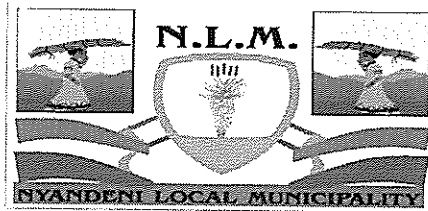


# NYANDENI LOCAL MUNICIPALITY

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*"Deciding with the people, not for the people"*

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## **DETAILED TERMS OF REFERENCE**

### **DEVELOPMENT OF HERITAGE ROUTE MAPPING (LINKING HISTORICAL SS MENDI WITH NYANDENI LOCAL MUNICIPALITY)**

The terms of reference for Development of heritage route mapping (linking historical SS Mendi with Nyandeni Local Municipality)

#### **1. Background**

Heritage route developing mapping is a world-wide phenomenon which seeks to preserve and maintain both the tangible and intangible heritage resources of any country or local community. There is a general recognition that this exercise, in order to be meaningful has to include the oral traditions and local knowledge and ensure equal participation of all stakeholders. The advantages of stakeholder participation are

manifold. Among these are the ability to obtain a more accurate understanding of the needs of the community, an improved ability to adapt the project to meet local conditions, and an improved spirit of cooperation both within the community itself and between the community and outside stakeholders.

The Nyandeni Local Municipality and the Mafini village is seeking to reposition its linkage with SS Mendi. A lot has been written about SS Mendi which will be repeated here except some few highlights in the context of this proposal. For instance, Herman Warden Faculty of Military Science, Stellenbosch University (Military Academy) provides a short account and mentions that "On the 20 February 1917, the SS Mendi departed from Plymouth off the British Coast for Le Havre France . The following morning of 21 February 1917, thick fog was

encountered and some of the SANLC was posted as extra lookouts as a preventative measure against collisions and German U-Boats. Thus, measures by the SS Mendi's Captain had been taken to ensure the safety of the ship and its crew. The SS Darro's Captain on the other hand, did not do the same, as he ran the ship at full speed hoping to make up for lost time. The SS Darro eventually collided with the SS Mendi's starboard rupturing the hull and the deck where the crew of the South African Native Labour Contingent (SANLC) was housed. The SS Mendi's lookouts identified the SS Darro shortly before it collided. Upon impact, some of the SANLC men died instantly as their sleeping quarters were crushed by the other vessel's bow. The SS Darro continued on its voyage and shortly thereafter came to a complete stop. It did not send any assistance to the sinking Mendi as was supposed to happen at sea. Its Captain only started to take action when the Mendi's life rafts started to approach it. As the Darro struck the Mendi, the telegraph operator was killed and resulting in the breakdown of radio communications which made it impossible to call for assistance from nearby allied ships. Of the 872 Soldiers that were aboard only 230 survived.

On this occasion SEK Mqhayi a national poet retorted in Ukutshona Kuka Mendi that:

Ewe, le nto kakde yinto yaloo nto.  
Thina, nto zaziyo, asothukanga nto;  
Sibona kamhlope, sithi bekumelwe,  
Sitheth'engqondweni, sithi kufanelwe;  
Xa bekungenjalo bekungayi kulunga.  
Ngoko ke, Sotase! Kwaqal'ukulunga!  
Le nqanaw', umendi, namhla yendisile,  
Na'igazi lethu lisikhonzisile

Loosely translated as

Yes, this thing flows as a normal thing from that.

The thing we know is not scared of that;

We say, things have happened as they should have,  
Within our brains we say: it should have been so;  
If it hadn't been so, nothing would have come right.  
You see Sotase, things came right when the Mendi sank!  
Our blood on that ship turned things around,  
It served to make us known through the world  
It is against this background that Nyandeni Local Municipality seeks to reposition its relation to the historic SS Mendi in a manner that engenders socio-economic development for that locals

## 2. **Linkages to Nyandeni Local Municipality**

It is common knowledge that Chiefs and other warriors from around Nyandeni participated in the World War 1 and perished in the tragic event of SS Mendi. A plague bearing names of those who perished was erected in Mafini Village closer to R61 road. These names include amongst others:

