

History of the DeLand Warboats: The Photos

Lake Beresford built ST Tugs in WW2 – Vietnam

By Dan Friend usarmysttugs.com

1) In the Beginning

After Pearl Harbor everyone in America was united in one goal: to defeat the Japanese Empire and their allies. Prior to December 7, 1941, FDR was dealing with a strong pacifist view that most Americans held about another entanglement in war, especially in Europe where Hitler and crew were still creating havoc. But now he could spend freely; in fact, the nation demanded it.

Within six months of Pearl Harbor the little community known then as Beresford, Florida, was a booming workplace during the day at a boatworks known as the Marine Division of the American Machinery Corporation, or AMC. Many Americans gained good employment on government contracts throughout the country as the wartime boom finally ended the great depression for good and West



AMC Beresford, Florida, Office June 1942

Volusia residents would be no exception.

AMC had actually been a citrus machinery builder based in Orlando, Florida; but the west Volusia county building site for the new US Army tugboat project was selected in part due to the cooperative nature of the enterprise. The manager of the firm was to be B.D. Olson who already owned a maritime engineering firm in Jacksonville. The AMC chosen site on Lake Beresford would allow the tugs to be built in a shallow draft environment and then towed via the St. Johns River to Jacksonville where Olson's operation would install the engines and make the final fittings prior to delivery to the army.



B. D. Olson, center, at the US Army E Awards in 1944.

Having the tugs being built in the DeLand area also allowed quick access for AMC management from Orlando, and the land costs were probably cheaper as well.

The old community of Beresford no longer exists and the area has for decades been considered the SW boundary of DeLand.

Over 300 DeLand-area workers would work at the height of WW2 production which finally ended in September of 1945. 29 small harbor US Army "ST" tugboats had been completed and delivered by then in two different designs; another 3 incomplete tugs were handed over to the successor of AMC's Marine Division, the Olson Corporation.

B. D. Olson would continue operations of the Olson Corporation marine construction by finishing up the 3 WW2 design boats in 1946, and then he would eventually build ten more US Army boats in 1952-1953. This contract ended in conflict with the US Navy which was running the project. Near the end of construction the boats were towed to Jacksonville for completion by another contractor. The squabble effectively ended any future military contracts.

During the life of the two firms 42 US Army small harbor tugs would be built in addition to many other tugs, barges, specialty boats, and sheet metal projects ordered by other government agencies and private firms.

In June of 1944 the American Manufactory Corporation Marine Division was awarded the E for Excellence Award from the US Army for its tugboat construction. This was a highly coveted award given only to the top 5% of contractors. All employees were given a pin and certificates for their work. Many photos still exist of this award ceremony and the DeLand area residents that participated.

Until about two years ago, no one knew that many of the tugs had seen active duty in a war zone.



2) The 42 DeLand US Army ST Tugs by Design

Design 257 1942 - 1943

US Army ST tug Design 257-A (88 total tugs built in design 257 and 257-A)

