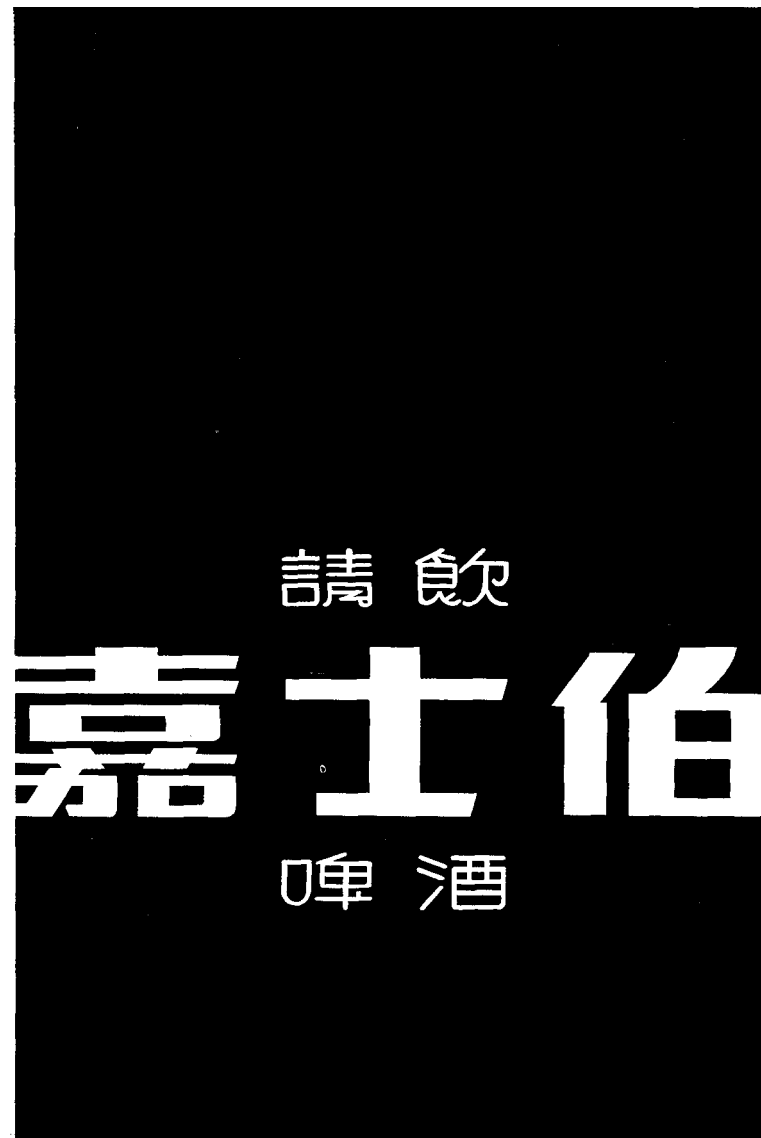


drawing 82 feet at full load - imagine being aground in 13 fathoms !

Typhoon 'Freda' clobbered Hong Kong in our absence but we hadn't been back in Hong Kong long before 'Lucy' did likewise but no major damage occurred.

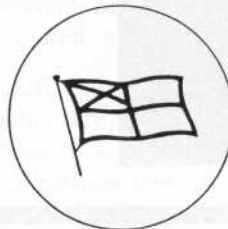
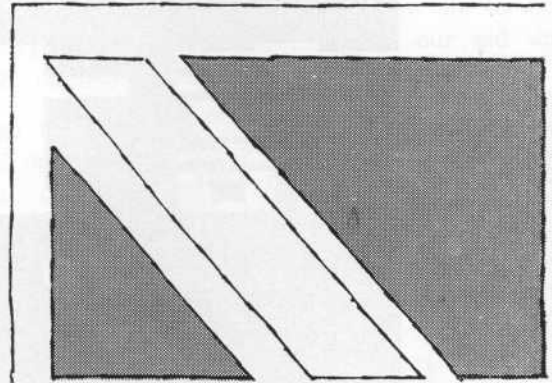
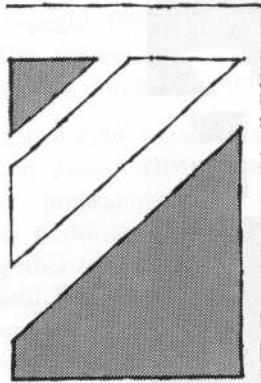
Our new Captain arrived on 4th August but we shall never really get to know him as we change ships to Beachampton, he stays in Maxton, they come to us and we go there staying here while they go home. Follow? No. Well we are a little confused but it is a sad end to a happy two years that general upheaval is the order of the day and Maxton, with a new crew sails home to UK in September this year. The Dragon stays on the local Squadron funnels and may it bring them the luck and good times it has brought to us.



