



Jimmy's Own

Official Newsletter of the Signals Association

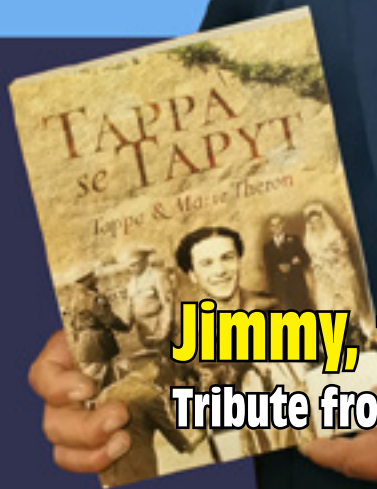
Issue 23- June 2022

A Signals legend

We pay tribute to Colonel Bert Howes

Tappa se Tapyt

A new book about RSM Tappa Theron



Jimmy, the unsung hero

Tribute from an unlikely source

Robbie Roberts' last Editor's Note as Chairman – June 2022

With this issue we have reached the halfway mark in 2022.

Very little has happened this year, mainly as a result of, what's now the generally accepted, limbo feeling brought about by the Covid epidemic.

We managed to stage a Manco meeting on 28 February, on 9 May and on 23 May this year. With our next AGM due to be held on Monday, 20 June, I plan to have another Manco meeting before the new management team gets elected and takes control for the year ahead and this will also ensure that important outstanding issues are resolved for ratification by the general membership.

As for last year, our AGM will again be held via a combination of Zoom and email communications to give all members an opportunity to participate.

Following our first participation as marshals in the Cape Town Cycle Race on 8 March 2020 our members once again lent a helping hand at this world famous cycle tour on Sunday, 10 October 2021 and again on Sunday, 13 March 2022 when we provided a communication network as perimeter marshals around the starting point on the city's Grand Parade. Full coverage of these events were published in the 'Jimmy's Own' newsletters of December 2021 and in April 2022.

Regrettably, we had no alternative

than to once again cancel our Annual Luncheon that was scheduled for Sunday, 1 May 2022, as was the case in 2020 and in 2021.

Despite the fact that we feel obligated in staging our annual luncheons during the month of May each year, times and circumstances have changed since we took a pledge in 2016 to continue in the footsteps of our 3rd Brigade Signal Coy comrades in arms who managed to host their annual luncheons each and every year, non stop, from May 1946 up to their last one on Sunday, 1st May 2016. This was when they ceremoniously handed over their 70 year old tradition to our association.

Since the sad passing of uncle (Sgt) Syd Ireland, who happened to be the last remaining member of the 3rd Brigade Signallers and the last remaining Signaller in South Africa, and as I have said, changed circumstances, Management, on 23 May 2022, decided to rather pay tribute to the WWII signaller veterans and to remember and honour them as part of our own birthday celebration as close possible to 2nd December.

We are very pleased to welcome the following new members who joined our association in recent times.

Peter Lindsay Steyn (Resident in Sandton, Johannesburg); Johan Hendrik Beukes (Served at 7 Signal Group Johannesburg and was resident in Springs - Sadly, Johan passed away in early November 2021); Ivor Mark-



man (served at Wits Command Signal Unit and is resident in Port Elizabeth); and Henri Stoffberg (served with Far Northern Command Signal Unit and is resident in Dunnottar, Nigel).

Regrettably, our first member in the Eastern Cape, Nolan Meyer, our "man on the spot" in Port Elizabeth and who manufactured a wooden "wreath" bearing our Logo for laying on our behalf in PE, sadly passed away on 20 March 2022.

We are the only registered military veteran organisation in South Africa for Signallers and it is gratifying to notice that so many signallers resident outside of Cape Town are joining.

Notice of our AGM on Monday, 20 June 2022 calling upon all members in good standing (paid-up members) to submit nominations for the ten positions on Manco, including possible co-opted members for certain vacant portfolios, was distributed on 30 May 2022.

