

# THE FLYING DUTCHMAN

## THE OFFICIAL NEWSLETTER OF USS HOLLAND AS-32



### Special Points of Interest

- More about the “Original Flying Dutchman” in our cover story.
- Thirty-four newly located shipmates are listed in the “Welcome Mat” on pages two and three. You probably will recognize some of them.
- Have you ever heard the Holland referred to as the “World’s Greatest Tender”? Find out how it got that name by reading Dick Gill’s letter in “Mail Call” on pages three and four.
- Learn about the USS Laffey, one of the ships on display at Charleston’s Patriots Point. You will visit it during your reunion there in February.

## THE ORIGINAL FLYING DUTCHMAN

CONTINUED FROM JUNE 2004 ISSUE

The tale of the Flying Dutchman has been elaborated by many writers, but it is more than a piece of fiction. The phantom ship has been seen many times— and there have been reports even in the 20th century, including the crew of a German submarine boat during World War II.

One of the first recorded sightings was by the captain and crew of a British ship in 1835. They recorded that they saw the phantom ship approaching in the blanket of a terrible storm. It came so close that the British crew feared the two ships might run into each other, but then the ghost ship suddenly vanished.

On 11 July 1881, the

Royal Navy ship H.M.S. Bacchante was rounding the tip of Africa, when they sighted The Flying Dutchman. The midshipman, a prince who later became King George V, recorded that the lookout man and the officer of the watch had seen the Flying Dutchman:

*“A strange red light as of a phantom ship all aglow, in the midst of which light the mast, spars and sails of a brig 200 yards distant stood out in strong relief.”*

It was a misfortune that the lookout saw the Flying Dutchman, for soon after on the same trip, he accidentally fell from a mast and died. Fortunately for the English royal family, the young midshipman survived the curse.

As recently as March,

1939, the ghost ship was seen off the coast of South Africa by dozens of bathers who supplied detailed descriptions of the ship, although most had probably never seen a 17th century merchant vessel. The British South Africa Annual of 1939 included the story, derived from newspaper reports:

*“With uncanny volition, the ship sailed steadily on as the Glencairn beach folk stood about keenly discussing the whys and wherefores of the vessel. Just as the excitement reached its climax, however, the mystery ship vanished into thin air as strangely as it had come.”*

The last recorded

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sighting was in 1942 off the coast of Cape Town. Four witnesses saw the Dutchman sail into Table Bay...and vanish.

*Conclusion in December 2004*

## FUNDS NEEDED FOR NEXT NEWSLETTER

Your help is requested for the future issues of the Flying Dutchman. We are requesting that each person receiving the newsletter contribute at least \$10.00 to its funding. The publishing of a newsletter is an expensive venture, but one that is very important for the vitality of a reunion group. Send contributions to ML&RS at the address below. Be sure to state that it is for the USS Holland Flying Dutchman newsletter.

Joe Garcia  
Reunion Coordinator

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*"Our Reunions Work So You Don't Have To"*

## FINANCIAL REPORT

Balance after 06/04 **Minus \$14.28**  
Funds received since 06/04  
**\$220.00**  
Funds available for 09/04 **\$205.72**  
Expended 09/04 newsletter-  
**\$306.60**  
**Balance for 12/04-Minus \$100.88**

**Funds will be needed for the 12/04 issue. No newsletter can be published if sufficient funds are not received.** Contributions should be made to ML&RS, address above.

## STATEMENT OF PUBLICATION

This is the official publication of the USS Holland AS-32. From now on it will be published quarterly in March, June, September and December, *subject to receiving sufficient funding*. The Newsletter is funded by voluntary contributions from the membership. All members are encouraged to support the voice of the Holland. A financial statement will appear in each of the following issues. **Send contributions to ML&RS, Inc. PO Drawer 11399, Hickory, NC 28603.**

The newsletter is intended to be a vehicle for the members to express opinions, make suggestions and especially share experiences.

Unless otherwise stated, the views and opinions printed in the newsletter are those of the article's writer, and do not necessarily represent the opinion of the Association leadership or the Editor of the Newsletter.

All letters and stories submitted will be considered for publication, except unsigned letters will not be published. Letters requesting the writer's name be withheld will be honored, but published on a space available basis. Signed letters with no restrictions will be given priority.

Letters demeaning to another shipmate will not be printed; letters espousing a political position will not be printed.

ML&RS, Inc is not responsible for the accuracy of articles submitted for publication. It would be impossible to check each story. Therefore, we rely on the submitter to research each article.

