

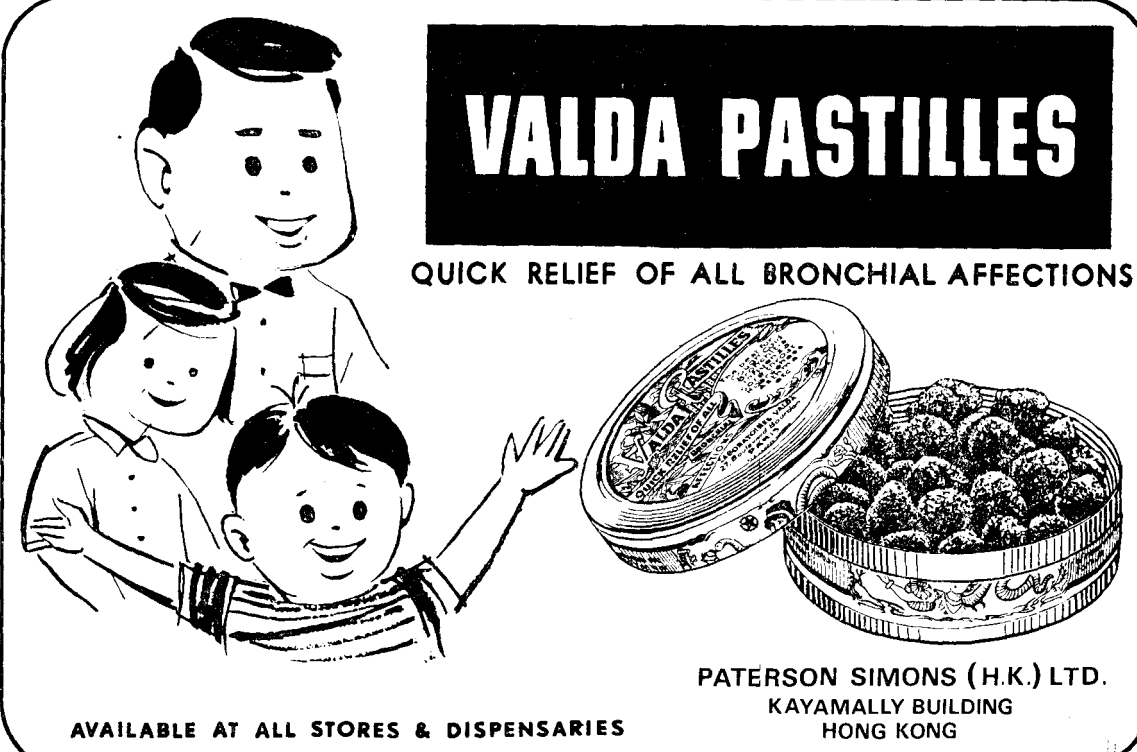
Lieutenant D. Cartlidge took over from Lieutenant J. Lang as 'Mr. Fix-it' in January of this year and his major achievement so far has been to produce a daughter just as he was about to mortgage 'Mayfair' in order to pay his £50 to get out of jail! Chief Margetts also produced a son recently and also L/Sea O'Rourke. However the junior rates don't seem to have been trying too hard!

Marriage amongst RO(G)'s seem to be catching. Both STERLAND and his predecessor CLANCHY took charming brides whilst serving on board. Perhaps there is no truth in the rumour about High Frequencies!

Another sideline in which KIRK prides herself is Farewell Escort. We have been in charge of the farewell Naval Escort for the Chief Justice and Commander British Forces. This proved interesting and successful, the built-in hazard to the operation being to remember to put the fire float down wind of the V.I.P.'s - Hong Kong harbour water makes a frightful mess of smart suiting.

During a visit to the New Territories in January of this year, the ship's most ardent R.A. member joined. Pan Yo has the doubtful distinction of being the smartest dog in the Squadron but present competition is not great. He is a master at the art of being first ashore and last on board.

The last two years have been hard work, interesting and enjoyable. Kirkliston has fulfilled her many varied tasks in a manner worthy of the Road Runner. May I wish you all similar hard work, interest, enjoyment and good fortune in the future.



