

COMMUNICATIONS DIVISION

W/T STAFF

Out of twenty two who commissioned the ship in January 1952, twelve stalwarts remain out of the staff, which has now been reduced by complement to thirteen. Leading Tels, Whittle, Moore, Coffee, and Hodges have all been rated in the ship while Tels. Johns, Morton, and Blandford have passed for the hook. No ordinary Tels. remain and Daring's staff are considered to be the most senior, and needless to add, the best on the station. The Med will not be the same place without them in more ways than one. We hope to be able to teach some of those Home Fleet stanchions a thing or two when we aren't taking foreign service leave, there being an awful lot due.

V/S STAFF

Though with less time aboard Daring the V/S Staff are no less distinguished. Only three of the present staff commissioned the ship. Demobbing has taken the largest toll - no less than five including the last Chief Yeoman who has joined the ranks of the Malta Police Force. Bigland and Evans have recently passed for Leading Sig. and Richardson is now on course. Leading Sig. Jackson arrived just before the summer cruise complete with the latest fashion hit in zip suits, as created by R.N.B.

SPORT

This year the Communication Division reached the semi-final of the inter-part football but were beaten again by their old rivals - the Top Division.

In deck hockey we seem to have been slightly more successful, the Eagle were beaten by 5 goals to 1. In the inter part we reached the semi-final but were beaten by the After Chiefs although it took them 3 gamesto overcome us.

GENERAL

Moments of stress and strain will be recalled by the following names, Rendezvous, Janex, Fofex, Febex, Touchline, and Medflex, fingers are now crossed for morning mist. In concluding, the communication department wish all their shipmates a happy home-coming. It can be assured they will not miss "a permission to enter harbour" signal on Aug. 16.

SUPPLY AND SECRETARIAT DEPARTMENT

The highlight, of the Commission, from the Pusser's point of view, have been the commissioning of the ship, the Gib refit, the Argostoli and Paphos earthquakes and the commencement of self accounting.

Leading Writer Rowse had the distinction of being the first member of the Supply Department to join Daring, which he did on 2nd April 1951; he remained with the ship until April 1954 and because of his detailed knowledge and the long hours that he worked was an invaluable assistant to Lieut. (S) Thring, the Captain's Secretary.

The next to join in May 1951 was Stores C.P.O. Tuckett who had to start the Naval Stores organisation literally by scratching around in desk drawers in the shore offices to find the supply notes etc. It is mainly due to his hard and patient work in the early stages that the Naval Stores organisation runs with so few snags.

The Gibraltar refit posed the usual awkward problems in preparing and cooking food for the whole ship's company on antiquated coal-fired ranges ashore for two months.

The earthquake at Argostoli gave the Supply Branch the opportunity of being of service, and in some five hours 200 tons of Naval and Victualling stores were embarked and checked in Malta, and twelve hours later were sorted and off-loaded ashore. Again the Cooks, with much willing amateur help did yeoman work keeping the ship's company and a couple of thousand Greeks fed.

The 1st April, 1954 saw Daring and her class become self-accounting ships a much more satisfying arrangement both for the Ship and for the Supply Staff.

I can only speak with a knowledge of half of Daring's commission, but it has been a privilege to work with such a fine crowd of men. I think with pleasure of such as C.P.O. Cook Moorhead and his cleverly decorated Christmas Cakes; of Leading Cook Cartwright's fine work in the after galley and the way that our sympathy went out to him in the tragic death of his wife; of L.S.A. Pearson's eager desire to get home and be married (so very understandable when he had

served nearly three years in the ship); of S.A. Sykes at last passing for his leading rate, and of the Tankies and Butcher Keen who have served the Supply Staff so well; of Cook Prue's grudge fight, and Cook Blair's touchiness when his nationality and status are questioned ashore; of P.O. Steward Vella and his cheerful staff; of S.P.O. (V) Fullerton's proud young fatherhood and of P.O. Writer Geens' enthusiasm to make the dead line in closing his first quarter's ledgers.

And so we come to the next phase in Daring's career, I personally am glad that most of the staff will remain with the ship until she re-commissions in June 1955.

"We have made every sea the highway of our Daring"

"A.A. Trophy" (Med. Fleet 1953)

In early days the cry arose at Gunnery we did not work
 And those amongst us did suppose a jinks somewhere did
 lurk,
 Teething troubles we had them all and more than our good
 share
 'Twas even thought of a recall to England of the fair.

Each one surmounted even when nought else had given heart
 But remember that it was the men who each had played his
 part,
 Gunnery is a teamed endeavour more so to win a prize
 To all those wondering why and whether a signal puts you
 wise.

