

H.M.S. DARING



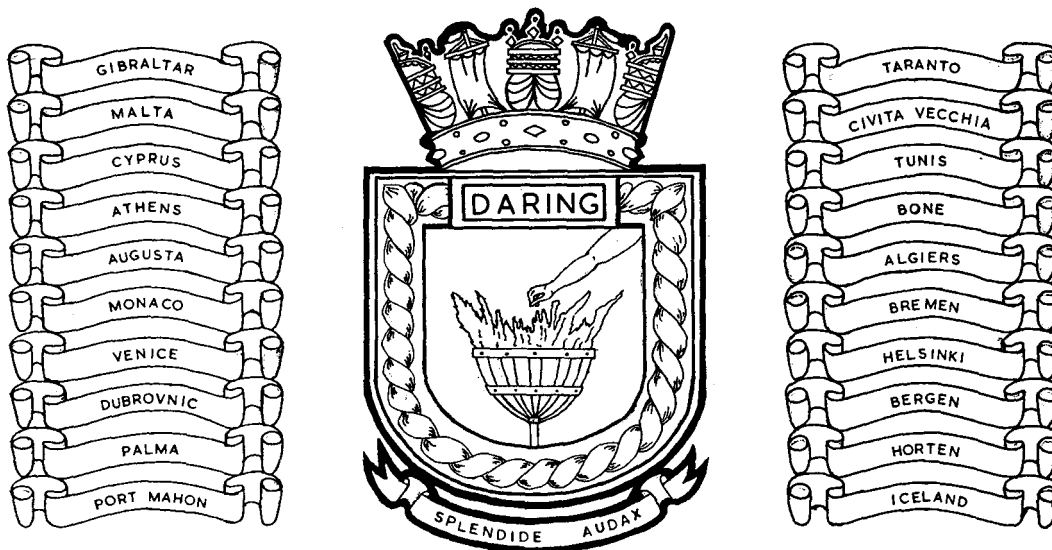
1959-1960

H.M.S. DARING



1959-1960

GENERAL SERVICE COMMISSION



1959

HOME AND MEDITERRANEAN

1960

FOREWORD

by

Captain C. P. MILLS, C.B.E., D.S.C.,

Royal Navy,

Captain (D) Second Destroyer Squadron

and

The Commanding Officer. H.M.S. Daring

1959-60.

" When I first addressed you on that wet and windy day in January, 1959, I told you of the importance of example and team-work. Since that day much has happened in our lives - we have steamed many miles together, visited a large number of ports showing the Flag, done our duty in Cyprus

and Iceland, taken part in a variety of exercises, and accomplished a whole host of other things, many of which will be referred to in this story of our commission.

That we have succeeded in doing our duty, in making our mark wherever we have been, and in overcoming many difficulties is beyond doubt. You have pulled together as a first-class team and set a fine example of which we can all be justly proud. The result of our efforts has been a good all-round performance and the credit is due to each one of us for our contribution. Well done.

I hope this booklet will record and store up happy memories of 1959 and 1960 for you as I am sure it will for me.

Good luck to you all."

H.M.S. DARING



COMMANDED BY
Captain C. P. Mills, C.B.E., D.S.C, R.N.
COMMISSIONED AT DEVONPORT ON
20th January, 1959.

THE SHIP

Built by Swan Hunter at Wallsend-on-Tyne.
Laid down 29th September, 1945.
Launched 10th August, 1949.
Completed 8th February, 1952.
The Sixth Ship of the Royal Navy
to bear the name DARING.

EARLIER VESSELS WERE

First

1804 - 1813
Gunbrig of 178 tons.
Run ashore and blown up on the West Coast of
Africa to avoid capture by two French Frigates.

Second

1844 - 1864
12 Gun Sloop of 426 tons.
In service on North American and West Indies
Station.

Third

1874 - 1889
Screw Composite Sloop of 894 tons.
In Service on Pacific and China Stations.

Fourth

1893 - 1912
Twin Screw Torpedo Boat Destroyer
of 260 tons.

