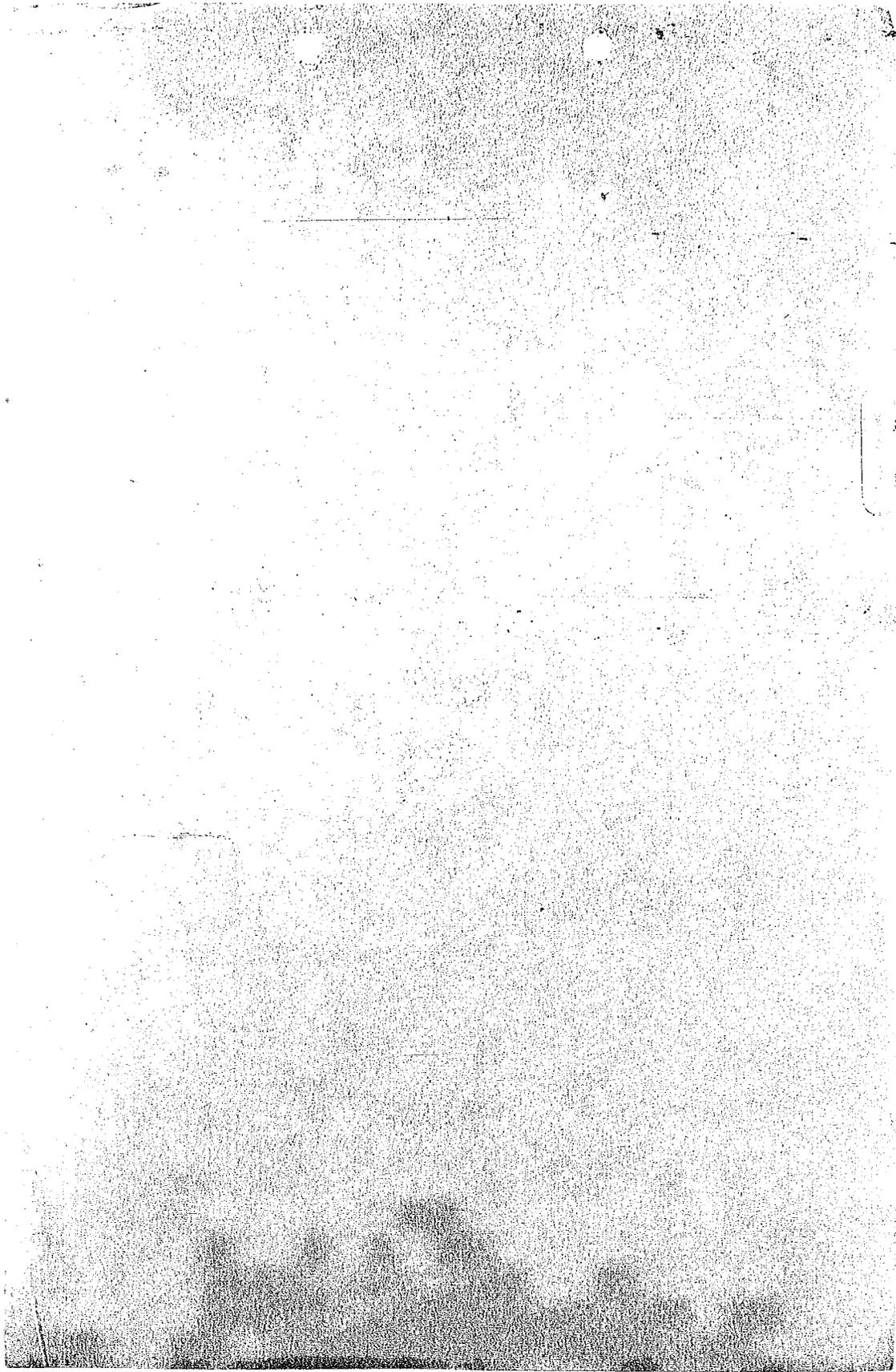


of the Relief of
Evacuations to and

Evacuation to and through Turkey, Vol. 2, Pt. 1, No. 2

000121



000122

MEMORANDUM

In view of the military necessities it is impossible to give such a guarantee.

The Turkish Government is now placing a further obstacle in the way of obtaining a boat for the evacuation of refugees from Constanza. Hirschmann has just advised that the Turks will not accept our guarantee to replace the SS TARI with a cargo vessel of comparable age and tonnage and insist upon a guarantee of replacement with a similar passenger vessel. ~~Commander Becker indicates that it is practically out of the question to give such a guarantee.~~ It is, therefore, suggested that ~~Secretary Morgenthau call on the Turkish Ambassador in Washington, for a conference which would be attended by Messrs. Pehle and Becker.~~ The Turkish Ambassador would be told in plain language that the War Refugee Board is greatly disappointed by the failure of the Turkish Government fully to cooperate in this matter. The following points should be made:

1. The President is deeply concerned about the situation of the Jews in the Balkan countries and is ~~desperately~~ ^{extremely} anxious that all steps be taken to rescue them.

2. For more than two months Ambassador Steinhardt and the War Refugee Board's representative in Ankara have been negotiating with the Turkish Government in an effort to obtain boats for evacuation of refugees from the Rumanian port of Constanza. The Turkish Government has been greatly delaying such negotiations, submitting many proposals and counter-proposals. Although the War Refugee Board has immediately acceded to every request advanced by the Turkish Government, even though some of them were not entirely reasonable, the Turkish Government has consistently found some excuse for not going through with the transaction.

3. ^{Early} In February, after considerable negotiations, a promise was obtained for the provisional charter ~~of~~ the old freighter, the SS VATAN. The Turkish Government, however, refused to permit the use of such ship, even under safe conduct, unless the United States guaranteed to replace the ship in the event it was lost on the voyage. Within two or three days after the request was made, the War Refugee Board had obtained and transmitted to the Turkish Government the guarantee requested. Notwithstanding this fact the Turkish Government ~~delayed~~ decision in the matter and did not authorize the charter of the ship. Although finally on March 4, after weeks of delay, the Foreign Office advised Ambassador Steinhardt that the immediate charter of the SS VATAN for a single voyage from Constanza was approved in principle by the Foreign Office and would be submitted to the Council of Ministers for final approval, ~~however, the matter was never carried through to a conclusion.~~ *Charter was never authorized.*

4. Subsequently the ~~Turkish~~ ^{U.S.} Government suggested that the War Refugee Board purchase a Turkish ship, the SS NEGAT, at a cost of approximately \$400,000 and donate such ship to the Turkish Red Crescent.

John P. Mc. Friedman

Internet.
 This transfer would have been made after the boat had carried approximately 5000 refugees from Rumania to Palestine under the auspices of the Red Cross. The Board immediately authorized its representative in Turkey to purchase the vessel and donate it to the Turkish Red Crescent. However, the Turkish Government kept delaying the matter and ~~reached no decision.~~ *finally stated that the transaction could not be arranged.* *He continued with the proposal that the American Govt should support the Turkish Red Crescent.*

5. On March 15 the Turkish Foreign Minister, ignoring previous negotiations with respect to the SS VATAN, stated that the Turkish Government, as a personal courtesy to Ambassador Steinhardt, was ready to make available a Turkish passenger ship for a single trip from Constanza to Haifa. The Minister further stated that it would only be possible for this ship to make one trip unless the United States Government made available to the Turkish Government a substitute vessel by the time of the termination of the initial trip. The ship offered by the Turkish Government was the SS TARI, an old vessel constructed in 1906, which apparently has been converted from a freighter into a passenger boat. Although the charter hire demanded was extremely high, the War Refugee Board's representative in Turkey was immediately authorized to enter into the charter with the Turkish Government. *(The shipping immediately began to explore all possibilities for chartering a suitable vessel to the Board's representative)* He was also authorized to guarantee to the Turkish Government the replacement of the SS TARI in the event of its loss, with a cargo ship of similar age and tonnage. The necessities of the military operations make it absolutely impossible to guarantee the replacement of the SS TARI with a passenger vessel and for this reason the only guarantee that the United States Government can ~~provide~~ *promise* is a cargo vessel. The Turkish Government has now refused to proceed with the transaction because of the inability of the United States Government to ~~give such a guarantee.~~ *offer a passenger vessel*

00012

The United States Government strongly feels that this attitude represents an unfortunate failure by the Turkish Government to contribute to this great humanitarian program. In view of the fact that the Turkish Government must already know of the impossibility of furnishing them with a passenger ship, it is difficult to escape the conclusion that this attitude is not entirely an unconscious one. Moreover, the fact that the SS TARI is in reality an old converted freighter makes it even more difficult to understand the present ^{attitude} of the Turkish Government *that a passenger vessel is furnished*. The Turkish Government must, of course, realize that if the United States Government had any means ~~within its power~~ to guarantee replacement of the SS TARI with a passenger vessel, it would do so immediately. In view of the impossibility of making this guarantee, the United States Government strongly hopes that the Turkish Government will accept the guarantee of the cargo ship. If necessary, the War Refugee Board will also assume responsibility for financing the conversion of such a cargo ship into a passenger ship of the general character of the SS TARI.

6. In addition to the above-mentioned offers made by the United States Government to the Turkish Government in an effort to secure its cooperation, the United States ^{has} ~~is~~ also advised the Turkish Government that it will assume responsibility for financing the establishment of camps in Turkey ~~for them~~ in which refugees could live and for the maintenance and support of the refugees while they are in Turkey. Despite all of these indications of good faith on the part of the United States Government and the great humanitarian considerations involved there has been a complete lack of enthusiasm on the part of the Turkish Government and

great delay in granting effective cooperation. This attitude of the Turkish Government has created an extremely unfavorable impression on the part of the United States Government.

7. If the failure of the Turkish Government fully to cooperate in this matter were to become known in the United States a very unfavorable public reaction would be created. In view of the fact that a number of private organizations have knowledge of the facts of the situation, it may be difficult to avoid publicity in the matter.

8. It is strongly hoped that the Turkish Government will see its way clear immediately to proceed to charter the SS TARI to the War Refugee Board.

700120

*Evac. to + thru Turkey
2-6*



DEPARTMENT OF STATE

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

PERSONAL AND [REDACTED]

AMERICAN EMBASSY

Ankara, December 18, 1944.

Dear Herbert:

Thank you for your letter of December 15. I am transmitting your telegram to Mr. Pehle without any changes other than the addition of the paragraph quoted below at the very end of the telegram, to which I assume you would have no objections:

"In discussing the foregoing with the Ambassador, he deplored the fact that Jabotinsky had approached the Turkish authorities without consulting the Embassy or the representative of the War Refugee Board to charter the S.S. TARI. The Ambassador observed that had Jabotinsky sought to charter an unnamed vessel he would not be disturbed but that in specifically requesting the TARI, Jabotinsky may well have encouraged the Turkish authorities to regard his approach as a renewal of the lapsed negotiations for the TARI resulting in the presentation by the Turkish authorities of a claim growing out of the former negotiations."

Knowing Turkish psychology as well as I have come to know it -- particularly the financially grasping mentality of the individuals in the Ministry of Communications, with whom our negotiations for the TARI were carried on -- I am very much concerned lest Jabotinsky's approach result in a claim for the non-use of the TARI and the alterations made in her at the time the original voyage was contemplated. As you know, we

had

Mr. Herbert Katzki,
War Refugee Board,
Istanbul.

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

000120

had this matter shelved without having to make any payment, although the War Refugee Board authorized us to make a very substantial settlement. I have been relying upon the lapse of time to defeat any possible ground under a "moral statute of limitations". Jabotinsky, of course, by his action has "interrupted the running of the statute" and there is very little doubt that by his action he has caused the officials of the Ministry of Communications who charter the TARI to believe that we do not regard the original venture as dead. I think I had better stop at this point lest my indignation get the better of me.

If you see Jabotinsky, I have no objection to your reading him this letter and telling him that should the Turkish authorities now make a claim in connection with the lapsed negotiations, I shall be obliged to deposit the same in his lap and request him to settle the claim, thereby making whatever payment might be necessary or talking ~~the~~ Turkish official-dom out of presenting a claim which I did once and have no intention of doing a second time by reason of his intermeddling.

You might add that it is just too bad that he cannot originate his own ideas and that he should have named a specific vessel, which means nothing to him and which he never heard of until he arrived here and learned about former negotiations for this specific vessel. So that what I have said above cannot be misunderstood, I wish to make it entirely clear that I haven't the slightest objection to Jabotinsky or anyone else seeking to charter a vessel from the Turkish Government for rescue, relief or emigration purposes. This I consider to be a most worthy cause. What I do object to is "fools rushing in where angels fear to tread". All he had to do was to ask for a vessel -- why did he have to name the TARI?

I think it would be most unwise for the Embassy to make even informal inquiry of the Foreign Office regarding the response it proposes to make regarding Jabotinsky's request to charter the TARI. To do so might well justify the belief in the Foreign Office

that

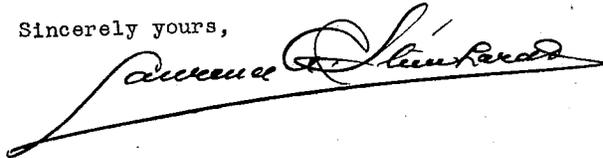
that the Embassy considered the lapsed negotiations as still alive and might encourage the presentation of a claim. As the matter stands today, I do not think the Embassy should take any action of any kind which might justify the Foreign Office or the Ministry of Communications in believing that we regard the lapsed negotiations as other than finally closed on the basis of a generous and humanitarian gesture of the Turkish government in preparing and holding the vessel for a rescue mission on which she was never sent by reason of the failure of the ~~Turkish~~ ^{GERMAN} government to grant safe-conduct.

Should the Foreign Office or the Ministry of Communications bring up the matter with the Embassy, I shall take the position outlined in my last sentence and indicate that any activities by Mr. Jabotinsky have been taken on his own initiative and entirely without the knowledge of the Embassy or the representative of the War Refugee Board. It is my opinion that only by taking this position can the War Refugee Board be safeguarded from the possibility of being confronted with a claim for about \$150,000.

If you so desire, I have no objection to your sending a copy of this letter to Mr. Pehle on the understanding that it will be marked "Top Secret" and that it will be regarded by him as solely for his information.

With kind personal regards,

Sincerely yours,



000123

2

Distribution of true
reading only by special
arrangement. ()

September 26, 1944

7 p.m.

AMEMBASSY

ANKARA

829

X

The following for Birmingham is WRB 113.

Please refer to your 1767 of September 19.

In view of your analysis of the situation with respect to the rescue of refugees from Hungary by way of the Balkans and Turkey you are requested to return to the United States immediately for consultation.

With respect to your 1764 of September 19, I concur in your suggestion that no approach be made to the Turkish Government at this time concerning the SS TARI.

HULL
(Mrv)

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

WRB:MMV:KG
9/23/44

NE

RE

Miss Chauncey (for the Sec'y) Abrahamson, Akrin, Cohn, Drury, DuBois, Friedman, Hodel, Laughlin, Lessor, Marmon, Marks, McCormack, Penle, Tiley

BEST AVAILABLE COPY

000130

DEPARTMENT OF STATE

INCOMING TELEGRAM

DIVISION OF COMMUNICATIONS AND RECORDS

5 was by Ek - P. P. P.

MDC-429 1944 SEP 21 AM 9 46
Distribution of true reading only by special arrangement (LIAISON)

Ankara
Dated September 19, 1944
Rec'd. 6:47 p m

Secretary of State
Washington

CONTROL COPY

X
1764, September 19, 10 p m

The charter for the SS TARIKOT having been signed by the Ambassador (Department's 801, September 14, WRB 111) the War Refugee Board is under no (repeat no) legal obligation to make any payment. On the other hand, the board is under a moral obligation to reimburse the Turk Government for certain (FOR THE WRB ANKARA NO 156) alterations made in the vessel to accommodate refugees and for part of the time the vessel was immobilized at our request. As we are under the impression that the Turk Government does not intend to make a claim based on the moral obligation we would hesitate to approach the authorities with an offer of a modest sum lest any such approach be seized upon as an excuse for advancing a claim in a much larger amount than we would be prepared to recommend as the basis for discharging the moral obligation.

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

Under the circumstances, we recommend that no

(repeat no)

DECLASSIFIED
State Dept. Letter, 11-11-72
By R. H. Parks Date

SEP 18 1972

000132

-2- #1764, September 19, 10 p m from Ankara

(repeat no) approach to the Turkish authorities be
made by us in the belief that with the passage of time
the Turk Government will deem it inadvisable to advance
a claim.

STEINHARDT

JHS
NPL

RECEIVED

000133

DEPARTMENT
OF
STATE

OUTGOING
TELEGRAM

War Ref Bd (M)
DIVISION OF
COMMUNICATIONS
AND RECORDS

September 14, 1944
9 p.m.

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

Rehle

AMEMBASSY

ANKARA

801
The following for Hirschmann is WRB 111.

Reference your 985 of May 31.

Please advise whether the War Refugee Board has
any obligation resulting from the negotiations for the
use of the S.S. Tari. If so, please state extent of
the obligation and suggest the best procedure for
liquidating the claim.

CONTROL COPY

HULL
(GLW)

WAL:MMV:KG
9/14/44

NE

SWP

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

000134

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

Reference your 985 of May 31.

Please advise whether the War Refugee Board has any obligation
resulting from the negotiations for the use of the S.S. Tari. If so,
please state extent of the obligation and suggest the best procedure
for liquidating the claim.

THIS IS WRB ANKARA CABLE NO. 111.

5:00 p.m.
September 13, 1944

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

MJMarksthd
9/13/44

JB

000135

8/144
Tari

Mr. Kelley,

Mr. Hirschmann asks what is the
regular route of the S.S. TARI.

A. F. H.

Handwritten note:
Xmas WCB falls from
Turkey

000136

7/25/44
Tari
Balabanoff

July 25, 1944

Memorandum for Mr. Kelley:

Upon my return to Ankara I was informed by Monsieur Simond of the International Red Cross that the suggestion had been made that one of the alternative suggestions to permit the voyage of the S.S. Tari with refugees was to request of the Bulgarian government that it release the boat from Burgas with the necessary Bulgarian papers and exit visas for the refugees. I was informed by him that he had discussed the matter with Ambassador Steinhardt who requested him to secure authorization on the above from Numan. Simond reports that both he and Ambassador Steinhardt received the agreement of Numan to permit the boat to sail from a Bulgarian port provided Bulgarian and Russian safe conducts were received, and not German safe conduct.

The matter was left with M. Balabanoff to take up with the Bulgarian officials on his recent visit to Sofia.

Upon Balabanoff's return, yesterday, in an interview with me and Simond, he reported for his government that it had agreed to the above, suggesting however that the arrangements be made by request of the International Red Cross representative here, through the Bulgarian Red Cross representative in Sofia, to which Simond agreed.

In view of Numan's departure from the official scene Simond intends to take up the matter with Saracoglu, and it has been suggested that the concurrence in Numan's agreement be requested by you of Saracoglu at the same time.

In view of the charter agreement now existing between the United States and Turkish Governments on the S.S. Tari and the latter's apparently generous

*Same file sent
from 1944, Turkey*

000137

TO: DIRECTOR
FROM: [illegible]
SUBJECT: [illegible]

attitude towards Ambassador Steinhardt in not demanding the penalty for the vessel's inaction for the purpose of carrying refugees, the Turkish Government should look with favor upon the feasibility of the above plan which will accrue to it a minimum of 96,000 Turkish liras for only one voyage. The assumption is that once the Tari concludes a successful voyage that there will be additional trips for which we will make financial arrangements with the Turkish shipping officials.

J. A. Hirschman

IAH:VH

000138

Classification
to be used only for
the purpose of the
Agency's interest in the
subject's knowledge of the
subject's activities.

July 27, 1944

From Hirschmann to Pehle

War Refugee Board

Reference is made to our No. 1370 regarding the S.S. Tari. In an effort to find a method of moving the Tari it had been suggested by Simond and Ambassador Steinhardt that the vessel containing refugees could disembark from a Bulgarian port to Istanbul without a German safe conduct. The matter was discussed with Numan, former Foreign Minister to Turkey, who, I am informed, agreed for the Turks to permit the boat to sail from a Bulgarian port to Istanbul, provided the Bulgarians authorized the voyage. Simond requested this authorization from Balabanoff, Bulgarian Minister to Turkey, who informed me that he delayed a reply for two months during the period of change of Bulgarian regimes.

