

JANUARY 1993

THE POINTER



VICTORY CELEBRATION

END OF JAPANESE WAR---Service Squadron Ten Anchorage, Leyte Gulf,
Philippine Islands.

Photo sent in by F. G. Colonies, 3210 Olive Ave., Richmond, VA 23234

THE POINTER

Officers for 1992

Charles A. Lloyd, Chairman & Secretary
5712 Partridge Lane
Raleigh, N.C. 27609
1-919-876-5537

Al "Chet" and Wanda Colella
1993 Reunion Hosts
149 Eldorado Dr.
St. Peters, MO 63376
1-314-279-6872

Lonnie D. Lloyd, Treasurer

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ATTENTION

You know where you are.
You know where we are.
We know where we are
But we don't always know where you are.
Please notify us when you move.

Non-Profit Organization
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THE PLANE SHOOTER

Our Motto: "We aim- To Deliver" and "We-Did"

USN Armed Guard World War II Veterans

"PLAIN SHOOTING FOR PLANE SHOOTERS"



DEAR 01'SALTS, THEIR LADIES, and FRIENDS: Jan-Feb., 1993

I hope your Christmas Holidays were Joyous and the New Year will be healthy and a happy one. Boy!! The year of 1992 sure passed fast!!!! Our May 16-19, 1993 12TH National Reunion in Las Vegas will soon be here too, so if you haven't made your reservations at the SAHARA HOTEL, now is the time!! Please notice the telephone number change since the Nov. "POINTER" to 1-800-634-6666 for making reservation. They are open from 6 A.M. til 12 P.M. VEGAS TIME!! BE SURE TO LET THEM KNOW YOU ARE MAKING RESERVATION FOR THE "U.S.N.ARMED GUARD REUNION".

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SPECIAL NOTICE ON 3 SHIPS GOING TO NORMANDY on June 6, 1994

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It is with a sad heart to learn that due to INSURANCE of the ships involved and other complicated International Laws, it is not feasible for the Ships Management to allow passengers onboard these ships in the sailing of these vessels, to and from their berths. I will inform you if there is a change in plans, if any are made. For those of you who have written to be counted in from my notice in the Sept. 1992 "POINTER", I am making copies for each ship and sending to them. If plans are changed, you will be notified immediately. Plans are the ships are to rendezvous at Portsmouth, England around May 19, 1994 and will leave June 5 to arrive at Normandy 6/6/94 "IF" all goes well and expenses are raised from donations, etc.

The S.S. Lane Victory hopefully will visit the Russian Port of Archangel; Cities in Germany; Antwerp, Belgium; ports in the Mediterranean Sea and many other ports, and their voyage will last many months. The S.S. Jeremiah O'Brien will be in Portsmouth; London and Caen, France. I'll keep you informed as plans develops, best I can. Get your passports ready!!

Many of you have had a ZIP CODE and TEL. AREA CODE CHANGE. I need these changes to enter into the computer, so your crew can contact you. Please notify me 2 weeks or more in advance if you are moving as it gets expensive in postage. If any of you DO NOT want to receive the "POINTER", drop me a card to let me know. Many of you have not sent in your ships, so how do you expect to find shipmates. I can send you a "FORM-180" for you to fill out and send to St. Louis for the asking. I may have overlooked some who have asked for them so "if" you did not get yours as I promised, drop me another card.

OH-MI-IN-KY Regional Reunion will be held 9/13-15/93 in Frankenmuth, Michigan. Hosts will be Martin and Dawn Vallee, Flint, MI 48503, 313-235-3530. Beautiful place!!

Officers - Gunners - Signalmen - Radiomen - Medics - Waves - Boatswains - Coxswains - Ship's Company - Radarmen

It was an honor to be invited by Mr. Yurily Menshikov Attache/ Public Affairs of the Russian Federation Embassy in Washington, D.C. on December 8, 1992 to take part in the issuing of the RUSSIAN MEDAL to the Armed Guard and Merchant Seamen who carried the supplies in the RUSSIAN CONVOYS during WW II. I represented all the Armed Guard and George Searle was there to represent the Merchant Seaman. There were others from the "FLEET" who received theirs, also. Ian Millar, Maritime Historian was the guest speaker and did a great job. It was an honor to accept the Medal in behalf of the Lloyd family from the Russian Embassy that was issued to our brother L. Whitson Lloyd, Armed Guard who made the Murmansk Run in PQ-17 on the high explosive laden S.S. Expositor. The S.S. Expositor was sunk on it's way back off Newfoundland. Whitson did survive this sinking but was later to be the last Armed Guard killed in the Atlantic Theatre of War by enemy submarine in the sinking of the S.S. BLACK POINT May 5, 1945 off Point Judith, R.I.

When I arrived in Washington, I had a phone call waiting to call the NAVY MEMORIAL and was told that the ARMED GUARD and the MERCHANT SEAMEN had been invited by "President George Bush" to be his special guest at the wreath laying ceremony at the LONE SAILOR on December 7th, 1992 honoring those men who were killed and injured at Pearl Harbor. We attended and if you saw it on T.V., we were sitting near the Honor Guard. If you are ever in Washington, this memorial is for you.

We were not allowed to lay our Armed Guard, nor the Merchant Seaman's wreath that day as the Presidential Wreath was the only one allowed that day. So, George Kost, Armed Guard from Bonita, Ca.; George Searle, Merchant Seaman Representative William Ryan, M.M. and RETIRED ARMY SARGENT and I were there the next morning bright and earlier before the heavy traffic and laid our wreaths at the Lone Sailor. I took some pictures and moved the wreaths over to our AG/MM BAS, took more photos and left the wreaths there.

We then drove back and joined in with the others at the Hotel and walked to the Russian Embassy. A very delightful two days with some great people. Our deepest appreciation is extended to our Russian Embassy Host Personnel for their hospitality. They were to issue approximately 225 medals and were expecting about 400 people to sit in the auditorium which will seat approximately 550. Close to 1,000 people showed and naturally all could not be seated. It was great to have so many there for the occasion, to show their interest. They came from all over the States and brought their wives, daughters, sons and grandchildren. Wish all of the crew of you OI'SALTS who made that historic MURMANSK RUN could have joined in. CROWDED BUT WONDERFUL!! If you made the MURMANSK RUN and have not applied for it, send in a copy of your Separation Papers and a letter stating ship's name, dates and cargo, if known. Those of you who had already filed, you will eventually be notified when to receive yours and where. If you don't have your separation papers, send me a stamped-self-addressed-envelope and I will send to you the FORM-180 to fill out and send to St. Louis.

This is for all servicemen; U.S.N. ARMED GUARD; Regular Navy; Coast Guard; Submarine; Army and Allied personnel involved. I did want to clear this up to answer many questions that I did not have time to answer.

EVERY DAY NOW IS A SPECIAL BONUS! Many will lose their mates over the next 20 years. Keep the Faith. We are so fortunate to have been spared this many years. We may not know what tomorrow holds, but we do know who holds tomorrow.

James Bennett's article, "AIMING TO DELIVER", VFW September issue, brought in approximately 50 names. The letter I sent them, which I had on page 12 of the Nov. POINTER was greatly reduced in their Nov. Issue, but when they placed the address in, it paid off, so we now have approx. 250 more HAPPY ARMED GUARD and MERCHANT SEAMEN!!! I challenge you to call a local newspaper and get a story in, if only the POINTER's address. The computer number was "10265" on 1/1/93. It is over 10,300 now which still leaves approx. 9100 on the mailing. We need to find the other approx. 55,000 who are still around wanting to be found!! Have you tried? Here's what you get!! Read it!

Dear C.A., I received a nice Christmas Card from a shipmate on my first ship, S.S. WILLIAM H. CRAWFORD by the name of Lewis Ball of Mansfield, Ohio, thanks to the miraculous computer. I wrote him a return letter and then, he later phoned me and we had a nice time remembering all the happenings of the trip!! What better Christmas Present could I get!!!

Enclosed is a donation to help keep the Pointer coming my way. Needless to say, they are read from cover to cover. I hope all of you have a great Holiday and hope to see you in Las Vegas. Sincerely, Ernest Hicks 70 Berta Pl., Basking Ridge, NJ 07920.

This is just one of many letters and cards that made the Holidays enjoyable. Thanks Hicks for letting me know.

The main story in this issue of the POINTER is about an Armed Guard, the late Basil D. Izzi who survived 83 days on a raft. I have had this story for at least two years and I thought it was time, and worth printing. This story is also dedicated to many more U.S.N. Armed Guard and Merchant Seamen who may have been in the "SAME BOAT", from different ships. Many were located with a shorter time span, but the situation was similar. Then, there may have been those who survived longer than "83" days but were never located to tell their story. To these men, who suffered through so much pain and misery, this POINTER is so dedicated to them.

