

# THE BLUE BERET



OCTOBER 1986







AUSTRIANS HAVE FOUND OUT THAT TAKING PART IN BRIEFINGS IS THE MOST IMPORTANT UNFICYP ACTIVITY. UNFORTUNATELY, THERE ARE ONLY 24 HOURS IN EACH DAY. THEREFORE, THEY HAVE STARTED WITH THE MOST IMPORTANT ONES. GIVE IT A TRY: PHONE SOMEBODY AT SECTOR 6 HQ AND YOU WILL BE TOLD: "SORRY, THEY ARE ALL AT A VERY IMPORTANT BRIEFING".

By: Major M Klein, Sector Six

| SECTION SIX SCHEDULE |                    |                    |                     |                    |                   |                   |                    |
|----------------------|--------------------|--------------------|---------------------|--------------------|-------------------|-------------------|--------------------|
|                      | MONDAY             | TUESDAY            | WEDNESDAY           | THURSDAY           | FRIDAY            | SATURDAY          | SUNDAY             |
| 0730                 | CO BRIEFING        | OPS BRIEFING       | LOGS BRIEFING       | OPS BRIEFING       | OPS BRIEFING      |                   |                    |
| 0800                 | "                  | ENGINEERS BRIEFING |                     |                    | VISITORS BRIEFING | OPS BRIEFING      | CHURCH BRIEFING    |
| 0900                 | "                  |                    | LUNCH BRIEFING      | QM BRIEFING        | MTD BRIEFING      |                   |                    |
| 1000                 |                    |                    |                     |                    |                   |                   |                    |
| 1100                 | LINE TOUR BRIEFING | LUNCH BRIEFING     |                     | LUNCH BRIEFING     | MEDICAL BRIEFING  |                   |                    |
| 1200                 | LUNCH BRIEFING     | UNBZ BRIEFING      |                     |                    |                   |                   | LEISURE BRIEFING   |
| 1300                 |                    |                    | DUTY OFFRS BRIEFING |                    | UNBZ BRIEFING     |                   |                    |
| 1330                 |                    |                    |                     |                    |                   |                   |                    |
| 1400                 |                    |                    |                     |                    |                   |                   |                    |
| 1500                 | TEA TIME BRIEFING  | TEA TIME BRIEFING  | TEA TIME BRIEFING   | TEA TIME BRIEFING  | MP BRIEFING       | LEISURE BRIEFING  | TEA TIME BRIEFING  |
| 1600                 |                    |                    |                     |                    |                   |                   |                    |
| 1700                 |                    |                    |                     |                    |                   |                   |                    |
| 1800                 | DINNER BRIEFING    | DINNER BRIEFING    | DINNER BRIEFING     | DINNER BRIEFING    | DINNER BRIEFING   | BARBEQUE BRIEFING | DINNER BRIEFING    |
| 1900                 |                    |                    |                     |                    |                   |                   |                    |
| 2000                 | GOODNIGHT BRIEFING | GOODNIGHT BRIEFING | GOODNIGHT BRIEFING  | GOODNIGHT BRIEFING |                   |                   | GOODNIGHT BRIEFING |
| 2200                 |                    |                    |                     |                    |                   |                   |                    |

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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

Queen's Gurkha Engineers

# THE BLUE BERET



## Editorial

Now that the weather is getting a little cooler and the beaches are losing their appeal, the towns and centre of Cyprus become an even more attractive proposition. Nicosia, where during the summer months gets very hot and sticky and thus, foolishly avoided by many tourists has in fact, much to offer. The Museum houses most of the very important art treasures of Cyprus and is well worth a visit. The venetian walls surrounding the city have a special charm and a stroll along some of the ramparts in the evening is a most agreeable way to spend one's time. In the north of the city, the central mosque, once the cathedral of St Sophia and the market halls will remind any visitor of the proximity of the Middle East.

In the Troodos mountains are many places off the beaten track, which are worth a visit. Kykkou monastery attracts many people, but visitors tend to be put off by the road through the Cedar valley and the Moufflon park. These areas are of out-standing natural beauty, and represent the other Cyprus, often unknown to those who only spend their time on the beaches.

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### Editors Note:

An apology is surely necessary to Sector Six for the printing error in the September edition. The Falling Plate Competition was won by Sector Six and not Sector Two. Sorry!!



