



**CONSULATE OF MALTA IN SOUTH AUSTRALIA NEWSLETTER**

**JUNE 2014 FRANK L SCICLUNA - LINKING MALTA AND AUSTRALIA**

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**HON ANGLU FARRUGIA**

**Speaker of the House of Representatives  
Parliament of Malta**

Dr Anglu Farrugia LL.D. M.Jur. (*magna cum laude*), has assumed office after being elected Speaker of the House of Representatives, Parliament of Malta, during the first sitting of the Twelfth Legislature on 6 April 2013.

Dr Farrugia first entered Parliament in 1996, and was re-elected in 1998, 2003 and 2008. Between 1998 and 2008, Dr Farrugia was the Shadow Minister for Justice. In June 2008, he was elected as the Labour Party's Deputy Leader responsible for Parliamentary Affairs, and served for five years as the

Opposition's Shadow Minister on Employment and Workers' Rights.

Dr Farrugia was Chairman of the Standing Committee of the House for the Consideration of Bills between 1996 and 1998, and an *ad hoc* member between 1998 and 2013 on the same committee. Between 1996 and 2008, he was also a member of the Privileges Committee of the House of Representatives.

Dr Farrugia headed the Maltese Parliament's delegation to the Parliamentary Assembly of the Organisation for Security and Co-operation in Europe (OSCE) between 1996 and 1998, and served as a member of the delegation since then till 2008. He has travelled abroad on a number of EU and OSCE missions as an international observer during the holding of various elections, including the ones in Georgia (1999), the Presidential Election in Palestine (2004), the US Presidential Election in 2004, the Montenegrin Independence Referendum (2006) and the Presidential and Parliamentary Elections in Zambia (2006).

Dr Farrugia also served as a member of the OSCE Parliamentary Assembly's Standing Committee on Human Rights.

Prior to entering politics, Dr Farrugia moved up the ranks within the Malta Police Force from 1977 to 1996, leaving the Force in the rank of Police Superintendent. During this period, he graduated as a lawyer from the University of Malta. Dr Farrugia was born on the 29<sup>th</sup> December 1955 in Mosta, and is married to Carmen née Zammit. They have a daughter, Caroline, who is a practising lawyer.

Ghaziz Sur Scicluna, Kemm niehu pjacir naqra l-Maltese Newsletter tieghek! L-aktar meta jkun hemm xi haga dwar il-gwerra li lili ggibli nostalgija kbira. Ghal dawk il-qarrejja Maltin li jhobbu jaqraw dwar il-gwerra nissuggerilhom li jaqraw il-ktieb tieghi "Sireni u Serenati" li huwa rakkont tal-gwerra minn tifla (jien) meta kelli bejn id-disa' u l-erbatax-il sena. Hemm fih passaġġi li jbikkuk, waqt li hemm ohrajn li jaqsmuk fid-dahk. F'Malta inqara fuq ir-radjijiet kollha. Tislijiet u awguri ghal aktar success. Lina Brockdorff



## WHO IS LINA BROCKDORFF?

**M'għandix dubju li xi darba jew oħra qrajtu xi haġa ta' Lina Brockdorff. Imma tafu min hi? X'tafu dwarha? Dan l-artiklu deher fit-Times (Malta) Monday, June 4, 2012 by Claudia Calleja**

Age was never a limiting factor for 82-year-old Lina Brockdorff who started studying late in life and got her Masters degree when she was already over 70. The bubbly woman has a mantra that keeps her going: to make use of every minute of her day.

"Time is the stuff that life is made of, no? I don't like to waste time," she says, insisting on spending a large chunk of it with her family and friends. Ms Brockdorff, a mother of four and grandmother of seven, wants people to understand that it really is never too late to start studying.

"Some say: What's the point in studying at this age? There's always a point. It gives you a scope in life. If you take up some studies you meet people; it opens up a window into the world... Learn computer and you'll never feel lonely," she said.

Ms Brockdorff, a published author of Maltese novels and short stories, traces her passion for learning back to her childhood. "I was a war child. I was nine when war broke out and my studies were interrupted," she recalled in a nostalgic tone. When the war was over, her father wanted her to continue studying and she went back to school.

"There were no textbooks. We had one copy of a book for each subject and had to share it among all the class. I remember mummy and daddy madly copying books and passages from them so that I could sit for my O levels," she said.

As a teenager, she started writing short stories and reading them out on Rediffusion (a cable radio network). She wished to study medicine but her family did not have the money to send her to the University. So her mother enrolled her into a teacher's training course without telling her.

"I was furious, I wanted a medical career. But the minute I started I said this was made for me and I never regret it. Even today, what I miss most is not being in a classroom," she said. Ms Brockdorff started her teaching career in a primary state school. She stopped when she got married and, as she raised her four children, she focused on writing.

"I was rocking the babies, one on each side, and writing on the typewriter," she said. She eventually resumed her career as an English language teacher at St Aloysius College. "Then, in 1991, I said to myself: The children are all grown up now, I want to start a University course," she said. She decided it would be theology, a subject that always interested her given her religious upbringing.

Together with a friend she signed up for a one-year introductory course in theology to test the waters because she was worried about her memory failing her. After that it was a five-year Bachelors' evening course and, in 2002, she got her Masters' degree at the age of 72. She then started mulling over the idea of starting her doctorate. But this gave rise to an internal thug of war as she had to decide whether to study or keep writing. She chose her writing and published her most recent novel *Sireni u Serenati* (Sirens and Serenades) in which she told her war experience as a child.

Ms Brockdorff just finished her 170th short story and is taking a writing break. However, she still reads a lot about theology and still writes articles for various religious magazines. "You hear elderly people say: What am I living for? I might as well die. I have a pain here and my leg isn't moving and la-di-da. But there is a scope. Life is beautiful, if we make it beautiful. "I look forward to each day. It doesn't mean you don't get aches and pains at my age. That's the cycle of life... My message is: Don't isolate yourself. Don't try to bury yourself before it's time," she said.



## WEBSITE TO FACILITATE MIGRANTS' INTEGRATION

Miriam Dalli 26 June 2014, The IOM Malta conference at The Westin Dragonara (Photo: Ray Attard)

The Ministry for Social Dialogue together with the International Organisation for Migration (IOM) in Malta have launched an online portal ([www.integration.gov.mt](http://www.integration.gov.mt)) to facilitate the integration of immigrants in Malta. An Inception Report compiled by IOM Malta suggests the setting up of a front office that acts as one-stop-shop for the delivery of information and guidance on the range of available services by various agencies.

Addressing the final conference on the integration of third country nationals in Malta, Social Dialogue Minister Helena Dalli said diversity should become Malta's strength. "To feel one as a nation, diversity must become society's strength and not its source of contention," the minister said. A third country national, under the European Union acquis, is any person that is not a citizen of the EU.

Dalli kicked off her speech on the integration of immigrants by highlighting Malta's history, including the wave of Maltese who migrated to Australia and Canada in search of better job opportunities. "We Maltese are nation of migration par excellence... The migration from Malta was characterised by ships leaving Malta to Canada or Australia because the situation forced them to seek opportunities abroad. Others stayed and others returned," Dalli said.

She said society must now understand that several migrants are here to stay: "Burying our heads in the sand is not an option." Dalli insisted the government was committed to facilitating immigrants' integration in society.

