



February 2014

Newsletter

Association of Retired Inspectors of Schools and Senior Educational Administrators

From the President



Perhaps a little late in the year to say this but welcome to 2014 and may it bring all the happiness and good fortune you would wish upon yourselves and family. It was pleasing to see some new faces, that we had not seen for some time, at our lunch meeting in December. We look forward to seeing you all again and with more new faces in 2014.

In education and in most professions we often talk a lot about leadership. Some of you may have seen a video recently of a lone man doing a crazy dance in front of a large crowd in a park. At first people looked at him quizzically thinking this was a strange thing to do in a public place, particularly in front of people he didn't even know.

But it was not long before another person jumped up and joined him. This continued as more and more ran in to join the two original dancers. Of course it was just a fun thing to do but it did demonstrate an interesting feature about leadership.

The original lone dancer was a risk taker. He might well have been seen as being foolish, left there to dance on his own. He was, however a leader of sorts, someone who started something which others wanted to follow. But it is interesting to note that the second person to jump up was just as much a risk taker as the first, because once he joined, the perceived leader dancing was seen as an approved thing to do.

Finally nearly everyone joined in doing their own version of a dance, each seen as an equal but also part of a team. In fact, if you did not join in with the now enlarged dancing group you would have been seen as the odd one out and not part of the majority at all. I have seen a similar thing as this at socials and weddings when it was difficult at first to get someone up to start the dancing.

As in the past, senior administrators still have to be risk takers and be prepared to build up a team spirit even when it may appear to be against what the general opinion might be. Most of my background has been in curriculum and while the debate has centred recently on the Gonski political debate, I believe curriculum is the next issue that will raise its head in 2014.

I say this because the warning signs were clearly displayed there in a Q&A ABC TV broadcast last year when Minister Pyne mentioned that he wanted to review the curriculum and look critically at the “themes” that had been determined for the Australian Curriculum. Obviously the minister was referring in particular to the Cross Curriculum Priorities, one of which is Sustainability, an area very dear to my heart and no doubt to all of you.

What really concerns me of course is that ACARA has spent millions of dollars, not to mention employing the time and effort of the most inclusive group of people in our history, to develop the ultimate of democratically designed curricula for all Australians. To appoint an investigative ministerial committee to come up with findings that the minister would want is to sweep away the years of work of academics, education administrators, teachers expert in pedagogy and specialist syllabus areas along with parents, principals and even students.

So much thought and care has gone into this process it would be a major tragedy for it to become a victim of political interference. We have all played our part in getting to this stage in the history of education in this state and even influencing the process nationally.

This is the time when strong leadership is needed to continue its progress and ensure it remains a collaborative, non political, cooperative venture. We hope that our new leaders will use all their skills and persuasive powers to ensure this happens but perhaps there is a role for all of us as well.

Syd Smith President ARISSEA

From the Secretary

Some dates for your diary

General meeting dates/ lunches

Friday 2 May 2014 (*Annual General Meeting*)

Friday, 1 August 2014

Friday, 5 December 2014

Committee meeting dates

Monday, 3 March 2014

Monday, 26 May 2014

Monday, 29 September 2014

Assessment of Stewart House Out of School Hours Program – a small team of volunteer ARISSEA members will be involved in this assessment between 20 October 2014 to 31 October 2014.

Please let me know if you would like further information about this project and/or would like to be directly involved as a member of the assessment team.

Confirmation of action to discontinue our affiliation *Union Shopper* – we have advised the Union Shopper Marketing Manager that we are not continuing our affiliation in 2014.

Geoff Walton Secretary

December Lunch



Jack Harrison and Jack McLean

From the Secretary's emails

On Tuesday, January 21, 2014 2:52 PM, Anne & David Maher emailed to Geoff Walton:

Good Afternoon, Geoff

My 1988 diary carries the notation on the 21st January that the Institute of Inspectors of Schools held its 74th annual conference on that date.

Hence, this week would have marked the 100th Anniversary of the Institute, if it had survived in its original form.

Am I correct?

Cheers my friend,

David

Reply email from Geoff Walton:

David,

Your email has sent me into the Dugdale and Ford archives. A paper, prepared by Miss Olive Nichols, Inspector of Schools 1959-1971 and delivered at the Annual Institute Conference in January 1974 provides information about:

The inaugural meeting "of an association of inspectors" that was held on January 14, 1914 at the United Services Club in Phillip Street.