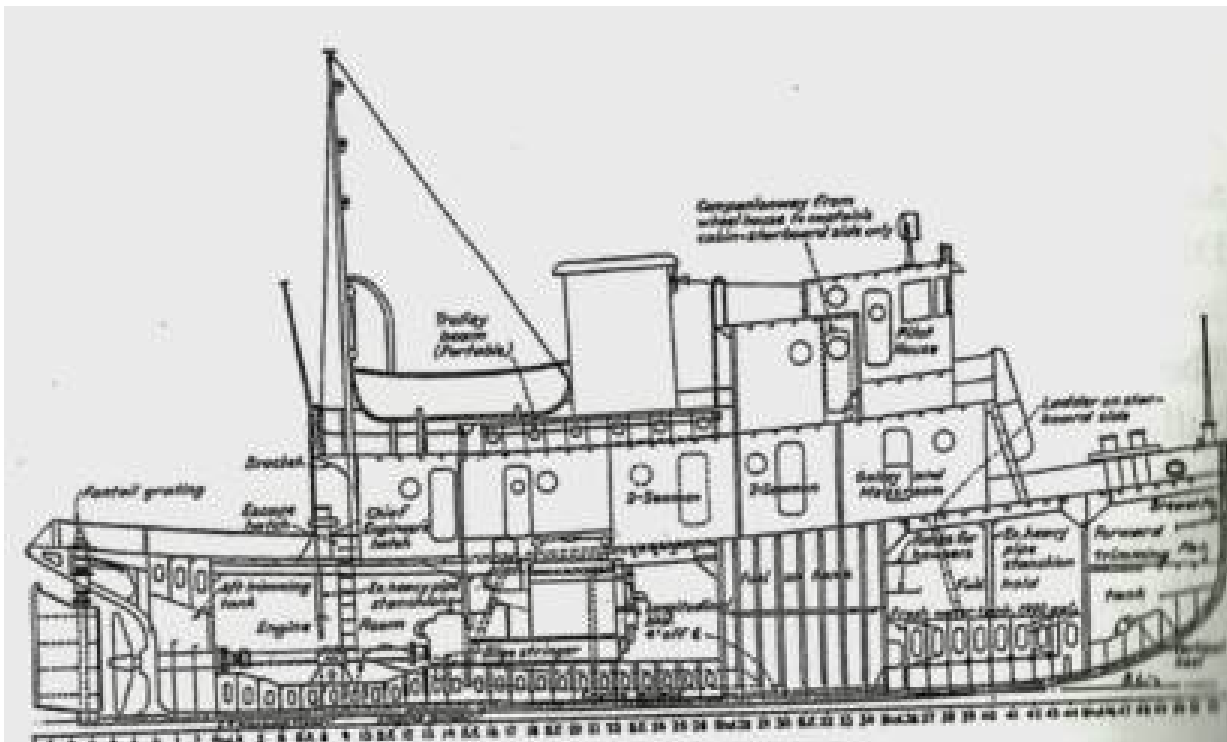
106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')

1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t

ST 12 **FIRST PRODUCTION OF DESIGN 257**

1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 7)

The first 11 US Army tugs built on the east shore of Lake Beresford were built to Design 257. This tug was 74 feet long and 20 feet wide. The tugs were built entirely out of steel as it was available and AMC employees had the skill set to match that kind of building. (Many ST's were built completely out of wood: the Army needed both types as quickly as they could be made.) The first diesel engines were specified at 400 HP, and probably weighed about 20 tons or more. It is the steel construction that has allowed quite a few boats to survive. The first four boats only were named: *Taylor, Thatcher, Thorton, and Tuther.*



Interior shot of Design 257. Note the huge single prop diesel engine. It also has fore and aft trimming tanks. Doors were not specified to be watertight which would be a real problem later on as some ST's crossed the Atlantic under tow and were often used in rough weather.

Design 327 1944 - 1945

(US Army ST tug Design 327 / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)

