

THE Blue Beret

May 1998



**UNITED NATIONS
TELEPHONE
EXCHANGE**



EXPANDED AND AUTOMATED TELEPHONE LINK

On Monday 4 May 1998, the expanded and automated United Nations telephone link between the northern and southern part of Cyprus was inaugurated at the Ledra Palace Hotel in Nicosia. The ceremony took place in the presence of Ambassador Richard Holbrooke, the Special US Presidential Envoy for Cyprus, and Mr Gustave Feissel, the Chief of Mission of the United Nations Operation in Cyprus.

Since 1974, the United Nations has provided the only phone link between the northern and southern parts of Cyprus. The existing three-line operator-assisted telephone connections have for some time been unable to cope adequately with the growing demand from both sides, which has resulted in delays and inconvenience to users.

It will be recalled that at the 13-15 November 1997 meeting in Brussels, chaired by Ambassador Holbrooke and attended by Greek Cypriot and Turkish Cypriot business persons, as well as participants from Greece and Turkey, it was announced that the United Nations would upgrade the telephone link between the two parts of Cyprus to 20 automated telephone and facsimile connections.



Mr Richard Holbrooke (left) with Mr Gustave Feissel

The cost of the installation of the expanded system was financed by the United States-funded UNHCR programme. The upgraded service will significantly increase the handling capacity, thus eliminating the delays users have frequently experienced.

The new automated system will be simple to use. Callers from the

northern part of Cyprus should dial the number "0123", wait for the dial tone and then dial the desired telephone number in the southern part. *Example: to call a person in Larnaca, dial "0123", wait for the dial tone, then dial 4-xxxxxx.*

Callers from the southern part of Cyprus should dial "0139", wait for the dial tone and then dial the desired number in the northern part.

Because of the dial tone in between, faxes should be transmitted using the manual calling mode.

The new automated service will be available on a 24-hour basis.



The UN telephone exchange at Headquarters UNFICYP

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The Blue Beret is the 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, together with captions, should accompany the articles.

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FRONT COVER:

NEW UN TELEPHONE EXCHANGE

PHOTOGRAPH BY
CPL PAT O'MEARA

The Blue Beret



EDITORIAL

The 20th century will no doubt also be acclaimed in the history of mankind as a century of communication revolution. Radio, telephones, television, internet, e-mail system - these are only a few of phenomena which would have raised eyebrows and disbelief some time ago but which, by now, are treated as the most obvious, handy tools and used daily. These services are very often the ones that provide an absolutely critical lifeline. They make geographic distances insignificant and bring people closer together, despite their differences, whatever they are. They have become an integral part of universal human rights, and can not be hemmed in by geographic, political or ideological divisions.

For wellknown reasons, this has not always been the case for the population of Cyprus. For the last 24 years, the United Nations Force in Cyprus has facilitated the telephone exchange between the northern and southern parts of the island. Difficulties in dealing with the growing demand from both sides has resulted in considerable inconvenience to all concerned, since the existing 3-line operator-assisted telephone connections were not able to handle the number of calls. This has now been resolved. Telephone communication across the divide, a new phenomena so eagerly tested by many on both sides, will soon become obvious and routine. It is, no doubt, a great achievement!

In cooperation with various diplomatic missions and organizations, the United Nations in Cyprus is making every effort to bring both Cypriot communities closer and closer together. Yet another step in this direction has been taken. This effort will continue until a just and viable solution to the protracted island's problem is found.

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BEEES-KEEPING IN THE BUFFER ZONE

Continuing our series on wildlife in the Buffer Zone, and following the start of the apiculture season in Cyprus, United Nations bee-keepers will be interested in the large variety of bees in the area.

Approximately 6,000 bee hives are now located inside the Buffer Zone; the following illustrates the main species which can be seen.

APIS GUSTAVUS is a forceful but retiring bee which is respected by neighbouring swarms whose territory it visits frequently. It occupies the apex of the hive as the principal guardian of the Royal Jelly. This species has authority over all other bees in the hive, and enjoys micro-managing lower ranking members of his kingdom.

APIS GUSTAVUS



APIS ARIBAS EVERGISTUS



APIS ARIBAS EVERGISTUS is a widely studied, loud and energetic bee with a tolerant nature. It deploys other groups of bees on pollen raids and on guard duties against incursions by other swarms.

This species will sting ferociously when disturbed.

