SECRETARY OF STATE, WASHINGTON.

1493, August 15, 10 p.m.

FOR PELLE PCR FROM HIRSCHMANN

Ankara’s No. 133

Three hundred ninety-five passengers from the SS BULBUL and five from the ill-fated MEFKURA arrived in Istanbul by rail from Cherkaskoy. They were quartered in a school in Istanbul. They were brought over the mountains by oxcart from Igneada to Vize, a distance of about 40 miles. The women and children rode, the men walked. The remainder of the trip was made by trucks to Cherkaskoy and thence by train to Istanbul.

The MEFKURA survivors report the following information regarding the sinking of MEFKURA: Shortly after midnight on August 5 the MEFKURA was approached by three surface craft of the length of two railway cars with flat shallow draft bottoms and armed with small cannon and machine guns. They were considered to be German.
German boats since they had silhouettes similar in appearance to those boats which had been seen in Constanza harbor. The three boats opened fire on the MEFKURA with cannon and machine guns. One of the first shots landed in the machinery room of MEFKURA, exploding the machinery. The ship was set on fire by incendiary bullets. A large number of passengers were wounded on the boat itself by machine gun fire; others were caught in the flames or injured by bits of flying machinery. Many passengers donned life preservers and jumped overboard. The machine gun fire continued upon the passengers while they were in the water.

The sea was stormy, otherwise it is believed that a larger number of passengers might have been saved.

According to BULBUL passengers, the BULBUL was not in sight of the MEFKURA during the attack. Later it was approached by the armed boats and its engines were stopped. It stood by until daylight and picked up the survivors of the MEFKURA who could be found. The survivors by that time had been in the sea for four hours. For an unaccountable reason, the armed boats left while it was still dark and did not open fire upon the BULBUL. The BULBUL continued its voyage.
-3- #1493, August 15, 10 p.m., from Ankara

voyage with the MEFKURA survivors aboard toward Istanbul. It came within 300 meters of the Black Sea entrance of the Bosphorus but was unable to enter the Black Sea on account of the stormy seas. It sailed back along the Turkish shore to Iğneada before safe anchorage was found.

The number of passengers from the HULBUL are approximately 395 including 214 men, 137 women and 44 children. Among them were two pregnant women and two children who had developed pneumonia who were taken Balat hospital, Istanbul. The two mothers of the two children were sent to the hospital to be with them. Except for these, all the passengers are scheduled to proceed to Palestine by rail August 16.

The rescue operations were conducted under supervision of the Turkish Red Crescent, and all expenses will be defrayed by the War Refugee Board. When more detailed information is available, a full report will be sent to you by mail.

KELLEY

IMS, IMS
Istanbul, August 18, 1944

Dear Bob:

This morning, in my talk with you, I referred to members of the crew of the S.S. Bulbul having made contact in the Black Sea with the nebulous enemy.

The story now, as told to me, indicates that no such contact actually occurred; that the members of the crew, on receiving danger of attack from armed boats which were reported to be 30 meters away from the Bulbul, entered a life boat and disappeared. The Captain attempted to do the same thing but was withheld by younger refugees who threatened him. This is not a very pretty story but it indicates why it was not possible for any members of the crew of the Bulbul to determine the nature of the attacking ships.

Cordially yours,

I. A. Hirschmann

Robert Kelley, Esquire
Charge d'Affaires, a.i.
U.S. Embassy
Istanbul
Le drame juif

Les rescapés du "Bulbul", et les ca-
danes du "Nefse-
ré", qui rejet-
lac mer

Un train spécial a ramené hier les 307 Israéliens réfugiés qui s'étaient débarrassés à Igé Ada du motor-boat "Bulbul" lequel avait été attaqué à treize reprises en Mer Noire par un sous-marin inconnu. Le Croissant Rouge les a installés (Suite en deux pages 2ème col.)

Le Journal d'Oran
Aug. 15, 1944

Le drame juif

Une femme ayant accouché à Igé Ada, le Croissant Rouge l'a fait hospitaliser là-bas sans la sur-
veillance d'une sage-femme qui se trouvait parmi ces réfugiés. Ces derniers se mêlant en roulis dans quelques jours, la Palestine.

Parmi les naufragés israéliens du motor-boat "Nefseur", condamné à Mer Noire, 150 caïdars ont été jet- té au répêches près de Kemerhounah. Des mesures ont été prises pour empêcher que l'argent et les objets précieux qu'ils portaient sur eux ne soient volés.

Cinq Israéliens survivants du me-
tor-boat "Nefseur" sont quittés le
quai, le 113 Juifs du motor-
boat "Bulbul" qui suivait par le
rompant en venant de Roumanie à
un débarquement de passagers à Igé
Ada, sont arrivés hier midi en pé-
rie village de Tcherbokouty par train
de marchandises.

La gare de Sirkeli était boule de
monts. Mais la police, qui, près
des murs de l'étendue désertique
fut entouré avec les voyages,

ieurs. Ceux-ci étaient composés en
séparément d'enfants, de
jeunes filles. Peu de
femmes ou de
femmes âgées. Deux des rescapés du
"Mefkeur" sont gravement blessés, trois autres le sont légère-
ment à la tête. Voici comment ils racontent leur événement :

"Nous, le 1er motor-boat, avons
abordé à la côte lorsque la tempête éclata brusquement. A ce moment
une vague impressionnante qui nous a
atteint, alors nous avons été

Après leur débarquement, les
Américains se reposaient au moment
à la gare, puis, après une série
les souhaitions qui se concentraient
à l'âge juif de Roukélé. Le
Croissant Rouge l'a transporté à des
journées suivantes. Lui et ses
ont transféré à Haydarpasha d'où
ils partiront pour la Palestine.
August 14, 1944

Mr. Kelley:

Mr. Payman telephoned to me this morning to say that he had information from Istanbul that 305 refugees from purt Igaadad had now arrived at Istanbul and that he had telephoned to the British Embassy suggesting that arrangements may now proceed for their further transport by train to Syria. He said that he now understood that Mr. Berlas would pay for their transportation from Igaadad to Istanbul.

E.L.P.

cc: Mr. Hirschmann, Istanbul.

Talito meeting

ELP/gm
MEMORANDUM

on the Conversations with BHlbôl Passengers

Interviews with several of the BHlbôl passengers who arrived in Istanbul on Monday morning, August 14, at about 7 o'clock, indicated the following.

The three ships, the Morina, BHlbôl and Mefkura left Constanza together on August 3, 1944. They apparently sailed under the auspices of the Rumanian Red Cross. The Morina itself, when it arrived in the Bosphorus, bore indications of having had red crosses painted on its hull in various places, and I am informed that the BHlbôl likewise was so painted. The three ships were escorted through Rumanian waters as far as the Bulgarian border by what was described to be two Rumanian mine-sweepers. They travelled in single file, first two refugee boats, followed by a Rumanian boat, then the third refugee boat and a Rumanian boat bringing up the rear. This escort left the refugee boats upon arrival into Bulgarian waters. Thereafter, the three boats sailed on their own, the Morina, being fastest, first, then the BHlbôl, and bringing up the rear, the Mefkura. Because of differences in speed, the ships rapidly drew away from each other.

One of the BHlbôl passengers told me that he saw in the drawer of the captain of the ship a permit issued by the Germans authorizing the departure of the three boats from Constanza, indicating the route which the three boats were to follow and indicating a time by which the voyages had to take place. According to this passenger, the time-limit had expired by the time the boats were under way.
Mefkura, shortly after midnight, August 4th, was approached by three surface craft described to be about the length of two railroad cars, each with flat shallow-draft bottoms armed with some small cannon and machine-guns. They were alleged to be German boats similar in appearance to boats which had been seen in Constanza harbor, and the three boats opened fire on the Mefkura with cannon shot and machine-guns. One of the first shots fired landed in the machinery of the Mefkura and the machinery blew up. The ship itself was set afire by incendiary bullets. A large number of passengers were wounded on the boat itself through machine-gun fire. Others were caught in the flames. There were life-preservers on board, not of very good quality, which the passengers donned and went overboard. The attacking boats continued their machine-gun fire upon the people while they were in the water. The sea was quite stormy, as a result of which, despite the fact that the passengers had life-belts, it was impossible for them to save themselves.

Five passengers and three of the crew were rescued. The five passengers included a Romanian girl, by the name of Herta Weiss, a Hungarian couple by the name of Phillip, and two Polish men. Mrs. Phillip is a pregnant woman. The members of the crew saved included the captain.

A story which several of the people told, which may or may not be true, and indeed may have originated from the same source, is to the effect that dogs were turned loose in the water by the attacking boats in order further to harass the passengers.
struggling in the sea. The Bölböl at that time was some distance away from the Mefkura and it was not until towards day-break that the survivors could be seen in the water and brought aboard. The Phillips, for example, were in the water for over four hours.

Upon their arrival in Istanbul the two Polish survivors were taken to Balat hospital, one suffering from burns on his body, the other with a leg injury. The other three remained with the Bölböl group.