The Inaugural Picnic of the "Institute of Inspectors of Schools" at Sandringham on January 22, 1914. The Picnic program(me) contains the following details:

"Leave Redfern by 10.05 am train

(Fare to Sandringham via Kogarah 1/4 return)

11.00 am Oysters

1.30 pm Dinner

Chairman P. Board Esq M.A.

Toasts: "The King"

"Our Guests"

2.45 pm Photograph to be taken

3.00 pm Trip to Kurnell

Games

5.30 pm Tea

Songs

"Auld Lang Syne"

Your diary entry and your "addings-up" are accurate. Thanks for the prompt.

Regards

Geoff

Seems to indicate that the 'Association/Institute of Inspectors' was formed 100 years ago, almost to the day.

December Lunch



Mandy Tunica

Members say

Pat Morgan

First Inspector of Schools, Goulburn Area

The first inspector of schools in the Goulburn area was Mr B H McCann. His career in this capacity came to a tragic end as reported in a newspaper of the period.

A gloom was thrown over the town of Goulburn on 24th October, 1864 when Mr B McCann was drowned trying to cross the Wollondilly at Rossi's crossing. Mr McCann was returning from Cotta Wolla where he had been inspecting a recently erected school house.

It was actually the old Roslyn school house, which was called Cotta Willa in those days. It was quite close to where the Roslyn hall now stands.

Mr McCann set out on Friday 23rd October in the morning with his servant Henry Younger driving a horse and buggy. On the return journey it was raining heavily and all the creeks were flooded.

Mr McCann drove all night and only pulled up for a short time to take refuge in a wet tent. He reached the Wollondilly at Marsden's crossing at about daylight but decided not to cross there.

He was advised to try the Rossi crossing a couple of miles further upstream. When he got there he was advised not to try to cross there. His servant would not go with him but he

attempted to cross just the same although neither he nor his servant could swim. The horse soon got into difficulties and the horse, buggy and occupant were soon swept away.

Those who spoke to him before he attempted to cross said that he was anxious to return to Goulburn to bring his work up to date before a proposed tour of Riverina schools. They also said he appeared to be in a bad state of health.

When the news of the drowning reached the township, people rushed to the site to see if they could render any help but no trace of the horse or buggy could be found, until late that evening. His great coat was found two days later, but it was more than a week before the body was recovered. He was buried next day in the catholic cemetery.

Mrs McCann was left in very bad circumstances and appealed to the Education Department for assistance. After a fair lapse of time they agreed to give a small amount to assist her and she and her family left Goulburn soon after.

A friend of Mr McCann's, Mr R Pembroke kept the Education Department informed about the drowning and what happened afterwards and also of the plight of Mrs McCann. Most of this was by telegram and the original telegrams are still at the Archives of NSW and in very good order.

Mr Pembroke was a retired school teacher. He had originally taught at the Tuena National School and was later transferred to the Tarlo National School. He eventually resigned and took up a position with Messrs Davies Alexander & Co, General Stores, Goulburn.

Cecil Cunningham 1987

Extracted from the Argyle Bulletin No58, Nov 2013

December Lunch



John Edwards, Ritchie Stevenson & Alan Pratt

Another Classic Examination Paper

Like most of you I was intrigued with the old examination paper submitted by Joan Healy recently. Here is another one from the Salina Kansas Education Department of 1895.

One wonders how this prepared people for the Twentieth Century and note the parochial and introspective approach taken where the rest of the world is almost non-existent.

8th Grade Final Exam: Salina, KS - 1895

Grammar (Time, one hour)

1. Give nine rules for the use of capital letters.
2. Name the parts of speech and define those that have no modifications
3. Define verse, stanza and paragraph.
4. What are the principal parts of a verb? Give principal parts of 'lie,' 'play,' and 'run'.
5. Define case; illustrate each case.
6. What is punctuation? Give rules for principal marks of punctuation.
- 7 - 10. Write a composition of about 150 words and show therein that you understand the practical use of the rules of grammar.

Arithmetic (Time, 1 hour 15 minutes)

1. Name and define the Fundamental Rules of Arithmetic.
2. A wagon box is 2 ft. Deep, 10 feet Long, and 3 ft. Wide. How many bushels of wheat will it hold?
3. If a load of wheat weighs 3,942 lbs, what is it worth at 50c/bushel, deducting 1,050 lbs for tare?
4. District No 33 has a valuation of \$35,000. What is the necessary levy to carry on a school seven months at \$50 per month, and have \$104 for incidentals?
5. Find the cost of 6,720 lbs. Coal at \$6.00 per ton.
6. Find the interest of \$512.60 for 8 months and 18 days at 7 percent per annum.
7. What is the cost of 40 boards 12 inches wide and 16 ft long at \$20 per meter?
8. Find bank discount on \$300 for 90 days (no grace) at 10 percent.
9. What is the cost of a square farm at \$15 per acre, the distance of which is 640 rods?
10. Write a Bank Cheque, a Promissory Note, and a Receipt.