APIS COATIS MARINUS



APIS COATIS MARINUS is an active worker bee of a species recently released on the island. Its influence and authority pervade the hive, which it fiercely protects when attacked by outside swarms. Its calm manner masks a lethal sting which it uses to subjugate other bees, sometimes even its own kind.

APIS SMITTUS



APIS SMITTUS is a tireless worker bee, fairly senior in the hierarchy of the hive. It is unpredictable in behaviour and liable to sudden changes of direction when in flight.

This bee is prone to memory loss, sometimes attacking friendly bees when mistaking them for rivals. It is often mistaken for *APIS TEUTONICUS*, but is, in fact, much closer to *APIS RELAXICUS*.



APIS REMIS ERRATICUS



On the right is *APIS REMIS ERRATICUS*, a wandering bee of dependable gallic stock. It is often seen in wayward flight, struggling with bee-communal issues, but very rarely visits the hive. It has an appetite for sweet pollen, but has the capacity to produce more honey.

APIS HIBERNIUS



Left is *APIS HIBERNIUS*, a happy and sociable bee of sweet temperament, but not always an agreeable buzz. It is a staunch guardian of the honey, and easily angered if honey is wasted by other hive members.

It emerged unscathed from the recent swarm wars.



APIS PRESSCUTTICUS



On the right is *APIS PRESSCUTTICUS*, a mysterious and wise bee, usually placid but occasionally ferocious. When agitated, it scares other bees from its cell by frenzied buzzing. It carries scraps of paper in flight, which it chews and then regurgitates to feed to other, younger bees.

This species always manages to appear busy in the hive.

The above is a contribution to the Blue Beret by an unknown member of the Force. The comments were found to be interesting, but do not necessarily conform with the Editor's opinion.

THE UNFICYP MILITARY SKILLS COMPETITION

On Thursday 30 April 1998, the peace-keeping soldiers of UNFICYP took part in the 18th Military Skills Competition.

Starting at AUSTCIVPOL, there were nine teams in all from the three Sectors and the Mobile Force Reserve. The first one left at 5:45 am, followed every 15 minutes by the remaining teams. First was the observation and reporting test, followed by the start of the forced march over a stretch of 1.5km.

Then came the obstacle course where concrete walls and several hurdles/barriers had to be overcome, severely challenging team efforts. Participants then resumed the forced march for a further 6km, after which came the tunnel dig. Here, team members struggled to dig a hollow beneath a log, under which all team members, plus their gear, had to pass.



The forced march

Then it was back to the forced march for 1km, followed by the First Aid Stand, where team members were asked questions on a casualty from a simulated car



The rifle competition

accident. Absent-mindedly, one contestant walked off with the keys of the vehicle, making it a little difficult for the next team to take their turn... The last 500m ended the forced march and finally, the clock stopped ticking.

Then came the grenade throw, which was accomplished after each member had crawled a distance of 20m, followed by throwing two grenades into a foxhole position.

The final challenge was the shooting competition at the rifle range, with targets placed at a distance of 100m.

As the sun rose, the temperature went up, increasing the demands and difficulties the participants had to face. All nine teams put their heart and soul into this competition, and it was mainly their pride that kept them going. The final results are as follows:

Position	Team	Time
1	Sector 1B	0:55:41
2	Sector 4C	1:04:05
3	Sector 1A	1:05:36
4	Sector 1C	1:05:40
5	Sector 2C	1:13:23
6	Sector 2B	1:15:54
7	Sector 2A	1:17:51
8	MFR	1:21:44
9	Sector 4B	1:45:51

First and second prizes were awarded by the Force Commander, Maj Gen EA de Vergara. He thanked all participants, and noted how rewarding it was to see the way in which members of UNFICYP, from different parts of the world, can spend an exhausting but enjoyable morning together in a very friendly environment.



The proud winning team from Sector One

In his final words, the FC informed the audience that not only had Argentina won the UNFICYP Military Skills Competition, but it had also won the



Preparing to throw a grenade

football match played some hours earlier by the national teams of Argentina and Brazil in a friendly game before the World Cup. When he spotted Capt Ary from the Brazilian Army amongst the spectators, he gave him a particularly warm greeting.



The Force Commander, greeting Capt Ary of the Brazilian Army

THE TRAFFIC UNIT

During the course of their assignment to UNFICYP, most people will at some point turn to the Traffic Unit for travel assistance. In addition to organizing commercial travel, the Traffic Unit, headed by Travel Officer Richard Dellar and Shipping Assistants Rick Demetriou and John Phantis, also assists the Mission with all its shipping, movement control and tax-exemption requirements.

