

# THE BLUE BERET



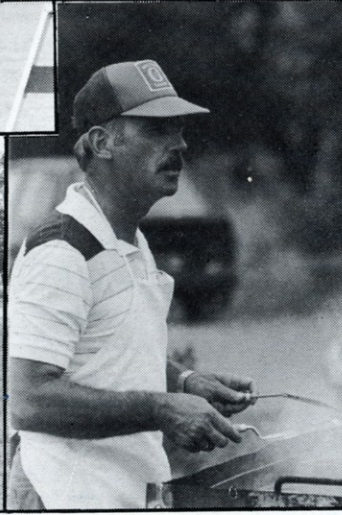
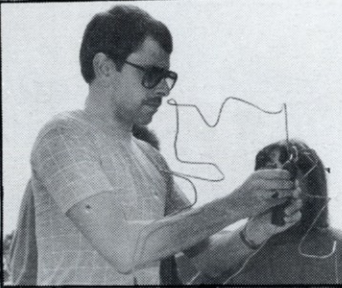
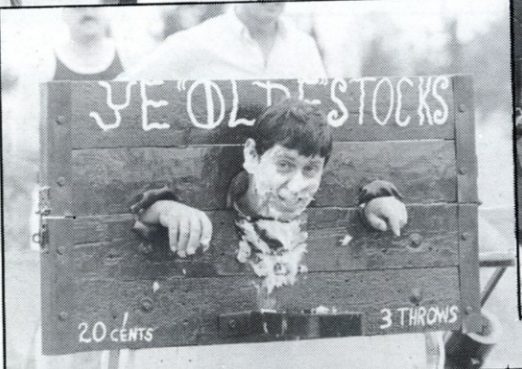
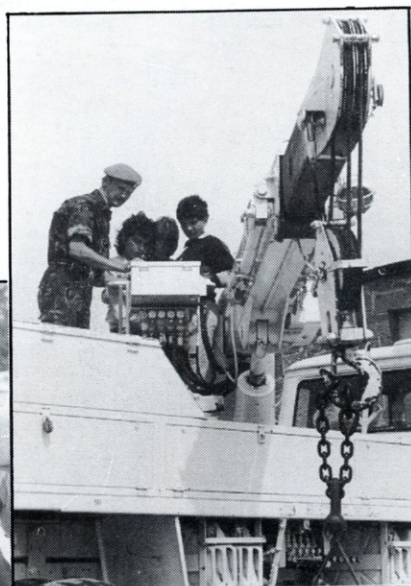
APRIL 1987





## ALL THE FUN OF THE SPRING FAIR

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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

Allouette Helicopter in Troodos.  
By: S/Sgt A. Beaton

THE  
BLUE BERET

## Editorial

Sadly we have had to issue further orders to restrict the use of privately owned or hired motor cycles. It is a pity that the irresponsible handling of these machines by a few has had the result of spoiling pleasure for many. A motorcycle in the right hands can provide much enjoyment to those who use it and no irritation to those who stand and watch. But in the hands of an irresponsible rider, it will turn into a lethal machine and become a dreadful nuisance to other road users.

So if you want to enjoy the coming summer and the good weather on this island on a motor cycle, consider your actions beforehand and spare a thought for other road users and the people who may have to pick up the pieces.

On a more lighter note: There are, from time to time, vacant seats on UN Flights to the Middle East in the next few months; although these flights are designed for duty journeys they may be filled by UN personnel travelling on leave if there is some space. Jerusalem and Cairo are just two of the very rewarding places to visit. So if you are on leave and want to take up this opportunity why not contact your Movements Officer?

Happy Easter.

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## UNFICYP MILITARY POLICE COMPANY

The UNFICYP MP Company was formed in October 1964. The aim and purpose of the Unit is to support the Force Commander, Sector Commanders and other support units in maintaining law and order, military discipline, to prevent and investigate crimes as well as enforcing traffic regulations.

Marshal Maj JB Poirier (Canadian), Deputy Officer Commanding Capt S Flygge (Danish) and the Coy Administration Officer Capt K Dahlin (Swedish). The remainder of the Company is made up of representatives from Austria, Canada, Denmark, Finland, Ireland, Britain and Sweden.

serious problem on the Island and is a great concern to this Unit. Constant patrols and speed radar operations surely prevents many accidents. Unfortunately, too many times, our men are called upon to attend accident scenes. Driver error and speeding are common causes of accidents within UNFICYP and one should



Members of the UNFICYP are subject to the exclusive jurisdiction of their respective states in respect to criminal offences which may be committed by them in Cyprus. Therefore, it is essential that the UN MP Coy represents all nationalities to ensure individuals' rights are protected. The Company comprises 61 all ranks from seven nations within UNFICYP. The men are fully integrated and work out of Headquarters, a Special Investigation Section and five Detachments, located at Nicosia, Ayia Napa, Larnaca, Limassol and Xeros. A most capable civilian staff is guided by our Chief Clerk, Sgt Curry. The Headquarters staff consists of the Force Provost

Due to the complexity of this Unit's Operations, sound logistical support is paramount. The Unit is in most matters, supported by the UNFICYP Support Regiment. This is supplemented by all contingents and we are most appreciative of their help.