U.S. History (Time, 45 minutes)

1. Give the epochs into which U.S. History is divided
2. Give an account of the discovery of America by Columbus.
3. Relate the causes and results of the Revolutionary War.
4. Show the territorial growth of the United States
5. Tell what you can of the history of Kansas.
6. Describe three of the most prominent battles of the Rebellion.
7. Who were the following: Morse, Whitney, Fulton, Bell, Lincoln, Penn, and Howe?
8. Name events connected with the following dates: 1607, 1620, 1800, 1849, 1865.

Orthography (Time, one hour)

(Do we even know what this is?)

1. What is meant by the following: alphabet, phonetic, orthography, etymology, syllabication?
2. What are elementary sounds? How classified?
3. What are the following, and give examples of each: trigraph, subvocals, diphthong, cognate letters, linguals?
4. Give four substitutes for caret 'u'.
5. Give two rules for spelling words with final 'e.' Name two exceptions under each rule.
6. Give two uses of silent letters in spelling. Illustrate each.
7. Define the following prefixes and use in connection with a word: bi, dis, pre, semi, post, non, inter, mono, sup.
8. Mark diacritically and divide into syllables the following, and name the sign that indicates the sound: card, ball, mercy, sir, odd, cell, rise, blood, fare, last.
- 9 Use the following correctly in sentences: cite, site, sight, fane, fain, feign, vane, vain, vein, raze, raise, rays.
10. Write 10 words frequently mispronounced and indicate pronunciation by use of diacritical marks and by syllabication.

Geography (Time, one hour)

- 1 What is climate? Upon what does climate depend?
2. How do you account for the extremes of climate in Kansas ?
3. Of what use are rivers? Of what use is the ocean?
4. Describe the mountains of North America .
5. Name and describe the following: Monrovia , Odessa , Denver , Manitoba , Hecla , Yukon , St. Helena, Juan Fernandez, Aspinwall and Orinoco
6. Name and locate the principal trade centres of the U.S.
7. Name all the republics of Europe and give the capital of each.
8. Why is the Atlantic Coast colder than the Pacific in the same latitude?
9. Describe the process by which the water of the ocean returns to the sources of rivers.
10. Describe the movements of the earth. Give the inclination of the earth.

Notice that the exam took FIVE HOURS to complete. Gives the saying 'he only had an 8th grade education' a whole new meaning, doesn't it?!

Can anyone remember how many pecks there are in a bushel and how many rods in a perch?

Not in any hurry for answers, just curious !



Pat Morgan

Members say

Graham Sims

TRABANT TALES

We've had earlier debates about what **is**, and **isn't** a microcar. An Isetta **is**; a Goggo **is**; a Smart For Two **isn't**, and a Morris Mini **isn't** . . . or so the story goes.

Convention seems to have it that a microcar must be tiny (micro) in size of both body and engine. (Could there be a **large** microcar? Perhaps a Borgward Isabella with a 500cc motor?)

Before we descend too far into the realms of fantasy (as did Cpl Jones in "Dad's Army") there is, or was, one little car which at least some motoring aficionados acknowledge as a microcar, even if only in terms of engine and cabin size, temperament, primitiveness, reliability (?) and noise levels.

This was the Trabant, the Eastern Bloc's unique contribution to 20th (or was it 19th) century motoring. Throughout the 1960's, '70's and even '80's, East Germans had the same love-hate relationship with the strange little "Trabi," as West Germans had with their VW Beetles, and the French with their Citroën "Deux Chevaux."

Yes, folks, I know I'm drawing a long bow in comparing the decidedly primitive Trabant with the not-quite so primitive Beetle and Deux Chevaux. There were significant, some would say, spectacular differences.



A late model Trabant with 600cc two-stroke engine

- The Trabant had no export market, although no doubt many owners would willingly have exported theirs, if given half a chance.
- The Beetle was exported (and even built) world-wide and established the now giant VW empire.
- The Trabant was (under) powered by a 594cc, air-cooled, rear mounted, 2 stroke engine.
- The Beetle was powered by an air-cooled, rear mounted, 'boxer', 4 stroke engine, initially of modest capacity but increasing through 1100, 1200, 1300, 1500 and eventually 1600 cc's.
- The Citroën “Deux Chevaux”, sat somewhere between the two, with its chief claim to fame being that a farmer could drive one across a ploughed field, with a carton of eggs on the front seat, without breaking any. (Quite how many farmers felt the urge to do this, je ne sais pas!)
- East Germans, I'm sure, would gladly have swapped their noisy, smelly, underpowered and unreliable Trabants for the slightly **less** noisy, **less** underpowered and **much** more reliable Beetle, but were rarely able to do so.
- No West German, indeed no-one in their right mind, would ever rationally want to swap a VW for a Trabant.

