I assume are additions which you had made to the truck in the shop in Somerville, and which as far as I know at the moment may contain anything. You can rely on us to see that this is straightened out and that anything of value which may be in the lockers will get on the African Rainbow. Unless John can tell me when I get in touch with him that he knows the lockers are empty, it looks to me now as though either he or I will be headed for Savannah.

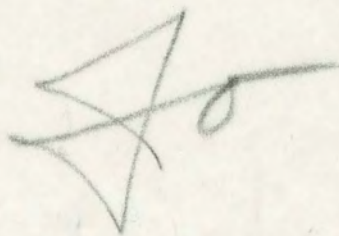
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-2-

April 6, 1955

P.P.S. We have, of course, a copy of the packing list which was sent by T. D. Downing to Messrs. Harries and Co., Walvis Bay which lists the contents of 22 boxes by number. It does not, however, indicate which if any of these boxes may be the two lockers reported still to be on the damaged truck. I have wired for numbers, if any, on these lockers.

Bob Dyson has just come in from Bahrain and other Arabian points. He sends his best.

A handwritten signature or set of initials, possibly 'BD', written in dark ink. The signature is stylized and somewhat abstract, with a large, sweeping stroke that loops back.

April 6, 1955

S.W. Africa
1955
Trucks

Mr. Laurence K. Marshall
Grosshertzog Hotel
Windhoek, South West Africa

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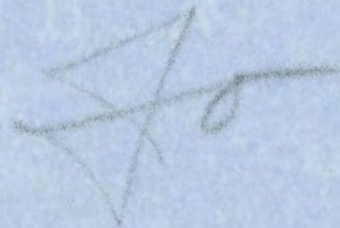
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PEABODY N. 1000
RECEIVED

APR 7 1955

ANS.

T. D. DOWNING COMPANY

ESTABLISHED 1856

WM. LIPPMAN, MANAGER

CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS

CORRESPONDENTS
IN ALL PRINCIPAL CITIES
OF THE WORLD

BROAD EXCHANGE BUILDING

88 BROAD STREET

BOSTON 10, MASSACHUSETTS

CABLE ADDRESS
"DOWNING" - BOSTON

F.M.B. FORWARDER NO. 2

TELEPHONE HANCOCK 6-4800

*S.W. Africa
55
Trucks.*

April 6, 1955

Our Ref. X-56787

Peabody-Harvard Smithsonian Kalahari Expedition,
Peabody Museum,
Cambridge, Mass. Att: Dr. J.O. Brew

Dear Dr. Brew:

We refer again to the matter of damage to the truck which was part of the Expeditionary Equipment recently shipped to South Africa per SS "African Sun"

In the event that Mr. Marshall decides to replace the truck from this country we thought you might be interested in the next opportunity for shipment. The SS "African Rainbow" will sail from the following ports at the following dates:

Baltimore	- April 16, 1955
Philadelphia	April 17, 1955
New York	April 20, 1955
Charleston	April 22, 1955
Savannah	April 23, 1955

Possibly the U.S. Army can supply a truck from one of their stations at these ports.

There is one other problem and it is that of the export license. Under the prevailing conditions we have asked the Customs authorities at New York to withhold further action on the export license until a decision is made as to whether or not replacement will be shipped. However the license which was used on the original shipment is only valid until April 30, 1955. If a decision is made to ship another truck it will require several days' notice to us so that we may get the license extended.

If we can be of help to you in this matter in any way please do not hesitate to call upon us.

Yours faithfully,
T. D. DOWNING COMPANY

W. Lippman
Manager

WNG.EL

PEABODY MUSEUM
RECEIVED

APR 14 1955

ANS. _____



UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK

SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

S.W. Africa
1955
Trucks.

April 8, 1955

Dr. J. O. Brew
Director
Peabody Museum of Archeology
and Ethnology
Harvard University
Cambridge 38, Massachusetts

Dear Jo:

Enclosed are copies of correspondence we have had with the Army concerning the trucks.

