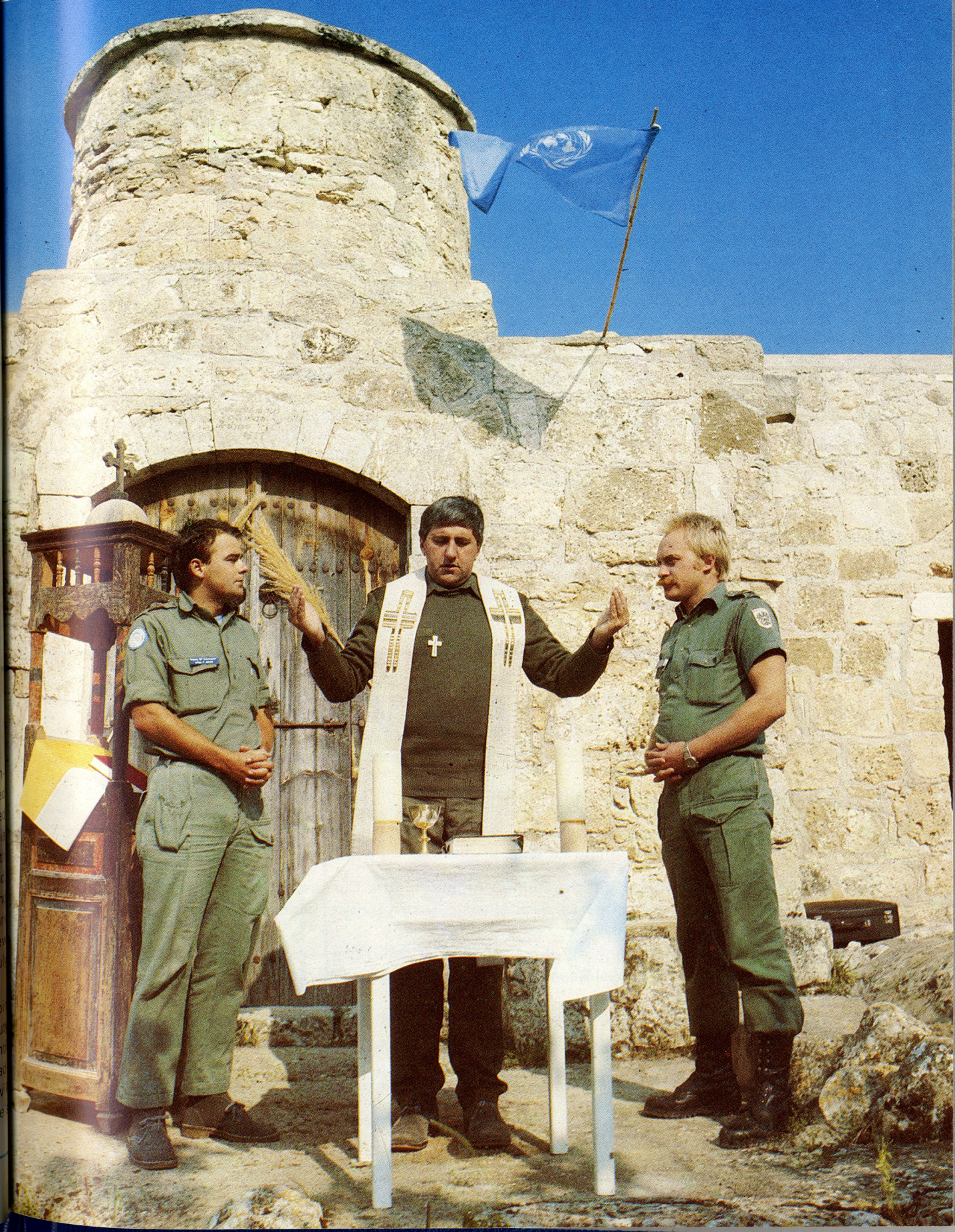


THE BLUE BERET

UNITED NATIONS PEACE-KEEPING FORCE IN CYPRUS
UNFICYP
JUNE 1984



MAY IN RETROSPECT

ROTATIONS

The Swedish Contingent
The Swedish Civilian Police Contingent
The Danish Contingent
HQ UNFICYP Transport Squadron

VISITS

- 1-5 Major General Wightson visited the Canadian Contingent
1-16 Chief Warrant Officer W Kohl visited the Canadian Contingent
2 Colonel P de la Haye visited the British Contingent
4-11 Major A Ditter and Warrant Officer V Johnson visited the Canadian Contingent
6-10 Countess Mountbatten of Burma, Colonel in Chief, 1 PPCLI, and Colonel R L Cowling visited the Canadian Contingent
9-17 Colonel J Wright, CO 16th/5th Lancers, visited the British Contingent
10-12 Lieutenant Colonel A Shorto, CO (Designate) Bermuda Regiment, visited the British Contingent
10-17 The Mayor and Mayoress of Northampton. Mr & Mrs R Winter, visited the British Contingent
10-17 Mr Keith Hamilton visited the British Contingent

- 10-17 Mr Colin Smith visited the British Contingent
11 Mr Mikael Widland and Mr Matte Johnffom visited the Swedish Contingent
14-15 Major General D H Braggins visited the British Contingent
14-20 Mr S Hirdman, Swedish Ambassador, visited the Swedish Contingent
17-23 Colonel R Hall visited the Canadian Contingent
17-24 Major A Kenway visited the British Contingent
21-25 Mr Ulf Nilsson visited the Swedish Contingent
22-27 Mr M Inhoff visited the Canadian Contingent
22-27 Major R Elliot visited the Canadian Contingent
24-30 Mr N Burnett visited the British Contingent
28 Dr Herbert Amry, Austrian Ambassador to Greece visited the Austrian Contingent
31 Lord Trefgarne visited the British Contingent
31-2/6 Dr P Corrieri, Dr F Sailler, Min R Dr K Sartorius, Obst H Onjerth, accompanied by 12 Austrian journalists, visited the Austrian Contingent

FUTURE EVENTS

CANCON Stampede to celebrate CANADA DAY on 1 July at Wolseley Barracks. 09.00 to p.m. All UNFICYP personnel, families and guests are welcome. Fun for all ages including rodeo, parade, pancake breakfast, western barbeque. Lots of games for the children including panning for gold, prizes, etc. Make a note in your diary.