By: Capt T Klaar

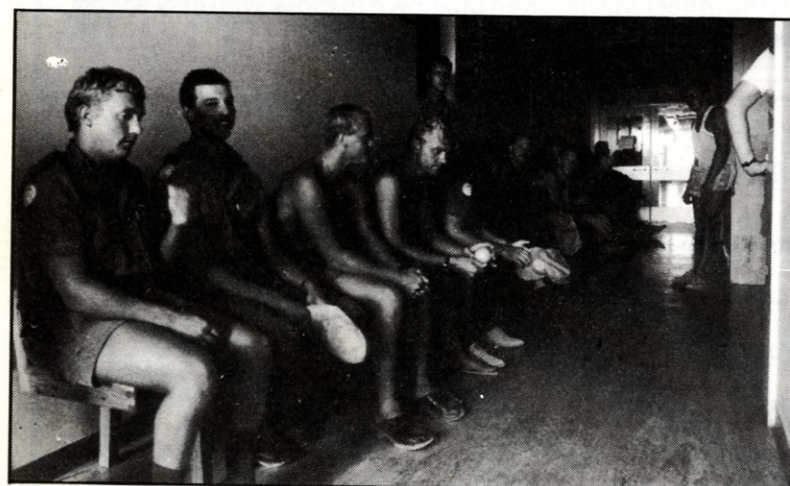
**TEN LITRES  
OF SWEDISH UN BLOOD**

The time was just before 4pm on Wednesday 27th August, when 1.Lt Eliasson who was in the hospital "Villa Jalla" received the call: "This is Larnaca Hospital, we are in urgent need of blood, can you send us 20 donors at once?" He acted immediately and within three minutes he had 25 volunteers in a bus, ready to go to the hospital.

A Swedish MP arrived, also to give the life saving blood and he told us about the serious accident that had caused the shortage and almost drained the blood bank. It was a traffic accident on the Larnaca-Nicosia road, where a Danish MC - driver had been killed, his girlfriend and another girl seriously injured and two Canadian UN soldiers slightly hurt.



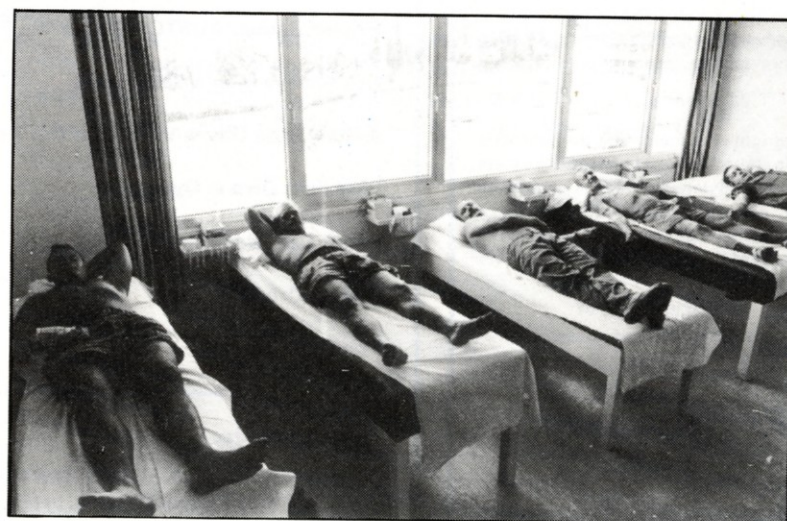
The Donors - Ten Litres of Blood Lighter, but feeling it was worth it!



25 volunteers waiting to try and help save human life.

After 1 ½ hours all 25 UN soldiers from Camp Victoria (including two British UN soldiers) had donated about 0.4 litres each, which makes a grand total of approx ten litres!

Altogether a unique effort by so many at the same time, according to the hospital staff, and indeed a true humanitarian cause, in the very UN spirit!



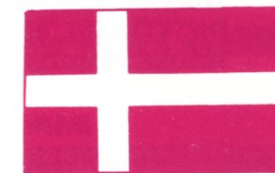
Up to 5 at the same time donated their blood to Larnaca Hospital while the seriously wounded underwent surgery next door.

**MUSICAL INTERLUDE**

The REME Staff Band will hold a one hour concert in the Community Centre, UNPA, on Thursday 16 Oct 1986 at 4pm. Everyone will be welcome to attend this afternoon of entertainment.

