

THE Blue Beret

July/August 1998




THE HONOURABLE DAME ANN HERCUS DCMG


The Honourable Dame Ann Hercus took over the post of Chief of Mission of the United Nations Operation in Cyprus on 3 July 1998. She replaced Mr Gustave Feissel, who retired from the United Nations in June 1998.

Dame Ann was born on 24 February 1942 in New Zealand. She holds two degrees (a B.A. and LL.B.), and worked as Deputy Chairperson at the Commerce Commission, New Zealand with jurisdiction over monopolies, mergers and trade practices from 1973-1978. She then became a Member of Parliament (Cabinet Minister) for three terms, holding simultaneously in her third term three portfolios of Social Welfare, Police and Women's Affairs. She was also a Member of the Public Expenditure Committee for six years. She retired from politics in 1987.

From 1988-1990, Dame Ann held the post of New Zealand Ambassador and Permanent Representative to the United Nations in New York and chaired two major UN Special Sessions (one against Apartheid and one for Island Developing Countries, with consensus declarations achieved in both Sessions).

Then in 1991, Dame Ann became an international consultant and advisor, including to the United Nations and Commonwealth. She was appointed by the Commonwealth as Official Observer at the Guyana Elections in 1993. In 1995, she acted as a Member of the UN Secretary-General's Eminent

Persons Group on Preparations for the World Conference for Women in Beijing 1995. She has also been responsible for strategic planning, chairing policy reviews, and facilitation and community consultation projects in New Zealand.

Dame Ann has gained wide experience through community involvement for 35 years, including pre-school education, advocacy for the equal status of women, women's refuges for battered women and children, UNICEF and community-based services for those with serious disabilities. She was particularly active at fundraising, and until recently, she chaired the New Zealand Communication Disorders Trust and the New Zealand Women's Refuge Foundation: she was also Patron of the Comcare Charitable Trust.

Married to John, Dame Ann has two adult sons, one daughter-in-law and one grandson.

Ann Hercus holds the title of "*Dame Commander of the Most Distinguished Order of St Michael and St George (DCMG)*", which was presented to her in 1988.



Dame Ann Hercus

MR CLEMENS M ADAMS, UNFICYP CHIEF ADMINISTRATIVE OFFICER

In July 1998, Mr Clemens M Adams took up his appointment as the Chief Administrative Officer, UNFICYP. He replaces Ms Shirley A Baptiste, who retired from the United Nations in March 1998.

Mr Adams comes to UNFICYP from United Nations Headquarters in New York where he worked since 1990, most recently serving as Chief of the Engineering Section in the Department of Peacekeeping Operations. In this capacity, Mr Adams was responsible for overall management, coordination and resource planning of engineering programmes in UN peace-keeping missions worldwide. Since joining the United Nations system in 1987, Mr Adams has held a number of positions, both at UN Headquarters, New York, and in the field, in which he contributed to the logistical, technical and administrative support.

Mr Adams's previous field experience includes assignments with UNTAG, Namibia, UNHCR, Indonesia and PRPC, Philippines. From 1989 to 1990, he served in UNTAG where he managed the office space and living accommodation and coordinated the logisti-

cal support for the supervision of voter registration and the elections. While with UNHCR from 1987 to 1988, Mr Adams supervised the substantive and administrative work of the field office supporting a Vietnamese refugee camp. Prior to this, he had worked as consultant to the Philippine Government, rendering advice on technical and operational improvements for an Indochinese refugee camp and on local socio-economic development projects.

Mr Adams is a qualified engineer of German origin. He is married to Helgard, and they have two sons, Martin and Johannes. UNFICYP welcomes Mr Adams and his family to Cyprus, and wishes him the best in his new appointment.


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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 CHIEF OF MISSION
DAME ANN HERCUS**

PHOTOGRAPH BY
CPL PAT O'MEARA



The Blue Beret

EDITORIAL

July and August, always the 'hot season' in Cyprus, have proved almost the hottest months on record. High temperatures have taken a severe toll of casualties on the island, and UNFICYP has instigated measures to prevent heat exhaustion and extreme discomfort. The period has been relatively busy on all fronts, particularly operational and humanitarian, where the Headquarters and Sectors have been involved in traditional and routine events in and around the Buffer Zone.

So, we have all been quite busy, but it has been the arrival of the new Chief Of Mission, Dame Ann Hercus, with original ideas and bold initiatives, that has mainly fired our energies anew during the past two months. A believer in strong leadership and planning ahead, her fresh approach to management strategy challenges us to question perceived wisdoms by reviewing the way we do things. She has certainly kept the Headquarters' lights burning brightly on many a long evening! Decisions, efficiency, effectiveness, accountability (words already in the UNFICYP vocabulary) have now become the popular buzzwords of the day, and are already shaping the way ahead. Watch this space.

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WHY VISIT PYLA?

Early in the morning of 14 July, a coachful of teenagers from Northern Ireland arrived in the village square of Pyla, and wondered if this village would in any way remind them of their native country. They quickly discovered that there were very few, if any, similarities. Looking at the two coffee shops in the square, they saw middle-aged men playing cards, backgammon and drinking coffee. The owner of a restaurant sat outside his premises enjoying the heat of the morning sun, waiting for customers who were nowhere to be seen. A young Austrian soldier kept watch from a UN Observation Post which overlooks the village. Two members of the Irish Civilian Police (IRCIVPOL) emerged from their Station and welcomed the teenagers to Pyla.