"Romeo and Juliet" at the Roman Amphitheatre, Curium, 8.00 p.m. on 21, 22, 23 June. Tickets from British Council, Nicosia, District Office, Limassol, ARGO Tourist Co., Limassol, Episkopi, Akrotiri.

Beer Festival (29 June - 2 July). At the Carlsberg Brewery grounds (10 miles from Nicosia on old Limassol Road). Traditional dancing and music. Per entrance ticket one free bottle of beer.

Limassol International Art Fair (June 29 - July 8). Municipal Gardens, Limassol. Folk dancing, classical and modern ballet, pop music, plays, etc. by groups from many countries.

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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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Front cover

Drumhead Service
at Othello's Tower

THE BLUE BERET



Editorial

Those of you who read every word on this page will notice that the name of the Editor has been different in each of the April, May and June editions. This turbulence has now ceased and I hope to bring stability to the journal and also to all my responsibilities as MPIO for the next two years.

I am very glad to be serving in Cyprus again and look forward both to meeting many of you and also to receiving your articles and photographs via your Press Officers.

In this issue we record three weddings, so it is perhaps appropriate that we should have a religious theme for our cover.

We also welcome 40 Commando Royal Marines to Sector 2 and 60 Squadron Royal Corps of Transport to the UNFICYP Support Regiment. We wish them good luck during their tours.

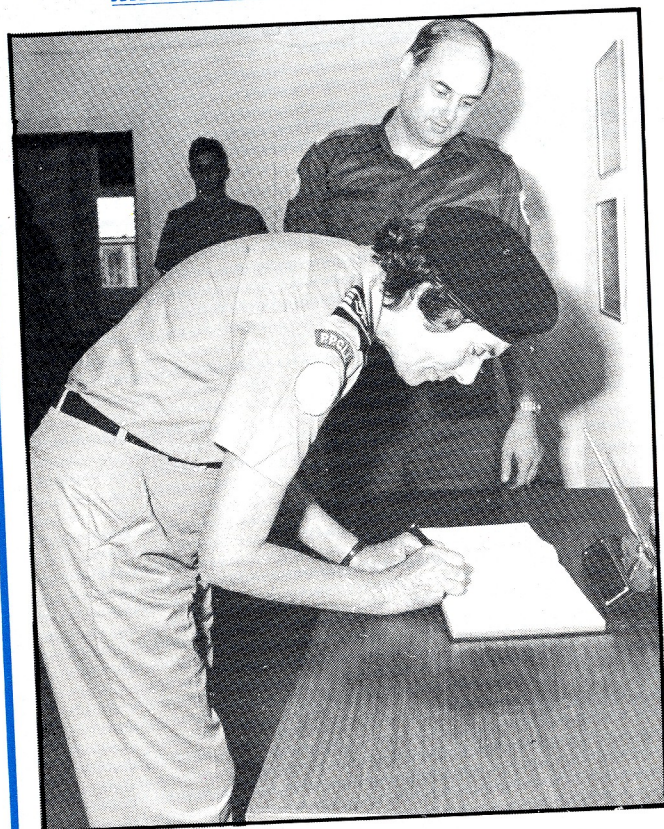
THOUGHT FOR THE MONTH

If you can keep cool and remain calm, whilst all about you are in a state of panic - then you have not understood the problem!!!

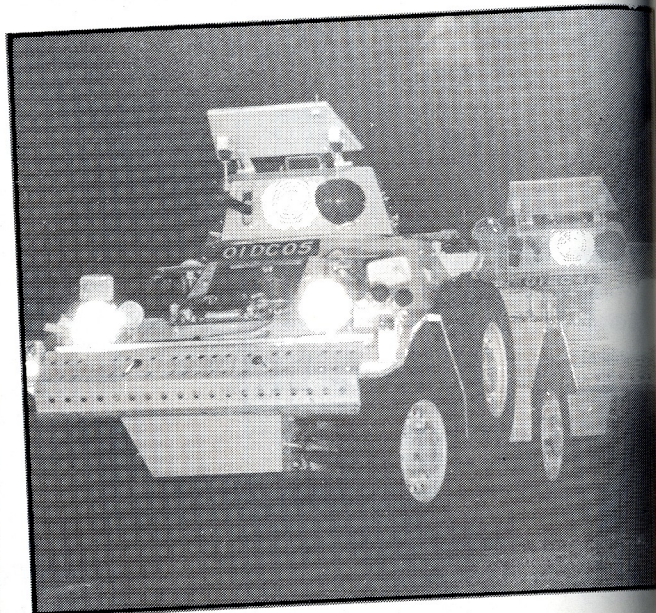
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The Countess Mountbatten of Burma, Lady Patricia Brabourne, CD, JP, DL, Colonel-in-Chief PPCLI signs the guest book at UNFICYP HQ.



Force Scout Car Squadron Revue.



Lord Trefgarne inspects international Guard of Honour at HQ UNFICYP.



The SWEDCON rotation took place in early May, and since the eighth of May the responsibility for Sector Five is on the Swedish UN-battalion 84 C, The Arctic Circle Battalion. During a small ceremony at Camp Victoria, Larnaca, at noon on the eighth, former Commander, Lt Col Bo Pellnas changed banners with his successor, Lt Col Gorm Wigforss both to the right in this picture.



Presentation of Long Service and Good Conduct Medal to SSgt George Reed, ACC.



UNFICYP Horse Race.

