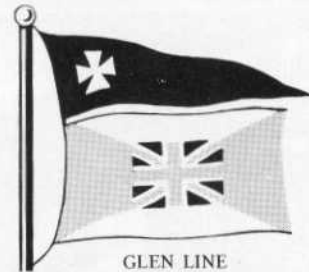




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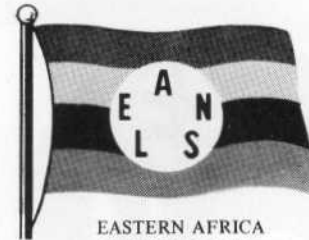
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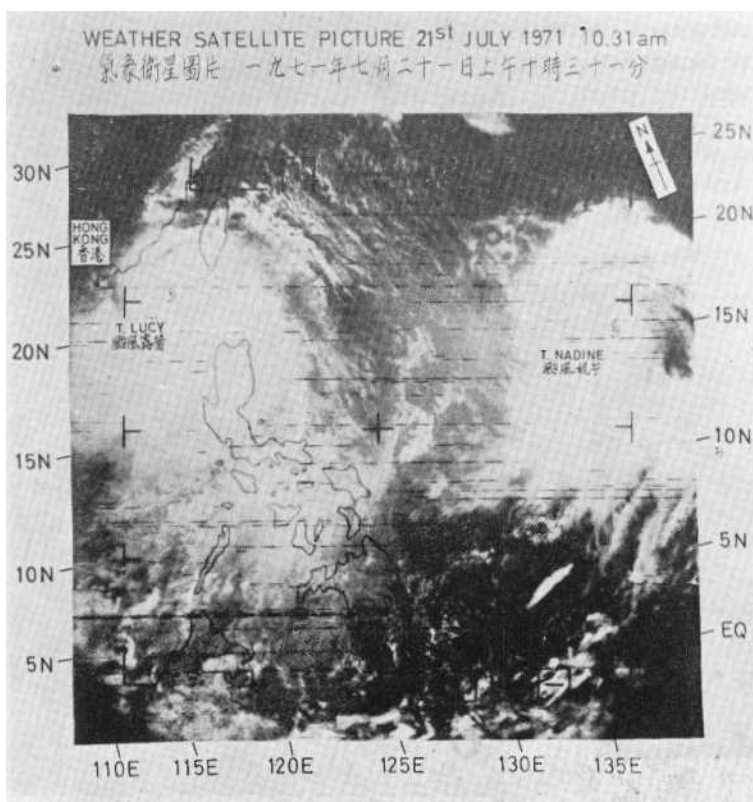
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TYPHOONS AND MONSOONS

By Lieutenant Commander Alex Morrice

Staff Meteorological Officer to the Commodore Hongkong

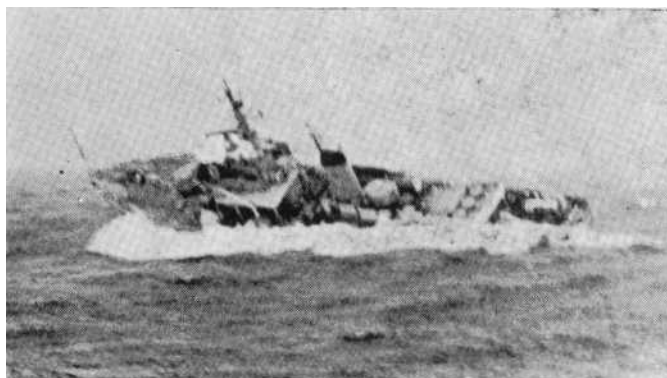


A weather satellite picture showing Typhoon "Lucy" knocking at the door and Typhoon "Nadine" hot foot in her wake. The outline of the coast of China, Taiwan and the Philippines is superimposed.

sea is whipped into phenomenal crashing mountains while visibility is cut to zero by flying spray and torrential rain. The gale force winds can extend out several hundred miles from the centre and at even greater distances they cause an ominous long, low, swell.