Fifth

1932 - 1940
Destroyer of 1375 tons.
Sunk by U-Boat off Duncansby Head,
18th February, 1940.

Dimensions

Length Overall	390 feet
Beam	43 feet
Shaft Horsepower	54,000
Speed	over 30 knots
Standard Displacement	2,810 tons

Complement

- 18 Officers.
- 21 Chief Petty Officers.
- 43 Petty Officers.
- 212 Junior Ratings.

Armament

Six dual purpose 4.5-inch guns mounted in pairs in A, B and X turrets for which fire control includes the Flyplane Predictor System.

Five 21-inch Torpedoes in one mounting.

Six 40 mm. Guns mounted in pairs.

Squid three - barrellled anti - submarine mortar.

Radar

Type 275 for main armament control with aerials mounted on the Director.

Type 293 for combined air and surface warning with aerial on the foremast.

Type 974 for navigation.

Smaller fire control radars (Type 262) are fitted on M1 and M2 mountings and in the Close Range Blind Fire Director.

Machinery

Steam propulsion is arranged in two units, in each of which a Babcock and Wilcox two furnace controlled superheat boiler supplies steam at 650 lbs. per sq. in. to its associated set of main engines. The forward, or 'A' unit drives the Starboard propellor through double reduction gearing, and 'B' unit drives the Port shaft.

Each Boiler Room is a self-contained "power station" able to supply electricity from its turbo-generator, and water from an evaporating plant.

There are two rudders, powered by electro hydraulic pumps and controlled from the wheelhouse or locally at the rudders.

The Badge

The Ship's Badge recalls the action of MUCIUS SCAEVOLA who, when taken prisoner by TARQUIN, put his hand into the fire to show that the Roman spirit was unbroken.

Boats

Two 25-foot Motor Cutters.

One 27-foot Whaler.

One 14-foot Sailing Dinghy.

Electrical Department

The ship is provided with 220 volts D.C. from two switchboards, one forward and one aft, which can be interconnected.

The forward switchboard is supplied from the turbo-generator in 'A' Boiler Room, and also by diesel driven generators in the Diesel Generator Room in 'A' Engine Room.

The after switchboard is supplied from the turbo-generator in 'B' Boiler Room and the Diesel Generator in 'B' Engine Room ; or, if necessary, from the Diesel Generator in 'A' Engine Room.

The capacity of the two steam driven generators is 350 kilowatts each and that of the two diesel machines is 150 kilowatts each.

As well as the amplifier broadcasting systems found in destroyers, a 25-line Automatic Telephone Exchange is fitted.

Communications

The ship has three long range transmitters and eight short range equipments of various kinds.

