



1943 - 1978

Abnaki Courier

March, 2013

Phone--- 515-210-9780

Annual dues \$15.00

E-mail--- Marcemgr@Yahoo.com

If the last line on your address label is not (2012) or greater you may owe some dues. Send dues to:

Ruiz, Marce ---- 2555 142nd ST ---- Urbandale, IA 50323



Second Call

For the 25th annual Abnaki Reunion

Charlotte, North Carolina

Wednesday September 25, - Sunday 29, 2013

Your Host

Hyatt Place Charlotte City Park
4119 South Stream Blvd
Charlotte, NC 28217
Telephone 704.998.0173
Fax 704.357.1488

Room Rate: \$91.05 **including tax**
REMEMBER! It is your responsibility
to make your room reservations!!!



1967

Asa was the Engineering Officer from 66-69. He has a lot of Sea Stories about his time aboard Abnaki. Hopefully we can get him to jot a few of them down for the Courier. Anyway, a big **thank you** to Asa and Joan for volunteering to host this reunion.

Joan Myers Asa
Mike Doug Diana

For more information write Asa at: 10126 Loch Lomond Dr. Charlotte, N C 28278
or e-mail: asamyers@carolina.rr.com or phone: 704-583-0733

This is our hotel

Complimentary Wi-Fi available throughout the hotel

42" flat panel HDTV

e-room with complimentary computers and a printer

Complimentary onsite parking

Complimentary shuttle

Outdoor swimming pool



Conveniently located just five miles from the Charlotte Douglas International Airport and eight miles from uptown Charlotte.

New Gallery Menu, Fresh 24/7 with mouthwatering options including our signature flatbreads & more

New complimentary a.m. Kitchen Skillet, featuring freshly prepared breakfast sandwiches, waffles, French toast, pancakes and steel cut oatmeal, is available daily in our Guest Kitchen

Plan of the Day Preview

Remember, there is a lot of good stuff to see in the Charlotte area so why not come early and/or stay late. The negotiated room rates will be good for 3 days before and three days after the reunion. If you are arriving by air just call the hotel @ 704.998.0173 and tell them you need a ride. Can't be much easier than that☺ After a few minutes you will arrive at the hotel and then a quick check in and then on to your beautiful suite. All with a kitchenette and fridge, plus a living area with a pullout couch for grandchildren or other guest. Bring them all, the more the merrier☺ And then, starting: Wednesday, we suggest that you check out the hospitality room ASAP, which will be open from 10:00 until ???, for self-registration, enjoy some refreshments, and perhaps listen to a Sea Story or two. (Dinner is on your own) You probably should hit the sack fairly early to get refreshed in preparation for some great days ahead.

Thursday. Start the day with a free and leisurely breakfast (Included with the room) and then at 10:00 we're off to the Carolinas Aviation Museum. Mr. David Sanderson, will meet us there and give us an up close and personal account of flight 1549 that Captain Sullenberger chose to ditch in the Hudson River. David was on the flight and has a wonderful talk that you don't want to miss. We will use the Hotel shuttle for those who can't or do not wish to drive. After David's talk you are free to tour the rest of the Museum and return to the hotel whenever you wish. Lunch is on your own.



All 155 people aboard Flight 1549 survived the crash landing in the Hudson River

17:00 we will meet in the hospitality room for the official welcome aboard (Meet & Greet) and enjoy ????

Friday: This is a history Day, (*There will be a quiz*) ☺ At 09:00 Bus leaves for Kings Mountain National and State Parks, Blacksburg SC. The Battle of Kings Mountain was fought on October 7, 1780, and destroyed the left wing of Lord Cornwallis' army, effectively ending Loyalist ascendance in the Carolinas. The victory halted the British advance into North Carolina, forced Lord Cornwallis to retreat from Charlotte into South Carolina, and gave General Nathanael Greene the opportunity to reorganize the American Army. The age of the soldiers engaged in the battle here ranged up to 50 years old. Mary Patton, a woman from Tennessee made the gunpowder used by the Americans.



One of the historic farm sites

We have reserved one of the pavilions in the State Park for our Cook-out. After we have toured the Battle Field we will meet at the Pavilion and CHOW DOWN on some of the best BBQ (*Beef, Pork and/or Chicken with all the trimmings*) in the state. Our cook-out will be catered by Courtney's BBQ in Clover, SC (*Asa's home town for 14 years*). This is my all-time favorite BBQ restaurant. The Pavilion is handicap accessible with sidewalk from the parking lot to the shelter. The mountain has a 1.5 mile hike around the battle area and takes about 1 hour, with many markers. After lunch we plan to return to the hotel.