It was requested by me through an intermediary that Balabanoff press for authorization for the sailing of the Tari in his recent interview in Sofia with Bagryanov. Balabanoff now offers the Bulgarian government's support of the above described voyage, with the proviso that the request should come via the representative of the Intercross in Ankara to the Intercross representative in Sofia. Simond has telegraphed to Henri, the Intercross representative in Sofia, requesting immediate preparation for the voyage. He has also requested of Geneva confirmation of his intended steps.

Meanwhile, as a result of the torpedoing of two Turkish boats in the Black Sea the Turkish government has forbidden for the present the sailing of any passenger vessels in these waters. As soon as the S.S. Tari returns from its present voyage from Samsun off/ the Turkey coast and the ban on Turkish transportation in the Black Sea is lifted, Mr. Kelley has agreed to approach Saracoglu, Prime Minister of Turkey, to grant authorization for the voyage from Varna, Bulgaria, to Istanbul without delay.

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

000134

LTK - 789
This telegram must be
paraphrased before being
communicated to anyone
other than a Government
Agency. (RESTRICTED)

Jerusalem
Dated June 2, 1944
Rec'd 9:55 p.m.

Secretary of State,
Washington.



X
74, June 2, 6 p.m.

FOR WAR REFUGEE BOARD FROM GRUENBAUM CHAIRMAN
OF JEWISH AGENCY JOINT RESCUE COMMITTEE.

"Proposed use of steamship TARI for rescue Jews
from Rumania is now out of the question because of
publicity given to project but if another Turkish
ship of similar size can be found by Agency believe
that the Turkish Government will permit it to sail
without safe conduct ^{provided (approx)} ~~further than~~ that guarantee can
be given similar to that given for TARI. Safe conduct

*Probably impossible
for boat like
Tari to sail to
Constantza without
safe conduct. See
Hamburg # 985
of May 31*

would not be requested and ship would proceed in the
same manner as MARITZA and MILITIA have been used.
In view of imminent possibility of Constanza being
occupied by Germans as they retreat before Soviet
Armies matter is very urgent.

Agency has received reliable information that
there has been a definite German decision to proceed
as rapidly as possible with systematic deportation of
Hungarian

000140

-2- #74, June 2, 6 p.m., from Jerusalem.

*If Germans want
to kill Jews,
this will not
stop them*

Hungarian Jews to Poland. Every day transport is to be sent and 8,000 from Carpatho Russia have already been taken. Suggest deportation would be much impeded if railways between Hungary and Poland could be bombed. Also suggest renewal of warning against Hungarian participation and persecution and inclusion of Bulgaria in warning as German influence in that country is rapidly increasing with accompanying massacres.

question
Has International Red Cross instructed its representatives in Hungary to assist in relief and protection of Jews as suggested by Dobkin in his telegram to Rabbi Wise? Funds available here for work are limited and would urge appointment your representative to Turkey who would have authority to assist financially in plans approved by you or that Embassy at Ankara be authorized to participate financially."

PINKERTON

EDA
RR

000141

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATE: June 8, 1944
NUMBER: 803

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

Reference is made to your 841 of May 28.

We appreciate your excellent handling of this difficult situation and leave your judgment as to the route of the voyage and the charter arrangements. The Board is anxious to retain the right to use the TARI as long as there is any reasonable hope that it may ultimately be permitted to sail. While we hope that it will not be necessary to do so you are authorized, if you deem it desirable, to use the \$150,000 already allocated to you to hold the TARI. In any event please advise us before finally relinquishing the right to use the TARI.

For your confidential information, the Bulgarian Ministry in Stockholm is said to be sympathetic with our refugee evacuation program. If at any point you deem it desirable, you may cable Minister Johnson in Stockholm asking him to solicit the support of the Bulgarian Minister there in connection with any project requiring the cooperation of the Bulgarian Government.

With respect to the general question of obtaining shipping for refugee operations across the Black Sea the following is for your information:

We have been advised by the State Department that the British are requesting the American Government's view concerning appropriate conditions to be proposed to the Turkish Government in consideration for the removal of the charters of five British cargo ships now in Turkish service and known as the Adana ships. It is our understanding that these vessels were originally chartered to Turkey for the on-shipment of military supplies from Egyptian ports to Turkey and that the storage of military shipments to Turkey has fulfilled the purpose for which the ships were originally chartered to Turkey by the British Government. We understand from the State Department that the British authorities in London and Ambassador Hugessen are anxious to receive in return for the re-charter of the Adana ships a substantial quid pro quo from the Turkish Government. In addition to various political conditions proposed tentatively by the British Government as a condition to the re-charter of the Adana ships the British are apparently suggesting that further condition might be added to the effect that a suitable Turkish vessel up to the tonnage of one Adana ship should be placed at the disposal of the British and American Governments for refugee evacuation operations. We understand that at the present time the charters of the Adana ships are being temporarily renewed for two month periods pending a final decision on this matter by the British and American Governments.

In order to strengthen your hand in future dealings with the

DECLASSIFIED
State Dept. Letter, 1-11-72

Turkish.....

By R. H. Parks Date SEP 18 1972

000142

Turkish Government concerning refugee matters and particularly in order to facilitate the obtaining of Turkish shipping for refugee purposes in the future, we have recommended to the State Department that it suggest the following among others as conditions to the re-charter of the Adana ships:

1. As long as any of the Adana ships are under charter to the Turkish Government, the Turkish Government should make available the TARI or a similar vessel for proposed refugee evacuation voyages across the Black Sea to a Turkish Black Sea port with a German safe conduct if it can be obtained or without such a safe conduct, whenever in the opinion of the British and American Ambassadors to Turkey such voyages become feasible. It shall be clearly understood that the re-charter of the five Adana ships will constitute fulfillment of any Turkish demand that a substitute passenger vessel be made available to the Turks while the TARI is engaged in refugee evacuation operations.

2. The Turkish Government should cooperate with the British and American Ambassadors in effecting arrangements whereby evacuation operations across the Black Sea without a German safe conduct by small boats carrying relatively small numbers of passengers such as the HARETTA, NIKAL and MELICIFTA will be continued and if possible intensified. Such cooperation would include not only permitting all refugees arriving in this manner to land in Turkish Black Sea ports and remain in Turkey until Turkish rail facilities permit them to be transported across Turkey to Palestine but also actively assisting the British and American Ambassadors in their efforts to find and put into service in Turkey small boats which can operate in the same manner as the three above-named ships.

The War Refugee Board would of course agree to arrange for the payment of a reasonable charter hire for the use of any Turkish vessel made available and to assume responsibility for the maintenance and support of refugees in transit or awaiting transportation in Turkey.

In view of the necessity of using for military purposes all passenger ships now available to us, the War Refugee Board is also recommending that if the Turkish Government insists upon a guarantee of replacement in kind in the case of loss of any Turkish vessel made available in the future for refugee evacuation operations, consideration should be given to using the re-chartering of the Adana ships as a basis for requesting the Turkish Government to waive such guarantee in the future unless the Turks are willing to make a similar guarantee to replace any of the Adana ships that are lost. However, if the giving of a guarantee in kind appears absolutely necessary in order to obtain the use of Turkish vessels the War Refugee Board will, despite all difficulties, periodically consider giving such a guarantee in connection with future voyages of the TARI or any other Turkish vessel because of the urgent humanitarian considerations involved and the strong interest of this Government in the refugee evacuation program. It should be clearly understood that the original guarantee to replace the TARI in the event of loss on its first voyage still stands and that this above refers to subsequent voyages of the TARI and any other Turkish vessels made available for refugee evacuation purposes.

The State Board

The State Department is transmitting the Board's recommendations to the British.

This is War Refugee Board Cable to Ankara No. 45.

ENCL

cc: See: Abrahamson, Akzin, Bernstein, Cohn, DuBois, Friedman, Gaston, Hadel, Laughlin, Lesser, Lurford, Mann, Hanson, Marks, McGorack, Sargey, Sait, Standish, Stewart, Weinstein, H. D. White, Peble, Fink.

000144

PARAPHRASE OF TELEGRAM RECEIVED

*War Ref Bd
(Mr. Behle)*

FROM: American Legation, Bern
TO: Secretary of State, Washington
DATE: May 29, 1944
NUMBER: 3421

1 copy only
CONTROL COPY

Reference is made herewith to my cable dated May 23, No. 3275.

I have been informed by an authentic source that when the German Legation at Bucharest was asked by the Rumanians to grant safe-conduct for the Turkish steamer TARI, they told the Rumanians that the German authorities would not be opposed to emigration of TARI from Rumania provided that such emigration was not directed toward the countries with Arabian interests including Palestine. The source explains that Germans consider Arabs their friends and have no intention of aiding Jewish immigration viewed with disfavor by the Arabs.

Although foregoing is not conclusive that Germans would permit emigration of Jews from Rumania to non-Arabian countries, there might be such a possibility and War Refugee Board may want to further explore this matter.

TO THE
WAR
REFUGEE BOARD
WASHINGTON, D.C.
MAY 30 1944
RECEIVED

HARRISON

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

000145

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE May 24, 1944

TO Mr. Friedman
FROM Mr. Hirschmann

Before I leave I understand you are going to give me
a memorandum covering the results of the replies from Ambassador
Steinhardt's telegram relating to the finances regarding the SS TARI.
Ambassador Steinhardt should be importuned not to let the boat out
of our hands until I get there.

JAH

From Friedman's file

000145

CASIN TO SUBERY

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

Please refer to your 941 of May 28.

We appreciate your excellent handling of this difficult situation and accept your judgment as to the route of the voyage and the charter arrangements. The Board is anxious to retain the right to use the YARI as long as there is any reasonable hope that it may ultimately be permitted to sail. While we hope that it will not be necessary to do so, you are authorized, if you deem it desirable, to use the \$150,000 already transmitted to you to hold the YARI. In any event please advise us before finally relinquishing the right to use the YARI.

For your confidential information, the Bulgarian Minister to Stockholm is said to be sympathetic with our refugee evacuation program. If at any point you deem it desirable, you may cable Minister Johnson in Stockholm asking him to enlist the support of the Bulgarian Minister there in connection with any project requiring the cooperation of the Bulgarian Government.

With respect to the general question of obtaining shipping for refugee operations across the Black Sea the following is for your information:

We have been advised by the State Department that the British are requesting the American Government's view concerning appropriate conditions to be proposed to the Turkish Government in consideration for the removal of the charters of five British cargo ships now in Turkish service and known as the Alma ships. It is our understanding that these vessels were originally chartered to Turkey for the shipment of military supplies from Egyptian ports to Turkey and that the shipment of military shipments to Turkey has nullified the purpose for which the ships were originally chartered to Turkey by the British Government. We understand from the State Department that the British authorities in London and Ambassador Hugeson are anxious to receive in return for the re-charter of the Alma ships a substantial gift from the Turkish Government. In addition to various political conditions proposed tentatively by the British Government as a condition to the re-charter of the Alma ships the British are apparently suggesting that a further condition might be added to the effect that a suitable Turkish vessel up to the tonnage of one Alma ship should be placed at the disposal of the British and American Governments for refugee evacuation operations. We understand that at the present time

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972

the charters of the Adana ships are being temporarily removed for two months pending a final decision on this matter by the British and American Governments.

In order to strengthen your hand in future dealings with the Turkish Government concerning refugee matters and particularly in order to facilitate the obtaining of Turkish shipping for refugee purposes in the future, we have recommended to the State Department that it suggest the following among others as conditions to the re-charter of the Adana ships:

One. So long as any of the Adana ships are under charter to the Turkish Government, the Turkish Government should make available the TANI or a similar vessel for repeated refugee evacuation voyages across the Black Sea to a Turkish Black Sea port with a German safe conduct if it can be obtained or without such a safe conduct, whenever in the opinion of the British and American Ambassadors to Turkey such voyages become feasible. It shall be clearly understood that the re-charter of the five Adana ships will constitute fulfillment of any Turkish demand that a substitute passenger vessel be made available to the Turks while the TANI is engaged in refugee evacuation operations.

Two. The Turkish Government should cooperate with the British and American Ambassadors in effecting arrangements whereby evacuation operations across the Black Sea without a German safe conduct by small boats carrying relatively small numbers of passengers such as the KALITZA, MIKRA, and HIKALIDIPPA will be continued and if possible intensified. Such cooperation would include not only permitting all refugees arriving in this manner to land in Turkish Black Sea ports and remain in Turkey until Turkish mail facilities permit them to be transported across Turkey to Palestine but also actively assisting the British and American Ambassadors in their efforts to find and put into service in Turkey small boats which can operate in the same manner as the three above-mentioned ships.

The War Refugee Board would of course agree to arrange for the payment of a reasonable charter hire for the use of any Turkish vessel made available and to assume responsibility for the maintenance and support of refugees in transport or awaiting transportation in Turkey.

In view of the necessity of using for military purposes all passenger ships now available to us, the War Refugee Board is also recommending that if the Turkish Government insists upon a guarantee of replacement in kind in the case of loss of any Turkish vessel made available in the future for refugee evacuation operations, consideration should be given to using the re-chartering

7700 148

...of the Adana ships as a basis for requesting the Turkish Government to waive such guarantee in the future unless the Turks are willing to make a similar guarantee to replace any of the Adana ships that are lost. However, if the giving of a guarantee in kind appears absolutely necessary in order to obtain the use of Turkish vessels the War Refugee Board will, despite all difficulties, seriously consider giving such a guarantee in connection with future voyages of the WARI or any other Turkish vessel because of the urgent humanitarian considerations involved and the strong interest of this Government in the refugee evacuation program. It should be clearly understood that the original guarantee to replace the WARI in the event of loss on its first voyage still stands and that the above refers to subsequent voyages of the WARI and any other Turkish vessels made available for refugee evacuation purposes.

of the Adana ships as a basis for requesting the Turkish Government to waive such guarantee in the future unless the Turks are willing to make a similar guarantee to replace any of the Adana ships that are lost. However, if the giving of a guarantee in kind appears absolutely necessary in order to obtain the use of Turkish vessels the War Refugee Board will, despite all difficulties, seriously consider giving such a guarantee in connection with future voyages of the WARI or any other Turkish vessel because of the urgent humanitarian considerations involved and the strong interest of this Government in the refugee evacuation program. It should be clearly understood that the original guarantee to replace the WARI in the event of loss on its first voyage still stands and that the above refers to subsequent voyages of the WARI and any other Turkish vessels made available for refugee evacuation purposes.

The State Department is transmitting the Board's recommendations to the British.

This is War Refugee Board cable to Ankara No. _____

MJN:tmh 5-30-44

000144

W. R. B. B.
W. R. B. B.
copy only

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: May 25, 1944
NUMBER: 941

CONTROL COPY

Following is Ankara No. 62 from the Ambassador for the War Refugee Board.

For one reason or another, in order not to subject the Board to hemorrhage of 5,000 Turkish pounds daily pending definite advice from the Inter-Red Cross or Turkish Foreign Office as to whether the German Government would grant a safe-conduct, I have avoided signing the Charter party for the SS TARI, although the Director General of State Steamship Lines has been pressing me to sign same since my message of April 19, No. 711, paragraph Four. I was informed this morning by the Director General, exasperated at the delay of over two months during which time the vessel has been idle, that he had referred the matter to the Foreign Minister. I thought it advisable therefore, to advise the Minister today of the various reasons for my failure to sign the charter party to date and to ask him about the prospects for a German safe-conduct. It was stated by Numan that although he had made four requests of Von Papen for a safe-conduct for the TARI, he was convinced now that it would not be forthcoming, especially as political relations between Turkey and Germany are undergoing a severe strain as a result of the decision on chrome.

Then I proposed to Numan that he allow the TARI to sail for

Bulgarian port

West 2000
426

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

000150

Bulgarian port without a German safe-conduct for the purpose of bringing refugees to Istanbul where they might remain on board the vessel, pending their gradual transportation to Palestine at the rate of about 200 per week, this being the estimated capacity of the railroad over and above the movement of refugees arriving by so-called illegal boats and rail. I pointed out to Numan that the risk of a German attack on the TARI in the Black Sea would be considerably less than on a voyage from Istanbul to Haifa, where at times the TARI would be compelled to pass within five or six miles of German coastal batteries, submarine and airplane bases on flight naval craft. Numan answered that my proposal would be taken under consideration if I could secure a Bulgarian safe-conduct and permission for the TARI to enter a Bulgarian port. In accordance therefore, today I have requested Simond to press the Bulgarian Minister for a safe-conduct and permission to enter a Bulgarian port.

A reply may be delayed by the resignation of the Bulgarian Cabinet, which reply however, should be favorable unless the only two available Bulgarian ports of Burgas and Varna are under such complete German control as to cause the request to be referred to Berlin in which event a Bulgarian safe-conduct probably will not be forthcoming.

Numan clearly implied in the course of my discussion with him today that even though I had not as yet formally signed the contract, he considers the TARI under charter to the board. Therefore, we must anticipate eventual difficulties with the State Steamship Lines in determining the amount to be paid for the TARI. In this connection and solely for my guidance, advices from the board as to the maximum obligation, it is prepared to incur for the TARI whether or not the vessel is ultimately available, will be appreciated by me.

STEINHARDT

DCR:VAGEL 5/27/44

000151

*was Ref. Bl.
m. Pella*

PARAPHRASE OF TELEGRAM RECEIVED

RECEIVED
WAR REFUGEE BOARD
WASHINGTON, D.C.
Copy only

FROM: American Legation, Bern
TO: Secretary of State, Washington
DATED: May 22, 1944
NUMBER: 3275
X

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CONTROL COPY

Ful

I was informed by the Foreign Minister in a personal interview May 19, regarding the steamship TARI and the request of the Department that the Swiss Government associated itself with representations requesting issue of safe-conduct by Germany for the vessel, that he had learned that such a demarche had been made by the Swedish Government and that it had not been productive nor had the German Government received it well. M. Pilet Golas had also been informed that the representative of the War Refugee Board in Ankara had requested the government of Turkey to approach the German Government in case and that when the Turkish Foreign Office approached the German Ambassador Von Fapen answered that intervention of the Turks would receive consideration but would result in delay. It was further intimated by Von Fapen that favorable action by the Germans on request of IRC Committee could otherwise have been expected. It was stated by the Foreign Minister that he has been in close touch with President Huber concerning the matter and that from information he has now received it is indicated that fears of IRC had proved correct, ^{home} now that government interference might occasion unfavorable results. Foregoing has reference to my message of April 14, No. 2345.

HARRISON

DOH:VAG:EL 5/27/44

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

0000152

*War R. Refugee Bd
(Mr. Bette)
BT*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: May 6, 1944
NUMBER: 815
x

CONTROL COPY

THE AMBASSADOR TRANSMITS THE FOLLOWING MESSAGE
FOR THE ATTENTION OF WRB.

Reference is made herein to the Department's no. 388
(WRB's 33), dated May 3.

It is with regret that I must inform the Board that
our offer to change the destination of the SS TARI from
Haifa to a Turkish port, which was communicated to the
German Government, has not thus far been productive of
results even though this offer was made some time ago.
Apparently Simond's belief was unfounded, that such a
proposal would expedite the granting of a German safe
conduct.

I do not anticipate any great difficulty in trans-
porting the refugees who might arrive on the TARI at a
Turkish port to Palestine and this will be borne out by
my discussion of the matter with Barlas as will be seen
by the Board from my 708, May 2, Ankara 51. If and when
they arrive, I should regard it as inadvisable to

approach

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

000153

approach the Turkish authorities with a request to transport this particular group of refugees from a Turkish port to Palestine by rail when they can be transported by coastal schooners at this season of the year. The agreement of the Turkish authorities to transport these 1800 refugees by rail would of necessity interfere with and probably reduce the movement by rail of the refugees arriving on so-called illegal boats in Istanbul. No doubt Austrian's opinion that railroad facilities in Turkey are sufficient to enable the transportation of many more refugees than are presently being accommodated from Istanbul across the country, was based on conditions prior to his departure from Istanbul. As the Board has been informed, since ^{Austrian's} his departure, the Minister for Foreign affairs has agreed to provide transportation for a considerable additional number of refugees arriving on so-called illegal boats and in less than two months, in addition to the regular movement, has thus far accommodated approximately 900 refugees. The fact that there are only two trains weekly from Istanbul to the Syrian frontier, which require approximately forty-eight hours to cover the 1,000 miles on the single track line, must be taken into

000154

*The number of cars
in a train is limited*

into consideration in connection with the possibilities of transportation in Turkey and must not be measured by American transportation standards. The movement of cars (*) to each train is limited by the poor condition of locomotives and the haul over the Taurus mountains. The Turkish transportation system is acutely short of rolling stock in addition to the above handicap. The opinion of Austrian that the situation is simply whether or not the Turkish Government is disposed to make available additional transportation facilities, is not, therefore, agreed to by me. The question is much less the disposition of the Turkish Government, which continues to be most cooperative, than the number of cars and locomotives available and particularly the condition of the locomotives. The single track line already is carrying four times its pre-war load, therefore, the number of refugees that can be transported over this line must be examined in the light of the maximum total passenger and freight movement and not in the light of the number of refugees who have to be transported.