Commander Noel O'Sullivan is in charge of the IRCIVPOL Unit. In his soft Kerry accent, he gave a 20-minute briefing to the 10 teenagers and two leaders (six Roman Catholics and six Protestants) on the role of the UN in Cyprus since 1964, the problems leading to the events in 1974, the drawing up of cease-fire lines and the establishment of the Buffer Zone which is under the supervision of UNFICYP.

Deputy Commander Brendan Ferry spoke about Pyla and how the Turkish Forces established a position on a hill on 26 September 1974, which overlooks and dominates the village and is known as TK-15. At that time, tensions were very high, and many of the inhabitants left Pyla - the Greek Cypriots fleeing to Dhekelia and some of the Turkish Cypriots to Pergamos. Gradually, most of them returned to the village where the Turkish Cypriots had looked after the Greek Cypriot livestock and property. This good, neighbourly attitude during this period of crisis laid the foundation for greater tolerance and under-



The students receiving a briefing in the IRCIVPOL Station

standing. The UN established an Observation Post overlooking the village, and in 1984, the UN Swedish Civilian Police moved into a substation in Pyla.

This village has a population of 1,200 made up of 850 Greek Cypriots (Greek Orthodox) and 350 Turkish Cypriots (Muslims) and is the only village within the Buffer Zone with a mixed population. Since 1974, the majority of Turkish Cypriots have lived in the northern portion of the island, while most of the Greek Cypriots live in the south.

Do the two communities in Pyla live in peace and harmony, or are the tensions reflected elsewhere? What are the UN doing to foster closer relationships between both communities? Deputy Commander Ferry explained that members of the Irish Civilian Police, coming from a country with its own intercommunal problems, have perhaps a greater appreciation of the problems in Cyprus. IRCIVPOL try to reduce tensions and fear between the communities, improve communications, encourage intercommunal projects and, hopefully, greater respect and trust will emerge.

It is obvious that if the younger generation have a better understanding of each other, this may eventually lead to greater tolerance. Shortly before Christmas 1996, IRCIVPOL had Santa visit the local Greek Cypriot school and distribute presents to the children. A visit by members of UNFICYP to the local Turkish Cypriot children had also been pre-arranged, but when the children saw Santa, they requested presents directly from him - and Santa obliged! Last Christmas, he arrived in Pyla in a UN helicopter and distributed presents to the younger Greek Cypriot children in kindergarten school, and then continued the short distance to the Turkish Cypriot School where the children anxiously awaited him. We had hoped that all the children would congregate around the helicopter where Santa could meet them altogether. Perhaps next year, or the year after, this may be possible.

This year for the first time, with the cooperation of the authorities in the north, it was possible for the UN to have Santa deliver presents in the Karpas area. These gifts had been bought by the Greek Cypriot children of Pyla for their relatives who live in the northern part of the island. The success of this venture is encouraging for Commander O'Sullivan and IRCIVPOL, who have a number of further ideas in train. These projects involve young children in the village, and it is hoped that they will improve relationships between both communities.

The United Nations Office for Project Services (UNOPS) are anxious to assist in intercommunal projects, and already, the Turkish Cypriot coffee shop and the old Greek Orthodox Church which overlooks the Square have been restored. It is hoped that the Venetian Tower, which overlooks the village, will be restored by workers from both communities in the near future.

Let us now meet these Muhktars! Next door to the IRCIVPOL Station is the Town Hall where Stavros Stavrou, the Town Clerk, is anxiously awaiting our arrival. Stavros, who looks as young as many of his teenage audience, is quick to point out that he does not believe violence achieves anything worthwhile. Such action may have a particular outcome or result, but it takes years to undo the damage caused. He said that both communities have committed acts of violence against each other in the past, and he believes that the time has now come to make amends.

Stavros is joined by Kikis Mitides, who is on the board of management of the local Greek Cypriot School and is also manager of the Greek Cypriot soccer team. Kikis is asked if the schools teach history, and if the children are told about the atrocities committed by both communities. It was explained that schools are obliged to do this in Northern Ireland, and that it helps young students to understand each other's backgrounds. Kikis explained that history is taught, but that he didn't think that the system was similar to Northern Ireland, however he saw merit in the idea. Stavros and Kikis assured their audience that they enjoy a good relationship with the Turkish Cypriot community and IRCIVPOL. Time to hear the Turkish Cypriot side!

We head for the Turkish Cypriot coffee shop where we meet Mustafa Tselebi, a representative of the local Turkish Cypriot community. Mustafa is anxious to keep the meeting informal. He is in his thirties, is dark haired and good looking. In excellent English, he gave a brief history of Cyprus covering the period prior to Independence from Britain to the present day. He emphasized that the Turkish Cypriots felt insecure and threatened following Independence in 1960, and that the situation deteriorated until the Turkish Forces intervention in 1974. He also mentioned that they had a good working relationship with IRCIVPOL.