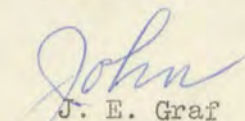
Mr. Shomo just advised us this afternoon that the truck will be ready to be picked up by you on the morning of Thursday, April 14, 1955. Unless you hear from us to the contrary by Wednesday, the Army will meet this deadline.

Mr. Wilding expresses the hope that you will be able to have someone there to pick up the truck, the day it is ready. He feels that even though it might make it necessary for you to store it for a few days before the sailing date, from the point of diplomacy, it would be best to pick it up the day the Army indicates it is ready. They evidently put a special order out to have the truck ready as quickly as possible, so we wouldn't want them to get the impression that our request for urgency was not as serious as we may have led them to believe. Do your best on this.

Your two letters of April 6, 1955, have been received. We are looking into your P.S. inquiry about assaying the damaged truck. I will be in touch with you later on this phase of things.

I was glad to learn the African Rainbow will touch at Savannah. This will simplify to some extent the matter of picking up the items that were in the "dunked" truck.

Sincerely yours,


J. E. Graf
Assistant Secretary

Enclosures

April 8, 1955

Office of Chief of Ordnance
U. S. Department of the Army
Washington 25, D. C.

Gentlemen:

Reference is made to our letter of February 16, 1955, and your reply of February 23, 1955, copies of which are enclosed, concerning the loan of two Army vehicles for use by the Peabody-Harvard-Smithsonian Expedition to the Kalahari Desert in eastern Southwest Africa and Bechuanaland.

The above correspondence resulted in a representative of the Institution picking up 2 each Truck, Cargo, 2 1/2 ton, 6 x 6, with winch, GMC, open cab, banjo-type axle from the Raritan Arsenal, Metuchen, New Jersey.

As indicated in the enclosed copy of our letter of April 4, 1955, to Office of Chief of Ordnance, ORDFQ-NCV, one of the above trucks was badly damaged while the ship carrying it was in port at Savannah, Georgia. The Institution is thus in serious need of a replacement for the damaged truck, and it would be deeply appreciated if you could make available to us another truck the same as the one which has been damaged.

We are most grateful indeed for the fine help your organization has given us in the past and we regret that the unfortunate damage sustained by the truck necessitates our approaching you again for assistance. Anything you can do to aid us in the present situation will be sincerely appreciated.

Sincerely yours,

LEONARD CARMICHAEL

Leonard Carmichael
Secretary

Enclosures

C O P Y

April 4, 1955

Office of Chief of Ordnance
ORDFQ-NCV
Washington 25, D. C.

Gentlemen:

The Department of the Army recently made available to the Smithsonian Institution, on a loan basis, two 6 x 6 cargo trucks for use by expedition to the Kalahari Desert, Eastern Southwest Africa. These vehicles were shipped on the "AFRICAN SUN" of the Farrell Lines. While the ship was in port at Savannah, Georgia, and apparently while in process of transferring cargo, one of the above trucks was very seriously damaged. The Institution has no details as to the exact cause, nor of the nature and extent of the damage.

The shipment was arranged through T. D. Downing, Customs Brokers, 88 Broad Street, Boston, Massachusetts (telephone Hancock 6-4800), and was handled by a Mr. Geddes of that organization.

From a report reaching us, a Mr. Forker of Farrell Lines, Inc. of 26 Beaver Street, New York, N. Y., informed Mr. Geddes that there would be an insurance hearing, but did not give either place or time. You will be informed as soon as additional information reaches the Smithsonian Institution.

In the meantime we would appreciate learning if there is any specific or additional information you wish to receive.

Very truly yours,

A. W. Wilding
Chief, Supply Division

COPY

Department of the Army
Office of the Deputy Chief of Staff for Logistics
Washington 25, D. C.

February 23, 1955

Doctor Leonard Carmichael
Secretary
Smithsonian Institution
Washington 25, D. C.

Dear Doctor Carmichael:

This will acknowledge receipt of your letter of February 16, 1955, concerning the loan of two Army vehicles for use by an expedition being sent by the Smithsonian Institution to the Kalahari Desert in eastern Southwest Africa ~~XX~~ and Bechuanaland.

