

# THE BLUE BERET



OCTOBER 1981



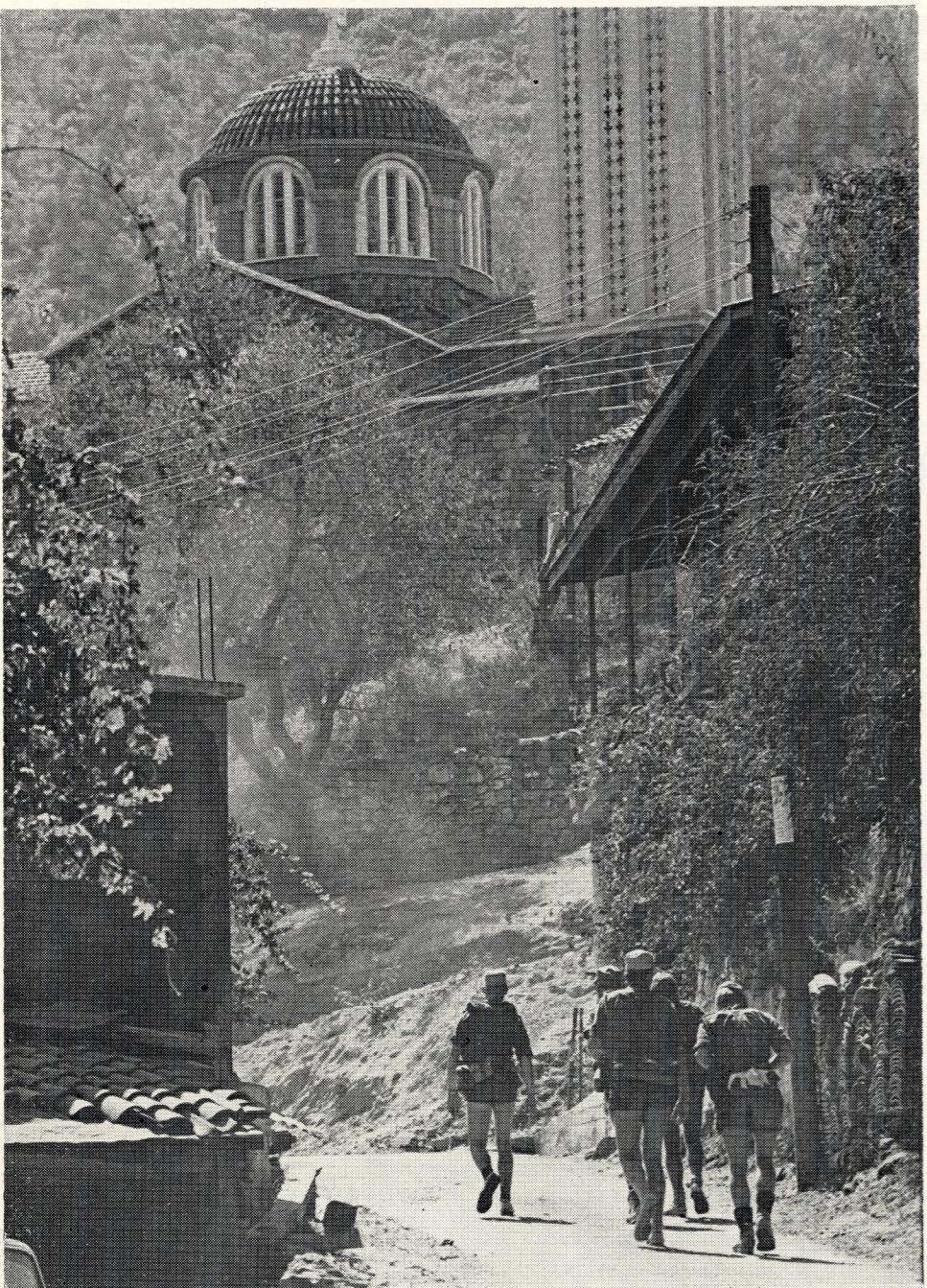


# 30,000,000 STEPS IN THE TROODOS

## DANCON MARCH



By the Editorial Staff & Maj Bent Agger



The DANCON MARCH was held over the weekends 19/20 and 26/27 September 1981. A total of 567 participants from all contingents in UNFICYP and the Secretariat entered. Of this total 556 finished the March. The total distance covered was 50 Km (31.25 statute miles), divided into 25 Km on each day. Every soldier had to carry 10 Kilos (22 lbs) whereas women and

children were free of this handicap. The starting line was in the village of Evrykhou which is approximately 400 metres above sea level and participants walked up the Troodos mountains following one or other of the small roads and tracks, continuously climbing up to 1300 metres (4264 ft) and down to the finish at Pedhoulas, 1200 metres above sea level.

The second day's march followed another route, albeit from the same starting point at Evrykhou. The route lay to the east side of the main road and by way of mountain tracks through Kourdali. The route passed Moutti tou Spiliou 1350 metres (4428 ft) and then down to the finish at the main road junction at Karvounas 1100 metres (3608 ft).

### NOT A COMPETITION

The March is not a competition, but an opportunity for a "walk" in the scenic Troodos mountains. Some readers will have noticed that no results have been published for this reason, although perhaps Sgt C Mosbaek from DANCON will be slightly upset if the world did not know he completed the March in the fastest time of 6 hrs 23 mins.