THE DANCON ROTATION

By Maj Hans Schmidt

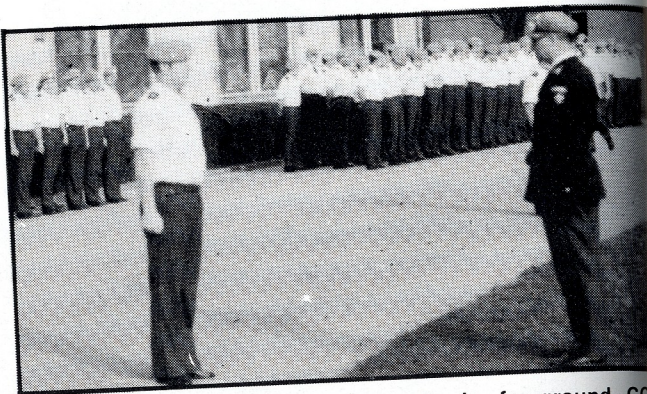
Photos: UN department in Denmark



The Danish Contingent to UNFICYP rotated in May and CO DANCON 41 took over on 17 May at 1830 hrs local time sharp.

Before that a lot of work has been done by a lot of people. Denmark does not take a regular battalion and order it to serve with the UN, but asks for volunteers from all regiments and corps and from the Navy and the Airforce. Many of the applicants are conscripts who have served their time, but who find the thought of serving in a foreign country attractive.

It all begins with an application for joining the UN FORCE in READINESS. This force consists of about 900 junior officers, NCOs and privates. They are called up for 5 weeks training where all aspects of serving with DANCON/UNFICYP are covered. The training takes place in March, April, September,



DANCON 41 on parade in Denmark. In foreground CO DANCON 41 LtCol J.F.Hendriksen receiving the force from Maj F. Asmussen the new senior personnel and press officer DANCON.

and October every year. From that force the number of junior ranks is selected and called up once more at the end of April or October in order to form the new Contingent. Soldiers, who have already served for 6 months can apply for another tour of duty and about 50% do so. This is possible for 2 years i.e. 4 tours of duty before repatriation takes place. Then again after 6 months in Denmark it is possible to apply for a new tour of duty and some have through the years spent quite a lot of time in Cyprus. The highest Silver Metallic Number given in DANCON is now 17 which means 8½ years of service with UNFICYP.

Regular officers are normally assigned, and reserve officers volunteer, for duty with UNFICYP.

The whole idea behind this UN FORCE in READINESS is to have a reserve from which recruiting is easy and not only for UNFICYP, but for any UN force where ever it is needed all over the world.



Some "pinkies" testing the new blue beret.

DOUBLE WEDDING IN DANCON

By: Maj Hans Schmidt

Photos by LCpl P.H.Hansen

On 28 April two soldiers of DANCON 40 married in St. Colomba Church UNPA. LCpl Henning Storck met Shiranee Joyce Bernadette de Silva four years ago in Nicosia and this meeting ended with engagement and now marriage.

LCpl Lars Byriel met his wife Susan Lykke Larsen on the beach at Ayia Napa, where she was holidaying.

For the celebration afterwards all members of the Staff and HQ Coy DANCON were invited for a giant grill-party sponsored by HQ Coy, who in this way wished the married couples good luck!

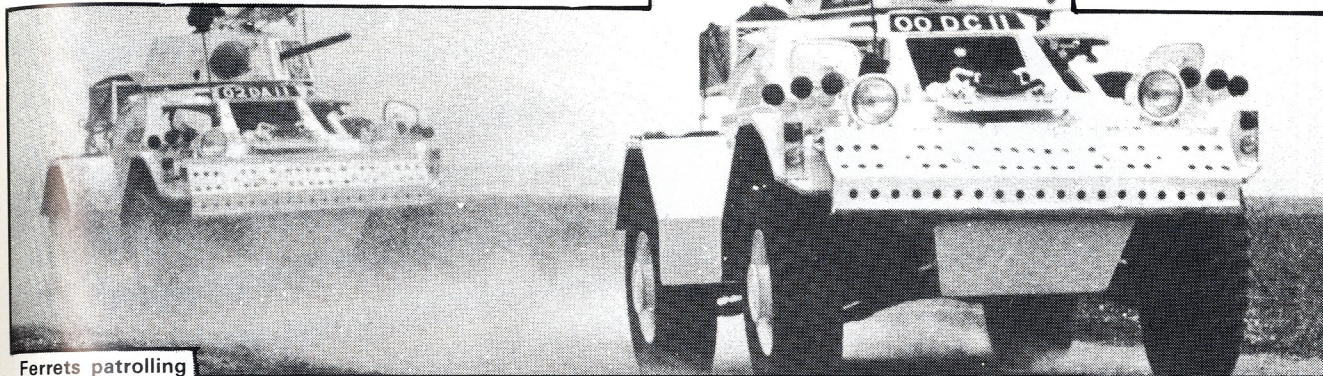


The newly-wed couples. Henning and Joyce Storck to the left and Lars and Susan Byriel to the right.

SCOUT CAR SQUADRON

By: Capt Mark Ridley

Photographs by Unit Photographer



Ferrets patrolling

With the arrival of summer the Squadron has been kept busy not only by routine patrolling and duties, but also by numerous visits, sports, and preparations for our eventual handover including farewell functions.

Our principle military visitors were Lieutenant General Sir Frank Kitson, Commander-in-Chief United Kingdom Land Forces, Brigadier P. R. Duchesne, the new UNFICYP Chief of Staff and Commander BRITCON, and our own Regimental Commanding Officer Lieutenant Colonel J. A. Wright.

On the 26th April we were delighted to host an all ranks sports afternoon with the Swedes from Camp Goldfish. Twenty five members of SWEDCON took part in various sporting activities in Prince William Camp including tug O' war and volley ball. The afternoon was concluded with dinner in the respective messes which continued well into the night. It gave the Squadron great pleasure to host our friends and the results of the sports competition must be declared as a draw.

