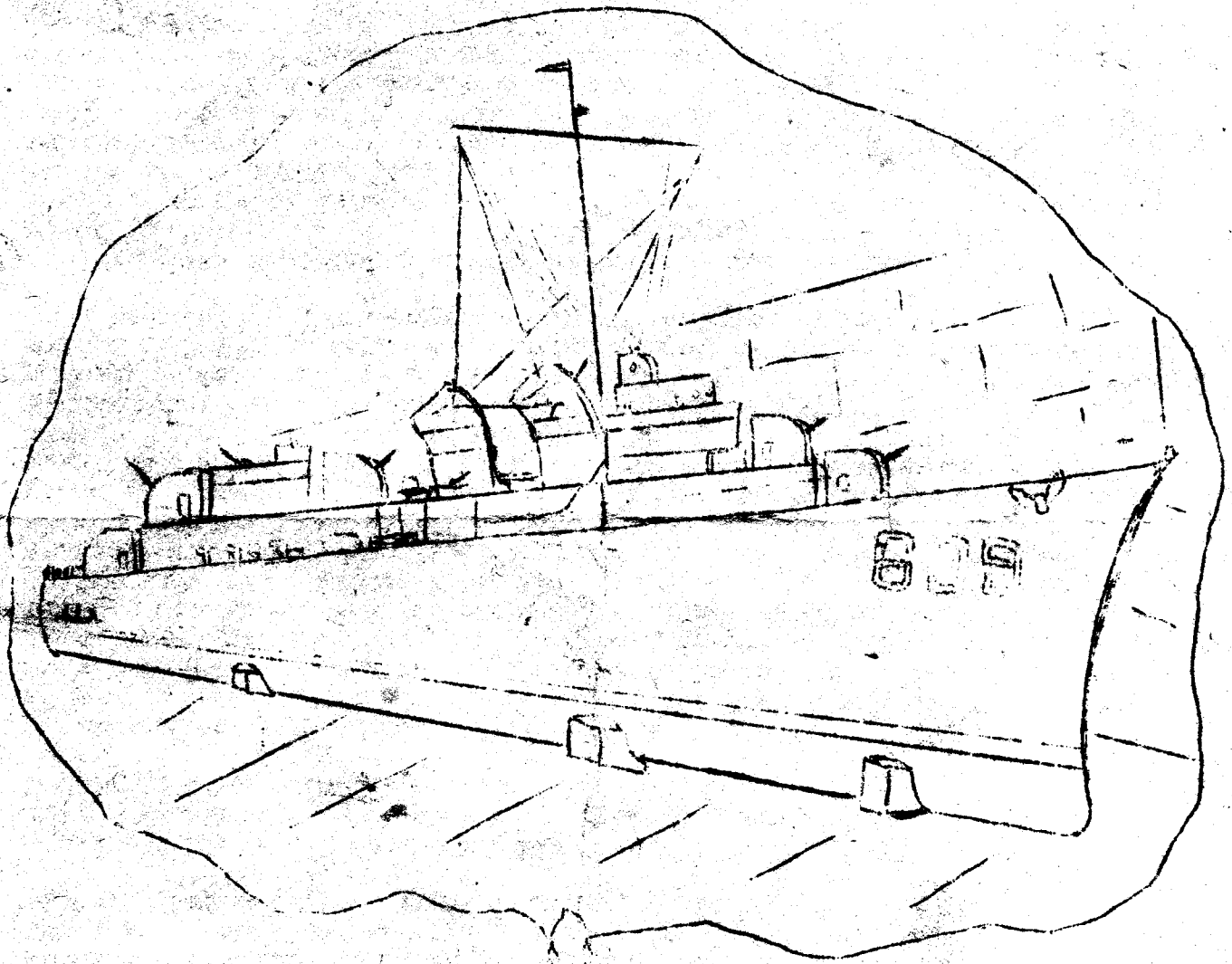


1945
BOSTON

APRIL
23

1945
MANILA



Commodore Joel ABBOT, U.S. Navy

Born 1793 - Died 1855

Joel Abbot was born in Westford, Massachusetts, 18 January 1793. In 1812 Mr. Grace, the Preceptor of Westford Academy, sent a communication to the Trustees saying: "He had excluded from the school a young man (Joel Abbot) who had neglected to attend the meeting on Fast Day, in order to procure a company of young men to train on the common in the forenoon, and for entering the meeting house in the afternoon in an improper dress, being partly military, also for aiding and assisting in firing a blunderbuss several times in the street, not far from the meeting house, soon after the meeting on that day, and for refusing to make any written acknowledgment of the impropriety of his conduct."

He married on 1 January 1820, his first wife was Mary Wood of Newburyport, and his second wife was Laura Wheaton of Warren, Rhode Island. He died in Hong Kong, China on 14 December 1855.