### MEDALS AND DIPLOMAS

Upon arrival each participant was presented with a diploma and a DANCON MARCH Medal by the Commander of Sector 1, Lt Col J Lauritzen. The arrangements made for refreshments and sandwiches during the March were excellent and much appreciated by all the weary participants.

Photos: Bob Fousert

### OVERHEARD BY AGGER

"Did I really pay £5 for this?" — Lt Col J Byrne CO Sector 2.

"It was a good march, hard on your legs, but fair enough" — WO1 Nilsson, SWEDCON

"The worst part is the physical difficulty in getting started on Sunday morning" — Cpl Casson, Sp Regt.

"I really enjoyed the March" — Lt Col Postrup CEO HQ UNFICYP.

"But there is *almost* 10 kilos!" — the two who were disqualified.

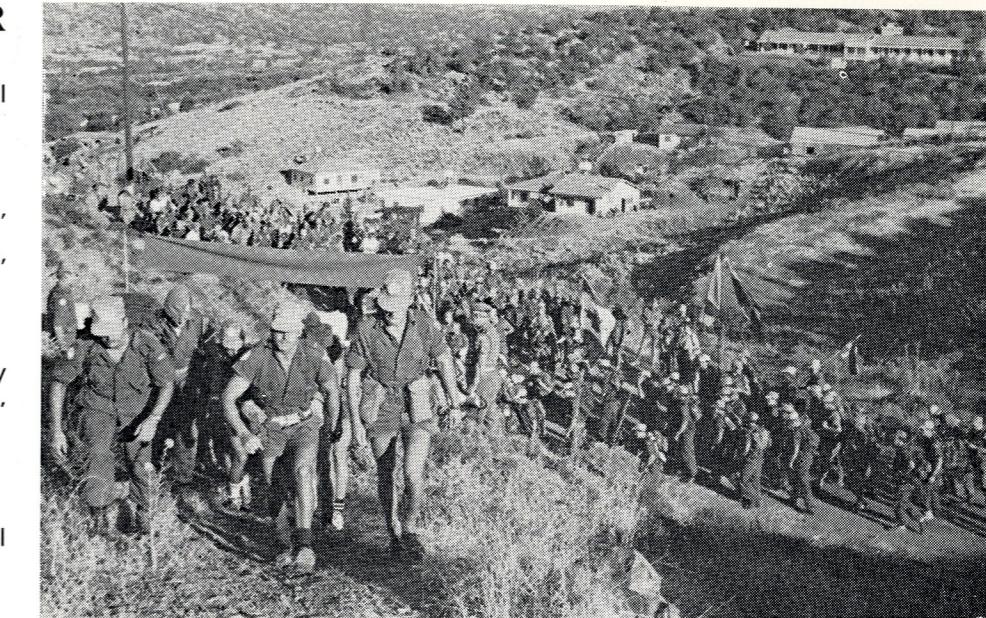
"It was nice scenery but you have to pull your self together if you want to complete it" — Pte Andersen, DANCON.

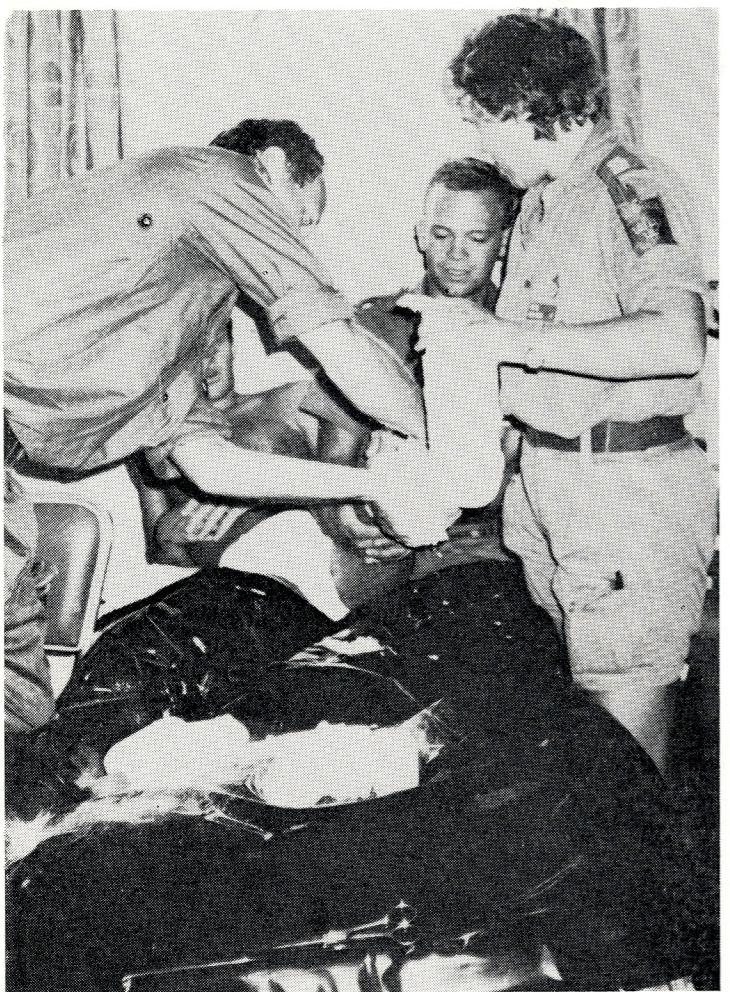
"It was something different, and better than hanging around doing nothing" — Pte Welshwan CANCON.