He, too, was asked if the Turkish Cypriot students were taught history and whether they understood both sides of the conflict, to which he replied that they were aware of what had happened.

What did the Irish students think of Pyla? One Irish leader stated that: "In order for the Peace



The Irish teenagers, their leaders and members of IRCIVPOL

Agreement to be reached in Northern Ireland, it was necessary for both the UK and the Irish Governments to get actively involved to ensure its success."

It is interesting to read the recent comments of the former UNFICYP Chief of Mission, Mr Gustave Feissel, who stated: "Just as in Northern Ireland, the two countries, the UK and the Republic of Ireland, played a leading role in peace talks, so too must Greece and Turkey become actively involved in promoting a settlement in Cyprus'.

The Irish teenagers' trip to Cyprus was organised by the Spirit of Enniskillen (SOE) which was established in 1987, following a Remembrance Day bombing in Enniskillen which left 11 people dead and many more seriously injured. The Spirit of Enniskillen Bursary Scheme provides bursaries for young people between 16 and 19, thereby encouraging them to broaden their horizons by travelling to other countries where they are able to gain firsthand experience of how people from different backgrounds have learned to live together. When they return home, the students are expected to reflect on their experiences and use them to promote better understanding between the two main communities in Northern Ireland.

The Northern Ireland teenagers know violence, understand intercommunal tensions and conflicts, learn from the past and have the courage to look to a brighter future. Let us hope that others will follow their example.

(The Northern Ireland Group included: Catherine Bell, Lyndsey McElrea, David McKeown, Peter Montgomery, Rhona Neeson, Bobby Nicholas, Gareth Noble, Corinne Norris, Ronan Ruddy, Jayne Speers and coordinators John Doherty and Caroline Wilson.)

MINE FIND ON THE EDGE OF THE BUFFER ZONE

Major A Gladen, with thanks to OC Engineers, Sector Two

In June, the Turkish Forces, near UN 56, warned Sector Two of a mine they had found in one of their marked minefields next to the Buffer Zone. Without leaving the BZ or entering the minefield, Sector Two Engineers took some photos before the Turkish Forces destroyed the mine in situ.

Operations Branch enhanced the imagery and are

confident that it is an M16 AP Mine of US origin.

The item visible in the grass is only the top of the fuse. It appears to be in very good condition after all these years - the rest of the mine remains buried.

This bounding family of mines is lethal by pressure or trip wire initiation. The message remains very clear:

TREAT MINEFIELDS AND THE AREAS AROUND THEM WITH EXTREME CAUTION!



M16 SERIES - ANTI-PERSONNEL MINES

The M16 Series are anti-personnel, bounding fragmentation mines, colloquially known as "Bouncing Betties". The device consists of a cast iron mine body housed in a sheet steel sheath with a central threaded fuse well. The fuse well accepts the M605 combination fuse.

The mine is armed by removal of an interlocking safety pin after which the fuse may be activated by means of direct pressure on the prongs or by pull on a trip-wire attached to the ring. Once initiated, the fuse strikes a percussion cap which ignites a pyrotechnic delay element.

This delay element allows the victim's foot to leave the top of the mine, which is then blown approximately one metre upward by a 70 grams charge of black powder. The main charge, which consists of 575 grams of TNT, is then ignited by means of twin identical initiation trains. The mine has a lethal radius of 10 metres.

Details

Country of origin:	USA	Diameter:	102mm
Weight:	3.57kg	Height:	203mm
Explosive weight:	575g	Operating load:	Pull - 1.4-4.5 kg
Explosive type:	TNT		Pressure - 3.6-20 kg



CANADA DAY CELEBRATIONS



The Canadian Contingent celebrated their 131st National Day on 1 July 1998 at the Hibernia



A truly multinational evening with members of UNFICYP celebrating Canada Day in the Irish Club

Club within the UNPA. A very good turnout with upwards of 185 people in attendance ensured a pleasant evening for all. Generous servings of Moose Milk and Canadian spirits made for a truly "Canadian" evening.

Many thanks go to Lt Col Ray Quinn and all members of the Irish Contingent for the use of their club and their tireless work at making the function an excellent success. Also, a special mention to Capt Willie O'Connell is in order for his imaginative and crafty food acquisition skills.

The best kept secret in UNFICYP was the recipe for Moose Milk. For all those people who asked for it during the party, the secret is now out:



Capt Eric Pellicano serving his guests with the famous Canadian Moose Milk

ITEM	QUANTITY
Bacardi Rum	½ bottle
Tia Maria	½ bottle
Fresh cream	6 litres
Vanilla ice cream	6 litres
Milk	As required

- Recipe is for 50 people. Serve from a chilled thermos container.

ANOTHER NEW FACE IN THE CANADIAN CONTINGENT

The newest member of the HQ UNFICYP Ops/Info staff is Capt Robert Cooper. Effective 14 August 1998, he has replaced Capt Perry Gray as the Canadian Contingent Commander.

Capt Cooper began his career in 1977 as a soldier with the 2nd Battalion, Princess Patricia's Canadian Light Infantry. After trans-



ferring to the Air Force, he served in a number of posts in Canada. Capt Cooper has been involved in a number of peace-keeping missions, and has worked extensively with Canadian and Allied army units.

