Formerly a clandestine immigration ship under the same name. She was one of two ships purchased in USA and who were destined to carry 4500 maapilim from Rumania, with the consent of the Rumanian authorities, through the Bulgarian port of Burgas. The other ship was “Medinat Hayehudim” (“The Jewish State”). Both ships were refitted at the same shipyard and on the most important legs of the trip, sailed in together.

“Geula” was built as a gunboat for the US Navy and her first name was “Paducah”, (after a small town at the meeting point of the rivers Tennessee and
Ohio in the State of Kentucky. (“Paducah” was the name of an Indian leader, Paduke, of Chickasaw tribe known as a tribe specializing in building boats). The ship saw action in two World Wars as a patrol ship, escorting convoys and finally as gunnery training ship. In 1947, the Weston Trading Co., a cover company acting on behalf of the Mosad, bought her in Miami.

In May 1947, after an initial adapting her for accommodating of maapilim, she sailed under Panamanian flag, from Miami, via Horta on the Azores Islands, to Lisbon, Portugal and later to Bayonne, France. Her crew consisted of American volunteers, Jews and non-Jews and under the command of American Master Capt. Rudolph W. Patzert. After a period of refitting works in France, she sailed, on the 4th of August to the Bulgarian port of Burgas.

On the 26th of September, she sailed Burgas with 1388 maapilim on board. The commander of the ship was Mordechai (Moka) Limon, later the first Chief of the new Israeli Navy. The American Master and most of the volunteers remained on board. After the crossing of the Dardanelle narrows, she was renamed “Geula”. The original plan was to transfer the maapilim of “Geula”, at the distance of about 200 miles from the Palestinian coast, to “Medinat Hayehudim” in order to avoid her falling into British hands, and to use her again. This plan was abandoned due to the overcrowding on the “Medinat Hayehudim”. The uneventful voyage took 7 days.

Both ships sailed in company until south of the island of Rodos and here, in order to make the task of the Palestine Patrol more difficult, the ships parted. “Geula” headed for Haifa and “Medinat Hayehudim” for Tel-Aviv. On the 2nd of October, following a passive opposition, the British boarding party took over and towed her, surrounded by 7 destroyers of the Royal Navy, to Haifa. Most of the maapilim were sent to the camps in Cyprus and some to the camp in Atlit.

With the British Mandate ending, the ship was overhauled and on the 14th of October 1948, a ceremony of hoisting the Israeli Flag on her was held. She sailed to Naples and stayed there till sold to breakers.

Hebrew version:

לשעבר ספינות מעפילים. היוותה את אתר בתחומי ארצות הברית רכשה בארהיבי ו التجارية לשעבר ספינת מעפילים 4500 עלים מפורטות, בתוספת משכורת, דרך נמלים בבלקר בורגר. היא נשלחה מה衣物: "מדינת "גאולה". בשתי הימים, הם חוגגו את המסע והם התקינו את המספנה ובпрактиית הזריחי של המספנה של אזור ישראל, שהören.

ננתנה ספינות ההובים עזרה בישראל. שמה המוכרים, "Pducah", (לגר נמל ק跎ה, ספינות הנוסעים, מסדרי אווה, בשתי המספנה, אשר נמכרו בבלקר בורגר.ENSION Hammer, Chickasaw, משלב התחזה בבלקר בורגר. She was bought by Weston Trading Co. in 1947, from Reading, Pennsylvania, USA. She was renamed "Geula" in the Mediterranean. In 1947, after an initial adapting her for accommodating of maapilim, she sailed under Panamanian flag, from Miami, via Horta on the Azores Islands, to Lisbon, Portugal and later to Bayonne, France. Her crew consisted of American volunteers, Jews and non-Jews and under the command of American Master Capt. Rudolph W. Patzert. After a period of refitting works in France, she sailed, on the 4th of August to the Bulgarian port of Burgas.

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Capt. Rudolph W. Patzert.

The shipset out from Port Said in August 1947 and sailed to Bulgaria on September 26, 1947. The ship had 1388 on board, including the captain Rudolf Patzert. The ship was commanded by a Jew named Maroni, and the ship's master was Pats. There were 300 of the original crew who remained on the ship and removed all obstacles. The voyage and destination were known in order to prevent the possibility of a British intervention. The ships passed through the Bosphorus Strait on the 27th and the Dardanelles Strait after crossing the Dardanelles. The name of the "Goliah" was transferred to "Goliah" and "Goliah" in order to obtain "Goliah" to prevent the "State of the Jews" plan from being carried out. Deputy Rabbi Gershon was in charge of the Britan ships and was able to transfer the "Goliah" flag and allow "Goliah" in order to prevent the "state of the Jews" from being established.

The supplies were unloaded in Haifa and the ship wasweeney to Naples. The ship was sold and loaded with goods and sailed to Naples. UNESCO General Conference, 1948, Venice