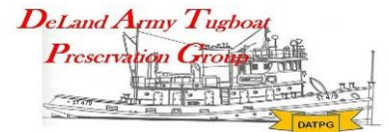


The 42 DELAND/BERESFORD US ARMY TUGBOATS:

* 29 - WW2 American Machinery Corp Tugboats

* 3 – AMC/Olson Corp Tugboats Finished in 1946

* 10 - Olson Corp/Rawls Brothers US Army Tugs of 1953



AS OF 11/24/2014


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As of this date *thirty-three* US Army tugboats total are known to have been **built completely** at Lake Beresford near DeLand by the American Machinery Corp or the Olson Corp with engines being installed at Jacksonville. The Olson Corp also largely (80%?) built 9 other Korean War Era boats, four of which ended up in Vietnam. But it's confusing: see notes below. More details on each boat can be found on the *website*. The tugs were built on the east side of Lake Beresford in Beresford, Florida; which existed as a separate small community about 3 miles from DeLand until 1954. 300 DeLand-area workers built the WW2 tugboats earning the US Army "E" Award for Excellence. But until about one year ago no tugboat history whatsoever was known after they left Beresford headed downstream to Jacksonville...it was thought they just stayed in the US as they were not designed to be ocean capable. We now know many of our tugs served in Europe, some on D-Day at Normandy; at least one went to the Pacific, at least four and possibly more were lost during WW2; one was last seen in Korea in 1950, at least four served in Vietnam; and at least **6** of the **WW2 WARBOATS** (14 total possibly exist) and 3 other later boats **probably** still exist today throughout the worldsixty years or more after they were built.














All Blue description: (11) ultimate fate unknown All Red description: (14) lost or scrapped – WARTUG: directly in a war theater





All Green description: (6) WW2 tugs **at the least** still in existence; plus (3) later boats where the boats were largely made in DeLand

? Three tugs with no info at all after delivery to the Army. Very possibly lost in WW2 but no proof exists. Perhaps sunk with a torpedoed Liberty or Victory ship?

Hull	Name	Owner	Type	#	Long	Delivery	Disposition & Final Fate
						All Steel	Start Design 257; 400 HP engine, 74 ft long
1	Taylor LOST WW2	US Army 	Tug	ST 40	74	1/43-3/43 	Lost during WWII - No details? War tug 
2*	Thatcher	US Army	Tug	ST 41	74	1/43-3/43	Fate unknown after '43 Army delivery Very possible wartug ?
3*	Thornton	US Army	Tug	ST 42	74	1/43-3/43 	Fate unknown after '43 Army delivery Very possible wartug ?
4	Tuther Or Mars	US Army	Tug	ST 43	74	1/43-3/43	scrapped in 1997 Very possible wartug
12*	Exists?	US Army 	Tug	ST 341	74	8/43-10/43 	War tug '45. To Finland; Danta in Venezuela in 2011 Closest known boat to DeLand.
13*	Exists?	US Army	Tug	ST 342	74	8/43-10/43 	War tug '45. To Finland 1946 as No. 7, Pirttisaari 1952, Aura, Marina II, Normandia still in Finland 2012
14*	Exists?	US Army	Tug	ST 343	74	8/43-10/43 	War tug '45. To Finland 1946 as No. 2, DR-2, No. 2, Pyhtää 1952, Pyhäranta, Fammen ; in Turku, Finland in 2009. Converted pleasure boat
15	LOST WW2	US Army	Tug	ST 344	74	8/43-10/43	Verified Active Normandy Landing 6 6 44; hit a mine on 7 20 1944 at Grande Rade, Cherbourg Harbor, France,

