

We slipped away on July 26th, leaving a crowded jetty behind, some of the damsels weeping—and all the sad hearts were not on the jetty either. Our numbers were two short for we left Stoker Bailey and A.B. Hill in the U.S. Naval Hospital, both seriously ill. The last stage of our journey south now began—nine days of it. "Torps" and his Committee, and Rowly, got busy again, the former quietly, the latter noisily, and filled out time for us. The trip passed off uneventfully save for one patch of bad weather—a thunderstorm among thunderstorms one evening—and we arrived at Balboa again on August 4th. Our stay, of four days this time, consisted largely of re-surveying places already visited, renewing friendships and giving a cocktail party to 236 guests, and we made the transit of the Canal on August 8th.

This time we were to make a halt at the Western end of the Canal as well, to explore Cristobal and Colon, and to remain there for the twenty-fifth anniversary of the opening of the Canal.

Cristobal and Colon are rather like Balboa and Panama, only Cristobal is smaller than Balboa. We can sum Colon up as the Silver Spray, the Atlantic, the Moulin Rouge, silk shops, curio shops, hat shops, and Bellingrath's. Some explored the city more thoroughly than others and two of our Leading Cooks are prepared to give advice to those thinking of visiting Colon in the future. People kept shocking hours, and one or two got into trouble, but otherwise there were no casualties.

On August 15th, the S.S. "ANCON," the first ship to pass through the Canal in 1914, set out to repeat the performance escorted by myriads of aircraft, and the celebrations were on. The main party took place in Balboa, so we were spared a good deal.

The next day we left, lighter by nine ratings, 6 sailors and 3 Marines, who were making their way home in S.S. "RANGITIKI" to become Air Mechanics. For four days we exercised in the Caribbean and "snooped" round generally, and arrived at our second "home-from-home," Kingston, Jamaica on August 21st.

TWO WELL-KNOWN FIGURES

by R.O.M.F.T.

THE "ORION'S" BLACKSMITH.

Under the crawling Dockyard clock,
The "ORION'S" blacksmith stands,
And the muscles of his brawny frame,
Are hid by fashion's demands.
For the smith, a natty man is he,
Dressed up in the latest style,
With Brylcream on his curly locks,
And a proper ODOI smile.
And he works all day in his blacksmith's shop,
From dawn till dewy eve,
And he pauses many times and oft
To think about his leave.
Every day at eleven o'clock,
A thought runs through his mind,
And you'll see him stagger to the mess
In case he's left behind.
And he'll pour it out so reverently
Without a quiver or quake,
And with a toast to his little dog,
The very last drop he'll take.
And every eve when his day is done
And the dusk is in the sky,
He'll put his squeeze box neath his chin
And make the crochets fly.
And the O.D's passing his open door,
Will gaze in silent awe
And wonder what he's killing there,
And if so, what it's for.

A FAREWELL.

No more we'll see his full moon face,
 Sitting in his ordained place,
 Or hear his voice so loud and clear
 Talking "shop" so all can hear.
 No more his figure fat and full,
 No more his special line of "bull,"
 Will fill the mess from day to day
 Because from us he's gone away.
 He's gone to join the happy throng
 That goes through life with quip and song,
 And from his sails he's shook a reef,
 He's gonna be a full blown chief!
 Oh, Chiefies' mess, he's got the goods,
 You can have him with a bag of spuds,
 You can have him with the P.O.'s blessing,
 Now watch your sudden rise in messing.

Then a cry of anguish rent the air,
 "Of earthly ills we'll take our share,
 But from one evil, dear Lord, save us,
 Oh! spare us, please, the voice of——"

CHAPTER XII

AT LAST.

IN the original plan of this book the title of this chapter was meant to indicate the termination of the commission, culminating in a happy and noisy arrival in "Guzz"—but not for the first time "the best laid schemes of mice and men" have done whatever it was the poet said they did. Now it represents merely the feelings of a harrassed and tired writer who has reached his last half-page.

When we arrived in Jamaica on August 21st, we thought that, after a few days there, we would continue our cruise to S. Juan, Puerto Rico, Tortola, S. Kitts, and Guadeloupe and then return to Bermuda. We expected to leave Bermuda for England early in the Autumn and thus bring our commission to an end. But we reckoned without Hitler—blast him! During the last days of August the situation in Europe rapidly became more tense, and we remained at Kingston. Before the end of the month we put to sea for an unknown destination and while at sea, early in the morning of Sunday, September 3rd, exactly two years to the day since we arrived on the station, we heard the worst.

