

# THE BLUE BERET



JANUARY 84



# DECEMBER IN RETROSPECT

## ROTATIONS

Sector 2 of the British Contingent

## MEDAL PARADES

None

## VISITS

3 A British Broadcasting Company film crew, led by Producer, Dennis Dick, filmed the UNFICYP Flight Army Air Corps in Sector One.

4-7 Colonel Igelstam, who is the delegated military advisor to the Swedish Permanent Delegation at UN HQ New York, visited the Swedish Contingent, accompanied by Colonel S Wiberg

6-14 Professor R J Jackson visited UNFICYP to interview the Commander of the Canadian Contingent, Brigadier General C W Hewson CD

6-14 A recce party from 1 PPCLI, led by Major D Ethell, visited the Canadian Contingent

6-22 Captain J Jacobsen visited the Danish Contingent

6-22 Major O Blichert-Hansen visited the Danish Contingent in connection with the education of personnel

16-18 Hazel Castell, Chris Opperman and Nigel Styson, three British local radio representatives, visited Sector Two of the British Contingent under the Editors Abroad Scheme

16-21 Lieutenant Colonel P Vaillancourt, Commander Chaplain (RC) visited the Canadian Contingent

19 Mr Terry Fincher of Photographers' International, visited UNFICYP

22-28 Ms Janie Brennan-Morris led a group of Canadian entertainers to present the Canadian Contingent's Christmas Show

## UNFICYP COMPETITIONS

2 UNFICYP Squash Tournament

# FUTURE EVENTS

Piano Recital by Christodoulos Georgades, organised by the Cultural Service of the Ministry of Education. Admission free.

10 January — American Academy, Larnaca at 1930 hours

11 January — Paedagogical Academy, Nicosia at 1930 hours

12 January — A' Gymnasium, Paphos at 1930 hours

At the American Centre, Nicosia:

25 January at 7.30 pm

"AN OFFICER AND A GENTLEMAN", starring Richard Gere.

A 1982 production following a group of officer candidates through their gruelling course and showing the changing relationships they have with each other, with their Drill Instructor and with those outside.

# JANUARY 1984

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P.O Box 1642, Nicosia, Cyprus  
Telephone: Nicosia 64000, Ext. 2235

## Editorial staff

### Editor

Maj D C J Emmett

### Editorial Assistant

Mrs A Singh

### Photography

Staff Photographer—Sgt A Hodgetts  
Contingent photographers.

### Unit Press Officers

AUSCON	— Maj P Mulacz
Sector 2	— Maj G Hipkin
CANCON	— Lt D Haisell
DANCON	— Maj H Sietam
SWEDCON	— Lt B Andersson
Sp Regt	— Maj T Vines
FSC Sqn	— Capt M Outhwaite
AUSTCIVPOL	— Stn Sgt G Brown
SWEDCIVPOL	— Insp B Criwall
84 Sqn RAF	— Flt Lt N Hall

The Blue Beret is the house journal of the United Nations Force in Cyprus and, as such, is intended to provide a source of information on current events within the Force, on UN matters of general interest and on local tourist advice.

Articles of general interest are invited from all members of the Force. Photographs should be in black and white on glossy paper size 160mm by 210mm. This is an official publication prepared under the direction of the Force Commander. The views expressed are, however, those of the author concerned and do not necessarily conform with official policy.

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# THE BLUE BERET



## Editorial

I do hope that all our readers have now recovered from the seasonal activities and will now remember to give us more contributions towards the Blue Beret. That could be your New Year resolution if you have not thought of a better one.

May I mention the Cookbook page. If you read December's pages you may have seen some good ideas for this time of year. However, after being the Editor for nineteen issues of the magazine, we are running out of ideas. So please, if you have some really good recipes, with illustrations, please send them to the MPIO's office. They will be gratefully received.