"We have to prevent people from living on the margins of society; migrants who know little of our customs and culture." She went on to add that employers cannot go around in search of the cheapest bidder and see which worker is ready to work for less: "We must ensure a level-playing field and we intend on adopting a national strategy on the integrations of migrants."



## MIGRANT SHIPS ON THE WAY TO AUSTRALIA



*The final adieu, November 1950*

Regular shipping for migrants to Australia really began in April 1948 when the *Asturias* left Malta, on April 23. In fact, she had made a previous trip, on November 20, 1947, when one hundred emigrants had left on her, but many of them were returning emigrants who had paid anything from 58 to 80 pounds to get as far as Melbourne.

However, from April 1948 to August 1952 the *Asturias* made fifteen trips to Australia thus earning for herself the sixth place among those ships, which made most trips from Malta to Australia. The undisputed primacy goes to the aptly named *Sydney* which between December 15, 1951, and February 13, 1966, made thirty-nine trips between Malta and Australia. When the *Columbia* carried on her 1,075 migrants that was considered then as the largest group ever carried to Australia in one voyage. The *Columbia* left on November 21, 1949. On that day Mr Cole expressed his obvious satisfaction at practically solving

the problem of providing a reliable shipping service for emigrants.

This is not to say that Mr Cole had solved the shipping problem to the satisfaction of everybody. While it was true that the Maltese Government had successfully obtained enough ships to carry those who wished to emigrate, there were complaints about some ships and about their sea worthiness and the kind of accommodation provided on board. Complaints appeared in the Maltese press about the *Columbia*. Although during question time in the Legislative Assembly Mr Cole had stated that the *Columbia's* trip was normal he did admit that during her journey three babies, only a few months old, had died at sea.

On April 26, 1949, the ship called **Misr** took to Australia seven hundred Maltese passengers. The ship had been built in the U.S.A. only six years before and was now owned by the Soc. Misr de Navigation Maritime of Alexandria, Egypt. In 1947 the *Misr* had embarked on her first voyage to Australia carrying on board a number of passengers who had originated from the Middle East. When the Maltese arrived on the *Misr* and disembarked first in Melbourne then in Sydney, some sections of the Australian Press had taken them for Levantines.

Once on dry land the Maltese themselves complained about the accommodation they had been given in common dormitories. Complaints reached Malta about the ship *Ocean Victory* which had left on February 26, 1950. On her were 1,024 emigrants and these included forty-two babies, one hundred and sixty children between the ages of one and five years, and one hundred and eighteen between five and eleven years. Three qualified nurses were in charge of the children. Labour representatives in the Legislative Assembly asked for a discussion on the accommodation provided on some of the ships being chartered by Mr Cole's department.

Labour politician, Mr N. Laiviera, claimed that he had received letters from emigrants he knew who had bitterly complained about conditions on board the **Ocean Victory**. Mr Laiviera did admit that better accommodation meant more expensive fares. His colleague, Mr D. Mintoff, wanted to know if there was any truth in the rumour that a child had died. Mr Mintoff quoted from the Australian newspaper, *The Daily Telegraph* of April 3, 1950, which said that customs officials had described the *Ocean Victory* as a hell-ship.

The captain himself admitted that a baby boy of ten months had died and so did another of sixteen months. Many of the passengers claimed they had suffered from dysentery while their linen was changed only once. Mr Anthony Cassar said that rain seeped into their sleeping quarters and Mrs Mary Grech, a mother with three girls and a boy, said that they lived on boiled potatoes and spaghetti.

Complaints were also raised about the ship **Florentia** which made three trips from Malta to Australia between December 15, 1950, and August 21, 1951. She had been built in Dunbarton, Scotland, in 1914. Some of those who travelled on her felt that the ship was not fit to cross the Indian Ocean, especially between May and September when the monsoons were likely to occur. One particular trip created quite a stir. The *Florentia* was expected in Grand Harbour, Valletta, on April. She was to carry 1,039 passengers but these were kept waiting for a number of days until she finally made port eleven days later.

The trip to Australia was uneventful, but chaos was let loose when she finally berthed at North Wharf, Melbourne, on May 31. Many relatives had been anxiously waiting for a very long time and tempers were short. On disembarking, one immigrant decided to run towards his relatives while his luggage was still being inspected by immigration officials. He was soon caught, but other waiting relatives and friends joined the fray. In the fracas that ensued three immigration officials were hurt and so were two Maltese. Five were arrested. One was accused of causing bodily to an immigration official while the other cases deferred.

An official comment from the Maltese Department of Emigration said about the incident "The man in question was only trying to kiss his mother before customs formalities had been finished. He had been already warned to wait, but he insisted on rushing to his mother. The other Maltese were all waiting on the quay. None of the arriving immigrants were involved".

It was obvious that the Maltese Government could not ignore the criticism in Malta and abroad about some of the chartered ships, particularly the Ocean Victory and the Ocean Triumph.. that if the decision to hire both ships had been solely on his own he would have never decided in favour of were made to him during the voyage. He had sent a telegram to Malta expressing his favourable impression about the behaviour of the Maltese and that he thought that they would make good settlers.

**Source: *The Safety Valve* (1997), author Fr Lawrence E. Attard, Publishers Enterprises Group**

## **MV SKAUBRYN**



***Some of the Maltese male survivors of the MV Skaubryn on the wharf in Aden. The ship caught fire on its way to Australia not long after coming out of the Suez Canal and into the Indian Ocean 1951-58 - Number of voyages - 4  
Number of Maltese Passengers - 2576***

The Skaubryn left Malta on the last day of March 1958, having embarked 169 men, women and children at Valletta. About 3 days out of Aden, in the Indian Ocean, fire swept the decks from the direction of the engine room and soon the vessel was engulfed in flames. Passengers were assisted to lifeboats, the ship was abandoned and soon sank. Some passengers were rescued by the 'CITY OF SYDNEY', a tanker and a tug. Returned to Aden, the passengers completed their journey to Australia in "Roma" and "Orsova!". No one lost their life in direct consequence of the fire.



## **SS STRATHAIRD**

**1940 - 58** Number of voyages - 3 Number of Maltese Passengers - 1732

SS. Strathaird", 22,500 gross tons, was built by Vickers Armstrong, and launched on 18th July 1931. Her maiden voyage to Brisbane started from Tilbury on 12th February 1932. She was broken up in Hong Kong in 1961. Her main ports-of-call were Malta, Port Said, Aden, Bombay,

Colombo, Freemantle, Adelaide, Melbourne and Sydney.

SS Strathaird's sister ships were SS Strathnaver, SS Strathmore, SS Stratheden and SS Strathallan. They still can be found on the bed of the Mediterranean Sea about 20 kilometres from the coast of North Africa. They were struck by two German torpedoes during World War 2.

1946 The VICTORIUS carrying 1088 passengers from the United Kingdom wartime evacuees returning to Singapore, picked 15 men from Malta. These Maltese migrants completed their voyage to Australia on the Blue Funnel Line Steamship 'GORGON" and arrived at Fremantle on 12 December 1946

**NUDDEA** BRITISH INDIA STF NAVIGATION COMPANYYY. BUILT 1883. Gr. T. 2964 Captain James Smith.

A passenger-cargo vessel, the "Nuddea" was built for the British Indies Steam Navigation Company by William Denny Brothers, Dumbarton, being laid down as yard number 270 on 10 October 1882, launched on 6 May 1883 and delivered on 6 July 1883. Her building cost was \$570 000

and on trials she achieved 12.9 knots. A coal burning three masted vessel, she had the following particulars:

She was fitted with accommodation for 32 First Class and 15 Second Class passengers, and also carried a large number of unberthed deck passengers, being certified for a maximum of 1695.