We were—we are—at War!



Photo by

OUR TROPHIES.

[L. J. Luscombe.]

APPENDICES.

1. Rugby Football . . . Surgeon Lieut. Cdr. F. G. V. Scovell.
2. Association Football . . . Instructor Lieut. A. W. Bradshaw.
3. Hockey Paymaster Lieut. G. S. Mowl.
4. Cricket Lieutenant P. C. Meyrick.
5. Boat Pulling Lieutenant P. C. Meyrick.
6. Boat Sailing Lieutenant Cdr. C. W. Hope.
7. Fencing Marine C. Torrey.
8. A Link with the Past
9. Mileage Table
10. Nominal List of Ship's Company

1. RUGBY FOOTBALL.

As one would expect from a West Country ship, the Rugger team had a very successful commission. The total number of players was not particularly high, nor was the support from the rest of the ship's company always as great as one could desire, but what we lacked in numbers, we more than made up for in enthusiasm. It was, however, possible on one or two occasions to stage exhibition games in American ports, and these were much appreciated by large numbers of American spectators. After one such game (in Mobile Ala.) the local newspaper devoted a considerable amount of space to a description of the game, headlined in suitably impressive type—"American football Cissy game compared with English Rugger," and many of us who saw something of the American game will be inclined to agree. It is interesting to note that conversation with several of the University students who came to Bermuda for the annual Rugby week, tended to confirm the view that our game is harder and calls for greater fitness than their game.

The Station is not an ideal one for Rugby; games away from Bermuda are few and far between, and difficult to arrange, and it is therefore all the more creditable that the team was always so willing to turn out to a man. To have played Rugger in Mexico City, at an altitude of 10,000 feet, and in Jamaica in sweltering August, and live to tell the tale, is no mean boast.

We distinguished ourselves by winning the Nichol Shield at our only two attempts. This trophy is offered for annual competition in Bermuda amongst all Rugby teams, by Mr. Nichol, a well-known Bermudian sportsman. It is a great pity that the exigencies of the service do not permit of the South American division taking part. In 1937-8 we met the "YORK" and in the final our old friends and rivals "APOLLO." Although we think we just deserved to win this game on the run of the play, we were certainly fortunate that an Apollo player mistook the dead-ball line and overran, when a certain try and

probable goal were quite rightly disallowed by the referee in accordance with the rules, and our sympathy went out to "APOLLO" for losing the shield by this technical error at the very end of their athletically brilliant commission.

Team building presented little difficulty, though from time to time reconstructions had to be made owing to homegoing drafts. A.B. Snook proved an extremely good full back, whose tackling at times was brilliant, and saved many a certain score. His sense of position was good and he only needs to develop his touch-finding to become a really first class full-back. The outstanding figures amongst the three-quarters were Lieutenant Sturdy and A.B. Morris. The former was captain of the team until he left the ship, and his speed and resourcefulness in attack were responsible for many of our victories. He suffered from time to time from a recurrent dislocation of a shoulder, and the fact that he continued to play in spite of this painful handicap speaks well of his pluck and enthusiasm for the game. Morris was a prolific scorer on the wing. Big, burly and fast, once launched into his stride he went straight for the line and there was no stopping him, and to add insult to injury he proceeded calmly to convert many of his own tries. He was sadly missed when he left the ship, though Leading Cook Barnett, who came from "APOLLO," also proved a formidable runner in his place. He too is very fast and runs determinedly for the line. He would have scored more often if he had been served better by his insides. Leading Stoker Travis, who played fly-half or inside, was also an outstanding member of the back division. He is a brilliant opportunist and made many good openings, but is inclined to hang on to the ball too long. Travis had the misfortune to break his collar bone in a game, but the following season he was back again, apparently none the worse. There was a great tussle for the position of scrum-half between Midshipman Brougham and Sig. Jones during the earlier half of the commission, but in the latter half Midshipman Luke showed himself to be quite outstanding in this position,