If you ordered items and never receive them, please drop me a line. If you can donate to the 3 ships, please do so now for they need funds to get these ships prepared for the voyage to NORMANDY. You pick the one you like!! The clock is ticking and I hope that you will have a healthy year ahead with those that you love. Make a new friend each day and keep the ones you do have. To our friends overseas and to all of you, take care and keep in touch and have a "HAPPY VALENTINES DAY"!! calloyd

In Memory of...

DECEASED SHIPMATES WHO HAVE CROSSED THE BAR SINCE NOVEMBER, 1992 "POINTER".

Alston	Norman	Lois	El Paso	Tx	Lois	10/3/89
Book	Herbert	Eugene	Chapman	Ks	Ellen	11/24/92
Buzzanell	Francis		Towson	Md	Marie	2/27/92
Carr	Walter		Sacramento	Ca	?	Prior to 1988
Christensen	John	W.	Manitowoe	Wi	Carolyn	1/92
Colvard	Ralph	W.	Sacramento	Ca	Vera	5/4/88
Davis	Damon		Panama City	Fl	Barbara	6/11/92
Farley**	Bernard	J.	Dayton	Oh	Jean	10/16/92
Farr	Edward	Leroy	Redmond	Wa	Rose	1978
Fischer	Richard		Horsehead	NY	?	1990
Gallagher	James	N.	Plainfield	NJ	Ann	9/25/92
Jaynes***	Gordon	Finley	Westfield	NY	DIED ON SHIP	2/1945
Kutz	Alexander		Old Bridge	NJ	Rosemarie	2/10/81
Moore	Paul	Lee	Columbus	Oh	Elizabeth	11/15/92
Oakes	Jerry		Milton	De		10/16/92
Parks	Don	Calvin	Charleroi	Pa	Alberta	11/10/92
Perz	Frank	J.	Toledo	Oh	Margie	6/19/92
Poortfliet	Tom	Van	Grand Rapids	Mi	?	1989
Roy	Lawrence	W.	So.Windsor	Ct	?	11/19/92
Sadowski	Edwin		Garfield	NJ	Florence	11/92
Slasor	Sam		Norwich	Oh	?	??/92
Smith	Robert	Lee	Greenville	NC	Sue	1/25/89
Warner	Charles	P.	Sauk Centre	Mn	Mary	11/28/92

** Shipmate Ben Farley was killed in an auto accident.



REUNIONS

5320 BROCKLE ST
JIN Base 23464

REGIONAL and MINI REUNIONS, GET-TOGETHERS, ETC.
PLEASE LET ME KNOW OF ANY ERRORS SO IT CAN BE
CORRECTED IN NEXT "POINTER".

ALL ARMED GUARD, their Ladies and Guests are "WELCOMED" to attend any of the functions below. Write or call them to get the itinerary. I do not have room for ALL the people's PERSONAL SHIPS that asks me to insert into POINTER. I put in only the OUTFITS such as LST; DESA; ETC. If I did it for one, I'd have to do it all. Some have offered to pay extra for cost of printing and postage. I do hope you understand. That's why there is no advertising. There is enough in your paper! We pay our way! I do appreciate other UNITS for placing the ARMED GUARD NOTICE in their papers, Mags, etc.

PLEASE NOTIFY THE HOSTS, prior to attending a meeting if you can. If you happen to be in the area when traveling, join in. It's no problem. They'll set another plate and thin the "coffee"! If you have a few extra bucks to help them buy postage, I'm sure they'll use it wisely for expenses. (Try mailing to 200 or more!!)

Wyoming Armed Guard will meet 4/24/93 in Casper, WY. Contact: Bob Gerard 1604 Sheridan, Laramie, WY. 82070 307-745-3532.

Lansing, Mich. Area holds a : FIRST WEDNESDAY--EVERY 2 MONTHS--!! The next will be 3/3/93 at 8:30 A.M. at GOLDEN GATE RESTAURANT at 6435 S. CEDAR, Lansing, Mich., (Exit 104 from I-96) Contact: Carl Mescher, 508 Wayland, East Lansing, Mich. 48823 517-332-1027; or Martin Vallee, 1412 Brookwood, Flint, Mich. 48503 313-238-3392. All the crews are welcomed. "DROP IN FOR BREAKFAST", sez both.

Illinois-Wisconsin Hosts for 1993 are: George and Lorraine Koehl Rt.1 Box 335 Darien, WI. 53114 Tel-414-724-5504 and the Regional reunion will be held OCTOBER 8-10, 1993 at THE "DELANAV HOUSE" in Delavan, WI. Virgil and Isabel Meeks of Milwaukee will assist.

WA-OR-ID-AK "NORTHWEST SPRING REUNION" will be held 4/1-3/93 with Glen and Louise Willischen 13263 So. Highway 211, Molalla, Oregon (503) 829-2059 as hosts in Portland, Or., so write the dates down and plan to attend. CONTACT THEM!!! This is as early as they can hold one due to weather in the mountain passes.

The GALLUP'S ISLAND RADIO ASSOCIATION P.O., Box 28085 Minneapolis Mn. 55428 will hold their 9/16-19/93 National Reunion in New Orleans, La. Contact them for more info.

NOTICE!! You can order an "ARMED GUARD JACKET" by sending direct to: "Richard and Billie Kohse" 2304 Lister Rd. Olympia, Wa. 98505 (206) 456-1946 a \$30.00 Check; or Money Order (includes Postage) stating: SIZES: SMALL-MED-LARGE--X-LARGE. It has the ARMED GUARD EAGLE on the back. For the "NEW OL'SALTS", the EAGLE was adopted at our 1985 NATIONAL REUNION at NORFOLK, VA. as our INSIGNIA.

American Merchant Marine Veterans will hold their 7th Annual Natl. Convention in Portland, Oregon, June 13-16, 1993, according to the Host Howard Alexander, 6044 N.E. Davis, Portland, Or. 97213-3850.

KS-MO-OK-NE-AK REGIONAL MINI-REUNION will be held on October 8-10, 1993. The hosts for this affair will be John and Patricia Schorr, 2208 E. 126th St., Kansas City, Mo. 64146, 816-942-1067. The location will be the Belton Inn (address given below). John is going south WHERE WARM for two months and Edward Hollenbeck, 8704 Bannister Ter., Kansas City, Mo 64134-1844, 816-761-7448 will be in charge of the 11 A.M. 3/9/93 meeting at the Belton Inn, 151st St, Hwy 71 S., Belton Mo. Stan DeFoe, 4303 Osage, Independence, Mo 64055, 816-373-5890 will also assist. WRITE YOUR STORY AND SEND TO STAN TO DOCUMENT. "IT IS HISTORY UNTOLD."

Oklahoma should contact RALPH McNALLY P O Box 423 Skiatook, Okla. (918) 396-2693 on their meetings at Perry's Cafe HWY 169-76th St. N. Owasso, Ok. They have a great time getting together.

SPECIAL NOTICE: UPPER PENNSYLVANIA CREW! The Armed Guard Veterans along with the Merchant Marine of WW II next meeting will be held Feb. 23, 1993 at the "PLATZ'S RESTAURANT" 101 Harrit Rd. Lehighton Pa. 18235 215-377-1819. Clint and Beatrice Barr, 2340 Third St., Easton, Pa. 18042 215-258-3056 will be the hosts. Thanks goes out to John Ferko and Alex Lombardi for getting a great crew together.

LITTLE FERRY, NJ AREA will begin their 1ST TUESDAY of each MONTH 11:30 A.M. Luncheon at TRACEY'S RESTAURANT #4 Bergen Pike, Little Ferry 07643 201-440-1100. Host will be William Weber, 460 Liberty St. A-101, Little Ferry, NJ 07643 (201) 641-1191. Alex Lombardi again gets credit for his help in getting this one started, too!!

Pittsburgh, Pa. crew meets on the "3rd Sat." for a "NOON LUNCHEON" at the GREENTREE MARRIOTT. CONTACT: Hilary Makowski 202 Wedgewood Crt., Carnegie, Pa. 15106 (412)-429-8510. Their December 13, 1992 Christmas Party was a great success, says every one who attended.

CHICOPEE--LUDLOW, Mass. CONTACT Thomea and Priscilla Dufresne, 289 Munson St. Ludlow, Ma. 01056 (413)-583-8580 hosts a "2ND SUNDAY" 9 AM BREAKFAST at: MOOSE LODGE 1849 244 FULLER RD. CHICOPEE, MA. assisted by Roger Fournier of Springfield, Ma. 413-782-9256; Sam Pittittieri, 413-592-1854 and Louis Carr 413-783-5904. See their news story in this "POINTER".

Albany, N.Y. AREA HOSTS, Henry and Joyce Carrinigi, announces they will hold a 12 P.M., "3rd" Sat. of each mo. at the Marriott Hotel 189 Wolf Rd. Albany, N.Y. They're a great group of "YANKEES".

