

The PACIFIC THEATER US ARMY ST's from WW2; U.S. Army "ST" Small Harbor Tugs Built 1952 -1954 during the Korean War; And a Photo Gallery of all ST's 6 27 14

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DATPG

The 1st list includes tugboats of Australian manufacture or locally purchased tugs which used the same type of number system as "regular" ST's causing quite a bit of confusion. For example, there are two US ARMY ST-15's that served during WW2! For simplicity, I'm going to arbitrarily call those made or locally procured in Australia A-ST's; but those imported from the USA will keep the ST designation to keep them apart. I have put them in sequence with the other boats that served in the Pacific. I expect many additions and changes to this chart so no sequence numbers yet. All boats listed in the **Report: U. S. Army Transportation in the Southwest Pacific Area 1941-1947, appendices 35 & 38** that were sent to the Pacific Theater in WW2 have been added to the chart.

The second chart includes those ST's made in the early 1950's. Most, if any, did not go to Korea; but quite a few did go to Vietnam. Most never came back. The first group built were in fact DeLand/Beresford boats.

The third section is of miscellaneous photos of ST's including some very nice photography.

Here's what I have on the Australian boats at this point:

Piet Van Damme mentions a group of ST's # 1-15 & ST 18 built in Australia for the US Army in 1944, and lists their names as well: *US Army ST-Tug (Australian built, 15 non sisterships in all - ST 1 / ST 15 resp.: COATESVILLE, CAMBRIDGE, CANTERBURY, CARFILL, CARTERTON, CASTLECLIFF, CATLINS, CAVERSHAM, CHATHAM, CHRISTCHURCH, CLINTON, CLIVE, COLLINGWOOD, COOK, CULVERDEN) diesel, 400bhp, bp 4,5t*
ST 18 (CARBEEN?)
1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS)
(designed by the "Australian Shipbuilding Board")
1944: delivered to the US Army (USA)
fate unknown

None of the Australian tugs are listed by name in Piet's website with details. Hague's Convoy records reflect a number of ST voyages that must be associated with these Australian ST's and are recorded in the chart in blue from his work. I created an entry where I found an ST mentioned in a convoy even if I had no other indication. Here's an excerpt chart from the book **Forgotten Fleet 2** which I have not yet been able to purchase.

		ST-1 (S-347, Coatesville)
ST-3 (S-349, Canterbury)	ST-10 (S-396, Christchurch)	ST-12 (S-398, Clive)

ST-14 (S-400, Cook)	ST-17 (S-277, Carbanup)	ST-18 (S-279, Carbeen)
ST-19 (S-278, Carbethon)	ST-21 (S-706, Carcoola)	ST-22 (S-340, Carinya)
ST-26	ST-27	ST-38 (S-848, Chullora)
ST-40 (S-850, Cobadong)	ST-42 (S-341, Cobarup)	ST-43 (S-342, Cobbora)
ST-46 (S-1018, Cobacup)	ST-66 (S-1019, Coonatto)	ST-68 (S-1021, Coonong)
ST-72 (S-1025, Corio)	ST-74 (S-1027, Cowal)	ST-75
ST-76 (S-1029, Cowlong)	ST-131	ST-145
ST-179	ST-309	ST-357
ST-381 (S-577)	ST-405 (S-648)	ST-468 (S-583)
ST-472 (S-641)	ST-729	

Many of these numbers DUPLICATE “regular” ST’s: remember they are all US ARMY ST ships and to make life difficult, some of the “regular” ST’s went to the Pacific Theater!

Here’s a bit more info on the down-under **Wartugs from a blog**:

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AT1520 COMBARA

John Bryden was searching the internet recently and came across this old ex-Army tug for sale in Melbourne. It is AT1520 Combara, a 45 ft wooden tug which was one of many that were built for the Army Water Transport during World War II. In fact the “Australian Army Watercraft – The Unknown Fleet” reports that 65 vessels were ordered during the war for Army use plus another 12 for the Navy. By the end of the war 62 tugs were under construction or delivered.

115 of these tugs were built in Australia for the US Army. ???

These sturdy craft remained in Army service until the 1960s. The last Navy 45 ft tug (ex Army tug AT1536 Dooen) was paid off in 1993. Several examples remain in civilian use, particularly on Sydney Harbour, and at least one in Melbourne.

Some specifications on these tugs are: Length overall 45 ft, Breadth 14 ft, Depth 7 ft, powered by an assortment of engines such as the Gray 64HN9 marine diesel developing 225 bhp. It had a range of 500 miles and a crew of four. Its armament was one .303” twin Vickers machine gun.


(The AT designation is a mystery for now.....DF)

The Incomplete PACIFIC WW2 US ARMY ST Chart: **Australian Built, Locally Purchased, or Sent Over from the USA**

(Tugs that are recorded as being in the Pacific Theater but shipped from the USA are marked without the "A" designation, and noted with "US Import" in the comments area....are there duplicate numbers with other locally made or procured tugs? It's certainly possible!)

#	A-ST #, Name And S #	Design	Engine	How Long	Details Known
	A-ST 1 Coatesville S-347				diesel, 400bhp, bp 4,5t ST 1 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)
	A-ST 2 Cambridge				diesel, 400bhp, bp 4,5t ST 2 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)
	A-ST 3 Canterbury S-349				diesel, 400bhp, bp 4,5t ST 3 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) <i>In convoy GI.11A from Hollandia to Leyte Feb 1945</i>
	A-ST 4 Carfil				diesel, 400bhp, bp 4,5t ST 4) 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) <i>In convoy GI.3 from Hollandia to Leyte Jan 1945</i>
	A-ST 5 Carterton				diesel, 400bhp, bp 4,5t ST 5 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) <i>In convoy GI.16A from Hollandia to Hollandia Mar 1945</i>
	A-ST 6 Castlecliff				diesel, 400bhp, bp 4,5t ST 6

				<p>1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)</p>
	A-ST 7 Catlins			<p>diesel, 400bhp, bp 4,5t ST 7 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)</p>
	A-ST 8 Caversham			<p>diesel, 400bhp, bp 4,5t ST 8 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) In convoy GI.3 from Hollandia to Leyte Jan 1945</p>
	A-ST 9 Chatham			<p>diesel, 400bhp, bp 4,5t ST 9 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) In Convoy GI.11A OR GI.6 from Hollandia to Leyte either Jan or Feb 1945</p>
	A-ST 10 Christchurch S-396			<p>diesel, 400bhp, bp 4,5t ST 10 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)</p>
	A-ST 11 Clinton			<p>diesel, 400bhp, bp 4,5t ST 11 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) In Convoy GI.11A from Hollandia to Leyte Feb 1945</p>
	A-ST 12 Clive S-398			<p>diesel, 400bhp, bp 4,5t ST 12 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA)</p>
	A-ST 13 Collingwood			<p>diesel, 400bhp, bp 4,5t ST 13</p>

				<p>1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) IN HAGUE CONVOY DATABASE:GI.6 Hollandia-Leyte Jan 45</p>
	A-ST 14 Cook S-400			<p>diesel, 400bhp, bp 4,5t ST 14 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) IN HAGUE CONVOY GI 16A Hollandia – Hollandia Mar 1945</p>
	A-ST 15 Culverden			<p>diesel, 400bhp, bp 4,5t ST 15 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) In convoy GI.25A from Hollandia to Leyte May 1945</p>
	A-ST 17 Carbanup S-277			
	A-ST 18 Carbeen S-279			<p>warboat diesel, 400bhp, bp 4,5t ST 18 (CARBEEN?) 1944: Built by "J. & A. Brown and Abermain-Seaham Collieries Ltd" at Hexham, Newcastle, NSW.(AUS) (designed by the "Australian Shipbuilding Board") 1944: delivered to the US Army (USA) Assigned to the 2nd Engineer Special Brigade as of Aug 1944: The ST-18 was commanded by a civilian skipper, John B. Barber, who had the following 2 ESB personnel for a crew: TS/4 Frank Rainos, Timothy Murphy, TS/5 William P. Dehaut, William C. Morrison, Evans B. Ratcliffe, Pfc. Richard A. Busch, and Pvt. Albert Browneski. While enroute to Ormoc on the West Coast of Leyte with a full fuel barge in tow, the ST shot down a Jap plane entitling her to one Jap flag on the bridge. She claims the record for the longest tow across open sea, 2300 miles from New Guinea to Leyte and she was the first vessel, other than the Brigade's assault landing craft, to enter Orinoc Bay. All during the Philippine campaign she has been busy towing barges from island to island, often without naval escort. - History of 2nd Engineer Special Brigade USA</p>
				
	A-ST 19			In Convoy GI.6 from Hollandia to Leyte Jan

	Carbethon S-278				1945
	ST-20				<i>In Convoy GI.16A from Hollandia to Leyte Mar 1945</i>
	A-ST-21 Carcoola S-706				
	A-ST 22 Carinya S-340				<i>In Convoy GI.16A from Hollandia to Leyte Mar 1945</i>
	A-ST 23				<i>In convoy GI.16A from Hollandia to Hollandia Mar 1945</i>
	A-ST-25				<i>In convoy GI.25A from Hollandia to Leyte May 1945</i>
	A-ST 26				
	A-ST 27				
	A-ST-28				<i>In convoy GI.25A from Hollandia to Leyte May 1945</i>
	A-ST-29				<i>In convoy GI.21A from Hollandia to Leyte Apr 1945</i>
	A-ST 38 Chullora S-848				
	A-ST-39				<i>In Convoy GI.16A from Hollandia to Hollandia Mar 1945</i>
	A-ST 40 Cobadong S-850				
	A-ST 42 Cobarup S-341				<i>In Convoy GI.25A from Hollandia to Leyte May 1945</i>
	A-ST 43 Cobbora S-342				<i>In Convoy GI 6 arrived Leyte Gulf (Phillipines) from New Guinea in Jan 1945</i>
	A-ST 44				<i>In convoy GI.6 from Hollandia to Leyte Jan 1945</i>
	A-ST 46 Cobacup S-1018				
	A-ST 66 Coonatto S-1019				
	A-ST 68 Coonong S-1021				
	A-ST 72 Corio S-1025				
	A-ST 74 Cowal S-1027				
	A-ST 75				
	A-ST 76 Cowlong				