The most important aspect of our operations is our preventative policing which includes both on foot and vehicular patrols. Sometimes the sight of two well turned out MPs may prevent serious developments. However for the most part, these preventative duties go unrecorded, but in all cases are vital to the morale and well being of the troops. Traffic poses a

always remember that the majority of accidents are preventable.

The UN MP Coy has taken a great interest and has participated in all UNFICYP activities over the years. The Unit has taken part in DANCON Marches, Military Skills, Shooting Competitions, Safe Driving Competitions and many sporting activities. The outcome in all cases has not been as important as the great feeling of participating as a Unit.

The Unit remains and will always be ready to meet its commitments with professionalism and dedication regardless of its composition. We remain ready to assist UNFICYP personnel whenever or wherever it may be required.

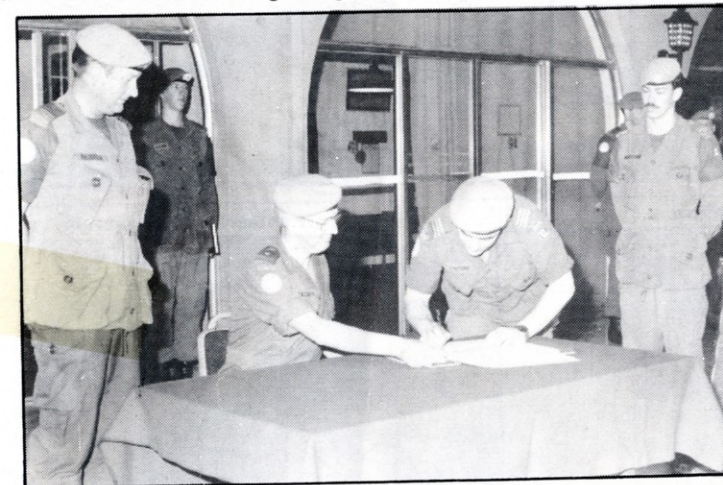
## CHANGE OF COMMAND - SECTOR 4

Ten days after the arrival of the advance party of the 2nd Battalion, Royal 22e Regiment (2R22eR), the Canadian Airborne Regiment was ready to release the reins on Sector 4.

On the 5th of March, guards from both units paraded to the rear of Ledra Palace, Wolseley Barracks. With their colours proudly displayed in front of each guard, Col Gaudreau, Commanding Officer of the Canadian Airborne Regiment relinquished the Command of Sector 4 to LCol Couture Commanding Officer of 2R22eR. Once the official signing

ceremony was completed, the colours of 2R22eR were marched to their display case in the Wolseley Barracks Officers' Mess, while the colours of the Airborne Regiment retired onto an awaiting mini bus and taken to Larnaca Airport for the return to Canada.

As of the 8th of March, the Battalion is now complete after a smooth handover. The most noticeable change that will be apparent will be at Wolseley Gate, where visitors will no longer be greeted by "Commando Monsieur", but rather with "Bonjour Monsieur".



It is well understood that our mission in Cyprus is not all "fun in the sun" as some people make it out to be. For some, it is their first experience with UNFICYP, for others, their third or fourth tour. However, the hot summer days and long hours on the observation posts will be the same for many. Maybe a winter exercise in Canada's far north might not be too unthinkable. I will let you know in July.

Je me souviens

## UNFICYP TRANSPORT SQUADRON TO THE RESCUE

At approximately 0730 hrs on 16 March 1987, two UNFICYP Transport Squadron ration trucks were being driven out of Larnaca towards Dhekelia when the drivers observed fire and thick black smoke coming from the first floor of the Frangiorgio Hotel.

A Greek Cypriot flagged them down for assistance, as they came to a halt Driver Townsend noticed a man on the balcony of the hotel who was obviously in difficulty.

Although he could hear the fire service approaching in the distance, Driver Townsend reacted quickly and reversed his truck up to the hotel whilst Driver Tones controlled the traffic. Then without regard to his own



Photo by  
courtesy of  
Cyprus  
Mail

### Capt P N Duma

personal safety Driver Townsend climbed up onto the balcony and passed the man, who was now in considerable difficulty to Driver Tones who was on the roof of the truck. Driver Tones then assisted the man to the ground with the help of some local people.

Driver Townsend then made a final check for any other people before leaving the balcony, as the fire and ambulance services arrived. Both drivers then continued with their normal duties.

Drivers Townsend and Tones are to be congratulated for their quick thinking, initiative and disregard for their own personal safety in this hazardous situation.



UNFICYP Football Competition.



Result of the match was 3RRF 2 - Sp Regt 1.