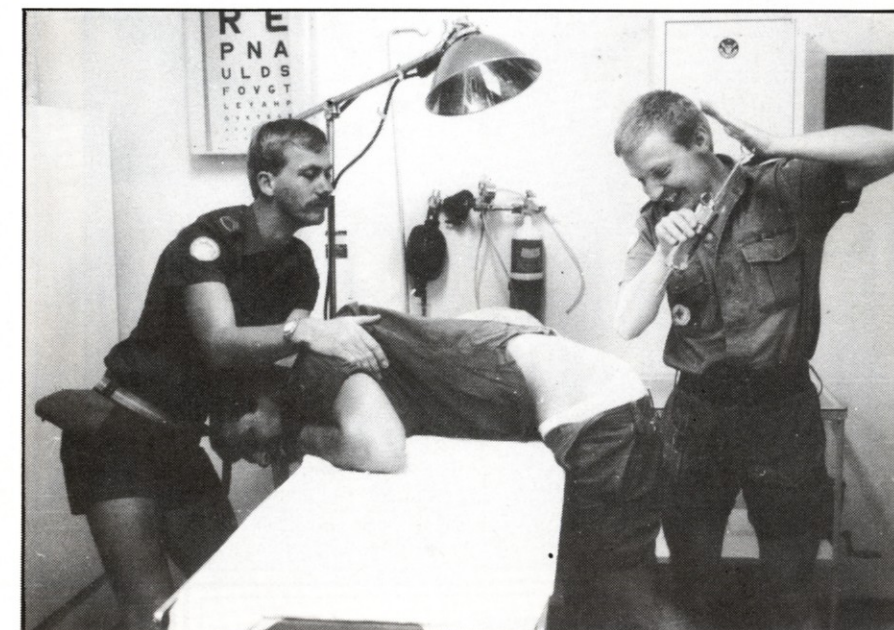
**THE MEDICAL CENTRE - VIKING CAMP**

By: Capt Hansen



The Medical Centre in DANCON is situated in Viking Camp, Xeros. The staff consists of two medical officers, one sergeant and five medical assistants. Fortunately Danish soldiers are very healthy and seldom seriously ill. Most of the patients come to the medical centre, but now and then we have to visit someone at one of our OP's. The patrol track, which is in the mountains, can be very difficult to forge. The ambulances cannot manage the track at all and after heavy rain even a Land-Rover cannot reach the OP's! Therefore, a great deal of importance is attached to first aid education in case of accidents.

Only a little theoretical education is given, practical exercises having priority. Much attention is paid to life-saving first aid, such as artificial respiration, how to stop serious bleeding and treatment of snakebites. How to deal with heatstroke and alcohol intoxication are also very important. The diseases and injuries are quite different from those normally met in Denmark. The correct technique of administering an injection is also taught. Having the many traffic



accidents in Cyprus in mind, we try to give the soldiers a reasonable background in how to handle this kind of situation. Where a serious road accident has occurred and they happen to be first at the scene, they should know how to make a priority of the casualties, to treat them in the correct way and how to call for qualified help.

A very special situation occurs in Kokkina, Sector 1. This is a small Turkish Cypriot enclave,

where DANCON has one camp and two OP's. There is a Turkish Forces Camp which only has boat connections with other points in the North twice a week. In cases of serious illness or injuries they call the small Danish camp for assistance. Therefore, it is essential that the Danish soldiers have the best knowledge of first aid, to be able to carry out one of the most distinguished tasks in the United Nations - helping mankind in general.

**CARTOON**

HQ UNFCYP BUDGET SCREENING COMMITTEE



CPLD

SO LOGS COORD









At roughly the same time, a joint Canadian-American unit (unique in history) was formed: the First Special Service Force, better known as "The Devil's Brigade". The Canadian contribution to the Force was the First Canadian Special Service Battalion, whose members belonged to the 2nd Canadian Parachute Battalion.

**T**he Canadian Airborne Regiment – Canada's volunteer, go anywhere, do anything, paratroop regiment, has returned to Aphrodite's Isle.

The Regiment is Canada's newest regular force combat organization, born only on 8th April 1968, but nevertheless perpetuating a long history of military parachuting by Canadian troops. Its Colours bear the battle honours of the 1st Canadian Parachute Battalion and the First Canadian Special Service Battalion. Canada entered the military parachuting field in 1942 with the formation of the 1st Canadian Parachute Battalion, which served as part of the British Sixth Airborne Division during World War II.



Cdn AB Regt Paratroopers donning equipment using the "buddy system".

C-130 Hercules  
Mass Para Drop



## THE CANADIAN AIRBORNE REGIMENT



Canadian Airborne Regiment parade - CFB Petawawa, Ontario.

Originally formed in Edmonton, Alberta, the Regiment moved to its present home at Canadian Forces Base Petawawa, Ontario in 1977 and assumed a new role as the spearhead of the newly-formed Special Service Force (SSF). In its short 18 years, the Regiment or elements of it, have seen service in every region of Canada, particularly in the Arctic and Alaska, in the USA, in Jamaica and Cyprus. To that end every officer, non-commissioned officer and man, infantry or not, is trained and refreshed annually in the art of fighting the infantry battle. But the Regiment possesses additional capabilities in static line, military freefall and heavy-drop parachuting as well, and conducts an average of 24 parachute descents per man per year.



By Captain J.E.V.M.M. Moo Sang

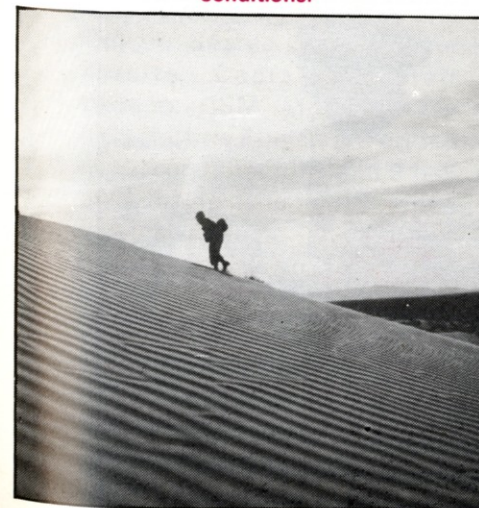
defence of North America, as well as maintaining a constant readiness as the Canadian UN Ready Force. In these missions, the Regiment forms the nucleus of an Airborne Battle Group and is joined by gunners, sappers, medics and an Armoured recce element – all of whom are elements of the Special Service Force.



