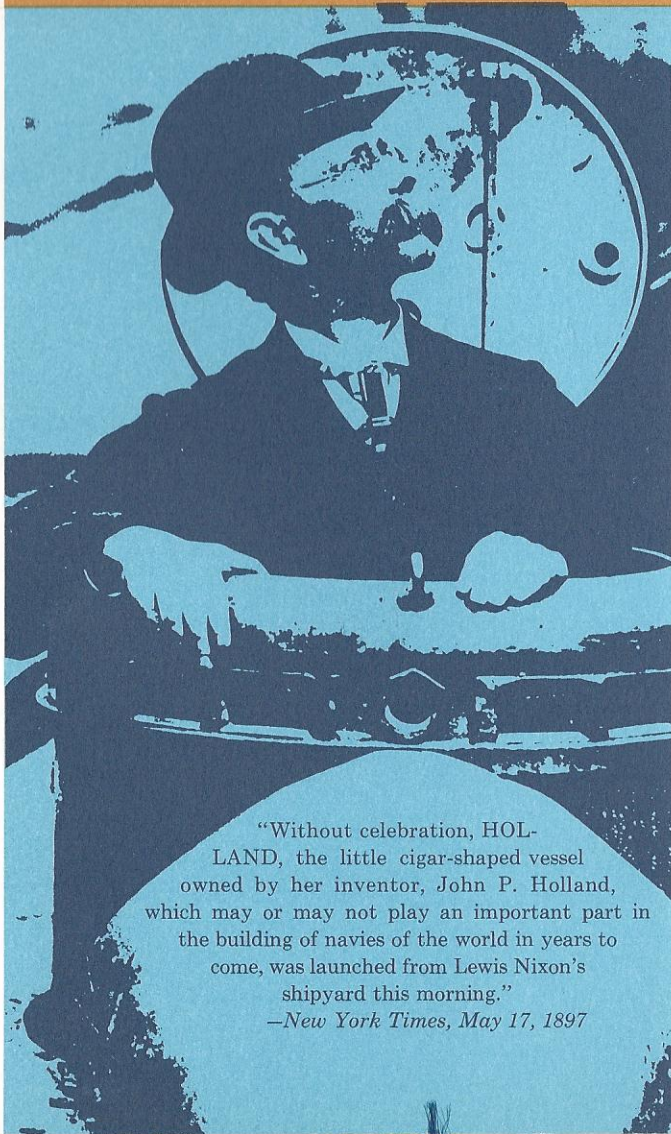


LAUNCHING

JANUARY 19, 1963-3:30 P.M.
PASCAGOULA, MISSISSIPPI



"Without celebration, HOLLAND, the little cigar-shaped vessel owned by her inventor, John P. Holland, which may or may not play an important part in the building of navies of the world in years to come, was launched from Lewis Nixon's shipyard this morning."

—*New York Times*, May 17, 1897

HOLLAND
AS32

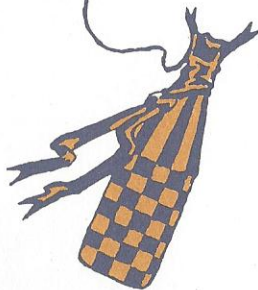
THE INGALLS SHIPBUILDING CORPORATION
A DIVISION OF LITTON INDUSTRIES

MRS. JOHN C. STENNIS

SPONSOR

MISS FRANCES COOPER

MAID OF HONOR



HOLLAND AS-32

The HOLLAND, named in honor of submarine inventor and builder John P. Holland, is the second submarine tender of a new class designed and built from the keel up to service nuclear powered, Polaris firing submarines. She is 599 feet in length and will have a displacement of 18,300 tons when completed. Keel of the AS-32 was laid on 5 March 1962 and she will be the heaviest ship ever to be launched at Ingalls or on the Gulf Coast. Following a period of outfitting, the highly complex ship will join the Fleet late this summer.

JOHN P. HOLLAND (1840-1914)

John Phillip 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.

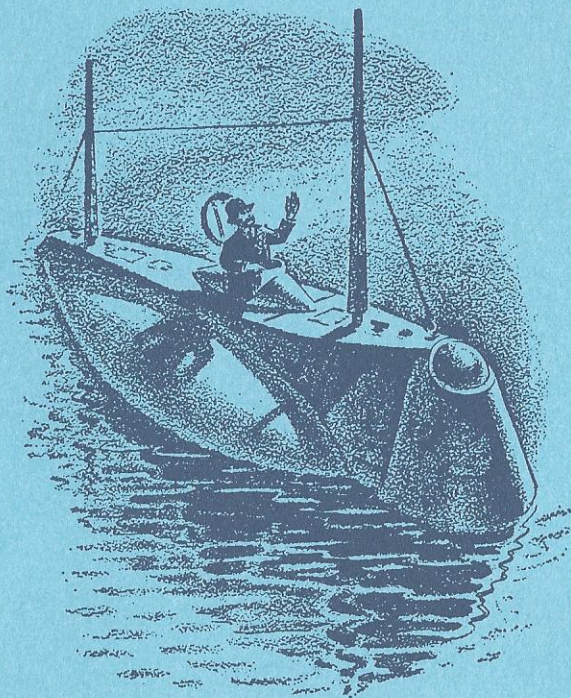
It is a question whether the Irish-born inventor is to be honored more for his engineering genius in perfecting the first "true submersible" or for his tirelessness in promoting it. His entire life was dedicated to both. Holland designed and built four submarines before his fifth was finally accepted.

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."