Nevertheless, despite these significant differences, each of the Trabant and the Beetle (and, indeed, the “deux chevaux”) had their fans, and, amazingly, still do. Somehow they had that indefinable thing called “character”.

Now I've never owned, or even driven, a Trabant. I'm not even sure if any ever came to the Land of Oz. I doubt I'd have been a fan. With the possible exception of the Fichtel-

Sachs in my Messerschmitts of long ago, I've never been a fan of 2-Stroke. Even my mowers and outboard are 4-Stroke!

I have, over the years, owned some eleven Volkswagens, including a 1956 split rear-window Beetle. This very September, at a German Auto Fest in Canberra, I found myself looking lustfully upon the range of vintage VWs on display. Would I like to own one again? Bestimmt! (You bet!!!)

Let's face it, however. Many people hated the VW ("Hitler's Revenge!", "The Pregnant Rollerskate!" etc).

By contrast, the "Trabi" was almost exclusively an East German phenomenon. Virtually all its fans and detractors came from behind the Iron Curtain.

Oddly enough, just like the Beetle, the Trabi was actually the subject of a couple of films, (the East German answer to "Herbie.")

Unlike the car itself, the "Trabi" films were actually seen in the West, and even in Australia. And, just like Herbie, the **film** Trabi could perform amazing and exaggerated stunts. (Cynics might claim its most exaggerated stunt was that it actually "worked" at all.)

Not long ago, at a book fair, I bought, out of curiosity, a book called **Trabant Trek** : (Crossing the World in a Plastic Car), by Dan Murdoch.

It seems that, in 2007, a group of bored (or stark, raving mad) young folk, five males and three females, decided to make the trek from East Germany to Cambodia, across some of the world's highest mountains, most inhospitable deserts and least friendly, unwelcoming countries.

Although they were all, in essence, backpackers, they decided to make this odyssey by car . . . not just **any** car, but the world's **worst** car, the infamous and much ridiculed Trabant, or, to be more precise, in **three** Trabants.

It was to be a 15,000 mile expedition, through 21 countries, supposedly taking four months and, although youthful zeal and whimsy played their part, the trip did have a more noble purpose: to raise money for the poor and orphaned children some of the group had earlier encountered in Cambodia.

Perhaps predictably, the book is as madcap and zany as the Trabant itself. My copy, I soon discovered, was a printer's and reader's nightmare, with some pages, indeed one entire chapter, printed twice, but with others missing completely!

Each chapter begins with a Trabi joke, although some might argue that **any** Trabi joke is a tautology. (In this article, I don't propose recounting the whole book, but I **will** recount the jokes. At least some of them will strike a familiar chord for us!)

They began the expedition with three Trabants, which they named Ziggy, Fez and Dante. One was a “Kombi” model from 1987, with a “station wagon” type luggage area. The other two were “limousine” models, from 1986 and 1986.

Although the little cars, made partly of plastic and “duraglas”, were by then 20 years old, their design and parts differed little, if at all, from the original 1963 model, and everything about them seemed so simple that only simple things, if anything, could go wrong with them.

To this naïve assumption was added the even more naïve proposal that the expedition **start** in East Germany, where knowledge, parts and service for the Trabants would be most readily available. I found myself wondering why no-one thought that this would also be when the vehicles were (supposedly) at their best, and **least** in need of repairs, service or parts.

The logic of this was belatedly proven as the trip progressed. As the Trabants deteriorated, (disintegrated would be a better term), they found themselves further and further away from their origin, and with locals in countries such as Turkmenistan, Siberia, Mongolia, China, Laos and eventually Cambodia itself, knowing absolutely nothing about them.

Now, in this article, I don’t propose recounting the story of the Trabant Trek. Buy the book, if you’re that interested. Indeed, borrow my copy, as long as you’re prepared to put up with the duplicated and missing pages. (You’ll feel like you’re in a Trabant itself!)

Suffice it to say that lots of 'simple' things **did** go wrong with Dante, Fez and Ziggy, along the way.