	S-1029				
	A-ST 131				
	A-ST 145				
	A-ST 179				
	A-ST 233				<i>In convoy GI.18B from Hollandia to Leyte Mary 1945</i>
	A-ST 309				
	A-ST 357				
	ST-381 S-577				<p><i>US Import</i> WARBOAT: Assigned to 2nd Engineer Special . The first crew: S/Sgt. (now 2d Lt) Benjamin H. Sooy, Jr. of Atlantic City, New Jersey in command with the following men comprising the crew: T/4 M. C. Papenfuss, TS/5 FrankLin K. Flower, Thomas Woienski, Privates W. C. Driscoll, Henry Keeney, G. H. Hultburg, W. S. Weisner, H. W. Clark, and Verner Smith.</p> <p>ST 381 AWARDED BATTLE STAR for actions at Mindoro – Shooting down 2, possibly 3, Japanese planes</p> <p>ST 381 APO 7221 December 1944.</p> <p>General William F. Heavey Headquarters, 2nd ESB APO 72</p> <p>Using Cancabato Bay, 500 feet off the Tacloban Air Strip as our permanent mooring, we have found it to be a rather hot corner at times. You know of the numerous attempts to knock that strip out since our arrival here. With all fairness to the other men who are in the same game and trying their best to bringthem down, I can say honestly that we gave one "Bogie" all that a single fifty could pump into him for a half a minute. On November 17, approximately 17:00 hrs, as the day coverage was making their landings with running lights on, one of the Honorable Nips was making a sneak on it, to strafe the field, lights on, as though he was one of our planes. The searchlight on the point spotted him being so close and low that A-A. had little opportunity. Only a few shots were fired. This was our tip off and we gave it to him for at least 3/4 of the strip when he burst into flames and crashed on the west beach opposite the southern end of the strip. We were thankful when we found out later that we had not made a case of mistaken identity. This was our first plane. Hunting being good and being informed we had a mission coming up, we applied strongly to the Brigade Ordnance Maintenance to give us more guns, and they complied. Before leaving on our mission we had five single fifties, two forward, two aft and one midship. Our ESB gunners were fit and ready for any Jap</p>

				<p>planes. December 11, Monday, orders were to proceed to Dulag and rendezvous for the night. Tuesday, the 12th, 05:30 hrs. found us proceeding on orders from the Escort Commander to sea, destination unknown, towing a 2 ESB fuel barge full of distillate. There was no activity the first day out. We were swung into Cabalian Bay, in the lower Surigao Straits on account of some trouble which was not revealed to the ships of the convoy. At 21:00 hrs, we made the Narrows entering Mindanao Sea. There was light A.A. from the tip of Mindanao, but we were under strict orders not to fire at night unless directly attacked. December 13th, at 15:00 hrs while in Lat. 9 degrees 19' N, Long. 124 degrees 18' E. one long "Bogie" at high level, coming from the southeast, dove and missed the LCT in stern position of our column by 500 feet with two anti-personnel bombs. We all cut loose but he proved too elusive and flew off to Northward. We were sorry we didn't get him. On Thursday the 14th, while in Lat. 9' 04' N, Long. 122' 28' E, at 08:00 hrs, two Japs were coming into the convoy's stern from a Northeasterly direction, and another was meeting us dead on. We were grateful as we spotted them to see a Navy Corsair on the tail of the lower one astern. He had winged him but the Nip tried to keep himself up after his dive to reach and crash one of our escort destroyers. He failed to reach his mark by 200 yards. Still having his bomb load with him, he caused a large explosion when he struck the water. His partner above him, at high level, did not want any part of the Corsair or us. This was also the case of the one ahead of us who turned and fled, dropping his load of four bombs one mile ahead of the convoy. Friday morning the 15th at 06:00 hrs. heavy A.A. was going up astern of us from a large convoy on the horizon. At 11:00 hrs: in Lat. 10' 38' N, Long, 121' 22' E, a twin engine Jap bomber dove at the convoy from the Northeast, leveled off and picked on the second column, the next to our right, just the way we wanted him, For we had three fifties to greet him and they emptied what they had into him. The after gun hit him for 15 seconds, knocking one of his bombs off. The bomb missed the after barge in column 2. This was our second kill. One of the escort destroyers was making the rear swing of his patrol and was very glad the Nip was not under control and crashed 300 feet off his starboard bow. The Commanding Officer and the crew of the DE acknowledged this by saying 'We were doing a splendid job', also by gesturing as grasping their hands in a warm hand shake. Later in the afternoon out towing cable parted which was probably an act or an event in our favor, relative to events to follow on the next day. The cable was repaired and we were underway in 30 minutes but the Commander's orders changed us to the rear of column I, the tanker Y-14 taking up our old position.</p>
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				<p>Saturday, the 16th, started as a quite and peaceful day. The sea had gone down and the southern end of Mindoro was in sight. Mindoro was our destination. At 09:20 hrs. a bomber came in from the Northwest on our side of the convoy and leveled off low, leaving the destroyers in a hard position for their heavy guns to be effective. After he crossed the bow of the outside destroyer our two forward and midship guns kept pumping him. He attempted a left bank, but was out of control, trying to crash the Y-14 tanker, who was now in our former position of the convoy. He could only give her a glancing blow off the port quarter while in a vertical bank and dive. He crashed immediately after, rounding the tanker's stern. At least 5 or 6 of the tanker's crew jumped overboard and were picked up by the two LCTs of our convoy. I believe some of her crew were lost, as the Escort Commander asked all ships if they had picked up any men. The tanker proceeded under her own power. We arrived and anchored our barge at 22:00 hrs., 400 yards off the beach of designated anchorage. Sunday, the 17th, 02:00 hrs., Captain Harris, of the 532d Engr Boat & Shore Regt., contacted us with his Picket Boat. We moved the barge two miles North for him to have the barge under A.A. coverage. The Escort Commander sent a destroyer in for us, at 04:00 hrs. for he had the convoy underway on it's return trip. By now the Navy was catering to its little "Mascot" and was seeing that we didn't get lost. That's the impression they gave us. The convoy departed at 05:00 hrs. Sunday, the 17th. The return trip was uneventful, that is, nothing came close to us. The Navy opened up on two occasions but they were 3 to 5 miles away. We encountered two days of rough weather having to ride in the trough of the sea. It seems as though little "Betsy" was trying to make her two "Victory Rolls" on both those days. Sunday, December 17th at 18:00 hrs. the flags were half masted in the convoy for a burial at sea from the LST 605. We moored in Cancabato Bay, 15:30 hrs., Tuesday the 19th. Quite a long story for a 72 foot Tug of 4 Civilians and 6 GIs, of old 2 ESB.</p> <p>Respectfully yours, R. E. CARPENTER, Master, ST 381, 2 ESB. James Mahone- Chief Engineer Grant Shanahan-1st Asst. Engr, Pvt. H. Keeney-2nd Asst. Engr. Alpha Moore-1st Mate T/4 M.C. Papenfuss- 2nd Mate Pvt. G. H. Hultburg-A.B. T/5 N. L. Dewar-A.B. Pvt. H. N. Clarke-A.B. Pvt. N. H. Weisner- Cook</p>
	ST 383			US import
	ST 384			US import
	ST 385			US import
	ST 386			US import

	ST 403				US import
	ST 404				US import
	ST 405 S-648				US import
	ST 406				US Import In convoy GI.16A from Hollandia to Hollandia Mar 1945
	ST407				US import
	ST 408				US Import In convoy GI.3 from Hollandia to Leyte Jan 1945
	ST 409				US import
	ST 457				US import
	ST 458				US import
	ST 459				US import
	ST 460				US import
	ST 468 S-583				US import
	ST 469				US import In convoy GI.11A from Hollandia to Leyte Feb 1945
	ST 470				US import In convoy GI.16A from Hollandia to Hollandia Mar 1945
	ST 472 S-641				US import In Convoy GI.11A from Hollandia to Leyte Feb 1945
	ST 507		Type 327E		US import
	A-ST 514				In Convoy GI.18B from Hollandia to Leyte Mar 1945
	ST 557				US import
	ST 558				US import
	ST 559				US import
	ST 561				US import
	ST 566				US import
	ST 568				US import
	ST 569				US import
	ST 570				US import
	ST 571				US import
	ST 574				US import
	ST 575				US import
	ST 576				US import
	ST 588				US import
	ST 590				US import
	ST 591				US import
	ST 593				US import
	ST 594				US import
	ST 595				US import
	ST 596				US import

ST 597				US import
ST 598				US import
ST 599				US import
ST 600				US import
ST 607				US import
ST 608				US import
ST 609				US import
ST 610				US import
ST 611				US import
ST 612				US import
ST 613				US import
ST 614				US import
ST 615				US import
ST 618				US import
ST 619				US import
ST 620				US import
ST 621				US import
ST 622				US import
ST 623				US import
ST 624				US import
ST 625				US import
ST 626				US import
ST 627				US import
ST 628				US import
ST 629				US import
A-ST 648 S-583				
ST 694		Type 327		US import
A-ST 729				
ST 733		Type 327		US import
ST 839		Type 327		US import

Several articles will at some point be added to the website on the Australian tugs.