Typhoons always bear girls' names which is just right as any sailor who gets too close to one will find it difficult to disentangle himself without a great deal of trouble. Like all girls, a typhoon is very unpredictable. She may be moving along on a nice steady course when for no reason she flares up, changes direction and hits you hard when you least expect it.

As soon as the typhoon season ends, the winter monsoon starts to



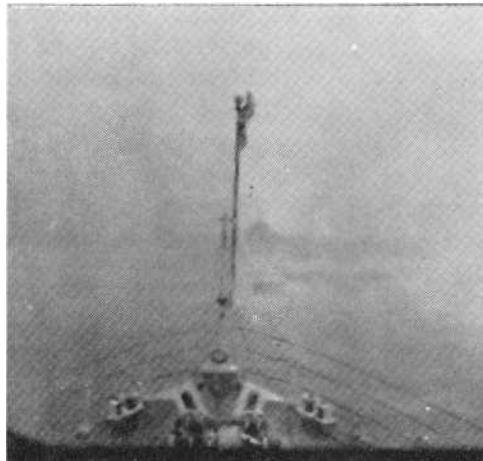
H.M.S. Sheraton "Broaching to" in a gale east of Hong Kong - Nov 1969

The climate we enjoy in Hong Kong brings its headaches, and during the summer we keep an anxious eye cast in the direction of the Philippines. For over the Pacific Ocean to the east of the Philippines lies the most prolific spawning ground of typhoons - the fiercest of storms known to man. They sweep westwards towards the South China Sea, and from May to October all our plans and projects are coloured by their threat.

A well developed typhoon is not to be tangled with, even by the largest ship, let alone a minehunter. Near the calm central "eye" winds scream and rage at 120 to 150 knots, with gusts to over 200 knots. The

blow. We exchange the tempestuous mistress for a hard task-master. The weather is no longer fickle, dangerous, exciting but constant and difficult. From mid-October until March strong to gale force winds persist from Japan right down to the southern pan of the South China Sea. The picture of Sheraton in the northeast monsoon between Hong Kong and Taiwan in November 1969 illustrates the point.

After a brief respite from the winds during the spring (we have poor visibility to contend with then) its May again and we get back to watching those dangerous girls.

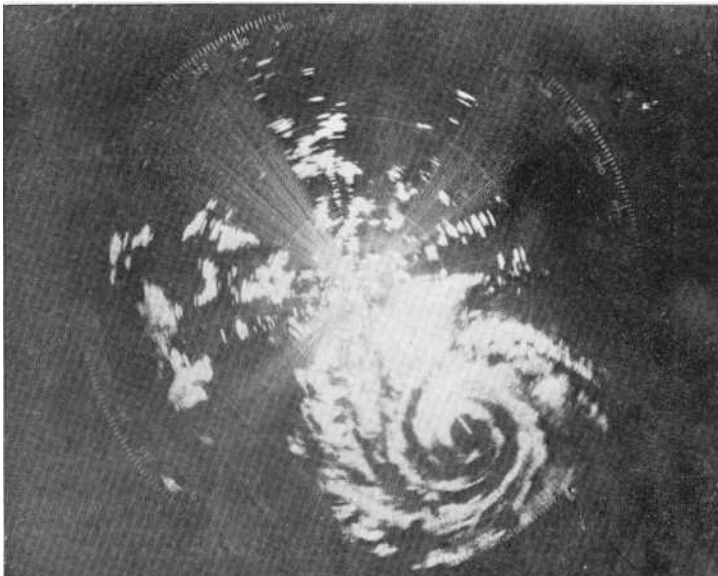


H.M.S. Maxton riding out Typhoon "Lucy" in July 1971. Winds here gusting to 75 knots.

H.M.S. Hubberston can just be seen 3 cables away.



Local officers examine the wreck of a steamer torn from her mooring and blown on the rocks by a typhoon.

