

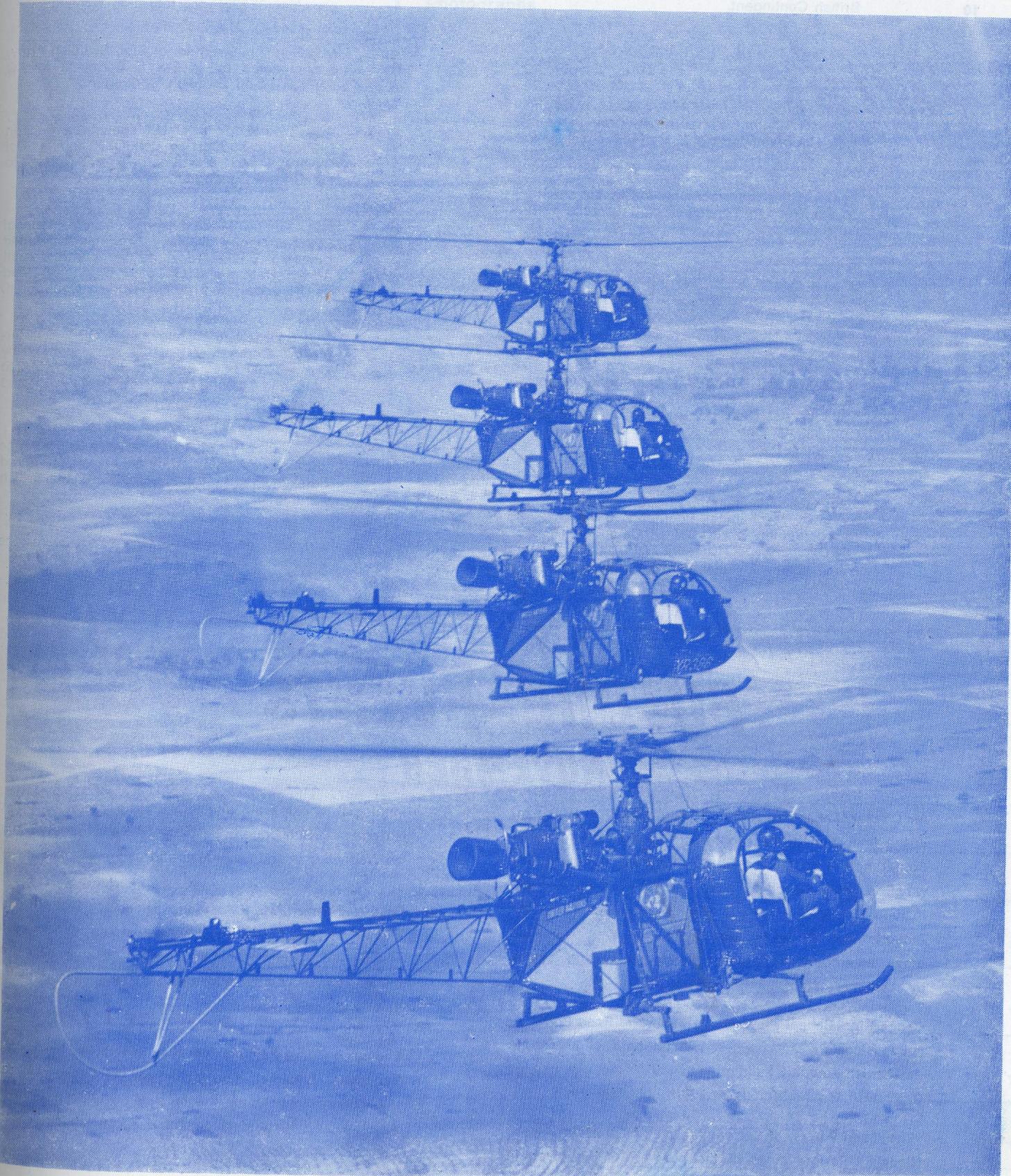
THE BLUE BERET



OCTOBER 1979

Editorial

Model Publishers



SEPTEMBER IN RETROSPECT

Rotations

18 Force Reserve, B Squadron The Life Guards handed over to B Squadron, The Queen's Royal Irish Hussars (B Sqn QRIH).

Medal Parades

10 British Contingent.

Visits

7 — 14 Representatives of the News Media from the United Kingdom to the British Contingent to visit 41 Commando Royal Marines in Sector 2.

8 — 21 Lt Col H Waldner accompanied by six officers to the Swedish Contingent as the recce party for the next battalion.

10 Journalists Mr Svante Loefgren and Mr Claes Leofgren to the Swedish Contingent, to prepare magazine feature on the present battalion.

12 Lt Gen J C C Richards, Commandant General Royal Marines, and Capt R Howard-Williams, Military Assistant, to the British Contingent to visit 41 Commando Royal Marines in Sector 2.

19 Maj Gen J V Homan, Director General Electrical & Mechanical Engineers MOD UK, accompanied by Lt Col M Campbell REME, CREME LFC, to HQ UNFICYP and the British Contingent to visit Support Regiment and REME personnel.

19 — 20

Mr Elfan Alp Rees, Editor of "Helicopter" magazine, to the British Contingent to research for feature articles on the operational work of AAC Flt and 84 Sqn Det (RAF).

19 — 26

Lt Col L Schnor to the Danish Contingent on a recce as Commanding Officer designate of the next battalion.

19 to 5 Oct

Group of seven customs officials, led by Mr J Lamoureux, to the Canadian Contingent to pre-clear 3E22ER for return to Canada.

25 — 27

Maj Gen R Lugg, Chief of Staff Swedish Army, accompanied by Lt Col E Schaaltz, to HQ UNFICYP and Swedish Contingent.

26 — 27

Recce party for MOD UK sponsored film on UK logistic support to UNFICYP, led by Col G Blakey and film director Mr J Tippey, to the British Contingent.

25 — 30

Rear Admiral M Michelson, Head of Personnel Staff of Danish Defence Staff, accompanied by Lt Col T Pilgaard, Head of Army Personnel Administration and Lt Col G Bladberg, Head of UN Department, to the Danish Contingent.

27

Gen Sir Richard Worsley, KCB, OBE, Quartermaster General MOD UK, accompanied by Col AQ HQ LCF, Col D H Jenkinson, MA to QMG and Lt Col J Baker, to HQ UNFICYP and the British Contingent.

27

Members of the Royal College of Defence Studies, accompanied by Gp Capt Lemon and Sqn Ldr P J Storey of HQ BFC, to the British Contingent.

28

Mr. Per Johan Reuterberg, journalist for the Swedish magazine "Ambetsmarknaden", to the Swedish Contingent.

FUTURE EVENTS NOVEMBER

2 **Air Display, Lakatamia Airstrip.** The display at 2.30 p.m. is the final item in the programme of the 72nd General Conference of the Federation Aeronautique Internationale which is being hosted by the Cyprus Aero Club and will include "Socata", a famous French aerobatics team, UN Alouette and Whirlwind helicopters, gliders, parachute drops, aeromodelling demonstrations and a flying display by members of the Cyprus Aero Club.

2 **Concert by Michael Freyham — piano and Ross Pople — cello, Nicosia.** The concert will be held at 8 p.m. in the British Council building and will include works by Beethoven, Brains, Kodaly and Elizabeth Maconchy.

10 **"The Good Person of Setzvan", a play by Bertold Brecht. Nicosia.** Performances of the play are being given in

Municipal Theatre of Nicosia with the premiere on 10 November. Subsequent performance will be at 8 p.m. on Wednesdays and Saturdays and at 5 p.m. on Sundays

23 — 26 **Gold and Silver Arts Exhibition, Nicosia.** The 4th Gold and Silver Arts Exhibition will take place at the Cyprus Hilton. The exhibition is of original designs based on ancient Cyprus motifs and includes hand chased dishes and handmade jewellery.

28 **Lecture on "The Painted Churches of Cyprus" by Andreas Stylianou, Nicosia.** The lecture on the frescoed Byzantine churches of Cyprus will be given at 7.30 p.m. in the American Centre and is one of a series of lectures on Cypriot archaeology.

OCTOBER 1979

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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. Descriptions of recent local events or of visits to places of interest are welcome.

Illustrations are most welcome. Photographs should be in black and white on glossy paper.

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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on the cover

The four Alouettes of the UNFICYP Flt AAC practising formation flying above the Nicosia International Airport where they are based.

Picture: Pete Statham.



THE BLUE BERET

Editorial

Photographs

Last month we raised the subject of articles from readers and now this month we are on the subject of photographs.