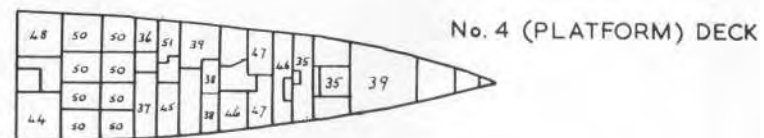
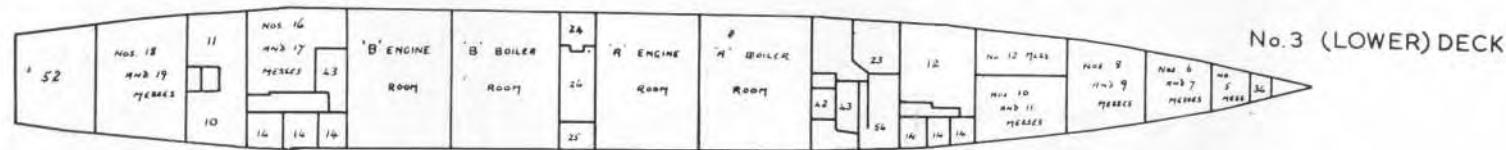
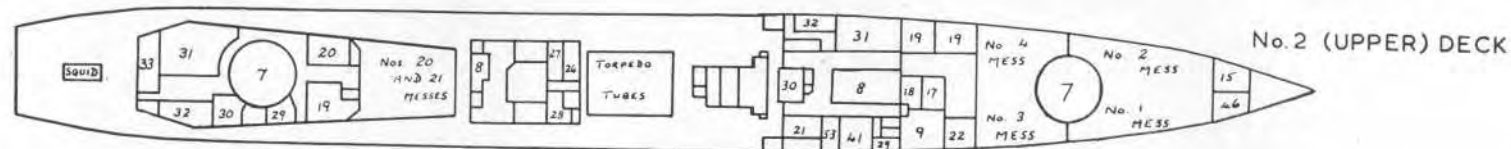
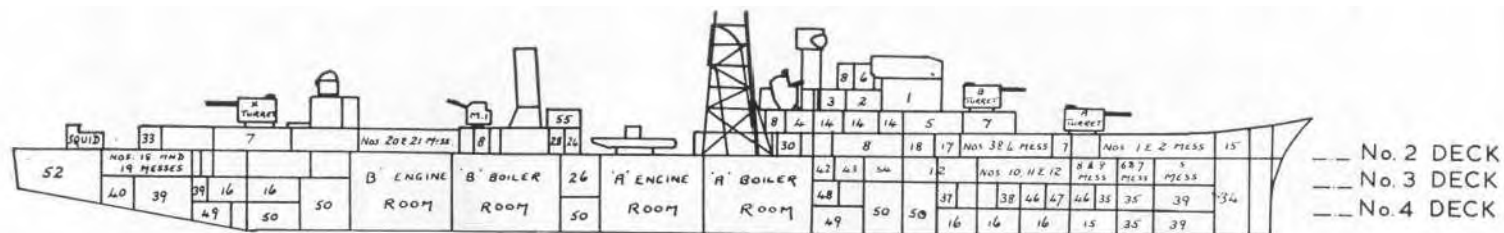
The whip aerials on the Bridge are for the main transmitters, and those on the funnel and aft are for reception.

Supply, etc.

The Pay Accounts of everyone onboard are carried in the ship.

The galleys forward and aft are all-electric. The ship's Laundry is fitted with four Bendix Washing Machines and electrically heated Drying Cabinets.

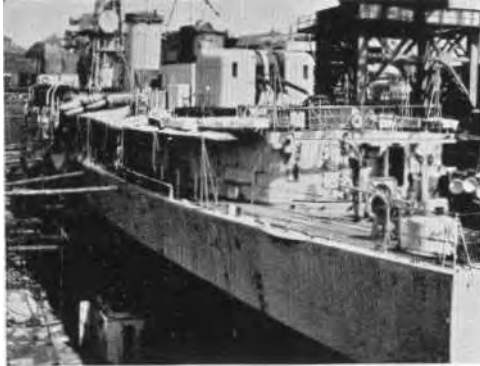
H.M.S. DARING - PLAN LAYOUT



- | | | | | |
|-------------------------|-----------------------------|--------------------------|---------------------------|----------------------------|
| 1. Operations Room. | 14. Officers' Cabins. | 26. Engineer's Workshop. | 37. Bofors Magazine. | 48. Diesel Generator. |
| 2. A.C.R. | 15. Paint Shop. | 27. Coxwain's Office. | 38. Cold and Cool Rooms. | 49. Fresh Water Tanks. |
| 3. Captain's Sea Cabin. | 16. Magazine & Shell Rooms. | 28. Torpedo Pistol Room. | 39. Provision Rooms. | 50. Oil Fuel Tanks. |
| 4. Captain's Day Cabin. | 17. Canteen. | 29. Officers' Bathrooms. | 40. Spirit Room. | 51. Ordnance Workshop. |
| 5. Wardroom. | 18. Issue Room. | 30. C.P.O.'s & P.O.'s | 41. Officers' Galley. | 52. Tiller Flat. |
| 6. Main Signal Office. | 19. Galley. | Bathrooms. | 42. Gyro Room. | 53. H.Q. 1 & Naval Stores |
| 7. Gunbays. | 20. Sick Bay. | 31. Bathrooms. | 43. Switchboards. | Office. |
| 8. Wireless Offices. | 21. Radar Office. | 32. Heads. | 44. Electrical Workshops. | 54. Predictor Compartment. |
| 9. P.O.'s Mess. | 22. Ship's Office. | 33. Squid Magazine. | 45. Main Naval Store. | 55. Shipwright's Shop. |
| 10. C.P.O.'s Mess. | 23. T.S. | 34. Cable Locker. | 46. Naval Stores. | |
| 11. E.R.A.'s Mess. | 24. Laundry. | 35. Asdic Compartment. | 47. Canteen & Wardroom | |
| 12. P.O.'s Mess. | 25. Engineer's Office. | 36. Gunnery Store. | Stores. | |

