

is with Respect to Relief and
of Refugees: Evacuation To and
rough Turkey

Evacuation To and Through Turkey, Vol. 2, Folder 1

000001

PROGRAMS WITH RESPECT TO RELIEF AND RESCUE OF REFUGEES;
EVACUATION TO & THRU TURKEY

2-A SHIPS FOR EVACUATION

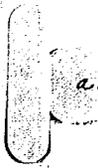
Bardaland ----- a.
Tari ----- b.
Vatan ----- c.

WAR REFUGEE BOARD RECORDS



2.

7 0 0 0 0 0



DEPARTMENT
OF
STATE

OUTGOING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS

RECEIVED
REPRODUCTION OF
ORIGINAL BY SPECIAL
AGENCY ()

SEP 30 1944
Wing Prof
Ad ()
OKW
DEPARTMENT OF STATE
DIVISION OF
COMMUNICATIONS
AND RECORDS
OCT 2

DELEGATION

STOCKHOLM
1068

The following for [redacted] is WRM 93.

Reference your 3926 of September 27. You are
authorized to pay immediately total claim of 99158
kronor 68 ore for BARDALAND to the Swedish Orient Line.
Regret misunderstanding.

HULL
(GLW)

[redacted]
For security reasons the
text of this message must
be closely guarded.

CONTROL COPY

LRV:NAV:KG
9/30/44

NOT RECORDED

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

TO JOHNSON FOR OLSEN

Reference your 3926 of September 27. You are authorized to pay immediately total claim of 99158 kronor 68 ore for BARDALAND to the Swedish Orient Line. Regret misunderstanding.

THIS IS WRB GABLE TO STOCKHOLM NO. 93

10:15 p.m.
September 30, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman, Hodel, Laughlin, Lesser, Mannon, McCormack, Files

DWhite:dm 9/29/44
dw JH [initials]

DEPARTMENT
OF
STATE

INCOMING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS

BJR - 113
Distribution of true
reading only by special
arrangement. (W)

Stockholm *5. War Ref*
Dated September 27, 1944
Rec'd 7:50 p.m. *(m)*

Secretary of State,
Washington.

CONTROL COPY

3926, September 27, Midnight
This is our number 86 for WRB.

Please advise soon as possible whether payment
of \$14860.40 for Bardal and mentioned in your WRB 89
(Department's 1925, September 26, 5 p.m.) is error in
transmission or simply all of total claim of 99158
kronor 68 ore that WRB is willing to pay. Swedish
Foreign Office is pressing on behalf of ship owners
for immediate payment in full and Olsen has at his
disposal sufficient funds from amount transferred
under WRB 41, July 28 (Department's 1502 to make full
payment if WRB so instructs.

JOHNSON

WFS

For security reasons the
text of this message must
be closely guarded

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972

TELEGRAM SENT

July 7, 1944

War Refugee Board

TO BE SENT IN [REDACTED] [REDACTED]

AMLEGATION,

STOCKHOLM.

1353

The War Refugee Board cable 41 below is for Johnson and Olsen.

Bohm, Andersen and Polen Hjalpen reports received. Reference your 2231, 2344 and 2360 of June 21, 27 and 28, your 31, 39 and 40 to War Refugee Board. While it is difficult to attempt precisely to outline program from here, the following general approach is suggested:

Since money and favorable post-war consideration may motivate action impeding, relaxing or slowing down tempo of persecution and facilitate escapes and concealments, it should be ascertained in what quarters such inducements may be effective. In this connection, contact should be established, at discretion, with appropriate persons mentioned in Department's 1246 of June 23 and such others as may become known. If circumstances warrant funds will be made available at neutral bank for post-war use or in part in local currency now, procured against blocked counter-value here or in neutral bank. For latter purpose local funds may be procurable from appropriate persons mentioned in Department's 1246 such as (5) in first group and such others as may become known. Whenever a concrete proposal based on financial arrangements of a substantial character or on favorable post-war consideration is broached, the matter should be referred to the Board for clearance, which will require evidence of effectiveness and good faith in the meantime. In order to care for less substantial transactions a fund of \$50,000 will be placed at Olsen's disposal which may be used in his discretion in addition to the fund already available to him for discretionary use.

This problem may be dealt with on various levels such as high official, low official and unofficial, general and local. In connection with unofficial channels an informed source suggests that ships and barges going down the Danube are generally empty and may afford a means of escape for a limited number of refugees in the guise of seamen or otherwise. Same source suggests that skippers can be approached on financial basis and crews through so-called communist channels. Board is also advised that railroad line from Budapest to Mohacs, said to be about ten miles from partisan-controlled Yugoslav territory, might afford similar opportunities if contacts made with trainmen through what are termed communist channels. Board further advised that Transylvanian Unitarian Church, socialist and partisan groups may be in a position because of geographical situation and absence of real occupation to shelter refugees if they can reach that area. In addition, Board believes that Roman Catholic clergy and Nuncio may be helpful both in action and with advice.

Further in connection with lower official and unofficial channels the following list of persons secured from same sources as list given in Department's 1246 may be useful: In or near Budapest: (a) Dezzo Vilmanyi, said to be former official in the Police Headquarters in Budapest, in 1939 transferred to the

DECLASSIFIED
State Dept. Letter 1-11-72

By R. H. Parks Date SEP 18 1972

000000

Police Department in the Ministry of Interior, in charge of passport matters and to have granted many persons passports for consideration. Also said to have ingratiated himself with the Arrowcross Party and was counted among their fellow travelers by them, but that Jews could always count on his favors if they met his terms, in cash; (b) Zoltan Timko, said to be Chief Prosecutor, Superior Court of Hungary, a chauvinist and reactionary, but opposed to the Nazis. It is said that he can be depended on to help Jews of reactionary and financial-commercial background; (c) Colonel Dencs Deak-Horvath, said to be wealthy, independent, and politically unaffiliated. It is said that he is Chairman of Barcs Farmers' Granary Cooperative, General Manager of Hungarian Food Supply Co. It is also said that since 1940, he has been one of the leaders of the action protecting Polish refugees in Hungary and that he was fined for violation of the anti-Jewish laws. He is also said to have close connections with certain members of the present Hungarian government through which he may render useful services to our cause, notably with Anthony Kunder, the present minister of commerce; (d) Rezo Koszeghy, said to be 49 years of age, a native of Hungary of German-Swabian descent, and a former official of the National Bank of Hungary who is now general manager of a textile and fur concern. Said to be trustworthy as assistant and go between and to have a student son in Switzerland. Said to have good contact with rank and file in government officers; (e) Dr. Jenő Bözöky, said to be a lawyer who for a number of years very skillfully played the role of an ardent Nazi and anti-Semite, with the objective of helping distressed or endangered Jews and liberals.

With reference to high official channels exploration may be made of the possibility, suggested by pages 29 and following of Bohm's report, of evacuation of Jews and persons similarly situated belonging to specific groups such as (a) holders of Palestine certificates, (b) holders of visas for entry into neutral countries, (c) persons to whom the issuance of visas for entry into an American republic is authorized provided they appear personally therefor before a consular officer in a neutral country, (d) persons holding passports or consular documents issued in the names of American republics, or who are under the protection of a neutral country as indicated by Bohm at page 26, (e) women and children, (f) aged and infirm men, and (g) parents, husbands, wives, children, etc., of American citizens.

You should advise Wallenberg of the foregoing to the extent that you deem advisable and inform him that the same constitutes a general outline of a program which the Board believes can be pursued. While he cannot, of course, act as the Board's representative, nor purport to act in its name, he can, whenever advisable, indicate that as a Swede he is free to communicate with Stockholm where a representative of the Board is stationed. He may thus express his willingness to lay before the Board's representative specific proposals if in any particular case he should deem so doing to be advisable, or if by reason of the nature of the proposal Olsen's or the Board's approval is necessary. Wallenberg should have with him copies of the President's Statement of March 24, Department's 502 of March 24, the Statement of the Senate Foreign Relations Committee, Department's 1311 of July 1, the Statement of June 28, and Archbishop Spellman's statement, Department's 1293 of June 29. These he might on proper occasions call to the attention of appropriate persons, expressing the view, having just come from outside German-controlled territory, that there is no question of American determination to see to it that those who share the guilt will be punished, but that helpful conduct now may result in more favorable consideration than actions heretofore might warrant.

000009

Wallenberg should consult with the representative of the International Red Cross and impress upon him the urgent need of increasing Inter-cross representation in Hungary and intercession in an effort to secure permission to visit and inspect concentration camps, ghettos and other places of detention. Wallenberg might undertake also to see whether such permission might be granted him and his colleagues. To the extent that you deem it advisable you may call Wallenberg's attention to Bohm's suggestions so that he may undertake to determine their feasibility and whether they offer channels through which effective measures can be taken. Please express to the Foreign Office and to Wallenberg the Board's sincere appreciation for their wholehearted cooperation. The Board is aware of Sweden's great concern and active measures of assistance for the victims of Nazi persecution and is confident that through cooperation such as has been evidenced in this and other instances, further lives will be saved.

HULL

WRB:MMV:KG

NOE

SE

SWP

Miss Chauncey (for the Sec'y), Abrahamson, Akzin, Cohn, DuBois, Friedman, Gaston, Hodel, Laughlin, Lesser, Mann, Mannon, Marke, McCormack, Sargoy, Standish, Weinstein, Pehle, Files.

000010

DEPARTMENT OF STATE
HEADLINE
DISTRIBUTION OF THIS MESSAGE BY
OUTGOING TELEGRAM
September 26, 1944
5 p.m.
DIVISION OF COMMUNICATIONS AND RECORDS

*51 War Rel Bd
(Mr. Beble)*

AMLEGATION

STOCKHOLM
1925

The following for Olsen is WRB 89.

Refer your cable no. 3732 September 19.

You are authorized to pay to the Swedish Orient Line the charges for the BARDALAND amounting to \$14,860.40.

Inform us immediately if you do not have sufficient funds on hand to cover this amount.

HULL
(MNV)

For security reasons the text of this message must be closely guarded.

CONTROL COPY

WRB:MNV:KG
9/26/44

NCE

SNP

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date, SEP 18 1972

000011

TO JOHNSON FOR OLSEN

Refer your cable No. 3732 September 19.

You are authorized to pay to the Swedish Orient

Line the charges for the BARDALAND amounting to \$14,880.40.

Inform us immediately if you do not have sufficient
funds on hand to cover this amount.

THIS IS WRB CABLE TO STOCKHOLM NO. 89

5:20 p.m.
September 25, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman,
~~Esk~~ Hodel, Laughlin, Lesser, Mannon, McCormack, Files

DWhite:dm 9/25/44
dm

SEP 22 1944

My dear Mr. Minister:

I have received your letter of September 18, 1944, concerning the claim of the owners of the "Bardaland."

I appreciate having your views on this matter and I wish to advise you that as soon as we hear from the American Legation, Stockholm, arrangement will be made for payment of the amount of claim.

Very truly yours,

(Signed) J.W. Pehle
J. W. Pehle
Executive Director

Honorable W. Boström,
Minister of Sweden,
Washington, D. C.

*Original signed by
J. W. Pehle*

768
Rhd. 9/20/44

LEGATION OF SWEDEN
WASHINGTON 8, D. C.

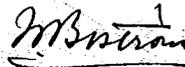
September 18, 1944.

Mr. John W. Pehle,
Executive Director,
War Refugee Board,
Washington 25, D.C.

Dear Mr. Pehle:

With reference to your inquiry regarding the claim put forward by the owners of the "Bardaland" I have been informed that the final account of about 99,000 Swedish kronor has just been transmitted to the American Legation in Stockholm. It appears that "Bardaland's" charter with the Red Cross terminated in Pireus on May 16th when the substitute ship "Boreland" already had left Gothenburg. The owners had contracted cargo from Spain but on account of the proposal of the War Refugee Board the ship was kept in Pireus without charter during 23 days and left on June 10th instead of May 18th. The claim appears under these circumstances completely fair. It is said moreover that the American Legation had at the opening of the discussions informed the owners that the customary charter according to the previous charter-party should be paid by the War Refugee Board. The charter is consequently the same as that paid by the Red Cross, which made payments monthly in advance. The shipowners would be grateful if their claim could be settled at an early opportunity.

Sincerely yours,



W. BOSTRÖM
Minister of Sweden

000014

*I was Ref. SW
Pelle*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATE: September 19, 1944
NUMBER: 3732

CONTROL COPY

██████████ (SECTION ONE)

Reference is made herein to the Legation's cable of July 20, No. 2688.

The full claim for charges by the Swedish Orient Line for the BARDALAND in the sum of 99158 kronor 68 ore has been received from the Foreign Office. Included in this claim are the following charges: On the basis of \$19,383.13 per 30 days, hire from 2 p.m. May 16, 1944 to 2 p.m. June 8 equals \$14,860.40 equivalent at exchange 4.20 to 62413 kronor 68 ore; war bonus for the same period 23005 kronor; bunker oil consumed as indicated by ships journal 5800 kilograms at 300 kronor equals 1740 kronor; sundries and trunk calls 50 kronor; at one quarter percent, war insurance on ship 10750 kronor; war risk insurance on crew and officers 1200 kronor.

August 22 is the date of this account. The Foreign Office states, in a covering letter dated September 16, that the ship owners would be grateful for payment at earliest convenience;

JOHNSON

DCR:MAS:MEM 9/21/44

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

000013

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATE: September 16, 1944
NUMBER: 3732

[REDACTED] (SECTION TWO)

that BARDALAND was due to leave Piraeus May 18 for Sweden; that owners had contracted to carry cargo from Spain to Sweden; that on May 15 it was learned that WRB desired to charter BARDALAND for refugees from Rumania and to hold ship in Greece pending negotiations for such transport; that ship sailed finally from Piraeus June 10 instead of May 18. Covering letter contains a not entirely clear statement which appears to be for purpose of explaining why charge is not for full period from May 16 to June 10 but is for two days less; apparent explanation is that previous charter party expired May 16 and ship owners under previous schedule expected it to lie idle until scheduled departure May 18. Please repeat to WRB as our
81.

Please instruct.

(END OF MESSAGE)

JOHNSON

DCR:MAS:MEM 9/21/44

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

DEPARTMENT
OF
STATE

INCOMING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS

BJR - 335
Distribution of true
reading only by special
arrangement. (W)

Stockholm

Dated September 19, 1944

Rec'd 3 p.m.

*Wm. R. Bell
(M. Bell)*

Secretary of State,
Washington.

CONTROL COPY

3732, September 19, 4 p.m. (SECTION TWO)

Be grateful for payment at earliest convenience;
that BARDALAND was due to leave Piraeus May 18 for
Sweden; that owners had contracted to carry cargo from
Spain to Sweden; that on May 13 it was learned that WRB
desired to charter BARDALAND for refugees from Rumania
and to hold ship in Greece pending negotiations for
such transport; that ship sailed finally from Piraeus
June 10 instead of May 18. Covering letter contains
a not entirely clear statement which appears to be
for purpose of explaining why charge is not for full
period from May 16 to June 10 but is for two days less;
apparent explanation is that previous charter party
expired May 16 and ship owners under previous schedule
expected it to lie idle until scheduled departure May 18.
Please repeat to WRB as our 81.

Please instruct.

(END OF MESSAGE)

JOHNSON

JMS:NPL

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP-18 1972

000010

*Copy to
The Subject*

DEPARTMENT
OF
STATE

OUTGOING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS

BAS
Distribution of ~~this~~
Reading only by special
arrangement. (~~CONFIDENTIAL~~)

S. War Ref
August 16, 1944
4 p.m.

Bo

(Mr. Beale)

CONTROL COPY

AMLEGATION,

STOCKHOLM.

1933

The cable below is WRB 74.

Please refer to your 2888 of July 20 concerning
BARDALAND claim.

The Executive Director, War Refugee Board, has
discussed this matter with Swedish Minister here who
is communicating with Swedish Government for more
information. Will advise you of developments.

NULL
(~~CONFIDENTIAL~~)

WRB:MMV:KG
8/16/44

S/CR

NOE

DECLASSIFIED
State Dept. Letter 1-11-72

By R. H. Parks Date **SEP 18 1972**

000018

CABLE FROM WAR REFUGEE BOARD TO MINISTER JOHNSON, STOCKHOLM, SWEDEN.

Please refer to your 2688 of July 20 concerning BARDALAND claim.

The Executive Director, War Refugee Board, has discussed this matter with Swedish Minister here who is communicating with Swedish Government for more information. Will advise you of developments.

THIS IS WRB CABLE TO STOCKHOLM NO. 74

9:00 a.m.
August 16, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman, Hodel, Laughlin, Lesser, Mann, Mannon, Marks, McCormack, Files

JWP JWPehle:dg 8/15/44

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE July 25, 1944

TO : Mr. Friedman
FROM : M. J. Marks *my M*
RE: Indemnity Claim for the S. S. BARDALAND

*I agree
JBT*

Reference is made to my memo of June 22 concerning the same subject matter.