For example

- Batteries had a habit of discharging overnight.
- Rear wheels had a habit of “locking up” overnight.
- On one Trabbi, its right front wheel kept falling off.
- On one Trabbi, the front door swung open so often it had to be sealed shut.
- Roof racks, with their luggage, kept falling off.
- Spark plugs kept oiling up.
- Gear boxes and clutch plates frequently broke.
- Transaxles, leaf springs and control arms snapped, were welded, lasted a day or so, snapped and were welded again.
- Often, after welding was done, toxic fumes, combined with the exhaust, permeated the cabins, almost asphyxiating the occupants.
- Brakes constantly failed.

Now, folks, our intrepid Trabbi-ists **did** seem to have some foreboding of the Trabant’s idiosyncrasies and limitations, and decided to take with them, as support vehicle, a huge 1979 Mercedes Station wagon, (over) loaded to the gunwales with such spares as an entire engine, gearboxes, clutch plates, transaxles, engine mounts, carburettors, spark plugs, fan belts, globes, tyres, tubes, bearings, and, critically, cans of 2-Stroke oil.

As you'll note from the above, **all** of these, and more, were needed, but, with supreme irony, the Mercedes proved more troublesome and even less reliable than the humble little Trabbis themselves, and was eventually abandoned by the roadside, in the mountains of Tajikistan.

By the time the group reached China, they were down from three Trabbis to two, and with no support vehicle. Then, the Great Wall did its anti-invasion thing, and stopped Dante in its tracks. The last functional Trabant, Ziggy, had to tow Dante into Beijing.

Worse was to come, and all three defunct Trabbis had to be loaded into crates and shipped to Laos, with the group, (now down from eight to five), hoping to track down some more spares, to get at least one of the vehicles working again, so they could complete their journey.

Their actual entry into Laos could not have been more embarrassing. **None** of the three Trabants was functional, so they had to get the help of a local "tuk-tuk" driver to tow them across the China-Laos border.

The absolute ignominy was demonstrated when, far from having to tow the Trabants one by one, the humble "tuk-tuk", with its tiny motorcycle engine, managed to tow all three Trabants behind it, in a spluttering, puttering convoy.

Inside Laos, the group valiantly tried to get all three battered Trabbis, or at least two, or at the **very** least, one, working again . . . but with only limited success. Dante and Fez could be "persuaded" to function, albeit grudgingly and unreliably. Ziggy stubbornly refused.

Then there followed a hilarious debate about which of the three was to be sacrificed, cannibalised and dumped . . . the best of the worst, the worst of the best, or the worst of the worst. Dante, on a split vote, was the sacrificial Trabbi.

Eventually, the five remaining Trekkers crammed into Fez and Ziggy (each bearing Ziggy bits and pieces) reached Bangkok, and finally limped over the border into Cambodia.

They had, somehow, traversed twenty-one countries, eight time zones, 15,500 miles and taken over six months to do so.

And the gallant, misbegotten little Trabants themselves? Well, they never made it home with "the famous five." Dante's fate, after he was dumped in northern Laos, is unknown. Fez was dumped by some Americans near the Cambodian border. Ziggy, minus two blown tyres, was left near Sihanoukville, and had his engine stolen. (Buddha alone knows why!)

Of course, as with all such adventures, **Trabant Trek** is as much about the people as the cars, but, as **we** risk life and limb by daring to drive our beloved micros "around the block", as it were, I take my hat off to those gallantly mad, or madly gallant, young folk who defied all logic and commonsense by choosing to undertake such an adventure in their little plastic and papier-mâché cars.

With humility and reverence, I present the following Trabant jokes:

Q)Why is the Trabant the quietest car in the world to drive?

A)Because your knees cover your ears.

Q)How many workers does it take to build a Trabant?

A)Two. One to fold and one to paste.

Q)How do you double the value of a Trabant?

A)Fill up the tank.

Q)Why do all Trabant drivers go to heaven?

A)Because they've already experienced hell on earth.

Q)What do you call a Trabant that's been driven to the top of a steep hill?

A)A bloody miracle!

Q)Why do Trabants have heated rear windows?

A)To keep your hands warm while you're pushing them.

Q)When does a Trabant reach its top speed?

A)When it's hauled away by a tow-truck.

Q)What do you use to measure the speed of a Trabant?

A)A calendar.

And finally: A man pulls up at a garage and says "I'd like two wiper blades for a Trabant, please."

After a short pause, the garage owner replies, "Ok, it's a deal!"

December Lunch



Brian Jarman

December Lunch



Ian Scott and Helen McMaster

Friends of Stewart House

As the 2014 Annual General Meeting of the Friends of Stewart House was planned for Tuesday, 14th January and the copy deadline for this Newsletter was the same day, no information about the activities planned for 2014 had been received as this edition was being prepared.