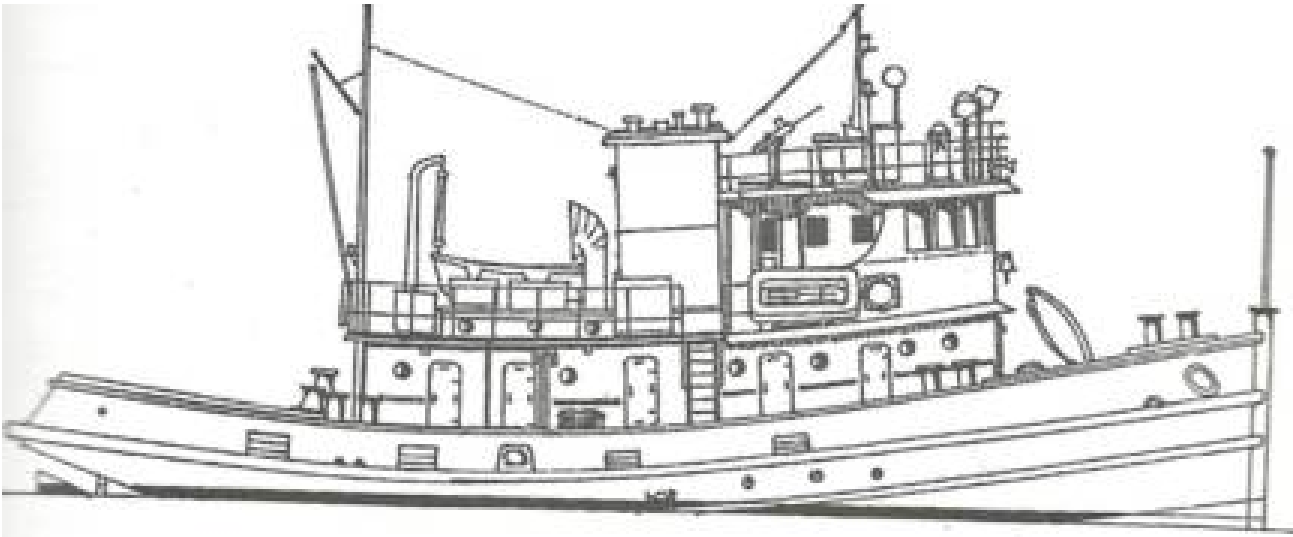
(85'x23'x10') 1 fpp, diesel

ST 243 FIRST PRODUCTION OF DESIGN 327

1942: Built by "Levingston Shipbuilding Corp" at Orange, Tx.(USA)

The last 18 WW2 small harbor tugs built were to a larger design with a larger diesel engine of 650 HP. The boats were 86" feet long and 23" wide. Once again, they were all steel.

The last 3 boats finished up by the Olson Corp in 1946 were built to Design 327 as well. Most of these had two .50 cal Browning M2 machine gun mounted to the rear of the upper deck.



Design 257 & 327 Design Flaws

The first two all-steel designs ended up being notoriously top heavy, a problem the designers did not consider a real issue as they were designed for calm inner harbors or intra-coastal work, not sea-going duty. However, out of the 29 built at least 16 actually went to Europe during WW2 for service in ways that far exceeded their design. At least 4 out of the 16 were lost in the war often to foundering.

In addition, problems were reported with the lack of proper anchors, a diesel fuel tank with minimal baffling which did not help the top heavy situation; intermittent drinking water fouling with diesel fuel, non-watertight doors, and refrigeration systems that seldom worked.

AMC employees would still receive top commendations for building these boats exactly as designed.

Design 3004 1952-1953

119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp
ST 1978 First tug in the design was built in DeLand

In 1952 the Olson Corporation took on a contract to build a new US Army design small tug, the 65' Design 3004. It was to be built of steel, but had a smaller superstructure and a re-shaped hull which alleviated much of the top heavy problems of earlier versions.

The boats of Design 3004 mostly were finished too late for the Korean War, but 4 out of the 10 Beresford-built boats did serve in Vietnam: ST 1978, ST 1985, ST 1986, & ST 1987. Of the four, only ST 1987 is known to have returned from SE Asia, and is known as the *Capital C* in British Columbia, Canada.