As I have been in the chair for 15 of

the 21 years of our existence, I have decided to not make myself available for the position of Chairman, nor the other nine positions on our Management (MANCO) team, to take a rest from, what few people may appreciate, is a rather demanding and strenuous task given the political and diminishing environment within which a military veteran organisation has to operate.

Our very first chairman was Mr Johan de Villiers who was elected at our Inaugural meeting held on Saturday, 2 December 2000. Johan used to serve with 3 Signal Squadron and was the last person who held the title Postmaster General of the Republic of South Africa. Johan stepped down as Chairman on 29 March 2005 when he relocated to Hermanus, but is still a loyal member of our association.

Barring for the year 2012/2013 when Pierre Fourie was elected Chairman, I happened to fill that position for 16 of the remaining just on 22 years. It has now become time for me to take a backseat and hand over to someone else to take our association to new heights. I will, however, remain in the background to render service and to share the knowledge I gained through the difficult, mainly political, times since the government decided to create a new department of state, namely the Department of Military Veterans (DMV).

As outgoing Chairman, I would like to propose that our current Vice Chair-

man, Geoff Laskey, be nominated for Chairman at the forthcoming AGM. Geoff and I have been working closely together and I will still be there for advice and guidance should he wish to make use thereof. Geoff, also a former commanding officer of 71 Signal Unit, is well known to a great number of our members and therefore ideal to fill the position to be vacated by me.

This, therefore, will be the last editorial message from me, as Chairman and I wish to thank all with whom I have had the pleasure of working and being associated with for the many years of support and encouragement I experienced. Some of you may sound a sigh of relief with me stepping back whilst others may not feel so relieved, but I plan to still remain in the background to try and strengthen the work of our beloved organisation.

It will be remiss of me not to thank the current, and past, Management Committee members for their loyalty and dedication towards not only me, but our association. It has been an absolute pleasure to work with such a splendid and willing team, all for the good of veteran signallers, not only in Cape Town, but in South Africa. I Salute you!

I hope you will enjoy reading this issue and please do feel free to pass it on. The interest in our newsletter seems to be widening!

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Certa Cito (Signals) greetings from Chairman Robbie Roberts

What's in this issue of Jimmy's Own?

6 Port and Starboard

Why do ships use 'Port' and 'Starboard' instead of left and right?

9 Colonel Bert Howes

Brian Austin pays tribute to the late Colonel H.L.L. 'Bert' Howes, a legend in the South African Corps of Signals.

12 Tappa se Tapyt

A book is being published about RSM Tappa Theron, a legendary member of the SA Corps of Signals.

16 Jimmy, the unsung hero

Jimmy receives high praise from the most unlikely of sources.

20 Happy Birthday

Who is having a birthday soon? Check out the birthdays for the next three months.

Front Cover

Chairman Robbie Roberts poses with a copy of "Tappa se Tapyt". The book was couriered to Cape Town by Arnold (Klein-Tappa) Theron who published and compiled the 361 page book.



Why Do Ships Use “Port” and “Starboard” Instead of “Left” and “Right?”

A discussion of the concept of port and starboard and the various uses of these terms throughout maritime history. By Geoff Laskey.

Port and starboard are nautical terms of orientation which deal unambiguously with the structure of vessels and aircraft, referring respectively to the left and right sides, as seen by an observer aboard the aircraft or vessel looking forward.

Unlike left and right, “port” and “starboard” refer to fixed locations on a vessel.

When looking forward, the Starboard side is the right-hand side of a vessel, while the Portside is the left-hand side.

Therefore, seamen and mariners use portside and starboard side terms instead of left and right.

The terms port and starboard are the official directions for left and right on all vessels, and this convention was laid down in the International Regulations for Preventing Collisions at Sea.

This navigational treaty sets forth requirements for maritime vessels to avoid collisions, whether by sail or powered, and whether a vessel is overtaking, approaching head-on, or crossing.