Capt Cooper is accompanied on his two-year tour by his wife Susan, and their two children, Stephanie and Dylan.

SGT PAUL HODGINS

Sgt Paul Hodgins, who arrived in Cyprus on 22 June for a two-year posting, replaced another Canadian, WO Phillip Cooper, as a collator in the HQ UNFICYP Ops/Info cell. Sgt Hodgins is accompanied by his wife, Carmen, and their two children, Stefanie and Alexander.

Sgt Hodgins began his career in 1981 as a member of the Royal



Canadian Regiment. Since then, he has served throughout Canada as well as Germany in a number of different posts. This is his second United Nations tour, having served in Croatia in Sector West between 1992-3.

The warm climate of Cyprus comes as a welcome change for the Hodgins family from their last posting in Winnipeg, Manitoba.

THE WRECK OF TUPOLEV TU-104A - FLIGHT OK-531

The wreckage of a Czechoslovakian aircraft in the Buffer Zone at Grid Reference 244918 is a familiar sight to personnel working in the Bengal Troop area in Sector Two, and some details of how it comes to be there may be of interest.

This aircraft was a Tupolev TU-104A passenger airliner belonging to Czechoslovakian Airways which was seriously damaged on landing at Nicosia International Airport in 1973. The aircraft was constructed in the USSR, under production No 8660 1202, and entered service with Czechoslovakian Airlines, CSA, on 30 October 1958 under registration mark OK-MDE. It had flown over 19,200 hours and carried out over 10,600 landings.

On the morning of 29 August 1973, this aircraft was Flight OK-531 on a scheduled international flight from Damascus, Syria, to Prague, Czechoslovakia, stopping at Nicosia en route. The pilot was Captain Pavel Rysula, aged 44, with over 6,800 hours. The co-pilot was Captain Oldrich Penil, aged 48, who had flown over 9,200 hours. Also aboard were five other crew, (a navigator, radio operator engineer, one steward and two stewardesses), and 62 passengers.

The airliner took off from Damascus at 0559 hrs GMT, and at 0623 hrs, it was handed over to the Nicosia approach control. Nicosia tower reported no expected delays, calm wind conditions and that the runway in use was Runway 32. At 0633 hrs, the pilot was instructed that Runway 14, running parallel to Runway 32 but significantly longer, had been nominated for their landing, with an easterly wind at 5 knots. At 0636 hrs, Captain Rysula specifically requested to land on Runway 32 as he was already on the approach bearing and had the runway in sight. Nicosia tower granted that permission and gave landing clearance.

At 0644 hrs, Flight OK-531 carried out a normal landing and was instructed by the airport controller to continue to the end of the runway and execute a right turn. The pilots shut down the starboard (right) engine and applied the wheel brakes until the aircraft had slowed to 130 kph. Moments later, they saw that they were approaching the end of the runway, but that the aircraft was travelling too fast. Captain Rysula had two options: he could apply the emergency brakes which would cause the wheels to lock



The wreckage of the Tupolev TU-104A, as it is today

and skid forward in a straight line (however this would cause extensive damage to the tyres and they might still overrun); or he could apply the normal brakes and try to simultaneously steer right off the runway onto the taxiway.

The pilot chose the second option and the aircraft, still travelling at over 100 kph, entered a shallow turn to the right approximately 150 m before the end of the runway. The starboard main undercarriage crossed slightly onto the shoulder of the runway/taxiway intersection where it destroyed two consecutive runway lights. The Tupolev, now in a 45 degree right turn, slid across the entire width of the taxiway, smashed two taxiway lights on the far side, then skidded 15 m beyond the edge of the tarmac and crashed sideways down a 2 m embankment. The port (left) wing-tip struck the ground and the entire port wing sheared off, twisting 180 degrees on its axis, leaving the undercarriage sticking vertically upwards. The aircraft finally came to rest in an area 15 m beyond the embankment. Full emergency action was taken, and the airport fire service rapidly put out a fire which started in the port engine.

Three crew and 10 passengers were injured; five were detained in hospital. One passenger fractured his leg in jumping to the ground from the starboard wing which was canted up, due to the aircraft lying twisted to port. The starboard side of the aircraft was undamaged, less for the undercarriage where one of the four tyres had burst. There was some damage to the nose undercarriage but the port side was heavily damaged, especially around the engine nacelle where the wing had separated. During the accident investigation, various items of undercarriage were dismantled and taken to the CSA workshops in

Czechoslovakia to test the steering and braking mechanisms.

The aircraft remained where it lay for two months until engineers assessed the damage to be uneconomical for repair, especially as the airliner was due to be taken out of service within a few years. CSA removed various re-usable and expensive items, such as navigation instruments, and then put the wreckage up for sale.