WORKING-UP

H.M.S. DARING recommissioned at Devonport on January 20th, 1959. It was a wet and windy day which seemed unpropitious for the start of a commission. The Ship's Company spent the first few days settling-in and finding their way about. If the ship seemed strange and little untidy to some, to others it seemed a vast improvement on the chaos of the refit.



The ship first went to sea in the new commission on 26th January. It was a day of strong winds and rough sea. This weather proved invaluable in pointing the importance of securing and preparing for sea in all Departments. For some of the juniors it was a first time at sea : it proved a very salty baptism. For some, of course, it was " . . nothing like the Russian Convoys ... "

The days spent at sea revealed faults in the Gunnery system which necessitated a long spell in Devonport for repairs. The time was not wasted. Opportunities were taken to send parties to the rifle range at Trevol and use was made of the shore T.A.S. training facilities. The ship's football, rugby and hockey teams also made the most of this chance to sort themselves out. The soccer team did well to draw 3-3 with Ark Royal's refitting crew.

On March 4th the Commander-in-Chief, Plymouth (Admiral Onslow), visited the ship and had a thorough look around.

We sailed from Plymouth on 5th March for a shake down period before arriving at Portland on 11th March to start our work-

up under the Flag Officer Sea Training's staff. It was at Portland that we met some of the rest of the Second Destroyer Squadron for the first time.

The next fourteen days were spent in an intensive work-up programme. All the armament was thoroughly tested. All kinds of emergencies were envisaged and exercised. The T.A.S. Division ever in advance of their drill books - found a novel method of firing a torpedo. Undoubtedly a torpedo firing always proved a major attraction for all onboard. The speed with which they were recovered invariably impressed visitors.

Despite their lack of publicity the other departments were fully involved in the work-up. The Engine Room division was busy with schemes for steaming in units, damage control, crash stopping of a boiler and the like. A favourite way of disturbing a peaceful afternoon on the bridge was to exercise tiller flat steering.





Recovering Torpedo

The Supply Department planned action messing. Despite the efforts of " B " turret's crew, all the ship fed well the first time this type of feeding was tried.

Life at Portland was not all work. The Communications division organised the ship a pin-up. With the aid of a national daily paper a Miss Daring was selected from many entrants. She visited the ship and was presented with her award sash.

The latter part of April found the ship in Devonport to give leave prior to sailing for the Mediterranean. Unfortunately further faults were discovered in the Gunnery system. Another two weeks had to be spent in the Dockyard remedying this trouble. One of the ship's poets apparently found this so remarkably distressing that he immortalised the incidents in verse :-

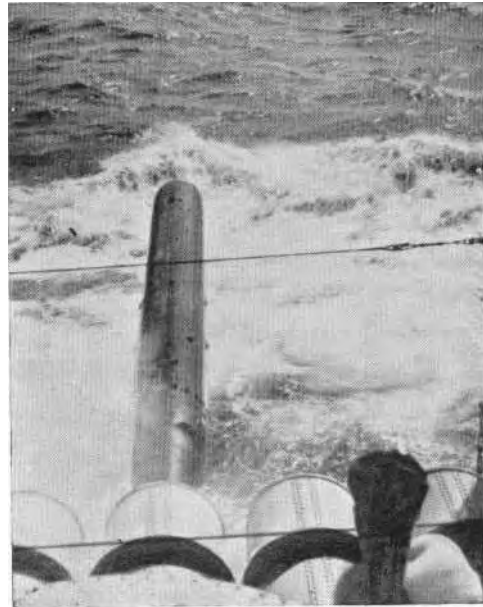
Our director looks a sorry sight,
Without its coat of paint so bright.
The reason for its look, forlorn,
Is 'cos its innards have been torn.