SOURCES

This US Army ST Tugboat summary uses primary and secondary sources as listed. My thanks to the tremendous efforts of those that came before me.

Websites:

Shipbuildinghistory.com Tim Colton, timcolton@aol.com

The Tuglist at nekriek@hotmail.com Piet Van Damme (Belgium)

A tremendous amount of ST detail in this summary is directly from Piet's website. It is by far the most comprehensive site for details on all tugboats past and current.

Thamestugs.co.uk D-Day Mulberry Sections on US ships at Normandy

Arnold Hague Convoy Database at convoyweb.org.uk

Quite a few convoy records reveal small voyages of ST's primarily in the Pacific.

tugboatinformation.com another non-profit website with good info and photos

grambo.us list of ST's sent to Vietnam

Books & Primary Sources:

"U.S. Army Ships & Watercraft of World War II", David H. Grover, 1987

Quite a few of the ST's listed are only mentioned in this book!

"ST Tugs – Design 257 and 327", by J. O. Bijl; Lekko production; www.lekko.org

This book probably deserves the title as the "bible" of ST research; many photos provided copyright free from them. They also produce other tug books and a monthly tugboat magazine.

"Tug of War", Joe Richards, 1979

"Ordeal of Convoy NY 119", Charles Dana Gibson, 1973

"Little Ships: Tugboats at D-Day, Normandy", Gerald Reminick, 2011

West Volusia Historical Society Books:

"A Pictorial History West Volusia County 1870-1940" and

"A Century of West Volusia County 1860-1960"

History and Photos of the American Manufactory Corp and the Olson Corp - Builders of WW2 and other Army ST Tugboats on Lake Beresford, DeLand, Florida

Report: U. S. Army Transportation in the Southwest Pacific Area 1941-1947, appendices 35 & 38 list of ST's sent to the Pacific Theater in WW2

United States Merchant Marine website USMM.org Good details on tug & crew losses in WW2.

Records from the McAllister Tugboat Family via James McAllister; original details and photos of the older WW2 era DPC and ST tugs owned by McAllister.

Unit History: US Army 73rd Floating Craft Company list of 35 ST's that went to Vietnam: most probably stayed there.

Articles written by and provided by Capt Lester E. Ellison who began work on ST 247 and ended up in the D-Day work on ST 761 as it's master. He provided a copy of a diary report of the Commander Task Force 128 listing nine ST's making the journey over to Normandy in Convoy EWC1A on 6 6 1944; apparently the only US Navy held document known to list ST's at Normandy.

The ST 488 preservation group in LeHavre, France: Jean Michel Lecordier with this group has quite a bit of unique info inclusive of the **original ship's log from ST 488** recording

sightings of many ST's in the Scotland area and in Le Havre in from July 1944 – mid-January 1945. I know of no other original ST ship's log: they have graciously sent me a copy.

PHOTO SOURCE

Here's a great tug photo source. You will need to join to get access, but it's free! Quite a few ST photos are on this site.....

Tugtalk.co.uk contact bruce@clydesite.co.uk

OTHER PRIMARY SOURCES

DeLand Naval Air Station Museum, DeLand, Florida: provided access to many original DeLand/Beresford tug photos; some of which are unique such as the ones for ST 1978.

Mystic Seaport, Conn. This organization has the final US Army harborcraft records for ST 1979, 1981, 1982 and possibly others.

US Army Transportation Museum, Ft. Eustis, Newport News, VA: James Atwater, researcher. James provided many photos of the later Design 3004 - 65' DeLand tugs and the US Army Transportation tugs at 3rd Port Ft. Eustis. Many ST's ended up there after WW2 and Korea.

Cpt. Les Ellison was at D-Day during the Mulberry work on ST 671; later he was on ST 247. He sent me a copy of the Supply Maintenance Command Record of TS Vessel Construction, Oct 1, 1956; and a similar US Army list of all WW2 ST's and other details. He also sent some info on the Formation and Operation of the US Army Small Ships in World War II, and the only known US Navy list on the Normandy ST's.

For the "Australian" tugs:

"An address to members of The Royal United Services Institution of New South Wales on the 25th January 2005 was given by Captain E. A. Flint, MBE, ED (Retd)" and printed in the Journal , "United Service " Volume 55 No. 4 Pages 15-20 (March 2005) issue

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The Last DeLand/Beresford-Built US Army Tugboats and the rest of the Korean Era built ST's

THE OLSON CORPORATION/RAWLS BROTHERS POST-WW2 US ARMY 65' TUGBOATS ST 1978 – ST 1987 1951-1954

Tugboat building continued at Beresford, Florida into the 1950's. The Olson Corporation at Lake Beresford (now just outside DeLand) accepted a contract on 6 30 1951 and started to build ten 65' US Army ST tugboats in late 1952 at a price of \$233,000 each, but there were problems. The contract, which was under Navy



management, offered too little money to begin with and Army/Navy changes to the plans compelled several contractors to hand the contracts over inclusive of Olson. According to some sources, Rawls Brothers of Jacksonville took over the work and finished the boats in Jacksonville. Here's what local Beresford author and historian Ed Carson 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 Ed Carson



To confuse matters somewhat, the US Army Vessel Construction report of 1956 does not indicate Rawls at all; just the Olson Corporation. It is not known yet how many were actually 100% finished in DeLand; ST 1978 *certainly was* as we have photos courtesy the DeLand Naval Air Station Museum after it was completed on 3 4 1953; and some indications that a few others may have been almost completed. Tim Colton says the first two, ST 1978 & 1979, were completed at DeLand. Remarkable new photo evidence shows many of the tugs launched and virtually finished out; only ST 1987 is shown as a hull without superstructure in the photos from May of 1953. The photo in question was taken at least three months prior to sending them to Jacksonville: our best guess is the boats were at least 80% complete at the turnover. Two builder's plaques and a few pieces of a third recently turned up in DeLand. They had been cut up for scrap! Probably made no sense to put these plaques on boats to be finished up by Rawls. An intact “Olson” plaque for ST 1987 just turned up as well. “Out of service” probably means the date the boat was sold off from Army service not when it was scrapped. Records on a few of these boats exist at Mystic Seaport in Connecticut. Research continues on this confusing mess.







This is ST 1978 when first built...that must have been an “uh oh....this ain't right?” moment!
Photo courtesy DNASM.

ST#	Builder	HP	Long	Delivery
8	Corp	0	65	Design 3004
<p>The photo below is of DeLand/Beresford ST's 844, 1987, and 1978 at Ft. Eustis in the early 1960's.</p> 				
<p>WARBOAT Several photos of this boat have recently surfaced thanks to the DeLand Naval Air Station Museum. At least this tug was 100% completed in DeLand as of March 1953. Records reflect the 97th Transportation Company trained a Vietnamese crew to operate this boat in Saigon, Vietnam, in 1970, then it was turned over to them. Mentioned as the first Army tug in Vietnam...to be Vietnamized..or first one there? An original set of builder's plans has been found for this tug. Served under the 73rd Floating Craft Company in Vietnam. Was in Vietnam by at least Dec of 1968</p> 				


						 <p>Courtesy DNASM</p>
ST	197 9	Olson/Rawls Bros.	85 0	71/ 65	1953	<p>Later named Fort Stanwix, out of service 1987 Some builder's plaque pieces exist in DeLand from Olson. Some records at Mystic Seaport, Conn. Probably finished up at Beresford. By Dec of 1968, this boat was in the US Army Reserve in Europe, USAMFA Hythe, in England</p>
ST	198 0	Olson/Rawls Bros.	85 0	71/ 65	1953	<p>119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1980 1953: Building begun by "Olson Corp" at Beresford, Fl.(USA) Largely complete in May Of 1953 1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) 19xx: retired fate completely unknown</p>
ST	198 1	Olson/Rawls Bros.	85 0	71/ 65	1954	 <p>Later named Ridgefield, sold 1964, Filobus 2005, probably survives in France. 119 GRT, 95 NRT, L21,34m, B6,20m, D2,48m (70'21"x20'34"x8'14") steel, 1 fpp, diesel 8cyl "National Supply", 600bhp re-engined 19xx diesel Volvo, 380bhp-280kW ST 1981 RIDGEFIELD 1953: Building begun by "Olson Corp" at Beresford, Fl. (USA) (YN 4) Largely complete in 1953. 1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) 1968: stationed at Portsmouth (GBR) USAMFA Hythe 1992 -xx/11x: Sold by the US Army Depot at Hythe (GBR), to "Pounds Shipowners & Shipbreaking Ltd" at Portsmouth (GBR) 1993 -xx/12: at "Pounds" yard, together with 3 sisters (ABLE ONE, ABLE THREE, ELEKTRA) 1995: resold to "Read Heavy Lift" (Gordon Read) at Newquay, Fl.(USA), but remained in Southampton (GBR), renamed ABLE TWO 1995 -xx/03: all 4 ST's spotted on the River Itchen (GBR), laid up 1999: currently lying "Saxon Wharf" at Southampton (GBR) 2004: To Dan Luybaert ?? at Brussel (BEL) (for the price of the mooring money), seen at Oostende (BEL) for conversion into yacht/fishing vessel 2005: renamed FILOBUS 2005 -17/07: spotted at Gibraltar under Belgian flag 2006: put for sale in Turkey (L185,000)</p>

