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**Poslednje putovanje
kralja Aleksandra I Karađorđevića**

Michael Shaskevich

**The last Voyage
of King Aleksandar I Karadjordjević**

Urednik

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PROMETEJ



Mladi Karađorđevići u vremenu pre atentata
The young Karadjordjevićs, before the assassination

REČ NA POČETKU

O ovome se pisalo mnogo, te nije potrebno da se još i ovde o tome raspravlja. Ovde je samo zapisano sećanje jednog učesnika ovog putovanja koje se tragično završilo jednim zločinom. Pored toga iznet je i izveštaj koji je komandant broda nakon završenog puta poslao svom pretpostavljenom. Ništa više.

Ubijen je otac troje dece. Ništa se u svetu nije promenilo, samo su deca ostala bez oca. Ubistvo je bilo besmisleno. Kralj je bio i tako i tako pri kraju svog života. U to vreme se nije govorilo o zdravstvenom stanju ljudi koji su bili na vodećim položajima u državi, a najmanje o zdravstvenom stanju samoga kralja. Međutim, tokom vremena je počela da se širi priča, sve više i više verodostojna, da je kralj imao rak u stomaku, što je u ono vreme, a dobrim delom i danas, bila smrtonosna boljka. Po svemu sudeći, njemu su dani bili odbrojani. Oporuku koju je pred putovanje sastavio nije sastavio zato što je očekivao da će ga presresti nekoliko propalica, nego verovatno zato što je znao koja ga boljka muči.

Prošlo je više od 80 godina od tog tragičnog događaja a sada je prilika, pre svega zahvaljujući mom ocu Vladimiru Šaškijeviću, da se javnost upozna i sa dokumentarnom građom u vezi sa ovim, poslednjim putovanjem kralja Aleksandra I Karđorđevića.

Mihailo Šaškijević

An Opening Word

There has been much written about this, therefore it is not necessary to additionally discuss it here. Noted here is only the recollection of one of the participants in this voyage, which ended with a crime. Also presented is the report that the ship's commander, sent to his commanding officer upon the conclusion of the voyage. Nothing more.

A father of three children was killed. Nothing changed in the world, only the children lost their father. The murder was senseless. The king was anyway nearing the end of his life. At the time one did not speak of the health of people who held leading positions in the state, least of all the health of the king himself. However, over time a story had spread, one that was more or less truthful, that the king had stomach cancer, which at the time was a terminal condition, as it is to a significant degree also today. Apparently his days had been numbered. The will that he had drawn up before the trip was not because he expected a few thugs would ambush him, but likely because he knew of the disease befell him.

More than 80 years have passed since that tragic event and now is the opportunity, primarily thanks my father, Vladimir Šaškijević, for the public to learn about the documentary material related to this voyage, the last one of King Alexander I Karadjordjević.

Michael Shaskevich



Prestolonaslednik Petar II u pratnji kapetana fregate Vladimira Šaškijevića, na kraljevskom razaraču "Dubrovnik"
Crown Prince Peter II, accompanied by Naval Commander Vladimir Šaškijević, onboard the H.M.S. Dubrovnik

**IZVEŠTAJ KOMANDANTA
KRALJEVSKOG RAZARAČA
„DUBROVNIK” KAPETANA FREGATE
VLADIMIRA ŠAŠKIJEVIĆA**

Vladimir Šaškijević (Wladimir Szaszkievicz), rođen je u Rajevom Selu 2. travnja 1895. godine od oca Mihaila iz Budimpešte i majke Marije, rođene Kerner iz Slavonske Požege. Pohađao je austrougarsku Vojnopomorsku akademiju u Puli od svoje desete godine pa sve do 1912. godine, kada je unapređen u čin poručnika korvete.

Kada je car Karlo oslobodio svoje časnike, među njima i poručnika fregate Vladimira Šaškijevića, od zakletve koju su oni podneli dinastiji Habzburga, poručnik fregate Vladimir Šaškijević je položio zakletvu porodici Karađorđević i toj zakletvi je ostao veran dok god je i kralj ostao veran svom narodu.

