

# American Committee on Africa

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December 18, 1973

**To: The committee established in pursuance to Security Council Resolution 253 (1968) c/o Mr. Hubert Noel and Mr. James Ngobi**

**From: Henry J. Lieberg (for the American Committee on Africa)**

The American Committee on Africa is happy to inform you that 58 containers of Rhodesian nickel cathodes are being brought back to Beira, Mozambique aboard the U.S. flagship, African Sun. The nickel was boycotted in Baltimore on December 12, 1973 by members of the International Longshoremen's Association (Local 333).

Attached please find a copy of the Baltimore Sun of December 13, 1973 which furnishes additional details of this historic and important event. We hope that the Security Council will furnish a press release about this successful boycott shortly.

Sincerely,

Henry J. Lieberg



BALTIMORE, THURSDAY, DECEMBER 13, 1973

## African cargo refused

By JOSEPH S. HELEWICZ

An estimated 20 tons of nickel cathodes, which was believed to have originated in Rhodesia, was scheduled to be shipped back to Africa last night after Baltimore longshoremen refused to unload the controversial freight from the ship African Sun.

The boycott took place late yesterday morning after pickets representing several anti-Rhodesian policy organizations lined up outside the Locust Point Marine Terminal, and after leaders of the International Longshoremen's Association apparently reminded the rank and file that the cargo purportedly was shipped from an unofficially black-listed country.

Nearly a dozen ships, both American and foreign-flagged, have been the target of picketing this year by organizations protesting the "white racist" policies of the predominantly black nation of Rhodesia, and because the United States has refused to join members of the United Nations in universally boycotting products from the African country.

Most of the ships calling on Baltimore with the rumored cargoes have been worked by the longshoremen here, and if not discharged locally, were reportedly unloaded at other ports. The African Sun is believed to be the first vessel forced to return its cargo to its unnamed consignees.

An estimated 50 per cent of the nickel cathode cargo remained aboard the vessel and will not be discharged in another port because Africa-bound export cargo from Baltimore was stowed on top the

## Dockers refuse African load

**CARGO, from C11**

disputed freight, a spokesman for Farrell Lines, owners of the ship, said.

For Farrell, the boycott apparently has placed the line in a precarious position since under federal law, the American steamship line could face possible "discrimination" charges if it refused to do business with a shipper.

And yet it appears—and Farrell has been forewarned—that the boycott against the line's ships will continue as long as the carrier transports the controversial cargo. Another of its ships, the African Neptune, also is expected to be boycotted when it arrives in Baltimore tentatively next Thursday.

The Militant Action Dockers, one of the protest groups, predicted in a circular two weeks ago that the "Rhodesian flu" would hit Baltimore about the same time the vessels arrived.

"Anybody with Rhodesian flu," the circular stated, "who comes within a mile radius of any Rhodesian goods goes berserk and can't work for at least 24 hours."

Dan Hungerford, a member of the protesting American Friends Service Committee, said he learned through "sources" that the nickel cathodes, originated in land-locked Rhodesia, but were loaded aboard the African Sun in Lourenco Marques, Mozambique, in southeastern Africa.

The cathodes are used in the production of stainless steel.