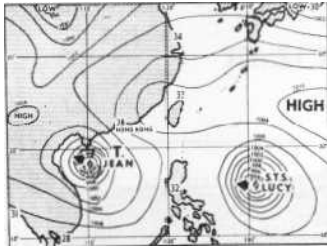


The eye of Typhoon "Wendy"

(Sept. 1968)

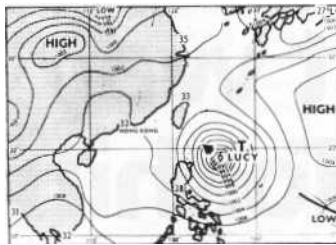
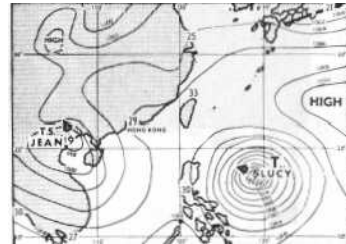
A radar picture taken when the eye was 120 nautical miles southeast of Hongkong. (Hongkong is at the centre of the radar tube.) The classic spiral pattern of the feeder bands can be clearly seen.

This series of weather maps shows the surface pressure pattern at 1500 (H.K. Summer time) for 17th to 22nd July (inclusive) 1971, depicting three particularly large and active Typhoons.



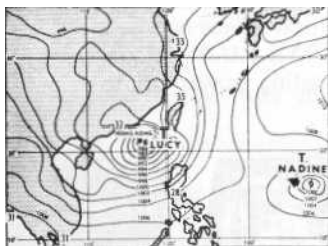
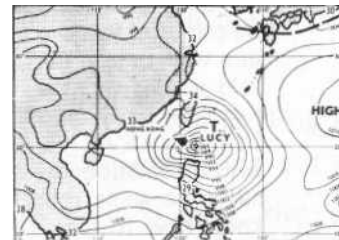
17th July: Typhoon "Jean" is about to cross the coast of N. Vietnam and break up while "Lucy" (here still a severe Tropical Storm) winds up to the east of Luzon.

18th July: "Jean" is rapidly dissipating inland while Typhoon "Lucy" approaches "Super Typhoon" Status (central pressure below 900 millibars and centre winds over 150 knots).



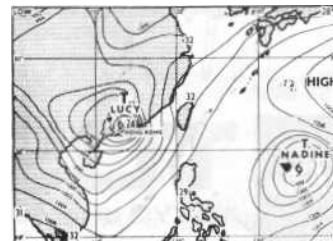
19th July: "Jean" has dissipated while "Lucy" continues her advance at about 10 knots towards Hongkong, She never quite became a "Super Typhoon", central pressure at about this time was 906 millibars, winds about 145 knots,

20th July: "Lucy" is now transiting the Bashi/Barlingtan Strait, heading for Hongkong and a major storm of very large proportions affecting a diameter of about 1,500 miles.



21st July: "Lucy" shortly before hitting Hongkong. Typhoon "Nadine" is forming behind her and heading for S. Taiwan,

22nd July: A bull's eye. "Lucy's eye" passed a few miles N.E. of Hongkong at about noon on 22nd. As I write these words, "Nadine" has just passed over S. Taiwan (26th July) and is heading W.N.W. into China.





KSV-215E

The next best way to stay warm—Toshiba

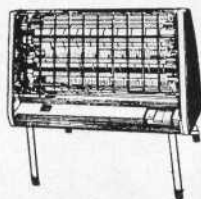
We can't promise you romance, but we can offer you the safe, economical, sure way to take the chill out of those cold winter months. With a Toshiba Kerosene or Electric Heater.

Toshiba's KSV-215E Kerosene Heater, with automatic battery ignition device, has wide angle reflectors that really know how to spread warmth around a room. And an asbestos wound brass wire wick that never runs out. Lower bases mean extra safety when children are around.

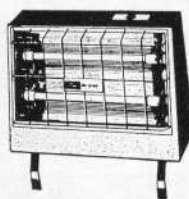
So convenient, this kerosene heater

has a cartridge fuel tank for easy re-loading. And Toshiba has attractive electric heaters with convenient piano keys switches and crystal tube heating elements. They're available in: SR-645P (1000 and 2000 watts), SR-618P (1000 watts), SR-107AP (1000 and 2000 watts).