Nosilac je mnogobrojnih odlikovanja, kako Kraljevine Jugoslavije tako i dva odlikovanja Legije časti republike Francuske.

Posle raspada vojske Kraljevine Jugoslavije uhapsili su ga pavelićevci, ali je nakon šest meseci pušten posredstvom umirovljenog admirala Marijana Polića, kao i drugih bivših časnika Kraljevske mornarice koji su živeli u Zagrebu.

Pridružio se Jugoslavenskoj vojsci u otadžbini pod komandom đenerala Dragoljuba Mihailovića, ali posle naredjenja kralja Petra II da se stavi pod koman-

**The Report by the Commanding Officer of
the H.M.S. Dubrovnik, Naval Commander
Vladimir Šaškijević**

Vladimir Šaškijević (Wladimir Szaszkievicz), was born in Rajevo Selo, on 2 April 1895, to father Mihailo, from Budapest, and Mother Marija, nee Kerner, from Slavonska Požega. He attended the Austro-Hungarian Military Naval Academy in Pula from age 10, up until 1912, when he was promoted to the rank of corvette lieutenant.

When Emperor Charles released his officers, including Frigate Lieutenant Vladimir Šaškijević, of the oath that they had pledged to the Habsburg dynasty, Frigate Lieutenant Vladimir Šaškijević swore an oath to the Karađorđević family and remained true to his oath for as long as the king himself remained loyal to his people.

He received numerous decorations, in the Kingdom of Yugoslavia as well as two decorations of the Legion of Honor of the Republic of France.

Following the breakup of the Kingdom of Yugoslavia he was arrested by Pavelić's people, but after six months he was released through the intervention of retired Admiral Marijan Polić, as well as other former officers of the Royal Navy, who lived in Zagreb.

He joined the Yugoslav Army in the Homeland, under the command of General Dragoljub Mihailović, but following orders from King Peter II placing him

du Josipa Broza, sa nekolicinom pomorskih časnika i pratilaca, napustio je iz Boke Kotorske zauvek Jugoslaviju. Ovaj prelaz iz Boke Kotorske u Bari opisan je u izveštaju kapetana bojnog broda Vladimira Šaškijevića i u izveštaju pomorskog podnarednika mašinske struke Svetozara Filipovića.

Vladimir Šaškijević je umro 22. studenoga 1963. godine u izgnanstvu.

Sledi izveštaj.



Kralj Aleksandar u obilasku Boke Kotorske pre ukrcavanja na kraljevski razarač "Dubrovnik"
King Alexander during a tour of the Bay of Kotor, prior to boarding the H.M.S. Dubrovnik

under the command of Josip Broz, he left Yugoslavia forever, by way of the Bay of Kotor, accompanied by several navy officers and companions. The voyage from Bay of Kotor to Bari is described in the report by Naval Captain Vladimir Šaškijević, and in the report by Navy Machinist Sergeant Svetozar Filipović.

Vladimir Šaškijević died on 22 November 1963, in exile.

The following is his report.

IZVEŠTAJ

KR. BROD „DUBROVNIK”, pov. br. 1396, 29. oktobra 1934. godine, u Tivtu.

Izveštaj o putovanju Zelenika - Marselj - Split.

KOMANDANTU ESKADRE

U vezi odredaba Priv. pravila službe n/m, čl. 78, o izvršenom putovanju Zelenika - Marselj - Split izveštavam:

I. PRIPREMA PUTOVANJA

Od 17. septembra do 4. oktobra 1934. g. kada je brod iz Tivta otplovio za Zeleniku, vršene su pripreme za smeštaj Najviših Ličnosti i Njihove pratnje. Za

Report

H.M.S. Dubrovnik, clasified No 1396, 29 October 1934, Tivat

Report on the Zelenika-Marseilles-Split voyage

To the Squadron Commanding Officer

In accordance with Service Regulation No. 78, concerning the journey from Zelenika to Marseilles to Split, I hereby submit the following report.