**VALDA PASTILLES**

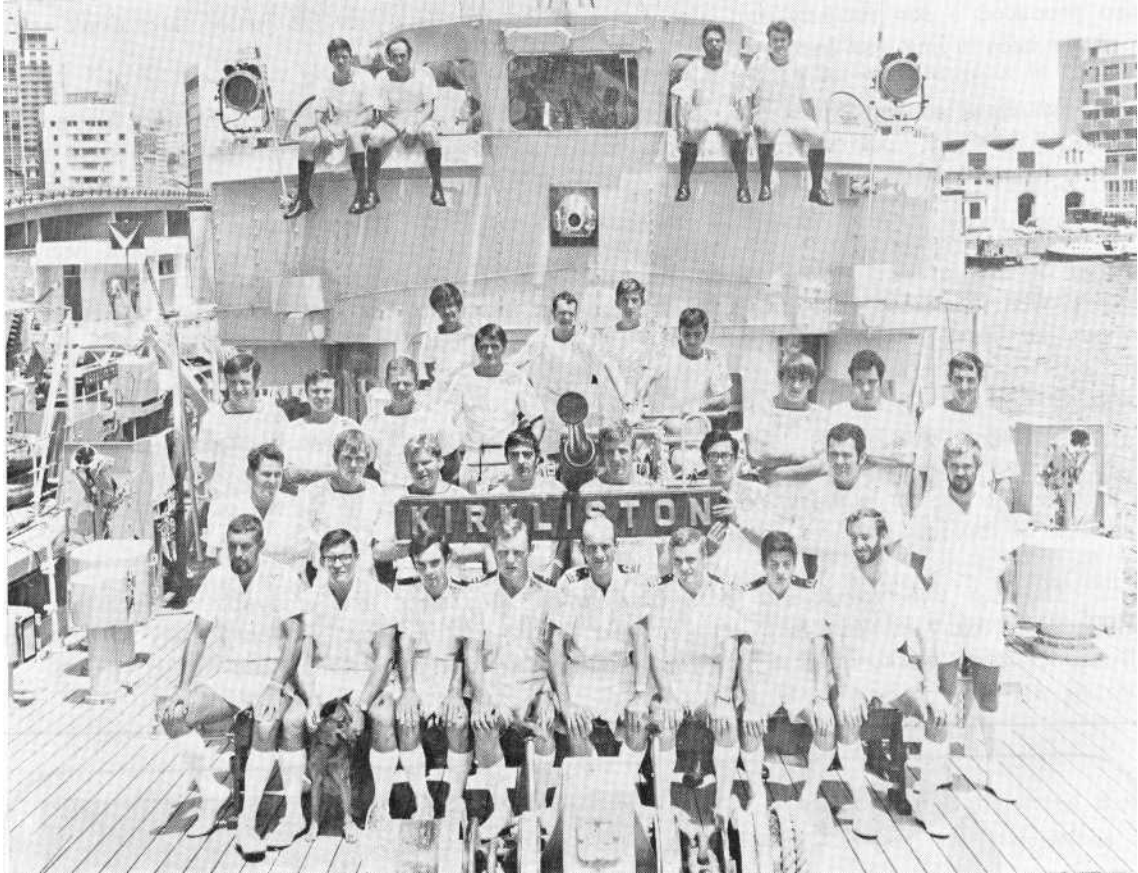
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PATERSON SIMONS (H.K.) LTD.  
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The advertisement is enclosed in a rounded rectangular border. On the left, a black and white line drawing depicts a family: a man in a white shirt and tie, a woman in a white blouse, and a young boy in a striped shirt with his arms raised. To the right of the family is a large, ornate tin of Valda Pastilles, shown open to reveal the pastilles inside. The tin's lid features the brand name and a small illustration. The text 'VALDA PASTILLES' is prominently displayed in a bold, sans-serif font within a black rectangular background. Below this, the tagline 'QUICK RELIEF OF ALL BRONCHIAL AFFECTIONS' is written in a smaller, all-caps font. At the bottom right, the distributor's name and address are listed, and at the bottom left, the availability statement is provided.