look at the English look

St Michael[®]

Come to Dodwell's and see what English fashion can do for you. Our two stores stock just about everything for everybody. The latest from London in fashion, handbags, shoes and accessories with the famous 'St. Michael' brand. Come to Dodwell's. Finest English quality at reasonable prices.



DODWELL

Central Building / Ocean Terminal

THE SCABBY "ABS" OF MIGHTY "MAX"

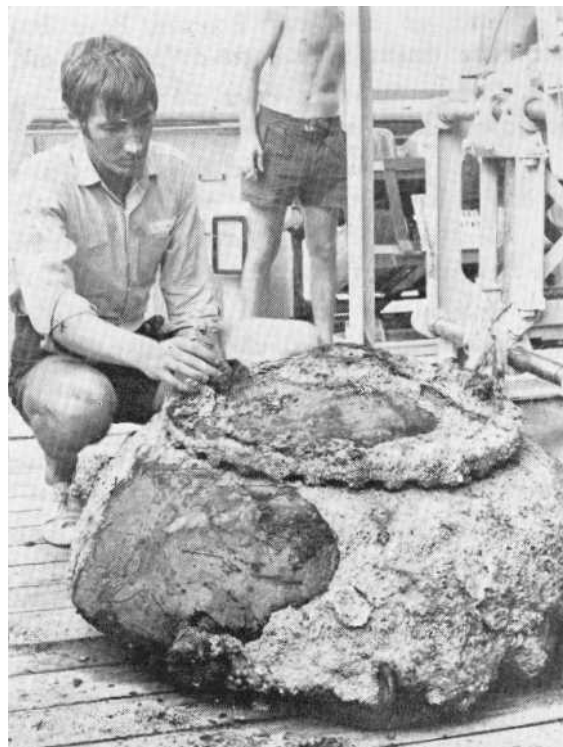
The Seaman department of MAXTON are a right scabby issue really, but for the sake of the Squadron Magazine they are a bunch of highly trained upper deck technicians. We have been called 'Deck Apes' in the past (thank you LRO(G) Paul Rogers) by the other departments onboard but they all love us really. Lets face it - where would they be without us? What would our industrious (!!!?) EMs do if it were not for a quick "power on the winch?" They'd be so bored just sat down the mess drinking coffee. So Greenys thank us for allowing you to show us how clever you are.

Next the Stokey boys, sorry I mean MEMs, what would they do if it wasn't for our diving storekeeper chasing them up to start the compressor?

So you see all you "technical" ratings, next time you get dragged out of your pits to provide power on the winch or air for our fish headed friends, just think how lucky you are having a "scabby ab" thinking of your interest.

Well I think its about time I introduced the Deck Apes to you all. First of all we have the diving storesy, Johnny Friar, who is always 'going up top for some fresh air'. Then we've got our gunners yeo, Jan Pound, affectionately known as 'Gangrene Sam'. Yes our Sam is quite a lad and he'll be even better when his fungus grows. Next we've got our master gunner himself, Mal Offord (stand by KIRK!!!) who is the 'senior member of the lower deck, we prefer silly old s... to senior member tho'. Then who have we got? Yes, next we have Mr, 'Max Factor' himself - Phill Plevey. He must be, without a doubt, the only bloke in the world who can make Lionel Blair smell like a Chief Tiffy's armpit (no offence Bogie!!). Following closely behind Phill as usual we have our baby deeps, Timothy Griffiths. The less said about Tim the better as we'd need a whole page just for him. Mind you tho' he must be the only CD in the Squadron to put a CDBA on backwards, Never mind Curley, you've tried,

Next we have our ships club swinger, Tony Howarth. If any of you aren't feeling up to it just come over and see Tony and one look at him will make you feel like Mr, Universe. Then we've got our very own walking cancer, Charlie Charlton, the bloke the police fined for air pollution in Bradford.