On this Passenger-Cargo Vessel came the first group of migrants on contract to work on the Queensland Cane Fields

A single screw ship, her engine was compound steam reciprocating, with an indicated horse power of 2250, giving a speed of about 12 knots, steam being provided by two boilers working at 75 lbs. per square inch. One of four sister ships she probably made one or two voyages to Australia from the UK when new, via the Torres Strait to Brisbane, but was soon transferred to her intended service in the Indian Ocean trades. She had an exemplary career with the B.I., which included service as a trooper during the Boer War. She was eventually sold in June 1911 for breaking up in Genoa.

## **GANGE**

A little known episode of Australian history, with some remarkable parallels to recent events, happened way back in 1916.

Setting off in that year in a French mail boat, the Gange, were 214 Maltese men would-be migrants to Australia. At the time, as citizens of Malta, they were also British subjects. They had every reason to expect that they would be admitted.

However, on arrival in Australia after a boat journey of five weeks, they found the political climate less than welcoming. The then prime minister, Billy Hughes, was campaigning in favour of the conscription referendum. He was worried that the arrival of this boatload of migrants would fuel the fears of anti-conscriptionists, that while fighting a war overseas their jobs would be taken by such migrants. The Australian Workers Union of the time described the Maltese as "the black menace".

Accordingly, the Australian authorities invoked Section 3(a) of the Immigration (Restriction) Act. That section provided that: "Any person who, when asked to do so by an officer, fails to write out at dictation and sign in the presence of the officer a passage of 50 words in length in a European language directed by the officer is a prohibited immigrant.

The Maltese migrants, who were by then detained under armed guard, were promptly, given a test in the Dutch language - and failed. They were shipped off to the Pacific Island of Noumea.



The parallel so far with Australia's reaction to the arrival of a fresh wave of immigrants arriving by boat more than 80 years later suggests little has changed. But public outcry even during the turmoil of World War I resulted in the eventual return of the Maltese men to Australia. One of them, Emmanuel Attard, enlisted in two world wars, and like many migrants before and after him contributed to the development of what has become a successful multicultural community.

The migration test provision replaced laws expressly prohibiting by reference to race, such a migration by refs the Victorian 1855 anti-Chinese laws. Racism was also entrenched in the Constitution, which once provided that the reckoning of the numbers of the people of the Commonwealth or of a state shouldn't include Aboriginal natives.

Laws in all states and territories, except Tasmania, now prohibit discrimination on the grounds of race. The most recent report of SA's Equal Opportunity Commission noted that there were 323 complaints relating to race lodged with the commission a significant decline over previous years.

### **The Gozitans of New Caledonia**



**Migrants from Malta and Gozo working in sugar cane farms in Mackay Queensland 1919**

The story of our brothers and sisters who emigrated to Australia at the beginning of the 20th century has long been forgotten. It is a story of courage and heroism, the like of which is very uncommon today. It is also the story of the suffering endured by our ancestors who left our island in order to make a living thousands of miles away in Australia, from where they planned to maintain their families financially.

It was on September 12, 1916 during the great war when 214 passengers left Malta and Gozo on a ship called "Gange". Their destination was Australia. On their arrival they became the unfortunate victims of local riots against immigration taking place at the time. The trade unions were determined to safeguard the jobs of those Australians who were engaged in fighting in the war, hence their opposition to immigration. In fighting in the war, hence their opposition to immigration.

The emigrants arrived in Fremantle on October 21, after a terrifying experience as they met terrible storms on the way,

so much so that the ship almost capsized. The rioters prevented them from leaving the ship and after two days waiting, the captain decided to sail towards Melbourne. There they had to undergo a language test, but instead of conducting the test in English, those in charge conducted it in the Dutch language, which meant of course that all of them failed! This was a ploy to prevent the emigrants from disembarking.

On November 5, the ship had to set sail again, this time to Sydney. By now, two months had passed since they left Malta. But even in Sydney they were not allowed to leave the ship. A military guard was assigned to the ship to prevent passengers from going ashore. However, about 44 passengers managed to escape by jumping into the sea and swam towards the shore. Most of them were caught and found themselves in a prison cell.

The authorities were at a loss as to what to do with the Maltese emigrants. Because the ship was registered in France, a decision was taken to send it to Noumea, New Caledonia, a French Colony. The Gange left Sydney Harbour on November 12 heading towards Noumea where at last the Maltese passengers were given accommodation.

After lengthy negotiations, these emigrants found themselves on another ship, the St. Louis, on their way back to Sydney. On their arrival they were transferred on to a very old ship which was anchored at the harbour, and there they waited for three months for another ship which would bring them back to Malta. After many complaints from various people, among whom was Fr William Bonnet, the emigrants were allowed to land ashore in Sydney. This was on March 13, 1917, six months after they had left Malta. In Sydney some of them soon found work with the Lyell Mining Company while others travelled further towards Queensland where they worked in the sugar cane plantations.

## AN UNSUNG MALTESE HERO AS OHIO BRINGS SALVATION TO BESIEGED MALTA *TIMES OF MALTA Sunday, August 12, 2012 by Lina Brockdorff*



Maltese wartime harbour pilots (from left) Domenico Attard, Abram Darmanin (for P&O), Wenzu Attard, Joseph Zahra (chief pilot), and Frans Attard.

Several books have been written about Operation Pedestal of August 1942, dealing with the British convoy which, despite crippling losses, finally made it to Malta on August 14-15, 1942, saving the island from surrender.

*Wenzu's wife, mother and brothers tried to*

*dissuade him. The tanker was still full of fuel. If there was another attack it could explode- Lina Brockdorff*



A portrait of Wenzu Attard, the harbour pilot who steered Ohio into Grand Harbour

Unless readers are given the detailed background to this story they simply cannot appreciate what this convoy, known as the *Santa Marija* Convoy (because it coincided with the feast of the Assumption of Our Lady, or *Santa Marija*), meant to Malta.

Operation Pedestal was intended to get desperately needed supplies to Malta at a time when the island was effectively under siege, blockaded by Axis air and naval forces. To sustain the island, Britain had to get convoys through at all costs. The most crucial supply was fuel, delivered by the *Ohio*, an American-built tanker with a British crew.

At that point Malta was at a complete standstill, both because food supplies were scarce and because it lacked fuel and ammunition to defend itself. Malta was on the brink of surrender.

Before Operation Pedestal there were two other attempts to send supplies of food and ammunition to Malta. These were Operation Vigorous from the east and Operation Harpoon from the west, which unluckily both ended in disaster. After this failure everyone was questioning how long Malta could hold out on its steadily diminishing supplies. Yet

the British did not give up. Operation Pedestal was an attempt to run more than 50 ships through the Mediterranean, which was well guarded by German U-boats, Italian E-boats as well as by the *Luftwaffe*, the German air force, and the Italian *Regia Aeronautica*.

This operation has gone down in history as an important British strategic victory of World War II. But it was achieved at the cost of more than 400 lives, with only five of the original 14 merchant ships finally reaching Grand Harbour. Of these five ships, *Ohio* steals the limelight as it had both the most fundamental role and the most dramatic survival of the whole convoy. The following is an account of *Ohio's* last three days before the tanker defied all odds and managed to limp into Grand Harbour with its precious cargo of fuel.