Support Regiment Badminton Competition.



Sp Regt Orienteering Competition.



The Winning Team ORD DET/FLT

Sgt S Sutcliffe-Flt, Sgt J Morgan-RAF & Sgt M Hughes-RAF



Winning Team ORD DET/FLT.



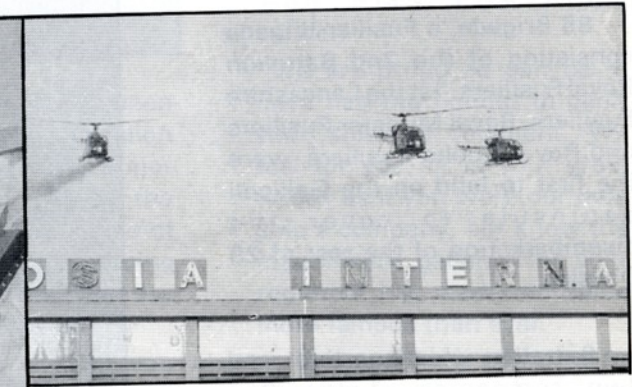
Little & Large appearing in the CSE Show.



BRITCON

MEDAL

PARADE







The Royal Regiment of Fusiliers will this month, be celebrating one of their most famous Battle honours in recent times, the landings on the Dardanelles in April 1915. This is what happened:-

The land attack was a sequel to a naval attempt to force the Dardanelles a month previously. This put the Turks on their guard, and under a German general they had re-deployed their forces and improved their defences.

86 Brigade, a Fusilier brigade consisting of the 2nd Battalion Royal Fusiliers, 1st the Lancashire Fusiliers, Royal Munster Fusiliers and Royal Dublin Fusiliers, were the first to land on the Gallipoli peninsula to cover the disembarkation of the rest of 29 Division.

Battalion Headquarters and two companies of the 2nd Battalion Royal Fusiliers sailed in HMS IMPLACABLE, the other two companies in a minesweeper. The Battalion had been allotted 'X' Beach, a narrow ribbon of sand about 200 yards long, with cliffs some 100 feet high rising steeply from the beach. The men rowed to the beach in the ship's boats and, covered by the fire of IMPLACABLE's 12 inch guns, waded ashore when the boats grounded.

Scrambling up the cliff, 'W' and 'X' Companies quickly captured the foremost Turkish trenches. 'W' and half 'Z' Companies were then ordered to capture Hill 114, 1000 yards away to their right, in order to join hands with the Lancashire Fusiliers who were landing at 'W' Beach.

Hill 114 had been elaborately entrenched and was strongly defended, but after a stern fight the Fusiliers carried it at the point of the bayonet. Continuing their advance eastwards they met further strong opposition on the reverse side of the hill, but they eventually dislodged the Turks from their trenches and dug in for the night.

The capture of Hill 114 tipped the scale on 'W' Beach, and with the linking of the two beaches a foothold was established on the peninsula.



Meanwhile 'X' Company on the left was being heavily counter attacked but in the end they beat off the attacks and the position was consolidated. An official historian wrote "The success of the Royal Fusiliers at 'X' Beach must be set down as a particularly memorable exploit".

The Battalion's casualties that day amounted to nearly half its strength, and included the Commanding Officer, the Second-in-Command, and all the Company Commanders.

The 1st Battalion The Lancashire Fusiliers, were allotted 'W' Beach. This was a strip of deep, powdery sand about 350 yards long and 15 to 40 yards wide.

The Battalion set sail in HMS EURYALUS, except for 'D' Company, who were in HMS IMPLACABLE. At 4 am they transferred to the ship's cutters, which were first towed, then rowed by sailors to the beaches.

At 5 am the naval bombardment of the beaches began; there was no reply from the enemy. Shortly after 6 am, the boats touched the shore, and immediately the Turks opened fire. Rifles, machineguns and pom-poms kept up a ceaseless hail of shot. Many soldiers and

sailors died in the boats; of those who struggled ashore through barbed-wire entanglements and deep, soft sand, few were unscathed. One much wounded Fusilier, struggling to get through the wire, joked to a nearby officer; "Thou'st given me a bloody job!".

'D' Company, on the left flank, surprised the Turks, bayoneted the machine gunners there, and relieved the pressure. The few remaining officers rallied the remainder of the Battalion, and they pressed on behind 'D' Company. Other battalions linked up now from the landing places, and together, the high ground behind the beach was carried.