"A scabby AB with a crabby slab." This barnacle encrusted slab is the top half of a World War II moored mine - probably of Japanese origin -- recovered in Port Shelter by H, M, S. Maxton. The other barnacle encrusted slob is "Banjo" West who you can see is anxious to conceal the fact that he is a C.D.

After Charlie we have the only fully trained pongo in the Squadron, Dickie Dickenson. He spends so much time in Vicky Barracks they've trapped him for duty tank driver next week.

Next we have our Bonham Beau Brummel, better known as Pete Davis. He's so smooth he makes a deck tread feel like silk.

Closely following Peter we've got George Coward, who applied for a job as a human encyclopedia because he knows everything or so he tells us!

Then we have our beloved Barney Barningham, he's the bloke who pours a pint of tea into a half pint mug - every day!

Next in line we have the terror of the CFC Bowling Alley, Jack Meades, along with Ron Bashford they make a right Laurel and Hardy team.

Over in the darkest corner of 3 mess we find Taff Stoddart, asleep as per usual. Taff makes Rip Van Winkle look like an Olympic Sprinter.

Now we've got Banjo West, our toothless wonder who is giving Burt Bacharach stacks of competition.

Next we have our Buffer, Rattler Morgan, who is reputed to be taking the POEL to see 'Love Story' (Buffer provide hankies).

Then we have our debonaire DO, Bronco Lane. He's the leader of the Hong Kong Jet Set, or so he tells us.

Any way last and probably least we have the 'author', Flo, who has only 37 days to do so who's going to take notice of me !! ?



新嘉華廳

灣仔菲林明道五十號
電話：三三四一〇 三三四七五

特別介紹
馳名鐵板牛柳

NEW HOOVER
Restaurant

15, FLEMING RD., WANGHAI H.K.
TEL. 734310, 734315.

With the Compliments

of

SHUN TAK SHIPPING CO., LTD.
TAI TAK HING SHIPPING CO., LTD.

ALEXANDRA HOUSE,
HONG KONG

TEL: H-243176

With the Compliments

of



Westinghouse

Sole Agent: **DAVID BOAG (ENG.) LTD.**

Watson's Estate, Block "C" 9th Floor

Watson Road, Hong Kong

Tels. H-702221 - 4

Designers, Decorators, Exporters, & Manufacturers

Marked for the quality

KILN DRIED FURNITURE

that brings the pride to your home.

徐海記有限公司

GEORGE ZEE & COMPANY LTD.

ESTABLISHED 1938

SHOWROOMS:

12-27 Miramar Arcade Kimberley Rd, Kowloon H.K.

49 Gloucester Road, Hong Kong

205-207 Hong Kong Hotel Arcade, 2nd Fl. Kowloon.

Tel. K-680652

HMS HUBBERSTON IN HONG KONG



H. M. S. Hubberston leaving Victoria Basin, Hongkong

HMS HUBBERSTON, accompanied by KIRKLISTON, were the first ships of the Squadron to come up to Hong Kong from Singapore arriving in April 69. On passage north, off the Philippines the ship helped salvage the MV KIT TAI, which was drifting and helpless in heavy seas, with its machinery in very bad order. Hubberston towed them to safety, however once safe the master agitated against the Admiralty claim for salvage and the whole story hit the local headlines, putting the Navy in a bad light so the claim was withdrawn.

The Commanding Officer on arrival in Hong Kong and until May 1970 was Lieutenant Commander C. H. Layman. The ship under his command spent the summer getting to know the Colony and carrying out community projects. In June she had her Operational Inspection and in August the remainder of the Squadron arrived in Hong Kong,

The ship's first trip away and extensive Minehunting Exercise came in October when MAXTON, HUBBERSTON and SHERATON took part in Exercise FISHAWK at Chinhae in Korea. The ships achieved some dramatic minehunting results locating 59 mines between the three of them against 40 by 33 other MCM vessels. Both on the way up and down the ships visited Sasebo and experienced very strong north east monsoon winds during which SHERATON broached to heeling to over 60 degrees, A most alarming sight to watch, leave alone experience,

In both February and April HUBBERSTON and SHERATON went to Okinawa to take part in American Exercises, excelling themselves by locating 39 out of 42 mines in February and 40 out of 48 in April, also ashore they did not go unnoticed as described by another article. After the Exercise in April the ships went on to Japan for EXPO 70, where they were the guests of the Hong Kong Pavilion.