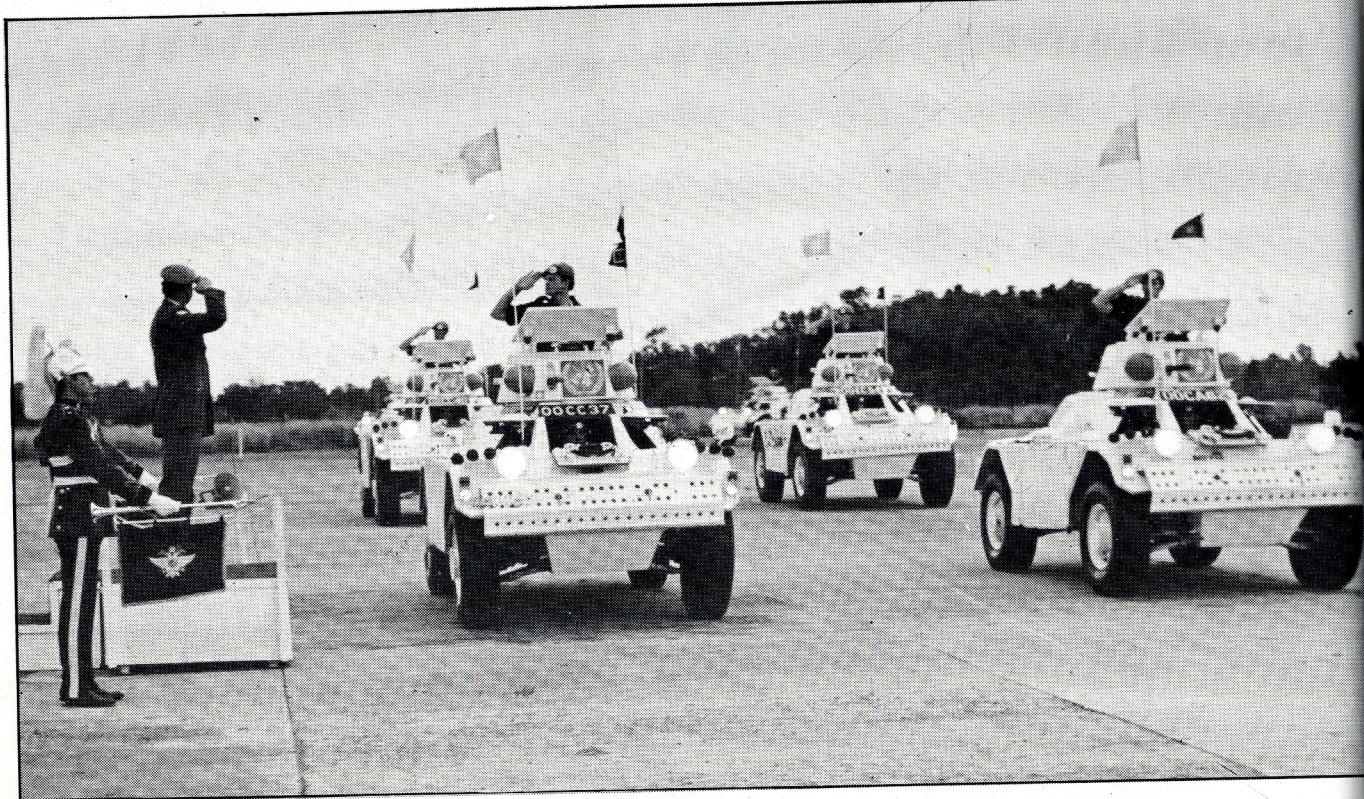
## Contents

December in Retrospect; Future Events	2
Editorial; Contents	3
PICTORIAL NEWS: Santa's Visit, Finnish National Day; Unloading SWEDCON's Christmas Goodies; FSC Squadron Medal Parade; HQ UNFICYP's First Mini Medal Parade; Acting Spokesman	4-5
UNFICYP TPT SQN: Background	6
SWEDCON: Motorcycle Training	7
SWEDCIVPOL: The New Sub-station	7
UNIT FEATURE: 84 Sqn RAF: '84 — The Year of the Scorpion	8-9
AUSCON: Austrian Assault Rifle 77	10
CANCON: Line East of Sector Four	11
BLUE BERET SPORT: The Unicorns	12
INTERNATIONAL COOKBOOK: The Meze	13
AUSTCIVPOL: A Short Stroll with 46 Delta	14
SECTOR 2: New Arrivals	15
UN NEWS: Security Council Resolution	16

## Front cover

By Sergeant Tony Hodgetts

PICTORIAL NEWS PICTORIAL NEWS



**The drive-past at the Force Scout Car Squadron medal parade - 29 November 1983.**



**Kanka-Maaria Vanttaja lighting 'symbolic' candles at the Finnish National Day celebrations on 6 December 1983.**

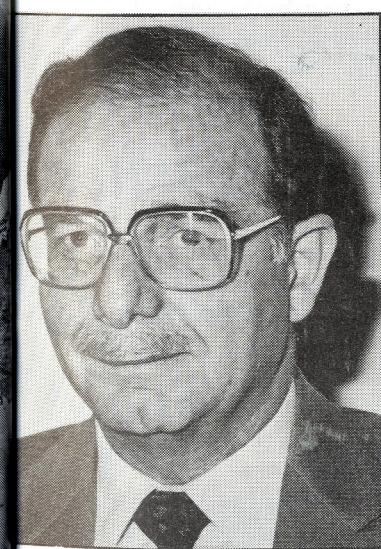


**The real Santa Claus visited the children at the Married Quarters of the UNPA on Christmas morning**

PICTORIAL NEWS PICTORIAL NEWS



**The Force Commander presenting IRCON members with the UN medal on the occasion of the first Headquarters mini medal parade on 30 November 1983.**



**Farouk Malawi arrived in Cyprus in November to assume the role of Spokesman whilst Mr Stephen Whitehouse took his leave in New Zealand. Mr Malawi expects to return to New York in mid-January to resume his appointment as Special Assistant to the Under Secretary of Public Information.**



**Private Lindesson unloading some of the extra goods which were flown in for the Swedish Contingent's Christmas celebrations**

# 7 SQUADRON ROYAL CORPS OF TRANSPORT



By Major Derek Brown

Photographs by Major Derek Brown and  
Sergeant Tony Hodgetts

In July 1974 7 Squadron RCT, then part of the United Nations Forces, was based in Nicosia airport near HQ United Nations. On 20 July the airport came under intense, prolonged rocket and bomb attack. OC 7 Squadron was made airport 'Guardian' with orders to defend UN property. Throughout the crisis RCT troops were in considerable danger but operated coolly and efficiently."

7 Squadron returned to Cyprus on 7 November 1983 and again took on the role as the UNFICYP Tpt Sqn. The 'Shiny Seven' has replaced the 'Lightning Flash and Swan' of 8 Squadron RCT.

The Squadron has a proud service record which extends back to its formation at Shorncliffe in 1870. Since then it has seen action in every major campaign in which the British Army has been involved. Currently we are serving as a Squadron of 27 LSG Regiment RCT at Buller Barracks (North), Aldershot. As part of the largest RCT Regiment in the United Kingdom we are called upon to perform many and various tasks within the UK and without.

We are a British Army of the Rhine reinforcement Squadron and would therefore deploy to Germany during a time of tension to operate there under command Headquarters 1st British Corps. We exercise regularly in Germany and train there for our primary role which is that of a third line transport Squadron in the Corps Rear Area.

To that end we practise, in particular, railhead outloading and helicopter resupply operations.

In order to carry out these tasks the Squadron is organised into three similar Task Troops each commanded by a subaltern. The main task vehicle is the 8 Tonne Bedford, capable of carrying six standard NATO pallets, and each Task Troop has nineteen. In addition to Squadron Headquarters the final component of the Squadron is the REME Workshops responsible for 1st line and some 2nd line repairs.

Our roles in UK are many and varied. Amongst the jobs we have tackled during the last eighteen months are:

- a. Driving and manning Green Goddesses (Fire Fighting Trucks).
- b. Ambulance Driving.
- c. Movement of Military stores and ammunition for the Falklands Crisis.
- d. Provision of men and materials for the Garrison now based in the Falklands.



Driver Ricky Alcock, Corporal "Mac" McFadden and Driver Willie Wellington

- e. Driving and manning Fuel Tankers.
- f. Movement of stores and equipment to and from BAOR.

The Squadron is always extremely busy and when our BAOR training is thrown in as well, there is ample justification for the Quartermaster to indent for an 18 month year.

Only slightly more than half the Squadron is here in Cyprus with the remainder staying behind in Aldershot. As you know, this is for us an unaccompanied tour and some members of the Squadron here have already completed another four month unaccompanied tour this year. They are hoping that the weather in Cyprus will go some way to compensate for the appalling weather they experienced in the South Atlantic.

