

Cables: "FREIGHTS"

# FREIGHT SERVICES LTD.

P.O. BOX 49  
CAPE TOWN.

And at:  
All Ports and main centres  
in Southern Africa

*Dup.*

August 20th 1971

REGISTERED AIRMAIL

Our Ref. EXP/DJB 448  
(Please quote in full)

Messrs. The Peabody Museum,  
Harvard University,  
CAMBRIDGE. MASS. 02138. U.S.A.  
ATTENTION: PROF. STEPHEN WILLIAM

We have shipped per s.s. "MORMACCAPE" the undermentioned consignment.

Sender BOTSWANA TANNING & TAXIDERM(PTY)LTD. Consignee  
MAUN, BOTSWANA. YOURSELVES

MARKS	PACKAGES		CUBIC MEAS.	GROSS WEIGHT (pounds)	CONTENTS	VALUE
	No.	Descr.				
ADDRESSED	1	case	.483 cbm	50 kilos	BUSHMAN ARTIFACTS NO COMMERCIAL VALUE	

INSURANCE: ~~Arranged~~ / Not Arranged

Please collect against delivery our Account

DELIVERY INSTRUCTIONS:

(See Below)

..... for .....

DOCUMENTS ENCLOSED:

(See Below)

Negotiable bill of lading No. 4

Yours faithfully,  
**FREIGHT SERVICES LTD.**

SYMBOLS:— F/A Free to address: debit us with charges  
P/L Charges from port of landing to be collected from addressee.  
P/D Delivery against payment of account attached, and your own charges.

- |                     |                  |                         |
|---------------------|------------------|-------------------------|
| A Bill of Lading    | B Parcel Ticket  | C Insurance Policy      |
| D Invoice           | E Form C.104     | F Certificate of Origin |
| G Freight Statement | H Shipping Order | J Bills of Entry-Export |



**In Account with** **FREIGHT SERVICES LTD.**

In Association with  
**MUSGROVE & WATSON LIMITED**

**CA 601**

Messrs. Peabody Museum,  
Harvard University,  
CAMBRIDGE MASS., U.S.A.

PEARL ASSURANCE HOUSE  
HEERENGRACHT,  
CAPE TOWN

And at:  
All Ports and main centres  
in Southern Africa

Date 25. 8. 1971

Charges on 1 Packages ex Mormac Cape  
Clients C.T. N.Y.  
Ref. No. 448 Entry No. Wharf No. 28791 W.B.

DISBURSEMENTS

	R	c	R	c
Customs Duty as per Voucher attached .....				
Sales Duty .....				
State Warehouse Rent Note .....				
Customs Deposit Letter .....				
Railage 3/80483 lbs. @ .....	5	00		
Wharfage as per Voucher attached .....	1	47		

FREIGHT

CHARGES

Disbursement Fee 1½% .....				
Obtaining Rent Note .....				
Entries and Stamps .....	6	00		
Release B/Lading .....	1	50		
Agency .....	13	94		
Cartage .....		30		
Handling .....	1	50		
Opening and Examination Storage .....	4	25		
Collection Marking .....		10		
Service Fee .....		75		
Postage .....				
Exchange .....			R	
			34	81

**BILL OF LADING AND DOCUMENTS ATTACHED**

Not responsible for loss or damage by Fire, Water, Vermin, the Act of God, and other exceptions as contained in the vessel's Bill of Lading.

E. & O.E.

**PAYABLE IN SOUTH AFRICAN CURRENCY**

**P.L.H. DBN**









# South and East Africa Service

SHIP <b>"MORMACCAPP"</b>	FLAG	PIER	PORT OF LOADING <b>CAPE TOWN</b>
PORT OF DISCHARGE FROM SHIP <b>NEW YORK</b>	PORT OF DESTINATION (If to be transhipped. See Clause 8.)		

