Dear Friends,

It doesn't seem possible that our last bulletin to you was mailed seven months ago! At that time we were expecting the Golden Harvest to have sailed from Gambia for Liberia, but four more frustrating months were still ahead for the crew there: worms eating the hull, Roy's injured wrist, fevers and dysentery, depression. Finally, on Christmas Day, they sailed for Monrovia and, thanks to Karen Elise's organizing efforts (she went ahead of the boat to make contacts), they received a warm and generous reception.

"Hey, the project is moving!" wrote Karen Elise. "We survived. We're going to make it now! I believe it! I've really got to thank all of you for sticking with us through all that time [7 months] in The Gambia. It was hard for us, but it must have been harder for you. We couldn't have asked you to stay with us and be as supportive as you were---but we were certainly glad that you did...Now that we've gotten this far, we'll make it through anything."

Before leaving Liberia in late January, the crew was received by President William Tolbert (who honored Karen Elise with the title of KNIGHT GRAND COMMANDER OF THE HUMANE ORDER OF AFRICAN REDEMPTION!), and the government gave them $800 worth of supplies, $2500 in cash (with which they are ordering a new mainsail since theirs is rotting and torn), plus fuel. The Golden Harvest is now in Accra, Ghana, where David Acquah, Chairman of the Ghana National Committee Against Apartheid, is their host. They plan to leave Accra at the end of March and will stop in Nigeria, the island of Sao Tome and Angola before entering Walvis Bay, Namibia.

Also on Christmas, the Fri sailed from Sri Lanka, after hepatitis had held them up for months. They stopped in Cochin, India, then headed for Port Louis, Mauritius, where they are due to arrive in Mid-March. They now have a radio operator and will pick up a radio in Port Louis before hazarding the Cape of Good Hope. Unless they make the Cape before May, dangerous weather may force them to postpone sailing, and since their current lack of funds might slow them down, captain David Moodie has considered leaving the boat briefly to raise funds. We are all hoping they will reach Luanda in time to rendezvous with the Golden Harvest before either boat attempts entry into Walvis Bay.
We’ve been actively campaigning at local grocery stores against the sale of illegally imported Namibian sardine products, focusing particularly on Del Monte. Due to our limited space and energy, we have not attempted a boycott of all Del Monte goods, for instance, but would support such an effort. We hope simply to provide an example for the public and the press of the connections between U.S. corporations and apartheid. We’ve had enthusiastic help from participants in both the Weekend Work Camps of the Philadelphia Yearly Meeting and the Orientation Weekends of the Movement for a New Society. (See articles for more details.)

Phila. Protesters Can’t Swallow Sardines ‘Stolen From Namibia’

The stickers started to show up on sardine cans in Philadelphia supermarkets last October: “Sardine From Namibia,” the stickers said. “Paid for Namibia, Not South Africa.”

These weren’t easy questions, however — the sticky notes read. “Why are you eating sardines from South Africa?” they asked supermarket clerks. “Why pay for Namibia?” they wanted to know.

Clerks seemed to have mixed reactions to the stickies. Some thought they were funny, others didn’t.

The protest movement is a way to say both that the Philadelphia Namibia Action Group is against Namibian slavery to Namibia’s own people, and that Black Namibians are the first to protest against Namibian apartheid. It also serves as a way of saying that Black Namibians are not going to eat Black cheeks.

Joan Prior and Karen Handsome	

Protesters Can’t Swallow Sardines From Namibia

Saturday, April 23rd

Contacted From Page 11

Prior said the pressure group has not hit the mufty Prada pins, but has started to picket, as it did on July 19 and August 3.

Some of the stores on which there have been pickets have been; the S & B Meat Market and S & B Meat Market, and as far as I know, both stores.

Joan Prior said, “The Prada Prime Minister has not said that they will not eat the sardines as we do; we will not eat sardines as we do, but we will not eat the sardines as we do.”

According to one sardine addict, who has been writing about the movement for years, there are many sides to the story. Whatever the side may be, there are many sides to the story. According to one sardine addict, who has been writing about the movement for years, there are many sides to the story.