As agreed at a conference between representatives of Smithsonian Institution and the Department of the Army on February 19, 1955, two each Truck, cargo, 2-1/2 ton, 6 x 6, with winch, GMC, open cab, banjo type axle, will be made available to the Smithsonian Institution by the Department of the Army on a loan basis for a period of one year under the following conditions:

- a. Vehicles will be turned over to an authorized representative of the Smithsonian Institution at Raritan Arsenal, Metuchen, New Jersey.
- b. Cost of shipment from Raritan Arsenal to location designated by the Smithsonian Institution and return to designated Department of the Army installation will be borne by the Institution.
- c. Upon completion of the loan period the vehicles will be promptly returned to the Department of the Army, unless the Department of the Army directs otherwise.
- d. If at the time the vehicles are to be returned to the Department of the Army the vehicles are in other than the condition in which they were furnished, reasonable wear and tear excepted, or if the vehicles cannot be returned, the Institution will reimburse the Department of the Army accordingly.

Attention is invited to the fact that the vehicles proffered are World War II type and are not new vehicles; however, they have recently been rebuilt to meet U. S. Army standards and should give satisfactory service.

Sincerely,

R. T. EVANS, JR.
Colonel, GS
Assistant Chief
Storage & Distribution Division

February 16, 1955

Deputy Chief of Staff for Logistics
United States Army
Washington, D. C.

My dear Sir:

On behalf of the Smithsonian Institution, I am appealing to you for assistance in obtaining suitable vehicles for use by an expedition being sent to the Kalahari Desert in eastern Southwest Africa and Bechuanaland.

This expedition is under the joint sponsorship of the Smithsonian Institution and the Peabody Museum of Harvard University and will sail from New York on March 15, 1955. Its researches will continue previous work in the fields of anthropology, botany, linguistics, and zoology. These researches have developed considerable data in these fields of study which are available to the Department of Defense, and it is felt the additional data will enhance the value of this material and that it is in the National interest if the Department of Defense facilitates the work of the expedition.

The principal unfavorable feature of this country is that there is no surface water. The rains occur in January, February, and March, and during the rest of the year there is no precipitation. The most critical problem is the transportation of water as well as food since these must be transported often as far as a hundred miles. The terrain is generally flat with heavy sand interspersed with areas of thick bush and scrub trees. There are, of course, no roads or trails through this section, and experience of previous explorations in this area has shown that multi-axle vehicles are the only type capable of dependable service. For this purpose the following have been recommended:

- 1 new 2-1/2 6 x 6 Cargo Truck, with standard gear shift, as made by General Motors with "Banjo" type rear end and single rear wheels or convertible thereto; equipped with a power-driven winch and fitted with stake body.
- 1 new 1-1/2 ton 4 x 4 Power Wagon with standard gear shift with stake body and equipped with a winch; single rear wheels or convertible thereto.

Accordingly, I would deeply appreciate it if one of each of the above vehicles could be made available on a loan basis for this expedition. It is believed that on the completion of the approximately eight months' work in this rugged country that the vehicles will be depreciated to the point where return to this country would not be economical. It will be further necessary for the Smithsonian Institution to make minor modifications such as adding a screen to protect the radiator from becoming clogged with grass seeds and insects, and bolting water and gasoline tanks to the body.

Sincerely yours,

LEONARD CARMICHAEL

Leonard Carmichael
Secretary

SW Africa
55
Trucks

April 8, 1955

Dr. Leonard Carmichael
Secretary, Smithsonian Institution
Washington 25, D. C.

Dear Dr. Carmichael:

I enclose our check for \$500 payable to Smithsonian Institution. This is to take care of expenses of certain revisions in the six-wheel truck which is being provided by the Army for our Peabody Museum, Harvard-Smithsonian Institution Kalahari Expedition in replacement of the one which was wrecked on the docks at Savannah, Georgia.

I am most grateful to John E. Graf and the other members of your staff for their wonderful cooperation in arranging for this replacement.

Very sincerely yours,

J. O. Brew
Director

JOB:HS
Enc. check

April 9

S. W. Africa
1955

PEABODY - HARVARD - SMITHSONIAN
KALAHARI EXPEDITION
11 DIVINITY AVENUE
CAMBRIDGE 38
MASS. U.S.A.