The Fenian Society (Irish Republican Brotherhood) financed his first submarine. Called Boat No. 1, this one-man size craft performed passably, although it sank in launching. The second boat, the Fenian Ram, was also financed by the Society and, excepting obvious defects in its power system, embodied the chief principles of the modern submarine in balance and control. The Fenians took it from Holland before it could be put to practical use. Together with Lt. L. G. Zalinski, of dynamite-gun fame, Holland built a third submarine. However, Holland was unable to supervise construction and the enterprise ended in failure.

Finally in 1895, Holland received a Navy contract to build a submarine according to Navy specifications. It was called the 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 a state of present design. Impres-sible proof of the little inventor's genius is to be found in today's modern, nuclear submarine like those of the SKIP-JACK 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.





*Mrs. John C.
Stennis*

MRS. JOHN C. STENNIS

SPONSOR

PROGRAM

NATIONAL ANTHEM

Moss Point High School Band
Mr. Robert B. Moore, Director

WELCOME

Mr. Fred J. Mayo
President
The Ingalls Shipbuilding Corporation
A Division of Litton Industries

REMARKS

Rear Admiral William A. Brockett, USN
Assistant Chief
Bureau of Ships, Navy Department

REMARKS

The Honorable John C. Stennis
United States Senator from the State of Mississippi

ADDRESS

The Honorable Fred Korth
Secretary of the Navy

INVOCATION

Reverend Arthur N. Schneider
Pastor
Presbyterian Church, Pascagoula

CHRISTENING—3:30 P.M.

Mrs. John C. Stennis
Sponsor



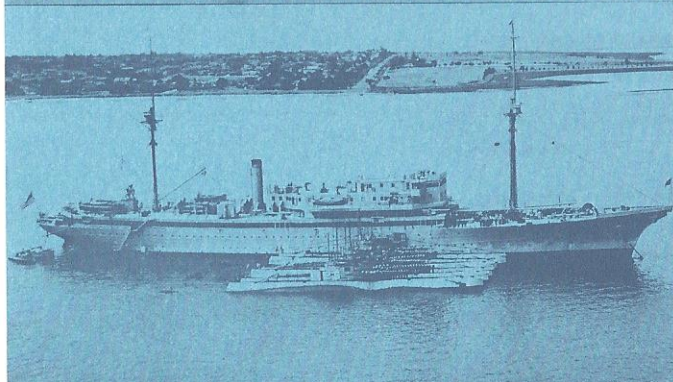
CAPTAIN CHARLES W. STYER, JR., USN
PROSPECTIVE COMMANDING OFFICER



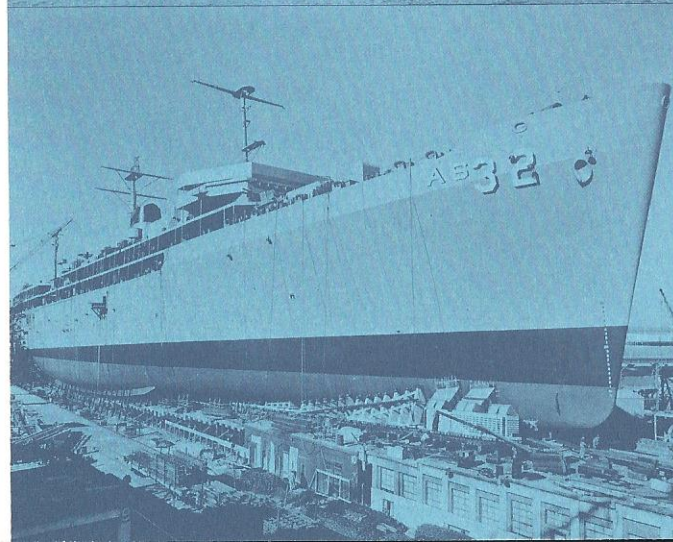
SHIPS NAMED HOLLAND



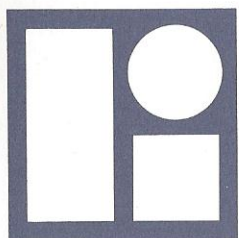
I The first HOLLAND initiated the “Silent Service” of the U. S. Navy. The little cigar-shaped submarine was launched in 1897 following many years of engineering design and tireless promotion by her inventor, John P. Holland. After long and severe tests, the submarine was purchased by the Navy on 11 April 1900 for \$150,000 and designated the S-1. She was 53 feet in length and had a submerged displacement of 74 tons. A 45 hp 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 after long years of invaluable service and sold for scrap.



II 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 8,100 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.



III The ship being launched 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 will provide facilities and support for Polaris submarines in overseas areas. In this support, the 599 foot, 18,300 ton vessel will act 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 will be available to her 1000 man-plus crew. While HOLLAND AS-32 is neither a submersible nor a combatant ship, she will nonetheless be an indispensable part in support of our nation’s first line of deterrence—the Navy’s Polaris Weapons System.



INGALLS/LITTON

The Ingalls Shipbuilding Corporation, a Division of Litton Industries, for over 23 years has been a source of Fleet construction for the U. S. Navy. In fact, the first ship launched at this yard was converted into the seaplane tender USS POCOMOKE. Since that time other types of Ingalls-built vessels serving with the Fleet have been Submarine Tenders, Destroyer Tenders, APA's, LSV's, Escort Aircraft Carriers and Troop Transports, as well as post war LST's, LSD's, AF's Destroyers, the free world's largest icebreaker and the Navy's last conventional-powered submarine. Since 1957, the company has been heavily engaged in the construction of nuclear-powered submarines for the Navy. Two of these fast attack-type vessels have already joined the Fleet and five others are under contract. Scheduled for construction soon under the latest Navy contract to Ingalls is a new class LPH ship, designed to transport troops to enemy beaches by helicopter from her "aircraft carrier" type deck. In total, over 60 vessels have been built or contracted to be built for the Navy by Ingalls, the largest shipyard on the Gulf Coast.