and never played a bad game. Short, strong and quick, he is an ideal build for scrum-half, and many competent judges considered that he got the better of his famous vis-a-vis during a Fleet trial match, and that he was unlucky not to be chosen for the Navy side that met the American Universities. When he fills out he should develop into a first-class footballer. There was a plethora of good forwards, and the selection committee must have had many an anxious moment deciding whom to leave out! Midshipman Ratcliffe was very good hooker, and a hard-working fast forward, and when he left A.B. Escott carried on in this key position and continued to give the "threes" no excuse! Midshipman Whalley and P.O. Croxtall were good solid front-rank men. Lieutenant Spearman and Tel. Farr were admirable in the second rank. Both tall and well-built, they are very good forwards indeed, and the latter particularly should go far in football. P.O. Brookbanks as a wing forward was the terror of many an opposing scrum-half (and referee), and his general usefulness and enthusiasm was demonstrated on more than one occasion when he was hauled to substitute in the three-quarter line and seemed equally at home there. S.P.O. Gould, despite his uncanny genius for getting injured, was another good wing forward, and always played himself to a standstill. Space does not permit of describing at length all the other players who from time to time played for the ship. The standard of the reserves was very close to that of the regular fifteen, and I, for one, would not like to bet any too heavily on the result of a game between the two!

Here is a list of players who have represented the ship.

Full Back. . . .	A.B. Snook,*
Three Quarters. . . .	A.B. Morris*
	Ldg. Sea. Cooke
	Ldg. Cook. Barnett
	Lieutenant Glen
	Marine Willis

Three Quarters. . . .	Lieutenant Sturdy*
	Mid. Cleveland
	S.B.A. Hughes
	S.P.O. Harris
	Lieutenant Clarke
Halves.	Midshipman Brougham
	Midshipman Luke*
	Ldg. Sto. Travis*
	Sig. Jones
Forwards.	Lieutenant Spearman*
	Midshipman Ratcliffe*
	Midshipman Whalley*
	R.P.O. Pocock
	S.P.O. Bretherton
	S.P.O. Stafford
	S.P.O. Gould*
	P.O. Brookbanks*
	P.O. Croxtall
	Cpl. Crowley, R.A.F.
	L.A.C. Smith, R.A.F.
	A.B. Escott*
	E.R.A. Sheppard
	E.R.A. Nettleton
	Sto. Wilkins
	Sig. Lowe
	Tel. Farr*
	Tel. May
	S.A. Blewett

* Played in Fleet representative matches.

RESULTS.

1937

Tuesday, 26th October	v. "Apollo"	Won	6-0
Saturday, 30th October	v. B.A.A.	Won	8-0
Sunday, 7th November	v. "Apollo"	Lost	0-21
Saturday, 20th November	v. B.A.A.	Won	21-3
Monday, 22nd November	v. "York"	Won	10-3*

1938

Saturday, 22nd January	v. B.A.A.	Won	17-0
Sunday, 6th February	v. Mexico City	Lost	0-3
Wednesday, 30th March	v. "Exeter"	Won	9-0
Monday, 4th April	v. Yale University	Won	6-3
Wednesday, 6th April	v. "Apollo"	Won	9-5**
Friday, 15th April	v. "Exeter"	Lost	5-6
Saturday, 6th August	v. Jamaica	Won	13-0
Monday, 7th November	v. "York"	Drawn	3-3
Tuesday, 6th December	v. "Malabar" and "Dundee"	Won	10-3
Saturday, 10th December	v. "York"	Won	3-0**
Thursday, 15th December	v. B.A.A.	Won	22-3
Tuesday, 20th December	v. R.A.F.	Lost	0-3

1939

Monday, 2nd January	v. B.A.A.	Won	16-0
Thursday, 19th January	v. B.A.A.	Won	18-3
Sunday, 19th March	v. R.C.N. Destroyers	Lost	3-5
Thursday, 23rd March	v. "Berwick"	Won	19-3
Monday, 5th June	v. Victoria B.C.	Lost	8-19

Played 22. Won 15. Lost 6. Drawn 1.
Points for 206. Against 86.

* Nichol Shield Match. ** Final Nichol Shield.

OTHER MATCHES.

1937

Tuesday, 11th November	Royal Navy v. B.A.A. R.N. Won	21-0
	(7 played from "Orion")	

1938

Tuesday, 28th November	Seamen and Miscellaneous v. E.R. Dept.	Won	16-3
	Seamen, etc.		

1939

Wednesday, 8th January	"A" v. B.A.A. "A"	Won	17-5
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Thursday, 30th March	Fleet Trial Match Northern Division v. Southern Division	(10 from "Orion")
Sunday, 2nd April	8th Cruiser Squadron v. U.S. Universities	Won 16-0 (7 from "Orion") F.G.V.S.

