

An Epic Journey during World War 2

by John LI Lloyd

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WW2 in Europe, began on the 3rd September, 1939, when the Prime Minister of Great Britain, Neville Chamberlain declared war on Germany, after they had invaded Poland, in an unprovoked attack. My father, Reg Lloyd, who originally lived at Bryn Place, Seaside and later at Glamor Villa and Denham Avenue, Llanelli, was conscripted into the Royal Navy on the 4th June, 1941.

After 15 weeks basic training at HMS Raleigh and HMS Victory, he was ordered with two fellow sailors, Dave Fuller and Martin Phillin, to proceed from the UK to Newport News, Virginia, USA, a journey in excess of 4,500 miles. He was instructed to report, as a radar operator, to Captain Allan Thomas George Cumberland Peachey RN, the Commander of HMS Queen of Bermuda. The ship was an Armoured Merchant Cruiser with 7-6" guns and 2-3" as armaments which was undergoing a major engine refit and a modification to remove one of her 3 funnels and masts. Also, to install a Catapult and Hanger for 2 Fairey Seafox reconnaissance spotter sea planes, at the shipyard at Newport News, VA, a major builder of battleships, aircraft carriers and cruisers, for the US Government.

For someone who had rarely left his home town of Llanelli, this was an enormous and exciting undertaking for my father. On the 16th September, 1941, the servicemen embarked on, what was for them, an epic journey to join the crew of HMS Queen of Bermuda, by boarding a Royal Navy Destroyer at Portsmouth, which was bound for convoy duty, in the North Atlantic.

After some weeks at sea, while the Destroyer performed its wartime duties, the three sailors were put ashore at St John's, Newfoundland, Canada, in early October, 1941, to continue their journey to Newport News, via a train to Port Aux Basques, a ferry to Sydney, Nova Scotia and further train journeys to St John, New Brunswick and subsequently, on Friday, 31st October, 1941, Halloween night, they crossed at the Customs Boarder Station, at Vanceboro, Maine, into the US, by way of the Saint Croix railway bridge, to Boston, Massachusetts. Incidentally, on this date the destroyer USS Reuben James was torpedoed by a German U boat near Iceland, killing more than 100 US Navy sailors. It was the first US Navy vessel sunk by the enemy, prior to the US entering the War.

New York was the next stop for the 3 British sailors and then on to Washington, DC, finally, arriving at Newport News, around the 4th November, 1941. By this time, they were exhausted, having travelled from Portsmouth, UK, to Newport News, by

sea on Royal Navy Destroyer, by sea on a ferry and a number of overland trains, to report for duty to the Captain of HMS Queen of Bermuda. This journey, took approximately 7 weeks to complete. On reporting to Captain Peachey, they were promptly given 2 weeks leave, by him, to recover from their arduous journey.

Not knowing where to spend this leave, they took advice from shipyard workers at the docks and proceeded to Elizabeth City, North Carolina and Edenton, North Carolina. Here they received a wonderful welcome, as wartime seamen from the UK, while relaxing and recovering from their journey. My father always spoke fondly of their welcome and of the generosity of the people, who took them to their homes and entertained them, including the Dalton Family of Fred, Leone, Jean and Fred jnr., who resided at 712 W. Maine Street, Elizabeth City. They gave my father a family photo with their names and address on the back, dated April, 5th 1942 – Easter Morning. On this date, the Japanese Navy launched a carrier based air attack on Colombo, Ceylon and the Royal Navy cruisers, HMS Cornwall and HMS Dorsetshire, were sunk southwest of the island. They also met Albert E Bell, who was kind to them. During their stay, they were taken to a grid iron football game, between Elizabeth City and Tarboro, which the home team won handsomely.

This whole journey was chronicled in a story published in a local newspaper in Elizabeth City, possibly, the Daily Advance, and my father's name, Reginald Lloyd, appears in the article. (*See copy of the newspaper article*). Returning to HMS Queen of Bermuda, at Newport News, after their sojourn at Elizabeth City and Edenton, would have been around late November/early December, 1941.