Saturday: At 08:30 we will have a brief crew meeting and then the day is yours to do about anything that is on your mind. *Joan wants to take a group to The Billy Graham Library. It can be any afternoon with 2 hours free, or on Saturday. It is free, but she needs to know how many wants to go so please check the box in the registration form.*

18:00 we will all gather for the banquet and a blast.

Stay tuned for more info in the next edition!!!

USS Abnaki (ATF96) Reunion Registration Form

Please complete the following form and return it ASAP to....

Asa Myers 10126 Loch Lomond Dr. Charlotte, N C 28278

For more information e-mail: asamyers@carolina.rr.com or phone: 704-583-0733

Please make check payable to: USS Abnaki Reunion Association

**To insure your reservation for these activities this form must be returned no later than 8-1-2010
All prices include Tax & Tip**

Day	Time	Event	Cost	Time	#	Total
Wednesday	10:00	Registration	\$10.00	X		
Thursday	10:00	Carolina Air Museum tour	\$10.00	X		
	17:00	Welcome Aboard Party	\$15.00	X		
Friday	09.30	Kings Mountain Tour	\$30.00	X		
Saturday	To Be Announced	Billy Graham Library	Free			
	18:00	Banquet	\$30;00	X		
Sunday		Breakfast, Checkout, Farewell				

There is no registration fee for anyone under eighteen.

Total \$ _____

THE BANQUET WILL BE SERVED BUFFET STYLE

Banquet Menu

**Hickory Smoked, Baby Back BBQ Pork Ribs, Buffalo Style Chicken Wings, Pot Roast
Corn on the Cob, Homemade Baked Beans, Potato Salad, Cole Slaw, Dinner Rolls, Texas Toast,
Chocolate Chip Cookies, Homemade Brownies**

Please feel free to bring as many guests as you like including but not limited to Parents, Grandparents, Children, Grand Children, Great Grand Children, Cousins, Uncles/Aunts, Friend's Friends or relatives. . Reunions are for kicking back and relaxing, so bring them on!!! The more the better!

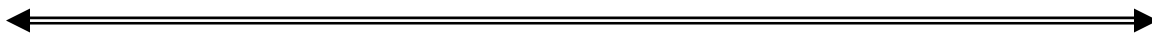
Please!!!

See page #2 for a brief description of these events

Please show you and your guest's name the way you want them to show on the "Name Badges"
Also show your **name, rate and year/years** served aboard Abnaki. (Show "P" for Plank Owner)

Please type or print

Use a separate sheet for additional names



Don't forget!

As usual, we will be having our Saturday evening raffle. You really don't want to miss out on this because no telling what kind of TREASURE you might come up with. So ... if you would like to contribute something to be raffled for this worthwhile cause, bring it on!

Also, once again the sponsors are inviting you to bring along a few of your favorite treats to share in the hospitality room. And... don't forget to bring along the recipe. As a matter of fact, even if you can't bring the treats, bring along the recipe anyway. We know that space limitations will prevent a lot of you from bringing something, or... if you are just not into that sort of thing, not to worry, we understand☺

U.S.S. Abnaki ATF-96

Asa Myers
Chief Engineer, 1966-69

This is a story about the exploding steering engine on the Abnaki while deployed to the Western Pacific in 1967.

While preparing for deployment our ORI inspection included a Full Power run. It was probably ordered by COMSERVPAC who was up on the hill above Pearl Harbor rather than our boss COMSERVRONFIVE, located on the Naval Base where we could walk over when we needed too.

We deployed on schedule and had a very interesting deployment, one thing after another, we were very busy with towing and salvage.

But eventually we ended up in Subic Bay for an extended rest, that's when the idea of a "backing down FULL Power Run" was conceived. It started in the wardroom with a conversation about the ORI inspection we had went through before deploying. The Captain suggested maybe there should have a backing down full Power run as well as the regular full power run. I objected, but then the Captain argued that there must be something wrong with the steering engine. But they were both doing fine and we were shifting port to starboard daily on odd and even days. Needless to say I lost that argument. Our six way valve was pretty worn but we were scheduled for overhaul when we returned to Pearl so I thought it would be OK until then. Well... the Captain stated that we were going to sea and have a day of exercises for the crew and... our backing down full power run.