Paratroops board a Chinook helicopter with full winter equipment.

Seven hundred and fifty strong, the Regiment consists of the Airborne Headquarters and Signals Squadron (containing Regimental Headquarters, Reconnaissance Platoon, Mortar Platoon, Communications Troop and Support Troop); three infantry assault commandos: le Premier Commando Aeroporte (French-speaking), the Second Airborne Commando and the Third Airborne Commando; and the Airborne Service Commando (with Supply, Transport, Medical and Maintenance Platoons). The Regiment's missions include the defence of Canada and the

Canadian Paratroops on Exercise in desert conditions.



The Regiment's deployment in Cyprus differs markedly from that of other Canadian units. Where other units leave only a small administrative rear party in Canada, the Regiment will in fact exist in both locations simultaneously. Le Premier Commando Aeroporte and the Second Airborne Commando along with elements of the Airborne Headquarters and Signal Squadron and the Airborne Service Commando plus some augmentees from the SSF form the Regiment in Cyprus, while at home the Third Airborne Commando, elements of the other Regimental units, and the other members of the Airborne Battle Group retain responsibility for all missions currently assigned to the Regiment.

Individually, many members of the Regiment have served previous tours with UNFICYP – some as many as three or four – either with their parent Regiments or during this Regiment's last tour here in 1981. The Regiment was previously tasked for duties in Cyprus from April 1974 to April 1975 in two six month tours.

Thus, the members of the Regiment, temporarily discarding their maroon berets for UN blue, bring with them the traditions and proud history of Canadian paratroops – for the third time – in the service of peace.

**AIRBORNE!**



## THE FINNISH SAUNA

By P Juslin

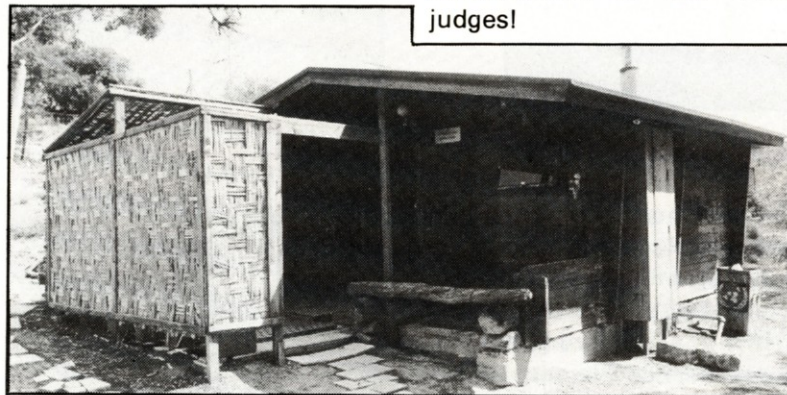
Beside the baseball field in the UNPA area there is a little wooden cottage surrounded by green pine trees. A curious trespasser can read a sign on the door saying "SAUNA FINCON OWNED". The little cottage has three rooms - a dressing room, a little washroom and the SAUNA -heatroom itself. In front of the sauna there is a small veranda with wooden benches. Out of the veranda one can see the city of Nicosia down in the valley.

The sauna was built by the Finnish people working for UN in the 1970s. It is customary for the Finns to build a sauna where ever they go in the world. In the old days the sauna used to be the most important part of the household in a Finnish home and it still is in many respects rather important, since the majority of the Finns have a sauna in their own homes.

Sauna is traditionally a place for refreshment and joy after a hard week's work. When the Finns go into the sauna, they usually leave their problems and sorrows on the doorstep and enjoy the feeling of purity and closeness between people in the sauna. Later on the bathers have a couple of drinks on the veranda and sit and discuss all matters between earth and sky. Especially late at night after sauna, it really feels great to sit on the veranda listening to the pine trees whispering in the

silence, the moon and stars shining. Watching the lights from the valley twinkle in the dark night and feeling the cool breeze on one's face after another hot day in Nicosia.

This is why the sauna has become very popular among other nationalities as well. Saunas are frequently arranged at least 2-3 times a week and a good many open-minded "foreigners" have already passed their sauna Diploma cheerfully to the complete satisfaction of the Finnish judges!



## AUSTCIVPOL AND THE PERISTERONA PROJECT

By: Inspector John Deeks

At the beginning of August 1986, following a directive from the Force Commander, AUSTCIVPOL moved into premises in Peristerona and commenced operational and liaison functions in Sectors One and Two from that location.

Operationally AUSTCIVPOL attend to incidents and requests for civilian police assistance as well as patrols in those Sectors.