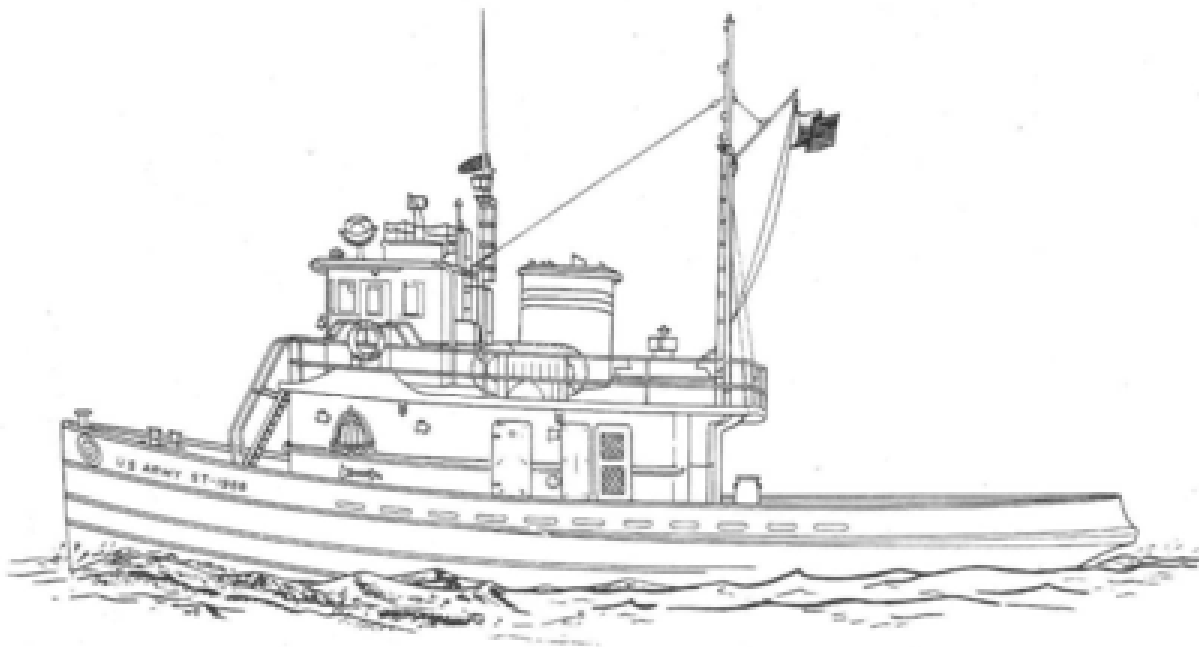


Figure 1. Tug, harbor, 100 hp, diesel, steel, 65 feet, design 3004, port side.

Problems with the Design 3004 Contract

The Olson Corporation 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. Olson began by building ST 1978, the first tug being built to the new design. The contract was being administered by the US Navy. After putting the hull in the water, Olson and his workers were dismayed to discover the boat had a decided list to one side.



This is one of those “Uh, oh” moments

Here’s Beresford Historian Ed Carson with the story:

“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 - Ed Carson

Until recently, no one knew exactly how far along the tugs were prior to being towed to Rawls Brothers in Jacksonville, but original photos donated by DATPG Inc member Harley Strickland verify that with the possible exception of the last boat, ST 1987, all the boats had superstructures finished and they were in the water being fitted out. Other sources and photos indicate that ST 1978 and ST 1979 were 100% completed. And a photo of ST 1987 shows a completed hull, with superstructure components nearby and ready for installation. More than likely this was done prior to shipping all of them to Jacksonville at some time after April of 1953. Sadly, this would end US Army tugboat construction on Lake Beresford.

3.) The WW2 Era Tugboats Design 257 & 327



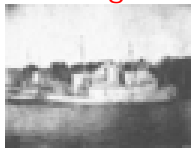

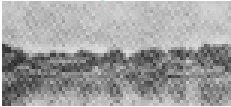



Here are two charts of the DeLand tugboats indicating later names and final disposition if known. At this time, we know of *six WW2 tugs and three Design 3004 tugboats* that still exist.

All *Blue* description: (11) ultimate fate unknown

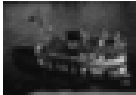


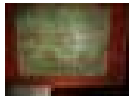

All *Red* description: (14) lost or scrapped – *WARTUG*: direct use in a war theater





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

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

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

							France, and blew up. NORMANDY War tug
16		US Army Photo Courtesy John Fairbarn Crew of ST 474: Cherbourg, France, WW2- 3rd from left is Charles Fairbarn 	Tug	ST 474	74	11/43-12/43 	War tug '44. Sold 1947 as ST 474, No. 27 1948, No. 33 1964, scrapped 1971, This is a possible Normandy tug.... Charles Fairbarn was reassigned to ST 474 after surviving the sinking of ST 75 by German gunfire off the Channel Islands in July of 1944. He was 1st Mate on the ST 75. From his son John Fairbarn Scrapped 1971
17		US Army	Tug	ST 475	74	11/43-12/43	Sold 1946 as Chauncey, Ray 1962 Scrapped 1970, possible wartug
18*	Exists?	US Army	Tug	ST 476	74	11/43-12/43 	War tug '45.To Finland 1946 , DR-11 1946, No. 11 1947, Purha last photo in 2011
						All Steel	Start Design 327; 650 HP engine, 86 feet
19*	Start design 327-86ft	US Army	Tug	ST 477	86	3/44-4/44 	WARTUG To France 1948 as ST 7, Ryad II 1951; fate unknown
20*	Exists?	US Army 	Tug	ST 478	86	3/44-4/44 	Alive & well in Paris in 2014; houseboat on the Western Seine; War tug . French ST 4 Note the many portholes even in the hull. The engine has been removed; this is now a houseboat
21*	Exists! Highly original	US Army 	Tug	ST 479 	86	3/44-4/44 	<i>Piet Van Damme's tuglist:</i> " Active at Normandy 6 6 44 with the Mulberries; - <i>And a story goes around the wheelhouse was hit by a German grenade"</i> Known as Tiger , located in Stockholm, Sweden, as of July 2013; owner Margaretta Omberg; John Higgins consultant. War tug
22	LOST WW2	US Army	Tug	ST 672	86	5/44-7/44	Was in Convoy NY-118* ; foundered in the N. Atlantic 9 15 44; five killed: Edward Kachnowski, Henry McNeil, Arlie Smith, Paul Smith War tug