Testing and tuning, but getting no joy.
Turning it round, like a brand new toy,
Layer and Trainer, with handbook in hand,
Come upon snags they can't understand.

During this time, the Sweeper resigned,
Taking up work of a different kind,
" Giving up the ghost," he said,
" Give me the tip, when you've both fled."

The testing and tuning continues all day,
Whilst the poor old Sweeper, not getting
his way,
Decided to help in the Gunners' store,
Without interference of " the people next
door."

Day by day, we hope and pray,
Waiting for the happy day,
When the finished job's inspected,
And our Sweeper is re-director'd.



A major attraction



The Squadron Chaplain. Rev. G. P. Thornley, with the Officers.



"Miss Daring"

After another brief work-up at Portland culminating in the Flag Officer Sea Training's Sea Inspection on 29th May the ship gave a final seven days' leave from Portsmouth. We sailed from Portsmouth on 14th June for the Mediterranean leg of the commission.



Portsmouth

THE MEDITERRANEAN LEG

The ship reached Gibraltar on 16th June and almost at once pressed on to Malta. A couple of busy days were spent getting to know people in Malta. Here we first met our Chaplain for the Mediterranean leg - the Reverend G. Thornley. After five months in commission we thought we knew each other fairly well. Geoff Thornley seemed to know us even better after a few days. As he wrote himself about Daring

* *

GETTING TO KNOW YOU

" The priest in his parish would probably tell you that his most important job is to visit his people. Service Chaplains are Parish priests in a Service setting and the same principle holds good. The Chaplain

who confines his pastoral work to the odd visit from ashore will never get to know his parishioners and will be regarded by them as an outsider. Once he has been to sea with them, and provided he gets round in that time, then they feel he belongs to them. He is " their " Chaplain.

When Daring arrived at Malta, I came on board, first of all to meet the Captain, the First Lieutenant and the Coxswain, and secondly, to arrange some sea time. In this case, the trip to Monaco seemed to provide the ideal opportunity, quite apart from the fact that it is a place I have always wanted to visit. Another thing I always keep my eyes open for when visiting a ship for the first time is a familiar face - "old ships." It provides a useful contact in one of the messes and makes it much easier to get to know people. On one of my first visits to Daring I met L.Sea Cowie, whom I had served with twice before (Opossum and Acute), and even before I had stepped on board for the first time I encountered another old friend, O. A. Stan Cox. in the Bamboo Bar (I think) with whom I had served in H.M.S. Carron.

Further visits revealed no less than ten other "old ships" - Sub.-Lt. Hutton (Vigilant), P.O. McNicoll (Cardigan Bay), M.(E) Jeffery (Venus), L.Sea Williams (Tamar). L.Sea Hawkes (St. Bride's Bay), L.Sea Fookes (Comus), P.O. Mount (Comus), A.B.s Blair (Roebuck), Bowman and Fennelly (both R.N.B. Pompey).

When I joined the ship for the Monaco trip in August, I felt I was off to a good start and certainly it was an enjoyable ten days. Daring proved to be a friendly ship's company and a congenial wardroom. The former is very often the case, the latter not always so.

Once on board, I try and put in quite a bit of time each day visiting the messes. The best time for this is after the 1600 secure, but I often visit a mess at stand-easy and " bum " a cup of tea. Dinner time, too, often proves a rewarding time for a visit for reasons I need not mention ! One often gets suspicious looks which seem to say "What's he doing down here ? " or "Blimey, here comes the Bible puncher. Watch your language ! " If there's an old friend in the