Prior to November 1997, the commercial travel of military and civilian staff was the responsibility of the Civilian Personnel Section, while shipping was controlled by the General Services Section. In an effort to provide one consolidated and comprehensive travel service, the travel function was combined with the former Shipping/MOVCON unit to form the Traffic Unit under the General Services Section.

Helping those on the move is the responsibility of the Travel Officer. Apart from the more predictable repatriation journeys, the Travel Officer is often called upon to handle emergency medical evacuations and to organize travel of UN staff to other peace-keeping missions, often at short notice and to obscure destinations. On average, the Traffic Unit helps 200 commercial travellers each year, plus hundreds of others rotating by chartered flights, operating within an annual budget of approximately \$300,000.00.

The Traffic Unit, located in the UNPA Headquarters, maintains a separate office at Larnaca Airport as a base for servicing troop rotations as well as other UN air operations. As a regular feature of their work, John and Rick look after the weekly UNIKOM flights operating between Kuwait, Baghdad and Larnaca. The staff provide all the ground support required by the aircraft, such as obtaining landing permission and flight clearances, arranging refuelling and the cleaning of aircraft, loading of cargo and assisting passengers with immigration formalities.

SECTOR FOUR'S WELFARE OFFICE

"Your wish is my command" is the guiding principle of Sector Four's Welfare NCO, SSgt M Valtiner. Negotiations with various travel agencies, hunting for the lowest fares, booking flights for Sector Four's soldiers and their relatives, rental of videos and organizing recreational tours on the island are just some of the issues he takes care of. He also bears much responsibility when promoting and advertising new ideas, which is also to Sector Four's advantage.

All SSgt Valtiner's ideas seem to pay off, and he always welcomes everyone with a smile on his face!



Loading cargo at Larnaca Airport

Every official shipment coming into or leaving from UNFICYP is organized and cleared by the Traffic Unit. Typically, the staff will handle shipments ranging from small containers of personal effects to large consignments of defence stores. As part of a cost-reduction exercise, the Traffic Unit decided to discontinue the use of clearing agents and began clearing incoming shipments independently. As a result, the staff have not only been able to significantly reduce costs associated with clearance and delivery of shipments, but have also improved the efficiency of the system, as demonstrated during a recent case where the staff cleared, transported and unloaded within hours 30 sea containers consisting of defence supplies, equipment, water tanks, fork-lifts and trucks.

The Traffic Unit can also assist military and civilian staff with obtaining clearances from the Foreign Ministry for purchase of duty-free items. Anyone needing assistance with their travel, shipping or tax exemptions should contact the Traffic Unit on telephone: 359-456.



A BRIEF ENCOUNTER WITH THE CULTURAL HERITAGE OF CYPRUS - Part XX

The most outstanding and well-preserved Gothic monument within the old walled seaport town of Famagusta in eastern Cyprus is the 14th century Latin Cathedral, originally dedicated to Saint Nicholas, the patron saint of the town. This was the church where the kings of Cyprus were consecrated as kings of Jerusalem.

When, however, the Turks took Famagusta in 1571, the church was turned into a mosque by the

removal of Christian symbols. They were replaced by a minaret and mirhap, as well as other Moslem features, and the mosque was given the name of "Holy Wisdom of God".

Much later, the name was changed once more, and it is now known as the Lala Mustafa Pasha Mosque, in memory of the brave commander-in-chief of the victorious Turkish troops who conquered the island.

The see of the Famagusta Latin Bishopric was founded in 1211, almost 20 years after the Frankish occupation of Cyprus. The small edifice that was constructed soon after that date must have been very humble, as there is no record of it in the accounts of contemporary travellers.

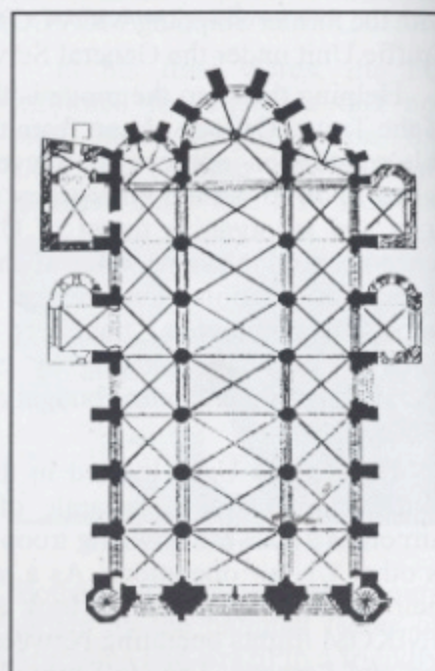
With the fall of Acre in 1291, there followed an influx of Christians from Syria to Cyprus. Most of the noblemen settled in Nicosia,

while the merchants went to Famagusta. These traders (Greeks, Syrians, Jews, Italians, Provençals and Armenians) were so active that the port of Famagusta became the richest in the Eastern Mediterranean.