Even though I may have to secure permission to house some of the refugees temporarily at the port of arrival in order to permit of a gradual and orderly movement, should

000153

should the TARI disembark 1,800 refugees at a Turkish port and should it be found impossible to transport all of them to Palestine by coastal schooners, I have little doubt that I will be able to make the necessary arrangements with the British authorities to transport the excess number by rail.

RECEIVED
MAY 2 11 03
OFFICE OF
GENERAL INVESTIGATION
U. S. DEPARTMENT OF JUSTICE

REINHARDT

* Omission

000156

1944 MAY
WASHINGTON
WAR REFUGEE
RECEIVED

*Ward Phillips Ed
Mrs Pills*

CORRECTION

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, ANKARA
TO: Secretary of State, Washington
DATED: May 5, 1944
NUMBER: 815

CONTROL COPY

In lines 3 and 4 of page 3 of this message delete
"The movement of cars (*)d" and insert the words "The number
of cars that can be attached". The lines should read "American
transportation standards. The number of cars that can be
attached to each train is limited by the poor condition".

1944 MAY 11 6 11 AM '44

AMERICAN D.C.
WAR REFUGEE BOARD
RECEIVED

000157

wa Ref. Bd
12-17-77

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State,
TO: AMEMBASSY, Ankara,
DATED: May 3, 1944.
NUMBER: 388

CONTROL COPY

FROM WAR REFUGEE BOARD TO STEINHARDT

Please refer to your no. 725 of April 22 and our no. 377 of April 27, concerning the delay being encountered in obtaining a German safe conduct for the voyage of the SS TARI from Constanza to Haifa.

In view of the urgency of the matter we have been attempting to canvass all possibilities for breaking this impasse and putting the TARI into immediate service. In view of the suggestion made in your no. 725 that the Germans might grant a safe conduct for the TARI more rapidly if the voyage were to terminate at a Turkish port rather than at Haifa, we have discussed with Mr. Austrian of FEA the question of railroad facilities in Turkey. Mr. Austrian has given us an additional description of the many effective measures which you have taken in aiding the rescue of refugees, and in particular has mentioned

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

000158

mentioned your successful efforts to have the Turkish Government make available additional railroad facilities for the transportation of refugees through Turkey.

Mr. Austrian feels strongly that under existing circumstances railroad facilities in Turkey are sufficient to enable the transportation across the country from Istanbul of many more refugees than are presently being accommodated. This possibility was, of course, suggested in your no. 713 of April 10. As Mr. Austrian views the situation, the question is simply whether or not the Turkish Government is disposed to make these additional facilities available. Mr. Austrian's appraisal of the transportation situation apparently is based not only on the probability that rail traffic between Turkey and other European countries is likely to decrease, but also on the view that existing equipment is sufficient even if this traffic does not decrease as anticipated.

With particular reference to the case of the TARI we are inclined to believe that if the urgency
of

000159

of the matter is presented to the Turkish Govern-
ment it may well agree to have the TARI unload its
passengers at Istanbul from whence they could be
taken by rail to Palestine. If it were not possible
to take all of the evacuees in a special train the
Turkish Government could be requested to add addit-
ional cars to the regular trains until all the refugees
are transported. In the latter case the refugees
could remain on the boat until transported by rail.
If the agreement of the Turkish Government can be
obtained for this arrangement you would then be in
a position to have the TARI routed to Istanbul, and
the Germans could be requested to grant a safe
conduct on this basis.

RECEIVED
OFFICE OF THE
ATTORNEY GENERAL
WASHINGTON, D. C.

We are aware of the fact that your knowledge
of the railroad situation in Turkey is much greater
than ours. However, we do feel strongly that the
above mentioned possibility of obtaining promptly
the use of the SS TARI should not be neglected.
We are confident that you will take all possible
steps to obtain from the Turks additional rail trans-
port facilities.

This is WRB Cable to Ankara no. 33.

HULL

000160

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

Please refer to your No. 725 of April 22 and our No. 377 of April 27 concerning the delay being encountered in obtaining a German safe conduct for the voyage of the SS TARI from Constansa to Haifa.

In view of the urgency of the matter we have been attempting to canvass all possibilities for breaking this impasse and putting the TARI into immediate service. In view of the suggestion made in your No. 725 that the Germans might grant a safe conduct for the TARI more rapidly if the voyage were to terminate at a Turkish port rather than at Haifa, we have discussed with Mr. Austrian of FEA the question of railroad facilities in Turkey. Mr. Austrian has given us an additional description of the many effective measures which you have taken in aiding the rescue of refugees, and in particular has mentioned your successful efforts to have the Turkish Government make available additional railroad facilities for the transportation of refugees through Turkey.

Mr. Austrian feels strongly that under existing circumstances railroad facilities in Turkey are sufficient to enable the transportation across the country from Istanbul of many more refugees than are presently being accommodated. This possibility was, of course, suggested in your No. 713 of April 19. As Mr. Austrian views the situation, the question is simply whether or not the Turkish Government is disposed to make these additional facilities available. Mr. Austrian's appraisal of the transportation situation apparently is based not only on the probability that rail traffic between Turkey and other European countries is likely to decrease, but also on the view that existing equipment is sufficient even if this traffic does not decrease as anticipated.

With particular reference to the case of the TARI we are inclined to believe that if the urgency of the matter is presented to the Turkish Government it may well agree to have the TARI unload its passengers at Istanbul from whence they could be taken by rail to Palestine. If it were not possible to take all of the evacuees in a special train the Turkish Government could be requested to add additional cars to the regular trains until all the refugees are transported. In the latter case the refugees could remain on the boat until transported by rail. If the agreement of the Turkish Government can be obtained for this arrangement you would then be in a position to have the TARI routed to Istanbul, and the Germans could be requested to grant a safe conduct on this basis.

We are aware of the fact that your knowledge of the railroad situation in Turkey is much greater than ours. However, we do feel strongly that the above mentioned possibility of obtaining promptly the use of the SS TARI should not be neglected. We are confident that you will take all possible steps to obtain from the Turks additional rail transport facilities.

This is WRB Cable to Ankara No. 33.

May 3, 1944
4:40 p.m.

887
JEF:bk - 5/3/44

*War Refugee Board
and Public*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: AMEMBASSY, Ankara
TO: Secretary of State, Washington
DATED: May 2, 1944
NUMBER: 795

CONTROL COPY

The following is Ankara's 51 from the Ambassador for the War Refugee Board.

*File
JB7*

Reference is made herewith to the Department's telegram of April 27, 1944, No. 377.

No great difficulty in transporting the refugees who might arrive on the SS TARI from Iskenderun to Haifa by means of schooners or caiques, which probably could be sent from Egypt or Palestine for that purpose, especially at this time of year, is anticipated by me after discussing the matter with Barlas.

While it is yet too soon to give up hope that a safe conduct for the SS TARI will be granted by the Germans, the recent severe strain on relations between Germany and Turkey, resulting from the abrupt discontinuance of chrome shipments to Germany from Turkey, makes it improbable that the safe conduct will now be forthcoming from the Germans. In spite of the fact that requests for safe conduct have been made by the Swedish and Swiss Governments, by the Apostolic Delegate in Istanbul and the Vatican and by the International Red Cross

from both

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

000162

from both Ankara and Geneva, the Turk Foreign Minister's request for safe conduct is doubtless the application to which the Germans are giving the most serious consideration since the TARI is a Turk vessel. It seems unlikely that a safe conduct for the TARI will be granted by the Germans as I have reason to believe that the Germans wish to strike back at the Turks for their action in discontinuing all chrome shipments.

STEINHARDT

STEINHARDT
10/16/43

000163

RECEIVED TELEGRAM RECEIVED

ADDRESS: ANKARA
Secretary of State, Washington
DATE:
NUMBER:
[REDACTED]

Turkey
JBF
We should
reply promptly

Reference is made here with to the Department's telegram of April 27, 1942, No. 377.

The great difficulty in transporting the refugees who might arrive on the SS TARI from Iskenderun to Haifa by means of schooners or caiques, which probably could be sent from Egypt or Palestine for that purpose, especially at this time of year, is anticipated by me after discussing the matter with Barkan.

While it is yet too soon to give up hope that a safe conduct for the SS TARI will be granted by the Germans, the recent severe strain on relations between Germany and Turkey, resulting from the abrupt discontinuance of chrome shipments to Germany from Turkey, makes it improbable that the safe conduct will now be forthcoming from the Germans. In spite of the fact that requests for safe conduct have been made by the Swedish and Swiss Governments, by the Apostolic Delegate in Istanbul and the Vatican and by the International Red Cross from both Ankara and Geneva, the Turk Foreign Minister's request for safe conduct is doubtless the application to which the Germans are giving the most serious consideration since the TARI is a Turk vessel. It seems unlikely that a safe conduct for the TARI will be granted by the Germans as I have reason to believe that the Germans wish to strike back at the Turks for their action in discontinuing all chrome shipments.

STEINEARDT

Miss Chauncey (for the Sec'y) Abrahamson, Akzin, Bernstein, Cohn, DuBois, Friedman, Gaston, Hotel, Laughlin, Lesser, Luxford, Mann, Mannon, Marks, McCormack, Pehle, Pollak, Rain, Sargoy, Smith, Standish, Weinstein, R. D. White, Files

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972

Copy 1/2

APR 29 1944

My dear Archbishop Cicognani:

Receipt is acknowledged of your letter of April 27, 1944
(No. 561/42), regarding the use of the Turkish ship "Tari".

The prompt action of the Holy See in this matter,
initiated at your request, is greatly appreciated.

Very sincerely yours,

(Signed) J. W. Fehle

J. W. Fehle,
Executive Director.

His Excellency
The Most Reverend
Amleto Giovanni Cicognani
Archbishop of Haececa di Frigia
The Apostolic Delegate
Washington, D. C.

*Original signed
by Mr. Fehle*

Copy to Mr. Friedman

JW

JBF:bbk - 4/29/44

1015



UNITED STATES OF AMERICA

620

W. R. B. _____
Filing Authority
To: Files
Ans. _____
No. Ans. Req. _____
Initial _____
Date _____

3339 Massachusetts Avenue
Washington, D. C.

Nº 581/42.

THIS NO. SHOULD BE PREFIXED TO THE ANSWER

April 27, 1944.

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

My dear Mr. Pehle:

Referring to your letter of April 8, 1944, regarding the use of the Turkish ship "Tari" by the War Refugee Board, and my reply of April 21, 1944, I wish to inform you that the Cardinal Secretary of State has assured me that the matter of "safe conduct" has been brought to the attention of the Apostolic Nuncio in Berlin. The necessary steps will be taken.

When I am further informed about this matter, I shall notify you immediately.

With sentiments of esteem and every best wish, I remain

Yours very sincerely,

+ A. G. Cicognani

Archbishop of Laodicea
Apostolic Delegate

000166

581/42.

April 27, 1944.

Mr. J. W. Peble
Executive Director
War Refugee Board
Washington, D. C.

My dear Mr. Peble:

Referring to your letter of April 8, 1944, regarding the use of the Turkish ship "Tari" by the War Refugee Board, and my reply of April 21, 1944, I wish to inform you that the Cardinal Secretary of State has assured me that the matter of "safe conduct" has been brought to the attention of the Apostolic Nuncio in Berlin. The necessary steps will be taken.

When I am further informed about this matter, I shall notify you immediately.

With sentiments of esteem and every best wish, I remain

Yours very sincerely,

Archbishop of Laodicea
Apostolic Delegate

000167

*war Refugee Bd
J.W. Pille
copy only*

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington,

TO: AMEMBASSY, Ankara,

DATE: April 27, 1944

NUMBER: 377.

CONTROL COPY

RECEIVED
AMERICAN
REFUGEE BOARD
D.C.

FROM: WAF REFUGEE BOARD TO AMBASSADOR STEINHARDT,
ANKARA, TURKEY.

This is WRB Cable to Ankara No. 31.

Please refer to your No. 725 of April 22 with respect to safe conduct for SS TARI. Your action is approved. However, for your information, the Joint Distribution Committee here has advised us that Barlas of Jewish agency can probably arrange for coastal schooners to convey refugees from Iskenderun to Haifa if voyage of TARI were to terminate at Iskenderun. Accordingly it is suggested that you take this matter up at once with Barlas in order to see if he can arrange transportation of refugees from Iskenderun to Haifa. If this can be done it may be advisable to arrange with Turks and Intercross to change route of SS TARI in order that German safe conduct may be obtained promptly.

HULL

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

000168

1944 APR 26 5/1
WAR REFUGEE BOARD
WASHINGTON

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

Please refer to your No. 785 of April 22 with respect to safe conduct for SS TAHI. Your action is approved. However, for your information, the Joint Distribution Committee here has advised us that ~~PARIAS OF JEWISH REFUGEES ARE BEING~~ ~~FROM ISKENDERUN TO HAIFA~~ ~~IF VOYAGE OF TAHI WERE TO TERMINATE AT~~ Iskenderun. Accordingly it is suggested that you take this matter up at once with Parias in order to see if he can arrange transportation of refugees from Iskenderun to Haifa. If this can be done it may be advisable to arrange with Turks and Intercessors to change route of SS TAHI in order that German safe conduct may be obtained promptly.

This is WRB Cable to Ankara No. 31.

April 26, 1944
2:40 P.M.

JEF:bbk - 4/26/44

967

000169

*War Ref. Bd
M. P. L.*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: April 26, 1944
NUMBER: 758

*1944
BT*

CONTROL COPY

RECEIVED
MAY 11 1944
U.S. DEPT. OF STATE
TELE. ROOM

Following is substance of Ankara no. 471 from the Ambassador for the WRB.

This morning I have had a talk with the Apostolic Delegate concerning the German safe conduct for the SS TARI. I was assured by Monsignor Roncalli that a request that they make every effort to obtain the safe conduct would be telegraphed to the Vatican today.

STEINHARDT

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

000170

u v Ref Bk
Mr. E. A. Tamm
1 copy only

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATED: April 25, 1944
NUMBER: 366

CONTROL L

RECEIVED
APR 26 1944
STATE DEPT.

[REDACTED]
This is WRB cable to Ankara no. 28.

As previously advised, you should effect in Turkey all insurance required by charter for SS TARI except war risk on vessel. As indicated in our no. 306 of April 8 war risk on vessel will be placed here through War Shipping Administration. Advise us immediately when TARI is ready to depart in order that war risk insurance can be placed here. This matter has been discussed with Hirschmann who is in complete accord.

HULL

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

000171

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

This is WEB Cable to Ankara No. 28

As previously advised, you should effect in Turkey all insurance required by charter for SS TARI except war risk on vessel. As indicated in our No. 306 of April 8 war risk on vessel will be placed here through War Shipping Administration. Advise us immediately when TARI is ready to depart in order that war risk insurance can be placed here. This matter has been discussed with Hirschmann who is in complete accord.

JBF:mkk - 4/19/44

JB7

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*wa' Refugee Bd
Mr Peble
JBZ
Rony only*

PARAGRAPH OF TELEGRAM RECEIVED

FROM: AMEMBASSY, Ankara,
TO: Secretary of State, Washington,
DATED: April 24, 1944

CONTROL COPY

NUMBER: 744

FROM THE AMBASSADOR FOR ATTENTION OF WRB

This is Ankara No. 45.

Yesterday Simond, representative of the International Red Cross informed me that he had again spoken to von Papen in regard to the safe conduct for the SS Tari and promise had been made by von Papen to send a fourth telegram to Berlin about the granting of this safe conduct. According to Simond, von Papen was still optimistic that he would receive the safe conduct as he was certain no decision had as yet been arrived at and as he had not received a negative reply. Simond was also informed by von Papen that he had charged the German minister in Ankara, who recently departed for Germany to immediately take up the matter on his arrival in Germany.

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APR 25 1944
STATE DEPT.

STEINHARDT

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

000173

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: April 22, 1944
NUMBER: 725
X

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File
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CONTROL COPY

As Ankara's number 41 the following message is for the War Refugee Board.

This morning I was advised by the representative of the Inter-cross that an intimation had been received by him from Inter-cross that if the destination of the SS TARI is changed from Haifa to Iskenderun a German safe conduct for the ship might be granted. I have advised Simond that after all hope of securing a German safe conduct to Haifa must be abandoned would the change be agreeable. shipping the refugees at Iskenderun to a United Nations ship would be involved in such a change of designation.

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OFFICE OF THE
SECRETARY OF STATE
APR 23 1944

STEINHARDT

DGR:MPL
4/26/44

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

000174

*wa Refugee Bd
Mr Peelle*

PAMPHLET OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: April 22, 1944
NUMBER: 726
X

*July
1942*

CONTROL COPY



Following is Ankara no. 42 for the WRB.
Referring to the unreserved confidence which Simond expressed to Hirschman that von Papen would secure the German safe-conduct for the BETA I without delay and that if it should not have been secured, the Apostolic Delegate to Istanbul and Simond try to see von Papen to press the request and that I confer with Simond personally without delay, please inform Hirschman that since his departure, I have been in constant contact with Simond who has now conferred with von Papen on three occasions and that in addition, the Turk Minister for Foreign Affairs, at my request, has personally twice requested the German safe-conduct of von Papen. From the reports I have received from the Turkish Minister for Foreign Affairs and Simond, I am satisfied that von Papen has been pressing for the safe-conduct from his Government.

STEINHARDT

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

000175

W. P. ...
1 copy only

PARAPHRASE OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Bern
DATED: April 22, 1944
NUMBER: 1406

CONTROL COPY

109
no. 109.

Reference is made herewith to your cable of April 14,

Such safe conduct as the British Government may agree to for the movement of the Tari from Istanbul to Constanza and from Constanza to Haifa carrying Jewish refugees, is concurred in by the Government of the United States. In Department's cable of March 23, no. 970, the Department had requested the Legation to inform Intercross that this Government concurred in safe conduct for movement of Tari between Constanza and Istanbul.

HUDD

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

000176

War Refugee Bd

J.M. Peltz

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: Amlegation, Bern
DATED: April 22, 1944
NUMBER: 1395

CONTROL COPY

Reference your No. 2301 April 13, 1944. The Turkish Government has already acted in support of the ICRC request for safe conduct for the SS TARI. The Swedish Government has been asked to support such request and has agreed to do so. Accordingly you may care to bring these facts to the attention of Swiss Government in an effort to persuade it to reconsider its decision. Please keep the Department and War Refugee Board advised on this matter.

*100-100000-100000
100-100000-100000
100-100000-100000*

THIS IS WRB BERN CABLE NO. 2

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

000177

1946
M
WA

CABLE TO MINISTER HARRISON, BERN

Reference your No. 2810 April 13, 1944. The Swedish Government has been asked to support request of the ICRC for safe conduct for the SS TARI and has agreed to do this. Accordingly you may care to bring such fact to the attention of Swiss Government in an effort to persuade it to reconsider its decision. Please keep the Department and War Refugee Board advised on this matter.

THIS IS WRB BERN CABLE NO. 2

April 18, 1944
12:35 p.m.

JHMaur:ct 4/18/44



000178



3339 MASSACHUSETTS AVENUE
WASHINGTON 8, D. C.

600 600
W. R. B. _____
Filing Authority _____
To: Files _____
Ans. _____
No. Ans. Req. _____
Initial _____
Date _____

No 581/42

April 21, 1944

THIS NO. SHOULD BE PREFIXED TO THE ANSWER

Mr. J. W. Pehle
Executive Director
War Refugee Board
Executive Office of the President
Washington 25, D.C.

My dear Mr. Pehle,

Allow me to assure you that, conformably to the request which you made in your esteemed letter of April 8th, I have already despatched to the Cardinal Secretary of State your suggestion that the Holy See lend its support to the instances made by the International Red Cross to the German government in view of securing assurances of safe conduct for a refugee ship from Costanza to Haifa. I had thought that a reply might have been received by this time, but since none has as yet been forthcoming, I wish to assure you that I shall communicate with you as soon as any word on the matter is received.