First of all, we are anxious to get a wider selection of photographs from which to choose the front cover of this magazine. At the present time the only photographs we get are those taken by the few professional photographers in the Force. Although we would expect these people to produce consistently high results, we do not believe that they are the only people who can produce pictures good enough to use on the cover. If any of you have pictures you think portray an aspect of life in the Force that are good enough to use on the front cover, send prints to the editorial office with the picture details and your name written on the back.

Secondly, in the June edition we announced the intention to create a more up-to-date display of photographs in the main entrance of Force Headquarters. Although the new type display has been commented on most favourably, we have not yet had any up-to-day photographs forwarded for enlargement and display. Admittedly, to enlarge a picture up to a print size 40x50 cm requires a very good negative. I am sure such quality negatives must sometimes be produced within contingents. If a negative is thought to be good enough send us the largest print you can produce from contingent facilities for us to evaluate and if it is considered good enough we will enlarge the negative and produce the large, mounted print for display.

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MECHANICS AT WORK IN FAMAGUSTA



Model Parades

dinom sinb won bne
Visits

The Workshop in Famagusta is very small and, although we have no problems with our vehicles, the drivers still manage to find work for us.

The Chief Mechanic, Vzlt Skerianz, is always smiling — especially when we have no work! And this is reflected by the spirit under which we work — because when we do work, all the mechanics get down to the task in hand with good will and work as a team. Some people say the hardest work of the day is done at around 0930—1000 hrs, as this is when we eat!

The only time we workers can see the outside world is when we go to Larnaca to buy spare parts for the vehicles. Only our "Mr. Landrover", Austrian-Scot, Sgt. Dunlop, has the freedom to drive to Nicosia once a week. We say he flies there, because the road is long and straight, with little traffic on it, and it is possible to drive a bit faster.

Although we are few in number, we give a good account of ourselves on the sports field. We have two mechanics who played in the regimental team which won the UNFICYP Old Boys Football Cup: this alone was a triumph of comradeship; we had one SCOTCON playing for AUSCON and two members of AUSCON played for BRITCON, showing that we are all comrades serving in UNFICYP.

From AUSCON workshops to all fellow mechanics in all the contingents, we hope you will have a pleasant tour here in sunny Cyprus, with no problems and good fortune. We look forward to seeing you when you next come to visit us in Famagusta.



Special attention being given to a Landrover by Sgt. Richard Dunlop, REME.



WO1 Skerianz lost his smile when he had to change a wheel.



The friendship between our "Mr. Landrover", the Austrian-Scot, Sgt Dunlop, with the Chief Mechanic, WO1 Skerianz, is the best guarantee for good work.

DANCON MARCH SEPTEMBER 1979



Top left — Cutting the starting tape. Top right —and 23 Kms to go! Above left — "It is really quite a pleasant way to earn a medal". Above centre — Refreshment at one of the rest points. Above right — A marcher receiving his medal and certificate from COMDDANCON, Lt Col P A Heide.

On Saturday, 22 September, the tape was cut as the signal for approximately 250 men and women to begin the 50Kms march, done over two days in two 25Kms stages, over mountainous terrain in order to be awarded a medal. Again on 29 September the same scene was enacted. About 450 entrants from UNFICYP volunteered for, and about 430 accomplished, the Dancon March during the weekends 22—23 September and 29—30 September.

The Dancon March Medal was instituted in 1972. It is the visible proof that the wearer has worked up to, or maintained the standard of fitness normally required of a soldier. Members of other contingents in the Force also have a chance to test themselves by taking part.

There are lay-bys at the 10, 15 and 20 km points where liquid refreshment, fruit and medical help are available. The doctors of

Dancon now have good experience of complicated blisters and injured feet!

In the two to three months prior to the March the Danish Companies did "March Training". Although the Danes like walking, the mountains of Cyprus are not like the flat fields of Denmark! But in spite of the heat and the mountain roads each participant has experienced something unique.

Only one medal is awarded — subsequent completed marches are indicated by a small number attached to the red, white and blue ribbon. For those who wish to take part again, or to try it for the first time — remember that the next Dancon March will take place at the end of March 1980.

Try it — you'll never forget it!

The March follows the different kinds of



LORD STRATHCONA'S HORSE (ROYAL CANADIANS)



Strathcona Quarter Guard preparing for our many visitors in the future.

STRATHCONAS ARRIVE - VANDOOS DEPART

After the very busy month of September, Lord Strathcona's Horse (Royal Canadians) (LdSH (RC)), commenced loading their aircraft and marshalling their troops for the journey to Cyprus. On the 24 September 1979 the Advance Party LdSH (RC) departed Calgary International Airport hoping to arrive in Lahr, Germany, after eight hours of flight time. Upon landing in Iceland, a non-scheduled stop, many of the troops began to wonder if Cyprus really was their destination! A short time later, the Cyprus destination was confirmed as the aircraft touched down at RAF Akrotiri, Cyprus. At last smiling faces could finally be seen as the Strathconas exited the aircraft, having regained the sensation of feeling in their legs, plus the excitement and challenge of their new role in the United Nations Peace-keeping Force. Upon our arrival, the Strathconas were received by COS/COMDCANCON, Brigadier General J A Cotter, and Commander Sector 4, Lieutenant Colonel M Matte.

Shortly after the departure of the Advance Party, the flight 'MAIN BODY 1' containing one hundred and seventy personnel, commenced their journey to Cyprus. Now — knowing full well that alterations to flight plans were possible, the crew and personnel aboard were not too alarmed when a landing

was being conducted at Brize Norton Airbase, on 4 October at 0610B hrs. After a two hour bus ride to CANCON UNFICYP, many weary soldiers became quickly acquainted with their new home in Ledra Palace and BBC.

Once on the ground the flight personnel were based at Gateway House, (transit centre) where food, lodging and entertainment were provided. Because of the length of delay a guided tour of surrounding areas was organised and conducted. The following day, at 1300 hrs 3 October, one hundred and six troopers boarded two hired coaches and made their way to Oxford. Here they were guided through many of the colleges, being told of their fascinating histories and the graduating personalities of each. After spending the late morning at the college, the tour continued on to Blenheim Palace, the official residence of the Duke of Marlborough. Here many of the troops spent great lengths of time peering at paintings, tapestries and ceiling art, never before imagined possible. Many thanks were given to the British for their hospitality during an unforgettable day.

Once the weather lifted, flight 'MAIN BODY 1' was away again, landing at RAF Akrotiri

As the flight, 'MAIN BODY 1' was landing, the flight 'MAIN BODY II' was departing from Calgary, bringing the remaining LdSH (RC) to CANCON, completing the air lift for 'OP SNOW GOOSE XXXII'. At the third attempt to make a flight by the scheduled flight plan, flight 'MAIN BODY II' did land in Lahr and continued to RAF Akrotiri as planned. With their arrival at CANCON UNFICYP, the handover was complete and the LdSH (RC) gained full control of Sector 4 allowing the remaining Vandoos to return to Canada. Despite the minor delays incurred the rotation went very smoothly and in minimal time the LdSH (RC) had become operational in Sector 4.

Since our arrival on the island of Cyprus the Strathconas are making every effort to become familiar with their fellow soldiers of the other Sectors as well as their immediate surroundings. It is evident that the Strathconas will make every effort to make their tour a very successful and enjoyable one.

NEW WEAPON FOR UNFICYP?



Article: Murray Geale

Picture: Pete Statham

Sergeant Ben Blakeney of the 16th Australian Police Element stationed at Kokkino Trimithia shows Maj Gen J J Quinn how to hold and throw a boomerang. Sgt Blakeney served in the Royal Australian Artillery — 101 Field Battery — as an ammunition driver for nine years and saw service in Malaysia from 1959—1961. Sgt Blakeney is the first Aboriginal to be appointed to serve with UN in Cyprus.

A boomerang is a weapon used by Australian natives consisting of a piece of flat curved hard wood, which, when thrown by the hand in a certain manner, makes a number of curves and finally returns to the thrower.

Although they have become the international symbol of Australian Aboriginals, boomerangs were not used by all tribal groups; they were not found in Tasmania, Arnhem Land or Cape York. Today, in desert areas, boomerangs continue to be used for hunting, as an adjunct to modern rifles and here the decorations and methods of carving have remained unaltered over the centuries.

TYPES OF BOOMERANGS

Returning. The deeply curved returning boomerang is believed to be an Australian invention. The lower surface is flat and the upper convex, the two ends sometimes twisting slightly in opposite directions. When spun as it is thrown the boomerang follows a wide arc to return to the thrower. It was used to kill birds and direct quarry into the path of the hunter or into traps. It was also used in traditional games and this use of the boomerang for sport is continued today.

