

THE FLYING DUTCHMAN

THE OFFICIAL NEWSLETTER OF USS HOLLAND AS-32



Special Points of Interest

- Jose Garcia reports on the officers' meeting that was held this summer. See the cover article for details.
- Gill Mauriello can tell you what the underneath of the Holland looks like. See his story in Mail Call on page three.
- Evelyn Gwynn shares her "tender tale" about the Holland in her letter on page three.
- A former Holland commanding officer is a published author. See pages three and four for details.
- Rod Kent relates his experience on the pre-com crew of the newly launched Holland, beginning in 1963. See page four.

PRESIDENT'S MESSAGE

On July 6, 2005, the "Group of Eight" (G8) arrived at Prestwick Airport, near Glasgow, Scotland for a very high level summit at Gleneagles that would have worldwide implications for many years to come.

Almost two weeks and a day later at the Drawbridge Inn and Convention Center, Fort Mitchell, Kentucky, another summit meeting took place to chart the future of the USS Holland (AS-32) Association. The four elected officers of the association, Jose Garcia (President), David Elrod (Vice President), Gary Stowe (Treasurer) and Ivan Harrison (Secretary) met to discuss the necessary goals for a successful organization and reunion next year. The meeting also provided an opportunity to in-

spect the location of the next reunion.

A wide range of topics were covered which included, but were not limited to, establishing by-laws, web site development, newsletter publication, ship's store, future reunions, additional elected and appointed positions, financial planning and ID cards. To continue the momentum from this meeting, other meetings are planned, either by conference call or in person, over the next twelve month period. At every reunion there will be a general meeting of our full membership to discuss and vote on various issues, but during the next twelve months there may be items that the general membership may be asked to ratify, either by ballot in the news-

letter, or by a special mailing if timing of the issue is such that it is justified. Beyond the first year and after the next general meeting, special elections or ratifications should not be necessary.

At this stage of our organization, active member participation is very important. All members are encouraged to contact other former crew members and encourage them to become active members. The future looks very promising for the Holland Association. The planning that is taking place now will go a long way toward making this a strong, viable organization that will generate an "esprit de corps" rivaling any other such

(Continued on page 2)

(Continued from page 1)
organization.

Jose Garcia
President, Holland Association
jgarcia0212@sbcglobal.net

TREASURER'S REPORT

Treasury Balance as of 9/06/05:
\$943.24

Paid Members: 75

Submitted by:

Gary Stowe, USS Holland AS-32
Treasurer

FINANCIAL REPORT

The cost of this issue is \$253.28.

From now on, the Association will be billed for the newsletter. **Do not send contributions to ML&RS, Inc. Send to:**

Gary Stowe
909 W New St
Palmyra, MO 63461.

NEWSLETTER TO BE SENT BY E-MAIL

In order to cut costs, the association has decided that from now on the newsletter will be mailed USPS only to those who do not have an e-mail address. Those with e-mail addresses will receive the newsletter by e-mail only. Therefore, we are asking that all who have e-mail be sure that we have your correct address. We sent out a test e-mail and got over 100 returned addresses as invalid. If you did not receive a test e-mail from ML&RS, Inc., please contact us at karenmlrs@charterinternet.com and give us your correct address. Thank you.

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

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 Gary Stowe, 909 W New St., Palmyra, MO 63461.**

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.

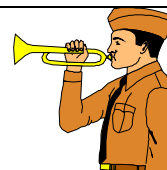


WELCOME MAT

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.

Terry Wagle
304 Parkway Ln
Pekin, IN 61554

Robert Bollinger (1965-67) TM1
PO Box 80
Weston, PA 18256-0080



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.

Glenn Keith
Died January 2005

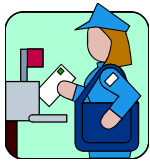
Captain J. S. Hart
Died February 1977

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.