The chronological order of my father's journey and his stay in the US that I have evidence of is as follows: -

Departed Portsmouth, UK, Ferryland, Newfoundland.	16th September, 1941 – Certificate of Service. Letter to my mother from Timothy J Wade, dated 27th October, 1941.
Vanceboro, Maine. Boston, Mass.	31st October, 1941. From newspaper article. 9.00 am 1st November, 1941. Date stamp on postcard to my mother.
New York.	8.30 pm 1st November, 1941. Date stamp postcard to my mother.
Washington, DC.	11.00 am 2nd November, 1941. Date stamp on postcard to my mother.
Arrived Newport News, VA. Elizabeth City, NC.	4th November, 1941. Estimated. 24th November, 1941. Postcard with message on reverse.
Edenton, NC.	12th December, 1941. Letter to my mother from Mrs Margaret Rawlinson.
Elizabeth City, NC.	5th April, 1942. Dalton Family photograph.

On the 7th December, 1941, the Japanese bombed the American fleet at Pearl Harbour, Hawaii, when 188 US aircraft were damaged, 2403 Americans were killed and 1178 others were wounded. The surprise attack came as a profound shock to the American people and led directly to the entry of the US into World War 2.

The dates shown of my father's time spent at Newport News, on HMS Queen of Bermuda coincided with the bombing of Pearl Harbour, a momentous and significant day in World history.

The messages on the rear of the postcards that were sent to my mother were scribbled out, possibly redacted, and only the addresses left intact. I don't know if they were considered to be classified information of the movements of British Naval personnel during WW2 or not, and censored for this reason. The two letters that were sent to my mother by people who the triumvirate had met during their journey, authenticates the chronology of the trip.

The first, a 2 page typed letter from Timothy J Wade, of Ferryland, Newfoundland and dated 27th October, 1941. He wrote to say "Not to worry", that my father "will get along ok" and that "He had personality and plenty of good common sense".

The second was a handwritten 2 page letter on headed notepaper from Mrs Margaret Rawlinson of 102 Blount Street, Edenton, NC and was dated 12th December, 1941, (coincidentally, my father's 31st birthday), in which she stated that my father "Looked a picture of health". She also referred to the fact that "Japan and Germany have entered war upon America and these are indeed, troublesome times, the whole world is in chaos". This letter was in fact sent just 5 days after Pearl Harbour had been bombed. The quotes mentioned are extracted from the letters which were sent to my mother to reassure her of my father's wellbeing. These letters are still in my possession.

On the completion of the refit, HMS Queen of Bermuda with my father on board, sailed from Newport News, heading for the South Atlantic Ocean to investigate reports that German ships were raiding whaling Stations on St Helena, South Georgia, and the Falkland Isles. I wrote an article about this in *A People's History: Glanymor & Tyisha*. Book 13.

My father's service on HMS Queen of Bermuda lasted until 3rd May 1943, when he was transferred for a short time to HMS Victory. Subsequently, he joined HMS Redpole, a modified Black Swan Class Sloop, on the 22nd June, 1943, where his wartime service continued, in various part of the world, until his discharge on the 28th December, 1945, after the cessation of WW2. Including convoy duty on HMS Redpole on the D. Day landings.

I have contacted Mr Mike Goodman, the Executive Editor of the Daily Advance in Elizabeth City, NC, regarding the newspaper article and he has replied saying "I will see if we can work on what is certainly an interesting story".

We are indebted to all serving personnel during WW2, including the support from home, for the sacrifices each and every one made, on our behalf, during what was a long and harrowing five years of conflict.

2NAB/SC 1058/44

RE NO
ONE

22921

If a copy of this Form is required
Form S. 1243 is to be used

S. 459 (Revised—August, 1939).

26 APR 1944

CERTIFICATE of the Service of

SURNAME (In Block Letters)	CHRISTIAN NAME OR NAMES
LLOYD	Reginald Sidney

in the Royal Navy.

NOTE.—The corner of this certificate is to be cut off where indicated if the man is discharged with a "Bad" character or with disgrace, or if specially directed by the Admiralty. If the corner is cut off, the fact is to be noted in the Ledger.

