

# THE BLUE BERET

UNITED NATIONS PEACE-KEEPING FORCE IN CYPRUS  
UNFICYP  
MAY 1985





# MAY IN RETROSPECT

## ROTATIONS

7-21 May DANCON  
2-10 May AUSCON  
9-21 May TPT SQN  
4-7 June SECTOR 2

17-24

Major Munns visited the British Contingent.

17-25

Major L Gustafsson and Ms Christina John visited the Swedish Contingent

18-24

Amb C Lidgard and 4 diplomats visited the Swedish Contingent.

## VISITS

18-25

1-7 Mr A Hjerstrand, Civ Adm, Swedish Army visited the Swedish Contingent.

1-25 Maj Ole Blichert-Hansen, Sgt Maj Steen Gerlack Madsen, Sgt Maj Er Larsen visited the Danish Contingent.

2-4 Messrs Bo Andersson and P-A Fernsund visited the Swedish Contingent.

9-17 Maj D A Elrick and Capt J P P Pupetz visited the Canadian Contingent.

15-22 Lt Col O E Scharling visited the Danish Contingent.

16-19 Mr J Aalto, Mr K Tolvanen, Mr O Saloranta and Maj H Purola visited the Finnish Contingent.

24

Mr G Manzie and Mr P Handley, PSA visited the British Contingent.

25-2/5

Major J Henley visited the British Contingent.

25-23/5

Lt Col MRU McCarthy, Major TPG Helps, Major L A Jeffrey, Mr Beckett, and Mr R Freeman visited the British Contingent.

29

Col J Hamer-Philip, MOD visited the British Contingent.

30-8/5

Lt Col G Hollink, Capt L Sweeney and Capt J Michon visited the Canadian Contingent.

# FUTURE EVENTS

## MAY

31 May. Square Dance & BBQ. 8pm. Held at St Michael's School, UNPA. Tickets from YMCA C£1.50

## JUNE

5 June. Athletics League V held at Ay Nic

6 June. Swimming League held at Berengeria

18-20 June. CANCON Show

20 June. Swimming League II held at Dhekelia

25 June. UNFICYP Swimming Championships

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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

Patrol briefing  
in Sector 2

# THE BLUE BERET



## Editorial

This month we say goodbye to Marion Truscott who has been the Editorial Assistant of the Blue Beret for the past nine months. I am very grateful for all of the hard work and enthusiasm which she has put into her job. She is pictured here holding her Certificate for the parachute jump which she made last December. We will miss her cheerful personality and sense of humour in the office. We send our best wishes for Marion and her husband in the future.



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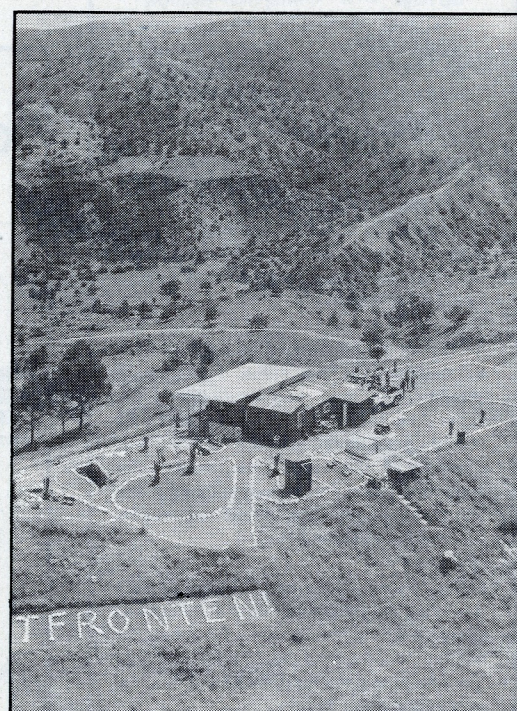
The Force Commander presents shamrocks to IRCON members during the St Patrick's day service.



The Irish Contingent with Major General B Cassidy Adjutant General, Irish Defence Forces, outside the CLUB HIBERNIA.



The Anzac memorial service held at dawn on 25 April in Waynes Keep military cemetery.