## SHIP'S COMPANY PHOTOGRAPH



We managed to get most people there the first time - inevitably we had our station leavers and some who were turned to - our ship was broken at the time.

Those who were working are on the left of the small group those on station leave to the right.

Unfortunately Chief Margetts was still turned to and EM Walker was still on leave.





We are fortunate in having a high percentage of sportsmen, ably led by RO TERRY STERLAND. It is, perhaps, for this reason that we held the "SQUADRON COCK" for three months in the early part of '71. It was unfortunate that we lost the COCK in March but we have challenged HUBBY twice in unsuccessful attempts to regain it.

During our stay in JAPAN we managed to play Football. Even though we won the football 3-1 in very bad conditions, the mud being ankle deep in places, it was a very different story in the volleyball, one of JAPAN's national sports. After we were thrashed, we retired to the side lines to watch an exhibition match and it was hard to believe that we had been playing the same game.

Our most recent success was the winning of the SQUADRON AQUATIC SHIELD. The final result hinged on the outcome of the twenty man relay. The only sad event of the afternoon was in the "VM's Boatrace" when the only CD of the team was unable to find his can of beer on the bottom of the pool.

Leading Seaman "TAFF" DAVIS received the shield which was fitting after all the effort he had put into the organisation of the team.

Earlier in the year we were runners up in the Hexathlon, a sporting occasion which kept the Sick Bay busy for weeks afterwards and "Grumpy" O'Rourke short of hands.

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## ODE TO 6MCMS

sung to the tune "WILD ROVER"

We've been on the Kirkliston for many a year  
We've run out of Water but never of Beer  
You can say what you want about Ship's of the Fleet  
But the good Ship Kirkliston you never will beat

Sing we go minehunting  
The seas we continually roam  
While we do your sea time  
You need never leave home

Our base it is Hong Kong but not that you'd know  
If sea time is called for the Kirk has to go  
Don't think that we drip, Sir, for we are a pawn  
While the Squadron's still sleeping we sail out at dawn

### REFRAIN

One day when on passage the horizon we scan  
And find that alone we sail to Japan  
But the rest of the Fleet will be here before long  
Then we get a signal they're not leaving Hong Kong

### REFRAIN

When at sea we are needed as a Squadron we work  
That's the Bozzy the Sherry the Hubby the Kirk  
We have one more ship that we dare not name  
As doing no sea time is its claim to fame

### REFRAIN

Let no more be said for we hold you no Grudge  
For we know that one day from the Jetty you'll Budge  
But believe us don't worry we'll do your job too  
On our shoulders you're heavy but that's nothing new

### REFRAIN

We've been on the Kirkliston for many a year  
We've run out of Water but never of Beer  
You can say what you want about Ships of the Fleet  
But the good Ship Kirkliston you never will beat.

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*of*

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**ROLEX**



**TUDOR**

*With the Compliments*

*of*

**K. F. LEE ESQ.**

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## ON CORKHEADS AND CABLE

KIRKLISTON's divers have performed quite a number of interesting tasks apart from the usual mine-hunting diving and continuation training. The jobs have ranged from disposing of an old phosphide filled mine in Port Shelter, to recovering moorings for the Army which were sunk by Typhoon FREDA. One of the more involved tasks was the installation of a Wave Recorder off WAGLAN ISLAND which is to be used to provide information for the High Island Dam Scheme. As the locals tend to get excited about their water supply arrangements, this latest job received quite a lot of favourable publicity in the HONG KONG press.



*H.M.S. Kirkliston*

The task took one and a half days to complete and a lot of hard work was required by everyone before we were ready to dive. The first part of the task was to lay 3,000 feet of cable from the shore to the ship where the wave recorder was connected up and the boffins carried out their tests. When these were completed, the 150 pound arm and the remainder of the cable were loaded into a Gemini and we started to lay the cable towards the 60 foot tower, which had been located earlier. We then hit our first snag, the cable was about 100 feet too short. The non-diving heavy gang, notably and loudly led by GEORGE TWEEDY, moved in, heaved a lot of the cable up from the seabed and relaid it in a straight line.

