

THE FLYING DUTCHMAN

THE OFFICIAL NEWSLETTER OF USS HOLLAND AS-32



Special Points of Interest

- The conclusion of “The Flying Dutchman” legend is the cover story. Now you know how your ship got its nickname.
- We welcome thirteen newly located shipmates in the Welcome Mat on pages two and three.
- Read about three more of the ships that you will visit if you attend the 2005 reunion in Charleston. Pages three and four will tell you about the USS Yorktown, the USS Clamagore and the USS Ingham.
- Pictures of the Holland and its 1963-64 crew are on page four. Maybe you will spot yourself somewhere!

THE ORIGINAL FLYING DUTCHMAN

CONTINUED FROM SEPTEMBER 2004 ISSUE

Many authorities have argued that the story of the Flying Dutchman has its origin in a real event, though there is very little agreement about what the event was. Further confusion is brought into the matter by the fact that there are many versions of the tale—in which the ship’s skipper is variously named Vanderdecken, Van Demien, Van Straaten, Van der Decken, or Van something else.

Another version of the legend that allegedly originated the whole affair is said to have happened in 1641, when a Dutch ship sank off the coast of the Cape of Good Hope. The story goes that, as the ship approached the tip of Africa, the captain thought

that he should make a proposition to the Dutch East India Company (his employers) to start a settlement at the Cape on the tip of Africa, thereby providing a welcome repose to ships at sea.

He was so deep in thought that he did not notice the dark clouds looming and only when he heard the lookout scream out in terror, did he realize that they had sailed straight into a fierce storm. The captain and his crew battled for hours to get out of the storm and at one stage it looked like they would make it. Then they heard a terrible crunch—the ship had crashed into treacherous rocks and started to sink. As the ship plunged downwards, Captain Van der Decken (or

whatever) knew that death was approaching. He was not ready to die and screamed out a curse: “I WILL round this Cape even if I have to keep sailing until doomsday!”

And, like in every version of the tale, this one also claims that even today whenever a storm brews off the Cape of Good Hope, if you look into the eye of the storm, you will be able to see the ship and its captain—The Flying Dutchman. Don’t look too carefully, for the old folk claim that whoever sights the ship will die a terrible death.

On yet another version, this one placed in the year 1729 (others say

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1680), the captain this time swears at the Devil, who then condemns him to sail the spectral seas forever. The Devil left him just one small hope; that only through the love of a woman could he be released from his curse.

So the unfortunate Dutch captain returns to land every seven years in a hopeless search for salvation, because the Dutchman can only find eternal peace in the arms of a faithful woman, Wagner's opera, "Der fliegende Hollander", is loosely based on this version of the legend.

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 and to the left. Be sure to state that it is for the USS Holland Flying Dutchman newsletter.

Joe Garcia
Reunion Coordinator

FINANCIAL REPORT

Balance after 09/04 **Minus \$100.88**
Funds received since 09/04
\$292.00
Funds available 12/04 **\$191.12**
Expended 12/04 **\$303.00**

Balance for 03/05-Minus \$111.88

Funds will be needed for the 03/05 issue. No newsletter can be published if sufficient funds are not received. Contributions should be made to ML&RS, address to the right.

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.

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



WELCOME MAT

The following shipmates have been located since the last newsletter. Welcome aboard. We hope to see you at the next reunion. You are invited to become an active member of the USS Holland reunion group.

Marvin Creggar (1965-73) ENFN R-2
104 Monroe Rd
Ladson, SC 29456
843-871-1419
Marvin.creggar@navy.mil

Julian Lemley
110 Juliette Dr
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Arvin Foes (1968-70) MR1
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Thomas Sellin (1963-66) MM3
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Horseshoe Bend, ID 83629
208-793-4076
tom@sellinag.com

Richard Alkire (1982-83)
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Ladson, SC 29456
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Thomas Frankford
(1964-66) FN R2 Shop 38
129 Ottoway Dr
Temple, TX 76501
254-778-6596
tfrankford@bazitv.com

Jerry Barbon
8018 64th Dr NE
Marysville, WA 98270
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Eugene DuCom (1988-91) PMA Repair
2131 Brighton Bay Trail W
Jacksonville, FL 32246
904-220-4640
geneducom@comcast.net

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Norman Schauer
450 N Corbin Rd
Post Falls, ID 83854

Frank Potts 91967-73)
100 Hounds Run
Goose Creek, SC 29445

Bill Sullivan
105 Lexington Pl
Goose Creek, SC 29445

Carroll Huddleston (1995-96) HTFN R-1
111 Court St
Joliet, IL 60433
815-726-7544
wollie25us@yahoo.com

George Turney
15400 NW Military Hwy
San Antonio, TX 78231
navy22turney@earthlink.net



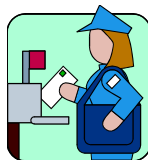
TAPS

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.