"It was a good March and not too hard" — Sgt Arznerger, AUSCON. Insp Stenberg of SWEDCIVPOL agreed with him.

"You're a sadist, Sir" — British soldier to Lt Col Lauritzen on completing the last day.

"I liked that, and Dad and the Engineer Officer are miles behind" — 10 year old Carston.





MO Capt Arbman and Nurse Ivert take care of a plastered leg, assisted by driver Johansson. (Photo: Capt U Nilsson)

## SWEDMECS



By Anders Gummesson

The Swedish Contingent to UNFICYP has its own hospital at Camp Victoria in Larnaca. The medical team consists of two doctors, four nurses, one medical assistant, an administrative officer, the health inspector and his assistant.

Two of the nurses are attached to the two Rifle companies in Athienou (Camp Polar) and Nicosia (Goldfish Camp). All medical personnel—doctors and nurses—have the same job in Sweden, in their civilian lives, and four of the team are women.

The hospital in Larnaca is almost always called "Villa Jalla" and has fairly good equipment—although there is nothing that could not be better.

The SMO, Maj R Nilsson, his deputy Capt G Arbman and one of the nurses, Miss B—M Ivert, all come from the same hospital in Sweden. The doctors stay in Cyprus for three months while the rest of the team stays for six months like the rest of the Swedish contingent.

The medics at Swedcon have their everyday work at the hospital, but they are also prepared to put up their field hospital whenever necessary (see last issue of the Blue Beret "Kojak" article).



Helicopter winching practice for areas where there are no suitable landing sites.

The health inspector and his assistant work mainly at Camp Victoria but also go on inspections to the OPs and company camps. One of their tasks is to make sure that there are no cats or dogs living at the Ops. Not always very popular as the soldiers often like to have a pet in their temporary home!



A casualty is taken care of and lifted in a helicopter at a medevac exercise at 2 Coy.

# DUTY OFFICERS

By Sgt R Zahrada



AUSCON, rather like the other contingents, has four officers helping the senior Operations Officer. Their roster is divided into day and night shifts for continual 24 hour manning. They are called "Duty Operations Officers" or, shortened, "Duty Officers". Communications comprise landline, three different radio nets and a teleprinter. They react quickly to incidents, relay important messages and maintain a record of events. They draft reports as necessary and, apart from the standard daily SITREP (Situation Report), there are other operational reports such as SHOTREPS, AIRREPS, SEAREPS and FIREREPS. They act not only as a message centre keeping the Log Sheet, but they are also responsible for verifying, preparing and transmitting all reports. Therefore they must be familiar not only with UNFICYP SOPs (Standing Operating Procedures) but also with the current situation in their Sector. Since all reports, etc., are routed to the Operations Room, the officer on duty must be experienced and also be prepared to make decisions.

Who are these four men in AUSCON?

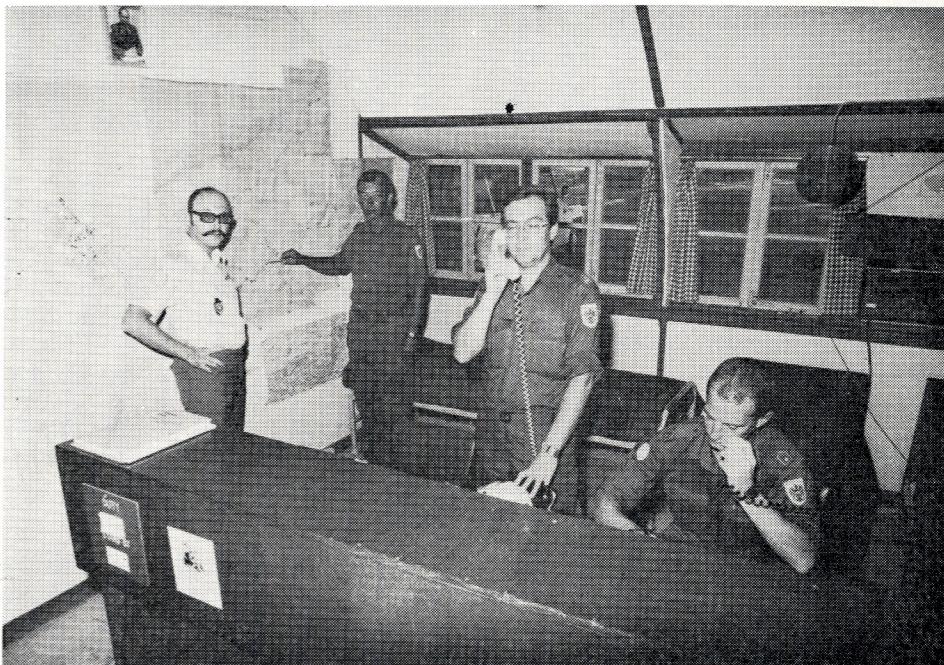
There is Capt Peter MULACZ, the senior of the foursome. Although he is an anti-aircraft officer, he is also a glider pilot and engaged in other kinds of aviation. He participates in water sports and is also very interested in ancient Cyprus.