Port Division Portsmouth

Man's Signature on discharge to Pension

Official No. TX 284848

Date of Birth 12 December 1910

Nearest known Relative or Friend.
(To be noted in pencil.)

Where born (Town or Village) Llanelli

Relationship: Wife

(County) Garmarthen

Name: Helen Ann

Address: Glanmor Villa

Trade or occupation on entry Millbroom Hand

Glanmor Rd.
Llanelli
S.S. Wales

Religious Denomination

All Engagements, including Non-C.S.,
to be noted in these Columns.

Swimming Qualifications.

Date of actually volunteering	Commencement of time	Period volunteered for	Date.	Qualification.	Signature.
1.	<u>4 June 1941</u>	<u>Entered under NS (AF) Act 1930</u>	1.		
2.	<u>5 1075 N° 202956 issued 2/11/45</u>		2.		
3.			3.		
4.			4.		
5.			5.		
6.			6.		

Medals, Clasps, &c., L.S. and G.C. Gratuity. (see also Page 4).

Date received or forfeited	Nature of Decoration	Date received or forfeited	Nature of Decoration

Description of Person	Stature		In	Colour of			Marks, Wounds, and Scars
	Feet	In.		Hair	Eyes	Complexion	
On Entry as a Boy.....							
On advancement to man's rating, or on entry under 28 years.....	<u>5</u>	<u>6</u>	<u>36</u>	<u>Dark</u>	<u>Brown</u>	<u>Waxen</u>	<u>Scars inner side of wrist</u>
On re-engagement or re-entry for C.S. or for Non-C.S. after attaining 28 years.....							

Certificate of Service

Name *Reginald Sidney LLOYD*

Name of Ship. (Tenders to be inserted in brackets)	Substantive Rating	Non-Substantive Rating	From	To	Cause of Discharge and other notations authorised by Article 606, Clause 9, K.R. and A.I.
<i>Raleigh</i>	<i>Grd: Smr</i>		<i>4 June 41</i>	<i>6 Aug: 41</i>	
<i>Victory I</i>	<i>---</i>		<i>4 Aug: 41</i>	<i>4 Sept 41</i>	
<i>---</i>	<i>--- R.D.F.</i>	<i>R.D.F.O.</i>	<i>5 Sept: 41</i>	<i>15 Sept 41</i>	
<i>Queen of Bermuda</i>	<i>---</i>		<i>16 Sept 41</i>	<i>3 June 42</i>	
<i>---</i>	<i>A.B. ---</i>		<i>4 June 42</i>	<i>3 Dec: 42</i>	
<i>---</i>	<i>Sdg Smr ---</i>		<i>4 Dec: 42</i>	<i>3 May 43</i>	
<i>Victory</i>	<i>---</i>		<i>4 May 43</i>	<i>21 June 43</i>	
<i>Windsor (Rushpole)</i>	<i>---</i>		<i>20 June 44</i>	<i>29 Feb: 44</i>	
<i>---</i>	<i>---</i>	<i>R.P. (P)</i>	<i>1 March 44</i>	<i>31 Aug 44</i>	
<i>---</i>	<i>---</i>	<i>---</i>	<i>1 Sept 44</i>	<i>15 Sep 44</i>	
<i>Sealark (Rushpole)</i>	<i>---</i>	<i>---</i>	<i>15 Sept 44</i>	<i>25 Jan 45</i>	
<i>Lyne (Rushpole)</i>	<i>---</i>	<i>---</i>	<i>26 Jan 45</i>	<i>30 Apr 45</i>	
<i>Windsor (Rushpole)</i>	<i>---</i>	<i>---</i>	<i>1 May 45</i>	<i>13 Oct 45</i>	
<i>Pembroke</i>	<i>---</i>	<i>---</i>	<i>14 Oct 45</i>	<i>28 Dec 45</i>	

Released
Class A
12364

Date	Wounds received in Action and Hurt Certificate; also any meritorious Service, Special recommendations, Prize or other Grants; temporary advancements to local (acting) ratings, with inclusive dates.	Captain's Signature
<i>3 Sept 44</i>	<i>Awarded W.S. (3)</i> PAYMENT OF WAR GRATUITY AND P.W.C. AUTHORISED ON..... <i>9/3 1946</i>	<i>R.H. Harris</i>

Certificate of Service

4.