The Bölböl itself came within about 300 meters of the Black Sea entrance of the Bosphorus on Saturday, August 5, toward evening. Because of rough weather it turned up the Turkish coast in order to find a sheltered anchorage. The boat was in the vicinity of the Mefkura when it was attacked, but the passengers say that they heard nothing of the cannonade and saw only a bright glow on the horizon. During the very early morning, it hove to when approached, some say by two, others say by three armed boats. The Turkish crew of the Bölböl, with the exception of the captain, immediately left the ship in a life-boat. The captain himself, I am told, was advised by the passengers not to try to take similar action. The armed boats approached the Bölböl, some say to a point 30 meters away, others say 200 meters. The captain told the passengers to keep below decks, and hoisted the flag of a Turkish cargo-carrier. I have no clear explanation as to what transpired, but orders were given for the engines to start up, and the Bölböl sailed away toward the gulf near İgnea. The passengers with whom I spoke knew no reason why the Bölböl was not fired upon in the same manner as was the Mefkura.
(There are inconsistences here in terms of time, which I can ascribe only to the great excitement and tension which prevailed among the refugees in Istanbul who, because of their ordeal, had lost all concept of time and dates. I shall try to straighten this out.)

There are several counts given as to the number of passengers on the Bilbıl, one count is 214 men, 137 women, and 44 children for a total of 395. I don't know who made this count, so that I am unable to learn up to what age the passengers are regarded as children. Of the 395, 393 are supposed to have come to Istanbul, while two women remained behind in the hospital in Igneada, one woman in childbirth and the other a woman doctor who remained behind to care for her. Another count is 405 passengers, a third is 408, and a fourth 410. The exact number will be known only after the official lists are made up for the Turkish Police.

The refugees were brought through the mountains by ox-cart from Igneada to Vize, a distance of about 60 kilometers. The women and children rode, and the men for the most part walked, carrying their baggage with them. From Vize to Cherkaskoy they travelled by camions, which were provided there, and left by train from Cherkaskoy at approximately two o'clock in the morning of August 14, and arrived in Istanbul at about 7 or 7:30.

The Bilbıl, I was informed, is a ship of about 150 tons. I am advised further that it was reconstructed to contain 240 berths, but it carried 405 passengers.

Upon arrival in Istanbul, two pregnant women who were on the
boat were taken to Balat hospital, as were two children who had developed pneumonia. The two mothers of the two children were sent to Balat hospital to be with them.
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**FILE LOCATION**

W.R.B. Records, Box 22, Evacuation To and Through Turkey, Vol. 2-B, Sec.2-f

**RESTRICTION CODES**

(A) Closed by Executive Order 11652 governing access to national security information.
(B) Closed by statute or by the agency which originated the document.
(C) Closed in accordance with restrictions contained in the donor's deed of gift.

GENERAL SERVICES ADMINISTRATION

GSA Form 7122 (7-73)
An Official German Statement.

In the Question of the Sinking of the Turkish Vessel "Merkla".

Berlin, 11 (Radar)- The EEC has been spreading reports that a German submarine had sunk in the Black Sea a refugee-boat; "Merkla", under Turkish flag, with 277 Jews on board.

The International Information Bureau learns from the Command-Post of the German Forces that the above-mentioned information is altogether invented. The International Information Bureau has been authorised to state officially of behalf of the High Command of the Army, that "no German submarine can be made responsible for the shipwreck of that Turkish boat. There were German submarines in those sea-areas nor were there ever any there. It is certain that we have here before us an infringement of International Law, caused by Soviet Russia."

( Universal, August 13th )
As in summary
of report. France's
from Turner.

Full report
will follow
in translation.
Following report has been issued concerning the 40 tons regular motor-boat "Mefkure ".

On the 1-3-0.944 at 20.30 in Constanza's port the 3 Jewish fugitive-boats "Morina", "Bulbul " and " Mefkure " were preparing to leave same port.

First started "Morina "; then followed Bulbul; then we departed i.e. "Mefkure ". After 15 minutes our machine showed a little defect and it took us an hour's time to put it in order. Our boat was accompanied by a romanian officer and 3 sub-officers. We re-examined the defect of our machine; when I remarked some distance off a black line. Addressing the romanian officer, I was informed by him that this was a german surveyor boat in the port of Constanza called generally " Lema ". Finding it my duty I informed my colleagues as well as the passengers. In the morning the romanian officer with his fellowmen left our motor by the accompanying boats and returned to Constanza.

The motor-boat "Morina " was near me. There was a soft wind and we followed the same direction. When the sun went down, the moon appeared and we were still on the same way. In the night at 2.10 I perceived the cracking of a racket over our motor. Finding it my duty I drew the stop alarm and I saw 300 metres off again a black line. I suggested at once to our passengers to put on the safety girdles. Exactly at 2.15 fire came out of the back of the ship. Then a piece fell into the water. The fire grew fiercer and pieces of wood flew over us splashing into the sea. The machines too were soon on fire.

I could not see the figures taking the safety-boats, I jumped into one with my two fellowmen Kamal and Hassan. Then from
the safety-boat I saw jumping into the sea and some in boats. The sea was all over on fire. I then saw exactly the submarine 100 and sometimes 50 metres turning around us.

I perceived also men standing on the uppermost top of the submarine, inspecting to their right and left. Then the submarine turned to the north. Firing again it disappeared. After some time we perceived other fire signals from the sea.

Knowing that the 3 boats had to keep to the same direction I waited and after two hours I saw "bulbul" arriving. After some time the same submarine appeared again near us, but not for a long time. It disappeared again. I immediately informed Bulbul. Of course a panic started on the same boat. I took a little boat of the motor Bulbul and saved my 5 fellowmen, for my original boat was sinking.

A woman and a man, as well as a girl and two men, which swam accrossed to a piece of wood, were saved by us and we brought them to the "Bulbul." At 16 h we arrived to the Bosporus, but owing to a storm in these waters we were obliged to return to Iğdır, on the 6.8.44, informing authorities from this place about the accident of the "Defkure." Authorities have immediately issued orders to expedite the Jewish emigrants by train, helping them and when I asked for help, they would answer me that I should be sent to prison, because I was the cause of this unhappy event. It is only due to a certain gentleman that I was left free.

Kâzım Turan
The following cable is WRB 76.

Please deliver paraphrase of the following message to Doctor Joseph Schwartz, 242 Rua Aurea, Lisbon, from M. A. Leavitt of the American Jewish Joint Distribution Committee:

"Reference sinking Maffura we have taken position together with WRB concerning future sailings which they have advised to Hirschmann that we will fully support Hirschmann's decision after consultation with Embassy and private organizations involved. They will necessarily have to take into account the real risk to refugees of remaining where they are as against risk of sea voyages and presumably private organizations dealing with this problem will inform the refugees of this risk."

SECTINNIUS
ACTING
(GLF)

WRB AS1198 6/11/44 8/CR WE NE
CABLE TO LISBON

From War Refugee Board to Norweb.

Please deliver the following message to Doctor Joseph Schwartz, 242 Rua Aurea, Lisbon, from M. A. Leavitt of the American Jewish Joint Distribution Committee:

"Reference sinking Makure we have taken position together with WJB concerning future sailings which they have cabled to Hirschman that we will fully support Hirschman's decision after consultation with Embassy and private organizations involved. They will necessarily have to take into account the real risk to refugees of remaining where they are as against risk of sea voyages and presumably private organizations dealing with this problem will inform the refugees of this risk."

THIS IS WJB CABLE TO LISBON NO. 238 78

10:00 a.m.
August 10, 1944

Miss Chauncey (for the Señor) Abrahamson, Cohn, DeBis, Friedman, Hodel, Laughlin, Lesser, Mann, Mannon, McCormack, Cable Control Files

Hodel; th 8/10 at 4:1 - Detach
so less murr.
Cleared with
Abrahamson, Mannon
Memorandum re. the sinking of the S.S. Mefkura.

Commander Robert Dunn, who is acting in the absence of Captain Trammell, informed me of the following today, which he had received from the British Naval Intelligence:

The Mefkura was not torpedoed but ran into a rock at midnight of the day noted in the newspapers. This occurred either at Iğneada or somewhat to the north of Iğneada, on rocks which are close to the coast. There were no life-boats nor life-belts on the Mefkura. Six passengers and two of the crew were saved, and are now in the hands of the Turks. The Turkish authorities have the full story on the disaster. It will be necessary to see the Vail to secure the proper authorization for interviewing the people when they arrive with the passengers on the Bulbul (which means "nightingale").

The above information was supplied by Mr. Mares of the British Naval Intelligence. Commander Dunn promised to request of Mr. Mares a copy of the full statement of the British Intelligence when they have completed it.

I. A. Hirschmann
Les rescapés du "Mefkäre" et les passagers du "Bulbul"

Les rescapés du motor-boat "Mefkäre" sont arrivés à Igouza, où se trouvait également le motor-boat "Bulbul" qui s'y était réfugié avec 600 émigrants britanniques. Trois couples chargés de provisions pourront être envoyés à notre ville. Les émigrants seront amenés ici par voie de terre, au moyen de camions et d'autres moyens de transport qu'on se proposera sur place.
Turk Refugee Ship
Sunk, Ankara Says.

London, Aug. 9 (AP) -- The Ankara radio said today that a Turkish motor vessel carrying 292 Jews from Constanta, Romania, to Palestine had sunk outside Istanbul waters. The broadcast said that five passengers and two crew members were saved.
Secretary of State,
Washington.