I Preparation for the Voyage

From 17 September to 4 October 1934, at which time the ship sailed from Tivat to Zelenika, preparations were being made for accommodating Their Royal Highnesses and their entourage. Cabins



Kralj Aleksandar u obilasku Boke Kotorske pre ukrcavanja na kraljevski razarač "Dubrovnik"
King Alexander during a tour of the Bay of Kotor, prior to boarding the H.M.S. Dubrovnik

taj smještaj predviđene su bile kabine prema rasporedu prošlogodišnjeg putovanja u Konstancu. Najpre je izvršena dezinfekcija broda, bojadisanje izvana i delimice iznutra. Za potrebe Dvora ukrcan je motorni čamac sa kr. broda „SITNICA”. Preuzeta je u Oružnom zavodu salutna municija za 140 mm topove, a iz Slagališta pomorskih karata i instrumenata preuzet je na privremeni revers nautički materijal i

were provided according to the arrangement for last year's voyage to Constanta. The ship was first disinfected, and painted on the exterior and partially the interior. For the use of the Royal Court, the motor boat was brought aboard from the *H.M.S. Sitnica*. Salute ammunition for the 140mm cannon was obtained from the Armory, and nautical materials charts of the Mediterranean Sea were temporarily loaned from the



Pripreme za ukrcavanje u Zelenici
Preparations for embarkation at Zelenika

karte Sredozemnog mora. Iskrčan je nepotreban materijal u svim detaljima, tako da su naročito krmena spremišta bila na raspolaganju za smeštaj dvorskog prtljaga.

Sa Nj. V. broda „DRAGOR” stigli su kreveti sa priborom, kuhinjsko posuđe, radio aparat i još neki predmeti za Dvorske potrebe.

1. OKTOBRA izvršeno je određivanje devijacije magnetskog kompasa i kontrola električnog kompasa, a potom potrebna vožnja sa brzinom od 33 čvora. Istoga dana pre podne ukrcao se kapetan bojnog broda g. PAVIĆ A. Armin koji je pov. M. K. br. 10764 od 21. septembra 1934. g. bio određen za rukovaoca putovanja.

3. OKTOBRA izvršen je pregled ljudstva i njihove opreme od strane komandanta broda.

4. OKTOBRA pre podne izvršio je pregled broda Komandant mornarice.

Posle podne brod je otplovio iz Tivta za Zeleniku i vezao se na pristaništu. Toga dana ukrcao se na brod ordonans oficir Nj. V. Kralja kapetan korvete g. Grubešić A. Kosta.

5. OKTOBRA pre podne izvršen je ponovo pregled ljudstva, njihove opreme i ormarića. U 13.00 ukrcao se dvorsko osoblje i dvorski prtljag. U 16.00 došli su na brod radi dočeka Najviših ličnosti: Komandant Boke Kotorske, Komandant mornarice, Komandant Pomorske obalske komande i francuski vojno-pomorski izaslanik, kapetan b.b. g. RUS.

Depository of Maritime Charts and Instruments. All unnecessary materials were unloaded in detail, and particularly the stern storage compartments were available for storing the Court's luggage.

Beds and bedding, kitchen utensils and dishes, a radio and various other items for the Court's use arrived from His Majesty's Ship *Dragor*.

On October 1 the calibration of the magnetic compass deviation and the control of the electric compass was completed, followed by a trial run with a maximum speed of 33 knots. On the same day before noon, Naval Captain A. Armin Pavić, who by order No. 10764, dated 21 September, 1934 was appointed in charge of the voyage, boarded the battle ship.

On October 3 the ship's captain carried out an inspection of the crew and its equipment.

On October 4 before noon the ship was inspected by the Commandant of the Navy.

After noon the ship sailed from Tivat to Zelenika and moored to the dock. That day the Orderly Officer to H.M. the King, Lieutenant Commander Kosta A. Grubešić came on board.

On October 5 before noon another inspection of the crew, their equipment and lockers was carried out. At 1300 hours the Court's staff and luggage came on board. At 1600 hours, the following officers arrived to await the arrival of Their Majesties: the Commandant of the Bay of Kotor, the Commander of the Navy, Commandant of the Coast Guard, and the French navy envoy Naval Captain Rus.

