



Now the Magnificent Seven:

Another **Possible** DeLand Tugboat is Found

ST 1981, formerly Able Two, now the "Filobus", was built in 1953/1954, and has minor differences from the World War Two boats the American Machinery Corp produced, but it is one of ten US Army post-war tugboats

possibly worked on by the Olson Corporation. A photo from 2005 indicates that it is probably still exists in Belgium, and was last seen at Gibraltar. This makes a total of seven existing possible DeLand US Army tugboats at this time and six of them are WW2 Warboats!

Olson Corp took over the boat works after AMC had its war-time contract cancelled, and finished up the last three AMC boats in 1946. Mr. Olson, who had also managed AMC during the war, continued on with his own company. He had had a marine service in Jacksonville prior to the war which probably was instrumental to his hiring to run the Beresford Boat works under AMC.

As far as I can tell the ten US Army boats Olson started in 1953 were the last Army tugs made on

Lake Beresford. I say started, as the records reflect that the contract was cancelled and Rawls Brothers of Jacksonville finished the boats.

Several good dated photos have turned up of a completed **ST 1978**; so at least that boat was 100% done by Olson. One other boat is in the photo; but at this time it's hard to determine whether **ST 1981** was even started at the Olson Corp facilities.

"Filobus" looks to be in very good functional condition with its original wheelhouse and configuration. It certainly resembles the earlier boats, but had a larger and more powerful diesel engine and was 65' in length as opposed



to the 86" of the last WW2 Warboats.

Amazingly enough, two Olson Corp builder's plaques very similar to the earlier AMC plaques have been found. The plaques were cut up and were being used as scrap metal! The brass plaque for **ST 1986** now is owned by **DATPG** stalwart Jim Cara; and the one for **ST 1982** is owned by native Delandite Lynn Purvis. A few pieces of the plaque for **ST-1979** were also found. The plaques show little age, which indicates they might never have been installed. This makes sense as Rawls would have used their own plaques as they finished the tug contract.

**ST 1978
3/4/1953**