2475, Tenth, 5 p.m.

FOR LEAVITT FROM PILPEC, WAB 151, JDC 53.

Ruben Resnik cables "reports on SS BULBUL and SS KAFKURA still unclear because bad communication.

Present report SS KAFKURA lost with 310 passengers, 6 rescued including 2 crew. 60 children aboard. Present official report but not final submarine gunfire, but struck rock theory also advanced. At agency request, we arranged transfer and rescue remaining KAFKURA passengers and SS BULBUL passengers who came Ignada where boat held. Following done. Food sent passengers disembarked being transferred over impossible road by horsecart to SerGen, thence lorries to Cherkaskoy where board trains, expect arrival here Saturday morning, lodged on boat for day and will leave Saturday night for Palestine. Hirschmann fully informed and approved all arrangements. Sahar Adam cooperating."

WMB
Dear Mr. Leavitt:

The following message for you from Mr. Pilpel (JDC No. 53) has been received through the American Embassy in Lisbon under date of August 10, 1944:

"Reuben Resnik cables 'reports on SS BULBUL and SS MAPKURA still unclear because bad communication. Present report SS MAPKURA lost with 310 passengers, 6 rescued including 2 crew. 60 children aboard. Present official report but not final submarine gunfire, but struck rock theory also advanced. At agency request, we arranged transfer and rescue remaining MAPKURA passengers and SS BULBUL passengers who came from lines where boat held. Following done. Food sent passengers disembarked being transferred over impossible road by horsecart to Sirian, thence lorries to Cherkeskoy where board trains, expect arrival here Saturday morning, lodged on boat for day and will leave Saturday night for Palestine. Hirschmann fully informed and approved all arrangements. Sahar Adon cooperating'."

Very truly yours,

(Signed) J. W. Pehle

J. W. Pehle
Executive Director

Mr. M. A. Leavitt, Secretary,
American Jewish Joint Distribution Committee,
270 Madison Avenue,
New York, New York.
Secretary of State
Washington

2476, August 10, 5 p.m.

FOR LEAVITT FROM PILFEL URB 150 JDC 55.

Wish advise 308 SS MI/RA passengers left
Istanbul for Palestine August 9. SS BEI/BCT reported to have left Constanza, August 8th with 150 passengers of whom 120 children.

NORWEB

8/14/44

Message sent 7H
Dear Mr. Leavitt:

The following message for you from Mr. Pilpel (JDC No. 55) has been received through the American Embassy in Lisbon under date of August 10, 1944:

"Wish advise 308 SS MARINA passengers left Istanbul for Palestine August 9. SS KLILACITA reported to have left Constanta, August 8th with 150 passengers of whom 120 children."

Very truly yours,

(Signed) J. W. Pehle

J. W. Pehle
Executive Director

Mr. M. A. Leavitt, Secretary,
American Jewish Joint Distribution Committee,
270 Madison Avenue,
New York, New York.
The following War Refugee Board No. 97 is for Hirschmann.

Please refer to your Nos. 1429, August 5, 1437, August 6, and 1445, August 7 (War Refugee Board Nos. 116, 118, and 122).

The Board deeply regrets the sinking of the refugee ship MEFKURA and the attendant loss of life. The Board is thankful that the ships BULBUL and MARINA arrived safely. The efforts of Kelley and Hirschmann in this connection are greatly appreciated.

The Board will appreciate such further information concerning the sinking of the MEFKURA as can be furnished consistently with security requirements.

With respect to possible future voyages of the Bulgarian or any other boat, as mentioned in your No. 1440, the Board will fully support a decision by you after consultation with the Embassy and the private organisations involved. We know that your decision will take into account the relative risk to the refugees if they remain in Bulgaria, Rumania or Hungary as the case may be as contrasted with the risks of sea voyages.

We also assume that through the appropriate private organisations the refugees themselves have been fully informed of the risks involved in such voyages.
The foregoing has been discussed with the JDC here and it is in agreement.

STEVENS
(Acting)
(GDR)

-2- Good, August 10, 5 p.m., to Mura
Cable to Kelley, Ankara, for Hirschmann from the War Refugee Board.

Please refer to your Nos. 1429, August 5, 1437, August 6, and 1445. August 7 (War Refugee Board Nos. 116, 118, and 122).

The Board deeply regrets the sinking of the refugee ship MEKURA and the attendant loss of life. The Board is thankful that the ships BULBUL and MARINA arrived safely. The efforts of Kelley and Hirschmann in this connection are greatly appreciated.

The Board will appreciate such further information concerning the sinking of the MEKURA as can be furnished consistently with security requirements.

With respect to possible future voyages of the Bulgarian or any other boat, as mentioned in your No. 1445, the Board will fully support a decision by you after consultation with the Embassy and the private organizations involved. We know that your decision will take into account the relative risk to the refugees if they remain in Bulgaria, Rumania or Hungary as the case may be as contrasted with the risks of sea voyages. We also assume that through the appropriate private organizations the refugees themselves have been fully informed of the risks involved in such voyages.

The foregoing has been discussed with the JDC here and it is in agreement.

THIS IS WRB CABLE TO ANKARA NO. 97

2:20 p.m.
August 9, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DeBois, Friedman, Hodel, Laughlin, Lesser, Mann, Mannon, McCormack, Cable Control Files
This telegram must be paraphrased before being communicated to anyone other than a Government agency.

Secretary of State,  
Washington.  

1471, August 10, midnight  
FOR FELLEW VBB FROM HIRSCHMANN, Ankarat's No. 129.  

The 308 refugees who arrived Istanbul aboard vessel MORINA proceeded on August 9 by railroad from Istanbul to Syria. Included in this group were 177 children up to the age of 18, of whom 171 were orphans from Transnistria, the remainder were with their parents. Included also among the refugees were 31 young trainees for Palestine (Chalutzim) mostly Rumanian and 36 revisionists, the balance of the 308 comprised refugees who had arrived in Rumania (18 Polish and about 25 Hungarian) and Rumanians.

For your information we have learned that approximately 1300 orphans from Transnistria are still in Rumania and I am attempting to secure priority for them in whatever additional emigration from Rumania it may be possible to effectuate.

KELLEY

BB RR
August 14, 1944

The following information, which is on
one front of the envelope, refers to or near the movement of the
warships of the United States:

The vessel with Toot, which has been seen steaming from Istanbul
towards the capital, is now to be
stopped at the town of Corfu, on the coast of Greece, closer to
Istanbul. For the first time avoid passage, the
colonial ship has been brought to the town of Corfu. The
refuelling process will be performed by rail. The
necessary arrangements with the railroad have already been made.

A restaurant has been requisitioned in Istanbul for feeding
the refugees in this city in tents and other buildings belonging
to the Jewish community was denied, and it is expected that
the vessel will be engaged on comfortable boats in a
basin near Corfu. It is claimed that these boats will leave Istanbul
late tonight, Saturday night, August 14.

The United States government is cooperating in the entire
matter, an official statement that they will pay for hiring the
horse-carts, for food, etc.
Dear Mr. Katzki,

Hereby I want to convey to you the final composition of the children's group, which arrived on board s/s Morina.

With best regards,
Yours sincerely,
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**Total:** 91 80 171 3 3 6 178
LEONARDIUS

Mr. Nixon advised us today that the 2115 people are
expected to be in Istanbul on Saturday, August 12.
New York World-Telegram
AUG 9 1944

Ship with 292 Jews—
Sunk, Ankara Reports

by the Associated Press

LONDON, Aug. 8.—The Ankara
radio said today that a Turkish
motor vessel carrying 292 Jews
from Constantinople, Romania, to
Palestine, had "sunk outside terri-
tory of Turkey." The broadcast
said that five passengers and two
crew members were saved.
287 Refugees
Lost on Ship

London, Aug. 9 (A.P.)—The
Associated Press said today that a
Turch motor vessel carrying
203 Jews from Constanta, Rumania,
to Palestine, had sunk out-
side territorial waters. The broad-
cast said that two passengers and
two crew members were saved.
Kara sularımızda bir hâdise

Meşhur bir denizaltı Kara denizinde bir motörümuzu batırdı. İçinde bulunan 315 Yahudi müteci boğuldu.

AN EVENT WITHIN OUR TERRITORIAL WATERS

An Unknown Submarine Sank One of Our Motorboats in the Black Sea Causing the Death of 115 Jewish Refugees

Submarines the identity of which remains unknown have on August 5th, 12:00 P.M. sunk another of our motorboats. Of the three motorboats LOARNO, BULBUL and NAFKURA, carrying on board 307, 410 and 220 Jewish refugees, respectively, who had left Constanza on August 3rd, the LOARNO succeeded in entering the Straits, the BULBUL took refuge at Ineada, whereas the NAFKURA was sunk by 2 unknown submarines opposite Zerve. Only 5 of the 310 passengers and 4 out of the crew of 6 were saved..... The agency in charge of the transportation of these refugees has requested the Government to grant authorization for their transportation by land.
"Mefküre"
İle 177 Kişi
Boğuldu

Motor Meşhur
Üç Denizaltının
Hücumuna Uğradı

Memleketimizden geçerek Filistin'e gidecek olan Yahudi milletleri, Kasteneden geçip Mefküre, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler Kasteneden, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler, Bülübel ve Morino adlı motorlarda, kara aralarının darauf ve bulgarlara Aqapalpo limanı yaklaştığında milletiye meşhur üç tabbetalardan teşvıken gidecek olan Yahudi mülteciler.
177 PASSENGERS ON BOARD THE MAFKURA
WAS DROWNED

The Motorboat Was Attacked by 2 Unknown Submarines

Our motorboats MAFKURADBULEUL and KOKINO, which were transporting Jewish refugees from Constanza, were attacked by 2 unknown submarines outside of our territorial waters in the vicinity of the Bulgarian port Agatopolo. Of these motorboats the BULEUL took refuge at Ineada while KOKINO arrived at the port of Istanbul the day before yesterday. As regards the MAFKURADBULEUL which was sunk, 6 out of the crew of 8 and only 5 of 180 passengers could be saved.