The liaison function includes developing liaison with CYPOL and civilians on matters affecting UNFICYP. With this in mind, on two nights a week AUSTCIVPOL members, in company with Sector Humanitarian Officers, attend local meetings of the farmers in the villages to discuss such problems as wild dogs, farming permit enquiries and arranging escorts for farmers.

AUSTCIVPOL members are constantly aware of the excellent liaison which has been established by Contingents in these Sectors and are anxious to continue and consolidate that liaison. It has been said that there are some 5,000 Australian citizens living in Cyprus. This,

together with the fact that a large number of Cypriots have relations in Australia, has tended to assist AUSTCIVPOL over the years to establish and continue a good working relationship with civilians with whom they come into contact.



Sgt Ray Carlin is shown chatting to Mr George Koutzoumbas.



III

While the operations staff dread "contacts", it is ironic that the Humanitarian Staff of Sector Two actively pursue them - against wild dogs. These dogs live in the Buffer Zone itself, inaccessible to the farmers who might otherwise shoot them, only coming near to feed off their sheep and goats. In addition, they pose a threat to humans as they have been known to carry "Hydatid", a virulent and fatal disease that attacks primarily the liver, but also the brain and kidneys. The dogs are known to have attacked joggers and vehicles in the buffer zone. For these reasons, shooting dogs is a high priority and very much appreciated by the local population.



It is however a hazardous and skilful job. Seated in a UN Flight Allouette, Captain Alastair Robertson, CSM Moss Markey and CSgt Chris Phelan are armed with 12 bore shotguns and 9 ball shot. Hitting the dogs once presents problems enough but these dogs can be so large that it takes several hits to kill them. One dog took 5 shots and still leapt to attack the helicopter as it hovered close to finish the job. However, it is not an enjoyable task and every effort is made to kill the dogs as humanely as possible.

## NOT ALWAYS MANS BEST FRIEND

By: Capt J Shaw

Photos by: Sgt A Beaton



The flying skill required is considerable, as the pilot not only has to get the craft near enough to the extremely mobile dogs, he also has to provide a stable enough platform to shoot from. Pursuing the dogs is increasingly hazardous, as the wily animals, by now mostly survivors of previous chases, have realised the safety offered them by telegraph wires. These obviously present very real dangers to the helicopters; WO1 Graham Laverton and WO11 Tom Murray are however, superb pilots and are, at least as cunning as the dogs! Mr Laverton's 4000 hours flying experience certainly comes in handy. All dogs shot have to be marked on a map to enable the staff to relocate and collect the carcasses by Land Rover after each shoot. To avoid infection whilst

manhandling the dogs, they wear protective masks and gloves. As the dogs increase in size, so lifting and packaging them becomes more difficult. With the largest survivor being a rampant Irish Wolfhound, this problem can only get worse! Already the dogs weigh up to 140 lbs and no longer fit in the black plastic bin liners that have sufficed before.

With 21 dogs destroyed during our tour, the threat of attack has been reduced, but given the present situation, it will never disappear. In the meantime, the ever present threat has given added incentive to the fitness training of 3 PARA when running in the UNBZ. Which, in case SWEDCON and CANCON were wondering, is one reason why we keep winning races!







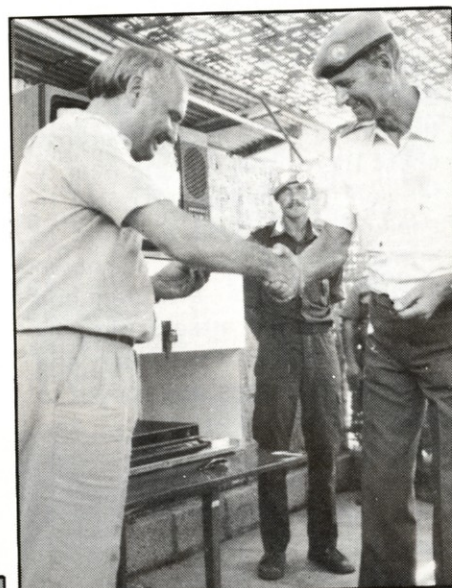
## A RED LETTER DAY



September 2nd 1986, a memorable day for AUSCON's rank and file! The assistant general manager of SEMPERIT-TECHNICAL PRODUCTS, Dr. E. Hollhuber, who in the name of his company stands sponsor to our battalion here in Cyprus, handed over a video recording machine to our men. The CO Sector Six, Lt Col W. Machly, stressed in his word of thanks the importance of the Semperit sponsorship for our unit. He explained that this technical device is for the benefit of our soldiers to liven up their leisure time. Both Lt Col Machly and Dr.

Hollhuber put emphasis on this very successful partnership that has been going on for years. By the way, all AUSCON's vehicles are equipped with Semperit tyres. The last consignment was on 18th August 1986, when 40 tyres for our cross-country vehicles, 'PINZGAUER', came in.

And to combine business with pleasure - all present could see the UNFICYP briefing film by means of the new video recording machine before a delicious meal concluded that happy day for AUSCON's men.