It was to say from C.-in-C. Med. now all his ships have fired
 That 'Daring' had the whole Fleet led for the trophy all
 admired,
 It is ours now to show with pride and with due modesty
 Congrats' to all the Gunnery side in winning the A.A.
 Trophy.

ORDNANCE DIVISION

Not many people have, seen much of the work done by the Ordnance Division this commission, as it is mostly done out of the sight of ordinary mortals; inside turrets, magazines, workshops etc., much has been accomplished since January '52.

After a very bad 'Teething' period the general state of the armament is now good, and apart from certain snags which crop up from time to time the results of the shoots bears this out.

Most of you know us by our oil, which manages to get everywhere, its very good oil really and we are sure you would like it if you got to know it better; try taking it from our point of view and say to yourself "Where there is oil, there won't be rust".

It may amaze you how two of the staff (no names) manage to move around through some of the spaces and hatches in the equipment, it certainly wasn't designed for them and it amazes us too, but 'swings and roundabouts', the rest of the staff make up for them.

The Staff in the ship since commissioning has been three Ordnance Engineers, three C.O.A.'s and six O.A.'s, with of course the unfailing support of several Q.A.'s. We will not forget the sad loss of one of our most popular members, Pat Murphy in the S.T.A.A.G. accident, but otherwise from, our point of view it has so far been a successful commission. We now look forward with confidence to our Guzz Refit. Beer and 'Oggies'.

A Chatham Ratings View of H.M.S. Daring

On the 17th of June 1954, I learned that I was to be drafted to a "GUZZ" ship's Sick Bay for medical reasons, so naturally I thought "God help me", but there wasn't a single thing I could do about it, so I lay back and calmly awaited my fate.....

On being drafted to the Daring I was accommodated in the Sick Bay, which I thought was rather small compared to that in my ship "H.M.S. Whirlwind"..... still I was on board and I had two alternatives, "like it" or "lump it", so I decided to make up my mind to like it.....

In charge of the Sick Bay was a S.B.P.O. by the name of Pantling, and believe you me, he did all in his power to get me on my feet, and after having, Epsom salts, Halibut oil, Cascara, stomach powders and "ENENAPA", he succeeded, though I don't think my stomach will ever be the same again

After seven days in the Sick Bay I was moved into "1 Mess", incidently when I first set eyes on my messmates, I thought, "Cor what a shower of Oggey yaffling West Country B's", still I reckon they thought I was a bit of a so and so too. There was one particular rating who struck me as being rather a mad sort of guy, I won't mention his name, so I'll give him one of my own, yep I think "PARROT" will suit him down to the ground, mind you he aint going ter like it, still when he reads this he will be too late.....

Anyway to get on with the story, from the day I joined that mess until now he kicked the "CHATHAM SHIPS", the "CHATHAM RATINGS", in fact everything about London to bits..... Naturally I couldn't stand by while my Port Division was being run down, so I started to kick the Guzz Ships and Ratings to bits, still he was a hit more solid than average, so I'm afraid it didn't sink in very far.....

As for the rest of my messmates even though I didn't like "West country Bod's" I couldn't help but like them, and before I knew where I was, I was entirely at home with them..... Though I didn't like to say so..... There was one thing about them I didn't like, that really got me, and that was their accents `alf the blinking time 'I couldn't understand a word they were saying,..... still I guess I sounded pretty much the same to them, so I mustn't grumble must I??

One thing I thought was good-o on board, and that was the routine, I heard a lot of blokes dripping never-the-less,



but believe me if they went aboard the "Whirlwind" they'd have something to flipping well drip about.....

The other thing I thought was worth mentioning was the appearance of the ship, and I think I can safely say she was clean above and below decks, which is a great asset when showing the Flag.....

Now I'm afraid I'm going to kick you to bits.....

On board the Whirlwind we have got a S.P.O. (V) from Guzz, who makes out the menu's and believe you me the grub is good-o, but we still have people dripping. Now I'm not criticising the cooks, but I think the grub on board here compared to that of the Whirlwind is "Stamps". One small point I did notice with regard to the tea meals, and I am sure that many will agree with me on this point, and that is that during the whole of my short stay I never once saw fresh fruit on the table, I'm sure you'll agree that any fruit is better than a continuous diet of jam.

As for the cooked meals, a wider variation could be made, but who am I to pick holes in your catering, so I'll shut my big mouth.....

As for the P.O's of the various parts of ship, I haven't very much to say, except that those I did meet, I thought were okay.....

Well to round off, I'll say this, from the day I jointed I've enjoyed every minute of it, and when I say I'm sorry to leave, I mean it, Cheerio and thanks a lot.

CHATS.