We are organised into two different and very distinct Troops whilst here. A Troop, commanded by Lt Jim Vincent, is the heavy vehicle troop and is largely involved with humanitarian tasks. This also includes that vital humanitarian task which requires the Uggis! The other tasks and vehicles are similar to those in the UK and the troop is able to operate on traditional RCT Troop lines.

B Troop, commanded by Lt Mike Hickson, is the light car, landrover and bus troop. Deployed throughout the UNPA, the drivers and vehicles work in close liaison with many of the departments comprising the UN Headquarters. The drivers often have to work unsupervised for long periods and are expected to produce a consistently high standard of service. They find that the responsibilities given to them here are much greater than in the UK and most of them respond positively to the challenge.

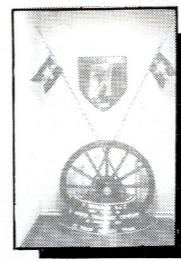
The working hours of the Squadron are generally long; the duty crew work a roster of 24 hours on and 24 hours off throughout the tour; some bus drivers start at 0420 on the details to collect civilian employees and the same buses and minibuses are often requested for recreational transport by other units which then involve the driver in late hours. All in all though we consider this to be a worthwhile, demanding and challenging tour.

Hopefully, not all our time will be spent at work and we have an active programme of training, sporting and recreational pursuits ahead of us. Driver Steve Mitchell, an Army White Water Canoe champion, is even hopeful that he will manage some training whilst here. A shortage of water has not yet deterred him!

We look forward particularly to meeting and making many new friends here and in providing an efficient and professional service.



Driver Steve Mitchell carries on regardless!

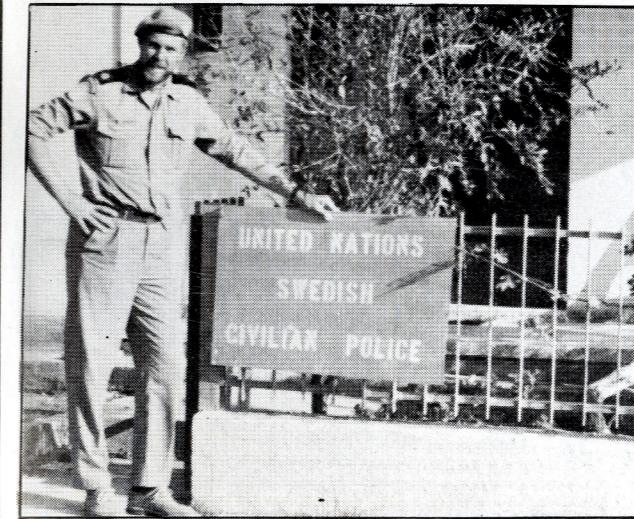


# SWEDCIVPOL OPENS A SUB-STATION IN PYLA

By Inspector Bo Criwall

A new page has been written in the Pyla history. Not since 1941 has there been a police-station in the village, but now SWEDCIVPOL has opened a sub-station there.

Up to now the patrol duty is carried out by police officers from SWEDCIVPOL in Larnaca, who patrol the



Inspector Klaesson in front of the new sub-station

Photographs by Lieutenant Bo Andersson

village several times a day and man the station at night. The intention is that as soon as reinforcement arrives from Sweden, there will be three police officers stationed permanently in Pyla. When out on village patrol, the police officers meet with constructive attitudes from the inhabitants, which indicates that they welcome the new contribution.

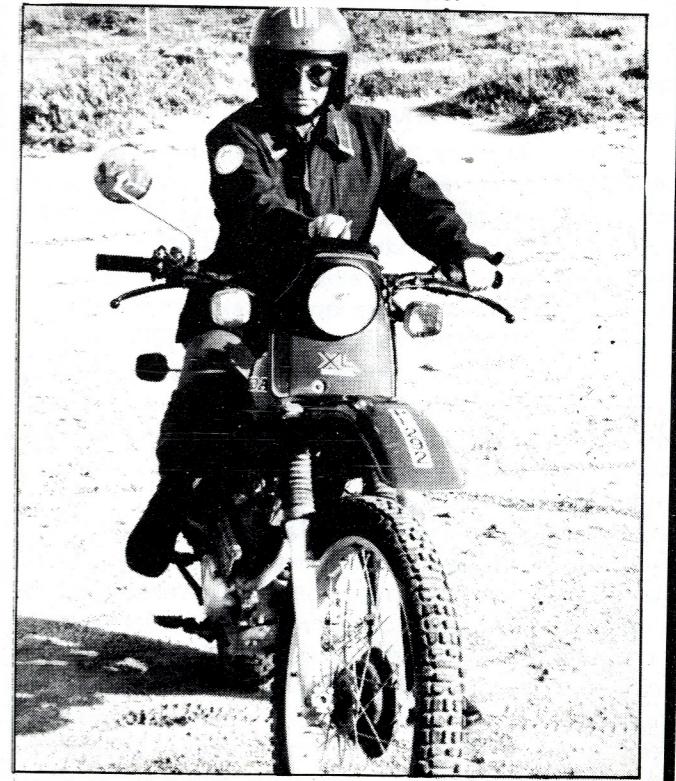


Inspectors Criwall (left) and Klaesson on foot patrol at the Pyla square

## Motorcycle Training

By Lieutenant Bosse Andersson

— But I am not sure if I really will rent a bike for my next leave: Not in this kind of traffic.



Anita Asp is one of the Swedish girls taking the test to drive a motorbike.

Motorcycles have been a problem to UNFICYP, since they came to Cyprus. In their off-duty time, soldiers are exposed to severe risks in the heavy traffic. The SWEDCON solution to that problem is education. A Swedish UN soldier is not allowed to drive a motorbike without a driver's licence even when he is off-duty.

— I see this education as a possibility to learn how to drive. And to do it for free, says Anita Asp, one of the female Swedish soldiers taking the driver's test.

That is, of course, one way for the Swedish UN soldiers to see it. And the ones who are used to driving a motorbike can understand the necessity to prove their skill.

— Most of the soldiers are very good at this. They don't need much education, says the Swedish MTO, Lieutenant Andersson.

— And most of the ones who have taken the test have done so because they have to drive on duty. For example, to go around the patrol track.

Anita is one of the exceptions. To take the test you have to have a driving licence valid for motorbikes. But until some years ago you got that licence when you qualified to drive a car. You were then considered able to drive a motorbike as well. So Anita is one of many Swedes who is allowed to drive a motorbike without really knowing how to do it.

— So this was a chance I wouldn't miss, says she.