With sentiments of esteem and with every best wish I remain

Sincerely yours,

A. G. Cicognani

Archbishop of Laodicea
Apostolic Delegate

000179

APR 21 1944

My dear Admiral Land:

I wish once again to thank you for the splendid cooperation which you have given to the War Refugee Board, this time in connection with the matter of guaranteeing a replacement, if necessary, for a Turkish passenger ship which is to be used for evacuating hapless refugees from the Balkans.

I want to let you know that I, personally, as well as in my capacity as Executive Director of the Board, desire to express my appreciation for your assistance. It is most gratifying to know that we have your wholehearted assistance in carrying out our task.

Very truly yours,

(Signed) J.W. Pehle

J. W. Pehle
Executive Director.

Admiral E. S. Land, Administrator,
War Shipping Administration,
Washington, D. C.

*Original signed
by Pehle-*

Copy to: Mr. Rains

JWP

EFR:JWP:inp 4/21/44

000180

WAR SHIPPING ADMINISTRATION
WASHINGTON

ADMINISTRATOR

April 17, 1944

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

Dear Sir:

I have been advised by you today that the Turkish authorities insist that as a condition to making the SS TARI (a passenger vessel of some 4026 gross tons) available under charter to evacuate refugees from Constanza to Haifa, they be guaranteed by the charterer that should the vessel become a total loss prior to the completion of the specified voyage, the charterer shall replace the vessel with an equivalent vessel of similar age, size and general characteristics; and that an undertaking to replace the SS TARI with a dry cargo vessel of comparable age and tonnage will not be acceptable.

In view of the urgent circumstances, you are authorized to commit the War Shipping Administration to the replacement guarantee required by the Turkish authorities.

Sincerely yours,



E. S. Land
Administrator.

000181

MEMORANDUM

If it is possible to obtain the SS LAKE CHELAN to be offered to the Turks in exchange for their agreement to keep the TARI in rescue operations, we must be very careful not to be out-traded and they should not be glibly offered the boat without assurance that we are getting full value. One suggested way of handling the matter (which will depend upon an estimate of how the Turks will react) would be:

1. Tell the Turks that they will get the vessel only in the event they agree to a minimum of two additional voyages of the TARI.

2. In dealing with the Turks put an exaggerated value on the vessel then indicate that they will earn the vessel by making a certain number of trips with the TARI, the number of trips to be determined by dividing the value of the vessel by the charter hire that we are now paying for the TARI. In other words, by fixing the value high we might get three or more trips guaranteed. If we simply make an outright gift of the CHELAN, the Turks can probably be counted on to delay the TARI voyages, etc., whereas if their outright ownership depends upon the number of voyages made by the TARI they will be more anxious to make these voyages promptly.

From Washington 7/1/44

000182

M E M O R A N D U M

If it is possible to obtain the SS LAKE CHELAN to be offered to the Turks in exchange for their agreement to keep the TARI in rescue operations, we must be very careful not to be out-traded and they should not be glibly offered the boat without assurance that we are getting full value. One suggested way of handling the matter (which will depend upon an estimate of how the Turks will react) would be:

1. Tell the Turks that they will get the vessel only in the event they agree to a minimum of two additional voyages of the TARI.

2. In dealing with the Turks put an exaggerated value on the vessel then indicate that they will earn the vessel by making a certain number of trips with the TARI, the number of trips to be determined by dividing the value of the vessel by the charter hire that we are now paying for the TARI. In other words, by fixing the value high we might get three or more trips guaranteed. If we simply make an outright gift of the CHELAN, the Turks can probably be counted on to delay the TARI voyages, etc., whereas if their outright ownership depends upon the number of voyages made by the TARI they will be more anxious to make these voyages promptly.

JBF:bbk - 4/20/44

7 0 0 1 8 3

PARAPHRASE OF TELEGRAM RECEIVED

*War Refugee Bd
M. W. P. K. W.*

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: April 19, 1944
NUMBER: 711 (Section 1)

CONTROL COPY

The following message as number 38 from Ankara is from the Ambassador for the War Refugee Board. It refers to number 324 dated April 13 from the Department.

1. In as much as I was advised yesterday by the Minister for Foreign Affairs that the request of the Turkish Ambassador had been referred by the Foreign Office to the Director General of the Turk State Steamship Lines for decision, the understanding of the Turkish Ambassador that this Government is no longer insisting that a guarantee be given that a passenger vessel replace the Teri but will be willing to accept the guarantee of a cargo ship as a replacement is somewhat premature to say the least. It was also stated by the Foreign Minister that there was nothing further he could do regarding the matter since he was not in a position to compel the Director General to accept a guarantee of which he did not approve. Today when I inquired of the Director General he advised me that as yet he had not reached a decision but that as soon as possible he would let me know his decision regarding this matter. In their efforts to secure a passenger ship guarantee from the War Shipping Administration the Ministry of Foreign Affairs' position in this matter seems to be analogous to that of the War Refugee Board and the Department of State. Every effort is, of course, being exerted

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

000184

2- #711 from Ankara (Section 1)

by me to induce the Director General to accept a guarantee of a cargo ship but I can not give any assurances of success at this time. With reference to the foregoing, as the Board seems to expect the same, if the Turkish Ambassador should receive information from his Government that it is prepared to accept the guarantee of a cargo ship I should appreciate being informed at once.

2. The transfer of \$180,000 to Kelley has been effected and the money is at his disposal according to a notice which was received from the Central Bank this morning. There will be a careful observation regarding the accounting for these funds in accordance with the instructions of the Board.

3. In the first instance my request of the Representative of the Interross in Ankara and subsequently of the Minister for Foreign Affairs, was for a German safe-conduct from Istanbul to Constanza, from Constanza to Haifa and from Haifa to Istanbul ^{for} of the TARI. Regarding the details of the request for German safe-conduct which other sources made I am, of course, not familiar.

STEINHARDT

DCR:MPL
4/22/44

000183

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: April 19, 1944
NUMBER: 711 (Section 2)

4. Up to the present time I have been successful in postponing the signing of the charter for the TARI. Nevertheless during the past week the ship has been ready to sail and in my most recent conversation with the Minister for Foreign Affairs it was clearly indicated by him that further delay in the signing of the charter would not be countenanced on the grounds that the ship is being held at our disposal at a loss to State Steamship Lines which loss is a considerable amount daily. Regarding the further postponement of the signing of the charter I am embarrassed by the fact that the delay now results from an attempt on my part to have the guarantee of a cargo ship accepted in lieu of a guarantee for a passenger ship which was the original condition. In view of the circumstances I shall in all probability find it necessary to sign the charter within the next few days regardless of whether the German safe conduct is or is not received, in order not to prejudice the entire refugee program of the Board in the eyes of the Government of Turkey and also in order to keep from irritating the authorities of Turkey who already are sufficiently vexed at the last minute request that they accept the guarantee of a cargo boat. The confidence of the Board in my judgment is very much appreciated by me in this connection. If I should find

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

000186

2-#511 from Ankara (Section 2)

it necessary or even desirable to sign the charter prior to the receipt of the German safe conduct, the Board may rest assured that I shall do so only in the firm conviction that the importance of keeping faith with the Government of Turkey in order not to prejudice the overall program of the Board for the rescue of refugees in this part of the world would more than justify the payment of even the entire penalty by the Board for the nonuse of the TARI.

STEINHARDT

AA 2 MR AS BPA AMT
RECEIVED
MAY 10 1944
MAY 10 1944

DCR:MPL
4/22/44

000187

APR 19 1944

Dear Mr. Crowley:

Reference is made to your letter of March 27, 1944, and enclosure, with respect to the replacement under Lend-Lease authority of the SS Tari.

Although it was originally contemplated that the SS Tari, (a passenger vessel of some 4026 gross tons) would be replaced, in the event of its loss, with a dry cargo vessel of comparable age and tonnage, I have now been advised by the War Shipping Administration that it will replace the Tari with a similar passenger vessel.

Very truly yours,

(Signed) J. W. Pehle

J. W. Pehle,
Executive Director

Mr. Leo T. Crowley,
Administrator,
Foreign Economic Administration,
Washington 25, D. C.

*Letter signed by
Mr. Pehle.*

*Copy to: Mr. Friedman
4/19*

JBF:bbk - 4/18/44

JBF 7

000188

FOREIGN ECONOMIC ADMINISTRATION
OFFICE OF THE ADMINISTRATOR
WASHINGTON 25, D. C.

File 9037
MAR 27 1944

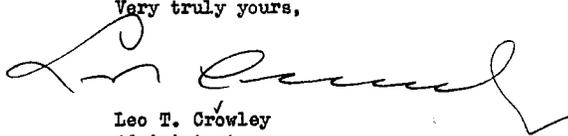
Mr. John W. Pehle
Acting Executive Director
War Refugee Board
Treasury Department
Washington 25, D. C.

Dear Mr. Pehle;

I am enclosing for your information a copy of a letter sent to the War Shipping Administrator in which the Foreign Economic Administration has assured the War Shipping Administration that if the S.S. Tari is chartered for the War Refugee Board the vessel may be replaced under lend-lease authority upon the request of the Turkish Government and that the War Shipping Administration will be reimbursed by the Foreign Economic Administration for the reasonable value of the replacement vessel.

If the S.S. Tari should be chartered, would you kindly advise us.

Very truly yours,



Leo T. Crowley
Administrator

*Copy to State
April 6, 1944
J.H.M.*

000184

FOREIGN ECONOMIC ADMINISTRATION
OFFICE OF THE ADMINISTRATOR
WASHINGTON 25, D. C.

MAR 27 1944

Honorable Emory S. Land
Administrator
War Shipping Administration
Washington 25, D. C.

Dear Admiral Land:

Reference is made to my letter to you of February 24, 1944, regarding the chartering of the S.S. Vatan by the War Refugee Board.

It is understood that the S.S. Vatan has not been chartered by the War Refugee Board and, instead, it is proposed to charter the S.S. Tari, likewise a Turkish vessel, for use in rescuing refugees. It has been requested that the assurances given in my letter of February 24, 1944 with respect to the replacement of the S.S. Vatan should, instead, be made in connection with the S.S. Tari, should it be chartered by the War Refugee Board.

Accordingly, the Foreign Economic Administration is prepared to give assurances that, upon the request of the Turkish Government, the S.S. Tari may be replaced under lend-lease authority, and that in such a case the War Shipping Administration will be reimbursed for the reasonable value of any vessel which may be delivered by the War Shipping Administration as a replacement. All questions between ourselves and the Turkish Government, however, as to the terms of replacement are reserved.

Very truly yours,

Signed: Leo T. Crowley

Leo T. Crowley
Administrator

7 0 0 1 9 0

FOREIGN ECONOMIC ADMINISTRATION
OFFICE OF THE ADMINISTRATOR
WASHINGTON 25, D. C.

MAR 27 1944

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

Dear Mr. Pehle:

I am enclosing for your information a copy of a letter sent to the War Shipping Administrator in which the Foreign Economic Administration has assured the War Shipping Administration that if the S.S. Tari is chartered for the War Refugee Board the vessel may be replaced under lend-lease authority upon the request of the Turkish Government and that the War Shipping Administration will be reimbursed by the Foreign Economic Administration for the reasonable value of the replacement vessel.

If the S.S. Tari should be chartered, would you kindly advise us.

Very truly yours,

Signed: Leo E. Crowley

Leo E. Crowley
Administrator

000191

TREASURY DEPARTMENT

INTER OFFICE COMMUNICATION

DATE April 18, 1944.

TO: Mr. Pehle
FROM: Mr. Hirschmann

Attached are copies of the Charter Agreement which Mr. Myron Black of the War Shipping Administration and I worked out with the Representatives of the Turkish Shipping Administration. This is the agreement that was left with Ambassador Steinhardt for his signature awaiting authorization for the replacement of the passenger ship which has since been granted.

MCH

Attachment.

000192

Charter party between the Government of the United States of America, hereinafter referred to as the charterer, and the Turkish State Maritime Lines Administration, hereinafter referred to as the owner, for the charter of the SS TARI, hereinafter referred to as the vessel.

000193

ARTICLE 1.

The owner agrees to carry, under the terms of this charter party, on one voyage of the S.S. TARI of 4026 gross tons, a total of not exceeding 1500 emigrants together with their personal effects, from Constanza and/or Burgaz and/or Varna to Haifa. After the debarkation of the emigrants at Haifa, the vessel will return in ballast to Istanbul where the voyage will terminate. The owner warrants the S.S. TARI to be sound, seaworthy, in good operating condition and fit in every respect for this voyage, and that it is supplied with all necessary equipment including water, life preservers, life boats and/or life rafts for the total number of passengers specified in addition to such equipment as may be required for the officers and crew.

000194

ARTICLE 2.

For the performance of the voyage specified in Article 1, the charterer agrees to pay a total of 175,000 Turkish Pounds if the vessel embarks emigrants only at Constanza. If the vessel, on the instruction of the charterer, embarks emigrants at additional ports, the charterer agrees to pay 5,000 Turkish Pounds per day (under 12 hours to be considered 1/2 day and over 12 hours a full day) for such extra time as may be involved for the call or calls, in addition to all port charges and dues at ports of embarkation other than Constanza. The charter hire will be paid to the account of the owner in the "Turkish Central Bank" on the following basis: 10% on the signing of this charter party, 15% on the confirmed departure of the vessel from Istanbul, 25% on the confirmed arrival of the vessel at the first port of embarkation of emigrants, 25% on the confirmed clearance of the vessel through the Dardanelles and 25% on the confirmed arrival of the vessel at Haifa. It is agreed that should the vessel be lost through any cause whatsoever, other than negligence of the vessel or owners, the owner shall be immediately entitled to the total charter hire of 175,000 Turkish Pounds. Should the action of any Government, except that of the signatories of this charter party, beyond the control of the charterers, prevent the vessel from embarking the emigrants or completing the voyage.

000195

voyage intended, the charterer shall be responsible only for the payment of charter hire at the rate of 5,000 Turkish Pounds per day from the date of readiness of the vessel until the return of the vessel to Istanbul following the notice of such governmental action. In such case, too, the charterer will be responsible for the payment of all actual expenses to which the owner was placed in preparing and equipping the vessel for this voyage.

000196

ARTICLE 3.

A total of 8 lay days shall be allowed for the embarkation and debarkation of the passengers. Any portion of the 8 days may be used for embarkation or debarkation. The lay days shall be reckoned as of the respective date of the arrival of the vessel at port of embarkation and port of debarkation. Additional lay days shall be paid for by the charterer at the rate of 5,000 Turkish Pounds per day. Any fraction of a day under 12 hours shall be considered half a day and paid for accordingly and any fraction of a day over 12 hours shall be considered a full day. This same rate of demurrage is applicable for time elapsing between the date when the vessel is ready to depart from Istanbul and the date of actual departure - providing such delay is the fault of the charterer. Written notice of readiness shall be given by the owner to the charterer at least 24 hours in advance of the time when the vessel is actually ready to sail. Time in port occasioned by requirements of vessel or owner or failure of vessel's machinery or equipment shall not be counted against allowable lay days.

000197

ARTICLE 4.

The charterer shall arrange and pay for all insurance on the vessel including, ordinary hull, war risk, partial damage, particular average and collision. The charterer shall also arrange and pay for life insurance for the officers and crew against all risks. This will be in the names and for the benefit of the interested parties and on the basis of the normal insurance values to be supplied by the owner. All insurance will be arranged and policies delivered to the owner prior to the departure of the vessel. The value of the S.S. TARI for insurance purposes shall be 780,000 Turkish Pounds. The owner agrees to supply all necessary documents and warrants essential for the placing of this insurance.

It is specifically agreed that should the vessel become legally a total loss prior to the completion of the specified voyage, the charterer shall replace her without delay with an equivalent vessel of similar age, size and general characteristics. In the event that such replacement is required, the owner agrees that all insurance monies received from the vessel and all claims for insurance shall be turned over to the charterer.

000198

ARTICLE 5.

All expenses other than those for insurance listed in Article 4 and such port dues as may be payable for calls at additional ports as listed in Article 3 shall be paid by and be for the account of the owner. These shall include port dues and charges, crews' and officers' food and wages, engine room and deck supplies, bunkers and the cost of providing regulation lighting and painting for vessels sailing under the auspices of the International Red Cross. The owner will also undertake and pay for all necessary alterations for the carriage of emigrants including wood decking in the holds and tweendecks, necessary stairways from holds and tweendecks, protective rails about holds, tarpauline to be stretched over lowered booms to shelter decks, necessary toilets and adequate facilities for providing hot water and hot soup. As already provided in Article 1, life saving equipment shall be supplied by the owner.

000199

ARTICLE 6.

The charterer will secure necessary permits from all interested belligerent nations for the safe conduct of the vessel and it is understood that the vessel will not sail until such necessary safe conducts are procured.

000200

ARTICLE 7

The providing of food for the passengers shall be arranged and paid for by the charterer. The owner agrees, however, to provide a cabin and meals free of charge for the delegate of the International Red Cross who will travel on the vessel.

000201

ARTICLE 8

Inasmuch as the vessel shall travel under the auspices of the International Red Cross and under safe conduct from all interested belligerent nations, it is specifically understood and agreed that no cargo whatsoever shall be loaded on the vessel during the duration of this voyage. Only the emigrants and their personal effects shall be carried.

000202

ARTICLE 8

The net proceeds of all salvage to be divided
equally between the owner and the charterer.

000203

ARTICLE 10

The cost of revenue stamps, notary fees and other charges for the execution of this charter party shall be divided equally between the owner and the charterer.

000204

ARTICLE 11

Any dispute arising out of this charter party or an interpretation of its clauses shall be settled by mutual agreement between the Government of the United States and the Ministry of Communications and Transport of the Turkish Government.

000203

war Dept
copy

ORIGINAL TEXT OF TELEGRAM SENT

FROM: SECRETARY OF STATE, WASHINGTON
TO: AMERICAN LEGATION, ANKARA
DATE: APRIL 17, 1944
NUMBER: 342

CONTROL COPY

FROM THE WAR REFUGEE BOARD TO AMBASSADOR STEINHARDT,
ANKARA.

The following refers to your No. 657 of April 12 from
Ankara to the War Refugee Board.

With respect to the replacement of a passenger vessel
of QUOTE an equivalent vessel of similar age, size and general
characteristics UNQUOTE for the SS TARI as designated in
Article 4 of the proposed charter with the Turkish Government
for the aforesaid ship, Hirschmann is in full agreement with
the position you have taken in your telegram abovementioned.

Hirschmann and I conferred with Admiral Land of the War
Shipping Administration today. The War Shipping Administration
and the Foreign Economic Administration have authorized you to
commit this Government to the replacement of the SS TARI in the
event of loss with a passenger repeat passenger vessel as re-
quested by the Turkish Government.

At this point every recommendation submitted by you and
Hirschmann to complete the negotiations for you to sign the
Charter agreement for the War Refugee Board with the Turkish
Government for the SS TARI has been authorized. Please refer
to War Refugee Board cable to Ankara No. 20 relating to all
the conditions mentioned in your numbers 585 and 594. The

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

000206

The single obstacle remaining is the granting of safe conduct by the German Government. We have taken every available measure to expedite this safe conduct in Washington as reported in our War Refugee Board cable no. 20.

Hirschmann informs me that Simond has expressed to him unequivocally, unreserved confidence that von Papen would arrange to obtain this safe conduct without delay. He also informs me that Simond agreed personally to see von Papen within a few days after his first meeting with him in Ankara on this subject. Assuming that the German safe conduct has not been obtained Hirschmann urges that both Simond and the Apostolic Delegate from Istanbul arrange to see von Papen in person in order to again urge granting of safe conduct without delay. Hirschmann reports that Simond expressed the view that he can succeed in securing the safe conduct and he suggests that you personally confer with Simond along the above lines without delay.

TO 11 MAR 25 1944
WASHINGTON, D.C.
WAR REFUGEE BOARD
RECEIVED

000200

CABLE TO AMBASSADOR STEINHAARDT, ANKARA, FROM THE WAR REFUGEE BOARD.

The following refers to your No. 657 of April 12 from Ankara to the War Refugee Board.

With respect to the replacement of a passenger vessel of QUOTE an equivalent vessel of similar age, size and general characteristics UNQUOTE for the SS TARI as designated in Article 4 of the proposed charter with the Turkish Government for the aforesaid ship, Hirschmann is in full agreement with the position you have taken in your telegram abovementioned.

Hirschmann and I conferred with Admiral Land of the War Shipping Administration today. The War Shipping Administration and the Foreign Economic Administration have authorized you to commit this Government to the replacement of the SS TARI in the event of loss with a passenger repeat passenger vessel as requested by the Turkish Government.