The editor reserves the right to edit letters to conform to space limitations and grammar.

You are encouraged to actively participate in the newsletter family, by submitting your stories and suggestions.

## CORRECTIONS

In the March 2004 issue of the newsletter, the nickname of the Lexington CV-16 was mistakenly reported as the "Gray Ghost." It should have been the "**Blue Ghost.**"

Also, in the Sentimental Journal, the term "crewmen" should be replaced with the term "**crewmembers,**" under the group picture. There was one female crewmember in the photo.

We apologize for the mistakes.



## WELCOME MAT

The following shipmates have been located since the last newsletter. Welcome aboard. Because of the large number of new names and the lack of funds, we do not have the space to print all the addresses. However, if you see someone whose address you would like to have, just drop ML&RS a note and we will send it to you. We welcome:

**Kenneth Jones**  
(1975-79) HT2 DC Div

**Rich Hackford**  
(1974-76) BMSN 2nd Div

**John Fossett**

**Tom Batchelor**

**Bobby Ridings**  
(1963-65) RMSN Radio

**Tuell Margo Dollan DM2**

**Angela Mancusco)Flewelling**  
(1992-94) SN Deck

**Gene Landrum**

**Charles Williams SK3 Supply**

**Jimmy Fox**

**Stephanie Brawley**  
(1990-92) SK3 Supply/S-1

**James Reilly**  
(1965-68) MM2 (SS) (DV)

**James Hines EM2**

**Thomas Lawson**  
(163-66) FTB 1 W-2

**Fred Wilson**  
(1967-70) EM2 R93

**Garry Fincher**  
(1982-84) EM3 E Div

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**Armando Demesa**  
(1974-77) ML3/E-4 Ops/R-1

**Phillip Goff**  
(1995-96) SK Supply

**Gwenna Asher-Kelton**  
(1987-90) MR2 10 D

**Pete Oldmixon**  
(1992-94) EM1 R-3

**Jerry Stout**  
(1993-95) CWO3 R-4

**Lawrence Woodward**  
(1963-65) MM3

**Steve Baxter**  
(1972-74) EN2

**Latonia Ollyhill**  
(1994-96) DP3

**Allen Fintzel**  
(1993-95) RMC Ops

**Patrick Irish**  
(1975-77) ENFN M Div

**Raymond Simpson**  
(1974-77) EN3 M/Engr

**Steven Miller**  
(1963-67) EN2

**John Montero**  
(1963-64) EN3

**Frank Mullis**  
(1963-65) DK3

**Bob Silvey**  
(1966-70) BM2 Deck

**Fred Baboo**  
(1963-64) FN E Div

**Joseph Carlos**  
(1970-72) BM2 1st Deck

**R.C. Woodberry**  
(1981-84) MM2



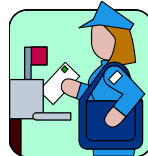
## TAPS

The Holland Flying Dutchman has learned of the following deaths since the last newsletter. Our deepest sympathy goes out to the families and friends of the deceased.

*Lt. Charles "Chuck" Emory  
Died March 21, 2004*

*Bill Cheavers MR2 (MRC)  
Date of death not reported*

Anyone who knows or learns of a shipmate's death, you are requested to notify the newsletter so that person can be listed in TAPS and also on the Honor Roll at the next reunion.



## MAIL CALL

Mr. Garcia,

I, Jesus M. Beltran, AK1, USN Retired, was on board the USS Holland (AS-32) from Aug '68 to May '71. I was in S-4 Division (Wardroom, Cabin Mess, and Supply Inventory Team). Also, I worked directly with the CO Captain Rawlins, Captain Dedrick (CO Subron 16) as Captain Steward before I switched to Storekeeper rating. I enjoyed my tour of duty in Rota, Spain on board the USS Holland. While serving in the cabin mess, I met and happily served some dignitaries such as: King Juan Carlos of Spain and his wife Queen Sofia, Under Sec of Navy John Warner (now Senator), Adm. Rickover (father of the Nuke Sub), CO of Spanish ship aircraft carrier Dedalo and other top brass admirals. I retired in June 1989. I am now in the federal government with the

DEA in Los Angeles Field Division.

Jesus Beltran  
129 Carr Dr Unit 3  
Glendale, CA 91205  
818-548-5558

Dear USS Holland Locator,

I'm sorry to inform you that Charles B. Emory, Lt. died on March 21, 2004. I wish he could have seen the newsletter as it would have brought back fond memories for him. Chuck was stationed on the Holland for a short time in transition from subs to shore duty in Charleston, SC.