**August 12:** The Operation Pedestal convoy entered Gibraltar in heavy fog two days earlier. The Germans suspected that the fleet could only mean an imminent invasion of Sicily. They mounted continuous air attacks resulting in heavy Allied losses. Twenty Junkers 88 attacked the convoy, together with another 100 German and Italian planes which attacked the merchantmen. *Ohio* was hit amid ships, and a huge pillar of fire leapt high in the air. The tanker seemed to be out of control.

Captain Dudley William Mason ordered the engines to be shut down, while all deckhands were ordered to fight the fire with the deck water-lines. The blast destroyed the ship's gyro and knocked the magnetic compass off its bearings, forcing the crew to steer with the emergency gear from aft. Meanwhile there were huge holes in the starboard side, flooding the compartment. There were also jagged tears on the bulkheads while kerosene was spurting up from the adjoining tanks.



**August 13:** Attacks continued on the already damaged *Ohio* as it approached the Italian island of Pantelleria, with near misses buckling the tanker's hull plates and the forward tank filling with water. A downed Junker 88 crashed onto the deck, while another Italian dive bomber crashed onto it.

More attacks followed, her bailers were ruptured and so *Ohio* was left dead in the water at 10.50 a.m. The crew abandoned ship, boarding HMS *Penn*, which had come to *Ohio*'s aid together with HMS *Ledbury*. Different types of tows were attempted which gave no results because of heavy attacks from German dive bombers. The ship was abandoned for the night.

**August 14:** HMS *Penn* and HMS *Rye* towed the tanker and succeeded in making up to five knots. However there were more attacks and finally the tow lines snapped and *Ohio*'s rudder was immobilised. More attacks followed and Mason once again gave orders to abandon the tanker, whose back was broken.

Now they were close to Malta and 16 Spitfires set out for the German Junkers. A 1,000-pound bomb landed on the tanker's wake. It was clear that *Ohio* was sinking about 45 miles west from Malta. Slowly, the group approached the tricky harbour entrance, having passed Żonqor Point, close to Marsascala. The whole area was a minefield laid by the British.

**August 15:** Although details of this hazardous voyage were not available locally, still every Maltese knew that something ominous was happening just on their doorstep. All the Maltese knew it involved the remains of what was once a convoy. All over the island prayers were offered for the safety of the sailors and that Malta might finally obtain some food and fuel. At 6 a.m. news spread that whatever was near our shores was trying to enter harbour.

The battered shores and bastions of the Barrakka, St Angelo and Senglea were soon covered with people anxious for news. Maltese tugs were ready to help and soon the stricken but brave tanker was seen limping into harbour while men and women waved and cheered and a brass band played *Rule Britannia*.

It was customary for Maltese pilots to steer ships into harbour; there was, in fact, a schedule which was duly observed. Yet, in those turbulent days of constant attacks such a detail was usually disregarded and the Admiralty normally asked the captain himself to steer the ship into harbour.

However it seems that on this particular occasion the Admiral decided that a Maltese pilot should be asked to assume such a responsibility; and because of the interrupted schedule it was not quite clear who should have been on duty. It was up to the chief pilot, Joseph Zahra, to decide who should steer *Ohio* into Grand Harbour.

It seems none of the pilots was eager to call for duty. Lorenzo (Wenzu) Attard, whose three brothers Domenico, Frans and Wigi were also pilots, as were his cousin and uncle, decided to do the job. His son George relates how his father loved to narrate this event. As soon as he decided to leave his home in Vittoriosa, Wenzu's wife Antonia (*née* Persico), mother and brothers tried to dissuade him, telling him he was mad to try such a risky venture.

The tanker was sinking, and was still full of fuel. If there was another attack it could explode, causing a disaster in the Three Cities and for all involved. But Wenzu was adamant. His answer was: "We are all dying of hunger anyway... if anything happened it would only mean that I died a few days before my time, but I simply have to try and save Malta." And with those words he rushed out towards the harbour where, without loss of time he had to manoeuvre his way up a scramble-net to the *Ohio*.

As soon as the tanker came in, besides all the cheering and band-playing there was also an incessant beehive of activity on the wharves. The 10,000 tons of fuel oil started to be pumped by HMS *Boxall* while pipes were hauled aboard and emergency salvage pumps began to discharge the kerosene. The *Ohio*, which made port just six inches (15 centimetres) above the water, could be seen sinking lower and lower.

*Ohio* also carried a substantial amount of wheat and other much needed food supplies, which was saved and stored within a few hours. It is generally recognised that *Ohio* was the saviour of the beleaguered island. Its captain was later awarded the George Cross. Although such a triumph was of utmost importance for the Maltese, it had a more significant effect on the battle for North Africa. Many historians trace the turn of the tide and the Allied victory to this single event – which boosted the hope and morale of the Maltese with renewed prospects of survival.

It is sad to note that 70 years after such an important historical event, the heroic act of Wenzu, the Maltese pilot, has not been given its due. There is not a single marble slab to honour him. Yet Malta's public gardens and squares are adorned with statues and monuments of various statesmen, poets and lesser known citizens. The national poet, Dun Karm, had chided the Maltese for their ingratitude of not acknowledging their brave forefathers. No poet has ever spoken or written words of praise for Wenzu. I wonder, will he ever find a champion to speak up for him?



It-22 ta' Ġunju 2014

L-Għaqda tal-Malti – Università tixtieq tiġbed l-attenzjoni tal-membri tagħha li fis-7 ta' Lulju se ttella' l-Laqqgħa Ġenerali Annwali. Fiha se jiġu pprezentati r-rapporti dwar il-ħidma tal-Għaqda f'din l-aħħar sena fosthom attivitajiet kbar bħall-Jum Ewropew tal-Lingwi u l-parteciazzjoni fil-Festival Nazzjonali tal-Ktieb. Il-laqqgħa se ssir f'254, Dar l-Ewropa, Triq San Pawl, il-Belt Valletta u tibda fis-6pm.

Minbarra li l-membri jkunu jistgħu jiffamiljarizzaw ruħhom aktar mal-ħidma tal-Għaqda, ikollhom iċ-ċans iġeddu s-sħubija tagħhom, li għaliha ta' kull sena jingħataw kopja tar-rivista tal-Għaqda, *Lehen il-Malti*. L-attività fuq Facebook tinsab hawnhekk: <http://goo.gl/1Dc3IZ> filwaqt li min ikollu xi mistoqsijiet jista' jibgħathom lil [ghaqdataalmalti@gmail.com](mailto:ghaqdataalmalti@gmail.com). Facebook: [www.facebook.com/ghaqdamalti](http://www.facebook.com/ghaqdamalti)

Blogg: [ghaqdataalmalt.wordpress.com](http://ghaqdataalmalt.wordpress.com)

Leanne Ellul URP

## GROUP FESTA SANTA MARIJA {SYDNEY}



Il-group festa Santa Marija ta' Sydney bhall snin ohra qedin jorganizzaw il-festa anwali tagħhom.

Nhar is-Sibt 9 ta' Awwissu 2014 mis-seba ta' fil-ghaxija l-quddiem ikollom issoltu BALLU GRANDJUS fill-Balmoral centre, Balmoral St. Blacktown. Fejn se jkollom Ikla ta'erba korsi, with some seafood, galletti, bigilla u li tinkludi wkoll, birra, imbid, softdrinks, cassata ice cream, cannoli, pasti tal-lews, te' u kafe' u divertiment mill-

banda ta Joe {Avalon Grima} li tinkludi wkoll lil Vince, Victor u Paul.

