



American University Radio Station  
May 7 - 1975

WITH VIETNAM

(HONG KONG) -- THE SKIPPER OF A SOUTH VIETNAMESE SHIP WHICH ESCAPED FROM SAIGON WITH NEARLY FOUR-THOUSAND REFUGEES SAYS TWO MEN ON BOARD COMMITTED SUICIDE WHEN THEY THOUGHT THE VESSEL WAS HEADING FOR NORTH VIETNAM.

THE SKIPPER, ~~PHAM NGOC LUU~~ (FAHM NAHK LWEE), BLAMED THEIR DEATHS ON RUMORS WHICH SPREAD ABOARD HIS SHIP A DAY AFTER IT SAILED FROM SAIGON APRIL 30TH.

PHAM SAID ONE OF THE VICTIMS JUMPED OVERBOARD AND DROWNED AND THE OTHER, AN ARMY COLONEL, SHOT HIMSELF IN THE HEAD. HIS BODY WAS THROWN OVERBOARD BY THE OTHER REFUGEES.

THE SHIP SANK IN THE SOUTH CHINA SEA LAST FRIDAY, BUT ALL ABOARD WERE RESCUED AND BROUGHT TO HONG KONG SUNDAY.

PHAM TOLD THE ASSOCIATED PRESS HE DID NOT KNOW HOW THE RUMOR CONCERNING THE TRIP TO NORTH VIETNAM STARTED. BUT ANOTHER REFUGEE BLAMED IT ON SOME VIET CONG AGENTS WHO HE SAID WERE AMONG THE REFUGEES BROUGHT TO HONG KONG.

HONG KONG GOVERNMENT OFFICIALS SAID THEY ARE SKEPTICAL ABOUT THE REPORT CONCERNING THE VIET CONG AGENTS.

45 US soon I Hope So

~~DASH~~

PHAM ARRIVED IN HONG KONG WITH HIS WIFE AND TEN RELATIVES. PHAM SAID HE HAS TWO DAUGHTERS, ~~PHAM DONG HAI AND PHAM THUONG VAN~~, STUDYING AT THE UNIVERSITY OF TENNESSEE IN KNOXVILLE, AND A SON, PHAM TRUONG SON, STUDYING AT THE AMERICAN UNIVERSITY IN WASHINGTON, ~~D.C.~~ HE SAID HE HAS A SISTER, ~~MRS. OLIVER KRAEMER~~, LIVING IN MILPITAS, CALIFORNIA.

09:25 AED 05-07-75



# M/S TRƯỜNG-XUÂN

36 - HỒNG THẬP TỰ - SAIGON  
PHONES 96.319 - 96.786 - 77.058  
23.557 - 21.840  
Cob. VISHIPCO - SAIGON  
VIỆT - NAM

DATE .....

TO :

## Acte de deces

Le deux Mai mil neuf cent soixante quinze a quatorze heures est decede a bord du m.s. Truong Xuan arme a Saigon le Colonel VONG A SANG, domicilie avant son embarquement a Hong Bang no 41-43 a Saigon cinquieme arrondissement ne a Moncay le 19 Mars 1902.

Dresse em mer le deux Mai mil neuf cent soixante quinze a quinze heures sur la declaration de Monsieur CHAN TAK LIM, son gendre, age de 50 ans qui, lecture faite, a signe avec nous PHAM NGOC LUY, capitaine du m.s. Truong Xuan remplissant a bord les fonctions d'officier de l'etat-civil.

Le declarant

CHAN TAK LIM

Le Capitaine

PHAM NGOC LUY

N° 601 - Art. 396

Vu pour la légalisation de la signature  
de Messieurs Chan Tak Lim  
& Pham Ngoc Luy  
apposée ci-dessus  
Hong Kong, le 23 - 6 - 1975

Le Consul Général de France, p.o.

Le Consul adjoint

26-11-72



Charles FAROUX



# M/S TRƯỜNG-XUÂN

36 - HỒNG-THẬP-TỰ - SAIGON  
PHONES 96.319 - 96.786 - 97.058  
23.557 - 21.840  
Cob. VISHIPCO - SAIGON  
VIỆT - NAM

M/S TRƯỜNG-XUÂN



DATE .....

TO :

## Constat de deces a bord du m.s. Truong Xuan

Le deux mai mil neuf cent soixante quinze a quatorze heures, en presence de Monsieur PHAM NGOC LUY, capitaine du m.s. ci-dessus mentionne,

Je constate, par le present que Monsieur le Colonel VONG A SANG ne a Moncay le 19 Mars 1902, est decede de mort naturelle ( vraisemblablement de fatigue et de privations, apres avoir passe trois jours et deux nuits a bord du m.s. Truong Xuan.)

Ce constat est delivre a Madame VONG A SANG a toute fin utile.

Fait en mer le deux Mai mil neuf cent soixante quinze.

Docteur BUI NGOC DIEP  
Docteur en Medecine.

N° 602 - Art. 39b

Vu pour la légalisation de la signature  
de Monsieur BUI NGOC  
DIEP Docteur en médecine  
apposée ci-dessus  
Hong Kong, le 23-6-1975

Le Consul Général de France

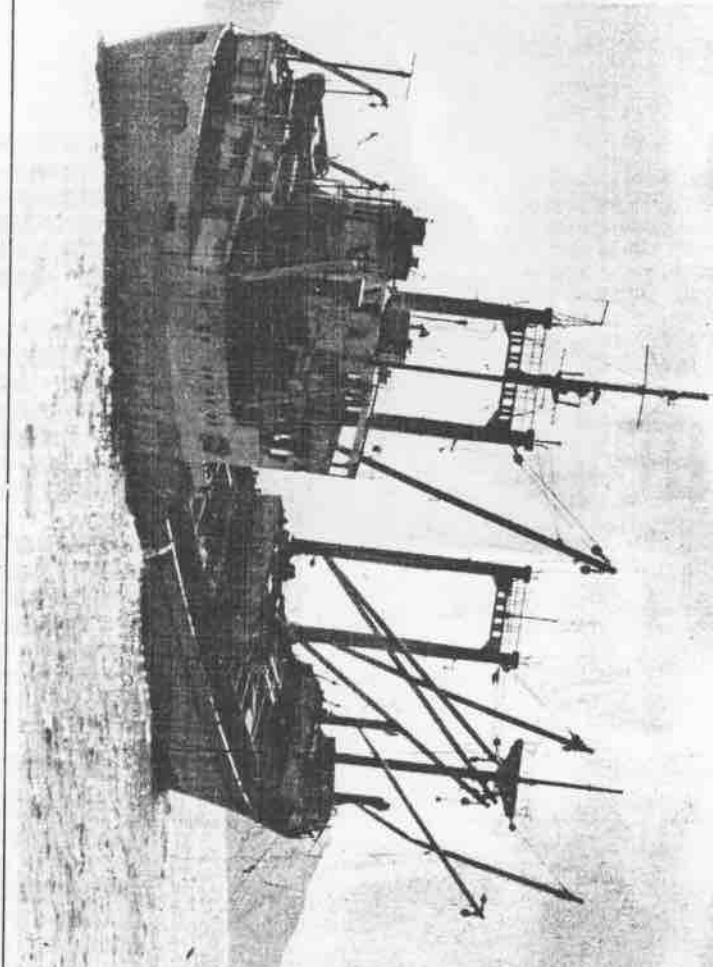
Le Consul adjoint



Charles FAROUX





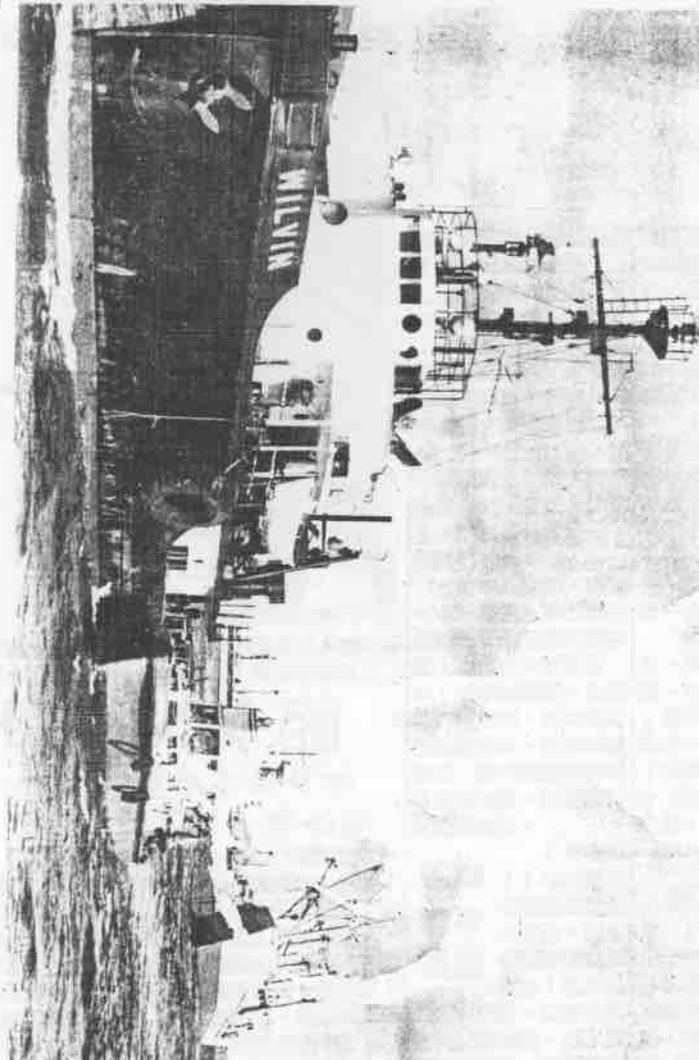


右：長春號船身之尾部已向右側傾斜。  
下：威爾靈號拖着長春號來港。

梭被放棄的越南船隻「長春」昨日在  
 獲勝的「森那美」人。  
 獲勝的「森那美」人，是該被棄船  
 輪船公司，據相  
 雙的合法擁有人。長春號  
 昨日已從橫濱二十一哩處  
 拖回來，停泊在西面交椅  
 州海而以北。  
 但至現時長春號之代理  
 輪隻擁有人要求三百萬元  
 公司，可能代表了長春  
 但相信在這爭中失敗  
 擁有人身份成謎。

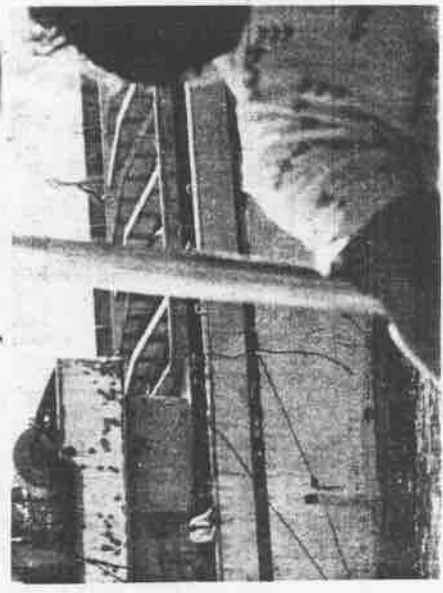
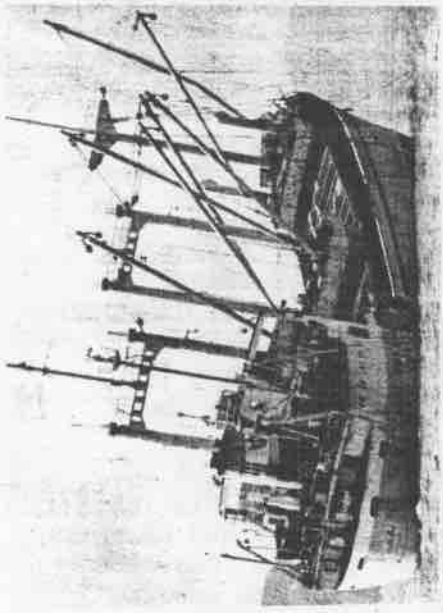
# 森那美船公司「尋寶」成功 有權向「長春號」原主 要求獲得三百萬港元

「尋寶」的森那美「獲勝」失敗  
 的「金山輪船公司」，已  
 經代表了該越南船隻。  
 當就此事查詢時，  
 金山輪船公司「一名發言  
 人稱：「問森那美吧，船  
 隻是由他們發現的。」  
 如果「金山輪船公司  
 贏得今天的勝利，該船  
 很明顯將會交還給「神控  
 權人」。  
 的船隻「大龍山」號切斷  
 了「長春」號的拖纜後，  
 搜尋該船的競賽便於昨日  
 開始。大龍山「號將該船  
 水的船隻向香港方面拖了  
 二百哩。  
 「長春」號自四月被三千  
 七百越南人放棄後，便  
 直在海面上漂浮。  
 及擁有人的身份仍於未明  
 共黨政府或其代表。  
 重歸如南越政府希望該船  
 付出一巨款——或向香港法  
 庭爭奪該公司的擁有權。  
 因為根據國際法律，  
 森那美是合法擁有人，南  
 會極微。  
 而向排字的國際法庭  
 作類似的起訴成功的機會  
 同樣渺茫。



「我的「威爾靈號」已經打爛了！我的  
 (星報專訪)  
 突遭無理解僱  
 「大龍山」三副

「大龍山」三副  
 突遭無理解僱  
 (星報專訪)  
 我的「威爾靈號」已經打爛了！我的



部受傷，送院救治。傷九龍橋頭脚。警方相信是一宗尋仇血案。

# 血流人不留

## 小電影架步神秘血案 傷者中八銜下落未明

【本報訊】尖沙咀一單位，昨晚七時十五分發生一宗離奇血案，一名據說是一個小電影架步放映機維修員，被人用三有銼刺傷，胸中八銜，事後由三名大漢將傷者扛下樓，送院急救。

在昨晚七時十五分，上述居民會見一名男子胸部受傷，倒在走廊地上，於是立即向警方報案，但警方及救護軍人員到場時，却找不到傷者，據居民說：傷者

漢其將傷者抬往非屬男一號二號電梯下樓。稍後警方在屋內地上一發現有血漬，但其中一部份已被人抹去，警方又在該單位舖外一堆垃圾中發現一雙染有血漬拖鞋，用膠袋包起。

據上述居民說：該小電影架步在該大廈有多個單位，經常一飛翼，三日才搬上十一樓單位營業。

昨日案發後，負責人全部逃去，事後警方前往伊刺沙伯醫院調查時，查悉在上述時間，有一名受重傷男子被送醫院急救，在E座五樓病房留醫，傷者傷重昏迷，警方懷疑傷者係與該案有關，刻由警方進行調查中。

【本報訊】一名三歲男童墮海，昨晚九時許，在港灣旁一艘遊艇船尾上失足墮海，其後由男童之父親發覺，跳下海中將其救起，送往醫院後證實不治斃命。

番被病人，其中一匪許患重病，由另外三人扶持入內，坐在診所大廳，當其他病人不留意時，四名匪徒突然拔出利刀，威脅醫生、護士及病人。

一名五十歲患有心臟病老婦見匪徒亮刀，當堂被嚇暈，但匪徒不理會，繼續用繩將十三人逐一捆縛搜掠，洗劫十三人身上財物後才逃去。劫匪在診所內逗留達十分鐘。

被劫醫生神脫細褲後，立即救醒被嚇暈老婦，並向警方報案調查。損失共計現款三千八百五十元，三隻手表，一條頸鍊及一尊價值二千八百五十五元鑽石戒指等物。

# 蟠龍道失窃 損失萬餘元

【本報訊】昨日下午三時許，一名六十歲老翁返回馬地蟠龍道X號家中時，發覺大門被人撬破，室內各物凌亂。調查之下，失去現款及財物總值二萬二千七百五十元，相信竊匪是於昨日上午十一時許至下午三時之二段時間內，乘屋內無人時，將大門撬開入屋竊竊。

# 陳士章飛美 與女兒聚會

【本報訊】獲中共特赦的「戰俘」前國軍二十五軍中將重長陳士章，昨晨九時廿分乘西北航航空公司班機離港飛美國與其女兒團聚。陳此次赴美是採取秘密方式。

# 四童匪劫診所 嚇暈病婦 禁起十三男女 洗劫款飾五千

【本報訊】四名年僅十六歲重匪，昨晚六時十五分，行劫港島北角英皇道廿六號二樓羅微探西醫診所，制服十士及醫生等，四名童匪後，掠得一批財物後逃去。

案發時，診所內有十三名男女病人，兩名護士及醫生等，四名童匪

【本報訊】警方現正訪尋一名三歲半混血女童吳麗女下落。失蹤女童吳麗女，母為華籍人士，女童高約三呎，重卅五至卅九磅，她最於上月十三日在灣仔莊士敦道家中離奇失蹤，於廿月卅日，有人報稱在九龍浙江街新昌大廈前，見一名男子拖著該女童，其後女童失蹤。失蹤女童吳麗女。





TAU TRƯỜNG XUÂN MỚI ĐƯỢC KÉO TỚI HONG KONG THI NGUYÊN CHỦ NHÂN ĐÃ XIN LẤY LẠI.