USS HOLLAND REUNION

JULY 20-23, 2006

CINCINNATI, OH



MAIL CALL

From Gill Mauriello,

I served aboard HOLLAND when Capt. R. D. Steele was in command. Don't remember much about our XO (R. Goldman?) except that he was in trouble a lot. I have the distinct pleasure of having walked underneath HOLLAND. She was in dry dock at the Charleston Naval Shipyard during the 4th quarter 1968, resting on blocks. I remember one night going down into the pit and walking from amidships, port to starboard—beneath her. It was unbelievable.

I was assigned to RS (Repair Services) Division and worked in the Consolidated Technical Library and Microfilm Storage Facility. We kept microfiche drawings for all SSBN parts and also maintained a complete controlled set of Reactor Plant Manuals. It was great duty. Our Division Officer was Ensign Stephen Hobbs Paneyko. I believe he was from Fairfield, CT. He made "jg" by the time I left HOLLAND in December of 1968.

Fond memories. Good food. Lasting friendships. If I had to do it all over again, I'd choose to serve on the HOLLAND.

Regards to all,
Gill Mauriello
maurigp@internet-95.com

Ladies and Gentlemen,

In case you have not been informed, the USS Holland AS-32 Association has its own web site www.ussholland.org.

The site is quite basic at this time and several improvements are in the works, but unfortunately they will have to wait until I return from the wilds of Michigan's Upper Peninsula and my dial-up network prison.

The site works best on high speed systems right now, but I will be slimming down some of the higher sized

features when we get back to "Broadband Land."

Enjoy the rest of the summer.

John Streeter

A TENDER TENDER TALE...

Almost 25 years ago, on March 17th, 1978, my husband -- IC Cody Gwynn and I -- were to be married. He was serving onboard USS HOLLAND AS-32 -- which was stationed in Holy Loch, Scotland at the time. This was going to be an exciting day for both of us -- both for the obvious reason; and because of a bit of an unusual twist. So what is so unusual about two people getting married? In this case - not the "what" but the "where"...

The wedding itself was going to take place on board HOLLAND -- yes, on board the Sub Tender. We prayed that a white flag would not be showing, as one never knew when "operations" might take precedence. The "boomers" always came first-- and you know what that would have meant. The Captain at the time was Lawrence Wigley -- I must add right here that he was and is the best ever Captain of the USN: that gentleman was just that -- a true Gentleman. He was at the wedding which took place in the ship's chapel. Officiating the service was a local minister from my home town of Ayr, as the ship's Chaplain was unsure that this marriage would last a year. The Chaplain was Charles Marvin; a wonderful person, who -- in spite of his misgivings -- did stand in as my future husband's parent. What a guy, huh?

That day it was gently snowing, and I was as nervous as a long tailed cat in a room full of rocking chairs. When I arrived at the shore patrol shack at the end of the pier, some kind (in spite of being so cold) sailor gave me my first ever (and last) black coffee (yuck!)... which did nothing to calm my nerves. I was taken to the ship and escorted to this tiny metal room, and when I say tiny -- I

mean TINY: no room to swing a long haired cat in. My bridesmaid and I had been assigned this wee room to get dressed in, not at all glamorous, that I can tell you.

We were married at 2pm in the chapel -- then that sweet heart Captain Wigley loaned us his boat as our "limo" to get back to shore. The rest of the guests had to take the liberty boat but they didn't care -- they were having a blast.

On June 3rd, 1979, our daughter was christened by Chaplain Marvin -- the one who wouldn't marry us -- on the same spot where we had been married just over a year before: on board the WORLD'S GREATEST TENDER (that's what the welcome mat said). Our marriage is just one example that things "done" on HOLLAND -- were done RIGHT!

Well that's it. Hope that you enjoy this "tender Tendertale". God Bless and thank you for this lovely and interesting site.