To set forth these navigational rules, the terms starboard and port are essential, and to aid in “in situ” decision-making, the two sides of each

vessel are marked, dusk to dawn, by navigation lights, the vessel’s starboard side by green and its port side by red.

Aircraft are lit in the same way although pilots seldom refer to these terms when communicating directions as they are normally never more than two people sitting in fixed seats facing forwards.

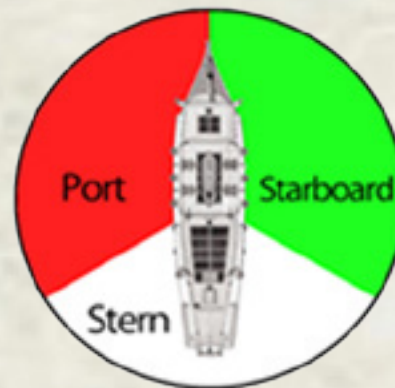
When commanding a vessel of enormous proportions, it is important that information is correctly communicated between the various systems and crew of the ship.

For instance, left and right is ambiguous directions that depend on the location of the observer and the way they are facing.

Communicating directions in such a manner is a recipe for disaster, as the captain’s left may differ from that of the person operating the steering gear.

This ambiguity persisted for a considerable period until it was regularized around the 16th century AD.

The ship was then demarcated into two zones, that defined the right and left halves irrespective of where the observer was. These zones are the port and starboard areas that are in use in modern-day maritime terms.



In the early days of boating, before ships had rudders (steering apparatus) on their centrelines, boats were controlled using a steering oar.

Most sailors were right-handed, so the steering oar was placed over or through the right side of the stern. Sailors began calling the right side the steering side, which soon became “starboard” by combining two old English words: stéor (meaning “steer”) and bord (meaning “the side of a boat”).

As the size of boats grew, so did the steering oar, hence making it much easier to tie a boat up to a dock on the side opposite the oar.

This side became known as larboard, or “the loading side.” Over time, larboard - too easily confused with starboard - was replaced with port. After all, this was the side that faced the port, allowing supplies to be loaded aboard by porters.

During 1844 the Royal Navy ordered that port be used instead. The United States Navy followed suit in

1846. Larboard continued to be used well into the 1850s by whalers.

Although the terms port and starboard started off on-board English ships several centuries ago, they have found their way into every mariners’ life across the world.

Without them, navigation would be a nightmare, and accidents would be frequent occurrences.

This definition of port and starboard ensures that these directions are unique irrespective of the position of the concerned party.

With these terms, seafarers remove ambiguity, and they prefer them to using the terms left and right.

In short: starboard side was the side of the ship where the steering happened.

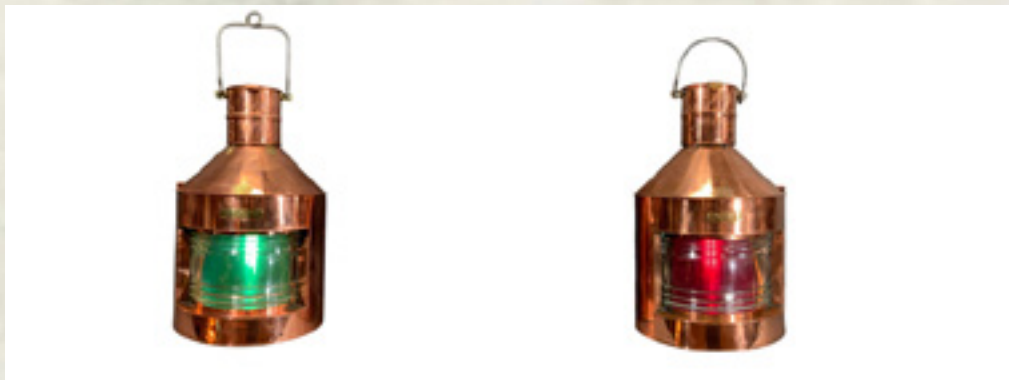
Port is derived from the practice of sailors mooring ships on the left side at ports in order to prevent the steering oar from being damaged.