OVERHEARD ON BOARD ONE OF H.M. SHIPS

Officer to Coxswain :- "Captain's requestmen this morning " ?.

Coxswain :- "Yes Sir!"

Officer:- "And where will my rating be".

Coxswain :- "He'll be number three Sir."

Officer :- - 'Oh ', and how many will there be before him?".

H.M.S. DARING (HISTORY)

Gun Brig
178 Tons
12. - 18 pdr. Guns
50 Men

Built at Ipswich by Mr. Bailey; Launched in Oct. 1804; Run ashore and blown up on the West coast of Africa, to avoid capture by two French Frigates January 1813.

Sloop
426 Tons
12 Guns

Built at Portsmouth; Launched 2nd April 1844; (1846-8) - (1852-6) North America and West Indies Station; Broken up by Messrs. Castle and Beech in 1864.

Screw Composite Sloop
894 Tons
916 H.P.
4 Guns

Built by Messrs. Wigham and Blackwell; Launched 4th February 1874; 1874-9 Pacific Station; 1881-7 China Station; Sold to Mr. Cohen in August 1889.

Twin-Screw Torpedo Boat Destroyer
260 Tons
I. H.P. 4,200 F.D.

Built by Messrs. Thornycroft at Chiswick; Launched 25th November 1893; Sold at Portsmouth to Mr. Garnham 10th. April 1912.

The name DARING was allocated to one of the Destroyers being built in 1912 but was changed to LANCE before the vessel was competed

Destroyer
1,375 Tons
S.H.P. 36,000

Built by Messrs. Thornycroft at Southampton, being one of the "D" Class Destroyers; Launched 7th April 1932. Commanded by the Earl Mountbatten in 1934. Sunk by U-Boat off Duncansby Head 18th February 1940.

Did you know??

That during the commission we: —

- (1) Steamed 50,740 miles.
- (2) Fired 3,874 rounds of ammunition from the main armament.
- (3) Fired 2,373 rounds of ammunition from the Bofors guns.
- (4) Fired 52 Torpedoes, of which all were recovered.
- (5) Fired 105 projectiles from the Squid Mounting.
- (6) Had two 1st. Lieutenants promoted to Commander.
- (7) Had five different Commanding Officers.
- (8) Took part in five cruises.
- (9) Had 26 warrants for punishment.
- (10) Consumed some 80,000 bottles of beer during our visits to the Suez Canal, this would have been nearer 100,000 bottles, had not a couple of chiefs gone on the wagon during the last visit.
- (11) Sent 134 Operational messages to Malta and Admiralty during the Earthquake Relief at Argostoli, and some 14,844 words to the U.K. for publication in the National Press.
- (12) Painted ship so many times that the beam of the ship has been increased by nearly ¼", and the displacement by many tons.
- (13) Had three very common expressions firstly 'Steakers,' then 'Have ye had it befoor' and 'Belay the last pipe.'
- (14) Have never taken part in a Fleet Regatta.
- (15) Were the last ship to commission during the reign of the late King George the Sixth.
- (16) Were away from Guzz for 852 days during the Commission.
- (17) Were under way for 3,568 hours which works out to approximately 148 + days at sea, being roughly five days in harbour for each day spent at sea.

H.M.S. DARING. No. 6

This the latest ship to bear the name of "DARING", was originally laid down on 29th of September 1945, but was not launched until 1949.

On the 10th of August 1949, she left the slipway when she was launched by Mrs. Leonard Hall, Daughter-in-Law of the 1st Lord of the Admiralty, at that time.

This Daring was built at the yards of Messrs. Swan Hunters and Wigham Richardson Ltd., Wallsend-on-Tyne, alongside whose wharf she lay until finally completed on February 8th 1952.

For actual statistics regarding the dimensions we quote the "Ship's Book" whose facts are known to be true.

Overall Length.	390 Feet.
Maximum Breadth.	43 Feet.
Maximum Draught.	17 feet. 8 ins.
Maximum Sea-going Displacement.	3,579 Tons.

H.M.S. "DARING" No. 6. Officially hoisted the White Ensign at 1600 on Saturday, 2nd February 1952, on completion of acceptance trials in the North Sea.

"THANKS"

The Editorial Staff wish to express their thanks to all those of the ships Company, who have assisted in the production of this book. Without their help it would have been an impossible task. In particular we wish to thank S.B.P.O. (L) Pantling for the numerous hours he spent at the typewriter.

Some of the articles submitted were not considered suitable for this type of book, but nevertheless we thank those who submitted them, and hope they have not been offended.

HILL CLIMBING AND RUGGED PARTY



Sharrock's Sherpas at Athens.