The view from OP D35 showing major improvements to the patrol track between OPS D35 and D38. The work was carried out by 62 Cyprus Support Squadron Royal Engineers.



11th April 85, JUNTA-meeting in AUSCON: 2/Lt Hanfstingl demonstrating the Austrian rifle Stg 77 to the COs of all Sectors and OC FSC SQN: LtCol KENWAY, Lt Col BUJOLD, Lt Col TANDRUP, Lt Col BEHM, Maj CROSSE and Lt Col BRANDNER.



WO2 (RQMS) T Dobbing RAOC being presented with the LSGC Medal by the Chief of staff, Brigadier P R Duchesne.



Vice Admiral B P Stefenson, Chief of Swedish Defence Staff, inspects the honour guard during his visit to HQ UNFICYP.



The grand raffle at the UNFICYP spring fayre held at the community centre in the UNPA.





## PAYMENTS IN KARPAS

By Insp P.G. Boij

Photos by Ch Insp. K Nilsson

About three times a month SWEDCIVPOL send out a patrol to the Karpas area. Their task is to make payments of pension and welfare to Greek Cypriots still living on the northern side. The number of people living there is slightly over 750. Nearly half of them are drawing pension and welfare.

Insp Göran Dahlin and Insp Göran Akerblom are the two policemen from Sweden selected for this task. - This is a job quite different from the policework in Sweden. Handing over the envelopes with money is a big event in the villages and the people make us feel very welcome, says Göran Dahlin.



Arrival at Rizokarpaso.



Checking the list

-When we arrive at the village, the people are sitting waiting for us in the local coffeshop. Everyone is full of expectation. They offer us coffee and then the payment starts. Everybody gets his own envelope and signs on a list. Those who cannot write leave their fingerprint instead. Some get several envelopes as they fetch money for relatives that cannot come.

Göran Akerblom ends: - After the payment we still have some work to do. Everything should be accounted for. It is important that all figures and signatures are correct.



Acknowledging the envelope.

- It all begins a few days earlier with collecting money in Nicosia for pension and welfare. Sometimes we also collect and distribute cereal damages. We make payments in eight villages. It is all very extensive so we need to do a lot of planning and preparation before we start up a patrol, says Göran Akerblom.

The patrol is accompanied by a policeman from TCPE. In each village there is a Mukhtar and a secretary to help them to carry out the payment. This is what Göran Dahlin tells us:

## SCOUT CAR SQUADRON

By: Capt B. Gill

Photos by: Cpl Jackson



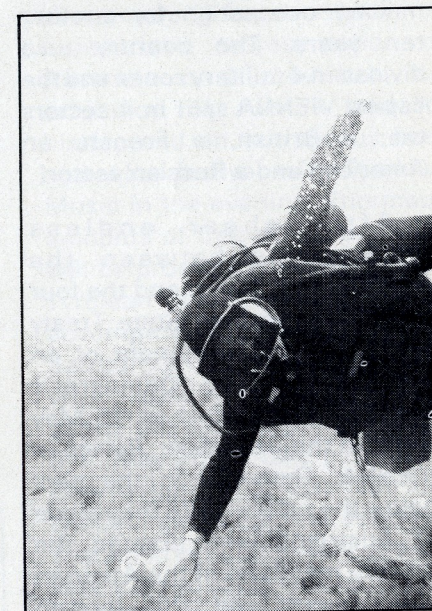
The Officers and Senior NCO's after dinner.

Already we find ourselves at the halfway point in our tour and it seems like only a couple of weeks ago that we arrived. This can only be expected on a short UNFICYP tour which involves trying to cram as many activities as possible into a relatively short period of time.

March was a typical month in this respect. During the month we have welcomed two important visitors. On 11 March the Commander British Forces Cyprus, Major General Sir Desmond Langley spent a morning with us in Prince William Camp watching a variety of activities. Then on 15 March the Force Commander spent a slightly different morning with us. This involved him driving a Ferret from B40 to B18 with great skill and dexterity. It was obvious that this was not the first time he had driven an Armoured Car! The second half of March, apart from numerous sporting and military activities, was largely taken up by preparations for the British Contingent Medal Parade on 29 March. Driving in close formation at 40 mph may look easy to a spectator. However it takes a great deal of time to practice in

order to achieve a good standard. This is why the UNPA was subjected to a swarm of Ferrets continually driving about for several days. Fortunately things went well on the day and the dressing on the drive past stood up to the test. As a result we all enjoyed the various parties afterwards a little bit more than was perhaps good for us! As soon

as the parade was over we started to prepare for a training period at PYLA ranges which centred around firing our Browning machine guns. It was a hot and busy two days, but the targets were hit with great regularity and we all came back refreshed and better trained.