TRÊN TÀU CÓ 70 QUÂN XA KHÔNG BÀNH XE, KHÔNG TAY LẠI, 100 VIÊN ĐẠN.

VIỆT CỘNG VẤN NINH TIẾNG, CHÍNH PHỦ HONG KONG NHẮC LẠI " KHÔNG HỀ CAN ĐU "

THEO TUỒNG TRÌNH CỦA KÝ GIẢ BỐN BÁO TRƯỜNG CHI HUY, Sau khi chiếc tàu Trường xuân đã được hãng Samname kéo về Hong kong, cho tới nay thì số phận của nó vẫn chưa được sáng tỏ, chiếc tàu bỏ Trường xuân hiện đang thả neo tại khu tàu biển phía bắc Giao-ky Chau, thuộc miền tây hong kong.

Nguyên chủ nhân hãng tàu biển VISHIPCO LINE đã xin lấy lại chiếc Trường xuân. Sau khi được kéo tới Hong kong, tối hôm qua, nhân viên cảnh sát đã cùng với chuyên viên khi giới lên tàu để kiểm soát, vì không có phòng tiện chiếu sáng, công việc kiểm soát trên tàu rất khó khăn, tin sơ khởi tối qua, nhân viên kiểm soát đã tìm thấy 70 chiếc xe vận tải, xe jeep do Hoa ky chế tạo ( chứa trong kho 1, kho 2 ), tuy nhiên, tất cả bánh xe cũng như tay lái đều đã tháo gở, nhân viên cảnh sát cũng đã tìm được 100 viên đạn rifle và một băng đạn trống, tuy nhiên, không thấy có súng ống.

Ngày hôm nay nhân viên hữu trách sẽ tiếp tục lục soát, ba chiếc tàu của cảnh sát tuần duyên đã canh giữ chiếc Trường xuân từ tối hôm qua, họ cũng đã sử dụng máy bơm để bơm hết nước trong tàu, và hiện nay thì tàu Trường Xuân không còn nguy hiểm bị đắm nữa.

" Việc tranh giành chiếc tàu Trường xuân có thể sẽ gây nên những sóng gió chính trị cho nên thái độ của chính phủ Hong kong trước sau vẫn cứ đứng ngoài. Phát ngôn nhân chính phủ H.K cũ lập, lập lại : Chính phủ không hề dính dáng tới vụ này.

Công ty tàu biển, nguyên sở hữu chủ của chiếc Trường xuân hiện thuộc về ai, tới nay vẫn chưa được chứng thực, người chủ nhân của công ty MARINER SHIPPING AGENT được ủy nhiệm, nhưng đã từ chối không tiết lộ ai đã ủy nhiệm mình.

Số phận của chiếc tàu, nguyên là tàu biển Việt nam nay, có thể có hai khả năng : Một là thuộc quyền sở hữu của chính phủ cách mạng lâm thời Nam Việt nam, hai là thuộc sở hữu của công ty tàu biển Việt nam đã rời khỏi VN trước khi thay đổi chính quyền, nếu ông ta có đầy đủ bằng cứ, tàu Trường xuân có thể thuộc về ông ta. Qua việc ông ta đã ủy nhiệm cho hãng tàu kéo, kéo chiếc trường xuân về, thì ông ta rất có thể đã ở vùng đất nào đó ngoài V.N.

Sau khi giành được chính quyền, chính phủ cách mạng lâm thời Nam Việt đã tuyên bố : Tất cả những tàu bè của Nam Việt đang lênh đênh trên mặt biển quốc tế đều thuộc về tài sản của mình.

Công ty Samname đã nhanh chân hơn khi kéo được chiếc tàu tới H.K. Người phụ trách hãng tàu này tuyên bố, việc kéo tàu Trường xuân về H.K hoàn toàn vì lý do thương mại. không hề mang một ý định chính trị nào cả. Còn trị giá của chiếc tàu, hiện chưa thể đoán được, nếu một chiếc tàu buôn tương tự trong tình trạng tốt, thì trị giá khoảng hai triệu dollar HK. Hãng Samname kéo tàu về với ý định sơ khởi là, nếu không ai nhận lãnh, thì họ sẽ đứng đơn xin làm chủ chiếc tàu, còn nếu nguyên sở hữu chủ đòi hỏi, thì công ty này cũng sẽ tiếp xúc để bán về việc thu lại chi phí kéo tàu.

CHIẾC TRƯỜNG XUÂN ĐÃ NGÀ SANG MỘT BÊN. TRONG TÀU CÓ XÁC NGƯỜI KHÔ HỀ O.

Bởi vì tàu TX được kéo qua cửa khẩu của HK, Sở Hải vụ đã yêu cầu hải-quân hoàng-gia cho tàu tuần tiêu, để theo dõi lộ trình, cũng như lưu ý những tàu bè khác không được tới gần.

Chiếc tàu kéo WILVIN của hãng Samname đã kiểm được chiếc TX tới hôm qua, và đã cho người lên tàu TX trực tiếp tới sáng, rồi bắt đầu khởi hành về HK.

Như tin bốn báo đã loan, Sở hải-vụ đã cho tàu tuần tiêu tới vùng phụ cận đảo PHỒ D Day chơ san, tới một giờ chiều ngày hôm qua, khi chiếc TX được kéo tới vùng biển Hoành lan, thì họ đã cho nhân viên công lực lên tàu để kiểm soát.

Sau đó một chiếc tàu thuộc Sở cảnh-sát Bờ-biên cũng tới để kiểm soát, và họ đã tìm thấy một xác đàn ông, vì chết đã lâu, xác đã khô héo, trên mình mặc bộ quần áo ngủ màu trắng, chắc đây là một nạn nhân Nam Việt, đã không rời khỏi được chiếc tàu cùng với những đồng hương khác. Xác chết đã được Sở liệm-cất thụ lý. Một chuyên viên về vũ khí cũng đã lên tàu xem xét.

Đề tường trình với độc giả bốn báo về chiếc tàu ty nạn nổi tiếng vì đã chơ hơn ba

ngân người ty nạn, bốn bao đã ký gia thuê trực thăng tới nơi kéo tàu để chụp ảnh và phỏng vấn.

Theo sự quan sát tận nơi từ trên không, thì bốn bao ký gia thấy chiếc tàu trọng tải 2500 tấn này, thân tàu đã nghiêng hẳn sang phía bên phải khoảng 30 độ, đuôi tàu bên phải nghiêng nhiều hơn, chỉ còn cách mặt nước khoảng vài thước Anh, thôi, khi chiếc Wilvin từ từ kéo chiếc TX vào tới hải phận HK, thấy có tàu hải quân hộ tống từ đằng xa.

Thân tàu TX màu xanh lam, và có sơn hàng chủ: VISHIPCO LINE, mũi tàu để hai chủ TRUONG XUAN, tuy nhiên đã tróc sơn nhiều rồi, nhiều chỗ rỉ sét, vài sợi giây cáp trên cần câu đã đứt, vì thân tàu nghiêng ngả, có những đoạn giây cáp đã ngâm dưới mặt biển, trên tàu có hai kho, nước ngập khoảng vài thước Anh, thủy thủ trên tàu kéo Wilvin đã dùng máy bơm, bơm hết nước trong kho ra ngoài, làm giảm hẳn độ nghiêng của tàu.

Được biết, chiếc TX được đóng vào năm 1958, với tuổi thuyền 18, lẽ ra vẫn còn có thể tiếp tục sử dụng được, tuy nhiên, theo tình trạng này, thì phải qua cuộc "Đại tu bổ" mới có thể tái xuất biên giới.

CÔNG TY TÀU BIỂN SAMNAME ĐÃ THÀNH CÔNG TRONG CUỘC CHẠY ĐUA  
"TÌM KIẾM BẦU VẬT." CÓ QUYỀN ĐỔI NGUYÊN CHỦ NHÂN TÀU TRƯỜNG XUÂN  
TRẢ BA TRIỆU DOLLARS HONG KONG

TIN RIÊNG CỦA TỈNH ĐẢO NHẬT BẢO. Một hãng tàu địa phương ngày hôm qua đã thành công trong cuộc chạy đua tìm lại chiếc tàu Việt Nam bị bỏ rơi mang tên Trường Xuân, tin chắc rằng họ có thể yêu cầu đại diện của chiếc tàu bỏ trống trả cho họ ba triệu dollars. Tuy nhiên, cho tới nay thì đại diện hoặc chủ nhân chiếc Trường xuân vẫn còn nằm trong bí mật.

Tuy vậy người ta tin rằng, một hãng tàu khác bị thất bại trong cuộc chạy đua, có thể là đại diện của chiếc tàu Trường xuân. Hãng Samname thành công trong cuộc chạy đua hiện là sở hữu chủ hợp pháp của chiếc tàu bỏ rơi. Tàu Trường xuân ngày hôm qua đã được kéo về từ Hoành Lan, và hiện đang thả neo tại phía bắc Giao-Kỳ-Châu thuộc phía tây Hong Kong.

Ký giả bản báo từng đặt câu hỏi là đã tiếp xúc được với người đại diện bí mật đó chưa, thì một yêu nhân của hãng Samname đã từ chối không trả lời. Viên chức này cũng từ chối không chứng thực về một nguồn tin cho rằng công ty của ông ta sẽ trao trả lại chiếc tàu và hy vọng sẽ được người Việt nam trả ba triệu đồng.

Theo luật hàng hải thì hãng tàu Samname hiện là sở hữu chủ hợp pháp của chiếc tàu Trường xuân bởi vì họ đã tìm ~~được~~ được chiếc tàu bỏ trên vùng biển quốc tế. Một hãng tàu khác, hãng Kim Sơn đã thất bại trong cuộc chạy đua "tìm kiếm" chiếc bình văng nổi, có thể là đại diện của chiếc tàu Việt Nam kể trên.

Khi được hỏi về nguồn tin này, thì một phát ngôn nhân của hãng Kim Sơn đã trả lời: Xin hãy hỏi hãng Samname, vì họ đã kiếm được chiếc tàu đó.

Nếu hãng Kim Sơn thành công trong vụ này, thì chiếc tàu Trường xuân chắc chắn sẽ được trao trả cho ~~vi-diên-diên-bi-mật~~ người sở hữu chủ bí mật.

Cuộc chạy đua tìm kiếm chiếc Trường xuân bắt đầu từ ngày hôm qua, sau khi một chiếc tàu đăng ký tại Somalia là chiếc Đại long ~~sơn~~ sơn cắt đứt sợi giây cáp nối liền với tàu Trường xuân. Chiếc Đại long sơn đã kéo chiếc Trường xuân đi được hai trăm hải lý về hướng Hong Kong.

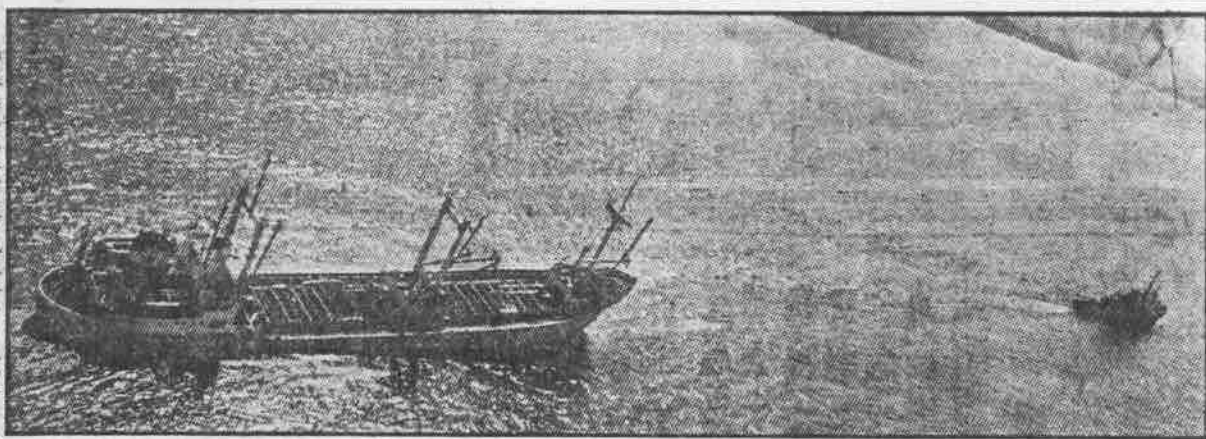
Nói ra thì hơi khó tin, sau khi bị 3700 người Việt nam bỏ rơi, chiếc Trường xuân đã lênh đênh trên mặt biển từ tháng tư tới bây giờ.

Người đại diện cũng chủ nhân của chiếc tàu Trường xuân chưa lộ diện, tuy nhiên, người ta tin rằng ~~họ~~ là chính quyền mới của Nam Việt hoặc là đại diện của họ.