						<p>2007: spotted at Rhodos 200x (by 2011): To private owner (FRA) Some records at Mystic Seaport, Conn.</p>
ST	198 2	Olson/Rawls Bros. 	85 0	71/ 65	1954 	<p>Later named Groton, out of service 1992; renamed Elektra. Olson builder's plaque in DeLand. (Olson possibly made the hull) Survives in a Jersey (Channel Islands) shipyard as of Sept 2013 and for sale! Olson builder's plaque exists in DeLand owned by Lynn Purvis ST 1982 GROTON 1953: Building largely finished by "Olson Corp" at Beresford, Fl.(USA) 1954: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) (USA flag) 1962 dated photo shows the boat with others at the US Depot in France; in 1968 at USAMFA Hythe 1992: retired 1993 -xx/12: at "Pounds" yard, together with 3 sisters (ABLE ONE, ABLE THREE, ELEKTRA) 1995: resold to "Read Heavy Lift" (Gordon Read) at Newquay, Fl.(USA), but remained in Southampton (GBR) for conversion to a yacht, renamed ELEKTRA 19xx: To ?? at Jersey (GBR) (GBR flag, regd Jersey) 2009: To ?? at Jersey (GBR) 2010 xx/09: spotted at St Helier, Jersey, new wheelhouse fit, conversion apparently halted Aug 2013: For sale Jersey: \$53,000, needs paint, renovated interior. Purchased from US Reserve Depot in England; apparently unused, 1990's. Some records at Mystic Seaport, Conn</p>
ST	198 3	Olson/Rawls Bros.	85 0	71 / 65	1953	<p>119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1983 GREEN SPRINGS 1953: Building largely finished by "Olson Corp" at Beresford, Fl.(USA) 1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) 1968: USAMFA Hythe in England 1987: retired fate unknown out of service 1987 ...some records at Mystic Seaport, Conn</p>
ST	198 4	Olson/Rawls Bros.	85 0	71/ 65	1953	<p>119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1984 SCHOLARIE 1953: Building largely finished by "Olson Corp" at Beresford, Fl.(USA) 1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) 1968: USAMFA Hythe England 1987: retired fate unknown</p>
ST	198 5	Olson/Rawls Bros.	85 0	71/ 65	1953	<p>Serv119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1985 1953: Building largely finished by "Olson Corp" at Beresford, Fl.(USA) 1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA) 1954: delivered to the US Army Transportation Corps (USA) Dec 1968: In Vietnam 19xx: retired Served under the 73rd Floating Craft Company in Vietnam WARBOAT</p>

ST	1986	Olson/Rawls Bros.	850	71/65	1953	<p>Served und 119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1986</p> <p>1953: Building large finished by "Olson Corp" at Beresford, Fl.(USA)</p> <p>1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA)</p> <p>1954: delivered to the US Army Transportation Corps (USA)</p> <p>Dec 1968: was in Vietnam</p> <p>19xx: retired</p> <p>Served under the 73rd Floating Craft Company in Vietnam</p> <p>WARBOAT</p> <p>Olson builder's plaque in DeLand owned by Jim Cara</p>
ST	1987	Olson/Rawls Bros. 	850	71/65	1953   	<p>119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp ST 1987</p> <p>1953: Building of hull finished by "Olson Corp" at Beresford, Fl.(USA)</p> <p>1954 -xx/04: completed by "Rawls Bros. Contractors Inc" at Jacksonville, Fl.(USA)</p> <p>1954: delivered to the US Army Transportation Corps</p> <p>Sept 1969: In Vietnam Several other photos exist (USA) 19xx: retired</p> <p>3 boat is on a postcard from the 50's and 60's issued by Eustis' US Army Transportation Museum. The lower to is of a large model of ST 1987 on display at the US Transportation Museum at Ft. Eustis. Served under the 73rd Floating Craft Company in Vietnam WARBOAT</p> <p>own as Capital C in 2007, ST 1987 was in Canada and sived a new engine. A Vietnam returnee!</p> <p>The Olson original builder's plaque has surfaced <i>intact</i> and I now own it in DeLand. Olson made the hull of this boat and probably the basic superstructure as well. DF</p>

Korean Era built ST's 1988 - 2201

This chart lists the rest of the Korean Era built ST tugboats. No known RT designations were used during this period. Over **35 of these boats also were used in Vietnam**; some were "Vietnamized" with US training of their new crews; many of those were left there at war's end.

ST	1988	Mo. Valley Steel Photo Courtesy Damien Pendergrass 	1304-1	850	71	1953	<p>US Army ST Tug diesel ST 1988 BEMIS HEIGHTS</p> <p>1953: Possibly Built by "Missouri Valley Steel Inc" at Leavenworth, Kas.(USA) (YN 1304-1) BUT! Evidence shows it might have been worked on by Rawls Brothers of Jacksonville, and then handed to a 3rd contractor to finish. See the photo of a plaque for ST 1988 giving builder's credit to RAWLS BROTHERS...it was probably never used. Found on St Simon's Island in Georgia.</p> <p>1953: delivered to the US Army (USA)</p> <p>2001: Sold to Richard & Coleen Morris at Everett, Wa.(USA)</p> <p>Later named Bemis Heights, sold 2001, now active in Everett WA</p>
ST	1989	Mo. Valley Steel	1304-2	850	71	1954	<p>US Army ST Tug diesel ST 1989 EUTAW SPRINGS</p> <p>195x: Built by ?? (USA)</p>


							195x: delivered to the US Army (USA) 1994: retired Was at Ft. Eustis in the 1980's 73 rd Floating Craft Co.
ST	1990	Mo. Valley Steel	1304-3	850	71	1954	US Army ST Tug diesel ST 1990 MOHAWK VALLEY 195x: Built by ?? (USA) 195x: delivered to the US Army (USA) 2001: retired
ST	1991	Mo. Valley Steel	1304-4	850	71	1954	US Army ST Tug diesel ST 1991 ORISKANY 195x: Built by ?? (USA) 195x: delivered to the US Army (USA) 1994: retired At Ft. Eustis, 73 rd Floating Craft Co, 1980's
ST	1992	Mo. Valley Steel	1304-5	850	71	1954	US Army ST Tug diesel ST 1992 195x: Built by ?? (USA) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	1993	Mo. Valley Steel	1304-6	850	71	1954	US Army ST Tug (122')? diesel ST 1993 COWPENS 1954: Built by "Missouri Valley Steel Inc" at Leavenworth, Kas.(USA) 1954: delivered to the US Army (USA) WARBOAT Mentioned as being in Vietnam. 2002: retired 2004: broken up by "Barletta-Wilis" at Sparrows Point, Ma.(USA)
ST	1994	Mo. Valley Steel	1304-7	850	71	1954	(US Navy ST tug) (70.0'(63.8')x19.5'x7.8') 1 scr. diesel National Supply/Atlas Marine type 45-M5X-8, 600bhp re-engined 1997 diesel Cummins type KT38M, 800bhp ST 1994 1954: Built by "Missouri Valley Steel Inc" at Leavenworth, Kas.(USA) 1954 -02/04: delivered to the US Army Transportation Corps (USA) 1961: To the Portuguese Navy (PRT), renamed RB1 1987: To "ETERMAR - Empresa de Obras Terrestres e Maritimas SA" at Setubal (PRT), renamed TRANSMAR 1997: re-engined diesel Cummins type KT38M, 800bhp 2005: still in service To Portugal 1961 as RB 1, now Transmar, active?
ST	1995	Mo. Valley Steel	1304-8	850	71	1954	Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	1996	Mo. Valley Steel	1304-9	850	71	1954	
ST	1997	Mo. Valley Steel	1304-10	850	71	1954	
ST	1998	Mo. Valley Steel	1304-11	850	71	1954	
ST	1999	Mo. Valley Steel	1304-12	850	71	1954	Sold, now Gene (US Navy ST tug) (70.0'(63.8')x19.5'x7.8') 1 scr. diesel National Supply/Atlas Marine type 45-M5X-8, 600bhp re-engined 1997 diesel Cummins type KT38M, 800bhp ST 1999 1954: Built by "Missouri Valley Bridge & Iron Works" at Leavenworth, Kas.(USA) (US Army Hull No C-1304-12)

