The History and Mission of 
USS HOLLAND

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In 1926, the Navy launched and commissioned its second ship named HOLLAND (AS 3). With a unique clipper bow and displacement of 8,199 tons, the 483-foot vessel was the Navy's third ship designated as a submarine tender. In 1945, after almost single-handedly servicing and repairing Allied submarines in the South Pacific during World War II, she was refitted and redesignated as a repair ship, ARG-18. The second USS HOLLAND was decommissioned in 1952 after 26 years of service.

The USS HOLLAND (AS 32) we know today was built by Ingalls Shipbuilding, Pascagoula, Mississippi; christened by Mrs. John C. Stennis; and commissioned by Rear Admiral Lawrence R. Daspit, Commander 6th Naval District, 9 September 1963. Designed from the keel up as a Fleet Ballistic Missile (FBM) Submarine Tender, she is one of the Navy's more complex surface vessels, serving as such until December 1991. HOLLAND's mission is now to service and maintain both submarines and surface ships in the highest state of readiness. From January to April 1992, HOLLAND underwent conversion to allow her to support fast-attack (SSN) submarines.

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HOLLAND was also honored as the 1977-1978 winner of the Battenberg Cup, originated by Rear Admiral Prince Louis of Battenberg, and given to the U. S. Navy in 1905. Formerly known as the British Challenge Cup, it is a symbol of "extraordinary recognition within the U. S. Atlantic Fleet." It is awarded to the ship

US$ HOLLAND (AS 32) 
Awards

Throughout USS HOLLAND (AS 32) 33-year history, many awards have been bestowed on her. The following is a listing of those awards:

- **Meritorious Unit Citations**

- **Humanitarian Service Medal**
  1989 (Hurricane Hugo), 1992 (Super Typhoon Omar & 7.5 Earthquake)

- **Golden Anchor**

- **Silver Anchor**
  1988, 1995

- **Edward F. Ney Food Service Award**

- **Battle Efficiency "E"**

- **Engineering RED "E"**

- **Repair RED "R"**

- **Damage Control RED "DC"**

- **Supply BLUE "E"**

- **Deck WHITE "D"**
  1988, 1994, 1995

- **Medical YELLOW "M"**
  1988, 1994

- **Weapons BLACK "W"**
  1989, 1994

- **Dental YELLOW "D"**
  1991, 1995
HOLLAND Facts

Built by
Ingals Shipbuilding, Pascagoula, Miss.
Commissioned
9 Sep 63
Length
599 Feet
Beam
83 Feet
Draft
24 Feet
Displacement (standard)
10,500 Tons
Displacement (full load)
19,820 Tons
Speed
20 Knots
Range
10,000 Nautical miles at 12 Knots
Personnel
54 Officers
99 CPOs
1,193 Enlisted

The first HOLLAND – USS HOLLAND (S 1)
Launched in 1897
Inventor and Namesake – John P. Holland

HOLLAND received the Meritorious Unit Commendation Award for distinguished mission accomplishment during the periods of November 1976 through December 1978, January 1979 through January 1982, and throughout 1989. This prestigious award is given to Navy ships by the Secretary of the Navy for distinguishing themselves as outstanding, compared to other ships tasked with a similar mission.


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Other ports-of-call include: Chinhae, South Korea (three times); Manila, Philippines (once); Darwin, Australia (once); Hong Kong, U.K. (twice); and Singapore (once). The Decommissioning Cruise will take the repair ship to Hong Kong, U.K.; Pearl Harbor, Hawaii; Vancouver, British Colombia, Canada; and finally to Bremerton, Washington. USS HOLLAND’s crew has been big supporters of the Chaplain’s Department Community Relations Program. HOLLAND has shown its goodwill by painting orphanages, bowling and singing.

During May of 1995, HOLLAND’s crewmembers began a bond with the Kobo Orphanage. Instead of our Sailors visiting the orphanage to make repairs and spread goodwill, 47 youngsters toured HOLLAND and were taken to the Fleet Activities Bowling Alley for an afternoon of fun.

July 1995 saw HOLLAND’s ambassadors of goodwill volunteering more time while in Sasebo for another good cause when 36 HOLLAND Sailors became “big buddies” to 34 children of the Seifu En Orphanage. The children shared the noon meal with their new friends on the Aft Mess Decks, and bowled two games at Sasebo’s new bowling alley.

The Chaplain’s Department in August 1995 with 40 volunteers delivered medical
supplies and toys to the children of the Philippine government-run Nayon Ng Kabataan, an orphanage for abused children in Pasay City. The “Project Handclasp” was the ultimate in Community Relations projects that are designed to help those less fortunate. When HOLLAND took up liberty in Darwin, Australia, 300 Sailors were hosted by the local citizens for tours, dinner, and parties in town and the outback. Reports from the crew, local population, and the local media showed that the “Host-A-Sailor” program was an excellent way to bridge the gap between the United States and Australia.