This was undoubtedly the way to visit Expo, special facilities were arranged at the British, Canadian, Australian, American, Portuguese, Abu Dhabi, Singapore and of course the Hong Kong pavilions. It was also possible to arrange access to any other pavilion without queuing, this was a great advantage, as the queue for the Russian pavilion, for example, was about four hours long.



Lieutenant Commander N.L. Turner, R. N.

The Hong Kong pavilion was undoubtedly one of the best of the smaller ones and was a credit to Hong Kong. The British pavilion did well on a reduced budget but was not up with the leaders - - America Russia Canada and Japan.

On the ships return to Hong Kong Lieutenant Commander N. L. Turner took over command and the ship spent the next four months in and around Hong Kong holding the fort while the others went away. The ship's company pulled in the Dragon Boat races at Chiwan in a TAMAR boat and provided a turn up for the books by getting into the final and only being beaten by the local fishermen by a length,

Unfortunately we were not so successful in 71 at the Stanley Dragon Boat races. The ship went round to Tai Tam Bay with families embarked and anchored off the start in company with SALISBURY. The Dragon boats were much smaller than those at Chiwan and it was difficult to get sufficient hands in to paddle the boats fast without sinking them. We learnt the useful information that eighteen British sailors displace more than twenty four Chinese! Nevertheless the combined HUBBERSTON and SHERATON crew did well and a very good day was had by one and all.

The ship has had her fair share of fun and visits during the last year but the four month refit has been the dominant feature of the period. The ship visited Kitakyushu in Japan in October as guests of the city to take part in the British week at the 'IZUTSUYA' Department store. The city was formed a few years ago when five industrial towns joined together to form the seventh largest city in Japan and are very proud of their progress. They have rarely been visited by the Royal Navy and not by the United States Navy so they were particularly friendly and everybody had a good visit,

In November we set off for Brunei with MAXTON but broke down off Subic and went in there for our now famous engine change.



Ship's company H.M.S. Hubberston

The engine would not fit into the first aircraft so a second was sent for, the engine just fitted this but had loading taken any longer it would have been delayed a further day because the aircrew had already exceeded their flying hours limit. Luckily the engine made it at the second attempt, was quickly unloaded, taken to the ship and the engine changed by morning, thanks to the efficiency of the U.S.N. Ship Repair Facility and the Hong Kong Base L.E.P.'s who had flown from Hong Kong with the engine. In the morning connecting up and harbour trials were completed, the ship went to sea carried out sea trials, found the U.S.S. HANCOCK's anchor and four shackles of cable 1,000 yards from datum and sailed for Brunei, Not a bad twenty four hours work.

Owing to passport and visa problems with the L.E.P.'s they could not leave the U.S.N. Base, there was no aircraft available for them, so LLANDAFF was sailed to collect them. Nobody was keen to meet LLANDAFF the next morning after her rough passage across the South China Sea especially when they had hoped to be enjoying the fleshpots of Hong Kong, so we had to make certain that we left the night before. Brunei and Muara proved well worth the effort. We renewed relations with the Brunei Malay Regiment, played every sort of sport and exercised with the Naval element of the Regiment.

After Christmas the refit started and during the next four months a lot of work was done on the ship. The side was virtually renewed as the stem was rotten and the Engine room and Generator room frames were disintegrating due to the action of H.A.O. Altogether nearly 100 foot of planking was renewed on each side of the ship.

Getting the ship running after the refit caused several hiccups. After the extended refit Sea Trials and Work Up had to be completed quickly to allow the ship to go to Japan and so they tended to be too rushed which led to mistakes. We made Japan in the end but left ten days late visiting Shimonoseki and Sasebo but missing the Minehunting Demonstration to the Japanese in the Inland Sea.

The ship's spell in the Far East in the 6th Minecounter Measures Squadron has been very eventful, with two and a half years of active service during confrontation with Indonesia and in Borneo, two and a half years in Singapore and just over two years in Hong Kong. During this time it has carried out countless patrols, taken part in a lot of Minehunting Exercises and Demonstrations and steamed very great distances around the Far East. Now all that remains is to say goodbye and enjoy a troublefree passage back to the United Kingdom.

With the Compliments

of

HONGKONG & WHAMPOA DOCK CO., LTD.