The Turkish counter-attacks continued long after dark, but they

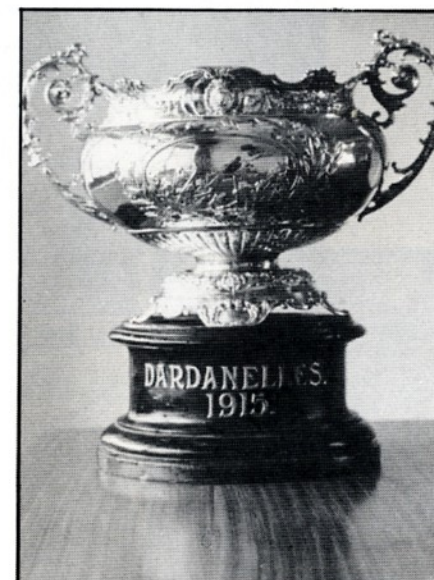
# GALLIPOLI DAY

were successfully beaten off. The cost was high; at the end of the day only eleven officers and 399 other ranks remained fit for duty.

Six members of the Battalion were later awarded Victoria Crosses; Captain R R WILLIS, Captain C Bromley, Sergeant A RICHARDS, Sergeant F E STUBBS (killed leading his platoon), Lance Corporal J GRIMSHAW (for gallantry in signalling) and Private W KENEALLY.

General Sir Ian Hamilton, Commander of the expedition, ordered that 'W' Beach should be renamed "Lancashire Landing". He wrote in his despatch:-

"..... So strong, in fact, were the defences of 'W' beach that the Turks may well have considered them impregnable, and it is my firm conviction that no finer feat of arms has ever been achieved by the British soldier - or any other soldier - than the storming of these beaches from open boats on the morning of 25 April. The



landing at 'W' beach had been entrusted to the 1st Battalion Lancashire Fusiliers (Major Bishop) and it was to the complete lack of the sense of danger or fear of this daring Battalion that we owe our astonishing success..."

"Gallantly led by their Officers, the Fusiliers literally hurled themselves ashore and fired at from right, left and centre, commenced hacking their way through the wire. A long line of men was at once mown down as by a scythe, but the remainder were not to be denied..."

Vice-Admiral de Robeck, in his despatch on the naval aspect of the operation, wrote:-

".... It is impossible to exalt too highly the service rendered by the 1st Battalion Lancashire Fusiliers in the storming of the beaches; the dash and gallantry displayed was superb..."

And HMS EURYALUS signalled:-

"We are proud as can be to have had the honour to carry your splendid regiment. We feel for you all in your great losses as if you were our own ship's company, but know the magnificent gallantry of your regiment has made the name more famous than ever."

## THE MODERN MOTOR VEHICLE

by Lt G A Pomroy

The motor vehicle has come a long way from the turn of the century. Gone are the days of a man carrying a red flag preceding each vehicle. The day of the 4 wheel drive, turbo-charged, 200kph vehicle is upon us.

These luxury high speed machines come complete with all-round tinted windows, Recaro sports seats, quadrophonic stereo, digital instrumentation and SEATBELTS.

Rather than go on about the advantages of seatbelts here is a short questionnaire to test your knowledge:

QUESTION	TICK YOUR ANSWER	ANSWER
1. Seatbelts reduce the risk of serious injury by:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	Nothing Over 50% 20%
2. 25% of people thrown clear of car accidents die:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	When 70 years old Instantly In two weeks
3. Death or serious injury as you fly through the windscreen at 80 kph can be prevented by:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	Bracing your arms Wearing a seatbelt Removing the windscreen
4. Wearing a seatbelt became law in Cyprus on:	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	2 Dec 86 1 Feb 87 15 Sep 87

If you answered B to all these question then you are aware of the FACTS which may help to save your life.

**BELT UP - SAVE LIVES**



## UNFICYP

### HOW TO PREPARE A SKIING COMPETITION

AUSCON is responsible for the annual skiing competition for UNFICYP. Firstly our sports officer has to contact the president of the Cyprus Skiing Club to get permission for the race. The next step is to go to the cafeteria "North Face Lift" on Troodos. From there we will get poles, numbers, a loudspeaker and rooms to work in.

The Alpine Skiing consists of 3 kinds of races:

THE WINNING TEAM



Sgt Steiner, Sgt Kralinper, Lt Weinfurter.



Force Commander presenting a special prize to the loser.

#### 1. STRAIGHT DOWNHILL RACE

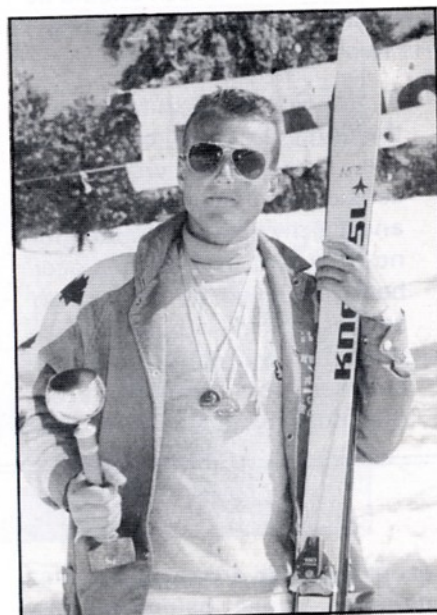
- This is a long and fast race. A high level of fitness is necessary. Only a small number of gates are used. It is considered by many to be the ultimate in Alpine skiing because of the degree of skill required and the courage displayed.