It was only during the latter part of the commission that this was taken advantage of, and then only through the enthusiasm shown by Lieut. (E) Sharrock, but the conclusion reached by the end of the Summer 1954 cruise, was that with proper arrangement of the camping site, and with proper equipment, this would become a popular and enjoyable form of Banyan.

The first opportunity for these activities was at Famagusta, Cyprus, where four officers and 24 ratings from DARING spent nearly 24 hours at the Forrest Fire Station at Kantara in the Kortonia Forrest.

At Beirut the opportunity was open to all four ships present, besides ourselves, there being Bermuda, Delight and Whirlwind. The site for this trip was a little place 35 miles from Beirut called Chtaua. A party of 28 from "Daring" and 22 from "Delight" took advantage at the beginning, and

a few changes during the camping period allowed a few more to "try it out."

Yet a further opportunity was provided at Iskanderun, Turkey, when a party of two officers and 20 men attempted to climb a local mountain, with great success. During this Trek the rugged party walked about 12 miles, and climbed to 4,500 feet, not a bad day's work.

The final Rugged Party was at Athens, but not until a surveying party had searched the bays for a suitable site, a small place called Kakavite Bay being the most suitable spot.

Fresh provisions were sent over from the ship daily and although very little climbing was attempted, the few days rugged were certainly enjoyed by all present. This was considered by all involved to have been the best "rugged party" yet. A separate camp set up by "Delight" provided numerous chances for sport etc., which helped to make it much more interesting.

WATER POLO

This was a most popular sport during the commission, and with the weather of the Mediterranean, could be played for the greater part of the year. The most strenuous game of the commission, was that against a local side at Syracuse, when the team played twenty-five minutes each way, the score ending in a loss by 11 goals to 2. It must be remembered that we are used to playing only 10 minutes each way.

The main stays of the team throughout the commission were :-

C.P.O. Tel.	Littlejohns
C.P.O.S.M.	Knapman
P.O.S.M.	Cooper
L.S.M.	Austie
L.S.M.	Freegard
S.M.	Holland
L/Sea	Duke
A. B.	Cromwell
O/Sea	Harrisson.

Regattas

During the course of the commission two regattas were held, both in the Canal Zone whilst on T.F.52. Below are the crews with their particular names given to each whaler, and the times each took to complete the course which in each case was about two cables.



Regatta held on **11/2/53.**

MESS	NOM DE PLUME	TIME
Forecastle	NcNoons Follies	(3rd) 3m 32 1/2s.
Wardroom "B"	Ghetto	2m 35.7s.
9 Mess	Early Birds	2m 50s.
Stewards	Gozo Racers	2m 44.5s.
11 Mess	Cremins Ladies	2m 39.8s.
8A Mess	Gyppo Queen	2m 38.9s.
Petty Officers "B"	Uckers King	2m 39s.
18 Mess	Joybells	2m 44.3s.
C.P.O'S Mess	Chiefites	2m 47s.
11A Mess	L o y a l Watch-keepers	2m 37 1/2s.
Leading Seamen	Scrag Ends	2m 39s.
17 Mess	Squeakers	2m 33s.
9A Mess	24 About Boat	2m 39.5s.
Petty Officers "A"	Flying Zobsticks	(2nd) 2m 29.5s.
13 Mess	Flying Saucers	2m 50s.
4 Mess	Black Prince	2m 50s.
14 Mess	African Queen	2m 53s.
7 Mess	Diddlers	2m 34.8s.
Petty Officers "C"	Tiddley Tiffs	2m 42.5s.
Scots Guards Officers	Tartan Toffs	2m 51.3s.
4A Mess	Live Wires	(1st) 2m 28.9s.
3 Mess	Ovaltinies	2m 54s.
Wardroom "A"	Snobs Alley.	2m 36s.

Regatta held on **24/9/53.**

Stokers (Fwd)	Gyppo Queen	2m 49.2s.
Wardroom "B"	Ghetto	2m 56.6s.
11 & 11A Messes	Unmentionables	3m 6s.
Leading Seamen	Scrag Ends	2m 58.8s.
Stokers (Fwd)	Vultures	2m 53s.
17 Mess	Squeakers	(2nd) 2m 40.4s.

MESS	NOM DE PLUME	TIME
Wardroom "A"	Snobs Alley	2m 48.4s.
4A Mess	Live Wires	3m 3.4s.
Topmen	Sunshine Lovelies	2m 56s.
Q.M's Mess	Spindles Centipede	2m 47.8s.
Boys Mess	Early Birds	2m 59.8s.
	Optimistic	
P.O's Mess	Pessimists	2m 50.2s.
Mixture	McNoons Gash	(1st) 2m 39s.
E.R.A's Mess	Bilge Rats	2m 47.8s.
14 Mess	African Queen	(3rd) 2m 43s.
Forecastle	Fo'xle Hairies	2m 56.6s.
11, 11A & 4A Messes.	Incontrovertibles	3m 2.6s.