							1954: delivered to the US Army Transportation Corps (USA) 1961: transferred to the "USCE - US Corps of Engineers" (USA), renamed AU SABLE 1984: retired from service, given to some organisation named "NVDC", but this appeared to be a scam; the owner intending her for commercial service, renamed CHALLENGER 1985: taken back, auctioned to "Billington Contracting" at Duluth, Mn.(USA) 19xx: To "Durocher - Van Antwerp Inc" at Cheboygan, Mi. (USA), renamed GENERAL 19xx: To "Kokosing" (USA) 2006: still in serviceral, active in Cheboygan MI
ST	2000	Mo. Valley Steel	1304-13	850	71	1954	
ST	2001	Mo. Valley Steel	1304-14	850	71	1954	
ST	2002	Mo. Valley Steel	1304-15	850	71	1954	
ST	2003	Mo. Valley Steel	1304-16	850	71	1954	
ST	2004	Mo. Valley Steel	1304-17	850	71	1954	
ST	2005	Mo. Valley Steel	1304-18	850	71	11-Jun-54	(US Army ST tug) Registered: (70') 1 scr, diesel Atlas-Imperial, 600bhp ST 2005 1954: Built by "Missouri Valley Bridge & Iron Works" at Leavenworth, Kas.(USA) (US Army Hull No C-1304-18) 1954: delivered to the US Army (USA) 1961: transferred to the "USCE - US Corps of Engineers" (USA), renamed ROUGE 199x: auctioned to ?? (USA), laid up 2006: remains out of service
ST	2006	Mo. Valley Steel	1304-19	850	71	10-Jun-54	
ST	2007	Mo. Valley Steel	1304-20	850	71	22-Jun-54	
ST	2008	Mo. Valley Steel	1304-21	850	71	7-Jul-54	
ST	2009	Mo. Valley Steel	1304-22	850	71	27-Jul-54	
ST	2010	Mo. Valley Steel	1304-23	850	71	5-Aug-54	
ST	2011	Mo. Valley Steel	1304-24	850	71	16-Aug-54	
ST	2012	Mo. Valley Steel	1304-25	850	71	16-Aug-54	
ST	2013	Mo. Valley Steel	1304-26	850	71	17-Sep-54	(US Army ST tug)Registered: (70') 1 scr, diesel Atlas-Imperial, 600bhp re-engined 1983 diesel Cummins type KTA-2400M, 940bhp ST 2013 1954: Built by "Missouri Valley Bridge & Iron Works" at Leavenworth, Kas.(USA) (US Army Hull No C-1304-26)

								1954: delivered to the US Army (USA) 1980: To ?? (USA), renamed JOHN HVENRY (??? or JOHN HENRY ???) 1983: re-engined diesel Cummins type KTA-2400M, 940bhp 19xx: To "The King Company" at Grand Haven, Mi., mng "Cal-River - Calumet River Fleeting Corp" at South-Chicago, Il.(USA), renamed JOHN PERRY (??? or JOHN HENRY ???) 2006: still in service Sold, now John Henry, active in Holland MI
ST	2014	Mo. Valley Steel	1304-27		850	71	24-Sep-54	
ST	2015	Mo. Valley Steel	1304-28		850	71	1954	Sold, now (US Army ST tug) Registered:(70') 1 scr, diesel Atlas-Imperial, 600bhp re-engined 2001 diesel Cummins type KTA-38 ST 2015 1954: Built by "Missouri Valley Bridge & Iron Works" at Leavenworth, Kas.(USA) (US Army Hull No C-1304-18) 1954: delivered to the US Army (USA) 1962: To the "USCE - US Corps of Engineers" (USA), renamed DULUTH 2001: auctioned to "GLD & M - Great Lakes Dock & Materials" at Muskegon, Mi.(USA) 2001: re-engined diesel Cummins type KTA-38 2006: still in service Duluth, active in Muskegon MI
ST	2016	Roamer Boat	1	122	400	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2016 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 1) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2017	Roamer Boat	2	122	400	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2017 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 2) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2018	Roamer Boat	3	122	400	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2018 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 3) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2019	Roamer Boat	4	122	400	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2019 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army

								YN 4) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2020	Roamer Boat 	5	1 2 2	40 0	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2020 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 5) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2021	Roamer Boat	6	1 2 2	40 0	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2021 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 6) 1953: delivered to the US Navu (USA) 19xx: To "Malta Drydocks Corp" (MLT), renamed KEMMUNA 2008: still in service To USAF as TG8-1924, sold, now Miss Hattie, active?
ST	2022	Roamer Boat	7	1 2 2	40 0	45	1953	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2022 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 7) 1953: commissioned with the US Army Transportation Corps (USA) fate unknown
ST	2023	Roamer Boat	8	1 2 2	40 0	45	1953	Later na (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel re-engined 19xx diesel 2t 8cyl GM Detroit type 8V-71 ST 2023 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 8) 1953: commissioned with the US Army (USA) 1962: To the "USCE - US Corps of Engineers", Detroit District, stationed at Duluth, Mn.(USA), renamed BAYFIELD 19xx: re-engined diesel 2t 8cyl GM Detroit type 8V-71 199x: laid up, replaced by tug HAMMOND BAY (ex ST 2170) 1998 -xx/12: placed on permanent display outside the Maritime Visitors Center at Duluth, Mn.(USA) 2009: still in existencemed Bayfield, to USACOE 1962, now a museum in Duluth MN
ST	2024	Roamer Boat	9	1 2 2	40 0	45	1953	
ST	2025	Roamer Boat	10	1 2 2	40 0	45	1953	
ST	2026	Wiley Mfg.		1 2 2	40 0	45	1953	

ST	2027	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2028	Wiley Mfg.		1 2 2	40 0	45	195 3	<p>Later named Santiago, sold as ferry in Colombia, now Steadfast (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7') 1 scr, diesel re-engined 19xx diesel 4t 6cyl Rolls-Royce, 200bhp</p> <p>ST 2028 1952: Built by "Wiley Manufacturing Co" at Port Deposit, Md. (USA) 1952: delivered to the US Army (USA) (USA flag, c/s AABM) 19xx: transferred to the "US Army Transportation Corps" (USA), stationed at Petersburg, renamed SANTIAGO 1991 -xx/01: taken out of service 1991: Sold to ?? at Hythe (GBR), serving as a ferry 19xx: To ?? at Cuxton (GBR) as houseboat 2009: put for sale at Medway, Kent (GBR)ast, in the U.K.</p>
ST	2029	Wiley Mfg.		1 2 2	40 0	45	195 3	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7') 1 scr, diesel</p> <p>ST 2029 195x: Built by ?? (USA) 195x: delivered to the US Navy (USA) 1986: To "Salvatore Bezzina & Sons Ltd" at Valetta (MLT), renamed TUG 29 2008: still in service</p>
ST	2030	Wiley Mfg.		1 2 2	40 0	45	195 3	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm</p> <p>ST 2030 1953: Built by "Wiley Manufacturing Co" at Port Deposit, Md. (USA) (YN 301) 1953: delivered to the US Navy (USA) 1961: transferred to the "USCE - US Corps of Engineers" (USA), renamed ESCANABA 19xx: given to the "Joliet Sea Scouts" at Joliet, Ill.(USA) 2006: still in service</p>
ST	2031	Wiley Mfg.		1 2 2	40 0	45	195 3	At Ft. Eustis, 73 rd Floating Craft Co, in the 1980's Preserved at Fort Eustis
ST	2032	Wiley Mfg.		1 2 2	40 0	45	195 3	Sold 1972 as Spartan, later Duane Merritt
ST	2033	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2034	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2035	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2036	Wiley Mfg.		1 2 2	40 0	45	195 3	



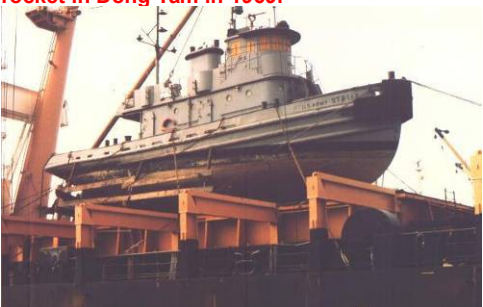

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ST	2037	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2038	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2039	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2040	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2041	Wiley Mfg.		1 2 2	40 0	45	195 3	
ST	2042	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2042 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	2043	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2043 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	2044	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 fpp, diesel ST 2044 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) 19xx: To "Malta Drydocks Corporation" at Valletta (MLT), renamed FILFLA 2011: still in service Built in Savannah, sold to Malta, now Filfla, active?
ST	2045	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2045 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	2046	Am. Elec. Welding		1 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered:


									(45'x13'x7') 1 scr, diesel ST 2046 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) 19xx: To "Salvatore Bezzina & Sons Ltd" at Valetta (MLT), renamed TUG 46 2008: still in service Built in Savannah, sold to Malta, now Fortuna, active?
ST	204 7	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2047 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	204 8	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2048 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	204 9	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2049 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	205 0	Am. Elec. Welding			1 2 2	40 0	45	195 3	At Ft. (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2050 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) At Ft. Eustis, 73 rd Floating Craft Co, in the 1980's sold, now 8th Sea, active in Plattsburgh NY
ST	205 1	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2051 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown Built in Savannah, sold, now Laura, active in Charleston SC
ST	205 2	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2052 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	205 3	Am. Elec. Welding			1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2053 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA)



								195x: delivered to the US Army (USA) fate unknown
ST	205 4	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2054 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	205 5	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2055 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	205 6	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2056 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) At Ft. Eustis, 73 rd Floating Craft Co, in the 1980's
ST	205 7	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (USA)ON 1126003 (45'x13'x7') 1 scr, diesel Kahlenberg type B-5, 150bhp re-engined 19xx diesel GM Detroit type 8V-71 ST 2057 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) 19xx: transferred to the "USAF - US Air Force" (USA), designated U-8-xxxx 19xx: redesignated TG 45-xxxx 19xx: To "LMC - Lake Michigan Contractors Inc" at Holland, Mi.(USA), renamed TG 45 (USA flag, ON 1126003) 2004: auctioned, sold to "Madison Coal & Supply Co" at Charleston, WV.(USA) (for \$30,000.-)
ST	205 8	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2058 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	205 9	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2059 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	206 0	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2060 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA)





