



Bremen

## ROLLING HOME

After a combined fleet visit to Gibraltar we "chopped" to the Home Fleet and sailed for a NATO exercise, Dawnbreeze V. Poor weather at the start steadily worsened. On March 26th when we rounded Cape Trafalgar we met a full gale. This lasted until we had entered the Channel. The weather adversely affected the exercise. In the Channel the weather improved. The final phases of the exercise were most successful. Daring detached and anchored in Jenny Cliff Bay, Plymouth, at 0600. The ship had been away in the sunny Mediterranean for nearly ten months. Over Plymouth it was raining.

The elements could not dampen the enthusiasm of the welcome we received from the many families waiting on the jetty. The first leave party was soon clear of the ship.

\* \*

## THE HOME LEG

After a well earned but brief leave the ship went to Portland for some weapon training. From Portland the ship went by way of Portsmouth to Bremen. Crossbow and two submarines accompanied us. Bremen was an extremely popular and successful visit. It was the jumping off point for an interesting nine days. We were bound from Bremen for Helsinki. The passage of the Elbe estuary and the Kiel Canal were made in thick fog. The Baltic was traversed in company with other units of the Home Fleet under the watchful eyes of Russian shadows. At 0915 on 26th May we safely reached our destination-Helsinki. Helsinki was a most memorable visit. Of course, some people seem unable to recall many incidents. Undoubtedly the eternal day and the clear, fresh air lent an air of unreality - a Shangri-la quality - to the visit.

While at Helsinki the ship gave one of its usual children's parties. Throughout the commission it has been the practice to give a party for needy children in the port being visited. This entailed much hard work by the organisers led invariably by the Supply Officer. The Chief Cook, C.P.O. Newcombe, deserves special mention for the fine selection of "goodies" produced by him and his staff. The Chief Shipwright and



his aides were also kept busy on vital work for these parties. The model railway enthusiasts also made up attractive layouts to entertain the children young and not so young. It was one such enthusiast who obtained the copy of a photo of another Daring 75 ton diesel engine.



We went from the sublimity of Helsinki to Campeltown. We Stayed there for about three weeks doing trials. Here with the rugged Scottish mountains to hand, the ship's Sherpa enthusiasts had their chance.



For all the glory of foreign countries perhaps many who went on these Scottish trips must have realised for the first time how little they knew of their own country. The first party made their way from Campbeltown to Greenock and met the ship on arrival after five days. They had been washed out, of course : but then surely this is part of the game in Scotland ? The second

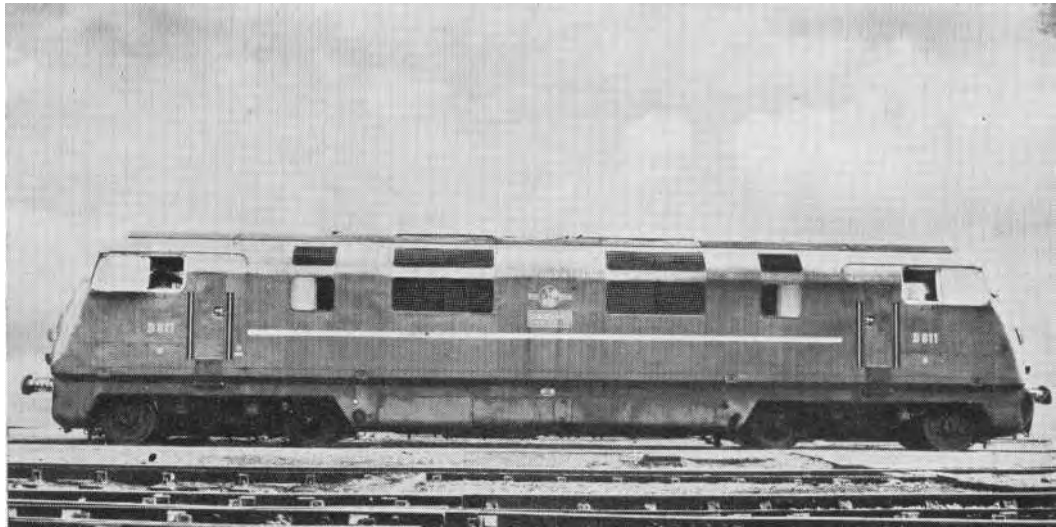
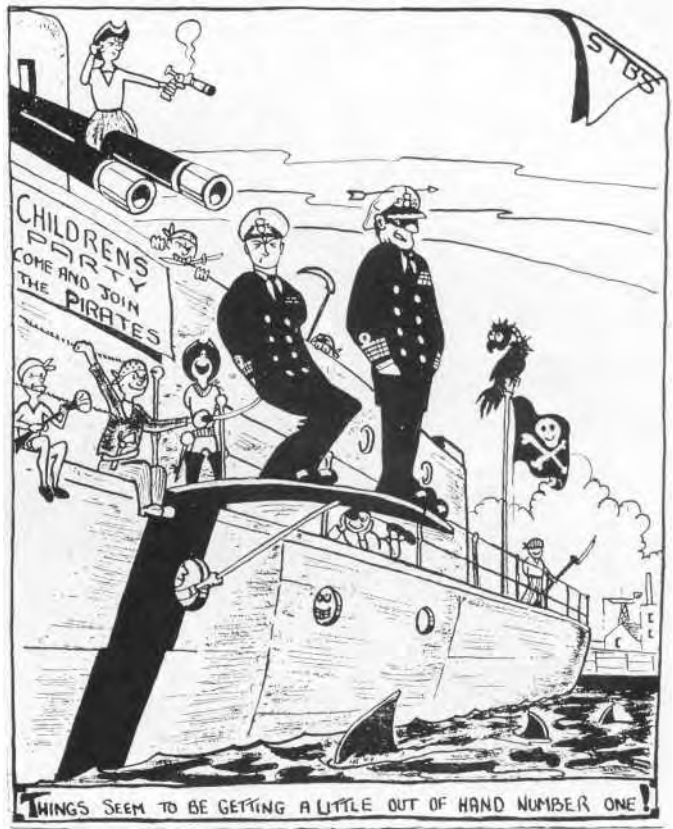


