

- 6th. - **8th.** At sea exercises.
- 13th. At sea with "Cleopatra", carrying Cdr. Noble. Financial and Parliamentary Secretary — Shot wing off the Winged Target.
- 16th. Sailed for Port Said via Crete.
- 17th. Arrived Crete - landed Air Arm party with equipment.
- 19th. Arrived Port Said - relieved H.M.S. Kenya.
- 29th. At sea exercises for Army guests.

*February 1953*

- 9th. At sea, D/F with L.C.T. 4001. Ships Regatta, won by E.M's crew, Live-wires' .
- 12th. 2355. Sailed for Port Suez.
- 13th. Arrived Port Suez.
- 15th. Sailed for Fayid. 0700 - Arrived Fayid 1300. 2330. Sailed for Port Said.
- 18th. 1000. Arrived Port Said. - 1500. Sailed for Malta.
- 21st. Arrived Malta.



**Survivors of S.S. DUERO dining aboard "Daring"**

*March 1953 .*

- 1st. 0800. Sailed with Fleet on Spring Cruise en route Gibraltar. 1800. Arrived Gibraltar.
- 14th. 2200. Sailed from Gibraltar in company with St. Kitts.
- 16th. Rendezvoused with N.A.T.O. Forces off Algiers.
- 18th. 0730. Arrived Toulon. - fuelled. 1200. Sailed on phase two of N.A.T.O. exercise.
- 21st. 1430. Arrived Malta.
- 28th. At sea, took C-in-C Mediterranean to meet Marshall Tito aboard "Galeb".

*April 1953*

- 6th. Sailed for Gibraltar for long refit.
- 9th. Arrived Gibraltar, Commenced refit.
- 30th. C-in-C Mediterranean, visited Gibraltar to inspect canvas dummy for new funnel.

*May 1953*

- 4th. Ship docked down.



**Darings Earthquake Relief Team at Argostoli, August '53**



**Some of the damage at Argostoli after the Earthquake**

*June 1953*

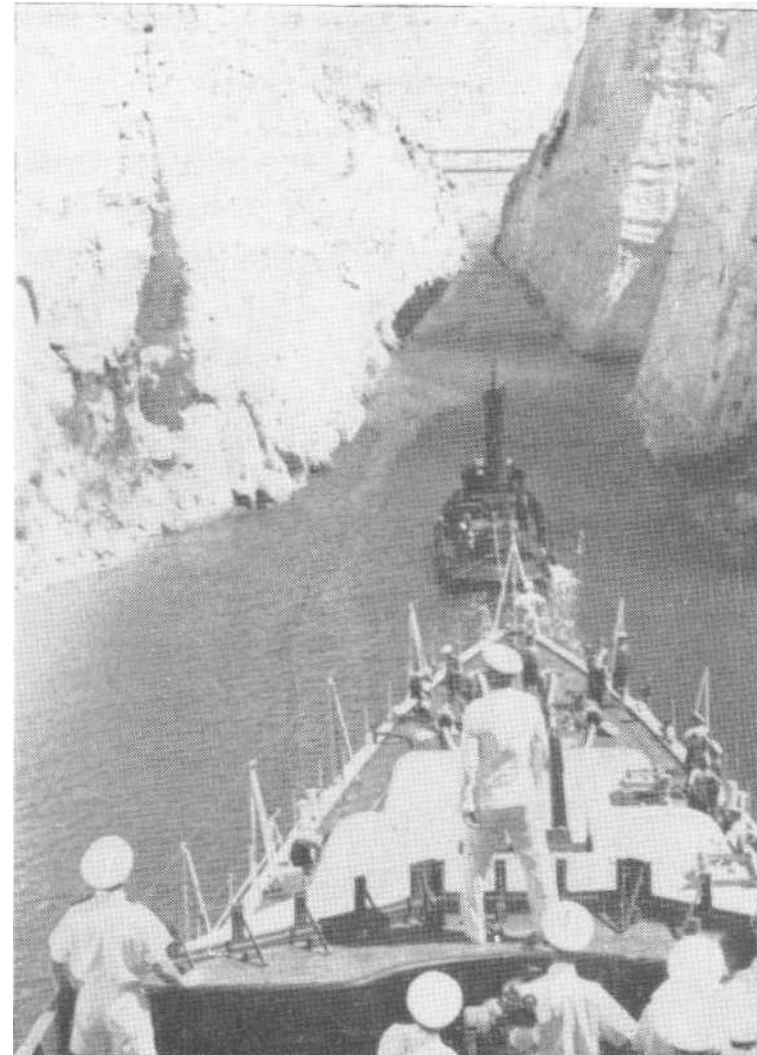
- 2nd. Coronation Parade, led by "DARING" contingent.
- 11th. Queen's Birthday Parade at Rooke.

*July 1953*

- 24th. Ship undocked.
- 26th. Ship shifted to Detached Mole. 0900. - 1024. ship proceeded to sea to pick up survivors from S.S. Duero, after she had been in collision with S.S. Culrain. 1400. Landed 27 survivors and 1 Ships Dog at Gibraltar.
- 29th. At sea Engine room and Gunnery Trials.
- 31st. Sailed for Malta with Roebuck in company.