Along with the port and starboard nautical terms, colours are also used to aid in navigation especially during night movements.

Red is the international convention for the port side, while green is the colour for the starboard side.

Also, this colour code systems aids in preventing collisions when there is a lack of light. Without clear visibility, it can be difficult to judge whether a vessel is approaching or heading away from the ship.

These lights indicate in which di-



rection another boat is travelling and, more importantly, who has right of way.

When two power vessels are approaching head on, both vessels should alter course to starboard to pass “port-side to port-side”.

When docked, the port side of the ship is usually closest to land, while the starboard side is typically closest to open water.

However, this isn’t always the case. In fact, these days, cruise ships might be docked with the starboard facing the cruise port, and vice versa.

It is also interesting to note that airplanes also follow the dynamic of a ship, where passengers embark and disembark from the port side, which is the left side.

The starboard side of most naval vessels the world over is designated the “senior” side.

The officers’ gangway or sea ladder (part stair and part ladder) is shipped on this side and the starboard of the quarterdeck (after part of the upper deck of a ship), traditionally the deck

on a naval vessel for official or ceremonial use are reserved for use of the captain.

It is also interesting to note that several features in merchant navy circles hold to the system of starboard being “one or odd”, and port being “two or even”.

Lifeboats and life rafts are also numbered on the starboard side of the ship, 1,3,5,7, etc., with No. 1 being farthest forward and port-side boats are numbered as 2, 4, 6, 8, etc. with No. 2 being farthest forward.

From the foregoing it is clear that mariners are using the terms ‘port’ and ‘starboard’, as they are unambiguous references that are independent of a mariner’s orientation and/or position.

With these terms, seafarers eliminate ambiguity, and they prefer them rather than using the terms left and right.

The terms port and starboard are the official directions for left and right on all vessels, and this convention was laid down in the International Regulations for Preventing Collisions at Sea.

A Tribute to Col H L L ‘Bert’ Howes SACS

By Brian Austin

Colonel Bert Howes was born in Cape Town on 17th October 1915. At the age of 16 he joined the ‘Dukes’ (the Duke of Edinburgh’s Own), a voluntary rifle corps and one of South Africa’s oldest military units.

Though a top-class shot with the .303 and an accomplished Vickers machine gunner it was his skill with Morse code and his ability to make wireless work that brought him to the attention of ‘Signals’ and a transfer to the South African Corps of Signals (SACS) soon followed.

Bert Howes first came to the attention of the upper echelons of wireless affairs in South Africa in 1936 when he operated aeronautical mobile (illegally) from the cockpit of a Puss Moth biplane.

The occasion was the South African Grand Prix, always held in Cape Town in those days, and by taking himself and his homemade 50 MHz transmitter and receiver aloft – and thereby being able to communicate easily with two of amateur friends at the extreme ends of the circuit, ZS1AL, as he was then, solved a pressing communications problem for the event’s organisers.

The pilot of the aeroplane, Maj. C W Meredith, happened to be the Chief of Staff of Cape Command



who subsequently became an Air Vice-Marshal in Rhodesia and he was most impressed by Bert’s feat.

No doubt his very favourable report on what he’d witnessed, and the interest it aroused at headquarters of the South African Air Force (SAAF) which had no air-to-ground communications at that time, helped to mollify the PMG who was about to throw the book at Howes for operating ‘beyond the terms of his licence’!

In 1938 Bert Howes was commissioned as a 2nd lieutenant in 3 Bde Sigs Coy having recently attended

a course at the Military College in Pretoria where he encountered the newly acquired WS No 1.

But he wasn't impressed with its inner workings when compared with own home-brew apparatus that had already won its spurs.

Soon, with indications of war on the horizon, the South African army was showing signs of mobilising and Signals training was stepped up.

The young Howes was right in the thick of it having been transferred to 10 Infantry Bde Sigs Coy when South Africa declared war on Germany just three days after Britain had done so.