Handing over the video recording machine from Dr Hollhuber to CO Sector Six Lt Col Machly.

### VISITORS TO OUR SECTORS

On this occasion I'd like to say a few words about official and unofficial visits to our sector. Anyone that pays a visit to our contingent will, apart from a sector briefing, be shown the most interesting sights in our area, depending on the time available. As everybody knows we are very rich in historic places, so all our guests are deeply impressed after a guided tour through the ruins of Old Salamis, Old Famagusta, Engomi, The Necropolis of Old Salamis - to name just a few places of interest.



I myself love to use the saying, 'CYPRUS is a LIVING MUSEUM'. Therefore, none of its visitors, UN-soldiers included, should leave this island without having made contact with the rich history of the very advanced civilizations of mankind. And who, of the civilized races from the Mediterranean has not been to the Island of Aphrodite to leave some traces of bygone days behind?

### UN CRICKET 1986

The cricket season has now ended. The final game between the Officers' and Sergeants' Messes was played on 21 September and served to remind the players and spectators that Cricket is one of the World's most social sports; even if the standard of play is less than excellent. The result of this well attended and enthusiastically played match was a resounding win for the Sergeants' Mess by an Innings and 71 runs.

The UNICORNS Cricket Team surprised the opposition sides from the Sovereign Bases by always managing to field a full side of 11 keen players. Unfortunately the various talents of the team members failed to peak at the same time and the Team lost all the 6 league games played.

The Minor Units Competition was played in good spirit by all of the 6 teams which took part. The final played between the Airfield and FSC Squadron on 10 September. This was a special 35 over match the Airfield won by 10 wickets.

The third competition played this season was the UNFICYP Sp Regt Sub Unit Knockout comp. The Competition was won by the HQ Det. in a close final against 254 Sig. Sqn. A Final note in this brief resume of the fortunes of the UN cricketers is that the REME UN Cricket Team beat the REME Cyprus (Sovereign Bases) Team by 3 wickets to take the REME Cyprus Cricket Cup on 18 September.

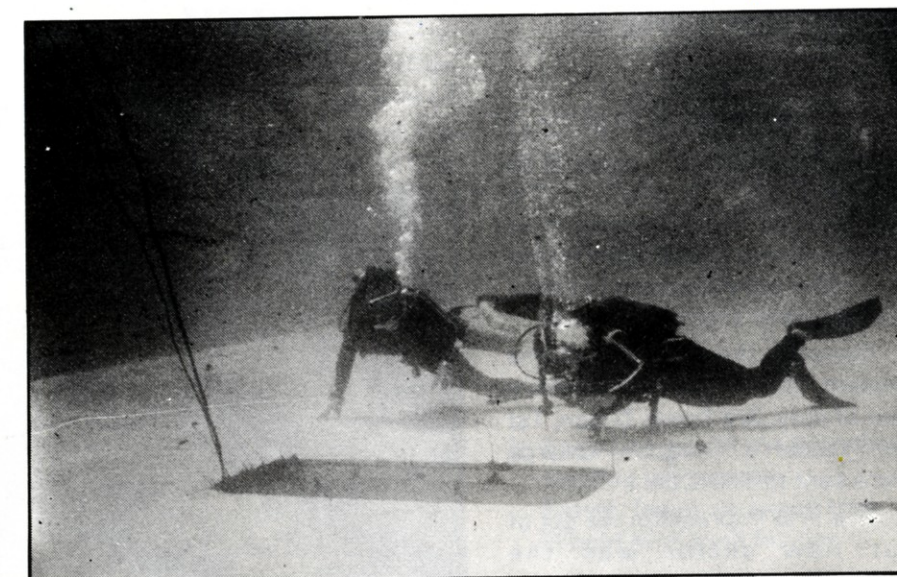
## MY FIRST DIVE IN CYPRUS

By: Lt S R Moulton

How well I remember my first dive in Cyprus. Only weeks before I had been exploring a quarry on Bodmin Moor in the south west of England. It had been a cold, wet, grey day. So different to the warm sun and blue sky that accompanied Major Hamish McDonald, myself and two other divers as we left Larnaca.

We had hired a small fishing boat for the morning. We had not dived together and intended doing a deep dive on an unfamiliar wreck. With so many unknowns it was little surprise we were tense. The outward journey was spent talking over the dive, our expectations and also trying to anticipate any problems.

As normal we were to dive in pairs. My partner and I were to be second in, so when our turn came some of the tension had eased. The first team experienced no difficulties. When they had surfaced they were so full of what they had seen, it was some minutes before they were back on board. The familiar routine of pre-dive briefs and checks always helps calm the butterflies! We were soon in the water and leaving the surface for our fifteen minute mystery tour. The Zenobia was a "roll on, roll off" ferry. She had had an automatic ballast system to compensate for any uneven distribution in her load.



This had gone wrong, as these things do. The result was a capsize and the loss of ship and cargo. There had been talk of a salvage attempt but this never happened and now, several years after the event, divers are being allowed to promenade her decks.