#### 2. SLALOM - This is a short race which has many gates. It is a very difficult technical race.



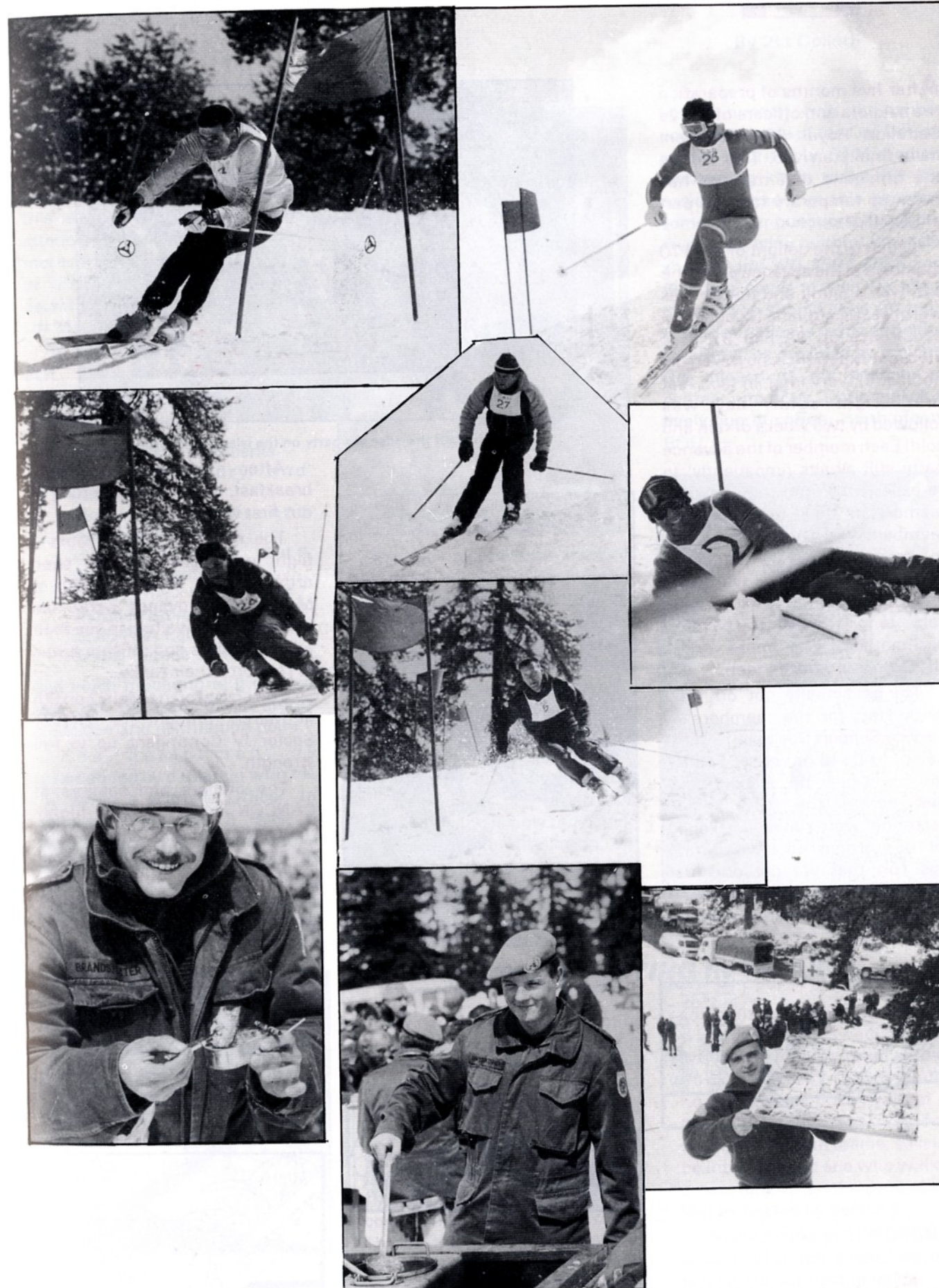
#### 3. GIANT SLALOM - This race is a combination of both the Straight Downhill and the Slalom.

AUSCON decided to stage the Giant Slalom for UNFICYP members. This had approximately 25 gates and was very smooth. The distance was almost the same between all the gates so as to assist the skiers to maintain an even rhythm. A skiing instructor from Austria (who is training the Cyprus Team) assisted us in the setting out of the poles.



Sgt Kralinper Winner of the Mens Competition.