I expect that the year's programme of their activities will be available for the April ARISSEA Newsletter.

Peter Robinson, Editor

December Lunch



Vincent Delany & Alan Rice

December Lunch



Richmond Manyweathers, Brian Gillett & Allan Mills

Derek Howland

Some time ago, my late wife Roma and I had planned to take the river cruise from Amsterdam to Budapest as our last overseas holiday. Unfortunately Roma was diagnosed with a thrombosis and was strongly advise against taking flights longer than an hour or two, so the idea was abandoned. Very soon after, Roma complained of feeling unwell. It was about time for the draining of a cyst on her liver, something that was done about every four years.

It had always been a minor procedure, into hospital in the afternoon and home again the next morning. However, while my elder daughter and I, were waiting in the hospital room, we were confronted with her radiologist flanked by two nurses. He looked somewhat uneasy as he explained that he had carried out the procedure many times for whoever the operating specialist was, but this was the first time that he had seen blood. We later learnt that he had nicked an artery when withdrawing one of the tubes.

Roma was immediately sent to ICU with her lung cavity so full of blood that her lungs had been pushed right across to her heart. Poor Roma was in ICU for sixty days in varying degrees of consciousness and seldom coherent.

Finally in the middle of the day, May 29th, she died quite suddenly. It was the sixty-fifth year of our marriage. Roma was a happy and vivacious person, very popular and much loved. She is greatly missed by me and a great many others.

I do not recall how or by whom the idea was later put forward, but it was that I should take the holiday that Roma and I had planned. I was eighty- seven and not keen on going alone, however, after much discussion, usually with my elder daughter Penni, her spelling not mine, we decided that the ideal companion would be her elder son Joel, a very fit thirty-one year old. An ideal baggage master!

Joel jumped at the offer and I was fortunately able to book a cabin at a time that suited us both, with APT, a well recommended Australian company.

APT has the sensible policy of including all tips and shore excursions in the cost. The bar, which opened from mid morning until bedtime, was also included, a facility not abused on our trip, but most certainly popular! As many of you will have taken that trip I will refrain from a day by day commentary. It was for both of us well travelled, fascinating and thoroughly enjoyable. While waiting for the good ship *Amalyra* to be readied, we were offered a choice of several excursions; we chose the canal tour of Amsterdam.

Roma and I had taken that in 1986 in a small open boat; this was a vast improvement. It was a large glass topped boat, comfortable, with a sound system and an excellent commentator.

In the afternoon we were again given a choice and we chose a bus tour of the city. This was as enjoyable as the canal trip with no repetition and we learnt a great deal.

We all know that Amsterdam by its very location is always in danger of flooding, however, I had no idea that it had been built on a swamp! Most of the old city stands on wooden

piles driven sixty feet into the mud! There is an immense pumping system that is in continuous operation, keeping the water at bay. Any failure would cause disaster to large sections of the city.

The next morning the journey proper started. I was quite surprised when barely clear of the city, the tour leader casually announced we were passing one of the country's many nuclear power stations.

Before our trip was over we were to pass other such stations in several countries. I wished that some of our politicians and anti-nuclear adherents could have been present as the establishments were pointed out with rather less emphasis than to a group swimming in the river! Not all nuclear plants have to be obsolete Russian or Japanese designs. Europe has obviously adopted nuclear power with little or no fuss.

Our first stop was at Cologne, my 'wheely walker' was brought out and when I became tired of pushing, I sat and Joel pushed. It was then that the cobblestone experience started. The walkers are unsprung!

Most of us were amazed that despite Cologne being a major target for Allied bombers the cathedral had suffered relatively little damage compared with the devastation of the surrounding square, now rebuilt. Nevertheless, as with our Harbour Bridge, it is under continuous repair. Squads of tradesmen start at the spires and work down to the lowest level and then start again at the top, never out of work.

Our next section was to the Main, pronounced 'mine', Danube canal that took thirty-two years to construct. This allowed ships to cross from the North to the Black Sea for the first time. This project revolutionised European commerce and brought great prosperity to all countries in and adjacent to it.

Our next stop was, for me, the highlight of the tour, Nuremburg, the site of the great Nazi rallies that eventually led to the Nuremburg trials. The huge rally area including Hitler's grandiose stone platform from which he delivered his almost hysterical orations are still there.

There were, and still are, Germans who believe all those symbols of the Nazi regime should be totally destroyed. Others believe that keeping them will be a permanent reminder of the danger of totalitarianism. So far the latter thinking has prevailed.