KOWLOON DOCKS

With the Compliments

of

Valles Steamship Company, Ltd.

14th Floor, New Henry House,

Hong Kong

Tel: H - 247111

THE CAKE AND THE IRISH GUARDS

When I came out here all my family kept on asking what I wanted sent out for Christmas but as I didn't know anything about Hong Kong I couldn't really tell them. All my letters from home kept asking the same old questions, "whats it like?" "is it warm?" "are the lads onboard alright" and so on, Eventually they stopped asking about Christmas presents and I thought they'd already decided but I didn't push them to tell me.

When we at last arrived in Hong Kong all the RA's wives were waiting and one, my Chief Elec's wife, brought a newspaper clipping onboard telling me that an Irish Guardsman was bringing my Christmas present out with him. The present, a Xmas cake, was duly presented on board by this Irish Guardsman who comes from Birmingham and lives about 250 yards away from me and yet we'd never met before.

The actual cutting and eating of the cake did not take place until Christmas day when we had a families day onboard and the cake was soon demolished by the children and a few grown ups and turned out to be delicious.



C.E.M.1 Frank Mahoney receives his cake from Mum in Birmingham courtesy the Irish Guards.

With the Compliments

of

WOOD'S PHOTO SUPPLIES

60 Nathan Road, Kowloon
Hong Kong

Telephone : K-663229 K-663220
K-667705 K-668605

CABLE ADDRESS "WOODSCINE"

With the Compliments

of

WORLD-WIDE (SHIPPING) LTD.

21st Floor, Prince's Building
HONG KONG
Tel. H-242111 (10 Lines)

COCK v COCKLESS

HUBB successfully defended the Cock and her honour today, Friday 16 June, on the battlefield of east wall Victoria Basin. Although HUBB were defeated by a narrow margin in the swimming competition we knew that we were favourites for the tug-o-war and sure enough won it in two pulls, after both sides were disqualified one after the other on a previous pull. KIRK returned to their ship a sadder but wiser team, but as HUBB prepared to leave, we noticed that the rope, which had been used



for the contest lay forlorn on the jetty. At once we decided to take it to a happy home and the rope was taken to HUBB.

When the rope was almost completely inboard the true ownership was disputed by KIRK. They had belatedly decided that the rope belonged to them! Their scouting party were successfully repulsed by stalwarts from HUBB, who had volunteered to keep the rope (4 in by 60 fthm nylon) in safe custody until parentage could be established. Reinforcements from KIRK were called and a bombardment of HUBB was made but we sustained little damage as most of the shot fell short.

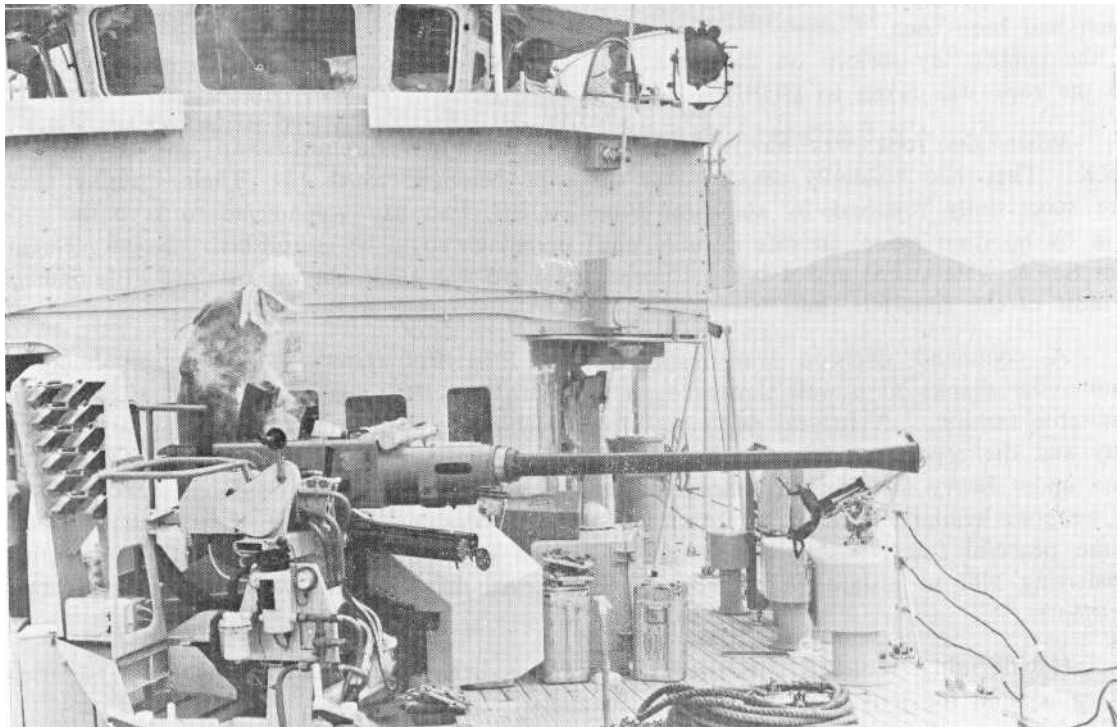
A command decision was made by Lt. Ellis RN (later to become an honorary Commander thanks to a well thrown egg.) to return to KIRK, her much sought after rope in a suitable fashion. A funeral party was formed complete with arms reversed and a mourning party and the rope was slow marched to KIRK. As the funeral party neared KIRK they came under heavy fire from a shore battery and were forced to split up and retaliate with the weapons available (HK King Edwards!). In the ensuing battle Lt. Ellis, gallant leader of the peaceful force, sustained a large unstamped egg about the region of his cap thus transferring him to instant Commander (It is believed that he is the youngest person to make the step!)