SHIPPER **FREIGHT SERVICES LTD. AS AGENTS**  
(See contract Terms on other side)

CONSIGNED TO ORDER OF **ORDER**

ADDRESS ARRIVAL NOTICE TO (Without liability to Carrier, see Clause 9.) **FEABODY MUSEUM, HARVARD UNIVERSITY, CAMBRIDGE, MASS. 02138, U.S.A.**

### PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	SHIPPER'S DESCRIPTION OF PACKAGES AND GOODS	Measurement IN CU. FT.	GROSS WEIGHT IN POUNDS
<b>FEABODY MUSEUM HARVARD UNIVERSITY CAMBRIDGE MASS 02138 VIA NEW YORK  SCIENTIFIC SPECIMENS ATT PROF STEPHEN WILLIAM</b>				
	<b>1 case</b>	<b>BUSHMAN ARTIFACTS</b>	<b>.483 cbm</b>	<b>50 kilos</b>

REFERENCE 448



FREIGHT PAYABLE AT **DESTINATION**

Notice—All rates apply from ship's tackle at port of loading to end of ship's tackle at port of discharge, unless otherwise mentioned.

		Freight to be Prepaid	Freight to be Collected
<b>17'0"</b>	cf. @ <b>\$118-50</b>	per 40 cf. \$	<b>50 36</b>
<b>SURCHARGE</b>	cf. @ <b>\$17-78</b>	per 40 cf. \$	<b>17 78</b>
	cf. @	per 40 cf. \$	
	lbs. @	per 2240 lbs. \$	
	lbs. @	per 2240 lbs. \$	
	@	\$	
	@	\$	
	@	\$	
	Total	\$	<b>68 14</b>

If the carrier requires, one signed bill of lading duly endorsed must be rendered at port of discharge in exchange for delivery order.

In witness whereof, the Carrier by its agent has signed BILL(S) OF LADING, all of the same tenor and date, one of which being accomplished, the others to stand void.

## ROBIN LINE

MOORE-McCORMACK LINES, Inc.  
FREIGHT SERVICES SHIPPER'S AGENCY CO.

By **G. S. Streeter**  
FOR THE MASTER AS AGENTS

Dated at **CAPE TOWN 18 AUG 1971**

B/L No. **4**

**@ 1-4045 = R 48-52**



# ROBIN LINE

Bill of Lading

MOORE-McCORMACK LINES, Inc.

South & East Africa

EXPRESS, FREIGHT AND PASSENGER SERVICE BETWEEN U.S.A. AND SOUTH AND EAST AFRICA

RECEIVED from the shipper herein named, the goods or packages said to contain goods mentioned herein, in apparent good order and condition unless otherwise indicated in this bill of lading, to be transported subject to the terms hereof with liberty to proceed via any port or ports to the port or place of discharge or so near thereto 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 the payment of the charges thereon. If the goods in whole or in part are shut out, the carrier shall have liberty to forward them under the terms hereof on the next available ship of this line, or, at its option, of any other line.

It is agreed that the custody and carriage of the goods are subject to the following terms which shall govern the relations between the shipper, consignee and the carrier (each as defined below) in every contingency and also in the event of deviation or of unseaworthiness of the ship at time of loading or inception of the voyage or subsequently.

1. 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, except that when issued to cover carriage of goods from Canada it shall have effect subject to the provisions of the Canadian Water Carriage of Goods Act, 1936. The provisions of each said Act which are hereby contracted for, except the carrier from liability for loss or damage arising or resulting from: unseaworthiness unless caused by want of due diligence; act, neglect, or default of the master, mariner, pilot or the carrier's servants in navigation or management of the ship; fire unless caused by actual fault or privity of the carrier; perils, dangers and accidents of the sea or other navigable waters; act of God; act of war; act of public enemies; arrest or restraint of princes, rulers, or people, or seizure under legal process; quarantine restrictions; act or omission of the shipper or owner of the goods, his agent or representative; strikes or lockouts or stoppage or restraint of labour from whatever cause, whether partial or general; riots and civil commotions; saving or attempting to save property or life at sea; wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods; insufficiency of packing; insufficiency or inadequacy of marks; latent defects not discoverable by due diligence; any other cause arising without the actual fault and privity of the carrier and without the fault or neglect of its agents or servants. During any period when neither of said Acts applies by its own force the carrier, if responsible in any capacity for the goods, shall not be liable for loss or damage arising or resulting from any of said causes or from any cause whatsoever not proved due to the negligence of the carrier which shall also be entitled to all of the rights, immunities, exemptions and limitations stated in this bill of lading. The carrier shall not be liable in any capacity for any delay, non-delivery, misdelivery or loss or damage occurring while the goods are not in the actual custody of the carrier.