The bolting of the arm to the tower was not too easy in the heavy swell and so much diving time was needed that even the Boss got his feet wet. The final act of removing the protective plate from the recorder was carried out in time for the ship to make its E.T.A. by steaming at 15 knots.

A difficult job of this nature gave everyone a sense of achievement and we hope to be given the opportunity in the near future to show again what the Navy and particularly KIRK can do.



NAAFI HAVE BEEN PLEASED  
TO SERVE THE DRAGON  
SQUADRON AND WISH THEM  
BON VOYAGE

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*With the Compliments*

*of*

MOHAN'S LIMITED

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KOWLOON  
HONG KONG

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## THE HONG KONG SHERATON STORY

**FOR SOUNDS THE HORN** (our motto translated from the old French)

"We're taking, Sherry, heel when you're checked" - this cry and others similar has been often heard at various Rugby grounds in the Colony and as far afield as Borneo and Malaya during the past year. For a very small ship we have had great successes on the Rugby field and most of the ship's company have played for the ship at some time or another. However "one swallow doesn't make a Summer", or in this case rugby football is not our only activity - we do minehunt sometimes as well.

Talking of minehunting, to old Sheratons the name Okinawa will strike a chord. There is a rumour that the United States Marine Corps also have it as a battle honour. Sheraton carried out two Fleet Service Mine Tests at Okinawa in the spring of 1970, many were the mines recovered, the USN were shown up again and in the end even Hubberston were shown the way. The runs ashore were memorable in that no K.U.A. was used for kit by Sheraton's in 1970, since we entirely re-equipped ourselves with US MC combat uniforms - more anon,



*Lieutenant Commander Geoff Clarke  
The Previous Captain*



*Lieutenant Commander Jim Watson  
Captain H.M.S. Sheraton from February 1970*

"With Sheraton at Expo '70" --- sounds like the title for a recruiting film. Expo was an interesting experience for all ranks, we were royally entertained by the Hong Kong Pavilion, who introduced us round as members of the 'Hong Kong' Navy. The erstwhile 1st Lieutenant, no names, no number nines, but a long fair haired bachelor, couldn't get over the number of pretty girls around. On one well remembered occasion he ran around the Australian, New Zealand, Canadian and Indian Pavilions like a small child in a sweet shop and ended up with five girl friends turning up for dinner all thinking they were the one and only. Perhaps that is why he is now an A.D.C.

Meanwhile back in Hong Kong, the wives were becoming restless and they were not happy when 'Sherry' steamed off



*H.M.S. Sheraton leaving Hongkong for Brunei, May 1971*

again for a six week stab at Exercise Bersatu Padu off Malaysia. Singapore was two blocks with ships and we were squeezed into a corner of the Stores Basin alongside HMS BLAKE. A lordly, immaculately clad officer of the watch on the quarterdeck of the cruiser was heard to remark - "they can't do much sweeping, they're far too clean." So you can't win, can you?

Little men with piles of paper are still beavering away, producing the exercise report for Bersatu, so we still don't know whether it was an overall success or not. However the minehunting went off well since we completed our task in two days, leaving us eight days to do the odd chore that became uppermost in the planning staff's minds.

There was one unscheduled event which some old Sheratons will recall vividly. The ship was anchored close inshore one evening on stand down, a banyan party had been gone some hours. A knock on the Captain's door-

"Please Sir, someone keeps calling us up using a funny callsign".

The Captain went to the bridge and answered the voice net personally to find an irate Army Major on the other end.

"Do you own Leading Seaman .....  
Able Seamen ..... etc?"

The Captain's heart sank into his seaboots - "Yes", he cautiously admitted.



