

REUNION COMMITTEE

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Bill Morgan - Chairman
Judy Mansur - Ladies Activities
Karl Nease
Ralph Parks
Paul Pickett - Treasurer
"Doc" Steinhauser - Golf

USS HOLT (DE 706)

"HOLT HAPPENINGS"

A Publication for all hands and their families of the
USS HOLT (DE 706)

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NEWS OF SHIPMATES

The last few months have brought a mixed bag of good and bad news. The good news is we located Russell Coates (S 1/c) whose address is [REDACTED]. Russell has been in touch with several of you over the last couple of months. He is looking forward to the next reunion to renew old acquaintances.

Sadly, we report the deaths of several of our shipmates. Don Archey, (StM 3/c) passed away on 2 May 1998. Don and his wife, Ethel, attended the 1994 reunion in King of Prussia, PA and had a good time renewing old friendships. A copy of Don's Obituary is enclosed.

Bud McKenna (S 1/c - radar) passed away 28 May 1998. Bud and his wife, Millie, attended the very first HOLT reunion in 1964 in New Orleans. When reunions began again in 1991, Bud's health prevented them from attending. A copy of his obituary is enclosed.

A letter from Mildred Coutant advised that husband, Harry Coutant, (S 1/c) passed away on 28 April 1998. He had been in declining health for some time but always looked forward to getting information about the HOLT and his shipmates.

Clarence Olson's wife called to advise that Clarence had passed away on 21 June 1998. He was a Storekeeper 1/c aboard HOLT.

We extend our sincere condolences to the families of each of these shipmates.

By cross checking birth dates with the SSA record of deaths, we have verified the deaths of the following shipmates:

Eldon H. Ferguson (Electricians Mate) died 24 March 1997
Phillip P. Curry (Boatswains Mate) died 29 January 1996
Richard K. Oliver (Fire Controlman) died 24 March 1994

All of these shipmates will be added to our Honor Roll Plaque.

ADDRESS UPDATE

It has been a long time since we issued an updated current address list. We are including one with this mailing of the newsletter. Also, we have included the E-Mail address, where known. Please review this data and let Bill Morgan know of any errors or omissions. It is particularly difficult to keep track of phone numbers with the many changes in area codes. Your help will be appreciated.

HOLT IS ON THE INTERNET!!

Bob Schieferstin has established a web site on the internet for the HOLT. It includes a photo of the ship, a history of the ship, a recent copy of the Newsletter and a list of shipmates that we are trying to locate. There is space available to add other data about the HOLT, so let us know what you would like to see on this internet web site. Thanks Bob, for putting this together and also for maintaining it.

If you have access to the internet, you can reach the HOLT site at:



(NOTE the mix of lower and upper case type which must be used exactly as noted to make the connection.)

OTHER

The group photo made at the reunion was published in the May-June issue of the Destroyer-Escort Sailors Association newspaper. For those who purchased a copy from the photographer in Mobile and are having a difficult time identifying the folks in the photo, we are enclosing a key and list of names. Hope this is helpful and thanks to Leonard Thompson for this suggestion. Incidentally, if anyone wants a copy of this 8 x 10 color group photo, we are able to run them through a scanner on photographic paper at a very reasonable cost (\$3.00 including postage).

Thanks to Vergil Gracey for sending us the last ensign to fly over the HOLT. Vergil recovered it the day the ship was decommissioned. Being an "in Port" flag which flew from the stern, it is about 5' x 7', made of wool, with the 48 stars sewn onto the blue field. On the fly is stenciled "U. S. Ensign No 9, Mare Island July 1943". We will have this flag at the 2000 reunion. Thanks Vergil, for this special memento of the HOLT.

The HOLT was a RUDDEROW Class DE. Data about this class of DE is included in this newsletter, including where and when built, inclusive dates of being in commission and what final disposition was made of each ship.

We have lost contact with Doris Barnes (S 1/c). The address in Dallas, GA is no longer valid. All attempts to trace him have failed. Anyone knowing his whereabouts, please let Bill Morgan know

ON THE SICK LIST

Fred Davis is undergoing chemotherapy and at last report, was progressing nicely. Don Fredette also had chemotherapy treatment earlier this summer and is doing well. These are the only shipmates or family members that we are aware of being ill. If you have any information on others, please let Bill Morgan know. We'll keep them all in our thoughts and prayers.

THE 2000 REUNION

At the business meeting back in the spring in Mobile, it was decided (on an almost 50-50 split) to look at the possibility of a 3 or 4 day cruise or to hold the next reunion in the Norfolk, VA area. Holding a reunion aboard a cruise ship would not afford us the common area for a hospitality room. Our type of reunion revolves around a hospitality room where all can congregate, as desired, for refreshments and talk. Doc Steinhauser did a nice job of getting a proposal from an agent in Florida, but after lengthy consultation with the advisory committee, it was decided to pursue the Norfolk, VA area for the spring of 2000. Prior to making that decision, a number of you called to let me know that you would opt out of a cruise. By going to Norfolk, we are in the center of an arc extending from the northeast to the mid-west to the south that encompasses 78% of our shipmates. Hopefully, we will increase our turnout by getting nearer to where the most people live.

Information is being gathered on the Norfolk area and we will visit there early in 1999 to make arrangements. We are targeting an April, 2000 date, so keep your calendar clear for our 5th reunion. More on this at a later date.

REMEMBER WHEN

The Navy had Water Tenders, Machinists Mates, Radarmen and Ships Cooks. Times have changed. Depending on type of main propulsion, they are Gas Turbine Systems Technicians!! Radarmen are now Electronic Warfare Technicians or Operations Specialists. Ships Cooks are now Mess Management Specialists and as technology keeps progressing, there is talk of replacing the on-board cooking with pre-packaged frozen meals that can be popped into the microwave! (What happens when there is a power failure?)

Ratings that were not around the navy during WW IILegalman, Intelligence Specialist, Hull Maintenance Technician, Data Systems Technicians and Engineering Aide.

There is a lot of discussion going on pro and con about having unmanned engine rooms!!

Our Navy is sailing full speed ahead into the 21st Century. Let's hope they have the manpower to fight the ship.