Deck Hockey



Officers v. Ladies at Port Said October 1953

During the two long spells spent in the Canal Zone, numerous opportunities were at the disposal of the Ships Company to play Deck Hockey on Navy House Jetty, Port Said. The response for interpart teams was excellent and some tough struggles ensued. One of the best matches seen during these periods was between the Wardroom and the Stokers "A" Team, which ended in a win for the Stokers. The Stokers presented the Wardroom with a "wheel spanner" to commemorate the event. The refereeing of these matches was carried out mainly by Lt. Whitley, C.O.A. Martin and O.A. Norsworthy, who at times came under "heavy Fire" from the Stokers and Seamen who were there nightly on the steps of Navy House, and probably saw the various incidents more clearly than the referees.

Captain Gick took a lively interest in this game, and with Cdr. McCleod made a formidable forward line for the Wardroom team, with tons of the old "West Country Defence". The latter was very noticeable when the Wardroom played the Scots Guards Officers, and came through with a 1-0 win.

An exhibition match between the Wardroom and a Ladies team, proved to be "Quite a Comedy", with a few wolves in lambs clothing sneaking into the ensuing melee. The referee applied his own rules, generally in favour

of the fairer sex but it was of no avail, and after having played an extra ten minutes one way, it was called a draw, much to the resentment of the ships company present as spectators.

During these periods the ship wore through about 8 dozen hockey sticks which had cost the Welfare a pretty penny, but the general opinion was that it was well worth it.

.22. Rifle Shooting

During the commission many opportunities were available to the ships Company for .22 Rifle Shooting. Twice during the spells of duty at the Canal Zone, facilities were at our disposal nightly, and with the range fixed up by "Chippy" the C.G.I. and P.O. March, it became a regular thing.

A nightly competition at a cost of 1d per head, per shoot, the highest scorer to take the kitty, was a very popular thing and proved very good for practice. Also run by the same "Firm", was a very successful inter-mess competition, and quite a few entries were made for it. The first competition, held during January 1953, was won by the wardroom "C" team consisting of the following

Lt. Townsend-Green.

Mid. T. Davies.

Mr. Butcher.

Lt. Cdr. Archdale.

A cup was made on board by C.O.A. Whittaker, and was very kindly engraved, "The Lydon Trophy" and silver plated, by the Scots Guards at Port Said. This was presented to the above team by Capt. P.D. Gick, on Sunday 1st. February 1953.

A further competition held during Sept.-Oct. 1953, was won by the E.R.A.'s. (A) team, when again there were many entries, and some very close decisions. The winning team at this time consisted of the following:-

E.R.A. Mumford.

E.R.A. Nolan.

E.R.A. Kingwell.

S.M. Lee (E.R.A.'s Messman)

The Trophy was held by this team up until the time the ship returned to the U.K.

It is only fair to state here our thanks to the Gibraltar Dockyard Rifle Club, for their generosity in allowing the use of their Range to Daring during the long refit period in the summer of 1953.

FOOTBALL

1952-1953 SEASON:

I would like to bring to your attention the games that were played during This season.

GROUP 1

Played :-

H.M.S. GLASGOW	1	DARING	1.
H.M.S. CLEOPATRA	2.	—	4.
H.M.S. FALCON	2	—	1
H.M.S. EURYALUS	1.	—	1
H.M.S. FORTH & Subs.	3.	—	2.

Games played :- 5 Games Lost :- 2
 Games won 1 For 9 Against 9
 Games drawn 2

The team was:- JORDAN, GILLIES, COBURN, SMART, BENNET, RAYBOULD, BLAIR, DACK, WOMBLE, STOCKLEY, DINSMORE.

Well! I think that was one of the best seasons we have had during our two and a half years at Malta as most of you all will agree. Then we left for the canal and we held our own down there as well.

Owing to drafts and rating's whose time was up the team was split up. During the 1953-1954 season we did our best but the odds were very heavy against us. We will wait and see what the future will bring us when we get back home.

So signing off for the Noo
Wee Tammy
(FRAE GREENOCK)



TOMBOLA

This was run successfully during the commission by S.C.P.O. Tuckett, ably assisted by L.R.E.M. White and A.B. Pearce. A "snowball" was run by the committee and produced some real interest, after the first few "snowballs" it was decided to limit each one to £5 and then commence another so that as each one was won, there was another started right away with a reasonable amount to be won. Started at 45 numbers and adding one number at the beginning of each big house, and taking a small contribution from the takings of each house, the arrangements ran very smoothly throughout.