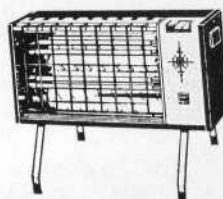
Two other Kerosene Heaters at your choice, model KSV-202B with automatic battery ignition device and heating power of 10,000 B.T.U./hr. Model KSV-313 with heating power up to 11,200 B.T.U./hr.



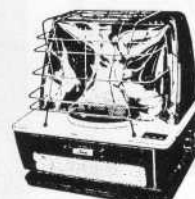
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SR-618P



SR-107AP



KSV-202B



KSV-313



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'BLACK FEET BECOME DRAGONS'

ROYAL NAVY ADOPTS CHINESE DRAGON

The Sixth Mine Countermeasures Squadron, whose small mine-hunting vessels have been a familiar sight in Hongkong waters for many years, will adopt the Chinese dragon as its new badge tomorrow.

The new badge marks the move of the Squadron from Singapore to Hongkong and its adoption will be heralded by a dragon dance by soldiers of the Hongkong Military Service Corps.

Originally the 104th Minesweeping Squadron, it was nicknamed "The Blackfeet" Squadron about ten years ago, and its badge became a black footprint set in a triangle. The nickname was derived when the crewmen of the vessels got black feet resulting from minor engine trouble which ejected carbon and oil on to the vessels' decks.

*Extract from Hong Kong
local press.*

About ten years ago the 104th Minesweeping Squadron was having trouble with its engines, which were ejecting carbon and oil onto the decks. The ship's company, normally bare footed in hot climates, became known as "the Blackfeet", and the name was chosen to identify the Squadron. The Squadron badge, a black footprint in a triangle, became a familiar sight in Mediterranean waters.

Since then the Squadron has seen many changes. Its official title has been altered three times, and is now the Sixth Mine Countermeasures Squadron. Its base has moved from Malta to Singapore, and then Hong Kong. Its ships are no longer Minesweepers but Minehunters. Happily, the carbon and oil problem has been cured, and the only black foot marks to be seen have been those climbing up the funnel.

To mark the Squadron's role and its arrival in Hong Kong, a new badge has been designed. Its emblem is a Chinese Dragon, symbol of strength and resourcefulness, king of all creatures on and under the seas.

The new badge was inaugurated in the five ships of the Sixth Mine Countermeasures Squadron on 15th February, 1970 when a celebration was held on board in Hong Kong. A dragon dance by the Hong Kong Voluntary Service Corps bestowed good luck on the new badge and all those who sail under its auspices.

It is hoped that the new dragon will prevail over Hong Kong waters with strength, resourcefulness and good luck for many years to come.

(Written in February 1970)

ABOUT THE DRAGON DANCE

According to Chinese Legend, the Emperor was called "DRAGON" and all Chinese looked upon him as the most powerful, sacred man in China.

Many thousands of years ago, sickness struck part of China and many people died. The officials held a meeting and decided to make a dragon like the Emperor and dance with it around the Villages hoping all sickness would go away and good fortune, wealth and happiness return to the people.

Many of the present day Chinese look upon the dragon as an Emperor and a God hoping it will bring good fortune and happiness to every home and to all people on Festival days.

DOTTING THE DRAGON'S EYES



Commander Jock Glennie performs the ceremony of "Dotting the Dragon Eyes". Looking on are Colonel W. J. E. (Bill) Sandford, Commanding Officer of the Royal Hong Kong Voluntary Service Corps whose men performed the Dragon Dance. Also Lieutenant Commander C. H. Layman, then Commanding Officer of H. M.S. Hubberston.

Two thousand years ago, there was a painter who painted a golden dragon on a wall for the Emperor, This dragon had no eyes. The Emperor asked why the dragon was blind and the painter replied "If this dragon had eyes, it would come alive and fly upto heaven", The Emperor did not believe the painter, so he took a paint brush and painted the eyes on the dragon. As he completed the last stroke with his brush there was a loud thunder clap, lightning filled the suddenly darkened sky and the dragon came alive and flew up into heaven to become one of the heavenly Gods.