Cpl Purcell looking for sunken treasure off the Cyprus coast



The Squadron Leader enjoying the Junta-Meeting - Sector Six on April 11th.





## AUSTRIA 30 YEARS IN PEACE AND NEUTRALITY

By Capt F Fritzlehner

When the Second World War ended in May 1945 nobody could have dreamed that AUSTRIA would remain under four-power military occupation for another ten years. The country was divided in 4 military zones and the capital VIENNA split in 4 sectors too: a British, a French, an American and a Russian sector!

After sheer endless negotiations between the Austrian politicians and the four Allied Powers the "State Treaty for the Re-establishment of an Independent and Democratic Austria" was signed on 15 May 1955 in the Belvedere Palace in VIENNA. Gathered in the park below the palace were thousands of Austrians who greeted the leading members of the Austrian government and the foreign ministers of the four powers with enthusiasm.



"Four in a Jeep" - An American, a British, a Russian and a French patrolling in VIENNA.

In all the negotiations before it was clearly expressed that for a finally liberated Austria, Switzerland would be an example of "the political wisdom of having

good friends everywhere without being tied to any side". So the very day, when the last foreign soldier had left the country, AUSTRIA proclaimed her permanent neutrality in the Federal Constitutional Law of 26 October 1955:

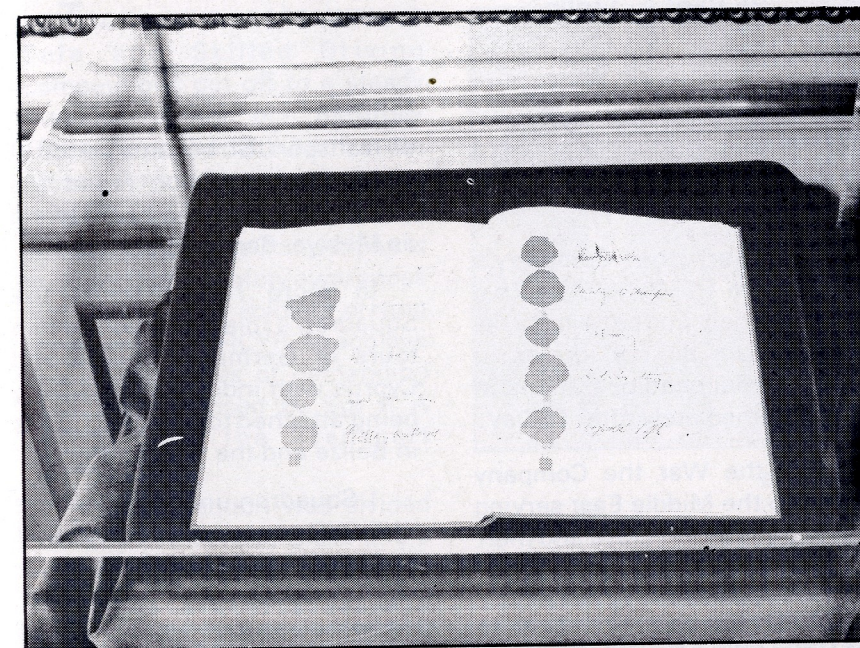
"AUSTRIA declares herewith her permanent neutrality which she is resolved to maintain and to defend with all the means at her disposal!"

Because of the non-identification with any military alliance in the world, AUSTRIA can play a useful role in international affairs, especially within the United Nations!

Until today more than 20.000 Austrian soldiers have served in the UN peace-Keeping missions in CONGO (1960-1963), CYPRUS and MIDDLE EAST!