Name Reginald Sidney LLOYD Conduct.

Second Class for Conduct (inclusive dates)

From	To

Character and Efficiency on 31st December yearly, on final discharge, and other occasions prescribed by regulation. If qualified by service and recommended for Re-engagement or for Medal and Gratuity, "R.R." or "R.M.G." to be awarded on 31st December and final discharge, if not, a line to be drawn across column.

Character is assessed as follows:—V.G., Good, Fair, Indifferent, Bad.

Note as to method of assessing Efficiency.

Superior—above average efficiency.
Satisfactory—average efficiency.
Moderate—less than average efficiency.
Inferior—inefficient.

Variations in efficiency are often explained by the fact that the man had recently been promoted—see pages 2 and 3—and had not gained sufficient experience in his new position to justify a higher award than that actually assessed.

Good Conduct Badges

Date	1st, 2nd, 3rd.	Granted, Deprived, Restored	Character	Efficiency in Rating, noting substantive rating in brackets	whether R.R. R.M.G. or no	Date	Captain's Signature
18 Sept 44	1st	Granted	V.G.	NA (Ord Inn)		31 Dec 41	
18 Sept 44	1st	Repaired	V.G.	Sat. (Ord Inn)		31 Dec 43	
18 March 45	1st	Restored	V.G.	Pot (Lag Sea)		31 Dec 44	
			V.G.	Sat. (Lag Sea)		28 Dec 45	

Certificate of Service



Devonport Training Barracks 1941

My Father Reg Lloyd is seated in the 2nd row, 4th from the right.

3 British Sailors see their 1st Football Game

Rugby Players Start Trek Into State but Linger Here All of Leave

Three British sailors, who came to Elizabeth City as the first leg of a jaunt across North Carolina, have been impressed with the town to the extent that they didn't go any farther.

They said they could find no better place than this community to spend their fortnight's leave.

They might properly represent the British Isles with the single omission of the Irish Free State. They are: David Fuller, a wine merchant in London before the war, who is from Brighton, Sussex, England; Reginald Lloyd of Llanelly, Wales; and Martin Phillin, who volunteered at the age of 17, of Alloa, Scotland.

Their little Pan-Anglo Saxon saga began on arriving in St. Johns, Newfoundland. They were detached from a British destroyer on convoy duty in the North Atlantic, and ordered to proceed to Newport News, Virginia, and report to the certain converted armed merchant cruiser being fitted out there.

After a two day trip by rail, they crossed by ferry to Sydney, Nova Scotia and then on to St. John, New Brunswick, where they took a train to Boston. At twelve, midnight, Halloween night, they crossed the United States border at Vaceboro, Maine, arriving at Boston at 6:20 where they immediately caught the train for New York.

The train was crowded with fans bound for the Notre Dame-Army football game from whom they learned quite a bit about the American offspring of their own rugby. Martin Phillin, the young Scot, had played rugby in National matches before and all three knew how to play.

However, they did not see their first football game until they watched Elizabeth City rout Tarboro.

Upon arriving at Newport News they reported to their ship and were given two week's leave.

Through chance acquaintances with shipyard workers from North Carolina they subsequently gained a favorable impression of the Old North State. In fact, they decided to devote their leave to a sally into Tar Heelia to see for themselves. Arriving in Elizabeth City, they were impressed to the extent that they didn't get any farther.



The three sailors who undertook the journey from the UK to Newport News V.A., U.S.A.

Left: Reginald Lloyd, right: Dave Fuller, bottom: Martin Phillin.

Carolina Gardens

P. O. Box 337

Elizabeth City, N. C.

ALBERT E. BELL

Business card of Mr. Albert E. Bell who they met in Elizabeth City.

The article from a newspaper local to Elizabeth City, possibly the Daily Advance.

Ferryland, Newfoundland,
Oct. 27th, 1941.

Dear Mrs. Lloyd:

I have just met a very splendid fellow
from the Royal Navy, and he hails from Llanelly, Wales.