At 1905 hours the crew was lined up for the reception called to position. At 1920 the Blessed

U 19.05 posada je postrojena za doček. U 19.20 ukrkali su se Blaženopočivši Viteški Kralj Aleksandar I Ujedinitelj, Nj. V. Kraljica Marija, Nj. V. Knez Pavle i Nj. Vis. Kneginja Olga, Ministar spoljnih poslova g. Bogoljub Jeftić i ađutanti peš. puk. g. Radović, vazd. potpukovnik g. Naumovic i peš. ppuk. g. Božić.

Visoki gosti proveli su noć na brodu u pripremljenim kabinama.

Knightly King Alexander I the Unifier, H.R.H. Queen Marie, H.H. Prince Paul, and H.H. Princess Olga, Minister of Foreign Affairs Bogoljub Jeftić, Adjutant Infantry Colonel Radović, Air Force Lieutenant Colonel Naumovic, and Infantry Lieutenant Colonel Božić boarded the ship.

The high-ranking guests spent the night on the ship in the cabins prepared for them.



Ukrcavanje u Zelenici – pred sam polazak za Marselj, kraljica Marija će sići sa kraljevskog razarača “Dubrovnik”
Embarkation at Zelenika, prior to the departure for Marseilles. Queen Mary will disembark from the H.M.S. Dubrovnik



Obilazak manastira "Savina"

Visit to the Savina Monastery

6. OKTOBRA u 09.20 časova Najviše ličnosti krenule su automobilom za manastir Savinu. Posle nepunog časa vratili su se ponovo na brod. U 10.30, kada je posada bila već postrojena „na vez” iskrkali su se Nj. V. Kraljica Marija, Nj. V. Knjeginja Olga i Nj. Vis. Knez Pavle sa ađutantom peš. ppuk. g. Božićem.

Pre polaska broda ukrcao se jos jedan deo dvorske posluge i prtljaga i Upravnik Dvora art. puk. g. Pavlović Jovan, koji su stigli dvorskim vozom u Zeleniku u 09.00, a iskrcao se onaj deo posluge i prtljaga koji je bio određen da prati Nj. V. Kraljicu željeznicom za Francusku.

II. PUTOVANJE ZELENIKA - MARSELJ

6. OKTOBRA u 10.30 brod je otplovio iz Zelenike brzinom od 22 čvora.

On October 6 at 0920 hour their Royal Highnesses departed by automobile to the Savina Monastery. In less than an hour, they returned to the ship. At 1030 hours, with the crew lined up on the dock, H.R.H. Queen Marie, H.H. Princess Olga, and H.H. Prince Paul with Adjutant Infantry Colonel Božić disembarked.

Before sailing, another part of the Royal servants and luggage, and Court Steward Artillery Colonel Pavlović Jovan, came aboard, who had arrived by royal train in Zelenika at 0900 hours, and the part of the servants and the luggage that were to accompany H.R.H. the Queen by train to France were unloaded by from the ship.

II Journey from Zelenika to Marseilles

On October 6 at 1030 hours the ship sailed from Zelenika travelling at 22 knots.

Naročitog ispraćaja nije bilo, sem prisutnih komandanata Boke Kotorske, Komandanta mornarice, Komandanta Pomorske obalske komande i njihovih ađutanata.

Vreme koje je već nekoliko dana bilo tmurno i kišovito počelo je da se popravlja.

Podnevna pozicija 6.X.1934: severna geografska širina 42 02.5, istočna geografska dužina 18 33.6.

The customary send-off ceremony was not observed, with the exception of the presence of the Commandant of the Bay of Kotor, the Commander of the Navy, the Commandant of the Coast Guard and their adjutants.

The weather, which had been cloudy and rainy for several days, started to improve.

Noon position on 6 October 1934: N 42°02.5', E 18°33.6'.



Ukrcavanje u Zelenici – pred sam polazak za Marselj
Embarkation at Zelenika, prior to the departure for Marseilles

Na brodu je vršena normalna služba, a poručnici korvete vršili su danju i predveče astronomska osmatranja. U 12.00 smanjena je brzina na 15 čvorova.