*August 1953*

- 3rd. 1100. Arrived Malta.
- 10th. - 11th. At sea exercises.
- 12th. A.M. At sea exercises - 1130. Emergency Recall to harbour. P.M. Loaded 200 tons of emergency stores - 1700. Sailed for Argostoli on earthquake relief.



**Corinth Canal**

- 13th. 0600. Arrived Argostoli, Cephalonia. Town flattened, landed Medical Parties and set up an emergency hospital, landed stores, food and fresh water.
- 14th. - 17th. Carried on with Earthquake relief.
- 18th. 1700. Sailed for Zante with injured passengers. 2130. Arrived Zante.
- 19th. 0600. Left Zante - disembarked passengers on arrival at Patras.  
P.M. Proceeded through Corinth Canal. 1600. Arrived Piraeus.
- 23rd. 0900 Sailed for Malta.
- 24th. 2000. Arrived Malta.
- 28th. - 31st. At sea exercises.

*September 1953*

- 1st. - 2nd. At sea exercises.
- 5th. Sailed for Port Said.
- 8th. 0600. Arrived Port Said - Relieved "Glasgow" as Senior Officer T.F. 52.
- 13th. 2000. Sailed for Cyprus with 165 tons of tents for Earthquake Relief.
- 14th. 0500. Arrived off Paphos, Cyprus - unloaded tents - 1500. Sailed for Port Said.
- 15th. 0700. Arrived Port Said.
- 24th. A.M. and P.M. Ships Regatta won by "McNoons Gash" - Foxle.

*October 1953*

- 6th. - 14th. At sea exercises for Army guests.
- 20th. 1830. Sailed for Limassol, Cyprus.
- 21st. 0830. Arrived at Limassol.
- 24th. Sailed for Malta.
- 27th. 0800. Arrived Malta.

*November 1953*

- 2nd - 5th. At sea exercises.
- 10th. A.M. Inspection of Ships Company by F.O.2.  
P.M. General Drill.
- 11th. Inspection below decks by F.O.2.
- 13th. Sea Inspection by F.O.2.
- 14th. Shifted berth alongside Ranpura for S/M period.
- 30th. Returned to Grand Harbour,

*December 1953*

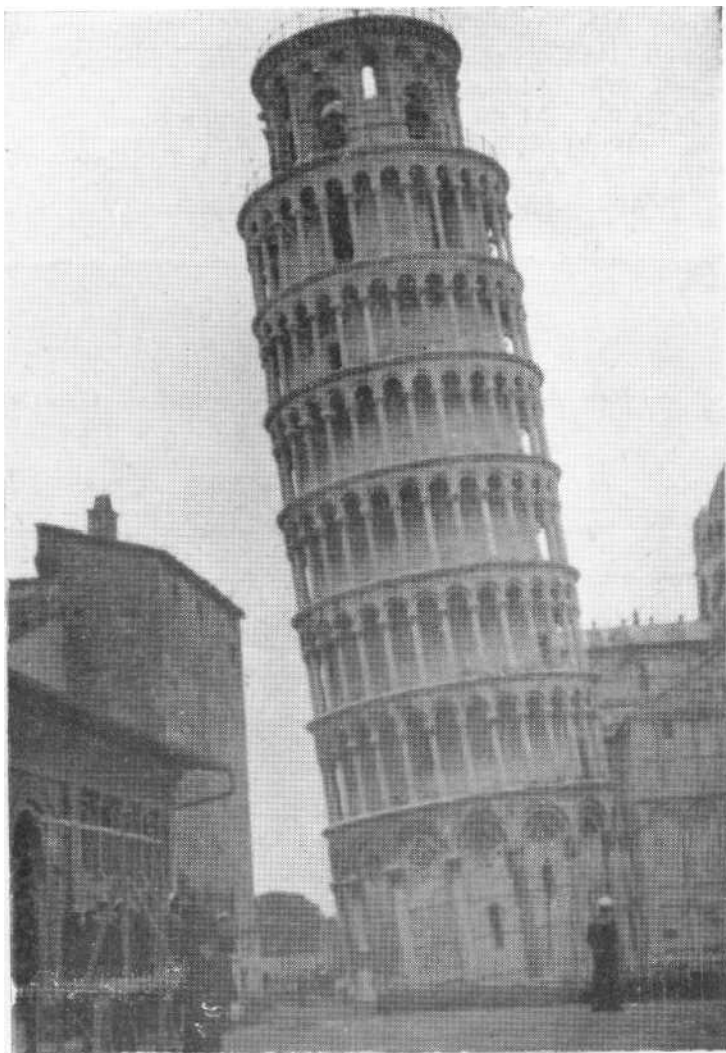
- 3rd. At sea exercises.
- 9th. - 11th. At sea exercises. } Weapon Training.
- 15th. At sea exercises. }
- 16th. At sea - Fleet A.A. Trophy Shoot.
- 17th. - 18th. At sea exercises. } Weapon Training
- 22nd. At sea exercises. }
- 31st. "At Home", and Children's Party



**Captain Gick and temporary Captain (Boy Nelson) doing Xmas Messdeck rounds Xmas '53.**

*January 1954*

- 4th. Ships Dance at Phoenicia Hotel.
- 8th. At sea exercises.
- 11th. - 12th. At sea JANEX.
- 14th. - 15th. At sea FOFEX.
- 20th. 1230. Sailed for Leghorn, Italy.
- 22nd. 0830. Arrived at Leghorn.  
Sailed for Malta. 1030.
- 29th. 0830. Arrived Malta.