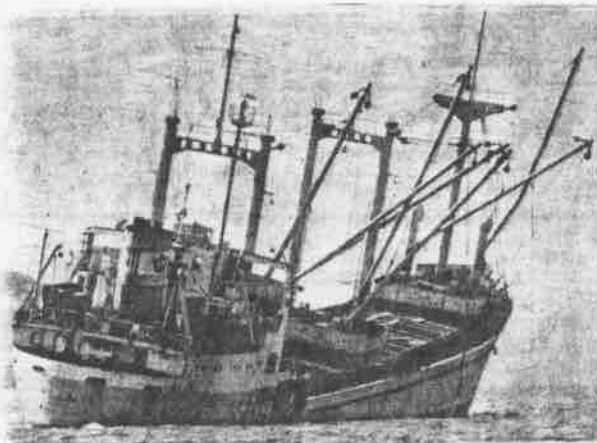
Nếu chính phủ Nam Việt muốn chiếc tàu trở lại tay mình, thì phải trả một khoản tiền lớn cho hãng Samname, hoặc sẽ phải tranh giành chủ ~~quyền~~ quyền chiếc tàu Trường xuân trước tòa án Hong Kong. Bởi vì theo luật hàng hải quốc tế, hãng Samname là sở hữu chủ hợp pháp, cơ hội thành công trước tòa án ~~quyền~~ rất mong manh về phía Việt nam, mà nếu khởi tố trước tòa án quốc tế Hague, thì cái khả năng thành công cũng rất

hân hân

「長春」就在軒陽下拖入港海，這條船，成了三千多人進出南越的方舟，也值得港港難民的懷念？  
(本報記者陳微攝)

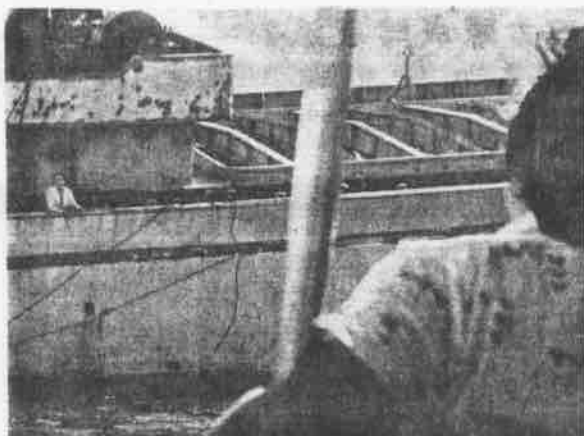


Dưới Ảnh chiếu ta  
Tàu Trường Xuân đang được kéo vào Hong Kong  
chiếc tàu này đã chở thân chiếc ARK để cho  
hơn 3000 người trốn khỏi Nam Việt, liệu  
còn đang được những dân tự nạn tại H.K nhớ  
nhưng tôi chẳng?  
Ảnh do ký giả Bôn Báo Trần Huy chụp



★破殘長春號被拖到西環海面

CHIẾC TRƯỜNG XUÂN TÀU  
CÁ ĐÃ ĐƯỢC KÉO TỚI  
MẶT BIÊN PHÍA TÂY  
HONG KONG



★本報記者赴訪長春號

KÝ GIẢ  
BÔN BÁO  
THĂM  
TÀU TX



# 大東電報局

# 世界電訊

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CSN		COUNTER NO.		<b>VIA CW</b>		BASIC CHARGE	HK\$	C
DESTINATION CODE	P	T	ORIGIN CODE	CHARGEABLE WORDS	ACCOUNT NO.			
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OFFICE OF ORIGIN			WORDS	DATE	TIME	INSTRUCTIONS		
HONGKONG						TOTAL		

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CLASS 電報類別	NAME AND ADDRESS FOR DELIVERY (IN CAPITALS) 收電報人姓名及地址
	To Her Majesty Queen Elizabeth II of Great Britain

All Vietnamese refugees in Hong Kong who left everything and native land for freedom and democracy respectfully express deep appreciation and heartfelt thanks to her majesty for giving them opportunities living temporarily in Hong Kong on their way establishing new life in free countries stop. God Bless you Stop end

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OFFICE OF ORIGIN HONGKONG			WORDS	DATE	TIME	INSTRUCTIONS		
							TOTAL	

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CLASS 電報類別	NAME AND ADDRESS FOR DELIVERY (IN CAPITALS) 收電報人姓名及地址	HER MAJESTY, QUEEN MARGRETHE II OF DENMARK.
------------	--	---

ALL 3802 VIETNAMESE REFUGEES ON BOARD THE SINKING SHIP TRUONGKUAN ≠  
 WHO LEFT EVERYTHING EVEN THEIR NATIVE LAND FOR FREEDOM AND DEMOCRACY  
 RESPECTFULLY EXPRESS HEARTFELT THANKS TO HER MAJESTY, GOVERNMENT,  
 AND PEOPLES OF DENMARK ≠ THE CAPTAIN M/S CLARA MAERSK ANTON M. OLSEN  
 WHO SAVE REFUGEES FROM DRAMATIC SITUATION ON MAY 2nd ≠ REALIZING  
 DANISH LONG TRADITION OF HUMANITARIAN ASSISTANCE TO SUFFERING PEOPLE ≠  
 GOD BLESS YOU ≠ REFUGEE REPRESENTATIVE COMMITTEE ≠ DODWELL'S RIDGE CAMP

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ADDRESS OF SENDER (IN CAPITALS) 發電報人地址	DODWELL'S RIDGE REFUGEE CAMP. HONG KONG.	TELEPHONE 電話
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CLASS 電報類別	NAME AND ADDRESS FOR DELIVERY (IN CAPITALS) 收電報人姓名及地址	THE CONGRESS OF THE UNITED STATES OF AMERICA WASHINGTON D.C
------------	--	--

MASTER M/S TRUONG XUAN PHAM NUOC LUY - SEK KONG REFUGEE CAMP - HONGKONG -

FOLLOWING THE MESSAGE FROM DANISH SHIP DATED ON MAY 4TH 1975 - STOP - ON BEHALF OF  
4417 VIETNAMESE REFUGEES ON BOARD - STOP - WHO WANT TO IMILANT IN U.S.A RIGHT AT  
THE TIME THE SHIP LEFT SAIGON - STOP - WE EXPRESS OUR THANKS TO THE CONGRESS  
FOR THE LAST WELCOME ACT - STOP - WE HOPE US CONGRESS WILL PASS THE LAW ON  
REFUGEE STATUS RAPIDLY - STOP - HAVING BEEN ESCAPED FROM COMMUNIST DICTATORSHIP  
WE HOPE TO BE ALIVED AND SETTLED IN YOUR COUNTRY OF FREEDOM AND DEMOCRACY -  
STOP

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						TOTAL		

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CLASS 電報類別	NAME AND ADDRESS FOR DELIVERY (IN CAPITALS) 收電報人姓名及地址	SENATOR EDWARD KENNEDY Chairman of the Refugee Committee - WASHINGTON D.C	AMBASSADOR DEAN BROWN Acting Chairman of the Refugee Aid Committee WASHINGTON D.C.
------------	--	---	---

MASTER M/S TRUONG XUAN : PHAM NGOC LUY 2 SEK KONG REFUGEE CAMP 2 HONG KONG - Stop -

ON BEHALF OF 4417 VIETNAMESE REFUGEES ON BOARD 2 Stop - WHO WANT TO IMPLANT IN  
 USA WHEN THE SHIP ~~WILL~~ ~~REACH~~ SAIGON - Stop - WE EXPRESS OUR THANKS 2 YOUR  
 ASSISTANCE FOR SOUTH VIETNAMESE REFUGEES - Stop - WE HOPE YOU WILL USE YOUR  
 INFLUENCE TO PASS THE LAW ON REFUGEE STATUS - Stop - WE HOPE TO BE ALIVED AND  
 SETTLED IN USA AS SOON AS POSSIBLE - Stop - WITH THE HELP FROM YOU AND YOUR COLLEAGUES

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NAME OF SENDER (IN CAPITALS) 發電報人姓名	MASTER M/S TRUONG XUAN : PHAM NGOC LUY <small>Not to be telegraphed. 不作電文拍發</small>	ACCOUNT NO. 帳號
ADDRESS OF SENDER (IN CAPITALS) 發電報人地址	SEK KONG REFUGEE CAMP - TENT P4 - HONG KONG	TELEPHONE 電話

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HONGKONG								

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	H.E THE GOVERNOR OF HONG KONG.

ALL VIETNAMESE REFUGEES WHO LEFT EVERYTHING AND NATIVE LAND FOR FREEDOM AND DEMOCRACY RESPECTFULLY EXPRESS DEEP APPRECIATION AND HEARTFELT THANKS TO HIS EXCELLENCY THE GOVERNOR OF HONG KONG, PEOPLE OF HONG KONG FOR GENEROSITY, MAGNANIMITY, HUMANITARIAN ASSISTANCE - COMMODITIES STARTING ESTABLISHING NEW LIFE IN FREE COUNTRIES - GOD BLESS YOU - STOP END -

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ADDRESS OF SENDER (IN CAPITALS) 發電報人地址	DODWELL'S RIDGE CAMP.	TELEPHONE 電話
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CLASS 電報類別	NAME AND ADDRESS FOR DELIVERY (IN CAPITALS) 收電報人姓名及地址
	MR JERRY BASSETT 680 SWIFT ROAD - LOMBARD - ILL. 60148 - USA.

HAPPILY RECEIVED YOUR TELEGRAM ≠ PRESENT CONDITION IS SUFFICIENT  
WITH HELP OF HONGKONG GOVERNMENT ≠ PLEASE REPLY IMMEDIATELY  
AFTER YOU RECEIVE MY SECOND IMPORTANT LETTER ≠

CAPTAIN M/S TRUONG XUAN : PHAM NGOC LUY -

DODWELL'S RIDGE REFUGEE CAMP - HONGKONG.

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CAPTAIN M/S TRUONG XUAN : PHAM NGOC LUY		
ADDRESS OF SENDER (IN CAPITALS) 發電報人地址		TELEPHONE 電話
DODWELL'S RIDGE REFUGEE CAMP HONG KONG.		
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Hong Kong

3 July , 1975.

FACTUAL ACCOUNT OF THE EVENTS LEADING TO THE ARRIVAL  
OF SOME 3,800 VIETNAMESE REFUGEES IN HONG KONG

The following is an account of the exodus from Vietnam of ~~about~~ 4,000 people , mainly women and children, on board the freighter ' ' TRƯỜNG-XUÂN ' '.

In the early morning of 30 April ,1975 Saigon had become in effect an open city. The turmoil produced by panic was ever increasing as people from the entire capital milled around seeking some escape from death. All land routes out were closed . Tân-Son-Nhut Airport was under heavy bombardment, the only remaining escape route was via the Saigon River to the open sea.

Amidst this chaos and despair a mass of people pressed their way on to the freighter ' 'TRƯỜNG-XUÂN ' '. This ship , a rusting hulk with neither food nor water, neither adequate crew nor navigational aids, appeared to offer the last faint hope of salvation. At this moment the Radio Saigon announcement of President MINH's unconditional surrender was received on board the already overcrowded vessel.

At this news the captain ordered <sup>the</sup> weighing of the anchor and the departure of the ship..... but the engine refused to start. Several hundred more panic-stricken refugees were able to take advantage of the delay and board the ship.

Finally our journey began. Abruptly, it seemed ,an unnatural silence fell over the capital. The city seemed to lie stunned a sky filled with flares and smoke markers . A way of life had come to an end .

To those who considered it, our venture was fraught with danger, but there was no thought of turning back. We had taken the decision to leave everything .....our property, our loved ones, our way of life, our very country..... for Freedom. We were of a multitude of backgrounds - intellectuals, servicemen, religious leaders, politicians, civil servants, journalists, entertainers , students, etc.. etc. One thing we had in common was a dread of remaining in Vietnam under the new regime imposed on our beloved country. Most of us were actively involved the struggle against communism, and a great many had direct or indirect connections with the U.S. Government. All of us felt a very real terror of the dire perils we knew would await us in a communist controlled Vietnam . Our lives, and those of our loved ones , would have been over .

Two hours after leaving Saigon the ship's engine suddenly failed. The captain informed us that the engines and helm had been disabled by communist sappers. Out of control, the ship ran aground on a sandbank. In desperation most of our number, fearful of being picked up by the communists, threw overboard documents and other items proving any connection with America. After five hours on the sandbank, we were eventually towed off by a civilian tug-boat. This operation was made difficult by the overloading of the ship, which made us stick harder in the sandbank, and which caused the towing cable to break several times. During that fearful night our young men ceaselessly helped the chief engineer to bail the water from the engine room.

Because of the combined effort of the passengers and the makeshift crew we were able, after frequent engine failures, to reach Vung-Tau estuary at about 0800 on May 1st. Leaving Vung-Tau we managed, to the great relief of all refugees, to reach international waters.

Now, with a resurgence of hope, we started to send regular S.O.S. signals over the ship's radio. We became convinced that rescue by the U.S. 7th Fleet was imminent. Slowly our ship moved further and further eastwards, but still no response to our distress signals. Under the blazing sun our drinking water became scarcer and scarcer. Large numbers of our refugees fell into a state of near-coma. A former Senator, 78 years of age, was in a state of agony.

After two days and one night at sea, subjected to both physical and mental torture, many refugees came to the verge of suicide or insanity. On the third day the ship's engine died completely and all efforts to restart them failed. Our hopelessness became acute. The sun shone mercilessly. Our drinking water was completely exhausted. There was still no sign of the longed for 7th Fleet. Some refugees resorted to drinking sea-water to overcome their thirst. Others committed suicide shooting themselves or throwing themselves into sea.

The ship's holds were gradually being swamped by the unstoppable flow of sea water. Our chief engineer estimated that in our present condition we would sink not later than 1800 on that third day, the 2nd May, 1975. By noon on that terrible day the condition of our refugees had worsened incredibly, with a great number having lapsed into unconsciousness.

At last, after many agonizing hours, we received an answering signal from a Danish merchant vessel, promising us water, food and medicines. After an exchange of messages between the two captains, however, the Master of the Danish ship agreed to rescue us all. So, with this rescue at sea, the voyage of salvation of the freighter 'TRUONG-XUAN' was ended.

But our problems were not over. The Danish ship was en route to Hong Kong, thus frustrating our original intention to reach American soil at GUAM or elsewhere. We negotiated with the Danish crew to persuade them to deliver us to U.S. territory, but we were told that Hong Kong, their destination, was the only country willing to offer temporary sanctuary to the refugees. We thus had no choice, but still were anxious for direct contact ourselves with representatives of Hong Kong.

Finally a ship of the Royal Navy brought those representatives to our Danish ship. Long negotiations followed, during which the Hong Kong Government Representatives assured us that the Hong Kong Government would never force us to return to Viet-Nam. They categorically and explicitly confirmed that Hong Kong was willing to accept us and give us temporary shelter. Our fears over, we were relieved to accept this hospitality. Further, during our voyage towards Hong Kong we were assured by the Hong Kong Government Representatives that we could be accommodated in Hong Kong temporarily until arrangement were made to continue our onward journeys to countries willing to receive us.

On the evening of 4 th May, 1975 we arrived at Kowloon, and after all procedures, including immigration and medical checks, we were taken to three separate detention camps.

Since the day that we arrived at Hong Kong two months have already passed. Our camps have been visited frequently by many countries' Representatives, who have interviewed many people in a common effort to help us find refuge and new lives in their countries. They recognize our plight, and even now about 800 of our number have gone to new lives in free countries which they never looked to for help originally. About ten people have also been fortunate enough to go already to the United States.