23		US Army 	Tug	ST 673	86	5/44-7/44 	Sold 1947 as Esso Amuay, Coromoto I 1958; scrapped 1964 possible wartug
24		US Army	Tug	ST 674	86	5/44-7/44 	Oemar, Pacific I, Plane crash enroute to tug killed 3 in 1944: Edward Gillespie & Edward J. Rocconti: usmm.org War tug '45., sank 1960
25	LOST WW2	US Army	Tug	ST 675	86	5/44-7/44	founded WWII N. Atlantic 9 23 44; one killed; War tug
26		US Army 	Tug	ST 676	86	5/44-7/44 	Was in Convoy NY-119**; War tug, scrapped in 2000
27		US Army 	Tug	ST 677	86	5/44-7/44 	Was in Convoy NY-119 ** Sirius, scrapped 1994 War tug
28*		US Army	Tug	ST 678	86	5/44-7/44 	Jupiter, Shawn 1972, Possible wartug: possible houseboat in Providence, Rhode Island in 1990's!!
29	Builder's Plaque Survives	US Army 	Tug	ST 679	86	5/44-7/44 	Sold Atlantis (Greece), Atlantis 1200 (Bahamas), Atonatl (El Salvador) 1971; Scrapped 1976 possible wartug
30*		US Army	Tug	ST 839	86	1/45-5/45	WARTUG ! Although completed late in WW2, this tug was sent to the Pacific theater and shows up on Pacific Army inventory as of Sept 1945. Appendix 38, US Army Transportation in the Southwest Pacific area: 1941-1947 After WW2 Fate unknown.
31*		US Army	Tug	ST 840	86	1/45-5/45 	WARTUG - KOREAN WAR Shown at Pusan in 1950 in a photo on Flickr. Fate unknown
32*		US Army	Tug	ST 841	86	1/45-5/45	Fate unknown after delivery to Army ?
33		US Army 	Tug	ST 842	86	1/45-5/45 	Sold 1947 as R J Wales, then Billy D. sunk as a wildlife reef in 1997 off New Jersey coast.
34		US Army	Tug	ST 843	86	1/45-5/45	Assigned to the Panama Canal late 1945; Milton Esquivel served on this tug during 1946 -47. Later SGT P. A. Beaman, then

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

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

There is a gap in assigned hull numbers. AMC YN "hull" numbers 7-11 were not assigned to Army tugs... were five other boats built at the AMC at this point...possibly Design 320 45' tugs like the ones Olson built in 1946? In Sept of 1945 AMC's Army contract was cancelled. Three boats were finished up in 1946 by the new Olson Corporation at Beresford Landing to Design 327. These seem to have gone to UN purposes:

- 37/Olson yn1 US Army Tug ST 846 Olson Corp finished 1946; UN to China (AMC until Sept 1 1945)
- 38/Olson yn2 US Army Tug ST 847 Olson Corp finished 1946; to UN Admin (AMC until Sept 1 1945)
- 39/Olson yn3 US Army Tug ST 848 Olson Corp finished 1946; to Tunisia (AMC until Sept 1 1945)

(Olson would also build a handful of Design 320 45' tugs in 1946, but not for the US Army.)