Like him, Capt Wilfried SCHIFFINGER comes from Vienna. Having achieved his Ph.D in Austrian History and journalism, he is now an official press spokesman for the Austrian Ministry of Defence. He is an engineering officer who previously served several years as an officer on a limited service contract during his studies.

Then there is 1/Lt Harro STEINER skiing instructor as well. Furthermore from Styria, an official of an Austrian he is the president of the AUSCON supervisory school authority here, learning Windsurfing Club which holds its activities the Cyprus way of life. He is an Airman at Salamis Bay.

Force officer.

Lastly there is 2/Lt Bernd KONZETT, an infantry officer from the farthest western part of Austria. He holds a private pilot's licence and is a snow-



The four Duty Officers monitor the messages and assess the situation in the Ops Room.



The men with their fingers on AUSCON's pulse. From left to right 1/Lt Steiner, Capt Schiffinger, Capt Mulacz, 2/Lt Konzett.

B Squadron 13th/18th Royal Hussars (Queen Mary's Own) arrived in Cyprus in the middle of September to replace the Duke of Edinburgh's Squadron, The Queen's Royal Irish Hussars. As the Force Scout Car Squadron we are tasked to patrol the whole Buffer Zone and to be the UNFICYP Reserve Force. For this job we are equipped with Ferret Scout Cars. Our troops are deployed under operational control of each Sector, and we operate three outstations based at Skouriotissa, Athienou and the Carton Factory.

The 13th/18th Royal Hussars (QMO) have a Regimental history which dates back to 1715 when 'Munden's Dragoons' were formed. They later became the 13th Light Dragoons and in 1810 they sailed to Portugal, where they spent the next four years fighting Napoleon Bonaparte. During this period they won battle honours at "Albuhera" in Spain and "Orthes" and "Toulouse" in France. The 13th Light Dragoons marched some 6,000 miles and as a final accolade were awarded the Battle Honour of the "Peninsula". The Light Dragoons' efforts culminated in the Battle of Waterloo, where Napoleon was finally defeated.

In 1854 the Regiment fought the Russians in the Crimean War. They saw action in the Battles of Alma, Inkerman and Sevastopol. But it is Balaclava, where the Regiment charged in the honoured position of right of the line, that is celebrated as our greatest Battle Honour. "The Charge of the Light Brigade" is the most famous Light Cavalry charge in history; the Regiment returned from the "Valley of Death" with just one officer and fourteen men. Sgt Malone was awarded one of the



first Victoria Crosses for his gallantry on that day. The 127th anniversary of the Charge will be celebrated by the Squadron with its sister Squadron based with Land Forces Cyprus at Episkopi.

Following the Crimean War, the 13th Light Dragoons became the 13th Hussars. In 1899 they were sent to South Africa where they saw continuous action until 1902. Its most notable honour from this campaign was the "Relief of Ladysmith" which was a besieged garrison liberated by a force of which the 13th Hussars were a part. Amongst the Regiments in the Garrison were the 18th Royal Hussars.

The 13th Hussars spent the first two years of the Great War in France, fighting in the trenches. In 1916 it moved to Mesopotamia (now known as Iraq). There the scope for mounted cavalry action was far greater. The most notable battle was the Battle of Lajj, where the Regiment charged against a Turkish

Infantry Brigade, which was dug into a defensive position. Despite strong resistance, the position was taken and several items of equipment seized. The entrance to our Regimental Headquarters is, to this day, guarded by two Turkish machine guns seized at the battle.

The other half of the 13th/18th Royal Hussars (QMO) are the 18th Light Dragoons. They were raised in 1759. In 1791, the Hon Arthur Wellesley (later the Duke of Wellington) was gazetted into the Regiment. The first major campaign for the 18th Hussars was the Peninsula War, where they distinguished themselves at the withdrawal from Corunna and later at Toulouse and Orthes. Like the 13th Light Dragoons, the 18th Light Dragoons fought at the Battle of Waterloo, where along with the 10th Hussars and the 1st German Hussars, they led the charge which broke the French lines.

The 18th Hussars were next involved in the Boer War, where their most distinguished battle was that of the Defence of Ladysmith; they were besieged for five months before relief came to their aid. In recognition of their service in South Africa, the Regiment was granted the title of "Princess of Wales Own",



Commonwealth Monitoring Force in Southern Rhodesia 1979/80. Maj Le Hardy persuades Patriotic Front commanders to bring their troops to Assembly Place A-Hoya, 2 Jan 80.

# FORCE SCOUT CAR SQUADRON

## 13th/18th ROYAL HUSSARS (QUEEN MARY'S OWN)

### UNIT FEATURE

By Captain William Baker-Baker



which was changed to 18th Queen Mary's Own Hussars in 1910.

The 18th Hussars were part of the British Expeditionary Force which sailed for France in 1914. During the first three years of the Great War, the Regiment was constantly in action, fighting some gallant and memorable battles, until the first gas attack at Hooge where they lost 216 men, which meant that the Regimental strength was reduced to 57. Having replaced their losses, the 18th Hussars returned to France where they remained in the trenches, except for the cavalry charge at Noyelles, until 1918. On the day peace was declared, they were only 14 miles from where they had first encountered the Germans in 1914.

In 1922 the 13th Hussars and the 18th Royal Hussars (Queen Mary's Own) amalgamated to form the 13th/18th Royal Hussars (Queen Mary's Own) with Her Majesty Queen Mary as Colonel-in-Chief and Lieutenant General The Lord Baden Powell as Colonel of



"Charge of the Light Brigade" at Balaclava 25 October 1854



Scimitar Armoured Reconnaissance vehicle.