**The leaning Tower of Pisa**

*February 1954*

- 5th. At sea exercises.
- 8th. At sea FEBEX.
- 9th. Sailed for Cyprus.
- 12th.. - 16th. Off Cyprus - Bombardment exercises.
- 17th. Rendezvoused with Delight off Port Said.
- 18th. Exercises with Delight en route Malta.
- 19th. Arrived Malta.
- 22nd. Commenced S/M period.

*March 1954*

- 12th. Completed S/M period.
- 14th. 1700. Sailed with Fleet for Spring Cruise, en route Gibraltar.
- 19th. 1030. Arrived Gibraltar.
- 25th. C-in-C Mediterranean visited the ship.
- 29th. Sailed for Toulon.

*April 1954*

- 3rd. Arrived Toulon.
- 6th. Sailed for Naples, crash boat for Eagle.
- 9th. Alerted to search for crashed COMET aircraft at 0800-1800. Wreckage located in area south of Stromboli. 1900. Commenced search for bodies. By Midnight - Two bodies recovered with various piece of wreckage.
- 10th. Arrived -Naples.
- 13th. 1030. Sailed for Malta.
- 14th. 1130. Arrived Malta.

*May 1954*

- 1st. 0930. Sailed with Fleet to meet H.M. Y. BRITANNIA carrying H.M. The Queen with the Duke of Edinburgh, and the Royal Children.
- 2nd. 1100. Meeting of the. ROYAL YACHT, 21 Gun Salute fired.
- 3rd. 0830. Arrived Malta.
- 13th. At sea exercises.
- 18th. 1600. Sailed for Tripoli with R.M.'s.
- 19th. 0700. Arrived Tripoli - 1200 Sailed for Malta.
- 20th. 1500. Arrived Malta.
- 21st. At sea exercises.
- 24th. — 26th. At sea exercises.
- 30th. Visit of C-in-C Mediterranean to present



**Earl Mountbatten C-in-C Med. presents the A.A. Trophy to Captain Blundell, 30 May 1954.**

"DARING" with the Mediterranean Fleet  
A.A. Trophy for the best A.A. Shoot for 1953.

*June 1954*

- 5th. Sailed with Bermuda and Delight on 1st Summer Cruise en route to Famagusta, Cyprus.
- 8th. 1100. Arrived Famagusta.
- 11th. 1530. Sailed for Beirut, the Lebanon.
- 12th. 0800. Arrived Beirut.
- 17th. 1300. Sailed for Iskanderun.
- 18th. 0600. Arrived Iskanderun.
- 21st. 1000. Sailed for Morphou Bay, Cyprus  
1500. Fired 5 torpedoes, recovered one minus blowing head.
- 22nd. 0600. Arrived Morphou Bay - Commenced bombardment and set fire to the range - Fire parties landed to extinguish the fire.
- 23rd. P.M. Sailed for Izmir, Turkey.

- 25th. 0800. Arrived Izmir.
- 27th. 1730. Sailed for Athens.
- 28th. 0900. Arrived Athens.

*July 1954*

- 3rd. 1330. Sailed for Malta. P.M. Carried out search for possible survivors of a fishing vessel reported missing.
- 5th. 1100. Arrived Malta.
- 13th. - 14th. At sea exercises.
- 17th. - 23rd. At sea on exercises - MEDFLEX-BAKER.
- 23rd. Commenced S/M period.

*August 1954*

- 9th. Sailed for Devonport.
- 16th. Arrived Devonport.

## OUR SAILORS

There were some young lads in the "Daring"  
Who would boast of their love for Seafaring  
On the first rough day out,  
No more could they shout,  
In fact they were really past caring.

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## ***THE EARTHQUAKE.***



**Daring's Field Kitchen**

Word reached Malta on Wednesday 12-8-53 of an earthquake devastating the Ionian Islands, H.M.S. "DARING" exercising off St. Paul's Bay, Malta was recalled to Grand Harbour arriving early afternoon.

Here the news soon circulated that we were loading up at top speed and nipping off to give assistance to the Islanders.

In two hours 200 tons of supplies were piled on the upper deck reaching up level with the cat-walks.

Captain Gick in charge we left at high speed dragging for some distance an empty loading lighter. We also carried 3 M.O's and 17 sick berth ratings.

"DARING" arrived off Argostoli at 0500 on Thursday 13th August and from the ship in that early light all that could be seen can be summed up as complete confusion.

No building appeared to be intact and many were still smoking. The foreshore was black with people carrying what little they had managed to grab. The only organisation evident

was a temporary hospital set up near the foreshore consisting of four tents and several beds scattered around.

Captain Gick immediately went ashore to meet anyone in authority to discuss the situation. He came back apparently dissatisfied with the attempt. It was decided that "DARING" had to make do and set up for some sort of organisation for immediate relief such as medical, feeding and collecting people to one place. Helicopters were now being landed on a compound some 300 yards to the left by the Americans and were at first our only contact with the villages. They began at once to drop food and return with casualties.