Sincerely,
Evelyn Gwynn.
Roy, Utah

PREVIOUS NUCLEAR SUBMARINE COMMANDING OFFICER BECOMES AUTHOR

Captain Lawrence S. Wigley USN (Retired) recently had his novel published by Publish America. **MISSION COMPLETE** is a fiction novel but could be a true story. It revolves around the terrorist takeover of a U.S. nuclear attack submarine in Piraeus, Greece. The pirated submarine, still operated by an American crew under bondage, delivers an ultimatum to the President of the United States for a ransom of money plus the disarmament of the United States strategic nuclear arsenal.

(Continued from page 3)

If the ultimatum is not met, nuclear cruise missiles will be launched from the pirated submarine at four cities on the east coast of the United States. An American nuclear attack submarine seeks out, locates and then challenges the pirated submarine with a submarine duel taking place. The result of this conflict has the potential to change the status of the international free world.

Captain Wigley, a United States Naval Academy graduate, spent twenty-nine years on active duty with almost all the service being associated with submarines, including command of a nuclear attack submarine (USS Tullibee) for more than four years, command of the submarine repair ship in the Holy Loch, Scotland (USS Holland) and command of the construction and subsequent operation of the Trident Submarine Base in Bangor, Washington. This background provided the knowledge and insight to capture all the details to write a best seller.

The novel is available at Amazon.com, Publish America.com and local bookstores. ISBN 1-4137-4913-5, 228pp. For more information lswigley@aol.com and website <http://www.publishedauthor.net/lswigley>

Thank you very much.
Best regards,
Larry Wigley
lswigley@aol.com

BIRTH OF THE USS HOLLAND (AS-32)

Holland's hull was laid on March 5, 1962, as Hull 1095 at Ingall's Shipbuilding Corporation in Pascagoula, MS. She was officially named Holland by the CNO in July 1962 as the third ship to bear the name of the submarine inventor, John P. Holland. She was launched on 19 January 1963 and christened

by Mrs. John C Stennis, wife of the U. S Senator from Mississippi as the heaviest ship ever launched on the Gulf Coast as she slid down the ways for her final assembly.

In March 1963, I was assigned to the nucleus precommissioning crew of the Holland. The nucleus crew at Pascagoula consisted of about 50 men with the prospective CO Capt. Charles W. Styer, commanding. Our mission was to learn as much about the ship as possible and be able to pass this knowledge on to the remainder of the commissioning crew during the future "school of the ship" sessions. The remainder of the precommissioning crew was in training in Norfolk, VA. This Pascagoula precom crew was heavy with navigation ET's and FTM's, many of whom were sent to additional C schools or "site one" in Holy Loch during this six-month period. Members of this Pascagoula precommissioning crew that I can remember include: LT(jg) Al Harney, ETCS J.O. Willis, ETC Gerald Kelly, ET2 Jack Northern, ET1 Joe Hunold, ET1 Don Hampshire, ET1 Jim Bishop, ET1 Al Hibben, ET1 Dennis Wiggins, OM1 Joe Catalano, ET2 Jim Curling, ET2 Boyd Irvine, ET3 Fred Chapman, ET3 Frank Gibson, ET3 Glen Thies, ET3 Ron Snyder, ET3 Bill Grooms, FT3 Larry Majers. Frank Chapman, an MM1 named Don and I built the cutaway model of the Holland with considerable help from the shipyard model shop. Al Hibben and I jointly won the contest to design the ship's patch/plaque. As a newly minted ET3 and just married, I and the rest of the junior "twidgets," felt like we'd won the lottery in collecting \$16 per diem in addition to regular pay during our busy six-months in Pascagoula. In August, we conducted initial sea trials and shortly thereafter, delivered the ship at Charleston on September 1 for final fitting out and receiving the remainder of the commissioning crew. On September 7, 1963, RADM Daspit read the commissioning orders which officially changed Hull 1095 into a ship of the United States Navy. The fall of '63