Immediately after the war, the Regiment was based in Germany, and it is there that the Regiment has spent most of its post-war service, usually equipped with the main battle tank of the period. The Regiment also served in other theatres; in Malaya, where it had two tours in the 50's and 60's fighting communist terrorists, in Aden twice in the post-war period and in Libya. More recently it has served three tours in Northern Ireland, the most recent ending in May 1979 after eighteen months in Omagh, County Tyrone.

In 1979 the Regiment moved to Essex in England where it is now based. Our role is Armoured Reconnaissance and we are equipped with the Scorpion, Scimitar and Fox Combat reconnaissance vehicles. Although we are primarily tasked for the British Army on the Rhine, we provide reconnaissance Squadrons for the Sovereign Base areas in Cyprus. We also provided a team, commanded by Major Le Hardy for the Commonwealth Monitoring Force in Rhodesia running an assembly place for 1500 members of Mr Mugabe's ZANLA Forces. B Sqn is now on its second tour in UNFICYP.

As a famous cavalry regiment we are justifiably proud of our history and traditions. We also pride ourselves on our family spirit and hospitality. Our officers and soldiers (who are recruited from South Yorkshire) will be most keen to ensure that whenever you visit us you will be assured of a warm welcome.

# Blue Beret SPORT



## RESULTS

Championship Class (4 Runners)		4. Green Howards	2.38.25
1. SWEDCON I	1.44.15	5. DANCON I	3.10.20
2. CANCON	2.23.40	6. 262 Sig Sqn III	3.22.00
3. SWEDCON II	2.27.35		
4. BRITCON II	2.57.00		
Old Boys Championship Class (3 Runners)			
		1. HQ UNFICYP I	1.17.20
		2. SWEDCON	1.27.50
		3. DHEKELIA HQ	1.35.10
Open Class (4 Runners)			
1. 262 Sig Sqn I	2.11.30	4. HQ UNFICYP II	1.39.40
2. SWEDCON	2.32.40	5. Green Howards	1.56.15
3. 9 Sig Regt	2.36.30		

## RELAY ORIENTERING COMPETITION



The winning SWEDCON team (from the left) Sgt Svensson, Sgt Eriksson and Pte Wallrud receive their prize from Brig Bastick.

Brig Bastick presents the shield to the winning Old Boys team, from the left, Maj Whitehead, Maj Roberg and Lt Col Postrup.

# BRITCON MEDAL PARADE

Photos Bob Fousert

The BRITCON Medal Parade took place at Nicosia International Airport on Friday 4 September 1981. Maj Gen G G Greindl was the reviewing officer and presented the UN Medals. The parade was commanded by Lt Col JCHS Byrne, Commanding Officer 1st Bn The Green Howards. The following units were on parade:

Duke of Edinburgh's Sqn QRIH

1st Bn The Green Howards and their Regimental Band UNFICYP Support Regiment Comprising;

UNFICYP Engineer Detachment

254 (UNFICYP) Signal Squadron

UNFICYP Flight AAC

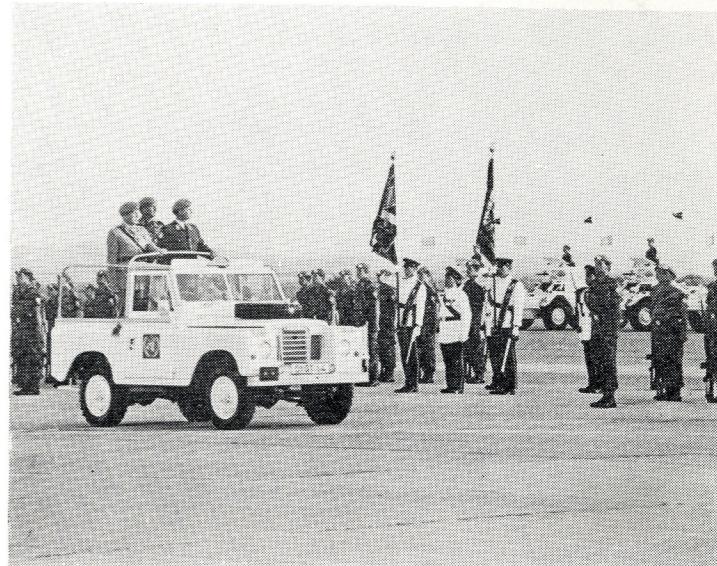
7 Squadron RCT

UNFICYP Medical Centre

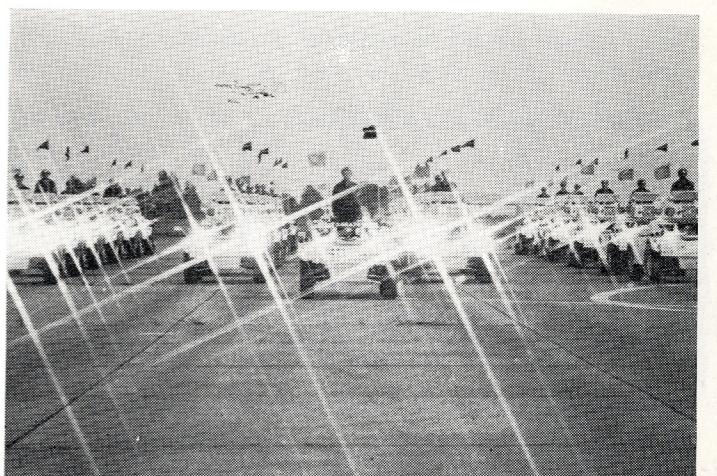
UNFICYP Ordnance Detachment

UNFICYP Workshops REME

84 Squadron Detachment RAF



Brig Bastick, Lt Col Byrne and Maj Gen Greindl pass the Green Howards in the reviewing Landrover.