PEABODY MUSEUM
RECEIVED
APR 15 1955

on card

Dear ~~Jo.~~ ^{ANS.} - I sent the ff. letter today.

Chief Accounting Officer
University of the Witwatersrand
Johannesburg

Dear Sir:-
This will acknowledge receipt of your check for £100 which will be credited to the account of the Peabody-Harvard Smithsonian Expedition.
It is a great pleasure to be able to collaborate with your great University in trying to work out an approach to a statement of the linguistics of the little known Bushmen of the Kalahari - and we are most grateful to the University for their part in making the services of Professor Masingard available for that purpose. We will do our best to make the effort a

Success.
April nine.

Sincerely
John

Holidays began Wednesday and end Monday night. so typists are as scarce as dodo's (the bird kind)

Dart is living up to his standards!

In Pretoria Good today with C. Koch. + Walter Batters. saw Mr. Storey who is a botanist working for the Govt under Dr. Dyer. Tried to see Dyer + his second ~~son~~ Codd - but holidays are in command. Storey looks like a fine person - tho his face is not usual - his eyes are alert and kind. he will let us know on Tuesday. The Joburg Office to (over)

Farell lines told me Crescents sailed 16th now
it appears that Rainbow will be due in Walvis
Bay May 10. Any time around then will
be O.K.

Theris Burger who is to accompany us
and who knows Bechuanaland well better I think
than anyone - ~~will~~ has a truck we can either
buy or rent. If it is O.K. we are all right
if not we can buy a Chev. or a Bedford of
the right kind from Cohens. And just now -
from here - before talking to Burger - it looks as
though we will be at Shauyi ^{area} for perhaps three
or four weeks.

I'll tell you more after I get to
Windhoek on the 13th

Regards

Jan

Not Usual



April 12, 1955

Mr. Laurence K. Marshall
Grosshertzog Hotel
Windhoek, South West Africa

Dear Laurence:

I am taking this opportunity to write you about the situation with regard to the truck to date. I am giving it to you in rather full detail as this will also serve as a memorandum to myself.

Upon ^{Grat} receipt of your telegram asking for new truck, I phoned Johnny, the Assistant Secretary of the Smithsonian in Washington, asking him to get the Army going. I have now received word that the truck will be ready on Thursday morning revised according to the specifications that they had for the previous trucks.

A driver of the Universal Overland Express will pick it up on Thursday morning and bring it up to the General Motors shop in Boston where it will be checked as were the other trucks. We will then drive it down to New York and ship it on the African Grove. There has been a change in sailing so that the African Rainbow is no longer going to Walvis Bay, nor for that matter to Savannah either. The African Grove sails from New York on April 22, from Savannah on April 25, and is scheduled to arrive in Walvis Bay on May 12.

Since I had three different reports as to what was on the damaged truck in Savannah and since they had not been able to get into the lockers to tell me what was in them, I decided that the only thing to do was to go to Savannah and look into the situation. I am very glad that I did this because as you see things developed in such a way, that would have been very difficult to handle it all from here.

I flew to Savannah Saturday afternoon, April 9 arriving at 11:00 p.m. I then called up my one close friend in Savannah, found a party going there dying Easter eggs and made arrangements to visit certain friends of his the next day.

After lunch on Sunday, we went to a delightful mansion up the Savannah River which turned out to be the residence of one of the chief owners of the Strachan Shipping Company who are the Farrell Line agents in Savannah. This put everything on a good footing immediately and early Monday morning I went down to the offices of the shipping company and met the various men involved as follows: R. W. Groves, son-in-law of the firm; E. K. Meredith, Vice-President; Mr. Chandler, the cargo man; E. E. Ellis, head of the stevedore department; Mr. Scanlon, in charge of outward freight, and the insurance man.