								195x: delivered to the US Army (USA) fate unknown
ST	206 1	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2061 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	206 2	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2062 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	206 3	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2063 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) Sold, now Robbie R, active in Norfolk VA
ST	206 4	Am. Elec. Welding		1 2 2	40 0	45	195 3	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel ST 2064 195x: Built by "AEW - American Electric Welding Co" at Baltimore, Md. (Savannah, Ga. yard) (USA) 195x: delivered to the US Army (USA) fate unknown
ST	206 5	NASSCO	196	1 2 2	40 0	45	195 3	(US Army ST tug) Registered:steel, 1 scr, diesel ST 2065 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 196) 1953: delivered to the US Army (USA) 19xx: retired fate unknown
ST	206 6	NASSCO	197	1 2 2	40 0	45	195 3	(US Army ST tug)Registered: steel, 1 scr, diesel ST 2066 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 197) 1953: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	206 7	NASSCO	198	1 2 2	40 0	45	195 3	(US Army ST tug)Registered: steel, 1 scr, diesel ST 2067 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 198) 1953: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	206 8	NASSCO	199	1 2 2	40 0	45	195 3	(US Army ST tug) Registered:steel, 1 scr, diesel ST 2068 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 199) 1953: delivered to the US Army (USA)

								19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	206 9	NASSCO	200	1 2 2	40 0	45	195 3	(US Army ST tug) Registered: steel, 1 scr, diesel ST 2069 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 200) 1953: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	207 0	NASSCO	201	1 2 2	40 0	45	195 3	Served under the 73 rd Floating Craft Company in Vietnam (US Army ST tug) Registered: steel, 1 scr, diesel ST 2070 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 201) 1953: delivered to the US Army (USA) 19xx: retired WARBOAT
ST	207 1	NASSCO	202	1 2 2	40 0	45	195 3	(US Army ST tug) Registered: steel, 1 scr, diesel ST 2071 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 202) 1953: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	207 2	NASSCO	203	1 2 2	40 0	45	195 3	(US Army ST tug) Registered: steel, 1 scr, diesel ST 2072 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 203) 1953: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	207 3	NASSCO	204	1 2 2	40 0	45	195 3	(US Army ST tug) Registered: steel, 1 scr, diesel ST 2073 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 204) 1953: delivered to the US Army (USA) 19xx: retired fate unknown
ST	207 4	NASSCO	205	1 2 2	40 0	45	195 3	(US Army ST tug) Registered: steel, 1 scr, diesel ST 2074 1953: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 205) 1953: delivered to the US Army (USA) 19xx: retired fate unknown
ST	210 0	Fellows & Stewart			85 0	71	1954	Later Barbara Jo, now Island Ranger
ST	210 1	Fellows & Stewart			85 0	71	1954	
ST	210 2	Fellows & Stewart			85 0	71	1954	
ST	210	Fellows &			85	71	1954	

	3	Stewart			0		
ST	210 4	Fellows & Stewart			85 0	71	1954 (US Army ST tug Design 3004, 82 in all) Registered: 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2104 MONMOUTH 1955: Built by ?? (USA) 1955: delivered to the US Army (USA) 2003: retired Later named Monmouth, sold 2003, now Jamestown, active in Mobile AL
ST	210 5	Fellows & Stewart			85 0	71	1954
ST	210 6	Fellows & Stewart			85 0	71	1954 Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	210 7	Fellows & Stewart			85 0	71	1954 Served in Vietnam WARBOAT Mentioned in History of 97 th US Army Transportation Company
ST	210 8	Fellows & Stewart			85 0	71	1954 Served in Vietnam WARBOAT Mentioned in History of 97 th US Army Transportation Company
ST	210 9	Fellows & Stewart			85 0	71	1954 Served under the 73 rd Floating Craft Company in Vietnam WARBOAT 
ST	211 0	Fellows & Stewart 			85 0	71	1954 Mentioned as being in Vietnam WARBOAT ; was hit by a rocket in Dong Tam in 1969. 
ST	2111	Fellows & Stewart			85 0	71	1954 Served under the 73 rd Floating Craft Company in Vietnam WARBOAT 
ST	211 2	Fellows & Stewart			85 0	71	1954 Served under the 73 rd Floating Craft Company in Vietnam WARBOAT Sold, now Tucker Brusco, active in Seattle WA

ST	211 3	C W Smith Shipyards, Inc 		1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) Registered: 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 fpp, diesel White Atlas Imperial, 600bhp ST 2113 CHARLESTOWN 1955: Built by "C.W. Smith Shipyards Inc" at Pensacola, Fl. (USA) 1955: delivered to the "USATC - US Army Transportation Corps" at Fort Eustis, Va.(USA) 19xx: stationed at Portsmouth (GBR) 1962 dated photo shows the boat with others at the US Depot in France 1992: retired 1993: sold by the US Army Depot at Hythe (GBR), to "Pounds Marine Shipping Ltd" at Portsmouth (GBR) 1995: resold to "Read Heavy Lift" (Gordon Read) at Newquay, Fl.(USA) but remained at Saxon Wharf, Southampton (GBR), renamed ABLE THREE (by error identified as ABLE ONE by the sandblasters of Saxon Wharf) 199x: engine removed 199x: spotted lying at Whitby (GBR) 2005: still present, partly rebuilt
ST	211 4			1 2 2	40 0	45	1954	At (US Army ST tug Design 3004, 82 in all) Registered: 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2114 VINCENNES 1955: Built by "Smith's Basin" Fl.(USA) 1955: delivered to the US Army (USA) 1991: retired At Ft. Eustis, 73 rd Floating Craft Co, in the 1980's named Vincennes
ST	211 5			1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) Registered: 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2115 FORT MOULTRIE 1955: Built by "Smith's Basin" Fl.(USA) 1955: delivered to the US Army (USA) 19xx: stationed at Portsmouth (GBR) 1992: retired 1995: Sold by the US Army Depot at Hythe (GBR) to "Pounds Marine Shipping Ltd" at Portsmouth (GBR) 1995: resold to "Read Heavy Lift" (Gordon Read) at Newquay, Fl.(USA), renamed ABLE ONE 200x: sailed part of the way (mast fit) to Florida (USA) 2003-2004: in service 2009: still in existence lying at Indiantown Marina, Fl.(USA) 2011: spotted at "Atlas Towing" 's yard in Bayou La Batre, Al. (USA) to be converted to yacht
ST	211 6	American B&W/Matton	309	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2116 KING'S MOUNTAIN 1955: Built by "American Boiler Works" at Erie, Pa.(USA) 1955: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 1955: delivered to the US Army (USA) 1994: retired At Ft. Eustis, 73 rd Floating Craft Co, in the 1980's Later named King's Mountain, sold 1997, now Orion, active in Mobile AL
ST	211 7	American B&W/Matton	310	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2117 1955: Built by "American Boiler Works" at Erie, Pa.(USA)

								1955: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 1955: delivered to the US Army (USA) 1988: retired fate unknown Out of service 1988
ST	211 8	American B&W/Matton 	311	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) Registered: (USA)ON 1123899 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2118 GUILFORD COURTHOUSE 1954: Built by "American Boiler Works" at Erie, Pa. (USA) 1954: completed by "John E. Matton & Son Inc" at Cohoes, NY (USA) 1954: delivered to the US Army (USA) 2001: retired 19xx: To "Tripp Marine Construction Corp" at Westport, Ma. (USA), renamed GUILFORD COURTHOUSE (USA flag, regd Westport, ON 1123899) 2006: still in service active in Westport MA FOR SALE: 11 22 2013 65' US Army Model Bow St Tug 71' x 19.5' x 8.5' 1954 / 2010 65' Class US Army St 2118 Guilford Court House . Cat 850 HP @ 1,200 RPM With A Twin Disc MG540 Gear. Custom Built In 2000. Three Square Spud Wells Built Of 3/4" Plate. Bellow Deck Is A 100 HP Diesel HPU Remote Control, With 300 Hours Since New. Phone: 508 -922- 0487
ST	211 9	American B&W/Matton	312	1 2 2	40 0	45	1955	At Ft. Eustis(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2119 BENNINGTON 195x: Built by "American Boiler Works" at Erie, Pa. (USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1994: retired With the 73 rd Floating Craft Co, in the 1980's
ST	212 0	American B&W/Matton 	313	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2120 195x: Built by "American Boiler Works" at Erie, Pa. (USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 19xx: retired Photo from June 1958 Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	212 1	American B&W/Matton	314	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2121 195x: Built by "American Boiler Works" at Erie, Pa. (USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	212 2	American B&W/Matton	315	1 2 2	40 0	45	1955	WARBOAT This ST was known as "El Cid" and was in Vietnam. In 1970 it was hit by two RPG style rounds and

									damaged. See photos  (US Army ST
ST	212 3	American B&W/Matton	316	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2122 195x: Built by "American Boiler Works" at Erie, Pa. (USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY (USA) 195x: delivered to the US Army (USA) 19xx: retired Recorded at Ft. Eustis with the 159 th Trans Battalion, it also served under the 73 rd Floating Craft Company in Vietnam	
ST	212 4	American B&W/Matton	317	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2123 NINETY-SIX 195x: Built by "American Boiler Works" at Erie, Pa. (USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 19xx: retired fate unknown Later named Ninety-Six	
ST	212 4	American B&W/Matton	317	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2124 QUAKER HILL 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 2003: retired Later named Quaker Hill, sold 2002, now Betsy, active in Woods Hole MA	
ST	212 5	American B&W/Matton 	318	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2125 SAG HARBOR 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1962 dated photo shows the boat with others at the US Depot in France 1988: retired Later named Sag Harbor, out of service 1988	
ST	212 6	American B&W/Matton 	319	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2126 STONY POINT 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1962 dated photo shows the boat with others at the US Depot in France 2001: retired named Stony Point, sold 2004, now yacht Stony Point, active?	
ST	212 7	American B&W/Matton	320	1 2	40 0	45	1955	Later named (US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5')	