# 84 - THE YEAR OF THE CORPION

**By Flight Lieutenant Nick Hall**

**The Time:** 1500 hrs on a cold and wintry afternoon in March 1983. The 84 Squadron duty crew are just about to leave the squadron buildings for home when the telephone in the operations room rings. A soldier from the Canadian Contingent has been badly injured in an accident on the ski slopes of Troodos and is in urgent need of transport to hospital.

**The Problem:** The helicopter landing pad nearest the slope is at Mount Olympus, but this is 6,400 feet high and the cloudbase is 5,500 feet; the temperature of -10°C would prevent the Wessex even attempting to get to that landing pad because of the severe icing it would experience on its rotor blades.

**The Solution:** Get the injured soldier moved to the lower pad at the Troodos leave centre. At a height of 5,800 feet this pad should, on the face of it, still be in freezing cloud; however, there is a slight breeze on the mountain and the crew knows that the base of the cloud is likely to vary from place to place, so they set off with a Flight Nursing Attendant (FNA) from the RAF Akrotiri Aeromedical Section.

As they approach the area it doesn't look too good: for once the met man is absolutely accurate and the landing site is still in cloud from all angles of approach. However, the RAF Firemen manning the fire vehicle on the landing pad radio to say that they can see the village of Trimiklini further down the mountain, so the crew fly to that village where, sure enough, they can see through a narrow tunnel of clear air all the way to the landing pad. Five minutes later the helicopter has landed and the soldier is loaded on in his stretcher and taken to the Princess Mary's Hospital at RAF Akrotiri.

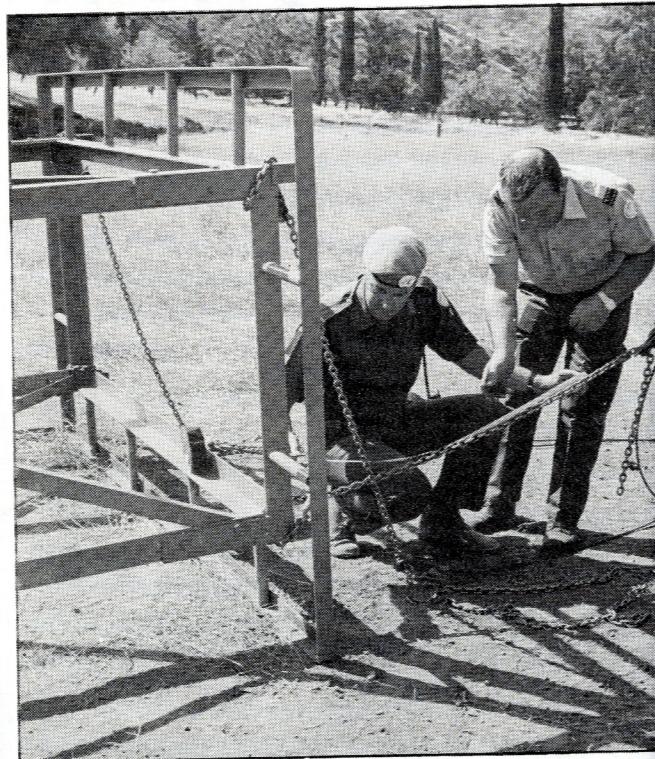
The above story is true, although it was rather more dramatic than some of the MEDEVAC flights that 84 Squadron is called upon to make throughout each year. It does illustrate the teamwork that goes into a flight of this nature: at night we need landrovers or flares to illuminate the landing site if there is no electricity for floodlights, first-aid has to be administered by the people on the spot until we arrive, and we usually take an FNA with us to provide in-flight medical care. (In addition to the FNA a midwife is available on call from the RAF Hospital for mothers-to-be, and we have called on her services several times when we have been required to fly such patients down from the UNPA to the RAF Hospital. We have yet to have a baby born on board one of our Wessex, but it has been close on occasions.) The remoteness of some of the UN OPs and the rugged and twisting roads leading away from them make the Wessex the only realistic type of ambulance, both in terms of comfort for the patient as well as the time it takes to get him to the nearest hospital.



**The Commanding Officer, officers and all ranks of 84 Royal Air Force, would like to take this opportunity to wish all personnel in UNFICYP a very happy and peaceful New Year**



**Flight Sergeant Dave Lloyd (left) shows some new members of the RAF Akrotiri Aeromedical Section the medical and rescue equipment carried in the first standby Wessex**



**Flight Lieutenant Paddy Walsh (the previous ALO) and Flight Sergeant Shaun Ekberg rigging a water tower prior to it being lifted by 84 Squadron Wessex into position at Limniatis Camp in Sector 1.**



**A Wessex crew training with the Royal Corps of Transport vessel 'Michael Murphy VC', based at Akrotiri Mole.**

**Photographs by Rick Mellor and Bill Downing**

But, of course, MEDEVACs are not the only job which the Wessex of 84 Squadron are called upon to do as routine in support of the United Nations. Apart from the regular re-supply runs to the mountainous OPs in Sector 1, the occasional VIP flights and troop training for soldiers of the various contingents, the heavy-lift capability of the Wessex has been used several times to move sections of new OP towers and water towers into position. This particular manoeuvre requires skilled handling on the part of the pilot and practised coordination between him and his crewman as the helicopter is manoeuvred precisely to the required spot and held for several minutes while the heavy metal section is bolted down. Any undue movement at this stage could result in, at best, damage to the tower, or, at worst, injury to the engineers working directly below. Yet another example of teamwork.

So what else do we do? We have a Search and Rescue (SAR) commitment primarily to the British Forces in Cyprus, but this capability has been used by the UN on occasion; for example, several years ago our Whirlwind helicopters picked 117 persons off a small Turkish ferry drifting off the Kyrenia coast following a storm, and our regular training ensures that we could repeat this feat with our Wessex if need be.

Another recently added requirement for 84 Squadron has been the ferrying of supplies and mail out to the British contingent of the Multi-National Peace-keeping force in Beirut.

And so to the question that you are no doubt asking — what is the significance of the headline to this article? Well, this is the first time that 84 Squadron has had a year 'all to itself', and as our squadron badge incorporates a scorpion into its design, it seems appropriate to call it the year of the scorpion. However, there is another rather more unique and satisfying reason why '84 is our year, and that is because, on 17th January 1984, the squadron celebrates twelve years continuous service in support of the United Nations Force in Cyprus and it goes without saying that we are very proud of being the only Royal Air Force squadron to be able to claim such a distinction.