Notwithstanding this great and generous response by the countries of the free world there are still more than 3,000 of us here in Hong Kong, all of whom still look to the United States, as we always have, for our future hopes. A few will still be able to go other countries, but we feel in our hearts that this number will be very small.

The purpose of this memorandum is to provide information on the background to our situation, to show the people and the Government of the United States of America that we are indeed true refugees from the terror that we know awaits us in our native land, and to pray that we will all be offered the same privilege extended to those fortunate enough to reach United States territory, and be admitted to our original destination, the United States, to build our lives anew.

## The Newspaper "DOI MOI"

"DOI MOI" (New Life) is a stencilled news-sheet published daily in Vietnamese by the refugees at Dodwell's Ridge Camp, New Territories, Hong Kong. Since it first appeared on 29<sup>th</sup> May, 1975 over fifty issues have been published and distributed to the three refugee camps in Hong Kong and to Guam, Marianas Islands.

The paper translates and publishes international news from many sources, articles of general interest, poetry composed by refugees and news of life and activities in the camp.

The editorial staff are from a variety of backgrounds - soldiers, civil servants, students, office workers - but not one has ever dabbled in journalism before.

This special issue was designed to be a permanent souvenir for the 4,000 or so refugees who arrived in Hong Kong on board the "CLARA MAERSK", having been rescued at sea from the "TRUONG XUAN" on which they had left Saigon. Production of the special edition was made possible by a very generous cash donation from the Hong Kong Jaycees, and a ridiculously cheap printing service arranged by Mr. Wai Ki Sun of Tin Tin Yat Pao.

The refugees in Dodwell's Ridge have long sought some way to express their appreciation to all those organizations and individuals who, by their spontaneous and generous help, both spiritual and material, have done so very much. We hope that the attached copy of our special "DOI MOI" will be accepted as a token of our profound gratitude.

For us it will serve as a lifelong reminder of the way the people of Hong Kong helped us in our hour of greatest need.

Thank you,

Dodwell's Ridge Camp

August, 1975

# Know all Men by these Presents,

That I, the undersigned TRUONG DINH TRAN, of 411 Chestnut Street, Washington, Pennsylvania, President of DAINAMHANGHAI COMPANY, owner of cargoship TRUONGXUAN

have made, constituted and appointed, and by these presents do make, constitute and appoint PHAM NGOC LUY, Master of TRUONGXUAN

true and lawful attorney for me and in my name, place and stead, to

process all papers necessary, to claim back said Cargoship TRUONGXUAN on behalf of said Company. NOTHING FOLLOWS////////////////////////////////////

Hereby giving and granting unto my said attorney full and whole power and authority in and about the premises; ~~and generally to do all and every act and acts, thing and things, device and devices in the law whatsoever~~ needful and necessary to be done in and about the premises, for ----- and in ----- name to do, execute and perform as large and amply, to all intents and purposes as ----- might or could do if personally present; and an attorney or attorneys under ----- for the purpose aforesaid, to make and substitute, and the same to remove and revoke at ----- pleasure, hereby ratifying and confirming as good and effectual, in law and in equity; all that ----- said attorney or ----- substitute ----- shall lawfully and legally do by virtue hereof.

In Witness Whereof, I have hereunto set my hand and seal the 21 day of July in the year of our Lord, one thousand nine hundred and 75

Sealed and Delivered in the Presence of

SEAL  
SEAL  
SEAL  
SEAL

State of Pennsylvania  
County of Washington } ss.

On this 21st day of July A. D. 1975, before me  
a notary public, came the above named  
TRUONG DINH TRAN and acknowledged the foregoing  
Power of Attorney to be his act and deed, and desired the same to be received and recorded as such in any part  
of the United States of America, or elsewhere.

WITNESS my hand and seal ~~xxxx~~ the day and year aforesaid.

DEBORA ROSE BELCASTRO, NOTARY PUBLIC  
WASHINGTON, WASHINGTON COUNTY  
MY COMMISSION EXPIRES FEB. 26, 1979  
Member, Pennsylvania Association of Notaries

*Debora Rose Belcastro* 

Washington, Washington County  
My Commission Expires: Feb. 26, 1979

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DODWELLS REFUGEE CAMP HOUSE D3

HONGKONG (HONGKONG)



POWER OF ATTORNEY PHAMNGOCLUY FULL AUTHORITY CLAIMING RECEIVING  
TRUONGXUAN ALSO DUTY MASTER

TRANDINH TRUONG 17 PARK SIDE COURT PROSPECT PARK BROOKLYN  
NY



# CLARA MÆRSK

## redder 3628 vietnamesiske skibbrudne

En af søfartshistoriens største redningsaktioner, dygtigt og fremragende gennemført af »CLARA MÆRSK«s besætning

Da »CLARA MÆRSK« den 30. april om aftenen afgik fra Bangkok med kurs mod Hong Kong, dromte ingen blandt skibets besætning om, at de i løbet af de næste 5 dogn skulle blive genstand for opmærksomhed og beundring fra den ganske verden.

36 timer efter afgang var de dybt involveret i en af de mest dramatiske redningsaktioner til søs i nyere tid og samtidig den største, der nogensinde er gennemført af et handelsskib.

Fredag den 2. maj om morgenen opfangede »CLARA MÆRSK« følgende nødsignal ud for Mekong-deltaet i det Sydkinesiske hav: »from master truong-xuan/xvix have about 3000 refugees from saigon onboard they are hungry and thirsty stop our engine broken down and leaking stop our position estimated 8 degrees 35 min. north 107 east at 2100gmt request assistance immediately master«.

Det stod straks klart for kaptajn Anton M. Olsen og hans besætning, at der her måtte handles resolut. Og det blev der! Kursen ændredes mod havaristen, alt imedens man forberedte sig til ombordtagning, indkvartering og bespisning af de mange skibbrudne.

Det lykkedes utroligt nok via lodsledere, gangvej, netslæng og via havaristens brovinge, der lå på højde med »CLARA MÆRSK«s lonning, at tage hver og én om bord uden tab af menne-

skeliv. Ja, »CLARA MÆRSK« kunne endda sætte flere vietnamesere i land i Hong Kong, end det reddede ud for Saigon, idet der fødtes flere børn om bord, hvoraf ét fik navnet Clara.

De skibbrudne viste sig at være meget udmattede, først og fremmest af mangel på vand. De mest medtagne kom straks under tilsyn af læger fra deres eget skib.

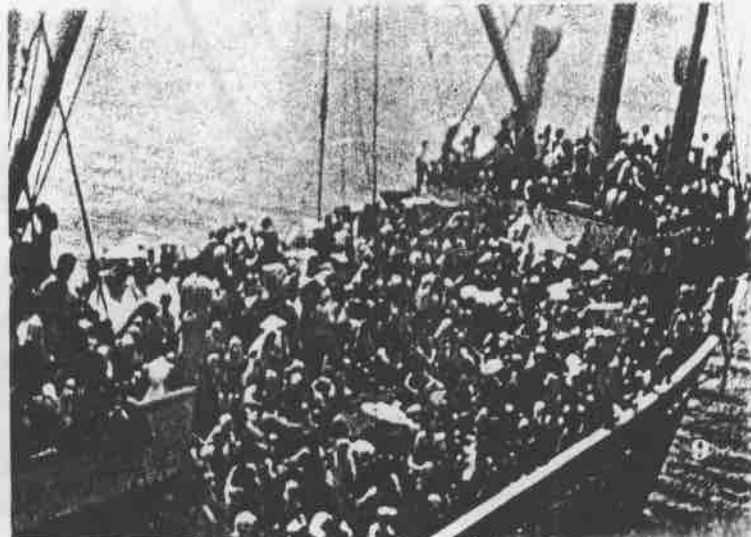
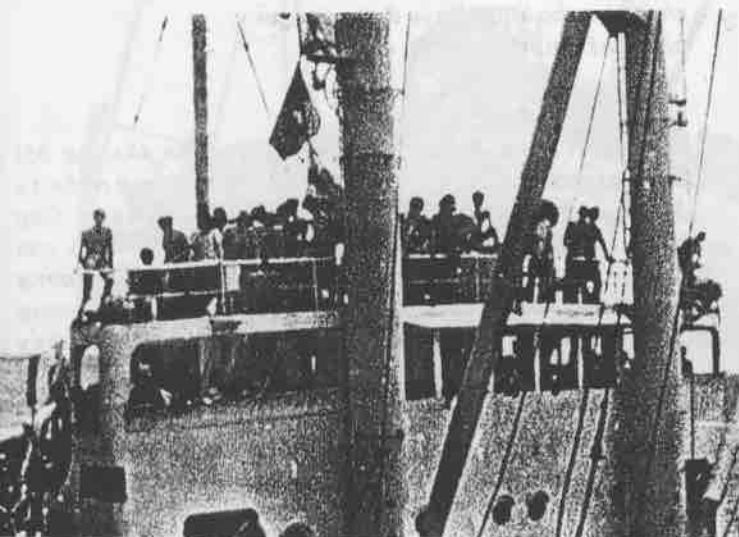
Takket være dygtigt somandskab om bord forløb turen til Hong Kong vel, alt taget i betragtning. Der nedsattes komiteer til varetagelse af sygebehandling, maduddeling, rengøring og sikkerhed, og de skibbrudne placeredes overalt på skibet, hvor der var plads, i lugerne, i tomme containers, i aptering og på dæk.

Frygt for, at der skulle opstå panikagtige scener om bord, når den sparsomme proviant skulle fordeles, viste sig at være aldeles ubegrundet. Kabysbesætningen bistået af medsejlende hustruer og vietnameserpiger, der skrællede kartofler, arbejdede praktisk taget i døgn drift, ligesom den øvrige besætning, der kun afbrudt af et par timers søvn hjalp til med at fordele vand og mad til de 3.628 uventede gæster.

Lægemidler blev hurtigt en mangelvare om bord, og søndag den 4. maj om formiddagen blev »CLARA MÆRSK« modt af den britiske fregat »CHICHESTER« fra Hong Kong, som medbragte læger og forskellige medikamenter, bl. a.

(1)

Det nødstedte, overfyldte skib, TRUONG XUAN, lå med motorstop og lækage



# CLARA MAERSK CỨU 3.628 NẠN NHÂN VIỆT NAM ĐẮM TÀU

Trích báo Maersk Post của hãng tàu A.P. Moller  
(hãng này có tàu Clara Maersk)

Chiều 30-04 khi Clara Maersk trên đường từ Bangkok tới Hồng Kông, không ai trong thủy thủ đoàn có thể tưởng tượng được rằng, trong suốt 5 ngày sắp tới, họ sẽ được cả thế giới chú ý và thân phục.

36 giờ sau khi rời bến, thủy thủ đoàn đã bị lôi cuốn vào một cuộc cứu cấp trên biển cả xúc động nhất và cũng lớn lao nhất chưa từng có trong các chuyến hải hành của một tàu buôn.

Sáng thứ Sáu ngày 2-05, Clara Maersk nhận được điện tín cầu cứu tại khu vực sông Cửu Long ở Thái Bình Dương: "Từ thuyền trưởng Trường Xuân /xvix có khoảng 3.000 người tị nạn từ Sài Gòn trên tàu đòi khát. Stop. Máy hư và rỉ. Stop. Vị trí của chúng tôi phỏng chừng 8 độ 35 phút bắc 107 độ 21.00 gmt cần giúp đỡ ngay lập tức. Thuyền trưởng".

Thuyền trưởng Anton M. Olsen và thủy thủ đoàn hiểu ngay rằng phải quyết tâm hành động. Và ngay lập tức, tàu đổi hướng về phía con tàu bị nạn, trong khi thủy thủ đoàn chuẩn

bị việc đón người, dọn chỗ, thực phẩm cho những người tị nạn.

Thang, lưới, cầu bắc qua mạn tàu Trường Xuân đã đưa từng người một sang Clara, không ai bị thiệt mạng. Clara Maersk cũng đã đưa nhiều người tới Hồng Kông hơn số người đã nhận, vì nhiều trẻ em đã mở mắt chào đời trên tàu, một em được đặt tên là Clara.

Đám người đắm tàu mệt mỏi, lý do chính vì thiếu nước. Một số được đưa ngay tới bác sĩ của chính tàu họ để khám nghiệm.

Với sự khéo léo tài giỏi của thủy thủ đoàn Clara, chuyến đi Hồng Kông an toàn và tốt đẹp. Những hội đồng được thành lập để chuyên lo về săn sóc người bệnh, phân chia thực phẩm, vệ sinh, an ninh, ... người bị nạn ở khắp nơi trên tàu: dưới hầm, trong những thùng chõ hàng trống, phòng tàu, trên boong ...

Mối lo sẽ có rối loạn trên tàu khi số thực phẩm ít ỏi được phân chia đã không xảy ra. Nhà bếp với những bà vợ đi theo tàu và những thiếu nữ Việt Nam gọt vỏ khoai, làm việc đêm

ngày, cũng như những người còn lại của thủy thủ đoàn chỉ với vai giờ ngủ, giúp phân phát nước và thực phẩm cho 3.628 người khách bất ngờ.

Thuốc men trên tàu với dần. Trưa Chủ nhật 4-05, Clara Maersk gặp tàu Anh Chichester từ Hồng Kông, được tàu này giúp cho một bác sĩ và các loại thuốc men, đã dùng để giải phẫu một em bé sơ sinh. Bốn người bệnh nặng khác được trực thăng bốc mang đi.

Chiều Chủ Nhật Clara Maersk cập bến Hồng Kông. Người tị nạn được chuyển xuống bến trong trật tự. Chính quyền Hồng Kông thuận cho người tị nạn cư trú tạm thời tại đây. Công cuộc cứu người vì đại kết thúc khi đoàn thủy thủ mệt mỏi giúp người bị nạn cuối cùng xuống bến 03g00 sáng thứ Hai.

Hành động tài khéo vô cùng của Đan Mạch chấm dứt, tuyệt vời nhất theo truyền thống hào hùng của biển cả.

□ A. HO/Y-NIELSEN  
Mỹ Linh dịch

(1) Con tàu Trường Xuân đông nghẹt người trong tình trạng khẩn cấp, chết máy và rỉ nước.

(2) Những người bị nạn ở từng nhóm khắp nơi trên tàu Clara Maersk.

(3) Những em bé trong nguy hiểm vẫn vui vẻ và tràn trề hy vọng khi được bốc lên Clara Maersk.

(4) Đông nghẹt người trên mạn tàu nhìn ngắm quang cảnh đầu tiên của mảnh đất Hồng Kông.

(5) Một nữ bệnh nhân nằm trên cang ôm chặt con vào lòng. Bà ta được chở tới bệnh viện ngay sau đó vài phút.

(6) Thuyền trưởng Anton M. Olsen được trao thưởng bội tinh tại một buổi lễ ở Nữu Ước, như một chứng nhân từ Nữ Hoàng thân phục công cuộc cứu nhân của ông. Ông lãnh sự Đan Mạch E. Krogh-Meyer trao bội tinh cho thuyền trưởng trên tàu Clara Maersk. Thuyền trưởng Olsen cũng được nhận một huân chương từ Bộ Thương Mại để treo trên tàu như một tưởng thưởng toàn bộ thủy thủ đoàn đã tham gia vào công cuộc trên. Bên tay trái là giám đốc hãng Moller Steamship Co. (chi nhánh của A.P. Moller tại Nữu Ước), ông Poul Rasmussen.



til operation af et spædbarn. 4 alvorligt syge afhentedes med helikopter.