His first action came as wireless officer with 10 Mobile Field Force in Abyssinia as the combined British and South African forces pushed Mussolini out of the country and handed it back to Emperor Haile Selassie.

Howes then went north and fought through the north African campaigns culminating in the battle of El Alamein in late 1942.

He then returned home to the Union where for two years he was heavily involved in training the signallers about to accompany the 6th SA Armd Div as it moved into Italy as part of the US 5th Army under Gen Mark Clark.

By now acting major, Bert Howes served throughout the Italian campaign in command of 17 Armd Bde Sig Sqn and at the war's end he had

earned himself a Mention in Despatches.

Soldiering clearly appealed to him and he decided to make his career in the Union Defence Force. His all round technical competence and his attendance at many courses meant that he rose rapidly through the Signals ranks.

In 1959 he became OC of the School of Signals and then, in 1963 as Colonel Howes, he was appointed Signal Officer in Chief (Army) and then Director of Signals when the name changed.

He served in this important post until 1968 during which time the South African Army was undergoing considerable modernisation – much of it technical – and Col Howes was at the forefront of everything to do with electronics and radio communications.

In 1959 he published, in the Army's official magazine, a most forward-looking article on where military communications would be many years hence.

Looked at today one is quite staggered by its prescience: troposcatter, high-precision frequency control, electro-optics and even the ubiquitous unmanned 'drones', or UAVs, were all there.

Bert Howes finally retired from the army in 1980 having served out his last years as 2 I/C of one of the South African Defence Force's largest military bases in Johannesburg.



CONGRATULATIONS: In the photograph above (taken around about 1968 because the Sam Browne belts were still being worn), Col Bert Howes, DSigs, on the left, presented Cmdt (later Col) Jack de Klerk with a long-service medal at a medal ceremony.

Though now far removed from the detail of military communications he never lost touch with modern communications technology because, throughout his life, he was an avid radio amateur especially on VHF and above.

As ZS6HS in Johannesburg he established many long-distance communications records on VHF and UHF and was regarded as the doyen of the DXers on those bands.

Bert Howes passed away in 2011 at the age of 96. It would not be overstating anything at all to say that with his passing the world of military radio communications had lost

one of its pioneers. At the same time, amateur radio mourned the silencing of one of its most famous keys.



“Tappa se Tapyt”

A book is being published about RSM Tappa Theron, a legendary member of the SA Corps of Signals.

Arnold (Tappa) Theron alias Klein-Tappa, author of ‘Tappa se Tapyt’ is Tappa and Marie’s youngest of four children.

During July 1975 he reported to the Army Gymnasium Heidelberg for his National Service. During the period July 1975 to December 1982, he was at the Army Gymnasium several times for training, courses and holiday work.

Klein-Tappa Theron advised that with the help of a few friends he compiled a book covering the lives of his parents WO1 Tappa and Marie Theron, which will be a limited edition, probably to be printed not later than

the 11th of May 2022.

Klein-Tappa asked Ansja Ferreira, a colleague, and Thinus van Staden an ex Signals officer, to help with the article and these two persons are collaborators in compiling the book.

Klein-Tappa primary purpose with the book is to preserve his parents’ origins and life journey. 30 books will be printed in hardcover and paperback with 10 Paperback books to be sold. There is a gentleman agreement to only print 30 books.