Helsinki

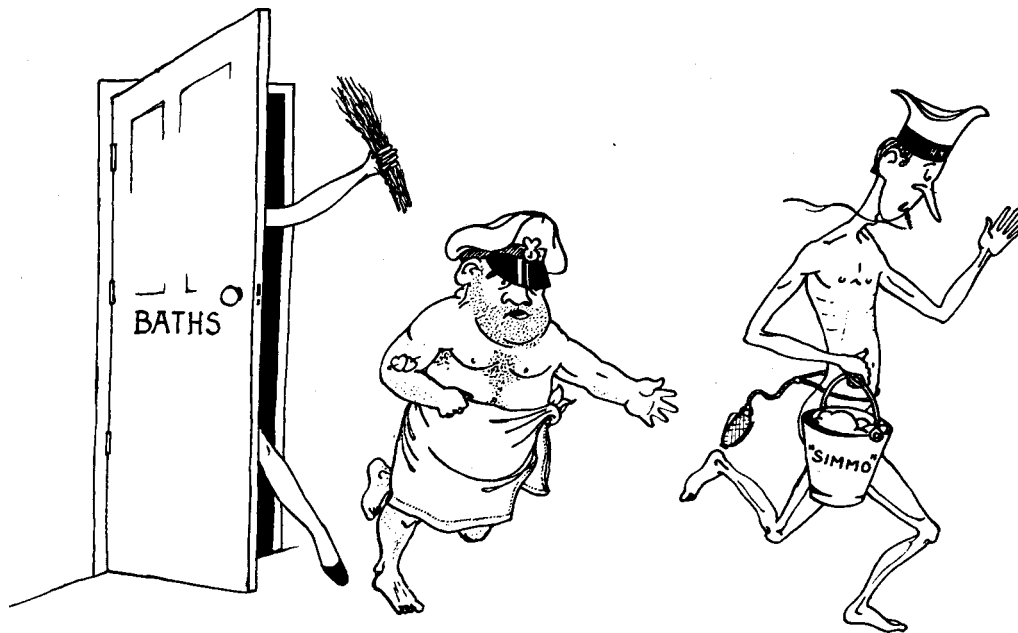
Helsinki  
Children's Party



Children's Party - the young and not so young



Another Daring



"Blimey! - I only wanted to dhobey me mick!"

19 60

party. taking a different route, went over the mountains from Loch Long via Lochgoilhead - found refuge from the weather for one night in the Duke of Argyll's old barracks in the castle grounds - and rejoined the ship at Campeltown. The third party were probably the luckiest, being able to spend three days in Arran and enjoy some of the famous ridge walks. Out of all this developed the final major expedition to Horten from Bergen in Norway.

The ship sailed from Campeltown to Loch Eriboll via the Orkneys and a ghostly, early morning circuit of Scapa with its air of desolation and history.