## SKIING COMPETITION







## ARRIVAL OF THE 2R22eR CANCON

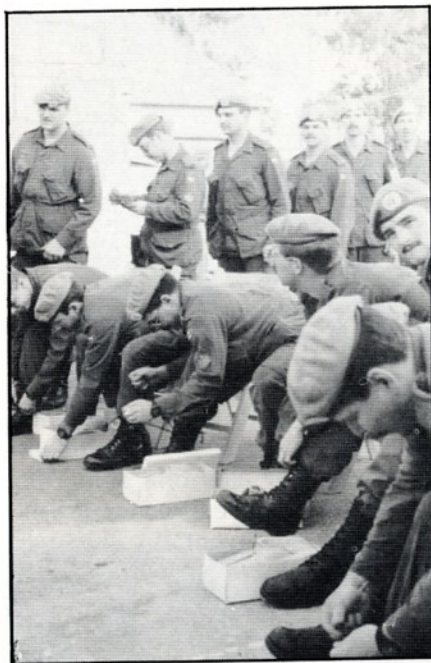
After five months of preparation the soldiers and officers of the 2e Battalion Royal 22e Regiment have finally arrived. This will be the fifth time that the unit has taken up temporary roots as part of UNFICYP.

Much to the delight of the 170 members of the advance party, the sun was shining and the air was warm as the airplane touched soil at Larnaca on 24 Feb 87. This pleasant experience, however, did not last for very long. In fact, that first bright sunny day was followed by two weeks of rain and cold! Each member of the advance party still awaits (impatiently) to re-experience the now fading memory of their first day. The members were eager and anxious to arrive so as to begin to familiarize themselves with their new surroundings. It didn't take very long for us to become acclimatized. (No more snow shovelling and frozen feet).

Things actually got off to a quick start for the members of Service Support Coy at Blue Beret Camp. At 0545 hrs on 25 Feb 87 you could hear the alarm clocks roar across the BBC as all personnel were rudely awakened for the morning run. It was during this run that we got our first official tour as we soared past the different sectors and working areas at BBC.



The arrival of the advance party on the island of Cyprus.



The reception of new pieces of equipment was part of the arrival procedures.

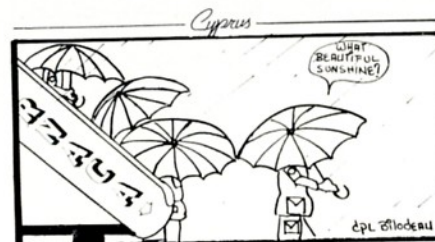
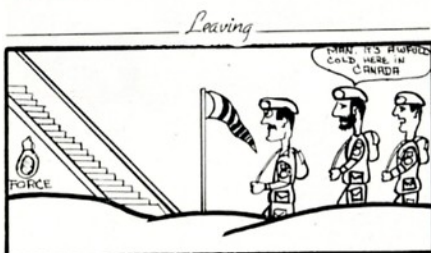
After a shower and hardy breakfast, it was the beginning of our first working day.

The members of the Main 1 flight were greeted with open arms as they arrived on 5th of March. The advance party had been eagerly awaiting to see their fellow soldiers and officers arrive to reinforce their ranks.

The arrival of the Main 2 on 8th of March, brought the 2R22eR Sector IV Contingent up to full strength.

The officers and soldiers of CANCON have arrived highly motivated, in good spirits and mentally prepared to carry out our peace-keeping mission. We eagerly look forward to meeting all new challenges that we will encounter during our tour here on the island.

Je me souviens



## THE ORDNANCE DETACHMENT (ORD DET)

By 2Lt Collett

What is the Ord Det? Many people may ask that question. Being a "Supernumerary" I could easily say "I've got no idea" but in this short literary piece, I will attempt to explain some of the more mysterious areas of this unit of UNFICYP. The Ord Det was established in 1964 following the UN Mandate.

It is situated close to the UN POL Point and provides the following Logistic Services to UNFICYP:-

Petrol, Oils & Lubricants  
Ration Delivery and Coordination  
Furniture Repair and Refurbishment  
UN Clothing and Embellishments  
Cleaning Materials/Defence Stores  
DOE/PSA Equipment  
Medal Parade Stores

and much much more! It does in fact act as part of a stores collection and distribution point.

The detachment is commanded by a Captain with his 2ic being a Warrant Officer. In addition, there are 3 Sgts, 5 Cpls/L/Cpls, one private and a driver and finally a supernumerary 2Lt. The detachment is also responsible for fire cover and fire inspections within the UNPA.



For such a small unit, the Ord Det fares very well against its larger competitors in both work and play. The soldiers work solidly from 0730 until 1330 and when the shed becomes very busy, rank and shirts come off and everyone pitches in to help. UNFICYP Ord Det is in fact a highly effective and independent unit.

The Officer Commanding makes regular visits to all contingents and is only too happy to accommodate discussion on any of the Ord Det Log Services. While he is away the 2ic (WO2)

busies himself with the whole accounting side of the Ord Det, so please return your 8461's when demanding kit to make his life easier! I hope that this answers some of your questions about the mysteries lying within the dark shed at grid WD 2597 8958 and that you come to visit us more often. If you should need any help or if information is required on the Log Services provided by the Ord Det, please do not hesitate to contact one of us. Chris makes a lively cup of coffee - with plenty BOU.