The Jews who were Passing in Transit so far

Ankara, 7th (TAN):- Moved by humanitarian sentiments our Government extended all possible facilities for the passage in transit through Turkey of Jews forced to leave central Europe and the Balkans. Of late 1828 Jews have arrived in our country without having been able to secure the necessary visas. After accomplishing here all the required visa formalities they left for Palestine.

Bier
MEMORANDUM

Mr. Hessel was informed by the Antalya Agency that, according to their representative, who had telephoned from Kirkcaddali, there were 301 people on the Karkolvo, of whom only 24 were saved, four passengers and two crew members.

Fifty horse-drawn carts are being procured in Kirkcaddali and the vicinity to carry the people overland from Iğdır to a railroad station at Vize (?) or Sarkocita (?).

The Antalya people in Kirkcaddali are trying to secure railroad cars for the refugees, which have been promised by the railroad. The Turkish Red Crescent is helping in these matters.
Le "Mefkure" transportant 320 réfugiés juifs a été coulé par trois sous-marins

315 personnes ont été noyées

Le 3 Août, les motor-boats turcs "Morino", "Bûlbûl" et "Mefkure" quittèrent Constantinople, chargés respectivement de 307, 410, et 520 réfugiés juifs, qui devaient se rendre en Palestine. En dépit de la tempête, le "Morino" a pu entrer au Bosphore, tandis que les deux autres ont été obligés de rebrousser chemin devant Kilyos. Le "Bûlbûl", poursuivi par des sous-marins, a réussi à se réfugier indemne à Limanere et de là à Iğneada.

Quant au "Mefkure" il a coulé en quelques minutes au large de Zevre, sous les coups de canons de trois sous-marins inconnus. Des 320 réfugiés juifs qui se trouvaient à bord, 5 seulement ont pu être sauves, 4 des 6 marins qui composaient l'équipage se sont noyés.

On présume que le capitaine Kazim est parmi ceux-ci.

Le gouverneur de Korkuteli avait a été obligé de se retraiter à la suite de l'avertissement du départ du "Bûlbûl", d'Iğneada. L'agence de transport a demandé au gouvernement l'autorisation de transporter les réfugiés juifs par route.

Le motor-boat coulé et son équipage étaient assurés contre les risques de guerre.

A TURQUIE
Aug. 8 '44
Ankara, August 8, 1944

Dear Mr. Berry:

I should appreciate your arranging for an introduction of Mr. Katzki, assistant to Mr. Hirschmann, special representative of the War Refugees Board, to the Vali and head of the Turkish Red Crescent in Istanbul for purposes of offering any assistance that may be desired in connection with the rescue, transportation, feeding, clothing, etc., of the refugees saved from the ill-fated Netkura and the S. S. Bulbul. Mr. Hirschmann asserts that the War Refugees Board stands ready to defray all expenses connected therewith.

Cordially yours,

Robert F. Kelley
Charge d'Affaires, a.i.

Burton Y. Berry, Esq.
American Consul General
Istanbul
2 - has nearest Ministry plans for embarkation outlanded
3 - in Canada is at it
   now
4 - war refugee. A & I will get a bill
5 - accommodation paid for
   completely removed any
doubt
Secretary of State, 
Washington.

2449, Eighth, noon
FOR LEAVITT FROM SCHWARTZ WRB 146 JDC 51.

Regret advise that of three ships which left Constanza with total approximately 1050 refugees only two ships MARINA with 315 passengers and BULBUL with 500 arrived safely. SS MAPKURA was sunk by submarine action near Igneada with about 250 lives lost and very few survivors. SS BULBUL landed at Igneada with approximately 500 passengers and sending posthaste food supplies these passengers and also those few rescued. Rensnik may proceed Igneada order arrange disembarkation BULBUL passengers and their overland transportation all of which complicated view fact this military area. 315 MARINA passengers leaving for Palestine today.

NORWEB

CSB
Dear Mr. Leavitt:

The following message for you from Doctor Schwartz (JDC No. 31) has been received through the American Embassy in Lisbon:

"Regret advise that of three ships which left Constantia with total approximately 1050 refugees only two ships MARINA with 315 passengers and BULBUL with 500 arrived safely. SS MAKURA was sunk by submarine action near Lagos with about 250 lives lost and very few survivors. SS BULBUL landed at Lagos with approximately 500 passengers we sending post haste food supplies these passengers and also those few rescued. Hasmik may proceed Lagos order arrange disembarkation BULBUL passengers and their overland transportation all of which complicated view fact this military area. 315 MARINA passengers leaving for Palestine today."

Very truly yours,

(Signed) J. W. Sekile

J. W. Sekile
Executive Director

Mr. M. A. Leavitt, Secretary,
American Jewish Joint Distribution Committee,
270 Madison Avenue,
New York, New York.
INCOMING TELEGRAM

DIVISION OF COMMUNICATIONS AND RECORDS

1944 AUG 9 PM 3 55

This telegram must be paraphrased before being communicated to anyone other than a Government agency. (NATIONAL) Ankara

Dated August 8, 1944

Re: d 11:11 p.m.

Secretary of State,
Washington.

1452, August 8, 5 p.m.

EMBASSY'S 1445, August 7, 7 p.m., FOR FEHLE URB

FROM HIRSCHFELD.

Ankara No. 126.

The Turkish Foreign Office has accepted our recommendation that the passengers from the BULBUL should be transported overland by auto and railway to Istanbul. The Turkish Red Crescent is supervising this movement and other steps are being taken in connection with the emergency. I have agreed that WRB will defray expenses incurred in these operations and I believe that this undertaking on our part has helped expedite relief work.

KELLEY

ECC WSB
Unidentified Sub Sank Turkish Ship

Ankara, Aug. 7. (Reuters)—The 156-ton Turkish motor schooner Mehala, which earlier today was reported to have sunk in the Black Sea while carrying Jewish refugees from Constantinople to Turkey, was found 30 miles off the coast.
246 Die in Sinking Of Turk Refugee Ship

LONDON, Aug. 7 (U.P.) -- The Berlin radio, quoting a report from Ankara, said that a Turkish ship carrying 250 Jewish refugees from Constanta, Rumania, to Turkey sank early today and that all but four of the passengers perished.
ANKARA, Turkey, Aug. 7—The 100-ton motor schooner Mafkura, which, with two other schooners, each carrying three hundred Jewish refugees, left Constanta, Roumania, for Istanbul last Thursday, was torpedoed yesterday in the Black Sea by an unidentified submarine. According to one report received here, only the captain and five members of the crew were saved.

One of the three schooners arrived here safely and the second put in at the small Turkish port of Isgenea, about forty-five miles from Istanbul, to escape a storm. The Mafkura was heading for the safety of Isgenea when she was torpedoed.

Germany may have opened undeclared war on Turkey with the sinking of a Turkish ship yesterday, seven miles off the coast of Turkey, according to the Overseas News Agency.

This is the significance of a broadcast received by the agency today through private channels from Turkey, disclosing that a ship that had previously been reported “ sunk” had actually been torpedoed.
Selon des renseignements parvenus à l'Ambassade :

1. La Police Turque a informé l'Agence étrangère que le navire MAFKURA a été torpillé près du Port Iğneada et qu'actuellement on porte secours aux naufragés. La gare de chemin de fer la plus près du Port Iğneada est Kirkareli. Toute cette région est zone militaire.

2. Le navire BULBUL est mouillé aux environs d'Iğneada et on ne sait pas s'il est parti ou s'il se prépare à partir pour Istanbul.

On a demandé à l'Ambassade d'obtenir :

a. La permission, par l'intermédiaire du Bureau de Communications, de télégraphier au Captaine Mustapha du BULBUL, lui donnant l'ordre que le navire doit rester à l'ancre.

b. La permission spéciale pour plusieurs personnes de se rendre à l'endroit du sauvetage afin d'aider les naufragés.
naufragés. L'Agence Juive désirerait envoyer, dans ce
but, conseiller d'élèves émigré, de nationalité
palestinienne.

c. La permission d'envoyer, à l'intention des
naufragés, des médicaments et d'autres articles de
première nécessité. On pourrait peut-être demander,
à cette fin, le concours du Croissant Rouge, et dans
cet cas, un fonds spécial serait mis à la disposition du
Croissant Rouge.

d. La permission de transporter à Istanbul par
chemin de fer les passagers sur le navire EUMEN, pour
leur éviter le voyage dans les eaux, qui semblent dan-
gereuses, de cette région.

e. La permission pour l'Agence Antalya d'envoyer
des canots à Igneada pour essayer les naufragés
d'İgneada à Kirkcureli.