The week at Loch Eriboll was the prelude to another NATO exercise. This started from Rosyth and was spoiled again by adverse weather. From that exercise the Ship went on operational visits to Bergen and Horten in Norway. This was the scene of the major Sherpa expedition. The object of this Sherpa was to get from Bergen to Horten in 5½ days. This was accomplished. The party travelled some way by train and about 50 miles on foot. The journey was made through rugged country, sparsely

populated and barren of shelter. It was nonetheless an enjoyable and worthwhile trip which provided excellent opportunities to see much of Norway. The people were most friendly and delighted that a party of sailors should be seeing something of their land. The weather was not always favourable but this never dampened the party's spirits. It was indeed a memorable trip.

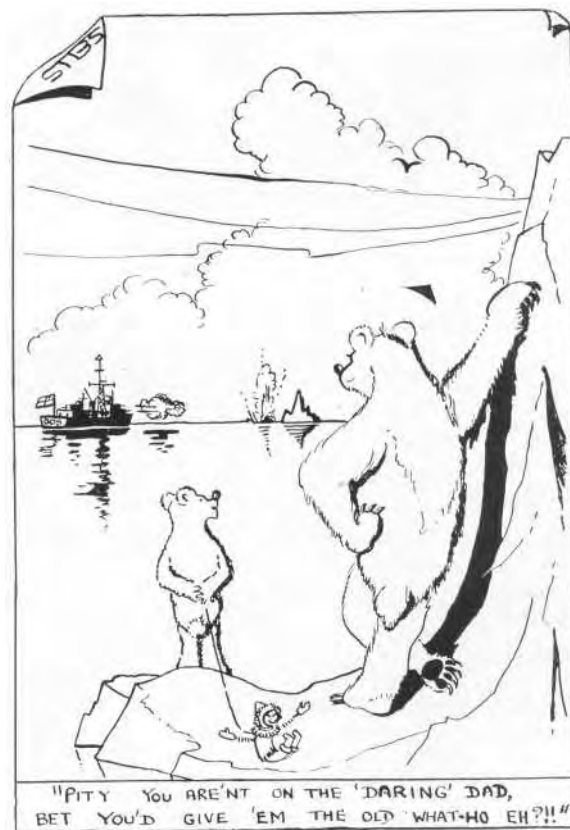
After Norway we had leave at Devonport. This was followed by an Iceland patrol, which was not as bad as we had feared. The weather was generally good. Everyone was kept amused with quiz, chess, uckers and crib competitions. The ship's newspaper with its daily topical cartoon was very popular. The work was interesting and out of the ordinary. The fish was good.

By the end of the patrol we were beginning to turn our minds to Christmas leave and paying-off. We have had an interesting and varied two years. It is with many happy memories and some regret that we must leave Daring. But we can look forward to new Shipmates and new scenes. Such is the way of the Service.

\* \*



Sherpa in Norway - Udval Valley



Iceland was not so bad

## "DO YOU KNOW"

Sports results :—

	Played	Won	Drawn	Lost
Rugby ...	14	9	2	3
Soccer ...	20	11	3	6
Hockey ...	10	5	2	3

On the first Iceland patrol in August 1960, a total of 60 transfers were made and 24 trawlers given aid.

70 officers and men took part in 12 Sherpa expeditions.

The ship's company has consumed nearly 400,000 lbs. potatoes and drunk nearly 17,000 pints of rum, amongst other things.

The cooks have averaged 7 hours per day over ranges.

The ship has used nearly 8,000 tons of fuel oil in steaming about 64,000 miles.

During the Commission the ship steamed about 64,000 miles. We anchored 45 times, moored ship twice, went alongside 43 times and secured to a buoy 27 times.

We replenished at sea with stores alone on 12 occasions. The best "dead" time was ten minutes and the best rate of handling was 73 loads per hour.

The ship's armament fired nearly 6,500 rounds of 4.5 ammunition and 8,000 rounds of Bofor.

The squid fired 190 rounds and 29 torpedoes were fired.

The most popular Med. visit was to Palma - by a long way - with Monaco second.

The most popular Home visit was Bremen with Helsinki second and (believe it or not) Campbeltown third.