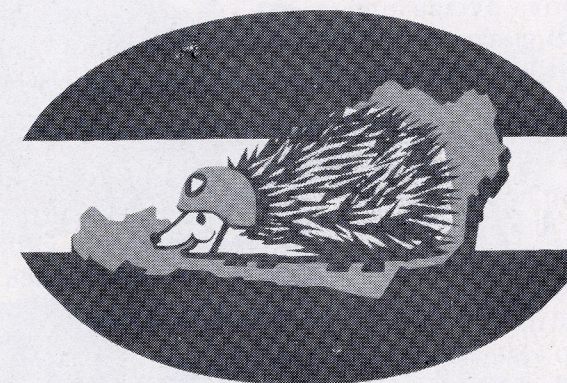


US-Checkpoint in LINZ, UPPER AUSTRIA, at the border between the American and the Russian Sector.



The signatures of the State Treaty: V MOLOTOY (SU), J ILJITSCHOV, Harold MAC MILLAN (GB), Geoffrey WALLINGER, John Foster DULLES (US), Llewellyn E THOMPSON, Ant PINAY (F), R LALOQUETTE, Leopold FIGL (A).

Der Igel ist ein stachlig Tier,



rühr ihn nicht an, ich rat es dir!

One of the popular stickers issued by the Austrian Armed Forces, with the hedgehog as symbol for the Austrian concept of national defence.

The text reads:

"The hedgehog is a prickly beast,  
Don't touch it, I advise you!"

### AUSTRIAN FOLK FESTIVAL 1985

On the 25th of May the Austrian Contingent celebrates 30 years of Austria's neutrality. Our folk festival will be celebrated in this spirit and offer you a possibility to inform yourself about our small but heartfull country. There will be something for everybody: A humouristic representation of Austria's nine provinces, an exhibition of Austria and its history and an outrageous beer and wine festival with Tyrolean Music in the evening. Enormous amounts of free drinks and food will be provided. Take part in the Tyrolean shooting competition accompanied by Mozart, the Salzburgian musician, and his violin, taste Austria's wines and watch the spectacular set up of the "May Pole", take part in the Charity Lottery or just rest in a typical Viennese coffeehouse. The Austrian Contingent will be very glad to meet you and your family at our festival.

The Festival Committee







## 1 Squadron Royal Corps of Transport

By Capt A. Taplin

After an enforced absence of 3 years, 1 Squadron, Royal Corps of Transport are returning for another 6 month tour of duty as the United Nations transport Squadron.

The Squadron which is the most senior in the Corps was formed as 1 Company, Army Service Corps on 15 February 1870 from a number of troops based at Woolwich. For the next ten years it remained in that town providing the depot's horsed transport Company and then in 1882 it moved to Colchester with the depot to fulfil a similar function.

In 1900, 70 members of the Company were attached to the Royal Field Artillery and embarked for South Africa where they provided transport support during the Boer War. The remainder continued to serve in the United Kingdom and details from the Company lined London's Streets to celebrate Lord Roberts' triumphant return.

After notable service in the First World War the Company returned to peace time duties and after successive defence cuts was eventually disbanded in November 1929.

In September 1939, however, two days before the declaration of War the Company was again reformed to provide transport for 1 Corps Ammunition Park, a task which led to them being embarked as part of the British Expeditionary force at Avonmouth on 19 September 1939. In early May 1940 they moved into Belgium and as a result of

subsequent operations they were evacuated at Dunkirk on 29 May 1940.

Thereafter, the Company's participation in World War Two was extremely varied with tasks ranging from air raid duties in Belfast to Railhead operations in France immediately after D. Day.

After the War the Company moved to the Middle East serving first at Benghazi in Libya and then at El Kirsh in Egypt.

On the Company's return to the United Kingdom it found itself forming part of the Strategic Reserve and on 15 July 1965 it became 1 Squadron Royal Corps

of Transport. So began a period of globe trotting which found the Squadron exercising as far afield as Malaya, Bermuda and Kenya.

In more recent times the Squadron's role has involved it in tours of Germany, Ireland and Cyprus with individuals regularly being attached to other RCT units in Belize and the South Atlantic.