A Mr Nicolaides, a local businessman and entrepreneur, bought the aircraft from the CSA through Alasia Cyprus Cruises Ltd ACC on 20 October 1973 for £2,060. He intended to transport it to the Tivoli Lunar Amusement Park and there use it as a restaurant. The Park was situated 2 kms east of the main Nicosia road at grid 264917, 500 m east of UN 49, and now north of the BZ. The RAF assisted in the removal of the wreckage from the crash site using inflatable equipment and special trailers. The damaged port engine and wing were sold for scrap and taken 600 m to the east, to where they lie outside the scrap yard at grid 250918. The remaining airframe was initially towed to its present location

where the starboard wing was to be removed. Unfortunately, the load was too heavy and a trailer axle broke, stranding the project until a crane could be arranged to assist repairs.

In mid-July 1974, the aircraft was hit by small arms fire during a Turkish Army attack on the National Guard positions near the Airport. On 21 July 1974, a Turkish Fighter Ground Attack aircraft strafed the area and destroyed what was left of the wreckage, which still lies at the same location as it did 24 years ago.

Mr Nicolaides, who is now 68, lives in a house 500m south east of UN51 and has a shop within the Old City of Nicosia. He was philosophical about his loss, stating that "such things can be expected when the country is at war". Mr Nicolaides hopes that one day, he will remove the aircraft wreckage and recover some of his financial loss by realising the scrap value of the aluminium.

Until then, the remains of CSA Flight OK-531 will be an interesting story to be retold during UN patrols of the BZ.

SECTOR TWO ON A FAMILIARISATION VISIT TO SECTOR FOUR

On Tuesday 21 July 1998, 10 Officers from Sector Two were invited to spend the day in Sector Four. The visit was organised to allow members from Sector Two to become familiar with another area of the Buffer Zone (BZ) and of course to enjoy the hospitality of the Austrian and Hungarian Contingents.

On arrival in Famagusta, the visiting group was met by Lieutenant Colonel Josef Egry, the Deputy Commanding Officer of Sector Four, and Major Josef Pulko, the Senior Operations Officer. Throughout the day, the hospitality shown to us was outstanding, and it began immediately after our arrival when we were treated to a portion of the finest tasting apple strudel.

Once the group had refreshed itself, Major Pulko gave a comprehensive brief on the Sector's Area of Responsibility (AOR)

and points of interest. Sector Two personnel and hosts then climbed into an assortment of vehicles and made their way to the most eastern manned Observation Post (OP). UN OP 146, which is responsible for the Maritime Security Line, has an idyllic setting, perched on a cliff edge. From here, we started to work our way back along the BZ in a westerly direction towards Sector Two.

The majority of the group had never visited Sector Four before and found the day to be extremely interesting and, in places, fascinating. Even though Sector Four is predominately a rural area, it has various points of interest which we had all heard and finally could appreciate. Good examples are the ghostly appearance of Varosha, the intercommunal intricacies of Pyla and the tragedy of Dherinia.



The visiting officers from Sector Two with two hosts from Sector Four

It was very clear that a great deal of hard work had gone into making the familiarisation visit as informative and enjoyable as possible. A great day was had by all.

FAIR EXCHANGE IS NO ROBBERY

by Insp Joe Behan, Police Liaison Officer (Humanitarian)

A long-running saga which proved difficult to resolve has been the wellknown affair of the two retained articles since January 1998. On the one hand, a car, whose owner was arrested in Larnaca, was retained by the authorities for investigation. Nine weeks later, a fishing boat, which had inadvertently crossed the Maritime Security Line, was held in Famagusta for the same reasons. The situation developed that neither item could be released to its rightful owner until investigations had been completed and until UNFICYP could break the impasse by arranging a suitable exchange, agreeable to both sides concerned.

Notwithstanding the owners' desire for the quick return of the property, it took several painstaking months for PLO (Hum), acting as honest broker, to devise an acceptable mechanism by which to end the deadlock. Lengthy discussions with both sides played only a small part in this operation. The logistics (not least the requirement to transport the large vessel) were complicated, to say the least.

It came to pass on the dawn of 11 August 1998, PLO (Hum) arranged for the exchange at 12 noon. IRCIVPOL Pyla collected the car from Customs in Larnaca. Support Services UNPA provided a recovery vehicle and organised a trailer, suitable to



DU 208 returns to its rightful owner

transport the large fishing boat. However, Murphy's Law came into play, and when the boat moved off from Famagusta harbour, the tow bar bent and it looked as if the exchange might be aborted or postponed. The enormous assistance and expertise of the engineers at AUSCON Famagusta overcame all the difficulties, and, at 4.30 pm, the convoy headed for the 2½ Checkpoint, where the exchange was finally completed at 7.00 pm.

The boat eventually reached the fisherman's yard in Dherinia at 8.00 pm to a joyful reception by friends and neighbours of the fisherman.

Credit must be given to all involved in solving the problem for the good of two fellow Cypriots. The contribution of both Sector Two and Sector Four was immeasurable; without them, a satisfactory conclusion to the entire episode may well have eluded your grateful author.

This story may sound farfetched; the truth is, however, somewhat sad. At this time of writing, similar outstanding issues exist whereby other vehicles are retained on both sides of the Buffer Zone. UNFICYP maintains that whenever civilians cross the opposite cease-fire line in a non-belligerent manner, they and their belongings should be returned without delay.



