

**DeLand Army Tugboat
Preservation Group, Inc**

Built on Lake
Beresford
Beresford, Florida
1942 - 1953



www.usarmystugs.com dfriend001@cfl.rr.com

Tug Tales #19

June 23, 2014

New DATPG Photo Revelations...and Even More Mysteries!

Dan Friend

dfriend001@cfl.rr.com

I've just finished scanning in a large group of unique photos from **DATGP VP** Jim Cara's personal collection, and when combined with the recent Strickland group and all of the other sources we now have 160 photos of the American

Manufactory Corporation and the Olson Corporation from 1942 – 1953. And several important facts are now known from the Cara photos, and we have some more mysteries as well. What a surprise. Here are some points:

We've always known that on "VJ", Victory in Japan day, (Aug 16, 1945) the folks at AMC knew their days were numbered, and when the Army contract with AMC ended, the three Design 327 tugs under construction went to the new Olson Corporation to finish in 1946. We now have photos on VJ day showing two of the tugs were largely completed and the third was at least 60% ready. And we now know the AMC company steam whistle, which we now have courtesy Richard Kneubel, gave a long and loud cry at 8:15 AM on Aug 16, 1945: the war was finally over.

When finished, two of the last Design 327 86' tugs went to the UNRRA (one to China) in 1946, and the last boat went to Tunisia. The UNRRA was a relief fund which actually



preceded the actual United Nations as it was formed in 1943, but it actively helped many countries with needed recovery items until some point in 1947.

The Strickland collection has several photos of a smaller 45' tug from the 1946 time frame, and one photo shows the smaller tug beginning a tow of one of the Design 327 tugs to Jacksonville for the engine install. Another Strickland photo has a clear bow shot

with the boat's name: "UNRRA – CHINA – 35"

Photos in the Cara group further the story, with an indication of at least eight small 45' harbor craft being made; the first being "Bootie K" launched 8 6 1946. We have a group shot of 3 of them, but no other name or ID. But at least the one above appears headed for China, probably to Formosa/Taiwan. At 45' the tug could be put on a train!

This reminds me that we have a production mystery in the AMC records that has never been solved. When AMC began tugboat production, they assigned hull numbers until the Army in its infinite wisdom gave them the actual "ST" number. The first 4 hull numbers were assigned ST numbers 40 – 43, but in mid- 1943 a gap occurs. *We have no records of what kind of boat hull #'s 5 – 11 were.* No info at all on seven hull numbers: certainly they were used for something, or why not just continue with hull #5? Instead, hull #12 begins to

run from that point through #39. I'm sure they would not have assigned 7 numbers for no reason, but for now it's just another huge mystery among many.

Most of the Cara photos are unique "snapshots", and were never issued in the standard package or made the numbered series...but they do have great notations. They cover the AMC from around mid-1943 through Olson until about 1947. Amazingly enough it appears that the AMC took in other defense related work during WW2 in addition to the tugs. We now have photos of a decontamination unit built near June of 1944, and a double bottom for a US destroyer built in Jan of 1945. Wonder what else they did during the war?

Based on the numbers on many of the glossy and sepia "standard" photos, *hundreds* of the original "professional photographer" photos are still out there. And certainly many other "candid" may exist. Here are a few of the new shots:



Mr. Timlin was not pleased with this.



Harz, Sanderson, Carson, Jones, & J. Patvin



OK, here are two photos of what I think is the same thing. What is St. Simon? Perhaps Kelly or McGrath know! Probably taken at Olson in 1946 or 47....