2. In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or used by the carrier in performing this contract; the word "carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted carrier, whether acting as carrier or bailee, and all persons rendering services in connection with performance of this contract; the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of this bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations payable by the goods, shipper, consignee, or any of them; the words "at the risk and expense of the goods" or the like mean, in addition, at the risk and expense of the shipper and consignee; the words "government" and "authorities" shall each include the United Nations or any similar international organization, as well as a sovereign state or political subdivision thereof, and any person acting or purporting to act for any such.

3. The scope of voyage herein contracted for may or may not include usual or customary or advertised ports of call whether named in this contract or not. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage, omit calling at any port or ports whether scheduled or not, call at the same port more than once, sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route; may, either with or without the goods on board and before or after proceeding toward the port of discharge, adjust compasses, drydock, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property. All of the foregoing are included in the contract voyage.

4. In any situation whether existing or anticipated before commencement of the voyage, which in the carrier's judgment may give rise to risk of damage, delay or disadvantage to the ship, her cargo or persons aboard, or make it imprudent to begin or continue the voyage or to enter or discharge at the port of discharge, or give rise to delay or difficulty in arriving, discharging at or leaving the port of discharge, or the usual place of discharge there, the carrier may discharge the goods into depot, lazaretto, craft, or other place; or may proceed or return, directly or indirectly, to such other port or place as the carrier may select and discharge the goods or any part thereof there; may retain the goods on board until the return trip or such time as the carrier thinks advisable; or may forward the goods by any means, but always at the risk and expense of the goods.

The carrier shall have liberty to comply with any orders or directions of any government or of any committee or person purporting to have under the terms of the war risk insurance on the ship, the right to give such orders or directions. The ship may carry contraband, explosives, munitions, warlike stores and hazardous cargo, and may sail, armed or unarmed, with or without convoy. For services rendered under this section the carrier shall be entitled to reasonable extra compensation.

5. All particulars of the goods are those furnished by the shipper and the carrier shall not be concluded, as to the correctness of marks, numbers, weight, gauge measurement or nature of contents. The weights of heavy lift pieces or packages shall be declared in writing by the shipper and clearly and durably marked on the outside of each piece or package. The shipper, whether principal or agent, guarantees the accuracy of the particulars furnished to the carrier, warrants that the goods are safely and securely packed, and warrants that it has ascertained and fully disclosed, in writing, to the carrier any dangerous or potentially dangerous characteristics of the goods. The shipper agrees to be liable for and indemnify the carrier in respect to any loss, damages, injuries, responsibility or expenses arising or resulting from inaccuracy of the particulars or non-compliance with warranties.

6. In respect of goods carried on deck and stated herein to be so carried, all risks of loss or damage inherent in such carriage, shall be borne by the shipper and consignee but in all other respects shall be governed by the terms of this bill of lading and the provisions stated in the United States Carriage of Goods by Sea Act, 1936, notwithstanding Sec. 1 (c) thereof.

Unless the carrier has made and inserted in this bill of lading a special written agreement to the contrary it does not undertake and shall not be liable in any capacity for failure to furnish heat or refrigeration or special cooling facilities on the ship or elsewhere.

7. General average shall be adjusted, stated and settled at such place in the United States as the carrier may select, according to York-Antwerp Rules 1950 except Rule XXII and, as to matters not therein provided for, according to the laws and usages at New York. Disbursements in foreign currencies shall be converted into United States money at the rate prevailing on the dates made; allowances for cargo damage claimed in foreign currency, at the rate prevailing on the last day of discharge at the place of final discharge of such cargo from the ship. Average agreement or bond

and such cash deposit (payable, at carrier's option, in United States money) as the carrier may require as additional security for the contribution of the goods and salvage and special charges thereon, shall be furnished before delivery. Such deposit shall be remitted to the adjuster and held in a special account at the place of adjustment in the adjuster's name pending settlement of the general average. Refunds or credit balances shall be paid in United States money.