U 15.00 primećen je torpedo, koji je plivao u vertikalnom položaju. Najvišom dozvolom brod je skrenuo sa kursa i prišao torpedu, koji je u 15.00 dignut na palubu. Za vreme dok se torpedo dizao ukopčane su marš-turbine.

Bio je to engleski torpedo tipa R.N.T.F. sa manevarskom glavom na kojoj je belom bojom bila oznaka „D-65”. Hvatanje, dizanje i utvrđivanje pore-

On the ship duties were carried out normally and the corvette lieutenants carried out astronomical observations during the day and in the evening. At 1200 hours speed was reduced to 15 knots.

At 1500 hours a torpedo floating vertically was spotted. With permission from the highest authority the ship diverted from course and approached the torpedo, which was hoisted on deck at 15030 hours. While it was being raised, the march-turbines were brought online.

It was an English torpedo, type R. N. T. F., with a dummy warhead, with white lettering D-65. H.R.H. the King followed with special interest in the catching,



Tokom plovidbe primećen je torpedo
A torpedo was spotted

kla torpeda, kao i početne radove oko konzerviranja Nj. V. Kralj pratio je sa naročitim interesovanjem.

U 15.48 nastavljen je put brzinom od 12 čvorova prema rtu Otranto, pored kojeg je brod prošao u 20.57. Daljna ruta vodila je uz italijansku obalu, a na odstojanju od 5 - 10 Nm.

Do svetionika Santa Maria di Leuca vetar je jenjao, a kad je brod prošao u 22.43 svetionik, otpočeo je da duva zapadnjak.

7. OKTOBRA.

Vetar je preko noći pojačao duvajući iz severozapadnog pravca jačinom od najviše 6 uz srednje talase. Ruta je vodila prema svetioniku Spartivento, kojega je brod prošao u 11.54. Preko noći vozilo se brzinom od 13 do 18 čv. a pre podne neko vreme i sa 8 čvorova. Vožnja je bila mirna, brodska služba vršena je normalno.

Podnevna pozicija 7.X.1934 širina + 37 50.0, dužina + 15.50.0.

U 12.20 brod je prošao Kapo del Armi, a potom je vozio sredinom Mesinskog tesnaca između svetionika Faro i Sila. Iz tesnaca brod je izašao u 14.30, kada je uzet kurs E=320 prema Stromboliu, brzinom od 13 čv. Brod je prošao Stromboli u 17.10, kada je uzet kurs E=293 na rt Komina na Sardiniji. Posle Strombolija vetar je iz severozapadnog pravca jačao do jačine 6 i uz velike i teške talase. Brzina je povišena na 15 čv. Preko noći vozilo se raznim brzinama već prema izviđu, kojeg zbog kiše često nije bilo. Smanjivanje brzine

hoisting and identification of the origin of the torpedo, as well as the beginning of the conservation work.

At 1548 hours the voyage resumed, at a speed of 12 knots all the way to the Cape of Otranto which the ship passed at 2057 hours. Further the route led along the Italian coast at a distance of between 5 and 10 knots.

At the lighthouse of Santa Maria di Leuca the wind slackened, and when the ship passed the lighthouse at 2243, a westerly wind began to blow.

On October 7, overnight the wind grew stronger, blowing from the northwest, peaking at 6 knots, with medium waves. The course passed the Spartivento lighthouse, which the ship passed at 1154 hours. Overnight speed was between 13 and 18 knots, and for some time in the morning, the speed was 8 knots. The sailing was peaceful, duties were carried out normally.

