

COPY

DEPARTMENT OF STATE

Washington

REF ID: A66836  
DATE: November 3, 1947.  
RECD: November 6, 1:46 p.m.  
November 9, 1947, London

~~SECRET~~  
In reply refer to  
Is 8671.01/11-1247

Washington

November 24, 1947

A-2252 November 3, 1947.

Subject: British Embassy Office Supplies Further Data re "Illegal"  
Immigrants.

The Secretary of State refers to his letter dated November 12, 1947 to the Secretary of the Treasury concerning the traffic in illegal immigrants into Palestine, and transmits herewith a copy of an airgram dated November 6, 1947 received from the American Embassy at London containing additional information with regard to this matter. The official of the Embassy. The official of the Eastern Department has stated that such of the information in the paragraphs quoted below "has been obtained from confidential sources and is not susceptible of legal proof."

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"SS Colonel Frederick C. Jensen - This ship of 3,897 gross registered tons and an estimated capacity of 6,000 persons is at present undergoing overhaul and repair at Norfolk, Virginia. Her owner is a certain Samuel Benwick of 500 Fifth Avenue, New York, who runs a legal firm called The Chinese American Import-Export Company. Her captain is named Ash and is believed to be identical with Captain William C. Ash, a Marine Superintendent of 90 West Street, New York, who was formerly President of the Western Trading Company of New York. This firm owned and operated the "President Warfield", "Treasurer" and "Berkeley", all of which reached Palestine waters with Jewish illegal immigrants on board, the "Berkeley" of London and the "Treasurer" of London. The "President Warfield" and "Treasurer" were owned and operated by the Western Trading Company of New York, and for her part were made by the Alton Steamship Company of Norfolk and New York, whose Norfolk representative is Captain E. Wales. The new firm called as the Norfolk agent for the "President Warfield".

Enclosure

Airgram No. 2252  
from London (copy)

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"The Roa York and the Roanoke are sister ships of 4,570 gross registered tons, and with an estimated capacity of 6,250 persons. Both are owned by the P. & B. Shipping Company of Panama. This Company is a branch of the National Shipping Park Row, New York. This firm appears to exercise the Company, and is believed to be identical with the Western Trading Company, though of this we have no information. Captain John and Paul Schless are connected with the Roanoke, an ex-convict, organized her refitting

DECLASSIFIED  
Authority EO 13526  
By AA NARA. Date 3/27/17



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FROM

LONDON 774

DATE November 3, 1947.

RECD. November 6, 1:46 p.m.

November 3, 1947, London

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Secretary of State

Washington

SECRET

A-2252 November 3, 1947.

Subject: British Foreign Office Supplies Further Data re "Illegal" Immigrant Vessels.

Reference is made to this Embassy's telegram No. 5813 October 31 sent in reply to the Department's telegram No. 4645 October 30 in connection with the traffic to Palestine of "Illegal" Jewish Immigrants. As a result of the Embassy's enquiry in this connection the Eastern Department of the British Foreign Office have supplied some additional details in a letter dated October 31, 1947, addressed to an officer of this Embassy. The official of the Eastern Department has taken care to explain that much of the information in the paragraphs quoted below "has been obtained from confidential sources and is not susceptible of legal proof."

GJ Jones/rm

SS COLONEL FREDERICK C. JOHNSON

"SS Colonel Frederick C. Johnson - this ship of 3,899 gross registered tons and an estimated capacity of 6,700 persons is at present undergoing overhaul and repair at Norfolk, Virginia. Her owner is a certain Samuel Dereckter of 500 Fifth Avenue, New York, who runs a bogus firm called The Chinese American Import-Export Company. Her Captain is named Ash and is believed to be identical with Captain William C. Ash, a Marine Superintendent of 90 West Street, New York, who was formerly President of the Weston Trading Company of New York. This firm owned and operated the "President Warfield", "Trade Winds" and "Northlands", all of which reached Palestine waters with Jewish illegal immigrants on board, the first two under the flag of Honduras and the third under that of Panama. Arrangements for the "Colonel Frederick C. Johnson" to be towed to Norfolk and for her overhaul in the Port were made by the Alcoa Steamship Company of Norfolk and New York, whose Norfolk representative is Captain E. Weiss. The same firm acted as the Norfolk agents for the "President Warfield".

SS PAN YORK AND SS PAN CRESCENT

"The Pan York and the Pan Crescent are sister ships of 4,570 gross registered tons, and with an estimated capacity of 8,250 persons. Both are registered in Panama and owned by the F. & B. Shipping Company of Panama. The New York agent of this Company is Nathan Cohen of the Nautical Shipping & Servicing Company, 15 Park Row, New York. This man appears to exercise effective control over the Company, and is believed to be identical with Nathaniel Cohen of the Weston Trading Company, though of this we have no proof. Two American Jews named Green and Paul Schulman are connected with the Pan Crescent and Schulman, an extreme Zionist, organized her refitting

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A-2252

November 3, 1947, London

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and recruitment of a new crew, and her eventual departure from Venice en route for Constanza. Both ships have been at Constanza for several weeks, where bunks have been fitted and preparations made for the embarkation of Jews, apparently with the full connivance of the Rumanian Authorities."

DOUGLAS

cc to American Embassy, Panama  
cc to United States Mission, Bucharest.

GLJones/rmn

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