Jeff and Mabel Haselden, 120 Richardson Blvd. Lugoff, S.C. 29078 (803) 438-1491 advise that they have not set a time and place for their S.C. meetings. They may pick Charleston, S.C. for a March Friday and Saturday night affair. COUNT US IN JEFF!!

Richmond, Va. crew meets for a "LUNCHEON" at MORRISON'S Cafe 7035 W. Broad St. Richmond, Va. on the 2ND SATURDAY. Hosts Clarence and Helen Durham, 4813 Lowells Rd., Richmond, Va. 23224 804-233-6023. Take I-64 at Broad and Glenside Exit turn left onto Broad-2 Blocks on the left. Their crew is growing in members.

In NORFOLK, Va. Contact: Robert and Margaret Burrill 5320 Brockle St. Virginia Beach, Va. 23464 (804) 479-4608 for a 12:30 PM Luncheon at the C and M Cafeteria Virginia Beach Blvd. You may want to visit the LST Base and see the ARMED GUARD PLAQUE erected in 1985. Part of the Camp Shelton Gunner Site is still there.

George Milk 449 St. James St. Port Charlotte 33952 813 627-5755 has changed location of their meeting to the Golden Corral--PUNTA GORDA, FL. on the 3rd Tuesday at 1:30 P.M..

Rudy and Eleanor Kozak 4950 Dory Dr. (Gulfharbor) New Port Richey FL. 34652 (813)-847-4038 announces that their next 11:30 LUNCHEON will be 2/6/93 at the Brown Derby in Palm Harbor, FL. on US-19 N. They may hold another meeting in April. CONTACT HIM!! We will try to make the Febuary meeting and look at Hotels in Orlando for '93.

Springhill, Florida area (and others) can contact Wm.T.Young 4266 Parkhurst Lane, Springhill, FL. 34608 904-683-9333 hosts a breakfast on the 3RD Saturday of each month. Y'ALL have fun!!

PORT ST. LUCIE, FL. area will start a "LAST FRIDAY IN THE MONTH" as a place to be announced by HOST KEN CLASEN, 552 S.W. Badger Terr. Port St. Lucie, FL. 34953-2909 407-879-7151. Ken was on the S.S. Pan Kraft which was sunk in "PQ-17" on 7/5/42, and was a great inspiration for me to carry on with the project in locating others when he and J.E. Blackwell met at the 1985 reunion in Norfolk, Va. Ken also attended many of our Armed Guard breakfasts in Raleigh before he migrated South!! Best of luck Ken in your meetings. Ken may need some assistance from you guys in the area, too.

Arizona Crew Host John Noyes 4651 East 17th St. Tucson, Az. 85711 (602) 790-4229 holds a 4th Sat. of each Month, 11 A.M. meeting, at the Mountain View Restaurant 1220 E. Prince Rd. while Carlo Traficano 108 N.Greenfield Rd. Apt-2117 Mesa, Az. 85205 hosts a "1ST" Sat. of the Month meeting at Mike's Restaurant 1734 E. Main St. 10 A.M. If you are in that area, they'd be glad to count you in.

LST CREW CONTACT: "LST ASSOCIATION". Mike and Linda Gunjak, P.O. Box 167438, Oregon, Oh. 43616-7438 1-800-228-5870 for their 8TH NATIONAL LST REUNION to be held in ORLANDO, Fla. at the CLARION PLAZA HOTEL SEPT.1-6,1993. They have an excellent LST PAPER with plenty of information as the LSTs were in every invasion, too.

Destroyer Escort Association (DESA) has a wonderful paper called "THE DESA NEWS" and is published bi-monthly. CONTACT: DON GLASER, DESA NEWS, P.O.Box 680085 Orlando, FL. 32868 (407)-877-7671. They will hold their National Reunion in Nashville, Tenn. 9/6-10/93. I am told they are in the process of bring a DE from Greece to the STATES to restore. THEY WILL ACCEPT DONATIONS!!!

PUGET SOUND CHAPTER OF M.M. VETERANS ARE IN SEARCH OF THEIR AREA CREW and should contact: James Colamarino 2904 168th SE, Bellevue Wa. 98008 (206) 746-6984. Armed Guard are welcomed to attend.

Ralph Taylor, 426 Littlefield Dr. Lone Oak, Tx 75453 is trying to locate all M.M. crews in the area. He has invited all the Armed Guard crew to meet with them for SEA STORIES!!

S.S.JEREMIAH O'BRIEN ACTIVITIES! Check with "MARCI HOOPER", Sales Rep., Fort Mason Center, Bldg-A, San Francisco, Ca. 94123 for the O'BRIEN on sailing date tickets or other information.

D.E.M.S. Sec. Doug Sephton Rt 3 Powassan, Ontario, Canada P0H 1Z0 Invites the Armed Guard to take part in their Reunions. We would like for them to attend our National and the Regional Reunions if they can. They'll hold their RCNA 39th Annual Reunion 5/21-24/93 at Calgary, Alberta, Canada. A great place to go AFTER LAS VEGAS.

The "DUKW"s Host Art Wells 1629 Sunset Ave., Chico, Ca. 95926 916-342-1452 will hold their reunion 5/20-23/93 in Portland Or. He'd like your comments on the "DUKW" book if you purchased it.

WE continue to hold our FIRST SATURDAY OF THE MONTH--BREAKFAST at GRIFFIN'S RESTAURANT, 1604 North Market Dr., Raleigh, N.C. off of 4500 Block of OLD WAKE FOREST Rd. behind RED LOBSTER in the NORTH MARKET WAY PLAZA". Take 440 BY-PASS NORTH and get off at #10 Exit and head North. If you come into Raleigh to stay overnight, get a room on the North Side and you'll be close by, and then give me a call 876-5537 (A.G.#) or 872-7115-Res. if in town. Y'ALL COME ON!

If I missed any meetings, it is because I never got it, or I just overlooked it. I have an ARMED GUARD telephone, 1-919-876-5537 and you can call them in; or, just write it down and send in. PLEASE keep this list so I don't have to put them in the next POINTER.

Contact: Joe Piccolini 9724 Paseo De ORO, Cypress, Ca. 90630 213-598-8326, or: Charles Savonna, 8777 Coral Springs Court G-8 Huntington Beach, Ca. 92646 714-960-6925 about the Lane (V). They can use you!! You will be surprised how much you know about guns.

Contact: WALT MAGALIS 5010 Leeds Ave., Baltimore, Md. 21227 410-242-4375 about the S.S. JOHN W. BROWN. Walt informs me that cold weather makes her sort of miserable and would be better to visit her in the spring at Pier 1 but you can go look at her.

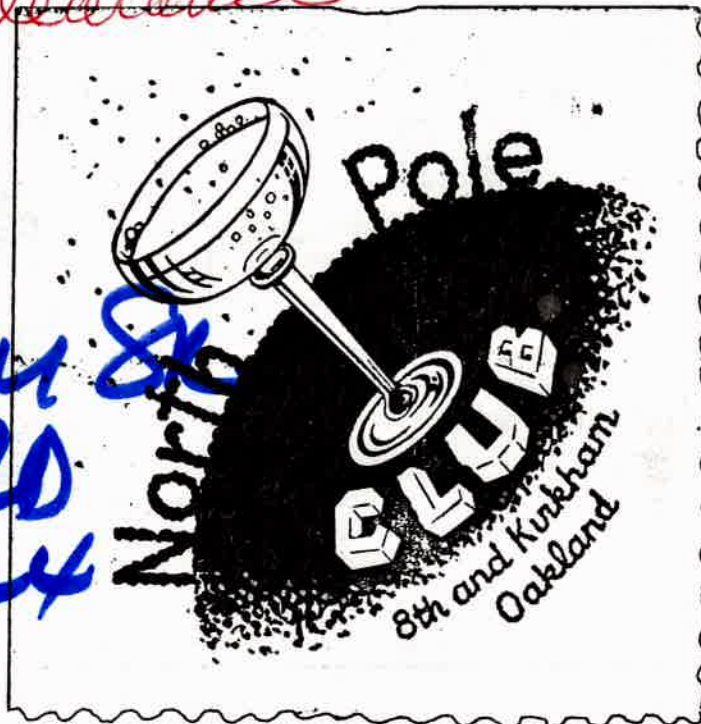
I have been in the dark as who "maintained the guns" on the S.S.

