

**DeLand Army Tugboat
Preservation Group, Inc**

Built on Lake
Beresford
Beresford, Florida
1942 - 1953



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Tug Tales #18

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The WW2 Clark MD-6 Six cylinder Diesel US ARMY ST tugboat engine as used in many of the Design 327 Deland Warboats

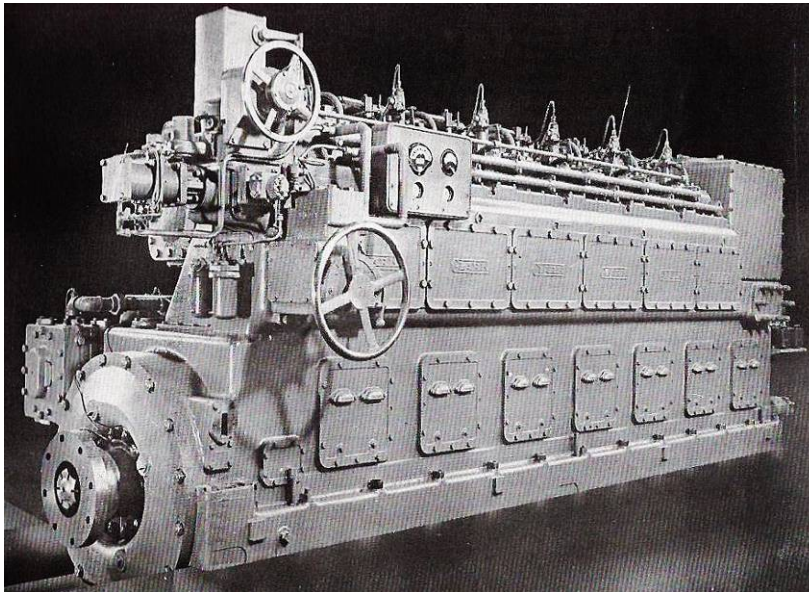
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Only about 65 ST Design 327 tugboats used this engine; and anywhere from 100 to 300 US Army OY self-propelled tankers/barges. Records are incomplete, but production ceased at war's end and parts were impossible to find as early as 1948. One engine exists on permanent exterior display outside a marina in Pensacola, Florida; one is in ST 479 "Tiger" in Stockholm, a third engine may exist in Europe; but the vast majority of them were replaced and scrapped decades ago. It appears only a few hundred at most were made. Almost certainly 98% of them are gone forever; sent to the scrapper as repairs became impossible. Each engine weighed an estimated 20 tons. This was state of the art in marine diesel engines in 1944!

During World War II, Dresser Clark designed and built marine diesel engines for use in U.S. Army tugboats and tankers, assisted materially by developing oxygen generating equipment for the Army Air Force, and continued to build some of its regular line of engines and compressors for use in war plants. Through the cooperation of all those working with Dresser Clark during the war years, the company was able to contribute to the United States' successful war effort. On five separate occasions Dresser Clark received official government recognition for superior performance.

"The MD 6 Marine Diesel is of the 2 cycle type with a bore of 12.5 inches and a stroke of 16



inches. It has 6 vertical cylinders and one scavenging air pump cylinder located at the forward end of the engine. The camshaft is mounted in a housing on top of the air passage and is driven from the crankshaft by means of a double roller chain. Separate fuel injection pumps for each power cylinder are operated from the crankshaft. The instrument panel is located at the control station and is provided with a tachometer, exhaust temperature pyrometer instrument and oil pressure and temperature gauges. Power cylinders are individually jacketed by ample water passages. All power cylinders are "Porous-Krome" hardened which drastically reduces the wear on them as well as on the piston rings. Complete

built-in features consist of a direct drive fresh water circulating pump and a direct drive salt water pump. "
Photo and narrative From the company brochure -

Dresser Clark came about when In 1938 Clark Brothers merged with S. R. Dresser Manufacturing Co. of Bradford, PA. The resulting company, Dresser Clark Co., became Dresser Industries in 1956, although the Dresser-Clark name persisted in informal usage. Dresser Industries merged with Ingersoll-Rand in 1987 to form Dresser-Rand Co., which moved its headquarters to Olean, NY in 2000.

Any surviving engine is truly a museum piece; a tangible reminder of American WW2 marine technology. The potential return to DeLand of the MD-6 from the historic WW2 tug ST 479 would be a remarkable accomplishment.