

'Exiled' in Baltimore Harbor

Ship Becomes Floating

By Frank C. Porter
Staff Reporter

Thirty Hong Kong Chinese have spent the last four and a half months in a floating limbo in Baltimore Harbor—the innocent victims of the cold war between the International Longshoremen's Association and Fidel Castro.

It may take the Supreme Court to reclaim them from their involuntary exile.

They are the crewmen of the British freighter *Tulse Hill*. Since Jan. 21 not one of them has set foot on dry land.

Immigration authorities refuse to let them go ashore for fear they will jump ship and disappear in the crowd as illegal immigrants.

Blacklisted by ILA

Ever since January the *Tulse Hill* has lain listlessly at anchor, the pawn in an interna-



Crewmen view the sights from the freighter's deck.

tional controversy involving Longshoremen's President, Thomas (Teddy) Gleason; foreign shipping firms, the National Labor Relations Board, the Commerce and Labor Departments and the Federal courts.

The *Tulse Hill* is on the ILA's blacklist for having carried cargoes to Havana. The United States Government

long ago removed her from its own blacklist after the owner, Ocean Shipping Service, Ltd., of Bermuda, promised to keep its vessels away from Cuba.

But the promise failed to appease the militantly anti-Communist ILA, which refuses to load or unload any cargoes the *Tulse Hill* may carry.

Regarded as "Test Case"

Ocean Shipping is mum on the controversy. But an official of Robert C. Herd & Co., agents for the vessel, believes the *Tulse Hill* is being kept at Baltimore as a "test case" while foreign shipowners divert other ships subject to the ILA boycott to non-American routes.

When ILA carpenters refused to carry out alterations on the *Tulse Hill* in January, the National Labor Relations Board ruled the Union guilty of a secondary boycott.

The U. S. Fourth Circuit Court of Appeals upheld the ILA, 2 to 1, finding that it is not within the province of the NLRB "to require the men to engage in work they find obnoxious because the ship has trafficked with a political regime they consider loathsome."

The NLRB is now pondering an appeal to the Supreme Court. Unless the appeal is filed soon, the high tribunal cannot decide whether to hear the case before the fall term. If it should fake up the case, a final decision might not come until fall of 1965.

Conceivably the virtual imprisonment of the *Tulse Hill's* crew members could continue another 15 months.

Do Maintenance Work

Meanwhile, they appear to be bearing up well under their ennui, according to the ship's agent.

They spend their working hours on maintenance, he said, "taking the ship apart piece by piece and putting it back together again."