Protesters Can’t Swallow Sardines From Namibia

Friday, April 28th

Sponsored by Fatted Sprout and P.M.A., collectives of the Movement for a New Society.

Write to us at 5021 Cedar Avenue for tickets.

African government.

Fries of Mother Jones performed by the Little Flags Theater Troupe

Benefit for The Philadelphia Namibia Action Group

Philadelphia — Shoppers at West African supermarkets are at odds of the show of protest among the groups.

Peanut Prada Prime Minister of The Philadelphia Namibia Action Group, in an interview with The Philadelphia Inquirer, said that the pressure group will continue to picket the stores.

The pressure group has not hit the mufty Prada pins, but has started to picket, as it did on July 19 and August 3.

We are not picketing the Namibian supermarkets, but the Namibian supermarkets are picketing the Namibian supermarkets.

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Twelve-year-old Isaac Baker of Britain, pictured above, is the youngest member of the FRI's crew of 15. In addition to Isaac's father, Llew Baker, the crew members include: Jane Staffiers and Mark Vernon of Britain, Sten Marguard of Denmark, Ryo Yamaguchi of Japan, Granto Wackrow and Naomi Petersen of New Zealand, Mohammed Abdul Bahari of Sri Lanka, David Moodie of the United States, and Hedy Kuppers, Wieland Kunzel, Rainer Bruckman and Peter Sinaesch of West Germany.

THE ISSUE OF WAlVIS BAY

Although in 1878 Walvis Bay was annexed to the Cape Colony by Britain, it has been administered as an integral part of Namibia since 1922. Last September, in anticipation of "independence," laws were rushed through the South African legislature to make the port a part of South Africa, without the consent of even white South West Africans. So rapid was this changeover, which South Africa has termed non-negotiable in the face of SWAPO and U.N. protest, that the de facto transfer of control will not take place until this April. International lawyers feel that there is a strong case for the argument that South Africa gave Namibia de facto ownership of Walvis Bay and no longer has any legal claim to the port.

As Ed May, Director of the Office on World Community of the Lutheran World Ministries, wrote recently "the moral and ethical issues are clear. Walvis Bay (434 sq. miles of deep water port) is a minimum of 400 miles away from any part of South Africa, which has dozens of ports for its shipping, fishing, recreation.... Walvis Bay, however, is the only viable port on the whole Namibian coastline and an essential economic link (continued on page 4)
UPDATE ON NAMIBIA, continued

NEGOTIATIONS: During these past months the five Western powers—Britain, Canada, France, the U.S. and West Germany—have attempted to negotiate a settlement between SWAPO and the South African government. Both SWAPO and "the 5" are working for compliance with the demands of U.N. Security Council Resolution 385: that South Africa withdraw its administration from Namibia, release all political prisoners, and permit the return of exiles without penalty so that the people of Namibia may participate in free elections under U.N. supervision and control in order to determine the form and leaders of their government.

Little seems to have been accomplished to date beyond South Africa's offer to withdraw some troops and to allow the U.N. a supervisory role along with South Africa in carrying on elections.

WALVIS BAY, continued

between Namibia and the rest of the world. Without it, Namibia may as well be a landlocked country, deprived of the wealth which can come from fishing, sealing, shipping, deep sea mining and possibly offshore oil pumping. Adding insult to injury, Namibia will be further impoverished by being subject to tariffs and docking fees, and what is most grievous, threatened by naval, army and air bases of a foreign power on its own shoreline! It is no wonder that SWAPO has taken the position that South Africa must recognize that the territorial integrity of Namibia includes Walvis Bay."

The five Western powers have recommended that the matter be delayed until after independence, but SWAPO and the U.N. agree that it must be settled. While the crews of the Golden Harvest and the Fri are aware that sailing into Walvis Bay could complicate the delivery of their cargoes, they hope the action will call attention to the crucial issue of Walvis Bay. They will assert the just claim that the port should be included as part of a free Namibia.

OPERATION NAMIBIA/PNAG
Life Center Association, Inc.
4722 Baltimore Avenue
Philadelphia, PA 19143

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