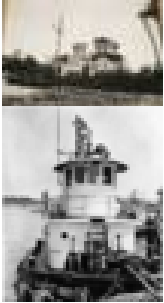

All boats with documented WW2 service, or were sold off at either Antwerp or Rotterdam right after the war are considered WW2 *Wartugs*. Many of the other tugs might have been there as well! Only ST 839 is verified as being in the Pacific Theater but probably arrived too late to help. David H. Grover in his book "*US Army Ships and Watercraft of WW2*" says: "All types of tugs and towing vessels were sent overseas. At the end of the war, there were 167 LT's or ST's in the European theater.....In the Southwest Pacific area the comparable figures were 171 LT's and ST's....." The latter figure verified in *US Army Transportation in the Southwest Pacific Area: 1941-1947*. 74 St's were sent to Normandy according to the website of the US Army Transportation Museum yet only 34 have been identified and listed by ST number at the most, and some of those are not 100% vetted. Most ST's made the ocean crossing as cargo on Liberty or Victory ships, but a few were actually towed across, as in the infamous Convoy NY 119 which saw the foundering of three ST's and the loss of many crewmen. Two trips like this were made at an average speed of about 6 knots which took a month when a slow convoy only took two weeks.







4.)The Post-War Tugs: Design 3004 ST's

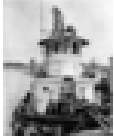


These two photos courtesy Harley Strickland of Orange City show most of the Design 3004 tugs in May of 1953 under construction at Lake Beresford. Assigned numbers were US Army ST 1978 – ST 1987.

At least ST 1981, ST 1982, and ST 1987 probably still exist. Records from Ft. Eustis indicate 4 boats went to Vietnam; five went to US Army reserve storage in Europe, most eventually to England after a stay in France, some for almost 40 years. No one knows where ST 1980 went. Most boats that went to Vietnam probably were left there, but ST 1987 returned and exists today in Canada. Mystic Seaport in Connecticut has some original records. Another strange twist is that Olson-made builder's plaques have been found: ST 1979, ST 1982, ST 1986, & recently, ST 1987. None were installed: if Rawls finished the boats they used their own plaques. One final twist: A plaque for ST 1988, which was not a boat built on Lake Beresford, has been found indicating that Rawls Brothers made it...**but they did not**....nor is there any mention in the records that they did. This plaque probably was never installed and was found in the sand on a Georgia island. But the NOBS contract number on the plaque indicates the same number as originally assigned to Olson Corp for ST 1978-1987!?!?! This is at least some verification that Rawls was handed the Olson Corp contract....and perhaps they were handed other boats and contracts to finish up as well.....*but the lion's share of the construction on these tugs was done by Olson Corp on Lake Beresford.*

ST	1978	The Olson Corp. 	850	71	Mar 1953 Upper photo 1960 postcard at Ft. Eustis Lower photo: Olson 1953 	Serv119 GRT, 95 NRT, L21,34m (65'x20'x9.8') steel, 1 fpp, diesel 8cyl "National Supply", 600bhp FOR ALL ST 1978 First of the Design 3004 tugs after the prototype; Contract signed 1952. On Mar 4, 1953: tug 100% completed by "Olson Corp" at Beresford, Fl.(USA) The DeLand Naval Air Station Museum has several unique photos of ST 1978 which they have allowed me to reproduce, This boat was handed over to the South Vietnamese Military in 1970 according to history of the US Army 97 th Transportation Company. The boat is recorded in Vietnam by Dec 1968. The complete original set of large builder's detailed plans have been found for ST 1978. They were used to finish up the other boats. Finally, a photo postcard has been discovered showing ST 1978...at Ft. Eustis along with ST 844 and ST 1987 circa 1965 or earlier WARBOAT Most photos courtesy DNASM
ST	1979	Olson/Rawls Bros.	850	71	1953	ST 1979 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) Later named Fort Stanwix, out of service 1987; probably at least partially finished at OLSON CORP. In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. Parts of the Olson builder's plaque still exist in DeLand DF owned
ST	1980	Olson/Rawls Bros.	850	71	1953	ST 1980 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) Fate completely unknown?
ST	1981	Olson/Rawls Bros./Smith	850	71	1955	ST 1981 1953: Building largely done by "Olson Corp" at

