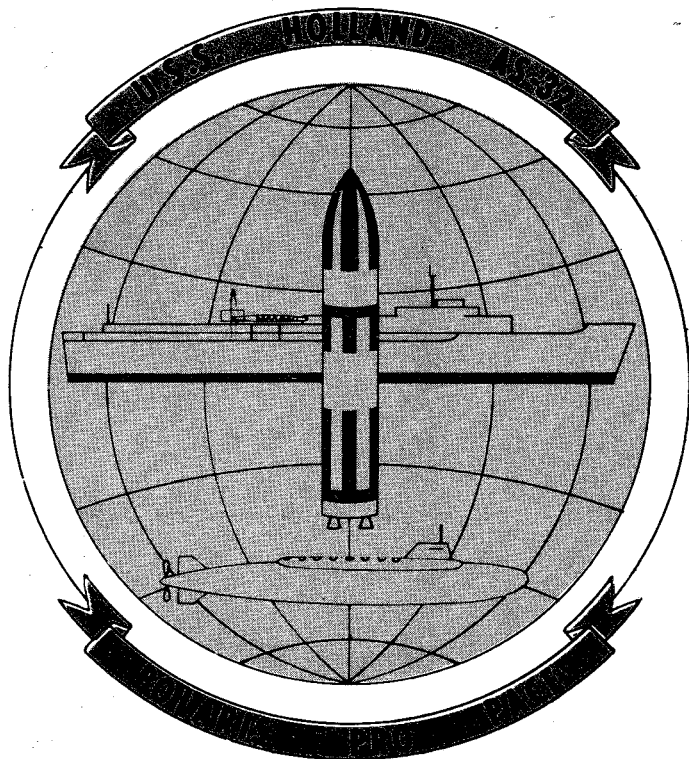


# U.S.S. HOLLAND (AS-32)



**WELCOME ABOARD**

# U.S.S. HOLLAND (AS-32)

A FLEET BALLISTIC MISSILE SUBMARINE TENDER  
OF  
SUBMARINE FORCE, UNITED STATES ATLANTIC FLEET

## SPONSOR

MRS JOHN C. STENNIS

WIFE OF MISSISSIPPI'S UNITED STATES SENATOR

<b>KEEL LAID</b>	<b>LAUNCHED</b>	<b>COMMISSIONED</b>
5 MARCH 1962	19 JANUARY 1963	7 SEPTEMBER 1963

## COMMANDING OFFICERS

CAPT. CHARLES W. STYER	7 SEPTEMBER 1963 - 8 AUGUST 1964
CAPT. WILLIAM M. PUGH	8 AUGUST 1964 - 12 AUGUST 1965
CAPT. ERIC M. HOPLEY	12 AUGUST 1965 - 8 AUGUST 1966
CAPT. JOHN B. PADGETT	8 AUGUST 1966 - 7 OCTOBER 1967
CAPT. ROBERT D. STEELE	7 OCTOBER 1967 - 31 MARCH 1969
CAPT. ROBERT D. RAWLINS	31 MARCH 1969 -

LENGTH, OVER-ALL	599 FEET
BEAM	83 FEET
DISPLACEMENT	18,700 TONS
PERSONNEL STRENGTH	50 OFFICERS, 1073 MEN

## WELCOME ABOARD

In behalf of the United States Navy, the Commanding Officer welcomes you aboard and hopes that your visit will be both interesting and enjoyable.

### SHIPS NAMED HOLLAND

The first HOLLAND initiated the "Silent Service" of the U.S. Navy. The little cigar shaped submarine was launched in 1897 following many years of engineering design and tireless promotion by her inventor, John P. Holland. After extensive testing, the submarine was purchased by the Navy on 11 April 1900 for \$150,000 and designated the S-1. She was 53 feet in length and had a submerged displacement of 74 tons. A 45hp gasoline engine provided her with an 8 knot surface speed and a 60-cell battery powered an electric motor to give her a submerged speed of 7 knots. The little vessel is often referred to as the first "true submersible" and today's modern submarines have incorporated many of her design concepts. HOLLAND No. 1 was stricken from the Navy Register in 1910 and sold for scrap.

In 1926 the Navy launched and commissioned its second ship named HOLLAND AS-3. A 483 foot vessel with a unique clipper bow and displacement of 8,199 tons, she was the Navy's third ship designated as a submarine tender. The AS-3 was credited with almost single-handedly servicing and repairing allied submarines and other types of ships during World WAR II. In 1945 she was fitted out and redesignated a repair ship, the ARG-18, and served meritoriously in this capacity until decommissioning in 1947. She was stricken from the Navy Register in 1952 and later sold for scrap.

The ship you are on board today • HOLLAND AS-32 • is the Navy's third vessel so named. Designed from the keel up as a new type submarine tender, the AS-32 is one of the Navy's more complex surface vessels and provides facilities and support for Polaris submarines. In this support, HOLLAND acts as a combination ammo depot, supply center, shipyard and motel to her brood of subs as well as housing all the facilities of a small city which are available to her 1000 man-plus crew. While HOLLAND AS-32 is neither a submersible nor a combatant ship, she is nonetheless an indispensable part in support of our nation's first line of deterrence • the Navy's Polaris Weapons System.

## JOHN P. HOLLAND (1840-1914)

John Philip Holland, generally regarded as the "Father of the Modern Submarine," richly deserves the honor. Through him the U. S. Navy gained its first modern and successful submarine that became the nucleus of a mighty arm of "Silent Service"-- so vital to the cause of liberty and justice.

It is a question whether the Irish-born inventor is to be honored more for his engineering genius in perfecting the first "true submarine" or for his tirelessness in promoting it. His entire life was dedicated to both. Holland designed and built four submarines before his fifth was finally accepted.

Shortly after coming to the United States in 1873, he offered his submarine plans to the Navy but met his first of many rebuffs when they were turned down as a "fantastic scheme of a landsman."

Finally in 1895, Holland received a Navy contract to build a submarine according to Navy specifications. It was called PLUNGER and because the inventor's ideas were largely ignored it was abandoned as a failure. With little capital left, Holland began construction of a submarine of his own. This little 53 foot boat, called HOLLAND, was launched in 1897. It proved highly successful and following severe tests was purchased by the Navy for \$150,000. It had cost \$230,615 to build. A few months later, because of the little boat's success, six more HOLLAND type boats were ordered by the Navy.

To John P. Holland must be accorded the credit for bringing the submarine to its state of present design. Impressive proof of the little inventor's genius is to be found in today's modern, nuclear submarine like those of the LAFAYETTE Class. These nuclear boats are openly compared to the efficient, whale-like hull configuration, the single screw astern of the rudders, and the one-man control which had been typical in the original HOLLAND design.