The courtroom in which the trials were held has been preserved as a small cinema in which excerpts from the actual trials are shown. Our guide made the observation that of all those pictured at the trial only two escaped hanging, Goering who committed suicide and Hesse who, before the war ended, flew solo to Scotland.

As far as I can remember, he was of his own volition, trying to persuade Britain to end hostilities. As Hesse was obviously mentally unbalanced, he spent the rest of his life in an institution.

On the morning of the next day the ship had tied up at Melk, an historic town in the province of Bavaria, with many interesting old sections. I awoke with a slight sore throat

but thought very little of it. But by evening I had lost my voice and by the next morning I was no better and everything began to change and get very difficult.

Continued in the April Newsletter

December Lunch



Merv Blanch and Bill Muir

December Lunch



Geoff George and Brent Corish



Signing the ISEA/ARISSEA agreement, George Green with Ron Ikin,
John Dugdale and Richmond Manyeathers

The agreement between ISEA and ARISSEA that was signed by Barry Lang then President, ISEA and George Green then President, ARISSEA, at our December 2010 meeting, is reproduced below.

AGREEMENT: The Institute of Senior Educational Administrators (ISEA) and the Association of Retired Inspectors of Schools and Senior Educational Administrators (ARISSEA)

Preamble:

There is much in common between the two organizations. For example:

- 1) Both organizations derive their origins from employment in, and support of, Public Education in NSW;
- 2) ARISSEA members maintain an interest in the affairs of the NSW OET;
- 3) Most ARISSEA members are former members of the ISEA;
- 4) Many ARISSEA and ISEA members maintain personal and professional links; and
- 5) Both organizations exist to support their members.

Given these common factors the organizations seek to maintain and extend their areas of cooperation, to the benefit of each, by way of this agreement.

It is therefore agreed that:

The ISEA will accept all ARISSEA members, who so choose, as ISEA "Retired" members and therefore to have access to the activities and services currently available to ISEA "Retired" members; providing that:

There will be no fees applicable to ARISSEA members who avail themselves of ISEA "Retired" membership;

ARISSEA will provide the ISEA with the email addresses of those members who wish to avail themselves of ISEA "Retired" membership; and

Those ARISSEA members who do not have email addresses, but wish to be listed as "Retired" ISEA members, will provide the ISEA with ten stamped and addressed envelopes per year.

As a consequence of 1) above ARISSEA members, who avail themselves of ISEA "Retired" membership, will receive applicable discounts to ISEA functions eg dinners, luncheons, workshops, study-tours;

Similarly ISEA members, who choose to take part in ARISSEA activities, will receive the same considerations in terms of access and payments as ARISSEA members;

The President of the ISEA will receive invitations, as a paying guest, to attend all ARISSEA luncheons and other ARISSEA activities;

ISEA Newsletters and invitations will be provided to the ARISSEA Secretary for selective publication in the ARISSEA Newsletters;

ARISSEA Newsletters and invitations will be provided to the ISEA Executive Officers for selective publication in the ISEA Newsletters;

ARISSEA will nominate a member to the selection panel to choose the annual ISEA Award for Excellence in the Administration of Public Education; and

From time to time either organisation may invite a representative from the other to attend a meeting of its governing committee, should there be agenda items of mutual interest.

***Participation on ISEA organised study-tours is conditional upon the numbers of members applying and their agreement to fully take part in the educational program organised for the tours.**

VALE Philip Alexander Bolte

Syd Smith

Phil Bolte was my first supervisor when I joined the then Studies Directorate in 1978. In fact he was part of the reason I was selected to become the Geography Curriculum Consultant at that time.

He was an excellent leader and made me welcome and confident in the new world of Head Office.

He was also an excellent teacher in improving my literacy and writing skills. When it came to writing and language skills, Phil was a perfectionist.

I remember for many years he reminded me constantly of how he had missed the spelling of Piaget in one of my newsletters to schools, a simple typographical error but a major oversight in Phil's opinion.

I found Phil a sensitive, caring man, always there to give a helping hand and lightening up the tensions of a busy office with his quirky sense of humour.

He had a keen sense of feeling the mood for situations and showed strength and fairness in dealing with controversial issues.

He understood human nature very well and his political skills made him a very valuable person to guide policy through some very difficult times.

His advice and opinions were sought after by senior management in the Department and it was regrettable in some ways that he was taken from Studies to employ his skills in the Director-General's Office.

He was truly a powerful treasure assisting Education through one of the most dynamic periods in its history.