I then went out to the Atlantic Shore Line docks and saw the truck. It is badly damaged. The bed is broken. The wheels

April 12, 1955

are out of line and the frame seems to be twisted. The tires, however, were intact. The combination which John remembered worked so we were able to open the lockers where a large number of spare parts had been packed. These were immediately taken by Strachan and Co. to be boxed up and sent to Walvis Bay on the African Grove. We also took off the spare tires, two on wheels and two on rims and one spring assembly. These also will be shipped.

with a history of contents

Before taking off the tires that were on the main wheels, I wished to get clearance from the Army. I phoned Graf at the Smithsonian, and his first reaction was "take them off, they belong to the Expedition." I refused to accept this and insisted that he contact the Army. Half an hour later he called back reporting that Shono, their Army contact, said that there should be tires on the truck. When it went back to the Army since there had been tires on it when they turned it over to us. By this time, Graf and the Supply man at the Smithsonian had become afraid that if I left the truck on its rims at Savannah, the Army would throw the book at us.

In the midst of all this, the fact developed that the shipping company in Savannah was not at all sure that the African Grove was coming to Savannah at all.

This seemed to be all I could do at Savannah. I am convinced that the entire force of the Strachan Shipping Co. will exert themselves to see that the material is properly handled. I made arrangements for removing the tires from the wheels of the truck, whenever I give them the go-ahead sign.

I returned to Boston Monday night (yesterday).

This morning I called Mr. Forker of the Farrell Lines and he assured me that the African Grove is going to Savannah and that they are taking cargo for loading on the 25th. I next called the Horn Packing Co. and found that they still have 12 tires left, not having been able to sell them. These are being shipped by railway express to Savannah and will be put on the wreck in place of our own tires which will be shipped to you on the African Grove. This, I think (and hope) takes care of the tire situation. You may be sure that I will keep posted on the various moves here to make sure that everything goes well. If it should happen that the old tires do not arrive in Savannah before the Grove sails, I will make sure that the tires are taken off anyway and put on the ship. We have it fixed up in Washington that there will be no question of the Army reclaiming the vehicle until we tell them to do so.

With regard to the new truck, the Army will have it ready on Thursday morning April 14. I have instructed the University Overland Express to pack it up then. (Graf and the others at

April 12, 1955

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Mr. Geddes has already got part of the arrangements ready for the export license on the new truck. He says that we will pay the freight bill for this new truck but that it will be recoverable from the Farrell Lines. The staff in Savannah needs no further papers as it has already been exported.

I am concentrating in all of this in what seems to be the main objective, namely to get all of this stuff to you as soon as possible. After this is done, I shall collect all the costs, including whatever you send me from your side, consult with various people (lawyers, insurance men, T. D. Downing, etc), and put in a claim to the Farrell Lines. They will shoot it down to Savannah and the insurance carried by the stevedore company should take care of it. I shall continue to report.

With love to all.

Sincerely yours,

J. O. Brew
Director

JOB:HS

*Original has gone
to Windhoek*

April 12, 1955

*Carleton Hotel
John
v. 15. A.*

Mr. Laurence K. Marshall
Grosshertzog Hotel
Windhoek, South West Africa

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With love to all.

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Director

JOB:HS

Card 911

April 12, 1955

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Director

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ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

April 12, 1955

*S.W. Africa
1955
Trucks*

Dr. J. O. Brew, Director
Peabody Museum of
Archaeology and Ethnology
Harvard University
Cambridge 38, Massachusetts

Dear Dr. Brew:

I certainly want to thank you very much indeed for your check for \$500. Mr. Graf most sincerely appreciated the nice words contained in your last paragraph. I do hope no further difficulties arise.

Sometime when you have a few minutes in Washington, won't you plan to have luncheon or dinner with me?

Cordially yours,

Leonard Carmichael
Secretary

S. W. Office
1955
Trucks

April 12, 1955

University Overland Express Company
822 McGrath Highway
Somerville 45, Massachusetts

Attention: Mr. Kelly

Gentlemen:

You will remember that last month you drove two six-wheel trucks for us from Raritan Arsenal, Metuchen, New Jersey to Cambridge, Massachusetts.

We are getting another truck from the same place. I am informed that it will be ready to be picked up on the morning of Thursday, April 14. Will you please have someone pick it up at the Raritan Arsenal and drive it to G.M.C. Truck and Coach Division, 103 North Beacon St., Boston.