JEREMIAH O'BRIEN at Bldg. A, Ft. Mason Center, San Francisco, Ca. 94123-1382 415-441-3101. While talking to Marci Hooper by phone recently, she informed me that Bill Cramer, a REGULAR NAVY FLEET GUNNER had been in charge and looked after these guns. Bill, you are to be commended for doing a great job. You are about to get some help from two "Armed Guard WWII OL'SALTS" who are ready to assist you and they may be able to RECRUIT more from the area. I hope this is a start of an even better relationship to get a job done that we can do as a team and we can have her guns shining for her trip to "NORMANDY" and let the world know who the ARMED GUARD AND MERCHANT SEAMEN WERE AND WHAT THEY DID!! "IT IS NOW OR NEVER Y'ALL"! We can get more recognition between now and JUNE 6, 1994 than we have had in the past 50 YEARS!! GO HELP THEM!!

The 2 are: Carl Kreidler (wife - Betty), 15852 Via Eduardo St., San Lorenzo, Ca 94580. 510-351-1954 and William McGee (wife - Sandra) 878 Oak Leaf Way, Napa, Ca. 94558 707-258-1560. There may be others who would like to be called on if needed. OR!! Have a son who would like to see how "POP" did the hard way. If any of you are in the area, visit her and someone will help you out. Be a part of her life and get others to help her. The ship was the open seas when the time comes to "show off" next year.

If you have to go into the Museum of these ships, send to the ship of your choice. Let's get all information on these ships while we can. THESE SHIPS BELONG TO EVERYONE. CAL

Clearance



Clearance
4813 LOVELLS RD
By RICH VA 23224
833-6023

CAN'T WRITE A THING, THE CENSOR'S THE BLAME. JUST SAY THAT I'M WELL AND SIGN MY NAME.

CAN'T TELL WHERE WE SAVED FROM, CAN'T MENTION THE DATE. CAN'T EVEN NUMBER THE MEALS THAT WE ATE.

DON'T KNOW WHAT OUR SPEED IS, DON'T KNOW WHERE WE'LL LAND. COULDN'T INFORM YOU, IF MET BY THE BAND.

CAN'T MENTION THE WEATHER, CAN'T SAY IF THERE'S RAIN. ALL MILITARY SECRETS, MUST SECRETS REMAIN.

CAN'T HAVE A FLASHLIGHT, TO GUIDE ME AT NIGHT. CAN'T SMOKE A CIGARETTE EXCEPT OUT OF SIGHT.

CAN'T SAY FOR SURE, JUST WHAT THE HELL I CAN WRITE. SO I'LL CALL THIS MY LETTER AND CLOSE WITH GOODNIGHT.

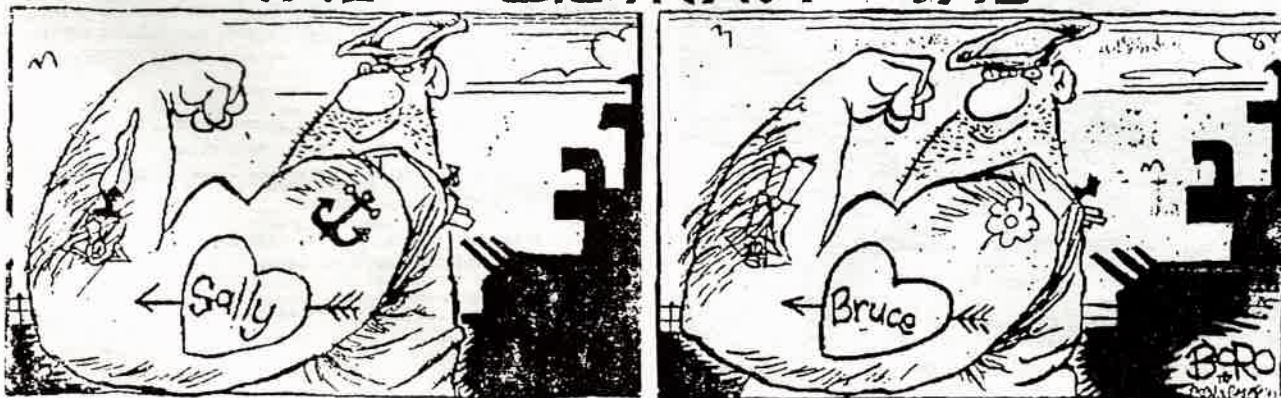
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HOW TO LIVE ON \$15 A WEEK

WHISKEY AND BEER	\$ 8.80
WIFE'S BEER	1.65
MEAT, FISH AND GROCERIES, ON CREDIT	
RENT	PAY NEXT WEEK
MID-WEEK WHISKEY	1.50
COAL	BORROW NEIGHBORS
LIFE INSURANCE (WIFE'S)50
CIGARS20
MOVIES60
PINOCHLE CLUB50
HOT TIP ON HORSES50
DOG FOOD60
SNUFF40
POKER	1.40
	\$16.65

THIS MEANS GOING IN DEBT
 SO CUT OUT THE WIFE'S BEER

1942 - U.S. NAVY - 1992



Reprinted from the SPARK GAP, Gallups Island Radio Association Newsletter.



РОССИЙСКАЯ
ФЕДЕРАЦИЯ

УДОСТОВЕРЕНИЕ
К ЮБИЛЕЙНОЙ МЕДАЛИ
„СОРОК ЛЕТ ПОБЕДЫ
В ВЕЛИКОЙ ОТЕЧЕСТВЕННОЙ
ВОЙНЕ 1941—1945 гг.“

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1941—1945 гг.“



УДОСТОВЕРЕНИЕ

*Ллойд
Уитсон А.*

ВРУЧЕНА ЮБИЛЕЙНАЯ МЕДАЛЬ

„СОРОК ЛЕТ ПОБЕДЫ
В ВЕЛИКОЙ ОТЕЧЕСТВЕННОЙ
ВОЙНЕ 1941—1945 гг.“



Удостоверение
Правительства
Российской Федерации

9 августа 1992 года

Copy of Medal Certificate for L. Whitson Lloyd

★ ★ ★ ★ **THE MEDAL** ★ ★ ★ ★

This medal was instituted on April 12, 1985, to commemorate the coming 40th anniversary of the victory over Germany in World War II, or, as it is known in Russia, The Great Patriotic War. The anniversary is celebrated in the Russian Federation on May 9th.

The medal is made of bronze and is 32 mm in diameter. The obverse shows a group of three persons — a peasant woman, a soldier and a worker, standing with a five pointed star in the background and the Spassky Tower in the Moscow Kremlin in the center. Lights from fireworks are on both sides of the tower. In the upper part of the medal are the dates "1945" and "1985", and in the lower part behind the star one can see two laurel branches.

The reverse has a seven line inscription in the center which reads "40 years of Victory in the Great Patriotic War 1941-1945." Below the inscription is a hammer and sickle emblem and a folded ribbon.

The ribbon is 34 mm wide and divided into equal parts. The left part, 10 mm wide, represents the ribbon of the Order of Glory (the same as the old Imperial Order of St. George) — consisting of the three black and two yellow stripes of equal width and narrow yellow stripes on the edges. The right part of the ribbon is red, also 10 mm wide. The ribbon has 2 mm wide green stripes on both edges.

The certificate to the medal bears the name of the recipient in Russian and the date of issuance, is stamped with the Seal of the President of the Russian Federation and signed by President Boris Yeltsin.



Charles A. Lloyd being presented the medal for his brother, L. Whitson Lloyd.

AMBASSADOR OF THE
RUSSIAN FEDERATION
1126 SIXTEENTH STREET, N. W.
WASHINGTON, D. C. 20036

Mr. Charles A. LLOYD
Chairman
U.S. Naval Armed Guard Veterans WW II
5712 Partridge Lane
Raleigh, NC 27609-4126

November 17, 1992

Dear Mr. Lloyds:

I am pleased to invite you to a ceremony at which American veterans who participated in the Allied convoys to Murmansk and Archangel during World War II will be awarded the Russian commemorative medal "The 40th Anniversary of the Victory in the Great Patriotic War".

The awards ceremony will take place at the Russian Embassy Auditorium, 2645 Tunlaw Road, N.W., Washington, D.C. at 10:30 a.m. on the 8th of December. After the ceremony light refreshments will be served.

For your convenience, please, find enclosed a map of the area. Parking will be available across the Auditorium.

Sincerely, *V. Lukin*

Vladimir P. LUKIN

World War II Anniversary Tours Continue

Next steps—a run to Murmansk in 1993 and a Normandy invasion in 1994. Murmansk is included in the Russia tour (described at right). The foundation is planning two tours for the 50th anniversary of the Normandy amphibious operation—one for U.S. LST Association members in late September 1994 and another in early October 1994; cost will be about \$3,000 for each 10-day tour.

The first in the foundation's series of tours and events commemorating World War II 50th anniversaries was a tour to Pearl Harbor last December, followed by a Coral Sea tour to Australia in May and a Battle of Midway observance at the Memorial in June.

Battle of the Atlantic 50th Anniversary

Program by the Royal Navy Liverpool - May 1993
to commemorate the 50th Anniversary of the Battle of the Atlantic.