At this point every recommendation submitted by you and Hirschmann to complete the negotiations for you to sign the charter agreement for the War Refugee Board with the Turkish Government for the SS TARI has been authorized. Please refer to War Refugee Board cable to Ankara No. 20 relating to all the conditions mentioned in your numbers 585 and 594. The single obstacle remaining is the granting of safe conduct by the German Government. We have taken every available measure to expedite this safe conduct in Washington as reported in our War Refugee Board cable No. 20.

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***** THIS IS WAR ANKARA CABLE NO. 26 *****

April 17, 1944
6:10 p.m.

4-17-44
Miss Chauncey (for the Sec'y) Abrahamson, DuBois, Friedman, Hodel, Laughlin, Lesser, Mans, Pehle, Stewart, Central Files, Cable Control Files

7 0 0 2 0 0

*in Ref Bk
1077*

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Lisbon
DATED: April 17, 1944
NUMBER: 1059

CONTROL COPY

FROM JOINT DISTRIBUTION COMMITTEE AND WAR REFUGEE BOARD
TO MINISTER NORWEB, LISBON, PORTUGAL.

The following message to Joseph Schwartz, 242 Rua Aurea,
Lisbon from Joint Distribution Committee and War Refugee Board.

QUOTE. Reference your Nos. 879 of March 23 and 918 of
March 27.

Have received message from Steinhardt urgently recommend-
ing that you conclude negotiations for Portuguese ship with
Portuguese Shipping Company as apparently there is sufficiently
large number of refugees to justify use of ships in addition
to SS TARI. Furthermore, granting of German safe conduct for
SS TARI is not (repeat not) certain. Please conclude negotia-
tions as soon as possible and keep us advised. UNQUOTE.

It will be appreciated if you and Mr. Dexter will lend
all possible assistance to Mr. Schwartz in his effort to obtain
a Portuguese ship for evacuation from Rumania. Please advise
the Board of action which should be taken by it to facilitate
these negotiations including the obtaining of safe conducts, etc.

This is WRB Cable No. 152 WN 11 09

"In order to avoid confusion in connection with its
cables to representatives in the field, the Board, com-
mencing with this cable, intends to number its cables
to each representative consecutively. In replying to
Board cables kindly refer to the WRB designation. You
should also consecutively number all cables to the Board"

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

000203

Up following...
TO MINISTER NORWEB, LISBON
FROM JOINT DISTRIBUTION
COMMITTEE AND WAR REFUGEE BOARD

MAILED: 1028
FILED: APR 13 1944
TO: AMERICAN
FROM: SECRETARY
ORIGINATOR

CABLE TO MINISTER NORWEB, LISBON, PORTUGAL FROM JOINT DISTRIBUTION
COMMITTEE AND WAR REFUGEE BOARD

The following message to Joseph Schwartz, 242 Rua Aaven, Lisbon
from Joint Distribution Committee and War Refugee Board.

QUOTE. Reference your Nos. 879 of March 23 and 918 of March 27.

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you conclude negotiations for Portuguese ship with Portuguese Shipping
Company as apparently there is sufficiently large number of refugees to
justify use of ships in addition to SS TARI. Furthermore, granting of
German safe conduct for SS TARI is not (repeat not) certain. Please
conclude negotiations as soon as possible and keep us advised. UNQUOTE.

It will be appreciated if you and Mr. Dexter will lend all possible
assistance to Mr. Schwartz in his effort to obtain a Portuguese ship
for evacuation from Rumania. Please advise the Board of action which
should be taken by it to facilitate these negotiations including the
obtaining of safe conducts, etc.

This is WRB Cable No. 1

"In order to avoid confusion in connection with
its cables to representatives in the field, the Board,
commencing with this cable, intends to number its
cables to each representative consecutively. In reply-
ing to Board cables kindly refer to the WRB designation.
You should also consecutively number all cables to the
Board."

* * * *

April 13, 1944
12:00 p.m.
MWT:JBF:bbk - 4/13/44

my m 837

000210

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: April 13, 1944
NUMBER: 585
*

As Ankara's number 36 the following message is for the War Refugee Board

Yesterday during a conversation with the Minister for Foreign Affairs he advised me that on April 11 he had again asked the German Ambassador to expedite safe conduct for the SS TARI. In view of the fact that von Papen had assured him that he was doing everything within his power to persuade the Government of Germany to grant the safe conduct, he (the Minister for Foreign Affairs) had not given up hope of obtaining it.

STEINHARDT

DCR:MPL
4/13/44

Miss Chauncey (for the Sec'y) Abrahamson, Alzin, Bernstein, Cohn, DuBois, Friedman, Gaston, Hodel, Laughlin, Lesser, Luxford, Mann, Mannon, Marks, McCormack, Paul, Pehle, Pollak, Rains, Sargoy, Smith, Standish, Stewart, Weinstein, H. D. White, Files

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

000211

*Mr. P. P. ...
Mr. ...*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Minister, Bern
TO: The Secretary of State, Washington
DATE: April 14, 1944
NUMBER: 2345

copying

CONTROL COPY

As directed in your number 1192 dated April 8, a follow-up inquiry was sent on April 10 to Federal Political Department. Federal Political Department in reply refers to and confirms its note dated April 12 the substance of which was sent to you in my number 2301 dated April 13 and says further in substance that information communicated to it concerning the Turkish Government's attitude and the steps taken in the meantime by the United States Government in approaching the Government of Sweden on this subject have been noted with interest by the Political Department.

HARRISON

*File
JBS*

DGR:MPL
4/17/44

*Rec'd WRB
4/18/44
JA*

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

000212

ORIGINAL TEXT OF TELEGRAM SENT

FROM: SECRETARY OF STATE, WASHINGTON
TO: AMEMBASSY, ANKARA
DATED: April 13, 1944
NUMBER: 324

War Refugee Board
copy
CONTROL COPY

FROM WAR REFUGEE BOARD FOR AMBASSADOR STEINHARDT.
This is WRB cable to Ankara no. 29.
Please refer to your Nos. 585 and 594 of April 4.

1. We talked last week with Turkish Ambassador in Washington regarding impossibility of replacing TARI with passenger ship and Ambassador cabled his Government accordingly. Turkish Ambassador here now understands that the Turkish Government is no longer insisting on guarantee to replace TARI with passenger boat but will accept guarantee of cargo vessel. Ambassador is asking confirmation of this from his government. As we advised in No. 250 of March 24 the United States Government, in view of military necessities is not (repeat not) in a position to replace the SS TARI with a passenger vessel. It was accordingly suggested that you put the issue squarely to the Turkish Government whether it is prepared to cooperate by chartering the SS TARI without further delay and upon the basis of the guarantee already offered, namely a cargo vessel of comparable age and tonnage.

2. Transfer of \$160,000 to Kelley as requested in your nol 594 has been arranged. These are confidential funds from the Emergency Fund of the President and may be disbursed without following the procedure usually required in government disbursements. Kelley will be responsible to Mr. Pehle, Executive Director of the Board, alone for expenditures but should keep careful records and obtain receipts.

3. The charter party should be signed in the name of the War Refugee Board. Ambassador Steinhardt or any member of his staff designated by him is hereby authorized to sign the charter party in the name of the War Refugee Board.

4. With reference to German and Russian safe conduct the following steps have been taken by the Board. The Governments of Switzerland and Sweden have been asked to support the request of the International Red Cross for a German safe conduct. The Apostolic Delegate in Washington has been requested to ask similar action by the Holy See. The Swedish Government has already indicated its willingness to approach the German Government. Minister Harrison is awaiting a reply from the Swiss Foreign Office. As you know, the Board requested Ambassador Harriman to approach the Russian Government with respect to obtaining safe conduct from that Government. No reply has as

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State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972

yet

000213

yet been received in Washington. None of your cables with respect to the TARI indicate clearly the exact nature of the safe conduct that has been requested from the Germans. However, we have been advised by Minister Harrison in Bern that the International Red Cross has requested a safe conduct for the TARI on a voyage from Istanbul to Constanza and return. Accordingly our requests to the Swiss and the Swedes have been couched in the same terms. In view of the one indication contained in your No. 501 of March 21 that the voyage may be from Constanza to Haifa it is suggested that you check immediately with the International Red Cross delegate with a view to seeing whether the safe conduct request has been properly couched and advise the Board.

5. The Board fully concurs that the signing of the charter party should be delayed as long as possible pending more definite news about German safe conduct. However you are given full authority to act as in your judgment circumstances dictate. We realize the difficulty of the situation and that risks must be taken and you are fully authorized to charter the TARI when and if you deem it desirable. We feel that you are in a better position than we to make a judgment on the matter and we accept and have full confidence in whatever decisions you reach.

COMMUNICATIONS SECTION
MAR 21 1918

000214

CABLE TO AMBASSADOR STEINHARDT, ANKARA, TURKEY FROM THE WAR REFUGEE BOARD

This is WRB Cable to Ankara No. 20

Please refer to your Nos. 585 and 594 of April 4.

1. We talked last week with Turkish Ambassador in Washington regarding impossibility of replacing TANI with passenger ship and Ambassador cabled his government accordingly. Turkish Ambassador here now understands that the Turkish Government is no longer insisting on guarantee to replace TANI with passenger boat but will accept guarantee of cargo vessel. Ambassador is asking confirmation of this from his government. As we advised in No. of the United States Government, in view of military necessities is not (repeat not) in a position to replace the SS TANI with a passenger vessel. It was accordingly suggested that you put the issue squarely to the Turkish Government whether it is prepared to cooperate by chartering the SS TANI without further delay and upon the basis of the guarantee already offered, namely a cargo vessel of comparable age and tonnage.

2. Transfer of \$160,000 to Kelley as requested in your No. 594 has been arranged. These are confidential funds from the Emergency Fund of the President and may be disbursed without following the procedure usually required in government disbursements. Kelley will be responsible to Mr. Peble, Executive Director of the Board, alone for expenditures but should keep careful records and obtain receipts.

3. The charter party should be signed in the name of the War Refugee Board. Ambassador Steinhardt or any member of his staff designated by him is hereby authorized to sign the charter party in the name of the War Refugee Board.

4. With reference to German and Russian safe conduct the following steps have been taken by the Board. The Governments of Switzerland and Sweden have been asked to support the request of the International Red Cross for a German safe conduct. The Apostolic Delegate in Washington has been requested to ask similar action by the Holy See. The Swedish Government has already indicated its willingness to approach the German Government. Minister Harrison is awaiting a reply from the Swiss Foreign Office. As you know, the Board requested Ambassador Harrison to approach the Russian Government with respect to obtaining safe conduct from that government. No reply has as yet been received in Washington. None of your cables with respect to the TANI indicate clearly the exact nature of the safe conduct that has been requested from the Germans. However, we have been advised by Minister Harrison in Bern that the International Red Cross has requested a safe conduct for the TANI on a voyage from Istanbul to Constantinople and return. Accordingly our requests to the Swiss and the Swedes have been couched in the same terms. In view of the one indication contained in your No. 501 of March 21 that the voyage may be from Constantinople to Haifa it is suggested that you check immediately with the International Red Cross delegate with a view to seeing whether the safe conduct request has been properly couched and advise the Board.

5. The Board fully concurs that the signing of the charter party should be delayed as long as possible pending more definite news about German safe conduct. However you are given full authority to act as in your judgment circumstances dictate. We realize the difficulty of the situation and that risks must be taken

JBY:bbk - 4/10/44

000215

and you are fully authorized to charter the WARI when and if you deem it desirable. We feel that you are in a better position than we to make a judgment on the matter and we accept and have full confidence in whatever decisions you reach.

April 10, 1944

3:50 p.m.

JBF *my m* *W.S.*
JBF:bbk - 4/10/44

000216

*Wa Refugee Bd
Mr. Kelle*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Minister, Bern
TO: The Secretary of State, Washington
DATE: April 13, 1944
NUMBER: 2301

copy only

CONTROL COPY

*answered
JH 17*

The following message is for the War Refugee Board.

When I called upon Minister Bonn on April 10 I handed him a note which contained the substance of your number 1192 dated April 8.

Mr. Pilet-Golaz asked me to call upon him yesterday and me note in reply. After explaining the relationship between IGRG and the Federal Government this note points out that ~~cases~~ may occur when a step taken by IGRG may be supported simultaneously by several neutral states and that it is, however, necessary for the Federal Government to assure itself that in such cases its participation will be completely consistent with its position as the protecting power and that such participations do not jeopardize the interests which it protects. Nevertheless the note also points out that although the case has been examined with sympathetic attention by the Federal Government which has considered it from the humanitarian interest only, it has become convinced that its support of the request for safe conduct for the S.S. TARI, rather than work in favor of the desired ~~result~~ ^{result}, would impede the efforts of IGRG. In conclusion the note states that the Federal Department without naturally entering into any engagement would not refuse to consider if such

RECEIVED
WAR REFUGEE BOARD
APR 14 1944

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

000217

*W. J. Rogers to
Mrs. Keller
copy*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Legation, Stockholm
TO: Secretary of State, Washington
DATED: April 13, 1944
NUMBER: 1255
*
[REDACTED]

CONTROL COPY

On April 12 We communicated to Soderblom the substance of Department's cable of April 10, no. 633, and we received assurance that Swedish Government will make every effort to hasten action by German Government with respect to safe conduct for S. J. TARI.

The second demarche will include support of request for safe conduct for BELLACITA mentioned in Department's telegram of April 5, no. 593. On or about April 8 was made the first Swedish demarche.

JOHNSON

WASHINGTON, D.C.
MRS. E. H. BOYD
RECEIVED
13th APR 13 AM 10 28

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

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✓
TURKISH EMBASSY
WASHINGTON, D. C.

NO. 783/78

April 13, 1944

*File
JB7*

Mr. J. W. Pehle, Executive Director
Executive Office of the President
War Refugee Board
Washington, 25, D. C.

My dear Mr. Pehle:

Referring to our recent conversation,
I have pleasure in advising you that on the
basis of proposals submitted by the American
Embassy a complete agreement has been reached
concerning arrangements for the S. S. TARI,
and the steamer will sail as soon as a safe
conduct from the German Government is obtained.

I remain, my dear Mr. Pehle,

Sincerely yours,



Turkish Ambassador

000220

CONTROL COPY

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: April 12, 1944
NUMBER: 657
x

*File
889*

The following message from the Ambassador is Ankara's No. 34 for the attention of Pehle, WRB.

I wish to make the following points in view of the erroneous impression the Board seems to have, as reflected in the second paragraph of Department's telegram of April 5, no. 298, WRB's no. 18, regarding the Turkish Government's attitude in connection with the charter of the SS TARI.

1. The problem of moving refugees to Palestine from the Balkans depends primarily on the availability of one or more passenger vessels, as the Board is aware. Not one passenger vessel of even small tonnage has thus far been made available by the British or American Governments in spite of many cables from Hirschmann and myself emphasizing this factor. The Board has not met the Turkish Government's basic condition that if one of its only six available passenger vessels, the TARI, is lost while being used by the Board it shall be replaced by a similar passenger vessel. In its cable under reference the Board, in spite of intimations in its previous cables that this condition would be

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

000221

would be met, suddenly disposes of the matter with the comment that in view of the present military necessities the United States is not in a position to guarantee the replacement of the SS TARI with a passenger vessel. We wish to know whether this means that the Board has not been successful in its attempts to obtain a passenger vessel either for the purpose of moving refugees on its own account or to replace in case of loss any passenger vessel made available by the Government of Turkey.

2. Furthermore, I am not able to subscribe to the statement made by the Board that no vessel has been made available by the Government of Turkey up to the present time. The Government of Turkey has made the SS TARI available for the projected voyage and subject to the Board's guaranteeing her replacement by a passenger vessel in the event of loss and further subject to the grant of safe conduct by the Germans, it is prepared to sail as specified at the outset of the negotiations. Inasmuch as it now appears that the Board has not been able to obtain from either the British or the United States Governments a 4,000 ton passenger vessel, they should be able to comprehend the Turkish Government's unwillingness to run the risk of losing one of its only six available passenger ships in undertaking the movement of refugees at the Board's request.

000222

3. The Board while asserting unjustly that the Government of Turkey has not made vessels available up to the present time has failed to answer my inquiry as to the name in which the charter is to be taken and has failed to place at my disposal the necessary funds. Moreover no reply has been made by the Board to my inquiry as to whether it wishes the charter signed at a continuing expense of five thousand Turkish pounds per day prior to receipt of German safe conduct.

My astonishment at the statement made by the Board that it is not able to understand why this most urgent matter is being further delayed by the Turkish Government will be understood in view of the foregoing. No such statement could have been made by anyone who had read my detailed cables as to what was required of us before the sailing of the TARI.

4. As regards the observation that the Government of Turkey must be aware of the fact that the United States is not in a position to guarantee the TARI's replacement with a passenger ship, I cannot understand why the Government of Turkey should be aware of any such fact especially in light of incessant U. S. propaganda emphasizing the construction by the United States of over a million and a half tons of shipping in a month. Might I suggest in this connection that the Board bring to the attention of the appropriate authorities in the

000223

in the United States that the risk of having to replace this vessel is a nominal one as it will make the projected voyage under the auspices of the International Red Cross with proper markings and lights and under safe conduct from the German and Russian Governments.

If the Board at any time had informed Hirschmann and myself that the Government of the United States would not give a ship for ship guarantee but would only guarantee replacement with a cargo ship, negotiations for the TARI would not have been undertaken or would have been abandoned long since and we would have sought the SS VATAN. If the Government of Turkey should be able to make the VATAN available at this late date in place of the TARI upon payments by the Board of expenses already incurred in preparing the TARI for the voyage, it should be born in mind by the Board that not more than about seven hundred passengers will be carried by the VATAN as against fifteen hundred by the TARI and a very considerable delay would result in converting the VATAN from a cargo ship to carry even this number of passengers.

5. The Board is urged not to stimulate or countenance at this time, any publicity in the United States with respect to the movement of refugees which is unfavorable to the Government of Turkey. The Foreign Minister of Turkey at the present time is one of the shrewdest diplomats of our time. He intimated during

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during my last talk with him that if he were subjected to any further pressure on the subject of refugees he would be compelled to consider granting to British and United States correspondents in Ankara a press conference and giving them the following information: The Government of Turkey had placed at the Board's disposal one of its six available passenger vessels for a voyage to Constanza for the purpose of evacuating Jewish refugees on the reasonable condition that the American Government would replace her with a similar passenger vessel in the event of her loss, and he had also offered to keep the vessel in operation for the same purpose after the initial voyage if a passenger vessel for use by the Turkish merchant marine in her place were furnished by the American Government. Moreover, an increase in the transit of refugees by rail from the Balkans to the Syrian frontier to the limit of the carrying capacity of its single-track railroad and over-burdened rolling stock had been ordered by the Government of Turkey. The Government of Turkey, while doing everything within its power to increase legal movement of refugees from the Balkans to Palestine by rail and sea, had allowed the entry and transit of a considerable number of Jewish refugees who had arrived in Istanbul illegally without Palestine entry certificates or Turk visas. An offer had been made by the Government of Turkey to operate
a shuttle

000225

a shuttle service between Palestine and Istanbul for an unlimited number of these refugees without Visas or other documents by placing Turk crews and the Turk flag on any vessels large or small made available to the Government of Turkey for that purpose by the American Government. Although the foregoing active steps had been taken by the Government of Turkey to aid in the evacuation of refugees from the Balkans, the British and American Governments had thus far taken no steps in so far as he was aware to assist in the evacuation ^{of refugees} to Palestine from the Balkans other than to demand that such steps be taken by others. Although they were aware of the acute shortage of Turk rolling stock, neither the British nor the Americans had offered, thus far, to make available to the Turk Government locomotives or railroad cars for the movement of refugees across Turkey. He was curious to know why the British and American Governments should assume that poor Turkey should have vessels available to remove refugees when they are not available for this purpose to rich America. The remark was then made by the Minister that he was tired of the noisy protestations of the two richest countries on earth, which own or control practically all the shipping in the world, who stated that they wished to rescue refugees from the Balkans and were insisting that the Government of Turkey dedicate 16 per cent of its passenger fleet to the movement of refugees while unable or unwilling themselves to furnish a four thousand ton passenger

passenger ship and while posing as the saviours of the refugees before the rest of the world.

There is little doubt in my mind that the intensity of the feelings of the Minister in the refugee matter reflects his bitterness at the pressure to which the British have subjected him to enter the war while refusing to supply Turkey with the war materials needed.