From the surface she had looked like a white scar in a green sea. Only seven metres down the white scar transformed itself into the starboard side of a ship. The tens of windows formed a deliberate pattern of black squares. We could see the guard rails, a lifeboat, the captains launch and suddenly we were swamped in detail. There was just

too much to take in. We settled on the side of the ship which formed a horizontal surface as big as two or three football pitches. Once we had carried out our bottom checks we made our way to the guard rail. The decks now formed a sheer cliff, punctuated by various pieces of ships paraphernalia, plunging into the deep. We dropped over the edge and went down to our maximum planned depth of thirty metres and started towards the bow. There was so much to see. So many holes to look into, myriads of fish of all shapes and sizes and I wanted to miss nothing.

By the time we reached the bow, with two massive anchors still in place and a small forest of winches and bollards we had used eleven of our fifteen minutes. It was time to return to the shot line and up to the surface. The journey back was much quicker and formed a resume of all that we had seen.

Later, on the surface, the whole fifteen minutes seemed a blur. A collection of little bits of what we had seen. There was too much to recall in one picture. Needless to say, I have since been back to the Zenobia and shall go again before I leave the Island. But nothing will quite match the excitement of the first dive on this magnificent wreck.





## SCOUT CAR LIFE

BY LT TC HEYWOOD

WITH

THE DANES



The UNFICYP Scout Car Squadron's role in Cyprus is to provide support to each of the Sectors. To this end, every three weeks, a troop of eight men is sent to a different contingent to face the rigours of their command!

Towards the beginning of the present Scout Car Squadron's tour of duty, 3rd Troop, D Sqn, 1st The Queen's Dragoon Guards were sent to DANCON.

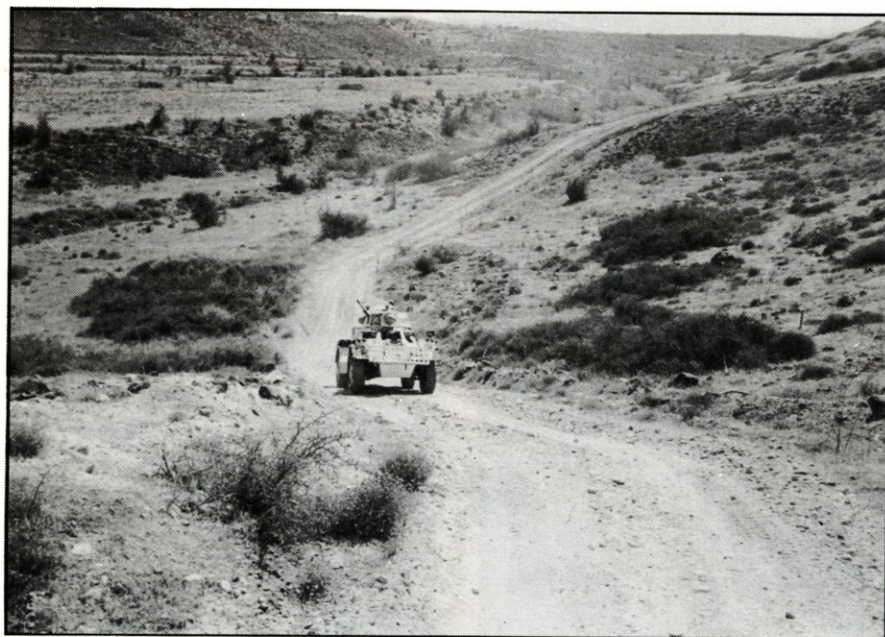
The first impression we got of our new sector was the breathtaking scenery and in many cases the breathtaking tracks which invariably make your heart stop!

The second and perhaps most memorable impression of our stay was the marvellous hospitality offered to us by the Danes, both at our new house in SKOURIOTISSA and also on the line.



3rd Troop, D Sqn

Each of the DANCON OPs have their own very individual character with wonderful names like the "Amboulia Palace" and "The Farm". The latter is so called because of the ominous presence of a donkey, two kebabs (goats) and various other animals.



One of Sector One's better patrol tracks!

The Danes honoured us by christening us the 'Pinkies' which is their name for all new boys! However, the 'pinkies' very soon changed colour after some excellent hours spent at the wonderfully relaxing Danish swimming pool. After three weeks in DANCON, the boys in the ferrets were in danger of being more like waterbabies than soldiers!

The work which we did in DANCON was most enjoyable largely because of its variety. The easy, flat patrols in the East were in great contrast to the hard graft in the West of the area. In the west, patrols invariably last much longer because of the exalting terrain.

Finally, a note of thanks is in order to the Danes for destroying our liver, after some very entertaining nights in their mess, the likes of which has never been seen before even by the QDG's!