The most popular visit overall was Palma with Bremen second. The voting figures were

<b>Med.:</b>	Palma 66%
	Monaco 18%
<b>Home :</b>	Bremen 55%
	Helsinki 23%
	Campbeltown 8%
<b>Overall :</b>	Palma 37%
	Bremen 35%
	* *

## THE SHIP'S COMPANY

### List of Officers who served in Daring during the 1959-60 Commission

Captain C. P. Mills, C.B.E., D.S.C.  
 Commander J. S. C. Lea.  
 Lieutenant-Commander R. J. Barcham.  
 Lieutenant-Commander J. A. Wade.  
 Lieutenant-Commander E. M. R. Skene.  
 Lieutenant-Commander E. Thorman.  
 Lieutenant-Commander A. J. Cooke.  
 Lieutenant-Commander J. A. F. Lawson.  
 Lieutenant-Commander P. D. Schofield.  
 Lieutenant-Commander D. H. B. Newson-Smith.  
 Lieutenant P. M. F. Blood.  
 Lieutenant B. Mann.  
 Lieutenant J. Bingeman.  
 Lieutenant F. S. Arthur.  
 Lieutenant J. E. Corkill.  
 Lieutenant P. G. Barker.  
 Lieutenant W. E. Jones.  
 Lieutenant R. V. Simmons.  
 Surgeon-Lieutenant H. N. Mackenzie.  
 Sub-Lieutenant A. E. Edbrooke.  
 Sub-Lieutenant S. P. Morrissey.  
 Act. Sub-Lieutenant H. R. Hutton.

### List of Ship's Company

Engineering Ratings, etc.

P.O.M.E.	Adamson, J.
M.E.1.	Adams, R.
M.E.1.	Ashby, C. P.
L.M.E.	Allen, V. R.
C.E.R.A.	Bennett, J. C.
E.R.A.	Bond, A. J.
E.R.A.	Bicknell, M. J.
E.R.A.	Brookes, P. F.
L.M.(E)	Beavan, G. P.
L.M.(E)	Berryman, E.
M.(E)	Byles, A. W.
M.(E)	Bedell, D.
M.(E)	Bowman, G. C.
M.(E)	Balsdon, R. J.
M.(E)	Burns, J. L.
M.(E)	Baird, J.
L.M.(E)	Brignull, G.
M.(E)	Barry, P. L.
L.M.(E)	Bolton, J.
M.(E)	Bason, F. J. P.
M.(E)	Beer, V. A.
M.(E)	Burr, G. B.
M.(E)	Bainton, G. B.
	(National Service)

P.O.M.(E) L.M.(E) M.(E) M.(E)	Cann, W. W. - Cotterill, L. W. Collier, W. Campbell, C.	E.R.A. M.(E) M.(E) M.(E)	Watton, W. H. Watson, R. Walsh, G. Wilson, E.
P.O.M.(E) L.M.(E) M.(E) M.(E) E.R.A.	Davey, B. G. Dorrington, H. S. Duke, D. Davey, M. J. Davies, P. K.	Mech.	Yates, D.
<b>Electrical Ratings and Miscellaneous</b>			
Mech. M.(E) M.(E)	Elliott, P. T. Eves, M. F. Evans, G. R.	R.E.M. C.R.El. C.R.El. L.E.M. E.M. E.M.	Arrowsmith, J. T. Bletcher, H. Butler, S. C. Barnes, M. D. Bennett, M. C. Booth, R. B.
M.(E)	Fassoms, C. R.		
M.(E)	Griffiths, P. J. J.		
C.M.(E) P.O.M.(E) E.R.A.	Hawkins, E. J. Hannaford, H. Harnden, A. G.	O. A. O.A. E.M. L.E.M. O.A.	Cox, S. G. Carter, W. A. Connolly, J. J. Crockett, J. Cheetham, D. M.
M.(E) M.(E) L.M.(E) L.M.(E) M.(E)	Humpston, A. J. Holburn, R. I. Hough, T. Hill, M. B. Hopkin, J. V.	L.E.M.	Davis, J.
M.(E)	Ireland, C. J.	P.O.El. E.M.	English, G. E. Ellis, B. G.
P.O.M.(E) M.(E)	Jarvis, A. Jeffery, M.	E.A. E.M.	Flounders, E. Gibson, J. Gallagher, T.
E.R.A. M.(E) M.(E) M.(E)	Laggan, I. Lang, E. R. Livick, D. C. Lee, L. M.	O.A. El.Mech. R.El.Mech. O.A. P.O.El.	Hoy, P. Hudspith, W. Hooper, W. N. Hubber, T. Hill, D. B.
Mech. E.R.A. M.(E) M.(E) M.(E) M.(E)	Munro, F. G. McCormack, J. M. Magee, W. Morris, F. J. Muldoon, D. W. Mullen, L. R.	E.A.	John, A. G.
P.O.M.(E) M.(E) M.(E)	Pickerill, J. C. Pearson, G. R. Paxton, J. F. Pierpoint, F.	R.E.M.	Keeble, M. J.
M.(E)	Quicke, L. C.	E.A. Shpt Shpt	Lang, R. G. Locke, A. G. Lamey, P. B.
P.O.M.(E) M.(E) E.R.A.	Robson, V. A. Redpath, R. Rogers, C. J.	P.O.El. P.O.R.El.	Murphy, A. Merrett, R.
E.R.A. E.R.A. M.(E) M.(E)	Southby, E. G. Stokes, J. Seal, R. Sanders, G. (National Service)	P.O.El. R.E.M. L.E.M. E.M.	Parry, G. R. F. Parkinson, A. Prattley, G. Perham, R.
Mech. L.M.(E) M.(E) L.M.(E) E.R.A. M.(E)	Touhig, V. M. Thomason, J. Thomas, G. S. C. Thomas, T. Taylor, P. W. Taylor, M. C. J.	E.M.	Ready, T. F.
M.(E)	Usher, A. G. (National Service)	L.R.E.M. C.O.A. Shpt. E.M. E.M. R.E.M.	Smith, J. A. Wilson, L. W. Watson, B. T. Wicks, G. C. Withington, A. Watson, P. I.
		E.M.	Yarwood, M. J.