I would suggest, in view of the present position with respect to the charter of the TARI as outlined above, that all the cables on this subject exchanged between the Board, Hirschmann and myself be reviewed by you and that you then direct in so far as lies within your power that the necessary action be taken immediately to permit the signing of the TARI charter. Among other things this will involve advising me as to the name in which the charter is to be taken, the transmission to Ankara of the necessary funds, information as to whether the charter is, or is not, to be signed prior to the receipt of the German safe conduct and especially, information as to whether replacement by passenger vessel may be guaranteed or whether the Board wishes me to try to persuade the authorities of Turkey to substitute the VATAN for the TARI which would entail a very considerable delay as was stated above.

15 2 MA 1941

STEINHARDT

WASHINGTON D.C.
REFUGEE BOARD
RECEIVED

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CONTROL COPY

RCC-70

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

Ankara

Dated April 11, 1944

Rec'd 11:10 a.m., 12th.

*rd (L...)
B 110*

Secretary of State

Washington

644, April 11, 11 p.m.

FOR THE WAR REFUGEE BOARD

Ankara's 33.

The Russian Ambassador informed me yesterday the Russian Government is granting safe conduct for the SS TARI.

DEPARTMENT OF STATE
APR 13 1944
DIVISION OF COMMUNICATIONS & RECORDS

STEINHARDT

JT

000228

Warr, Eugene B. H.
Mr. P. H. H.

PARAPHRASE OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Legation, Stockholm
DATED: April 10, 1944
NUMBER: 633

CONTROL COPY



Following is substance of message from War Refugee Board for attention of the Minister.

Referring to your cable dated April 7, 1944, no. 1181, you are instructed to inform Foreign Office that Intercross has already requested safe conduct for SS TARI. According to a report from the Intercross which is transmitted for your confidential information, you may anticipate delay by the German Government in taking action upon this request. Therefore, any action which the Swedish Government may take to hasten action by the German Government will be greatly appreciated. We have obtained the agreement of the Turkish Government and we are now requesting the Government of Switzerland and the Vatican to support the request for safe conduct for the TARI which the Intercross made to the German Government.

1044 APR 14 AM 10 24
HULL
WASHINGTON D.C.
WAR REFUGEE BOARD
RECEIVED

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

000229

CABLE TO MINISTER JOHNSON STOCKHOLM FROM WAR REFUGEE BOARD

URGENT: ~~SECRET~~ In
answer to the question in your cable No. 1181 of April 7, 1944,
please advise the Foreign Office that Interross has already
requested a safe conduct for the "S/S TARI". For your confidential
information Interross indicates that delay in taking action upon
this request may be anticipated from the German Government. Therefore
any action that the Swedish Government may take to hasten action by
the German Government will be much appreciated. The Turkish Govern-
ment has agreed and the Swiss Government and Vatican are now being
requested to support the Interross request to the German Government
for the "TARI" safe conduct.

April 10, 1944

2:20 p.m.

cc:Sec'y, Abrahamsen, DuBois, Friedman, Hodel, Laughlin, Lesser, Mann, Pehle, Stewart,
Central Files, Room 194; Cable Control Files, Room 387½.

MJMarksidh 4/10/44

000230

APR 8 1944

My dear Archbishop Ciccognani:

The War Refugee Board is extremely appreciative of the assistance that the Holy See has offered to date in supporting the Board's action in behalf of the long suffering Jewish refugees. Because of the Holy See's deep interest in succoring refugees, I am taking the liberty of bringing the following to your attention.

As you are no doubt aware, the War Refugee Board has in the past few months been making all possible efforts to obtain shipping in order to evacuate from the Balkans refugees who will otherwise face almost certain death. The Turkish Government has now agreed to cooperate in this humanitarian undertaking by making available for one voyage the 4,000 ton Turkish Government ship TARI to evacuate refugees from Constanza to Haifa. This ship is capable of accommodating 1,500 refugees.

In view of the recent Balkan developments, there is no need to point out how extremely urgent it is to send an evacuation ship to Constanza immediately. In order to make this possible the International Red Cross has been requested to obtain from the German Government a safe conduct for the TARI and efforts are also being made to obtain safe conduct from the other belligerents.

We have just received a cablegram indicating that the International Red Cross anticipates difficulty in obtaining German consent to a safe conduct. With the present shortage in shipping, the Turkish Government cannot be expected to hold the TARI indefinitely at the disposal of the War Refugee Board pending action by the German Government on the International Red Cross request for a safe conduct. It is therefore essential, if the lives of 1,500 refugees are to be saved, that the German Government be persuaded on humanitarian grounds to act immediately. A delay to act here will be tantamount to a refusal insofar as the consequences are concerned.

000231

Therefore, it would be very much appreciated if you would use your good offices to obtain from the Holy See support for the request of the International Red Cross for a safe conduct from the German Government.

Very sincerely yours,

J. W. Pehle
Executive Director.

His Excellency
The Most Reverend
Amleto Giovanni Cicognani,
Archbishop of Laodicea di Frigia,
The Apostolic Delegate,
Washington, D. C.

*Original signed
by JWP*

MSM:JWPehle:lhh 4/7/44

000232

TURKISH EMBASSY
WASHINGTON, D. C.

No. 757/76

April 8, 1944

Mr. J. W. Pehle, Executive Director
Executive Office of the President
War Refugee Board
Washington 25, D.C.

My dear Mr. Pehle:

I take pleasure in sending you
the memorandum concerning which we talked on your
recent visit to this Embassy.

I remain, my dear Mr. Pehle,

Sincerely yours,



Turkish Ambassador

000233

TURKISH EMBASSY
WASHINGTON, D. C.

MEMORANDUM

No.

Upon Mr. Steinhardt's requesting of the Minister of Foreign Affairs the use of a vessel for transportation of refugees, with the offer of indemnity or replacement in case of its loss, the Minister told him that, in view of Turkey's insufficient tonnage, it would be impossible to assign any ship for regular use for this purpose; however, if a vessel is given to Turkey it would be used exclusively for transportation of refugees. The Minister nevertheless obtained authorization of the Council of Ministers to assign a ship for transportation of 1500 Jewish refugees on a single journey.

Mr. Steinhardt was informed of this authorization and asked to notify the Minister of any difficulties which might be encountered; at a recent meeting the Ambassador said that although some difficulties had arisen, they were not such as to require the Minister's intervention.

Later, however, Mr. Steinhardt asked the Minister's intervention for the obtention of a safe-conduct for the S. S. TARI, which was ready to sail, as he had been unable to secure this through the Red Cross; the Minister's insistent action with the German Ambassador has not yet received an answer.

000234

Mr. Steinhardt has expressed satisfaction with the Turkish Government's actions in the matter of refugees, although he has been unable to use the assigned quotas because refugees were not permitted by the German Government to depart. The Turkish Government has also agreed to transport 3000 Jews by train from Thrace to the seacoast, if ships to carry them to their destination were in readiness in the Sea of Marmora; the American Embassy, agreeing to this as the sole possibility, has been unable to utilize it.

It was understood that no refugees beyond the fixed quota would be permitted to come to Turkey. Furthermore, the British would not issue visas for persons not on their own lists. Consequently the Turkish Government was obliged to take preventive measures against the entry of other refugees. Exceptions were made in the case of 250 Jews on board an unseaworthy ship, whose transit has been arranged, and 150 more, aboard the S. S. BELLA CITA, will also be permitted to pass in transit.

Turkish visas being issued to refugees on the British lists, on the assurance that these persons would be given British visas, the refugees have nevertheless been obliged to spend months in Turkey, with consequent confusion of the arrangements for their transportation, because of the non-issuance of British visas.

The captain and crew of a Turkish ship which had transported Jewish refugees to Mersin, in Turkish territory, were subsequently arrested in Palestine for having transported

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refugees without British permission; these men have not been indemnified by the British Government for damages sustained.

000236

W. J. Refugee
M. P. Kelly

ORIGINAL TEXT OF TELEGRAM SENT
FROM: Secretary of State, Washington
TO: American Legation, Bern
DATED: April 8, 1944
NUMBER: 1192

CONTROL COPY

FROM WAR REFUGEE BOARD TO MINISTER HARRISON.

Reference your cable 2049 of April 3.

Obtaining of German safe conduct for SS TARI is matter of extreme urgency. If you have not yet received a reply from the Swiss Government is suggested that you again approach the Foreign Office on this matter. For your confidential information, Turkish Government has agreed and Swedish Government is now being requested to support the Inter-cross request for safe conduct.

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

000237

APR 12 1944
3:10

URGENT

CABLE TO MINISTER HARRISON, BERN FROM WAR REFUGEE BOARD

Reference your cable 2049 of April 3.

Obtaining of German safe conduct for SS TARI is matter of extreme urgency. If you have not yet received a reply from the Swiss Government it is suggested that you again approach the Foreign Office on this matter. For your confidential information, Turkish Government has agreed and Swedish Government is now being requested to support the Intercess request for safe conduct.

~~This is War Refugee Board Cable No. 1144~~

April 6, 1944
5:20 p.m.

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

RJM:JBF:bbk 4/6/44

JB7 mym

000238

*Wa Refugee Bd
Mr Pelli*

PARAPHRASE OF TELEGRAM SENT

FROM: Secretary of State, Washington.
TO: AMEMBASSY, Ankara.
DATED: April 8, 1944.
NUMBER: 306.

Files

CONTROL COPY

The following message is War Refugee Board No. 19.

From War Refugee Board to the Ambassador.

We refer to your telegram of April 3, 1944, no. 590.

If SS Tari is chartered to War Refugee Board, war risk will be insured through War Shipping Administration at the rate of seven and one-half per cent. You should notify us at once when insurance is to be placed so that arrangements can be made here. We will need the following information: We will have to know that the vessel will depart within fifteen days of the time we obtain the insurance and also know that the vessel is safely in port. You are requested to inform us of the final value placed upon the boat so that the value in dollars may be computed in determining the premium and insurance.

HULL

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

000239

SECRET 5/1/44

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

Please refer to your No. 590 of April 3.

If SS FARI chartered to War Refugee Board war risk will be insured through War Shipping Administration at seven and one-half percent. Notify us when insurance to be placed so that arrangements can be made here. It will be necessary to know that vessel is safely in port and that it will sail within fifteen days of the time insurance is obtained. Please advise of final value placed on boat in order that value in dollars may be computed in determining insurance and premium.

This is WRB Cable to Ankara No. 19

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

April 6, 1944

JBF:bbk 9:50 4/6/44

JB7

000240

*W. Refugee Bd
M. P. Kelle*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: April 8, 1944
NUMBER: 626

*copy only
file*

CONTROL COPY

As Ankara's number 26 the following message is from the Ambassador for the War Refugee Board.

Kindly inform Joseph Schwartz JDC representative at Lisbon that there being apparently a sufficiently large number of refugees to justify the use of ships besides the SS TARI if the safe conduct for that ship should be forthcoming and that the granting of a German safe conduct for the Turkish SS TARI not being certain, I urgently recommend that he try to conclude his negotiations for a Portuguese ship with the Portuguese shipping company. Foregoing refers

to WPB No. 16.

STEINHARDT

DOR:MPL
4/10/44

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

000241

CONTROL COPY

7-W ~ Refugee
Red (from Berlin)
Belle

RCC-840
This telegram must be
paraphrased before being
communicated to anyone
other than a Governmental
agency. (SCOO)

Stockholm
Dated April 7, 1944
Rec'd 9:50 a.m.

File

Secretary of State
Washington

DEPARTMENT OF STATE
APR 7 1944
DIVISION OF
COMMUNICATIONS & RECORDS

PRIORITY
1181, April 7, 10 a.m.
FOR WAR REFUGEE BOARD.

Swedish Foreign Office states that it will be glad to instruct Swedish Minister Berlin to support on behalf of Swedish Red Cross request for safe conduct of SS TARI. Minister will be instructed to say that request has full support of Swedish Government. Foreign Office wishes to know whether International Red Cross has in fact made request for safe conduct of Germans.

JOHNSON

WSB

DECLASSIFIED
State Dept. Letter, 1-11-78
By R. H. Parks Date SEP 18 1972

000242

M E M O R A N D U M

Re: War Risk Insurance for SS TARI

In Cable No. 19 dated April 3, received April 5, Steinhardt advised that Turkish underwriters ask a premium of 12% plus a tax of 20% on premium for war risk on the SS TARI. According to Steinhardt, Myron Black of WSA considers this rate outrageous and suggests that since the United States Government is paying the premium and will be the beneficiary of the policy, and since the United States Government has undertaken to replace the TARI if lost, that either no war risk be taken or that the vessel be covered through WSA. According to Black, the TARI is valued at 780,000 Turkish pounds for insurance purposes.

Upon receipt of this cable I phoned Lt. Commander Becker of WSA to see whether War Shipping could insure the TARI for war risk. After investigating the matter, Becker advised me that if the War Refugee Board, an agency of the United States Government, is to ~~be~~ charter and to pay the premium, War Shipping can insure the boat for war risk. Becker asked me to go talk with L. J. Haefner of the Wartime Insurance Division of the WSA to work out the details. Accordingly, Ward Stewart and I went to see Mr. Haefner. We discussed the matter and Haefner stated that War Shipping would insure the TARI for war risk at a premium of 7½% of the value of the boat. He stated that the procedure would be as follows:

When we are ready for the insurance to be taken we should write a letter to him requesting the insurance, stating that the vessel is safely in port and that the vessel will sail within 15 days from the time the insurance applies. In our letter we should state the dollar value of the boat, and enclose a check for the amount of the premium. Haefner said that it was of no importance to them who was the beneficiary of the policy. Haefner mentioned that the British probably would insure the TARI at an even lower rate, perhaps 5%. Steinhardt, in his cable, indicated that Black was communicating with London on the matter.

In accordance with the foregoing I prepared a cable to Ambassador Steinhardt advising him that the TARI, if chartered to the War Refugee Board, will be covered as to war risk through the WSA.

As I understand it, the value of the boat will be stated in the charter in Turkish pounds. In order to compute the insurance and premium it will be necessary to convert such value into dollars. At the present time there apparently are two rates for conversion, one, the official rate of .76 and a so-called benevolent rate of .55. I am informed that the so-called benevolent rate has been used, with the

000243

consent of the Turkish Central Bank, for United States Government remittances and also for certain relief remittances by private organizations. In view of the fact that the determination of the value for insurance purposes is to be made here, it would seem that we can use whichever rate we desire. It may be that we will want to use the higher rate since the proceeds of the insurance in the event of the boat's loss will be used in paying for the replacement.

I spoke to Mr. Zarky of FEA about this transaction, explaining what we intend to do. He said that as far as he was concerned it makes no difference who is the beneficiary of the policy, the Turkish Government, the War Refugee Board or Lend-Lease. He also stated that he could see no objection to converting the value of the boat into dollars at the rate that would require the payment of the smallest premium by the War Refugee Board, even though in event of loss the United States Government would receive a smaller amount to be used in obtaining the replacement of the vessel.

J. B. Friedman

000244

M E M O R A N D U M

Re: War Risk Insurance for SS TARI

In Cable No. 19 dated April 3, received April 5, Steinhardt advised that Turkish underwriters ask a premium of 12% plus a tax of 20% on premium for war risk on the SS TARI. According to Steinhardt, Myron Black of WSA considers this rate outrageous and suggests that since the United States Government is paying the premium and will be the beneficiary of the policy, and since the United States Government has undertaken to replace the TARI if lost, that either no war risk be taken or that the vessel be covered through WSA. According to Black, the TARI is valued at 750,000 Turkish pounds for insurance purposes.

Upon receipt of this cable I phoned Lt. Commander Becker of WSA to see whether War Shipping could insure the TARI for war risk. After investigating the matter, Becker advised me that if the War Refugee Board, an agency of the United States Government, is to be the charterer and to pay the premium, War Shipping can insure the boat for war risk. Becker asked me to go talk with L. J. Haefner of the Wartime Insurance Division of the WSA to work out the details. Accordingly, Ward Stewart and I went to see Mr. Haefner. We discussed the matter and Haefner stated that War Shipping would insure the TARI for war risk at a premium of 7 1/2% of the value of the boat. He stated that the procedure would be as follows:

When we are ready for the insurance to be taken we should write a letter to him requesting the insurance, stating that the vessel is safely in port and that the vessel will sail within 15 days from the time the insurance applies. In our letter we should state the dollar value of the boat, and enclose a check for the amount of the premium. Haefner said that it was of no importance to them who was the beneficiary of the policy. Haefner mentioned that the British probably would insure the TARI at an even lower rate, perhaps 5%. Steinhardt, in his cable, indicated that Black was communicating with London on the matter.

In accordance with the foregoing I prepared a cable to Ambassador Steinhardt advising him that the TARI, if chartered to the War Refugee Board, will be covered as to war risk through the WSA.

As I understand it, the value of the boat will be stated in the charter in Turkish pounds. In order to compute the insurance and premium it will be necessary to convert such value into dollars. At the present time there apparently are two rates for conversion, one, the official rate of .76 and a so-called benevolent rate of .55. I am informed that the so-called benevolent rate has been used, with the

000245

EXECUTIVE OFFICE OF THE PRESIDENT
WAR REFUGEE BOARD

INTER-OFFICE COMMUNICATION

DATE April 6, 1944

TO Mr. Pehle
FROM Mr. Friedman

In view of the expected German delay in granting safe conduct for the SS TARI (see attached cable No. 2049 dated April 3, 1944, from Bern), I think that you should now talk to the Apostolic Delegate in Washington and request him to solicit the Holy See's support for the International Red Cross request for the TARI safe conduct. It is obvious that if the Germans delay action for any length of time, the whole TARI deal will fall through, since the Turkish Government will not be willing to hold inactive one of their ships pending a German reply. If possible, the Holy See should be convinced of the desirability of making clear to the German Government that in this case, because of the particular circumstances involved, a delay to act will be tantamount to a refusal.

Attached is a draft of a memorandum which you may wish to leave with Archbishop Cicognani.

attached
JFB 7

000247

April 6, 1944

Mr. Pehle

Mr. Friedman

In view of the expected German delay in granting safe conduct for the SS TARI (see attached cable No. 2049 dated April 3, 1944, from Bern), I think that you should now talk to the Apostolic Delegate in Washington and request him to solicit the Holy See's support for the International Red Cross request for the TARI safe conduct. It is obvious that if the Germans delay action for any length of time, the whole TARI deal will fall through, since the Turkish Government will not be willing to hold inactive one of their ships pending a German reply. If possible, the Holy See should be convinced of the desirability of making clear to the German Government that in this case, because of the particular circumstances involved, a delay to act will be tantamount to a refusal.

Attached is a draft of a memorandum which you may wish to leave with Archbishop Cicognani.

MJK:JEF:bbk - 4/6/44

MJK

100246

TELETYPE OF THIRTYTHREE

FROM The American Minister, Bern
TO The Secretary of State, Washington
DATE April 3, 1944
REF ID: A647

On March 25 the contents of your message number 230 dated March 23, which granted safe conduct for the steamer TAMI, were given by me to IORC, Geneva. However no reply has been received from the Bern Office as yet.

In a reply dated March 30 President Huber, IORC, expresses appreciation of the American Government's position not only concerning TAMI but also the refugee position which he states IORC has for months been deeply concerned. President Huber states that upon receipt of information from the delegate at Ankara it directed a request on March 24 to the Government of Germany for safe conduct for a voyage from Istanbul to Genoa and return by the steamship TAMI. According to IORC a charter contract for TAMI is dependent on obtaining not later than April 10 all safe conducts and that IORC can extend to TAMI Committee insignia protection only if safe conducts are obtained. Super-cargo would also have to be carried by TAMI.

I am advised by Huber that he is most doubtful that the Government of Germany will consent to the departure of Jewish refugees from any country under its influence or that it will grant safe conduct. It was pointed out by Huber that last January the Germans were approached by IORC with a request for safe conduct for the Bulgarian steamer BELLACITTA. This vessel is now at Genoa and whenever the needed safe conducts are obtained it is ready to clear with the refugees. The Government of Germany in spite of several requests has not answered although safe conduct for the BELLACITTA HAS been granted by the governments of both Britain and America.

It is further stated by Huber that IORC regrets very much that the prospect of obtaining safe conducts from Germany for these vessels is not at all hopeful and that there appears to be little prospect of organizing Jewish emigration on a pound basis from the Balkans. Since IORC has done everything in its

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

cc: Sec'y, Abrahamson, Akrin, Bernstein, Cohn, DeLois, Friedman, Gaston,
Hedels, Laughlin, Lessor, Luford, Moon, Marks, Mannon, McCormack, Paul,
Pellik, Raino, Sargey, Smith, Standish, Stewart, Weinstein, H. D. White,
Pohle, Filas.