		Basin				Beresford, Fl.(USA) Later named Ridgefield, sold 1964, re-named Able Two; may have been finished up by Smith's Basin in Florida and not Rawls; In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. Filobus 2005:Belgium as FILOBUS; sold to ? in France, photos, still exists
ST	1982	Olson/Rawls Bros.	850	71	1953 	ST 1982 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) Later named Groton, out of Army service 1992 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969. PROBABLY still exists as ELECTRA in St. Helier, Jersey, Channel Islands as of March 2013., have photos. For sale Sept 10 2013 for \$53K; apparently nice except needing complete paint. Low miles on original engine; kept in dry storage almost 40 years. Olson builder's plaque exists in DeLand in pieces – L. Purvis
ST	1983	Olson/Rawls Bros.	850	71	1953	ST 1983 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) Later named Green Springs, out of Army service 1987 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969.
ST	1984	Olson/Rawls Bros.	850	71	1953	ST 1984 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) Later named Schoharie, out of Army service 1987 In US Europe reserve by Dec 1968; at USAMFA Hythe in England by Sept 1969.
T	1985	Olson/Rawls Bros.	850	71	1953	ST 1985 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) In Vietnam by Dec 1968. WARBOAT
ST	1986	Olson/Rawls Bros.	850	71	1953 	ST 1986 1953: Building largely done by "Olson Corp" at Beresford, Fl.(USA) In Vietnam by Dec 1968. Known as Jodi-Lee in Nam. Photo courtesy Garry Butler Olson builder's plaque exists in pieces in DeLand – J. Cara WARBOAT
ST	1987	Olson/Rawls Bros. 	850	71	1953  	ST 1987 1953: <i>Building largely done</i> by "Olson Corp" at Beresford, Fl.(USA) In Vietnam by Dec 1968. Several other photos exist In a Ft. Eustis tug depot photo from 1965 which also shows WW2 vintage ST 844 and earlier Olson built ST 1978. It's in the middle of the three. A very nice model of ST 1987 also exists in the U S



Page 14

Army Transportation museum at Ft. Eustis.
Returned from Vietnam, Capital C, new engine in
Canada in 2007 **WARBOAT**
**An intact never-installed Olson builder's plaque
has been found! Currently in my possession
Dan Friend**

5)PHOTOS: Design 257 tugs under construction at Lake Beresford

1942 – 1944



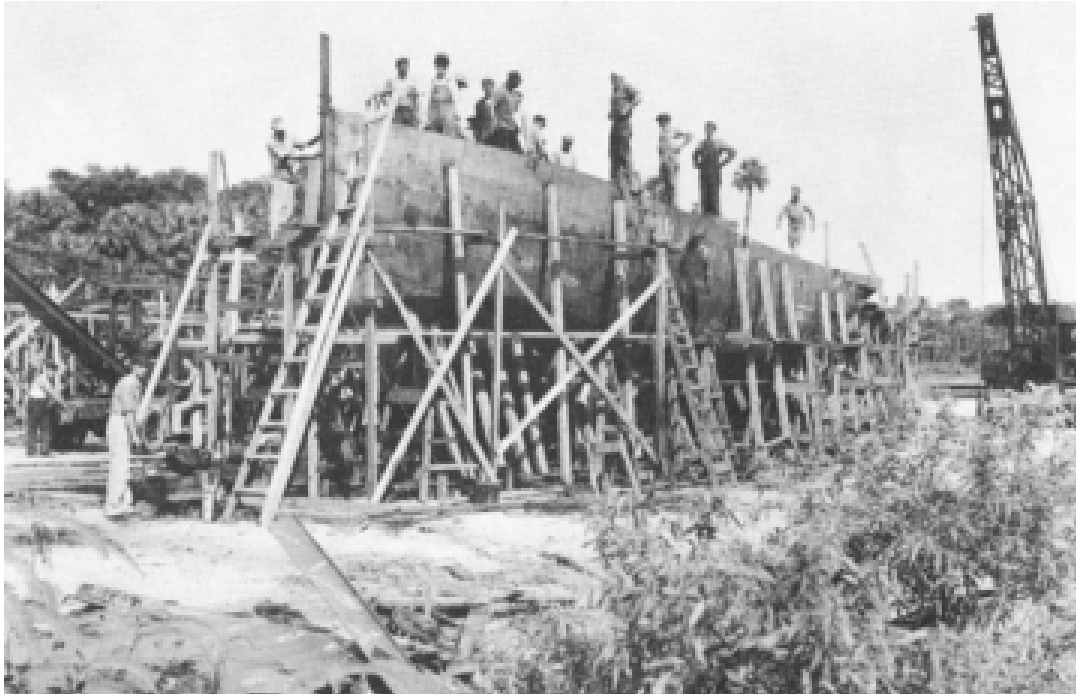
June 19, 1942

**Earliest known photos.
main buildings and a
shot of the office. Mr.
Olson's car is out front
and the earliest tugs are
in the background on
the lake**



6 -25-1942 This is probably hull #1, ST 40

Nice aerial shot of the AMC site. The land is now two parcels that are privately owned. All tugs were launched sideways due to the low water level of the lake.