1 Squadron undertook its first UNFICYP tour in January 1967 and since then we have been regular visitors to the Island. Nevertheless, our familiarity has not bred contempt, the majority of our soldiers serving their first tour and eagerly looking forward to starting work in May.



ASC UNIT MOVING THROUGH YPRES, SUMMER 1916.

## THE UNFICYP SAFE AND SKILLED DRIVING COMPETITION

By: CAPTAIN MN OATES

Photos by L/Cpl Farlow



The first of the 1985 UNFICYP Safe and Skilled Driving Competitions got off to a steady start on a hot dry Saturday afternoon on the 13th April, at the Nicosia Airport Terminal Building.

Naturally the aim of the Safe and Skilled Driving Competition is to promote road safety awareness and improve our soldiers driving skills within UNFICYP. To achieve this aim a series of demanding tests were devised by Sgt R A Smith from the Transport Squadron.

The Competition was divided into a Heavy Vehicle Class and a Light Vehicle Class, with each contingent providing its own vehicles. To this end a variety of vehicles took part including SWEDCONS Scania's, AUSCONS Pinzgauers, CANCONS Jeeps and the Transport Squadrons' Bedford MK and Landrovers.

A total of 18 teams, 9 Light class and 9 Heavy class, took part in the Competition from each of the Contingents, plus Support Regiment, UN Transport Squadron, The Scout Car Squadron and AUSTCIVPOL.

The drivers were very soon embroiled in a series of demanding manouevring tests during which they had to successfully negotiate their vehicles past Cones and Bricks, coming to a halt at specific places by placing the front wheels exactly on a straight line, or by reversing their vehicles and stopping at pre-determined places.

The Competition was very keen indeed, and to begin with there was no clear advantage held by any team. However, it soon became clear that AUSCON were performing remarkably well overall and they presented the real challenge to the others.

SWEDCON put on an impressive display in the Heavy



Best overall team-AUSCON.

class and provided keen competition to AUSCON. However the SWEDCON Light class drivers couldn't match their Heavy class colleagues.

A fiercely contested battle took place in the middle ground, between the Transport Squadron, BRITCON, DANCON and CANCON.

AUSTCIVPOL put on an outstanding performance in the Light class and gave an impressive and competent performance in the Heavy class, however, it just wasn't good enough to beat AUSCON, who deservedly took the overall winners trophy.

However, at the same time as these vehicular battles were being fought, there were lighter moments to the Competition, in the form of "fun fair" stalls, static vehicle displays, Ice Cream vans and a superb Beefburger and Hotdog stand put on by the Master Chef of Support Regiment.

The Band and Drums of the 1st Battalion The Duke of Edinburgh's Royal Regiment also provided some superb musical entertainment during the intermission.

At the end of what was an entertaining and exhausting day, the Force Commander, Major General G G Greindl presented

the following prizes:

Best Individual Driver-Light Class-Sgt Pine AUSTCIVPOL

Best Individual Driver-Heavy Class-Pte Pentz AUSCON

Best Team-Light Vehicle Astra Trophy-AUSTCIVPOL

Best Team-Heavy Vehicle Kemtaxi Trophy-SWEDCON

Best Team Overall-UNFICYP Trophy-AUSCON

The Special Astra Prize for the best overall individual driver went to Sgt Pine-AUSTCIVPOL.

The UNFICYP Transport Squadron hope that you enjoyed the Competition, and ask that you remember this final message:

Slow down, Belt up, drive carefully and defensively and STAY ALIVE.



Best overall driver-Sgt Pine - AUSTCIVPOL.