Ankara, le 7 août 1944.

ELP/AFR/gm
Le transit des réfugiés israélites par la Turquie

315 émigrés sont arrivés hier

Le motor-boat "Mefkurd" est en retard

A la suite des facilités accordées aux israélites, les pays amis, de transférer par voie terrestre pour aller en Palestine, le nombre de ces réfugiés a augmenté de jour en jour. Le motor-boat "Mevita" de 120 tonnes, qui a atteint à Constantinople depuis 2 mois et demi hier au matin port 315 émigrants israélites. Ces émigrants continueront leur chemin pour la Palestine.

Le motor-boat "Bulbul" a attendu à Constantinople pour embarquer d'autres réfugiés.

Enfin, le motor-boat "Mefkurd" transportant des Chemins des réfugiés israélites est en retard. On prétend qu'il est resté quelque temps en compagnie du "Mevita" à Ataköy.

Le Journal d'Orient 27/IV
August 7, 1944

Memorandum for Mr. Mackey:

Dr. Katoki telephoned me last night at about 9:30 P.M. and informed me of the following:

1. The Turkish Police notified the Jewish Agency that the ... 5, Maskura had been torpedoed near Fort Isgado and that a rescue operation was now going on. The nearest railroad station to Fort Isgado is Kirkareli. This entire area is a military zone.

2. The ... Bulbul is anchored in the vicinity of Isgado and it is not known whether it has left or is preparing to depart for Istanbul.

What has been asked of us without delay is:

(a) Permission through the Communications Office to telegraph to Captain Mustapha of the Bulbul instructing him to keep the boat at anchor;

(b) To grant special permission for several people to go to the scene of rescue to assist. The Jewish Agency would like to send Mr. Selvaii Pomranian, a Palestinian;

(c) Permission to send food, medicines and other emergency necessities to the scene for the rescued. Perhaps the Red Crescent could be asked to assist in this, and I will see that a special fund is given to the Red Crescent;

(d) Arrangements to bring the passengers on the Bulbul by train to Istanbul so that they do not risk the apparently dangerous waters in that area.

(e) Mr. Katoki and the Agency representatives have been in touch with the Turkish Agency, which is prepared to send Laures to Isgado to remove the people from Isgado to Kirkareli. Permission is required for this.

I am confident that the Turkish Foreign Office will assist in this life and death situation.

I. Hirschman

P.S. I am now informed by another call from Katoki at 10:15 A.M. that the last news dribbling in is to the effect that those passengers rescued from the Maskura are being transferred to the Bulbul.

A TRUE COPY OF THE ORIGINAL
August 7, 1944

Memorandum for Mr. Packer:

1. The names of the two individuals who wish to travel from Istanbul to the Syrian border with the refugees who have arrived on the S.S. Marine and those who expect to arrive on the Mavura and the Bulbul are David Aiman, a Palestinian, and Don Diego Buchholz, an Argentine, Mr. Katski informs me that they will require authorization from Ankara.

2. No authorization has yet been arranged in Istanbul, Katski informs me, for the placing of food on the boats.

I. E. Hirschmann
August 7, 1944

Announcement for Mr. Pickor:

Mr. Katzki telephoned me last night at about 9:30 P.M. and informed me of the following:

1. The Turkish Police notified the Jewish Agency that the H.M. Mekkura had been torpedoed near Port Isgadra and that a rescuing operation was now going on. The nearest railroad station to Port Isgadra is Kirkcireli. This entire area is a military zone.

2. The H.M. Bulbul is anchored somewhere in the vicinity of Isgadra and it is not known whether it has left or is preparing to depart for Istanbul.

What has been asked of us without delay is:

(a) Permission through the Communications Office to telegraph to Captain Mustapha of the Bulbul instructing him to keep the boat at anchor;

(b) To grant special permission for several people to go to the scene of rescue to assist. The Jewish Agency would like to send Mr. Melvel Pomerance, a Palestinian;

(c) Permission to send food, medicines and other emergency necessities to the scene for the rescued. Perhaps the Red Crescent could be asked to assist in this, and I will see that a special fund is given to the Red Crescent.

(d) Arrangements to bring the passengers on the Bulbul by train to Istanbul so that they do not risk the apparently dangerous waters in that area.

(c) Mr. Katzki and the Agency representatives have been in touch with the Antalya Agency, which is prepared to send loruses to Isgadra to remove the people from Isgadra to Kirkcireli. Permission is required for this.

I am confident that the Turkish Foreign Office will assist in this life and death situation.

I. Hirschman

P.S. I am now informed by another call from Katzki at 10:15 A.M. that the last news dribbling in is to the effect that these passengers rescued from the Mekkura are being transferred to the Bulbul.
Minutes of Conversation with
Mr. Lutfi Kirdar, Vali of Istanbul.
August 7, 1944

In the conversation were present:
Mr. Ch. Barlas - Jewish Agency
Mr. H. Soriano - Jewish Community, Istanbul
Mr. M. Sipahioglu - Antalya Ambari, Istanbul

We informed the Vali of the disaster of the M/S "MEFKURE" which sunk at Iniada.

The Vali knew only about the M/S "BULBUL" which arrived to Iniada and was astonished to hear the news.

We asked the Vali for assistance in the following three questions:

1) permission for two delegates of the Grand Rabbinate to go to Iniada to render moral help to the survivors,

2) permission to transport the passengers of the BULBUL, about 500, by train to Istanbul, taking into consideration the danger of torpedoing the boat on the way to Istanbul,

3) permission to send food to the passengers of the BULBUL while they are in Iniada.

I explained that the Antalya is charged by the Jewish Agency to deal with transportation and supply of food to refugees in transit.

The Vali said that it is very difficult for civilians to go to Iniada which is considered military zone, but promised to do his best in the lines of our demand. A memorandum should be submitted immediately pointing our demands in writing.

In the meantime the Vali called, by telephone, the Minister of Interior in Ankara and expressed his hope for a favourable settlement of the matter.
**Memorandum**

August 7, 1944

To Mr. Hirschmann from Mr. Jatzki

The following summarizes the voyage of the *Morina*.

We are advised that all three boats, the *Morina*, the *Bilibi*, and the *Illis*, left Constantinople together on the evening of August 3. The *Morina*, being the fastest of the three boats, arrived in Byzantium, which is just inside the Black Sea entrance of the Bosphorus, about 6 a.m. on the morning of August 4. The *Morina* was held up at Byzantium to await the arrival there of the other two boats, so that all three could call on to Salonika, Constantinople, together. You know about the *Bilibi* and the *Illis*. The *Morina* proceeded from Byzantium to Salonika and arrived at the latter place about 6:30 a.m., August 5. Food was served and put on board at about 7 a.m.

There are 305 people on the *Morina*, of whom about 100 are children. Of these all but about 20, who are with their parents, are children from Transnistria.

A large proportion of the passengers of the *Morina* were without passports. This arose out of the fact that, in the rush of departure, at Constantinople, many of the passports belonging to *Morina* passengers were delivered to the *Bilibi* and vice versa. Consequently, it was necessary to arrange other passport documents, and a single collective travel document listing all the names of the passengers was issued by the British Passport Control Office in Constantinople and vised by them for Palestine. Turkish transit visas have not yet been received (2:45 p.m.), the police authorities being burdened with the preparation of documents for German repatriates from Constantinople.

The police at first proposed that the *Morina* passengers plus those of the *Bilibi*, which was expected on Saturday night, be sent off together from Constantinople today, Sunday. This was objected to, and efforts are being made by the organizations here to send the *Morina* passengers off from Constantinople tomorrow, August 8. One of the difficulties in this connection is the great demand for railroad accommodations by Turkish people themselves, who want to leave Constantinople for other parts of Turkey. Whether or not, in view of the congestion at the police plus the demand for railroad transportation, the *Morina*...
passengers indeed will be able to leave tomorrow is unknown at this moment. This is being worked on now.
La tempête en Mer Noire

La tempête qui sévit depuis quelques jours en Mer Noire ne s’est pas non plus apaisée hier. Elle a empêché les motor-boats de sortir hors du détroit et a obligé ceux qui se trouvaient en cours de navigation de se réfugier dans les ports.

D’autre part, le motor-boat «Ali

Le motor-boat «Chevfi

Bahri» a fait eau au large de la station de sauvetage à Kilios et a été obligé d’y ancrer. On n’a heureusement pas de nouvelle humaine au cours de ces deux accidents maritimes.

Il nous revient par ailleurs qu’on n’a pas encore de nouvelles des motor-boat «Bulbul» et «Melek» qui avaient appareillé de Constanza affrêchant des réfugiés juifs en notre port.

La République 8/7/44
246 Refugee Jews Drown as Ship Sinks

London, Aug. 7 (Reuters)—The Turkish steamer Merkure, which was on its way from Constanta, Romania, to Turkey with 246 Jewish refugees, sank in the Black Sea today, said an Ankara report to DNB.

All but four of the passengers were drowned, said the report.