From the medical aspect operating tents and all the necessary paraphernalia went up in double quick time. The first day, with few hours of light left, the back of the situation was almost broken and some idea of the situation was apparent. Many people had been evacuated but eventually this was brought under control and only injured or infirm were evacuated by boat.



**Our photo shows the extent of the damage.**

On the morning of the 14th it was decided to move our position from the area of the landing ground for help that was beginning to arrive by sea. On the 15th camp had been erected on the compound some 300 yards to the left. By now things were getting under control and American Dakotas were dropping food parcels on outlying villages that as yet were still beyond reach by road.

As soon as food and medical supplies were landed parties were organised and vehicles that moved were commandeered and these left for outlying places. The work of road repair to enable vehicles to pass was carried out by "DARING" and covered many miles inland of all roads. A tremendous task. Much demolition of course was required to bring down overhanging buildings over at first impassable roadways. Now I will refer you to demolition in detail.

"We as the demolition party were concerned only with the embarking of demolitions. This consisted of various numbers of charges and detonators. The demolition party landed on the 14th August consisting of 1 Officer, 1 P.O., and 8 ratings. On landing our officer contacted his H.Q. where we received orders to clear all main roads of dangerous buildings and obstructions. No vehicle was available to carry our materials therefore we commandeered a hand truck and loaded up.

"We then proceeded to the main sea front road where we contacted a Greek Army Engineer Officer - who instructed us in his own manner - which buildings were particularly dangerous and whereabouts of road obstructions. We commenced our work on dangerous buildings. This job was most unpleasant owing to the odour of undetected dead bodies and all people who were reluctant to leave the vicinity of their homes. Devastation which was produced by the quake was incredible, pavements were torn asunder and whole houses shaken down. We found this applicable to outlying villages also. To give you a rough idea of the force of the quake we tried to blow up a large Pillar which escaped the first onslaught of the quake, whilst others its size and dimensions were shattered to small stones. On this particular pillar we used approximately 20 lbs. of explosive and no joy. On the 16th the order came to go to Naxos an outlying village. The villagers met us and swamped us with gifts of grape and vino in their gratitude to see us. We did a couple of jobs here and left after clearing the roads. On the 17th we again loaded our van with food and cigs..

for other villages and also to clear a large roadblock which turned out to be a huge boulder which had rolled down from the mountains. We had to forget about food for some time but eventually we met up with some Yanks and our fare then became tinned chicken and corned beef hash which was ably cooked by one of our party using P.E. (Plastic Explosive). One particular incident was when travelling along a country road when a further tremor occurred completely overturning our truck with us and dems inside - luckily no casualties. On the whole of the eight days at Argostoli we used 400 approx pounds of explosive. Landing each day at 0700 and returning at 0100.

To step back a pace to the 15th August we were joined in our efforts by ships of numerous nations. All of course when the hardest was done by "DARING" but their coming was a release on our chaps. The Greek Army arrived about the 15th but did nothing spectacular spending their time getting loads of wood ashore and leaving the situation in general to us.

By the 18th the emergency side of the situation had been effectively dealt with and we were contemplating getting out and leaving the rebuilding of the towns to the Greek Authorities.

The devastation produced in these islands in virtually a matter of minutes was quite incredible. Their water mains were all fractured as were their sewage pipes. There were many bodies buried in the ruins and as they decomposed the public health problem looked like becoming acute. Dysentery, typhoid and typhus were all to be feared and it's hoped that the Greek authorities took effective prophylactic measures.

On our departure from Argostoli on Tuesday 18th August the immediate problems were fairly well in hand, the big needs at the time being bread and tents.

We evacuated seven stretcher cases with us - mostly orthopaedic injuries - and having landed one at Patras proceeded to the Piraeus where the remaining half dozen were turned over to the Greek Red Cross Hospital in Athens.

The Duchess of Kent came on board on our last day in Athens to express her thanks for all that the R.N. had done in the relief work in the Ionian Islands. Much more could of course be included in this short word but I have endeavoured to give a general idea of the complete and utter chaos that "DARING" had to face and did so without a thought for self.

## The Story by Signal.

At first light on August 13th. 1953, Daring was slowly approaching Argostoli in the island of Cephalonia, extracts from a few of the signals sent at the time tell the story briefly.

---

To C. in C. Med. From Daring  
Arrived Argostoli. Town appears to be completely destroyed.

---

To C. in C. Med. From Daring,  
As we turned, the town of Argostoli came in sight, you could not see a house standing and a fire was burning at the back of the town. About 50 or 60 people could be seen on the shore.

As we approached the island we could feel the ship shaking as if distant depth charges were being dropped. Under a group of trees we saw a large body of people sheltering, probably a local evacuation centre. Further along the foreshore was a marquee with a red cross flag.

On arrival on shore of the Captain the following information was received, 50,000 inhabitants are without food or water and that most of the wounded have been evacuated.

---

Many signals were sent to and from during the few days that Daring spent at Argostoli and at the end came a couple of thanks and well done.

---

From Chairman of Hospital Committee Argostoli. To Daring.

The Hospital Committee wish to extend their thanks to the British Navy for their quick aid and help. The British Navy being the first to arrive on the scene, we are deeply grateful for their response to the call for aid to the Ionian Islanders.

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From F.O.2 Med. To Daring.  
Daring Company have done a good job.