Fighting and Hunting. In central Australia some boomerangs are slightly curved and of heavy wood decorated with a fluted and

ochred upper surface. These have multiple uses for hunting and for fighting, although and under trees and even dug holes and a special fighting boomerang is also made burrowed into the earth. As the blackness which has a long sweeping arm and a distinctive hook on one end designed to fell to his knees drowsy. He then fell face catch on a shield, spear or other protective device and swing around it to strike the still clutched in his hand in an upright position. Time went by and the blackness of the sky passed and the warrior awoke to find that the blackness had bent the piece of wood he had held in his hand. He threw it away — it returned to him. He thought "what a useless piece of wood" and threw it again. Many times he tried to throw it away but still it returned to him. He then

carried with him his boomerang and experienced the same blackness of the sky soon became known to him as night and through their constant fears lizards and snakes and all the other animals lost their ability to walk upright. Birds appeared in the sky and the warrior finally found out that the boomerang was meant to fly through the air like a bird, blackness in the sky. Closer and closer it hit a bird in flight thereby bringing down the animal, meal to the warrior and then return.



Some of the fleet of cars used during the visit of Dr. Waldheim. Many were driven by 60 Sqn drivers.

History of the Unit

60 Squadron Royal Corps of Transport was first formed at Woolwich on 1 July 1901 when it was designated 60 Horse Transport Company Army Service Corps. It was equipped with light and heavy draught horses. Ten years later the Company entered the strange new world of Mechanical Transport and became 60 Motor Transport Company Army Service Corps, when its horses were exchanged for motor lorries.

On declaration of war on 4 August 1914, the Company was reinforced with territorial soldiers and requisitioned vehicles and just thirteen days later the Company was in France. During the war the Company saw meritorious service with the British 1st Division but with the coming of peace in 1918 the Company was disbanded.

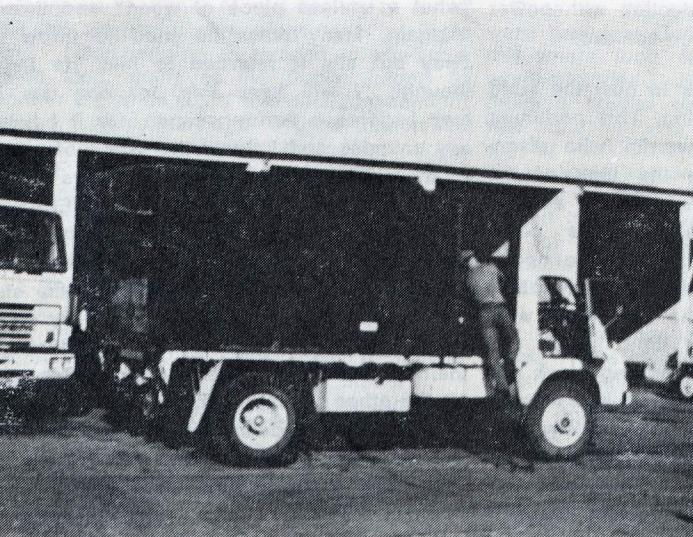
In March 1938 the Company was formed and Mobilisation in 1939 saw 60 Company move off to France with the advanced Air Striking Force. Following its evacuation from Dunkirk the Company was retrained and equipped for a new ambulance role, becoming 60 Motor Ambulance Company, Royal Army Service Corps. It was in this role that the Company joined the Eighth Army and moved to Italy and took part in the parade to celebrate the fall of Rome.

The Company formed part of the British Occupational Force from the end of hostilities until 1954 when once again it was disbanded.

Becomes 60 Squadron RCT

After only a year of non-existence 60 Company reformed on 15 July 1955 as part of 24 Brigade. In December 1958 the Company went to Kenya. From then it assumed a role as 'globetrotting trouble shooters': Kenya 1959, Kuwait 1961, Swaziland 1963, Tanganyika, Uganda and Kenya 1964 and Aden 1964-7. On 15 July 1965 the Company was redesignated 60 Squadron Royal Corps of Transport. As can be seen from the Squadron's crest, the unit's emblem is a Mushroom, with its obvious hidden meanings, (something about being kept in the dark!!!). This legend has developed during the Squadron's many internal security commitments over the years.

One of 'A' Troop's 'Fridge' vehicles — for cold rations to UNFICYP.



UNIT FEATURE

60 SQUADRON

ROYAL CORPS OF TRANSPORT

October

October

THE BLUE BERET



October



During a driver qualification course, run at Dhekelia.

On 13 August 1969 the Squadron moved to Londonderry to begin its first tour on Northern Ireland security duties, so becoming one of the first units to be committed to the current campaign in Northern Ireland. After a four month tour in the Province the Squadron moved to Tavistock until 1970 when it moved to Cyprus for its first UNFICYP tour. In September 1971 the Squadron deployed to Belfast for yet another four month tour. After eighteen months free from internal security duties 60 Squadron moved to Northern Ireland in September and from there it returned to its present home in Catterick in February 1974.

In November 1974 the Squadron was sent to Cyprus for its second six month tour of duty with UNFICYP. As a result of the Turkish invasion in 1974 the Squadron was heavily committed to humanitarian and relief operations.

In March 1976 the Squadron deployed to Northern Ireland for the fourth time. It returned in July 1976, settled down to a break prior to embarking on the last Northern Ireland tour from November 1977 to April 1978.

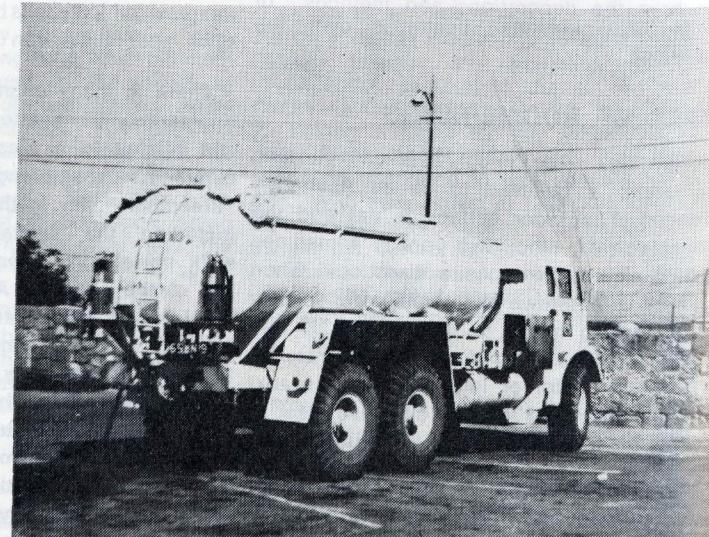
Whilst in Northern Ireland the Squadron was divided into troops. One based in Belfast was responsible for the Freight Delivery Service providing the British Forces in Northern Ireland with all their mail, meat, stores and all sorts of items which make life comfortable. They were also responsible for troop lifts during unit rotations. The second troop worked in support of the Royal Engineers province wide, providing drivers for cement mixers, gravel lorries and all varieties of engineer stores vehicles required by the Sappers.

Community Aid by the Squadron

60 Squadron has been called upon to assist in several Military Aid to Civil Community (MACC) projects since 1974. This has provided a new and varied type of employment for all ranks.

The Squadron was first employed in early 1974 when 1 Transport Troop moved to Glasgow to provide assistance during the Dustmen's strike. The complete Squadron deployed in groups of 15-20 during OP TANTALUS, during a major fuel dispute, in 1977. In 1978, the Squadron deployed all over UK driving the now famous 'Green Goddesses' during the firemen's strike.

One of the tankers, which delivers fuel to UNFICYP units.



During the severe winter 78/79 60 Squadron forfeited most of its Christmas and New Year leave standing by on 5 contingency plans to cope with problems involving road haulage vehicles, fuel vehicles, ambulance drivers, water workers and District Council road clearance teams.

After the situation had eased 70% of the unit was sent to Northern Ireland and were heavily committed driving fuel tankers. Within 10 days of returning to UK the Squadron was in action again, this time around North East England driving ambulances. The ambulances were handed back to the depots less than 30 days before our move to Cyprus.

Cyprus '79

The present tour in Cyprus began for the Squadron in May. Here the Squadron is divided into 2 troops. B Tp, the Light Troop, is located in the main RCT hanger and is responsible for tasking and driving all the light vehicles under 4 ton freight capacity. It is the larger of the two troops in both respects of manpower and vehicles. Whereas A Tp tend to deal with freight and rations, B Tp to a greater extent is responsible for people, transporting them to their respective destinations. The UNPA bus service comes under our control, as do all the coaches, minibuses, normal saloon cars and landrovers.