Søndag aften stod »CLARA MÆRSK« ind i Hong Kong, og landsætningen forløb uden episoder af nogen art. Myndighederne i Hong Kong havde givet de skibbrudne midlertidig opholdstilladelse i kronkolonien. Den storstilede redningsaktion, som frelste de mange vietnamesere fra forlis, var til ende, da en meget udmattet besætning mandag kl. 0300 hjalp de sidste i land i Hong Kong.

En umådelig dygtig dansk indsats var afsluttet – en indsats, som på bedste vis fulgte soens stolte traditioner.

*A. Høy-Nielsen.*



△ (2)

De skibbrudne blev placeret i hold overalt på »CLARA MÆRSK«

(3)

Mange af børnene var troc alvoren glade og forventningsfulde, da de var kommet ombord på »CLARA MÆRSK«

(4)

Alle trængtes langs lønningen for at få det første glimt af land ved ankomsten til Hong Kong

▽



CLARA MÆRSKs besætning på rejsen:

Navn	Rang
Anton M. Olsen	kaptajn
Torben V. Blichfeld	overstyrmand
Steen Graversen	1. styrmand
Gert K. Thomsen	2. styrmand
Martin Holroyd	telegrafist
Rasmus P. E. Mortensen	maskinchef
Jens E. Larsen	1. mester
Carl J. H. Pedersen	2. mester
Dan Christiansen	3. mester
Ingvert B. Jensen	maskinass.
Eydalvur Niclasen	elektriker
Jorgen Pedersen	maskinasp.
Harry Hansen	hovmester
Aage F. Hansen	kok
Jesus B. Chinor	ungkok
Angel Fernandez	steward
Fernando Dimarucot	steward
Catalino Ibarrola	steward
Erik H. Hansen	kokasp.
Dorthe Eriksen	kokasp.
Soren C. Andersen	dæksasp.
Erik A. H. Poulsen	dæksasp.
Ito L. Nielsen	bådsmand
Svend A. Nielsen	matros
Knud H. Olsen	matros
Bjarne Nørholt	matros
Peter O. Christiansen	matros
Arvid E. Kirkevik	matros
Francisco Cubela	matros
Wilfredo Fajardo	dæksdreng
Leo Trostrup	donkeymand
Rodolfo Mendoza	motormand
Jose G. Florendo	motormand



(5) En syg kvinde knuger sit barn til sig på båren ved ankomsten til Hong Kong. Hun blev få minutter senere bragt til hospitalet



(6)

Kaptajn Anton M. Olsen blev ved en højtidelighed i New York dekoreret med Ridderkorset af Dannebrogordenen som en anerkendelse fra Hendes Majestæt Dronningen i anledning af redningsaktionen. Den danske generalkonsul E. Krogh-Meyer overrakte ordenen ombord på »CLARA MÆRSK«. Samtidig modtog kaptajn Olsen en plakette fra handelsministeriet til ophængning i skibet som en anerkendelse til hele besætningen for deltagelse i aktionen. Til venstre ses direktør for MOLLER STEAMSHIP Co., hr. Poul Rasmussen

# Les premiers réfugiés

## français

N° 1255 - 28 juillet-3 août 1975

5 Francs



**ECONOMIE**  
**LE PLAN**  
**DE RELANCE**

### Les choix de L'Express

*Kính Bức Chú LUY.  
đề kỷ niệm dân VN ty ran tai Phaj*

*Paris le 28 75*

*Unacc*



# Les premiers réfugiés racontent

2 500 réfugiés vietnamiens, laotiens, cambodgiens sont arrivés en France. Ils seront 15 000 en octobre. Au centre d'accueil de Jouy-en-Josas, 40 d'entre eux ont expliqué à L'Express pourquoi et comment ils ont tout abandonné.

En tête, les hommes : ils sont fiers, mais dissimulent mal une certaine inquiétude. Derrière, les femmes, timides et effarouchées. Dans leurs jambes, un essaim d'enfants étrangement silencieux. Chaque jour, à Roissy, à Orly, des groupes de réfugiés vietnamiens, laotiens, cambodgiens prennent pied, dans cet ordre, sur le sol français.

Lundi dernier, ils étaient quarante — dix-huit adultes et vingt-deux enfants — à débarquer d'un jet, offrant le spectacle émouvant et gênant de déshérités qui viennent frapper aux portes de l'opulence. Pour tout bagage, des sacs ou des valises de skaï bourrés de vêtements, d'où dépassent parfois des objets hétéroclites, une bouteille d'eau de Cologne, un bouddha, une boîte de flocons d'avoine. Ces réfugiés sont accueillis par la Croix-Rouge française, qui les dirige vers un centre de transit, en l'occurrence le foyer des Hautes Etudes commerciales, à Jouy-en-Josas, prêté à titre exceptionnel. Là, aucune autorité pour les recevoir, sauf un administrateur débordé et bienveillant qui vitupère : rien n'a été prévu pour eux.

Après la débâcle sud-vietnamienne, le gouvernement français avait décidé d'ouvrir ses frontières pendant six mois à 3 000 réfugiés.

« En deux mois, nous en avons déjà accueilli 2 500, dit M. Vianna, directeur adjoint de France terre d'asile. Au mois d'octobre, ils seront 15 000. »

La plupart absolument démunis. Ce jeune Cambodgien montre l'équivalent de 300 Francs ; ce Laotien, père de six enfants, dispose de vingt pièces de 5 Francs rapportées d'un séjour en France pour faire confectionner à sa femme une ceinture fantaisie...

A quelques exceptions près, ils parlent mal ou pas du tout le français. Et beaucoup, qui avaient précieusement conservé une adresse à Paris ou en province, se heurtent au refus embarrassé de leurs correspondants, voire à des portes closes. A Roissy, avant même de passer à la douane, un Vietnamiens s'est précipité sur le téléphone pour demander de l'aide à son « contact » : parti en vacances sans laisser d'adresse. « Au début, poursuit M. Vianna, nous ne prenions en charge que 20 % des réfugiés. Depuis la

semaine dernière : 80 %. » Chaque réfugié sera nourri et logé pendant trois mois, recevra une indemnité journalière par enfant. Mais trouvera-t-il d'ici là un emploi, alors que le chômage sévit partout ?

A Jouy-en-Josas, femmes de ménage et cuisiniers se sont cotisés et ont réuni 1 300 Francs en une journée pour les quarante derniers arrivés. Les cadres administratifs ont refusé de participer à cette collecte : « Les Vietnamiens n'avaient pas à collaborer avec les Américains et ils n'avaient qu'à rester chez eux. » Belle générosité à l'égard d'hommes, de femmes et d'enfants qui viennent de passer des semaines éprouvantes, qui arrivent physiquement et psychologiquement épuisés...

Tous racontent leur odyssée avec soulagement : ils s'en sont tirés.

27 ans, vendeur dans un magasin de photos à Phnom Penh, ce Cambodgien célibataire a fui les Khmers rouges à pied. « Nous avons marché trois semaines pour rejoindre la Thaïlande. Nous n'avions rien à manger et pratiquement pas d'eau : nous nous sommes nourris de plantes. »

## Les violences

Un couple de Laotiens, refusant de vivre avec les Pathet Lao, a préparé une évasion magistrale dans le plus grand secret. « Le week-end, nous sommes partis de Vientiane, comme d'habitude, pour aller voir nos parents à Luang-Prabang, la capitale royale. Nous les avons embrassés sans rien leur dire. Une fois revenus à Vientiane, nous avons pris la direction de la frontière, dans une voiture du corps diplomatique. A chaque barrage, les soldats étaient impressionnés par la plaque d'immatriculation, et nous laissaient passer. Nous avons franchi la frontière en trombe, abandonné la voiture et traversé le Mékong à la nuit, sur une embarcation. »

Quant aux Vietnamiens, ils évoquent cette fièvre obsidionale que les photos et les reportages télévisés ont gravés dans la mémoire du monde effaré.

Malgré les violences, ceux qui ont réussi à prendre un avion n'ont pas été les plus à plaindre.

Ce fonctionnaire saïgonnais et son frère — quatorze enfants à eux deux — ont embarqué sur un bateau, perdus au milieu de 4 000 personnes. « Des scènes épouvantables... Bousculés, piétinés, des parents ont été obligés d'abandonner certains de leurs enfants sur le quai. Ou, au contraire, les ont laissés partir seuls en pensant que quelqu'un, quelque part, les adopterait. »

Voyage de cauchemar : à bord du bateau, très peu de nourriture et d'eau, pas de médicaments. « Nous étions tellement serrés que j'ai passé une nuit entière sur un seul pied. »

Suite page 34 →

L'arrivée des jeunes réfugiés vietnamiens à Roissy.



Comble de malchance, à hauteur du cap Saint-Jacques, le cargo tombe en panne. « A quelques mètres de moi, désespéré, un homme s'est suicidé en se jetant à la mer. Nous avons attendu deux jours avant d'être dépannés. »

Les camps de toile ou de pailloles sont presque apparus, ensuite, comme des édens. Et pourtant : 80 000 à 90 000 réfugiés entassés en Thaïlande, 150 000 à l'île de Guam, couchant pendant des semaines à même le sol, se nourrissant frugalement de riz et de sardines en conserve, sans se laver, attendant un départ hypothétique pour l'Amérique ou pour la France...

Que se passe-t-il donc, dans cette partie du monde, pour que des centaines de milliers de personnes abandonnent ainsi leur terre, leur maison, sans se retourner ? « Le communisme asiatique, dont vous, Occidentaux, surtout de gauche, n'avez aucune idée. »

Il serait simpliste d'affirmer que ces fuyards cambodgiens, laotiens ou vietnamiens étaient forcément d'étroits collaborateurs des Français, puis des Américains, ou avaient tous à se reprocher des actes de trahison. La réalité est infiniment plus complexe.

Les quarante réfugiés de Jouy-en-Josas ont en commun un anticommunisme virulent. Certains d'entre eux n'ont sans doute pas la conscience tranquille : on les remarque tout de suite, ils refusent de parler. Mais les autres... Leurs témoignages sur cette partie du monde désormais recouverte d'une chape de plomb méritent au moins d'être écoutés.

### Représailles

Du Cambodge, ses ressortissants disent peu de chose : ils ont le regard effrayé des gens qui ont laissé là-bas de la famille et craignent les représailles.

Les Laotiens sont beaucoup plus bavards. Sec, l'œil trop malin, ce fonctionnaire du ministère des Finances, entouré de sa nombreuse progéniture, raconte : « Chez vous, on parle peu du Laos. Notre pays ne connaît pas une guerre sanglante, comme le Vietnam ou le Cambodge. » Pourtant, au Laos, la réunification par les communistes est en bonne voie.

Soutenus par les étudiants et les fonctionnaires, les militaires du Pathet Lao ont, en effet, peu à peu grignoté Vientiane et réorganisent l'ensemble des zones nouvellement occupées. « J'ai quitté le Laos il y a quinze jours, voilà où nous en étions : l'enseignement de toutes les langues étrangères a été supprimé. Le Pathet Lao a dissous toute l'administration, du plus petit village jusqu'au pouvoir central. Un mouvement de « rééducation » se développe. Les soldats et les fonctionnaires accusés d'avoir été les suppôts de l'impérialisme sont envoyés dans des « sémi-

naires », où ils subissent un véritable lavage de cerveau : 529 hommes de la police militaire ont été envoyés à Vieng Say, la capitale rouge du nord du pays, pour recevoir une formation supplémentaire : nous n'en avons plus entendu parler.

« Sur les routes, des barrages arrêtent les voitures et confisquent tous les objets de consommation : appareils de photo, caméras, postes de radio, etc. Les villes sont réorganisées en fonction de la nouvelle idéologie. Tout le monde aux champs. A Pack Ou, on se réveille à 5 heures du matin. Le nettoyage de la maison se fait jusqu'à 6 heures. A ce moment-là, tout le monde part travailler la terre jusqu'au soir. Des paysans s'enfuient, effrayés. Le Pathet Lao mobilise tous les enfants à partir de 10 ans et les fait partir pour les zones du Nord, afin d'en faire de bons citoyens.

« Ma femme et moi, en nous promenant dans les alentours de Vientiane un dimanche, nous avons, ainsi, vu six camions pleins de gosses. Enfin, la presse a été muselée. »

### Dépression nerveuse

D'autres réfugiés cambodgiens parlent également d'atteinte à la liberté religieuse. Les bouddhistes semblent particulièrement visés : les bonzes sont désormais obligés de travailler. Et l'exode, moins spectaculaire que celui du Vietnam, se poursuit depuis des semaines. Chaque jour, affirment les réfugiés, des dizaines de Méos, ces montagnards originaires de Chine, qui étaient à la solde des Américains, sont tués en essayant de rejoindre les camps de Thaïlande.

Au total, ce sont aujourd'hui près de 100 000 Laotiens — sur un pays qui compte 3 millions d'habitants — qui ont traversé la frontière.

Du Vietnam, les réfugiés brossent un tableau assez similaire : selon eux, la situation évoluerait selon un processus à peu près identique dans les trois pays. Mais ils y ajoutent quelques anecdotes de leur cru. A peine croyables.

Ce médecin, 45 ans, visage bon enfant, était directeur de l'hôpital d'une ville du Delta. Il est accompagné de sa femme et de ses trois enfants. Des intellectuels et des gens aisés. « Une de nos amies a réussi à s'échapper d'une ville libérée, pendant les derniers événements. Au bord de la dépression nerveuse. Elle avait été contrainte, comme d'autres femmes célibataires, d'épouser un ancien combattant, invalide de guerre. On les avait amenées dans un camp. Les soldats étaient dissimulés sous des couvertures, avec un dossard numéroté, pour qu'elles ne voient par leurs blessures. Elles devaient tirer un numéro. Notre amie a choisi une couverture qui remuait. Elle s'était dit : « Il doit avoir des bras et des jambes. » Quand on a découvert

l'homme, il n'avait plus de visage... »

Ou encore : « Partout, le G.r.p. se livre à l'endoctrinement des enfants. Dans les villages, aux heures des repas, des instructeurs disent aux catholiques : « Priez Jésus, et vous verrez si votre nourriture arrive. » Les enfants prient et, bien sûr, pas de déjeuner. Puis aux bouddhistes : « Priez Bouddha... » Toujours pas de repas. « Et maintenant, priez le G.r.p., qui a libéré le sol national de l'ennemi impérialiste. » Les enfants prient : on sert alors le bol de riz.

Vrais ou faux, ces récits montrent, en tout cas, quel est l'état d'esprit de ces réfugiés. « Le communisme fera disparaître la corruption, remettra l'économie sur pied. Mais il supprime les libertés fondamentales, auxquelles, par éducation et par goût, nous sommes très attachés. Cela est impossible à accepter. Et pourtant, croyez-nous, beaucoup d'entre nous ont voté contre Thieu, et par conséquent contre les Américains... »

D'autres disent : « Nous sommes contre le communisme, qui est contre l'homme. Et, sûrement, certains qui sont restés là-bas se battent pour établir une démocratie. »

A Saigon même, un embryon de résistance aurait pris corps. C'est, du moins, ce que disait la semaine dernière un coopérant français, rentrant à Paris.