---

To all concerned Med. Station from C. in C. Med.  
I have much pleasure in passing for the information of the Fleet and Station including the personnel of H.M.

Dockyard Malta, the following message received from their Lordships begins.

Please convey to all Officers and Men concerned, Their Lordships appreciation of the way in which the Med. Fleet has upheld the prestige of the Royal Navy by its speedy and effective action in relief of the distress of those who suffered in the earthquake disaster in the Ionian Islands.

The initiative and resourcefulness displayed have been in keeping with the best traditions of the service.

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Shortly after this Daring had another call for assistance for earthquake relief this time at Paphos, Cyprus. The duration of this trip was barely 36 hrs., on completion of which the following signal was received.

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To Daring, Striker. From SBNOME.

The Acting Governor of Cyprus and C. in C. M.E.L.F., have asked me to pass on to Captains and ships companies of Daring and Striker their appreciation for all the hard work they put into moving tents to Cyprus.

The speed at which both ships worked at Port Said has aroused the admiration of all concerned.

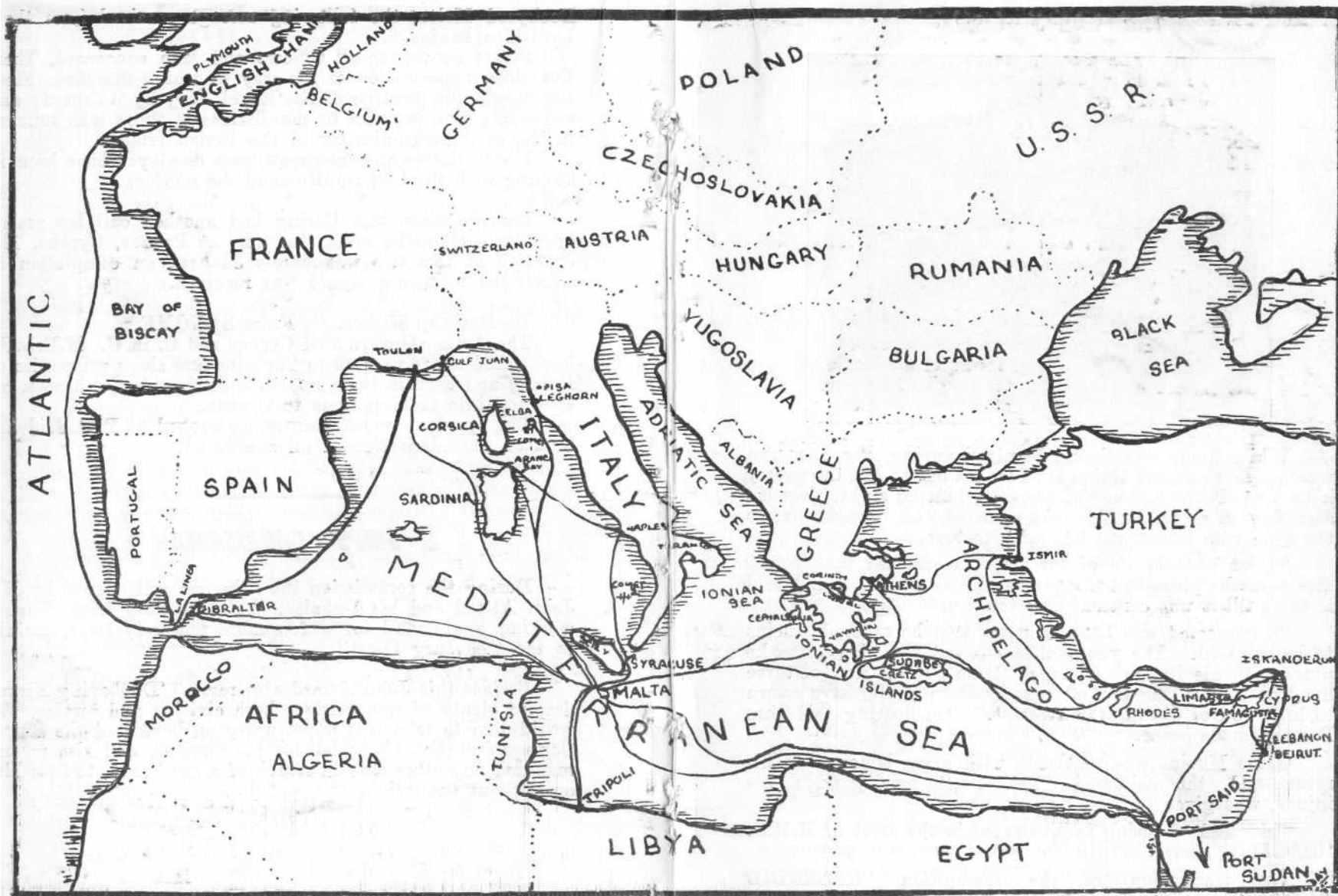
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### *SHIPS' DGHASAMAN*

During the commission the ship was well served by Mr. John Attard and his Dghaisa, both for duty trips during working hours, and for a few more non-duty trips, mainly to the "Barbary Coast".

Besides this John Attard also ran a 'Dhobeying Firm', despite plenty of competition, both civilian and service. We would like to take this opportunity on behalf of the Ships' Company of thanking him for his services, and also recommending any other ship in search of a good man, to take him on without hesitation.





