The Bulbul was stated all day on August 5 at Buyukdere. At seven o'clock the next evening, August 6, the storm on the Black Sea continued, and there was no information concerning the localities of the Bulbul and the masters. Although it had been reported from Buyukdere that the Bulbul had been sighted near the Negro, it was determined that even if the Bulbul should reach the sea, it would be impossible for the port authorities to reach the ship, as the weather was so bad. The port authority was notified, and a group of organization representatives accompanied the Bulbul. It was reported that the Bulbul had left an August 10, and was not on August 3.

On August 5, we were informed that the three ships, Albatross, Bulbul and "Admiral", had left from Istanbul on August 4, as was reported in Istanbul. We were officially informed in Istanbul, and on August 4, the three ships, Albatross, Bulbul and "Admiral", had left from Istanbul. We were advised that, according to information reported in Istanbul, these ships had left on August 3, and not on August 1.
Conclusions.

At my suggestion, a special meeting was held in the office of the War Refugee Board, Istanbul on August 23, for the purpose of examining the captains of the Neftura and Bulbul. There were present during the entire examination Mr. Herbert Katzki of the War Refugee Board, and Mr. Ch. Barlas of the Jewish Agency; and for part of the time, Nassa, Charles Pasman and Reuben Reznik of the Joint Distribution Committee and Nacha Averbuch of the Jewish Agency. The inquiry was conducted through an interpreter.

As both captains had been examined previously, the questioning was designed (1) to establish the credibility of the version of the sinking as given by the Neftura captain; (2) to clarify certain points which seemed to be questionable.

The object, from the point of view of the War Refugee Board, was to determine as nearly as possible the circumstances leading to the disaster, and whether or not the disaster was avoidable. This was designed for purposes of formulating its own policy as to the feasibility in principle of further sea-transportation for rescue work. Other matters, relating to the safety provisions for passengers and the organization of the voyage, were not the subject of the present inquiry.

The captain of the Neftura was requested to repeat the history of the voyage of his vessel from the time of its departure from Constanta up to the moment of his rescue by the Bulbul. He had related this on a previous occasion, when the War Refugee Board was not represented, but which had subsequently been reported to the Board. In summary, and without entering into particulars, the version now given varied from the first, and from the reports made by surviving Neftura passengers, on so many fundamental details as to create doubt regarding the credibility of important elements of the Neftura captain's report. The impression gained by Mr. Katzki from this examination was that the captain probably lost his head during the incident, and while one cannot ascertain the extent to which his acts or failure to act were a contributory cause to the sinking, we are not at all convinced, based upon the captain's conflicting testimony and that which the survivors reported, that the disaster was unavoidable.

Respectfully submitted,

/s/ I. A. Hirschmann

I. A. Hirschmann
Special Attaché

September 14, 1944
The report is to be made available to the interested organizations and
members.

Mr. Rehm B. Heston,

Mr. Santy Narsay,

Mr. Chadon Pivarian.

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members.
Aboard the "MORINA" was a pilot ordered there by the Rumanian naval authorities, and the Captain of the "MEFKURE" claims that on his boat were two Rumanian petty-officers. The Captain of the "MEFKURE" claims that the "MORINA" left the harbour first, the "BULANUL" second, and the "MEFKURE" third. All boats sailed at what he estimated to be approximately 5 knots on a north-easterly course.

After being out one hour motor trouble developed on the "MEFKURE" but the boat was not delayed since it was towed by one of the three Rumanian motor torpedo boats which were designated to escort the three motor-ships to Bulgarian waters. The repairs on the motor were completed within one hour.

The captain of the "MEFKURE" claims that the boat continued to sail uneventfully till 5 a.m. of the morning of August 4, 1944, when they sighted a black object about 300 metres off the stern of the m/s "MEFKURE". One of the Rumanian sailors identified this as a German petrol boat. At dawn, the Rumanian naval men aboard the "MEFKURE" and the other boats were taken off by the Rumanian motor torpedo boats. The captain of the "MEFKURE" claims that he continued to follow the course set by the "MORINA"; he continued to follow that course even when the moon rose.