Present day dragons are made without eye-balls and before the dance commences the eyes must be dotted to give life to the dragon as the Emperor did many years ago.

DRAGON PEARL



"Inauguration of the Dragons"

Guests on board ships of the Squadron watch the Dragon dancing, 15th February, 1971.

The leading man carries the Dragon Pearl.

The Dragon Pearl is the life of the dragon which was bestowed by the King of the heavenly Gods. When the dragon came out to play, it would spit out the pearl and play with it, chasing it and trying to catch it in it's mouth.

In modern times, the ball represents the pearl and it always dances in front of the dragon to represent the dragon spitting it out and trying to catch it again in his mouth.

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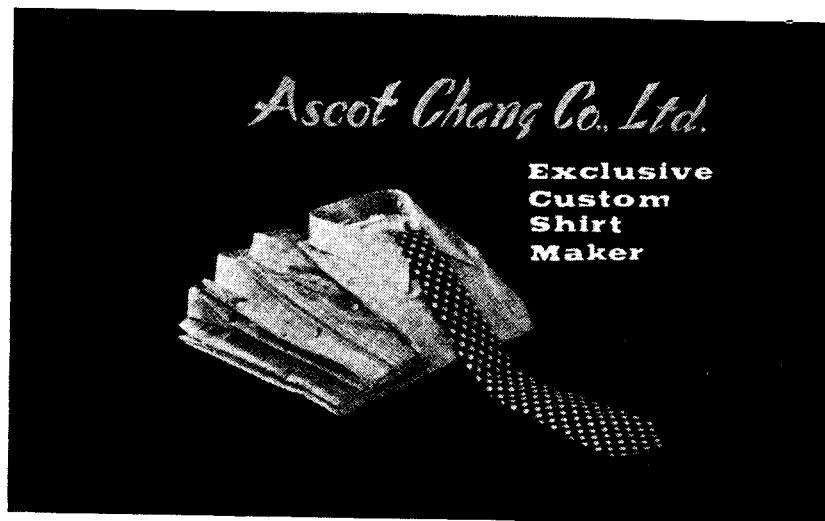
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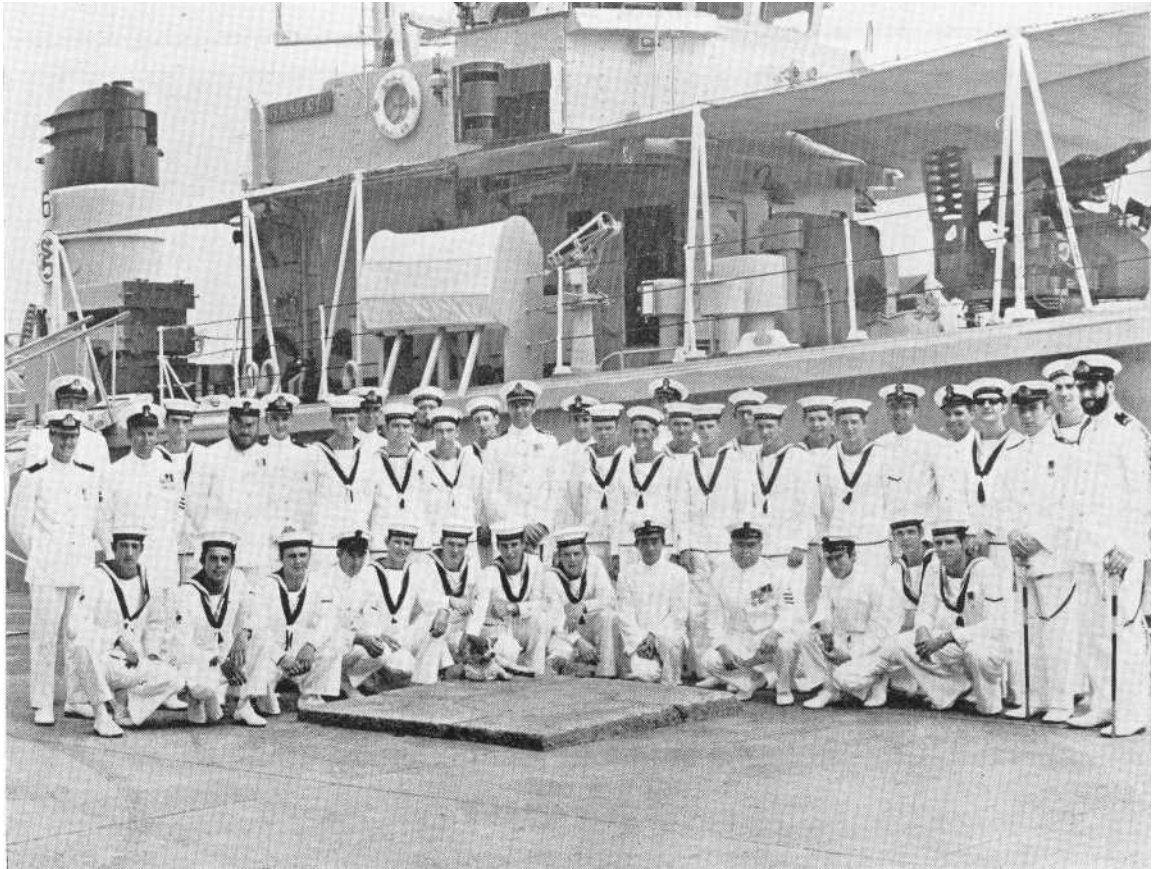