I enclose a carbon copy of the authorization to receive this vehicle and a letter from me to the Commanding Officer of the Arsenal.

It is my understanding that one of your drivers will go to Metuchen in time to pick up this truck on Thursday morning. If you need anything more from me, please give me a ring.

Very truly yours,

J. O. Brew
Director

JOB:HS

Enc.

*J.W. Quica
1955
Trucks*

April 12, 1955

Commanding Officer
Raritan Arsenal
Metuchen, New Jersey

Dear Sir:

I have instructed the University Overland Express Company, 852 McGrath Highway, Somerville, Massachusetts to receive for me and to drive to Cambridge, Massachusetts, the vehicle which is to be issued on a loan basis to the Smithsonian Institution by the Department of the Army, and which is the subject of the letter of April 5 to you from Dr. Leonard Carmichael, Secretary of the Smithsonian Institution, a carbon copy of which is attached.

I am very grateful to you for your assistance in preparing this vehicle.

Sincerely yours,

J. O. Brew
Director

JOB:HS

Enc.

April 12, 1955

Commanding Officer
Raritan Arsenal
Metuchen, New Jersey

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J. O. Brew
Director

JOB:HS

Enc.

FARRELL LINES

INCORPORATED

26 BEAVER STREET

NEW YORK 4, N. Y.

COPY

TEL. WHITEHALL 4-7460

1647/22309

April 15, 1955

Strachan Shipping Company
Savannah, Georgia

Attention Mr. D. J. Powers

Gentlemen:

SS AFRICAN SUN Voy. 47/Out
New York/Walvis Bay B/L 37

Referring to your file DJP-411 and telephone conversation of even date with Mr. Meredith regarding the equipment on the damaged Army Truck now held at Savannah, Georgia, a new truck is being forwarded to Walvis Bay on the SS AFRICAN RAINBOW Voy. 29/ Out from New York May 2, 1955, but as the SS AFRICAN RAINBOW Voy. 29 is not calling at Savannah, Georgia, but will load cargo at Georgetown, South Carolina on April 25 and 26, you are to arrange that all the equipment taken from the damaged truck in accordance with instructions of Mr. Brew of the Peabody Museum, be sent by motor truck to Georgetown, S.C., to be put on board the SS AFRICAN RAINBOW in care of the Chief Mate who will bring same to New York, and when the vessel arrives in New York and the new truck is loaded, this equipment will be placed in the new truck so that there will be no mistake when the truck and equipment are being discharged at Walvis Bay.

We thank you for your close cooperation in this matter.

Very truly yours,

FARRELL LINES

By: *A. W. Parker*

AMF:jf

cc: Carolina Shipping Co.
Charleston, S.C.
Attn: Joseph G. Piening
Capt. J. Stanejko
SS AFRICAN RAINBOW
C/O Norton, Lilly & Co.
P.O. Box 207
Baltimore 3, Maryland

✓ J.O. Brew, Director
Peabody Museum of
Archaeology and Ethnology
Harvard University
Cambridge 38, Mass.

April 15, 1955

Mr. E. K. Meredith
Vice-President, Strachan Shipping Company
Savannah Bank & Trust Building
Savanna , Georgia

Dear Mr. Meredith:

Thank you for your telephone call of yesterday afternoon. As I understand the situation, it is now as follows:

The African Rainbow is sailing from Georgetown, South Carolina on April 25. The spare parts (boxed), a spring assembly, two tires on wheels, two tires on rims and six other tires and tubes will be transported to Georgetown and handed over to the Chief Mate of the Rainbow.

The last-named items in the above list, namely: six tires and six tubes are those which were on the wheels of the truck when I saw it last Monday. There are on route to you at present addressed to the Strachan Shipping Company, Atlantic Coastline Docks, twelve tires and tubes which were taken off Army Trucks when we put on our own new tires prior to the original shipping. Six of these old tires are to be placed on the wheels of the wrecked truck and the others thrown in the bed of the truck as spares.

It is extremely important that the new tires and tubes now on the truck get shipped by the African Rainbow.

