Province of the
EASTERN CAPE
EDUCATION

Iphondo leMpuma Kapa: Isebe leMfundo
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NATIONAL SENIOR CERTIFICATE

GRADE 12

JUNE 2026

HISTORY P1 ADDENDUM

This addendum consists of 14 pages.

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QUESTION 1: HOW DID THE BERLIN BLOCKADE ESCALATE COLD WAR TENSIONS IN EUROPE BETWEEN 1948 AND 1949?

SOURCE 1A

The source below explains the causes of the Berlin blockade of 1948–1949.

The main cause of the Berlin Blockade was the Cold War, which had just started. Stalin was taking the eastern Europe over by salami tactics and Czechoslovakia had just turned Communist (March 1948). On the other side, the USA had just adopted the Truman Doctrine to 'contain' the USSR.

The second reason for the Berlin Blockade was that the USA and the USSR had different aims for what they wanted to do to Germany ... Stalin wanted to destroy Germany, and the USSR had been stripping East Germany of its wealth and machinery. On the other side, Britain and the USA wanted to rebuild Germany's industry to become a wealthy trading partner (so as not to repeat the mistake of Versailles).

Then there were three events which actually led to Stalin blocking off the borders.

Firstly, in January 1947, Britain and the USA joined their two zones together. They called the new zone Bizonia (two zones). The Russians realised that Britain and the USA were beginning to create a new, strong Germany, and they were angry.

Then, on 31 March 1948, Congress voted for Marshall Aid. Stalin (rightly) saw this as an attempt to undermine Russian influence in eastern Europe. Immediately, the Russians started stopping and searching all road and rail traffic into Berlin.

Finally, on 1 June, America and Britain announced that they wanted to create the new country of West Germany; and on 23 June they introduced a new currency into 'Bizonia' and western Berlin. People in eastern Europe began to change all their money into the new western currency, which they thought was worth more. The next day the Russians stopped all road and rail traffic into Berlin.

[From https://www.johndclare.net/cold_war9.htm. Accessed on 5 January 2026.]

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SOURCE 1B

The statement below was made by the Soviet authorities and was published in the Soviet press in June 1948. It highlights the measures taken by the Soviets to safeguard their occupation zone and how the Berlin blockade was implemented by the USSR.

In order to protect the interests of the population and the economy of the Soviet zone and prevent disorganisation of currency circulation, the Soviet Military Administration has been obliged to carry out the following measures in view of the separate currency reform in the Western occupation zones in Germany:

1. To suspend passenger train traffic between the Soviet occupation zone in Germany and the Western zones.
2. To bar entry into the Soviet occupation zone to all automobile and horse transport from all zones, including traffic along the Helmstedt Berlin motor road. Exit from Berlin to the Western zone along the Berlin-Helmstedt motor road will continue in accordance with previous rules.
3. All means of transport, proceeding along the waterways from the Soviet zone to the Western zones and vice versa, must obtain a licence from the chief of the transport department of the Soviet Military Administration and will be allowed passage only after thorough preliminary inspection of cargoes in ships and personal luggage of ship crews.
4. The passage through control points of demarcation lines of persons proceeding on foot from the Western zones to the Soviet occupation zone in Germany with interzonal passes issued in the Western zones is discontinued. Persons proceeding from the Soviet zone to the Western occupation zones in Germany pass through the control points in accordance with previous rules.
5. Freight train traffic will continue unhindered, but on condition of thorough inspection of all cargoes as well as of personal belongings of train crews and train guards.
6. All these instructions come into force as from midnight of June 18.

[From https://www.Measures to safeguard the Soviet Zone (June 1948) - CVCE Website/. Accessed on 5 January 2026.]

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SOURCE 1C

This source focuses on the airlift used by USA and Britain as a response to the blockade put by the Soviets.

The airlift was a daunting (challenging) task at first. More than 2 million Berliners relied on the aid, which included much-needed food, fuel and medicine. Over time, though, it became more efficient, and the number of airdrops increased. At one point, Air Force and Navy planes were landing at Tempelhof Airport every 45 seconds.