								1 scr, diesel White Atlas Imperial, 600bhp ST 2127 APPOMATTOX 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1988: retired fate unknown
ST	2128	American B&W/Matton	321	1 2 2	40 0	45	1955	Later named Dorchester Heights, out of service 1987(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2128 DORCHESTER HEIGHTS 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1987: retired fate unknown
ST	2129	American B&W/Matton 	322	1 2 2	40 0	45	1955	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2129 BUNKER HILL 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) 1991: retired fate unknown At Ft. Eustis in early 1960's. Mentioned as being in Vietnam. Later named Bunker Hill, out of service 1991 WARBOAT 231st Trans Company Now restored and functional as Wendy Ann in 2013.
ST	2130	American B&W/Matton 	323	1 2 2	40 0	45	1955	Serv(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2130 FORT MIFFLIN 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) In Vietnam: Captain James T Dobbins; engineer Gary Weathers 1991: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT Later named Fort Mifflin, sold 2001, now yacht ST 2130, active and functional livaboard now
ST	2131	Fellows & Stewart			85 0	71	1953	Shipped on another boat to Alaska in 1956. Sold, now Rocona II, active in Hoonah AK
ST	2132	Fellows & Stewart			85 0	71	1953	Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	2133	Fellows & Stewart			85 0	71	1953	Sold, now New Era, active in Portland OR
ST	2134	Fellows & Stewart			85 0	71	1953	Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	2135	Fellows & Stewart			85 0	71	1953	Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	2136	Fellows &			85	71	1953	Photo for sale on Ebay: ST 2136 being loaded onto Santa Venezia for shipment to Alaska 1956.

	6	Stewart			0			
ST	213 7	NASSCO	243	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2137 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 243) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	213 8	NASSCO	244	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2138 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 244) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	213 9	NASSCO	245	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2139 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 245) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	214 0	NASSCO	246	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2140 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 246) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	214 1	NASSCO	247	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp re-engined 2005 diesel GM Detroit type 6-110 ST 2141 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 247) 195x: delivered to the US Army (USA) 19xx: transferred to the "USCE - US Corps of Engineers", Buffalo District (USA), renamed BUFFALO 2005 -xx/05: Sold to Capt. Dewitt Withington at Clayton, NY (USA), renamed ABACO 2005: re-engined diesel GM Detroit type 6-110 Sold, now Abaco, active in Eastport ME
ST	214 2	NASSCO	248	1 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5')

								1 scr, diesel White Atlas Imperial, 600bhp ST 2142 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 248) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 3	NASSCO	249	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2143 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 249) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	214 4	NASSCO	250	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2144 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 250) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 5	NASSCO	251	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2145 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 251) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 6	NASSCO	252	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2146 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 252) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 7	NASSCO	253	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2147 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 253) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 8	NASSCO	254	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2148 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 254) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	214 9	NASSCO	255	1 2 2	40 0	45	1954	(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2149 195x: Built by "NASSCO - National Steel & Shipbuilding Co"


									at San Diego, Ca.(USA) (YN 255) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	215 0	NASSCO	256	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2150 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 256) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	215 1	NASSCO	257	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2151 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 257) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	215 2	NASSCO	258	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2152 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 258) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	215 3	NASSCO	259	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2153 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 259) 195x: delivered to the US Army (USA) 19xx: retired Served under the 73 rd Floating Craft Company in Vietnam WARBOAT
ST	215 4	NASSCO	260	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2154 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 260) 195x: delivered to the US Army (USA) 19xx: retired Sold, now Catharine, active?
ST	215 5	NASSCO	261	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2155 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 261) 195x: delivered to the US Army (USA) 19xx: retired fate unknown
ST	215 6	NASSCO	262	1 2 2	40 0	45	1954		(US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2156 195x: Built by "NASSCO - National Steel & Shipbuilding Co" at San Diego, Ca.(USA) (YN 262) 195x: delivered to the US Army (USA)


								19xx: retired fate unknown
ST	215 7	Roamer Boat	11	1 2 2	40 0	45	1954	
ST	215 8	Roamer Boat	12	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45.0'(42.5')x12.5'x6.6') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 2158 1953: Built by "Roamer Boat Co" at Holland, Mi.(USA) (YN 00012) 1953: delivered to the US Army Transportation (USA) 1962: transferred to the "USCE - US Corps of Engineers" (USA), renamed ANCHOR BAY 1968 -12/12: grounded, then exploded and sank near the mouth of St Clair River near Harsen's Island (one of crew lost, 3 injured); subsequently repaired with new wheelhouse [and engine?] 19xx: To "Great Lakes Maritime Academy" at Traverse City, Mi.(USA) as training vessel 2009: still in service To USACE 1962 as Anchor Bay, active as a GLMA training vessel
ST	215 9	Roamer Boat	13	1 2 2	40 0	45	1954	
ST	216 0	Roamer Boat	14	1 2 2	40 0	45	1954	
ST	216 1	Roamer Boat	15	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 2161 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (US Army Hull No 15) 1953: commissioned with the US Army (USA) 1962: transferred to the "USCE - US Corps of Engineers" (USA), renamed OCONTO 19xx: renamed TAWAS BAY 19xx: To "GLT- Great Lakes Towing Co" at Duluth, Min.(USA) 19xx: given to the "Port of Burns Harbor" (USA) 19xx: found underpowered, placed on display at the Port of Burns Harbor by the Cargill facility (USA) 19xx: To "GLD & M - Great Lakes Dock & Materials" at Muskegon, Mi.(USA) 2006: still in existence now barge Sarah B, active in Muskegon MI
ST	216 2	Roamer Boat	16	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 2162 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 16) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (USA)
ST	216 3	Roamer Boat	17	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7')

								1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 19xx diesel GM Detroit type 8V-71 ST 2163 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 17) 1953: commissioned with the US Army (USA) 1961: transferred to the "USCE - US Corps of Engineers" (Buffalo District) (USA) for service on Lake Erie, renamed CLEVELAND 197x: transferred to the Detroit District (USA), renamed FAIRCHILD 19xx: re-engined diesel GM Detroit type 8V-71 2006: laid up as spare parts tug at Duluth, Mn.(USA) To USACE 1961 as Cleveland, sold, later Fairchild, scrapped 2006
ST	216 4	Roamer Boat	18	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2164 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 18) 1953: commissioned with the US Army (USA) 1962: transferred to the "USCE - US Corps of Engineers" (USA)
ST	216 5	Roamer Boat	19	1 2 2	40 0	45	1954	To U(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2165 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 19) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (USA) fate unknown
ST	216 6	Roamer Boat	20	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2166 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 20) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (USA) fate unknown
ST	216 7	Roamer Boat	21	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2167 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 21) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (USA) sold 1990 as Jupiter, deleted 2004
ST	216	Roamer Boat	22	1	40	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")

	8			2 2	0			Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2168 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 22) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (Buffalo District) (USA), renamed THUNDER BAY 19xx: To "Basic Marine Towing" at Escanaba, Mi.(USA) 1999: re-engined diesel 4t 6cyl Caterpillar type 3406C
ST	216 9	Roamer Boat	23	1 2 2	40 0	45	1954	To US(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 2169 1953: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 23) 1953: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (Buffalo District) (USA), renamed ??ACE 196x, sold as Rambler, deleted 2003
ST	217 0	Roamer Boat	24	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 19xx diesel GM type 6-71 re-engined 1999 diesel 4t 6cyl Caterpillar type 3406C ST 2170 1954: Built by "Roamer Boat Co" at Holland, MI.(USA) (Army YN 24) 1954: commissioned with the US Army (USA) 1962: transferred to the "USCE - US Corps of Engineers", Detroit District, stationed in the Foc River area (USA), renamed HAMMOND BAY 199x: transferred to Duluth (USA) and laid up ashore 1999: rebuilt, re-engined diesel 4t 6cyl Caterpillar type 3406C and replaced tug 'BAYFIELD' at Duluth (USA) 2000: taken back in service
ST	217 1	Roamer Boat	25	1 2 2	40 0	45	1954	To USACE 196x
ST	217 2	Roamer Boat	26	1 2 2	40 0	45	1954	To USACE 196x as Bass, active?
ST	217 3	Roamer Boat	27	1 2 2	40 0	45	1954	To USACE 196x
ST	217 4	Roamer Boat	28	1 2 2	40 0	45	1954	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 19xx diesel Caterpillar type 3406 ST 2174 1954: Built by "Roamer Boat Co" at Holland, MI.(USA) (YN ST2174) 1954 -30/06: commissioned with the US Army (USA) 196x: transferred to the "USCE - US Corps of Engineers" (USA), renamed J.E. COLOMBE 19xx: to the "National Park Service" (USA) 19xx: re-engined diesel Caterpillar type 3406