# DANCON MARCH

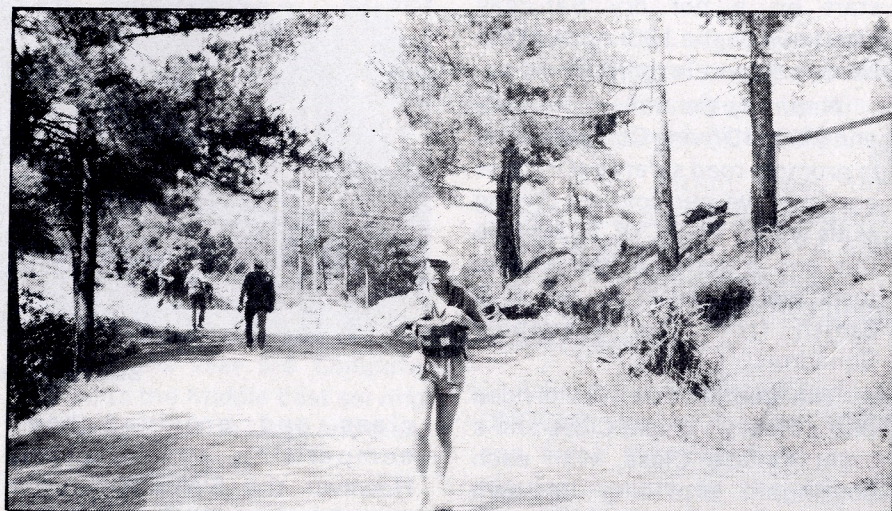


By Major P. J. Trillingsgaard

Photographs by Pte P. Jakobsen

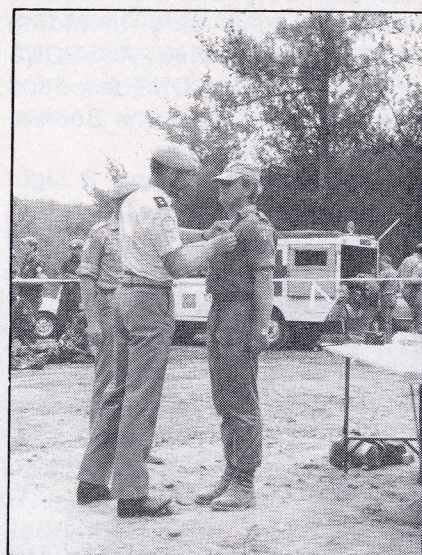
The DANCON MARCH was first "invented" in 1972. The first marches were exclusively for Danish personnel and the route from Xeros to Kokkina Point and back the following day, was much easier than today's routes.

The DANCON MARCH became soon an "open" march, when personnel from all UNFICYP Contingents were invited to take part. In the mid-seventies the routes were changed to the southern part of the Island and from 1980 the present routes have been used.



The two routes of 25 kms each take the marchers through some spectacular landscape and picturesque villages, besides a climb from 400 meters to 1300 meters. At approximately each 5kms are established resting points with water, lemonade, cold tea, sandwiches and fruit, and medical personnel ready to puncture blisters and administer band-aids on sore feet.

Every spring and autumn two DANCON MARCHES take place. This spring they were held over the weekends 16-17 and 30-31 March.



A total of 597 participants commenced the two marches and 573 successfully completed each of the two days within the limit of 7 hours each day.

Upon arrival at the second day's finish point each of the marchers were presented with a DANCON MARCH Medal by the Commander of Sector One, LtCol F. Tandrup.



## INTERNATIONAL COOKBOOK



### A FINNISH MENU

#### Appetizer:

##### Salted roe

Salted roe  
Minced leek (generous amount)  
Minced dill  
White pepper  
Whipping cream

In Finland the most usual roe is called "Muikunmaeti" but locally available lump fish roe goes very well.

All ingredients are mixed with whipped cream, placed on a toasted bread, served with deep-frozen Finlandia-or Koskenkorva-vodka and beer.

#### Main Course:

##### Lamb Cabbage Stew

½ kg Lamb meat  
Small cabbage head  
1 table spoon Butter  
Salt  
Pepper  
Mustard  
Water

Lamb meat is cut into small pieces and fried slightly in a pan. Sliced cabbage and pieces of meat are placed into a pot in layers and spiced. Water is poured on top and let simmer a few hours.

#### Dessert:

##### "Priest's Emergency Dessert"

(Pappilan haetaevara)  
½ ltr Whipping cream  
100 ml Strawberry jam or any berry of the season. In Finland it is usually red whortleberry called "Puolukka".  
200 gr Bisquits or cookies  
40 gr Gelatine  
Sugar according to taste  
Juice of berries

Cream is whipped and mixed with gelatine. Add water if necessary. Place jam and juiced bisquits to this mixture. Pour into a glass dish and keep in a refrigerator until set.