*The Men and Boys at Expo '70*



*The Ship's Company, H.M.S. Sheraton, prior to refit, July 1971*

"Well, they are dressed as U.S. Marines and have carried out an attack on the Forward Helicopter Base using thunderflashes, they got through a platoon of security troops and have just been arrested drinking beer in the Officer's Mess tent".



*Capt. of Sheraton limbering up for polo - wardroom H.M.S. Sheraton v 14th/20th Kings Hussars, Spring 1971.*

Needless to say the pseudo U.S. Marines were not singing the "Halls of Montezuma" the next morning. There were no medals for that campaign.

On our return to Hong Kong the ship went into DED at TAIKOO Dockyard, even the Chinese speak with a Scots accent there! Nobody got into trouble and things became all dull for a time. Not for long though, since a new word started to be passed around - INSPECTION!

"What's that?" said some.

"Cor, not again". said others,

"Both Watches will be required all the time" said the Ist Lieutenant. All was serene in the end.

On the harbour day we had the cleanest tiller flat in the business and on the sea day we managed to convince MCM 6 that we could in fact, "float, move and fight,"

At some time during all this we acquired a dog called "Sherry", which the Captain keeps running over with his new car. Old faces went on draft, new ones joined. Christmas came upon us suddenly with the usual attendant celebrations.

Exercise Dragon East and West was voted a right royal skylark thoroughly enjoyed by all. The stokers distinguished themselves on the cattle drive and the seamen won the seamanship race for us. All of us won the Cock.

The early months of 1971 were very much a Hong Kong benefit - Squadex's, Community Projects and jollies were the main events. Our old friends the 14th/20th Kings Hussars at Sekong provided us with some splendid days out. We now have several qualified armoured car drivers. There was the famous day (reported in the Navy News) when the Wardroom challenged the 14th/20th to polo and sort of won! The 1st Lieutenant fell off.

And so to Brunei or Bandar Seri Begawan as it is now called. The visit was reminiscent of a visit by a DLG to a South American port - good parties, good fellowship and no defaulters! The hospitality was staggering -- the visit to the RBMR at Muara was slightly quieter but great fun. We did do some work though and managed to defend the Albion, in company with Bossington from F.P.B. attacks on two successive nights.

The voyage back to Hong Kong had its moments especially as the Engineer Officer tried to defy the laws of Nature and steam the main engines on salt water. However, we made it and won a major prize of two new main engines - in the end we didn't go to Japan!

It was a sad moment when "Sherry" assisted by tugs moved out of Victoria Basin for Whampoa Docks and Long Refit. There she languishes a stripped and gutted hulk - we expect an even "Shinier Sherry" back again sometime in November.

There it is, the "Hong Kong Sheraton Story", if anyone likes to set it to music please give it to the Royal Marine Band, who will be playing on the jetty at Pompey, when we return in Summer 1972. We hope to see all old Sheratons there.