Joel Abbot was appointed a Midshipman at the outbreak of the second war with England in 1812, and was ordered to the frigate "PRESIDENT", as Aid and Signal Officer to Commander RODGERS who impressed by his zeal and efficiency, recommended him to Commander Mc Donough, then in command of the Naval Forces on Lake Champlain. Learning that the British had accumulated a large supply of spars at Sorel, Mc Donough sent for Midshipman Abbot and asked if he was willing to die for his country. "Certainly, Sir, that is what I came into the service for", was the answer. ~~McDonough then told him what he wished done, and young Abbot, disguised as a British Officer, entered the enemies lines, taking the risk of being hanged as a spy in case of capture, discovered where the spars were stored, and destroyed them.~~ Such were the hardships and dangers encountered during the expedition that when he reported to his Commanding Officer he was in a state of prostration from the effects of which he was long in recovering. For the exploit and for gallantry in action off Cumberland Head, 11 September 1814, he was promoted to Lieutenant, and Congress voted him a handsome sword.

During the remainder of the war he had no further opportunity for distinction, though at one time he quelled a formidable mutiny. In December 1818 he was placed in charge of a 30-gun pirate craft, the "MARIANNA" captured by Commander Stocton off the African Coast. On the voyage to Boston part of his crew mutinied and the pirate prisoners succeeded in wrenching off their irons during a terrible gale. Notwithstanding the seemingly hopeless state of affairs, Lieutenant Abbot regained command of the crew, kept the mutineers at bay, and brought his ship safely into port. In 1838 he was appointed Commander, serving on the various foreign squadrons and from 1839 to 1842 was in command at the Boston Navy Yard.

In 1852 he commanded the MACEDONIA in the Japan expedition, succeeding Commander Perry as flag officer of the squadron. During this critical period of our relations with China he was often called upon to perform delicate diplomatic duties, discharging them to the complete satisfaction of the Government. He probably shortened his life by devotion to the interest of commerce in personally superintending the placing of buoys and a light ship in the harbor of Shanghai, which for the first time, then had its channels and sailing course properly defined.

FROM BOSTON TO MANILA IN TWO YEARS

It was on a typical, blustery, New England afternoon that the "Mighty A" first felt the supporting hand of the waters of the Kennebec River. At 12:50, Wednesday, 17 February 1943; with a light breeze blowing a few falling snowflakes lazily across her bow, the ABBOT slid from the ways, in the North Yard of the Bath Iron Works. The Sponsor was Mrs. Grace Abbot Fletcher, of 33 Miller St., Warren, Rhode Island. She is the great-granddaughter of the late Commodore Joel Abbot, U.S. Navy, after whom the "MIGHTY A" was named. Hundreds of spectators, lining the ways and crowded along the Kennebec Bridge, cheered loud and long, as, accompanied by the Martial Music of the Bath Iron Works Band, the U.S.S. ABBOT made her maiden voyage with flags fluttering in the breeze.

After two months and six days, during which time the finishing touches were made and equipment added by B.I.W. Yard Workers and blue jackets assigned to the ABBOT, the routine tests were made, and on 23 April 1943, the ABBOT embarked on her first salt water voyage, manned by the Bath Iron Works' crew, and carrying the pre-commissioning detail of officers and men.

Of the 15 officers and 42 enlisted men assigned the task of helping the Bath Iron Works add the finishing touches and procuring and installing the necessary equipment during the period 17 February and 23 April 1943, date of departure, only 4 officers and 15 men are still fighting it out with the ABBOT, they are - Officers: Lieut. BARANGER, Lt. (jg) WINKWORTH, Lt. (jg) MELBY, and Lt. (jg) KOSTER. Enlisted men: Gunner AUTEN (Then CFC), BOOTY, CMM: COOPER, MM1lc; EADS, CMT; EAMES, Y1lc; HOULD, CMM; JOHNSTON, CMM; KOVACH, MM1lc; LORANGER Y1lc; MC DONALD, CMM; MONTIJO, CMM; MOYE, ST1lc; NAKO, MM1lc; PAULSEN, MM1lc, and WILSON, W.J., MM2c.

At 1430, 23 April 1943, the crew of the ABBOT mustered on main deck parades, and the Marine Guard and Boston Navy Yard Band took their designated stations to await the arrival of the Captain of the Yard. At 1500 the Captain of the Yard arrived, accepted the ABBOT from the Bath Iron Works' Representative, and read the orders to place the ship in commission. The Executive Officer, Lt. GABBERT, then directed the band to play the National Anthem. As the band struck the first note of the National Anthem, WOOSLEY, SM1c, hoisted the Ensign, HOULD, QM2c, hoisted the Jack and DAVIES, QM3c, hoisted the Commissioning Pennant. Upon the completion of the Honors and at the end of the Anthem, the Commanding Officer, Commander C.E. CARROLL, U.S. Navy, read his orders and assumed charge of the ship.