The Scount Car Squadron (Duke of Edinburgh's Squadron QRIH) before the drive past.



Lone piper provided by QRIH



The Band of the Green Howards



Malcolm Wilson and Terry Harriman driving a David Sutton prepared Ford Escort RS1800 at the start of the 9th Rothmans Cyprus Rally.

# CYPRUS

Article based on material provided by ACTION PR Nicosia.

## Out & About in Cyprus

The 9th Rothmans Cyprus Rally produced a massive victory for Cypriot drivers, who took eight of the first ten positions. The Cypriots fought back after three years of domination of their major rally by foreign crews. The rally was won by local hero VAHAN TERZIAN, co-driven by Yiannakis Theophanous, who drove to a virtually unchallenged victory in a Mitsubishi Lancer. The car was built and prepared by the local firm Fairway Motors.

Cyprus' major contribution to the world of motor sport is the Rothmans Cyprus Rally, an international co-efficient 4 event of the European Rally Championship, which takes place during the last weekend of September.

The Rally was a disappointment for the Rothmans Rally Team. Malcolm Wilson, their hope for a repeat of last year's victory, retired on only the second special stage, when a stub axle on his Escort bro-

ke and the wheel fell off. The only other driver to match Terzian's speed was the Greek "Leonidas", who withdrew his Renault 5 Turbo after problems with fuel injection and servicing.

The most competitive foreign driver on the Rally was Briton Geoff Fielding. Running his Ford Escort, and co-driven by Flip Kerr, he was lying third for most of the event until he slipped off the road and dropped out of the top ten. A late charge on the final leg brought him back up to sixth overall.

The Rally attracted a large number of private drivers from outside the island this year. Six private British crews started, in addition to the Rothmans Team, and five French privateers also made the trip over for the event. Of the 53 starters, there were 19 'foreigners' and, by easing the road timing, the organisers were able to increase the number of finishers to 22. Of these, three were British, one was Lebanese and the others were Cypriot, two of whom were driving with British competition licences.

After the start at 6 p.m. on Friday evening 25th September, the first stage was the only chance for some competition miles in daylight before the long night ahead. Wilson was predictably quickest, but not by much; 35 seconds over five miles, and he felt confident of a win. On the next stage, it all went horribly wrong.

"We drove that stage so slowly and yet we were still quickest" explained Terry Harriman. "I couldn't believe it when the wheel fell off. The trip had stopped working about two miles earlier; that must have been when the stub axle broke".

The Greek driver "Leonidas" moved into the lead, using the power of his new Renault 5 Turbo in the few smooth and fast stages in the Rally. However, he was forced to ease back and Terzian's stronger Lancer took over.



Car No. 20, C. Mashias and M. Panayiotou driving a Subaru 1600 GFT. Finished 8th overall.



Car No. 23 driven by E. Zachariades and M. Ioannou finished 11th overall.

As dawn broke at the end of the first leg, and drivers headed for rest in Paphos on the west of the island, "Leonidas" had problems with the fuel injection system on the car, missed his service crew and decided that he had enough. Any challenge to Terzian's lead was gone. He was a massive 17 minutes in front of Dimi Mavropoulos in the Sunbeam Lotus, with Geoff Fielding just a minute further down. Kyprianou held fourth place in the little Peugeot.

A couple of rain storms in the mountains, just before the restart from Paphos improved the track conditions slightly, but even so Saturday was a long, hot crawl across the country. The route ran in a virtually straight line from Paphos, where only 34 of the original 53 starters commenced the second section, to the new overnight halt at Cape Kiti. With the early retirements now over, the Rally settled down to a pattern. Terzian was able to ease back, but not by much as Mavropoulos decided that even 17 minutes was not an unbeatable lead.

The restart, in the early hours of Sunday morning, proved to be disastrous for both Fielding and Kyprianou. After allowing the Peugeot engine to cool down, the first stage was too much for it, and the head gasket blew. For Fielding the problem was less terminal, but just as disappointing. The Escort slid wide on a corner in the second stage of the leg and bogged down in sand. It was over 25 minutes before enough muscle power could be found to pull the car back on the track.