Off-hours are spent gambling on Mah-Jongg, playing

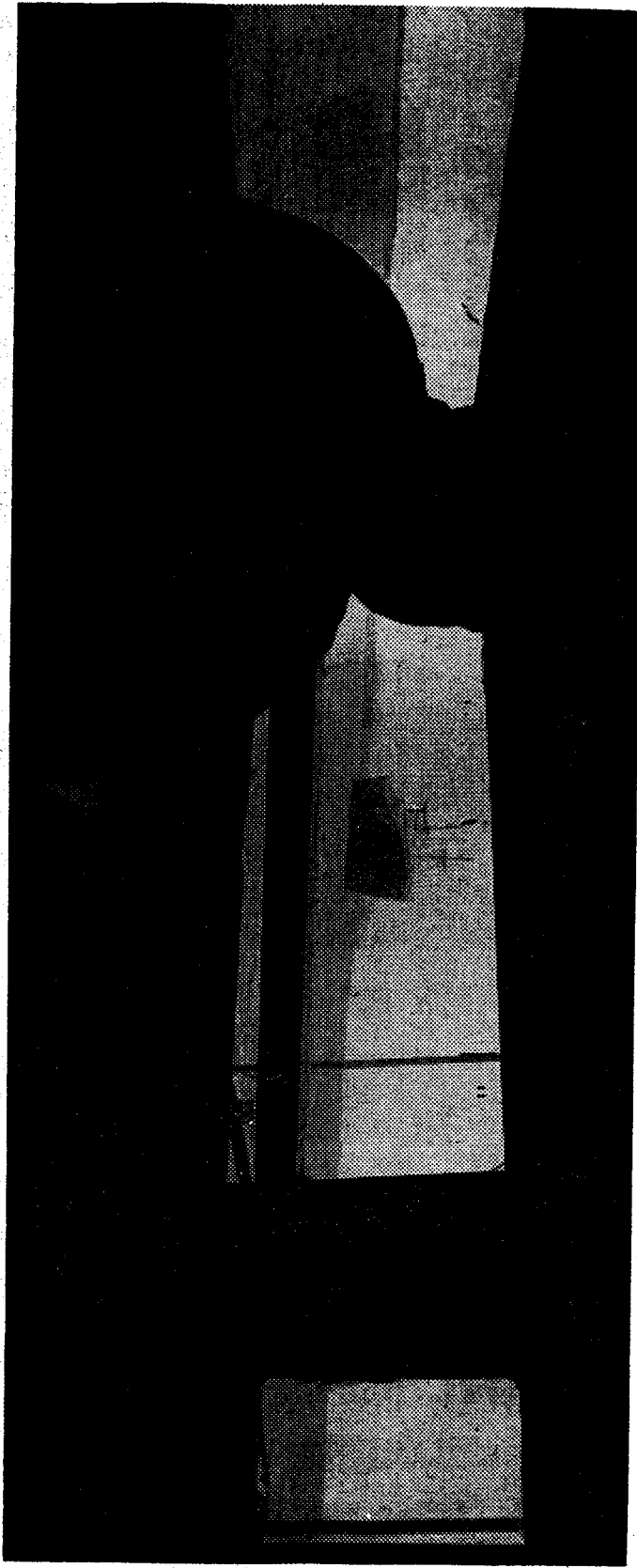


With nothing else to do, a crewman fishes from stern.

ping pong on a table they built themselves, watching television and reading the Chinese publications and mail that arrive several times a week from Hong Kong.

The *Tulse Hill* pulled up its gangway when photographer Wally McNamee of The Washington Post approached in a chartered launch. But he drew broad grins from the

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The British-owned freighter *Tulse Hill*, idled in Baltimore Harbor since Jan. 21 by a labor dispute, is sighted from a passing boat.

Chinese and a friendly wave from the British captain, who is under orders not to talk to the press, according to the agent.

Usually Let Ashore

An official of the British Embassy's shipping section here said it is common practice for the U. S. Immigration and Naturalization Service to let Hong Kong seamen go ashore in the United States.

But H. L. Woolwine, district director of the Service in Baltimore, said that after individual interviews with the crewmen, they were all denied shore leave "because we were afraid they would desert." (The *Tulse Hill's* British officers are free to come and go as they please.)

Woolwine explained that this is the crew's first visit to the United States. Hong Kong seamen are often detained aboard during their initial voyage here but permitted shore leave on subsequent visits, he said.

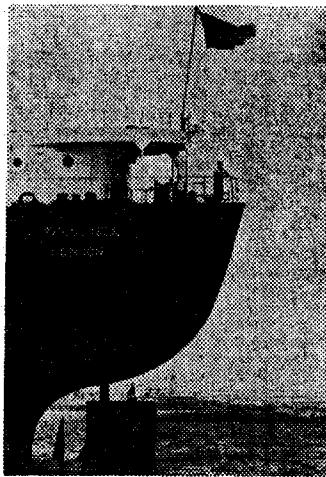
Low Entry Quota

Asked if the seamen identity books carried by *Tulse Hill* personnel guaranteed their "returnability"—the cost of sending them back to Hong Kong if they jump ship—Woolwine said:

"Yes, if you can find them."

A State Department official confirmed that Hong Kong seamen who jump ship to enter the United States illegally have become a problem. He noted that the immigration quotas for Hong Kong are exceedingly low and the waiting period very long.

But Woolwine stressed that shore leave is not denied foreign merchant seamen on a nationality basis. He said crewmen from other countries are similarly detained whenever there is a suspicion they will attempt illegal entry.



Tulse Hill's tattered ensign flies in the breeze.