The Captain directed the Executive Officer to set the Watch, the Chief boatswain's mate piped "All Hands" and passed the word "First Section, set the Watch". The first watch comprised as follows: Officer of the Deck, BM of the watch, QM of the watch, SM of the watch, six side boys, forecâstle sentry, fantail sentry, Engineer Officer of the Watch and Engineer ratings as directed by the Engineer Officer.

After the watch was set the Commanding Officer addressed the crew and the Chaplain delivered the invocation, completing the commissioning ceremonies. The crew was dismissed from quarters by their Division Officers and billeting and outfitting was resumed.

FROM BOSTON TO MANILA IN TWO YEARS (Continued).

After about three weeks of yard availability in South Boston, the ABBOT proceeded to Casco Bay where its "Green" crew was slowly whipped into shape by frequent and seemingly unending GQ's, many of them in the wee hours of the night. It required a lot of work and many hours of drilling to mold the ABBOT's "Semi-going Civilians" into efficient Sailors, as only 88 members of the crew had had previous sea duty, and only 33 of that number had ever served on "Cans" before. But no matter what the odds were, the ABBOT graduated from her shakedown-training cruise in mid-June, and received a high mark from Admiral MAYO, Commander Destroyers, Atlantic Fleet.

The ABBOT received her first real assignment in July 1943, it was then that she penetrated the "South Seas" and the crew got its first treat of "Rum and Coca Cola" Trinidad way. The highlight of the trip was experienced when she made her speed run on the wild goose chase for the Jerrie Submariners which came to a negative end; took us into August, and Boston again. We did feel pretty "Salty" on those few days leave before departing Boston for the "Indian Country" didn't we? It was a blow to "Orts Grill" and "Scully Square" when the inevitable happened in early September - the ABBOT went to war, but all good things can't last forever can it fellows....

The ABBOT lost its first Skipper in August 1943, and Lt-Comdr. DORNIN took command and guided her through the "Ditch" and into the Pacific Ocean. Did get a chance to hoist a few in Balboa and San Diego and then off to Pearl for an "Indian Hunt" assignment.

The ABBOT, after giving Honolulu a treatment like only Boston has ever experienced, set off to pay the Japs their dues by treating them rough on WOTJE and TAROA with almost five weeks of continuous shelling during the first couple months of 1944. That job soon grew old and tiresome so the "MIGHTY A" set her course to the Southward and made the shores of New Guinea, Guadalcanal, Admiralties, supported the Hollandia Operations, took a trip to the New Hebrides for a period of "rest and recuperation" and then set her course to the Northward again in early June 1944. After a brief stay in KWAJALEIN, she set off to see what damage she could inflict on the Nips in the Marianas, arriving there one day after the history making 500 Japanese plane attack. The "A" shepherded the "Baby Flat-tops" around there until August, getting an assist in shooting down a "Betty" during a night attack.

Pearl Harbor welcomed the ABBOT back in mid-August and after a short period of much appreciated recreation, we set off once more for the "Bad lands".

The ABBOT's "Big moment" came in October 1944 when she participated in the invasion of LEYTE, and was on hand on "D" day to give a hand to the assaulting doughboys of Uncle Sams Army.

Did lay over in Hollandia amongst the forgotten for about 3 weeks in December though, after being left alone, deserted by the rest of the Squadron far away from the Mainland and those we love. Fate finally caught up to us, and our Christmas dinner was served at sea. Those who had worried about having enough time in the Philippines Area to be eligible for the Philippine Liberation Ribbon were relieved of all their worries in January when the ABBOT participated in the LINGAYEN Operations, getting a good taste of beans and rice, and the rice and bean combination.

FROM BOSTON TO MANTUA IN TWO YEARS (Continued).

member of the Western Defense Force, the ABBOT rolled up the following invasions to her credit before celebrating her second birthday: Lingayen, Luzon; Mariveles Bay, Batan; Corregidor, highlighted by the capture of three Japs by the ABBOT; Palawan, P.I.; Zamboanga, Mindenao; and Cebu City, Cebu, P.I. I think the "Jim Farley" assignment which followed will be remembered long by all hands and need no special comment.

The ABBOT has made a good record for herself during her first two years in the naval service and lets hope that she will continue with her good work in the twelve months to come, and make her 3rd anniversary the best yet.