The captain of the "MEFKURE" claims that on August 5, 1944 at 1:30 Rumanian time (2:30 Turkish time), he observed a rocket explode above the mast of the "MEFKURE". (All the survivors agree that when the rocket exploded, it was between 12:30 and 12:35 Constanta time). After he determined that the rocket was not fired from his own boat, the captain of the "MEFKURE" claims in a report submitted (copy of which is attached hereunto) that he ordered a stop signal hoisted and that he stopped his motor immediately. According to previous interviews it is not clear as to whether he indicated by signals or otherwise that he had seen the rockets. He adds, and the survivors confirm it, that the "MEFKURE" was completely blacked out and that it had no navigation lights, but it is reported that in a later interview the captain claimed that the boat had green and red navigation lights. He further states that after the first rocket was fired and the ship stopped, he instructed the crew to put on life belts and gave similar instructions to the passengers; he said ".....I ordered my crew to put on life-belts and made the passengers understand through interpreter and signs..." At that time he also recognised a black object some 300 meters behind the "MEFKURE". Five minutes after the flare had exploded, the
The image contains text that is not legible due to the quality of the scan or the content itself. It appears to be a page from a document with fragmented and unclear text. Without clearer visibility, it's challenging to discern the exact content or context of the document.
Deutsche Kriegsmarine

O. U., den 3 August 1944

**BESCHEINIGUNG**


I.A.

Kapitaenleutnant (S)
Exhibit (a).

Copy

Report

of British Naval Expert

made available by British Naval Attaché

1. Further interrogation of the captain of "MEKURE" and "BULBUL" took place today.

2. All evidence shows that "MEKURE" was sunk on August 5th about 1:30 local time, about 25 miles N.E. of Iganada, by gunfire from one or two (or possibly three) submarines on the surface. The gun used was probably a 20 m/m automatic cannon with explosive projectile.

3. It is evident that the skipper of "MEKURE" lost his head and abandoned ship at the first hit; his statement that he received no warning is therefore discounted in view of the statements of

   a) the captain of the "BULBUL" (a steady witness) that he saw a red rocket fired on his starboard bow at about 22:30 at approximately the point where "MEKURE" was at the time.

   b) other survivors of the "MEKURE" who state that the enemy vessel made lamp signals in the direction of the ship, and fired a red rocket.

4. According to the captain of the "MEKURE" that attacking vessel came up from eastern, firing as she came, passed by the stationary vessel to starboard, still firing, and crossed ahead of her. Fire was then opened on the dinghy, in which were the captain and crew of the vessel. They promptly jumped out, and the dinghy was hit three times and smashed.

Istanbul, 22.8.1944.
Copie

Code international des signaux, Communication de la part du gouvernement Britannique:


Priez de communiquer aux milieux maritimes.

Le min. des Commun.
I, as captain of the motor-schooner "Hekure", of 40 register tons, entered at Istanbul harbour under number 694 and registered under number 137 at the port of Sile, deliver the following report on an attack from an unknown submarine which took place between Ahmetpeli and Iğneada.

On August 3, 1944, at 8.30 p.m., the motor-boats, "Merina", "Bulbul", and "Hekure", the latter under my command, sailed from the port of Constanta. Before weighing anchor the captains of all three motor-boats were ordered to visit the harbour master of Constanta, who told us that sailing orders would be given to us by a captain who would sail with us on the Merina, and that in case we did not keep to these orders, he would not be responsible for the consequences.

The Merina" ahead, the "Bulbul" second, and I at the rear, sailed at approximately 8 knots on a north-westerly course. After fifteen minutes we detected a minor engine trouble, which we repaired within an hour, but during this time we did not lag behind. One of the Romanian motor-torpedo boats, which I forgot to mention above, took us into tow, so that we were not left behind the other two boats.