I have talked with Mr. Forker of Farrell Lines this morning. We will load another truck on the Rainbow after it reaches New York from Georgetown and the Chief Mate will then put your shipment from Georgetown on the truck.

Please again accept my appreciation for your efforts on our behalf and for the kindness and cooperation Bobby Groves, E. A. Scanlan, E. E. Ellis, Mr. Chandler and all the others have shown us.

Very sincerely yours,

J. O. Brew
Director

JOB:HS

April 15, 1955

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Savanna , Georgia

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Very sincerely yours,

J. O. Brew
Director

JOB:HS

S.W. Africa
1955

April 15, 1955

Mr. Alfred A. Knopf
501 Madison Avenue
New York, New York

Dear Alfred:

Will you please have a copy of "The Long Ships" sent to Mr. R. W. Groves, Jr., Beaulieu Point, Savannah, Georgia, with my compliments and send a bill here made out to the Peabody Museum, South West Africa Expedition.

Sincerely yours,

J. O. Brew
Director

JOB:HS

S. W. Africa

April 15, 1955

Mr. R. W. Groves, Jr.
Beaulieu Point
Savannah, Georgia

Dear Bobby:

Thank you very much for your kindness to me last Sunday afternoon and also for your grand help in the Affair of the vanquished vehicle.

Apparently everything is now lined up for the salvage from the truck to be put on the Rainbow from Georgetown and then brought together with the new truck upon arrival in New York. You fellows have all been tremendously helpful and we are very grateful.

Please give my good wishes to your wife and the kiddies.

Sincerely yours,

J. O. Brew
Director

JOB:HS



S.W. Africa
Tweeds

Alfred A Knopf *Incorporated*

501 Madison Avenue
NEW YORK (22)

April 18th, 1955

Dear Mr. Brew,

In Mr. Knopf's absence from the City, we acknowledge receipt of your letter of April 15th. We have arranged for a copy of THE LONG SHIPS to be sent Mr. Groves in accordance with your request.

Yours faithfully,

Suzanne M. Stewart
Suzanne M. Stewart
Secretary to Mr. Knopf

J. O. Brew, Esq.
Peabody Museum
Harvard University
Cambridge 38, Massachusetts

ANS:

PEABODY MUSEUM
RECEIVED

APR 20 1955

ANS. _____

FROM
STRACHAN SHIPPING CO.
SAVANNAH, GA.

PEABODY MUSEUM
RECEIVED

APR 21 1955

ANS. _____

April 18th, 1955
EKM - 0418

Farrell Lines, Inc.
26 Beaver Street
New York 4, N. Y.

Attn: Mr. A. M. Forkers

Dear Sirs:

s/s "AFRICAN SUN" VOY. 47 OUT
New York/Walvis Bay B/L #37

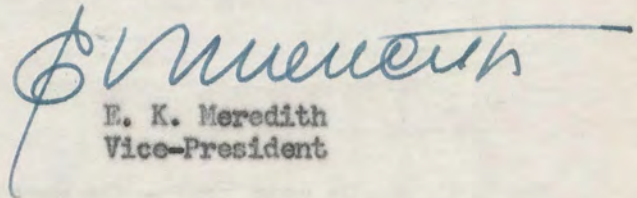
We acknowledge receipt of your letter of the 15th instant, file 1647/2309, in regard to the equipment, including spare tires, on the damaged Army truck ex the above vessel.

We wish to confirm that at the request of Dr. Brew, and confirmed by your office, we are arranging to send to the Chief Officer of the "AFRICAN RAINBOW" at Georgetown, S. C. the spare parts from the truck that are boxed as well as all spare wheels, tires, etc. on April 25th.

This equipment will be trucked to Georgetown, put in care of the Chief Mate so that it can be put in the new truck on arrival of "RAINBOW" at New York.

Yours very truly,

STRACHAN SHIPPING COMPANY


E. K. Meredith
Vice-President

EKM:jhf

cc: Carolina Shipping Co.
Charleston, S. C.

Dr. J. O. Brew, Director
Peabody Museum
Harvard University
Cambridge, Mass. ✓

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