The two boat owners receiving their fishing craft from Insp Joe Behan

IRCON MEDAL PARADE

At 19.00 hrs on 7 August 1998, the new Chief of Mission, Dame Ann Hercus, presented 16 members of IRCON with their UNFICYP medal in the presence of the Force Commander, Maj Gen EA de Vergara. The officer in charge of the parade was Capt Willie O'Connell. All of the 16 members who received their medals have served in overseas missions with the United Nations before.

The Parade was held at the International Mess in the UNPA, and representatives from all sectors of UNFICYP were present. The parade concluded with an excellent rendition of the Irish national anthem "Amhrann Na Bfhiann" (A Soldier's Song) by the



Capt Willie O'Connell being awarded his medal

Argentine Contingent Brass Band. The spectators were then treated to a 10-minute recital by Dr Irene Cotter and Sgt Gabby Fitzgerald, who played a selection of Irish tunes on both the Irish Harp and the Tin Whistle.

It was then on to the Hibernian Club, well noted for its hospitality, to finish off a very memorable day. The members of IRCON wish to thank everyone who helped out with the parade. Every effort was greatly appreciated.

"Go Raibh Maith Agat" (thank you)



Dame Ann Hercus, cutting the IRCON cake

MEDAL PRESENTATION TO MEMBERS OF AUSTCIVPOL

On Wednesday 5 August, His Excellency Mr Howard Brown, the Australian High Commissioner to Cyprus, presented members of the 55th Contingent with Police Overseas Service Medals, and two members of the 56th Contingent with their Australian National Medal. The National Medal was instituted by the Queen in 1975 to recognize 15 years of diligent service by members of an Australian Police Force or an Emergency Service.

The Queen instituted the Police Overseas Service Medal in 1991 to recognize service with International Peace-keeping organisations by officers of Australian Police Forces. The award of the medal is made with the clasp noting the area of prescribed service, and any subsequent award to the same person is made with another clasp with the prescribed service appropriately inscribed. Among those was Sergeant Crabtree, who was presented a clasp for Cyprus having already been awarded the medal for service with the United Nations in Mozambique.



AUSTCIVPOL recipients of the UN medal/numeral

On awarding the Police Overseas Service Medals for the members' service in Cyprus, Mr Brown said that it represented Australia's ongoing commitment to the United Nations, and, in particular, to UNFICYP.

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

The impressive Kyrenia Castle houses the first 4th century BC merchant ship that has ever been raised and preserved from the bottom of the sea, together with part of its cargo. This small but well-built vessel, with her captain and three sailors, met with ill-fate and went aground, either as a result of a sea accident or an encounter with pirates - as suggested by the fact that eight spearheads but no valuables were found aboard. The sad event happened about the year 288 BC.

Lying on the seabed, rolled over on her port side, the ship gathered silt from flashfloods and rapidly, a "mud blanket" built up around her. Oxygen and sea life were thus prevented from destroying her timber, which was penetrated by 75% water and looked like "soaked bread". She

was expertly raised, piece by piece - about 6,000 pieces of her, all cleaned, preserved and re-assembled. Furthermore, two approximate replicas were made: Kyrenia II, to better study her performance at sea, and Kyrenia III, for the needs of a Japanese marine museum.

The story of this merchant ship began in the year 389 BC when a large number of pine trees were felled in Samos for her construction. In those days, shipwrights needed far too much timber, as curves were sculpted into wood. Once built, this small ship, measuring 14,75m by 3,40m, sailed the seas in the Eastern Mediterranean carrying merchandise of oil, wine and other products from the Aegean islands, Cyprus and probably Palestine for about a century.

On a November day in 1965, a Kyrenia sponge diver, Andreas Kariolou, went out to sea near his home town. While he was in the deep of some 30m, a storm broke out. Hurriedly, he looked for the anchor of his boat. In his search, he suddenly came upon what he always described as the greatest moment of his life: a mound of some 80 amphoras. An unforgettable sight indeed! Due to the storm, he forgot to take bearings, and had to make over 1,000 more dives in the following years before refinding the site in 1967. Sadly, Kariolou lost his life at the age of 52 in an act of altruism. During a diving

accident on a stormy day in 1977, he gave his own air supply to a Canadian of UNFICYP. For his sacrifice, Canada awarded him posthumously the "Courage Star" medal.

The Cyprus Department of Antiquities entrusted the research of this shipwreck to American marine archaeologist Michael L. Katzev and his team of experts and students from 12 countries. Work began in April 1968 with some 40 people and much equipment. A raft was anchored just over the marine site, which covered an area of 10 x 28m divided into 3 x 3m squares so as to enable the team to work as in a normal land site. Katzev and his wife Susan invented an underwater telephone system: air was supplied from the raft to a plastic underwater dome from where a diver could communicate with those on the surface through a closed telephone circuit.

The team had first to clean up a thick layer of seaweed by using a pipe with many holes on its sides through which pressurized air was pumped down to loosen the mud. Uprooting the roots was thus made easier. In a second stage, a large, 30m long plastic pipe was used as a hoover to suck up the loose mud and deposit it elsewhere.