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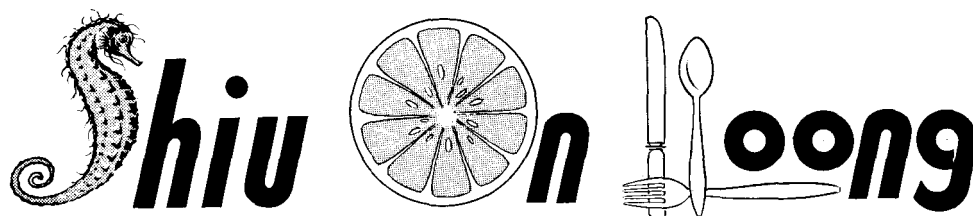
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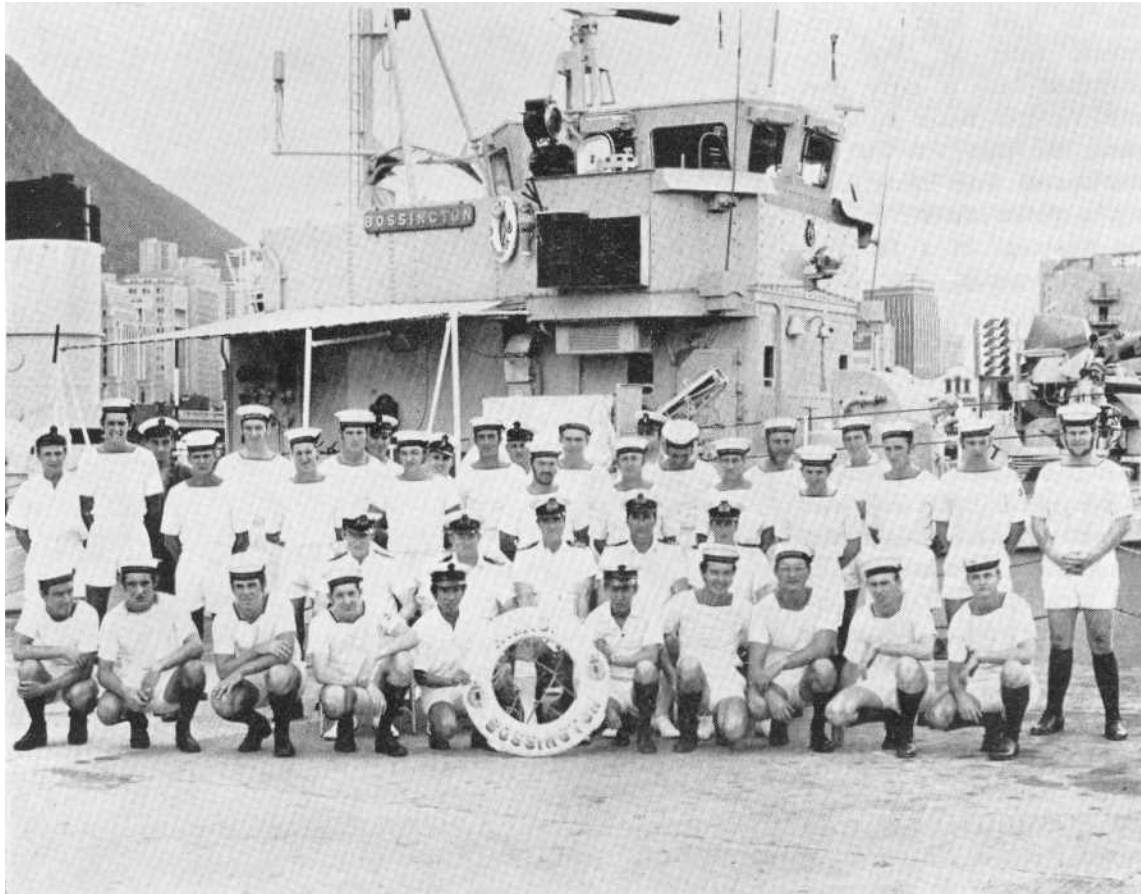


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## H.M.S. BOSSINGTON



*H.M.S. Bossington's ship's company, 1971.*

Fresh from her breathtaking successes in recovering LINCOLN'S screw and acting as the star of the new Armed Team Sweep instructional film, BOSSINGTON left SINGAPORE which had been her home base for three years, and set off with MAXTON for her new home in HONG KONG on October 6th 1969.

Her last trip under the aegis of the Black Foot was not to be uneventful, LABUAN was reached and passed with nothing more startling than the first semi-official rumours of the chop for the tot, but on the last leg of the trip, between SUBIC and HONG KONG, a slightly less world shattering but more immediate disaster struck.

At 1500 in a force 4-5 with the sea on the beam, a number of ratings were drinking their tot on the sweep deck. The First Lieutenant, Lieutenant CONEY and the MHCO Sub Lieutenant DURIE were also on the sweep deck, presumably on the extreme off chance of "sippers". Without warning, two large seas came inboard in quick succession, and the port orepea float came adrift, L/CK: BAKER suffered minor damage to his chest, though a fractured rib was originally suspected, but R.O. SIMPSON sustained a very dangerous cut to his leg which exposed the severed tendons, S/Lt: DURIE sustained a nasty head wound, and the First Lt; smashed his wrist-watch.