War Refugee Board

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATED: April 5, 1944
NUMBER: 298

Mr. Steinhardt
copy

CONTROL COPY



file

FROM WAR REFUGEE BOARD TO AMBASSADOR STEINHARDT,
ANKARA, TURKEY.

Reference your Nos. 547 of March 27, 564 of March 29
and 578 of March 30.

With respect to terms and conditions of charter of SS
TARI the Board recognizes that you have made the best deal
possible under the circumstances, and as previously indicated
you are authorized to charter the boat on the terms offered.

The Board is deeply concerned with the turn which the
negotiations for a Turkish vessel have taken. For more
that two months you and Mr. Hirschmann have been carrying
on painstaking negotiations with the Turkish Government in
order to obtain boats for the evacuation of refugees from
Rumania. In these long drawn out negotiations the Turkish
Government has submitted many proposals and counter pro-
posals. Upon your recommendation the War Refugee Board has
immediately acceded to practically every condition imposed
by the Turkish Government even though neither you nor our-
selves considered some of them entirely reasonable. However
up to now the Turkish Government has failed to make a boat
available. Accordingly the Board finds it extremely difficult

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date

SEP 18 1972

to understand

000251

to understand why the Turkish Government which continuously has expressed its desire to cooperate in the refugee program and which must be aware that the United States in view of military necessities is not in a position to guarantee the replacement of the SS TARI with a passenger vessel is further delaying this highly urgent matter.

In the circumstances the Board believes, if you are in accord, that the Board's views in the matter should be brought to the attention of the Turkish Government in a frank manner and the issue should be squarely put whether that Government is prepared to cooperate by chartering the TARI without further delay and upon the basis of the guarantee already offered.

According to a press report from Ankara dated April 1 two hundred thirty nine Jewish refugees from Rumania who arrived illegally in Istanbul have been taken by rail to Palestine. We assume that these are the refugees who arrived on the SS MILKA and were referred to in your No. 564. The Board was surprised at the attitude of the Turkish Government reported in your cable and is gratified to learn that as a result of your intervention these refugees have been permitted transit through Turkey to Palestine. Your efforts deserve the highest commendation.

AAEI 81 71A
If the impression were created in this country that the Turkish Government is not fully cooperating in the refugee rescue

rescue program there would undoubtedly be a reaction here quite unfavorable to Turkey. In view of the fact that several private organizations have been active in the boat negotiations and are fully cognizant of the situation it is not improbable that unfavorable publicity here may result if the Turkish Government continues to maintain its present position.

These matters have been discussed with the Turkish Ambassador in Washington.

The Board and the Department are taking all possible measures to support the request of the International Red Cross for a German safe conduct for the TARI. Similar steps will also be taken in the case of the SS BELLACITTA mentioned in your No. 578.

This is WRB Cable to Ankara No. 18.
x

APR 18 1944

000253

April 3, 1944
2:08 p.m.

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

Reference your Nos. 547 of March 27, 564 of March 29 and 578 of March 30.

With respect to terms and conditions of charter of SS TARI the Board recognizes that you have made the best deal possible under the circumstances, and as previously indicated you are authorized to charter the boat on the terms offered.

The Board is deeply concerned with the turn which the negotiations for a Turkish vessel have taken. For more than two months you and Mr. Hirschmann have been carrying on painstaking negotiations with the Turkish Government in order to obtain boats for the evacuation of refugees from Rumania. In these long drawn out negotiations the Turkish Government has submitted many proposals and counter proposals. Upon your recommendation the War Refugee Board has immediately acceded to practically every condition imposed by the Turkish Government even though neither you nor ourselves considered some of them entirely reasonable. However up to now the Turkish Government has failed to make a boat available. Accordingly the Board finds it extremely difficult to understand why the Turkish Government which continuously has expressed its desire to cooperate in the refugee program and which must be aware that the United States in view of military necessities is not in a position to guarantee the replacement of the SS TARI with a passenger vessel is further delaying this highly urgent matter.

In the circumstances the Board believes, if you are in accord, that the Board's views in the matter should be brought to the attention of the Turkish Government in a frank manner and the issue should be squarely put whether that Government is prepared to cooperate by chartering the TARI without further delay and upon the basis of the guarantee already offered.

According to a press report from Ankara dated April 1 two hundred thirty nine Jewish refugees from Rumania who arrived illegally in Istanbul have been taken by rail to Palestine. We assume that these are the refugees who arrived on the SS NIELKA and were referred to in your No. 564. The Board was surprised at the attitude of the Turkish Government reported in your cable and is gratified to learn that as a result of your intervention these refugees have been permitted transit through Turkey to Palestine. Your efforts deserve the highest commendation.

If the impression were created in this country that the Turkish Government is not fully cooperating in the refugee rescue program there would undoubtedly be a reaction here quite unfavorable to Turkey. In view of the fact that several private organizations have been active in the boat negotiations and are fully cognizant of the situation it is not improbable that unfavorable publicity here may result if the Turkish Government continues to maintain its present position.

These matters have been discussed with the Turkish Ambassador in Washington.

The Board and the Department are taking all possible measures to support the request of the International Red Cross for a German safe conduct for the TARI. Similar steps will also be taken in the case of the SS BELLACITTA mentioned in your No. 578.

This is WRB Cable to Ankara No. 18

JBF:dbk -- 4/3/44

JBF

000254

*was P. Lutz
M. Kelle*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Embassy, Ankara
TO: The Secretary of State, Washington
DATE: April 4, 1944
NUMBER: 596
x

*1 copy only
File
JBT*

CONTROL COPY

As Ankara's number 22 the following message is from
the Ambassador and Hirschman for the War Refugee Board.

Simond of the International Red Cross has had a talk
with the German Ambassador at our suggestion. This morning
Simond informs us that von Papen agreed in the course of
their talk (1) to urgently recommend to the Government of
Germany that the SS TARI be given safe conduct and (2) that
in its treatment of the Jews in Hungary the German Government
exercise restraint.

von Papen's sincerity impressed Simond who believes he
(von Papen) will make these recommendations to the German
Government but is, of course, uncertain regarding the German
Government's reception of them.

STEINHARDT

EGR:MFL
4/7/44

APR 7 1944

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

00025

M. J. H.

PARAPHRASE OF TELEGRAM RECEIVED

585 - April 4, 1944

Ankara No. 21

Charter negotiations for TARI have reached stage where charter party ready for signature subject to following:

- 1) Washington authorization to agree to replacement of TARI in event of loss on contemplated voyage by passenger vessel similar age, tonnage.
- 2) Transfer of funds as requested in No. 574 April 4, 8 p.m.
- 3) Instructions whether charter party to be signed name U.S. Government or War Refugee Board and by whom to be signed since Black and Hirschman leaving tomorrow. As War Refugee Board and Department know, neither Turks nor Red Cross willing for TARI to sail from Istanbul without both German and Russian safe conducts. Turks won't possibly change position on this as a result of torpedoing and sinking of Turk steamer KROM by unidentified submarine in territorial waters while carrying grain between two Turk ports.

There follows status Russian safe conduct:

Harrison
Russian Ambassador has telegraphed request to Russian Government. Harrison has urged Russian Government to grant same but no reply has been received.

Follows status German safe conduct:

Intercross representative has applied in Geneva through Intercross which replied it expected "difficulty and delay". Safe conduct required of German Ambassador in Ankara by Turkish Foreign Minister. The representative of Intercross is making request of Von Papen personally

000250

for safe conduct and Papal delegate in Istanbul making similar request. Don't know any other steps that can be taken there to persuade German Government to grant safe conduct.

Desirability of signing charter party is questioned in view of thereby incurring penalty of 5,000 Turkish pounds per day for delay until we have reason to believe German safe conduct will be forthcoming. We request instructions of War Refugee Board on this point. Possible that actual signing of charter party can be delayed for week or ten days without endangering consumation of deal. However, we think it should be pointed out to War Refugee Board that if delay in signing charter party is more than ten days, there's possibility of losing vessel since she will not be permitted to be idle longer by Turkish Government.

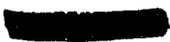
000257

*War Refugee Bd
JWH Miller*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Embassy, Ankara
TO: The Secretary of State, Washington
DATE: April 4, 1944
NUMBER: 594

*1 Copy only
July 1937*



The following message is for the War Refugee Board and the Department. As Ankara's number 30 this message was sent.

I would appreciate it if the Department would take up with the War Refugee Board the matter of placing \$160,000 at the disposal of the Embassy since the charter party for the SS TAHI should be ready for signature within the next two or three days. The aforementioned amount is estimated as the amount necessary for the insurance and to make the initial payment of the charter price.

It is my suggestion, in view of Hirschman's departure tomorrow, that these funds be placed to the credit of Kelley in the same way or funds transferred for the Embassy's operating expenses unless the Department perceives some objection.

STEINHARDT

DCRIMPL
4/6/44
APR 7 1944

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

000256

War Refugee Bd
(Mr. Cottle)
copy only

PARAPHRASE OF TELEGRAM SENT

FROM: SECRETARY OF STATE, WASHINGTON
TO: AMLEGATION, STOCKHOLM
DATED: APRIL 3, 1944
NUMBER: 571

CONTROL COPY

War Refugee Board sends the following for Johnson.

Information has now been received by the Board that the Government of Turkey has agreed to make the Turkish vessel SS TARI (4000 tons) available for one voyage to evacuate refugees to Istanbul from Constanza. Unless evacuated at once these refugees face almost certain death in view of recent developments in the Balkans. Consequently it is most urgent that an evacuation ship be sent to Constanza. Intercross, Geneva, is being requested by Simond, Intercross representative in Ankara, to obtain from the German Government safeconduct for the SS TARI and other efforts are being made to secure from the British and Soviet Governments safeconduct for the vessel. It is requested that you ask the Government of Sweden to support in its own name a request of Intercross to the Government of Germany for a safeconduct for this vessel.

HULL

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

100254

APR 6 1944
RECEIVED
MAIL ROOM
APR 6 1944
CABLE TO MINISTER JOHNSON IN STOCKHOLM FROM PEHLE

This is WRB Cable to Stockholm No. ⁵⁷¹. Turkish Government has now agreed to make available to War Refugee Board for one voyage 4,000 ton Turkish Government ship S.S.TARI to evacuate from Constansa to Istanbul refugees who otherwise face almost certain death in view of recent Balkan developments. Most urgent evacuation ship be sent to Constansa immediately. Simond Intercross representative in Ankara is requesting Interross Geneva to obtain safe conduct from German Government for the S.S.TARI and efforts are being made to obtain safe conduct from other belligerents. Please ask the Swedish Government immediately to support the request of the International Red Cross for safe conduct from the German Government.

April 1, 1944

2 P.M.

(Delivered by Mr. Mann)

cc: Miss Chauncey (for the Sec'y.), Abrahamson, DuBois, Friedman, Hodel, Laughlin, Lesser, Mann, Pehle, Stewart, Central Files (Rm. 194), Cable Control Files (Rm. 387 $\frac{1}{2}$).

MJMarks:JHMann:db 4/1/44

JHM
MJMarks

000260

*War Refugee Act
JW Keller*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Minister, Bern
TO: The Secretary of State, Washington
DATE: April 3, 1944
NUMBER: 2049

Replying

CONTROL COPY

On March 25 the contents of your message number 970 dated March 23, which granted safe conduct for the steamship TARI, were given by me to ICRC, Geneva. However no reply has been received from the Foreign Office as yet.

In a reply dated March 30 President Huber, ICRC, expresses appreciation of the American Government's position not only concerning TARI but also the refugee position with which he states ICRC has for months been deeply concerned. President Huber states that upon receipt of information from its delegate at Ankara it directed a request on March 24 to the Government of Germany for safe conduct for a voyage from Istanbul to Constanza and return by the steamship TARI. According to ICRC a charter contract for TARI is dependent on obtaining not later than April 10 all safe conducts and that ICRC can extend to TARI Committees insignia protection only if safe conducts are obtained. Super-cargo would also have to be carried by TARI.

I am advised by Huber that he is most doubtful that the Government of Germany will consent to the departure of Jewish refugees

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

000261

2- #2049 from Bern

refugees from any country under its influence or that it will grant safe conduct. It was pointed out by Huber that last January the Germans were approached by ICRC with a request for safe conduct for the Bulgarian steamer BELLACITTA. This vessel is now at Constanza and whenever the needed safe conducts are obtained it is ready to clear with the refugees. The Government of Germany in spite of several requests has not answered although safe conduct for the BELLACITTA has been granted by the governments of both Britain and America.

It is further stated by Huber that ICRC regrets very much that the prospect of obtaining safe conducts from Germany for these vessels is not at all hopeful and that there appears to be little prospect of organizing Jewish emigration on a sound basis from the Balkans. Since ICRC has done everything in its power for months past to hasten measures for emigration before it was too late, Huber says this is all the more regrettable.

HARRISON

DCR:MPL
4/4/44

000262

CONTROL COPY

*7 No. 10/11/44
rec'd
D. H. H.*

FMH-806
This telegram must be
paraphrased before being
communicated to anyone
other than a Government
agency. (BR)

Ankara
Dated April 3, 1944
Rec'd 1:55 p.m., 4th

Secretary of State,
Washington.

MOST IMMEDIATE
590, April 3, 11 p.m.
FOR WRB

DEPARTMENT OF STATE
APR 4 - 1944
BUREAU OF
COMMUNICATIONS SERVICES

Ankara No. 19.
X

Black advises that local underwriters ask premium of 12% plus tax of 20% on premium for war risk on SS TARI. He considers this outrageous and is now waiting word for rate in London. In view of the fact that the US Government is paying the premium and will be beneficiary of policy and as the US Government has undertaken to replace SS TARI if lost and repair if damaged, Black recommends that either no war risk be taken or that vessel be covered through WSA. SS TARI valued at Turkish pounds 780,000 for insurance purposes which Black considers somewhat high.

STEINHARDT

REP

11 11 11 11 11

*was Refused by
Mr. Poble
1 copy only*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: March 30, 1944
NUMBER: 561

CONTROL COPY

The following message is from the Ambassador and Hirschman for the War Refugee Board.

Ankara's number 18.

In order to ascertain recent developments in Rumania relating to the Movement of refugees, at our suggestion Simond of the International Red Cross had a further talk with Crestianu the Rumanian Minister on March 29.

1. In Rumania the Antonescu Government is still in power. There has taken place no noticeable political change. On their way to the eastern front large numbers of German troops are, however, crossing Rumania. The capacity of the single railroad line available for the movement of troops is almost entirely absorbed by this German troop movement.

2. Regarding the Jews in Rumania, as long as the Rumanian Government remains in power, not a single Jew will be molested by this government. Ambassador Steinhardt and Mr. Hirschman can have my assurance that for the protection of the Jews my Government is now doing and will do everything within its power. During the past two weeks transportation conditions have become very difficult.

3.
DECLASSIFIED
State Dept. Letter, 1-11-72
By R. H. Parks Date SEP 18 1972

00026

2- #581 from Ankara

3. The Government of Rumania will do everything within its power to have the requisite number of refugees in readiness for embarkation at Constanza as soon as the date of arrival of the SS TARI in Constanza is fixed.

4. As rapidly as transportation facilities permit, the Jews in Transnistria are being moved out of this area to Rumania proper.

Jewish refugees who have arrived in Istanbul from Rumania during the past week and the representative of the International Red Cross in Bucharest have confirmed the statement in number four above which was made by Gretzianu.

STEINHARDT

DOR:MPL
4/3/44

W. W. Refugee Bd
M. P. L.
Copy only
File
JB

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: March 30, 1944
NUMBER: 573 (SECTION ONE)

CONTROL COPY

The following message is from the Ambassador for the Department and the War Refugee Board. It is Ankara's number 19.

On the general subject of refugees the Foreign Minister and I had a talk this morning.

1. Reference was made by me to his offer in the course of our previous talks (please refer to my number 455 dated March 15, 1944) to aid us in obtaining for the SS TARI a German safe conduct. As soon as possible Numan said he would take up the matter with Von Papen and try to persuade him to ask his Government to grant safe conduct to this ship. Numan was advised by me that a proposed charter for the SS TARI which contained provisions that I considered both unfair and unreasonable, had been submitted to us. His reply to this was that I should submit the proposed charter to him and he would strike out any unreasonable or unfair provisions, if we could not reach an agreement with the Turk State Steamship Lines.

STEINHARDT.

DOR:MPL
4/1/4

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

100260

OTICLID (REC'D)
MAY 30 1944
THE SECRETARY OF STATE
WASHINGTON, D.C.
HHH:HHH

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: March 30, 1944
NUMBER: 673 (SECTION TWO)

2. Numan and I then discussed the maltreatment of the Jews in Hungary by the Germans and I asked him whether there was any step he could take to prevent such treatment. He told me he would speak to von Fapen in an effort to persuade him to advise his government that the mistakes the Germans have committed in other occupied countries of maltreating the Jews should not be repeated.

3. Numan was requested by me to take the necessary steps to obtain the maximum press and radio publicity for President Roosevelt's proclamation of March 23 and to issue instructions that it be periodically brought to the attention of the public and he said he would do this gladly.

4. Numan was then urged by me to authorize the disembarkation of the approximately two hundred and fifty Jewish refugees on board the SS MILKA immediately upon the arrival of the ship. He stated that although the vessel was without papers he had already granted permission for her to enter the port of Istanbul and that he would issue instructions that adequate food supplies are to be put aboard and also medical attention provided if necessary. However he said that he could not see his way clear to allow disembarkation of the refugees since they do not have

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

Turkish visas

000261

2- #573 from ANKARA (Section 2)

Turkish visas and that if he should permit the refugees to disembark it would open the flood gates to many similar voyages by unseaworthy ships without papers carrying refugees who had not been cleared by any recognized authorities and who were not in possession of Turkish visas or Palestine entry certificates, and that these vessels would be manned by crews including spies.

STEINHARDT

DOR:MPL
4/1/44

000268

PARAPHRASE OF TELEGRAM RECEIVED

FROM: The American Ambassador, Ankara
TO: The Secretary of State, Washington
DATE: March 30, 1944
NUMBER: 573 (SECTION THREE)

For the purpose of transporting these refugees to Palestine the suggestion was made by Numan that a ship be sent to Istanbul by either Great Britain or the United States. Upon being advised by me that no British or American ship could reach Istanbul Numan said he would be glad to take over any ship at Iskenderun or Mersin and under the Turkish flag bring it to Istanbul. From the Minister's remarks it was clear he is convinced that the present and past illegal traffic in refugees is organized and that he is not willing to have his hand forced by what he regards an organized illegal traffic in refugees. With regard to this he expressed regret that the MILKA incident should come up at the very time he and I were making arrangements for a large scale movement of refugees by means of an increased rail movement and the SS TARI. In addition to the seventy five transit visas being allocated every ten days he said he could not see how the single track railroad with two weekly trains from Istanbul to the Syrian frontier could accommodate more passengers in view of the steadily increasing congestion but that the Minister of Communications and he would discuss the matter. Numan also said that his government is seriously considering the suspension of all passenger traffic because the congestion was so bad at present.

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

5.

*was Refugee Bd
(Mr. Pelli)*

ORIGINAL TEXT OF TELEGRAM SENT

FROM: Secretary of State, Washington
TO: American Embassy, Ankara
DATED: March 24, 1944
NUMBER: 250

CONTROL COPY

FROM THE WAR REFUGEE BOARD FOR THE AMBASSADOR AND
HIRSCHMANN.

Refer your No. 501 March 21. You are authorized to enter into charter party for SS TARI at price indicated. Place insurance in Turkey. Advise us total amount of funds needed for charter and insurance and form in which such funds should be remitted.

Although the price indicated seems to be almost double that at which other neutral vessels have been chartered, it is assumed that you have consulted with Myron Black who has had much experience in similar negotiations and that you feel that we cannot do better under the circumstances.

You are also authorized to confirm to the Turkish Government that the guarantee of replacement given in the case of SS VATAN is applicable to SS TARI. That is if the SS TARI if lost on the projected voyage the United States Government will replace her with a cargo vessel of comparable tonnage and age.

It is assumed that there is some assurance that when the voyage is undertaken there will be refugees available for evacuation. In view of your estimate as to possible duration of voyage, it is also assumed that the Board's liability

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

000271

under the charter will not be unlimited as to time.

THIS IS WRB ANKARA CABLE NO. 11

1949

000272

FILE TO
MAY 1944

MEMORANDUM

March 24, 1944

9:15 a.m.