H. M.S. Maxton

Our story begins in September 69 as we were staging a rapid recovery from several weeks in Singapore dockyard hands. After a brisk work up at the hands of our new captain, Commander `Jock' Glennie, who joined in August, the ship steamed north with Bossington to join the rest of the Squadron in Hong Kong. Our wives and children arrived by special Cathay Pacific jet a few days later,

Our first major event was a trip north with `Hubby' and `Sherry' at the end of October to join up with US and Korean naval forces for an exercise in Chinhae (Korea) lasting a week. After a few days off in Sasebo (Japan) we bowled over to Chinhae in a gale and dividing the honours equally with `Hubby' and `Sherry' scored a resounding success over our allies by finding more mines than them with only 3 RN ships to their 33 and 2 helicopters. The run ashore was grim - reminiscent of the Shetland Isles and just as bleak. However, we had a good run in Sasebo on the way home - at least until the money ran out, the heavens then opened and we had a 48 hour delay sailing waiting for the gales to moderate in continuous torrential rain and universal bankruptcy. We finally returned to Hong Kong on 21st November after two days of following gales when at times we were surfing at 17 knots down the slippery slopes of 25 foot seas.

The winter months are the most pleasant in Hong Kong and suitable for the hard work involved in some of our more ambitious community relations projects. One we did in Long Harbour (New Territories) involved cutting a foot path 7000 feet long through more or less virgin jungle. This heaven sent opportunity for the Clearance Divers to get stuck in with the demolitions kit was eagerly seized and for several days the New Territories shuddered to the roar of David Forsey's (Jimmy), Len Smith's (Coxswain) and their merry men's destructive explosions as rocks, trees, shrubs and livestock were blown asunder in the name of progress. At the end of the week the path was finished with the able assistance



H.M.S. Maxton's Ship's Company-April 1971

of the rest of the Squadron and 'Whitby'. The latter did so well she had to be 'rendered safe'; was duly attacked by all CDs with smoke, flares and thunderflashes on the last night with considerable effect.

Christmas inevitably came and went -- somewhat incongruous to be lying on a beach or bathing on the day but the extra leave was welcome and the nosh up to the usual high standard.