Asa
1966-69

When it came time for the backing down full power run I informed the skipper that I would be in the steering room, "just in case". Sure enough just a few minutes into the run the rudder started creeping over a few degrees then all hell broke loose as the rudder slammed to the starboard side with a huge bang. The return line to the oil tank ruptured and the tank which was round with flat ends suddenly became concave on each end. Since it had no inlets into the ends, we did not replace it. The worse part of the deal was that when the return line exploded it had enough pressure to atomize several gallons of oil. I was covered, the steering room was covered and a cloud of oil blew out of the hatch which I had left open while I was in the steering room. The bridge thought there had been a real explosion, Thank God there was no fire.. Since the return lines were low pressure we were able to repair them ourselves, the cleanup took a few days.



Asa
2012 Reunion

After the disaster with the full power run, (in reverse). We were towed back to the dock in Subic Bay and the engineers were very busy for the next few days, we got help from the repair facility. In the next day or so we removed the six-way valve to the machine

shop, to have the cut taken on it that I had been putting off until we got back to Pearl Harbor.

The morning after we delivered the valve to the machine shop during breakfast the Captain got a message that asked if we could respond to distress calls from a merchant ship a few hours from Subic Bay. The XO and I were in the wardroom and in on the conversation, I reminded the Captain that the steering engine was disabled. His response was... "Get it back together".

I called the machine shop, they had just set it up in the lathe and were expecting to start machining it on the day shift. I stopped them and directed them to bring it back to the ship. Meanwhile in the damage control manual we found a diagram and description of an emergency steering set-up using the electric winches on the fantail and an emergency wrench that was bolted to the bulkhead down in the steering room. The Bos'n got going setting that up, including the chalk marks on deck to show the degrees. We got under way and needless to say this was truly a desperate action, it works but the orders are no way normal as they move from the OOD to the fantail and are executed by the winch operators. Luckily we had not cleared the bay when we were released from the emergency operations and returned to the dock. The six-way valve was returned to the machine shop and our steering was soon back to normal.

Later on the same cruise we had a small matter where we were sent to help two other salvage vessels who were already in beach gear. They suggested that we lay to, until they made their first pull. Our skipper decided to go ahead and get into beach gear. I am not so sure what happened next but, we dropped our beach gear anchor too late, then on the way into the beach we encountered very strong surf and went aground. The ARS got out of his Beach gear, Turned to sea and a Helicopter came to help and we sent our tow line over to him and he was able to pull our stern toward Sea, and back us off. As soon as we got to a sheltered harbor we sent divers down to check the screw and rudder. I remember that the screw was OK, but when we returned to Pearl, we went onto the rail drydock. As we docked I was on the ship and the Ship Superintendent called me and said, Chief you better get down here. He thought it was a miracle we had made it back from Westpac, our Skeg was bent about 18" to Starboard. "Skeg... part of the ship connecting the keel with the bottom of the rudderpost."

This is my memory and in no way do I think everyone one who served with me on USS Abnaki would remember it as I do.

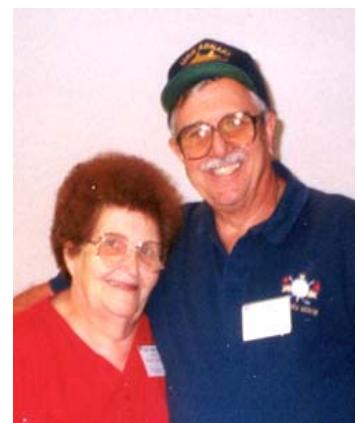


A Word about Ellie!

As most of you know Ellie Colombara underwent cancer treatment for the last several months. Now she is taking dialysis three times a week, each lasting about three and a half hours. She wants to let everyone know how much she appreciates all the cards, letters and words of encouragement she has received.

Ellie was with Joe when he sponsored the first Abnaki reunion and has been to every Abnaki reunion except one. They missed the 2000 reunion due to an injury Joe suffered when trying to do some plumbing work in his house and could not make it to Birmingham.

Ed Note: Ellie has been the "Official Photographer" at all those reunions and has kept albums of each one. She is truly MAMA Abnaki© so keep the correspondence coming!!!



*Ellie & Joe
A few years back*

Another Great Abnaki Story!

Jim Thompson
1970-71

In mid-1970, I was transferred from the USS Conserver ARS 39 to the USS Abnaki ATF 96. I was a 3rd Class Engineman. Eloy Ramirez had been on the USS Bolster ARS 38, but was now on the Abnaki as a 3rd Class Damage Controlman. Since we were the only two divers and both Snipes, we spent a lot of time together on the ship and on liberty.

Eloy never had a bad day and was a good friend and partner. We did hull inspections and pier work in all the places we went. We spent a lot of time in Vietnam.