Sweden cable, No. 2688 of July 20, now indicates that the 80,000 kroner figure previously mentioned in Sweden cable, No. 2120 of June 13, was intended to be only the first installment. The later cable states that the preliminary estimate of the full indemnity claim now totals 106,730 kroner, 61, and that the "total costs are not likely to exceed 120,000 kroner."

It will be recalled that the BARDALAND was tied up in Piraeus 23 days. It will be recalled further that Lieutenant-Commander Becker stated that any price up to \$6 a dead-weight ton per month would be a fair charter price for a ship like the BARDALAND.

At \$6 a dead-weight ton, the BARDALAND charter price would be 3,750 kroner a day or 86,250 kroner for 23 days. At \$5.60 a dead-weight ton, the BARDALAND charter price would be 3,500 kroner a day or 80,500 kroner for 23 days. At 106,730 kroner for 23 days, the charter price of the BARDALAND would be 4,640 kroner a day or a fraction more than \$7.42 a dead-weight ton per month. At 120,000 kroner for 23 days, the charter price for the BARDALAND would be 5,217 kroner a day or a fraction less than \$8.35 a dead-weight ton per month.

It may also be mentioned that it should not be necessary, according to Lieutenant-Commander Becker, to pay the full charter price as an indemnity, for while the BARDALAND is tied up at Piraeus, the owners of the ship should have economized on certain items, such as fuel and insurance.

In view of the fact that Stockholm cable, No. 1744 of May 16, stated that the BARDALAND charter to the Swedish Red Cross cost between 3,000 and 4,000 kroner a day, it is recommended that the attached cable be transmitted to Stockholm.

I discussed this whole question again with Lieutenant-Commander Becker who agrees with the second sentence of the second paragraph of the attached cable.

July 25, 1944

: Mr. Friedman

: M. J. Marks

RE: Indemnity Claim for the S. S. BARDALAND

Reference is made to my memo of June 22 concerning the same subject matter.

Sweden cable, No. 2688 of July 20, now indicates that the 80,000 kroner figure previously mentioned in Sweden cable, No. 2120 of June 13, was intended to be only the first installment. The later cable states that the preliminary estimate of the full indemnity claim now totals 106,730 kroner, 61, and that the "total costs are not likely to exceed 120,000 kroner."

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At \$6 a dead-weight ton, the BARDALAND charter price would be 3,750 kroner a day or 86,250 kroner for 23 days. At \$5.60 a dead-weight ton, the BARDALAND charter price would be 3,500 kroner a day or 80,500 kroner for 23 days. At 106,730 kroner for 23 days, the charter price of the BARDALAND would be 4,640 kroner a day or a fraction more than \$7.42 a dead-weight ton per month. At 120,000 kroner for 23 days, the charter price for the BARDALAND would be 5,217 kroner a day or a fraction less than \$8.35 a dead-weight ton per month.

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In view of the fact that Stockholm cable, No. 1744 of May 16, stated that the BARDALAND charter to the Swedish Red Cross cost between 3,000 and 4,000 kroner a day, it is recommended that the attached cable be transmitted to Stockholm.

I discussed this whole question again with Lieutenant-Commander Becker who agrees with the second sentence of the second paragraph of the attached cable.

MJM:slcm 7-25-44

2 sur Ref. Bd.
m. Park

PARAPHRASE OF TELEGRAM RECEIVED

CONTROL COPY

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATED: July 30, 1944
NUMBER: 2688

Following is no. 57 for the War Refuge Board.

The Swedish Foreign Office was informed by the Legation of the Board's intent to withhold action until the submission of final itemized BARDALAND claim as stated in Department's cable of June 27, no. 1265, (no. 36 from WHB) and the Foreign Office has renewed the request for preliminary payment of 80,000 Swedish kronor or \$20,000 after further discussion with the owners. The BARDALAND is expected to arrive at Gothenburg at the end of the month and it is stated by the owners that before that time a full itemization cannot be made but that total costs are not likely to exceed 120,000 kronor. The preliminary estimate as the home office made it comes to a total of 106730 kronor 61 and 90 allow for any possible but not expected saving below that estimate the preliminary payment of 80,000 kronor is requested.

JOHNSON

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

100022

DEPARTMENT
OF
STATE

INCOMING
TELEGRAM

War Refugee Board - Peter

DIVISION OF
COMMUNICATIONS
AND RECORDS

BE-147
Distribution of true
reading only by special
arrangement (██████████ W)

Stockholm
Dated July 10, 1944
Rec'd 5:45 p.m.

copy

Secretary of State
Washington

CONTROL COPY

2548, July 10, 8 p.m.

DEPARTMENT OF STATE
JUL 11 1944
DIVISION OF
COMMUNICATIONS AND RECORDS

For security reasons the
text of this message must
be closely guarded.

Foreign Office now states there is ~~the~~ definitely no
possibility of reopening with Germans ~~the matter of~~
safe conduct for BARDALAND (as proposed in Department's
1213 June 16, 10 p.m., being War Refugee Board cable
27) on basis of assurances that refugees would not
be taken to Palestine.

JOHNSON

JT WTD

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

000023

DEPARTMENT OF STATE

Distribution of this message by special arrangement.

OUTGOING TELEGRAM

July 6 6 p.m.

See Ref. Bd. File
DIVISION OF COMMUNICATIONS AND RECORDS

CONTROL COPY

For security reasons the text of this message must be closely guarded.

AMLEGATION,

STOCKHOLM

1348 X

The following is WRB cable 37.

Please refer to your 2316 of June 26 concerning the re-opening of the Bardaland safe-conduct question.

The Board feels strongly that all possibilities for obtaining a German safe-conduct should be exhausted, as human lives hang in the balance. Therefore, it would be much appreciated if the Swedish Government would take the action suggested in our 1213 of June 16.

Please convey the Board's appreciation for Bohemen's understanding and cooperative attitude.

HULL
(GHS)

WRB:MMV:OMH
7/6/44

NOE S/CR NE

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date **SEP 18 1972**

000024

CABLE TO MINISTER JOHNSON, STOCKHOLM, SWEDEN, FROM THE WAR REFUGEE BOARD

Please refer to your 2316 of June 26 concerning the reopening of the Bardaland safe-conduct question.

The Board feels strongly that all possibilities for obtaining a German safe-conduct should be exhausted, as human lives hang in the balance. Therefore, it would be much appreciated if the Swedish Government would take the action suggested in our 1213 of June 16.

Please convey the Board's appreciation for Boheman's understanding and cooperative attitude.

This is WEB Cable to Stockholm No. 37

10:45 a.m.
June 29, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman, Hodel, Laughlin, Lesser, Mann, Stewart, Central Files, Cable Control Files

MJM:WBB:bbx - 6/28/44
MJM ml *gls*

DECLASSIFIED

State Dept. Letter, 1-11-73

By R. H. Parks Date

SEP 18 1972

000021

DEPARTMENT
OF
STATE

OUTGOING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS
June 27,
10 P.M.

Management

War Refugee Board

AMLEGATION,

STOCKHOLM.

1205 X
The cable below is for Johnson, is 36 from War Refugee

Board and refers to Stockholm's 2120 of June 13 regarding
preliminary claim of 80,000 kroner presented to Swedish
Foreign Office by owners of BARDALAND.

Since only a preliminary estimate of indemnity due
owners of BARDALAND is presented by them now, the Board
is withholding action until submission of final itemized
claim.

HULL
(GLW)

WRB:MMV:KG
6/27/44

S/CR

NOE

NE

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SFP 18 1972

CONTROL COPY
War
Ref
Bo
Zehle

DEPARTMENT OF STATE
DIVISION OF COMMUNICATIONS
AND RECORDS
JUN 29 1944

000026

RECEIVED BOARD
WASHINGTON, D.C.
JUN 11 06

CABLE TO MINISTER JOHNSON, STOCKHOLM, SWEDEN, FROM THE WAR REFUGEE BOARD

Please refer to your 2120 of June 13 concerning preliminary claim of \$0,000 honor presented by owners of Bardaland to Swedish Foreign Office as an estimate of indemnity due for charter hire, seaman's war bonus and war risk insurance during period Bardaland was tied up at Piraeus on War Refugee Board negotiations.

In view of fact that owners of Bardaland have only presented a preliminary estimate of indemnity due them, we shall withhold action until final itemized claim is submitted.

This is War Refugee Board Cable to Stockholm No. 36

10:15 a.m.
June 27, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman, Hodel, Laughlin, Lesser, Mann, Stewart, Central Files, Cable Control Files

WJH:bbk - 6/22/44

WJH
W.J.

10002

DR
DEPARTMENT
OF
STATE

Narkis

INCOMING
TELEGRAM



DIVISION OF
COMMUNICATIONS
AND RECORDS

KEM-183
Distribution of true
reading only by special
arrangement. (██████████ W)

Stockholm
Dated June 26, 1944

Rec'd *6:22 a.m. 27th*
CONTROL COPY

Secretary of State,
Washington.

X
2316, June 26, 10 p.m. JUN 27 1944

Boheman told me in reply to a question pursuant to Department's 1213, June 16, 10 p.m. (WRB cable 27) that he is willing to sound out the Germans again in regard to the BARDALAND along the lines of the Department's telegram under reference. He believes however that we are under genuine misapprehension as to the German reasons. These reasons he thinks are to prevent Jews getting out of German occupied territory to go anywhere as it is contrary to the general Hitler policy of exterminating all Jews. He regards very seriously the possibility that before they go down the Nazi regime will massacre as many Jews as is physically possible.

JOHNSON

RR BB

DECLASSIFIED
State Dept. Letter 1-11-72
By R. H. Parks Date **SEP 18 1972**

DEPARTMENT
Distribution of this
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STATE [redacted] (W)

OUTGOING June 23 1944 DIVISION OF
TELEGRAM 7 p.m. COMMUNICATIONS
AND RECORDS

DEPARTMENT OF STATE
JUN 25 1944
COMMUNICATIONS
AND RECORDS

CONTROL COPY

Ref 124
(234)
(P. 44)

EMBASSY

ANKARA. For security reasons the text of this message must be ~~refused~~ **Refused** cable 57 below is for Steinhardt and

Hirschmann.

Your 1066 of June 14 regarding prospects of procuring vessels from Turkish Government to evacuate refugees from Balkan ports to Istanbul highly gratifying to Board. The most promising likelihood of breaking the present shipping bottleneck appears to be offered thereby.

We informed you in our 530 of June 16 of the British Foreign Office opinion that a settled German policy of refusing to facilitate the evacuation of Jews ^{to} Palestine prompted the German refusal to grant a safe conduct to the BARDALAND. We requested Minister Johnson, as you will recall, on the assurance to the Germans that the refugees evacuated on the BARDALAND would be taken from Turkey to havens of refuge other than Palestine, to ask the Swedish Government again to take up the question of a safe conduct with the German Government. It is suggested, in line with this request to Johnson, that you renew your efforts to procure a German safe conduct for the TARI from Constanza to a Turkish port, if ^{it} ~~you~~ will not (repeat not) interfere with your efforts to obtain a Bulgarian safe conduct as set forth in your 941 of May 23, this

DECLASSIFIED
State Dept. Letter, 1-11-73
By R. H. Parks Date SEP 18 1972

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-2- #568, June 23, 7 p.m., to Ankara.

time upon the assurance to the German Government that any Jewish refugees evacuated on the TARI would not be removed from Turkey to Palestine but to other havens of refuge.

HULL
(GINV)

MRS:MMV:KG
6/22/44

S/OR

NE

SE

SWP

000030

CABLE TO AMBASSADOR STEINHARDT AND HIRSCHMANN, ANKARA, TURKEY FROM WAR REFUGEE BOARD

The Board is highly gratified by you 1056 of June 14 concerning the prospects of obtaining vessels from the Turkish Government to evacuate refugees from Balkan ports to Istanbul. This appears to offer the most promising likelihood of breaking the present shipping bottleneck.

You will recall that in our 535 of June 16 we advised you of the British Foreign Office opinion that the German refusal to grant a safe-conduct for the BARDALAND was prompted by a settled German policy of refusing to facilitate the evacuation of Jews to Palestine. You will recall further that we requested Minister Johnson to ask the Swedish Government to take up again the question of a safe-conduct with the German Government on the assurance to the Germans that the refugees evacuated on the BARDALAND would be taken from Turkey to havens of refuge other than Palestine. In line with this request to Minister Johnson, it is suggested that if it will not (repeat not) interfere with your efforts to obtain a Bulgarian safe-conduct as set forth in your 941 of May 23 you renew your efforts to obtain a German safe-conduct for the FARI from Constanta to a Turkish port, this time upon the assurance to the German Government that any Jewish refugees evacuated on the FARI would be taken from Turkey to havens of refuge other than Palestine.

This is WMB Cable to Ankara No. 57.

June 22, 1944
10:30 a.m.

MS:WMB:bbk - 6.21.44
ms MyM

CC: Miss Chauncey (for the Secretary), Abrahamson,
Alaska, Bernstein, Cohn, DuBois, Friedman,
Gaston, Hodel, Laughlin, Lesser, Mann, Stewart,
Central Files, Cable Control Files.

DECLASSIFIED
State Dept. Letter, 1-11-73
By R. H. Parks Date SEP 18 1972

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE June 22, 1944

TO J. W. Pehle

FROM M. J. Marks

Re: Preliminary indemnity claim of 80,000 kronor
against the War Refugee Board for the Bardaland.

Cable No. 2120 dated June 13, from Stockholm, indicates that the owners of the Bardaland have presented to the Swedish Foreign Office a preliminary claim of 80,000 kronor (\$19,000 at the official rate of .2386 cents) against the War Refugee Board as indemnity for the time lost while the Bardaland was tied up in Piraeus on War Refugee Board negotiations.

Technically it may be argued, as pointed out by Minister Johnson to the Swedish Foreign Office, that the War Refugee Board is not liable for an indemnity inasmuch as the Board only agreed to assume responsibility for the Bardaland charter costs from the time that the ship put into Istanbul for refitting with passenger accommodations. Equitably, however, it may well be contended that the Board is liable inasmuch as the Bardaland was tied up 23 days in Piraeus (from May 18 to June 10) because of the refusal of MFW to accept notice of sailing, this action being taken with the Board's full approval. (State No. 3810 of May 12 to London).

Assuming that the board would be willing to pay an indemnity, the 80,000 kronor claim would be a reasonable one in the opinion of Lt. Commander Becker of War Shipping Administration. Lt. Commander Becker advised me that any price up to \$6.00 a dead weight ton per month would be a fair charter price for a ship like the Bardaland. At 3500 kronor a day the price per dead weight ton a month would be \$5.60. If the Board paid the Bardaland owners 3500 kronor a day for the 23 days that the ship was tied up in Piraeus, this would amount to 80,500 kronor or approximately \$19,200. Lt. Commander Becker considers this a reasonable indemnity under the circumstances.

In the light of the above, it is my view that the Board should agree to pay an indemnity of approximately 80,000 kronor. I suggest that a meeting be called at your convenience so that this matter may be discussed.

The attached cable which I have drafted to Stockholm in reply to No. 2120 of June 13 avoids committing the War Refugee Board for the time being.

CC to J. M. DuBois and Ward Stewart

June 22, 1944

J. W. Pehle

H. J. Marks

Re: Preliminary indemnity claim of 80,000 kroner
against the War Refugee Board for the Bardaland.

Cable No. 2120 dated June 13, from Stockholm, indicates that the owners of the Bardaland have presented to the Swedish Foreign Office a preliminary claim of 80,000 kroner (\$19,048 at the official rate of .2386 cents) against the War Refugee Board as indemnity for the time lost while the Bardaland was tied up in Piraeus on War Refugee Board negotiations.

Technically it may be argued, as pointed out by Minister Johnson to the Swedish Foreign Office, that the War Refugee Board is not liable for an indemnity inasmuch as the Board only agreed to assume responsibility for the Bardaland charter costs from the time that the ship put into Istanbul for refitting with passenger accommodations. Equitably, however, it may well be contended that the Board is liable inasmuch as the Bardaland was tied up 23 days in Piraeus (from May 18 to June 10) because of the refusal of MEB to accept notice of sailing, this action being taken with the Board's full approval. (State No. 3810 of May 12 to London).

Assuming that the Board would be willing to pay an indemnity, the 80,000 kroner claim would be a reasonable one in the opinion of Lt. Commander Becker of War Shipping Administration. Lt. Commander Becker advised me that any price up to \$6.00 a dead weight ton per month would be a fair charter price for a ship like the Bardaland. At 3500 kroner a day the price per dead weight ton a month would be \$5.60. If the Board paid the Bardaland owners 3500 kroner a day for the 23 days that the ship was tied up in Piraeus, this would amount to 80,500 kroner or approximately \$19,800. Lt. Commander Becker considers this a reasonable indemnity under the circumstances.