was spent in final fitting out and Refresher Training in Gitmo where we truly became knitted into a crew. On 21 March 1964, after final loading out, we were finally enroute to Rota to relieve the Proteus (AS-19). On April 3, 1964, we relieved the Proteus and shortly thereafter received our first FMB alongside for upkeep. This was my first shipboard assignment in what was to become a 25-year Navy career. Although many of our precom senior "twidget" petty officers were convertees from MM, BT, EN, TM, and BM ratings, I can unequivocally state that the Holland commissioning crew was the finest and most dedicated I've ever served with, bar none. Superb leadership was evident at all levels and a "can do" spirit prevailed. There were no prima donnas in this crew, as work-weeks often exceeded 90 hours without complaint. Being a member of this fine crew heavily influenced me to make the Navy a career. I served aboard Holland until June '66 with many fond memories of the Holland and our wonderful host country of Spain.

Rod Kent

EXPLOSION IN ENGINE ROOM

I'm looking for people who were in the engine room or who remember the explosion of the Boiler stacks in 1973 when the ship was in Goose Creek (Charleston), SC. Please e-mail me at: efox@bellsouth.net. Looking forward to hearing from some of you.

James (Jimmy) Fox

ORIGINS OF NAVY UNIFORMS

Bell Bottom Trousers: It is commonly believed that the trouser was introduced in 1817 to permit men to roll them above the knee when washing down the decks, and to make it easier to remove them in a hurry when forced to abandon ship or when washed overboard. The trousers may be used as a life preserver by knotting the legs.

RISING REUNION COSTS

Larry H Eckard, President, ML & RS, Inc

Anyone paying attention to the reunion costs have seen a sharp rise in past two years, and you're probably concerned about them. We are just as concerned as you are because it does no good to plan a wonderful reunion and price it so high that people can't afford to attend.

First let me make it very clear that we (ML&RS, Inc) have not increased our fees. The rising costs are 100% due to the increased cost of hotels, food & beverage, tours, entertainment, etc. We cannot control those costs, but we still get the best possible rates –better than you can get for your self – and pass them on to you.

Although prices have increased all across the country, some areas are still more expensive than others. Our on site representative has a ton of information about potential reunion sites so take advantage of it; let our representative answer questions about locations in your meeting when it's time to discuss reunion sites.

Also, in every hospitality room you will find a blue three-ring binder notebook full of information about potential reunion sites. The book gives you suggestions for tours and/or activities, information about at least one hotel, an itinerary and cost sheet from a recent reunion if one has been held in that city. Look over that book.

Here is some other information that you may find helpful. Option A (arriving on Thursday and departing on Sunday) for a couple is used as the standard for the prices that are cited below. There are of course some exceptions to the prices, depending upon the time of year and the other activities going on in the city at the same time.

In any of the following cities (and this is not a complete list) you can expect to pay a minimum of \$740.00 and as much as \$800.00: Baltimore/Washington,

DC; Charleston, SC; Savannah, GA; Boston, MA; Newport, RI; Charleston, SC; San Antonio, TX; San Francisco or San Diego, CA; Seattle, WA; Portland, OR; Chicago, IL; New York, NY; Dallas, TX; Nashville, TN; Minneapolis/St Paul.

If you choose a city like one of these, you're going to pay top dollar, expect it and don't be surprised when it happens. Room rates are going to be near \$100.00 plus tax.

In the following cities you can expect to pay a minimum of \$665.00 upward to \$725.00: Myrtle Beach, SC; Norfolk, VA; St Louis, Mo, Tucson, AZ; Albuquerque, NM; Colorado Springs, CO; Milwaukee, WI; Harrisburg/Lancaster, PA; New Orleans, LA; Pensacola, FL; Reno, NV; Branson, MO; Columbus OH; Pittsburgh, PA; Omaha, NE; Cincinnati, OH/Northern KY; Buffalo, NY; Corpus Christi, TX.

Room rates will range between \$75.00-90.00 plus tax.