Following two years of careful digging in the mud, 70% of the ship's



The Kyrenia II (replica of the shipwreck)

hull finally appeared on the seabed after 22 centuries. The wood's body contained 75% water, having undergone cellular breakdown. It was impossible for the ship to be raised as a whole. Five tonnes of wood pieces were lifted and later patiently washed to free them from salt and sand. The keel, the stempost, the planking, the frames, the lead sheathing and other parts of the ship were recovered, which enabled researchers to get an insight into a ship of the late Classical period.



The hull of the Kyrenia shipwreck

THE KYRENIA SHIPWRECK

As reassembling the ship had been envisaged, every piece of wood was numbered and catalogued (photographed, measured and drawn). Then followed chemical restoration, which was the responsibility of Mrs Frances Talbot-Vassiliadou. The wood and other perishables were submerged into a wax-like compound, called polyethylene glycol. Next, all treated material was stored in polythene bags to prevent it from cooling abruptly and hence breaking. This process which, depending on the size, lasted from six to 24 months, restoring the shape and strength of the wood and safeguarding it from shrinkage. Later, excess wax was removed from the wood surface. Once this treatment was completed, wood grains as well as axe markings could be seen.

Almonds, originally stored aboard the ship in sacks and later deposited in the amphoras by octopuses, were likewise treated. Meanwhile, a lab in Philadelphia USA, using the "carbon 14" method, dated the almonds to 288 BC, whereas much of the wood was 100 years older and had been partly replaced in antiquity.

Once the wood was restored, it was time to reassemble the ship. This difficult task was undertaken by Prof J Richard Steffy, a special UNESCO envoy to the Department of Antiquity. He first made a 1:5 scaled replica, and then proceeded with reassembling the various parts of the ship which apparently could carry up to 30 tonnes of cargo.

The finds of the shipwreck included a cargo of 404 amphoras, some marked with Greek letters, as well as pottery from Palestine, 29 millstones used as ballast and remnants of foodstuffs, ie 10,000 shelled almonds, 14,760 fig seeds, one garlic head and 18 olive stones. Pieces of lead, tools, seven copper coins (from 316-294 BC), personal crockery for four people (the ship's crew) as well as a marble basin for sacrifices were also found.

The shipwreck's excavation was sponsored by the University Museum of Philadelphia, the conservation of the hull by Oberlin College of Ohio,

and the final restoration and study by the Institute of Nautical Archaeology, Texas A & M University. The financial burden of this research was borne by American foundations.

CONSTRUCTION OF KYRENIA II

The construction of the replica, Kyrenia II, was made in Greece jointly by the Hellenic Institute for the Preservation of Nautical Tradition and the Institute of Nautical Archaeology at the A & M University of Texas. The building of the ship applied an expensive method that was in use as late as the 10th century AD. It required much manpower and large tree timber and was known as "shell first".

Thus, the construction started with joining together the keel and the outside planks. The latter were joined edge to edge in a closely spaced series of mortise cuttings with oak tenons locked in place by pegs, thus strengthening the ship (Figure 1).

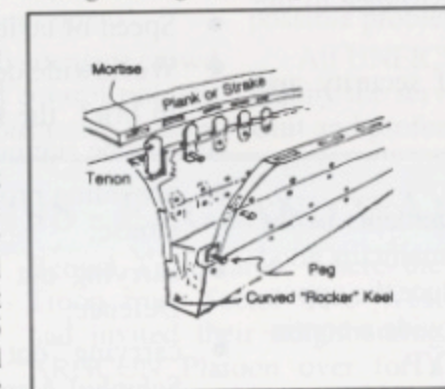


Figure 1

The frames were then fixed (Figure 2). The outer hull was sheathed in thick, lead plates to render her watertight. Furthermore, she was given a dark coating of pitch and resin, a

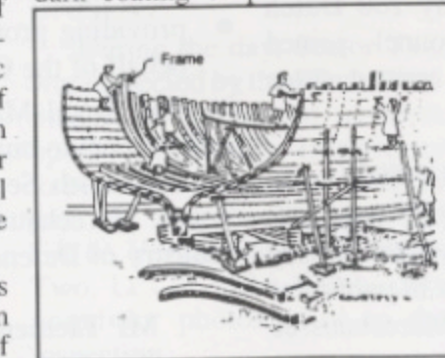


Figure 2



reminiscence of Homer's "Black Hulled Ships". The size of the sail (66²m) and the height of the mast (11m) were educated guesses.

The Kyrenia II went on a study voyage from Cyprus to Piraeus in April 1987. Her captain was Glafkos Kariolou, the son of the diver who found the shipwreck. During their voyage, the crew lived on a diet based mainly on the foodstuffs found aboard the wreck. So, they ate dry bread, honey, Cyprus halloumi cheese, almonds, olives, fish in olive oil accompanied by lentils and beans and dried salted meat (mainly pork). They drank wine and zivania, a strong alcohol made from grape pips.

Some information for the technically minded. During her voyage, the Kyrenia II behaved more or less like a modern yacht but with some weaknesses, particularly in relation to the oars (Figure 3). Rowing was difficult, and as for the two steering oars (59.5kg and 61.5kg), it proved impossible to tell which of the two should be drawn up and which should be left down. So, the ancient steering system still remains to be researched. On the other hand, the replica achieved a speed, sometimes just over 12 knots.