Chief Henry Bokleni,

Ndabanfendlu Ndamase,

Finca Maqokolo,

Tatana Madikizela;

Mbanjwa Majarhana

Mkhonywa Bangani

Nkeni Bangani

Richard Ndamase

It is written on the plague donated by the Department of Sports and Recreation that " the SS Mendi was a steamship that sank on 20 February 1917 in UK waters . It was carrying South African Native Labour Corps, the majority of whom were from AmaMpondo Kingdom. Many were from the Nyandeni region, including Chief Bokleni. The SS Mendi was accidentally hit by the SS Darro and sank , killing 616 South African on board. A memorial site for those who died was built on a grassy hill outside of Libode.

## 3. **Project objectives**

The development of the heritage route mapping should include the following issues but to limited to:

- 3.1 **Heritage museum:** A proposal on how to develop a heritage museum is required. It is envisaged that such a museum when fully developed and functional should house some of the SS Mendi relics and form part of the national asset.
  - 3.2 **Tourism development:** In the establishment of heritage routes, it is highly needed to consider access between objects to accommodate tourist mobility. The establishment of tourist routes based on accessibility begins with an analysis of the proximity of the distance between the heritage site and tourist accommodation.
  - 3.3 **Access to schools:** Strong stakeholders also include schools in the region. Their involvement will be visible at a few levels of heritage route operation. First of all, students are natural, and regular customers using products generated by the heritage route. Although Warden mentions that the history of the SS Mendi and the sacrifices of the men of the SANLC have been included in the syllabus for schools according to the Department of Education in 2007, it is vital that the local schools in the heritage of SS Mend.
  - 3.4 **Health facilities:** As a deprived area, it would be proper for the route mapping exercise to consider the development of health facilities in collaboration with the relevant authorities. This will be in line with the UNESCO recognised concept of living memorial to have meaning to the lives ordinary people .
  - 3.5 **Strategic management of heritage route:** Naturally, the Nyandeni local municipality will have significant influence on the heritage route mapping. A close collaboration between the provincial administration and the municipality will be in interest of the preservation of local cultural heritage.
4. **Project purpose:** Nyandeni local municipality seeks to appoint a qualifying service provider to conduct research and development a heritage route mapping exercise
  5. **Outputs or deliverables**
    - 5.1 Auditing and mapping of heritage sites;

5.2 Profiling of heritage sites with historical narratives;

5.3 Conservation and protection;

5.4 Community facilitation and participation;

5.5 Grading of Selected Sites

## 6. Expertise Required

The management of heritage resources requires intimate knowledge and experience in the heritage discipline and therefore the following expertise constitute the key components of this project:

- 6.1 Heritage policy framework: It is imperative that one of the members of the organisation or institute should have worked in public sector entities for a period of no less than five (5) years in heritage policy framework and development. He or she should have full grasp of heritage policy development and implementation especially in the post-Apartheid South Africa and exposure to international heritage framework under the auspices of the World Heritage Organisation (WHO) and related implementing agencies.
- 6.2 Heritage Resources Management: One of the members should at least have a post graduate degree in Heritage Studies and have worked in heritage institutions for a period of no less than five (5) years in heritage resources management. It is expected that such an individual will have a full understanding of South Africa's heritage legislation and regulations especially the challenges of transformation of the cultural heritage landscape to reflect the new ethos of the democratic state
- 6.3 Heritage economics: Heritage resources management is increasingly becoming seen and viewed through the lens of asset management hence there is a growing body of knowledge in heritage economics. It is therefore important that one of the members should have experience of no less than five (5) years in socio-economic research and a full grasp of heritage economics. Such an individual should have a full grasp of economic policy formulation and implementation therefore and its impact in heritage resources management
- 6.4 Historian: He or she should have a post graduate degree in history of South Africa with a specific focus on the wars of dispossession and conquest in

the Eastern Cape and other areas. In addition, he or she should have a deep analytical capability on the heritage resources that accrued out of these historical heritage sites in the district and the province in general and above all be associated with an institution of higher learning.