A small cargo ship under Italian flag. She was chartered by Israeli Ministry of Defense in order to bring military equipment to Israel during the War of Independence and particularly during the two cease-fires.

She was built in England in 1919. Her first name was “Mallock. In 1934, she was purchased by Italian owners and renamed “Scio” after the Greek island of “Khios”, on the Aegean Sea, and “Scio” is the Italian name for her.

A single bottom ship she was propelled by a submarine engine. She was built in order to serve as a "Q - Ship". They were aimed to serve as a bait for German U-boats, during the WW I. These ships were used during the WW I, and a short period at the beginning of WW II, with not much success. Most probably, her building started toward the end of WW I and she was completed as the regular cargo ship soon after the war.
In Israel she started to sail, at the beginning, under Italian flag and with entire Italian crew. After some time, Israeli seamen joined her in the capacity of escorts. Later, the Ministry of Defense purchased her and chartered her to “Hakibutz Hameuchad” for operation. Her flag was changed to the flag of Honduras. According to the charter party she was allowed to sail on regular merchant trips when not employed as a military equipment carrier. At this stage mostly Israeli crew manned her, particularly members of the two kibbutzim “Sdoth Yam” and “Maagan Michael”. Two Israeli Masters commanded her interchangeably, Capt. Yair Braker and Capt Israel Averbach.

As mentioned earlier, her greatest contribution was during the two respites in the War of Independence. The first from 11th of June till 9th of July 1948 and the second from 18th of July till the 15th of October. During these periods, the UN strictly supervised the embargo on arms supply to the Jews, but was very soft on the arms supply to the Arabs who received arms from the neighbor Arab countries easily. Between 9th of July 1948 and 15th of May 1949, “Scio” made 7 arms supply voyages. The arms and other military equipment for the IDF were usually hidden under the general cargo in the ship’s holds.

In 1951, during the great Israeli seamen strike, she was used as a radio station of the strike leadership. Through the ship’s radio station a communication link was maintained with the Israeli ships all over the world.

At the beginning of 1952, the charter party expired and she was returned to the Ministry of Defense. She continued to operate by a private person, Avigdor Slutzki and in January 1953 she was sold and scrapped.

“Scio” was actually the first seed from which an idea of Kibbutz shipping company “Tarshish” - “Sela” was born. This company existed until 1968 when she was bought by “ZIM”.

Hebrew version:

ספינת "Scio" דנה בישראל במסגרת מנכ"שים קיבוץ הנמל ב_serversש, או עניין בשיטות בים השיט גיבורים בארץ ישראל. ובהמשךduced to the flag of Honduras. According to the charter party she was allowed to sail on regular merchant trips when not employed as a military equipment carrier. At this stage mostly Israeli crew manned her, particularly members of the two kibbutzim “Sdoth Yam” and “Maagan Michael”. Two Israeli Masters commanded her interchangeably, Capt. Yair Braker and Capt Israel Averbach.

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יחוד וbulk שישנה את הספינה הימית ביער בתיקון של הספינה, וパー אלא לשון הקיבוץ. הפרספקט מ-11 למה 9 לילו

ynthesis התחילה ב-18 לילוי, ושישה איש. באותה תקופה, לא/, כיון התקין הקפדה.
על איסוף הנכסים בהם שקע ישראל, בניוולד לאיתון פלך בין העברים שועפפו בין הحساسים. היא התווך בין ששת א Osmanlıים שחר

הפלוגה על את הצירים ניתן." שישה" הן א"ה" בחירתו את "מעריצי הקשיש" של השביתה. באמצע מחנה

האולות של הספינה, עיבר משמע מעמדה של החובמה ואת יישוריות הבריחה העולמית.

בין תחילת 1952 פג החופק החחר והדוהה והספינה את חזרה למשרהם. היא

המשיכה להפליג בתנועה של אדם פר firma, גברוד תלמיד, ובניא 1953 נמסר לפוריה

ולoplast.

"ישו" הוא התווך בין הגואלי הרוסי, אשר ממנג מסון הרווח על בחירת הזיוע הקיבוץ

"תרשים" על "סינ" אפר התיקון בין אפר גורש על ידי "צי" ב-1968.