He is good looking, perfectly groomed,
has a beautiful brogue and personality plus.

And he is your husband, and I'm
sure that you must have been very happy with him, and he
is one of the finest fellows that I ever met.

Part of a letter to my mother from Timothy J. Wade.



Postcards sent to my mother by Timothy J. Wade.



Boston Mass date stamp 9.00am, 1st November 1941



New York date stamp 8.30pm, 1st November 1941



Washington date stamp 11.00am, 2nd November 1941



Postcard from Christchurch Elizabeth City with a message from G.F. Hice; "May God Bless You Always".

MRS. E. T. RAWLINSON
102 BLOUNT STREET
EDENTON, NORTH CAROLINA

U. S. A.
Dec 12/1941

Dear Mrs Lloyd.
You will wonder who this letter is from and when you read it you will find it contains good news. About ten days ago your husband along with his other British sailors arrived in Edenton, they were on a fourteen day furlough and thought they would like to see some of the Southern States. So landed here.

Part of a letter to my mother.



My Mother Helen (Neill), nee Llewellyn, formally of Glanmor Villa. Circa 1931.



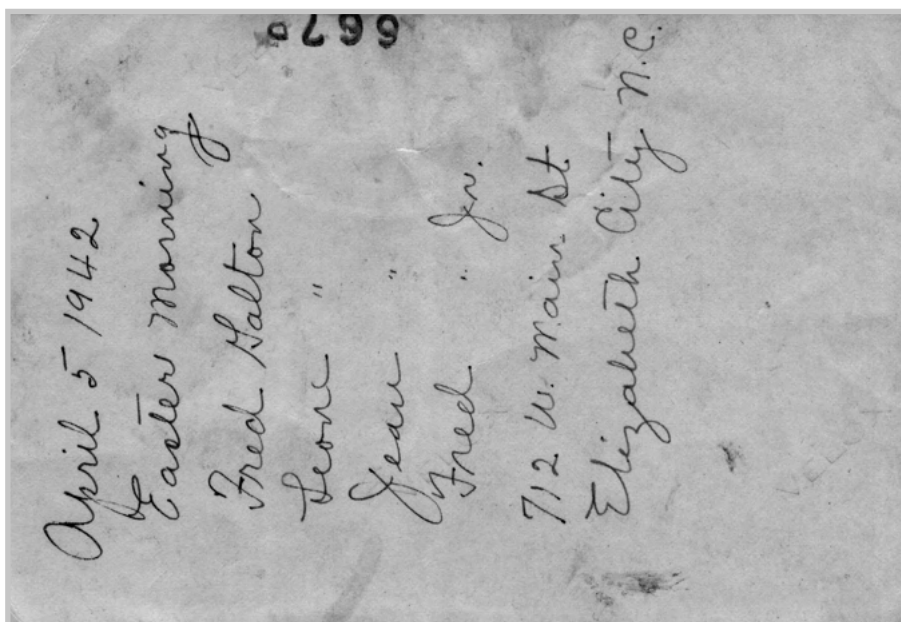
My Father Reg, (right), with his cousin Glan Sims (centre), and an unknown man at a photographers studio. Circa 1935.



The Dalton Family

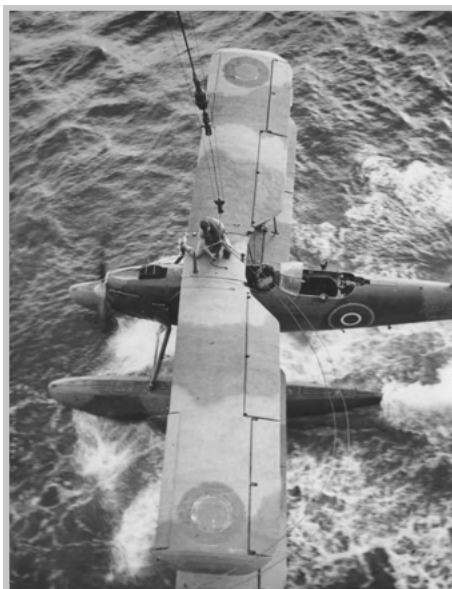
Fred, Leone, Jean and Fred jnr., who resided at 712 W. Main Street, Elizabeth City N.C.