Thus we kept sailing until 5 a.m. With us and our coursedes were a Romanian non-commissioned officer, and three Romanian privates. Coming on deck after repairing the engine, I saw a black object at a distance of 600 meters from our stern. Asking the Romanian officer about it, he told me that this was "Luna" i.e. German, and that it was patrolling here. The Romanian officer and privates had life-belts on, and as it was my duty, I gave orders to my crew and passengers that they should be ready to put on the same at any moment. At dawn the Romanian officer and the privates embarked on the Romanian motor-torpedo boat and left us. According to the directions received at Constanta, the "Bulbul" and my boat started following the course indicated by the captain on board the "Merina".

With the "Merina" ahead all three of us sailed with a southerly wind. During the day there was a slight sea and moderate westerly wind. When the moon rose after sun-set, we still followed our course. At 2.10 a.m. I saw a rocket explode above our masts, and asked my crew whether this had been fired from our boat; but they answered in the negative. As was my duty, I immediately ordered the stop-signal to be flown and stopped my engines. While waiting for a second signal, I saw another black object about 300 m behind us. I ordered my crew to put on the life-belts and made the passengers understand through
interpreters and signs. At 2,15 sharp the object behind us started firing. The first shell fell into the sea 15 m from our stern, to starboard; the second one advancing nearer, the third hitting our ship to starboard and pieces of wood flew up. At the same moment, gun, and machine-gun bombardment started. I at once ordered my crew to lower the life-boat, and told the rest to assemble and abandon ship. It is untrue that I waited even a second, but the firing continued violently and the machine-gun-firing confused us entirely. I saw that part of my crew had jumped into the water, boarded the life-boat, and I, too, jumped into the water, boarded the boat that was alongside the ship, and cut the ropes by which it was attached, with a knife. At the same time I looked everywhere for my shipmates Kemal and Hasan who were not among us; I called out to them to join us, but they did not appear.

Since it was understood that they had been wounded either by shells or by the rain of machine-gun-fire, and therefore left behind, and that if we tarried any longer to find out about them, we also would succumb to a similar fate; so we took off from the ship at once. When we were about 30 to 25 m from the drop ladder, I saw that the fire had ceased, whereupon I told my crew that the enemy would change their targets. I ordered them to undress, jump into the sea, and scatter. I myself jumped into the water from the starboard-side of the life-boat and found myself submerged before I had gone five meters, but within a second the waves hurled me to the surface again. Upon examination I found that I was without wounds. Trying to reboard the life-boat I saw that a second shell was aimed at our life-boat, and machine-gun-fire started at the same time. Twisting round the bow of the life-boat, I swam away and saw that the firing submarine had not dived but was shooting at our ship, aiming at the water-line. Five minutes had passed before our ship, flying the Turkish flag, sank. Reapproaching the life-boat I saw that it had been hit in three places, but had not sunk, so I brought back to it an oar which was floating about fifteen meters away. Now the submarine left the place from which she had fired passing the side of the burning wreck at a distance of 50 m and went on about 100 ahead of her; I at once left the boat and swam to my five shipmates to find out whether they were all right. On seeing that the life-boat had not sunk, the submarine (900 m away from us and 300 m from the life-boat) again opened cannon and machine-gun-fire. It sank the life-boat and passed between the burning wreck and the life-boat at a distance of 150 m from us. As it passed us, I could see clearly that there were two people on deck, one aft, one person fore-and-aft, and one at each side of the turret, and one person around the turret, one of the two in the turret was looking through field-glasses.

The submarine sailed northward, and after stopping a mile from where she had fired, disappeared. Then we observed a light on the water around us, and saw that light-signals had
been given, we were now at the bow of our life-boat which was floating in a submerged estate, when five of my shipmates boarded it, and I clung to its railing, naked, as God had made me. As I knew that all three motorboats had sailed in each others wake, and in my firm belief that Allah never failed in his miracles, I was convinced that the Bulbul, which was behind us would pass us either 500 meters to starboard or port, I comforted my comrades to the best of my ability by saying to each of them words that were meant to raise their spirits. Eventually I saw that the submarine was again approaching us and as before, I told my crew to jump into the water. After I had stayed in the water for five minutes the submarine withdrew and we returned. After some two hours we heard the engines of a motor which proved to be the "Bulbul." She stopped about 750-800 m away from us, and I thought that her stopping was due either to her seeing us or the wreck, but yet again she started her engines and again approached another 300 m. The wind was favorable for her approach.