In the event of accident, danger, damage, or disaster, before or after 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 statute, contract, or otherwise, the goods, the shipper, the consignee, or owner of the goods shall jointly and severally 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 and in the same manner as if such salving ship or ships belonged to strangers.

8. This line, in making arrangements for transhipment by any means of transportation not operated by it, shall be deemed the forwarding agent of the shipper and consignee without any other responsibility whatsoever. The on-carriage shall be subject to the terms of the on-carrier's current regular form of bill of lading or other contract, whether issued or not, even though such terms may include a lower valuation of the goods or lower limitation of liability or otherwise be less favourable to the shipper or consignee than the terms of this bill of lading. Pending or during transhipment the goods may be stored ashore or afloat at their risk and expense.

9. Notwithstanding any custom or agreement to the contrary or any notation concerning notification on the face hereof, the carrier shall not be required to give any notice in writing or otherwise of arrival, discharge or disposition of the goods, may discharge the goods directly they come to hand at or onto any wharf, craft or place that the carrier may select, at all hours, day and night, Sundays and holidays included, regardless of the state of the weather or any custom of the port. Unless the ship discharges directly on to the dock, wharf or shore, the consignee shall accept delivery on to lighters or other craft. The carrier may require the consignee to furnish lighters and other craft, cranes, depot, wharf and other facilities, to enable the ship to discharge as soon as ready and as fast as may be required; and the goods shall be liable for all loss and expense resulting from the consignee's delay and default. All charges and expenses of whatsoever nature, connected with the discharge, subsequent custody and delivery and other disposition of the goods, shall be at the expense of the goods unless included in the freight. All responsibility of the carrier in any capacity shall altogether cease and the goods shall be considered to be delivered, but subject to the carrier's lien, when put into possession of customs or other authorities, or in public dock or in public warehouse.

10. Goods not identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent loss or damage. Any loss or damage to combined shipments of bulk cargo shall be apportioned among them.

11. The shipper and consignee shall be liable for, and the Carrier shall have a lien on the goods for all expenses of mending, cooping, baling or reconditioning the goods or packages and gathering loose cargo or contents of packages; also for any payment, expense, fine, duty, tax, loss, damage and liability of whatsoever nature sustained or incurred by or levied upon the carrier in connection with the goods, howsoever caused, including but not limited to failure of the shipper or consignee to procure consular, Board of Health or other certificates.

12. Freight may be calculated on the basis of the shipper's particulars but the carrier may at any time open the packages and examine, weigh, measure and value the goods and if such particulars are found to be erroneous and additional freight is payable, the shipper and consignee and the goods shall be liable also for any expense thereby incurred. Full freight to the named port of discharge and advance charges (including on-carrier's) shall be completely earned on receipt of the goods by the carrier, whether prepaid or collect; and the carrier shall be entitled to all freight and charges, whether actually paid or not, and to receive and retain them under all circumstances whatsoever, ship and/or cargo lost or damaged or otherwise, or the voyage changed, broken up, frustrated or abandoned. In the event of a forced interruption or abandonment of the voyage at the port of shipment or elsewhere any forwarding of the goods or any part thereof shall be at their risk and expense. All unpaid charges shall be paid in full, without offset, counterclaim or deduction, in the currency of the port of shipment or at the carrier's option, of the port of discharge at the demand rate of New York exchange quoted on the day of the ship's custom house entry at the port of discharge. The carrier shall have a lien on the goods, which shall survive delivery, for all charges and may enforce this lien by public or private sale and without notice. The shipper and consignee shall be jointly and severally liable to the carrier for the payment of all charges and for the performance of the obligation of each of them hereunder.

13. In case of any loss or damage to or in connection with goods exceeding in actual value \$500, lawful money of the United States, per package, or, in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$500 per package or per unit, on which basis the freight is adjusted and the carrier's liability in any capacity, if any, shall be determined on a value of \$500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$500 shall have been declared in writing by the shipper upon delivery to the carrier and inserted in this bill of lading and extra freight paid if required; and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed the declared value and the carrier's liability in any capacity, if any, shall not exceed the declared value. Whenever less than \$500 per package or other freight unit, the value of the goods in the calculation and adjustment of claims shall, to avoid uncertainties and difficulties in fixing value, be deemed to be the invoice value, plus freight and insurance if paid, whether any other value be higher or lower.