The Scandinavians, particularly the Finns, have cultivated the art of drinking vodka straight as an aperitif with appetizers like roe, herring filet, smoked salmon, reindeer or elk meat. In a festive dinner all these can be served, followed each time by raising a biting-cold glass of vodka and saying "KIPPIS". Who knows whether it means "KEEP PEACE" or "KEEP PACE"?

Whatever, if you really try to keep pace with the Finn you may soon see your own private display of Northern Lights.

"HYVAEAE RUOKAHALUA"



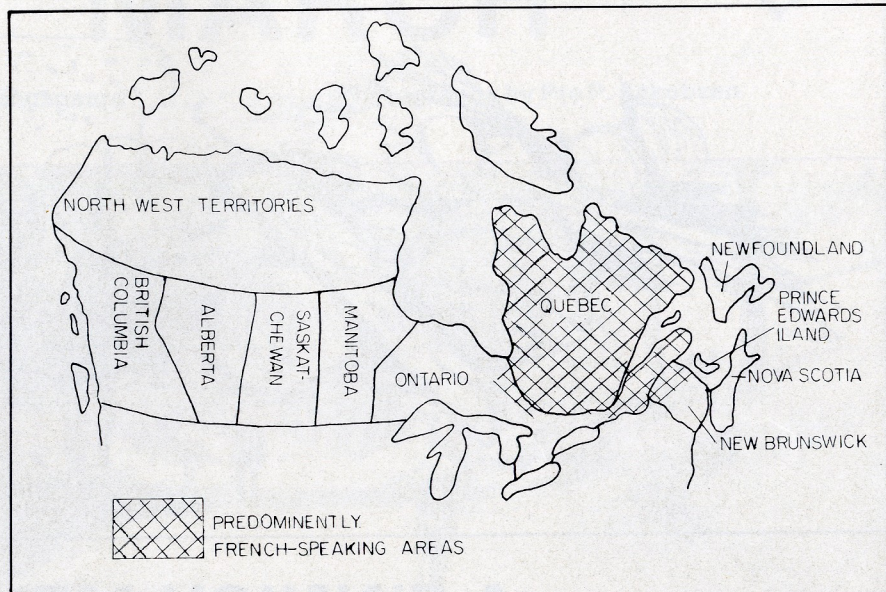




## CANADA AT LARGE

In the March issue of "THE BLUE BERET" we introduced to you the history of the Canadian unit currently serving with the United Nations in Cyprus, the Royal 22e Regiment, also known as "The Vandoos". However, we realize that Canada is too often perceived as a smaller version of the United States and that our history as a nation is sometimes confusing.

Although Canada had been visited by Vikings and North European fishermen for hundreds of years, Jacques Cartier, a French explorer officially discovered Canada in 1534 and claimed this new land for the King of France. He named the new country "KANATA" after a local Indian word. The first permanent settlements were only established in the first years of the seventeenth century by French traders who were still looking for a faster route to reach India and China. Quebec City, the oldest town north of Mexico, was established in 1608. The first colonists were few in number, ill equipped against the harshness of the climate and the Indian raids. A long struggle then started, first against the Iroquois, a confederation of six Indian nations, fierce warriors who nearly destroyed the new colony in a series of wars. France sent some of its best regiments at the end of the century and the survival of New France was ensured. France and England were at war for most of the first half of the eighteenth century. New France had build a chain of fortified trading posts around the great lakes, along the Mississippi river and in Louisiana, thus threatening to encircle New England. New England was a burgeoning colony, twenty times as populated as New France and during the Seven Years War



(1756-1763) between France and England, converging British and American armies seized the French forts and finally captured Quebec City in September 1759. Canada was granted to England and 60,000 French-Canadians were left in the St-Lawrence valley and would remain cut off from France for 200 years. French-Canadians were authorized by British authorities to keep their lands, practice their religion and speak the French language. This was done in order to keep French-Canadians loyal to the king of England and it was assumed that with the arrival of large numbers of British settlers, Canada would become before long totally English-speaking. However, due to one of the highest birth rates in recorded history, the French-Canadian population increased very fast and now still accounts for more than a quarter of the 25 millions of Canadians.