When we had stayed by the life-boat for another 10 to 15 minutes I told my crew that we should not expect that the "Bulbul" was aware of what had happened and would approach us. So I swam to the Bulbul to tell them that they should stay where they were and I would, after boarding her, have shipmates brought on board. They agreed and I jumped into the water and swam to the far-off boat shouting. On seeing me the crew and passengers became even more excited. They brought my shipmates from the life-boat, pulled two Jewish emigrants (when I knew to be husband and wife) out of the water and rescued two men and a girl who were hanging onto a floating boom. Around us we could see nothing except a few pieces of wreckage from our ship. About 4 p.m. we approached the Bosphorus but could not enter because of the unfavorable weather, consequently we were obliged to take refuge at Iznakda where we anchored on the afternoon of August 6. I applied to the District Official and to the Commander-in-chief, referring to the presence of a "custody-official" on my boat, and asked for permission to go ashore in order to relieve to a certain extent, the anxiety that was bound to have arisen in Istanbul and other places concerning our fate.

But I was told that it was strictly forbidden for those Jews who were in transit, to go ashore at any time or place, and that since I belonged to that Jewish transport, therefore my going ashore was completely out of the question.

After receiving orders from the Ministry that the Jews might go ashore and should be transported by land to Istanbul, I and my shipmates were, of course, also permitted to land. When on August 9, we were on our way from Iznakda to Istanbul, the Kaynak (administrative head) of Viza, whose name I did not know, came, to superintend our transportation. After greeting the Jews with perfect respect and politeness, he presented us as the "shipwrecked from the 'Mekuro'" to the doctor of Demirci. The
kaymakam was entrusted with the transport of the Jews. The next day I told the kaymakam that we, too, had gone through this disaster, and asked him to give us all help possible by supplying us with a carriage with which we could go to Vise. But I was told that this was impossible. Demanding a second time, I asked whether he was preferring these travellers to us in our plight; they were Jewish emigrants and, as such our guests; but we, not only children of this country, having shared the same fate but gone through things a thousand times worse than they. Upon this he answered that he had no means of transport for us on that day and that we would have to stand back because of them.

While the kaymakam went on horseback to Vise after having told me that I was free to go to Istanbul by whatever means I liked, District Official and Gendarmerie Commander ordered me to be taken into custody and to be brought to Istanbul under gendarme supervision. All because I was responsible for the death of 300 passengers and two of my crew.

I feel relieved in being able to place before your Excellency for your judgment, the treatment that is levied by Turkish officials to the children of this country. We have gone through disaster during which we faced death at every moment. I can leave it to your Excellency to understand that I have not willingly brought about this event and to decide if such terrible things could be purposely brought about on human beings.

Under the order of the kaymakam we stayed for three days, hungry, unsheltered, at such a lonely place as Iğneada. Then Mr. Haydar Bey, one of the notabilities of Iğneada known all over the world, did his utmost to extend to me all possible help, acting like a father. He phoned to the Vali of Kırklareli, Mr. Kazım explaining the situation in all its details and succeeded in getting us free. On horseback and mules, for which I had to pay myself, we arrived at Vise from where we moved on in the morning of August 14, and arrived at Sirkeli Station at 7:10 p.m. Today when delivering to your Excellency this report, as is my duty, I request, at the same time, that measures should be taken at necessary quarters to prevent such similar treatment as I and my companions had to undergo during this misfortune.