In 1298, it was decided to rebuild the church on a grander scale for the needs of the increased Catholic population and for the crowning of the Kings of Cyprus as Kings of Jerusalem. The Kingdom of Jerusalem was bestowed, in 1269, upon King Hugh III of Cyprus as the next in line to the throne of Jerusalem, following the death of Conradin Hohenstaufen.

The Kings of Cyprus, upon receiving the crown of the island at the Saint Sophia Cathedral in Nicosia, at first crossed over to Frankish Syria to be crowned Kings of Jerusalem. Since 1291, when Syria was lost to the Moslems, they were obliged to receive the crown at Famagusta, as this was the city nearest to the Syrian coast. This they continued to do until the death of James the Bastard in 1473.

During the Genoese rule of Famagusta (1373-1464), the Cathedral was left without



Plan of Lala Mustafa Pasha Mosque (the Saint Nicholas Cathedral)

any funds. In 1464, James the Bastard regained the city. He later (1472) celebrated his wedding to the beautiful Catherine Cornaro, god-daughter of the Venetian senate, in this Cathedral, which by now had recovered its old prosperity and glory. Catherine became Queen of Cyprus in 1474 until 1489, when she had to relinquish her kingdom to Venice. As the Cathedral was so important, it was from its front balcony that Catherine bade farewell to her people.

The loss of Venice to the Ottomans ended the glorious history of St Nicholas as a Cathedral.



LALA MUSTAFA PASHA MOSQUE

DESCRIPTION

The Genoese Acts of Famagusta indicate that by 1300, the Cathedral of Saint Nicholas was already under construction. It is rather a small building measuring 180 feet in length and 75 feet in breadth. It consists of a nave with seven bays, terminating in a polygonal apse and flanked by simple aisles which also



The polygonal apses

terminate in apses of similar but smaller form. There is no transept, no ambulatory and no triforium - circulation on the upper floor is provided by an outside ledge running round the building. The circular piers on either side of the nave are deprived of any ornamentation and terminate in arcades.

The whole vaulted structure viewed from the inside gives the impression of a building constructed in a style of elegant and vigorous simplicity. The architect conceived a system of light coming in the nave through the large lancet windows of the clerestory which reach above the height of the aisles, while he provid-



The southern aisle

ed two super-imposed windows on every side of the polygonal apses and the choir.

The large, clerestory windows consist of four trefoiled lights surmounted by a quatrefoil, which itself is supported by two smaller quatrefoils forming thus a play of verticals, horizontals and curves, the optical result being one of balanced harmony. At the same time, the architect was mindful of the necessity for solidity, which he obtained by an array of gabled buttresses flanking each window.

On both sides of the aisles there are four chapels of a later date, built on the fifth and seventh bays, while the northern and southern portals are constructed on the fourth bay.

The processional entrance to the cathedral was through the three portals of the western façade, which is undoubtedly the most beautiful part of the edifice. The designer of the western façade was uncommitted to any large-scale architectural design. The result is a compact front of a pure, antithetical symmetry with the axis passing through the mullion of the central portal, which is slightly wider than the two side ports.

Identical two-storeyed bell-towers were built on the first bays of the aisles. The turrets housed the bells. The squatness and weightiness of the first storey of the towers was modified with the blind, trefoiled, lancet windows encrusted on their three free sides. Similarly, blind arches decorate the faces of the two octagonal staircase-turrets - constructed externally beside the portals - by which access to the bell-towers is provided. Originally, both turrets were topped by an octagonal pinnacle, the northern one having been elevated to form a minaret.

The tympana and pediments of the three western portals are decorated with beautiful open and encrusted tracery. However, the glory of this



façade is the rose window above the central portal. It comprises a nine-petalled rose supported on three double-light trefoiled windows. The bell-towers are inter-connected on the first storey by a balustrated terrace from where the Kings saluted the crowds. It was also from this terrace that in 1489, Queen Catherine Cornaro bade her subjects farewell. She embarked for Venice from the port just a few metres away, while the royal standard of the Lusignans was being replaced by the flag of San Marco of Venice.