STATISTICS FROM SHIP'S OFFICE:

Wearing out one typewriter a year, ship's office has put out a lot of work and news, both good and bad. From the joy spreading side, 22 officers have been promoted, 10 enlisted men have been given commissions, 9 chief petty officers advanced to pay grade one, and 527 men advanced in rating. The 96 men who have been over leave accounted in part for the 27 Summary Court Martials, 16 Deck Court Martials, and 121 Captain's Mast's. As a result, 15 men have been reduced in rating and 51 days have been spent in the cooler.

Today we have 19 officers and 296 men spread thinly over the 48 states and on other ships in the Navy, and I know they would certainly wish the "Mighty A" the best of luck on this, her second anniversary. We have welcomed aboard, since commissioning, 21 officers and 256 enlisted men, all of whom have certainly pitched in and helped make our stay here as pleasant as possible.

Fifteen men have been discharged honorably, and only one has been crazy enough to go back home, the others reenlisting on board immediately. One man, unable to make up his mind, has extended his enlistment, and three of our ship-mates have gone to His Fleet in a better world than ours.

With all the paper work over, we find we have on board today, 315 officers and men, 155 of them eye-witnesses of the commissioning ceremony.

STATISTICS FROM THE ENGINEERS, GUNNERS, AND STORES:

During the last two years 4,033,088 gallons of water, exclusive of boiler water, has been consumed on board. The Engineers have also burned up some 6,155,825 gallons of fuel oil to get us 129,448 miles.

We've been shaken up by 8,750 rounds of 5"/38 cal. ammunition, of which 4,500 rounds have been expended at Nips on the following Islands: WOTJE, TAROA, LEYTE, CORREGIDOR, CABALLO, CARABAO, EL FRAILE, CEBU and ZAMBOANGA. Supplementing the bark of the big guns, the 40mm's have coughed out 1,500 rounds at our honorable enemy. "So solly, please".

Here's a few figures from the supply office concerning chow to hold you over until figures won't necessarily mean chow: The men of the ABBOT have eaten \$148,966.50 worth of food. Each man has towed away 2½ bags of beans, 14 bags of flour, 320 pounds of sugar, and 120 pounds of coffee during the last two years. During the past year the Supply Department has served 325,527 meals.

"FARGO DAYS"
by A. Plankowner.

A more whirling example of confined confusion than that presented in Fargo Barracks, Boston, during the period just prior to the ABBOT's commissioning, would be difficult to cite. Fargo's 5th deck was inhabited by some 200 prospective ABBOT Sailors still clinging with their pre-commissioning training while torn between the memory of last night's escapade and the anticipation of tonight's re-attack.

HOFFMAN, our genial and tireless yeoman, had everyone enrolled in dozens of schools. Eventually, the system was bound to catch up with you long enough for a Liney film on tracer control or a lecture on A - N. Daily, we all got more than our fill of that Wrens, Engine, Fuselage, and Tail routine. The crowning blow was struck the day Spikes, after an hour of chasing, searching, and out-maneuvering, rounded up twenty hapless individuals to stand a two hour security watch. Rough was the battle of South Boston.

As the Commissioning date approached, scuttlebutt mounted. The ship had thirty-five guns and could do forty knots!! God help the Germans when we got through the nets! A few lucky fellows were selected for the armed guard crew on the run down from Bath. They got a chance to feed the fish a couple of weeks earlier than the rest of us. Every time a destroyer appeared in the Bay, some sharp-eyed window gazer would yell, "here she comes - six - two - nine!"

Finally, on schedule, she did stand in. In a body, we left Fargo far behind and got down to the serious business of commissioning our ship. In no time at all, we found ourselves in watch rotation parties, and that routine that definitely curtailed our nocturnal activities. Right about here we learned how many box cars it takes to stock a ship and how to make the best of a well earned liberty.

Boston will always be thought of as "our port" but on this, our second birthday, any ole port would look good - even to the most enthusiastic Silver Dollar Sailor. I'm sure all the planks look forward to putting in another hitch at "The Fargo" eventually.

NEW DUTY ASSIGNMENTS OF "EX-ABBOTEERS"

Raymond Teevan, SK3c,
Supply Depot,
Naval Aux. Air Station,
Fallon, Nebraska.

R.E. Johnson, OMLc
U.S.S. SNOWBELL (AN 52),
Fleet Post Office,
San Francisco, Calif.

Ensign A.V. HOFFMAN, USN,
U.S.S. CLEARFIELD (APA 142)
Fleet Post Office,
San Francisco, Calif.

Lt. (jg) G.P. Mac Knight,
S.S. CHRISTOPHER GALE,
% Postmaster,
San Francisco, Calif.

Leo G. Bodnar, EM2c,
U.S.S. MARVIN H. McINTIRE (APA 129)
Fleet Post Office,
San Francisco, Calif.