The very interesting observations on the replica's performance have enabled experts to better understand both the workings of a 4th century Greek ship and the economic history of the ancient Mediterranean. There are, however, still some unsolved issues to thrill archaeologists and amateurs alike.



Figure 3

UN MP ELEMENT UNFICYP INTRODUCING ITSELF

The mission of the United Nations Military Police Element is to provide effective Military Police support to the Force Commander. This Police support is islandwide, and the Military Police station located in the United Nations Protected Area (UNPA) contains the most staff. To help fulfil our mission islandwide, we also have a Military Police station in the town of Dherinia.



UN MP Element Members: Sitting in the front row (centre) is the Force Provost Marshal (FPM), Major JES London

UN MP ELEMENT FUNCTIONS:

- To enforce the law;
- To maintain traffic discipline;
- To provide police advice and assistance to the Force;
- To assist in the maintenance of security and other operations.

Our purpose is as follows:

- To respond effectively to infringements of the law, including Force SOPs; to maintain good discipline within the Force; to reduce the opportunity for crime; as well as to provide a continuous police response for UNFICYP.
- Our main goal is to be impartial in fulfilling our mission within the island of Cyprus.

The UN MP Element is multinational, comprising British, Irish, Argentinian, Hungarian, Austrian and the recently arrived Dutch soldiers.

From 1 June 1998, approximately 100 Dutch Airmobile Brigade military personnel joined UNFICYP, and along with them arrived three members of the Royal Marechaussee.

INTRODUCING THE ROYAL MARECHAUSSEE

The Royal Marechaussee is a police organization with military status, and performs both military and civilian tasks. The military status in particular adds an extra dimension to the Royal Marechaussee as a police organization.

This is reflected in the core qualities:

- Flexibility
- Speed of action/loyalty
- Worldwide deployability

In brief, the tasks defined in the Dutch Police Act can be summarized as follows:

- providing protection for members of the Royal House;
- carrying out police tasks for the Ministry of Defence;
- carrying out police and security tasks at Schiphol Airport and other civil aviation sites;
- helping the police to maintain public order and enforce the rule of law, as well as combatting cross-border crime;
- performing duties with respect to enforcing alien legislation;
- providing protection for security transport on behalf of the Central Bank of the Netherlands.

The Royal Marechaussee also performs tasks with respect to humanitarian and peace operations. As the fourth Service of the Armed Forces, the Royal Marechaussee forms part of the Dutch Ministry of Defence.

MP Element: UNPA: 02-359666/669

Dherinia: 03-829210

THE MOBILE FORCE RESERVE (MFR)

5 Nations - 4 Platoons - 3 Captains - 2 OPFORs - 1 Mission

The MFR is a joint organisation where all personnel must work together. The OC is Maj Peter Hardisty, and his 2/ic is Capt Fernando Pietrobelli.

The Armoured Personnel Carrier (APC) Platoon is commanded by Lt Diego Cabrera-Rosas and consists of Argentinian WOs and NCOs. The TACTICA (APC) was built in England, but was bought by the Argentinian Government to carry out the UNFICYP Mission. The first Platoon Leader is Capt Dave Clarke from England, the second Platoon Leader is Capt Joachim Koechl from Austria, and the third Platoon Leader is Lt Ron Heister from the Netherlands. All the rifle platoons consist of soldiers and NCOs from Argentina, Austria, Great Britain, Hungary and the Netherlands. They work closely together to carry out and fulfil the UNFICYP mission (patrols, gate sentries and security missions).

The MFR carries out recces and intensive crowd control training. The main crowd control training exercise, in preparation for the demonstration season,



Members of the Mobile Force Reserve

took place between 6 - 9 July 1998. The recces include all Sectors (One, Two and Four) and all potential demonstration "Hot Spots" to prevent any possible problems or injuries.

All UNFICYP personnel can be sure that if they require the services of the MFR, it will work as one Unit and professional force.

FRANCE '98 - ENGLAND V ARGENTINA

After the umpteenth request for interviews and photos, the penny finally dropped regarding the significance of the Mobile Force Reserve's organisational battalion (ORBAT). Although British and Argentinian troops have been working together since 1993 in the multinational MFR, the message had not really been understood. So when the media first started calling, it was with all rather bemusing. In the end, there were almost constant photo shoots, which resulted in the soldiers from the other sectors and the Dutch and Scots feeling a little left out!

The match was watched by joint English and Argentine audiences in both the MFR and in

Bengal Troop area, where the Troop from Sector Two West had invited their neighbouring ARGCON Platoon over for a BBQ to mark the occasion. Armed with a plate of food and a couple of cans, the match was viewed in excellent conditions, and the night served to reinforce the international spirit within UNFICYP.

During the day, Sector Two was inspected by the Force Commander to ensure that we were operationally ready. This proved to be too good an opportunity to pass up, and the FC, Maj Gen EA de Vergara, and CO Sector Two, Lt Col Mike Relph, duly posed for photos prior to the inspection.



The FC (left) poses with CO Sector Two

Looking at the game retrospectively after all the media interest and hype, one can't help wondering what all the fuss was about.