Dick Squires, 28 Westbrook Rd., Gateacre, Liverpool, England L25 2PX, 051-487-9567 will be the one to contact. I understand that ships from many nations will be there.

Opening May 26, 1993 by Admiral Sir Julian Oswald.
May 27, Reception on board CVSG, float review and sub locks.
May 28, Conference ends: Dinner on CVSG, Fireworks.
May 29, Memorial Service, March units through Liverpool, reception at Town Hall. Selected ships open to public, band performances.
May 30, Service of commemoration in Liverpool Anglican Cathedral.
May 31, Bank Holiday June 1, 1993. Disperse.

U. S. NAVY MEMORIAL NEWSLETTER, edited by Tom Coldwell, is published by U. S. Navy Memorial Foundation, 701 Pennsylvania Avenue, NW, Suite 123, Washington, DC 20004-2608. Telephone Numbers: (800) 821-8892; in the Washington metro area, (202) 737-2300.

Let's all help each other - cal

MIRACLE IN MID-ATLANTIC

by JERRY KLEIN

ON A STORMY NIGHT in 1943, a wartime convoy zigzagged across the North Atlantic. All day the ships had dodged prowling U-boats. Seasick from the pitching vessel, Army Sergeant Cecil Davis had struggled to the sick bay of the troopship *Uruguay* and climbed into a bunk.

Suddenly there was a thunderous roar. The lights blacked out. For an instant Davis was aware of being lifted into the air. Then he lost consciousness.

When he opened his eyes he was cold, his pajamas were wet. A heavy board lay across his chest. Blood trickled down his neck. He knew he was on deck, but had no idea how he got there.

Dazed, he lifted the board and staggered to his feet. Perhaps the ship had been bombed and he had been blown onto deck, but he could not hear the sound of planes. A sailor passed him.

"Where's the sick bay?" Davis called.

"Follow me," the sailor said. Davis went below decks and into a brightly lit infirmary. A doctor began to treat the cuts on his face. Surprise burst upon the doctor's face as he noticed Davis' dog-tags.

"What are you doing on this ship, soldier?" he said.

"What do you mean?" Davis

asked. "I came aboard in the States with 5,000 other GIs."

"There are no GIs on this ship," the doctor said. "This is the *Sallimonia*, a Navy tanker."

"It's miraculous!" the doctor said. Then he explained. . . .

At 1 A.M. orders had come to the convoy: "Full speed ahead!"

The ships ceased their zigzag course and nosed straight ahead into the black night.

Suddenly the air was filled with the roar of crushing steel and the shouts of men. The *Sallimonia's* steering gear had jammed and she had plowed into the nearby *Uruguay*.

Only the troopship's concrete ballast kept the tanker from slashing her in half. Quick-

ly the *Sallimonia* withdrew, leaving a gaping hole in the *Uruguay's* side and the bodies of 13 dead men on her deck.

Sergeant Davis might have been one of those 13, but his life was saved by a fantastic event. Hurling from his bunk, Davis had dropped through the demolished sick-bay floor onto the tanker's deck.

Thus, when the *Sallimonia* backed off, she bore a unique passenger who, by the strange hand of fate, had not only foiled the plans of Death but had actually changed ships, while unconscious, in the middle of the Atlantic!



Exclusively from the U. S. Navy Memorial Foundation



Russia



"Victory in the Atlantic"

A 12-Day Commemorative Tour
August 1993

Moscow ★ St. Petersburg (Leningrad)
Murmansk ★ Helsinki, Finland

Commemorate the 1943 "Turning of the Tide" in the Battle of the Atlantic and the Allied Convoys to Murmansk.

"Victory in the Atlantic" is the next in the series of Navy Memorial Foundation-sponsored overseas tours to commemorate the important 50th anniversaries of World War II. The tour will include:

- ★ Official receptions with Russian (Soviet) Naval veterans and U. S. and Russian officials.
- ★ Visits to the Arctic port of Murmansk and the home of the Russian Northern Fleet.
- ★ Visits to St. Petersburg, the Capital of the Czars, and Moscow, the Russian Capital.
- ★ Two nights in fascinating Helsinki, Finland, with an optional cruise to Sweden.

The tour includes round trip on Finnair, deluxe and first class hotels with private baths, three meals daily in Russia, receptions and private tours of Russia's WWII battle sites, briefings on the Battle of the Atlantic by the eminent naval historian Dean C. Allard, who will be with the participants throughout the tour.

The tour is directed by Cristy and Ray Pfeiffer, who have been the foundation's historical tour directors for the 1989 *Operation Overlord* Tour (Normandy invasion), 1991 *Operation Anvil-Dragoon* Tour (liberation of Southern France), and 1992 *Battle of the Coral Sea* Tour.

Cost (approximate): \$2,999.00 per person, double occupancy. For more information, send name, address, and home telephone number to:

Tours of Historic and Important Places, Inc.,
134 Golf Club Drive
Longwood, FL 32779

Allow four weeks for delivery.

Send "Victory in the Atlantic" information to: (PLEASE PRINT)

Name _____

Address _____

City, State, Zip _____

Phone _____ (day) _____ (evening)

Or call 1-(407) 862-4556.

- U.S.N. Armed Guard WW II
- Regular U.S. Navy
- Coast Guard
- Merchant Seaman
- Other (specify)

Dear Charles:

While looking through some old items, I ran across the enclosed.

Hope that they may fit in some where.

Enclosed also is a small donation.

Kind Regards
+ Good Health

Bill Smith

7453

16 Champlain Road
S. Barrington, IL 60010
708/428-8603

U. S. NAVAL ARMED GUARD CENTER
Brooklyn, New York

AUTHORIZATION FOR RIBBONS

SMITH, William Lewis, Sl/c, 285 33 68
(Name) (Service No.)

is hereby authorized to wear the following ribbons in accordance with G. O. No. 194.

(indicate "yes" or "no")

- Yes American Area
- Yes European-African Middle Eastern Area
- No Asiatic-Pacific Area

14 OCTOBER 44.

(Date)

George C. London
Lieut.,
By direction of C. O.

Stars or other ribbons authorized reverse side. USNR.



Sailors Monument — Halifax, Nova Scotia.

Photo courtesy of: Ron Fairley, Owen Sound, 230 11th St. West, Ont. N4K 3S6, Canada.

Merchant Seaman & Gunners from other countries also suffered . . .

Wartime experiences as prisoner in Japan echo in sailor's soul

By Parker, Robinson
STAFF REPORTER



Edison Yeadon was a fresh-faced youth barely 17 years old when a stroll down Halifax's Water Street in 1942 resulted in a job offer on a freighter. Ultimately, it meant three hellish years in a Japanese prisoner of war camp.

"Fella said, 'You want a job?' I said, 'Sure'. The ship left that night and I was on it," says Mr. Yeadon, one of about 500 wartime merchant mariners meeting in Halifax to celebrate recent government recognition of their service.

His family was understandably upset.

"I told mother I was goin' to sea. She was cryin' and goin' on," says Mr. Yeadon, now 67. He looks down at his weathered hands and smiles. "Being so young, you really don't know what war's all about."

Upon hearing of the new job, his father was suspicious. He asked if the plan was okay with his mother.

"I said, 'Oh, yeah.' That night my brothers came around the ships looking for me, wanting to take me home. They didn't find me."

And so Mr. Yeadon sailed off to a war that echoes through his soul to this day. He spent most of the conflict in Kawasaki Camp No. 1, just outside Tokyo.

His wife Joan remembers when Kawasaki motorcycles came to North America in the 1960s. She sat beside her husband in an interview at the Hilton Halifax Thursday.

"The first time he saw Kawasaki on a billboard he pulled over and was sick, it shook him up so bad," she says. Not all Japanese at the camp mistreated Mr. Yeadon, but he recalls the army being especially brutish.

Prison conditions were so horrific they caused some of his mates to seek suicidal release by drinking aviation fuel. One night he watched three men perish in agony from such a binge, their muscles contracting as they died.

Mr. Yeadon was beaten with rifle butts by Japanese soldiers for stealing a pair of white army gloves while working on a railroad.

Shortly after the beating, Mr. Yeadon fell sick and vomited up tapeworms. Looking back, he realizes he was one of the lucky ones. He survived.

"You become despondent. You don't care whether you live or die in a place like that."

Oddly, Mr. Yeadon was not captured by the Japanese, but by a German raider ship in the summer of 1942 near Brazil. The Ger-

Edison Yeadon, seen here in a photo taken while he was a prisoner of the Japanese in 1942, is one of about 500 former members of Canada's merchant marine meeting in Halifax.

'You become despondent. You don't care whether you live or die in a place like that.'

Edison Yeadon

mans worked their way east and handed over Mr. Yeadon and his fellow prisoners to the Japanese in Yokohama Harbor five months later.