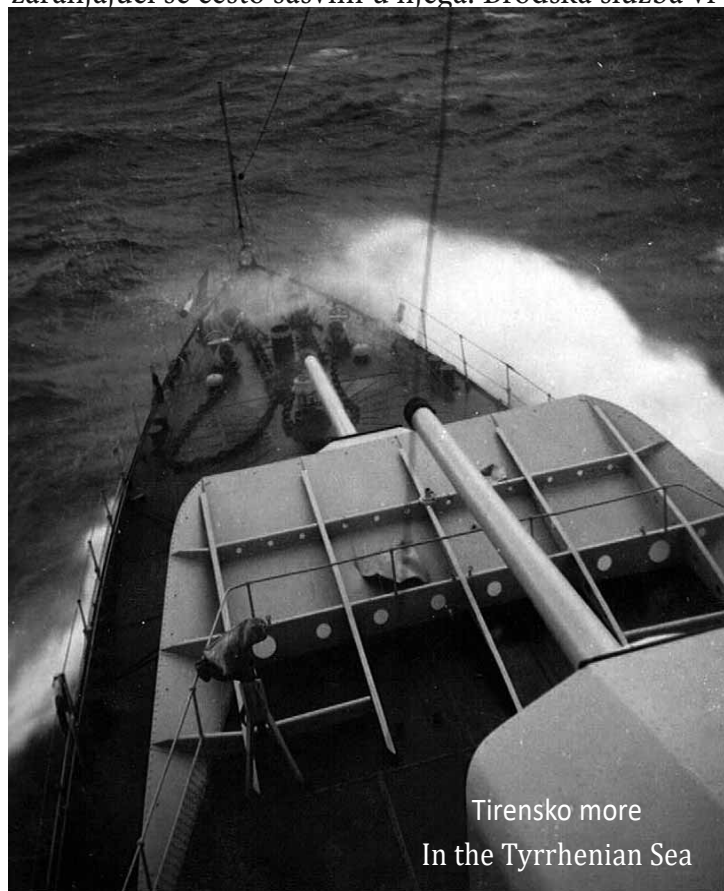
Noon position on 7 October 1934: latitude +37°50.0', longitude +15°50.0'.

At 1220 hours the ship passed the Capo dell'Armi and sailed through the middle of the Straits of Messina between the lighthouses of Faro and Scilla. From the straits, the ship emerged at 1430 when a course of E=320 degrees was set for Stromboli at a speed of 13 knots. The ship passed Stromboli at 1710 hours, when a course of E=293 degrees was set, to the cape of Comino on Sardinia. After Stromboli, the wind was from the northwest increased up to 6 knots, with tall waves and heavy seas. Speed was increased to 15 knots. Overnight speed varied depending on visibility which, because of rain, was not always clear. A diminished speed with such poor visibility was

pri tako slabom izvidu zahtevali su česti susreti sa parobrodima. Brzine su se kretale od 6 - 15 čvorova.

8. OKTOBRA.

Pre podne duvao je jak vetar iz IV kvadranta jačinom od 5-6 uz teške talase. Posle podne okrenuo je vetar na Sever i severoistočni pravac, ne menjajući jačinu. More je i dalje bilo teško. Brod je, udaran dubokim kratkim talasima u pramac, jako posrtao. Talasi su zapljuskivali preko čitavog broda. Posrtanje je bilo prilično tvrdo, t.j. pramac je izlazio sav iz vode da bi u sledećem pokretu prema dole udario u naredni talas, zaranjajući se često sasvim u njega. Brodska služba vr-



Tirensko more
In the Tyrrhenian Sea

required due to frequent encounters with steamboats. The speed varied from 6 to 15 knots.

On October 8 in the morning a strong wind blew from quadrant IV, at a speed of 5 to 6 knots in heavy seas. After noon the wind shifted to the north and from the northeasterly direction, not diminishing in strength. The sea was still rough. The ship lurched due to the short deep waves at the stern. The lurching was rather hard. with the bow rising out of the water only to be hit by a wave which submerged it completely. The ship's duties were performed normally despite the visibly exhausted crew.



Tirensko more
In the Tyrrhenian Sea

šena je normalno i pored primetne zamorenosti ljudstva.

Podnevna pozicija 8.X.1934: širina + 40 11.0, dužina + 10 31.0.