The WW2 photo of his father was very special to his mother. Sometime after his father death, she gave the

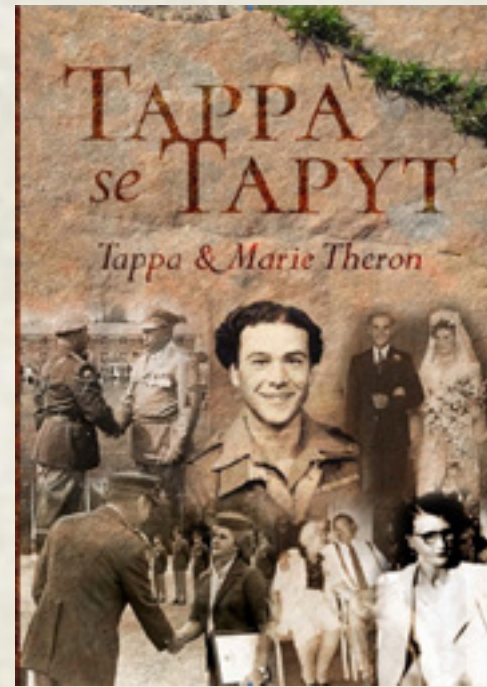


photo to Klein-Tappa with her words to him “die foto is baie spesiaal, kyk

mooi daarna”

Klein-Tappa says he placed the photo at the beginning of the final phase (re his dad’s service in northern Italy) as, at that time, it was spring/summer in Italy with his father wearing a winter uniform.

Klein-Tappa advises that as soon as the book is printed he would send the information on the book to be placed under the link ‘members books’ on our website <http://www.signalsassociation.org.za/>

If any of our members and/or readers are interested in obtaining a copy of the book, kindly liaise directly with Klein-Tappa Theron at tappa@pcbruwer.co.za with cc to me, alternatively, with me directly and I will ensure to pass the interest onto Klein-Tappa.



THE END RESULT: Arnold ‘Klein-Tappa’ Theron, author of the book ‘Tappa se Tapyt’, with some of his signaller friends in Valhalla. From left to right: Arnold Theron, Paul Else, Johan Mostert and Tinus van Staden.

Tribute from another honoured member of the Signals Association

Johan served in the Regular Force and was RSM at WP Command Signal Unit from 1981 until 31 March 1993 when he retired and joined our organisation.

When we informed Johan about Kein Tappa's book, he commented as follows:

“Ek het in April 1961 by Seinskool begin. AO Tappa Theron was in beheer van die transportpark.

Hy was altyd baie regverdig, ferm en vriendelik. Jy moes egter die voertuie wat jy moes bestuur baie mooi oppas. Jy het altyd geweet waar jy met hom staan.

Hy was n ware militaris. Hy was een van die personeel van die Seinskool wat n diep indruk op n jong rekrut gemaak het. Ek sal hom altyd onthou.”



Johan (Tenk) Smuts



ABOVE: A postcard sent by Tappa Theron from Italy. This was during World War II.

OPPOSITE PAGE: AO1 Tappa Theron (right) with Colonel Markus Nortje.

CMVO wreath laying at the VTH Monument

The Signals Association participated at the Annual CMVO SA Memorial Wreath Laying ceremony held at the SA Defence Force Wall of Remembrance at the Voortrekker Monument Heritage Site, Voortrekker Hoogte Monument on Sunday, 29 May 2022.

Pictured on the right is our dedicated member Marina Valentine who did us the honours of proudly laying our wreath.



Jimmy - the unsung hero

Jimmy receives high praise from the most unlikely of sources.



Speak to any South African that served as a member of the South African Infantry Corps and they will be happy to explain to you how the infantry were not only the backbone of the SADF but how the infantry were the best corps in the SADF.

Then again, speak to someone that was in the armour, artillery or any other corps and they will tell you the same thing.

So it comes as a bit of a surprise to hear two members of the infantry corps singing the praises of the South African Corps of Signals.

Mike did his national service with 4 South African Infantry Corps during 1978 and 1979. He takes up the story.

In the second half of 1978 our unit was sent to do border duty. Our headquarters were based at Ngongo in Owamboland. I was with Delta Company and our base was at a place called Okalongo.

The base was nothing to brag about. It consisted of holes dug into the ground that were covered by the roof of an army tent. We had a field kitchen and a mess that were also tents, as well as our pub. There was a dartboard and a rather shabby snooker table. Besides that we had a toilet that consisted of a go-kart

and lilies surrounded by hessian.