This is the third disaster to ships carrying Jewish refugees from Nazi Europe during this war. More than 700 were drowned when the banana ship in the Black Sea in 1942. Nearly 2500 lives were lost on the Patria off Haifa, in Palestine, in the same year.
The Turkish Foreign Office has informed the Embassy that both the BULBUL and the NEFURA were attacked by an unknown submarine 5 miles from the Turkish shore; that the latter vessel which was also subjected to gunfire, was sunk by a torpedo and that only 5 of the 295 passengers were saved; of the Turkish crew of 8, 6 were saved. The BULBUL was not damaged and none of its 405 passengers injured. The Embassy has requested the Turkish Foreign Office to obtain permission for the landing of the passengers of the BULBUL and their transportation by automobile and train to Istanbul.

The Foreign Office has informed the Embassy that all possible aid in the emergency will be furnished through the Turkish Red Crescent, the expenses for which I have promised
-2-$1445, August 7, 7 p.m. from Ankara.

promised will be paid by us.

With reference to an inquiry made by the Turkish Foreign Office regarding the carrying out of our plans with regard to the 2 Bulgarian boats VITA and PIRING, I have stated that we desire to proceed without delay in carrying out the rescue program for refugees from Bulgaria. Your views on this point would be appreciated. As soon as further information is available you will be informed.

KELLEY

WMB

JJM
ANKARA, Aug. 7—The Turkish ship Merve, carrying 250 Jewish refugees from Constantza, Romania, sank in the Black Sea yesterday, taking all but one of the passengers, said reports reaching here. There were no details.

New York World Telegram
AUG 7 1944

Report 250 Lost
On Refugee Ship
The Washington Post
AUG 7  1944

246 Jewish Refugees
Lost With Turkish Ship

Ankara, Aug. 6 (AP)—The Turkish ship Mevlude, carrying 246 Jewish refugees to Turkey from Constanta, Romania, sank in the Bosphorus early today with the loss of all but four of the passengers. There were no survivors.
ANKARA, Aug. 7 (AP).—The Turkish ship Mejikun, carrying 250 Jewish refugees to Turkey from Constanta, Romania, sank in the Black Sea yesterday with the loss of all but four of the passengers, according to reports reaching here. There were no details.
250 REFUGEES
LOST WITH SHIP

LONDON, Aug. 7 (Reuters). The Turkish steamer Merkur, which was on its way from Constanza to Turkey with 250 Jewish refugees on board, sank in the Black Sea early today, said an Ankara report to the German D.N.B. news agency. All the passengers with the exception of four were drowned.

(This is the third disaster to ships carrying Jewish refugees from Nazi Europe during this war. More than 700 were drowned when the Struma sank in the Black Sea in 1942. Nearly 200 lost their lives on board the Ptna off Haifa Harbour in the same year.)
Date: August 7, 1944
Rec'd 11:33 p.m.

Secretary of State,
Washington.

2427, Seventh, 1 p.m.

TO LEAVITT FROM SCHWARTZ WRB 142, JDC 48.

Wish advise SS MARINA arrived Istanbul August 5
with 315 passengers mostly children. SS BULBUL and
MAFRUK expected arrive on 7th. Total passengers all
3 boats about 1050, all of whom will leave Istanbul
August 7 by special train for Palestine.

JIM
WRB
Dear Mr. Leavitt:

The following message for you from Doctor Schwartz (JDC No. 43) has been received through the American Embassy in Lisbon:

"Wish advise SS MARINA arrived Istanbul August 5 with 315 passengers mostly children. SS BULBUL and MAFRUK expected arrive on 7th. Total passengers all 3 boats about 1050, all of whom will leave Istanbul August 7 by special train for Palestine."

Very truly yours,

[Handwritten] J. W. Pehle

J. W. Pehle
Executive Director

Mr. W. A. Leavitt, Secretary,
American Jewish Joint Distribution Committee,
270 Madison Avenue,
New York, New York.

AUG 10 1944
Secretary of State,

Washington.

MOST IMMEDIATE

1437, Seventh.

Reference Embassy 1434, August 6.

FOR PCHIE WRB FROM HIRSCHMANN

Ankara number 118.

The Jewish agency Istanbul was informed last evening by the Turkish police that one of the three boats carrying refugees from Constanza to Istanbul, the MAFKURA, which had on board approximately 300 passengers, had been torpedoed by an unknown submarine near the port of Igneada on the Black Sea about 45 miles from the entrance to the Bosphorus. The BULBUL is standing by at Igneada and assisting in the rescue work.

The Turkish Foreign Office has been requested to expedite arrangements for the rescue, safety and comfort of the passengers. Additional information will be forwarded.

DECLASSIFIED
State Dept. Letter, 1-11-72

By R. H. Parks Date SEP 18 1972
forwarded as soon as available.

As reported in telegram under reference the MARINA 5 sailed Istanbul with approximately 340 passengers including 190 children from Transnistria and its passengers are scheduled to proceed by rail from Istanbul to Syria on Tuesday August 7.

KELLY

WSB

Le « Bilbil », qui entrait dans le Bosphore en ayant à bord 400 Juifs, a été surpris par le tempête et a demandé du secours. Tandis qu'un bateau de sauvetage s'apprêtait à aller à sa rencontre, le tempête s'est calmée et le navire n'est pas parti. Le « Mefkure », arrivé lui aussi en notre ville avec des réfugiés Juifs de Tempête.
August 6, 1944

MEMORANDUM:

In a telephone conversation held at 11:45 between Mr. Hirschmann in Ankara and Mr. Kutzki in Istanbul, Mr. Kutzki stated that there was something out in the distance which could be seen with a glass and which might possibly be one of the refugee boats now delayed by the storm raging over the Bosphorus. Up to now it has not been possible to get a boat out to investigate, but efforts were being made to engage a tug for this purpose.

Mr. Kutzki further stated that all three of the boats started out together; that the one arrival had the fastest speed, the Bulbul the second, and the Muskura was the slowest.

The storm is still so violent that it is believed that even if the boats are undamaged they will not be able to come in now.
SECRETARY OF STATE, WASHINGTON.

MOST IMMEDIATE.

1434, Sixth.

FOR PHLLE TRB FROM HIRSCHLANN.

Ankara No. 117.

It now appears that information furnished to me by the Jewish Agency from Istanbul with regard to the arrival of the three vessels in Istanbul was inaccurate. Only one vessel, the MARINA, with 340 refugees has actually arrived in the Port of Istanbul. A second vessel is reported to be outside the entrance to the Bosporus.

KELLEY

WTD
August 5, 1944

Memorandum for Mr. Hirschmann:

Mr. Katzki telephoned at 10:55 A.M. He furnished the following information:

The Marina has joined the Bulbul. Both boats are lying at Buyukdere which is the point at the juncture of the Bosporus and the Black Sea at which incoming boats are stopped.

At this writing it is not known how many people are aboard the Bulbul or the Marina. The exact hour of the arrival of the Bulbul nor of the Marina is not yet known. The Bulbul arrived during the night.

Some of the representatives are going out shortly to board the ships. They will return as quickly as possible with exact information.

Mr. Katzki does not believe any additional information will be available as early as 11:00 o'clock.
August 5, 1944

Mr. Katzki telephoned from Istanbul this morning at approximately ten fifteen to state that the boat Bulbul has arrived in Istanbul, and that it is being closely followed by the boats Marina and Maskura. The three ships are carrying 1,000 to 1,100 refugees.

Mr. Katzki asked that Mr. Packer be advised of the above facts and requested to arrange for a telegram or telephone message to be sent immediately relative to a food license and also medicaments for the refugees.

He asked that Mr. Kelley be contacted in order that he might get in touch with the Foreign Office and arrange for transit visas. He further requested that if possible an agreement in principle be obtained from the Foreign Office permitting a member of one of the Jewish Agencies to accompany the train as far as the Syrian border. Mr. Katzki stated that if necessary the name of the person designated to accompany the refugees would be furnished.

He asked that Mr. Hirschmann telephone him.
MEMORANDUM OF CONVERSATION

August 5, 1944

Subject: Refugees from the Balkans.

Participants: Mr. Kemal Aziz Payman, Director General of the Department of Consular Affairs, Ministry of Foreign Affairs, and Mr. Packer, First Secretary of Embassy.

Place: Ministry of Foreign Affairs.

Date: August 5, 1944.

I called on Mr. Kemal Aziz Payman at the Foreign Office this morning and left with him the original of the attached memorandum, adding that since it had been written information had been received from Istanbul that the SS BULGUL had now arrived at Istanbul and that the other two vessels named were due very soon. I said that in addition to the food which the refugees needed I also understood they needed medicines.

Mr. Payman said that the difficulty concerning the food was a purely formal one arising out of the fact that the refugees had not been officially admitted to Turkey and could not be until the Turkish transit visas were issued to them. He said that as soon as these were issued they could buy food without difficulty in Turkey. He said the same thing applies in respect of medicines.

I asked about the transit visas for these people. He said that he had already given instructions that the Turkish transit visas be issued immediately to the refugees on board the SS BULGUL, as well as on the other two vessels which were due. He telephoned while I was with him to Mr. Maby of the British Embassy and informed him that the SS BULGUL had arrived and asked that the Palestinian visas be issued without delay.