U niccelebraw mal-marci tal-banda O.L.Q.P. maltese band of NSW.

Donazzjoni ta \$60 dollars u tfal that t-tmax il-sena \$30 dollars.

U L-ghada l-Hadd, 10 ta' Awwissu, ikollom il-festa fic-Centru ta' LA VALETTE fejn il-progamm jibda fis-siegha ta' wara nofs nhar. Il-klabb jkun miftuh għall l-ikel u jkun hemm marci u musika Maltija ipprovduti mill-Mifsud Brothers, fit-tlieta (3.00pm) imbagħad tibda l-quddies fis-sala bill-partecipazzjoni tal-kor ta' MCA wara issir il-purcissjoni bill-vara akkumpanjata mill-banda Our Lady Queen of Peace fejn jingħad ukoll ir-rużarju bl-innijiet marjani. Wara jkun hemm wirja ta logħob tan-nar u wiri ta' festi ta Santa Marija minn Malta, jkollna wkoll program mil-banda Our Lady Queen of Peace u divertiment mal-Mifsud Brothers.

Għall iktar imformazzjoni u billjetti cemplu lil; AGNES : 9626 6753. jew Theresa : 9604 3679.

Jew inkella Vicky 9636 6280



# Malta Rugby .com

## 3 MALTESE PLAYERS IN AMSTERDAM



*In the team photo Top from left to right: Kassandra Psaila (Mlt), Katrina Barker (Aus), Alice Richardson (Eng), Jo Watmore (Eng), Maddi Elliot (Aus), Caitlin Moran (Aus)*

*Bottom from left to right: Maria Spiteri (Mlt), Amanda Cassar (Mlt), Sonia Green (Eng), Darcy Sadler (Aus), Taleena Simon (Aus), Rachel Crothers (Aus)*

### Local players part of the team to win prestigious international tournament

It was an outstanding experience for three local players to play at the Amsterdam Sevens international tournament. Maria, Kassandra and Amanda of Kavallieri Rugby joined the Australian invitational team Tribe 7s to get to win the title of the 2014 edition of the tournament.

Tribe 7s team at Amsterdam consisted of Australian, English and Maltese national players. On the first day of the tournament the team encountered a German side and the France University team, finishing with two wins for the first day. The second day of the tournament started with another two wins for Tribe over an Irish side and another invitational team based in Amsterdam. This led Tribe to the semi-final facing the France national development team, which was another win for Tribe, to get to the final. The final match was against the Welsh national side, and Tribe 7s dominated the game from the first half, to win the match with the score of 38-5.

This was an exceptional venture for local players to play alongside top international players, and participate in one of the biggest sevens tournament worldwide. [www.maltarugby.com](http://www.maltarugby.com)



## THE INQUISITOR'S PALACE AT GIRGENTI - SIGGIEWI



Close to Siggiewi, at the western end of the island, is the fertile little valley of Girgenti. At its head is a flat, rocky ledge, from which the ground falls sharply below what it is a precipice in miniature. At the foot of the ledge is a grove of poplars, medlars, lemon, orange and pomengaranate trees; all sorts of shrubs grow with a luxuriance rare in Malta besides running water that irrigates the farms below. On the ledge, when even in summer is cool and in winter is buffeted by every wind that blows, stands a little gem of a house - plain harmonious, restrained.

Girgenti was built by Inquisitor Onorato Visconti in 1625 and commands a superb view of the surrounding country. Its gardens are watered by a number of springs, the main one being that of Għajn il-Kbir, which also irrigates the valley of Girgenti below. Its chapel, dedicated to San Carlo Borromeo, was built by Inquisitor (later Cardinal) Angleo Dorini in 1763.

The facade consists of three blocks which lie in one continuous face with recessed panels and plain projecting strips marking the vertical and horizontal divisions. The window surrounds consists of similar plain strips whilst the central axis is accented by a balustraded balcony over the door and a high semi circular-headed French window in the first floor. Good proportions, a clear articulation and an interesting broken skyline produce a pleasant effect so that, although plain, the facade is neither monotonous nor preceptibly severe. It is worth nothing the effectiveness of the single top windows in the two wings.

The ground floor plan originally consisted of seven rooms built in a row overlooking the beautiful valley. Three of these rooms, to the right of the entrance hall, now form what is called the Long Room, the principal reception room. At the back of this is a narrow passage which is connected by a graceful loggia to the charming little chapel, which is now the Dining Room. To the left of the entrance hall is a small study and a serving room which leads to the old kitchen.

The first floor extends over the whole of the ground. It includes the Library which is a beautiful high ceilinged room with windows in three of the four walls. This floor also contains the main bedroom with its private terrace, as well as a secondary bedroom and Reading room.

The second floor only extends over the right wing and contains two bedrooms. What appears to be a second floor over the left wing has been taken up by the Library's high ceiling. From 1625 to 1798, when the French regime suppressed the Inquisition, Girgenti was the summer residence of Malta's Inquisitors. Of the 41 Inquisitors who used this house, 26 later became Cardinals and two became Popes, reigning as Alexander VII and Innocent XII respectively.

During the British period Girgenti served initially as the summer residence of the Lieutenant Governors of Malta. In the second World War it was used as one of the stores for the National Museum's collection. It fell into total despair after the war and was partially restored in 1966 and 1967. It again fell into disrepair in the 1970's and was fully restored between 1988 and 1990, when it became the country residence of the Prime Ministers of Malta.

## ŻEJTUN DIALECT



One of the dialects found in the Maltese language is the Żejtuni Dialect (in general Maltese termed as Żejtuni and by the speakers as Żejtewnui). This dialect is used by many of the Żejtun inhabitants and in other settlements around this city like Marsaxlokk, that consists of about twelve thousand people. There many words that find it in the Maltese dialect only example:

- For **kite** the Maltese word is *tajra* but in this dialect it is found as **manuċċa**.
- For **foggy** weather the Maltese word is *ċpar* but in this dialect it is found as **ċlambu**.

All the vocal letters in this dialect possess a liquid versatility which allows the position, emphasis and tone of the vowels to change without any distinct rule; in some words the consonant letters are found to change as well. Such variations in the dialect are innate to native speakers.

The vowel 'A' in the Żejtun dialect is changed into 'U' or 'E'. Example:

### English Maltese Żejtun Dialect

newspaper	gazzetta	gezzette
meat	laħam	leħem
fat	xaħam	xeħem
coal	faħam	feħem
water	ilma	ilme
burner	spiritiera	spiritiere
home	dar	dur

This form happens to roughly all of the words that end in the vowel 'A', but when the sentence construction does not allow the vowel 'A' transmute into 'E', such as in the Maltese equivalent of *potato*, i.e. ' *patata* ', a different vowel has to be used to elongate the syllable. Here, the word does not become *petete* but changes into ' *Ů* ', becoming *patŮta*.

### The Vowel 'E'

The vowel 'E' changes into the vowels 'A' or also 'I'.