							and blew up. NORMANDY War tug
16		US Army Photo Courtesy John Fairbarn Crew of ST 474: Cherbourg, France, WW2- 3rd from left is Charles Fairbarn 	Tug	ST 474	74	11/43-12/43 	War tug '44. Sold 1947 as ST 474, No. 27 1948, No. 33 1964, scrapped 1971, This is a possible Normandy tug.... Charles Fairbarn was reassigned to ST 474 after surviving the sinking of ST 75 by German gunfire off the Channel Islands in July of 1944. He was 1st Mate on the ST 75. From his son John Fairbarn Scrapped 1971
17		US Army	Tug	ST 475	74	11/43-12/43	Sold 1946 as Chauncey, Ray 1962 Scrapped 1970, possible wartug
18*	Exists?	US Army	Tug	ST 476	74	11/43-12/43 	War tug '45. To Finland 1946 , DR-11 1946, No. 11 1947, Purha last photo in 2011
						All Steel	Start Design 327; 650 HP engine, 86 feet
19*	Start design 327-86ft	US Army	Tug	ST 477	86	3/44-4/44 	WARTUG To France 1948 as ST 7, Ryad II 1951; fate unknown
20*	Exists!	US Army 	Tug	ST 478	86	3/44-4/44 	Alive & well in Paris in 2014; houseboat on the Western Seine; War tug . French ST 4 Note the many portholes even in the hull. The engine has been removed; this is now an upscale houseboat. Parts of the superstructure may be original. <i>We've made contact with the owner! 11 20 2014</i>
21*	Exists! Highly original	US Army 	Tug	ST 479 	86	3/44-4/44 	<i>Piet Van Damme's tuglist: " Active at Normandy 6 6 44 with the Mulberries; - And a story goes around the wheelhouse was hit by a German grenade" Known as Tiger, located in Stockholm, Sweden, as of November 2014. Has the ORIGINAL CLARK engine & drivetrain(!) Owner Margaretta Omberg; John Higgins is the marine consultant. War tug</i> <hr/> <i>All tugs through ST 479 may very well have been at D-Day Normandy; after this point almost certainly not.</i>
22	LOST WW2	US Army	Tug	ST 672	86	5/44-7/44	Was in Convoy NY-118* ; foundered in the N. Atlantic 9 15 44; five killed: Edward Kachnowski, Henry McNeil, Arlie Smith, Paul Smith War tug 11 12 14: "SOME YEARS AGO I SALVAGED AN ANCHOR FROM THE TUSKER ROCK WHICH IS APPROX.2 MILES OFF THE

							COAST OF PORTHCAWL, GLAMORGAN, SOUTH WALES UK. THE ANCHOR WAS FOUND IN THE VICINITY OF THE WRECK OF US ARMY TUG ST672 WHICH FOUNDERED IN SEPTEMBER 1944. THE ANCHOR IS NOW SITED OUTSIDE A LOCAL CLUB NEAR PORTHCAWL HARBOUR..." REGARDS TONY COMLEY email 11 12 2014 The boat was partially salvaged in the 1970's. Skeleton of the wreck still exists as of Nov 2014. It is on an Admiralty chart on Tusker Rock.
23	US Army		Tug	ST 673	86	5/44-7/44 	Sold 1947 as Esso Amuay, Coromoto I 1958; scrapped 1964 possible wartug
24	US Army		Tug	ST 674	86	5/44-7/44 	Oemar, Pacific I, Plane crash enroute to tug killed 3 in 1944: Edward Gillespie & Edward J. Rocconti: usmm.org War tug '45., sank 1960
25	LOST WW2	US Army	Tug	ST 675	86	5/44-7/44	foundered WWII N. Atlantic 9 23 44; one killed; War tug
26	US Army		Tug	ST 676	86	5/44-7/44 	Was in Convoy NY-119** War tug, scrapped in 2000
27	US Army		Tug	ST 677	86	5/44-7/44 	Was in Convoy NY-119 ** Sirius, scrapped 1994 War tug
28*	US Army		Tug	ST 678	86	5/44-7/44 	Jupiter, Shawn 1972, Possible wartug: possible houseboat in Providence, Rhode Island area in 1990's!!
29	Builder's Plaque Survives	US Army 	Tug	ST 679	86	5/44-7/44 	Sold Atlantis (Greece), Atlantis 1200 (Bahamas), Atonatl (El Salvador) 1971; Scrapped 1976 possible wartug
30*	US Army		Tug	ST 839	86	1/45-5/45	WARTUG! Although completed late in WW2, this tug was sent to the Pacific theater and shows up on Pacific Army inventory as of Sept 1945. Appendix 38, US Army Transportation in the Southwest Pacific area: 1941-1947 After WW2 Fate unknown.
31*	US Army		Tug	ST 840	86	1/45-5/45 	WARTUG - KOREAN WAR Shown at Pusan in 1950 in a photo on Flickr. Fate unknown
32*	US Army		Tug	ST 841	86	1/45-5/45	Fate unknown after delivery to Army ?
33	US Army 		Tug	ST 842	86	1/45- 5/45 	Sold 1947 as R J Wales, then Billy D. sunk as a wildlife reef in 1997 off the New Jersey coast. She had been abandoned for years on a New Jersey river.