The ship went to Ream Cambodia to pick up two 75' landing crafts and take them to Singapore. On this trip, we both had underway duty. All was normal until about 0200 when we got bells to go from Full to 3/4 to Stop and then to full back. This was serious because you never back up with your tow wire out. I ran up on the port side to see a USNS going down our bow with bright red sparks flying. That big ship never slowed down! I am sure that when they reached their destination with a large gouge on the starboard side, there was some explaining to do!

All was well and then on to Singapore. We spent a few days there and then headed south to cross the Equator and have a party. We were Shellbacks! I have the date - Friday, August 13th 1971 - tattooed on the outside of my right leg.

We were back in Pearl Harbor on October 20th. Donna and I got married on October 23rd. Eloy and three-fourths of the crew were there. We had a sword salute with six officers. I got an early out on December 1st 1971. Eloy got out in 1972. We kept in contact with each other and with our good friend EN2 Andy Slaney.

It had been almost 41 years since I last saw Eloy. Last week, we were in Roswell NM and stopped by his house. Eloy has a wonderful wife named Hilda. They have 5 children, lots of grandchildren and two great dogs. Eloy is a retired Roswell Fireman.

Today is December 1st 2012 and I have been out of the Navy for exactly 41 years.

During the month of December, I am officially Santa Jim. We took this picture at the Cattle Baron restaurant in front of their Christmas tree.



Jim & Donna's Wedding
Pearl Harbor
October 23, 1971



Eloy, Hilda, Jim, Donna
12-1-2012

In Memory



Thomas, Tom 58-59

Slaney, Andrew 68-72

Although Tom Thomas (The Snipe) was only able to attend one Abnaki reunion, (*Pendleton, OR*) He has had a great deal of influence in the success of the Abnaki Association. Several years ago he built the Abnaki Website and has maintained it over the years along with printing and mailing the Courier for me. He continued to work on ours, and other, projects until just before he died on Christmas Eve 2012. Tom touched many lives and was indeed a true and loyal shipmate!

A lot of people have contacted me wondering why they cannot get something done in the website, pictures, crew list, etc. Well.... Now you know the reason. We still have a great website but nobody knows what to do with it. Art Holstein has volunteered to take over that task and will get it up and running ASAP☺ Although no fault of his own the Snipe took all the passwords with him, so... Art may have to start from scratch, so hang in there, be patient and I will let you know as soon as it is up and running again☺

Uniform Supplies

The following items may be ordered from the Abnaki (*Joe Colombara, Supply Officer*) supply department.

Allow 60 days for the delivery of orders. Orders will be delivered to the reunion at the below prices.

If you wish to have your order shipped please see shipping and handling charges below.

Please indicate size---Small---Medium---Large---Extra Large---XX Large (All Super Quality)

Polo - Shirts

Color	Logo Colors	Quantity	Size	Cost	Total
Navy Blue	Gold Name, Number, Ship			\$27.00	
Navy Blue	Gold Name, Number, Silver Ship			\$27.00	
White	Navy Blue Name, Number, Ship			\$27.00	

Note: Add \$2.00 Ea. For XX Large Sizes.

Sub-Total _____

Caps

Color	Logo Colors	Quantity	Size	Cost	Total
Navy Blue	Gold Name, Number, Ship		X	\$14.00	
Navy Blue	Gold Name, Number, Silver Ship		X	\$14.00	
White	Navy Blue Name, Number, Ship		X	\$14.00	

If your order exceeds the schedule shown below contact Joe Colombara

Sub-Total _____

S & H-Charges, One shirt, or one shirt and one cap \$7.50. Two Caps \$5.00. One cap \$5.00-Grand Total _____

(Please enclose check with order)

Please mail or call orders to: Joe Colombara, 720 E. Country Ln, Collinsville, IL. 62234

Phone 618-344-8869 . E-mail..... joec96@att.net

Note: Make check payable to Joe Colombara. All profits go directly to the Abnaki Sailors Association.

Special

Jackets - light quilted with full embroidery on the back. \$75.00

\$80.00 with your name on right breast (Includes Shipping)

Special Notice

Joe's supplier has notified him that he will need a minimum order of four jackets so... please give him a call before ordering jackets.

"Life, Liberty and the Pursuit of Anyone Who Threatens It"



Important

USS Abnaki (ATF 96)

If the last line on your address label is not (2013) or greater you may owe some dues.
Send dues (\$15.00) to: Ruiz, Marce ---- 2555 142nd ST ---- Urbandale, IA 50323

B. "Pete" Pilgrim 46-49
U.S.S. Abnaki (A.T.F. 96)
4746 "E" Ave. N.E.
Cedar Rapids IA. 52402