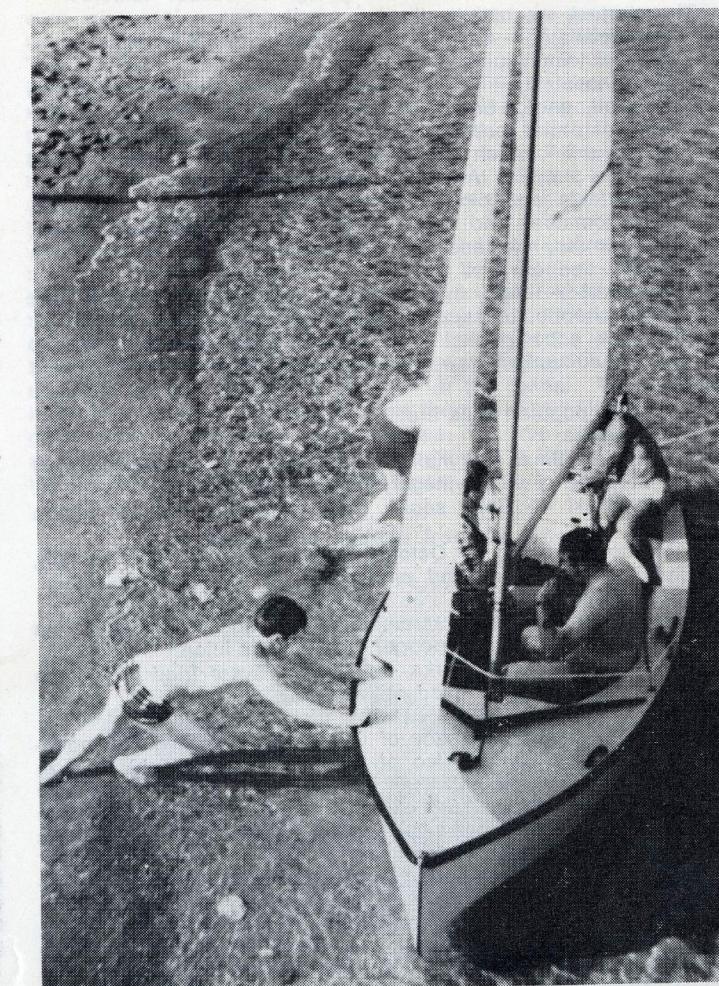
A Troop, or Heavy Troop as it is more commonly known, is based in "The Alamo", opposite the main RCT hanger. The troop consists of general transport vehicles over 4 ton, and a number of specialist vehicles. The specialist vehicles carry rations all over the island, dispose of sewage, carry water to OPs and move fuel. The general transport vehicles run a freight delivery service around the island. Picking up the loads and delivering them safely, "in the right place at the right time" is the name of the game.

Our major "in-the-limelight" jobs are the resupply runs which are carried out twice a week. Our vehicles deliver supplies and Red Cross parcels to the Greek Cypriot villages in the Karpas. Often they return full of family possessions belonging to people rejoining other members of their families living in the south. To these people we are their lifeline; their food supply and their way to the south. Every second week there is run to Kormakiti to resupply the villages there.

LCpl Roston on anti-tank weapon practice with The Royal Marines.



Some of the boys in the Squadron's yacht.



Out & About in Cyprus

FOOD & WINE OF CYPRUS

From an article by George Lanitis by courtesy of "The Cyprus Mail"

Eating and drinking in Cyprus is an epicurean way of life. The island being at the cross-roads of Europe, Asia and Africa has a gastronomic tradition which combines the flavour of the East, the sophistication of Europe with a spice of the Levant.

Through its long history, Cyprus suffered the domination of many conquerors, but the cooks of the Kings or the Pashas or the Byzantine Emperors or even the Bishops of Jerusalem left their imprint on the island's cooking.

In Cyprus one could find a version of a rich Boeuf Bourguignon, a Royal English Roast Beef and even Yorkshire Pudding, together with a Mousakka à la Greque and Turkish Imam Bayildi. The most popular gastronomic feast is a Meze glendi. Meze is a selection of tiny dishes — everything that there is in the kitchen that day. Apart from appetite one needs two or three hours in order to get through this meal.

The starters are mainly dips:

Taramosalata — Smoked cods roe blended with onion, parsley and lemon juice.

Melizanosalata — The roasted pulp of aubergine mixed with olive oil, garlic, breadcrumbs, lemon juice, chopped parsley and fresh mint, oregano and freshly ground black pepper.

Houmous — A rich chick pea dip with tahini, sesame oil and cayenne pepper. An Arabic dish adopted in Cyprus.

Dolmadakia and other Yemista — Vine leaves, courgettes, small tomatoes and onions stuffed with minced lamb, onion, rice, tomato, mint and pine kernels with a rich sauce of fresh tomato and olive oil.

Talatouri — Very thick sheep's natural yogurt salad with finely chopped cucumber, garlic and fresh mint.

The dips are accompanied with toasted Pitta bread, sticks of fresh celery, cucumber, raw artichoke and other fresh uncooked vegetables.

The most popular grills are:

Fish dishes:

Savoro — Small red mullet fried in olive oil and served cold in a sauce of wine vinegar, rosemary and garlic.

Kalamaraki — Baby squid, deep fried with lots of lemon juice.

Octabodi Krasato — Octopus cooked in red wine, tomato, bay leaves, onions and cinnamon.

Egg dishes:

Fresh spinach leaves scrambled with eggs and served with freshly ground black pepper and lemon juice.

Chicken livers à la Turka — Chicken livers fried with fresh tomatoes and scrambled with eggs.

Some of the meat and casserole dishes:

Hiromeri — The delicacy of Cyprus produced in the mountain villages. It is a leg of pork marinated for 40 days in red wine and sea salt then pressed under heavy millstones until it reduces to 1/6th of its size and smoked for a whole winter in the chimney by burning pinewood and Cypress wood; served with melon.

Lounta — Fillet of pork marinated in red wine and coriander seed grilled over charcoal.

Afelia — Cubes of pork marinated and cooked in red wine, coriander seeds and sage and flambéed with Zivania, a potent Cypriot schnapps.

Tavas Horaitikos — Cubes of lamb cooked in the oven with

onions and tomatoes and masses of cumin.
Stifado — Beef casserole with wine vinegar, onions and Middle Eastern spices.
Kleftika — Chunks of lamb or goat cooked in sealed clay oven, scented with bayleaf and oregano.
Kebab — Cubes of lamb and pork marinated in lemon juice and grilled over charcoal and with green peppers.
Sheftalia — Freshly made sausages using a mixture of pork and lamb, parsley, onion and cinnamon.
Loukaniko — A meaty sausage from Paphos spiced with hot chillies and chinos, a kind of Cypriot juniper berry.
Grills must be accompanied with a salad of tomatoes, cucumber, feta cheese, spring onions, black and green olive, dressed with olive oil, vinegar and mint.

The savouries consist of grilled halloumi, the Cypriot goat cheese which now sells as a supreme delicacy at Harrods in London and tyropitakia, cheese cakes made with paper thin pastry filled with feta, halloumi, mint and egg, and fried. And if you can manage the desserts there is Packlava, Kateif and lots of fresh fruit.

The wines of Cyprus were renowned long before the birth of



Christ. Hesiod, 28 centuries ago, in his book "Feasts and Days" wrote: "When I rouse, I feel either to massacre or to put out my thirst by drinking Cyprus wine".

Commandaria: A sweet dessert wine, was made in Cyprus more than 25 centuries ago. Richard Coeur de Lion, King of England, when he married Princess Berengaria of Navarre, in Cyprus offered to his noblemen, guests and soldiers this sweet aromatic and potent wine.

Bellapais is delicious on its own drunk during the warm summer evenings, but it is also excellent with fish, poultry and fruit.

Othello: A full bodied "burgundy" type vintage wine made from ripe red grapes of fairly high baume. This wine has a delicate bouquet with a strong flavour of sunshine, delicious with meat and cheese. Othello is lighter than Bulls Blood with which it has certain similarities and fruitier than its Spanish relation. It travels extremely well.

Coeur de Lion: A wine with a unique delicate fruity flavour and unparalleled bouquet. This wine is a result of a balanced coordination of tradition and skill; before bottled it is left to mature in giant barrels in the KEO cellars. Serve chilled with poultry, light game, ham salads, or on its own.

Domaine D'Ahera: A light limited edition, favourite with Cypriot connoisseurs.

Aphrodite: A white wine produced and fermented under controlled conditions and stored for at least a year in special oak vats so that it stabilises and then it is bottled and left to mature under isothermal conditions: it has a golden colour and a generous dry taste. Ideal with fish.

Afames: It is produced from matured grapes grown on the slopes of a hill called Afames near the village Platres. The summers on the Afames hill are cool and the grapes mature slowly thus capturing the whole flavour of the summer and the autumn. It is drunk with meat dishes and cheese.

