Formerly a clandestine immigration (Aliya Bet) ship, of the same name. She was named after a Palmah girl fighter who was killed by British soldiers during the diversive action of the Hganah while preparing for disembarking the Ma’apilim from another clandestine ship “Wingate”, on the shores of Tel-Aviv.

She was a small, iron built, merchant ship. In February 1946, she was purchased by the Mosad, in Genova, refitted and adapted in La Spezia, to carry
340 ma’apilim. At first she sailed under the name “Eliahu Golomb” and after her return, she was adapted to accommodate a bigger number of ma’apilim.

The events related to the sailing of the two ships, “Eliahu Golomb” and “Dov Hoz”, are known as the “La Spezia affair”. The two ships were moored in the Port of La Spezia, ready to embark the ma’apilim. The activities connected with the preparations and provisioning of the ships, gave rise to a wave of rumors among the local population. The most widespread was that a group of Italian fascists is trying to escape the country. These rumors reached the ears of the local authorities, themselves being ex partisans fighting the Mussolini regime. The convoy carrying the ma’apilim to the ships was ambushed. 38 trucks, which were “borrowed” from the British Army, by the soldiers of Jewish Brigada and carrying more then 1000 ma’apilim to the port, were stopped by the Italian police. The convoy’s leaders claim, that a secret, British intelligence operation is taking place, only increased the suspicions. The Italians contacted the head of British intelligence in Italy and he, naturally denied the claim, but understood immediately what is going on and the truth came out. The ma’apilim and their leaders were arrested.

The whole story received a wide coverage in Italian press and a wave of sympathy swept the country. A struggle between the ma’apilim detained on the ships, and British authorities developed. Intensive diplomatic activities between the British, Italian and Jewish Agency (Hasochnut) took place followed by a 75-hour hunger strike of the ma’apilim.

As a result the ships were allowed to sail. “Eliahu Golomb” sailed La Spezia on May 8th 1946 with 339 ma’apilim on board. The commander of the ship, on behalf of the Mosad was Peter Hoffman aided by the radio operator Gershon Etzion. The ships crew was Italian. The ship arrived Haifa on the 13th of May after an uneventful passage. The ma’apilim were disembarked in Haifa, received legal immigration certificates and their number was deducted from the yearly quota. On 29th of May “Fenice” sailed on her return trip to Italy with the whole Italian crew and some Mosad activists.

For the second time “Fenice” sailed on the 9th of February 1946, from the anchorage of Metaponto in Italy, with 508 ma’apilim, the survivors of the Nazi concentration camps, and members of Zionist youth movements, from two ma’apilim camps in Italy. The commander of the ship was Menachem Cohen, later the first Commanding Officer of the Israeli destroyer “Eilath” (40) and the master of the Israeli merchant ship “Dolphin” who first passed the Tiran narrows after the Six Day War.

The British reconnaissance aircraft spotted the ship and on 20th October she was boarded by British soldiers. At this stage her name was “Bracha Fuld”. When she crossed the limit of the territorial waters of Palestine, Jews sabotaged the engine and the ship had to be towed into the Haifa harbor. Here, on the 22nd October, the British tried to transfer the ma’apilim to the expulsion ships and to exile them.
to Cyprus. The ma’apilim put up a violent opposition but, naturally, were overcome and sent to the camps in Cyprus. Some of the Hganah leaders succeeded to extract themselves; others joined the ma’apilim to Cyprus.

The Jewish population in Palestine reacted rather with indifference to the events on “Bracha Fuld”. This caused the Jewish poet Natan Alterman to publish in his “The Seventh Column” (“Hatur Hashvii”) in the Friday, 25th October 1946 issue of “Davar”, a poem in which he elaborates on the big change of attitude that took place within the Jewish population, when the clandestine immigrants ship “Wingate” arrived Tel Aviv coast and Bracha Fuld lost her life, and its indifference when the ship, named after the same victim of the Jewish struggle, arrived few months later. The publication of Alterman’s poem made a very strong impression on the Jewish population.

“Bracha Fuld” joined the “Fleet of Shadows”, as the clandestine immigration ships, moored to the breakwater in Haifa, were called. After the end of British Mandate in Palestine, she was transferred to the governmental company “Ships and Vessels” which was established in order to deal with these ships, and was registered as M. V. 28. At the end of 1949, she was auctioned to a Greek Jew named Salomonides and later sold to an Israeli owned shipping company “Cesarea” and became a cargo vessel again. Initially she sailed with a foreign crew who was gradually replaced by Israelis.

Due to frequent engine failures and a depression in shipping, the company lost money and the ship was sold to her original Italian owner from whom she was bought, under the name “Fenice”, ten years before. She was renamed “Pinella” and in November 1965 sunk in a gale near a town of Bastia on the northeastern coast of Corsica.
غان, ר ב/כאניית סוחר בלב י . תרומת גב: צילו ליאורה גולד对其进行. לשעבר ספינת מעפילי "ויגנט" הוזדובה, "אליהו גולומב" הפליגה כספינת מעפילי. של מעפילי בהפלגת הקש המאורעות תואניי" גולומב אליהו"ורי את הכינו קבלו" הוזדובה, "השניי מעפילי לקליטתספציה מוכנות - האניות עגנו בלה שתי". ספציה-לה פרשת" , האניות הכנת המעפילי הציוד. באזור גל של שמועות עוררו משל איטלקי שקבוצה של פשיסטי , הממשל המקומי אנשי אוזניה שמועה הגיעה אל מדינה מאורגנת מה. בעת פרטיזני לשיירתואלו הציבו מארב , המלחמה המעפילי 38 למבצע" גויסו"אשר , משאיות של הצבא הבריטי -כנשאו , היהודית הבריגדה על ידי חיילי 1000 ומעפילי נעצרו על ידי המשטרה האיטלקית. נוצר. את החשד הרק הגביר, חשאי של הצבא הבריטי במבצעشيירה מובילי טענת .לנמל הבריטי מפקד המודיעי בה מהדבר והאמת , הצבא שלאשר הכחיש כל מבצע , קשור לע מפקד המודיעי הבריטי,ARRIER שאר החשש כל麦צע של ההצב, א' או ההצבב מפקד המודיעי הצבא הבריטי. של מעפילי נעצרו איצאו לאר. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מוארגנים נמצאים איצו. המועילם עצרו מואргן

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ב khiển פול, "הצפתה אל ער הפל信阳" השוע בראור שבור הולו בחיפה ובבות, היה עם שאר כל
ברוח, לוחメ יאלה טו נונניית" ורומאית, "גרא litre רכוב מכרות הבולק החודש הם בהבר ב-28 בפברואר 1949.
istically, "ואה נוכל גס זה נRefreshing של גאלה בעוביל. נחיה לפני מכירות, מכירות מוקדמות, חיות יזון, סלומונות, מוכן הארגון ב-5 בפברואר 1946.]={נכתב ב идеальн הברך פול, "הצפתה אל ער הפל信阳" השוע בראור שבור הולו בחיפה ובבות, היה עם שאר כל.