In the following cities you can expect to pay a minimum of \$625.00 upward to \$675.00: Biloxi, MS; Asheville, NC; Fargo, ND.

Room rates will probably be below \$75.00 plus tax.

For the past several years, Jacksonville, FL is the least expensive reunion city in the country with room rates in the \$60's and total package around \$600.00. If you haven't been there and cost is a concern, you should give Jacksonville strong consideration.

In any city no downtown hotels ever have complimentary airport shuttle service, and many have daily parking fees of \$12.00 and more. Hotels nearer the airport usually do not have parking fees and generally have complimentary airport shuttle service.

Here are some other points you may wish to consider. There are hundreds of military reunions held every year. The vast majority are held in April and May or September or October. *They don't have to be!* Passover, Palm Sunday, and Easter usually (but not always) fall in April; Mother's Day and Memorial Day

weekends are in May. So with these holidays, the reunions are crammed into the remaining available weeks – and do you think for an instant that hotels don't know this and price accordingly? Labor Day weekend, Rosh Hashanah and Yom Kippur are in September or October and it's the same thing. You can move your reunion forward to mid-late March (depending upon the location) and you'll get a better deal; the same with early November. Also, some groups ask for specific dates, without ever knowing what else is going on at the same time in your city of choice. We can help you best when there is a two or three week window to work in.

If you take this information into account when you make the decision on where to hold your next reunion, you won't be nearly as surprised when you see the prices.

NEW WEB PAGES ADDED TO ML&RS SITE

Military Locator & Reunion Service, Inc is pleased to announce a few enhancements to our web site. We invite you to take a look at a couple of new pages we have recently added. The page titled Sentimental Journal gives a detailed explanation of the great reunion book we publish after each reunion. (An order form is mailed to everyone on the mailing list a few weeks after the reunion for the SJ and other memorabilia items). There are links to sample pages to give you a better understanding of what is contained in the SJ. Also new is an on-line version of the questionnaire we send out when a new person is added to the mailing list. Many of you have never filled out this form and submitted your photos for the *Sentimental Journal!* Here is a great way to remedy this!!! You can access this form from the page titled Reunions (link is on the left side of our home page). Please take a few minutes and check out our updated web page, and please, if you haven't already, fill out and submit the questionnaire! Your buddies would love to know what happened to you since you left the Holland.

CHECK US OUT AT **WWW.MLRSINC.COM** (please note, spaces and caps for clarity!!!)

Dina Coffey
Office Manager, ML&RS, Inc.

HOLLAND PICTURE GALLERY

Photos submitted by Gale Woodworth, Dallas Woods & Jose Garcia



Holland in Charleston shipyard in 1969



Holland from the pier in Rota, Spain. Boomer along side.



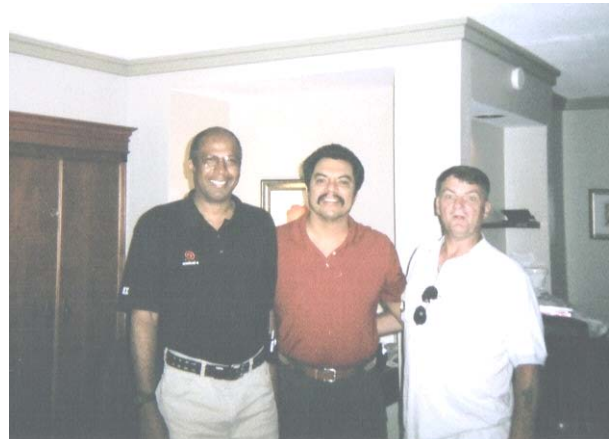
**Holland & Fleet
Holland is 7th from left**



Replenishment Underway



Holland in Guam



**Officers Meeting
L to R: Ivan Harrison, Sec; Jose Garcia, Pres;
David Elrod, VP; Not pictured: Gary Stowe, Treas.**