								200x: To "Matilla Construction" (USA) To USACE 196x as J E Colombe, sold
ST	217 5	Roamer Boat	29	1 2 2	40 0	45	1954	To USACE 196x
ST	217 6	Roamer Boat	30	1 2 2	40 0	45	1954	To USACE 196x
ST	217 7	Roamer Boat	31	1 2 2	40 0	45	1954	To USACE 196x as Bluegill, active?
ST	217 8	Fellows & Stewart			85 0	71	1954	
ST	217 9	Fellows & Stewart			85 0	71	1954	
ST	218 0	Fellows & Stewart			85 0	71	1954	
ST	218 1	Fellows & Stewart			85 0	71	1954	
ST	218 2	Fellows & Stewart			85 0	71	1954	
ST	218 3	Fellows & Stewart			85 0	71	1954	
ST	218 4	Fellows & Stewart			85 0	71	1954	
ST	218 5	Fellows & Stewart			85 0	71	1954	
ST	218 6	Fellows & Stewart			85 0	71	1954	
ST	218 7	Fellows & Stewart			85 0	71	1954	
ST	218 8	Fellows & Stewart			85 0	71	1954	
ST	218 9	Fellows & Stewart			85 0	71	1954	
ST	219 0	Fellows & Stewart			85 0	71	1954	
ST	219 1	Fellows & Stewart			85 0	71	1954	
ST	219 2	Fellows & Stewart			85 0	71	1954	
ST	219 3	Fellows & Stewart			85 0	71	1954	
ST	219 4	Fellows & Stewart			85 0	71	1954	Sold as Stein
ST	219 5	Fellows & Stewart			85 0	71	1954	
ST	219 6	Fellows & Stewart			85 0	71	1954	
ST	219 7	Fellows & Stewart			85 0	71	1954	
ST	219	Fellows &			85	71	1954	(US Army ST tug Design 3004, 82 in all)

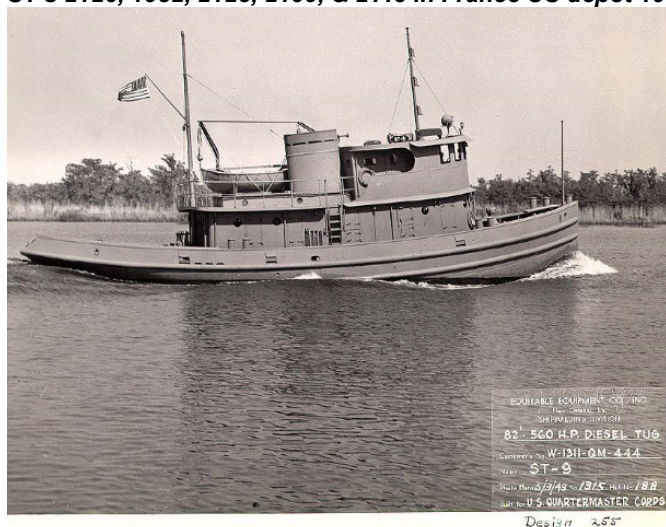
	8	Stewart			0		72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel White Atlas Imperial, 600bhp ST 2198 195x: Built by "American Boiler Works" at Erie, Pa.(USA) 195x: completed by "John E. Matton & Son Inc" at Cohoes, NY.(USA) 195x: delivered to the US Army (USA) Served under the 73 rd Floating Craft Company in Vietnam WARBOAT Sold as Colbar, later Sigrid H, Betty
ST	219 9	Smith's Basin 			85 0	71	1954 (US Army ST tug Design 3004, 82 in all) Registered: (USA)ON 1144074 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 fpp, diesel 8cyl Atlas-Imperial, 600bhp re-engined 2007 diesel (19xx) Caterpillar, type3508, 800bhp, sp 12kn ST 2199 VALCOUR ISLAND 1954: Built by "Smith's Basin Dry Dock Co" at Port Everglades, Fl.(USA) 1954: delivered to the US Army (USA) 1954: shipped on a container ship to England (GBR) based/stored at the US Army Depot at Hythe for nearly 40 years in a ready-to-serve state 1962 dated photo shows the boat with others at the US Depot in France? 199x: returned to Fort Eustis, Virginia (USA), where she was used at a naval base to escort ships and barges 2003: retired 2003: sold by auction to ??, laying idle at Boston, Ma.(USA), renamed WENDY ANNE 2007 -xx/05: To "St. James Marine Co" (Matthew Fogg & Wendy Harwood) at Beaver Island, Mi.(USA) (USA flag, regd Beaver Island, ON 1144074, c/s WDE6314, 89 GRT, 71 NRT) 2007 -xx/05: towed to "D.N. Kelley Shipyard" at Fairhaven, Mass.(USA) for a total refit 2007: re-engined diesel (19xx) Caterpillar, type3508, 800bhp 2011: still in service
ST	220 0	Smith's Basin			85 0	71	1955 Later nam(US Army ST tug Design 3004, 82 in all) Registered: (GBR)ON 376563 72 GRT, 57 NRT (later 196 GRT, 0 NRT), (70'(66.2')x19.2'x7.6') 1 scr, diesel 8cyl National Supply Co, 600bhp ST 2200 PELHAM POINT 1955: Built by "Smith's Basin Dry Dock Co" at Port Everglades, Fl.(USA) 1955: delivered to the US Army (USA) 1987 -xx10: retired, stricken from the US Naval List 1990: To Richard Henderson ("S. & H. Towages") at Strood (GBR), renamed PELHAM POINT (prev to 22/11/1990 unregistered in the UK) 1990 -22/11: To "SS Politician plc" at Glasgow (GBR), renamed WHISKY WARRIOR (GBR flag, regd Leith, ON 376563) 1990 -23/11: To "Goliath Towage Co Ltd" at London (GBR) 1992- xx/11: To Lindsey Ackroyd & Darryl Banks at Skipton (GBR) 200x: To Mac Campbell at Preston (GBR), renamed SAMMY 2003 -xx/12: spotted at Greenland marina, S-E London (GBR) 2010 -xx/08: still present in Greenland Docked
ST	220 1	Smith's Basin			85 0	71	1956 (US Army ST tug Design 3004, 82 in all) 72 GRT, 57 NRT, (70'(65.0')x19.5'x8.5') 1 scr, diesel Atlas-Imperial, 600bhp ST 2201 FALMOUTH 195x: Built by "Smith's Basin Dry Dock Co" at Port Everglades, Fl.(USA)

								195x: delivered to the US Army (USA) 2003: retired Later named Falmouth, sold 2003, now Gowanus Bay, Contact: 11 7 2013 via email from Liz Mauro at info@fleetobsolete.org. <i>Gowanus Bay is alive and well in Kingston, New York. It was just named "Tug of the Year" at the 2013 Tugboat Roundup in Waterford, New York.</i>

MISC PHOTO GALLERY:



ST's 2126, 1982, 2125, 2199, & 2113 in France US depot 1962 Courtesy US Army Transportation Museum



The FIRST ST, ST 9



ST 415 with a replaced superstructure, a common mod on early ST's due to weight issues



Model of ST 1987 at US Army Transportation Museum at Ft. Eustis.

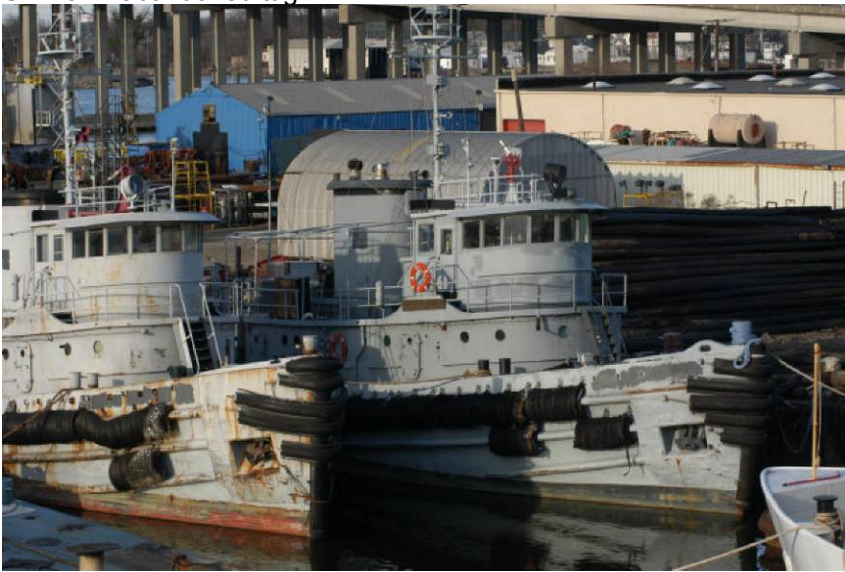


Ft. Eustis postcard sent in 1965, probably older, showing THREE Deland boats: ST 844, ST 1987, and ST 1978. ST's 1978 & 1987 went to Vietnam: 1987 returned. ST 479 Tiger Stockholm, Sweden 2013 Most original DeLand WW2 boat known to exist. ST 1982 ELEKTRA, Jersey, Channel Islands, March 2013 Olson/Rawls boat, DeLand 1954 This boat was in dry storage in England for almost 40 years.





Unknown abandoned tug



Two 1950's ST's at rest



Unknown ST abandoned south of Savannah in the sand dunes on the shoreline



Mystery ship...ST 24? At Le Havre in 1945, assigned to the 333rd Harborcraft company. 243? Very possibly 248? Named after a sailor who died on DeLand tugboat ST 674, Edward J. Roccanti



Edward J. McAllister