34	US Army	Tug	ST 843	86	1/45-5/45	Assigned to the Panama Canal late 1945; Milton Esquivel served on this tug during 1946 -47. Later SGT P. A. Beaman, then Sallymac, Rita III. Wrecked 1977
35	US Army	Tug	ST 844	86	1/45-5/45 	Assigned to the Panama Canal in late 1945; Milton Esquivel served on this tug 1946-47. Sold 19xx as Elis O. Picture: Ft. Eustis postcard sent in 1965 ... Was at Ft. Eustis 3 rd Port tugboat depot with 2 Olson-built boats! Scrapped 1995
36*	US Army 	Tug	ST 845  Milton Esquivel and a wartime photo of ST 845	86	1/45-5/45 	Assigned to 160 th Harbor Company in the Panama Canal in late 1945. 2 nd Engineer Milton Esquivel served in 1946-47 and still lives in Costa Rica. A model of this boat was recently found in South Carolina at a flea market. It's painted in peacetime Army colors; probably by someone who was on the boat...845 probably survived WW2. Ultimate fate still unknown.

- *These 14 WW2 boats either still exist, or fate is unknown, and the boat still might exist.....)*

Convoy NY-118* from July 23, 1944 – August 17, 1944 25 days being towed by a larger tug – no problems

Convoy NY -119 from September 19, 1944, - October 20, 1944. Horrible weather, 3 ST's sink, 20 lives lost**

There is a gap in assigned hull numbers. AMC YN "hull" numbers 7-11 were not assigned to Army tugs... were some other boats built at the AMC at this point? In Sept of 1945 AMC's Army contract was cancelled. Three boats were finished up in 1946 by the new Olson Corporation at Beresford Landing probably to Design 327. These seem to have gone to UN purposes:

37/Olson yn1 US Army Tug ST 846 Olson Corp finished 1946; UN to China (AMC until Sept 1 1945)

38/Olson yn2 US Army Tug ST 847 Olson Corp finished 1946; to UN Admin (AMC until Sept 1 1945)

39/Olson yn3 US Army Tug ST 848 Olson Corp finished 1946; to Tunisia (AMC until Sept 1 1945)

All boats with documented WW2 service, or were sold off at either Antwerp or Rotterdam right after the war are considered WW2 **Wartugs**. *Many of the other tugs might have been there as well! Only ST 839 is verified as being in the Pacific Theater but probably arrived too late to help. David H. Grover in his book "US Army Ships and Watercraft of WW2" says: "All types of tugs and towing vessels were sent overseas. At the end of the war, there were 167 LT's or ST's in the European theater.....In the Southwest Pacific area the comparable figures were 171 LT's and ST's....." The latter figure verified in US Army Transportation in the Southwest Pacific Area: 1941-1947. 74 St's were sent to Normandy according to the website of the US Army Transportation Museum yet only 34 have been identified and listed by ST number at the most, and some of those are not 100% vetted..*

What is clear is that every ST that was functional was needed at D-Day in support of the missions; and the 70+ boats are assigned out in the book on Task Force 128. Unfortunately, the exact boat numbers of the ST's has not been discovered as assigned.

THE OLSON CORP production of (10) US Army Design 3004 65' Tugboats: In late 1952 The Olson Corp began a contract for ten US Army tugboats under a contract managed by the US Navy. The record notes reflect the Navy paid very little to the original contractors while adding changes that made the contracts hard to fulfill and unprofitable. Several companies went bankrupt; or handed the contract and unfinished boats over, and Olson **probably** did this by having Rawls Brothers of Jacksonville finish the boats. Here's what Ed Carson, Beresford Historian, had to say about the matter: *"The boats were constructed to the design furnished by contract; however, the design was flawed. I.e. all of the piping was relegated to the starboard side in the original design; therefore, leading to an imbalance once the vessel was floated. The Government's position was that Olson Corp should have recognized this, and redesigned to equalize the balance. Olson Corp. responded that they did not have Marine Architects to*

redesign and that they had fulfilled their contractual obligations. This resulted in mediation wherein the Pentagon cancelled the contract and removed all hulls and material to another contractor for redesign and completion." - September 2013 letter Beresford Historian Ed Carson



However, if this is true all of the boats were at least 80% complete prior to the turnover to Rawls Brothers, and certainly ST 1978 was 100%, and ST 1979 probably was completed, based on photos recently found showing many of the tugs in relatively complete condition.





Photo to the left is ST 1978 after being launched. This is one of those "Uh Oh....this ain't right?" moments.....Photo courtesy DNASM










These two photos courtesy Harley Strickland of Orange City show groups of the Design 3004 tugs in May of 1953 under construction at Lake Beresford. Assigned numbers were US Army ST 1978 – ST 1987.