# THE AUSTRIAN ASSAULT RIFLE 77

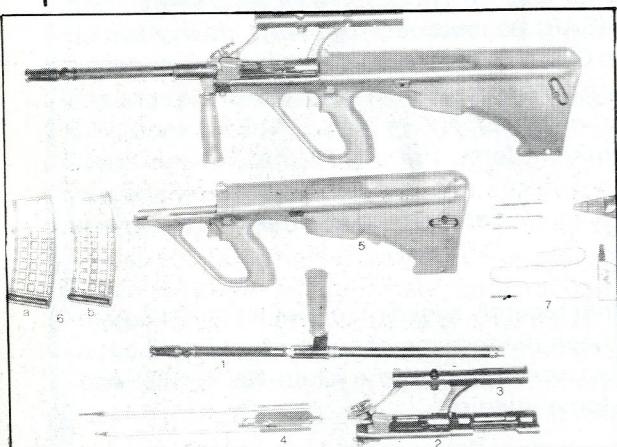
By Major Peter Mulacz

When you go around the sectors you find them equipped with well-known, widely used weapons, most of them basically FN, as the Austrians have used before (and still do use back home in many units).

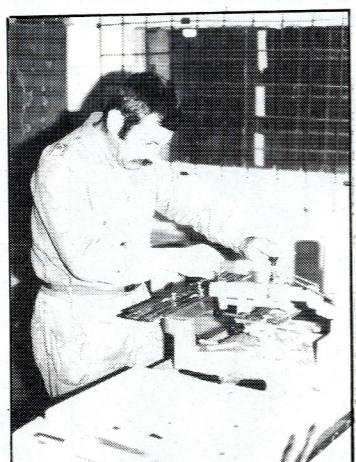
The Austrian Contingent here in Cyprus is outstanding since it is equipped with the new Assault Rifle 77 which was issued three years ago to the UN Battalions and to units of our Alert Force in Austria and which will replace the old FN gradually.

Let's pay a visit to our weapon store and ask the armourer sergeant major WOI Karl Wiedemann some questions about the Assault Rifle 77:

— Warrant, what about the Rifle 77?



Steyr Army Universal Gun — the Austrian Assault Rifle 77.  
1: Barrel; 2: Housing; 3: Built-in sight, which provides enlargement of the target and also serves as a carrying grip; 4: Breech; 5: Butt; 6: Magazine, which is transparent and double columned (6a — empty inside 6b — charged); 7: Cleaning set, which is normally carried inside a compartment of the butt.



WOI Karl Wiedemann engraving a name-ta

"It's fantastic. I know it very well since I had the opportunity to try the very first ones. Although I am an anti-aircraft man, I serve with a Territorial Regiment which is, by chance, based in Steyr, the town in Upper Austria where the factory which produces these rifles is located. The rifle has an interchangeable barrel system: the short one of 407 mm barrel length which provides a sub-machine gun; the long one (610 mm) which produces a light machine gun, especially in connection with the bipod, and fi-

ling".

— Are there any further details to be mentioned?

"Yes, plenty. The Steyr Army Universal Gun, so-called by the factory which has been producing infantry weapons for some 120 years, is intended for combat, both single shots or sustained fire. By the "pull-through" trigger system, the weapon is quickly put on either modality without any change-over lever. The rifle can be dismantled and assembled without the use of any tools. The

the M40 105 mm 1FH and the 20 mm AA gun".

— Have you any hobby which you can enjoy here in Cyprus?

"Yes, woodcarving. But unfortunately I suffer from a lack of spare time since I also do all the engravings for the name-tags of the Austrian soldiers and this is quite a lot of work".

— That doesn't matter, Warrant, since woodcarving and engraving are closely related, you may take this additional task as your new hobby!"



1/Cpl Walter Gessbauer aiming at a target

nally the medium one of 508 mm as an assault rifle, the only one used with the Austrian Army".

— Which are the most important features?

"There are mainly three: the excellent performance, the light weight and the simple maintenance".

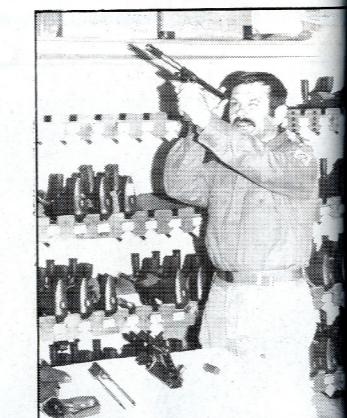
— Give us some more technical data!

"The calibre is 5.56 mm; the overall length (with medium barrel) is 800 mm; the weight, without magazine, is 3.6 kilos, whereas including a full magazine with thirty shots, the weight increases to 4.1 kilos; the maximum firing range is 2,700 metres, whereas the effective range reads 300 metres. The initial velocity is 990 metres per second and the rifle is adaptable for lefthanded hand-

arm can fire rifle grenades and blank cartridges, or it can be equipped with a bipod, a bayonet and a night-sighting device".

— Finally, tell us something about yourself, Warrant.

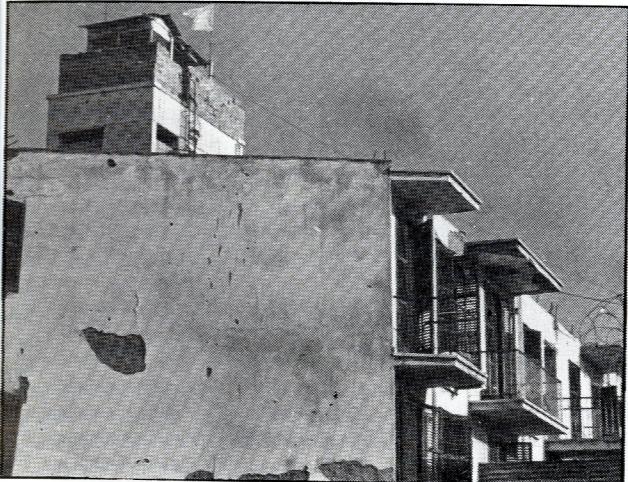
"It's my second tour with UNFICYP, and since all Austrians volunteer, somebody's second tour indicates that he really likes to be with UNFICYP. And so do I. I was here in the same appointment when we first got the new rifle and I am very pleased with it. Back home, I am also an armourer, but mainly for heavy guns including



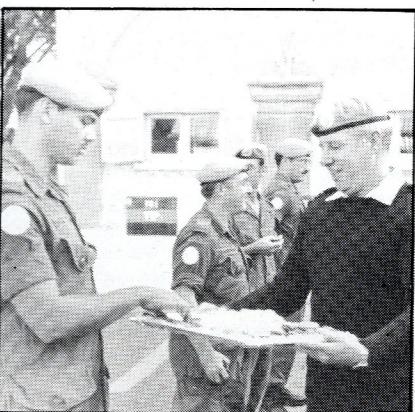
The armourer sergeant major checking a barrel

# LINE EAST OF SECTOR FOUR

Line East of Sector Four is currently being patrolled by Golf Company of The Second Battalion, The Royal Canadian Regiment. They are referred to locally as "Ledra Company" due to the location of their headquarters in the old Ledra Palace Hotel. Life is rarely dull in this area of responsibility which runs from the Pedhieos River, through the old walled city of Nicosia and out to the edge of the Omorphita Plain.