## PISTOL SHOOTING IN TROULLI

A friendly Pistol Shooting Competition was recently held in Troulli mine, between the Swedish and Finnish Contingent. This was arranged by SWEDCON. There were two teams of three competing in International Military Rapid Fire Shooting. This time the Finns won the competition and took the Trophy. The best shooter of the day was Capt Markku Kiiski, who in fact was the overall winner of the

competition. After the shooting was over the Swedish Team hosted the Finnish Team at Camp Polar, where the Swedish hospitality was once again at it's best. The trophy has now been won once by both teams, so it will be interesting to see who will win it next time when the competition will be hosted by Sector 3.

Many thanks to SWEDCON for a well arranged event, we look forward to our next meeting.



## THE DANCON MARCH 1987



During the weekends of 14/15 and 28/29 March and also 4/5 April 1987 the DANCON March was held. This march has become a tradition and has been done by all Danish contingents since 1972 (with only a few exceptions). Originally the routes were along the coast in the Danish sector to Kokkina Point and back again. Then the march was changed to the mountainous area south of Skouriotissa Camp. The distance to be walked is 25 Km each day. This year the routes had to be changed once again at the last minute due to the heavy snowfalls. The highest parts of the normal route only being passable on skis. On both days the march



Seconds before the start.

The staff necessary to plan and run the march totalled almost 30. The primary job was to man the rest points and here to supply the marchers with drinks, sandwiches, fruit and chocolate.

During the first two marches the consumption was 2,200 litres of water, 2,700 bottles of beer and soft drinks, 250 kilos of fruit, 30 kilos of chocolate and 12,000 sandwiches!



Blisters.

started in the village of Evrykhon at about 400 metres above sea-level. The finish on the first day was only 2 Km from the start, in the village of Tembria. The highest point on the route was 1120 metres. The second days route ended at the picnic area north of Karvounas and the highest point passed was at 1100 metres.

The participation of this years march was very high with a total of 683 marchers starting off, 13 of these had to drop out along the way. So, the number of persons awarded the DANCON March medal was 670. The highest number awarded was a "9", this was to a Danish Corporal. Among the participants were a cocker spaniel and a teddy-bear!



blisters, blisters.....



There were also the medical staff and first aid units. Fortunately they had very little to do, although one patient had to be given intra-venous liquid. Apart from that there were only the many small (and large) blisters to deal with.



## 3RD FUSILIERS RUGBY

3rd Fusiliers rugby is going well and after gaining revenge on the 1st Battalion and having a warm up game against the Army Cyprus team, the Battalion team were looking forward to the much awaited arrival of the "All Blacks" touring side on their way back to New Zealand. This match arranged for the 1st of APRIL was to be the highlight of the Battalion's rugby calendar, but it was not to be. Due to unforeseen circumstances (and our awesome pack) the "All Blacks" decided they should perhaps continue directly home and we have subsequently dropped the fixture for future seasons. However, luck was with us as the "Greater London Councils Dustbins RFC" were touring the Middle East and agreed to pick up the fixture at the last minute before returning home.

The "Dustbins" looked even bigger than usual in their distinctive steel grey strip and sought to stamp their authority on the game from the start. A high ball into the dead ball area forced the Fusiliers into a 22 drop out which the Dustbins fielded, set up a driving maul and drove the Fusiliers to within 5 metres of their goal line before releasing the ball to their minute 25 litre trash can scrum half from Brent Council. He jinked through our crestfallen back row to score under the posts all within minutes of kickoff.

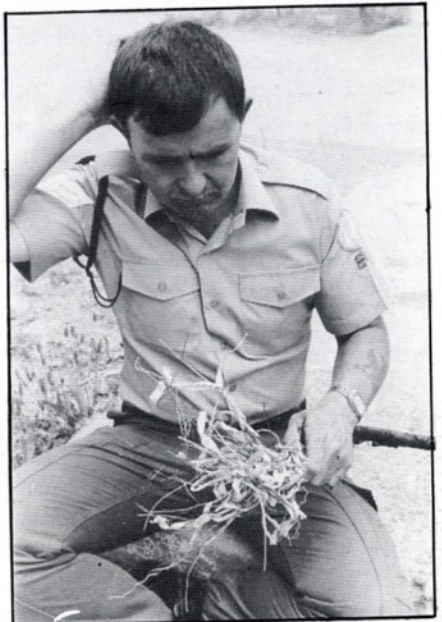
It was certainly a bad sign, which became increasingly worse at the first scrum when the iron hard "Dustbins" front row, a powerhouse of giant dustbins drawn from the metropolitan Police College, fairly crushed the Fusiliers front three. It was no surprise to see the two devastating litter bins from Crystal Palace Sports Stadium scamper over for two quick tries before the end of the first half.