Until the end of the war, Mr. Yeadon and his approximately 250 camp mates were fed soup made from pumpkin vines, moldy bread and water with chunks of rotting fish. Older and weaker men died from dysentery and beriberi, a disease caused by nutritional deficiency.

Unable to continue his railroad work because of failing health, Mr. Yeadon finished the war as a cook's aid at the camp. At the end of the war, his prison compound was liberated by Americans.

Upon his return, Mr. Yeadon worked with the Canadian merchant navy until it was disbanded a few years after the war. After starting and running a monument engraving business in Toronto, he retired in 1977 and moved to Liscomb, Guysborough County, where he resides today.

On June 18, the federal government passed legislation extending veterans' benefits to wartime merchant navy members effective July 1.

Of the 12,000 Canadians who served in the merchant navy during the Second World War, 1146 died and 198 were taken prisoner. About 3,500 are alive today and about 2,000 of them are eligible for the extended benefits.

September, 1992
Halifax, Nova Scotia

U. S. NAVAL TRAINING SCHOOL
South Ferry Terminal Building
New York, N. Y.

★ ARMED GUARD GUNNERY ★

Certificate of Merit

* * * This is to certify that the Armed Guard Crew of the

S.S. EUGENE HALE

has this date completed a course in Anti-aircraft Gunnery. Its members have exhibited an unusual degree of skill and excellence, attaining a final average mark of 3.20 in the course.

23 March 1945

E. A. MATTHIESSEN,
Lieut. Comdr., U.S.N.R.,
Officer in Charge.



Wreaths placed at the U.S. Navy Memorial, Washington, D.C. by Armed Guard/Merchant Seamen WW II on December 8, 1992.

Picture courtesy of Bill Ryan (MM), Florida

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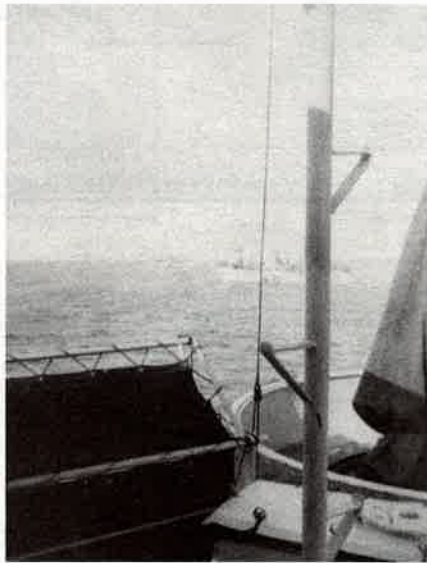
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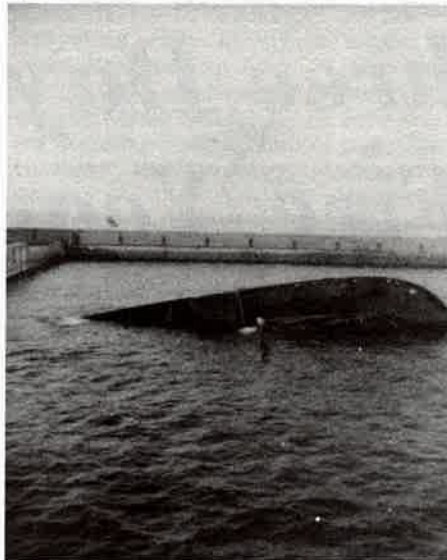
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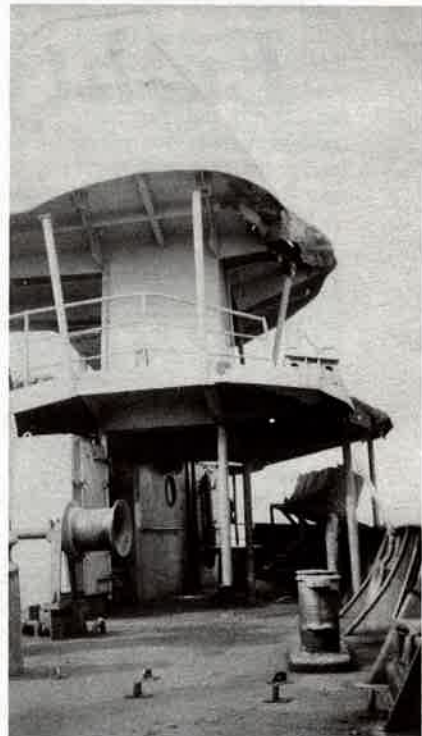
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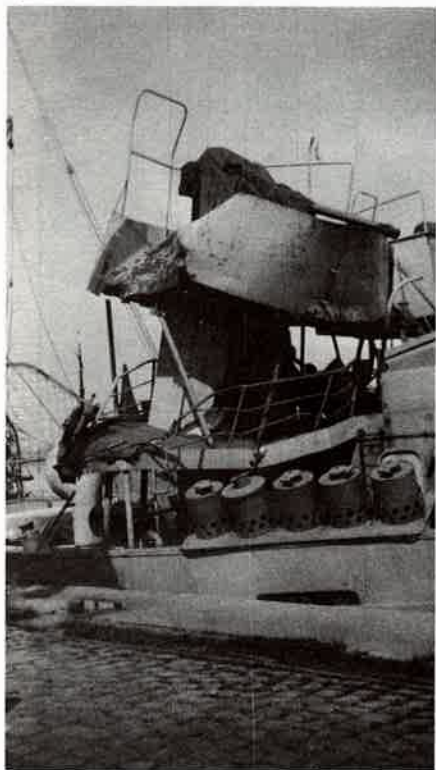
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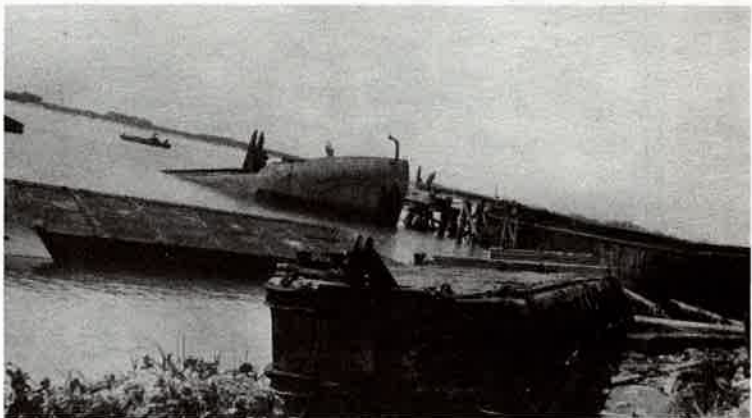
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10



These photos from SS Eugene Hale were sent in by William F. Sullivan, 156 North 6th Street, Fulton, NY 13069, telephone 315-592-9216.

1. Ramming another ship in Marseilles, France.
2. Ships tied at La Harve, France.
3. German Landing Craft, made of cement (1944).
4. Sunken ship at Marseilles, France.
5. Damaged splinter shield after being hit on board the "Eugene Hale."
6. La Harve, Northern France taken from aboard anchored "Hale."
7. View of Convoy slipping past mined area.
8. Torpedoed ship sinking in North Atlantic.
9. Port gun after it was rammed at sea.
10. Beached at Northern France.
11. View of ship tied astern at Harbor Side Terminal.
12. Captured snapshot of German plane and officers.
13. Ship sunk after hitting mine.

Eighty-Three Days And Forty-Five Years: Remembering Basil Izzi

by Lester Paquin

Before he joined the United States Navy in April of 1942, Basil Dominic Izzi worked at Chas. G. Allen's foundry on School Street in Barre, and was known for his determination and reserve. As distinguished as this

spirited young man was to his family and friends, he remained yet another American teenager on the verge of going to war.

When he completed his basic training in Newport in May of that year, Basil was assigned to merchant marine service. He re-

turned home to Barre for two days' leave in July, then left to become a member of the Navy's armed guard, assigned to a Dutch luxury liner. His loved ones had no idea that his life was about to change forever. The next time they saw him, he

would be a hero.

The ship had been converted from passenger service to wartime cargo duty by the Allies, its once gleaming exterior now shrouded in battleship grey. Looking like any other warship of its day, Basil and his ship mates



THEIR FIRST MEAL IN MANY DAYS. Basil (with beard at right) eats a bowl of peaches as he watches fellow survivors Cornelius Van Der Slot (left) and Nicko Hoogendam (center) do the same. Taken moments after their rescue on board a U.S. Navy P.C. boat, Basil and his Dutch shipmates graphically portray the rigors of their ordeal.

were stunned when they saw the interior of the ship.

Once inside, the liner still bore the embellishments of the prestigious transatlantic passenger trade it was created to serve. Fine woods and crystal fixtures surround-

ed crates of war matériel, sitting heavily on Oriental carpeting. The dining room stewards had been replaced by Navy seamen, their uniforms now hanging in closets designed for tuxedos and evening gowns.