## MASTER DRIVER WRITES

In the time taken to read this week's opening sentence, say an average of 9 seconds, a car travelling at 50 kmph will have covered 120 metres. This is based on the fact that a car travels 14 metres every second at 50 kmph. So when a young child dashes out into the road in front of you chasing a football you haven't much time to stop. The Highway Code says an alert driver needs a minimum of 23 metres to stop a car at 50 kmph when driving on a good road surface with both sharp brakes and plenty of tread on the tyres. That 23 metres is separated into 9 metres to react (less than a second) and 14 metres to stop (about a second). Can you bring your car to a complete stop from 50 kmph in a fraction under 2 seconds; and if you and your car can manage it will the road surface let you do it?

## POTHOLES AND PITFALLS

When I first arrived in Cyprus I couldn't believe the state of the roads. Some main roads looked like they ought to be leading to a remote hill farm and not carrying traffic at 80 kmph (plus!).

At first the discomfort of bumping along at speed over roads (scarred like the surface of the moon) is enough to keep anyone on the legal side of the speed limit. However it is surprising just how quickly we humans adapt and you can soon find yourself pitching and rattling along at speed - especially if driving a 'Gizit' or older type of car.

## THE TROUBLE WITH HARES

Drivers who race everywhere at speed, like the proverbial Hare, have a lot to cope with such as the need to overtake more often, which stands to reason if they are battling along faster than everyone else. They also need to read the road very much further ahead to spot the "wally" waiting to pull out from a junction without looking. There is also the need to keep a sharp lookout for the Police who book more drivers for speeding than you may think. And to cap it all they often find the other car they took a risk to overtake a few miles back, pulls up behind them at the traffic lights! All that nervous energy and fuel burned up and for what?

## WALLY'S TALE OF WOE

1. Wally always drove at speed  
His brand new shiny car  
Speed limits he would much exceed  
In his efforts to go far
2. Speed he would the silly chap  
Smiling all the way  
Faster, faster no speed trap  
Would ever spoil his day
3. Imagine then our speedy flyer  
And his look of grim surprise  
When stopped and asked,  
"Where's the fire-"  
By a pair of police guys
4. Wally's speeding was a crime  
It wasn't judged as funny  
This time he gets a big fat fine  
And loses lots of money
5. His fate it could be so much worse  
Next time he goes too fast  
For the ending to this verse  
Could easily be a crash







## TURTLE WATCH IN CYPRUS

By: Sgt A Beaton

Visitors to Lara beach near Paphos, may wonder in amazement when they see a small encampment from which the beaches are intently watched with binoculars. Even stranger, the observers are not watching the many bathing beauties, but some 50-60 small metal and wire cages scattered about the beach! The cages contain turtle eggs and this is the Cyprus Government Fisheries Department Turtle Hatchery.

The project has been running since 1978 under the guidance of Ms Myroula Hadjichristophorou and Mr Andreas Demetropoulos,



Regular checks on the nests are essential

with help from a band of enthusiastic volunteers. All keen to conserve two of Cyprus's more rare and endangered migrant visitors, the Green and the Loggerhead turtles. The project has received support from the World Wildlife Fund and is also part of the Mediterranean Action Plan of the United Nations Environment programme.

It all begins in June when the adult females will return to their beaches of origin to lay. The Loggerheads will lay up to 100 eggs and the Greens up to 150! (do I hear feminine cries of "Thank goodness I'm not a turtle!") These eggs will be layed on the



A Handful of Hatchlings

beach after dark in a carefully excavated hole some 1½ to 3 feet deep. The lay will take the mother several hours to complete, after which she covers the eggs and returns back to sea, possibly returning to lay several times more during the season. At this point the nest will be marked and covered with a cage to allow monitoring. This also acts as protection, for the very vulnerable eggs are regarded as a delicacy by the foxes, crabs and crows which inhabit the local area (fortunately, turtles are not eaten by man in Cyprus). Eggs layed on other beaches in the vicinity will be lifted after the laying season and transferred to Lara for reburial. After 8 weeks the turtles will hatch, generally emerging from the sand in the cool of the night, for they would soon "bake" if they emerged in the heat of the day. Hence the keen watch on the cages from the base camp. Any turtles hatching and surfacing during the day will be collected



A Green makes for the sea

and kept for release at night. The hatchlings receive nourishment for their first 3 days from the egg yolk sac which remains attached to them and so must be released as soon as possible. The releases take place at night and are wonderful to see. The hatchlings are thought to find their way to the sea, either by following the reflections of the moon on the sea or the natural phosphorescence of the water. To simulate this, one of the releasing party will hold a torch out to sea. Sadly, often on less isolated beaches, hatchlings will head for restaurant or house lights and so never reach the sea.



A year old Green

A keen watch is also kept for ghost crabs which live on the water-line as they will quite happily carry away one of the ungainly hatchlings scuttling seawards.

Little is known of the hatchlings pattern of behaviour for the next few years, but it will be at least 10 years before the turtle reaches maturity and returns to Lara to lay.

With a survival rate of a horrifying 2% one can see the need for the worthwhile Lara project.