It is interesting to note that a former premier, Rob Askin recognised Phil's calibre and invited him to stand for State Parliament.

This was when Phil was quite a young man but fortunately he chose education and combined all his attributes both interpersonal and professional to become one of our most respected departmental officers of the day.

I honour the companionship I enjoyed with Phil, celebrate his wonderful contribution to education in NSW and thank him for the times we had together.

I have sent my heartfelt sympathies to Robyn, Kylie, Jenny-Anne, Jason and to his grandchildren, Shey Robyn, Bree Anna and Tash Elsie.

I remember Phil with affection, great respect and as a true friend.

December Lunch



Ian Vacchini, Alan Laughlin & Terry Burke

Members say

VALE John Dugdale OAM

Warren Fairfax

Thank you for sharing this sad message. I had intended to visit John before Christmas but alas it was not to be.

We mourn the loss of a great teacher, caring colleague and wonderful Australian. I will try to be at the funeral if at all possible.

Tony Negline

John was so committed to the work and fellowship of the Association, as he was to other areas of his interests. I send an extract from the Quarterly Newsletter- Winter 2013 of the Royal Institute of Deaf and Blind Children that mentions John's association with that body.

John Dugdale OAM, has been supporting RIDBC since 1946. Recently, John decided to continue that support by organising to leave a bequest to RIDBC in his will.

At the age of 21, John began his career in education.

“I was working, not too happily, as a clerk, when I saw an advertisement in the Sydney Morning Herald for applications for a scholarship at the Sydney Teachers’ College,” said John. “My first job as a teacher was in charge of Tallebung Public School in central NSW, a one- teacher school with fourteen students. It was an exciting time — I had finally found my calling.”

John took a position as Assistant Lecturer in Child Welfare Training at Sydney Teachers' College after an RAAF posting in New Guinea during the war. In this capacity he visited RIDBC for the first time — then located just across the road from the University of Sydney.

"I was instantly attracted to RIDBC because of my belief in the importance of teaching. I feel that teaching is an art.

I also knew at the time that I was going to have difficulties down the track with my vision, and in fact now I'm legally blind. So there were two strong connections really," said John.

John began donating to RIDBC each year and has decided to leave a bequest to RIDBC in his will. "I felt that I should be giving back to the community and RIDBC was an organisation that I should be supporting," said John.

John worked as a district inspector of schools for 20 years, retiring in 1978. He is a Fulbright Scholar, received an Order of Australia (OAM) in 2005 for his commitment to veterans and in 1992 completed his Doctor of Philosophy degree.

"I'm always busy, but I appreciate staying connected to RIDBC. It's enjoyable visiting the students during tours of RIDBC, and also attending the annual Hunter Baillie luncheon, which is put on to thank those who have decided to leave a bequest to RIDBC," said John.

Joy Starnes

Dear Peter, One of the real disadvantages of old age is that your friends or people you remember with respect and affection are suddenly gone.

John was my mentor when I was first appointed as D.I. Tamworth and I recall how kind he was, so wise. I haven't seen or been in contact with John for many years but I will still miss him. Thank you for letting those who knew him recall his kindness.

Fred Cook

Thanks for this sad news about John.

He was a great encouragement to me as a young Inspector of Schools when everything just seemed a blur to me and always kept in contact with my progress in the service over the years.

I appreciated his genuine friendship and interest in me. He will be sadly missed by us all.

Address changes

(Changes shown in Bold)

ROBERTS R Ron-Peggy
8 Caltowie Place, PO Box 1805
COFFS HARBOUR 2450
(02) 6552 1684 roperobo@gmail.com

Deaths

19/10/2013 WILSON K J (Keith)
16 Mason St PARRAMATTA 2150

20/11/2013 DUGDALE Dr JH OAM (John)
17 Heatherbrae St STRATHFIELD 2135

26/11/2013 BOLTE P A (Philip)
62 Adelphi St ROUSE HILL 2155

06/12/2013 NEWMAN Dr W (Warren)
100 Napier St TAMWORTH 2340

John Dugdale's Funeral



Warren Fairfax, Geoff Walton, Ray Gillies, Peter Robinson & Vincent Delany

ARISSEA members are reminded that
material is needed for the **April 2014 Newsletter**

Accompanying photos are most welcome,
preferably as JPG email attachments.

Copy deadline: 19th March 2014

Peter Robinson,
Newsletter Editor,
3 Corunna Ave,
NORTH ROCKS NSW 2151
peterrobinson7@gmail.com

Have you contributed in the last 2-3 years?

If not, your ARISSEA friends may like to know
what you've been doing,
what you are thinking or
what you remember.