## A BREAKDOWN IN COMMUNICATIONS

Local Contractors recently cut through a telephone cable while digging a hole. Sgt Steve Dobson, the Line Troop NCO, was seen looking into it.

This happened on Tuesday 24th February and the damage took 2 full days to repair, the 40 pair cable was so badly damaged that a section, 4 metres long, had to be replaced. The cable jointing was done by Cpl John Phillips and Signalman John Bower, both members of 254 (UNFICYP) Signal Squadron.

Although this episode had its funny side, in fact it could have been very serious, with Flight, ATCT, AUSTCIVPOL, Ordnance and DOE/PSA being without telephone communications for up to 72 hours.



Worse was still to come. The trio of Westminster Council breakaway dustbins, more familiar in their usual white and green stripes, showed their metal in the loose with their experience of large crowds in Trafalgar Square. They were ruthless in all phases of second and third phase ball, uncannily finding space and putting in crunching tackles when needed. Again this enabled the Dustbins threequarters to move the ball wide, using their experienced wingers from Twickenham BR Station and Richmond Municipal Lavatories to best effect.

On the final whistle the Fusiliers were lucky to get away with a score that did not quite reach treble figures. A great spectacle of receptacle rugby for those lucky enough to have known about it before hand.

A good match for April 1st.

This was the second time within one month that the Line Troop had to perform major surgery on our telephone system here in HQ UNFICYP. The previous occasion was the evacuation of the telephone circuits from the old Exchange building behind FINCON Sauna, before it was demolished. Again Sgt Steve Dobson masterminded the operation, with the whole Line Troop working through the weekend to prevent any disruption to Line traffic.

So, please remember, when you have trouble with your telephone - be patient, the Line Troop might be looking into a hole somewhere!







## A DAY TO REMEMBER

ST PATRICK'S DAY 1987

By Comdt W. O'HARA

On the days leading up to St Patrick's Day 17th March, IRCON personnel were anxiously monitoring the weather. The abundance of rain that was falling may have been bringing contentment to the Cypriot people who were under the threat of water rationing but the Irish Contingent did not want the Irish style weather for their National Day Celebrations!

The activities of the day began when a lone piper, Pte John Wiseley, specially despatched from the Irish Battalion in the Lebanon, played an Irish Air to herald the arrival of trays of Irish Mist and Carolans Cream to the Chief of Staff's morning briefing. As those present sipped their early morning drink some nostalgic Irish music and scenic film were played. The celebrations were underway and the clouds ran dry - the rain stopped. It was a nice gesture, had St Patrick worked his first miracle of the day for IRCON?

Shamrock. Trays of shamrock were then blessed by the Canadian Roman Catholic Chaplain, Fr. Whalen Bosse. With the flags of the United Nations and of Ireland gently fluttering in the breeze the lone piper struck up a few Irish marching tunes as the shamrock was distributed to those



Immediately following, Mass began with the singing of St Patrick's Breastplate and organ accompaniment by Capt Hansen, DANCON. The altar was full with the five clergy who ccelebrated the Mass. The beautiful pipe music of Capt Ronnie Bisset playing Amazing Grace echoed through the little church as the six Irish children excitedly brought the gifts to the altar. In the best tradition of family participation in the Mass on St Patrick's Day the congregation joined in with Richard Goulding as he recited the Lord's Prayer in the Irish language.

At the conclusion of the Mass the congregation retired for refreshments to Club Hibernia. Throughout the afternoon all guest who visited the club seemed to be keen to sample the specially acquired draught Guinness which was specifically shipped out for the celebrations.

The highlight of the day was the Dinner and Dance in the Officers' Mess. On the crowded bar, while the one hundred and eighty guests sampled the many Irish whiskies and other brews on offer, an Irish dance was performed by Andrea O'Hara who was suitably dressed in her costume adorned with shamrocks. The piper played "When the Saints go Marching In" as he led the guests into the brightly decorated Dining Room. The band of the 13/18 Hussars played some Irish airs as the guests eat through the sumptuous meal. There seemed to be a determination to get rid of the calories as the guests energetically danced to the lively music which included some Irish melodies, into the early hours of the morning. The enjoyment of it all was only spoiled by the realisation that the new day now hours old was a normal working day - but, was it normal?



Members of the Irish NSV L.E. Aisling receiving the shamrock from Comdt O'Hara.

At 1135 hrs outside St Barnaba's Church the parade came to attention as the Force Commander, Maj Gen Gunther Greindl escorted by the Irish Contingent Commander, Comdt Barney Goulding took his seat before the Blessing of the

on parade. The parade was formed not alone from the UNFICYP Irish Contingent but also from the crew of the visiting Irish Naval Service Vessel L.E. Aisling and members of other UNFICYP contingents who had ancestral links with Ireland.