## *THE SHIP'S CREST*



While Rome was being besieged during the Etruscan wars, a youth named Gaius Mucius set out to kill the enemy king Lars Porsena, but not knowing him by sight, slew his secretary in error. Mucius was arrested and brought before the king who threatened him with torture.

"I am not afraid of torture," exclaimed the young Roman as he plunged his right hand into a brazier, and held it there till it was consumed by the fire.

So impressed was Lars Porsena that he ordered Mucius to be released. The youth then advised the king to make peace with the Romans saying "I am but the first of three hundred Young Romans, all equally daring, who have sworn to kill you or die in the attempt." On hearing this Lars Porsena made peace.

Gaius Mucius was received with great honour on his return and the nickname "Scaevola", arising from his injury, was given to him.

This deed of daring is illustrated in the crest of H.M.S. "DARING" above.

The translation of the inscription "SPLENDID AUDAX" means "FINELY DARING".

## *ELECTRICAL DIVISION*

### **General.**

During the commission, 4 Officers and 43 ratings of the Electrical Branch have served in the ship. The Chief Electrician is the longest serving member of the division. Of the present division he and three others stood-by the ship and a further ten ratings still remain from the original commission.

### **2. Advancement.**

During the commission two ratings have been advanced to Chief Petty Officer, six to Petty Officer, and seven to Leading, Rate.

### **3. Sport.**

Only one member of the division E.A. P. Smith, at Hockey, has been selected to play for the Fleet in a Sports Event. On the other hand the division has played a great part in ship's sports events. At one time we supplied the Captain, five other members and the referee for the Rugby XV. Nine electrical ratings played in the Miscellaneous Team which won the inter-part soccer knock out competition in 1954. 4A Mess won the Port Said Regatta in January, 1953. L.R.E.M. White is our versatile sportsman having represented the ship at Soccer, Rugger, Hockey and cricket. L.E.M. McKee was bitterly disappointed that no Highland Games were organised as he is an expert at tossing the caber.

### **4. Miscellaneous.**

(a). The Division nearly became known as 'The Smith' Division. Most of the commission there have 4 Smiths in the Division and altogether 6 have served. Incidentally, there has only been one other Smith in the Ship.

(b). The highlight of the Admirals Inspection was undoubtedly when our Grand Old Man, Stripey Broomfield became the first man overboard to man a Carley Float.

(c). The only member of the Division to miss the ship

on sailing was Lieutenant Commander (L) Massey who poked his elbow into somebody else's business at Beirut.

(d). The two heaviest Commissioned Electrical Officers in the Navy have served in the ship.

(e). The biggest single electrical operation - lighting 200 Hurricane Lamps at Argostoli.

(f). The most embarrassing fault - everytime anybody dialled zero they got the Captain.

## **5. Bouquets.**

The division is proud of the part it played in helping to win the A.A. Trophy.

The division was pleased to see that the Admirals Inspection Report commented on the cheerful spirit prevailing through the department.

Congratulations to the C.E.A. on his appointment as a La Linea councillor.

## **6. Worries.**

Chief worry is lamp expenditure - we are allowed £45 a quarter, but we regularly spend £90. We have used 10,000 lamps during the commission which works out at 12 a day.

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## ***FO'XLE DIVISION***

During the commission there have been changes in the Division, and mostly in the Divisional Officers. The first was Lt. Cdr. (now Cdr.) Archdale and everyone was glad to hear of his engagement recently. The second was Lt. Cdr. Jackman who has only left us just recently. As his relief and the last person to join the division, I feel slightly unqualified to write these notes.

From what I gathered from my Predecessor and subsequently from members of the division I understand that although we have achieved nothing outstanding during the commission, as a team in sports and games we have given the other divisions a good run for their money.

In this connection I would like to mention A.B. Devlin who won the Med. Fleet Welter Weight Championship and also A.B's Simpson and Woodrow who did well in the Boxing.

P.O. Sorrie, the Captain of the Fox'le, has also been a leading light and organiser of the skips hockey team.

To conclude - There is obviously a strong spirit in the Fox'le Division, and I am happy to have become the Divisional Officer.

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## ***BOYS DIVISION***

During this commission 34 boys have joined the ship, all have now reached the dizzy heights of Ordinary Seaman and in quite a few cases Able Seaman.

Conditions in this class of ship are not ideal for Boys, because of accommodation difficulties, the ideal being a completely separate messdeck. However we have done our best with the limited accommodation available and have tried to keep the boys on their own and working to a strict routine. Whether we have succeeded in the former may be judged by the number of times one hears the call for "wings", but it is all for the good of Cadbury's.

Of course I could mention that old phrase that "it isn't the same as when I was a boy", but knowing that some of the division far exceed me in years, I shall just retire gracefully.

## ***QUARTERDECK DIVISION (AX)***

Apart from the quietness of Xmas Day, the Q.D. Division have more than held their own at nearly everything. In sport the soccer cup was won and the semi-finals reached in Deck Hockey.

A trophy was started for the best messdeck which was won and held without overstrain, for several weeks.

The popularity of the AX Division was confirmed by the fact that a newly joined Officer desired to take over the Division; fortunately(?) this was turned down by the Navigating Officer in the interests of safety.

We have hit the headlines again with a four minute mile by A.B. Sullivan, but somehow he kept on running.