	<b>Supply and Secretariat</b>		
L/Ck.	Alcock, J. E.	A.B.	Bamber, R.
L/Wtr.	Bardoe, C. T.	A.B.	Barnes, R. W.
Ck.	Button, E.	A.B.	Bruford, E. J.
		A.B.	Barnett, T. D.
Ck.	Campbell, I.	A.B.	Bliss, T.
		L.R.O.	Begbie, J.
L/Ck.	Dean, J. M.	L/Sea.	Botterill, P. D.
		A.B.	Burnett, D.
P.O.Wtr.	Fieldson, G. M.	A.B.	Barker, L. C.
		A.B.	Cowles, R.
Wtr.	Goodwin, M. R.	L/Sea.	Chesney, D.
		A.B.	Cook, R. E. A.
S.C.P.O.V.	Heath, D. B.	L/Sea.	Cogdell, P. D.
	Harris, R. N.	L/Sea.	Cowie, A. J.
		A.B.	Cook, B.
L/Ck.	Jones, D. E.	A.B.	Chaloner, K.
		A.B.	Cutter, R. D.
S.P.O.(S)	Miller, M.	J.R.O.	Cutler, J. W.
			Connolly, A.
C.P.O.Ck.	Newcombe, F. J.	C.P.O.	Dean, F.
		A.B.	Drake, W. H.
S.A.(S)	Page, T. O.	A.B.	Davies, F. A.
L.S.A.(S)	Pritchard, E. T.	Ord.	Dickinson, J.
Ck.	Picter, G. E.	A.B.	Daintith, D. R.
		A.B.	Drewett, M. H.
S.A.(S)	Rowe, H. P.	A.B.	Drakard, P. J.
		A.B.	Dutton, T. C.
Wtr.	Stewart-Hargreaves, I.	Ord.	Davey, S. J.
Ck.	Spry, A. L.	A.B.	Donnelly, A. V.
L.S.A.(V)	Wallace, B. R.	A.B.	Edwards, D.
		T.O.2	Elder, R. J.
	<b>Maltese Wardroom Staff</b>	C.R.S.	Fisher, V. G.
P.O.Ck.	Borg, J. A.	C.Y.	Farnell, C. M.
L/Stwd.	Borg, C.	Ord.	Foster, A. C.
		R.O.(S)	Fenwick, R. L.
P.O.Stwd.	Cali, C.	A.B.	Ferguson, T. G.
Ck.	Calleja, V. L. J. C. P.	A.B.	Franklin, A.
		A.B.	Fox, G.
L/Stwd.	Degiorgio, E.	A.B.	Fox, G. N.
		L/Sea.	Frampton, H. T.
Stwd.	Ford, E.	L/Sea.	Fookes, G. F.
		A.B.	Fennelly, T.
L/Ck.	Micallef	Ord.	Farrugia, J. W.
		A.B.	Gleeson, K.
P.O.Stwd.	Pisani, A.	A.B.	Grieves, G.
		Ord.	Gratton, K.
L/Stwd.	Saliba, C.	L.T.O.	Green, R. E.
		A.B.	Gosling, A.
Stwd.	Willie, J.	A.B.	Greenaway, J. A.
	<b>Seamen Ratings</b>	P.O.G.I	Hague
T.O.2	Allen, K.	R.O.2	Hurnell, M. J. W.
A.B.	Aylott, B.	A.B.	Hickie, S.
A.B.	Archer, A. E.	Ord.	Harvey, P. J.
A.B.	Annisson, E.	A.B.	Howarth, L. L.
A.B.	Arkley, R.	Ord.	Hall, A. J.
L/Sea.	Audis, J. H.	A.B.	Hart, P. J.
		L.R.O.	Hardy, G. T.
P.O.	Beushaw, S. J.	L/Sea.	Hawkes, P. M.
R.S.(S)	Boulding, D. W.	A.B.	Harrison, R. J. F.
A.B.	Blair, D. D.	A.B.	Hornegold, J. W.
A.B.	Bye, R. P.	Ord.	Hathaway, J. E.
A.B.	Bird, M.	A.B.	Holmquest, J. K. H.
R.O.3	Barow, D. W.	A.B.	Hare, W. J.
A.B.	Bowman, H.	A.B.	Hadley, G. C. W.
		A.B.	Hora, D.