C42, one of the oldest OP's in Line East, towers over the heart of the old walled city in Nicosia



Sergeant Ells, Sergeant McDermaid, Warrant Officer Leavitt and Sergeant Tibbets of Ledra Company share a birthday treat with the Commanding Officer of 2 RCR, Lieutenant Colonel Aitchison on the occasion of his birthday



Master Corporal Sullivan of 2 Platoon greets a visitor to C 58 while his partner watches from above



Private McCarthy of 1 Platoon salutes a visitor at C 45, Sector Four's most easterly OP



Master Corporal McCrae and Private White of Ledra Company's HQ pose outside the company operations room located in the basement of the Ledra Palace Hotel



C 72, opened in Line East in September 1983, is the most recent addition to Sector Four's OP's



Privates Outram, Brown, Williams, Landry, O'Brien and Bates of 2 Platoon receive detailed refresher training on the .50 cal machine gun from Master Corporal Bursey in the parking lot of the Ledra Place Hotel



## BOXING DAY RUGBY SPECIAL

By Commandant Noel Byrne

It was billed the sensation of the year. The challenge thrown down by Penketh's Twankeys was eagerly accepted by Jamie-son's Vikings. The Unicorns Rugby Club agreed to host the confrontation and to provide the logistic back-up. Boxing Day (aptly named) was the agreed date and, fortified with Christmas Fayre and Spirit, many came to watch the antics of the 'gerryhatters' as they tried to play rugby.

The dressing room prior to kick-off was in turmoil. Above the din, Penketh was heard inciting his team to 'murder Jamieson' (NOT the liquid). Jamieson meanwhile was observed applying vast amounts of liniment and embrocation to the creaking limbs of his team. The services of Padre Brown were much in demand as the tension rose. Finally, referee Farrington, after a studious inspection of wares, called both teams onto the field. The supporters erupted into thunderous acclaim as their heroes struggled to make the pitch. As the originally selected Hookers were NOT available, due to unforeseen duties, the services of Byrne and McGeechan were called upon and how well they responded.

The Twankeys were put through a vigorous warm-up by their coach Goodson (also head of the Reserve). In a strange and anguished tongue — a mixture of Anglo-Scottish-Gaelic — he led his team into a verse or two of the Hokey-Pokey. The Vikings on the other hand, wisely conserving their energy, sat in a circle listening to a dissertation on 'strategy'; for example, 'up and under', 'pile in', 'support the man with the ball', 'ruck like hell' etc.

The game started in elegant fashion as Truscott, with a beautiful flowing movement of the leg, drove the ball forward the mandatory ten metres. Bryant, of refereeing fame, was quickly on hand to measure the distance before protesting. Aitken from Australia and Deighan from Scotland were NOT standing ceremony and fell over each other. The first scrum of the match was called. The Engineer, Kennedy, when told to prop, went looking for set square to design one. However, it was Boyne who got his line straight with a beautiful pass to O'Brien who made good ground before passing to

Parent who was 'steaming' down the wing. After a stirring dash of some fifteen metres, he elected to part company with the ball, no doubt worried by the close presence of Pitchforth. Hodgetts in the line out was head and shoulder above most until Johnson and Johnstone and Johnstone turned him on his head.

With the Vikings exerting most of the pressure, the Twankeys brought Cannon on to spike the MP Mullen. However, the Twankeys

were delivered a hammer blow, when in kamikaze tackle their Captain, Penketh was injured and had to leave the field. He was replaced by the versatile and dashing supreme Cottonton.

Half time arrived, none too soon for the players, with the defences dominant and the score nil all. Refreshments were quickly rushed onto the field. Calls for oxygen were met with catcalls from a section of the attendance. Volunteers to practise the art of the kiss-of-life were slow to offer their services on the willing victims.

The second half started at a blistering pace. The Australians, Sharpe and Priest, no doubt out to impress their large fan club, were much to the fore. Parslow and Smith were also trying to catch the eye as they tried to prise open the defences. Kirwin on the wing, was getting envious of the off-field entertainment provided by Kessel and Co. and duly retired. Nutt, however, was showing his youth and with one searing tackle nearly gave Pitchforth an early repatriation. Cottonton was injured and had to move out of the scrum but decided to play on in the backs.

With ten minutes remaining, it was the Twankeys who got the first touch down. Aitken gathered a loose drop-out and with head down he headed for the line, knocking friend and foe aside like ninepins. Amidst a welter of bodies and excitement, the referee awarded a try. With the conversion missed, the Vikings attacked the opposition line. A beautiful ball was fed to the padre. As he steadied himself for an attempt at a dropgoal, he looked to heaven for spiritual assistance but took his eye off the ball and missed. Pyne made a brilliant run across the field but it was only to change his jersey. Privett, on the wing, fielded a loose kick for touch and headed for the line. Despite the despairing tackle of the flying Woodall, he managed to cross the line and score. The conversion attempt failed and both teams set to look for the winner. Jones led one attack but he was shot down before reaching his objective.

When the referee blew the final whistle both teams summoned up unknown reserves of energy to make burst for the club house and some well-deserved refreshments.

All in all, the game provided much entertainment for the spectators and a welcome run out for the players. A big thank you to all who played and if the name is NOT mentioned above somewhere, the memory fails with passing years.

### THE UNICORNS — RUGBY UNION 'PEPSI TEN' CHAMPIONS



Back row Byrne, Fraser, Smoother, Dixon, MacLellan, Beech, Farrington

Front row Kessel, Zacharow, Edwards, Horne, Hopwood

## INTERNATIONAL COOKBOOK



### The meze

egg. Served with lemon and freshly ground black pepper.