From then on, it was just a question of how many places Fielding could make back before the finish in Nicosia that evening. He promised the Organisers that he would finish 5th and he made up 11 to 6th place, thoroughly enjoying the chance to open the car up with pressure off. Mavropoulos struck a last minute problem with two broken shock absor-



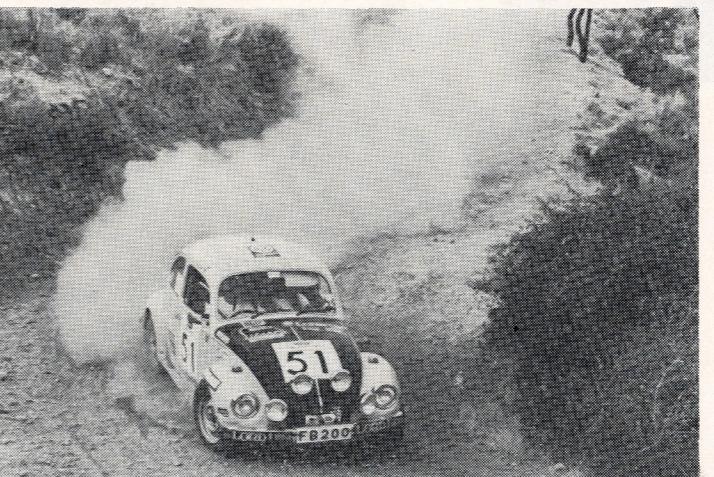
The winners of the 9th Rothmans Cyprus Rally Vahan Terzian and Yiannakis Theophanous driving a Mitsubishi Lancer.

# RALLY

bers, and Terzian went on to win by a massive 21 minutes.

## RESULTS

1. Vahan Terzian/Y Theophanous (Mitsubishi Lancer)
2. Dimi Mavropoulos/Dave Adams (Talbot Sunbeam Lotus)
3. Costas Theocharides/M Charalambous (Ford Escort RS 2000)
4. Chris Kirmitsis/P Demetriades (Honda Accord)
5. Stelios Galides/D Evripidou (Talbot Sunbeam)
6. Geoff Fielding/F Kerr (Ford Escort RS 1800)
7. "Fouis"/N Neophytou (Talbot Sunbeam)
8. Dinos Mashias/M Panayiotou (Talbot Sunbeam)
9. Ernest Kenmore/John Armstrong (Talbot Sunbeam)
10. Michael Theophanides/T Vassiliades (Citroen GSX3)



The V W Beetle driven by Takis Rossides and A Ioannou, who finished 18th overall, making this the 4th year in succession that the VW has finished the event.



Costas Theocharides and Michael Charalambous who finished in 3rd position in a Ford Escort RS2000.

# Pictorial news

## HAGBARD IN CYPRUS

Even if their task is very important and calls for their everyday attention, the soldiers on the OPs do have some spare time. Physical activities take up quite a lot of that time, but there is also time for some artwork. It is a very popular pastime to give the OPs different names and mascots. Yellowstone Camp is one example. Hagbard Wiking, pictured here, is yet another. Hagbard Wiking is a very popular cartoon figure, and the soldiers decided he had a tough enough appearance to suit them! (Photo: WO2 Lennarts-son)



## United Harvest Festival

The Anglican Bishop in Cyprus, the Rt Rev Leonard Ashton CB, a retired Chaplain in Chief of the RAF, blesses the people at this United Service at St Columba's Church in the UNPA.

The service was conducted by the Rev Brian Elliott, Chaplain Sector 2. We said goodbye to the two Canadian Chaplains, Captain Bruce Sweet and Captain Rheat Turgeon, and the Senior British Army Chaplain in Cyprus The Rev John Barrie formally introduced the Rev Leslie Bryan to his new congregation in BRITCON.

After the Service, the large congregation joined in a Harvest supper. The gifts were given to a children's home in Limassol and the collection of £45 was given to the Vicar of Kyrenia for his work among the needy of that town.



## MP COY MEDAL PARADE

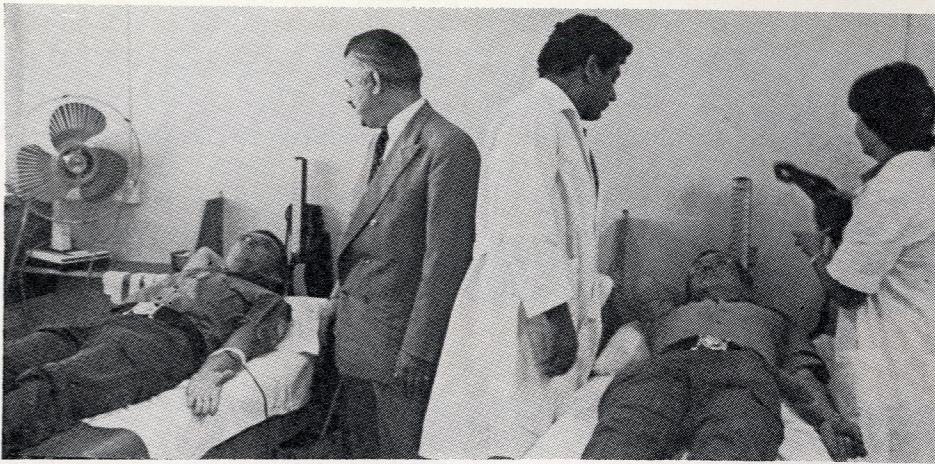
On 10 September the MP Company held a UN Medal Parade outside the Officers Mess at HQ UNFICYP. The parade was commanded by Maj Sam Marcotte and medals were presented by the Force Commander Maj Gen Gunther Greindl.



The Force Commander shaking hands with Sgt J McNamee.

## BLOOD FOR CYPRUS

On 23 September members of BRITCON (Sp Regt) gave blood at the Nicosia General Hospital, following an urgent appeal. Mr St. Catsellis, as Chairman of the Blood Donation and Enlightenment Committee, thanked the donors on behalf of the Committee and the Government, and praised UNFICYP, saying "Blood donation is the most incomparable gesture of human solidarity . . . . Blood can neither be sold nor bought in the market. It must be given free and voluntarily." Mr Catsellis noted that men of UNFICYP have also given blood in the past.