A.B.	Hall, E.	R.O.3	Partridge, D. J.
L.R.O.	Hodge, A. J.	J.T.O.	Parsons, A. G.
		L.T.O.	Phipson, R.
P.O.	Iles, D. H.	R.S.	Ridgley, D. F.
A.B.	Irwin, R. A.	L/Sea.	Rawlings, J.
Ord.	Isaacs, T. J.	L/Sea.	Rowlinson, W. B.
A.B.	Ings, W. J.	Ord.	Roberts, P.
		A.B.	Rider, E. B.
P.O.	Judge, L. G.	T.O.1	Rawden, T.
A.B.	Jones, D.	A.B.	Ratcliffe, G. B.
A.B.	Jones, T. P.	Ord.	Roberts, D.
A.B.	Jeavons, J. W.	A.B.	Roberts, A.
A.B.	Jones, R. F.	L/Sea.	Retter, T. B. G.
R.O.2	Joynson, L.		
A.B.	Jones, T. J. B.	C.P.O.	Soutar, J. McQ.
T.O.1	Kinder, G.	C.P.O.	Smith, T. I.
A.B.	Kenny, N.	P.O.	Sanders, W. H.
A.B.	Killelay, R.	P.O.	Sadler, J.
J.R.O.	Kington, G. A.	A.B.	Stanbury, K. J.
		A.B.	Smith, R. P.
T.O.2	Leigh, P.	A.B.	Slessor, M.
A.B.	London, J.	A.B.	Seddon, J. J. E.
A.B.	Luff, C. C.	A.B.	Scholard, J. E.
		A.B.	Sibbick, E. C.
P.O.	Mount, E. J.	Ord.	Shaw, G.
P.O.	Malthouse, D. J.	J.R.O.	Smout, G. W.
P.O.	McNicoll, W. R.	J.R.O.	Simpson, S. J.
A.B.	McGregor, B.	L.T.O.	Sanderson, J. J.
L.T.O.	Morris, G.	A.B.	Scurfield, B.
L.R.O.	Madden, N. D.		
A.B.	Mugford, C.	A.B.	Thistleton, E. W. F.
A.B.	McGhee, P.	A.B.	Turner, D.
A.B.	Mullard, L.	A.B.	Tunncliffe, J.
A.B.	Mullally, P.		
A.B.	Moore, N.	A.B.	Udall, B.
A.B.	McLaughlin, J. H.		
L/Sea.	McDonald, J.	Ord.	Venables, R. E.
A.B.	Milliner, A. C.	A.B.	Vernon, T. C.
A.B.	May, R. F.	C.C.Y.	Whitrod, L. E.
A.B.		A.B.	Wright, J. I.
L/Sea.	Noot, J. H.	A.B.	Weaver, A. J.
		Ord.	Wilson, H. G.
P.O.	Peterson, F. C.	A.B.	Wotherspoon, T.
A.B.	Pope, A. J. H.	A.B.	Wakeman, A. W.
R.O.2	Pearce, F. W.	A.B.	Wait, A. A. G.
R.O.(S)	Patterson, F. B.		
A.B.	Prior, R. G.	A.B.	Young, M.
A.B.	Pellow, K.	Ord.	Yeomans, J. W.
Ord.	Park, E. J. F.		