Over the Easter weekend the Squadron officers hosted four officers from the Scots Guards for a



Line guard

weekend which revolved around an inter-regimental go-kart race. The races were most amusing although no real victor could be found due to the numerous crashes and instances of foul play!

In the more conventional sports the Squadron has had some success. In particular, we won the UNFICYP six-a-side cricket competition and Lieutenant Jenkinson received the overall man-of-the-competition award. In the cricket league the Squadron has so far only played the Box Factory but this match was convincingly won by the Lancers scoring 154 for 7 while their opponents were dismissed for only 8 runs.

On the 12th May UNFICYP played Cyprus at Polo in Episkopi. The match was hard fought but in the end the UN won the cup. Although none of the Squadron played Captain Ridley umpired and the Squadron supplied much of the administrative back up.

Looking to the future we are starting our preparations for eventual handover to 'C' Squadron The Lifeguards. The first move in this direction was the visit by their recce party in May, and the handover takes place in July.

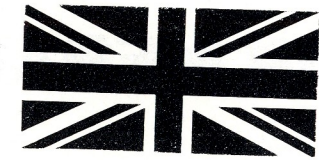


The Squadron Go-Kart team

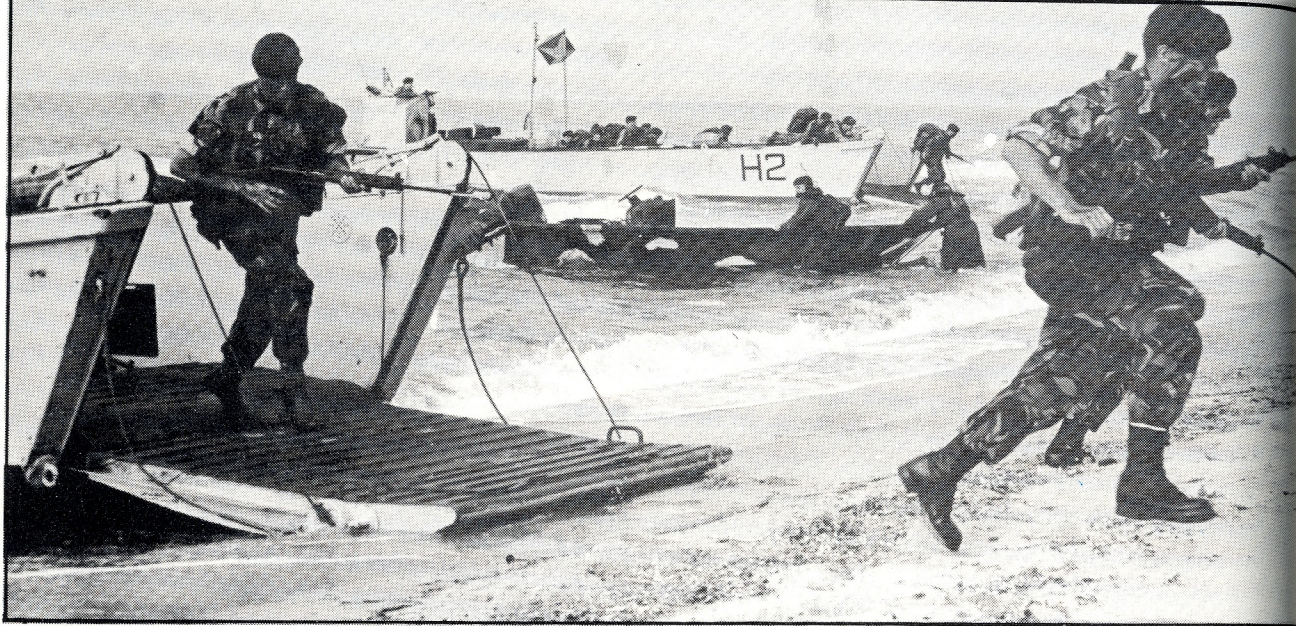


COMMANDOS RETURN

By: Lt Chris Woods



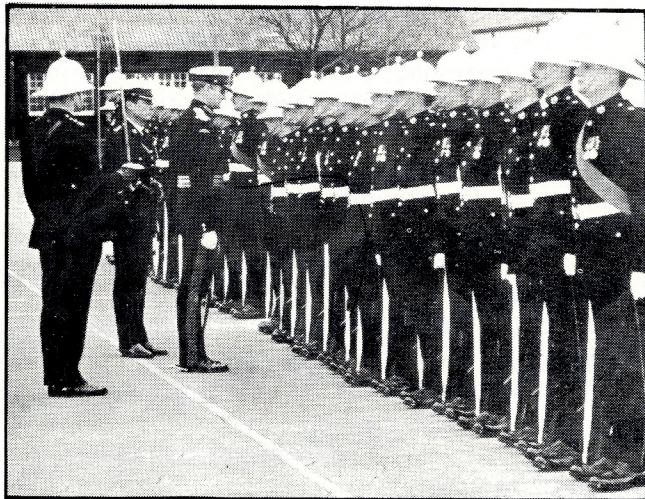
Photographs by Official Photographer



40 Commando Royal Marines storm ashore from assault craft during a recent exercise.

After an absence of almost 5 years, the Royal Marines returned to UN duties earlier this month at the start of a 6 month UNFICYP tour.

40 Commando Royal Marines, commanded by Lt Col Tim Donkin, will be based at St David's Camp in Sector Two and Alexander Barracks, Dhekelia. Although somewhat unused to the heat, the Royal Marines are certainly no strangers to this part of the world, and as recently as last October, they visited Cyprus on a 4-day live field firing exercise on the Akamas Peninsula.



During a recent Major General's inspection at Norton Manor Camp, Taunton, the Royal Marines of 40 Commando are seen in their 'blues'. Barring some meteorological disaster we are most unlikely to see the Marines wearing this rig in Cyprus.