In the light of the above, it is my view that the Board should agree to pay an indemnity of approximately 80,000 kroner. I suggest that a meeting be called at your convenience so that this matter may be discussed.

The attached cable which I have drafted to Stockholm in reply to No. 2120 of June 13 avoids committing the War Refugee Board for the time being.

CC to J. H. DeBois and Ward Stewart
HJM:mh - 6/22/44

DEPARTMENT OF STATE
OUTGOING TELEGRAM

War Ref. Bd. File
JUN 10 1944
DIVISION OF COMMUNICATIONS AND RECORDS

DEPARTMENT OF STATE
JUN 10 1944
DIVISION OF COMMUNICATIONS & RECORDS

CONTROL COPY

ALLEGATION.

STOCKHOLM.
1213

For security reasons the text of this message must be closely guarded.

The following WRB cable no. 27 refers to your 2009 of June 9 regarding the BARDALAND and is from the Board to Johnson.

The following had been received by the Board from informant before Board's receipt of your cable:

QUOTE Foreign Office has just informed Embassy that Board has now been received that the Germans have refused to grant a safe conduct for the BARDALAND to enable her to evacuate refugees (Embassy's 3867, May 12, 1 p.m., and previous for War Refugee Board). Foreign Office states that it is settled German policy to refuse in every way to facilitate the evacuation of Jews to Palestine and that, therefore, there does not seem to be anything further which can be done in this particular case. Unless War Refugee Board expresses urgently their disapproval, British intend to accept notice of sailing of BARDALAND from Piraeus June 10 UNQUOTE.

The reply to London which was repeated to you as no. 1164 of June 9 was immediately dispatched by the Board. The Board notes, after receipt and consideration your 2009, that German refusal of safe conduct for BARDALAND not (repeat not)

attributed

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

10003

-2- #1213, June 16, 10 p.m., to Stockholm.

attributed to German policy of refusing to facilitate the evacuation to Palestine of the Jews. The basis of the Board's reply to the cable from Winant was of course the apparent view of the British Foreign Office regarding this matter.

~~XXXXXXXX~~ The Board, because of opinion of British Foreign Office, desires you to discuss with Swedish Government possibility of reopening with Germans the matter of safe conduct for the BARDALAND on basis of assurances which may be given Germans that refugees evacuated thereon will not (repeat not) be taken to Palestine but to havens of refuge elsewhere. The Board's conviction that any possibility of obtaining a safe conduct should not be lost merely because of intended destination of the voyage should be explained to the Swedish Government as the reason for this additional request. Other refugee havens can and will be found if the German refusal is based simply upon their opposition to taking refugees to Palestine.

The efforts which the Government of Sweden and the Swedish Red Cross have been making in this matter are greatly appreciated. The results of your conversations on this subject ^{should} ~~will~~ be reported promptly.

WRB:MMV:KG
6/14/44

HOE

BC

HULL
(SHW) ME

W.L.X

000035

Jur 12, 1944
10:10 a.m.

CABLE TO MINISTER JOHNSON, STOCKHOLM, SWEDEN, FROM THE WAR REFUGEE BOARD

Please refer to your No. 2009 of June 5 regarding the SS BARDALAND.

Prior to the receipt of your cable by the War Refugee Board the following had been received by the Board from Ambassador Winant in London:

QUOTE: Reference is made herewith to Embassy's cable of May 12, No. 1857, and previous, for the War Refugee Board.

The Embassy has just been informed by the Foreign Office that word has been received now that the Germans have refused to grant a safe-conduct for the BARDALAND to enable her to evacuate refugees. It is stated by the Foreign Office that it is settled German policy to refuse in every way to facilitate the evacuation of Jews to Palestine and that, therefore, there does not appear to be anything further that can be done in this special case. The British intend to accept notice of sailing of the BARDALAND from Piraeus on June 10, unless the War Refugee Board urgently expresses their disapproval.

UNQUOTE.

The War Refugee Board immediately dispatched to London the reply which was repeated to Stockholm as No. of . The War Refugee Board has now received and considered your No. 2009. It is noted that your cable does not (repeat not) attribute the German refusal of the safe-conduct for the BARDALAND to a German policy of refusing to facilitate the evacuation of Jews to Palestine. The apparent view of the British Foreign Office with respect to this matter was of course the basis of the War Refugee Board's reply to the cable from Ambassador Winant.

In view of the British Foreign Office opinion the Board, before agreeing to the sailing of the BARDALAND from Piraeus would like you to discuss with the Swedish Government the possibility of again taking up the matter of a safe-conduct for the BARDALAND with the Germans upon the basis of assurances which may be given to the Germans that refugees evacuated on the BARDALAND will be taken from Turkey to havens of refuge other than Palestine. You should explain to the Swedish Government that the reason for this additional request is the War Refugee Board's conviction that any possibility of obtaining a safe-conduct should not be lost merely because of the intended destination of the voyage. The Board feels strongly that if the German refusal is based simply upon their opposition to taking refugees to Palestine other refuge havens can and will be found.

This Government greatly appreciates the efforts which the Government of Sweden and the Swedish Red Cross have been making in this matter.

Please advise us promptly of the results of your conversations on this subject.
THIS IS WREB CABLE TO STOCKHOLM NO. 27

JRF:bxk - 6/10/44

TREASURY DEPARTMENT

INTER OFFICE COMMUNICATION

DATE

TO : War Refugee Board

June 16, 1944

FROM: Mr. Borge Hansen-Moller

GERMANY FOILS RED CROSS PLAN TO LIBERATE JEWISH CHILDREN

STOCKHOLM, June 8 (By wireless)

The German government has refused to sanction a plan by which a Swedish steamer, the "Bardaland," was to have been used under Red Cross auspices to transport a number of Jewish children from Constanza in Rumania, to Istanbul in neutral Turkey, the Stockholm daily, Dagens Nyheter, today reports. The plan has been under way for some time and at first the Swedish authorities were unable to provide a ship, but when the "Bardaland," which had been under charter to the International Red Cross for the relief work in Greece, was replaced by the "Boreland" of the same line, the Swedish Government backed the proposal, only to be met with a refusal in Berlin. Consequently, the "Bardaland" is now on its way back to Sweden empty. "The conclusion is inescapable," writes Dagens Nyheter. "The Germans did not want those children to be saved."

Source: The American-Swedish News Exchange, Inc.
RELEASE NO. 169
June 14, 1944

000037

DEPARTMENT

OF STATE
arrangement. ()

OUTGOING

TELEGRAM

DIVISION OF COMMUNICATIONS AND RECORDS

DEPARTMENT OF STATE

CONTROL COPY

EMBASSY,

ANKARA
538 X

For security reasons the text of this message must be closely guarded.

The following is WRB cable no. 54 and refers to Department's SCO of June 2 regarding proposed BARDALAND charter.

Both Winant and Johnson have advised us that authorization use of BARDALAND for refugee evacuation flatly refused by German Government. That the German refusal is prompted by a settled German policy of refusing in any way to facilitate the evacuation of Jews to Palestine is the opinion indicated by Embassy London by British Foreign Office. We have asked Johnson, in view of this statement and of similar past received rumors, to request Swedish Government again to approach the Germans for a safe conduct, assuring the latter that refugees evacuated on the BARDALAND would be removed from Turkey not (repeat not) to Palestine but to other havens of refuge.

We are convinced that other havens of refuge can and must be found by the United States and British Governments if German refusal of safe conduct are actually based on opposition to evacuation of refugees to Palestine. The above action is taken so that accuracy of statements made regarding German attitude may be ascertained. The BARDALAND left

Piraeus on June 10 according to our latest information.
WRB:MMV:IG NE BO HULL
8/15/44 s/CR (GHW)

DECLASSIFIED SEP 18 1972
State Dept. Letter, 1-11-72
By R. H. Parks, Data SEP 10 1972

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SECRET
U.S. GOVERNMENT PRINTING OFFICE
1944

SECRET, BUREAU OF INFORMATION



Please refer to our 500 of June 2 concerning proposed charter of "BARDALAND".

We have been advised by both Ambassador Winant in London and Minister Johnson in Stockholm that the German Government has flatly refused to authorize use of the "BARDALAND" for refugee evacuation. British Foreign Office has indicated to our Embassy in London the opinion that the German refusal is prompted by a settled German policy of refusing in any way to facilitate the evacuation of Jews to Palestine. In view of this statement and of similar rumors received in the past, we have asked Minister Johnson to request the Swedish Government to again approach the Germans for a safe conduct, assuring the Germans that refugees evacuated on the "BARDALAND" would be taken from Turkey where they would be landed to havens of refuge other than Palestine.

It is our conviction that if German refusals of safe-conduct are actually based upon opposition to evacuation of refugees to Palestine, other havens of refuge can and must be found by the United States and British Governments. The purpose of the above action is to ascertain the accuracy of the statements that have been made concerning the German attitude.

Our latest information is that the "BARDALAND" left Piraeus on June 10th.

This is WRB Cable to Ankara No. 54.

1944--2:30 P.M.
WRB
Marks on 6/14/44

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

000033

DEPARTMENT
OF
STATE

INCOMING
TELEGRAM

DIVISION OF
COMMUNICATIONS
AND RECORDS

BE-822
Distribution of true
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arrangement ([redacted] W)

Stockholm

Dated June 13, 1944

CONTROL COPY

Secretary of State

Washington

2120, June 13, 2 p.m.

DEPARTMENT OF STATE
JUN 14 1944
RECORDS

*\$19,048 at
official auto*

Owners of BARDALAND have presented a preliminary claim of 80,000 kronor to Swedish Foreign Office as an estimate of indemnity due them for charter hire, seamans war bonus and war risk insurance during period vessel was tied up at Piraeus on War Refugee Board negotiations. This our No 30 FOR WRB. Foreign Office appears to feel that settlement by WRB would be reasonable and the problem is referred by this Legation without recommendation or prejudice. Foreign Office was advised that this office was advised that original instructions of WRB contemplated that charter and other costs of vessel would be assumed when and if vessel arrived at Istanbul for refugee operations.

FOR SECURITY REASONS THE
TEXT OF THIS MESSAGE MUST
BE [redacted]

JOHNSON

EDA-EH

*4.2 kronor to the dollar
kronor = \$, 23.81*

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

000040

PARA GRAPE OF TELEPHONE CENT

FROM: American Embassy, London
TO: Secretary of State, Washington
DATE: June 10, 1944
NUMBER: 4659 X

RECEIVED
STAGE DEPT
JUN 12 1944

NEW and Admiralty have informed the Embassy that today from Piraeus the BARBALAMB sailed. Department's cable of June 9, No. 4594 was not received until this afternoon and therefore it was too late to stop the sailing.

We have discussed in detail with the Foreign Office the possibilities of establishing other refugee havens as mentioned in the Department's cable under reference. (Refer to Embassy's cables dated June 7, Nos. 4556 and 4557). However, these matters will again be discussed by the Embassy with the appropriate British officials and the War Refugee Board will be kept informed, currently.

foregoing sent to Stockholm as Embassy's message of June 10, 1944, No. 213.

WINANT

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

000041

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, London
DATED: June 9, 1944
NUMBER: 4594

CONTROL COPY

[REDACTED] L
For Ambassador Winant,

Please refer to your No. 4559 of June 7. War Refugee Board urgently requests that British do not accept notice of sailing of SS BARDALAND from Piraeus.

In view of the apparent belief of the Foreign Office that the refusal of a safe-conduct for the BARDALAND is based upon a German policy of refusing to facilitate the evacuation of Jews to Palestine, you should request the Swedish Government at once to again approach the Germans for a safe-conduct for the BARDALAND for voyages across the Black Sea from Rumania to Turkey, assuring the Germans that refugees evacuated on the BARDALAND will be taken to havens of refuge other than Palestine.

You should also discuss with the British Foreign Office the possibility of establishing refugee havens other than Palestine to which refugees from the Balkans can easily be taken. It is suggested that you specifically mention the possibility of taking such refugees to Cyprus, Tripolitania and Cyrenaica. The President has recently suggested that we explore the possibility of using Cyprus as well as Tripolitania and Cyrenaica. The President has recently

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972 suggested that

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U.S. DEPARTMENT OF STATE
JUL 13 1943
JUL 13 1943
suggested that we explore the possibility of using Cyprus
as well as Tripolitania and Cyrenaica as a haven for
refugees. We feel strongly that if the German refusal of
safe-conduct for refugee evacuation voyages across the
Black Sea is based upon their opposition to taking such
refugees to Palestine, the British and American Governments
should leave no stone unturned in attempting to find other
refugee havens.

The negotiations with the Swedish Government for the
use of the BARDALAND have been handled by Minister Johnson
in Stockholm. However, we have received no word from him
indicating that the Germans have denied a safe-conduct. In
view of the time element involved, will you kindly advise
Johnson of the action being taken by you.

Please repeat to Legation in Stockholm.

/
STETTINIUS
(Acting)

000043

CABLE TO AMBASSADOR WINANT, LONDON, ENGLAND

Please refer to your No. 4559 of June 7. War Refugee Board urgently requests that British do not (repeat not) accept notice of sailing of SS BARDALAND from Piraeus.

In view of the apparent belief of the Foreign Office that the refusal of a safe-conduct for the BARDALAND is based upon a German policy of refusing to facilitate the evacuation of Jews to Palestine, you should request the Swedish Government at once to again approach the Germans for a safe-conduct for the BARDALAND for voyages across the Black Sea from Rumania to Turkey, assuring the Germans that refugees evacuated on the BARDALAND will be taken to havens of refuge other than Palestine.

You should also discuss with the British Foreign Office the possibility of establishing refugee havens other than Palestine to which refugees from the Balkans can easily be taken. It is suggested that you specifically mention the possibility of taking such refugees to Cyprus, Tripolitania and Cyrenaica. The President has recently suggested that we explore the possibility of using Cyprus as well as Tripolitania and Cyrenaica as a haven for refugees. We feel strongly that if the German refusal of safe-conduct for refugee evacuation voyages across the Black Sea is based upon their opposition to taking such refugees to Palestine, the British and American Governments should leave no stone unturned in attempting to find other refugee havens.

The negotiations with the Swedish Government for the use of the BARDALAND have been handled by Minister Johnson in Stockholm. However, we have received no word from him indicating that the Germans have denied a safe-conduct. In view of the time element involved, will you kindly advise Johnson of the action being taken by you.

Please repeat to Legation in Stockholm.

June 12, 1944
9:15 A.M.

M

JEF:MM - 6/9/44

000044

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE June 8, 1944

TO Mr. Ira Hirschmann

FROM J. B. Friedman

Re: Destination of proposed voyage of the "BARDALAND".

In cablegram No. 985 of May 31, 1944, Ambassador Steinhardt emphatically takes the position that the final destination of the proposed voyage of the "BARDALAND" should be Haifa, Palestine, not Istanbul, Turkey. Commander Becker, Assistant General Counsel of the War Shipping Administration, Mr. Pehle and I are firmly convinced that Istanbul should be the final destination of the "BARDALAND" for reasons that will appear below:

1. More refugees will be saved.

Since the voyage from Constanza to Istanbul is far shorter than that from Constanza to Haifa, the one requiring less than 24 hours travel, whereas the other requires several days of travel, the "BARDALAND" will be able to make many more evacuation voyages from Constanza.

Furthermore, the "BARDALAND" can carry many more and perhaps twice as many refugees on each such voyage. Whereas on a voyage to Haifa the "BARDALAND" would be able to carry not more than 400 passengers, perhaps as many as 1000 passengers could be carried on a voyage terminating at Istanbul. On a several days journey greater attention must be paid to the personal comfort of the passengers. Sleeping accommodations and elaborate cooking facilities would have to be installed as well as lavatory facilities, etc. On the other hand, for a short 17 hours run such as that between Constanza and Istanbul, weather permitting, a number of passengers could even be carried on the open decks. If they have only one cold meal during such a voyage, no serious harm will come to the majority of the adult passengers, who have probably received little more from the Germans and Rumanians.

The termination of such evacuation voyages at Istanbul in effect means that many refugees will wait in Turkey rather than Rumania for transportation to Palestine. Needless to say, this may save their lives. Pressure may have to be brought to bear on the Turkish Government to permit refugees to remain in Turkey pending their transportation to Palestine. It is hoped that the proposed re-charter of the "Adana" ships will furnish Ambassador Steinhardt with the necessary bargaining power vis a vis the Turks.

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of the
4000000*

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2. The addition of passenger installations on the "BARDALAND" will be simple.

Commander Becker states that the equipping of a cargo vessel such as the "BARDALAND" for carrying 400 passengers on a voyage of several days such as that from Constanza to Haifa would be a major undertaking. Translated into money terms, the necessary alteration costs for such a voyage would, in Commander Becker's opinion, amount to between \$100,000 and \$150,000. The installation of sleeping facilities, elaborate cooking facilities, etc., would account for this large cost. Furthermore, Commander Becker is not at all certain that the ship repair facilities at Istanbul are equipped to make major alterations of this type. Ambassador Steinhardt may have had the several days voyage to Haifa in mind when he stated in his cable No. 985 of May 31 that delays pending the alteration of the "BARDALAND" at Istanbul would be "interminable" and the cost "highly excessive".