In March we headed southwards with 'Bossy' to Manila -- capital of the Philippines and lately well known mainly for its bands of hotheaded students who frequently roam the streets with sticks, rocks and guns and indulge in armed combat with any suitable opponents to demonstrate their political dissatisfactions. After a short exercise when we located all hardware laid on the sea bed we headed off to Brunei. 'Bossy' unfortunately broke a main engine on the way down and had to return to Hong Kong. We thus took on a fantastic sports programme on our own at Brunei being soundly thrashed by the locals at cricket, hockey, soccer, rugby and water polo in three days. Rugby in a temperature of 90°F after a game of football is a test for the strong and probably not to be encouraged. Five of our team had never played rugby before and were overheard asking how to play as they walked on to the pitch. Many of the lads flew up country by helicopters to visit native long houses in some of the worlds densest jungle - an amazing experience -- some long houses are still decorated with the skulls of Japanese soldiers from the last war who fell to Dyak blowpipes. Some even have their steel rimmed spectacles still in place. Brunei remains one of the best runs on the station for these small ships. The friendly reception



"What did you get that for?" "Chinky toe rot Sir" Midshipman Dai Mathias explains how, hospitalised in Subic Bay with galloping foot rot, he was mistakenly identified as a survivor from the U.S.S. Evans and given a medal. (A likely story Dai!)

by the local people, the exceptional hospitality of Brunei town and the Royal Brunei Malay Regiment stationed nearby and the full and spirited sports programme are unrivalled in the East in our experience.

Much of the summer of '70 was spent in refit in Whampoa when the early chaos on board as the ship was ripped asunder gave way by July to a well refitted ship rearing to go. Many of our old friends went on draft at this time and the work up removed some of the rust from our memories and some inches from waistlines bulging from the good life in the Mariners Club. Typhoons Iris and Georgia passed by without any trouble and September brought a welcome break in the hot weather.

In November we visited Brunei again - this time with Hubberston but there seems to be a marine gremlin in the vicinity of Manila for in almost the same spot as Bossington broke down earlier, 'Hubby' broke a main engine and we had to leave her behind to get herself mended in Subic while we sped south at full power to arrive at Brunei with one minute in hand.

The visit was almost a carbon copy of our earlier one and was equally enjoyable. Gold Ranger joined from Singapore for the visit, 'Hubby' caught up half way through the programme and we returned together to Hong Kong on 27th November.

Christmas came and went again with the usual festivities and after New Year, with all five ships



A different sort of Dragon Boat



Maxton races past an ocean-going junk

operating together for two weeks in Hong Kong we set out on 'Dragon East' and 'Dragon West'. This local exercise was designed to combine work with pleasure, showing ourselves to Hong Kong as a complete Squadron and laying on as full a sports, exped and general jollification programme as possible. Visits to a brewery, mountain climbing, camping, floating restaurant runs, sports as well as the usual diving, hunting and sweeping gave a full programme and a valuable shake down after the Xmas 'Brawl'. The entire performance was concluded with a cattle drive on a remote island in the New Territories which merely proved that helicopters frighten cows, frightened cows chase sailors, sailors then chase very frightened cows. Good fun was had by all and the round up was a successful end to the venture.

Space does not allow including more than the salient points of our time -- the next of which was our operational Readiness Inspection by the Commodore Hong Kong in April. This went off with no major disasters except immediately after divisions when a generator starter caught fire. Although extinguished in less than two minutes, it was too late to stop four fire engines, one command car and a large firefloat from speeding to our aid and the resulting farce was duly recorded in the UK national press. Red faces all round.

This hurdle passed we got organised to go to Japan in June. Due to one thing and another our original programme was changed and instead of meeting Kirkliston in Komatsushima and then returning together to Hong Kong, we in fact met Bossington and Gold Ranger in Kure, joined up with Hubberston in Shimonoseki, did Sasebo together and came back together. This was in fact a better programme and we did several days work with two Japanese mine-hunters as well as enjoying the towns.

Our UK bound readers will be glad to hear the Hotsy baths are as good as ever and the locally brewed scotch as bad. The largest ship in the world was berthed near at hand in Kure, the 376,000 ton tanker NISSEKI MARU, 1200 feet long and



An unflattering view of Montcello - home for some of us