The southern side of the Cathedral (with chapels)

In order to balance the geometry and sculpture of the building, the cathedral originally contained a number of statues which the 1571 conquerors destroyed - on religious grounds. The uniformity in the decorative features of the building, due to the restricted number of artists available, renders to the edifice a spatial coherence which is very attractive.

Indeed, the Lala Mustafa Pasha Mosque still retains some of the past glory of the Saint Nicholas Cathedral with its golden ashlar silhouette, standing in beautiful contrast to the blue of the Mediterranean sky.

THE SCHOOL FOR HANDICAPPED CHILDREN - KYRENIA

by Lt MD Powell RTR

It was clear, when the 1st Royal Tank Regiment arrived in Cyprus, that they would be involved in some humanitarian activities. 5 Regt RA highlighted several possible projects, both in the north and the south, but after deliberation, the Regiment decided to support the School for Handicapped Children - Kyrenia in the north and the Evangelismos Special School in Yeri south east of Nicosia.

Sector Two East (S2E), through the work of Staff Sergeant Woods, adopted the School for Handicapped Children - Kyrenia. The school caters for two dozen mentally and physically handicapped six-to-14-year-olds and is partially funded by the authorities in the north, but receives most of its aid from charitable contributions.

Every Tuesday, Staff Sergeant Woods and soldiers from S2E paint and refurbish the school. So far, three main bedrooms have been renovated and now work is commencing on the playroom. At the

same time, the Engineer Detachment has been modifying the playground by putting in new see-saws and by performing general maintenance of the school. The next major project is the six remaining bedrooms.

The wives in Paderborn, Germany, have also been busy and, through a sponsored karate event, they have managed to raise sufficient money to donate cuddly toys and games to bring some more smiles to their young faces. On an equally positive note, 19 Regt RA, the next Roulement Regiment arriving in June, have decided to continue with the project, and have volunteered to refurbish the classrooms. What is also encouraging is the fact that the new Turkish Cypriot Security Forces commander in the area has seen the excellent work achieved by the UN, and has provided his soldiers to re-wire and re-plumb the whole building.

So, with the impending return of 1RTR to Paderborn in June, it is



Tpr Rochford (Liri Troop) painting a mural at the school.

heartening to know that our efforts have not been wasted, and that the children of the Handicapped School now have not one, but two benefactors: 19 Regt RA and the Turkish Cypriot Security Forces.

KOKKINA VISITS BY TURKISH CYPRIOT STUDENTS

On 7 and 14 March 98, two groups of Turkish Cypriot students, accompanied by their teachers, visited the cemetery at Kokkina. This was marked by a speech and the laying of a wreath of flowers in a simple but emotive ceremony.

UNFICYP provided assistance by escorting the convoy of buses from the Ammadhies Checkpoint, through the Buffer Zone, to the Kato Pyrgos Checkpoint, from where the Cyprus Police escorted the groups to the Buffer Zone at Kokkina.

At approximately 10:30 am, the Turkish Cypriots, who are students from various schools and colleges in northern Cyprus, arrived at Kokkina and stayed till 2:00 pm. During the visit they laid flowers on graves, toured the area and later had lunch. The first group comprised 92 students and teachers, and 103 were in the second group.

The convoys were escorted by UNFICYP personnel from Alfa Coy and Sector One Humanitarian Cell. AUSTCIVPOL provided escort vehicles throughout.



Turkish Cypriot students laying wreaths in the cemetery

On the way back, the convoys were watched with interest by the villagers and, on reaching the Turkish Forces Checkpoint, the Turkish Cypriot students thanked the UN personnel for their contribution towards a successful trip.

SLOVENIAN SOLDIERS IN UNFICYP

In October 1997, the first unit of 10 Slovenian troops arrived on the island as part of UNFICYP's peace-keeping mission. Although the Slovenian army has served in Albania and SFOR in Bosnia/Herzegovina, this is the first time that Slovenian soldiers are wearing the blue beret.

In becoming a member of the United Nations Organisation, Slovenia fulfilled its aspiration to join the international community. Slovenia is a small country in Central Europe, where the Slovene people have lived for more than a thousand years. The language and rich culture have long given Slovenia the characteristics of a contemporary and developed nation. One of the youngest countries in Europe, Slovenia gained its independence in the spring of 1990 when 90% of the population voted for an independent, sovereign state. Soon after, the first troops were recruited, and 15 May is now celebrated nationally as the Slovenian Army Day.