At least ST 1981, ST 1982, and ST 1987 probably still exist. Tim Colton says that ST 1978 and ST 1979 were

completed by Olson, however, the US Transportation Supply record of vessel construction dated Oct 1 1956 indicates that **Olson made all ten boats?!?!?** Piet Van Damme shows most of these boats delivered to the US Army in April of 1954. Research continues to unravel the mess. Records from Ft. Eustis indicate 4 boats went to Vietnam; five went to US Army reserve storage in Europe, most eventually to England after a stay in France, some for almost 40 years. No one knows where ST 1980 went. Most boats that went to Vietnam probably were left there, but ST 1987 returned and probably exists today in Canada. Mystic Seaport in Connecticut has some original records. Another strange twist is that Olson-made builder's plaques have been found: ST 1979, ST 1982, ST 1986, & recently, ST 1987. None were installed: if Rawls finished the boats they used their own plaques, which supports the Rawls finishing up the boats theory. One final twist: A plaque for ST 1988, which was not a boat built on Lake Beresford, has been found indicating that Rawls Brothers made it...**but they did not**....nor is there any mention in the records that they did. This plaque probably was never installed and was found in the sand on a Georgia island. But the NOBS contract number on the plaque indicates the same number as originally assigned to Olson Corp for ST 1978-1987?!?!? This is at least some verification that Rawls was handed the Olson Corp contract....and perhaps they were handed other boats and contracts to finish up as well.....**but the lion's share of the construction on these tugs was done by Olson Corp on Lake Beresford.**

ST	1978	The Olson Corp.  	850	71	Mar 1953 Upper photo 1960 postcard at Ft. Eustis Lower photo: Olson 1953  	Serv119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp FOR ALL ST 1978 First of the Design 3004 tugs after the prototype; Contract signed 1952. On Mar 4, 1953: tug 100% completed by "Olson Corp" at Beresford, FL.(USA) The DeLand Naval Air Station Museum has several unique photos of ST 1978 which they have allowed me to reproduce, This boat was handed over to the South Vietnamese Military in 1970 according to history of the US Army 97 th Transportation Company. The boat is recorded in Vietnam by Dec 1968. The complete original set of large builder's detailed plans have been found for ST 1978. They were used to finish up the other boats. Finally, a photo postcard has been discovered showing ST 1978...at Ft. Eustis along with ST 844 and ST 1987 circa 1965 or earlier WARBOAT Most photos courtesy DNASM
ST	1979	Olson/Rawls Bros.	850	71	1953	ST 1979 1953: Building largely done by "Olson Corp" at Beresford, FL.(USA) Later named Fort Stanwix, out of service 1987; probably at least partially finished at OLSON CORP. In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. Parts of the Olson builder's plaque still exist in DeLand DF owned
ST	1980	Olson/Rawls	850	71	1953	ST 1980

		Bros.					1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) Fate completely unknown ?
ST	1981	Olson/Rawls Bros./Smith Basin	850	71	1955 	ST 1981 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) Later named Ridgefield, sold 1964, re-named Able Two; may have been finished up by Smith's Basin in Florida and not Rawls; In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. Filobus 2005:Belgium as FILOBUS; sold to ? in France, photos	
ST	1982	Olson/Rawls Bros.	850	71	1953 	ST 1982 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) Later named Groton, out of Army service 1992 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. PROBABLY still exists as ELECTRA in St. Helier, Jersey, Channel Islands as of March 2013., have photos. For sale Sept 10 2013 for \$53K; apparently nice except needing complete paint. Low miles on original engine; kept in dry storage almost 40 years. Olson builder's plaque exists in DeLand in pieces – L. Purvis	
ST	1983	Olson/Rawls Bros.	850	71	1953	ST 1983 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) Later named Green Springs, out of Army service 1987 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969.	
ST	1984	Olson/Rawls Bros.	850	71	1953	ST 1984 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) Later named Schoharie, out of Army service 1987 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969.	
T	1985	Olson/Rawls Bros.	850	71	1953	ST 1985 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) In Vietnam by Dec 1968. WARBOAT	
ST	1986	Olson/Rawls Bros.	850	71	1953 	ST 1986 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) In Vietnam by Dec 1968. Known as Jodi-Lee in Nam. Photo courtesy Garry Butler Olson builder's plaque exists in pieces in DeLand – J. Cara WARBOAT	
ST	1987	Olson/Rawls Bros.  	850	71	1953  	ST 1987 1953: Building largely done by "Olson Corp" at Beresford, FI.(USA) In Vietnam by Dec 1968. Several other photos exist In a Ft. Eustis tug depot photo from 1965 which also shows WW2 vintage ST 844 and earlier Olson built ST 1978. It's in the middle of the three. A very nice model of ST 1987 also exists in the U S Army Transportation museum at Ft. Eustis. Returned from Vietnam, Capital C, new engine in Canada in 2007, video exists from 2012! WARBOAT An intact never-installed Olson builder's plaque has been found! Currently in my possession Dan Friend	