14. Notice of loss or damage and its general nature must be given in writing to the carrier or its agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery; if the loss or damage is not apparent the notice must be given within three days of the delivery. In any event the carrier and ship shall be discharged from liability in any capacity unless suit is brought within one year after delivery or the date when goods should have been delivered.

15. The carrier, in arranging for lighters or other transportation between ship and shore, does so as the shipper's and consignee's agent and at the risk of the goods.

16. This bill of lading shall be construed and the rights of the parties thereunder determined according to the law of the United States.

17. Nothing in this bill of lading shall operate to limit or deprive Carrier of any statutory protection or exemption from, or limitation of, liability, or to increase its responsibilities or liabilities under any statute.

18. Dock receipts, freight engagements and all other agreements are superseded by this bill of lading and all its terms, whether written, typed, stamped, or printed, are accepted and agreed by the shipper, consignee, and owner of the goods, to be binding as fully as if signed by the shipper.

FREIGHT SERVICES LTD.

As Agents: *D. J. Brown*



LOGAN INTERNATIONAL AIRPORT  
East Boston, Mass. 02128  
Telephone (617) 569-4800

TELEPHONE (617) 426-4800

# T. D. DOWNING CO.

Customs Brokers and Foreign Freight Forwarders  
88 BROAD STREET - BOSTON, MASS. 02110

Ref. No. L 16942

PLEASE DELIVER TO:  
**Wm Buchana n**

Carrier.

**Harvard University , Peabody Museum**

Boston Oct 5 197 1

Account \_\_\_\_\_

### COLLECT STORAGE

After free time has expired, storage is to be collected from the holder of this order.

### REMOVE AT ONCE TO AVOID STORAGE

FOR DELIVERY TO:  
• **Harvard University, Peabody Museum**  
• **Cambridge, Mass**  
•  
•  
•  
•

*Term up 2.40 min  
Proving Sub Co  
Green Knolls  
10/7/71*

To Deliver by 280 Eastern Avenue  
Chelsea, Mass  
Highway Express Co

Entry No. 01205  
EX. S. S. Mormacape at N.Y.  
B/L No. Cape Town # 4  
I. T. No. 2077617, N.Y.

No. Packages	DESCRIPTION AND MARKS	WEIGHT (Sub. to Corr.)	CLASS OR RATE	CHECK COL.
(1)	<p><b>Case Artifacts</b></p> <p>PEABODY MUSEUM HARVARD UNIVERSOTY CAMBRIDGE MASS 02138 VIA NEW YORK SCIENTIFIC SPECIMENS ATT PROF. STEPHEN WALSH</p> <p>PLEASE LET US KNOW WHEN CASE IS DELIVERED.</p>	110#		<p>If charges are to be prepaid write or stamp here "To be Prepaid."</p>

## COPY

Delivery to be made to above or in accordance with their instructions;

*recd 10/8/71 B. Litch*



to be catalogued

Initial inventory of crate from J. Yellen, Botswana  
Opened by D. Piechota and B. Lutch, 10-12-71