It is too long a job to work out who was the luckiest winner during the commission, but rumour has it that A.B. Drew couldn't have been far short of it, despite his half hearted denials of it. It is estimated that up to the time of going to press 183,600 tickets were sold over the tombola table.

The "Snowballs" went to the following during the commission, the amount of each win is shown alongside each name : —

No. 1.	G. Lear	£6.	5s.	7d.	
No. 2.	P. Breeze	£5	14s.	9d.	
No. 3.	W. Winter	£7	2s.	9d.	
No. 4.	W. Parfitt	£5.	0s.	0d.	
No. 5.	W. Richards	£6	0s.	0d.	
No. 6.	P. Hatherly	£5.	0s.	0d.	
No. 7.	G. E. Smith	£5.	0s.	0d.	
No. 8.	W. Parfitt	£5	0s.	0d.	
No. 9.	D. Palmer	£5.	0s.	0d.	
No. 10.	T. McGaughy	£5	0s.	0d.	
No. 11.	D. Loveridge	£5	0s.	0d.	
No. 12.	C.E. Robin	£5	0s.	0d.	
No. 13.	A.G. Swift	£5	0s.	0d.	
No. 14.	E. Rowlands	£5.	0s.	0d.	
No. 15.	A.G. Swift	£5.	0s.	0d.	
No. 16.	D. Neill	£5.	0s.	0d.	
No. 17.	S.D. Wilson	£5	0s.	0d.	
No. 18.	P. Board	£6.	0s.	0d.	(Home Fleet)
No. 19.	W. Parfitt	£5	0s.	0d.	

No. 20.	G.R. Aird	£5.	0s.	0d.
No. 21.	B. Bennett	£5.	0s.	0d.
No. 22.	G.D. Coffee	£5.	10s.	0d.
No. 23.	D.D. Sorrie	£5	0s.	0d.
No. 24.	R. Dube	£6.	0s.	0d.

There were no further "snowballs" by a majority vote, the idea behind this being to prevent the "SNOWBALL SNATCHERS" from reaping the benefits of the regular players investments.

"Our Gracie" *Daring's "Pin-up Girl"*

It will be remembered by most that during our first visit of the commission to Naples, Gracie Fields was asked aboard by Captain Gick, whilst she was in Naples to do a show for the "Lads of the Fleet". The story behind this move was quite a yarn.

It would appear that a certain Gunner (T) Mr. Garside, had heard a buzz that, one, Gracie Fields by name, was at that time resident in the close proximity of DARING. Whilst he happened to be discussing this matter in the Wardroom, he was overheard by Captain Gick, who had just assumed command of DARING. The latter thinking it was a good idea suggested that Gracie might be invited aboard, which met with approval all found doubting whether this would be possible and being a sporting man, Mr. Garside decided to make a small wager that Captain Gick would not be able to pull it off and being a sporting man also, Captain Gick took him up on it. The wager is believed to have been a bottle of "Mother's Ruin".

A word in the C-in-C's ear procured the use of his own car, plus a stipulation that it must be at certain place at a certain time to take "OUR GRACIE" to H.M.S. "FORTH". Imagine the surprise of all onboard when it was piped at 1120 "ALL HANDS MUSTER ON THE FORCASTLE TO MEET GRACIE FIELDS". That cost the Gunner (T) his bottle and made history. It is believed that this is the first time a junior officer ever gave a Captain a bottle.

For 25 minutes we were entertained and what a time was had by all! Laugh'. I never laughed so much in all my life, and how sorry we all were to see her finally have to leave us, for the show on the "FORTH".

We hadn't however seen the last of OUR GRACIE for many were later to have a further chance to see her on her "HOME GROUND" at Capri. What a lovely little island, with its friendly people and its quaint little places like the "Marina Grande" Amacapri up on the hill, the Blue Grotto visited by boat not to mention of course the "local talent". Then on the other side you find the Contanzione-del-mare where we were lucky enough to meet Our Gracie again. What a wonderful tonic she is, always a song and a joke for the "boys" never too busy to see anyone.

Once again we left full of regrets but with the knowledge that "anytime" we would be welcome to come again. However, we of "DARING" will not forget her for she is "ONE OF US" so I give you a toast "TO OUR GRACIE." Daring's "PIN-UP-GIRL".

COMMISSIONING PENNANT

It is not a thing of beauty
or rarity in a sense
The size is in the meaning
and only costs few pence.

It usually gets quite dirty
and forgotten for a time
But dirt will never hide the fact
it's hoisted as a sign.