« Toutes les nuits, dans les campagnes, le couvre-feu est décrété. Dans la capitale du Sud, on entend chaque soir des tirs d'armes automatiques. Le G.r.p. a été finalement assez surpris de sa victoire éclair. Il n'a pas encore eu le temps de tout contrôler. Les autres en profitent. »

### Fanatisme

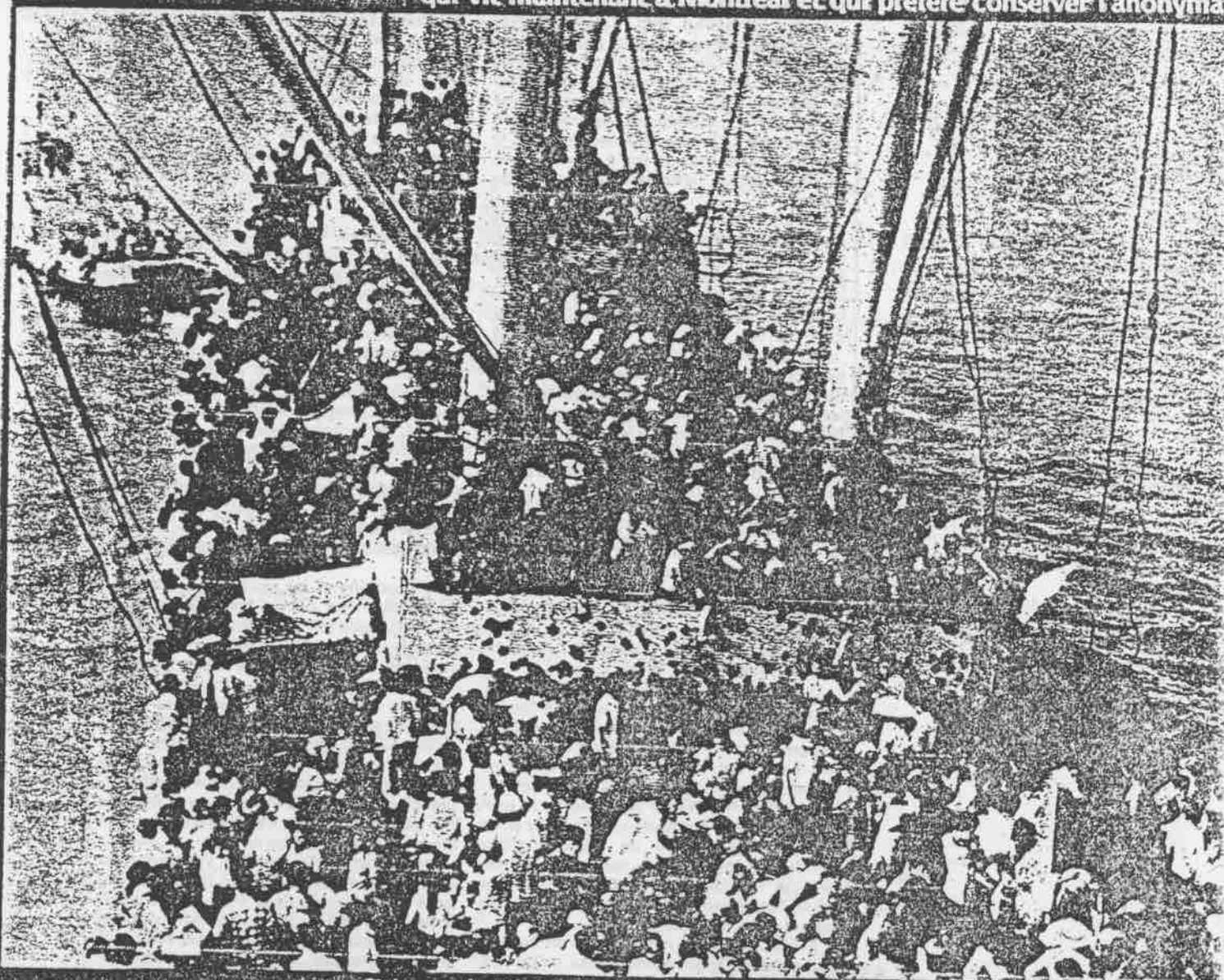
Mais ce Laotien doute, pour sa part, que les démocrates puissent lutter contre les communistes. Il se trouvait dans le Nord, à Hanoi, dans le cadre d'une mission officielle lors de la prise de Saigon. « J'ai vu des foules fanatiques se déverser dans les rues en hurlant, en proie à un délire collectif. Les jours qui ont précédé, j'ai eu l'occasion de visiter des maisons particulières, des usines, sans parler, bien sûr, des rues elles-mêmes. Partout, il y avait des cartes du Vietnam plantées de drapeaux du G.r.p. Les ouvriers, les paysans, les passants étaient tenus au courant, heure par heure, de la progression des troupes. Et c'étaient chaque fois des hourras à n'en plus finir... Un seul Nord-Vietnamien m'a dit : « Dans le fond, si nous nous battons tellement pour récupérer le Sud, c'est parce qu'il est le grenier du Vietnam. »

« Autant dire, conclut amèrement un commerçant de Saigon, qu'on assiste à une nouvelle colonisation. Une de plus. » ELISABETH SCHEMLA ■

Il y a un an, le Viêt-nam du Sud capitulait

# J'ai survécu à l'odyssée du Truong-Xuan

Un militaire du Viêt-nam du Sud, qui est demeuré dans ce pays jusqu'au jour de sa capitulation devant les armées du Nord, le 30 avril 1975, a vécu les heures tragiques de l'évacuation par mer des réfugiés de guerre. Solange Guilbert a recueilli pour nous les propos de cet officier, qui vit maintenant à Montréal et qui préfère conserver l'anonymat.



Ci-dessous, les réfugiés entassés sur le pont du bateau quittant le port de Saïgon; à droite, une chaloupe amène le capitaine du Truong-Xuan et les délégués des réfugiés vers le cargo danois Clara-Maersk.



Il est 9 heures de matin, ce 30 avril 1975, dans le port de Saigon. Une foule démunie, paniquée, afflue de tous les coins de la ville, dans le fol espoir de pouvoir monter à bord de n'importe quel bateau, pour fuir n'importe où.

Le mot d'ordre a été passé partout: "Le Viêt-nam du Sud capitule. Le Viêt-cong prend le pouvoir à 11 heures. Les ports et aéroports seront sous peu sous son contrôle."

Pendant le court délai qui va de la passation des pouvoirs à la prise en charge réelle des points stratégiques saïgonais, 4 000 Vietnamiens — 1 500 femmes, 500 enfants et 2 000 hommes — vont embarquer, dans un désordre indescriptible, à bord d'un vieux rafiot, le *Truong-Xuan*. Ce nom signifie: longue vie. Sera-ce un présage?

Le bateau doit partir à midi, mais le moteur tombe en panne. L'équipage s'affaire à le réparer. Il faut faire vite, très vite car le Viêt-cong sera là dans quelques heures à peine et empêchera toute sortie. Déjà, tout près, on entend des fusillades, et le bombardement continue.

A 14 heures, le cargo, réparé vaillamment, quitte le fleuve Mékong. La surcharge est considérable pour son tonnage.

Trois heures plus tard, catastrophe! le moteur flanche à nouveau. La pompe à eau, qui sert à refroidir la machinerie, se brise elle aussi. L'eau qu'elle ne peut plus évacuer se répand dans la cale. Le capitaine réclame d'urgence un grand nombre de jeunes gens pour écoper la cale manuellement. Sur le pont comme en bas, la foule conserve son calme et se tait, figée dans sa peur et son désespoir.

Un remorqueur passant par là accepte de tirer au large la grappe humaine flottante. En ce moment critique, tous s'entraident sans monnayer leurs gestes. "Ma" vie, "ta" vie, "sa" vie: tous les possessifs perdent leurs sens. Cette-masse de 4 000 réfugiés, c'est "la" vie.

Le remorqueur s'essouffle. Il faut se dépêcher car la marée descendante risque de faire échouer le bateau sur un banc de sable. Dans la cale, les jeunes gens refoulent l'eau tant bien que mal. Des milliers d'yeux affolés guettent l'approche, encore invisible, des soldats du Viêt-cong. Le remorqueur tirera ainsi toute la nuit.

Le lendemain matin, 1er mai, à 6 heures, on passe en vue du port de Van-tau. Chacun se demande intérieurement: "Et si, pendant la nuit, le Viêt-cong avait eu le temps d'amener son artillerie?... s'il se mettait tantôt à tirer sur nous?..." Mais non, rien! l'ennemi n'est pas arrivé jusqu'ici. Et les prières de reprendre: "Tire, vaillant remorqueur!... tire donc!... tire encore!"

Deux heures plus tard, nous sommes enfin en pleine mer. Nous avons réussi à fuir la menace. Sa tâche accomplie, le remorqueur retourne vers le littoral. Qu'est-il devenu? Nul ne le sait, nul ne le saura peut-être jamais. Il restera pour toujours anonyme.

Après de sommaires réparations, le moteur fonctionne à nouveau, juste assez pour empêcher le bateau de dériver. L'eau s'infiltre toujours dans la cale, et les jeunes gens se reliaient continuellement pour la vider. Pas d'électricité, pas de radio, peu de nourriture, peu d'eau douce.

Il faut attendre. Attendre qu'un bateau ami passe au large, qu'on puisse attirer son

attention. Attendre...

La vie s'organise à bord. On partage le peu de nourriture qu'on a pu emporter avec soi, ainsi que les réserves limitées que contient le bateau. On partage aussi l'eau douce. Les réfugiés bougent le moins possible: le cargo pourrait chavirer. Assis sur le pont, hommes, femmes, enfants collés les uns aux autres, les yeux pleins de larmes, ils pensent.

A quoi pensent-ils? A la famille laissée là-bas? au peu d'espoir qu'ils ont de sortir eux-mêmes de ce cauchemar? à la faim? à la soif? à la mort? Mille questions auxquelles les seuls bruits qu'on peut entendre, celui des vagues et celui du moteur, n'apportent pas de réponse. C'est dans cet état d'esprit que s'écoule la journée, puis la nuit.

Le 2 mai au matin, plus de nourriture, plus d'eau potable, pas de bateau en vue, rien! Rien que la mer, le silence, le soleil brûlant dont on ne peut se protéger car la cale est inhabitable, et la soif...encore la soif... surtout la soif!

Leur revient alors en mémoire un dicton vietnamien: "les hommes peuvent jeûner sept jours, les femmes neuf." Et les enfants? Le proverbe ne les mentionne pas. Oui, les enfants, combien de temps peuvent-ils jeûner?

Certains réfugiés essaieront de boire de l'eau de mer, exaspérant ainsi une soif déjà affolante. Une heure passée?... une journée?... ils perdent la notion du temps. Le 2 mai puis la nuit suivante s'écoulent ainsi, interminablement.

L'aube se lève sur le 3. Aucun réfugié ne bouge afin de ménager ses forces, privés comme ils le sont tous de tout ravitaillement, de tout liquide depuis un jour et demi.

A 13 heures, espoir! Un bateau est en vue, très loin. Une grosse lampe à la main, le capitaine lance des signaux codés. On ignore si l'autre navire est ami ou ennemi, mais c'est la seule chance d'en sortir.

Le bateau étranger repère le *Truong-Xuan* et s'approche. Nous nous approchons aussi, puis les deux vaisseaux s'immobilisent à quelques centaines de pieds de distance. Il s'agit d'un énorme cargo danois, le *Clara Maersk*, de la ligne Maersk.

Son commandant envoie en chaloupe un officier ramener à son bord notre capitaine et trois représentants de notre groupe. Les pourparlers durent une heure environ. Mais si cette heure paraît plus longue ou plus courte aux uns qu'aux autres, personne ne le dira.

Le capitaine et les trois délégués reviennent enfin. "Le *Clara Maersk* accepte de nous recueillir et ne demande en retour aucune compensation", annonce notre commandant, d'une voix bouleversée. Alors les réfugiés se dressent tous, d'un seul mouvement, et 8 000 mains s'agitent pour saluer l'équipage danois, unique remerciement qu'ils peuvent offrir à leurs sauveurs.

Le transbordement se fait en trois quarts d'heure, dans une joie visible mais contenue, silencieuse. On nous distribue avec largesse eau et vivres divers. Le *Truong-Xuan* sombrera deux heures plus tard...

Notre incroyable odyssee s'achève deux jours après, à Hong-Kong, où l'on hébergera les 4 000 réfugiés dans trois camps différents, en attendant leurs visas pour d'autres pays: Canada, Etats-Unis, Europe. Mais moi je n'oublierai pas... *Ad Viêt-nam aeternam!*

Flat E2,  
39A Conduit Road,  
Hong Kong.

10 May, 1976.

*Mon Che Capitani Lay,*

First of all allow me to apologise for this impersonal form of writing, but I owe letters to so many of you that to write individually would take several days of hard work!

Most of you are probably not aware of the final outcome of the Hong Kong exercise. This was, at last, very successful, with only 35 refugees still remaining here. Most of these last 35 have found jobs or are now attending school, and they will move out of the camp this week. You will probably be interested to know the final scoreboard for immigration; it was:-

USA	2,575	Belgium	24
H.K.	145	Germany	27
Canada	373	Switzerland	1
Taiwan	1	Denmark	101
Australia	209	Austria	62
France	362	Italy	2
New Zealand	1	U.K.	35

I often see Ray Humphrey (Sai Kung Camp), Charles Gately (Harcourt Road) and Jim Derrick (U.S. Consulate), and, as you may expect, conversation always turns to those hectic months, starting for us on May 4, 1975, when all of us had such an interesting time.

Dodwell's Ridge Camp actually closed down at the end of October last year, when the bulk of you had left. I then took two weeks holiday in North Thailand, where I spent most of the time walking in the hills near the Burmese and Cambodian borders. At Tet I spent five days in Manila, and this Easter I went to Thailand, this time for 17 days, and enjoyed myself immensely. Now I'm back at work, but already planning my next holiday in Thailand (hopefully in August or September).

Thank you for your letters, cards, photographs and gifts, and please be assured that, although I may not reply as I should, I remain very interested in news of your collective and individual "Doi Moi".

Best wishes to you all

*Sincèrement votre*

*David Weeks*

(David Weeks)

P.T.O.

P.S. Les trois belles filles vietnamiennes tiennent  
la place d'honneur dans ma maison. Elles  
présentent toujours un distinctif souvenir  
des journées à Dedwell's Ridge.

David Weeks  
Mai, 1976.

Weeks  
1A, Man Kei Toi  
Sai Kung, N. T.  
Hong Kong.

BY AIR MAIL  
航空郵件



Thanks for the Xmas  
card - Joyeux Têt  
pour vous et votre  
famille

CROWN COPYRIGHT

PHAM NGOC LUY  
1343 19<sup>th</sup> ST. N.W.,  
WASHINGTON, D.C.,  
20036

David Weeks



USA



Thunbergia erecta Bush Thunbergia 1815, 2, 10cm

# Flygtninge i dansk erhvervsliv

Sådan gik det nogle af de 4.000 vietnamesiske flygtninge, der blev reddet af m/s »Clara Mærsk« i det sydkinesiske Hav 2. maj 1975

*Der er en lang vej fra at være skibbrudnen krigsflygtning i Det sydkinesiske Hav og til at passe et meningsfyldt 9 til 17-job hos A. P. Møller på Kongens Nytorv i København.*

Men det er et spring, der kan gøres. Og det er blevet gjort.