2. ASSOCIATION FOOTBALL.

1ST XI RESULTS.

Opponents	Result	Place
1937		
Sherwood Foresters	Draw 2-2	Bermuda
Dockyard	Won 10-0	Bermuda
H.M.S. "Malabar"	Won 7-0	Bermuda
H.M.S. "Dundee"	Won 8-0	Bermuda*
H.M.S. "Apollo"	Won 2-1	Bermuda*
H.M.S. "Scarborough"	Won 13-0	Bermuda*
H.M.S. "Malabar"	Won 11-0	Bermuda*
H.M.S. "York"	Won 1-0	Bermuda*
Germania F.C.	Won 7-0	New Orleans
1938		
Espana F.C.	Won 7-3	Vera Cruz
La Vega F.C.	Won 6-2	Cuidad Trujillo
Cuidad Trujillo F.C.	Won 4-2	Cuidad Trujillo
S.S. Monarch of Bermuda	Won 7-2	Bermuda
H.M.S. "Apollo"	Lost 0-3	Bermuda†
H.M.S. "Ajax"	Won 4-1	Bermuda
Vickers F.C.	Won 4-1	Montreal
St. Johns F.C.	Won 2-1	St. Johns N.F.
St. Johns F.C.	Won 4-1	St. Johns N.F.
St. John League	Won 5-1	St. John N.B.
Sherwood Foresters	Won 1-0	Jamaica
Naval Cadets	Won 3-0	La Guaira
Dominica F.C.	Won 5-0	Dominica

* Inter-Ships League. † Squadron Cup.

St. Kitts F.C.	Won	5-0	St. Kitts
Antigua F.C.	Won	6-0	Antigua
Antigua F.C.	Won	7-0	Antigua
B.D.R.S.C.	Won	3-2	Bermuda
H.M.S. "York"	Won	4-2	Bermuda
H.M.S. "York"	Lost	3-4	Bermuda
H.M.S. "Dundee"	Won	7-2	Bermuda
H.M.S. "York"	Lost	2-7	Bermuda
1939			
B.D.R.S.C.	Won	4-2	Bermuda
Sherwood Foresters	Draw	4-4	Bermuda
Bermuda F.A.	Won	5-2	Bermuda
H.M.S. "Berwick"	Won	4-3	Bermuda
Havana Collegiates	Won	2-0	Havana
Belize F.C.	Draw	2-2	Belize
H.M.S. "Berwick"	Draw	5-5	Bermuda
H.M.S. "Ajax"	Won	5-0	Bermuda†
H.M.S. "Exeter"	Lost	0-7	Bermuda†
Victorias F.C.	Draw	5-5	Los Angeles
San Francisco League	Lost	0-5	San Francisco
San Francisco League	Lost	2-6	San Francisco
Royal Canadian Navy	Won	4-2	Victoria
Army Garrison	Won	5-0	Victoria
Nanaimo F.C.	Lost	2-4	Nanaimo
St. Saviours F.C.	Won	4-3	Vancouver
Cumberland F.C.	Lost	0-3	Courtenay
Bevan F.C.	Won	4-3	Comox
Consolidated Airways	Won	11-2	San Diego

† Squadron Cup.

Inter-Part League 1937-38. Won by the Daymen and Accountants.

Inter-Part League 1938-39. Won by the Royal Marines.

Inter-Part Knock-Out 1938. Won by the Engineerroom Starboard.

We have always been very fortunate with our 1st XI games throughout the commission, as the above results will show. We commenced the commission by winning easily the Squadron League Trophy in 1937, and this high standard was carried on throughout our first cruise.

Unfortunately during 1938 and 1939, although only three teams that we met on our cruises were able to beat us, the 1st XI were never quite on top of their form in subsequent squadron matches, and the League Trophy passed out of our hands in 1938. The Squadron Knock-out Competition was also lost in 1938 and 1939.

The football spirit has always reached a very high level throughout the commission, and the inter-part league games, arranged each year at Bermuda were exceedingly popular. The league matches in 1937 were played in three leagues of four teams, and a final league of three teams; in 1938 one league of nine teams was arranged.

The number of players who landed weekly at Bermuda often reached quite phenomenal proportions, and this happy state of affairs, I have always felt, is more important than winning all the 1st XI games in the world.