Respectfully,  
Donna Emory (wife)  
730 Fischer Circle  
Sebastian, FL 32958  
emor808@bellsouth.net

Good Morning Jose,

I enjoyed the latest Flying Dutchman and thought that I'd share the source of where the title the "World's Greatest Tender" (WGT) came from for AS 32. This question has been around now for several years and although I've answered e-mails and two letters from old shipmates, I thought perhaps some others on the mailing list might have the same question.

While some are aware that it started in late 70's while Holland was at Site One (Holy Loch), many do not know the source of how it really became a true title in such a short time. After Holland came out of her overhaul at Puget in 1976 and arrived at Site One to relieve Canopus (AS 34), she had a lot of 'growing pains' and was not doing so well. During the late summer of '76, Commander Gene Lindsey reported as XO. He had previously been CO of Dolphin (AGSS 555). While Lindsey was CO of Dolphin, his XO was LCDR Roger Onorati. While Roger had been the third officer on Wahoo, the Wahoo got a new CO, Charlie Garrison. He

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started calling Wahoo the World's Best Diesel Boat. When Roger went to Dolphin as XO, and without a drop of remorse, he stole the moniker and named Dolphin the World's Greatest Submarine. Gene Lindsey picked up the title World's Greatest Tender from his tour as CO of Dolphin and so named Holland with the CO's concurrence. I was the Repair Officer on Holland during this '76 thru '78 time-frame.

In a very short period of time (less than 18 months), the crew on Holland in fact became not only part of the 'World's Greatest Tender', but in the summer of 1978 Holland was awarded the Battenberg Cup by the Commander in Chief, US Atlantic Fleet as "The Best" of approximately 240 Atlantic Fleet ships in overall Battle Efficiency performance and mission support for the year 1977. Obviously the title stuck and continued to be used for many years after.

Dick Gill  
 Captain, USN (Retired)

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## USS LAFFEY

One of the ships on display at Patriots Point in Charleston, SC, is the USS Laffey. Each of the four ships at Patriots Point offers its own distinct points of interest and are preserved to help all understand what life was like aboard. Read on for a brief description of the USS Laffey.

The USS LAFFEY was one of the most famous destroyers of World War II. She was named for Seaman Bartlett Laffey who distinguished himself in the Civil War. The first LAFFEY was sunk at Guadalcanal in November 1942.

This 2200 ton ship was the most heavily armed destroyer of World War II. She was built by Bath Iron Works, Bath, Maine. She joined the Fleet in February 1944. Some notable events in her career are as follows:

- Normandy invasion at Utah Beach
- Cherbourg bombardment
- Rescued a Japanese pilot while in the Pacific with Admiral Halsey's Third Fleet
- Supported the Army's 77th Division that landed at Ormoc on western side of Leyte Island
- Supported Army troops that seized Mindoro Island
- Escorted ships of huge armada that took Army troops to Lingayen Gulf

- for the invasion of Luzon
- Was with the fast carrier task force that raided Japan when our Marines landed in Iwo Jima.
- On the picket line at Okinawa the LAFFEY was subjected to a sustained attack by 22 Kamikaze suicide planes over an 80 minute period. Each enemy plane carried a bomb. Her gunners shot down 9 Japanese planes but 5 Kamikazes crashed their planes into the ship. Three others dropped bombs on her, jamming her rudder. It is estimated that at least two tons of explosives struck the ship. Thirty-two of her crew lay dead and another 71 were wounded. Famous historian Samuel E. Morison wrote, "Probably no ship ever survived an attack of the intensity she experienced." She received the highest award of any US ship can receive—the Presidential Unit Citation. She became known as "the ship that wouldn't die."
- She was also at Bikini for the atomic bomb tests.
- At Wonsan during the Korean War, she engaged enemy guns.

USS LAFFEY was decommissioned in 1975.



Jesus Beltran



## ZERO GRAVITY

When NASA first started sending up astronauts, they quickly discovered that ball-point pens would not work in zero gravity. To combat this problem, NASA scientists spent a decade and \$12 billion developing a pen that writes in zero gravity, upside-down, on almost any surface including glass and at temperatures ranging from below freezing to over 300\* C. The Russians used a pencil. Your taxes are due again soon—enjoy paying them.

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## USS HOLLAND REUNION

**FEB 17-20, 2005**

**CHARLESTON, SC**

**CHARLESTON RADISSON HOTEL**