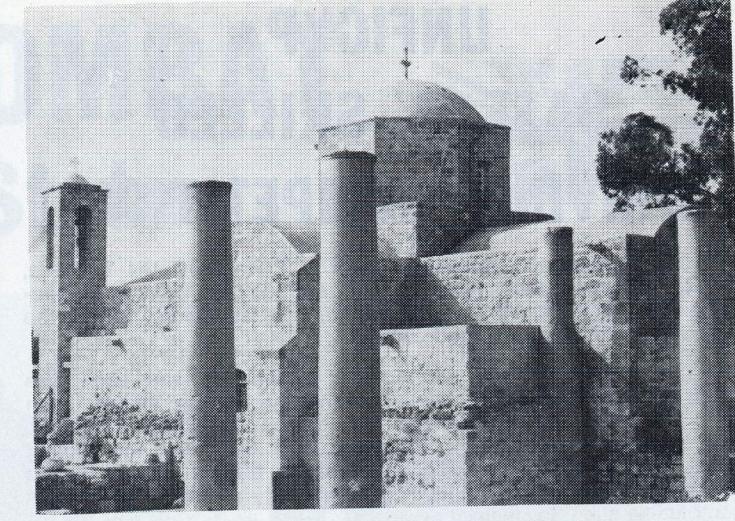
Arsinoe: Named after a Cypriot Queen, it is the queen of the xynisteri wines. Full of fruity flavour — you can taste the mature grapes in it. It is served chilled with chicken, fish and fruit.

Semeli: Semeli is one of the most palatable wines of Cyprus. Dry, strongish, well matured but difficult to find even in Limassol. It must be opened at least two hours before it is drunk; ideally it should be decanted, to get rid of the sediment which can be quite heavy. A relation to Semeli is Olympus Claret, a very fine type of wine with a delicate aroma ideal with kebabs and other lamb dishes.

Fair Lady: A crisp white dry wine which would compliment any Mediterranean fish.



The Temple of Aphrodite, Kouklia (Old Paphos).



The early Christian Basilica Church.

STONES & COLUMNS

A look at the ancient kingdom of Paphos.

Articles & pictures: Maggie Lyon Dean

Central Hall.

New Paphos was built 10 miles to the west of Old Paphos in about the 4th Century B.C. and became the administrative capital of the island and a thriving port. The Apostle Paul visited the town where he converted the Roman Governor to Christianity.

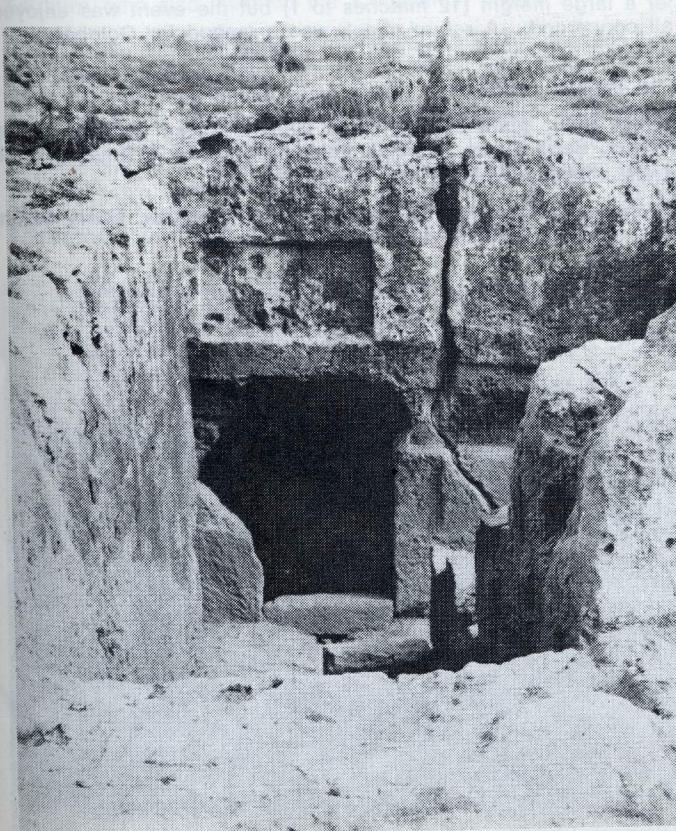
After the 4th Century A.D. Paphos declined in importance until it became a small village, but buried under it is the ruined evidence of its past glories — temples, theatres, other public buildings — most of them yet to be excavated.

The best way to see New Paphos is on foot, armed with a guide book and map. Some of the areas of interest, for example large stretches of the city wall — are difficult to find if one is driving.

Another reason for going on foot is that one could otherwise miss seeing some items not sign-posted, in the general rush to such better known sites as the Houses of Dionysos and Theseus with their famous mosaic floors, or the Tombs of the Kings. One such item is the Fabrica Hill. It lies on the left side of the road to the harbour, and at first glance looks like a number of caves in a large area of rock. Inside, in fact, is a series of underground rock-cut chambers, some of them quite large, that stretch quite a distance from the road. There is much doubt concerning their origins and purpose, but they seem to date from the Hellenistic Period.

One can wander around in near solitude with time to study the ruins, largely unhindered by crowds and guides. Some of the sites like the Citadel and the mosaics are well known; some like the Odeon complex are still being excavated. Some sites — for example, the area round the Gothic Church and the early Christian Basilica seemed rather neglected; the photograph was taken by entering the site through a gap torn in the fence! There was no indication at these sites as to what they were remains of — so a guide book is essential! But perhaps it is the sense of enigma around what one is looking at, the feeling of a literal terra incognita, that adds to the appeal of the place.

A view of the harbour from the Citadel.



UNFICYP SAFE & SKILLED DRIVING COMPETITION

On Saturday 15 September Major O T Hall, OC UN Tpt Sqn, as FMTO hosted the UNFICYP Safe and Skilled Driving Competition. Its aim was to assess the driving standards within the Force and to promote road safety.

In all, seven teams entered the competition and each was faced with ten stands; of these, seven were driving stands, each with a different vehicle plus further stands for wheel changing, fault finding and a Cyprus Highway Code test. On the driving tests, teams were asked to drive a vehicle through a tight series of manoeuvres which would test their skill in handling vehicles completely alien to them.

All the stands were marked with cones and, needless to say, many were crushed while competitors drove:

a Ferret Scout car from Force Reserve,
a Pinzgauer from Auscon,
a Scania from Swedcon,
a Landrover and trailer from Britcon,
a Volkswagen Minibus from Dancon,
a 10 ton AEC Mammoth Major from Tpt Sqn,
a Duce and a half from Cancon.

The teams entered into the competition with a great deal of enthusiasm and each tackled the obstacles and vehicles with growing skill. They enjoyed the obvious challenge of trying to beat the different contingents in their own vehicles.

Towards the end of the afternoon the teams had completed all the tests and then came the task of finding individual winners for each stand. The tests were then re-run with the top people on each stand running in contest against the clock.

When the results had been decided, Mrs. Hargrave, wife of COMDBRITCON, presented the prizes.

Teams in Winning Order:

Place	Team	Penalty Points
1	UN Tpt Sqn	324
2	Sector 2	722
3	Sector 6	785
4	Sector 5	817
5	Sector 1	862
6	Cancon Mt	890
7	79 Cdo Bty RA	928
8	UNFICYP Wksp REME	949

Individual Stand Winners:

Stand	Winner
1	Mne Dunn Sector
2	Dvr Flynn UN Tpt Sqn
3	Dvr Flynn UN Tpt Sqn
4	Pte Ladegaard Sector 1
5	Gnr Grieve 79 Cdo Bty RA
6	Cpl Gauthier Cancon MT
7	Mne Perkins Sector 2
8	UNFICYP Wksp REME
9	LCpl Wilson UN Tpt Sqn
10	UN Tpt Sqn

TEAM WINNER — UN Tpt Sqn
RUNNERS UP — Sector 2

INDIVIDUAL WINNER — Dvr Flynn UN Tpt Sqn
RUNNER UP — LCpl Wilson UN Tpt Sqn



The winning team with their trophies; from left to right, they are Dvr Cornish, LCpl Wilson, LCpl Brown, Dvr Flynn (all of UN Tpt Sqn).



UNTSO TENNIS TEAM VISITS

In September UNFICYP invited UNTSO to send their tennis team to Cyprus for a friendly challenge match. UNFICYP won by rather a large margin (12 matches to 1) but the event was enjoyed by all concerned. A return match was arranged for October.