Still, the men were un-

happy. Staterooms meant for two were now quarters for six, the food was awful and the bickering constant. The only escape from the boredom of passage was maintaining the ship's newly-installed artillery and an occasional leave in port. Basil had

leave in South Africa before the ship left port, bound for New York.

On Nov. 1, 1942 Basil and two other crew members were painting gun turrets on the port side of the ship. They assumed the plane which flew overhead was friendly, although they



HIS HEALTH RETURNED and his ordeal past, Basil holds a photograph of himself (at right, waving) as they were spotted by the rescue vessel. Taken after his return to Bethesda, Maryland, the young sailor from South Barre seems to find his dangerous adventure hard to believe.



THE VERY PICTURE OF NAVY PRIDE. Basil Izzi, his smile and spirits restored following 83 days on the raft, beams confidently beneath a navy recruiting poster. At this point, Basil is about to begin a nationwide tour to boost the moral of defense plant workers.

couldn't identify it. They finished their job, then went below decks to play cards before chow.

They did not see the plane return at 4:15 p.m., nor could they have seen the German submarine it foreshadowed. At 4:30, Basil and four friends tossed a fifth crew member out of their cabin for interrupting their game. This deed done, Basil was about to lay his winning hand on the bunk when a torpedo from their unseen companion slammed into the liner. The damage was extensive and fatal. Wreckage and sea water poured into the cabins and companionways below

decks. Although there was much noise, confusion and fear, there was no panic.

Basil made his way to the bridge where his gunnery officer, Ensign James Maddox, gave orders to his young crew to man their battle stations. The Captain then appeared, saying it was only a minor explosion in the engine room, not a torpedo. As Basil made his way toward his gun position in the stern, and as Ensign Maddox began arguing the point with the Captain, a second torpedo struck the port side.

All power was now lost, and Basil, still at his position in the stern, watched

as the once-sleek vessel, now twisted and awry, went down rapidly by the bow. A voice near him said "Let's get out of here!", and Basil ran into the ship's laundry and grabbed a shirt, then headed for the rail. He paused briefly, not knowing whether to jump or head some 30 feet toward the bow and just walk into the water. An explosion beneath his feet prompted him to jump, and once in the water he caught a piece of wreckage in time to see the proud ship descend vertically into the sea.

The submarine surfaced, and four Germans

appeared on deck and watched the men struggling in the water. They produced a machine gun, and Basil was certain they would use it on the survivors. They did not, instead returning to the safety of their vessel and disappearing beneath the waves, as silently as they had come.

For two days Basil clung to wreckage, frequently exchanging it for larger, more substantial pieces. Near the end of the second day, nearly overcome with delirium, Basil spotted a large raft with four men aboard. He abandoned his section of bamboo, once used as decoration in the

ship's elegant lounge. He swam toward the raft and was pulled aboard by Ensign Maddox, who greeted him with "Where have you been hiding?"

Other "passengers" on the eight by ten foot wooden hatch cover were a third American, sailor George Beezley, Cornelius van der Slot, an oiler on the ship and Nicko Hoogendam. Beezley and Hoogendam had been torpedoed once before, and were passengers on the Dutch ship on its return to New York. For the next 83 days, their lives would hang in the balance.

The readership of the *Barre Gazette* was made aware of Basil Izzi's plight for the first time in its issue of Thurs., Nov. 19, 1942. The small article appeared at the top of the last page, sandwiched between an advertisement from the New York Central Railroad (which ironically discussed the Nazi threat to ship convoys), and an offer from the Coronado Hotel in Worcester of Thanksgiving Dinner for \$2, including parking and entertainment. Thanksgiving in the South Atlantic, however, came and went without notice aboard the raft, nicknamed by its occupants "The Shark's Pit."

Thirty days into their ordeal, Basil had his 20th birthday, serenaded by his fellow survivors. Twelve days later, the Ensign turned 30. James Maddox was the kind of man you would least expect to find in military conflict. A professor of speech at Purdue University and an ordained minister before the war, Maddox was soft-spoken and gentle, extremely well-mannered and beloved by the men with whom he served. His quiet sense of humor and deeply held religious convictions provided the emotional strength he and the others needed to sustain them throughout their ordeal.

Each man on the raft harbored at least one treasured thought — something to look forward to when this was over. For Basil, it was an endless



BARRE WELCOMES A HERO HOME. Speaking at the elaborately decorated clubhouse on the High Plains Ballfield, Basil Izzi is introduced to his well-wishers by Ensign Robert N. Mallett of the U.S. Navy's Industrial Incentive Division. After spending two days at his home in South Barre, Basil and Mallett began a nationwide tour of defense plants.

feast of his mother's spaghetti and meatballs. For Jimmy Maddox, it was being reunited with his young wife. When he had sailed away, his wife had placed her wedding band with his on his finger — he would kiss them each night before he went to sleep.

When their struggle began, the raft contained two pounds of chocolate, nine cans of milk, two dozen hard-tack biscuits and 10 gallons of water. These rations were gone 19 days later — they gave most of the hard-tack to the birds because it made them thirsty. With nothing to eat, creative invention became necessary. The men caught a four-foot shark using their dangling toes for bait, an improvised lasso for capture. The next day, they saw a ship and hailed it, but it disappeared half an hour later on the horizon. Another ship was sighted the day after, with the same disappointing result.

On the 24th day, their water supply ran out. It rained three days later, and they captured rainwater by making a canvas trough. Basil's birthday produced one of their heartier meals when a school of small fish sought refuge under the raft. Caught barehanded, they were eaten bones and all. Birds landing on the raft to escape the chop of the sea were also fair game, and their entrails were used as

bait for larger fish.

The survivors' clothing began to rot on the 40th day, and Basil made himself a new pair of shorts from his life jacket. Beezley lost sight in one eye, deafness followed on the 66th day. He then developed severe stomach pains, which lasted two days. Delirious, he raved about his girlfriend and died during the night.

Ensign Maddox performed the funeral service. As Beezley's body was lowered over the side of the raft, Maddox commented, "I hope I won't be the next one."

In Basil's words, "Lieutenant (he was posthumously promoted) Maddox went like Beezley on the 77th day." Before he died, he murmured about his wife as he fondled their wedding rings. They buried him at sea using prayers he had taught them. Now there was three — van der Slot, Hoogendam and Basil.

Crew member van der Slot was nearing 40, Nicko Hoogendam was all of 17, and Basil was now 20. The spirits of the men were now at their lowest point. Jimmy Maddox, their conscience and symbol of their human dignity and hopefulness was gone — without his optimism and encouragement to keep them going, Basil and his Dutch comrades now prepared themselves for death.

Back home in South

Barre, Basil was, to many of his friends and relatives, already dead. Only his mother Rose steadfastly believed he would return, to the point where she mobilized her daughter Angela to pressure the government for information and response. Angie wrote letter after letter, at the same time trying to raise a young family of her own.

Basil was the first-born son in the Izzi family, making him the precious center of his close-knit Italian relatives. His absence from them was painful enough, his loss was incomprehensible. To avoid having to deal with the increasing fear that he was indeed gone, all talk of him in the household ceased.

Each of his brothers and sisters sustained themselves with their own memories of their "favorite brother," remembering his gentle laughter and ability to keep a secret. Angie remembered the interaction between Basil and his mother, especially at mealtimes.

Due to the hours he kept and the jobs he was doing, Basil would often miss meals with the family. Rose would always cook for him, no matter when he chose to eat. She would sit right next to him as he ate, watching his every move with admiration and respect. As you might imagine, it drove Basil crazy. It was this particu-



AFTER EIGHTY-THREE DAYS on the raft, Cornelius van der Slot of Rotterdam is helped aboard by a U.S. patrol boat blue-jacket off the Brazilian coast on Jan. 24, 1943. Van der Slot's two companions, Basil (far right) and Nicko Hoogendam of Holland (Netherlands) (left of Basil, sitting), gather their meager belongings. These three, survivors of the five who reached the raft after their ship was torpedoed by the Germans, were adrift in the South Atlantic for 83 days. They survived by eating raw fish, fowl and rain water which they managed to catch from time to time.

lar memory which Basil recalled most often during his days and nights at sea.

Eighty days had passed when the men on the raft spotted a plane, but it didn't see them. They laughed, cried and prayed, but could not sleep that night. Early the next morning, another plane flew overhead. Then they

saw four more.

The miraculous rescue of the three survivors is best recalled in the words of Seaman Izzi: "We were holding Van around the knees so he could stand up. Suddenly he shouted (that) he could see smoke on the horizon. Sure enough, it was a convoy with escort vessels. A PC

boat headed straight for us. The first thing I saw on the PC boat was an officer with a shell in his hand — in case our raft turned out to be something else. We thought we could walk the minute we set foot on deck — we found we couldn't. We hollered for good old Navy beans, but they gave me a bowl of peaches first,

and then the blankets were ready for us." It was now Jan. 24, 1943.