I then asked Mr. Payman whether he knew anything about a request from the Jewish Agency to permit a representative of the agency to travel on the refugee train from Istanbul to the Syrian frontier. He said that he knew nothing about it and that he did not know why there should be any difficulty in arranging for such a person to travel on the train. I said that I understood some official in Istanbul had taken the view that permission would have to be granted from Ankara before a Jewish Agency representative would be permitted on board the train. Mr. Payman said of course the Ministry did not officially recognize Mr. Barlas or the Jewish Agency which, he supposed, should initiate such a request. He suggested that perhaps the matter could be handled...
be handled through the British Consulate General at Istanbul. He added that if I could furnish him with the name of the representative who was to go on the train he would be glad to arrange for permission to be granted. I told him that I would phone Mr. Maty concerning this matter. I have since done so also that if I succeeded in obtaining the name of the proposed Jewish Agency representative through our authorities in Istanbul, I would let him know.

I expressed the Embassy's appreciation of the granting of permission for the SS BULBUL, SS MARINA, and SS MEVJUK to bring refugees from Rumania. In reply to my question as to the situation with respect to the two vessels in Burgas, he said that he was awaiting information from Mr. Kelley before sending the necessary telegraphic authority to the Turkish representative in Bulgaria. I said that I would speak to Mr. Kelley about this. (I have since done so)

Later this morning Mr. Payman telephoned me to say that he had been in touch with the Director General of Customs who had immediately issued instructions to Istanbul to permit food to be made available to the refugees. He said that as concerns future cases of this kind he would be glad to handle them in the same manner if the Embassy would keep him informed as to the arrival of boats.

When I told him that the Embassy had information that the SS MARINA had also arrived at Istanbul today, he said that it was true and that the third boat, the SS MEVJUK, had also arrived.

ELP
On attend l'arrivée à Istanbul dans un très proche avenir des trois bateaux, SS MEVKURA, SS BÜLSÜL, et SS. MARINA, avec un total d'environ 1,050 réfugiés à bord, qui auront besoin de nourriture pendant le temps qu'ils se trouvent en Turquie (à peu près 4-6 jours).

On dit que le Directeur Général de la Douane à Istanbul n'est pas même d'autoriser la livraison des vivres aux réfugiés, soit en Istanbul, soit en route par chemin de fer d'Istanbul jusqu'à la frontière turco-syrienne, sans autorisation spéciale du Ministère des Douanes et Monopoles à Ankara.

On a suggéré que l'autorisation devrait couvrir pour chaque réfugié par jour et par personne les articles ci-dessous indiqués, ou leur équivalent:

- 2 œufs
- 2 consommes
- 50 grammes de fromage
- 100 grammes d'olives
- 1 citron
- 100 grammes de salami
- 300 grammes de pain
- 200 grammes de raisins
- 1 boîte de thon en conserve
- 1 pastèque
- 150 grammes de tomates

Du lait pour tous les enfants se trouvant à bord, à raison d'un litre par jour.

Ambassade d'Amérique, Ankara, le 4 août 1944.
Three Turkish vessels the BULBUL, the MRRINI, and the MAFKUR arrived today Istanbul from Constanza carrying approximately 1100 Jewish refugees. This is the largest number of refugees which has ever arrived at one time from the Balkans. As soon as Mr. Kelley learned of the arrival of the vessels he informed the Turkish Foreign Office which made arrangements at once for the issue of transit visas and for special trains to transport the refugees to Syria.

Arrangements are also being made for food and medical attention for the refugees on their arrival.

As the Board has been informed these vessels chartered by the Jewish Agency have been subject to numerous difficulties as a result of which their departure from Rumania was considerably delayed.

It was only
1429, August 5, 1 p.m. from Ankara

It was only due to the prior arrangements made by Ambassador Steinhardt with the Turkish Foreign Office, the insistent pressure exercised on the Romanians by the board's representative and the repeated representations made by Mr. Kelley at the Foreign Office that this deadlock was finally broken and the vessel permitted to sail from Constanza during a time of important political events.

Data regarding the refugees, their sex, ages, organizational affiliations and other pertinent information will follow.

KELLEY

RD;WSS
MEMORANDUM

Referring to the expected arrival of the boat Ediben, carrying approximately 500 passengers, and to make preparation for the feeding of these people while in Istanbul and en route by railroad, Mr. Brod spoke with the Chief Director of Customs, Istanbul, about the delivery of food. The Chief Director of Customs stated that he will not authorize the delivery of food to the refugees either in Istanbul or on the trains without specific authorization from Ankara. Consequently, we are asked to arrange for such licenses.

The license should be broad enough to cover the period from the arrival of the boat in Istanbul harbor until such time as the refugees arrive at the Turkish-Syrian frontier. The period of time in which the refugees will be in Istanbul is problematic, depending upon the waiting period until railroad accommodations for the onward trip can be secured. From Istanbul to the Turkish-Syrian frontier via Konya, which is the usual route, is three and one-half days. It is suggested, therefore, that the license be secured on a per capita and per day basis, authorizing the delivery of food for the necessary number of days which, as mentioned above, must be indefinite.

On a per capita and per day basis, the license should cover for each passenger:

- 2 eggs
- 2 cucumbers
- 50 grams of cheese
- 100 grams of olives
- 1 lemon
100 grams of salami
300 grams of bread
200 grams of grapes
1 tin of thon fish
1 karpuz (watermelon)
150 grams of tomatoes
milk for whatever children are on board
at the rate of 1 liter per day.

The license must be secured from the Ministry of Customs
and Monopolies, and must be addressed to the General Director
of Customs, Nefi Bey, Istanbul. In order to save time, the
permission should be given by telephone or telegraph.

HK
Dear Mr. Leavitt:

The following message for you from Dr. Schwartz has been received through the American Consulate at Istanbul, Turkey, under date of July 20th:

The following is a statement of our accounts in connection with the rescue program up to the present date.

The steamship MARITZA and the steamship NILGA, each having made two voyages, brought 1,074 passengers at a cost of $453,220. Four Turkish boats and one Greek boat, on which it is estimated approximately 3,700 passengers will be carried, will cost $75,720. Of these five boats the steamship KESSEG has already arrived with 755 passengers. The total cost of all of the above ships is $1,205,940. Against this amount we have already underwritten $800,000 and the Jewish Agency has promised to participate to the extent of 25% with a possible increase to 32% from funds collected by Palestine Yishuv Egypt, South Africa for these purposes but not from the regular funds of the Jewish Agency nor from any funds collected in the United States of America. Thus the agency participation in the above boats will be at least $241,185 or possibly $301,485 leaving an additional amount to be appropriated us for these purposes of either $164,732 or $104,455.

The total cost of land transportation from Istanbul to Haifa and maintenance in Istanbul and en route from December 1943 through June 1944 for 2,719 persons is about $297,730 against which we have paid here $30,000 sent by Wingate plus $10,000 from our own funds plus the request we made to have you transmit $50,000 to the British Passport control office Istanbul. This leaves balance to be paid on this account of $197,730. I shall advise you within the next few days as to the manner of remitting this sum. The above figures do not include transportation from Istanbul to Haifa for 755 passengers who arrived on the steamship KESSEG. These figures will be included in the July accounts.
In addition to above there is another project for three opportunities and two Turkish vessels with a total capacity about 2,000 passengers costing approximately $307,300 of which we are asked to provide 80% or possibly 75%. I shall send details of this project later; meanwhile would ask that you authorize me to proceed with plans maintenance and transportation to Haifa of the above 5,700 passengers will cost approximately $420,000 exclusive of the cost of refugees arriving from Bulgaria by train. Hirschmann is fully advised of all of the above projects.

Very truly yours,

(Riged) J. V. Pohle
Executive Director

Mr. Moses Leavitt
American Joint
Distribution Committee, Inc.
270 Madison Avenue
New York, New York

Rhodesia 7/25/44
There arrived in Palestine on the night of July 14, 736
refugees mostly from labor camps in Transnistria. They con-
sisted of 260 children, 201 women, and 274 men and traveled
to Istanbul from Romania on Bulgarian steamer KOSEK. 261
exchanged internees arrived on July 10 from Bergen Belsen camp,
Hanover Province, and it is stated by official of Jewish
agency that more Jews were received than there were Germans
sent but substitutions are made for many of the Jews on the
exchange list. Newly arrived internees say that within the
next four weeks another group of 300 is to leave Bergen Belsen.

It is understood that there is a program for bringing
some 9,000 from Romania and that they have arranged transpor-
tation for this number.
This telegram must be paraphrased before being communicated to anyone other than a government agency.

Secretary of State,
Washington.

April 20, 9 a.m.

TO W.R. REFUGEE BOARD FOR LEGES LEVITT, JENRTH DISTRUCTION COMMITTEE, FROM JOSEPH SCHWARTZ.

The following is a statement of our accounts in connection with the rescue program up to the present date.