A.W.B.

3. HOCKEY.

The ship's hockey team made a very creditable showing, since a full and regular team was never put on to the field before the final cruise to the West Coast. Watchkeeping and local "native-going" at Bermuda combined to prevent us from putting up a good team against other ships there, and it was only on cruises that we were able to produce a really representative team.

An inter-part knock-out competition was held at Bermuda, and was won by the Accountant and Miscellaneous team, who defeated the Communications team in a very good final by 3-2. Some fresh talent was unearthed as a result of this competition.

Some of our team combined with members of the touring Universities' teams at Kingston, Jamaica, during the summer of 1938, and managed to defeat All-Jamaica 2-1.

During our final cruise, we had four games, three of which were against good teams. The first was against Southern California, at Los Angeles, and we were severely trounced 5-0. The next was at Vancouver, against British Columbia, and we again lost 5-3. Next we were challenged by a Ladies' team drawn from nine clubs at Vancouver—some of the team had represented Canada—and in spite of all their many distracting attractions, and with two men away for most of the second half, we scored four goals and two colourful bruises to two goals and at least one damaged heart.

The last game, a return match against Southern California at San Diego, was a really good one, and we had our revenge by beating them 5-3.

Both Canadian and American teams expressed their sincere enjoyment of the matches, remarking that we had provided them with a very clean and fast game.

It would take too long to mention all those who have played for the ship, but a few have appeared regularly, and have played consistently well:—

LEADING SEAMAN HOLDING.

An outstanding goalkeeper who always saved many more goals than he let through.

L.S.A. ALLEN.

Both as a forward and, latterly, as a half, played extremely soundly, and could almost always be relied upon for a goal if given the ball inside the circle.

YEOMAN ALLEN.

An energetic and strong forward with a good eye. Reliable in defence as well as in attack.

LEADING SEAMAN TURNER.

Unfortunately only played occasionally, as he had so many other calls on his services. A strong forceful player who used his head as well as his stick.

MARINE NELSON.

Improved greatly during the commission. At first he was inclined to hang on to the ball too long, but latterly could be relied on to open up the game with good long passes.

LEADING SEAMAN SMITH.

Filled the always difficult position of outside left with distinction. Fast, and supported well in attack, besides cracking in some superb centres.

SIGNALMAN SIMPSON.

An excellent umpire, who has always given up his time when called upon, both for ship's and inter-part games. The whole team is very grateful for his help and co-operation, and our opponents have been loud in their praise of the way he handled games.

RECORD OF MATCHES.

To August 1st, 1939.

Played 25. Won 10. Drawn 4. Lost 11.

G.S.M.

4. CRICKET NOTES.

This business of sitting down to write a few rather disconnected jottings on the subject of cricket during the commission has caught me flat aback—my memory never was very good and it is about to undergo a very severe test. Not particularly on the question of statistics.

an excellent record of which has been kept by the P.T.I., but more on the finer points of the matches played by the Ship's Team. However, you must bear with me if I gloss over the subject too lightly.

On looking through the record of matches and games played during the commission, one is rather struck by the small number of part of ship games that have been played and the very few matches there have been for teams other than the 1st XI. The main reason for the first is, I think, that grounds have not been available anywhere outside Bermuda, when the whole of the rest of the Squadron is congregated for exercises at the beginning of each cricket season. And in the second case, it has been practically impossible to find opponents on our cruise of anything approaching suitable strength for the scratch teams; partly because, in some cases the local club could only raise one team, and partly because the local club had no idea of what constitutes a weak team! Of course, as it turned out against some of the opponents of the 1st team, it would have been perfectly possible to put any part of ship team in the field and still win the match—on paper anyway!! Before we leave the "scratch team" paragraph, I think that "Whipsnade" and the "Under-twenties" deserve honourable mention for their matches in Vancouver.