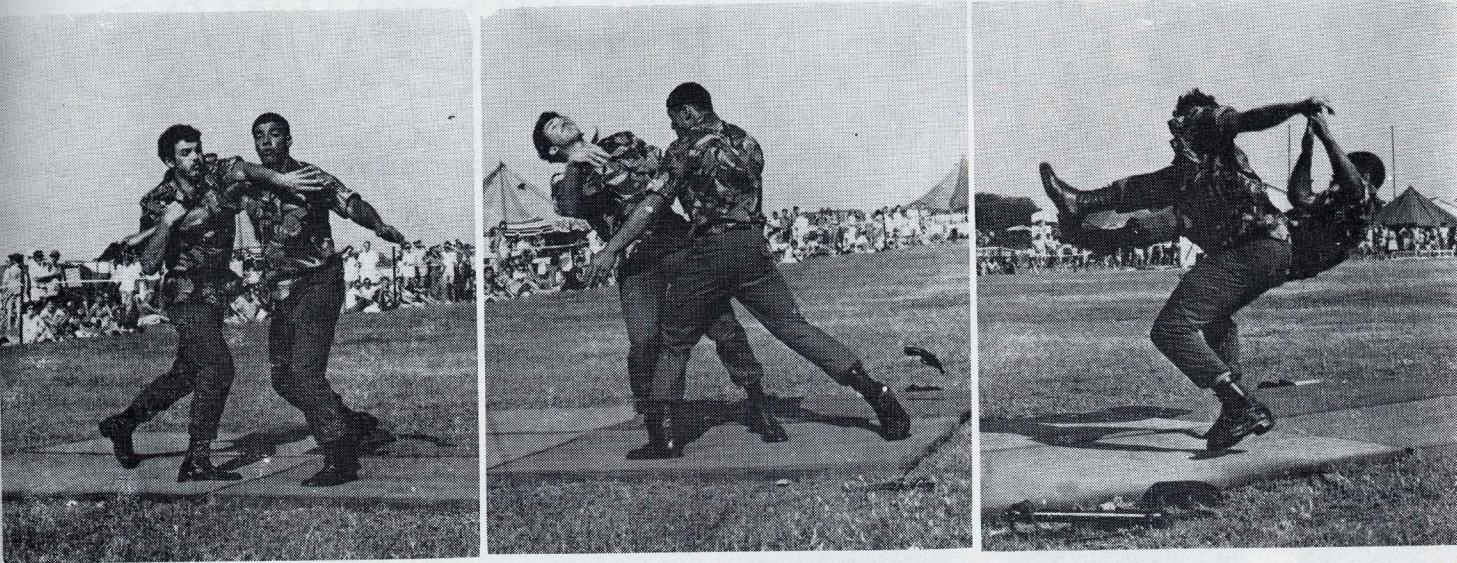
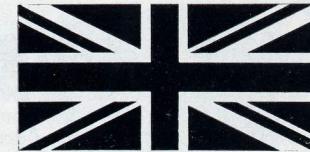
Left to right:

Back row: Mark Jeffery, Chris Gilbert, Goran Carisson, Tony Cheetham, Bertil Olsen, Thomas Sahlstrom, Leone O'Rourke, Erich Dallinger, Peter Bouton, Tony O'Connell.

Front row: Margaret Strang, Diana Cunningham, Maria Olson, Ingrid Lehmann, Melanie Bouton.



UNARMED COMBAT Commando Style



The Unarmed Combat Display Team in action at Ayios Nikolaos Fair in the summer.

What is Unarmed Combat?

After the various unarmed combat demonstrations staged throughout the island Cpl Bernie Plunkett, the Team captain of 'F' Company's the Fighting Foxtrots Unarmed Combat Display Team, has always been asked the same questions: "What is it?" "How did it originate?" "Why do you need it when you have a rifle?" In this short article he attempts to answer a few of these questions.

What is it and what are its origins?

Unarmed combat, as practised in the Royal Marine Commandos, is not a new thing. It was first taught at the Commando Training Centre in Achnacarry, Scotland during the last war. It was conceived and developed by the Chief Instructor Captain W E Fairburn, who also invented the 'Commando dagger'.

Captain Fairburn was an extraordinary man. He was the first westerner to master the art of 'Ju-Jitsu' (the forerunner to the sport of Judo) and he was also a very accomplished Shoaun boxer (now known as Kung-fu). While he was Assistant Commissioner of Police for pre-war Shanghai he decided to teach his policemen anti-riot and self-defence techniques and these men became the most effective anti-riot police in the world. Fairburn called his techniques 'Defendu' and these techniques were taught to all commando and airborne soldiers of the British Army. 'Defendu'

is a mixture of 'Akido', 'Ju-Jitsu' and various other moves best summed up as 'dirty tricks'. It has no rules and its only distinguishing feature is its complete lack of them. It is taught for use in the battlefield or in 'kill or be killed' situations.

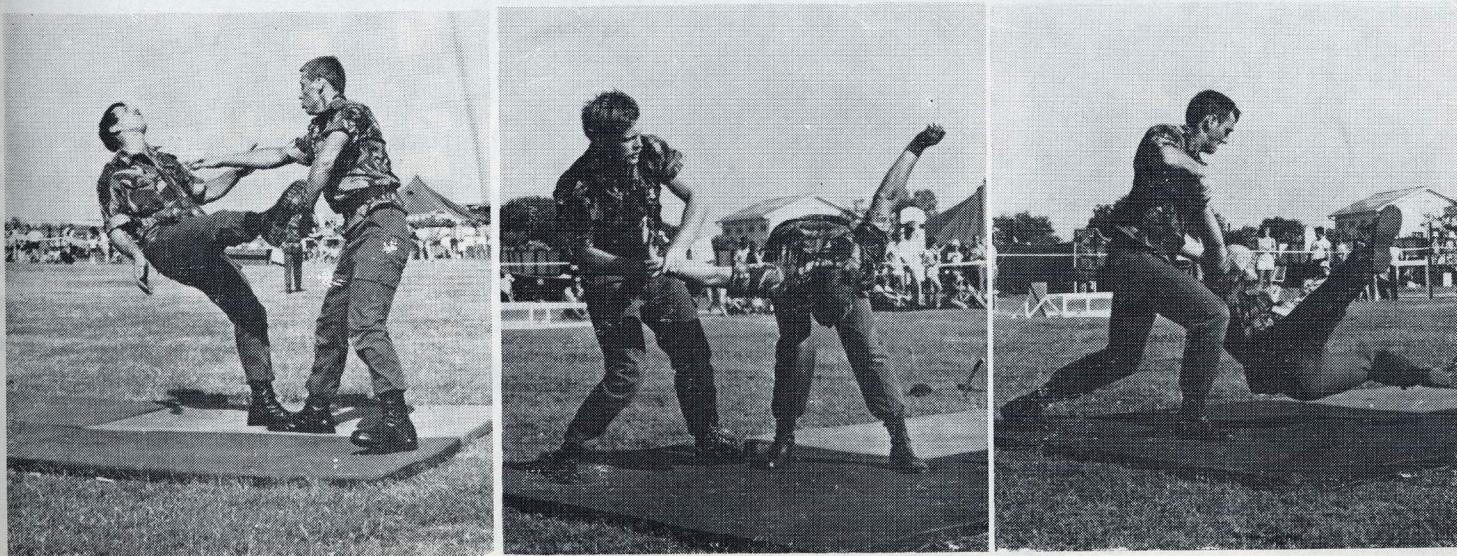
Why do you need it?

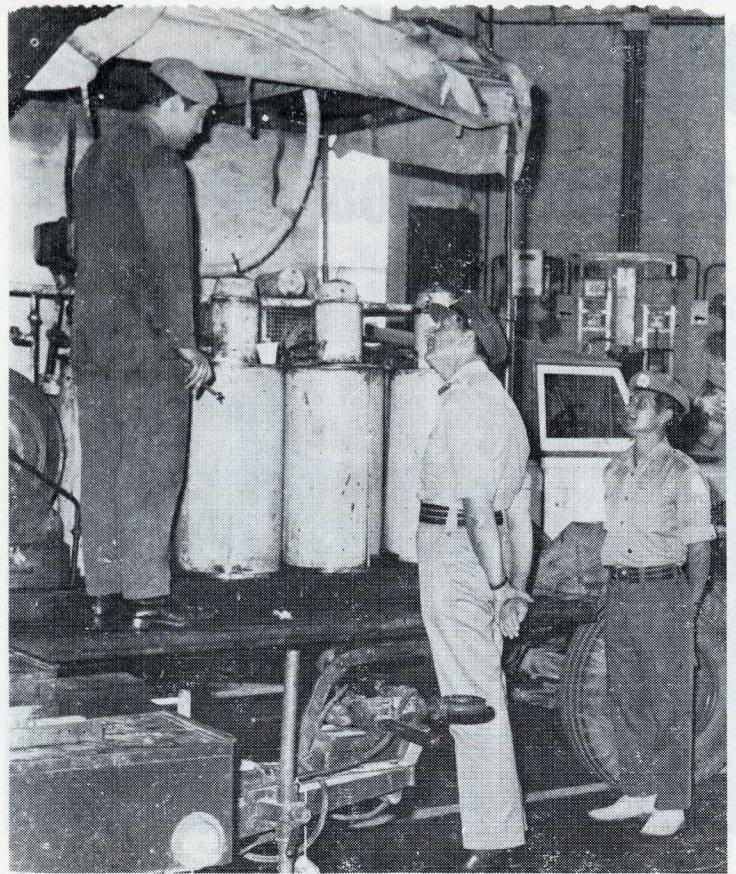
We find that unarmed combat fulfils several roles for us: it teaches confidence (especially to the young soldier) and it encourages and develops 'fighting spirit'; it teaches a man that he is not entirely dependant on his rifle and he can still fight without it. Captain Fairburn taught that 'a man's body can be a formidable weapon and can be just as lethal as a rifle'.