The equipping of the "BARDALAND" to carry passengers on the 17 hour run from Constanza to Istanbul, on the other hand, would be a comparatively simple matter, costing approximately \$10,000, according to Commander Becker, for little more would be necessary than the installation of added lavatory facilities and life saving equipment. Minor alterations of this type should not take very long or cost very much even at Istanbul.

3. It may facilitate the obtaining of a German safe-conduct.

The War Shipping Administration representatives have advised us that ordinarily the obtaining of a German safe-conduct for a voyage terminating in neutral territory is more likely than for a similar voyage terminating in British or other Allied territory. Ambassador Steinhardt indicates in his cable No. 985 of May 31, that this has not been true in connection with the "TARI" safe-conduct. It should be borne in mind that the statement of Commander Becker and his associates at the War Shipping Administration is based on the cumulative experience of many wartime voyages, and that the "TARI" case may not be typical, in view of the fact that the original destination was Haifa.

4. It is easier to implement any safe-conduct which may be granted.

Implementation of the granting of a safe-conduct entails the notifying of the commanders of all land batteries and the captains of all warships along the proposed route of the description of the ship, its markings, the proposed route, the time of the voyage, etc. In an area such as the Mediterranean, this means that the captains of hundreds of ships must each be advised. In effect, therefore, the granting of such a safe-conduct interferes with the war efforts of the belligerents, for generally radio silence is broken only for utmost essentials. It is patent that on a short voyage, fewer commanders will have to be advised of the granting of a safe-conduct. Furthermore, the greater difficulty in implementing such a safe-conduct, so far as the German Government is concerned, may spell the

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difference between the granting and the refusal of such a safe-conduct.

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MEMORANDUM

In Cable No. 95 of May 31, Ambassador Steinhardt suggests the possibility of having the BARDALAND refitted in Egypt rather than in Istanbul. We have explored this matter with the War Shipping Administration. They indicate that this probably is not feasible in view of the fact that repair facilities in Egypt are so jammed at present that ships needing repairs are being sent from Egypt to French North Africa. Accordingly, in the event that we are able to use the BARDALAND every effort should be made to have repairs made in Istanbul.

000048

See

War Ref Bd

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, London
TO: Secretary of State, Washington
DATED: June 7, 1944
NUMBER: 4559
*

(Mr. Behle)

CONTROL COPY

RECEIVED
IN THE
OFFICE OF
THE
SECRETARY OF
STATE
JUN 11 1944

Reference is made herewith to Embassy's cable of May 12, No. 3857, and previous, for the War Refugee Board. The Embassy has just been informed by the Foreign Office that word has been received now that the Germans have refused to grant a safe-conduct for the BARDALAND to enable her to evacuate refugees. It is stated by the Foreign Office that it is settled German policy to refuse in every way to facilitate the evacuation of Jews to Palestine and that, therefore, there does not appear to be anything further that can be done in this special case. The British intend to accept notice of sailing of the BARDALAND from Piraeus on June 10, unless the War Refugee Board urgently expresses their disapproval.

WINANT

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

00004

re: to & from Turkey (2 a)

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE June 8, 1944

TO Mr. J. B. Friedman

FROM M. J. Marks

MJM

*noted
JBF*

On June 6th I spoke with Commander Becker of War Shipping Administration concerning the possibility of having passenger equipment installed on the "BARDALAND" in an Egyptian port rather than at Istanbul. After conferring with experts of the War Shipping Administration, Commander Becker advised me that repair facilities in Egypt are so jammed at the present time that ships are sent from Egypt to French North Africa for repairs. He was of the opinion that despite this, the necessary alterations to the "BARDALAND" could possibly be arranged in an Egyptian port provided that a sufficiently high priority were obtained. However, Commander Becker was careful to point out that this would mean delaying the repairs to Liberty ships and other cargo ships being used in the war effort. Consequently, Commander Becker advised that all possible efforts be made to have the necessary equipment installed at Istanbul rather than at an Egyptian port.

Commander Becker advised me that Mr. Kalloch, who is the War Shipping Administration's Chief Representative at Algiers, has just arrived in this country. When he returns to Washington next week, Commander Becker will arrange for him to see you and Mr. Pehle.

000050

June 5, 1944

Mr. Ira Hirschmann

J. B. Friedman

Re: Destination of proposed voyage of the "BARDALAND".

In cablegram No. 955 of May 31, 1944, Ambassador Steinhardt emphatically takes the position that the final destination of the proposed voyage of the "BARDALAND" should be Haifa, Palestine, not Istanbul, Turkey. Commander Becker, Assistant General Counsel of the War Shipping Administration, Mr. Pehle and I are firmly convinced that Istanbul should be the final destination of the "BARDALAND" for reasons that will appear below:

1. More refugees will be saved.

Since the voyage from Constanza to Istanbul is far shorter than that from Constanza to Haifa, the one requiring less than 24 hours travel, whereas the other requires several days of travel, the "BARDALAND" will be able to make many more evacuation voyages from Constanza.

Furthermore, the "BARDALAND" can carry many more and perhaps twice as many refugees on each such voyage. Whereas on a voyage to Haifa the "BARDALAND" would be able to carry not more than 400 passengers, perhaps as many as 1000 passengers could be carried on a voyage terminating at Istanbul. On a several days journey greater attention must be paid to the personal comfort of the passengers. Sleeping accommodations and elaborate cooking facilities would have to be installed as well as lavatory facilities, etc. On the other hand, for a short 17 hours run such as that between Constanza and Istanbul, weather permitting, a number of passengers could even be carried on the open decks. If they have only one cold meal during such a voyage, no serious harm will come to the majority of the adult passengers, who have probably received little more from the Germans and Rumanians.

The termination of such evacuation voyages at Istanbul in effect means that many refugees will wait in Turkey rather than Rumania for transportation to Palestine. Needless to say, this may save their lives. Pressure may have to be brought to bear on the Turkish Government to permit refugees to remain in Turkey pending their transportation to Palestine. It is hoped that the proposed re-charter of the "Adana" ships will furnish Ambassador Steinhardt with the necessary bargaining power vis a vis the Turks.

2. The addition of passenger installations on the "BARDALAND" will be simple.

Commander Becker states that the equipping of a cargo vessel such as the "BARDALAND" for carrying 400 passengers on a voyage of several days such as that from Constanza to Haifa would be a major undertaking. Translated into money terms, the necessary alteration costs for such a voyage would, in Commander Becker's opinion, amount to between \$100,000 and \$150,000. The installation of sleeping facilities, elaborate cooking facilities, etc., would account for this large cost. Furthermore, Commander Becker is not at all certain that the ship repair facilities at Istanbul are equipped to make major alterations of this type. Ambassador Steinhardt may have had the several days voyage to Haifa in mind when he stated in his cable No. 985 of May 31 that delays pending the alteration of the "BARDALAND" at Istanbul would be "interminable" and the cost "highly excessive".

The equipping of the "BARDALAND" to carry passengers on the 17 hour run from Constanza to Istanbul, on the other hand, would be a comparatively simple matter, costing approximately \$10,000, according to Commander Becker, for little more would be necessary than the installation of added lavatory facilities and life saving equipment. Minor alterations of this type should not take very long or cost very much even at Istanbul.

3. It may facilitate the obtaining of a German safe-conduct.

The War Shipping Administration representatives have advised us that ordinarily the obtaining of a German safe-conduct for a voyage terminating in neutral territory is more likely than for a similar voyage terminating in British or other Allied territory. Ambassador Steinhardt indicates in his cable No. 985 of May 31, that this has not been true in connection with the "TARI" safe-conduct. It should be borne in mind that the statement of Commander Becker and his associates at the War Shipping Administration is based on the cumulative experience of many wartime voyages, and that the "TARI" case may not be typical, in view of the fact that the original destination was Haifa.

4. It is easier to implement any safe-conduct which may be granted.

Implementation of the granting of a safe-conduct entails the notifying of the commanders of all land batteries and the captains of all warships along the proposed route of the description of the ship, its markings, the proposed route, the time of the voyage, etc. In an area such as the Mediterranean, this means that the captains of hundreds of ships must each be advised. In effect, therefore, the granting of such a safe-conduct interferes with the war efforts of the belligerents, for generally radio silence is broken only for utmost essentials. It is patent that on a short voyage, fewer commanders will have to be advised of the granting of a safe-conduct. Furthermore, the greater difficulty in implementing such a safe-conduct, so far as the German Government is concerned, may spell the

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JUN 10 1944
U.S. DEPARTMENT OF JUSTICE
OFFICE OF THE ATTORNEY GENERAL
WASHINGTON, D.C.

- 3 -

difference between the granting and the refusal of such a safe-conduct.

KJH:bbk - 6/8/44

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MEMORANDUM

In Cable No. ⁹⁸⁵95 of May 31, Ambassador Steinhardt suggests the possibility of having the BARDALAND refitted in Egypt rather than in Istanbul. We have explored this matter with the War Shipping Administration. They indicate that this probably is not feasible in view of the fact that repair facilities in Egypt are so jammed at present that ships needing repairs are being sent from Egypt to French North Africa. Accordingly, in the event that we are able to use the BARDALAND every effort should be made to have repairs made in Istanbul.

JW:bbk - 6/8/44

*Int'l
received in file*

000054

du

W. J. ...
seth

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATED: June 5, 1944
NUMBER: 2009

copy

CONTROL COPY

RECEIVED
MAY 12 1944
U.S. DEPARTMENT OF STATE
REFUGEE BOARD

Reference is made herewith to Department's cable of June 1, No. 1082, and previous related correspondence. It is advised by the Swedish Foreign Office that the German Government ^{has} flatly refused to authorize use of the BARDALAND for evacuation of refugees and it has even expressed resentment at the Swede's making the request. The German Government's official explanation was that it had already as a favor to the Swedish Government authorized replacement of the BARDALAND by the BORNAND (please see the Legation's message May 12, No. 1689). It is believed the Swedish Foreign Office that the real explanation is that the German Government does not wish to facilitate the evacuation of refugees. As the Government of Sweden and the Swedish Red Cross very much desired to take part in this humanitarian undertaking, the Swedish Foreign Office expressed regrets over this outcome.

JOHNSON

Rec'd from
Mr. White 11:30 P.M.
6/10

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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ENT

War - [Handwritten signature]

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATE: June 2, 1944
RE: 500

RECEIVED
STATE DEPT.
JUN 2 1944
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CONTROL COPY

Please refer to our 470 of May 25 concerning the use of the SS BARDALAND for refugee evacuation operations.

We have just received a cable dated May 25 from Minister Johnson reading as follows:

"The Swedish Foreign Office has again been approached by the Legation in accordance with instructions contained in RB no. 13. The Swedes have been extremely cooperative and sympathetic and today are instructing the Swedish Minister in Berlin to request the Germans for permission to divert the vessel and to guarantee safe conduct. The Swedish Red Cross has agreed to act as charter party. It is indicated by a cable received from the Master of the BARDALAND that the vessel is sufficiently seaworthy to make the proposed voyages and that after appropriate refitting in Istanbul to provide sanitary, lifesaving and kitchen equipment, the vessel will be able to accommodate between 400 and 500 persons.

The Swedes have been advised by us that all arrangements for selection of refugees for embarkation, exit permits, and assembling refugees at port of embarkation will be taken care of through War Refugee Board's facilities and that when the BARDALAND arrives at Constanza, all such necessary arrangements will have been completed.

This is
DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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This is important as the Swedes do not want to assume responsibility for such matters and, in fact, they have no available facilities in the area for such purposes.

The Swedes are sincerely willing to press the strongest possible case with the Germans although they are frankly very dubious regarding the whole proposition."

It is assumed that the technical arrangements referred to by Minister Johnson in the second paragraph of his cable will be made by you as soon as the likelihood of the BARTLAND's sailing for Constanza appears more concrete. We shall keep you advised of further developments.

THIS IS THE REFERENCE BOARD'S CABLE TO TURKEY NO. 49.

MULL

000057

Cable 500-6244
(Communication to the
Turkish)

Cable To Embassy

From War Refugee Board to Ambassador Steinhardt, Ankara, Turkey.

Please refer to our 470 of May 25 concerning the use of the SS BARDALAND for refugee evacuation operations.

We have just received a cable dated May 25 from Minister Johnson reading as follows:

Quote. The Swedish Foreign Office has again been approached by the Legation in accordance with instructions contained in WRB no. 13. The Swedes have been extremely cooperative and sympathetic and today are instructing the Swedish Minister in Berlin to request the Germans for permission to divert the vessel and to guarantee safe conduct. The Swedish Red Cross has agreed to act as charter party. It is indicated by a cable received from the Master of the BARDALAND that the vessel is sufficiently seaworthy to make the proposed voyages and that after appropriate refitting in Istanbul to provide sanitary, lifesaving and kitchen equipment, the vessel will be able to accommodate between 400 and 500 persons.

The Swedes have been advised by us that all arrangements for selection of refugees for embarkation, exit permits, and assembling refugees at port of embarkation will be taken care of through War Refugee Board's facilities and that when the BARDALAND arrives at Constanza, all such necessary arrangements will have been completed. This is important as the Swedes do not want to assume responsibility for such matters and, in fact, they have no available facilities in the area for such purposes.

The Swedes are sincerely willing to press the strongest possible case with the Germans although they are frankly very dubious regarding the whole proposition. Unquote.

It is assumed that the technical arrangements referred to by Minister Johnson in the second paragraph of his cable will be made by you as soon as the likelihood of the BARDALAND's sailing for Constanza appears more concrete. We shall keep you advised of further developments.

This is War Refugee Board's cable to Turkey No. 44.

May 31, 1944
4:35 p.m.

MJMarks:lsk
MM
5/31/44 JBF

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TSB

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Stockholm
DATED: June 1, 1944
NUMBER: 10827

DECLASSIFIED
BY SP-6
80 11 1972
J. H. Parks

CONTROL COPY

FROM WAR REFUGEE BOARD TO MINISTER JOHNSON, STOCKHOLM, SWEDEN.

Please refer to your 1877 of May 25. Your efforts to secure the BARDALAND are appreciated and we are gratified with the cooperation of the Swedish Foreign Office.

Your understanding is correct that the War Refugee Board will look after all technical arrangements concerning the selection and assembling of refugees at Constanza and exit permits.

This is War Refugee Board's cable to Stockholm No. 22.

HULL

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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RECEIVED
MAY 27 1944
U.S. DEPARTMENT OF STATE
OFFICE OF THE ASSISTANT SECRETARY FOR REFUGEE AFFAIRS
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MAY 27 1944
MAY 27 1944

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arrangements to 7/1/44
T. M. C. 1

CABLE TO SWEDEN

From War Refugee Board to Minister Johnson, Stockholm, Sweden.

Please refer to your 1877 of May 25. Your efforts to secure the BARDALAND are appreciated and we are gratified with the cooperation of the Swedish Foreign Office.

Your understanding is correct that the War Refugee Board will look after all technical arrangements concerning the selection and assembling of refugees at Constanza and exit permits.

This is War Refugee Board's cable to Stockholm No. 22.

May 31, 1944
4:35 p.m.

Secy, Abrahamson, Cohn, DuBois, Friedman, Hodel, Laughlin, Lesser,
McCormack, Stewart, Central Files, Cable Control Files.

MEMO
MCM:slk 8/31/44

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WAR REFUGEE
COUNCIL
WASHINGTON, D.C.
MAY 31 11 AM '44
War Ref
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copy only

PARAPHRASE OF TELETYPE

FROM: American Embassy, Ankara

TO: Secretary of State, Washington

DATED: May 31, 1944

NUMBER: 985

CONTROL COPY

Following message is from the Ambassador for WRB. Reference my 941 dated May 23, 1944; Ankara's No. 65; and Department's 470 dated May 25, 1944.

It is not my belief that the government of Turkey would have any objection to fitting the BARDALAND at Istanbul with essential accommodations for passengers. Nevertheless, information has been given me that material and labor facilities for this work are greatly limited, delays are interminable and cost is highly excessive under current conditions. It may be the desire of the Board to take into consideration this phase of the matter prior to assuming that any work of this kind can be undertaken at a fair cost within a reasonable length of time. I can suggest only one other alternative, viz, to have the fitting done in a port in Egypt where the facilities of the British Navy might be made available on request.