Delimično razvedranje ujutru i tokom prepodneva omogućilo je astronomsko određivanje pozicije i ispravke kursa. U 15.00 uzet je kurs prema severu i paralelno uz obalu Sardinije. Brzina je bila između 15 i 18 čvorova, već prema stanju talasa, koji su udarali tačno u pramac. Kada je iz vremenskog izveštaja uočeno, da je zapadno od Korzike mirno more, odlučeno je da se ruta uzme kroz Bonifacio. Brod je prošao taj tesnac u vremenu od 20-21 čas brzinom od 13 čv. Posle prolaza brod je zaustavljen u mirnoj vodi i iskopčane marš-turbine radi vožnje sa većim brzinama. U kanalu, a tako i posle kanala more je bilo posve tiho i do 24 časa vetar se potpuno stišao. Brod je vozio od Bonifacio pored obale Korzike, a potom je uzeo kurs na svetionik Titan.

III. BORAVAK U MARSELJU

9. OKTOBRA

U 00.00 časova uzet je kurs E=312, vetar H, jačina 1-4, more mirno potpuno vedro i sa odličnim izviđanjem. Brzina preko noći 10 čv. Kurs je vodio kao dan ranije na svetionik Titan.

U 07.00 primećena su na velikom odstojanju tri francuska razarača tipa „FORBEN”. Do 08.00 razarači su obrazovali liniju brazde i to „FORBEN” na čelu, a potom „TROMB” i „MISTRAL”. U 08.00 okrenuli su u

Noon position on 8 October 1934: latitude +40°11.0', longitude +10°31.0'.

The partial clearing of the skies in the morning allowed for the astronomical determination of the position and course correction. At 1500 hours a northerly course was set, parallel to the coast of Sardinia. Speed between 13 and 18 knots, depending on the condition of the waves, which came straight at the bow. When the weather report came through that the sea was calm west of Corsica, it was decided to take the route through Bonifacio. The ship passed these straits between 2000 and 2100 hours at 13 knots. After passing, the ship was stopped in calm waters and the march-turbines were brought offline in order to make better speed. In the canal and after it, the sea was completely calm, and by 2400 hours the wind had completely died down. The ship sailed from Bonifacio along the shore of Corsica, and then set course for the Titan lighthouse.

III The Stay in Marseilles

At 0000 hours a course of E=312 degrees was set, wind from the north at 1 to 4 knots, calm sea, clear skies with excellent visibility. During the night the speed was 10 knots. The course was set for the Titan lighthouse, just as the day before.

At 0700 hours three French Forbin-class destroyers were spotted at a great distance. At 0800 hours the destroyers took up a line ahead formation: *Forbin* at the head, then *Trombe* and *Mistral*. At 0800 hours they turned to a parallel course to the *H.M.S.*



Francuska flota prati kraljevski razarač "Dubrovnik" pri dolasku u luku Marselj
French navy fleet escorts the H.M.S. Dubrovnik, en route to the Port of Marseilles

paralelan kurs sa kr. Br. „DUBROVNIK” i ispalili počasnu paljbu od 21 metka sa našom ratnom zastavom na glavnom jarbolu. Posada kr. br. „DUBROVNIKA” bila je postrojena na palubi, a isto tako i posade francuskih brodova.

Dubrovnik and fired a 21-gun salute with our war flag on the main mast. The crew of the *Dubrovnik* was assembled on deck, as were the crews of the French ships.

Po ispaljenoj počasnoj paljbi razarači su izvršili jednovremeni okret prema „DUBROVNIKU” i u ovoj formaciji prošli pozadi krme „DUBROVNIKA”, tako da je celni brod bio na odstojanju od 250 m od „DUBROVNIKA”. Pri tom prolazu posade su odale rubni pozdrav. Potom su razarači izvršili jednovremeni okret desno tako da su ponovo došli u liniju brazde. Čelni brod je bio u visini krme „DUBROVNIKA” na

After firing the salute, the destroyers made a simultaneous turn towards the *Dubrovnik* and in this formation passed behind the stern of the *Dubrovnik* so that the head ship was about 250 meters away. At the passing of the ships, with the French crews manning the rail. Then the French destroyers made a simultaneous turn to port and into a line ahead formation. The lead ship was even with the stern of



Francuska flota prati kraljevski razarač “Dubrovnik” pri dolasku u luku Marselj
French navy fleet escorts the H.M.S. Dubrovnik, en route to the Port of Marseilles