Historien begynder med, at kaptajn på m/s »Clara Mærsk«, Anton Olsen, den 2. maj sidste år på rejse fra Bangkok til Hongkong modtog et telegrafisk SOS med følgende indhold:

FRA TAUONGXUAN / XVLX - HAR FLYGTNINGE FRA SAIGON OMBORD DE ER SULTNE OG TØRSTIGE STOP MASKINEN BRUDT SAMMEN OG VI TAGER VAND IND STOP VOR POSITION SANDSYNLIGVIS 8.35 NORD 107 ØST VED 2100 - ANMODER OM ØJEBLIKKELIG ASSISTANCE.

Kl. 07.25 forandrede man kursen mod

givne position og fik havaristen i sigte ca. kl. 10.52 og etablerede telegrafisk forbindelse. Da »Clara Mærsk« kom nærmere, blev det klart, at skibet var overfyldt med mennesker og lå meget dybt agter. Kl. 12.25 blev der stoppet tæt ved havaristen, og kl. 12.35 sættes styrbords redningsbåd i vandet og sejlede over til havaristen.

En af de kvindelige skibbrudne, Nguyen Thi Minh Phuong, tidligere ansat i EDB-afdelingen i en bank i Saigon, nu beskæftiget i claimsafdelingen i Maersk Line på Kongens Nytorv, fortæller om forholdene om bord på flygtningeskibet:

»I fire lange døgn - lange som var de årtier - var vi drevet rundt som menneskeligt vraggods på en synkefærdig skude. Den ubarmhjertige sol stegte hver dag de tusinder af os, der ikke havde nogen mulighed for at finde den mindste skygge på det overfyldte dæk. Vand hav-

de vi intet af. Det var forlængst sluppet op. Og den smule føde, vi havde fået med, var gået i forrådnelse i den flimrende solhede. - Over 4.000 mennesker. Gamle og unge. Kvinder og mænd. Og børn - ja endog nyfødte, der var kommet til verden i løbet af disse fire dage. Børn, født af havet - født ind i en verden af fortvivlelse og død!

Der var mange, der ikke kunne lænere. Sygdomme, lidelserne og fortvivlelsen tog livet af dem. De blev til føde for hajerne. Andre valgte i deres desperation at søge døden for egen hånd. De brugte enten den pistol, de havde medbragt, eller de kastede sig i havet. -

Men forsynet vågede over os. Tre timer efter middag den 2. maj dukkede det danske fragtskib m/s »Clara Mærsk« op i horisonten - - -!

Efter at 104 af de syd-vietnamesiske flygtninge var ankommet til Danmark, drøftes i oktober måned samme år på

*Flygtningeskibet fotograferet fra m/s »Clara Mærsk« under redningsaktionen.*



Kongens Nytorv muligheden for at beskæftige nogle af flygtningene, og situationen summeres således op:

»De vietnamesiske flygtninge er indkvarteret i Tåstrup, hvor de er under tilsyn fra Dansk Flygtningehjælp. Her gives de undervisning i dansk og i samfundslære. Denne undervisning, der foregår på dansk, påregnes at vare endnu fire-seks måneder. – Flygtningene har nu fået status af »ligestillet med danske«, men de kan eventuelt først blive danske statsborgere efter fem-seks års forløb.

Flygtningene har endnu et særdeles begrænset kendskab til det danske sprog og til danske samfundsforhold, hvorfor Dansk Flygtningehjælp vil sætte pris på, at vi ikke optager kontakt før henimod slutningen af undervisningsperioden, dvs. i begyndelsen af 1976. På dette tidspunkt vil man begynde at vurdere hver enkelts faglige kvalifikationer med henblik på en henvendelse til erhvervslivet om integrering af flygtninge i danske virksomheder.«

I dag – 17 måneder efter, at m/s »Clara Mærsk« stævnede ned mod det synkende flygtningeskib, er de mere end 4.000 ombordværende spredt over kloden. De fleste har fået asyl i USA. Ca. 1.000 bor i Frankrig under forhold, der endnu minder om en flygtningelejr, og ca. 100 er kommet til Norge, hvor de – ligesom deres landsmænd i Danmark – for størstepartens vedkommende allerede er blevet sluset ind i samfundet.

Herhjemme er tre af de 104 flygtninge i dag ansat hos A. P. Møller på Kongens Nytorv. Den unge kvinde, hvis rapport er citeret, en tidligere generalsekretær for et universitet i Saigon, Le Ngoc Diep, som er beskæftiget i containerafdelingen og i særlig grad har med relationerne til de fjernøstlige destinationer at gøre, og endelig en ung kvinde, Hoang Thi Kim Dung, der arbejder i hovedsædets køkken.

Hvordan har de klaret omstillingsprocessen?

Hans Chr. Dahlerup-Koch fra rederiets personaleafdeling svarer:

»Godt. Og helt svarende til vore for-

ventninger, fordi vi ved udvælgelsen stillede os selv og dem tre spørgsmål: Hvad kan I? Svarer Jeres uddannelse til det, man kan forvente af en dansker i et tilsvarende job? Kan vi ud fra disse kriterier finde en praktisk anvendelse for Jeres arbejdskraft?

Der er givetvis endnu sprogvanskeligheder, men ikke større, end at de ikke sinker i det daglige arbejde. Desuden har vi som internationalt rederi den fordel at være vant til at omgås mennesker fra hele kloden. Det nedsætter friktionsmulighederne for begge parter.

Med det kendskab, vi gennem vort samarbejde med Dansk Flygtningehjælp har fået til det samlede kontingent vietnamesere, der har fået opholdstilladelse her, kan man dog nok generelt konstatere, at jo lavere uddannelsesniveaue er, desto større er tilpasnings-vanskelighederne.

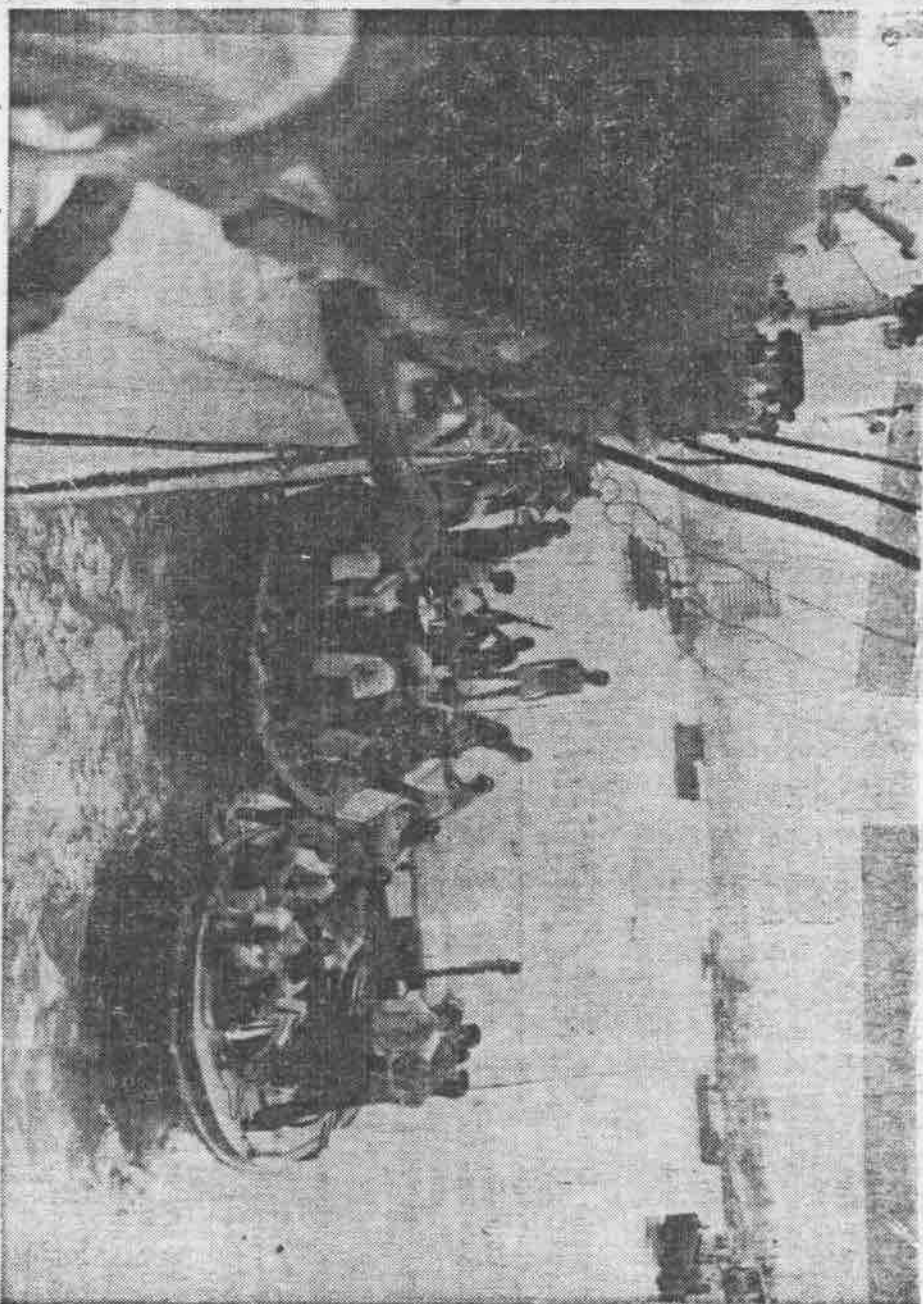
To ting har vi dog allerede fra starten taget højde for. Den ene: At tilrettelægge det job, de nyansatte var udset til, således, at de fik en fair chance for først at få et bredere kendskab til rederiets arbejdsform, inden de langsomt blev gearret ind på det specialområde, der skulle være deres. Og det andet: At prøve ikke at lade os medrive af deres sommetider grænseløse begejstring for os. Gang på gang har de på smukkeste måde givet udtryk for deres taknemlighed over først og fremmest at have reddet livet men også over at have fundet beskæftigelse i et nyt land, som de allerede nu betragter som deres.

Hertil må vi på vor side prøve at dæmme op for deres taknemlighed og gøre opmærksom på, at vi som søfolk blot har gjort, hvad alle anstændige søfolk ville have gjort, og at vi som praktikere i en realistisk virksomhed har antaget dem som medarbejdere, fordi de er kvalificerede til at gøre jobbet.

For sandheden er jo, at vi nok er glade for at have kunnet yde en humanitær indsats, men at vi på vor side har lige så megen grund til at være tilfredse med, at vi har fået nogle nye medarbejdere, der er til gavn for vor virksomhed.«

*Bent Demer.*

# 'The Freedom Voyage of the *Truong Xuan*' A look at the perils of communism



Small boats crowded with fleeing refugees put them aboard the freighter *Truong Xuan* in Saigon Harbor after the South Vietnamese government surrendered to the Communist forces.

By JEFFREY GROSS

Ship Captain Pham Ngoc Luy became one of the heroes of the Vietnam War not for killing enemy soldiers but for saving the lives of his countrymen.

On April 30, 1975, hours after the surrender of the South Vietnamese provisional government to Communist forces, Capt. Pham left Saigon Harbor on the freighter Truong Xuan, with 4,000 South Vietnamese refugees aboard. The events of their three-day journey, until May 2 when the founding Truong Xuan contacted the Danish Maersk Line freighter Clara Maersk in the South China Sea, compose a remarkable tale of hardship, peril and human determination.

Capt. Pham's experiences will now become the subject of a book. He is collaborating with Paul Scarpelli, a writer living in Great Kills, whom he met at the International Center in Manhattan four months ago, where Scarpelli was a volunteer instructor in English. One of his students was Pham Ngoc Luy. Learning of his profession, Pham told Scarpelli, "You must write my story."

The book, slated for completion early next year, will be entitled "The Freedom Voyage of the Truong Xuan." It will include Capt. Pham's account as well as those of refugees from the Truong Xuan now living in the United States.

Notwithstanding the efforts of many others, Capt. Pham was the sole initiator of the voyage, and the single person most responsible for its successful completion—from the time when, still at sea on April 17, he heard news of South Vietnam's imminent surrender, and opted to return to Saigon to take out refugees rather than head for a safe port.

Once in Saigon, he hounded for days the owner of the Truong Xuan, who finally agreed to let Capt. Pham bring refugees onto the ship.

With 200 already aboard, Pham was not able to turn back thousands more, when a huge crowd broke through the

gates at Saigon harbor, killing guards, and attempted to get on his ship. The sides of the Truong Xuan "looked like grapevines," according to the captain as, without a gangplank, people swarmed up on ropes or whatever means they could find.

Even when the ship was underway, on the Saigon River and out into the open sea, smaller craft crowded with fleeing Vietnamese came alongside; despite the objections of those already on the ship, Capt. Pham let as many as would come aboard.

From the time the Truong Xuan left its berth, "everything that could have gone wrong, did." Vital machinery was constantly being sabotaged by North Vietnamese agents who had come on secretly. The steering mechanism had been damaged while the ship was still in port, a fact which, fortunately perhaps, was not discovered until it was too late to turn back. Although Capt. Pham was able to steer by an auxiliary mechanism, had he known about the sabotage "I would never have dared to leave." There was, as Capt. Pham expressed it, "a luck of ours" that saw the ship through every disaster or near disaster.

Most of the passengers had to remain on the overcrowded deck, although Capt. Pham put as many as possible, especially women and children, into the Truong Xuan's few cabins. Panic constantly threatened to break out among the confused and desperate refugees. Food and water were in scant supply, and there was little shelter on the deck from the tropical sun.

A few hundred soldiers, many carrying grenades and automatic weapons, had taken refuge with civilians on the Truong Xuan. Among them, Capt. Pham organized a security guard to maintain order among the passengers, to prevent rape and robbery, and to watch for saboteurs.

Apart from two suicides and the death of one old man from exposure, there were no casualties during the voyage, although many went into the



The captain and writer Paul Scarpelli consult over the book they're collaborating on at Scarpelli's Great Kills home.

hospital in Hong Kong, where the refugees went on the first leg of their journey to new homes. Capt. Pham himself, who did not sleep at all during the entire voyage and had to attend constantly to the state of the ship's machinery and conditions onboard, took three months in the Hong Kong refugee camps recovering from exhaustion.

All of the mishaps suffered during only three days can hardly be listed here much less detailed. The Truong Xuan left with but three members of a 12-man crew, the others fearing the voyage would end in disaster. Two refugee ships that left before the surrender had been ambushed on the Saigon River.