Easter morning, 5th April 1942, who befriended the trio in Elizabeth City.





Catapult and hanger with Fairey Seafox Reconnaissance spotter seaplane mounted on H.M.S. Queen of Bermuda after modification at Newport News, Virginia, U.S.A.



Hoisting aircraft onboard H.M.S. Queen of Bermuda



Fairey Seafox Reconnaissance spotter seaplane on tow at Freetown, West Africa.

Addendum A

These are additional post cards which my father purchased en-route from St. John's, Newfoundland, Canada to Newport News, U.S. during his epic journey.

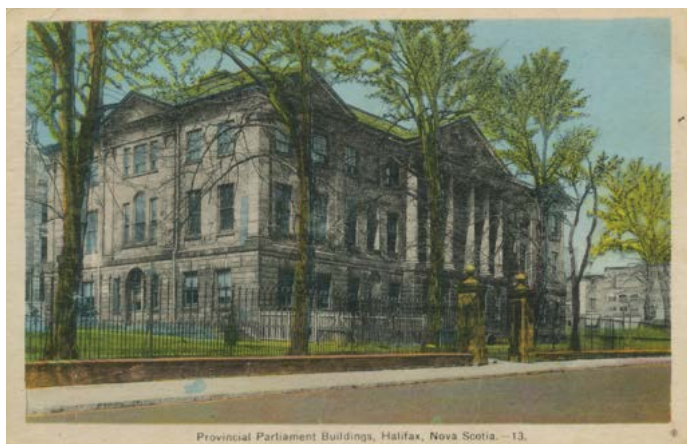




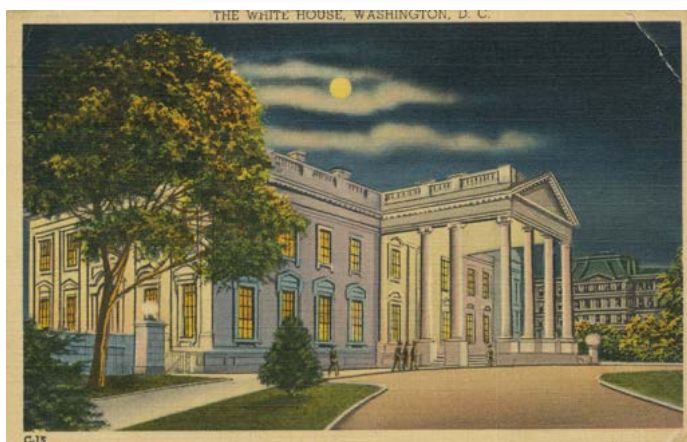
Ocean Liner and The Nova Scotian Hotel, Halifax, N.S.—R.C.A.F. Photo.—10.



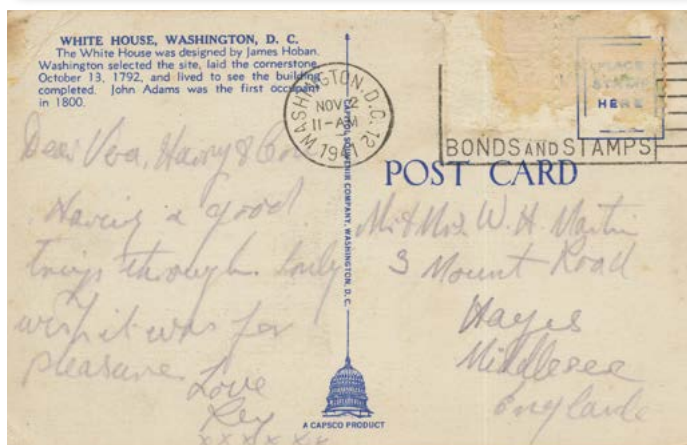
Aerial View of Exhibition Grounds, Halifax, Nova Scotia.—59.—R.C.A.F. Photo



Provincial Parliament Buildings, Halifax, Nova Scotia. - 13.