The steamship Maritz and the steamship Milch, each having made two voyages, brought 1,074 passengers at a cost of $453,220. Four Turkish boats and one Greek boat, on which it is estimated approximately 3,700 passengers will be carried, will cost $752,720. Of these five boats the steamship Kosso has already arrived with 755 passengers. The total cost of all of the above ships is $1,206,940. Against this amount we have already underwritten $800,000 and the Jewish Agency has promised to participate to the extent of
-2-428, July 20, 9 a.m., from Istanbul

20% with a possible increase to 25% from funds collected by Palestine Yishuv Egypt, South Africa for these purposes but not from the regular funds of the Jewish Agency nor from any funds collected in the United States of America. Thus the agency participation in the above boats will be at least $241,138 or possibly $301,485 leaving an additional amount to be appropriated for these purposes of either $164,752 or $104,451.

The total cost of land transportation from Istanbul to Haifa and maintenance in Istanbul and en route from December 1943 through June 1944 for 2,719 persons is about $287,730 against which we have paid here $30,000 sent by Mirelman plus $10,000 from our own funds plus the request we made to have you transmit 50,000 to the British Passport control office Istanbul. This leaves balance to be paid on this account of $197,730.

I shall advise you within the next few days as to the manner of remitting this sum. The above figures do not include transportation from Istanbul to Haifa for 756 passengers who arrived on the steamship KESBED. These figures will be included in the July accounts.

In addition to above there is another project...
3-5423, July 20, 9 a.m., from Istanbul

for three opportunities and two Turkish vessels with a total capacity about 2,000 passengers costing approximately $507,300 of which we are asked to provide 80% or possibly 75%. I shall send details of this project later; meanwhile would ask that you authorize me to proceed with plans maintenance and transportation to Haifa of the above 5,700 passengers will cost approximately $420,000 exclusive of the cost of refugees arriving from Bulgaria by train. Hirschmann is fully advised of all of the above projects.

BERRY

RR BB
Dear Mr. Leavitt:

The following message for you from Mr. Pilpel was received through the American Embassy at Lisbon under date of July 10, 1944:

"JUL 26, WSH 99.

Istanbul informs us sixth boat steamer KMSBOK arrived Istanbul with 742 passengers, including 263 children, of whom 300 Transniestrian orphans, 200 women and 273 men. Entire group scheduled depart for Palestine by train today."

Very truly yours,

[Signature]

J. W. Fehle
Executive Director

Mr. Moses A. Leavitt,
Secretary,
American Jewish Joint
Distribution Committee,
270 Madison Avenue,
TO WAR REFUGEE BOARD FOR LEAVITT JOINT DISTRIBUTION COMMITTEE NEW YORK CITY FROM JOSEPH SCHWARTZ.

Steamship KESBÆC brought a total of 761 passengers. Sea transportation cost Swiss francs 380,000. The cost of land transportation for the entire group from Istanbul to Haifa plus cost of food furnished to them for the trip will cost approximately 161,000. I am asking Saly Mayer to pay sea transportation from the 500,000 Swiss francs which we have asked you to send to him and I will send instructions for payment of the transportation and maintenance costs later date.

BERRY

RR:BB
Dear Mr. Leavitt:

The following confidential message for you from Joseph Schwartz was received through the American Consulate at Istanbul under date of July 14, 1944:

"Steamship ENSCO brought total of 761 passengers. Sea transportation cost 380,500 Swiss francs. Cost of land transportation for entire group from Istanbul to Haifa together with cost of food furnished to them for trip will be approximately $61,000. I am asking Salo Meyer to pay sea transportation from the 500,000 Swiss francs which we asked you to send to him and I will send instructions for payment of maintenance and transportation costs later date."

Very truly yours,

[Signature]

J. W. Fohls
Executive Director

Mr. Moses A. Leavitt,
Secretary,
American Jewish Joint Distribution Committee,
270 Madison Avenue,
New York, New York.

FH:dp/7/23/44
ANKARA,

The following WRB cable 79 is for Hirschmann.

Please refer to your 1218 of July 5.

The Board is highly pleased to learn of the Jewish Agency's success in obtaining five ships for evacuations from Constantza. In view of the recommendation of Ambassador Steinhardt and yourself and in view of the fact that the operation of refugee evacuation ships without safe conduct appears to be the only means for rescuing appreciable numbers of refugees in the Balkan Black Sea Area, the War Refugee Board agrees to the program in question and undertakes to participate in the moral responsibility. It seems to us that this is a preferable alternative to abandoning refugees to their fate in enemy territory.

Although a Russian safe-conduct may not be absolutely necessary inasmuch as the evacuation vessels are not enemy ships, it is assumed that the Russian Government has been advised at least informally of these evacuation operations through its Ambassador at Ankara. If a formal safe conduct is later deemed desirable, it is suggested that you contact Ambassador Harriman directly.

HULL
(2/LW)

WRB: NOV: KG
7/12/44

DECORATED
State Dep't Letter, 11-11-73
By R. H. Parks Date, SEP 18, 1972
CABLE FROM WAR REFUGEE BOARD TO AMBASSADOR STEINHARDT FOR HIRSCHMANN, ANKARA, TURKEY.

Please refer to your L218 of July 5.

The Board is highly pleased to learn of the Jewish Agency's success in obtaining five ships for evacuations from Constanta. In view of the recommendation of Ambassador Steinhardt and yourself and in view of the fact that the operation of refugee evacuation ships without safe conduct appears to be the only means for rescuing appreciable numbers of refugees in the Balkan Black Sea Area, the War Refugee Board agrees to the program in question and undertakes to participate in the moral responsibility. It seems to us that this is a preferable alternative to abandoning refugees to their fate in enemy territory.

Although a Russian safe-conduct may not be absolutely necessary inasmuch as the evacuation vessels are not enemy ships, it is assumed that the Russian Government has been advised at least informally of these evacuation operations through its Ambassador at Ankara. If a formal safe conduct is later deemed desirable, it is suggested to you to contact Ambassador Harriman directly.

This is WNB Cable to Ankara No. 79.

2:45 p.m.
July 11, 1944

Miss Chauncey (for the Sec'y) Abrahamson, Cohn, DuBois, Friedman, Hèdeh, Laughlin, Lesser, Mann, Stewart, Central Files, Cable Control Files
Secretary of State
Washington
1250, July 11, 5 p.m.

For W.R. Refugee Board from Hirschlini
Ankara No. 94.

Confirming Embassy's 1246, July 9, 1 p.m., the
Turkish SS K.ZEBK arrived in Istanbul Sunday, July 9,
carrying 759 refugees from Rumania. Among the refugees
were 266 children, 214 of whom came originally from
Transnistria, 187 young agricultural students of whom
20 were of the Agudah--Israel organization, and 65 refugees
of other nationalities, mostly Hungarians and Poles. The
remainder were Zionists and non-Zionists; the exact figures
of each group are not known.

Upon being informed by me of the impending arrival of
the K.ZEBK, Mr. Kelley immediately requested the Ministry
of Foreign Affairs to make at once the necessary arrange-
ments with the Ministry of Communications for the transpor-
tation of the refugees to Palestine. Mr. Kelby was
assured
2- #1250, July 11, 5 p.m. from Ankara

assured that all possible measures would be taken to facilitate the departure of the refugees at the earliest possible moment.

In consequence, a special train was made available by the Turkish State Railways for the entire contingent of 750 refugees and they departed from Istanbul on the evening of July 10 for Palestine via Syria. The British passport control in Istanbul was most energetic and cooperative in completing the issuance of the necessary visas for Palestine without delay.

The successful completion of the voyage of the SS KAZBEK and the immediate departure of the passengers for Palestine are encouraging indications that the deadlock in respect to both transportation and governmental red tape, which had caused the virtual cessation of the rescue of refugees from the Balkans during May and June has been broken.

KELLEY
Secretary of State,
Washington.

2120, Tenth, 4 p.m.
JDC 28 WRB 99 PROF. FILPEL FOR LEAVIET SCHWARTZ

Istanbul informs us six-binder steamer KESBECK arrived Istanbul with 742 passengers, including 263 children, of whom 200 Transnistrian orphans, 206 women and 273 men. Entire group scheduled depart for Palestine by train today.

NORWEB

JJM WFS
This telegram must be paraphrased before being communicated to anyone other than a Governmental agency.

Secretary of State, Washington.

404, July 10, 10 p.m.

FOR WLR REFUGEE BOARD FROM LEAVITT JOINT DISTRIBUTION COMMITTEE NEW YORK FROM JOSEPT SCHWARTZ.

Steamship BS expected to arrive here next (2) days from Constanza with 739 passengers.

It is important that you should transfer at least 500 Swiss francs to Salzburger immediately and prepare additional 1,500,000 Swiss francs as soon as possible in view of the fact that other ships are also expected to arrive very soon.

BERRY

(*) Apparent Omission

MRM
WTD
Dear Mr. Leavitt:

The following confidential message for you from Joseph Schwartz was received through the American Consulate at Istanbul under date of July 10, 1944:

“Steamship BG is expected arrive here next (*) days with 739 passengers from Constanta.

It is important that you should transfer 500 Swiss francs at least to Sally Mayer immediately and prepare additional 1,500,000 Swiss francs as soon as possible in view of fact that other ships are also expected to arrive very soon.”

Very truly yours,

[Signature]

J. W. Pehle
Executive Director

Mr. Moses A. Leavitt,
Secretary,
American Jewish Joint
Distribution Committee,
370 Madison Avenue,