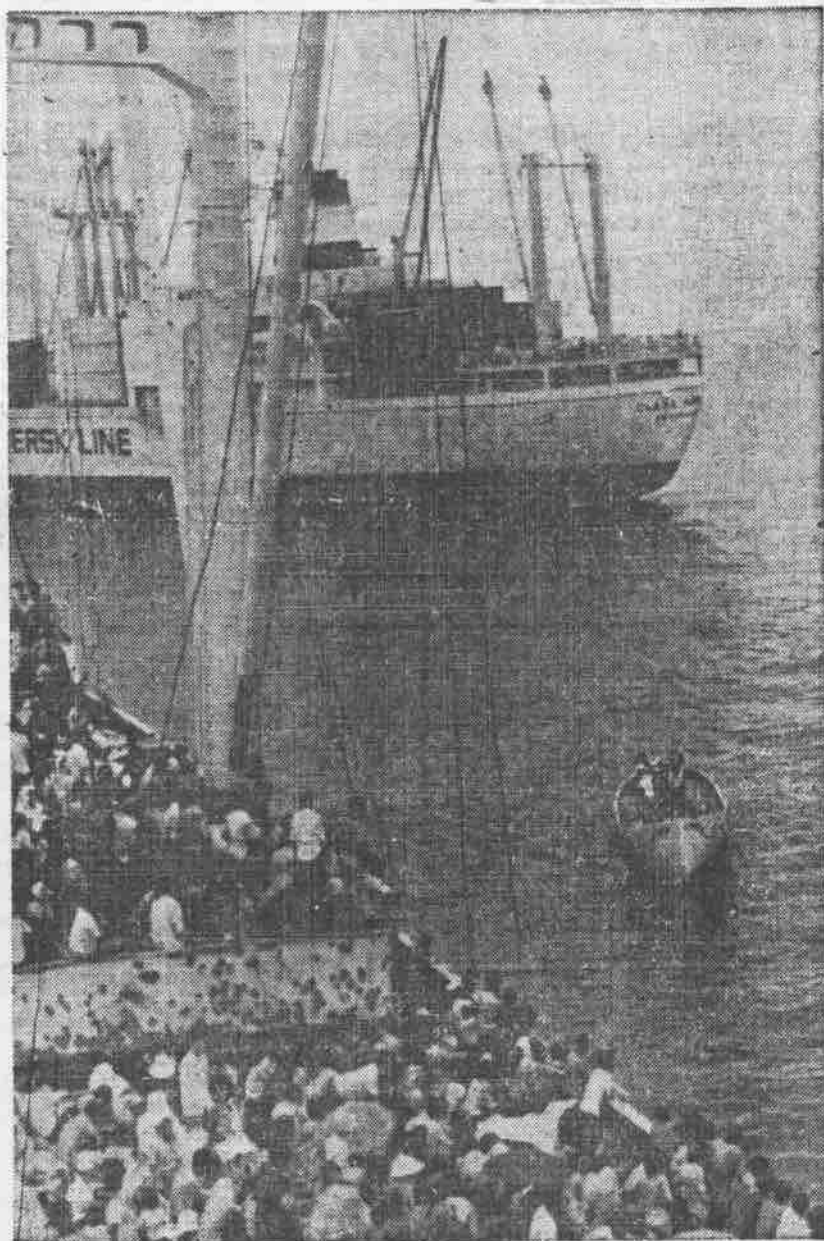
Twenty miles from Saigon the ship's engines broke down, and it had to be beached on the river bank awaiting repairs. The passengers were in constant terror lest they be captured or attacked; rumors were spread — by saboteurs, Capt. Pham thinks — that he himself was a Communist, and intended to deliver the refugees into the hands of the enemy.

That night, when the passengers felt safe for once in the darkness, the entire sky suddenly was lit up with explosions. According to Capt. Pham, everyone fell to their knees: "You could have seen all the religions in the world praying." But the explosions were only from fireworks shot off by North Vietnamese soldiers celebrating their victory.

When the engine failed to start after persistent attempts to repair it, the soldiers on board the Truong Xuan commandeered a reluctant tugboat and forced it to pull the ship out to sea. Luckily the weather was good, and the sea calm enough for the river-going vessel. The Truong Xuan's engine finally started, only to break down again after a half-hour.

The ideals, the value of human life

(Continued on Page E-3)



Three days later, crowded with 4,000 refugees, Capt. Pham Ngoc Luy's ship finds the Clara Maersk — and safety — in the South China Sea.



# Freedom voyage, communism's perils

(From E-1)

and man dignity that prompted Capt. Pham to undertake his voyage of mercy remained secure in the most extreme circumstances. He once reversed course, against the protest of all others on the ship, to look for one man who had fallen overboard. He was inspired to this action, he says, by the story of a North Sea captain who turned around after 22 hours to seek a lost seaman, which taught Capt. Pham the necessity of compassion, and the duty of a ship's captain. The man was found after 25 minutes.

Capt. Pham was in more personal danger than anyone else onboard the Truong Xua. He dared not even recognize his family, for fear of retaliation by saboteurs. Yet he risked his own life to protect a suspected saboteur who had been captured and beaten by some of the soldiers. "They kill," he told them, "we don't." Once on the open sea, and free from fear of attack, Pham forced all the soldiers to m.

A SOS was broadcast constantly. Pham was advised by radio from Washington, D.C., to go south where he would meet the 7th fleet. He went south; no ship met him. Another ship passed by, but turned away when it saw the refugees crowded on the Truong Xuan's deck. And when Pham finally reached the Clara Maersk, the captain of that ship wanted to accept only half the refugees. Leaving his own ship in danger from saboteurs, Capt. Pham went aboard the Clara Maersk — with two Vietnamese lawyers — to negotiate for the rest.

Intending to remain on the Truong Xuan, Capt. Pham abandoned his ship only when advised by the engineer that its condition was hopeless. The ship remained afloat, however, and was found later adrift in the South China Sea.

"There are many stories in my story," reflects Capt. Pham. The 4,000 men, women, and children who were his passengers, from all classes and all occupations — merchants, laborers, professional people

— form a cross-section in miniature of Vietnamese society. Each has his own tale to tell. At least one other book is being written about the voyage of the Truong Xuan, by a woman lawyer who eventually travelled 10,000 miles to be united with her husband and family overseas.

Capt. Pham wants his story to serve as a warning to other nations of the dangers of Communism, a danger he feels can be appreciated only by those who have suffered under it. Twice before Pham has lost his home, first in 1946 during hostilities between Communists and Nationalists, again

in 1954 when he fled from Communist North Vietnam. If South Vietnam were free he would return; but Pham thinks that now the Communists are there, they will remain.

Pham also blames the corruption and dissent in the South Vietnamese government for its final defeat. He sees the same danger in corruption in government here, which will weaken and divide the country, he fears.

Capt. Pham, however, is neither a politician nor an ideologue. He considers the straightforward facts of his case sufficient testimony,

without embellishment or polemic.

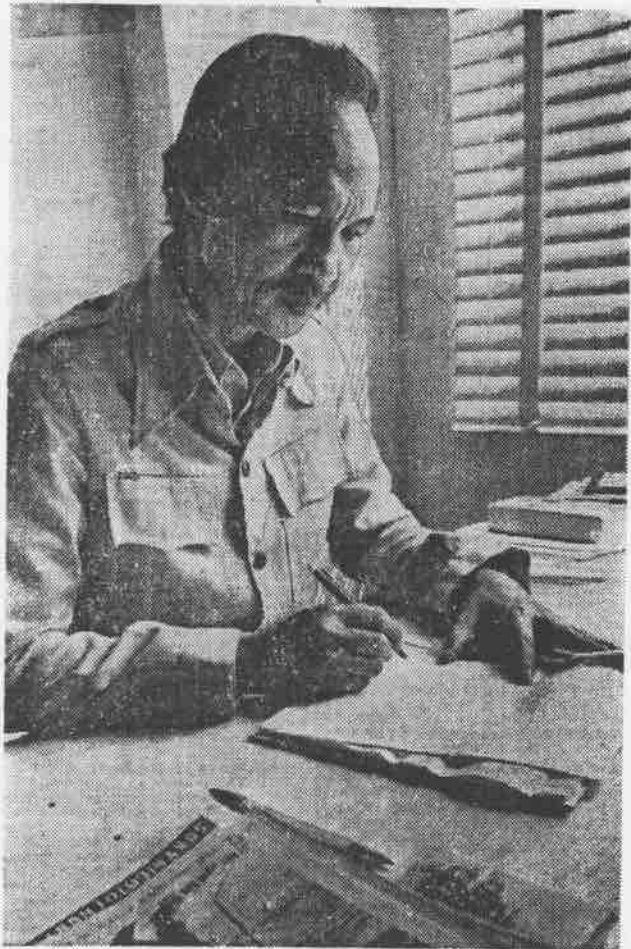
Author Paul Scarpelli feels that as a political document "The Freedom Voyage of the Truong Xuan" is a different approach to the problems of communism than is usually attempted. At a time when the public is no longer willing to accept intellectual responsibility for their country's involvement in the Vietnam War, and for the fate of the South Vietnamese refugees, this book makes its appeal on a personal level, allowing the reader to identify with the experiences of other human beings, rather than confront-

ing him with ideological, political or abstract socio-economic questions.

Pham Ngoc Luy is now tied in Kew Gardens, Queens with his wife and young daughter. His eight other children are living in Canada and in Washington, D.C. His only a high school graduate with two years of navigation school, Pham has expended his means to put them through college and graduate school.

He has no plans to seek employment in the near future. For the time being, he is devoted to the completion of his book.

MONDAY, JULY 19, 1976



By Bob Burchette—The Washington Post

Luy Ngoc Pham patiently answers countrymen's letters.

## Man Who Saved 4,000 Still Wants Own Ship

By Judith Valente

Washington Post Staff Writer

In his native South Vietnam, Luy Ngoc Pham was a merchant marine captain for a Saigon shipping firm. On April 30, 1975—the day North Vietnamese communists captured Saigon—he took 4,000 refugees on board a battered, malfunctioning cargo ship and eventually led them to safety in a Hong Kong refugee camp.

Pham now lives with his 24-year-old son in an efficiency apartment at 2801 Quebec St. NW. The captain, 57, has no job and no furniture in his apartment. He lives on the money his son makes as a researcher for Inter-Development, Inc., an Arlington consulting firm.

Sometimes he takes walks—to the zoo on Connecticut Avenue near his home or to Georgetown. But most of the time he writes, in a tiny scrawl on loose leaf paper, seated at a small, unvar-

nished wooden desk near the window in his apartment.

The captain is writing the story of the two days he and other refugees spent aboard the Truong Xuan (the ship's name means "forever young" in Vietnamese) before it was rescued—adrift in the China Sea—by the Danish vessel, the Clara Maersk. The Clara Maersk took all the refugees on board and brought them to Hong Kong.

It's a story that reads like a film scenario—full of violence, desperation and death, ending in victory and hope.

Pham, a slight, soft-spoken man with a gray Fu Manchu moustache, said he is writing his memoirs, "for my family and the descendants of all Vietnamese ref-

See REFUGEE, C3, Col. 2

# Man Who Saved 4,000 Wants Own Ship

## REFUGEE, From C1

ugees so that they will know there was no corruption aboard my ship, but that there was respect for human life."

On April 3, 1975, the captain was on a voyage to several South Pacific cities when he heard over his ship's radio that communist forces were within 45 miles of Saigon. Most of the ship's crew had family in Saigon and begged Pham to return to the capital. Pham's wife, three daughters and a son were also there. Pham agreed to return.

On April 29, after a night of heavy shelling that almost destroyed the Saigon airport, Pham persuaded his employer to give him a ship to help his family and some 200 neighbors and friends flee Saigon.

The flight out of the capital was delayed a day because the Truong Xuan's boiler needed repairing. As Pham's family and friends were boarding the ship on

the morning of April 30, word came that communist tanks had entered Saigon and were moving toward the president's palace.

The next thing Pham remembers is seeing thousands of people rush to the gate where the ship was docked and begin climbing aboard the vessel.

When his ship finally left Saigon, there were 4,000 refugees on board and only 10 bags of rice and 180 tons of fresh water. Normally, Pham would have had a 25-member crew to assist him. His crew that day consisted of a chief mate, chief engineer, an oiler and a radio operator—a refugee who had volunteered for the job.

"I was torn between the desire to help these people and my own fear. I knew they were all looking at me and believing in my ability to help them.

"I couldn't look at them, though. I saw only a mass of heads, not anyone's face. I stayed far from my family

because I didn't want to see fear in their faces," the captain explained in Vietnamese. His son, Son, a business student at American University, translated for him when Pham felt it was necessary to switch from French to Vietnamese to express himself.

The fear was justified. The captain tells of refugees who drank their own urine when the water supply ran low, of a man who shot his head off and had to be thrown into the sea, of a woman who wanted to give her baby sleeping pills because it was dying of thirst.

Pham does not dwell long on these memories, but passes quickly to those he says "show the value of human life. He likes to tell of turning his ship around to search for a man who had fallen overboard because he thought the man might still be alive.

"I read once in Reader's Digest that a man survived 20 hours in the water. I felt it was my duty to search for

this refugee. We found him just before nightfall. He was alive."

The engine of the Truong Xuan broke down on the second day, and the ship was drifting in the China Sea when the Clara Maersk came along. That ship's captain, Anton Olsen, agreed to take the refugees on board and carry them to Hong Kong. The Truong Xuan was left behind.

The refugees spent several months in the Hong Kong refugee camp where they slept on blankets on the floor and ate cucumbers and rice. Most of them since have found sponsors in several American cities and foreign countries.

The captain has received about 1,000 letters from refugees and spends several hours a day answering them. One of the letters he received conveys the gist of all of them; "We shall never forget you and our future generations will remember you."

When Pham writes back, he asks his countrymen to send money to the 35 refugees who are still in Hong Kong and have not yet found a sponsor in a foreign country.

Of Pham's own family, two daughters and two sons have settled in Toronto, another son and two daughters are in Rockville, and another daughter is in Queens, New York. Mrs. Pham lives with her sister in Falls Church.

Pham decided to live with his son rather than his wife because the apartment where she lives was too cramped, he said. But the Pham children are all putting money aside to buy a house for their parents. The family reunites each weekend at the captain's eldest son's home.

Despite his age, Pham hopes to become a sea captain for an American shipping firm when his two-year parole as a refugee in this country is up and he can apply for status as a permanent resident alien.

"As a sea captain, I had a private bath, private dining area, good food to eat on board my ship," he said, looking at the two floor mats in the middle of the apartment that are his and his son's beds.

# TRƯỜNG XUÂN



# TRƯỜNG XUÂN



PROCES - VERBAL ( REPORT )

Ordinary Meeting of The Steering Committee May 3rd at 8 AM

I- To enlarge the composition of The Steering Committee :

- a) Captain M/S Truong xuan Pham Ngoc Luy : Chief
- b) Lawyer Thong : Deputy
- c) Lieut/Col Hai : Member
- d) Lieut/Col hung : Member

2- Send cable to UN Secretary General, <sup>and</sup> President and Congress of the USA The Prime Minister of Denmark <sup>v</sup> all chiefs of state in the free world.

3- Send cable to press agencies Kyodo. AP. UPI. AFP Reuter

4- Suggestions to Captain M/S Lara Maersk to send cable to 7<sup>th</sup> Fleet USA ( that has been ~~done~~ )

5- Problem <sup>of</sup> Distribution of food and water

6- Sanitary problems

7- Security problems

The Deputy



The Committee chief