Example:

English	Maltese	Żejtun Dialect
wild	selvaġġ	salvaġġ
seriousness	serjetà	sirjitu
seminary	seminarju	siminurju
when	meta	Mite

### The Vocal 'O'

The vocal 'O' in this dialect changes into 'U', however it demands an element of phonetical emphasis to differentiate this changed 'U' from the previous one. In philology such emphasis requires an accent, hence ' *Ů* '.

Example:

### English Maltese Żejtun Dialect

school	skola	skŮla
wheel	rota	rŮta
pan	borma	bŮrma
sack	xkora	xkŮra
corner	rokna	rŮkna
roll	romblu	rŮmblyu

This form occurs in many other words that have 'O' as their first vocal letter.

### The Vocal 'U'

When the last vocal of the word is the *U*, it is changed into the vocal *O* with the consonant *W* with a muted-ending . Sometimes the *U* is changed into *EW*. Example:

### English Maltese Żejtun Dialect

ship	vapur	vapowr
Mr.	sinjur	sinjowr
stick	bastun	bastown
vase	vażun	vażown
money	flus	flews
fish	ħut	ħewt
shop	ħanut	ħenewt

## KARBA MINN

### EMIGRANT MALTI (JEW MALTI LI JGHIX BARRA MINN MALTA)



#### Inti Malti jew Awstraljan?

**L-AWSTRALJA HIJA MARTI (GHAX GHAZILTA JIEN) U MALTA HIJA OMMI (GHAX WELDITNI).**

L-Awstralja ma nqishiex b'pajjiżi imma b'hala art li ngħix fuqha. B'danakollu ma rridx infisser li l-Awstralja m'għamlitlix ġid. Fl-Awstralja għandi dar ħafna ikbar milli qatt kelli Malta u l-ftit flus li faddalt hemm għamilthom u mhux f'Malta. Fuq kollox l-Awstralja sabiha immens imma għaliha tibqa' dejjem art barranija. Jiena nħossni f'posti biss meta nkun hawn, f'Malta.

Malta hija l-post fejn twelidt u trabbejt, fejn għext l-aħjar żmien ta' ħajti u fejn tkellimt bl-ilsien tiegħi. Għax ngħiduha kif inhi, l-pajjiżi kollha huma magħmula mill-blat, mis-siġar u mill-ilma. Ma tistax taqbadhom u tgħannaqhom ma' qalbek. Imma l-punt hu li qalbek tintrabat mal-art li twelidt u trabbejt fiha."

Li kieku kien għaliġ kont nirritorna lejn Malta minn għada. Imma qabel jeħtieġli nikkonvinċi lil marti u mhux daqshekk faċli.

"Kull ġimgħa ħafna Maltin li joqogħdu l-Awstralja jistennaw bil-herqa l-aħbarijiet dwar Malta. Imma sfortunatament ikunu qosra. Imma dawn l-aħbarijiet huma sbieħ ħafna u jzommuna mghaqudin ma' Malta. Prosit PBS!!! Xi kultant l-Malti li jużaw il-ġurnalisti daqqiet lanqas nifhmuh għax ma jkunx b'Malti tajjeb imma imfarrak u mħallat mal-Ingliš jew it-Taljan.

Din tal-Malti tikkonfondini lili għax fl-Awstralja jippruvaw jgħallmu l-Malti u meta tmur Malta tara li f'Malta stess nofs il-popolazzjoni lanqas biss taf titkellem b'Malti tajjeb! U allura ngħid x'jiswa li ngħallmuh hemmhekk?

Dan jgħodd ukoll għal meta jiġu diversi kbarat iżuruna u jhegġuna biex ngħozzu l-Malti u l-kultura Maltija u biex nibqgħu ngħallmu l-Malti lil uliedna. Imma nerga' nistaqsi għalfejn meta f'Malta stess, dan ma jsirx?

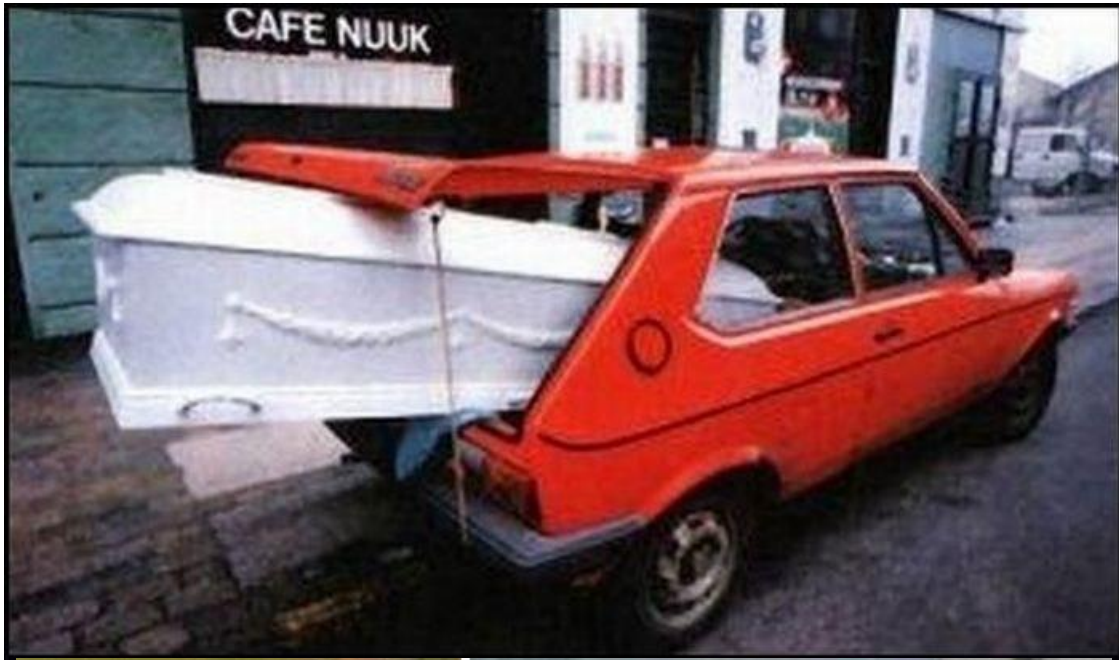


Bqajt skantat ukoll meta f'dawn il-ġimgħat ippruvajt nagħmel karta tal-identità Maltija peress li talbuieli biex inkun nista' niftaħ kont bankarju. Ma rnexxilix nagħmilha u minflok ippruvajt ninqeda bil-passaport Malti u ma ngħidlekx kemm dam jiġġabat l-iskrivan tal-bank biex jara kif ser jaqdini bih! Allura nsostni għala għandu jkollu ċittadinanza Maltija u passaport Malti jekk dawn ma tinqeda bihom imkien? Tgħid m'għamlulix il-karta tal-identità għax beżgħu li ġej nivvota biha? Bħallikieku ħa noqgħod ninqala' mill-Awstralja għalhekk. Allavolja, ħa ngħiduha kif inhi, meta ngiebu n-nies mill-Ewropa u l-Konslijiet saħansitra jinqagħlu mill-Awstralja biex jivvotaw, hux hekk?

Darb'ohra niktiblek fuq il-Passporti Biometrici li l-bicca tal-Maltin t'hawn ISIBUHA BI TQILA biex jakkwistawh minn ħafna problem ta' vvjaggar u spejjeż. Imma tgħid aħna minsijin għax meqjusa b'hala Maltin tal-Awstralja jew Maltin li jgħixu BARRA?" Ilhom gejjin biha għal sitt snin!!!!