Now for the 1st Team. The records say that they won 16 matches, lost 18, drew 3 and tied 1, which is a very fair showing. It was not until we reached the balmy air of Canada that the team really started running into form and dumbfounded the armchair critics who used to suck their teeth each time the team returned on board and say "Lost again, I suppose." And there is no question either that B.C. brought us out as a team instead of a collection of individuals of very erratic ability—which is a tremendous help towards winning matches. The high-light of the commission, in the cricketing world was

of course the defeat of Vancouver, with all their stories of how they beat the Australians. The low spot came very early on in the commission when we were beaten by a Club which only had 14 members anyway and two of these were on the Sick List on the day of the match (the other two were umpire and scorer). We have the satisfaction of knowing though that the fact of their name being the first one to be inscribed on the Shield since its inception as a Challenge Trophy, did more to encourage their Club than it is possible for us to imagine. And incidentally, I think I am right in saying that the average age of our opponents on that occasion was 53! However, it was not always the same story by any manner of means, and on more than one occasion we managed to pull a surprise out of the bag for our opponents.

Short of going through each and every match played and offering congratulations to the star performers, there is little more that I can say. Of the regulars, Stoker Wilkins has improved most as a bowler and I hope for his sake that he will go on improving into a really good performer. S/B P.O. Lawrence and Leading Signaller Harding too deserve congratulation on having laid their own particular bogey of low scores by persistent endeavour and we all hope they have run out of their bad patch for good.

We can all feel content at having thoroughly enjoyed all our matches and at the same time achieved a fair measure of success—the majority of that success coming, curiously enough, after the departure of one who we all had come to look upon as one of the mainstays of the side, Lieutenant Sturdy. The best of luck to all the cricketers in their future commissions.

P.C.M.

5. BOAT PULLING.

"Their boat was far better than ours"—how often is that remark made with varying degrees of bitterness in tone!! And it is a remarkable fact that it is never heard after a race that has been won by the crew concerned. The difference in ability and possibly training, between the two crews is never mentioned; and far more often than not, it is that difference that wins the race.

In a very brief review of the races we have had during the commission, it is a great pity that the very deep enthusiasm and interest in boat pulling that exists in the ship should have been so poorly rewarded by results. Apart from the 1938 Regatta, in which our crews certainly showed up very well, we only managed to win one race against outside competition and that at Mobile in 1937. In a lot of cases we were pulling in a strange boat, which cannot help but be a disadvantage; but I do not think that anyone can say truthfully that it was entirely the cause of our losing the race. The American Navy, the Coastguard Service and the Canadian Navy, all spend very much more time on teaching boat pulling and training generally than we do; and the result is that any crew from the British Navy has got to put in very much more ground work—by that I mean elementary training—in order to achieve the same measure of ability as the crews we have pulled against during the commission. Take the case of the race for the Battenberg Cup: at the time we received the invitation to race, the "MINNEAPOLIS" was far more prepared than we were—forgetting for the moment the purely parochial difficulties we experienced shortly before the date we left Bermuda. So in order to try and offset some of that difference between any British and American Naval crew, the Stokers Cutter's crew was the one chosen to represent the ship, by virtue of the success they had achieved in the 1938 regatta and because there were nine out of the original twelve members of the crew left in the ship, in the hope that they, as a crew, had got over their teething troubles. Without those original

difficulties that I mentioned just now, I do not put it beyond the bounds of possibility that the result of the Battenberg Cup race might have been far more closely contested. As it was the crew had their heart and soul in the job and they all did their very utmost to achieve the result we were all hoping for; and it was real bad luck for them that they could not have had a bit more time to get used to the feel of their boat and the oars, before the race took place. They might have felt the change far more if they had had to pull in a heavier boat than the one they had been practising in and with longer oars—there is that about it.

Speaking more generally, there is another quite sound reason which applies particularly on this station and that is to do with our opportunities for getting physically fit. We go to new places and we meet "barons," who, through their kindness make the business of getting fit doubly hard. Another point in favour of our opponents is that they are seldom out of training for any length of time. Take the Canadian crews at Esquimalt, for instance; they have a regatta twice a year, quite apart from other races which they have at local regattas, against the Army or the R.C.N.V.R. The result is that they are in practice for nearly 12 months in the year and as a whole they take their training more seriously than we do. And it is much the same thing with the Americans.

All of which goes to show that, on this station particularly, it is necessary to pick out the best possible cutter's crew in the ship at the start of the commission, keep them together and keep them at it. Not that it is always possible to keep a crew in being these days, with the drafting situation as it is and men required at home for courses—I meant that as an ideal to be aimed at, more than a practicable possibility. As soon as things settle down again to normal, perhaps another "Norfolk" will come out here (what a ship she must have been during that old commission!!!) and the best that I can wish all you oarsmen is that you will be serving in her.

P.C.M.