TO: Mr. Warren

FROM: Mr. Pehle

Please transmit the attached urgent cable from the War Refugee Board to Ambassador Steinhardt and Hirschmann. The commitment to replace the Turkish vessel has the approval of Admiral Land, Administrator of the War Shipping Administration, and Leo T. Crowley, Administrator of the Foreign Economic Administration.

957

JER:bnk - 3/23/44

000273

CABLE TO AMBASSADOR STEINHARDT AND IRA HIRSCHMANN, ANKARA, TURKEY

Refer your No. 501 March 21. You are authorized to enter into charter party for SS TARI at price indicated. Place insurance in Turkey. Advise us total amount of funds needed for charter and insurance and form in which such funds should be remitted.

Although the price indicated seems to be almost double that at which other neutral vessels have been chartered, it is assumed that you have consulted with Myron Black who has had much experience in similar negotiations and that you feel that we cannot do better under the circumstances.

You are also authorized to confirm to the Turkish Government that the guarantee of replacement given in the case of SS VATAN is applicable to SS TARI. That is if the SS TARI is lost on the projected voyage the United States Government will replace her with a cargo vessel of comparable tonnage and age.

It is assumed that there is some assurance that when the voyage is undertaken there will be refugees available for evacuation. In view of your estimate as to possible duration of voyage, it is also assumed that the Board's liability under the charter will not be unlimited as to time.

THIS IS WRB ANKARA CABLE NO. 11

JBF:bbk - 3/23/44

JBF Delivered by Mr. Mann

000274

War Refugee

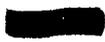
PARAPHRASE OF TELEGRAM SENT

FROM: SECRETARY OF STATE, WASHINGTON
TO: AMLEGATION, BERN
DATED: MARCH 23, 1944
NUMBER: 970

copy

file

CONTROL COPY



are
We/informed by the representative of the War Refugee Board at Ankara that the SS TARI, a four thousand ton vessel at Istanbul at the present, which belongs to the Government of Turkey is being made available to evacuate Jewish refugees from Constanza to Istanbul. Simond of Intercross has sent to Geneva a cable asking for safe conduct by all belligerents except the Soviet Union. The Soviet Ambassador in Ankara is being requested to obtain from the Soviet Union safe conduct. You are requested to communicate with the Swiss Government and ask it to support the Intercross request in its own name in view of the humanitarian aspects of the matter. (For the information of the Legation: the support of the Swiss Government should appear as its own action and not as intervention in a representative capacity). You are requested to inform the Swiss Government and Intercross that this Government concurs in such safe conduct for the movement of the SS TARI for the above purpose as the British Government may agree to.

HULL

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

000275

MEMORANDUM

March 20, 1944
10:10 a.m.

TO: MR. WARREN
FROM: MR. PEHLE

It will be appreciated if you will have the attached telegram from the War Refugee Board to Minister Harrison in Berne dispatched at once.

Menn:db - 3/20/44

J. M.

000276

CABLE TO MINISTER HARRISON, BERNE, SWITZERLAND, FROM WAR REFUGEE BOARD

War Refugee Board informed by representative in Ankara that S.S. Tari 4,000 tons owned by Turkish Government and now at Istanbul is being made available to evacuate Jewish refugees from Constanza to Istanbul. Simond of International Red Cross has telegraphed Geneva for safe conduct all belligerents except Russia. Safe Conduct from latter is being obtained through Russian Ambassador in Ankara. Please communicate with the Swiss Government and ask it to support International Red Cross request for safe conduct in order that the S.S. Tari may be able to sail at earliest possible date.

8/20/44

Mann:db



110277

Mr. Pehle

March 23, 1944

Mr. Friedman

I believe that Secretary Morgenthau should call Admiral Land on the telephone along the lines indicated in the attached note. We are currently clearing through War Shipping the question of getting a guarantee for the SS TARI in place of the guarantee we gave in the case of SS VAFAN. While Becker thinks that Land will not balk at this transaction, he does feel that the effects of the Stettinius call are beginning to wear off and that Land may possibly be becoming a little shaky. In this case a call from the Secretary would do a great deal to restore the situation. I think this call should be made as soon as possible.

JBF:bbk - 3/23/44

100278

1. Secretary Morgenthau greatly appreciates the whole-hearted cooperation which Admiral Land has been giving to the War Refugee Board in trying to obtain ships to evacuate refugees to Turkey. Since shipping is one of the principal problems that faces the War Refugee Board, the importance of Admiral Land's assistance cannot be over-estimated. Admiral Land's staff and particularly Lt. Com. Becker have been extremely helpful in working out the details of particular transactions.

2. Admiral Land, of course, realizes the great importance of effecting immediate evacuation of refugees from Rumania in view of recent military developments in that area. As the Admiral knows, we have been dealing back and forth with the Turks for boats and in this kind of negotiation there have necessarily been proposals and counter-proposals. The Secretary is sorry that we have had to come back several times to Land on this problem but it has been inevitable in the nature of things. We have now been informed that the Turks have placed a boat at our disposal. Since this ship is different from the SS VAZAN whose replacement was guaranteed by the War Shipping, it will be necessary to trouble Land to renew the guarantee in the case of the new boat. The Secretary will greatly appreciate Land's cooperation in this matter since, of course, time is of the essence.

000274

WAR SHIPPING ADMINISTRATION
WASHINGTON

MAR 23 1944

Mr. John W. Peale
Acting Executive Director
War Refugee Board
Washington, D. C.

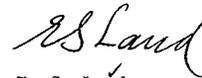
Dear Sir:

Reference is made to my letter of February 23, 1944 which provides in part:

"The War Shipping Administration may, as a lend lease transaction, with the approval of the Foreign Economic Administration, replace this vessel if the same is lost, with a vessel as similar and from as nearby waters as may be available. The War Shipping Administration will replace the vessel under those circumstances and you are authorized to commit this Administration to such a replacement plan. It is understood that before the vessel is actually replaced, the consent of the Foreign Economic Administration will be obtained and the War Shipping Administration will be reimbursed for the reasonable value of any vessel delivered as a replacement."

I am now informed that the Turkish authorities are substituting the SS TARI to evacuate refugees from Constanza to Haifa. The SS TARI is a passenger vessel of some 4,026 gross tons. The War Shipping Administration could not undertake to replace the SS TARI with a passenger vessel, but will undertake to replace the SS TARI with a dry cargo vessel of comparable age and tonnage under the same circumstances outlined in my letter of February 23.

Sincerely yours,



E. S. Land
Administrator

000280

*Signed by
Land*

Mr. John A. Pehle
Acting Executive Director
War Refugee Board
Washington, D. C.

Dear Sir:

Reference is made to my letter of February 23, 1944 which provides in part:

"The War Shipping Administration may, as a lend lease transaction, with the approval of the Foreign Economic Administration, replace this vessel if the same is lost, with a vessel as similar and from as nearby waters as may be available. The War Shipping Administration will replace the vessel under those circumstances and you are authorized to commit this Administration to such a replacement plan. It is understood that before the vessel is actually replaced, the consent of the Foreign Economic Administration will be obtained and the War Shipping Administration will be reimbursed for the reasonable value of any vessel delivered as a replacement."

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Sincerely yours,

E. S. Land
Administrator

AMBecker/mab
Written 3/23/44

000281

*was requested
m. P. L.*

PARAPHRASE OF TELEGRAM SENT

FROM: SECRETARY OF STATE, WASHINGTON
TO: AMEMBASSY, ANKARA
DATED: MARCH 23, 1944
NUMBER: 243

CONTROL COPY

File



The following is War Refugee Board's no. 10 for Hirschmann and concerns the matter of obtaining shipping for evacuating refugees from the Balkans referred to in your cables no. 455, 458, 471 and 472.

A request is being made of the Swiss Government to support in its own name the efforts which the International Red Cross is making to obtain safe conduct for the SS TARI which has been placed at your disposal to evacuate Jewish refugees from Constanza. Also the Swiss Government and International Red Cross have been informed by us that this Government agrees to whatever safeconduct the British grants.

We have had discussions with War Shipping Administration with respect to the proposal that a substitute vessel be made available by this Government so that repeated voyages to evacuate refugees may be made by the SS TARI. War Shipping Administration has cabled ~~Meyer~~ ^{Myron} and Black requesting further information as to one, the type of vessel needed and where it will trade; two, information as to whether the vessel will be considered by the enemy as a Turkish vessel if it is to trade in enemy controlled areas and also whether safe conduct will be needed. Information has been received by us to the effect

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

000282

that sympathetic consideration will be given by War Shipping Administration to such recommendations as Black may make even if they involve practical difficulties. However, War Shipping Administration believes that the situation could be best handled by treating it as a problem of allocation by which an attempt could be made to work out an arrangement by which the use of Turkish ships would be conserved through making equivalent space available on an Allied vessel proceeding to a port in the Eastern Mediterranean. War Shipping Administration is also sending a cable to Kallock, their representative in Algiers, asking that they be informed whether there is available in the Mediterranean any small freighter which could be used under charter by the Government of Turkey.

In cooperation with Black you should investigate all the possibilities of this situation. Whatever plan is finally proposed must be one involving the least delay since time is most essential in view of the military situation. War Shipping Administration has pointed out the practical difficulties regarding the obtaining, without delay, of a ship now available in the Mediterranean which could be chartered to the Turkish Government for the abovementioned purpose.

We will be glad to do whatever we can to carry out whatever recommendation you may make after all the difficulties involved have been considered by you and Black. Should the first voyage of the SS TARI be completed within a short period of time, you will realize that an attempt actually to supply

the

000283

the Turkish Government with a vessel by that time would encounter considerable difficulties. Taking into consideration the shipping situation, we believe that a much more feasible arrangement would be to reach an agreement, if possible, with the Government of Turkey whereby this Government would give assurances that should the SS TARI be made available say for a period of three months, there would be made available to the Turkish Government equivalent space on an Allied vessel for a comparable length of time not however necessarily concurrent with the period during which the SS TARI would be used.

With respect to the suggested purchase of the SS NECAT for donation to the Turkish Red Crescent, it has been indicated by the Government of Turkey that it would not be possible to withdraw a second vessel from those at the disposal of that Government. If it develops that it is not possible to arrange for repeated voyages by the SS TARI, please advise us if you have investigated the possibility of making the SS NECAT available immediately after the first voyage of the SS TARI has been completed.

HULL

00028

March 22, 1944

3:45 p.m.

TO: Mr. Warren

FROM: Mr. Fehle

Will you please have the attached cable from
the War Refugee Board to Ambassador Steinhardt and
Hirschman in Ankara, Turkey dispatched at once.

(Initialed) J.W.P.

Attachment.

JED:Bois, cor
3/22/44

000285

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

WRB Cable Ankara No. 10

Refer your 455, 458, 471 and 472 concerning the matter of obtaining shipping for the evacuation of refugees from the Balkans.

We are requesting the Swiss Government to support the efforts of the International Red Cross to obtain safe conduct for the S.S. TARI which has been placed at your disposal for a trip to Constans to evacuate Jewish refugees.

The matter of this Government making available a substitute vessel in order that the S.S. TARI may make repeated voyages to evacuate refugees has been discussed with the War Shipping Administration. The War Shipping Administration is cabling Myron Black requesting further information as to (1) the type of vessel desired and where it is intended that the vessel trade; (2) if vessel is to trade in enemy controlled areas, advice as to whether enemy will treat vessel as Turkish vessel, including question as to whether safe conduct is necessary. The War Shipping Administration has made clear that any recommendation submitted by Black will be sympathetically considered even if practical difficulties are involved. They feel however that most practical way of handling situation would be to treat it as problem of allocation and attempt to work out arrangement whereby equivalent space on Allied vessel proceeding to Eastern Mediterranean port would be made available for Turkish requirements thereby conserving use of Turkish vessels. The War Shipping Administration is also cabling Kalloch, their representative in Algiers, requesting advice as to whether any small freighter is available in the Mediterranean which could be chartered to the Turks.

You should explore all possibilities in this situation with Black. Since time is of the essence in view of military situation whatever proposal is submitted must of course be one which will involve least delays. The War Shipping Administration has pointed out the practical difficulties in obtaining without delay a ship now available in the Mediterranean which could be chartered to the Turks for this purpose.

We will do whatever we can to carry out any recommendation that you and Black may make after considering all of the difficulties involved. However, you will bear in mind that an effort to actually

put a vessel into the hands of the Turks by the time that the S.S. TARI completes the first voyage may be fraught with considerable difficulties if the voyage were completed in a short period of time. On the other hand, if you could reach an understanding with the Turks whereby the S.S. TARI would be made available say for three months on the assurance that this Government would see to it that an equivalent space on an Allied vessel was made available for Turkish requirements for a three months period, not necessarily concurrent with the period during which the S.S. TARI will be used, such an arrangement would be much more feasible from the standpoint of the shipping situation.

With respect to the purchase of the S.S. NEGAT for donation to the Turkish Red Crescent, it is noted that the Turkish Government has indicated that to withdraw a second vessel from the ships at the disposal of the Turkish Government would be impossible. Have you explored the possibility of making the S.S. NEGAT available to the Turkish Red Crescent as soon as the S.S. TARI completes its first voyage, in the event that arrangements can not be made to have the S.S. TARI make repeated voyages.

JED
JED:Bois:scr
3/22/44

1 1 1 2 8 1

CABLE TO MR. NYRON BLACK, ANKARA.

Reference 450 from Hirschmann to Pehle.

Please advise (1) what type of vessel Turks want, terms of proposed charter and where it is intended that vessel trade; (2) if vessel is to trade in areas where enemy military operations are conducted, advise whether Turks have reason to believe that enemy will treat vessel as Turkish vessel, assuming it chartered to Turks and flying Turkish flag. Do they intend to give safe conduct for vessel; (3) have wired Kalloch as follows:

QUOTE Reference MAWS 37. While it may normally be unwise to agree to replace lost vessel, it has been decided to do everything possible to assist in the President's program to evacuate refugees as rapidly as possible. Turks have now indicated willingness to make small vessel understood to be the SS TARI available to evacuate refugees provided that equivalent tonnage is verboat chartered to them to operate under Turkish flag. Black is in Ankara assisting in working out refugee program and we have repeated to you our cable to him concerning latest Turkish proposal. Accordingly, after sounding out Italians or French to ascertain possibility of chartering one of their vessels, please advise whether any small freighter available in Mediterranean to be chartered to Turks. In talking to Italians and French act on assumption that all marine and war risks will be assumed or insured against by charterer. Please repeat to Black at Ankara all cables to me with respect to this matter.

Admiral Land UNQUOTE

You are aware of course of practical difficulties of working out charter arrangements with Italians or French. Also difficulties involved in making small American vessel available either from States or from Mediterranean. For these reasons it is felt that if possible some arrangement should be made not involving short-term charter of vessel but in view of military situation time is essential and any recommendation you make will be sympathetically considered even if practical difficulties involved. Probably most practical way of handling situation would be to treat it as problem of allocation and attempt to work out arrangement whereby equivalent space or spaces somewhat in excess of equivalent space on Allied vessel proceeding to Eastern Mediterranean port will be made available for Turkish requirements, thereby conserving use of Turkish vessels.

Admiral Land

-2- #501, March 21, 5 p.m., (SECTION ONE) from Ankara

voyage has been placed. The Director General estimates about five days to load necessary supplies. As you have been advised, safe conduct has been requested of belligerents. Insofar as concerns insurance the Director General estimates that if placed with a Turk company for the trip to Constanza to Haifa and return premium will amount to \$80,000 (repeat \$80,000). Board may accordingly wish to consider placing insurance elsewhere notwithstanding delay that may result in increasing charter price which the Director General stated he was not as yet in a position to quote, duration of voyage is estimated at a minimum of 30 and maximum of 35 days unforeseen delays excluded. Having regard to prohibitive prices at present prevailing in Turkey for all commodities particularly charter of vessels it is probable we may be required to pay about \$4000 a day exclusive of insurance. This include among other things compensation for crew for navigating in war zones, minor alterations to accommodate 1500 people pointing

STEINHARDT

WSB

CORRECTIONS

Ankara
Dated March 21, 1944
Rec'd 10:22 p.m.

Secretary of State

Washington.

U.S. URGENT
501, March 21, Midnight (SECTION ONE)
FOR WRB FROM HIRSHMAN
My 472 March 16, and 487 March 18.

* * * * *

In the fifth line change "TURKISH" to read "BRITISH".

In twenty-second line place period (.) after word "result".
Begin new sentence and replace "in increasing" with the word "Regarding".

000291

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: March 16, 1944
NUMBER: 472

CONTROL COPY

FROM HIRSCHMAN FOR ATTENTION OF WAR REFUGEE BOARD.

Reference my 455, March 15.

This morning the Ambassador was informed by Turk authorities that the passenger vessel SS TARI of 4000 tons, owned by the Turk Government and now at Istanbul, has been placed at our disposal for a trip to Constanza to evacuate Jewish refugees. A request has been made of the British naval authorities in Istanbul as to the maximum number of refugees this vessel can carry safely. In this connection an inspection will immediately be made of the life saving devices on this vessel.

A cable is being dispatched today to Geneva for Simond of the International Red Cross asking for safe conduct for the vessel from the belligerent powers excepting Russia. Today request was made by the Ambassador of the Russian Ambassador in Ankara to obtain safe conduct from his government and he has also telegraphed Harriman in Moscow asking him to give the Russian Ambassador's request support.

It is suggested

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

000292

It is suggested by us that the Board concurrently request the German safe conduct through the Swiss.

Tomorrow I am leaving for Istanbul to make the necessary arrangements with Turk steamship authorities which will involve among other things the charter price, fuel, food, passenger accomodation, etc., and with the British naval authorities which will involve inspection of life saving devices, safe conduct, etc. In Istanbul I will be joined by Simond. Immediately upon arrival of Black (VSA) whose arrival in Ankara is expected shortly, he will be requested by the Ambassador to proceed to Istanbul to assist me.

We were astonished to learn from Barlas of the Jewish Agency, upon informing him that we anticipated the departure of the SS TARI for Constanza under safe conduct in the very near future to evacuate Jewish refugees, that in spite of his repeated assurances that a sufficient number of Jewish refugees would at any time be available for embarkation in 10 days notice, he now asserts that there will be required at least 5 or 6 weeks before a sufficient number will be ready to embark.

STEINHARDT

000293

*war refugees
(Mr. Pille)*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Moscow
TO: Secretary of State, Washington
DATED: March 20, 1944
NUMBER: 935

*1 copy
File 967*

CONTROL COPY

The following is a personal message for the Ambassador.

Last night I spoke to Molotov and left with him a memorandum requesting prompt action on the matter of safe conduct for the Turkish ship TARI as described in your cable of March 16 to evacuate refugees from Constanza. Also I mentioned to him our Government's deep interest in the subject. I was told by him that the matter would be given prompt consideration.

The above message has been sent to Ankara.

HARRIMAN

4489 301

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

000294

TO: Miss Hotel - 190

3/23

For official files.

JED

NOTE: Ankara 427, 3/18/44
Ankara 574, 2/20/44
London 2206, 3/18/44

attached have not been distributed.

MR. J. E. DUBOIS

10029

*War Refugee Bd
(not file)*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: March 16, 1944
NUMBER: 487
*

copy only

CONTROL COPY

Reference is made herein to the Department's cable of March 16, no. 211. *not in file*

Attention of War Refugee Board.

Yesterday Black of the War Shipping Administration arrived in Ankara and has proceeded to Istanbul to assist Hirschman in making arrangements for the trip to Constanza of the SS TAJI.

It is almost a certainty that the Turkish Government would not be in agreement to the withdrawal of the SS IZMIR from her regular run as one of the 2 vessels carrying passengers and the mail between the 2 main ports of Izmir and Istanbul.

STEINHARDT

APR 28 1944
WAR REFUGEE BOARD

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

100-10290

*wa Refugee Bd
m Pille*

PARAPHRASE OF TELEGRAM RECEIVED

FROM: American Embassy, Ankara
TO: Secretary of State, Washington
DATED: March 17, 1944
NUMBER: 471
x

Handwritten mark

CONTROL COPY



Following is the substance of a message sent to Moscow on March 16.

The Turkish passenger vessel TARI of 4000 tons has been placed at my disposal by the Turkish Government for a single trip to Constanza to evacuate Jewish refugees, the vessel to proceed as soon as all necessary plans have been completed. The Russian Ambassador in Ankara has been requested by me to obtain from his Government safe conduct for the TARI while making this trip. If you would approach the Russian Government with a view to having a favorable reply cabled to the Russian Ambassador in Ankara promptly, it would be appreciated by me.

STEINHARDT

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

00029