The WSA representative who recommends urgently that subsequent to the embarkation of the refugees at Constanza the BARDALAND should go to Istanbul instead of to Haifa seems to have not taken into consideration the limited rail facilities to Palestine from Istanbul which I have stressed a number of times. If a goodly number of refugees are landed from the BARDALAND at Istanbul for movement by rail to Palestine, it is

DECLASSIFIED most unlikely
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

most unlikely that the Turk officials will be in a position to continue to move over the identical single track line the ~~corridor~~ ^{WAR REFUGEE BOARD} ~~number of~~ ^{00 11 MA 2 NUC 1911} refugees who will continue, presumably, to arrive on the BELLACITA, MARITZA and MIEKA, in addition to the usual transportation. It is very probable that the resulting congestion will cause the Turk authorities to be unwilling to allow the refugees from the BELLACITA, MARITZA and MIEKA to threaten this constant although illegal transportation which has been tacitly sanctioned by the Minister for Foreign Affairs.

Provided, as it seems from the Board's cable to Stockholm the tentative trip of the BARNALAND is to be dependent upon a German safe conduct, as ⁱⁿ the TARI case, there would appear to be no good reason why the trip should end at Istanbul instead of continuing to Haifa and in this manner relieving the rail line from Istanbul to Palestine for the transportation of refugees who arrive on vessels that are unable to go beyond the Istanbul port. Neither is the argument impelling that it will be any more troublesome to secure a German safe conduct to Haifa from Constanza than to Istanbul from Constanza. The fact is that the experience I have had with the government of Germany in endeavoring to secure a safe conduct for the TARI from any harbor to any other harbor establishes the contrary because by this time every conceivable proposal has been made without success to the government of Germany.

It will have been noted by the Board from Embassy's 941 of the twenty-third of May that as yet it has not become liable for penalty payments concerning the proposed charter of the TARI even though we are without doubt under a moral obligation to make some sort of payment at a date in the future because of the period of time the boat has been held available to us

to us. While endeavoring to cut the loss to the State Steamship Lines that resulted from the TARI's immobilization, which has been prolonged for more than two months, without paying the penalty of five thousand ^{pounds} in Turkish money per day, while simultaneously having the boat at our disposal on short notice, should a Bulgarian or German safe conduct be coming forth, I have coaxed the Minister for Foreign Affairs to issue instructions that the TARI may be utilized by the State Steamship Lines for short voyages between Istanbul and Izmir or Samsun on the understanding that not any of the accommodations which were put in for refugees will be disturbed and that the ship will be available to us when each such voyage is completed, none of which is to last over two weeks.

We have no reliable data available concerning the current status of shipping from Constanza with exception of the knowledge that the harbor is mined heavily, wholly under German control and that the transportation of even the smallest of the boats is absolutely under German officials' control.

No definite schedule is in existence, insofar as regards plans for voyages in the future of the BELLACITA, MARIYTA and MILKA since such boats operating clandestinely and illegally. Such boats are easily hidden in harbors near Constanza since they are quite small. Refugees are collected and embarked by a well organized underground for lightly excessive amounts of money. The boat sails for Istanbul as soon as it is loaded to the fullest capacity. In this manner no prediction with any amount of accuracy can be made concerning prospective departure dates or arrival in Istanbul. It is indicated by experience that the ship's return to Istanbul may be expected approximately a month after her embarkation from that same port, nevertheless.

STEINHARDT

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE May 26, 1944.

TO Mr. Friedman

FROM Mr. Marks

Re: SS BARDALAND

Commander Becker of the War Shipping Administration gave me the following information concerning the SS BARDALAND in telephone conversations on May 19 and May 20.

CHARTER PRICE

Minister Johnson's cablegram from Stockholm concerning the SS BARDALAND stated that the charter hire of the BARDALAND, a ship of 4575 deadweight tons capable of 14 knots, would be between 3,000 and 4,000 kroner a day. Estimating at the mesne figure of 3,500 kroner, and at the official rate of .2386 cents a kroner, Commander Becker calculated that the War Refugee Board would be paying \$5.60 a deadweight ton a day for the ship. After comparing this figure with the average \$4.75 a day per deadweight ton paid for 15 knot American ships chartered to the War Shipping Administration on a monthly, rather than on the more expensive daily basis, Commander Becker concluded that the charter hire of the BARDALAND would be very reasonable at 3,500 kroner a day, in fact, far more reasonable than the price being paid by the War Refugee Board for the SS TARI. If the War Refugee Board was to pay 3,000 kroner a day for the BARDALAND, the daily price per deadweight ton would be only \$4.80; at the rate of 4000 kroner, the daily price per deadweight ton would be \$6.40 a day. Commander Becker pointed out that because of its 15 knot speed, the owners of the BARDALAND are entitled to a premium price.

PASSENGER CARRYING CAPACITY

Commander Becker estimated on the basis of the information available to him that the SS BARDALAND would be able to carry approximately 400 passengers on a voyage from Constanza to Haifa, and perhaps as many as 1000 passengers on the far shorter voyage from Constanza to Istanbul.

The accuracy of these figures depends on a number of variables, such as whether the health of the passengers would permit them to be packed together tightly for the voyage, whether the BARDALAND has any shelter decks

and, lastly, whether the weather conditions in the Black Sea area permit passengers to travel on the open deck at this time of the year. Commander Becker is assuming that no passengers will be carried in the cargo hold of the BARDALAND, for many more passengers could be carried if the BARDALAND's cargo holds were utilized. The difficulty of utilizing the cargo holds, however, is that they would be a death trap in the event that the vessel sinks, as it is almost impossible to evacuate the passengers in the hold in time to save their lives. Commander Becker stated that he would not be able to give an accurate estimate of the carrying capacity of the BARDALAND, until he knows the answers to the variables mentioned above. However, he was emphatic in stating that many more passengers could be carried on the shorter Constanza-Istanbul voyage than on the longer run from Istanbul to Haifa, for the passengers could not be packed in as closely on the longer voyage, more attention would have to be given to lavatory and feeding facilities, etc. Furthermore, in Commander Becker's opinion, the altering of the BARDALAND for carrying passengers on a long run would be a major undertaking, whereas extensive alterations would not be necessary to enable the BARDALAND to carry passengers on the run from Constanza to Haifa, which should take less than 24 hours.

As you are already familiar with Commander Becker's view concerning the greater likelihood of obtaining safe conducts for a voyage terminating at Istanbul rather than Haifa, I shall not develop this subject further.

1006

May 26, 1944.

Mr. Friedman

Mr. Marks

Re: SS BARDALAND

Commander Becker of the War Shipping Administration gave me the following information concerning the SS BARDALAND in telephone conversations on May 19 and May 20.

CHARTER PRICE

Minister Johnson's cablegram from Stockholm concerning the SS BARDALAND stated that the charter hire of the BARDALAND, a ship of 4975 deadweight tons capable of 14 knots, would be between 3,000 and 4,000 kroner a day. Estimating at the same figure of 3,500 kroner, and at the official rate of .2385 cents a kroner, Commander Becker calculated that the War Refugee Board would be paying \$8.50 a deadweight ton a day for the ship. After comparing this figure with the average \$4.75 a day per deadweight ton paid for 15 knot American ships chartered to the War Shipping Administration on a monthly, rather than on the more expensive daily basis, Commander Becker concluded that the charter hire of the BARDALAND would be very reasonable at 3,500 kroner a day, in fact, far more reasonable than the prices being paid by the War Refugee Board for the SS PARI. If the War Refugee Board was to pay 3,000 kroner a day for the BARDALAND, the daily price per deadweight ton would be only \$4.80; at the rate of 4000 kroner, the daily price per deadweight ton would be \$8.40 a day. Commander Becker pointed out that because of its 15 knot speed, the owners of the BARDALAND are entitled to a premium price.

PASSENGER CARRYING CAPACITY

Commander Becker estimated on the basis of the information available to him that the SS BARDALAND would be able to carry approximately 400 passengers on a voyage from Constanza to Haifa, and perhaps as many as 1000 passengers on the far charter voyage from Constanza to Istanbul.

The accuracy of these figures depends on a number of variables, such as whether the health of the passengers would permit them to be packed together tightly for the voyage, whether the BARDALAND has any shelter decks

and, lastly, whether the weather conditions in the Black Sea area permit passengers to travel on the open deck at this time of the year. Commander Becker is assuming that no passengers will be carried in the cargo hold of the BARDALAND, for many more passengers could be carried if the BARDALAND's cargo holds were utilized. The difficulty of utilizing the cargo holds, however, is that they would be a death trap in the event that the vessel sinks, as it is almost impossible to evacuate the passengers in the hold in time to save their lives. Commander Becker stated that he would not be able to give an accurate estimate of the carrying capacity of the BARDALAND, until he knows the answers to the variables mentioned above. However, he was emphatic in stating that many more passengers could be carried on the shorter Constanza-Istanbul voyage than on the longer run from Istanbul to Haifa, for the passengers could not be packed in as closely on the longer voyage, more attention would have to be given to lavatory and feeding facilities, etc. Furthermore, in Commander Becker's opinion, the altering of the BARDALAND for carrying passengers on a long run would be a major undertaking, whereas extensive alterations would not be necessary to enable the BARDALAND to carry passengers on the run from Constanza to Haifa, which should take less than 24 hours.

As you are already familiar with Commander Becker's view concerning the greater likelihood of obtaining safe conducts for a voyage terminating at Istanbul rather than Haifa, I shall not develop this subject further.

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Win Ref Bd
(M. Poble)

PARAPHRASE OF TELEGRAM SHEET

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATE: May 28, 1944
NUMBER: 1877
X

1 copy only

CONTROL COPY

Following is for the attention of WRS, our No. 21.

Reference is made herewith to Legation's cable of May 22, No. 967.

The Swedish Foreign Office has again been approached by the Legation in accordance with instructions contained in WRS No. 13. The Swedes have been extremely cooperative and sympathetic and today are instructing the Swedish Minister in Berlin to request the Germans for permission to divert the vessel and to guarantee safe conduct. The Swedish Red Cross has agreed to act as charter-party. It is indicated by a cable received from the ^{master} Minister of the BARDALAND that the vessel is sufficiently seaworthy to make the proposed voyages and that after appropriate refitting in Istanbul to provide sanitary, lifesaving and kitchen equipment, the vessel will be able to accommodate between 400 and 500 persons.

The Swedes have been advised by us that all arrangements for selection of refugees for embarkation, exit permits, and assembling refugees at port of embarkation will be taken care of through War Refugee Board's facilities and that when the BARDALAND arrives at Constanza, all such necessary arrangements will ^{have} been completed. This is important as the Swedes do not want to assume responsibility for such matters and, in fact, they have no available facilities in the area for such purposes.

The Swedes are sincerely willing to press the strongest possible

DECLASSIFIED case with
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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case with the Germans although they are framed regarding
the whole proposition.

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WASHINGTON, D.C.
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MAY 30 11 09 AM '42

JOHNSON

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ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATED: May 28, 1944
NUMBER: 470
X

CONTINUED COPY

From War Refugee Board to Ambassador Steinhardt, Ankara, Turkey.

Reference our 379 of April 28 concerning use of the BARDALAND for evacuation of refugees.

Word has been received from Ambassador Winant that the British have no objection to use of BARDALAND for refugee evacuation. On May 12 we cabled Minister Johnson in Stockholm requesting him to ask the Swedish Government whether in view of the British action it would be willing to make the BARDALAND available to the War Refugee Board. We suggested that if the Swedish Government were so willing as a preliminary step the Swedish Government should sound out the German Government's willingness to grant the BARDALAND safe conduct for such an evacuation operation.

On May 16 Minister Johnson replied that the Swedish Foreign Office appeared distinctly cooperative and that if all details were worked out it would be willing to charter the BARDALAND for refugee evacuation. According to Minister Johnson the BARDALAND is being withdrawn from Greek relief primarily because it is badly in need of overhauling. However Minister Johnson feels that the vessel must be sufficiently seaworthy for

refugees

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

refugee evacuation operations in view of the fact that after May 18 it was scheduled to depart for Lisbon and across the Atlantic to pick up cargo. The Swedish Foreign Office has wired the master of the BARDALAND inquiring whether he considers the vessel sufficiently seaworthy for refugee evacuation operations.

After advising that the BARDALAND is a cargo vessel of 4575 deadweight tons with virtually no accommodations for passengers Minister Johnson asked to know the number of trips anticipated, the number of refugees involved, between what ports the ship would operate, and the organization which would assume responsibility for the refugees until they reach their final destination. Minister Johnson suggested that the German Government would be more likely to act favorably on a safe conduct request and a request for diversion if the BARDALAND were chartered to some neutral agency such as InterCross rather than the War Refugee Board. Finally Minister Johnson advised that on May 18 the BARDALAND would be released from its charter to the Swedish Red Cross costing between 3000 and 4000 kroner a day and inquired whether the War Refugee Board would be willing to assume the charter liability as of that date even if the charter negotiations ultimately proved unsuccessful.

We are cabling Minister Johnson as follows:

"It would be the War Refugee Board's intention if the Swedish Government agreed to charter the BARDALAND for
refugee

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refugee evacuation to have the ship proceed to Istanbul to be fitted with the necessary passenger accommodations. From Istanbul, the BARDALAND would proceed to Constanza where there are a large but unknown number of refugees available for evacuation. We feel satisfied that if the BARDALAND puts in at Constanza refugees will be available for as many trips as the ship can make. Meanwhile it would be helpful to know the number of passengers the BARDALAND can carry after being fitted with passenger accommodations. After embarkation of refugees at Constanza the War Refugee Board would desire to have the BARDALAND proceed to Istanbul where the War Refugee Board would accept responsibility for arranging for the passengers' care until such time as they could proceed by rail to Palestine.

If, in your opinion, the German Government is more likely to consider favorably a safe conduct request by the Swedish Red Cross or by Inter-cross for a ship chartered to either of these organizations rather than to the War Refugee Board, the Board would agree to reimburse the Swedish Red Cross or Inter-cross for all expenses incurred as a result of assuming the charter obligation. It would seem to the Board that valuable time could be saved if the BARDALAND were chartered to the Swedish Red Cross rather than Inter-cross as there would be no need to await authorizations from Geneva. In order that there be no delay until the Swedish Red Cross or Inter-cross agrees to accept the charter of the BARDALAND for refugee evacuation, please request the Swedish Government to make an immediate request to the German Government for permission to divert

divert the BARDALAND and also for the necessary safe conduct.

It is assumed that you will conduct the necessary negotiations with the Swedish Red Cross or Interross. Please advise us how we can aid on this end. It is assumed further that the BARDALAND charter negotiations will be conducted in Sweden. If so, the Board would expect you to act as its representative in the charter negotiations between the Swedish Government and the Swedish Red Cross or Interross. It is presumed that no charter contract would be entered into between the Swedish Government and the Swedish Red Cross or Interross without your prior agreement to all details.

The War Refugee Board would agree to assume responsibility for the reasonable charter costs of the BARDALAND from the time that the BARDALAND puts into Istanbul for refitting with passenger accommodations. However, before such an obligation is assumed, the Board would desire some indication that the German Government would be willing to grant a safe conduct.

Please thank the Swedish Government for its sympathetic and cooperative attitude in this humanitarian undertaking.

We hope that our suggestion that the BARDALAND put in at Istanbul to be fitted with the necessary passenger accommodations is a satisfactory arrangement insofar as the Turkish Government is concerned. Of course, the information in Minister Johnson's cable concerning the BARDALAND's equipment merely confirms what you had earlier advised us in your No. 397 of March 8. If the above arrangement is not satisfactory to the Turkish Government we would much appreciate an alternative suggestion from you.

You will

You will note we are suggesting that Istanbul rather than Haifa be made the final destination of the proposed voyage of the BARDALAND. This was done on the urgent recommendation of a representative of the War Shipping Administration who suggested that the obtaining of the safe conduct from Constanza to Haifa would be extremely difficult and would be certain to entail much delay. He did not anticipate as great difficulties in obtaining safe conduct for a voyage whose ultimate destination would be Istanbul. This representative stated also that the alterations necessary to prepare the BARDALAND for the short run between Constanza and Istanbul would be relatively simple and quickly installed particularly in comparison to the alterations necessary to prepare the BARDALAND for the run between Constanza and Haifa which would be a major undertaking. For the latter run not only would greater attention have to be given to the minimum comfort of the passengers, but also fairly extensive feeding and sleeping facilities would have to be installed. In this representative's opinion many more and perhaps even twice as many passengers could be carried on the shorter Istanbul run. He stated that even more could be carried on the Constanza-Istanbul run if weather conditions in the Black Sea area permit passengers to be carried on the open deck.

Reference our 324 April 13 concerning the time when the TARI charter should be signed in view of German delay in taking action on TARI safe conduct.

Please

Please advise the date as of which the War Refugee Board became liable for penalty payments under the TARI charter agreement.

Reference your 788 of May 2 concerning arrival of SS MILKA. Please advise present status of shipping out of Constanza. Specifically what are the dates of the most recent sailings of the MILKA, MARITZA, and BELLAOTTA and what are the plans for their future sailings?

This is War Refugee Board cable to Ankara No. 44.