Captain of the 40 tons motor-schooner, "Nefirve", belonging to the port of Vile

Kazım Turan
The Committee appointed by the Rescue Mestna resident in Istanbul to determine the nature and causes of the sinking of the m/s "Nefkure" makes the following interim report on the basis of interviews with all the 5 survivors of the ship:

That on or about 12.30 a.m., August 5th, the m/s "Nefkure" was attacked by a boat or boats with miscellaneous gun-fire as a result of which the m/s "Nefkure" was sunk.

Further investigations are proceeding and all facts are being fully explored. In due course the final report will be submitted.

This interim-report has the unanimous concurrence of all members of the Committee.

Istanbul 16/8/44

Ch. Karman
S. Nesterov
Semen N. Resnik
would provide the door. In the next second a blinding ball of light flashed into my face, blinding me to the world.

"To the west in the path ahead was a figure, a shadow, moving swiftly towards me. It was a figure that I had never seen before. It was a figure that I had never seen again."

I turned and ran, but I was too late. The figure had already disappeared, leaving me alone in the darkness. But then, as I turned to go, I saw something...
waiting for the boat, which we were supposed to bring for him. After a miserable quarter or half an hour we reached the ship. We were drawn upstairs, but they refused sending a boat for anybody, though there were at least 10 to 15 persons more, swimming in the proximity of 200 meters. They were frightened for the three ships had stopped them too, only they did not fire on them. So they were not willing to remain on this place. We wept and cried desperately on the ship, but partly because of the panic, partly because nobody spoke Turkish, / the crew did not know but Turkish/ we were not able to attain our object in anything. We could not make understand what we wanted. Besides that strong waves came into being and the dark points, which were probably living or dead persons, disappeared from the horizon. Recovering our senses I asked how many persons were saved out of the sea, I came to know only then the sad reality, that we are altogether 5 Jews, saved out of 350 unfortunate brothers.

To day we are already rather quiet, for the human being can forget every shudder and because, after all I am waiting in a happy excitement for the birth of my boy or girl, who I guess, will be a champion of swimming, as he swam during 4 hours and a half in the sea, 10 to 12 days before his birth.

Brother, don't mind my illegible writing and excuse also my confused sentences. I feel ashamed to confess, that I finished my studies as a lawyer and that I have written once, long ago, the short Sunday stories in the paper "Tiszental" in Debrecen.

Iadisleov Fuelop

September 5, 1944

(Translated from the Hungarian)
Dear Sir:

I am writing to you, the Department of the British Red Cross, in Istanbul, August 21, 1931.

I refer to your knowledge the information which I have been able to obtain from the British Red Cross local branch, that the first destination of the Jewish refugees from Damascus to Tiberias was transporting Jewish refugees from Damascus to Tiberias.

2. Departure from Damascus to the Jewish refugee camp. The following order, as you hear, is left to Damascus. The departure was made on April 15, 1931, the Jewish refugee camp was reached on April 17, 1931. The camp was already well established with tents, and in a few days the camp was ready for the reception of the Jewish refugees. Shortly afterwards, the Jewish refugees arrived. The camp was not immediately able to deal with the large influx of refugees, and a few days later, it was decided to transport the refugees to Tiberias. The evacuation of the camp was completed on April 25, 1931, and the Jewish refugees were transported to Tiberias, where they were received by the Jewish community.

I am not prepared to give you the details relating to the number of refugees and other circumstances which you already know.

Yours faithfully,

[Signature]
The refugees did not appear unhappy, and many appeared satisfied with their stay in Istanbul. The ill and the wounded alone will remain in Turkey at the Israelite Hospital until their complete recovery.

In conclusion, it was the spirit of helpfulness of the Jews and the action of the Israelite Committee, in favor of their co-religionists, which struck me the most forcefully, and I believe we will never have any organization difficulties in the case of new transports, and the Jewish charitable societies will be in a position to undertake no matter what task of this nature.

Please accept, Dear Sir, the assurance of my warmest regards.

Annexes: 2 recus,
1 note de frais
L&Qs 205-., solde des montants recus.