Japan to Sell Cables to Cuba

Reuters

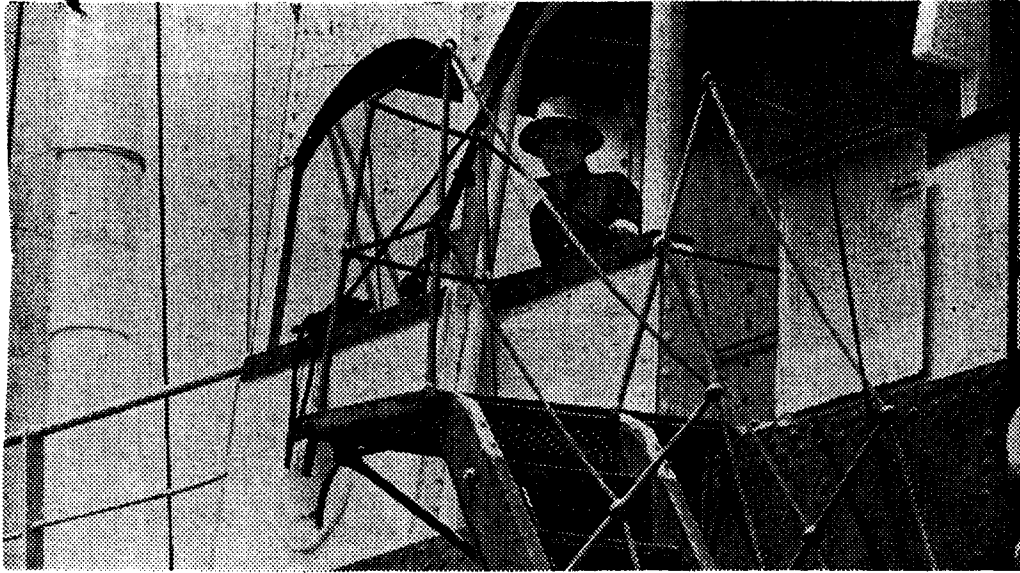
TOKYO, June 6—Japan will export electric cables worth about \$222,000 to Cuba, the Sumitomo Enko Company announced here today.

The company—one of a group of six which obtained the order—said the cables, which will be used for communications, would be shipped about the end of February next year.

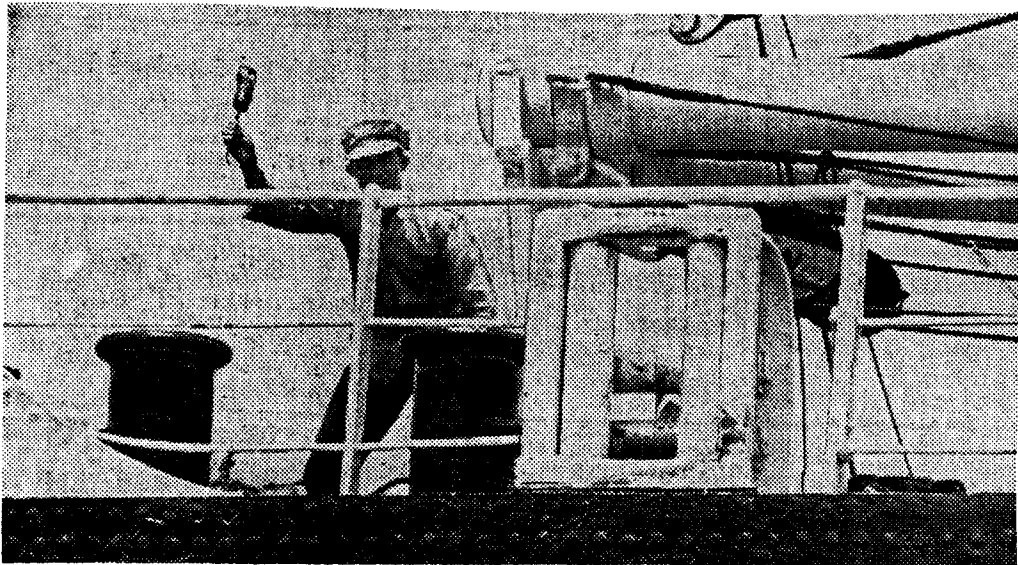
They will represent the first Japanese export of such equipment to Cuba since the 1959 revolution which brought Premier Fidel Castro to power, the Sumitomo announcement said.