2	skin bags to hold quivers	TN 44 TN 45	11586 11587
1	bundle of 2 bows and approx. 15 arrows		
7	strung bows		
1	unstrung bow	TN 2	11610-11622
3	wooden sticks, no tip	TN 2	11624
3	wooden spears, metal tips		11633-11635
3	wooden vessels	TN 60, 62, 63	(11613-16)
1	gourd	field # 103	
1	plastic bag - leather thongs?		
1	" " - leather object with beads	field # 148	11582
1	" " - leather object		
1	" " = leather and bead object		
1	large plastic bag containing leather object		
1	plastic bag filled with red soil?	149	11603
1	" " containing leather object		
1	" " " " " " skin carrier bag	field # 51	11576
1	" " " " " "		
1	paper bag containing unknown	field #s 125 & 132	11548a-h
1	" " " " "	field #s 109 & 114	
1	iron blade found loose in crate		
4	large eggs (emu?)		
4	wooden clubs	field #s, 56, 57, 58, 59	11574a-d
1	stringed instrument		
1	knife and sheath	field # 96	11581
2	pieces bone	field # 101-102	11545, 11546
1	beaded sheath for iron nail	field # 134	11591
11	discs made of skin	field #109 (6) and 106 (5)	11570a 11571b
1	wooden painted stick	field #141	11544
1	plastic bag of felted wool or fibre material	field # 122 & 125	11555
1	" " containing ball of resin or wax	field # 140	
1	" " " 3 arrows		
1	" " " leather material		
1	" " " 2 sandles made of skin		
2	thumb pianos	field #70	11554
1	piece of carved wood with leather strips	field # 153	
1	pair of sandles	field # 108	11556
1	small bracelet with copper beads	field # 139	11550
1	piece of horn	field # 135	11592
1	paper bag containing unknown (4 quivers)	field # 135-138	11551a-d
1	rock	field # 91	11549
1	plastic bag of twine	field # 104	11571

powder for colouring skins

large twine snares  
leather thongs  
stone anvil

TN 115-118 11583  
TN 122-124 11584  
TN 90 11585



breach clout	TN 42	11588
2 skin carrying bags	TN 46	11589
21 pieces of bamboo	TN 47	11590
2 Harps	TN ?	11593
	TN 71	11594
	TN 72	11595
4 ostrich egg shell H <sub>2</sub> O containers	TN 1-4	11596, 97, 98, 99
2 unstringing bows	TN 73	11601
musical instruments	74	11602
Baobab fruit H <sub>2</sub> O container	TN 103	11604
3 skin carrying bag	TN 48-50	11605
2 wooden plaques	TN	11606
		11607
	TN 99	11608
	TN 100	11609
hoss + latch game	TN 79-81	11610
arrow shafts	TN 170	11611
spongy hair web	TN 86	11612
pair of fine sticks	TN 89	11623
Grass drinking straw	TN 87	11625
3 Digging sticks	TN 64-66	11626-11628
musical	TN ?	11629
1" bow	TN 85	11630
Throwing stick	TN 88	11631
water sponge on stick	TN 61	11632
wooden stick		



Initial inventory of crate from J. Yellen, Botswana(Cont)

- 1 beaded band with flaps (public apron)
- 1 paper bag, contents unknown
- 1 ~~-----~~ (public aprons)
- 1 beaded band (Ox-bow Egg Shell belt)
- 1 strip of strung seed pods (dance rattles)
- 3 beaded bands
- 1 plastic bag of beaded leather materials
- 1 bundle of "money strips"
- 2 bundles of arrows (?)
- 6 quivers with arrows
- 1 piece of decorated wood
- 1 piece of decorated wood (forming one unit)
- 2 knives with wood handles and sheaths
- 1 stringed instrument
- 1 rock
- 1 quiver with arrows
- 1 wooden adze
- 1 "Thing"
- 1 adze handle
- 2 wooden beaters
- 1 paper bag contents unknown
- 1 mortar, wooden

- field # 35 11570
- field # 142-147 11569a-f
- field # 31-34 - 11564a-d
- field # 8 11567
- field # 75 ~~or 25~~ (?) 11566
- field #s 5, 7, 9 5-7 11568a-c.
- field #s 37-40 11572a-d.
- field #s 9-16 11565
- field #s 29-30
- 11537-11540
- field # 152 11570

- field # 90
- field #110 11600
- field # 51 11543
- field # 94 11580
- field #s 92, 93 11541, 11542
- field # 54 11553

- field # 151 - 11552
- field # 152 - 11558
- field # 97 - 11559

1 kite garment  
 1 spinning toy  
 1 knife  
 (approx 120 objects)

- 1 Spear
- 1 breech cloth
- 1 skin apron
- 1 Kaross
- wooden quivers
- 6 tortoise rattles
- 3 mortars

- field # 45 - 11560
- field # 42 - 11561
- field # 41 - 11562
- field # 36 - 11563
- field # 18, 24 - 28 11573a-f
- 2 11575a-f
- 52-55 - 11577
- 11578
- 11579