HULL

11 11 AM '41 WRL:AMF
RECEIVED
WAR REFUGEE BOARD
WASHINGTON, D. C.

GABRIEL ROBERT

From War Refugee Board to Ambassador Steinhardt, Ankara, Turkey

Reference our 379 of April 28 concerning use of the BARDALAND for evacuation of refugees.

Word has been received from Ambassador Vianat that the British have no (repeat no) objection to use of BARDALAND for refugee evacuation. On May 18 we cabled Minister Johnson in Stockholm requesting him to ask the Swedish Government whether in view of the British action it would be willing to make the BARDALAND available to the War Refugee Board. We suggested that if the Swedish Government were so willing as a preliminary step the Swedish Government should send out the German Government's willingness to grant the BARDALAND safe conduct for such an evacuation operation.

On May 18 Minister Johnson replied that the Swedish Foreign Office appeared distinctly cooperative and that if all details were worked out it would be willing to charter the BARDALAND for refugee evacuation. According to Minister Johnson the BARDALAND is being withdrawn from Greek waters primarily because it is badly in need of overhauling. However Minister Johnson feels that the vessel must be sufficiently seaworthy for refugee evacuation operations in view of the fact that after May 18 it was scheduled to depart for Lisbon and across the Atlantic to pick up cargo. The Swedish Foreign Office has wired the master of the BARDALAND inquiring whether he considers the vessel sufficiently seaworthy for refugee evacuation operations.

After advising that the BARDALAND is a cargo vessel of 4875 dead-weight tons with virtually no accommodations for passengers Minister Johnson asked to know the number of trips anticipated, the number of refugees involved, between what ports the ship would operate, and the organizational details which would assume responsibility for the refugees until they reach their final destination. Minister Johnson suggested that the German Government would be more likely to act favorably on a safe conduct request and a request for diversion if the BARDALAND were chartered to some neutral agency such as International rather than the War Refugee Board. Finally Minister Johnson advised that on May 18 the BARDALAND would be released from its charter to the Swedish Red Cross costing between 2000 and 4000 kroner a day and inquired whether the War Refugee Board would be willing to assume the charter liability as of that date even if the charter negotiations ultimately proved unsuccessful.

We are cabling Minister Johnson as follows:

Quote It would be the War Refugee Board's intention if the Swedish Government agreed to charter the BARDALAND for refugee evacuation to have the ship proceed to Istanbul to be fitted with the necessary passenger accommodations. From Istanbul, the BARDALAND would proceed to Constanza where there are a large but unknown number of refugees available for evacuation. We feel satisfied that if the BARDALAND puts in at Constanza refugees will be available for as many trips as the ship can make. Meanwhile it would be helpful to know the number of passengers the BARDALAND can carry after being fitted with passenger accommodations. After embarkation of refugees at Constanza the War Refugee Board would desire to have the BARDALAND proceed to Istanbul where the War Refugee Board would accept responsibility for arranging for the passengers' care until such time as they could proceed by rail to Palestine.

If, in your opinion, the German Government is more likely to consider favorably a safe conduct request by the Swedish Red Cross or by InterCross for a ship chartered to either of these organizations rather than to the War Refugee Board, the Board would agree to reimburse the Swedish Red Cross or InterCross for all expenses incurred as a result of assuming the charter obligation. It would seem to the Board that valuable time could be saved if the BARDALAND were chartered to the Swedish Red Cross rather than InterCross as there would be no (repeat no) need to await authorizations from Geneva. In order that there be no (repeat no) delay until the Swedish Red Cross or InterCross agrees to accept the charter of the BARDALAND for refugee evacuation, please request the Swedish Government to make an immediate (repeat immediate) request to the German Government for permission to divert the BARDALAND and also for the necessary safe conduct.

It is assumed that you will conduct the necessary negotiations with the Swedish Red Cross or InterCross. Please advise us how we can aid on this end. It is assumed further that the BARDALAND charter negotiations will be conducted in Sweden. If so, the Board would expect you to act as its representative in the charter negotiations between the Swedish Government and the Swedish Red Cross or InterCross. It is presumed that no charter contract would be entered into between the Swedish Government and the Swedish Red Cross or InterCross without your prior agreement to all details.

The War Refugee Board would agree to assume responsibility for the reasonable charter costs of the BARDALAND from the time that the BARDALAND puts into Istanbul for refitting with passenger accommodations. However, before such an obligation is assumed, the Board would desire some indication that the German Government would be willing to grant a safe conduct.

Please thank the Swedish Government for its sympathetic and cooperative attitude in this humanitarian undertaking. Unquote

We hope that our suggestion that the BARDALAND put in at Istanbul to be fitted with the necessary passenger accommodations is a satisfactory arrangement insofar as the Turkish Government is concerned. Of course, the information in Minister Johnson's cable concerning the BARDALAND's equipment merely confirms what you had earlier advised us in your No. 397 of March 8. If the above arrangement is not (repeat not) satisfactory to the Turkish Government we would much appreciate an alternative suggestion from you.

You will note we are suggesting that Istanbul rather than Haifa be made the final destination of the proposed voyage of the BARDALAND. This was done on the urgent recommendation of a representative of the War Shipping Administration who suggested that the obtaining of the safe conduct from Constanza to Haifa would be extremely difficult and would be certain to entail much delay. He did not (repeat not) anticipate as great difficulties in obtaining safe conduct for a voyage whose ultimate destination would be Istanbul. This representative stated also that the alterations necessary to prepare the BARDALAND for the short run between Constanza and Istanbul would be relatively simple and quickly installed particularly in comparison to the alterations necessary to prepare the BARDALAND for the run between Constanza and Haifa which would be a major undertaking. For the latter run not only would greater attention have to be given to the minimum comfort of the passengers, but also fairly extensive feeding and sleeping facilities would have to be installed. In this representative's opinion many more and perhaps even twice as many passengers could be carried on the shorter Istanbul run. He stated that even more could be carried on the Constanza-Istanbul run if weather conditions in the Black Sea area permit passengers to be carried on the open decks.

Reference our 324 April 13 concerning the time when the FARI charter should be signed in view of German delay in taking action on FARI safe conduct.

Please advise the date as of which the War Refugee Board became liable for penalty payments under the FARI charter agreement.

Reference your 788 of May 2 concerning arrival of SS MILKA. Please advise present status of shipping out of Constanza. Specifically what are the dates of the most recent sailings of the MILKA, MARITZA, and BELLAGITTA and what are the plans for their future sailings?

This is War Refugee Board cable to Ankara No. _____ 44

May 22, 1944
2:45 p.m.

MJ:ks:sh 5-22-44
[Handwritten initials]

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War Ref. Board
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ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Stockholm
DATED: May 20, 1944
NUMBER: 967

CONTROL COPY

From War Refugee Board To Minister Johnson And Olsen

Reference your No. 1744 of May 16 concerning Swedish Foreign Office attitude with respect to diverting the BARDALAND for refugee evacuation in the Black Sea area.

It would be the War Refugee Board's intention if the Swedish Government agreed to charter the BARDALAND for refugee evacuation to have the ship proceed to Istanbul to be fitted with the necessary passenger accommodations. From Istanbul, the BARDALAND would proceed to Constanza where there are a large but unknown number of refugees available for evacuation. We feel satisfied that if the BARDALAND puts in at Constanza refugees will be available for as many trips as the ship can make. Meanwhile it would be helpful to know the number of passengers the BARDALAND can carry after being fitted with passenger accommodations. After embarkation of refugees at Constanza the War Refugee Board would desire to have the BARDALAND proceed to Istanbul where the War Refugee Board would accept responsibility for arranging for the passengers' care until such time as they could proceed by rail to Palestine.

If, in your opinion, the German Government is more likely to consider favorably a safe conduct request by the Swedish Red Cross or by Intercross for a ship chartered to either of these organizations

rather than
DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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rather than to the War Refugee Board, the Board would agree to reimburse the Swedish Red Cross or Interross for all expenses incurred as a result of assuming the charter obligation. It would seem to the Board that valuable time could be saved if the BARDALAND were chartered to the Swedish Red Cross rather than Interross as there would be no need to await authorizations from Geneva. In order that there be no delay until the Swedish Red Cross or Interross agrees to accept the charter of the BARDALAND for refugee evacuation, please request the Swedish Government to make an immediate request to the German Government for permission to divert the BARDALAND and also for the necessary safe conduct.

It is assumed that you will conduct the necessary negotiations with the Swedish Red Cross or Interross. Please advise us how we can aid on this end. It is assumed further that the BARDALAND charter negotiations will be conducted in Sweden. If so, the Board would expect you to act as its representative in the charter negotiations between the Swedish Government and the Swedish Red Cross or Interross. It is presumed that no charter contract would be entered into between the Swedish Government and the Swedish Red Cross or Interross without your prior agreement to all details.

The War Refugee Board would agree to assume responsibility for the reasonable charter costs of the BARDALAND from the time that the BARDALAND puts into Istanbul for refitting with passenger accommodations. However, before such an obligation is assumed, the Board would desire some indication that the German Government would be willing to grant

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CABLE TO MINISTER JOHNSON AND OLSEN, STOCKHOLM, SWEDEN, FROM WAR REFUGEE BOARD

Reference your No. 1744 of May 16 concerning Swedish Foreign Office attitude with respect to diverting the BARDALAND for refugee evacuation in the Black Sea area.

It would be the War Refugee Board's intention if the Swedish Government agreed to charter the BARDALAND for refugee evacuation to have the ship proceed to Istanbul to be fitted with the necessary passenger accommodations. From Istanbul, the BARDALAND would proceed to Constanza where there are a large but unknown number of refugees available for evacuation. We feel satisfied that if the BARDALAND puts in at Constanza refugees will be available for as many trips as the ship can make. Meanwhile it would be helpful to know the number of passengers the BARDALAND can carry after being fitted with passenger accommodations. After embarkation of refugees at Constanza the War Refugee Board would desire to have the BARDALAND proceed to Istanbul where the War Refugee Board would accept responsibility for arranging for the passengers' care until such time as they could proceed by rail to Palestine.

If, in your opinion, the German Government is more likely to consider favorably a safe conduct request by the Swedish Red Cross or by InterCross for a ship chartered to either of these organizations rather than to the War Refugee Board, the Board would agree to reimburse the Swedish Red Cross or InterCross for all expenses incurred as a result of assuming the charter obligation. It would seem to the Board that valuable time could be saved if the BARDALAND were chartered to the Swedish Red Cross rather than InterCross as there would be no (repeat no) need to await authorizations from Geneva. In order that there be no (repeat no) delay until the Swedish Red Cross or InterCross agrees to accept the charter of the BARDALAND for refugee evacuation, please request the Swedish Government to make an immediate (repeat immediate) request to the German Government for permission to divert the BARDALAND and also for the necessary safe conduct.

It is assumed that you will conduct the necessary negotiations with the Swedish Red Cross or InterCross. Please advise us how we can aid on this end. It is assumed further that the BARDALAND charter negotiations will be conducted in Sweden. If so, the Board would expect you to act as its representative in the charter negotiations between the Swedish Government and the Swedish Red Cross or InterCross. It is presumed that no charter contract would be entered into between the Swedish Government and the Swedish Red Cross or InterCross without your prior agreement to all details.

The War Refugee Board would agree to assume responsibility for the reasonable charter costs of the BARDALAND from the time that the BARDALAND puts into Istanbul for refitting with passenger accommodations. However, before such an obligation is assumed, the Board would desire some indication that the German Government would be willing to grant a safe conduct.

Please thank the Swedish Government for its sympathetic and cooperative attitude in this humanitarian undertaking.

This is War Refugee Board's Cable to Stockholm No. 18.

May 20, 1944

10:45 A.M.

M. Marks:lsk 5/20/44

SB7

*War Refugee Bd -
Mr. Keller*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm ✓
TO: Secretary of State, Washington
DATED: May 15, 1944
SUBJECT: 1744

CONTROL COPY

Following is our No. 15 for MRB in reply to War Refugee Board, No. 9 (Department's message dated May 12, No. 895).

We have approached the Swedish Foreign Office with respect to the vessel BARBALAND and it seems distinctly cooperative and if all details can be satisfactorily worked out it is willing to divert the boat. This evening, as preliminary to problem, the Foreign Office is wiring the ship's master to determine whether he considers the boat sufficiently seaworthy for this purpose. You will recall that the vessel is being withdrawn from Greek relief primarily because it is badly in need of overhauling. Pending receipt of advice, the following information from the War Refugee Board would be appreciated by the Legation.

(a) We would like to know how many refugees are involved ^{also how many trips are involved} and between what ports. You should note that the BARBALAND is a cargo vessel of 4575 deadweight tons with virtually no accommodations for passengers.

(b) We would like to know who the charter party will be. We suggest that you give consideration to the International Red Cross or other neutral organization which would be in a position to make original request for safe-conduct instead of the War Refugee Board (Department's No. 895).

(c) Until the refugees reach their final destination, what organization will assume responsibility of taking care of them?

(d) On May 16, the vessel will be released from charter to Swedish

DECLASSIFIED
State Dept. Letter, 1-11-72

Red Cross.

By R. H. Parks Date SEP 18 1972

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Officer's Krons... is \$1,2386.
3500 kronor at ... rate = \$835

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Red Cross, which charter cost runs between 3,000 and 4,000 kronor daily. It would like to know if the War Refugee Board will assume responsibility for charter costs beyond May 18 which are occasioned by delays in negotiations to place the vessel in refugee work even if ^{such} negotiations are unsuccessful ultimately.

(c) Upon withdrawal from Greek relief, the BARDALAND was to return directly to Swedish waters under agreements concluded separately with the Germans and British. The Swedish Foreign Office, consequently, will be required to secure German permission to divert the boat, in addition to German safe conduct. It is asked by the Foreign Office whether it should take steps to secure such permission immediately. However, it is believed by the Legation that the first question which will be asked by the Germans is who is the charter party, and the Legation feels that until this point is clear, the Swedes should not make approach. It is noted confidentially that after May 18 the BARDALAND was scheduled to depart for Lisbon and cross the Atlantic to pick up cargo for which German permission was secured. This will suggest favorable prospects that for the refugee work the vessel is sufficiently seaworthy.

JOHNSON

DOR:VAG:HL 5/18/44

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WASHINGTON D.C.
WAR REFUGEE BOARD
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Control Copy

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATED: May 12, 1944
NUMBER: 1689

Notice has been given to the British by Sweden that the vessel BARDALAND is being withdrawn from Greek relief operations and intends to leave P^Riaeus bound for Lisbon on her way back to Sweden on the eighteenth of May. Inquiry has been made of MEW by the British Legation's cable no. 619 of May 10 to Foreign Office as to whether such sailing conflicts with any plans the War Refugee Board may have and points out that in regard to this matter neither the British nor American Legations here have received instructions.

The need of a ship for Greek relief was the basis of our objection to using the vessel for refugee evacuation, but in view of the fact that the vessel is being withdrawn from such operations and being replaced by sister vessel BORELAND this objection is now removed. In view of its early sailing any action to use the BARDALAND for refugee operations must be initiated immediately.

The BARDALAND

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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The BARDALAND is required to return to Swedish waters at an early date because of German consent to the Swedes whereby the BORELAND was released from the Baltic blockade. Use of the usual dilatory tactics on safe conduct matters might be precluded by the fact that the Germans are obliged to give prompt reply concerning any project to divert her.

The foregoing message is for the attention of the War Refugee Board and is WRB no. 11.

JOHNSON

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WAR REFUGEE BOARD
WASHINGTON, D.C.
MAY 10 1944

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*War Refugee
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1 copy only*

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Stockholm
DATE: May 12, 1944
NUMBER: 195
X

CONTROL COPY

From War Refugee Board to Minister Johnson, Stockholm, Sweden

Reference your 784 March 7 concerning possible use of Swedish ship for refugee evacuation in Balkan Black Sea area.

Ambassador Steinhardt advised us some time ago that a number of refugees can be evacuated from Rumania in addition to the 1500 who can be carried on TARI which is awaiting German safe conduct (reference our 571 April 3, your 1181 April 7, our 633 April 10, your 1255 April 13). In April alone more than 900 refugees were brought to Turkey in small Bulgarian ships.

Late in February at Ambassador Steinhardt's suggestion made after discussion with the Swedish Legation in Ankara a request was addressed to the Swedish Government through Minister Bostrom in Washington for authorization to divert a Greek relief ship for refugee operations in Balkan Black Sea area. The Swedish Government replied that consent of the governments concerned in Greek relief operations would be necessary. It was indicated that the M/S BARDALAND might be available for such purpose if certain conditions could be met.

Originally the British did not desire to have any Greek relief ship diverted for refugee evacuation. The Washington representative of the Ministry of Economic Warfare advised the Board that even a small loss of tonnage in Greek relief schedule might leave a serious gap in deliveries. The Ministry representative suggested however that four additional ships

DECLASSIFIED
State Dept. Letter, 1-11-72
for Greek
By R. H. Parks Data SEP 18 1972

for Greek relief fleet were expected soon to leave the Baltic and at that time the question of diverting a ship for refugee evacuation could be reopened.