Peking Turned Down

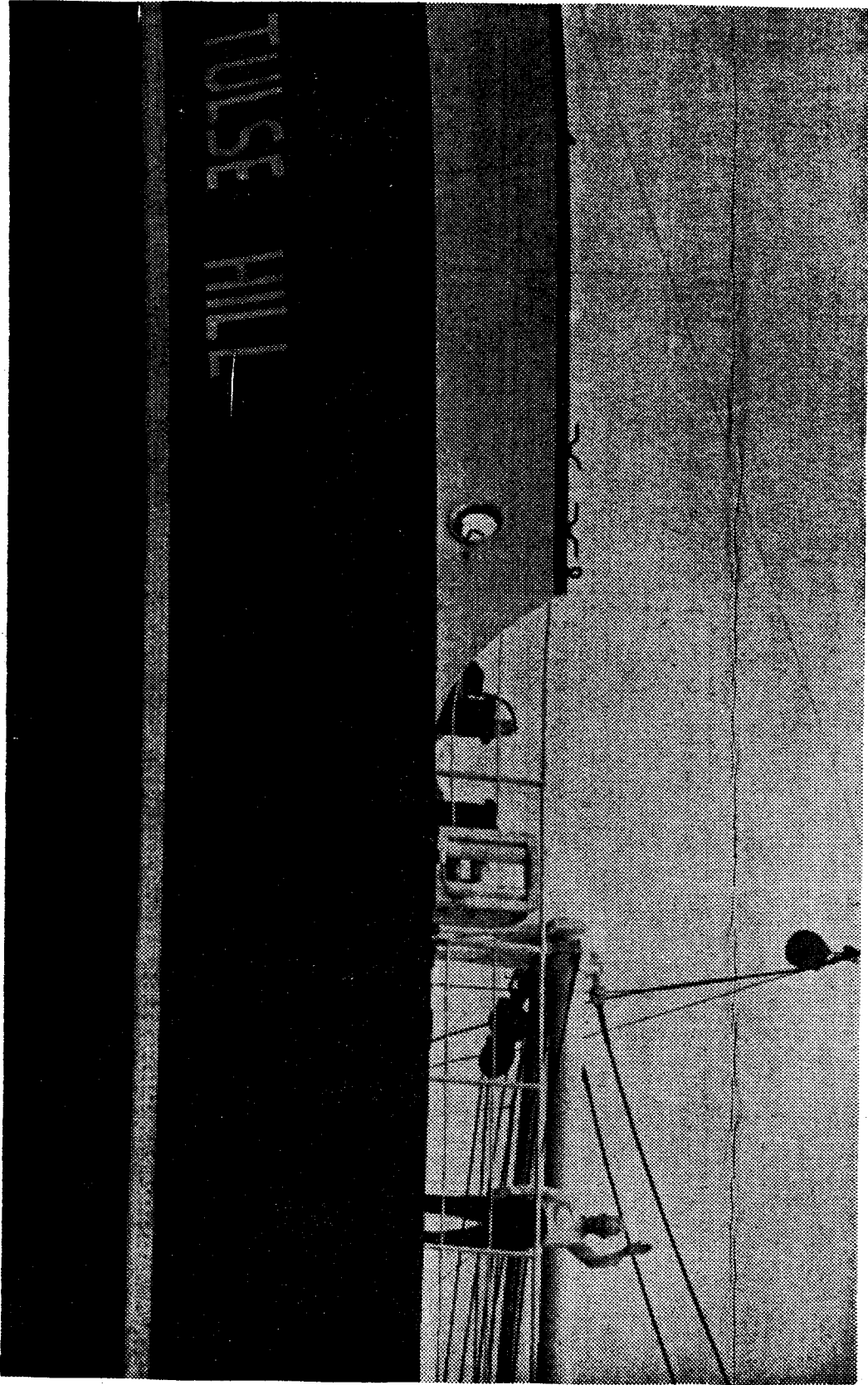
VIENNA, June 6 (AP)—A majority of member nations in the World Postal Union has turned down Red China's effort to oust Nationalist China and win membership for the Peking regime. The majority went for a U.S. sponsored resolution to take no action, 55-40, with 23 abstaining.



A Chinese crewman of the Tulse Hill stands at the head of the boarding ladder.



Apparently happy to have something to do, a crewman waves a paintbrush to a passerby.



The Tulse Hill's skipper waves to newsmen, but the freighter's gangplank was pulled up when they sought to board the ship.

Staff Photos by Wally McNamee