**Mibghuta minn wiehed mill-qajjerra tagħna "PietruPawl Borg"**





## ONE FOR THE ROAD

The priest grasped their hands, sighed contentedly, smiled and stared at the ceiling . For a time, no one said anything, both the Australian Tax Office Agent and the Lawyer were touched and flattered that the old man would ask them to be with him during his final moments. They were also puzzled because the priest had never given any indication that he particularly liked either one of them.

Finally, the Lawyer asked, "Father, why did you ask the two of us to come here?" The old priest mustered all his strength, and then said weakly, "Jesus died between two thieves, and that's how I'd like to go." Sent by PAUL FARRUGIA

## THE PROBLEM OF DRUG USE IS NOT SOLVED WITH DRUGS – POPE FRANCIS



This morning the Pope received in audience the participants in the 31st International Drug Enforcement Conference, which took place in Rome from the 17th to the 19th of June. He thanked them for their work “in combating this most serious and complex problem of our time,” expressing his hope that they will accomplish their goals: a more effective coordination of anti-narcotics policies, better sharing of relevant information and the development of an operative strategy aimed at fighting the drug trade.

In his address, the Holy Father commented that “the scourge of drug use continues to spread inexorably, fed by a deplorable commerce which transcends national and continental borders. As a result, the lives of more and more

young people and adolescents are in danger. Faced with this reality, I can only manifest my grief and concern.”

“Let me state this in the clearest terms possible,” he continued, “the problem of drug use is not solved with drugs! Drug addiction is an evil, and with evil there can be no yielding or compromise. To think that harm can be reduced by permitting drug addicts to use narcotics in no way resolves the problem.”

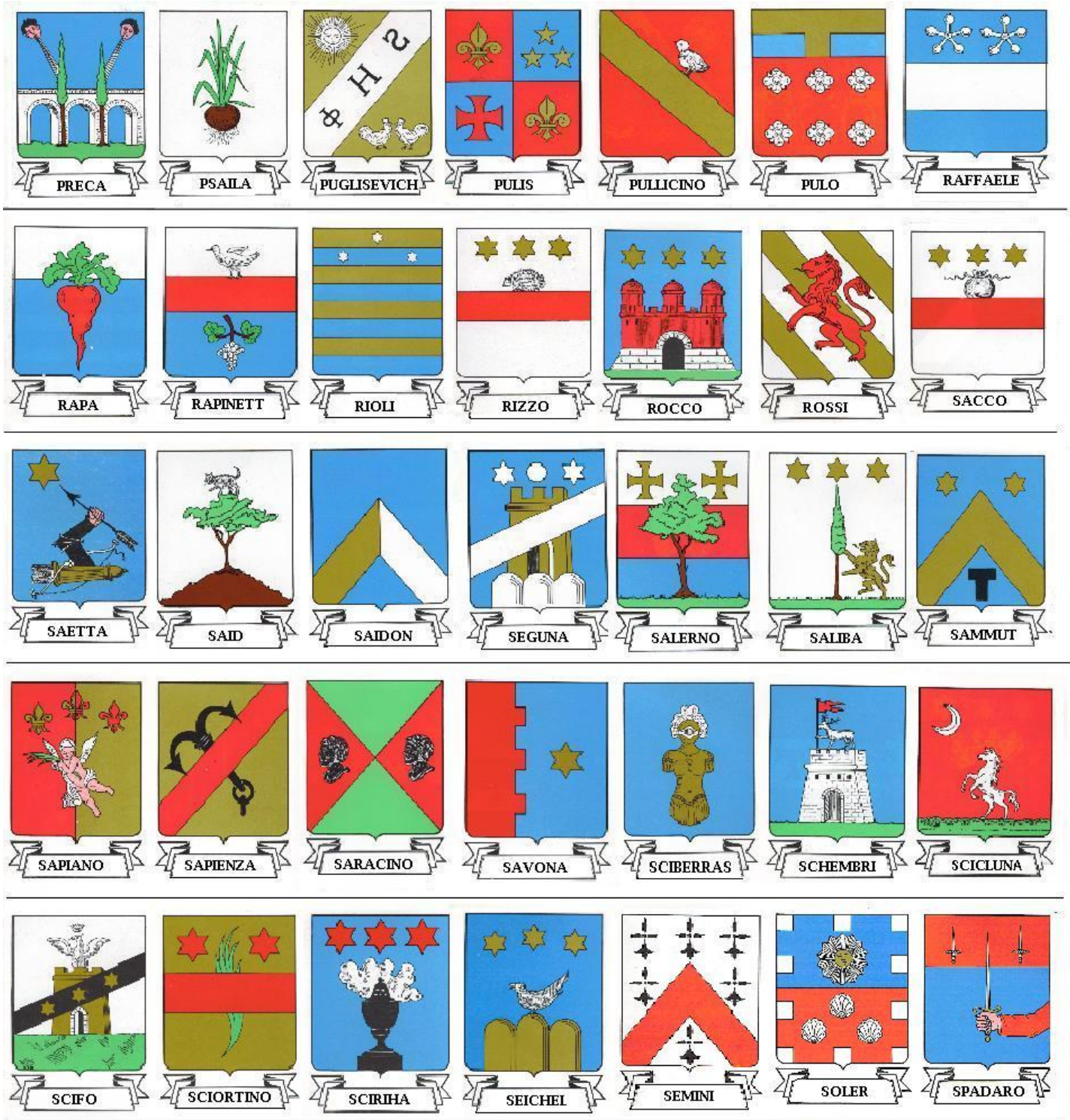
He added, “attempts, however limited, to legalise so-called ‘recreational drugs,’ are not only highly questionable from a legislative standpoint, but they fail to produce the desired effects. Substitute drugs are not an adequate therapy but rather a veiled means of surrendering to the phenomenon.”

“Here I would reaffirm what I have stated on another occasion: No to every type of drug use. It is as simple as that. No to any kind of drug use. But to say this ‘no’, one has to say ‘yes’ to life, ‘yes’ to love, ‘yes’ to others, ‘yes’ to education, ‘yes’ to greater job opportunities. If we say ‘yes’ to all these things, there will be no room for illicit drugs, for alcohol abuse, for other forms of addiction,” Pope Francis said.

“The Church, faithful to Jesus’ command to go out to all those places where people suffer, thirst, hunger and are imprisoned, does not abandon those who have fallen into the trap of drug addiction, but goes out to meet them with creative love.” Pope Francis continued, “She takes them by the hand, thanks to the efforts of countless workers and volunteers, and helps them to rediscover their dignity and to revive those inner strengths, those personal talents, which drug use had buried but can never obliterate, since every man and woman is created in the image and likeness of God.”

“The example of all those young people who are striving to overcome drug dependency and to rebuild their lives can serve as a powerful incentive for all of us to look with confidence to the future”, Francis concluded, encouraging the members of the Conference to carry on their work with constantly renewed.





## MORE MALTESE SURNAMES





## **INTRODUCING TIZIANA CALLEJA**

Her main occupation:- **Drama, Musical Theatre Tutor, Singer, Host and Actress**

**Tiziana Calleja, from Attard, Malta,** has been involved in a number of productions both as an actress and as a singer for these last ten years and has worked on several local TV productions and variety

shows.