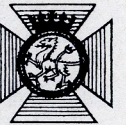
In the 19th century, Canada expanded West and in 1867, a new country was born out of the confederation of four provinces. Quebec, Ontario, New Brunswick and Nova Scotia. A few years later, a railway was built from the St-Lawrence valley to the Pacific.

This engineering achievement, considered impossible by many, opened vast areas of farming land for immigrants who poured in by millions from United Kingdom, Scandinavia, Germany and East-European countries. More provinces joined the Confederation: Manitoba (1870), British Columbia (1871), Prince Edwards Island (1873), Saskatchewan and Alberta (1905) and finally Newfoundland in 1949.

Canada is still, in the 20th century, a steadily growing nation and welcomes immigrants from all over the world. Canada is a bilingual country, with English and French as its official languages but favours multiculturalism as traditions brought from many countries are considered one of our most precious heritages and this is probably the leading factor which so naturally brings Canada to participate in any United Nations multinational peacekeeping force around the world.

We would like to invite all members of the UNFICYP to be curious about the origin of our family names. You might be able to find a distant cousin! Just ask!

## SECTOR TWO REPORT



By Capt King

By the time that this article appears in Blue Beret the Battalion's newcomers to Sector Two will be packing their boxes and preparing to return to Britain. At the beginning of March two rifle companies, B and D, left the line for the Eastern Sovereign Base Area, and were replaced by another rifle company, A, and the Support Weapons Company for the Battalion, C Company.

Although this means that most people in the 1st Battalion The Duke of Edinburgh's Royal Regiment wear the UN blue beret for only three months, it does give more people the opportunity to serve with UNFICYP, and to meet and make many new friends.

Each half of Sector Two has its own distinct character and both pairs of companies have been quick to capitalise on the different advantages offered. B32, the Box Factory and the wide Buffer Zone in the Western half of our Sector has proved excellent for low level training, and A Company have also found that the large expanse of enclosed space in "The Box" is a great place to entertain ones friends.

Further East B and C Companies have enjoyed more



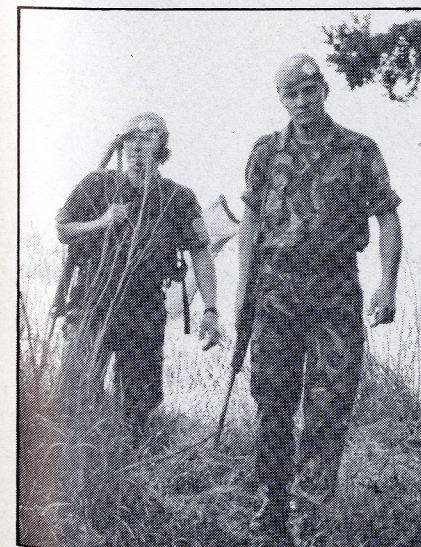
The 1 DERR Team for the UN Safe Driver Competition

the facilities offered by the UNPA. The sports pitches, swimming pool and shops make up for the more cramped atmosphere in their part of the line. B Company were able to play two "international" football matches, the first against a team from Cancon, the second against Cypriots.

The Patrol track is regularly patrolled both by landrover and, more popular now that the good weather is here, on foot. Despite being like a nature reserve in many aspects the Buffer Zone seems very quiet and peaceful. One hazard caused by the warmer weather is fire. In April a large bush fire spread for many

hundreds of square metres near B22, and defeated attempts by 2Lt Mike Smith and his quick reaction force from A Company to "put it out" for several hours.

Other people find the Buffer Zone interesting too. Both pairs of line companies have hosted a variety of visitors of all kinds, military VIP's, reporters, families here on leave and families living in the UNPA. The most important visits in April were by Brigadier Lee, in whose Brigade the Battalion is in Britain, Mr Urquhart, the Under Secretary General of The United Nations, and a party of families from the UNPA.



Cpl Hillsdon leading a patrol from D Coy



UNPA Families visit B40





# UN NEWS



## VISIT OF MR BRIAN URQUHART UNDER SECRETARY FOR SPECIAL POLITICAL AFFAIRS 6-8 APRIL 1985