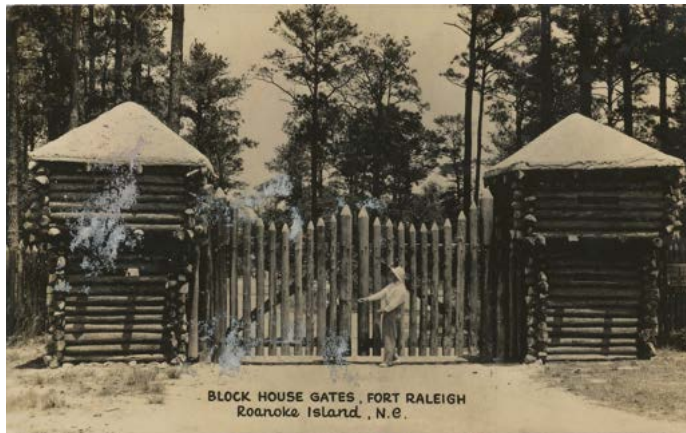


C-15



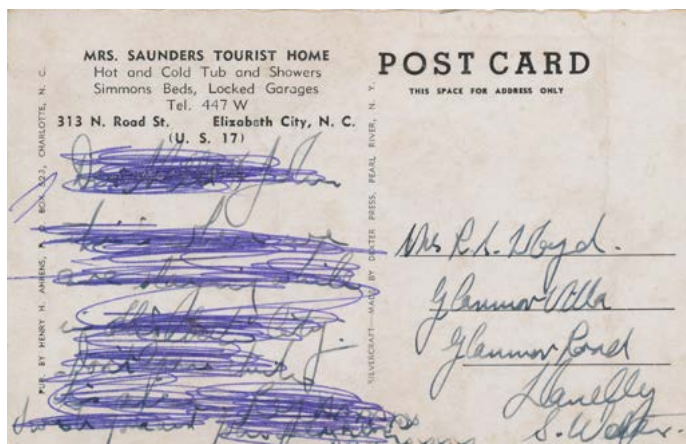






The 354th anniversary of the birth of English civilisation
in America 1587 - 1941





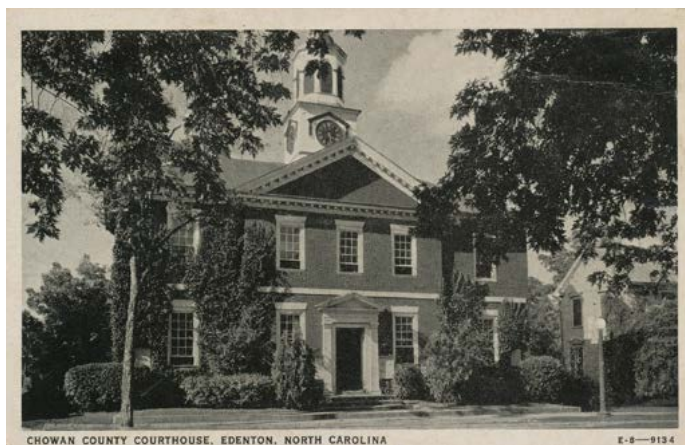




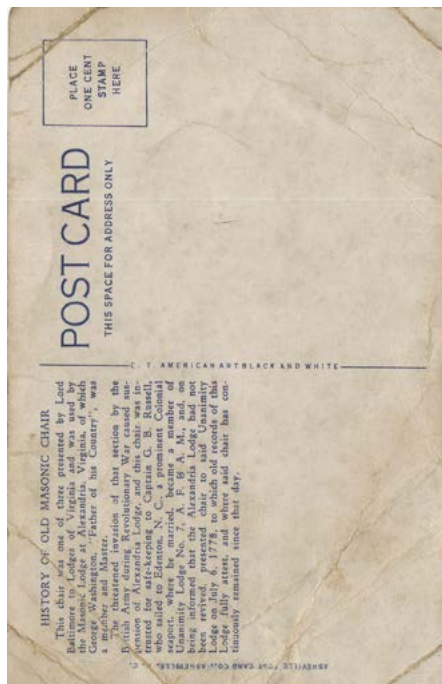
Part of a shipment of forty five cannon purchased in France for the Continental Army.