**Chicken Livers** — chicken livers fried with fresh tomatoes and onion and mixed with scrambled egg.

At this point in the meze you may be brought dishes of mushrooms sauteed in butter, slices of fried eggplant, fresh beetroot or other vegetables according to the season.

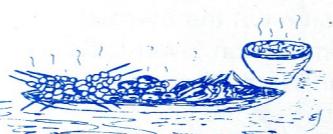
There will normally be a short break at about this time, and you will begin to wonder if the meal is finished. However, after a few minutes your waiter will start bringing on the grilled dishes and casseroles. Usually the fish dishes first, followed by the meat:

**Maridhes** — deep fried whitebait, to be eaten whole, heads, tail and all

**Octapodi Krasato** — octopus marinated in red wine, cooked with tomato, onion, bay leaves and cinnamon.



cultures have left their stamp on the culinary traditions of the island. In the course of one meal it is possible to savour spicy dishes of the Levant, subtle flavours of the east and the more solid traditional cooking of the west.



Most visitors to Cyprus are introduced to the gastronomic delights of the island by way of a "Meze Glendi", which literally translated means a "feast of delicacies". "Mezes" means a delicacy and delicacies are usually appreciated more if they come in small quantities — which is probably why they are served on small dishes!

What most people do not realise is that there is no set menu for a Meze. It consists of what happens to be in season at the particular time of year, and since all ingredients are fresh the dishes will vary tremendously from one time of year to another. Every restaurant has a different idea of what a meze should consist of, and since there are several hundred dishes to choose from, it is very rarely that you will



come across two restaurants which serve the same Meze.

The most important thing to remember about a Meze is that you should never eat too much of any one course. The dishes are brought in instalments, and if you eat

too much at the beginning you will be too full to enjoy the excellent meat dishes which are brought towards the end of the meal!

The starter course consists mainly of dips which are accompanied by hot pitta bread and fresh salad vegetables:

**Talatouri** — very finely chopped cucumber mixed with thick natural yoghurt, garlic and fresh mint.

**Houmous** — a thick dip made from ground chick peas mixed with tahini, sesame oil lots of garlic and sprinkled with parsley and cayenne pepper.

**Taramosalata** — this delicious dish which is bright pink in colour is made from smoked cods roe mixed with onion, lemon juice and parsley.

**Grilled Halloumi** — grilled goat's milk cheese

**Tahinosalada** — a dip made from tahina, garlic, lemon and water. Delicious with fresh bread or as a salad dressing.

**Yemista** — various stuffed vegetables such as small onions tomatoes, potatoes and vine leaves stuffed with a meat and rice mixture.



**Melinzanosalata** — a dip made from the pulp of cooked aubergine mixed with bread crumbs, olive oil, garlic, lemon juice, fresh mint and parsley, oregano and black pepper, freshly ground.

The next stage in the meze is several dishes with very subtle flavours with an egg base:

**Egg and Spinach** — fresh spinach leaves chopped and then cooked with scrambled

**Savoro** — tiny red mullet, deep fried and served cold in a wine vinegar sauce.

**Kalamaraki** — baby squid deep fried.

**Afelia** — small chunks of pork marinated in red wine and cooked with coriander seeds.

**Tavas** — cubed lamb cooked in an earthenware pot in the oven with onions and tomatoes flavoured with cumin.

**Stifado** — beef stew cooked in wine vinegar with onions and spices.

**Loukanico** — spicy sausages from Paphos flavoured with hot chillies.

**Kieftedhes** — tiny meat balls flavoured with onion and parsley.

**Lamb chops** — tiny baby lamb chops grilled on charcoal.

**Souvlakia** — cubes of lamb or pork grilled over charcoal.

**Sheftalia** — a kind of sausage made from minced pork and lamb, parsley, onion and cinnamon.

All these grills will be accompanied by a mixed salad of tomatoes, cucumber, cabbage, olives and lettuce, garnished with fetta cheese and dressed with olive oil and lemon juice.

To finish your meal, there should be masses of fresh fruit in season, and a cup of good strong coffee to help you digest this feast.

# A SHORT PATROL WITH 46 DELTA

By Station Commander Jeff Brown

Every day AUSTCIVPOL has patrols in the United Nations Buffer Zone somewhere between Sectors 1 and 5. For those who never have the opportunity to patrol the UNBZ, come with me in this article as we patrol the 'Green Line' in Nicosia towards Sector 5.

We usually leave for this patrol from Wolseley Barracks which is near the Ledra Palace Hotel and head down towards Rocos bastion where we turn left and go through the 'old wall' at Paphos Gate.

We are now in the Buffer Zone as we travel past the church on our left and into narrow streets as we wind through the old part of Nicosia. The road which was once a bitumen surfaced street is now only a rough track that is hot and dusty in summer and a quagmire in winter. The buildings, which were mostly built along Mediterranean style, stand silent and deserted.

We drive slowly past the Canadian OP at Charlie 42 which towers above the city and then past old shops and stores and the once well-known Olympus Hotel. The street is silent here with no movement except for the occasional cat as it scurries across your path, but if you look carefully, you will see sentries on duty on both sides of the street.

As we head towards Athinas Street we pass the bullet-riddled Beaver Lodge, which was once a majestic building with its blend of old and new, but it now stands wrecked and deserted with ten years of unkept gardens around ponds and fountains.



Driving along the 'Green Line'



Patrolling in the Omorphita fields

We then come out of the Buffer Zone and circle around the old wall before coming back in, near Leophoros Spyrou Khristodhoulou Street and travelling past Charlie 44, known as Bastion, on our left and then heading down through what were the outer suburbs of Nicosia. We pass 'Ortona' where a detachment of Canadians live within the Buffer Zone and then past what was once the Training Academy for the Cyprus Police, which brings back memories to some of our contingent of days long gone by.

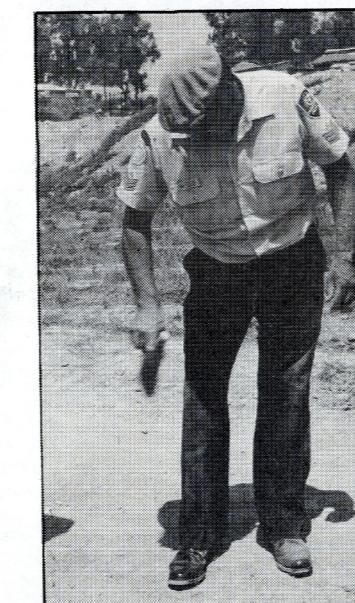
If you look right and left as you pass deserted houses, you get a glimpse of shrubs and creepers with their flowers in pinks, blues and purples with wild flowers of yellow and dark pink, as you approach the last of the Canadian OP's with the blue and white flag of the United Nations fluttering proudly in the breeze.