Slovenia is now a modern, democratic state with a small but well trained and equipped army. The fundamental missions of the Slovenian Army are:

- ▶ Training for defence purposes;
- ▶ Provision of an adequate level of combat readiness;
- ▶ Defence in the event of an attack on the country;
- ▶ Participation in civil emergency operations in the event of other disasters;
- ▶ Compliance with commitments Slovenia has made to international organisations.



Slovenian soldiers at UN OP 140

Although basically a conscript Army, there are also a number of professional units, one of them being the 10th Battalion which is used for international cooperation. Troops from this Battalion are currently serving in Sector Four, which is made up of Austrian, Hungarian and Slovenian troops. In April, a rotation of 10 Slovenian officers, NCOs and soldiers took place. Six NCOs and soldiers continue their good work at UN 140, with two officers in company and platoon HQ and a Supply Officer in HQ Sector Four. The tenth member of the rotation is the first female soldier, who serves as a Duty Officer in the JOC.

Slovenia is proud to contribute troops to Sector Four, and they will do their best to fulfil the tasks entrusted to them by the UN Security Council.

HIGH RANKING HUNGARIAN OFFICERS ON A VISIT TO UNFICYP/SECTOR FOUR

Between 20-22 May 1998, 15 Hungarian Officers, led by Lt Gen Ambrus Preininger, COS Hungarian Army, and Maj Gen József Bali, Director of the Crisis and Management Centre in Budapest, visited Cyprus on a joint visit to UNFICYP and Sector Four.

They had a meeting with the Chief Operations Officer, Lt Col Hannes Trummer, followed by a line tour. They were also given an in-depth briefing on the tasks of Sector Four and, in particular, HUNCON, which



Maj J Pulko, Lt Gen A Preininger, Lt Col J Egry and Maj Gen J Bali

started its mission in UNFICYP on 14 November 1995 with 39 soldiers, responsible for the western part of 1 Coy. In September 1997, HUNCON increased its personnel and took over responsibility for the whole of 1 Coy, Sector Four, with the Coy HQ in Athienou.

The delegation departed most impressed by the work of their soldiers on the line, and congratulated Sector Four (with 260 Austrians, 107 Hungarians and 10 Slovenians) on its achievements so far.

IT'S ALL FOUR CHARITY

On Saturday 11 April 1998, the 1st Royal Tank Regiment held the 4 Point Charity Challenge at the Ledra Palace Hotel in Nicosia. The event was organised in order to raise money to be shared equally amongst four charities. The beneficiaries included Focus on Epilepsy in Children in the United Kingdom, UNICEF, the Evangelismos Special School, and the Kyrenia Handicapped Children's Hospice in the northern part of the island.

Planning for the event had begun months in advance, and the Challenge Committee held weekly meetings to ensure every aspect had been covered. Sponsors from everywhere were phoned for contributions and the feedback was very positive, with generous pledges being made in support of the causes.

Money for the charities was gained from many local Cypriot sponsors and raised throughout the day with hourly physical challenges entered by junior and adult competitors from across the island. The charity challenges began with an Ergo rowing race over 2.5 km, followed by a 10 km running race, a 16 km mountain bike race and further arduous events, including swimming and an impressive strongman contest. The ultimate challenge, the Superstars event, included eight minutes of constant pull-ups, dips, sit-ups and press-ups. It proved to be the most popular competition with over 30 contestants, concluding a highly successful sporting day.

Many other attractions were included during the day. Line tours of the Nicosia Buffer Zone were conducted hourly, and participants had the opportunity to see the abandoned streets, shops and cafes as they had been left in 1974. The Red Devils appeared during the afternoon, intending to put on a parachute display over

Nicosia. However, although the weather was perfect for most, the high winds proved unsafe for the display team and the flight was unfortunately cancelled. Although this was disappointing, the other attractions were successful, and the Regimental Pipes and Drums played excellently throughout the day. The most popular of these was the guest appearance of Mr Blobby at the BFBS Road Show. He arrived in the afternoon, and proved an instant hit with the smaller (and bigger) kids.



The sit-up bleep test

Over 1,000 people attended the 4 Point Challenge and brought fine weather with them. The day was thoroughly enjoyed by everyone, and the generous support paid off with the Regiment raising approximately £11,000 for the charities in total. An excellent day ended fittingly with a Regimental BBQ in the swimming pool complex, which led predictably to many wet clothes.