Does it work?

Yes — we have found it does. The teaching methods and techniques have not changed since the last war and have been employed throughout the years of active service since the war. They are just as effective now as they were then and they have proved their worth time and time again. Because of their worth these techniques are included in recruit training in the Royal Marines today, for they are considered important in turning out the 'Commando Soldier'.

Cpl B Plunkett
F Company
41 Commando Royal Marines



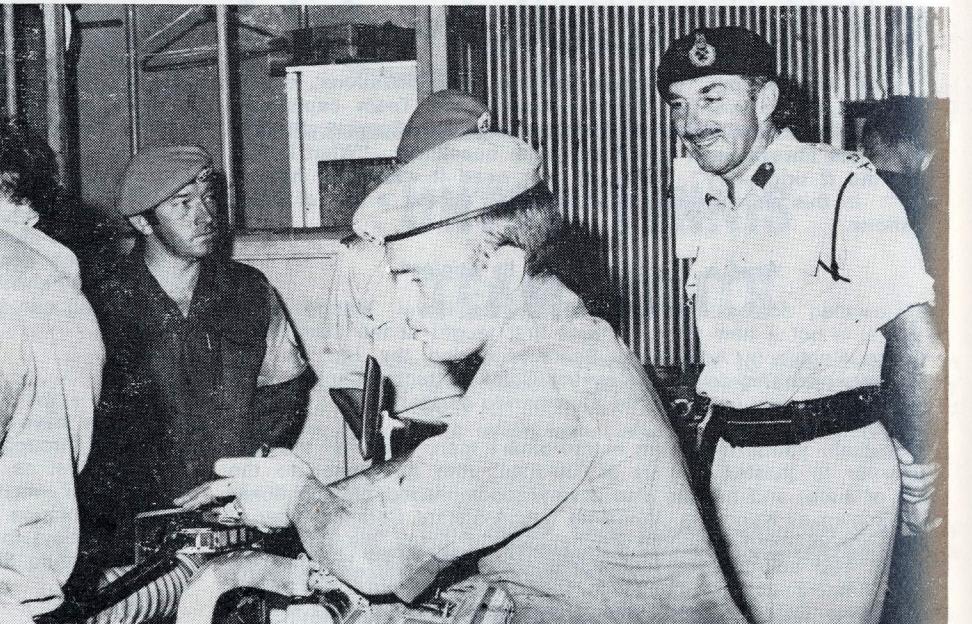


Pictorial news

Maj Gen J V Homan, DGEME, MOD UK, visited UNFICYP on 19 September. He inspected the REME section in Force Reserve and met REME technicians at the UNFICYP Flight and at the REME workshop and "Mr. Landrover", the REME vehicle mechanic there. He is pictured in the REME workshop in Jubilee Camp.

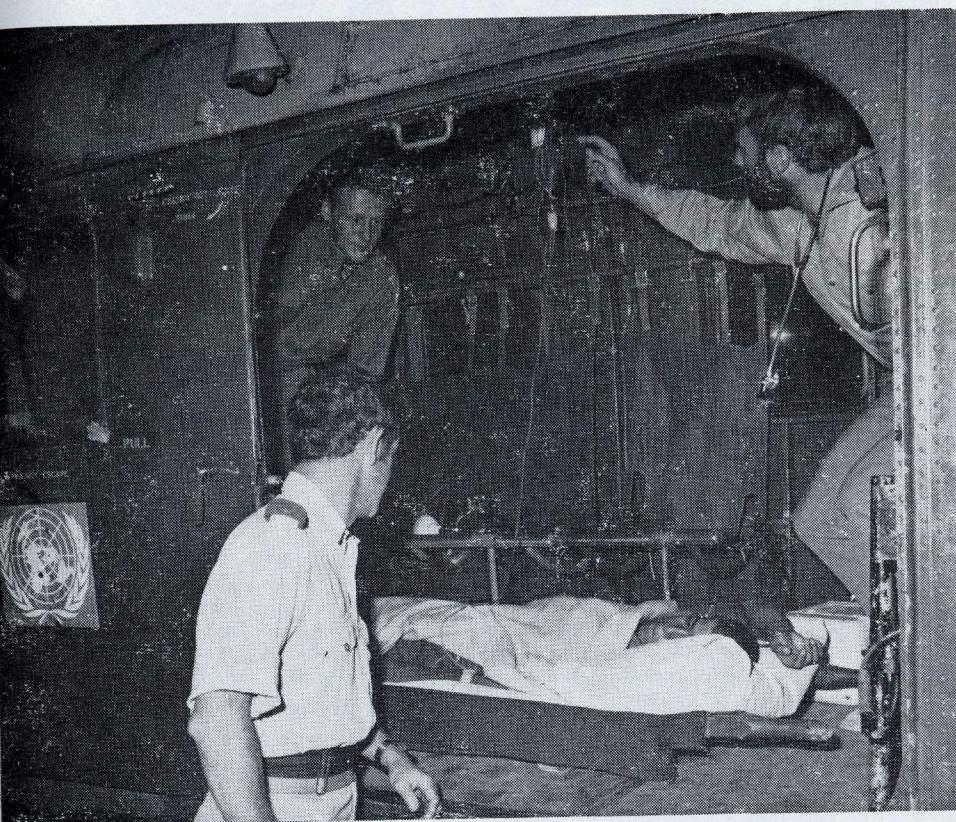
VISITORS

On 12 September, the Commandant General Royal Marines, Lt Gen J C C Richards, visited 41 Cdo RM in Sector 2. He toured Jubilee Camp, St. Davids Camp and the Eastern and Western Company OPs. He is pictured in the unit vehicle mechanics workshop.



Lt Gen Sir Richard Worsley, KCB., OBE., Quarter Master General MOD UK, visited UNFICYP on 27 September. He was met by DCOS/COMDBRITCON, Col PFB Hargrave, and visited HQ UNFICYP and the Support Regiment. He is seen here with the Force Commander, Maj Gen J J Quinn.

MERCY CALL ANSWERED



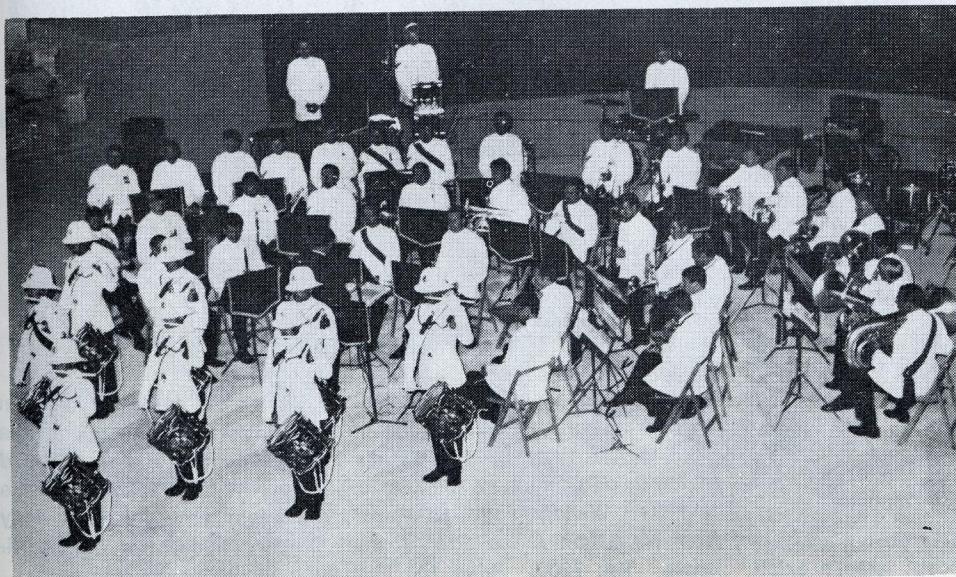
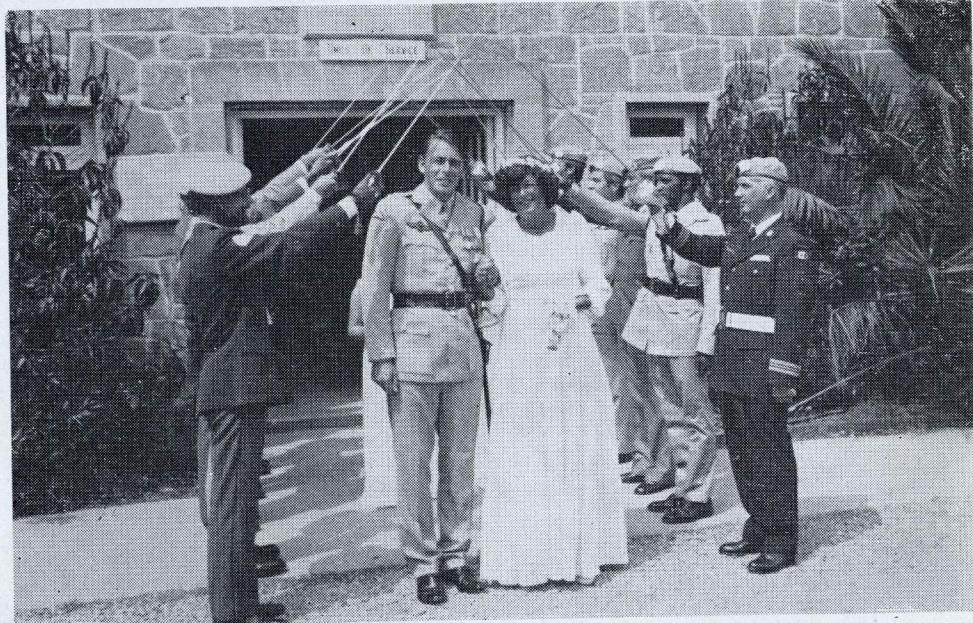
Just before midnight on 30 September the UN responded to the tenth emergency call this year. A Turkish Cypriot soldier in the Kokkina Garrison had been injured and UNFICYP was asked if it could evacuate him by air from Kokkina to hospital in Nicosia.