Mr Catsellis, second from left, talking with Capt Tim Cross.

## VISITORS

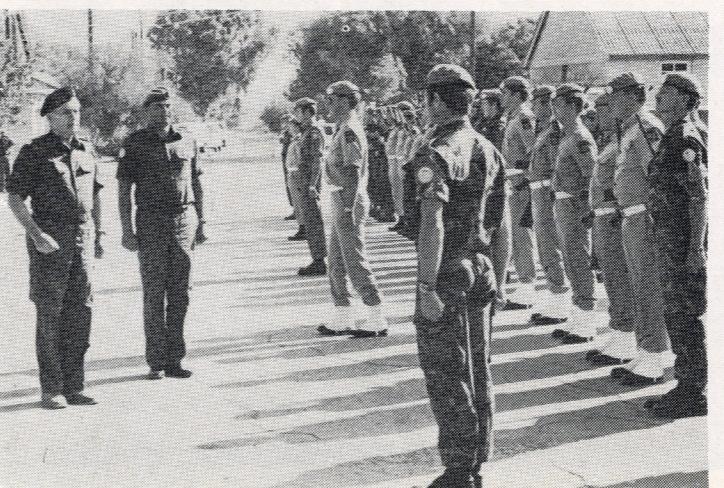


## LAMONTAGNE

On 25 September The Honourable J LAMONTAGNE, Canadian Minister of National Defence, visited HQ UNFICYP. The photograph shows him with the Force Commander whilst inspecting the Canadian section of the multi-national Guard of Honour.

## BELZILE

On 21 September Gen Scharff, Inspector General of the Austrian Army visited HQ UNFICYP. In the photograph he is accompanied by the Force Commander during the inspection of the Guard of Honour.



On 2 September Lt Gen Belzile Canadian Land Forces Mobile Command, was welcomed to HQ UNFICYP by a multi-national Guard of Honour.



# UN NEWS



## NEW UNFICYP S P A

Mr Cedric Thornberry, an Irish national, arrived on 28 September to take up the post of Senior Political Adviser to UNFICYP.

Cedric Thornberry was born in Belfast on 22 June 1936, however he is a citizen of the Republic of Ireland. His formative years were spent in Ireland before going to Cambridge University, where he read his MA and LL.B. He attended Grays Inn and, as a Barrister at Law won an International Law prize. He went on to become a university teacher at Cambridge and the London School of Economics, where he taught law from 1958-78. During this period he was a practising Barrister concentrating mainly on International Law, especially Human Rights in the European Human Rights Commission and the Court at Strasbourg. He was instigator of one of the first university seminars on Human Rights in Europe. This often included around 30 graduates from 20 or more different countries. He has been the author of various legal monographs and articles whilst also being involved in journalism between 1936 and 1974.

He was associated with the early stages of the Civil Rights movement in the north of Ireland and became one of the founders of the Northern Ireland Civil Rights movement. Before joining UN, he wrote various articles in Irish newspapers and periodicals on the question of Irish unification and also, in that connection, constitutional reforms.

Also in the period 1967-78 he became a legal observer of Amnesty International, the International Commission of Jurists and others. Additionally over this period he attended many international political trials, especially in Namibia and South Africa, both countries through which he has travelled extensively.



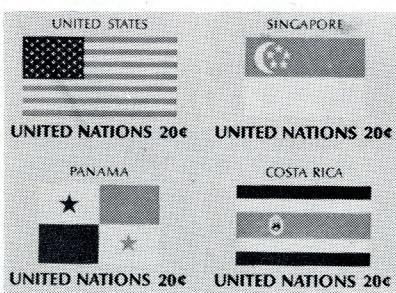
He joined the UN in 1978 when he became the Executive Assistant to Martti Ahtisaari, a Finn who has been the Special Representative of the Secretary General for Namibia since 1978.

Cedric Thornberry has participated in all the negotiations with the Western Five, Front Line, SWAPO and South Africa since 1978; he has spent many missions in southern Africa connected with Namibian negotiations between 1978 and 1980.

In 1979 and 1981 he was Executive Secretary to two conferences seeking a negotiated settlement on Namibia at Geneva. In 1980 he was the Civilian Adviser to General Prem Chand in the UN military mission in South Africa. He has acted as Chairman of the UN Joint Appeals Board covering the internal administrative appeals system.

He enjoys music, especially opera, which he attended regularly in New York. He went to a rugger school and was not introduced to soccer until university, where he admits to having had difficulty in handling a round ball as goalkeeper, as opposed to the familiar oval rugby ball. Since giving up these sports in favour of the younger generation, he has become an ardent follower of rugby and soccer. The sports page sometimes takes precedence over world news on the front page!

Cedric has six children, ranging in age from 2 to 21, who are (except for the 2 year old!) at school or university in Europe and the USA. He is now married to Anna Maria Demmer, a French national who is a senior UNHCR official at present with the UNDP. Cedric is not accompanied by his family in Cyprus at the moment.



## "UN FLAGS" STAMP SERIES

UN Flags Series stamps are now available for purchase from the Finance Section of the Secretariat.