Mr. Taylor has done well in adverse circumstances, to wit, trying to pull the ship astern at Piraeus (all the cable was out for(d) and he parted the second pendant at Port Said. It seems to me that the Bridge forget the back end. However a recommend was given by F.O.2. for the efficient way in which ROWANOL was taken in tow during the inspection. The Gunner TAS was heard to say "Not bad" on that occasion.

One of the greatest achievements was securing to the stern buoy at Malta in the record time of under 14 Minutes, but even this was improved on later when both pendants were secured before the first bridle was on.

### **Congratulations To**

A.B. Saxon for maintaining such a friendship with Bungay Williams for the whole of the commission.

A.B. Hughes in persuading Number One that his pets were really necessary - everyone hopes that any of the Budgies, Chameleons or Goldfish which survive the usual dinner time Port 30 and Full Ahead, will repay him for his trouble.

P.O.. Lean and A.B. Paton for their B.E.M.

Stepens and Stanford on passing for the hook.

Sanders and Bennett on their further additions to the family.

To Gunner TAS, for his stage comedy turn a la DIXIE at Port Said.

To P.O. Hawkey for looking after the Division so well, and concealing his surprise at the Navigating Officer making Divisions.

## ***TOP TOPICS***

Since the ship commissioned the Top-Division has played a full part in the ship's activities - varying from being unbeaten at cricket to having the most number of punishment warrants.

We have always done well in the field of sport, but not quite well enough - we were runners up in the .22 rifle shooting held in January, 1953, and lost to the E.R.A's in the Semi final in Sept/Oct. 1953. We were in both inter-part football finals but lost in the first to the Quarter-deck 2-1 and in the second we lost to the Miscellaneous division:3-0. L/S Womble, L/S Dack A/B Stockley and A/B Dinsmore have represented the ship in football teams during the commission.

We want to congratulate P.O. Duncan who has been rated P.O. since the ship commissioned and also L/S Wicks who has passed for the rate.

The Admiral remarked in his inspection of the ship in November 1953, that "B" Turret and M2 STAAG were the two smartest gun mountings he had seen for a long time. Congratulations to A/B D. Brown and A/B Donaldson who have been married fairly recently and congratulations to L/S Womble and A/B's Brewer, Brown D., (that's the Big one), Donaldson, and Stockley who have had the honour of increasing the human race.

A very special strawberry for A/B Drew who has done 377 days No. 11's (sorry 10's) since joining the ship.

P.S. Rumour has it that L / S Wicks is still on his way to Capri.

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### *ENGINE ROOM DIVISION*

Our main rise to fame is on the Sports Field. Apart from having a strong representation in all the ship's teams we have been the only holders of the Loving Cup since Captain Gick presented it in February. We are willing to be challenged by anyone to anything and we hope we can give you a good game.

We should like to congratulate L.S.M. Croucher (now departed) and S.M. Belcher (soon to go) on finding themselves a wife each whilst the ship was in Malta. We wish them the best of luck; though we sympathise with the wives!

We also consider that we have the cleanest and most pusser-like messdecks in the ship. This has been proved "up forward" since we held the ship's photograph for so long that it was eventually made a fixture. We then presented it to the second-best - the Quarterdeck Mess.

We hope that S.M. Harper (now Mister) is making good progress in Hospital. We shall always remember him as a bright spark and especially as a First Class performer at the "Sods Opera".

Finally we gather we shall shortly be losing Commander (E) Fletcher. Wherever he may go (we understand he's got himself a Dockyard job in Malta) we shall remember him for his fairness and integrity. We thank him for looking after us so well.

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### *"SIX MONTHS IN H.M.S. DARING"*

**By Captain E.A. Blundell, OBE., R.N,**

I cannot write about the whole commission of Daring but it is a great pleasure to me to think over the last six months in which as far as I'm concerned a lot has happened.

Before this February I had a job in the Admiralty, which involved a lot of paper work and no less than two and a half years in an office. When life appeared to be very bleak, my favourite pastime was to look through the list of ships in the Navy List to choose the ship I would like when my office drudgery was over. That of course is how it all started as I invariably ended up the speculation by choosing Daring. I was however more than surprised when at last I emerged from my term of office life to find I had got just what I wanted.

My journey out to join "Daring" was an extremely varied one. First a flight to Malta with no less than fifteen protesting children, the loudest protests coming from two of my own. Then a further flight from Malta to Fayid which was notable for the number of stops made on the way. Next a drive through the Canal Zone to Port Said, were I joined "Delight". Finally to sea in Delight and a jackstay Transfer to Daring and there I was.

I took over command on 25th February and my predecessor's final remark was 'I'm leaving you with a cheerful crowd of rascals but they won't let you down'. This was encouraging as I felt I needed some support at that moment and I certainly have had it ever since.

It so happened that when I took over the whole duties of the ship, the Mediterranean Fleet changed as a result of an improvement in the Egyptian situation which no longer required a Cruiser or a Daring in the Canal Zone. This allowed the ship to take full part in the Mediterranean Fleet cruises and exercises and all the N.A.T.O. Medflex exercises. In fact we have not been on an independent cruise of any sort since I've been here. On the whole though I think we have gained by it, an excellent Summer Cruise and some interesting exercises at sea.