WORLD RECORD ATTEMPT OF THE LONGEST GOLF BALL DRIVE ON TARMAC

As part of the 4 Point Challenge, the 1 RTR Golf Society decided to attempt the World record for the longest golf ball drive on tarmac. The old Nicosia Airport in the United Nations Protected Area was an ideal location, having two disused runways measuring over 1 mile long. Rothmans and Barclays kindly offered to sponsor the event.

The concept was simple: to drive a golf ball along the runway and measure where it stops. The Guinness Book of Records confirmed the existing record of the longest drive as 579.8 yards. The

event was well advertised, offering a Cy£100.00 prize for the longest hit of the day. The money for charity was to be raised by charging Cy£1.00 per ball.

Saturday 4 April arrived with the weather being warm and breezy. Despite a gusting wind blowing left to right across the runways, a long queue formed at the tee with everyone eager to produce the winning hit.

Niels Petersen finally grabbed the glory, his last shot moving the marker to 558 yards - just 22 yards short of the World Record.



Niels Petersen, the winner, being congratulated by Capt S Ansell

The day went extremely well with a total of Cy£411.00 being raised for the 4 Point Challenge.

KEEPING THE UN ON THE ROAD

THE ROLE OF THE ROYAL ELECTRICAL & MECHANICAL ENGINEERS (REME) IN CYPRUS

By Cpl S Jones

If, over the past six months, you have had cause to visit the Workshop in Wolseley Barracks (Sector Two), then no doubt you would have seen the unusual sight of UN soldiers in black coveralls. These men are members of the Royal Electrical & Mechanical Engineers (REME), and until December last year, they had responsibility for the maintenance of 1 RTR's Challenger One main battle tank.

The differences in coming from an armoured Light Aid Detachment (LAD) to a Landrover/Bedford workshop are many and varied, but thanks to the REME role within the British Army, the fitter section were well prepared for the many automotive, recovery and general equipment tasks that lay ahead.

The Section is controlled by SSgt Brian Lamont, who, as a vehicle mechanic (VM) artificer, received wide training to deal with any problems we had to cope with. There are four more VMs in the Section; they are Sgt Dave Johnson, Cpl Rick Martin, LCpl Stu Evans and Cfn (REME Private) Steve Perry. Next are the recovery mechanics, Cpl John Horobin and LCpl Nick Davies, who have cleared in excess of 100 recovery tasks whilst on island. The last person on the automotive side is Cpl Stu Jones, who is normally a Control Equipment Technician (CET) dealing with tank turret systems, but is currently employed in the Section as a vehicle electrician.

Aside from vehicle maintenance, there were other vital tasks that only specialist tradesmen could complete. To that end, the remaining members of



The men from the LAD

our Section are: Sgt Tony Doherty (instrument technician dealing with optical equipment), LCpl David Williams (metalsmith and welder), and finally, Cpl Pete McGlashen (armourer).

The REME role does not end with vehicles though, as first and foremost, we are trained soldiers. Subsequently, several members of the "LAD" in Paderborn (Germany) were given the opportunity to work outside their normal jobs. These were Capt Al Houldsworth and 2Lt Chris Reeve (who ran the Adventure Training Cell in Dhekelia), WO2(AQMS) John Swan (Humanitarian Team Warrant Officer), Sgt Dave Hindmarsh (Ledra Troop Sgt) and finally, Cpl Stu Jones, who left the workshop to take over a Section in Ortona Troop.

THE CONFERENCE ROAD SHOW GOES TO KOKKINA!

By Maj Andrew Gladen

Every six weeks, Operations Branch convenes the Force Operations Officers' Conference. The Operations Staff of the Headquarters, Sectors, UN Flight, AUSTCIVPOL, IRCIVPOL, the CCO, UN MP Elm, the MFR and Camp Command get together to review and discuss operational matters. For variety, the Conferences visit different Units and locations along the Buffer Zone. This allows Sectors and Units to brief other Conference-goers on their specific operational situations and concerns.

By kind permission of CO Sector One, the April Conference was held at the Kokkina Enclave, and included a MEDEVAC demonstration by the Kokkina Platoon (see right).

The June venue is scheduled for AUSTCIVPOL.