Since its formation in 1942, 40 Commando has been deployed to the Mediterranean on numerous occasions. During the Second World War the Commando was involved in operations in Sicily and on the Italian mainland. In 1948 the Unit was employed in peace-keeping duties in Palestine and in 1956 played a successful role in the Suez Campaign. For the following 6 years the Commando was based in Malta and from there participated in several anti-terrorist operations in Cyprus until the waning of the troubles in 1959.

For the next decade the Unit was based in the Far East and was involved in confrontations in both Borneo and Sarawak. The Commando returned to Plymouth in the early 70s following the British Government's decision to withdraw from east of Suez.

The Unit has also played an important role in Northern Ireland and since 1969 and the start of the current troubles the Commando has undertaken operational tours of the Province, the most recent during the first half of 1983.

Founded in 1664 and originally known as the Duke of York and Albany's Maritime Regiment of Foot, the Royal Marines have extended those early traditions and capabilities of fighting by sea and by land.

Throughout the last 300 years the Royal Marines have specialized in tackling the unusual in war; be cutting out enemy ships from the apparent safety of well defended harbours, or fighting a way aboard an



The rigid raider has a vital role transporting Royal Marines ashore quickly creating an element of surprise.

enemy ship at close quarters. Such actions have been common-place throughout the globe, and since their formation the Royal Marines have rarely been left unused in both major and minor conflicts throughout the world.

Today the role of the Royal Marines is still very much one of fighting both by sea and by land and much of their training revolves around the assault ships HMS FEARLESS and INTREPID, the Invincible class carriers and the LSLs operating in their amphibious roles.

Royal Marine units were also very much in evidence in the conflict in the South Atlantic.

40 Commando's home in the UK is the former Junior Leaders camp at Norton Manor, Taunton. The Unit took up residence there at the end of last year and has almost completed the transition from Army to Royal Marine ownership. The cookhouse is now more suitably known as the main galley and the ablutions enjoy the more congenial term of reference - the heads. Undoubtedly St David's Camp and Alexander Barracks are now undergoing a similar transformation.

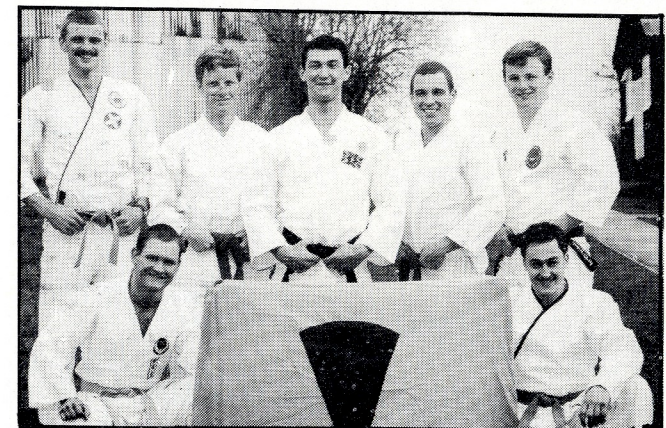
On the sporting front 40 Commando is a formidable force. This year they have won both the Plymouth Regional football and rugby competitions and the Unit Karate team has beaten G.B. One in the European Championships in Brussels to finish fourth overall in this international competition.

In the Army Gymnastic Championships represent-

atives from the Commando won both the floor and men's senior trampoline competitions.

The Marines are still acclimatizing, but once fully settled in, they have let it be known that they will welcome all opportunities for friendly sporting contests with resident squadrons and battalions.

Five years is a long time since Royal Marines were last wearing the blue beret and the opportunity is certainly viewed with a sense of challenge and pride. A chance to exercise flexibility and self discipline and to utilize powers of commonsense and tact to the full, which when combined with Cyprus' numerous attractions, are opportunities with which 40 Commando is very much looking forward to getting to grips.



40 Commando's Karate squad recently enjoyed unparalleled success in the European Championships beating the GB One team.

AUSCON MEDAL PARADE

By: CAPT R. MANZL

Photographs by Pte Robert Dengscherz

On 27 Apr 84 the "Medal Parade" took place at Camp DUKE LEOPOLD V., which is the location of the main part of the Austrian Contingent. This camp is near Famagusta in the northern part of the island.

This "Medal Parade" is held upon the occasion of all UN soldiers being awarded a medal called "IN THE SERVICE OF PEACE". This time 233 men of the Austrian Contingent were thus decorated. The Force Commander, MajGen Gunther Greindl took the review. In his address he expressed pride in the way his Austrian compatriots at UNFICYP are performing their duties. He called upon them to carry on their contribution to the peace in the world and particularly on this island.



WEDDING IN CYPRUS!!!

On 24 Apr 84 the Austrian Field-Postmaster Gunther Kasper and Miss Herta Durstberger were joined in marriage.

The bride and bridegroom are from Graz, which is the capital of Styria. Gunther Kasper works in the Main Post Office there, while his wife is a secretary in the stud-farm at Piber in which the famous white horses, named "Lippazaner", of the Vienna Riding School are bred.

The church wedding took place at St Paul's Church in Larnaca with LtCol T. Dorfmeister, CO AUSCON, attending the bride. During the wedding party the newly married couple received a lot of cheers from their guests. There is an Austrian proverb, which could be translated as:

"Rain on one's wedding day, will keep bad luck away".

This is a very good omen, because on that day it was raining cats and dogs.



The ceremony was attended by a lot of guests who were very impressed by the discipline of the Austrians throughout the event.

In accordance with what is virtually a tradition, the so-called "Othello Tower", which used to be the citadel of the FAMAGUSTA harbour, was the scene for the second part of the ceremony. There, evidence was given of the hospitality of the Austrians and their abilities in organizing.

This Austrian feast proved most satisfying for guests and hosts alike.



PATRICIA'S ON PARADE

By: Capt M. Eckley

Photographs by Cpl R. B. Watson



The Countess Mountbatten of Burma CD, JP, DL and LtCol J.S.H. Kempling CD inspect members of 1 PPCLI during the re-dedication of Colours ceremony held during Frezenberg Day activities.