On Easter Sunday, April 17, 1949, the constant procession of planes managed to deliver 13 000 tons of cargo, including the equivalent of 600 railroad cars of coal – all in one day! Things were not going well for the Soviets. The airlift had been going on for 10 months, and the allies had proven they could keep it up indefinitely. The Russians had gained a reputation as bullies because of their blockade. On top of that, an allied counter-blockade was causing severe shortages in the Russian sectors, leading to fears of an uprising.

During the entire airlift, the US and UK delivered more than 2.3 million tons of food, fuel and supplies to West Berlin via more than 278 000 airdrops. American aircrews made more than 189 000 flights, totalling nearly 600 000 flying hours and exceeding 92 million miles.

The airlift demonstrated America's innovative spirit, efficiency, perseverance and leadership. It also highlighted the value of cooperation and the need to have allies to accomplish tasks that one country simply cannot do alone.

While that crisis ended peacefully, the ideological division of Europe had just begun. By the end of the blockade, the North Atlantic Treaty Organisation had been established, partially in response to Soviet aggression. A few weeks later, East and West Berlin officially separated, with each becoming a symbol of their respective political views – democracy and freedom in the West versus communism in the East.

[From https://www.war.gov/News/Feature-Stories/Story/Article/3072635/the-berlin-airlift-what-it-was-its-importance-in-the-cold-war/. Accessed on 5 January 2026.]

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SOURCE 1D

The picture below was taken at Tempelhof airport in West Berlin in 1948 during the Berlin blockade. It shows aircraft unloading supplies meant for West Berlin.



[From https://www.nationalmuseum.af.mil/Upcoming/Photos/igphoto/2000573144/. Accessed on 5 January 2026.]

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QUESTION 2: HOW DID VARIOUS HISTORIANS VIEW THE BATTLE OF CUITO CUANAVALE?

SOURCE 2A

This source by Gary Baines explains the different ways in which the Battle of Cuito Cuanavale is remembered.

The Battle of Cuito Cuanavale lasted from September 1987 to July 1988, in three phases. The SADF won a tactical victory at the Lomba River, where FAPLA (the military wing of the MPLA) advance was stopped in its tracks. But the repulse (resistance) of its subsequent (later) frontal attacks on well-fortified positions at Tumpo proved a decisive setback in the SADF's bid to capture Cuito Cuanavale and its airstrip. The stalemate was broken by a Cuban force which outflanked (outmanoeuvred) the SADF and advanced on Namibia's southern border. The loss of the South African Air Force's superiority (dominance) meant that the ground forces had to withdraw or face the prospect of incurring (suffering) heavy losses during a disorderly dash south …

SADF apologists (supporters) invariably cite statistics to 'prove' that its enemies at Cuito Cuanavale sustained far greater losses in personnel and material than it did. This was undoubtedly the case. But the outcome of a battle cannot be measured by such statistics.

The SADF… might have won many engagements, though not the war, because Pretoria (South Africa's administrative capital) was compelled to accept a SWAPO government in Namibia, which it had fought so long to avert (prevent). Although the SADF insisted that it was never defeated, the political system of white power and privilege that it had defended for so long was dismantled (undone).

[From https://www.historytoday.com/archive/replaying-cuito-cuanavale#comment%20-0. Accessed on 7 January 2026.]

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SOURCE 2B

This extract by Andreas Velthuizen is taken from an article published in the South African Journal of Military Studies. It comments on the long-term significance of the Battle of Cuito Cuanavale in the southern African region.

The result of the Battle of Cuito Cuanavale gave SWAPO (South West Africa People's Organisation), and others struggling for independence, renewed confidence. The military balance in southern Africa was changed in favour of liberation and the self-determination of blacks. The severe economic constraints (restrictions) on South Africa, coupled with its military setback in Angola and the realisation that it could not win the war, shifted the balance in favour of Namibian independence. The Cuban presence on the Namibian border in 1988 meant that, for the first time, South Africa had a military disadvantage with the much-feared threat of a conventional war in Namibia becoming a possibility. This was to have a decisive influence on negotiations for peace in Angola and independence for Namibia. While the negotiations agreed on Cuban troop withdrawal from Angola and relocation of ANC military camps to Uganda, this was no setback compared to the enormity (scale) of the strategic gains for liberation movements.