The thing that pleased me most however was that we

were able to take part in the meeting of H.M. the Queen, and her escort by the Fleet, to Malta in May. I don't suppose any of us will forget that day.

Another big moment was the day when the Commander-in-Chief came onboard and presented the Fleet A.A. Trophy to Daring. Although it was of course won before my time, that didn't interfere at all with my pleasure in receiving it. I know of all the teething troubles through which the ship went, on commissioning as the first of a new class, and it seemed to me that the winning of this Trophy really showed how well everybody had got on top of these difficulties.

As I'm writing this we are about to start on another Medflex exercise, which will be the last Mediterranean exercise of this commission. Then we sail for Devonport but not to pay off.

So I will end by wishing everybody a good leave but at the same time remind you that the story of this commission is not yet ended. We now transfer to the Home Fleet and I am sure there's a lot we can show them. We have now worked up into a very fine and cheerful team and, if we can keep it going, we shall be able to end this three and half year commission with the record of having shown the way, both in the Mediterranean and Home Fleets. With the "Daring Spirit" as it is today, this should not be difficult.

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## The Molehills of Daring

(WITH ALL DUE APOLOGIES TO THE COMPOSER OF  
"THE MOUNTAINS OF MOURNE")

They say on the DARING that life is so crude  
All the men wear bare feet and they live without food,  
There are two million orders that must be obeyed,  
Even some about Bum boats with which you can't trade.  
And if it's the world that you joined up to see,  
Then don't come on here for I think you'll agree,  
There is nothing of interest down here at Port Said,  
Only old Grippo relics they issue for bread.

## The Daring Was There

The lads worked like Trojans to get the stores loaded,  
There wasn't one man who had to be goaded.  
Round the whole upper deck the same thing was felt,  
There were some in distress and they needed our help.

Now most of us hadn't seen earthquakes before  
And few had a clue as to what was in store.  
Of remarks that were passed, this one summed up the rest,  
"Argostoli's in ruins - one hell of a mess'

While the lads left onboard landed medical stores,  
The Doctors were landed to commence their chores.  
With the help of Greek nurses their cases were tending -  
The long queue of injured it seemed never-ending.

The coffee was boiling, the tin cups piled high,  
Around us the injured lay wishing to die.  
Whilst holding their hands "Jack" assistance did give,  
He gave those poor folk the incentive to live.

The boilers were set up along the foreshore.  
The men who were detailed had not cooked before.  
But in times such as this no-one cares what they cook  
And they certainly hadn't a recipe book.

Some thought it was soup, some thought it was stew,  
Whatever it was 'twas a damn fine brew.  
The local folk asked not but just simply ate it.  
'Twas a heart-warming sight and I'll never forget it.

All the lads ate it though no-one knows why.  
Though covered in dust, their feelings were high.  
With women and children their food they did share,

And everyone knew that THE *DARING* WAS THERE.

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## First Lieutenant's Page

The ship has had three Captains and three First Lieutenants in the first three years of her life. It is therefore tempting to suggest that the commission falls into three phases, but I don't think in fact that this is true. After a difficult start, it has gone steadily forward, shaking down and maturing with the passage of time into a well-balanced, effective and happy community.

Daring has made a name for herself in many ways in the Mediterranean; and even if we are not the best ones to say it, I still think our departure from the station will have left a gap that will be felt; they have lost an efficient maid-of-all-work, and some one else is going to find it possible to win the Med. Fleet A.A. Trophy next year. Incidentally, the residents of Grand Harbour are going to find Xmas Day much tamer now.

We still have on board a quarter of the men who commissioned the ship on 28th January 1952, and nearly half of the present ship's company came out with the ship in May of that year. We are also fortunate in having been able to keep so much together, particularly during the swan song period of the continuous commission era - an era whose passing few will regret.

The other big event in the Navy during our commission has been the new pay scheme. This, in connection with the General Service Commission, is already showing signs of attracting some of the more thoughtful of the younger men to making a career of the Navy, and with so many rosters dry, or nearly dry, the prospects look pretty good.

It would be out of place not to say a word about all those who have left the ship. We wish them all the best of luck, whether they are still in the Navy or in civvy street - or (as one is) in the Army. And in particular, at this time, we offer our sympathy to the widows of those Officers and Ratings who lost their lives while serving in the ship - Commander St. Clair Ford, Mr. Rossitter and O.A. Murphy; and also C.P.O. Tel. Irvine, who was killed in a flying accident after leaving us.

These all - as well as those of us still serving in the

ship, - have given her the personality which is so strong a feature of Daring.

In closing, although we still have seven or eight months of the commission ahead of us, I know you will all join me in wishing the best of luck and good fortune to those who will have the honour of serving in Daring in the future. May they always look back to her first commission with pride, and be inspired to great things by the knowledge of being in a ship that has been so auspicious a start.

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### TELLING TALES

During the recent 'Medflex Baker' Exercise, a certain subby taking over "narrative officer," wandered into the ops room to check up. "Here I say," he said to the air plot operator, "Where did you get all those 'planes from?'"

"Boy Dark Sir," said the A.P.O. smartly. Giving the call sign of the 'Eytie' cruiser "Abruzzi." "Boy Dark hey!" said subby, "I suppose he's one of these Communications Ratings !!!"

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