In view of Ambassador Steinhardt's repeated and insistent requests that further efforts be made to obtain a Swedish ship Ambassador Winant at our suggestion took up the matter with the British Government. Word has just been received from Ambassador Winant that the British Government has no objection to use of BARDALAND for refugee evacuation if Swedish Government consents. Furthermore, British would grant safe conduct for such a voyage. It is understood in addition that BARDALAND is being withdrawn from Greek relief service.

Please ask Swedish Government whether in view of above British action and the urgency of evacuating refugees from Balkan areas it would be willing to make BARDALAND available to War Refugee Board for refugee evacuation from Rumania to Turkey or Palestine, and whether as a preliminary step it would immediately sound out the German Government's willingness to grant safe conduct for such an evacuation operation. If the Swedish Government desires, the War Refugee Board would aid by asking other neutral governments and the Vatican to make independent approaches to the German Government in support of the Swedish approach. Although the Board would prefer that Haifa be the destination of such an evacuation voyage, the Board would agree to make a Turkish port the destination if such action were more likely to produce a favorable response from the German Government.

If the Swedish Government consents to the use of the BARDALAND and the German Government is willing to grant safe conduct, a charter would be executed

be executed in the name of the Board, which would arrange for British and Russian safe conducts. These and other details such as insurance, etc. could be worked out as soon as the preliminary negotiations show signs of producing results.

In your discussions with the Swedish Government you may wish to make clear that time is of the essence in this matter.

This is War Refugee Board cable No. 9.

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WASHINGTON D.C.
WAR REFUGEE BOARD
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CABLE TO SWEDEN

From War Refugee Board to Minister Johnson, Stockholm, Sweden

Reference your 784 March 7 concerning possible use of Swedish ship for refugee evacuation in Balkan Black Sea area.

Ambassador Steinhardt advised us some time ago that a number of refugees can be evacuated from Rumania in addition to the 1500 who can be carried on TARI which is awaiting German safe conduct (reference our 571 April 3, your 1181 April 7, our 633 April 10, your 1255 April 13). In April alone more than 900 refugees were brought to Turkey in small Bulgarian ships.

Late in February at Ambassador Steinhardt's suggestion made after discussion with the Swedish Legation in Ankara a request was addressed to the Swedish Government through Minister Postrom in Washington for authorization to divert a Greek relief ship for refugee operations in Balkan Black Sea area. The Swedish Government replied that consent of the governments concerned in Greek relief operations would be necessary. It was indicated that the M/S BARDALAND might be available for such purpose if certain conditions could be met.

Originally the British did not (repeat not) desire to have any Greek relief ship diverted for refugee evacuation. The Washington representative of the Ministry of Economic Warfare advised the Board that even a small loss of tonnage in Greek relief schedule might leave a serious gap in deliveries. The Ministry representative suggested however that four additional ships for Greek relief fleet were expected soon to leave the Baltic and at that time the question of diverting a ship for refugee evacuation could be reopened.

In view of Ambassador Steinhardt's repeated and insistent requests that further efforts be made to obtain a Swedish ship Ambassador Winant at our suggestion took up the matter with the British Government. Word has just been received from Ambassador Winant that the British Government has no (repeat no) objection to use of BARDALAND for refugee evacuation if Swedish Government consents. Furthermore, British would grant safe conduct for such a voyage. It is understood in addition that BARDALAND is being withdrawn from Greek relief service.

Please ask Swedish Government whether in view of above British action and the urgency of evacuating refugees from Balkan areas it would be willing to make BARDALAND available to War Refugee Board for refugee evacuation from Rumania to Turkey or Palestine, and whether as a preliminary step it would immediately sound out the German Government's willingness to grant safe conduct for such an evacuation operation. If the Swedish Government desires, the War Refugee Board would aid by asking other neutral governments and the Vatican to make independent approaches to the German Government in support of the Swedish approach. Although the Board would prefer that Haifa be the destination of such an evacuation voyage, the Board would agree to make a Turkish port the destination if such action were more likely to produce a favorable response from the German Government.

CABLE TO SWEDEN

From: War Refugee Board to Minister Johnson, Stockholm, Sweden

Reference your 784 March 7 concerning possible use of Swedish ship for refugee evacuation in Balkan Black Sea area.

Ambassador Steinhardt advised us some time ago that a number of refugees can be evacuated from Rumania in addition to the 1500 who can be carried on EARI which is awaiting German safe-conduct (reference our 571 April 3, your 1161 April 7, our 688 April 10, your 1368 April 13). In April alone more than 900 refugees were brought to Turkey in small Bulgarian ships.

Late in February at Ambassador Steinhardt's suggestion made after discussion with the Swedish Legation in Ankara a request was addressed to the Swedish Government through Minister Boström in Washington for authorization to divert a Greek relief ship for refugee operations in Balkan Black Sea area. The Swedish Government replied that consent of the governments concerned in Greek relief operations would be necessary. It was indicated that the M/S BARDALAND might be available for such purpose if certain conditions could be met.

Originally the British did not (repeat not) desire to have any Greek relief ship diverted for refugee evacuation. The Washington representative of the Ministry of Economic Warfare advised the Board that even a small loss of tonnage in Greek relief schedules might leave a serious gap in deliveries. The Ministry representative suggested however that four additional ships for Greek relief ~~ships~~ were expected soon to leave the Baltic and at that time the question of diverting a ship for refugee evacuation could be reopened.

In view of Ambassador Steinhardt's repeated and insistent requests that further efforts be made to obtain a Swedish ship Ambassador Winant at our suggestion took up the matter with the British Government. Word has just been received from Ambassador Winant that the British Government has no (repeat no) objection to use of BARDALAND for refugee evacuation if Swedish Government consents. Furthermore, British would ~~grant~~ safe conduct for such a voyage. It is understood in addition that BARDALAND is being withdrawn from Greek relief service.

Please ask Swedish Government whether in view of above British action it would now be willing to make BARDALAND available to War Refugee Board for refugee evacuation from Rumania to Turkey or Palestine. If Swedish Government consents charter will be executed in name of the Board which will arrange for British and Russian safe conducts. It would be

not used

appreciated if the Swedish Government would attempt to arrange German safe-conduct. Details such as insurance etc. would be worked out as soon as consent of the Swedish Government to use of BARDALAND is obtained.

Because of desperate situation of refugees in Balkans, the Board would desire to have BARDALAND commence evacuation operations as soon as possible. Board does not (repeat not) know whether BARDALAND which recently was in Piraeus would first proceed to Sweden before commencing evacuation operations or whether it would proceed directly to Istanbul for refitting as passenger ship. Latter would be preferable if it could be arranged.

In your discussions with the Swedish Government you may wish to make clear that time is of essence and that rescue of additional refugees in imminent danger of death depends upon BARDALAND being made available to War Refugee Board.

This is War Refugee Board cable No. _____

MSM JB7

was to be signed

ORIGINAL TEXT OF TELEGRAM SENT

1 copy only

FROM: Secretary of State, Washington
TO: Amembassy, Ankara
DATED: April 15, 1944
NUMBER: 333

CONTROL COPY

FROM WAR REFUGEE BOARD TO AMBASSADOR STEINHARDT,
ANKARA.

This is WRB Cable to Ankara No. 23.

Please refer to your No. 642 of April 10.

In February, immediately upon receiving your suggestion that Greek relief ships be diverted to refugee evacuation from Rumania (your Nos. 282, 299, 306) we addressed such a request to the Swedish Government through the Swedish Ambassador here. In reply the Swedish Government indicated that certain obstacles such as obtaining the consent of the German, British and Canadian Governments would have to be overcome before a Greek relief ship could be used for evacuation of refugees. The Swedish Government indicated however that if these conditions and certain others could be met one ship, the SS BARDALANDA, arriving in Salonika about March 15, might be used.

The British Government apparently did not desire to have any Greek relief ships diverted for refugee evacuation. It is understood that the British Legation in Stockholm felt that any extraneous delay in the shipping schedule for Greek relief would have serious and deplorable effects. The Board has been advised by the Washington representative of the Ministry of Economic Warfare in a letter dated April 5 that even a small loss of tonnage in the Greek relief schedule might leave a serious gap in deliveries. The Ministry of Economic Warfare suggested that it may be possible to reopen the question when four ships which are to be added to the Greek relief fleet have actually left the Baltic. The Ministry added however that even so it would be difficult to use a relief ship for this purpose and expressed the hope that ships can be obtained for this purpose in other quarters.

The contents

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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The contents of your No. 642 have now been cabled to Ambassador Winant with the request that he take up with the British Government as soon as possible the question of the use of the SS BARDALANDA. Ambassador Winant has been requested to emphasize to the British Government the great importance of obtaining the use of the ship at once for refugee evacuation. If approval is obtained from the British Government, Ambassador Winant is to take up the matter with the Swedish Ambassador in London, asking the latter to communicate to the Swedish Government our urgent request and further asking the Swedish Government to obtain a German safe conduct. You will be kept advised of any further developments.

WASHINGTON, D.C.
WAR REFUGEE BOARD
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PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, London
TO: Secretary of State, Washington
DATED: May 12, 1944
NUMBER: 3667

CONTROL COPY

MSW has informed the Economic Warfare Division that notice has been received from the Swedes of the sailing of the BARDALANDA on May 18 from Piræus to Lisbon. (We refer to Embassy's cable of May 4, 1944, No. 3653 and previous concerning War Refugee Board's desire to divert the BARDALANDA for purposes of refugee evacuation).

Acceptance of the Swedish notice is being temporarily withheld by the British because of the expressed interest of the War Refugee Board in the use of the BARDALANDA for refugees, but the British wish to know at the earliest possible moment whether or not there has been taken up in Stockholm the question of the diversion of the BARDALANDA since they wish to give the Swedes some reason for the continued refusal to accept the sailing notice. If use of the BARDALANDA for refugees is no longer being considered, the British would like to cable Stockholm acceptance of the notice for the BARDALANDA on the fourteenth of May so that the vessel can sail on schedule. We urgently request the advice of the War Refugee Board in the premises.

WINANT

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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*War Refugee Bd
(Mr. Penle)
1 copy only*

PARAPHRASE OF TELEGRAM SENT

TO: American Embassy, London
FROM: Secretary of State, Washington
DATE: May 12, 1944
NUMBER: 3810

CONTROL COPY

War Refugee Board sends following for Winant.

This refers to May 12 telegram No. 3857 from London.

Cable has been sent by the Board to Stockholm asking that Swedish Government be requested to charter the ship BARDALANDA for evacuation of refugees from Black Sea ports to Turkey for War Refugee Board.

It is requested that you urge MEW to withhold acceptance of BARDALANDA sailing from Piraeus pending receipt of reply from Stockholm. Information in this regard will be promptly supplied to London.

HULL

WASHINGTON D.C.
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DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

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EXECUTIVE OFFICE OF THE PRESIDENT

WAR REFUGEE BOARD

WASHINGTON 25, D. C.

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OFFICE OF THE
EXECUTIVE DIRECTOR

My dear Mr. Minister:

You will recall that sometime ago I discussed with you the possibility of using a Swedish ship for the purpose of evacuating to Turkey or directly to Palestine, if this is possible, refugees in the Balkan areas adjacent to the Black Sea. In your letter of March 7, you stated that the consent of the governments concerned would be a condition precedent to the diversion of Greek relief ships for refugee evacuation purposes. You also indicated that the M/S BARDALAND might be available for this purpose.

I am very happy to inform you that word has just arrived from Ambassador Winant in London that the British Government has no objection to the use of the BARDALAND for refugee evacuation in the Balkan areas adjacent to the Black Sea, if the Government of Sweden agrees. Furthermore, the British Government is willing to grant a safe conduct for such a voyage.

I should appreciate your advising your government of this decision of the British Government, at the same time presenting to your government the War Refugee Board's request that the use of the BARDALAND be authorized for the purpose indicated. If the Swedish Government consents to the use of the BARDALAND for refugee evacuation purposes, a charter agreement can be executed in the name of the War Refugee Board. The Board would arrange for British and Russian safe conducts. It would be appreciated if your government would attempt to arrange for a German safe conduct. As soon as the Swedish Government's consent to the use of the BARDALAND is obtained, all details such as questions of insurance etc. can be worked out.

Because of the desperate situation of the refugees in the Balkans, the War Refugee Board would desire to have the BARDALAND commence evacuation operations as quickly as possible, and I should appreciate your advising us when the ship could be made available:

Very truly yours,

J. W. Pehle
Executive Director

Honorable W. Bostrom,
Minister of Sweden,
Washington, D. C.

My dear Mr. Minister:

You will recall that sometime ago I discussed with you the possibility of using a Swedish ship for the purpose of evacuating to Turkey or directly to Palestine, if this is possible, refugees in the Balkan areas adjacent to the Black Sea. In your letter of March 7, you stated that the consent of the governments concerned would be a condition precedent to the diversion of Greek relief ships for refugee evacuation purposes. You also indicated that the M/S BARDALAND might be available for this purpose.

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Very truly yours,

J. W. Fehle
Executive Director

Honorable W. Boström,
Minister of Sweden,
Washington, D. C.

MJMark:lek 5/8/44 *mjm* 87

War Ref. Bd
Mr. P. H. ...
1 copy only

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, LONDON.
TO: Secretary of State, Washington
DATED: May 4, 1944
NUMBER: 3653

CONTROL COPY

The Department's cable of April 28, 1944, no. 3434 from the War Refugee Board and the previous are referred to herewith.

With respect to the diverting of a Swedish vessel for the purpose of evacuating refugees, a favorable reply has now been received from the Foreign Office. The ban on code cables for foreign diplomats other than American or Russian has been put into effect since the receipt of War Refugee Board's cables under reference, in which the Embassy was requested to take the matter up with the Swedish Minister in London as soon as favorable reply was received from the British and we presume that the Swedish Minister would not be able to communicate with his Government in cipher regarding this matter. Consequently I hesitate to approach him and it is suggested that the War Refugee Board may under these circumstances desire to communicate with the Swedish Government directly either through our Legation in Stockholm or through the Swedish Legation in Washington.

It was stated by the Foreign Office in its reply that it has no objection to the BARDALANDA being used for this purpose and is willing to grant a safeconduct provided the Government of Sweden agrees and that safeconducts are obtained from the

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks' Date SEP 18 1972 Russian

00009

Russian Government and from the German Government on behalf of itself and its Allies. The letter from the Foreign Office states that it is understood that the BARDALANDA is at Piraeus at the present time and is due to return to Sweden, leaving the Greek relief service. The Foreign Office letter ^{adds} ~~states~~ that the Swedes have put forward proposals that on her way home this ship should collect the cargo of various imports for Sweden.

RECEIVED
 DIRECTOR'S OFFICE
 FOREIGN BOARD
 SO 10 MAR 1945

We have not communicated with Ambassador Harriman concerning the procuring of a safeconduct from the Soviet Government.

WINANT

War Refugee Board
Mr. Peble
1 copy only

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington,
TO: AMEMBASSY, London
DATED: April 28, 1944
NUMBER: 3434

CONTROL COPY

FROM THE WAR REFUGEE BOARD TO AMBASSADOR WINANT

Please refer to your no. 3233 of April 20, with respect to use of Swedish ship for refugee evacuation purposes. Your prompt action in this matter is greatly appreciated.

WASHINGTON, D.C.
WAR REFUGEE BOARD
RECEIVED

As soon as a favorable reply is received from the British, please take up the matter with the Swedes on the basis indicated in your cable. The choice of the vessel to be diverted may be left to the Swedes although it should be suggested that the largest vessel readily available should be used. The Swedes should be asked to request German safe conduct. If you deem it desirable we will ask Ambassador Harriman to obtain Russian safe conduct or you may request him directly to do so. You are authorized to advise the Swedes that necessary financial arrangements for the use of the vessel will be made by the War Refugee Board.

Kindly advise us of such further action as should be taken from Washington in order to make available a Swedish vessel at the earliest possible moment.

DECLASSIFIED
State Dept. Letter, 1-11-72
HULL By R. H. Parks Date SEP 18 1972

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RECEIVED
WAR REFUGEE BOARD
WASHINGTON, D.C.
1944 MAY 2

CABLE TO AMBASSADOR WINANT, LONDON, FROM THE WAR REFUGEE BOARD

Please refer your No. 3233 of April 20 with respect to use of Swedish ship for refugee evacuation purposes. Your prompt action in this matter is greatly appreciated.

As soon as a favorable reply is received from the British, please take up the matter with the Swedes on the basis indicated in your cable. The choice of the vessel to be diverted may be left to the Swedes although it should be suggested that the largest vessel readily available should be used. The Swedes should be asked to request German safe conduct. If you deem it desirable we will ask Ambassador Harriman to obtain Russian safe conduct or you may request him directly to do so. You are authorized to advise the Swedes that necessary financial arrangements for the use of the vessel will be made by the War Refugee Board.