Having duly returned the rope and honour being satisfied on both sides, a truce was called and the jetty was cleared and cleaned.

And so the Cock remains in HUBB. for the fourth consecutive month.



"A Hubby aquanaut prepares to submerge".



"Bert --- I think this ruddy thing's on fire."



"Got any luggage?"

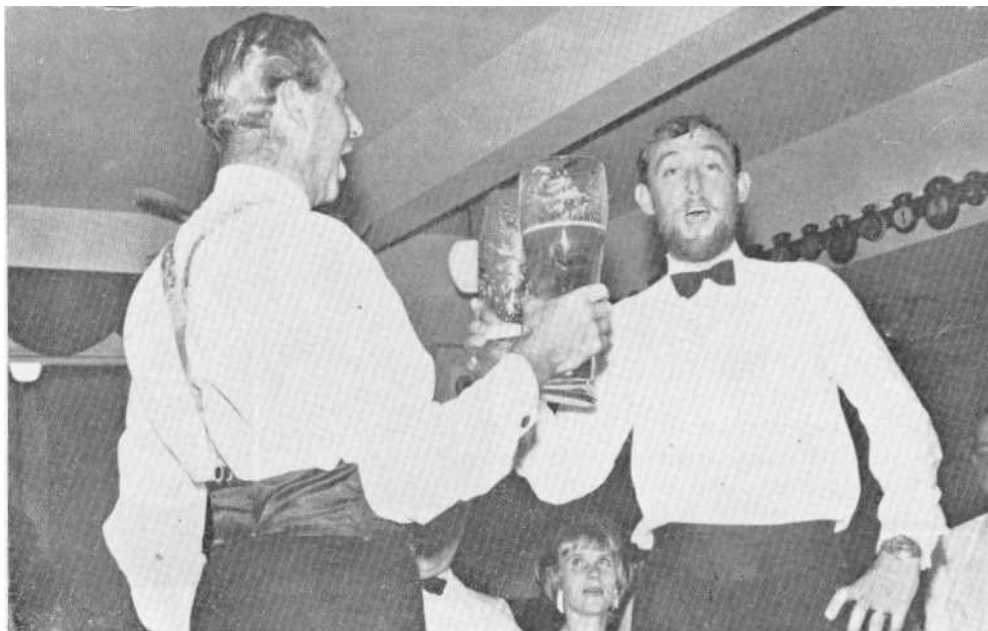


ODE TO OUR GREENIES

Our Greeny rates are of the best
But steering breakdowns they detest;
Andy's girl who drives a Tank,
Our swimming champions name is Frank.

Uncle Sam is still quite young,
One day he'll learn to hold his tongue.
Our Scouser follows Red and White.
Liverpool, Liverpool, day and night.

We have our fun, we have our games,
We even call each other names;
Lamps aren't Bulbs cries out our chief,
He's now gone home, wot a relief!



Cox'n and six at close "Quart"ers