According to Ronnie Kasrils, irrespective of what side of the battle lines the protagonists (leading characters) served, the closure of the shameful era of colonialism and apartheid in our region, so interlinked (connected) with the breakthrough at Cuito Cuanavale, had freed all and opened the way for progressive advancement to the benefit of everybody. Many of those generals and politicians, who to this day still stubbornly (persistently) claim that the SADF was victorious at Cuito Cuanavale, are in fact enjoying favourable business opportunities with their former Angolan adversaries (enemies).

[From *Scientia Militaria, South African Journal of Military Studies, Vol. 37, No. 2, 2009*.]

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SOURCE 2C

This extract is taken from an article entitled 'The Battle of Cuito Cuanavale – Cuba's Mythical Victory' written by Richard Allport. It argues that the South African Defence Force (SADF) and its allies suffered fewer losses during the Battle of Cuito Cuanavale and therefore should be regarded as the winners.

THE MYTH (NOT TRUE)

In 1988 the Angolan Minister of Defence and other official Angolan and Cuban sources claimed that a South African offensive consisting of up to 9 000 troops with 500 tanks, 600 artillery field guns and scores of aircraft had attacked the town of Cuito Cuanavale in Angola. According to their version, the attack had failed, thanks to a valiant (brave) defence effort by Cuban and Angolan troops, and the South Africans had lost 50 aircraft, 47 tanks and hundreds of men.

THE REALITY (THE TRUTH)

The Cuban propaganda version of this 'heroic battle' was widely believed in the West, and it was not until after the war had ended that the facts emerged. By the end of 1987, when the Cubans and Angolans were supposed to have achieved their great victory, they were already negotiating for peace in Angola, with their Soviet backers openly stating that the war there could not be won … The South Africans had been the real victors in the Cuito Campaign …

The results of the campaign up to April 1988 were 4 785 killed on the Cuban/FAPLA side, with 94 tanks and hundreds of combat vehicles destroyed, against 31 South Africans killed in action, 3 tanks destroyed (SADF tanks entered the war after the Lomba River Campaign) and 11 SADF armoured cars and troop carriers lost. A total of 9 Migs (planes) were destroyed and only 1 Mirage (plane) from the South African Air Force (SAAF) was shot down.

After 13 years in Angola the Cubans had still not achieved their aim of destroying UNITA and marching into Namibia as 'liberators'. They had badly underestimated the South Africans and discovered to their cost that they were facing highly trained, battle-hardened troops.