There was also the ops room that was also dug in. The roof was covered with corrugated iron and sandbags.

Our company commander, a captain, used the ops room as his "office" and he had his clerk with him. Also in the ops room was the signaller with his radios.

Our sections would rotate. We would go out on patrol for eight days then spend four days back in base.

When we were in base we would do stand-to at first light and at last light and in the mornings we would have a short parade. Otherwise we were allowed to relax. We had a volley ball and net, the dart board, and the snooker table for recreation. The only other thing to do was read or sleep.

When out on patrol there was always the possibility of hitting a contact with the enemy. When this happened the first thing that you did was key the microphone on your radio and report, "Contact, contact, contact!"

Immediately you would receive thereply, "Send over." That calm voice at the other end of the radio was the signaller back at our base. That voice was our lifeline, reassuring as that we were not alone.

That if we needed a casevac or help,



JIMMY ON DUTY: A typical ops rooms at a base on the border. These would be manned 24 hours a day, seven days a week.

he would take care of it. We had two signallers at our base. Like me they were both national servicemen. They were both "Jimmys" from the South African Corps of Signals.

I'm ashamed to confess that I can't remember their names, but one thing I will never forget was their contribution.

The two of them had to man the radios twenty four hours a day, seven days a week. One of them would work from six in the morning to six in the evening. Then the other one would take over and do the shift from six in

the evening until six the next morning.

And they would do this seven days a week. They never received any time off. I remember when one of them went on his seven day pass they didn't bother to send anyone to relieve him. He was away for eleven days (his seven days plus travelling time). The other signaller spent that entire eleven days in the ops room.

The only time he ever left the ops room was to go to the toilet or to have a quick wash. He would then ask the ops clerk to man the radios and shout if anything happened. He would even

eat his meals in the ops room.

At night he would put his head on the desk and catch a bit of sleep. But I can promise you that if that radio made the slightest sound he was wide awake. I don't know how they coped.

We had a generator that provided power at our base. I think it was a 750 Kva generator. It would be switched on in the morning and then switched off at about 10 at night. The signallers were responsible for the generator as well. They would keep it fueled and switch it on and off.

If anything went wrong with the generator our captain would go mad. He would scream at them to fix it. And somehow they always did.

And when we finished our stint on the border and went back to the States they stayed behind. They would take over as the signallers for the next unit that came to relieve us.

I don't think those signallers ever got the credit they deserved. But I for one would like to thank them.

Bruce was a member of the permanent force and an officer in the South African Infantry Corps. He was stationed at 101 Task Force in Grootfontein and he had a soft spot for the signallers.

I worked in the headquarters at 101 Task Force. As anyone that ever went to Grootfontein will remember, it was a massive base.

The signallers were responsible for running the communication centre or

'comcen'. All the telexes that went to and from the entire operational area went through that comcen.

The had telex machines to and from Pretoria, to and from Windhoek, to and from Oshakati, to and from Run- du, and to and from Katima. They also had a large radio room. There was communication traffic passing through there twenty four hours a day.

The signallers, most of them young national service troops, worked in two shifts. For six days of the week they would work either from six in the morning to six in the evening, or vice versa.

And don't think that they got the seventh day off. On that day, a Saturday, they would change over from day shift to night shift. The day shift would come in and six in the morning and then work until noon. Then they would come back at six in the evening and work until six the next morning.

In so doing they would then be on night shift for the following week. So they actually worked 18 hours that day.

In other words they worked a 90 hour week. Most of them spent 18 months doing that. And the worst of the lot is that at that stage people in Grootfontein never received danger pay.

All I can say is respect to you guys. Your role in the war was vital and don't let anyone ever tell you otherwise.

Course 11S - PF Signalling Instructors Qualifying

Dr Brian Austin provided us with this photograph of the PF Signalling Instructor Qualifying course for Officers and NCO's held at the SA Military College in 1947.