The survivors gained their weight back quickly aboard the rescue vessel. They were brought first to a hospital in Brazil, then to the United States Naval Hospital in Bethesda, Maryland. Once in Bethesda, Basil wrote to his fam-

ily and assured them of his good health and safety.

The Izzi family found out that Basil was safe not from the government, but in the morning newspaper. The War Department still maintained that his well-being could not be verified, but that soon changed. A terse telegram finally arrived at the Izzi home, stating that "...Seaman Basil Dominic Izzi, U.S.N.R., previously reported missing following action in the performance of his duty is now reported to be a survivor. The anxiety caused you by the previous message is deeply regretted."

Basil's mother Rose was so grateful that she kept a promise she had made to herself to walk to St. Thomas-a-Becket church from the family home on Powder Mill Road in her stocking feet (bearing in mind that it's January). The priest met her at the door and offered her as-

sistance inside. She refused, marching instead to the altar to give thanks for her son's miracle.

Basil finally came home to Barre on Sun., April 11, 1943, three weeks before Easter that year. The "Barre Gazette" of April 8 had contained explicit instructions on parade participation. As Frederick Hiller, Barre Gazette publisher, also served as the "Izzi Welcome Home" committee chairman, the story now ran on page one.

The train bearing the young hero reached Union Station in Worcester at 2 p.m. that afternoon. The fit and trim sailor stepped from a private railroad car and saw his parents for the first time in nearly a year. When the emotion of the moment had subsided a bit, official greetings and addresses of welcome were delivered by a host of dignitaries. Governor Saltonstall and Queen Wilhelmina of the Nether-

lands had been invited to attend, and both sent official representatives. Her Majesty praised Basil's heroism and expressed the gratitude of her nation for his courage.

At the conclusion of the official welcome, the Barre Brass Band struck up "Anchors Aweigh" and the parade began. The motorcade, made up of cars festooned with signs and bunting, left the train station and proceeded down Main Street and finally out of the city, eventually traveling to the Clubhouse at High Plains Field — still the longest parade on record in the Commonwealth.

Once back in his native South Barre, Basil graciously accepted the praise of his friends and neighbors. More prayers, speeches and musical selections followed, to be repeated yet again on the bandstand in Barre Center later in the afternoon. By

available accounts, Basil heard the *Star-Spangled Banner* four times that day, the *Navy Hymn* six times. No less than 14 speakers praised him and all spoke eloquently of his ordeal, fueled by the fury of the war overseas.

When it ended, Dominic Izzi invited all who wanted to join them to come back to the family home. Following this, a formal reception was held at Florence Hall in South Barre, complete with a Grand March and the presentation of many gifts to the handsome young symbol of our national pride and defiance against the enemy. A long day of thanksgiving and celebration was over. A committee of 63 Barre citizens, each being assigned different tasks for the occasion, had overwhelmed their war hero on that Sunday, and although it was now over, Basil's next duty to his country was just



MANY YEARS AND MANY MEMORIES LATER, Basil gathers with friends in 1963 to celebrate the 12th Anniversary of his historic ordeal. Basil proudly displays photographs from his book "83 Days on a Raft." Always reluctant to discuss his wartime experiences, Basil seems at ease and comfortable among the people who never lost hope that he would return.

beginning.

Now especially valuable to the United States Navy as a morale booster, Basil began to tour defense plants throughout the country to tell his story. He enraptured audiences everywhere he spoke, managing to intersperse occasions of ceremony in-

to his touring schedule. He received numerous medals and commendations, visited Mayor Fiorello LaGuardia of New York City, several senators and congressmen, and other Americans of prominence.

Basil's most important and poignant visits, how-

ever, were to the families of Jimmy Maddox and George Beezley. Basil was never far from tears when he talked about these men, and he was especially moved when he met his officer's wife and parents, returning the two wedding rings to Maddox' young widow. He gave each of the families of these men a gold watch from the townspeople of Barre, and spent many hours recounting their times together for those they left behind.

Once he had satisfied his obligation to the Industrial Incentive Division of the United States Navy and the war effort in general, Basil returned to Barre where he would live out the rest of his life. He seldom spoke of his ordeal after the war ended, saying it made him uncomfortable because "so many boys' didn't come home." Basil was a quiet, unassuming man who was strengthened beyond measure by his experience in the South Atlantic.

Those of us who were fortunate enough to have known him remember the gentle peace in his eyes

and warmth of his smile. The young sailor with the reassuring face grew into a man whose pleasures were simple and who suffered beyond our ability to comprehend.

Seeing pictures of Basil as he toured the country after he came home, we are struck by his apparent patience and purpose. He became everyone's younger brother, someone America could see, touch and hear — someone we all admired and could identify with. While we may not have been able to empathize with the scope of his suffering, we could see him now — strong, healthy, charming and symbolic — and claim him as the best we had to offer, and consequently the best we were, and the best we had to give.

The illustration of this young man's endurance as the price we must be willing to pay for freedom was a powerful and effective one, bringing a bit of light and hope to a war-weary country when it needed it most.

Basil Izzi's life ended on July 2, 1979, 36 years after



THE THREE SURVIVORS AFTER RESCUE. Basil Izzi (top), Cornelius van der Slot (left), and Nicko Hoogendam (right) react after meals and showers aboard their rescue vessel. Basil, 20, is shown resting; van der Slot, 37, enjoys a good after-dinner cigar; and Hoogendam recounts his story for eager crew members.

he had faced death for the first time. His mother died four months later, again never believing that he had gone. Basil Izzi brought a distant war home to Barre and we have no concept today of how deeply this country was touched by the second world war, nor can we fully understand the jubilation when Basil came home to us. Victory gardens, rationing of food and gasoline, war bonds, and scrap metal and silk stocking drives in Barre are foreign concepts now, and today our definition of war and its deprivation causes us to look to places like Beirut or the Persian Gulf.

In 1943 the war was here, with us. So was Basil Izzi, reminding us of the price we must pay for

freedom, and the commensurate joy we experience when that rare occasion arrives when we can welcome such as he home and express our gratitude. Basil gave us a special gift — that of himself. Through his suffering and pain we were made to appreciate our lives and good fortune.

Once Basil's sister Angela had gently chided him for his not going to church on a regular basis — thinking that if anyone needed to be grateful, he did. His response was that he and God knew and understood each other very well, that God knew where to find him — "Remember," he told her, "He did once — and we've been together ever since."



THE MAN BASIL ALWAYS referred to as "My Officer." Ensign James Maddox of Evanston, Illinois was the Gunnery Officer on the torpedoes Dutch liner. He pulled Basil on the raft two days after the sinking. Maddox, a professor at Purdue University and an ordained minister, was a kind and gentle man who seemed out of place in combat. Tragically Maddox died on the raft just six days before the rescue.

Here ends the story of Basil Izzi, perhaps one of the best and most true depictions of Basil's rescue and his impact on Barre's citizens. He is, and always will be, one of Barre's greatest heroes.

C.W.H.

We would like to take this opportunity to thank Lester Paquin and Angela Whigham, Basil's sister, for providing this newspaper with such outstanding account of Basil's rescue and return back to Barre.

Those of you who were in the Convoys or Ships to Malta, call I have a form for you to fill out to send for your MEDALS.



EAST COAST MEMORIAL is in Battery Park in New York City at the southern end of Manhattan Island. It is about 150 yards from the South Ferry subway station on the IRT Lines and stands just south of historic Fort Clinton, on a site furnished by the Department of Parks of the City of New York.

This memorial commemorates those soldiers, sailors, marines, coast guardsmen and airmen who met their deaths in the western waters of the Atlantic during World War II. Its axis is oriented on the Statue of Liberty. On each side of this axis are four tall gray granite pylons upon which are engraved the name, rank, organization and State of each of the 4,596 Missing who gave their lives in the service of their Country.

WEST COAST MEMORIAL is located on a high point near the junction of Lincoln and Harrison Boulevards in the Presidio of San Francisco, California and near the southern end of the Golden Gate Bridge.

This memorial was erected in memory of those soldiers, sailors, marines, coast guardsmen and airmen who met their deaths in the American coastal waters of the Pacific during World War II. It consists of a curved gray granite wall decorated with sculpture; on this wall are engraved the name, rank, organization and State of each of 413 Missing whose remains were never recovered or identified. The terrace affords an impressive view of the neighboring shore and the exit from the Golden Gate to the Pacific Ocean.



Captain Arthur Moore, author of "A CARELESS WORD - A NEEDLESS SINKING" informs me that he will not have any more books printed unless he has a high demand in the future. It may be that your library may be able to loan you one. Library of Congress Card # 82-73552. calloyd



Lone Sailor

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Washington, D.C.

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