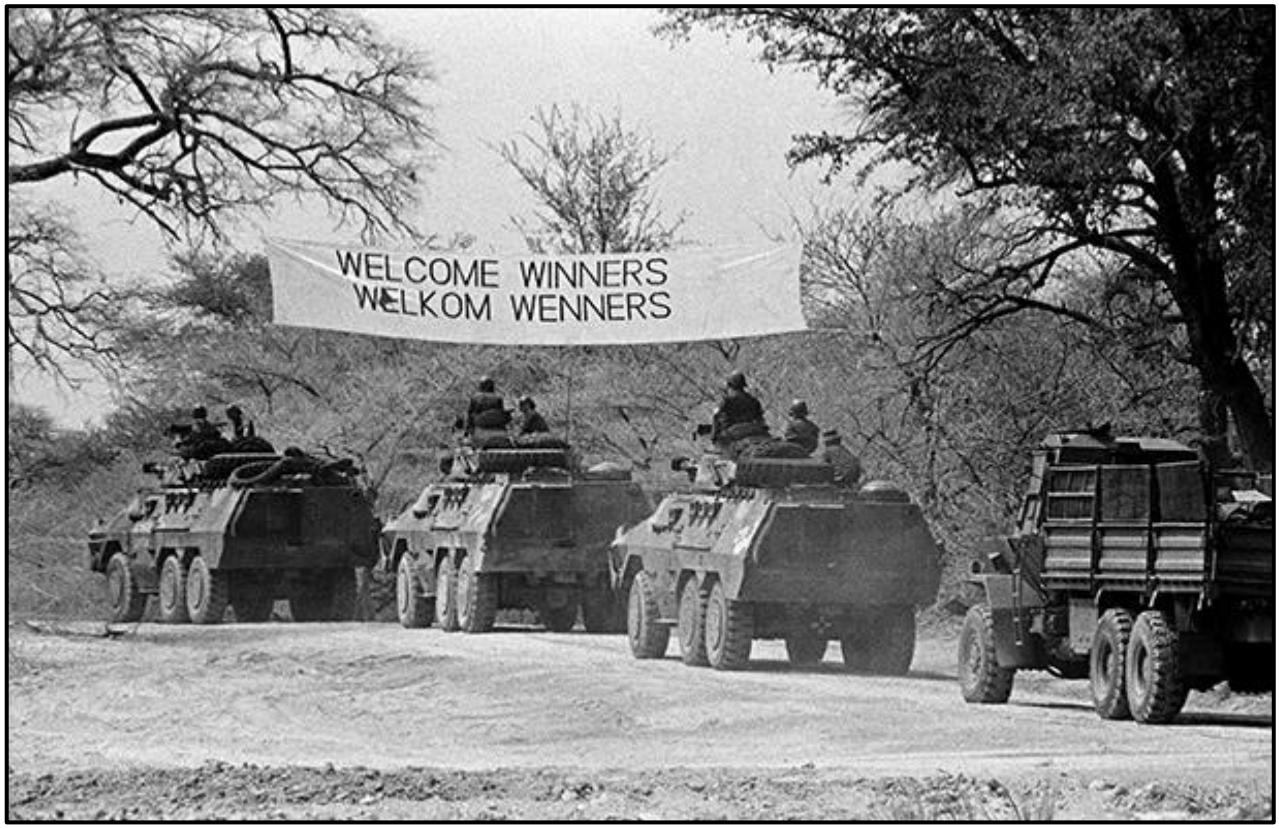
[From http://www.rhodesia.nl/cuito.htm. Accessed on 7 January 2026.]

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SOURCE 2D

This photograph by the South African journalist John Liebenberg, shows a South African Defence Force convoy withdrawing from Angola into Namibia on 30 August 1988. The convoy passes under a banner which reads 'WELCOME WINNERS/WELKOM WENNERS'.



[From https://www.historytoday.com/archive/replaying-cuito-cuanavale#comment-0. Accessed on 7 January 2026.]

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QUESTION 3: WHAT WAS THE IMPACT OF THE MONTGOMERY BUS BOYCOTT ON THE CIVIL RIGHTS STRUGGLE IN THE USA IN THE 1950s?

SOURCE 3A

The source below focuses on the arrest of Rosa Parks in 1955, after refusing to give her seat to a white man in the Cleveland Avenue bus.

Late in the afternoon of Thursday, December 1st, 1955, Rosa Parks leaves work at the Montgomery Fair department store and boards a Cleveland Avenue bus for home. She's tired after a long day, but she knows she has to begin preparing for an NAACP youth meeting she is to lead over the weekend. The bus fills up. A white man boards – but with no seats available he has to stand in the aisle. The bus driver orders the four front-most Blacks to surrender their seats so he can sit. Mrs. Parks recalls:

At his first request, didn't any of us move. Then he spoke again and said, "You'd better make it light on yourselves and let me have those seats." ... When the [other] three people ... stood up and moved into the aisle, I remained where I was. When the driver saw that I was still sitting there, he asked if I was going to stand up. I told him, no, I wasn't. He said, "Well, if you don't stand up, I'm going to have you arrested." I told him to go on and have me arrested. He got off the bus and came back shortly. A few minutes later, two policemen got on the bus, and they approached me and asked if the driver had asked me to stand up, and I said yes, and they wanted to know why I didn't. I told them I didn't think I should have to stand up. After I had paid my fare and occupied a seat, I didn't think I should have to give it up. They placed me under arrest then and had me to get in the police car, and I was taken to jail ... – Rosa Parks.