This last year, HOLLAND has shown that she still has it after 33 long years. Repairs on the Helo Deck allowed the first Vertical Replenishment in three years and two helicopter landings; major work by the engineers to the ship’s engines resulted in the first sustained full power run in ten years; then there’s the three-month deployment during the summer of 1995. Between Yokosuka and Sasebo, Japan, 103,727 man-hours of work was completed on more than 3,200 individual jobs performed on 11 shore commands, five submarines, and 19 ships.

On top of the refits, the Dental Department took appointments for many of Naval Dental Clinic Yokosuka and Sasebo’s active-duty patients. This allowed the Dental Clinics to do check-ups and surgery on the dependents who would normally have to wait as long as 11 months to be seen and couldn’t afford the high cost of dental care in Japan. This event was so successful during the summer that the Dental Department decided to do it again when HOLLAND was in Yokosuka in November 1995.

HOLLAND made history on 1 February 1996. The Medical Department conducted the first-ever mobile Platelet Pheresis in the U.S. Navy. Platelet Pheresis is the process where whole blood is removed from the donor, spun to separate plasma from the red cells, and platelets are removed. The harvested platelets are then used for replacement in critically injured or ill personnel. Since platelets only have a five-day shelf life, frequent replenishment is required – making the importance of this event an outstanding achievement for the ships and submarines in the fleet which may not be anywhere near a hospital while deployed.

The HOLLAND’s command and crew established and set the WESTPAC Tender method of doing business: “No site too far, no job too big!”; it became the tender for all WESTPAC ships regardless of whether surface or submarine; and ready to operate with the Battle Force when called on.

The four years HOLLAND has served in the Western Pacific has allowed the ship to show that her two mottos are true testament to the ship’s legacy – “World’s Greatest Tender” and “Fixer, Feeder, WESTPAC Leader.”

**Deployments and Overhauls**

USS HOLLAND (AS 32) was christened by Mrs. John C. Stennis and was commissioned 9 September 1963 by Rear Admiral Lawrence A. Daspit, Commander 6th Naval District, in Charleston, South Carolina, with Captain Charles W. Styer becoming the first Commanding Officer of the Navy’s newest Fleet Ballistic Missile Submarine Tender.

After the commissioning, HOLLAND set sail for its new homeport – Fleet Ballistic Missile Submarine Replenishment Site Two, Rota, Spain. Soon after relieving USS PROTEUS (AS 19), USS ALEXANDER HAMILTON (SSBN 617) pulled alongside to become HOLLAND’s first customer.

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Eight-five refits were conducted by HOLLAND's crew before it was time for its new homeport -- Fleet Ballistic Missile Submarine Replenishment Site Two, Rota, Spain. Soon after relieving USS CANOPUS, HOLLAND transited the Panama Canal for its second time in August 1975 and finally arrived at the FBM Replenishment Site One, Holy Loch, Scotland, United Kingdom, in November 1975.

After the commissioning, HOLLAND was ready for its third overhaul. She left Holy Loch in February 1982 and arrived in Charleston in December 1982. During the overhaul, HOLLAND conducted training and Logistic Loadout in preparation for a deployment to the Indian Ocean, leaving Charleston in April 1983. After transiting the Suez Canal on 22 May 1983, HOLLAND arrived in Diego Garcia in June 1983.

After spending 85 days anchored at Diego Garcia, HOLLAND transited through the Panama Canal for the third time on 4 October 1983 and arrived in Charleston later that month. In 1989, HOLLAND made history during Operation Remora – the first ever open-ocean mooring of a Ballistic Missile Submarine. HOLLAND's crew also helped to rebuild Charleston after Hurricane Hugo unleashed its fury throughout South Carolina. HOLLAND was awarded the Humanitarian Service Medal for her efforts. In 1992, HOLLAND underwent a conversion to support fast-attack submarines (SSNs).

HOLLAND departed Charleston for its last time on 15 April 1992. Its new destination would take the ship through the Panama Canal for the fourth time and homeport her in the Western Pacific – Apra Harbor, Guam (coming full circle to the last of the original four FBM Replenishment Sites – Site 3) on 12 June 1992.

On 17 July 1992, HOLLAND assumed responsibility for forward-deployed attack submarines and Submarine Refit Site, Guam. The ship and crew were awarded the Humanitarian Service Medal for community support in response to five Typhoons, including Super Typhoon Omar and a 7.5 Richter Scale earthquake in the summer of 1992.

Some of HOLLAND's major achievements while in the Western Pacific include: achieving full-rated turns for the first time in a decade; conducting an Underway Replenishment, bringing onboard 300 tons of fuel, certifying the flight deck for helicopter operations and transporting two helos for HC-5 from Guam to Japan to meet operational requirements.

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HOLLAND departed Charleston in August 1974 heading for Puget Sound Naval Shipyard, Washington, transiting the Panama Canal for the first time. While in Washington, the Polaris Missile Magazine was removed and a prefabricated, 250-ton Poseidon magazine was set in place during HOLLAND's second overhaul.

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