Sector One personnel demonstrating a MEDEVAC

THE "ADVANTAGES" OF HAVING A TRAFFIC ACCIDENT

1. You get your name on a United Nations Military Police Report.



2. You could become better acquainted with your Commanding Officer, or even your Doctor.



3. You get 'sympathy' from your friends.



4. Your colleagues send you fruit and flowers.



5. You get much needed rest.



6. You get to experiment with canes, crutches and braces.



7. You have, and become, a topic of conversation.



8. You may even be the 'guest of honour' at a very sad occasion.



DRINKING

DRIVER'S

DRIVEL

"I had to drink alcohol, there was nothing else there".

Drivel: Bars nowadays are loaded with non-alcoholic drinks. You can always take some to parties. Staying off the strong stuff never wrecked anyone's life.

"The party was in the middle of nowhere, so we all had to take our cars."

Drivel: Four or five of you can go in one car. If you're the driver, leave out the alcoholic drink (and next time, it'll be your mate's turn).

"I had to drive, there was no other way of getting home."

Drivel: If you can't arrange a lift home before you go out, what about a taxi? It might cost you a few pounds, but it won't kill you.

"Drinking doesn't affect the way I drive."

Drivel: Lots of people have said it. And lots of lives have been ruined by drinking and driving. If you really have to drive, then

DON'T DRINK!

PIT YOUR WITS

Hello readers! The Blue Beret is pleased to report that many more replies to the "Pit Your Wits" puzzles are arriving, and happily, this month the winner was Sgt Pinter a member of Sector Four, who provided the most correct solutions.

It appears, from the numerous replies we have received, that the puzzles are just a little too easy.... So PIT YOUR WITS this month and see who will be the next to have his/her portrait taken. Answers to the puzzles below should reach the Editor's office by **WEDNESDAY 24 JUNE 1998**

$$\begin{array}{r} \text{F.OUR} + \\ \text{F.OUR} + \\ \text{F.OUR} \\ \hline \text{OF.UO} = \text{TOTAL} \end{array}$$

Each letter represents a different number less than 8. Calculate the total.
Jeder Buchstabe steht für eine Ziffer, die kleiner als 8 ist. Berechnen Sie die Summe.
Cada letra representa un número distinto y menor que 8 - calcule el total.
Mindegyik betű egy-egy különbűzű, de 8-nál kisebb számot jelöl. Mennyi az összegük?
Vsaka črka je enaka številu, ki je nižje od 8. Poišči vsoto.

The answers to April's Pit Your Wits are as follows:

- 292 and 102
- The surgeon is the mother.

$$\begin{array}{ccccccc} 2 & T & 8 & ? \text{ (LETTER)} & 3968 \\ T & 3 & E & ? \text{ (number)} & T \end{array}$$

Find the missing number and letter.
Finden Sie die fehlende Ziffer und den Buchstabe.
Coloque el número y la letra faltante.
Találja meg a hiányzó számot és betűt!
Poišči manjkajoče število in črko.

LETTERS TO THE EDITOR - COUNTER IMPRESSIONS

We reply to the letters which we guess are from sektor 2 which always say that we have stole their sunbeds and taken them to CDL and to Pyla. We did NOT do this! We have enough sunbeds here for us and we have not wished to take some from Ledra Place.

May be sektor 2 must be like us and make the sunbeds secure. If their supply is running out it is possible to lend some to them as long as they sing for them in the proper way, or may be we can have an exchange, sunbeds for Pajeros, because they have so many Pajeros to use for their leisure trips. Their SLO can kontakt us anytime. But they must not make plans to attach our camp, otherwise they will obtain a hot reception. They have been warmed.

But sektor 2 will be leaving soon to Germany and they will have lots of sunbeds there to use because all the Germans are aboard at this time. So good luck sektor 2 (and we are happy that she licked our bratties so much!).

Sektor 4, CDL, Famagusta

HI! I'm Dutch and as you would expect, I'm a brilliant English speaker. This means that I can understand all of the rubbish that has been written in the "impressions" letter in the Blue Berry lately, which I've been reading back in Holland.

Of course, we Dutch like blue things, but we will not be taking any porn to Cyprus, despite what you may have heard. For the record, most of us don't like tulips and we have never worn clogs. And by the way, unlike Spaniards and Germans, we are well known in Europe for not stealing sunbeds and we will be delighted to share ours with our new British mates.

I am glad that Sektor 2 has a generous supply of Pajeros; I had a quick spin around Troodos in mine the other day (mountains are a new experience for me) and I am delighted with its performance. Oh, we don't wear hair nets either; at least this Battalion doesn't.

Roll on the World Cup; Holland and Scotland for the final!!!

FLATCON, Sector 2

THE 18TH UNFICYP MILITARY SKILLS COMPETITION