It is only a piece of bunting
at least that's what 'tis said
It flies aloft from Mizzen or Main
and is white with cross of red.

A ship it flies this symbol
and is proud for all to see
That she is in Commission
within the Royal Navy.

In My Crystal Ball

My downfall and consequent departure from the protecting walls of 'Jagoes' can only be attributed to my own foolhardiness.

Three and a half years ago I entered this place, and was immediately assigned to Raleigh Dining Hall, as C-in-C. My immediate subordinates were four P.O.S.M's, one of which took command in my absence, he made a jolly good job of it too or so they said.

My instructions were to appear as inconspicuous as possible, and if ever questioned as to the nature of my duties, my plausible excuse was "waiting passage".

Having no desire to find myself on a sea going ship, and being a man of resource, I quickly secured myself a little caboosh. The previous occupant was reputed to have been able to foretell the future, and eventually went bonkers.

On sorting out the caboosh some hours later, I came across a locked trunk which bore a slight resemblance to a pussers case, but was perhaps a little deeper. On the lid were some initials presumably those of my predecessor. For weeks it lay in the caboosh serving the purpose of a base on which stood my "brewing up" stove, eventually, however, my curiosity got the better of me, and in the manner appropriate to the Chief Stokers Clan, I burst it open with the aid of a crowbar. Inside lay a spherical object mounted on a base wrapped with thick cloth.

With infinite care I uncovered the object, and around it found a type written sheet of instructions addressed to my predecessor, it came from "The Circle of the Secret of Destiny", it read:-

Dear Sir:-

Please find enclosed one of the most guarded secrets of today. With this most amazing discovery it is possible to foretell the future up to 25 years ahead. You, becoming a member of our society, we have decided to entrust to you the secrets of the sphere. If used for personal or financial gain, only ill and bad luck will befall you. To "Look" into the future use a dark room. Where only your presence is felt. Place the sphere upon the stand, cover your head and sphere with the cloth provided; saying into it these words to

the spirits of the unknown..... "SHEMISIT - NEWLIFE-
-OF- STRAITSTREETUS - ELSPARROW", letting
known your wants. We wish you every success in the near
"future".

Yours Truly,
I. SEESITALL - NOWE.
President of the Society of Secret Destiny.

Being one of the cautious type, I took the precaution
of turning the key in the lock, before blowing out the candle,
- (Telling myself I was the victim of some prank or hoax),
and before trying out this effort.

I asked to see myself two months hence, and was horri-
fied at the sight of myself staggering an erratic course, with
bag and hammock, up the gangway of a carrier. The shock
stunned me for a minute, then I asked of the crystal "What
if I had gone sick before this?". The scene changed to one
of myself seated in a dark room looking into the ball. A
boon to mankind they had called it, here was the answer to a
stanchions prayer, and it was all mine. The attack of tonsil-
litis I developed shortly afterwards kept me turned-in, in
the block, until the fateful day had passed. My best oppo
reluctantly accepted the "draft-chit".

From that day onwards my medical history sheet covered
nearly every disease in the book and although much of my
spare time was taken up in gleaning symptoms of various
"work dodging" diseases from a battered medical reference
book, it was more than worth it to me.

This morning however they held an experimental fitting
of the new zip-suits for matelots, and just before I entered
the caboosh, I overheard a couple of staid hands talking, "I
don't know what the Navy of today is coming to," said one,
"What will we be like in twenty years time." Well of course,
I didn't want to tell them that I could find out, instead I
asked a bloke in civvies, standing near who had overheard to
come along with me for a moment or two, and find out.

"Make yourself at home on that chair", I said "And
listen to what I repeat as I see it."

"SHEMISIT - NEWLIFE-OF - STRAITSTREETUS
- ELSPARROW, show me the matelot of 1975 on his ship",
and then I gave a commentary on what I saw.

I can see a lean, pasty-faced young man sitting in the
mess lounge on a sofa reading the latest edition of the
"Beano", his hair is of the latest Be-Crop style, i.e., long at
the back and short on top, his finger-nails are well manicured,

and very faintly polished. Hello ! someone is now knocking
on the door, he turns, shouts "enter", and who the devil is
this, Oh! its the Buffer I should think, he says : "I say
Watson! someone really must come and help lower the whaler
or the man overboard will drown". Our sailor of the future
inquires, "Isn't there anyone in the P.O's Mess to do it", I
am rather busy studying at the moment". Says the Buffer,
"I am afraid not; you see they are all employed at the
moment down below ammunitioning. Wont you please come
and help?"