We then head out into fields on the outskirts of Nicosia, known as Omorphita and Kaimakli fields. We can hardly breathe here as the dust flies up and we keep our mouths closed and squint our eyes. We are conscious of mines on the side of the patrol track as we leave Nicosia behind and enter the farming areas of Sector 5.

We see the occasional farmer here and shepherds roam between the minefields with their flocks. The dust is worse, we can barely see and we have a thin lay-

over us as we look to our right at the remains of a tractor in a minefield. We recall that some years ago it hit a mine whilst ploughing and the driver was seriously injured. Inspector Thurgar of AUSTCIVPOL ran into the minefield to give the driver emergency first aid and arrange his evacuation. This action saved the farmer's life.

We now approach Sierra 54, the first of the Swedish OP's and continue on towards Camp Goldfish. Normally we would continue into Sector 5 or return to base via the patrol track; however, today we have a family reunion to organise so we don't go any further and, after a quick dust-down return to Ledra Checkpoint by the most direct route.



Srn Sgt Sharp giving himself a quick dust-down before returning to base

Photographs by Sergeant Tony Hodgetts

# NEW ARRIVALS IN SECTOR TWO

By Major Guy Hipkin

Photographs by Lance Corporal Mark Easay

The Poachers assumed operational command of Sector Two on 12 December and during the usual hectic rush towards Christmas were busy settling in to a new way of life. This was the second complete change of role for the Battalion in a year. The Poachers moved to Colchester in January 1983 after a two year tour in Londonderry, Northern Ireland.

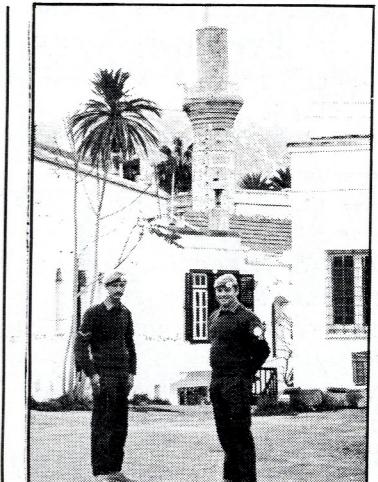


One of many Christmas messages left for the Poachers by 1 QLR

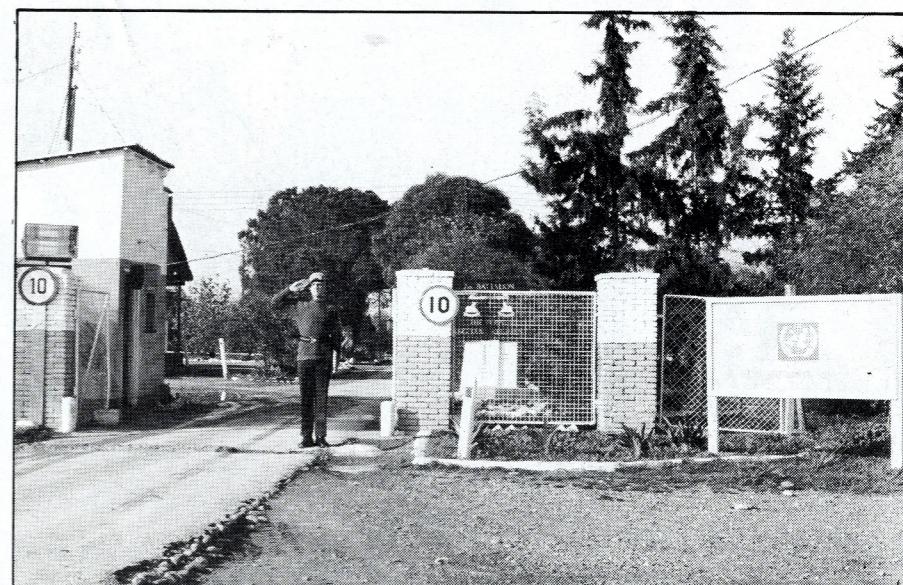


The Commanding Officer (right) and Operations Officer with the newly erected Battalion sign in St David's Camp

Although the operational demands of the UN are the Poachers' first and main priority, every opportunity is being taken, where time allows, for the soldiers to make use of the excellent sporting, adventure training and recreational facilities on the island. Whatever the operational commitments of our first tour in Cyprus for twenty years, the Battalion is sure that it will return to England, having made many new friends among the members of the UN Force in Cyprus.



Some early sightseeing.  
"They haven't got one of these in Colchester"



Within three days of assuming command the Battalion had its first visitors from the United Kingdom. We welcomed a team of radio broadcasters from our local area who were here to record Christmas messages to play on Christmas Day.

Sentry — December 1983 — United Nations Sector Two



# UN NEWS

## SECURITY COUNCIL RESOLUTION

**The following resolution was adopted unanimously by the Security Council at United Nations Headquarters, New York, on 15 December 1983:**

### Security Council resolution 544 (1983)

**"The Security Council,**

**Noting** the report by the Secretary-General on the United Nations operation in Cyprus of 1 December 1983 (S/16192 and Add.1),

**Noting also** the recommendation by the Secretary-General that the Security Council extend the stationing of the United Nations Peace-keeping Force in Cyprus for a further period of six months,

**Noting further** that the Government of Cyprus has agreed that in view of the prevailing conditions in the island it is necessary to keep the Force in Cyprus beyond 15 December 1983,

**Reaffirming** the provisions of resolutions 186 (1964) of 4 March 1964 and other relevant resolutions,

1. **Extends once more** the stationing in Cyprus of the United Nations Peace-keeping Force established under resolution 186 (1964) for a further period ending 15 June 1984;

2. **Requests** the Secretary-General to continue his mission of good offices, to keep the Security Council informed of the progress made, and to submit a report on the implementation of the present resolution by 31 May 1984;

3. **Calls upon** all the parties concerned to continue to co-operate with UNFICYP on the basis of the present mandate."



**Mr James Holger, Acting Special Representative of the Secretary General**