Tiziana was given an eight-month scholarship in Performing Arts with a local acting school and was involved in other theatre workshops with foreign tutors. She has participated in theatre workshops at Dramadirect (Austria) and in Snakes and Ladders (Berlin) both of them ending with a workshop performance open to the general public. She has participated in a Theatre in Educational workshop held in Wales. She has studied under the guidance of Patrick Vella and sat for examinations with Trinity College (London). In 2003 she achieved the highest mark in Acting in Musical Theatre (Grade 7) throughout Europe. She achieved her Performers Certificate in this same discipline and passed successfully her Diplomas in Musical Theatre with Trinity College (London).

Tiziana has been teaching and working with several Theatre Arts Schools as well as being involved in concerts and shows, being a singer and a performer. She has been performing in cabaret shows in several hotels round the island and singing in a variety of concerts with Maestro Joe Brown's orchestra and more. She is now the director of a Musical Theatre Group of students – **CentreSTAGE**. Tiziana finished her studies in London, to achieve her Diploma in Popular Music at TechMusic Schools. Tiziana Calleja's ambition is to visit the Maltese living abroad to entertain them. She is a unique singer and actress. Her email address is [tcalleja@gmail.com](mailto:tcalleja@gmail.com).

**I thank all those who regularly send me emails and contributions for the MALTESE NEWSLETTER. If you would like to participate, feel free to do so. Your emails and input are always appreciated and treasured. Frank**

### **HELP NEEDED**

Dear Friends, We continue with new online surveys for you in May!

Here is the link: <https://de.surveymonkey.com/s/Malta-Surveys-June-2014>

You are still invited to send us your proposals for online polls to be published!

And please feel free to tell others about our website and our polls! See you soon on [www.malta-surveys.com](http://www.malta-surveys.com)! Greetings! THE WEBMASTE of [www.malta-surveys.com](http://www.malta-surveys.com)

THANKS TO THE MALTESE NEWSLETTER

## AUSTRALIAN PETER GRESTE TRIAL: AL JAZEERA JOURNALISTS FOUND GUILTY, SENTENCED TO SEVEN YEARS IN JAIL



**Photo:** Peter Greste (L) and Mohamed Fahmy (C) were sentenced to seven years in jail by a judge, while Baher Mohamed was sentenced to 10 years. (AFP: Khaled Desouki)

Australian journalist Peter Greste and two of his Al Jazeera colleagues have been found guilty by an Egyptian court of spreading false news and supporting the blacklisted Muslim Brotherhood.

Greste and Mohamed Fahmy were sentenced to seven years in jail by a judge and Baher Mohamed was sentenced to 10 years. Three other journalists who were tried in absentia were

handed 10-year sentences.



Foreign Minister Julie Bishop said the Australian Government was "shocked" by the verdict and "appalled by the severity of it". Ms Bishop said the Government would be in contact with the new Egyptian government about whether there is any way for it to intervene.

Greste's parents Juris and Lois reacted to their son's jailing with dismay: "My god, my god ... that's crazy, that's absolutely crazy."

Middle East correspondent Hayden Cooper was in court for the verdict and described the scenes as "chaotic". Peter Greste banged the cage holding him when he heard the sentence.

"We couldn't quite hear what the judge was saying, but eventually it became clear the sentence was handed down," Cooper said.



"The reaction was awful, basically. Everyone started shouting and then chanting ... the family are just stunned by the verdict.

"It's really quite an extraordinary scene as the family try to come to grips with what has just happened." He said his family would now be exploring all of their options.

"Obviously we're not going to give up the fight to get Peter released because we believe he's completely innocent. He's done nothing wrong," he said.

"But it's just going to be a matter of looking at all the options and discussing it with people that have helped us along the way through this process and develop a strategy from here."

Al Jazeera English managing director Al Anstey said the verdict "defies logic, sense, and any semblance of justice".

## TISLIMA LIL WENZU CAUCHI , IT-TATUX 1931-2003

*Jikteb Mark Caruana*



*Lawrence Cauchi*

*Born Malta 24 May 1931*

*Passed away in Adelaide*

*25 May 2003*

*Loving husband of*

*Carmen*

*Caring father of*

*Dennis, David, Leslie and Alan*

Ghalkemm jien lil Wenzu Cauchi ma nafux personalment, imma meta habibu l-ghannej Zejtuni, Matthew Caruana minn Adelaide, talabni nikteb kelmtejn fuqu, mill-ewwel accettajt.

Matthew baghat jghidli li Wenzu Cauchi, misjub aktar bhala It-Tatux, kien wiehed minn tlett ghannejja biss li ghandhom gewwa Adelaide, u issa dan in-numru zghir nize ghal tnejn. Daqqaq jew gitarristi f'Adelaide m'hemmx, u ghalhekk Matthew hass li kellu jikteb ghana tal-fatt dwar il-mewt ta' siehbu ghannej bhalu, ghanna fuq zigarella bid-daqq lest.

Bil-permess gentili ta' l-editur Lino Vella, l-ghanja ta' Matthew qed tidher f'din il-gazzetta (The Maltese Herald). Wenzu Cauchi kien jikteb fil-The Maltese Herald, l-aktar fil-kolonna ta' l-Opinjoni, x'aktarx fuq xi haga li tolqot lill-komunita Maltija tas-South Australia.

Matthew qalli li Wenzu kien midhla sewwa ta' l-ghaqdiet Maltin f'Adelaide u kien membru tas-Senior Citizens, ta' l-RSL; kien jaqra l-isports fuq ir-radju tal-Maltin. Kien dilettant ta' l-Aussie Rules u tal-festi Maltin u kien jghanni f'dawn l-okkasjonijiet. Naturalment, billi Wenzu kien mill-Furjana, l-aktar festa ghal qalbu kienet dik ta' San Pubbliju,

Meta kien aktar zaghzugh, Wenzu Cauchi serva wkoll fl-Army. Kellha namra kbira ghall-isport tar-wrestling. Billi kien attiv f'hafna mill-ghaqdiet tal-Maltin. kien maghruf tista' tghid minn kulhadd fis-South Australia.

## TRAGEDY FOR WOMAN WHO LOST TWO HUSBANDS IN THEIR PRIME



Denise Chibueze with her son Ike and husband Basil, a footballer who died while jogging on Monday.

When the police called Denise Chibueze to identify the body of her husband, Marsa FC footballer Basil Chibueze, it was a repeat of the day she lost her first husband – his brother – in similar circumstances.

Basil Chibueze, a Nigerian, passed away on Monday while jogging. His Maltese wife is still

reeling from the shock of her second husband's sudden death but she speaks of him lovingly, calling him an exemplary partner and father.



Her first husband, Ikechukwu Chibueze, was also a footballer, playing for Mqabba. He brought Basil over to Malta but died suddenly aged 23 just six months later in 2007. Then, as now, heart failure was the cause, even though both brothers were extremely fit and healthy.

Denise and Basil married in 2008. Their three-year-old son, Ike, is named after her first husband. "Basil helped me get over Ike but it is not going to be easy now. My son constantly reminds me of his father," she said.



**"Dear Andy: How have you been?  
Your mother and I are fine. We miss you.  
Please sign off your computer and come  
downstairs for something to eat. Love, Dad."**

**NISPERA LI SIBTU DIN IL-HARGA INTERESSANTI, INFORMATIVA U SABIHA**

**NARAKOM DALWQAT**

**I HOPE YOU HAVE FOUND THIS ISSUE INTERESTING, INFORMATION AND  
BEAUTIFUL**

**SEE YOU SOON**