A Whirlwind helicopter of 84 Sqn Det (RAF) of the UN was airborne by half past midnight and having picked up the Medical Officer of the Danish Contingent at Xeros, landed at Kokkina just on 1 o'clock. The injured soldier was quickly got into the aircraft which took off once again and landed at the United Nations Headquarters outside Nicosia just 40 minutes later. A UN ambulance was waiting and the injured soldier was rushed to Nicosia North Hospital, where he was admitted just after 2 a.m., only fractionally more than two hours after the call for help had first been received.

The picture shows the soldier in the helicopter as it landed at Nicosia. In the left foreground is the UN Chief Medical Officer, Major Charles Lyon Dean, and on the right inside the helicopter is the Danish Medical Officer, 2 Lt Alex Heick, who had accompanied the injured soldier all the way from Kokkina.

HEADQUARTERS WEDDING

After a service of blessing conducted by Padre Robert Norton RN., Lt Col and Mrs. David Cornwell leave St. Columba's church under an international Guard of Honour representing various national contingents.



ROYAL MARINES BAND VISITS

During September Cyprus was visited by the Band of H.M. Royal Marines Commando Forces. The band was 56 strong and led by The Director of Music, Capt H C Farlow, LRAM, LG, SM, Royal Marines. Their most important military duty was to play at the Britcon Medal Parade, where they added greatly to the colour and spectacle, supplying a faultless display of military music at its best. After this start to their tour, they played at a variety of Mess functions and concerts, ranging from the full military band concert at the Blind School, Nicosia (pictured here), to street concerts around the island, and a final concert in the splendid setting of Curium Theatre.



UN NEWS



Cyprus problem a focus of attention in UN HQ

In a Report by the Secretary General, circulated on 13th September, Dr. Waldheim referred the Cyprus situation:

"Another area of conflict with which the United Nations has been intimately involved, both in its peace-keeping and its peace-making roles, is Cyprus. The United Nations Peace Keeping Force in Cyprus (UNFICYP), which has been there for more than 15 years, continues to perform an indispensable function in maintaining calm in the island, at the same time, I have pursued the good offices mission entrusted to me by the Security Council to promote a just and lasting settlement. To this end, I convened a highlevel meeting at Nicosia last May under my personal auspices. That meeting resulted in a 10-point agreement calling for the resumption of the intercommunal talks and setting forth the basis and priorities for them. While the talks were resumed amid high hopes, they soon encountered difficulties which necessitated an early recess. I have instructed my representatives to continue our efforts to overcome the difficulties in the way of restarting the talks in accordance with last May's high-level accord and the priorities established in that agreement.

The present situation in this regard comprises two sets of difficulties. One concerns the stated negotiating positions of the parties. The other relates to political problems that they face in tackling the compromises and accommodations that are essential if the talks are to have any meaning. Time and again it has proved possible to bridge important differences between the parties and to agree on guidelines and priorities that held out the prospect of progress towards a settlement. Time and again the momentum generated by these agreements has been allowed to dissipate. Moreover, the

existing status quo tends to create a dynamic of its own, which does not necessarily facilitate an agreed solution. It seems to me, however, that a far sighted and determined approach, based on the existing guidelines and accords, could lead to a rapid improvement of the situation in the island that would serve the interests of all concerned and would be vastly preferable to continuing to cling to an unsatisfactory and potentially unstable status quo. This could at the same time clear the way for a comprehensive political settlement, based on the fundamental and legitimate rights of the two communities and on the right of all Cypriots to a better and more peaceful future.

The United Nations Peace-keeping Force in Cyprus has been stationed in the island since 1964 and has performed invaluable services in maintaining peace in a deeply troubled area. After the events of 1974 the role of UNFICYP changed fundamentally, but until now its continued presence has been considered essential to maintaining peace and the necessary atmosphere for negotiations on a settlement of the Cyprus problem. While the need to maintain peaceful conditions in the island is undiminished, the intercommunal negotiations have been making very slow progress and, as of the writing of this report, are in recess. The experience of UNFICYP raises in an acute manner the question of the relationship between peace-keeping and peace-making functions of the United Nations. The risks involved in the premature withdrawal of a Peace-keeping Force are well known and can scarcely be envisaged at this time in regard to UNFICYP. However, the time may soon come for a careful re-examination of United Nations arrangements in the island in the light of present realities".

34th Annual Session of the UN General Assembly

The United Nations General Assembly opened its Annual Session this week to tackle a global agenda including conflicts in various parts of the world, problems of disarmament and a wide range of economic issues.

Salim Salim of Tanzania, who has served as his country's ambassador to the United Nations for past nine years, was unanimously elected president of the new session. He urged the gathering to pave the way for a better and more equitable international order as the world entered the 1980's

As the new session got underway on 18 September, Saint Lucia was admitted into the United Nations, bringing its membership up to a total of 152 states.

In his opening address the new Assembly President said that peace was the greatest need of our time, but that never before had there been so many causes of war. He cited "The monumental poverty of two-thirds of the world's people, the widespread deprivation of political and human rights, the escalating arms race, and the refusal to respect the sovereignty of others including their sovereignty over their national resources".

Mr Salim said that real peace would remain elusive unless the United Nations addressed itself to the root causes of conflicts.

Referring to violations of human rights, he said that nowhere had they taken "such a massive and grotesque form as in southern Africa". But whether in Africa or elsewhere, he said, oppressed peoples were resisting, by means including armed struggle as a last resort. And it was only logical that many member states supported the struggle against systems and regimes practising colonialism, foreign occupation and apartheid.

The Assembly president said that the core of the middle east problem was the continued denial of the Palestinian right to self-determination, including the right to an independent state. Realisation of that right, refusal to give legitimacy to the fruits of conquest, and respect of the right of all states in the area to an independent existence were the necessary conditions for a viable and permanent peace in the region, he said. And he added that the PLO had a pivotal role as the representative of the Palestinian people.

Mr. Salim was asked at a subsequent press conference whether he would be prepared to request the PLO to accept Israel's exist-

ence. He replied that he was quite prepared to ask the PLO to accept the fact of Israel, but that he had to be equally prepared to ask the Israelis to accept the fact of the PLO.

In the course of his opening statement, the Assembly president appealed to the Cypriot leaders to "promote a more meaningful and effective dialogue" in order to bring an end to the tragedy of their country.

UNFICYP CHRISTMAS CARDS



A limited number of UNFICYP Christmas cards have been printed and are now available. The cards shown above have all the Contingents' flags in colour with the Season's Greetings printed inside in all Contingent languages. All profits from sales go to the UNFICYP Welfare Fund. To avoid disappointment purchase early from Mr. John Amos, Procurement Officer, Blue Beret Camp, Nicosia. Tel: 7208. Price 100 mils each including envelopes.