The first four weeks have been extremely busy for all members of Sector 4. The handover from 2RCR complete; all officers and men from 1 PPCLI set about the delicate task of keeping the peace on this troubled island. No sooner had the dust settled from our deployment, than B Coy, in accordance with the reconfiguration of Sector 4, finalized its move into the Ledra Palace and started the long task of closing out Camp Maple Leaf.

Besides the everyday tasks involved with being part of the UN, all members of 1 PPCLI have been working very hard to complete the preparations for the arrival of several VIP's. The first to visit was Maj Gen Wightman, the Commander of Canadian Forces Europe, whom we rely upon for a lot of our logistics support. Maj Gen Wightman spent four days visiting CANCON and touring the Canadian area of responsibility.

No sooner had Maj Gen Wightman departed, than the battalion launched into its preparations for the arrival of our Colonel-in-Chief, the Countess Mountbatten of Burma, Lady Patricia Brabourne CD, JP, DL. She arrived on 6 May and immediately

started a very vigorous and demanding four day visit. First on her agenda was a very detailed line tour conducted on 7 May at which time Lady Patricia officially opened the new Platoon House in B Coy's area, which has been officially designated as Frezenberg House, after a famous PPCLI Battle Honour of World War 1. After the ceremony, Lady Patricia enjoyed a luncheon with members of 5 Platoon who live in the new house.

May 8, Frezenberg Day is a very important regimental celebration. This year's activities included a drum head service with a re-dedication of the battalion's colors by the Colonel-in-Chief and an account of the battle of Frezenberg was given by the Commanding Officer.

A battalion sports day was held with Volleyball, Slow pitch softball, Inner tube waterpolo, a food eating contest and, of course, the much heralded Lizard Race.

The competition was stiff, with A Coy coming through as overall winner. To conclude the days activities, an all ranks bar-be-que was held on the patio of the Ledra Palace.

With the first month complete, all members of 1 PPCLI are looking forward to a successful and rewarding tour of duty in Cyprus. We would like to take this opportunity to wish all Contingents good luck and good soldiering in the future.



The re-dedication of the Battalion's Colours.

60 SQUADRON ROYAL CORPS OF TRANSPORT

By: Lt Craig Wensley RCT

Photographs by Sgt A. Thomson

Hello fellow blue berets! The Mushroom Squadron – 60 Squadron Royal Corps of Transport – is back in Cyprus for its fifth United Nations Transport Support Tour. The Squadron, consisting of some 120 personnel, has returned under the command of Major Henry Crawford whilst some 80 men have remained in Catterick, England under the command of Captain Ian Mosedale, preparing for Ex Lionheart in the Autumn.

The Squadron was first formed in Woolwich on 1 July 1901 when it was designated 60 Horse Transport ASC and equipped with light and heavy dray horses. In 1903 the Company became mechanized and was renamed 60 Motor Transport Company ASC.

During the Great War the Company was based with the 1st Division Ammunition Park and amongst other things had the distinction of capturing a German Twin Engine Aeroplane on 3 September 1917.

In 1918 the Company was disbanded. It reappeared in 1938 again at Woolwich and again moved to France. After Dunkirk the Company was redesignated 60 Ambulance Company RASC and moved to Algiers where it joined the 8th Army. At the end of the war the Company formed part of the British Occupation Force in Austria where it stayed until 1954 when it was once again disbanded.

On 15th July 1955 the Company was reformed as part of 24 Brigade, and moved to Kenya in December 1958. During the next 6 years the Company saw service in Kuwait, Swaziland, Tankanyika, Uganda and Kenya.



The task of lowering his Squadron's flag for the last time falls to the duty driver of 7 Squadron RCT at the end of this unit's tour with UNFICYP.

In 1964 the Company moved to Aden where it remained until August 1967. On 26 June 1966 eight members of the unit were killed when a vehicle returning from the range was ambushed by mutinous police. On 15th July 1965 the Company became 60 Squadron RCT. On leaving Aden in 1967 the Squadron returned to Tavistock, England from where in August 1969 it was deployed to Northern Ireland for the first of seven operational tours in the Province.

In 1971 the Squadron moved to Ripon and in February 1974 the Squadron moved to Colburn Barracks, Catterick Garrison, North Yorkshire.

In 1976 the unit took on a BAOR role as an independent Squadron. In January 1984 however, the Squadron lost its independence and became part of 2 Infantry Division Transport Regiment commanded by Lt Col G D Williams RCT.

Whilst in Cyprus the Squadron football team is looking forward to continuing its successful season during which it won the UK RCT Minor Units Cup. Anybody wishing to take on the 'Mean Mushroom Machine' should contact either WO2/SSM J W Storey or Lt Craig Wensley.

The Squadron has also participated with success in Rugby, Swimming and Cross Country competitions.

A single tennis player – Lt Wensley – who recently represented the Army in the Inter-services 'B' Lawn Tennis Tournament would be grateful for any competition.

The main sport for the Squadron is, however, likely to be bird watching on Nissi Beach!



Major Derek Brown (left) of the outgoing RCT Squadron hands over the ceremonial key to Major Henry Crawford, 60 Squadron RCT, the new UN Transport Squadron.



INTERNATIONAL COOKBOOK



TRY "EELING" IN THE SWEDISH WAY!

By 2 Lt Matts Dagerhall and "Eel-masters"

Pte Cook Tord Ejlerstsson, Pte Cook Peter Blomberg and Switchboardoperator (!) Per-Olof Ralsgard.

Dealing with fish in Sweden, it will not take many minutes before meeting at least a couple of true eel-lovers. If you travel in southern Sweden, the number will rise alarmingly. Many strange stories are to be told of the eels, and combined with the delicious taste it is not hard to understand why that particular fish at least in Sweden has been loved for centuries.