"Oh, very well", replies our sailor. Just wait a moment
while I slip on my fur-lined boots and gloves; it may be cold
out there on deck. He proceeds to his locker presses a but-
ton and the front slides across, pressing a further button
amongst a series of buttons brings a small compartment for-
ward and automatically opens a small door in it at the same
time producing one pair of fur lined boots and gloves. Don-
ning, them he's left the lounge, and going through a small
door which shuts behind him automatically..... Its a lift of
some sort. Ah! it's taking him up to the upper-deck - where
the sunshine is such that he is obliged to stand still and re-
focus his eyes. To his left is some sort of slot machine effort,
he pushes a button and received something which he unwraps
and puts in his mouth. What does the wrapper, say?... Oh!
it's chewing gum.

They proceed down to the upper deck and the buffer
takes his arm to assist him down the ladder; then follows him
round the edge of the swimming pool, amidships, and along
to the whaler. The falls as we know them are not very long,
and go into boxes after a couple of turns, to secure it I sup-
pose. Anyway, the Buffer takes one side and our sailor (?) the
other. Together they take off the turns, then the buffer orders:
"Press", and they both press a button. Swiftly the whaler
descends to the water line where it is automatically slipped,
and goes away for the victim.

"Thanks very much", says the Buffer, "I'll see you get
a day off tomorrow for this". Our sailor goes back to his
"Beano".

That was enough for me; I called it off there and then.
Turning to Jan I said: "Well there you have it, Jan boy".
"Now be a good chap and `scat' while I arrange my relief
for my next draft chit". He stared at me and said, "That's
what I'm here about chief : you see, I'm the Drafting
Commander".

BUS TRIPS

During the commission many trips were run, and many of the Ship's Company took advantage of the opportunities open to them. Many will remember, during the 2nd Summer Cruise '52, the two trips laid on by the courtesy of the French Navy at Toulon, - which really was about the first opportunity many had of a trip in a foreign country. Also an organised trip to the Scent Factories at Grasse, proved a very interesting trip.

Then came the "Fleet Run" to Rome from Naples, which included an audience with H.H. The Pope at his summer residence. This was followed by a very interesting run to the Ruins of Pompeii, where expert guides showed everything that was of interest, and more ! !

Opportunities during 1953 were practically nil, owing to two long periods in the Canal Zone, and the long Refit at Gibraltar, but even then, during the latter, some managed to wangle their way into Army Mess runs, into Spain.

The next opportunity came in January '54, when the ship went to Leghorn in Italy. This trip took many to Pisa, where the famous "Leaning Tower" was the centre of attraction for all. From Pisa on to Florence where the bitter weather, even had ice on part of the River Arno, and gave many the excuse for a "quick one" to warm up. Many will agree that had we returned to Leghorn via Pisa, the Tower would have appeared to have straightened up, to some of the party. One bus load on this occasion had the unenviable task of assisting quite a few vehicles in distress, on the icy roads, and also of pushing their own vehicle over a couple of rough patches.

During the 1st Summer Cruise '54, several more opportunities were laid on for the Ship's Company. Firstly a trip to Damascus, was cancelled owing to General Election Time in Syria, but an alternative visit to the Three Temples at Baalbek found many camera shutters clicking, to record yet another visit abroad.

A further run at Iskanderun, Turkey, took two bus loads from Daring to Antioch and Dephne Falls, where again the men with the cameras made a pay day.

A lot of the organisation for these later trips was due mainly to the efforts of the Sports Officer, Lieut. Greig, whom we thank on behalf of the Ship's Company, for his efforts.

IN MEMORIAM

During the commission, three men actually died on board, and two others are known to have died shortly after leaving the ship. They were: --

W.P. Murphy O.A. 2.
Mr. G. W. Rossitter. Sen. Commissioned Gunner.

Both the above died following an accident on the star-board S.T.A.A.G. during exercises with the fleet on 19th June 1952.



On the 19th June 1954, it being the second anniversary of the death of O.A. Murphy and Mr. Rossitter, a wreath was laid on each grave by Mrs. S. Wright wife of O.A. Wright, in the absence of the ship from Malta. Our photo shows the graves of each, taken on that day.

Commander V.J. St. Clair Ford. D.S.C., R.N.

The above died on the morning of the 18th August 1952.
Whilst at the time Commanding Officer H.M.S. Daring.

G.W. Irvine. C.P.O. Tel.

The above died as the result of an air accident at
R.N.A.S. Culdrose in May 1954. He served in H.M.S.
Daring up until August 1953.

T.C. Major. S.M.

The above died a few months after leaving H.M.S.
Daring in the latter half of 1952 for the U.K.

Their journey, over and done with, They left us, full of regret.
But we their shipmates in Daring, will NEVER, EVER,
FORGET.

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