For any Black person, particularly a Black woman, jail in the South holds both terror and shame, terror because white authorities know they can mete out abuse and degradation to Black prisoners without the slightest concern of consequences, and shame because in this era of the mid-1950s arrest for defying segregation has not yet evolved into a badge of honor.

[From https://www.crmvet.org/tim/timhis55.htm#1955mbb. Accessed on 10 January 2024.]

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SOURCE 3B

The source below explains how the Civil rights movement continued with the Montgomery bus boycott despite the resistance from the city officials and white racists.

Sparked by the arrest of Rosa Parks on 1 December 1955, the Montgomery bus boycott was a 13-month mass protest. The bus boycott demonstrated the potential for nonviolent mass protest to successfully challenge racial segregation and served as an example for other southern campaigns that followed.

On 5 December, 90 percent of Montgomery's black citizens stayed off the buses. After unsuccessful talks with city commissioners and bus company officials, on 8 December the MIA (Montgomery Improvement Association) issued a formal list of demands: courteous treatment by bus operators; first-come, first-served seating for all, with blacks seating from the rear and whites from the front; and black bus operators on predominately black routes.

The demands were not met, and Montgomery's black residents stayed off the buses through 1956, despite efforts by city officials and white citizens to defeat the boycott. After the city began to penalize black taxi drivers for aiding the boycotters, the MIA organized a carpool. In early 1956, the homes of King and E. D. Nixon were bombed. City officials obtained injunctions against the boycott in February 1956 and indicted over 80 boycott leaders under a 1921 law prohibiting conspiracies that interfered with lawful business. King was tried and convicted on the charge and ordered to pay $500 or serve 386 days in jail in the case ***State of Alabama v. M. L. King, Jr.*** Despite this resistance, the boycott continued.

On 5 June 1956, the federal district court ruled in Browder v. Gayle that bus segregation was unconstitutional, and in November 1956 the U.S. Supreme Court affirmed Browder v. Gayle and struck down laws requiring segregated seating on public buses.

[From https://speakoutsocialists.org/the-montgomery-bus-boycott-the-power-of-organization-and-solidarity/montgomery-bus-boycott/. Accessed on 7 January 2026.]

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SOURCE 3C

The source below is a picture of *The walk for freedom,* during the Montgomery bus boycott. Thousands of black citizens refused to ride the segregated city busses and walked for miles to and from work.



[From https://speakoutsocialists.org/the-montgomery-bus-boycott-the-power-of-organization-and-solidarity/. Accessed on 7 January 2026.]

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SOURCE 3D

The source below is an excerpt from an interview conducted by Willie Lee, January 1956. Montgomery, Alabama. The black maid is giving her opinion on the Montgomery bus boycott.

Maid: This stuff has been going on for a long time. To tell you the truth, it's been happening ever since I came here before [World War II]. But here in the last few years they've been getting worse and worse. When you get on the bus they yell: 'Get on back there'... and half of the time they wouldn't take your transfer, then they make you get up so white men could sit down where there were no seats in the back. And you know about a year ago they put one of the high school girls in jail 'cause she wouldn't move. They should have boycotted the buses then.

But we are sure fixing 'em now and I hope we don't ever start back riding ... We [are] people, we are not dogs or cats... All we want 'em to do is treat us right. They shouldn't make me get up for some white person when I paid the same fare and I got on first. And they should stop being so nasty ... We pay just like the white folks ...

[The bus companies] are the ones losing the money and our preachers say we will not ride unless they give us what we want ... You see the businessmen are losing money too, because people only go to town when they have to ... When you do something to my people you do it to me too ...

[From https://historicalthinkingmatters.org/rosaparks/0/inquiry/main/resources/26/index.html. Accessed on 7 January 2026.]

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Visual sources and other historical evidence were taken from the following:

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Measures to safeguard the Soviet Zone (June 1948) - CVCE Website

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Scientia Militaria, South African Journal of Military Studies, Vol. 37, No. 2, 2009

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