The eel-season starts at the end of summer between August and September. Since the summer nights become very dark at that time of the year, Swedes keep talking of "The great eel-darkness". And during those dark nights, every true eel-lover sends for a couple of eels at the local fishdealer.

When living near a good eel-fishing-water, it is no problem catching them yourselves. You just use strong nets with lots of heavy hooks baited with worms, or, if you've got one, a special eel-creel.

The problems start when trying to get the slippery fish out from the creel or off the hooks – you have to wear rubber gloves and use a heavy tong. And of course all the patience you are able to mobilize...

After preparing the eel, especially in southern Sweden, the great "eel-fiesta" takes place. The recipes below are suitable for a minor "eel-party", or as first courses when giving a dinner.

Serve the eel with beer and schnapps – Bon appetit!



Drawing by WO Jari Feldt

Plain eel

500 grams eel

Water

Whipped cream

Horse-radish

Boil the eel soft (10-15 min)
Mix the cream with horse-radish.
Serve with boiled, fresh potatoes
and ice cold beer.

Beer-eel

500 grams smoked eel

Strong beer

Eggs

Thyme

Cut the eel in round slices, cook in the beer for 5-10 minutes. Serve hot with scrambled eggs and thyme.

Pickled eel a la P-O

¾-1 kg skinned eel

Vinegar

2 bay leaves

Allspice

Sugar

Water

Boil vinegar and water with the spices. Let cool. Cut the eel in slices, put on a deep dish and pour the preservation fluid over. Keep cold about 24 hours or overnight.

THE RESPONSIBILITY OF BEING A SAFER DRIVER

By Gary S. Brown, Station Sergeant AUSTCIVPOL



With the arrival of the warmer weather there will be, no doubt, a 'small' increase in the amount of road miles covered by those persons seeking ways to enjoy their leisure hours. Most will be looking for places further afield to do their sightseeing or whatever.

The easiest way to get to most places on this island is by motor vehicle; it can be a 2 wheel, 4 wheel, 4 wheel drive, underpowered, overpowered, still being paid for, or heaven forbid, pedal powered. It is probably a safe bet to say that man has never had such mobility since the advent of the wheel. And what has given him this freedom... the motor vehicle.

The motor vehicle in its many guises has been with us now for a little over 100 years. During that time it has evolved from the era of the 'Horseless' carriage to the sleek 'state of the art' machines we see on our roads today. The technological change to motor vehicles has also meant that the people who drive these machines have had to adapt their skills and behaviour in order to keep pace with the changes. Some people have adapted, some people appear not to be able to. We must adapt to new circumstances, it is the key to survival. As this article will be published in June and there will be a number of new arrivals during that time, many of whom are certain to be drivers, it is towards them that this article is directed and also to the not so new arrivals. So let's start by talking about:-

Driving in a "new" country:

If you are already a licenced driver then one of the first things you should do is to read a copy of the local traffic laws. You might be a little surprised to learn that it is a bit different from how it was explained by the 'old timers'.

Traffic law is fairly consistent through the European area, it has come about through a common sense approach. The road signs and speed limit signs are of the 'picturegram' variety and need no language. Adhere to them.

The right of way in traffic is a little more complex. A good rule of thumb on this island is to give way to your right. If you are unsure as to who has the right of way, then 'yield', it is better to be safe than "dead" right.

If you come from a country where driving on the right hand side of the road is the normal thing to do then you will need to take a little care when driving here. Pay particular attention when turning to the right out of one way streets or from the forecourts of service stations. If you do make a mistake it will not be long until you incur the wrath of the locals, if they notice your error.

If at any time you intend to hire a vehicle and in particular a motor cycle then it is suggested that you only hire a bike that you have had some experience in riding. If you

had a bike of small engine capacity at home don't go hiring a massive capacity here and expect to learn how to handle it in the local traffic. Think safety and stay with what you are used to.

If you do hire a bike then make sure that you wear the correct clothing for riding. Bare chest, shorts and no footwear is really a top way to show that you have no respect for yourself at all. Although the helmet law for motor cyclists is not currently being enforced you would be well advised to wear an approved helmet. Head injuries are most common among the victims of motor cycle collisions. In some cases the injuries are not fatal but are of the type which could leave you dependent on someone else for the rest of your existence.

If you hire or borrow a motor vehicle that is strange to you make sure that you are aware of the location of all its controls and their functions. Or you may be like the person who drove a strange car many miles at night on the flashing traffic hazard warning lights, because he did not know how to operate the headlight switch.

Driving in Cyprus requires your utmost concentration at all times. Do not drive or continue to drive if your concentration is affected by your being tired. If you are tired, pull to the side of the road and have a sleep; let someone else who is rested drive. Your concentration as a driver can be affected by any number of factors such as noisy behaviour from your passenger or having the vehicle sound equipment turned up too loud. Quieten both - they are your responsibility.

An area that can never be stressed too much is that of driving a motor vehicle after having consumed alcohol. Very few drinking drivers can truthfully say that they have never driven their car after a few 'jars' or drinks. Most drinking drivers take a risk that gets proportionately larger with the amount of alcohol consumed, that they will get to their destination safely, that is without 'being caught' or being involved in a collision. Arguments have been heard from some drivers who claim that they, "drive better when I've had a few".

In whose judgement do they drive better? If it is in their own judgement, can we take too much notice of it? The link between alcohol and accidents is well proven. To put it another way, would you fly with an aircraft pilot whose breath smells strongly of alcohol and who tells you, "I fly lots better after I've had a few drinks". Would you fly with him? Would you even drive with him?

If you are going out and there is a chance that you may have a drink or three, leave your vehicle at home. Don't take a risk, it is better to take a cab or to arrange for someone to pick you up. You have a lot to lose when you drink and drive.