Robert Storm (1970-74) ETC
Died February 4, 2004

Dwight Brook (1964-66) ENFA
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

Dear Military Locator,

This is to inform you of the death of ETC Robert D. Storm. He passed away Feb. 4, 2004. He was crew member Dec. 70-July 74. I know Bob would have been excited about the reunion coming up.

Respectfully,
Jane Storm
421 Midway Circle
Brunswick, GA 31523

Karen,

I was a Mess decks Master at Arms on the Holland while it was stationed at Goose Creek. I was assigned the overnight crew that made sure the decks were cleaned and that the prep work was done for the next day's meals. Every Saturday night I sharpened all the knives for the cooks. I also introduced Iced Tea to the menu. I was responsible for adding items to the mid rats menus like grilled to order ham and cheese sandwiches. If the O2N2 plant was running, I made sure that they had hot rations because they had such a tight schedule. During the time I was attached, we managed to win two Ney awards for Food Service excellence.

Some may remember me as EN-1 Davies.

My wife and I are currently living in Fayetteville, NC where I work for a company that reworks HUMVEES. So indirectly I am still in government service.

Steven Davies
dieselsquid@yahoo.com

MORE SHIPS AT PATRIOTS POINT IN CHARLESTON

Four of the ships on display at Patriots Point in Charleston, SC are the **USS Yorktown**, the **USS Laffey**, the **USS Clamagore** and the Coast Guard Cutter **Ingham**. Each ship offers its own distinct points of interest and are preserved to help all understand what life was like aboard. In the September issue of the Flying Dutchman, a description of the **USS Laffey** was given. Below are descriptions of three other ships you will see in Charleston's Patriots Point.

USS YORKTOWN

The **YORKTOWN** (CV-10) is the tenth aircraft carrier to serve in the United States Navy. She was named for the old **YORKTOWN** (CV-5), lost while repelling the Japanese Fleet at the Battle of Midway in 1942. Built in Newport News, Virginia, as an ESSEX-class carrier, the new **YORKTOWN** was commissioned on April 15, 1943. **YORKTOWN** participated significantly in the Pacific offensive which began in late 1943 and ended with the defeat of Japan in 1945.

The 888-foot **YORKTOWN** displaced 27,100 tons during World War II and carried a crew of 380 officers, 3,088 enlisted men, and an air group of 90 planes. In the 1950s, she was modified with the addition of an angled deck for jets, which increased her tonnage to 41,000, and then she was converted into an antisubmarine carrier. In this capacity she served in the Vietnam War in the 1960s and recovered the Apollo 8 astronauts, the first men to reach the vicinity of the moon, in 1968. Decommissioned two years later, the **YORKTOWN** was towed from New Jersey to Charleston in 1975.

**2005 USS HOLLAND REUNION
CHARLESTON, SC, FEB. 17-20
CHARLESTON RADISSON HOTEL**

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USS CLAMAGORE

The World War II submarine **CLAMAGORE** (SS-343) was commissioned June 28, 1945. She operated in the Atlantic and Mediterranean throughout her entire career and patrolled tense Cuban waters during 1962. Twice modified into a Guppy II sub, she survived as one of the U.S. Navy's last diesel-powered subs until decommissioned in 1975. Her length is 325 1/2 feet, displacement over 1,800 tons, speed 20 knots on the surface, 10 to 17" submerged. Armed with ten torpedo tubes, she carried a crew of 8 officers and 72 men. **CLAMAGORE** was decommissioned at Philadelphia in 1975 and towed to Patriots Point in 1981. The **CLAMAGORE's** tour route covers her control room, berthing and messing areas, engine rooms, maneuvering room, and displays of submarine warfare.

USS INGHAM

This historic Coast Guard Cutter joined the Patriots Point Fleet in the fall of 1989. Commissioned in 1936, the **INGHAM** took part in 31 World War II convoys, six Pacific patrols, and three Vietnam tours. The **INGHAM** battled through the "Bloody Winter" of 1942-43 in the North Atlantic and was credited with the sinking of U-626. **INGHAM's** World War II service included the Mediterranean, Caribbean, Atlantic, and Pacific theaters. She was awarded the Presidential Unit Citation for duty off Vietnam. In recent years, the cutter tracked illegal boat immigrants and drug runners. Decommissioned in 1988, she now open for on-board tours.

Bobby Ridings sent in these pictures taken of the USS Holland AS-32 back in 1963 and 1964. The picture of the USS Holland is the original way she looked when it was placed in commission in 1963.

The next page is one of three sets of pictures taken at various times and put all together. We had room for only one of the collection. The others will be used in the next issue. Our thanks goes out to Bobby Ridings for these pictures.