Kindly advise us of such further action as should be taken from Washington in order to make available a Swedish vessel at the earliest possible moment.

April 26, 1944

10:40 A.M.

JBF:bbk - 4/26/44

JBF

10 10 10 10

ORIGINAL TEXT OF TELEGRAM SENT

was of the
Mr. Pihle
Copy only

FROM: Secretary of State, Washington,
TO: AMEMBASSY, Ankara,
DATED: April 28, 1944.
NUMBER: 379

CONTROL COPY

FROM WAR REFUGEE BOARD TO THE AMBASSADOR

Please refer to your no. 712 of April 19 with respect to use of SS BARDALANDA for evacuation of refugees. As you were advised in our no. 333 of April 15, we requested Ambassador Winant in London again to take up this matter with the British and the Swedes. Ambassador Winant has now replied as follows:

QUOTE. In accordance with the request contained in the Department's no. 3005, April 15, we immediately sought consent of the British Government. The head of the Relief Section in MEW was simultaneously approached because of the urgency of the matter. Even though the reply of the British Government is not yet available, we find the opinion of the cited Section Head (W.A. Camps who in Greek relief matters is the most influential British official) is agreeable to diverting of a Swedish ship engaged in Greek relief, the choice to be left to the Swedes though the BARDALAND seems likely and conditional on Russian and German naval and air safe conducts; but to any approach made to Germany

before

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972

CABLE TO AMBASSADOR STRINHARDT, ANKARA, TURKEY FROM WAR REFUGEE BOARD

Please refer to your No. 712 of April 9 with respect to use of SS BARBALANDA for evacuation of refugees. As you were advised in our No. 333 of April 15, we requested Ambassador Winant in London again to take up this matter with the British and the Swedes. Ambassador Winant has now replied as follows:

QUOTE. In accordance with the request contained in the Department's No. 3005, April 15, we immediately sought consent of the British Government. The head of the Relief Section in MEW was simultaneously approached because of the urgency of the matter. Even though the reply of the British Government is not yet available, we find the opinion of the cited Section Head (W.A. Camps who in Greek relief matters is the most influential British official) is agreeable to diverting of a Swedish ship engaged in Greek relief, the choice to be left to the Swedes though the BARBALANDA seems likely and conditional on Russian and German naval and air safe conducts; but to any approach made to Germany before the departure from the Baltic (scheduled for April 25 or 26) of the last of the three additional and two replacing Swedish ships approved by the Germans for the Greek relief fleet, Camps is emphatic that whatever anticipatory arrangements be made he would object strenuously.

Shall I guide my discussion with the Swedish Minister in the same sense, if this proves to be the line taken by the British when their reply is received? Valuable time may be saved by your advance instructions. UNQUOTE

We are today cabling Ambassador Winant instructing him to proceed with his negotiations for a Swedish vessel on the basis indicated by him as soon as a favorable reply is received from the British.

You will be advised of any further developments.

This is WRB Cable to Ankara No. 30

April 26, 1944
10:40 a.m.

JB7

JRW:bbk - 4/26/44

*War Refugee Bd
Mr. Pella*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, London
TO: Secretary of State, Washington
DATED: April 20, 1944
NUMBER: 3233

*1 copy
File
post*

CONTROL COPY

In accordance with the request contained in the Department's 3008, April 15, we immediately sought consent of the British Government. The head of the Relief Section in MEW was simultaneously approached because of the urgency of the matter. Even though the reply of the British Government is not yet available, we find the opinion of the cited Section Head (W. A. Camps who in Greek relief matters is the most influential British official) is agreeable to diverting of a Swedish ship engaged in Greek relief, the choice to be left to the Swedes though the BARDALAND seems likely and conditional on Russian and German naval and air safe conducts; but to any approach made to Germany before the departure from the Baltic (scheduled for April 25 or 26) of the last of the three additional and two replacing Swedish ships approved by the Germans for the Greek relief fleet, Camps is emphatic that whatever anticipatory arrangements be made he would object strenuously.

Shall I guide my discussion with the Swedish Minister in the same sense, if this proves to be the line taken by the British when their reply is received? Valuable time may be saved by your advance instructions.

Both the Foreign Office and the Ministry of War Transport

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State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

were approached

RECEIVED
WAR REFUGEE BOARD
APR 2 3 48
were approached by us and reports of the Department's
able of March 31, No. 2516. Instructions have gone forward
to Gibson Graham which are generally favorable, according to
an informal statement made yesterday by latter Ministry.

WINANT

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

*2-2
9/20/84*

DATE April 20, 1944.

TO Mr. Pehle
FROM Mr. Hirschmann

Someone should follow through on the conversations I had with Adolph Berle yesterday regarding the SS BARDALANDA. He agreed to do what he could about it promptly with the British on a "high level". If you think that the best procedure would be to have me call him from New York, I will do so.

Please let me know.

JH

000100

CONTROL COPY

*2 - War Refugee
Board (Mrs. [unclear])*

GEM-648
This telegram must be
paraphrased before being
communicated to anyone
other than a Governmental
agency. (BR)

Ankara

Dated April 19, 1944

Rec'd 7:45 p.m., 20th.

Secretary of State,
Washington.

712, April 19, 9 p.m.

FOR THE WAR REFUGEE BOARD FROM THE AMBASSADOR

ANKARA.

No. 39, Department's 333, April 15.

The Swedish Minister informed me yesterday that
he had received word from Stockholm that it is not
possible for the Swedish Government to make the
SS-BARDALAND available for the movement of refugees
from the Balkans to Palestine as the vessel is
returning to Sweden.

STEINHARDT

WME

Handwritten scribble

000109

*W. H. P. R.
Mr. P. R.
copying*

ORIGINAL TEXT OF TELEGRAM SENT

FROM: SECRETARY OF STATE, Washington
TO: AMEMBASSY, London
DATED: April 15, 1944
NUMBER: 3005

CONTROL COPY

FROM WAR REFUGEE BOARD TO AMBASSADOR WINANT, LONDON.

Please refer to our no. 2516 of March 31.

Ambassador Steinhardt has just advised that there are a number of refugees who can be evacuated from Rumania in addition to those who can be carried in the one Turkish vessel for which charter negotiations are still continuing. Within the last few weeks approximately 500 refugees have been brought to Turkey on small Bulgarian boats. It is therefore extremely urgent that additional shipping be obtained without delay.

During the course of negotiations for a Turkish boat Ambassador Steinhardt suggested that we undertake to obtain from the Swedish Government permission to divert one or more of the ships carrying relief supplies to Greece for use in evacuation operations from Constanza to Turkey. Ambassador Steinhardt felt that this procedure was desirable in view of the delay in obtaining a Turkish ship and in view of the fact that the Greek relief ships of which there are twelve or thirteen in service were the closest to Turkey and could most easily be sent to Constanza. A request along these lines was addressed to the Swedish Government through the Ambassador here. In reply the Swedish Government indicated that certain obstacles such as obtaining the consent of the German, British and Canadian Governments would have to be overcome before a Greek relief ship could be used for evacuation of refugees. The Swedish Government indicated however that if these conditions and certain others could be met one ship, the SS BARDALANDA, arriving in Salonika about March 15, might be used.

The British Government apparently did not desire to have any Greek relief ships diverted for refugee evacuation. It is understood that the British Legation in Stockholm felt that any extraneous delay in the shipping schedule for Greek relief would have serious and deplorable effects. Moreover, the Board has been advised by the Washington representative of the Ministry of Economic Warfare that even a small loss of tonnage in the Greek relief schedule might leave a serious gap in deliveries. The Ministry of Economic Warfare suggested that it may be possible to reopen the question when four ships which are to be added to the Greek relief fleet have actually left the Baltic. The Ministry added however that even so it would be difficult to use a relief ship for this purpose and expressed the hope that ships can be obtained for this purpose in other quarters.

DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972 We have

000110

We have now received from Ambassador Steinhardt the following cable with respect to the necessity of obtaining one of the Greek relief ships for evacuation purposes:

QUOTE: Baron de Platen, Second Secretary of the Swedish Legation in Ankara, still offers hopes for the availability a Swedish vessel to transport refugees from Constanza to Haifa. This would be in addition to the TARI or any others, the SS BARDALANDA now in Istanbul is not fitted with equipment or life saving devices for refugee conveyance. Platon will explore the possibilities of reequipping the vessel for this purpose. The BARDALANDA is scheduled to sail today to arrive in Piraeus (Athens) on April 25 and scheduled thereafter to sail for Constanza. Platon believes that Stockholm could be induced to have this vessel return to Istanbul and thence to Constanza to embark refugees to Haifa. I have not been informed except indirectly through the State Department radio bulletin regarding the reply of the Swedish Government to our request through the Swedish Minister here and your request through Washington for a Swedish boat. Despite of any refusal by the Swedish Government I recommend that the Board urge Stockholm to give instructions to make the BARDALANDA available the latter part of April. This of course is not in lieu of the proposed trip of the SS TARI but in addition thereto. UNQUOTE.

In view of the urgency of the situation the Board would appreciate it if you would immediately discuss this matter with appropriate officials of the British Government with a view to obtaining that Government's consent to the use of the SS BARDALANDA for the purpose indicated in Ambassador Steinhardt's cable. As soon as such approval is obtained you should also discuss the matter with the Swedish Ambassador in London asking to communicate to his Government this Government's request for the use of the BARDALANDA, and asking them to approach the German Government to obtain the necessary safeconduct. In your discussions with the British you may wish to make clear that time is of the essence and that the rescue of additional refugees in imminent danger of death depends upon this boat being made available to the War Refugee Board.

The BARDALANDA may be leaving the Greek service, we are advised.

HULL

000111

— CONTROL COPY 2

War - Refugee
Belgium bill

LC - 25
This telegram must be
paraphrased before being
communicated to anyone
other than a Governmental
agency. (BR)

Ankara
Dated April 10, 1944
Rec'd 6:48 a.m., 12th

DIVISION OF
APR 12 1944
COMMUNICATIONS
AND RECORDS

Secretary of State,
Washington.

642, April 10, 9 p.m.

FOR WAR REFUGEE BOARD.

Ankara's 31.
x ✓

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Legation in Ankara, still offers hopes for the availability
a Swedish vessel to transport refugees from Constanza
to Haifa. This would be in addition to the TARI or
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refugee conveyance. Platen will explore the possibilities
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DALANDA is scheduled to sail today to arrive in Piraeus
(Athens) on April 25 and scheduled thereafter to sail
for ~~Constanza~~ ^{Canada}. Platen believes that Stockholm could
be induced to have this vessel return to Istanbul and
thence to Constanza to embark refugees to Haifa.

I have not been

Canada

-2- #642, April 10, 9 p.m., from Ankara

I have not been informed except indirectly through the State Department radio bulletin regarding the reply of the Swedish Government to our request through the Swedish Minister here and your request through Washington for a Swedish boat. In spite of any refusal by the Swedish Government I recommend that the Board urge Stockholm to give instructions to make the BARDALANDA available the latter part of April. This of course is not in lieu of the proposed trip of the SS TARI but in addition thereto.

STEINHARDT.

BB

000113

WAR REFUGEE BOARD
Executive Office of the President
Washington

FOR RELEASE, MORNING NEWSPAPERS, RELEASE NO. 5
Tuesday, March 28, 1944.

In a news dispatch from Stockholm, dated March 25, the Associated Press reported that Sweden had turned down an American Government request that some Swedish shipping be used to evacuate Jewish refugees from Rumanian and Black Sea ports to Palestine. The reason given for the Swedish attitude was said to be lack of available shipping. The War Refugee Board confirms that the matter has been under discussion. The fact that no arrangement for Swedish shipping has as yet proved possible does not reflect any negative attitude on the part of the Swedish Government which has continually shown a sympathetic interest in humanitarian efforts of this kind. The Swedish Minister has assured the War Refugee Board that the Swedish Government is prepared to do everything possible to aid the efforts of the Board.

-oOo-

000114

CONTROL COPY

GEM-610

This telegram must be paraphrased before being communicated to anyone other than a Governmental agency. (BR)

Ankara

Dated March 8, 1944

Rec'd 11:10 p.m.

Secretary of State,

Washington.

397, March 8, 4 p.m.

FOR JOHN PEHTE, WAR REFUGEE BOARD, FROM
HIRSCHMANN

The Swedish Minister informed us today that he has received a telegram from Stockholm dated March 4 which indicated that diversion of the SS BARDALANDA now in Salonika for our rescue purposes must be submitted to London which Stockholm reports it has done. The telegram from Stockholm points out that the BARDALANDA does not have life saving devices, food or adequate passenger accommodations so that special arrangements must be made for these if children are to be transported. The Stockholm telegram states that Washington has been informed accordingly.

The Minister's interpretation of this telegram is that Stockholm is trying to find a ship and has agreed in principle to do so. I assume original telegram requesting a ship several weeks ago emphasized the immediate need for any Swedish vessel it being

his

000115

-2- #397, March 8, 4 p.m., From Ankara

his own suggestion that the BARDALANDA be diverted since it was already in adjacent waters. He suggests that more pressure be put on Stockholm from Washington for this or any other vessel quickly and that Stockholm be urged to indicate a specific ship (?) movement to Constonza, etc. He has agreed to telegraph Stockholm today urging more specific data and immediate action. I (?) him we would do so concurrently from (*)

Ambassador Steinhardt and I while hopeful of obtaining an early affirmatively decision on the SS VATAN still feel that a Swedish is desirable. Besides the situation calls for more than one vessel if we are fortunate enough to secure both. Please advise.

STEINHARDT

(*) apparent omission

EMB

000116

LEGATION OF SWEDEN
WASHINGTON 8, D. C.

March 7, 1944.

9/11

Dear Mr. Pehle:

Referring to our last conversation concerning the use, for the transport of refugees, of some Swedish ships presently sailing under the Greek Relief Agreement, I beg to confirm that a condition hereto is the consent of the Governments concerned inasmuch as, according to the aforesaid agreement, the Swedish ships in this traffic are to be used exclusively for Greek relief purposes. I have just learned from Stockholm that the only ship that might be available is the M/S BARDALAND of 4575 tons d.w., which will, on its present relief journey, have completed its unloading in Saloniki about March 15th. The Swedish authorities would, however, appreciate to be advised in regard to the following questions: who will charter the ship and who will negotiate for the necessary safe-conducts (German, Sovietrussian etc.). Besides it is stressed that as at present the M/S BARDALAND has no special safety accommodations nor adequate arrangements for feeding purposes, such accommodations and arrangements would have to be provided for at the transports. The ship's

Mr. John Pehle, Acting Director,
War Refugee Board, Room 288½,
Treasury Department,
Washington, D.C.

x if the necessary consent can be obtained

000117

insurance would also have to be agreed upon.

I would finally appreciate to know at what approximate date the transport is intended to start.

Sincerely yours,

A handwritten signature in cursive script, appearing to read 'W. Boström', written over a horizontal line.

W. BOSTRÖM ✓
Minister of Sweden

000116

CONTROL COPY

*2. War Refugee Bd
Ern Pehle*

GEM-513

Ankara

This telegram must be paraphrased before being communicated to anyone other than a Governmental agency. (BR)

Dated February 21, 1944
Rec'd 9:50 p.m.

Secretary of State,
Washington.

306, February 21, 8 p.m.

FROM HIRSCHMANN FOR PEHLE

In a conversation today with Modig, Swedish Minister here, he agreed to telegraph today to his Government in Stockholm recommending the use of a Swedish ship to evacuate 800 to 1000 children from Constanza to Istanbul or better still to Haifa, Palestine. He is requesting Stockholm to give him specific information on the first ship which could be available for this purpose. He mentioned that SS BARDALAND is now enroute to Salonika to tow the Swedish ship CAMELIA, which was damaged as result of accidental bombing by English, to Janakera in the Dardanelles for repairs. All Swedish ship movements are scheduled in advance from Stockholm and rerouting must be authorized from there. Modig states he will recommend as an alternative first available ship plying from Canada to Greece to be rerouted to Constanza and then to Haifa.

000119

-2-#306, February 21, 8 p.m., from Ankara.

Haifa. He refers to the possibility of a reaction from the Greek relief when they learn of this monetary change of schedule. I told Modig that Washington unquestionably was energetically taking up the matter of the charter of this ship with the Swedish Minister in Washington and through Stockholm so that we may synchronize our efforts. This begins to look like a real possibility and I eagerly await further instructions from you on this subject. When the question of financial compensation to the Swedes for the use of boat arises I am confident that the joint distribution committee, Paul Baerwald in New York will be immediately helpful if funds are not otherwise available.

Ambassador Steinhardt has arranged for me to be received by the Russian Ambassador tomorrow morning when we will press for assistance in breaking the Rumanian and Bulgarian bottlenecks.

STEINHARDT

WSB

000120