We have all heard about driving to conditions; Cyprus is a place where conditions can change rapidly. You can be driving around during winter in the moderate weather of the central plains and Nicosia, travel to Troodos and find yourself on roads made almost impassable by snow, travel down to the coastal regions of Paphos or Polis and you could quite easily be in torrential rains. And all this can be within the space of 2 to 3 hours. Driving to prevailing conditions comes with training and/or experience and until you have one or both you will need to drive with care. In the summer months, particularly in the mid and late afternoon, traffic becomes heavy around the popular resort areas, in the pine forests where there are adjoining picnic areas, beach areas and the like. More care should be shown then.

Whilst speaking of driving conditions, the condition of your vehicle must come to mind. In truthfulness how many of you can say that you have taken the time to check over your vehicle and its equipment, i.e. tyres, lights, wipers, brakes, shock absorbers, spare tyre and wheel, say, in the last month. Or have at least had it checked over by some competent person lately. I would say that there would be quite a bit of negative headshaking. Regular servicing extends the life of a motor vehicle, makes it a far safer proposition to be driving about in and helps to retain its value.

If your vehicle is fitted with seat belts then it is suggested most strongly that they be used. Current figures from the UK show a marked downturn in the amount of serious injuries since the introduction of seat belt law.

Earlier in this article there was mention of 'state of the art' motor vehicles. Now some are fitted with, as standard equipment, trip computers, some even have computers that 'talk' to you and remind you that your vehicle is due for service, that you have left the headlights on, that there is a door not quite closed, etc., etc. All this is great and no doubt fully functional. However it does not take away any responsibility from the driver of the car. Have you wondered just how much responsibility is placed on you as the driver of a vehicle on a public road. Discouraging yourself, you are responsible for the condition of the vehicle that you are driving, no matter who owns it; for the people in the vehicle with you and for any other person who is or might be expected to be using the road you are on.

Looking about you, you will undoubtedly see many an 'accident' hurrying along to find somewhere to happen. With care, concentration and the ability to adapt to driving in an infinite variety of conditions you can be a safer driver than you are now. Be that so.

A SWEDISH RECORD

By: 2Lt Matts Dagerhall

Photographs by Unit Photographer

When it comes to UN-duty, the Swedes this year note a top record - 9,000 men and women in different ages applied for duty in the Swedish contingent. Not even 400 of them were chosen for the job.

The Swedes interest in volunteering for UN-duty has always reached a high level. In recent years, however, the interest has grown bigger every year. The high number of applications to the present Swedish UN-force is unique, never before were there as many interested as this year.

2,000 women

Among the 9,000 candidates were 2,000 women, applying for the Swedish battalion's 12 female posts. Of the remaining 7,000 men, approximately 350 became enrolled in the Swedish UN-rifle battalion.

The major part of the UN Swedes are "ordinary people" back home in Sweden. This means, that under a SWEDCON uniform is not only a soldier, but for instance a carpenter, a civil servant, a teacher, a car mechanic or perhaps a baker is hidden. Of course this means a great deal to the OP-duty, the mood among the lads out in the BZ becomes a lot better if their patrol vehicle can be taken care of by themselves, or if perhaps fresh buns are served with the coffee when coming back from a watch tower or patrol track...

Great Interest

Among the staff personnel in SWEDCON interest in UN-duty is also obvious. Each and every lower and medium rank officer, commissioned or non-commissioned, wear ribbons showing their former presence in Congo, Gaza, Sinai, Kashmir and Cyprus as well.



Lots of Swedish men and women show great interest in the UN-work in Cyprus: this year 9,000 Swedes applied for duty, the highest number ever.



SWEDCON's New Commander, Lt Col Gorm Wigforss to the right, and his Deputy Commander, Major Johan Kihl, have a problem to deal with - the trophy wall in the officers' mess at Camp Victoria seems too small and has to be rebuilt to hold all the trophies, today's and the futures.



UN NEWS



NEW COMMANDER BRITISH CONTINGENT



BRIGADIER P R DUCHESNE OBE

Brigadier Robin Duchesne was born in Dorset in 1936. He joined the Army in 1955 and after basic training as a trooper in 7 RTR entered the Royal Military Academy at Sandhurst. He was commissioned into the Royal Artillery in 1956.

Apart from an initial early tour in a Locating unit and then as a Forward Observer in Germany with 4 RHA and 7th Armoured Brigade, most of his early service was spent with Airborne Forces. As a Lieutenant, Captain and Major he served in many parts of the world with the Parachute Artillery. During this time he spent a year commanding an American artillery battery in the USA, spent another year in Bahrain and the Gulf States, as well as tours to the Far East and to North Africa. He also served for three years as an instructor at the Military Academy.

Between 1975 to 1977 he commanded 49th Field Regiment, equipped with self propelled artillery, in West Germany and was awarded the OBE. He then served as a member of the directing staff at the Staff College at Camberley for 2½ years before promotion to Colonel.

From 1979 to 1981 he commanded the multinational Commonwealth Military Advisory Team from Canada, Nigeria, Ghana and Great Britain which ran the tri-Service Staff College in Accra, Ghana. In 1981

he returned from West Africa and went to the British Army in West Germany to become Commander Royal Artillery with the 1st Armoured Division on promotion to Brigadier. He handed over this command in December 1983 prior to his appointment to UNFICYP.

Brigadier Duchesne was an enthusiastic rugby player and still follows the sport with great interest. He used to serve on the Army Rugby Union but now devotes more of his spare time to sailing. Having spent over thirty years sailing and having skippered the British Joint Service entry in the Whitbread Round the World Race he is closely concerned with Joint Service and Army sailing. He is also a member of the Sailing Training Association International Tall Ships Race committee and spends much time organising these annual races for young people from some 30 countries. He has been a Royal Yachting Association examiner and instructor for offshore sailing for the past ten years as well as being qualified as a Yachtmaster Ocean.

He married Jennifer Gouldsbury in 1968 and they have two children, Charles aged 10 and Emma aged 8.

Brigadier Duchesne has already taken over the appointment of COMBRITCON. At the end of the month he replaces Brigadier General Bill Hewson as Chief of Staff.