In the photograph is Bert Howes

and other well-known signallers, including the notorious, yet popular, RSM Frikkie Fourie.

If any of our readers should have an earlier group photograph of signallers, please let us know.

S.A. MILITARY COLLEGE.
VOORTREKKERHOOGTE.
COURSE 11S — P.F. SIGNALLING INSTRUCTORS QUALIFYING
Officers and N.C.O's
From: 3.2.1947 to 26.4.1947.

S.A. MILITÊRE KOLLEGE.
VOORTREKKERHOOGTE.
KURSUS 11S — S.M. BEKWANING VIR INSTRUKTEUR-SEINERS
Offisiere en Ondersoffisiere
Van: 3.2.1947 tot 26.4.1947.



Served on Course: W.O. I VAN LOGGERENBERG, C.D. (Branch S.M.).
1st Row (L. to R.): Lt. H. F. POSEYTH (Officer In-charge); Capt. E. GRAHAM-SMITH (Officer In-charge); Capt. A. W. T. PROUSE; Major W. G. PERKINS (R.S.M.); (A/Deputy of Signals); Major G. D. GOODMAN (G.S.D. B.); Colonel H. S. CLEGG, O.B.E. (Commandant); Major F. H. STEVENS (Course Coach);
Capt. D. S. DE KOCK (Adjutant); Capt. H. L. L. HOWES (Officer In-charge); Lt. D. L. G. REAS (Officer In-charge); WO 1 REEBOURNHOOT, S.A.S. R.S.M.;
2nd Row (L. to R.): Sgt. MARSHALL, T. D.; Sgt. DAWSON, C. E.; Sgt. ROTH, H. F.; Sgt. WEATHERHEAD, E. L.; S.Sgt. SCHEEPERS, J. M.; S.Sgt. SPARS,
H. G.; Sgt. BENTON, J. J.; Sgt. JACOB, F. J.; Sgt. KELLY, J.; Sgt. REID, G. J.; Sgt. SHAW, J.
3rd Row (L. to R.): Sgt. BOWEN, B.; S.Sgt. BOLTMAN, F. M.; Sgt. MOREHEN, W. G.; Sgt. ECK, H. J.; S.Sgt. BARNARD, M. J.; Sgt. FERREIRA, P. C. A.;
Sgt. PETERILL, D.; S.Sgt. FOURIE, L. C.; Sgt. LUTHE, C.; S.Sgt. WEST, C. S.

Happy Birthday!

Please join me in wishing a very Happy Birthday to the following members who will be celebrating their birthdays during the next three months.

June

6th - Alfred de Vries
10th - Frans Conradie
30th - John Arenson (Los Angeles, USA)

July

12th - Tim Reilly
14th - Jerome Solomon
16th - Diederik Kruger
18th - Theuns Neethling (Grand Cayman Islands)
22nd - Ivor Markman
24th - Ronnie Taylor

August

9th - George Coomer
9th - Deon Potgieter
12th - Matt Tennyson
13th - Jeanette Kok-Kritzenger
21st - Ed Wittert
28th - Bobby Dixon
30th - Trunell Morom

A quote or two

A few quotes by or about the military.

“The nation which forgets its defenders will be itself forgotten.”

Calvin Coolidge

“Those who stand for nothing fall for anything.”

Alexander Hamilton

“I am not afraid of an army of lions lead by a sheep; I am afraid of sheep lead by a lion.”

Alexander the Great

“The world is a dangerous place, not because of those who do evil, but because of those who look on and do nothing.”

Albert Einstein

“War is too important to be left to the generals.”

Georges Clémenceau

“Those who give up essential liberties for temporary safety deserve neither liberty nor safety.”

Benjamin Franklin

“Bravery is being the only one who knows you’re afraid.”

Colonel David Hackworth

“If a man hasn’t discovered something that he will die for, he isn’t fit to live.”

Martin Luther King, Jr.

“We sleep peaceably in our beds at night only because rough men stand ready to do violence on our behalf.”

George Orwell