Built in 1767. The walls of the Assembly room are a fine example of early American paneling. The Masonic Lodge room contains George Washington's chair, presented in 1778.





U.S.S. Enlisted Men's Barracks Norfolk Navy Yard, Portsmouth, VA.

U. S. S. ENLISTED MEN'S BARRACKS
NORFOLK NAVY YARD

No. R D F
A. LLOYD Rate StE

This entitles bearer to leave ship on liberty if entitled to liberty; and, if ship is at a Navy Yard, to pass through gates. To be shown to O. O. D. when leaving, and dropped in check box on return to ship. Use of this card for other than authorized liberty or by other than the person named is an offence.

Lieut. H. J. Neidiss, U. S. N.
N. Nav. 493—Rev. Jan. 1937 Executive Officer. 4-8117

SIGNATURE _____

DATE OF BIRTH _____

LEFT FOREFINGER _____ RIGHT FOREFINGER _____

GPO 4-8117

Pass that entitled my father Reg Lloyd to leave the Barracks, while temporarily based there during his journey from St John's, Newfoundland to Newport News, VA.

The following letter shows the full script of the one sent to my mother in 1941. Only an extract of this letter was printed in Book 16 due to space restrictions.

MRS. E. T. RAWLINSON
102 BLOUNT STREET
EDENTON, NORTH CAROLINA

U. S. A.
Dec 12/1941

Dear Mrs Lloyd. You will wonder who this letter is from and when you read it you will find it contains good news. About ten days ago your husband along with two other British sailors arrived in Edenton. They were on a fourteen day furlough and thought they would like to see some of the Southern States. So landed here. My husband got in touch with them and brought them home to dinner. I can assure you we had a grand time asking questions about England. For there will always be an England and an Englishman in every part of the globe.

We came from Manchester England but have been in America nearly thirty years so you can imagine our feelings when we meet some one from home. My husband had the afternoon off work so showed the boys around. This is a very historical town with much English history attached to it.

They met lots of nice people & everybody
was kind to them. They returned to
headquarters that night.
You will be getting some post-cards
of this town for they carried quite a
number away with them.

I must tell you that your husband
looked the picture of health & was
very happy but wished he could
spend more time with you & the baby.

I invited them to spend one Sunday
with me before leaving for Bermuda.
The plum puddings & cakes are all ready
for them. I hope they can come.

Their plans may be changed now that
Japan and Germany have entered
war upon America. These are indeed
troublesome times, the whole world is
in a chaos.

The boys have promised to keep in touch
with me no matter where they are.
I want to be their ever mother this
side of the Atlantic.

I trust these few lines will be of some
comfort to you.

With best wishes for Imos and a

Peaceful New Year.

Ever
Yours Very Sincerely
Margaret Paulson

The properties at the following addresses can be visited on Google Earth:



102 Blount Street, Edenton, N.C.
and
712 W. Main Street, Elizabeth City, N.C.



My father's Naval Service on HMS Queen of Bermuda during WW2 continued until 3rd May, 1943, with deployment on duties in many parts of the world including:

- Free Town, West Africa
- Bahia, Brazil
- Bermuda
- Cape Town (Naval Base at Simons Town) S.A.
- Durban, S.A.

And, also, Montevideo, Uruguay where he saw the wreckage of the Admiral Graf Spee at the Port after it was scuttled by its Captain Hans Langsdorff after being damaged in the Battle of the River Plate in 1939.

The wreckage was resting in shallow waters with its superstructure remaining above the water line.

On the 4th May, 1943, my father was transferred from HMS Queen of Bermuda to HMS Victory for seven weeks before joining HMS Redpole, a modified Black Swan Class Sloop, on the 22nd June, 1943, as a radar operator with Signals Branch. The build of the ship had been completed and it was launched on 25th February 1943, from Yarrow's, Scotstoun, Glasgow Shipyard and Acceptance Trials commenced on 26th June 1943, with my father as a member of the crew.

His service on HMS Redpole lasted from 22nd June 1943 until 13th October 1945 and he was finally discharged from the Royal Navy on 28th December 1945.