Several cranes were used in the construction. The ships were built in batches up to 8 at a time.



Here are three tugs with completed hulls and super-structure installation is underway



Stitched panoramic view of the shop area. 4 15 1944



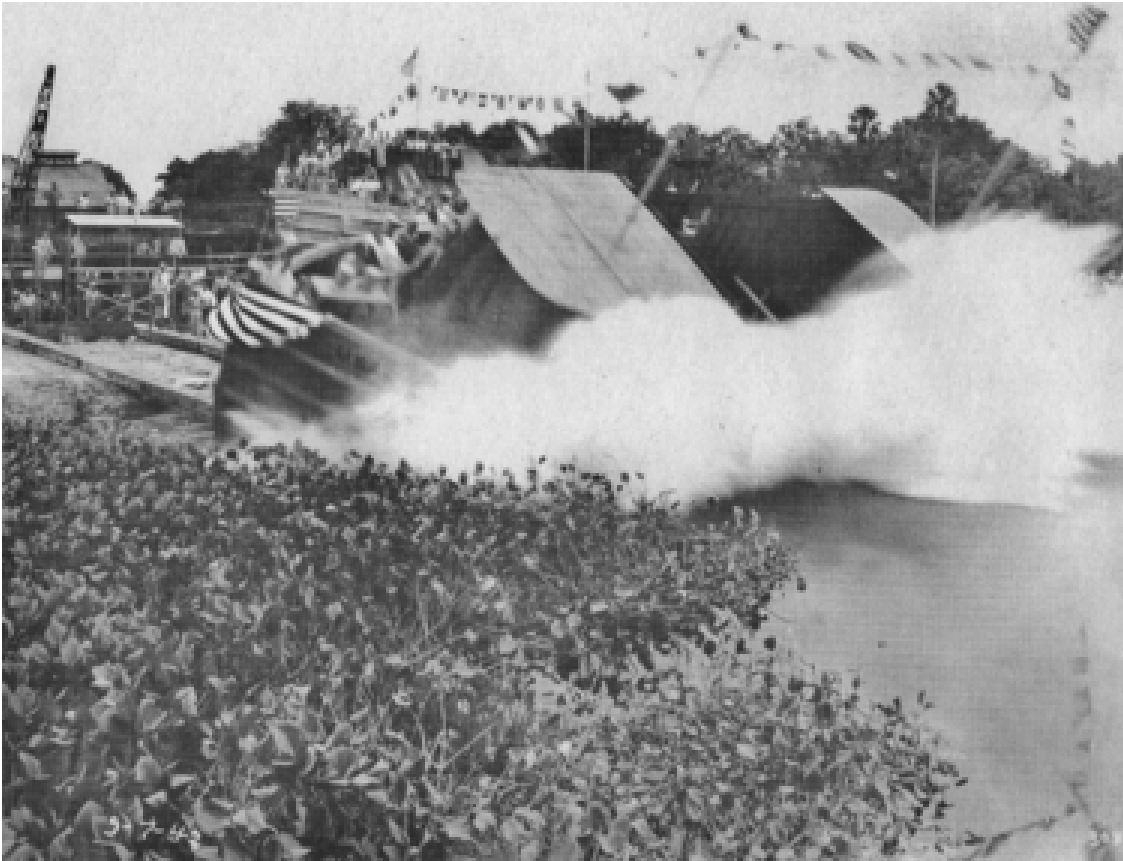
**Launch of
ST 40
"Taylor". It's
been said the
young lady
wielding
the champaign
is the tug's
namesake
Taylor, an
AMC office
worker.**

Sept 7, 1942



ST 40 & 41 Launch group: Taylor, Mr. Olson, others on Sept 7, 1942





**ST 40
"Taylor" after
launch, and ST
41 is next Sept
7, 1942**

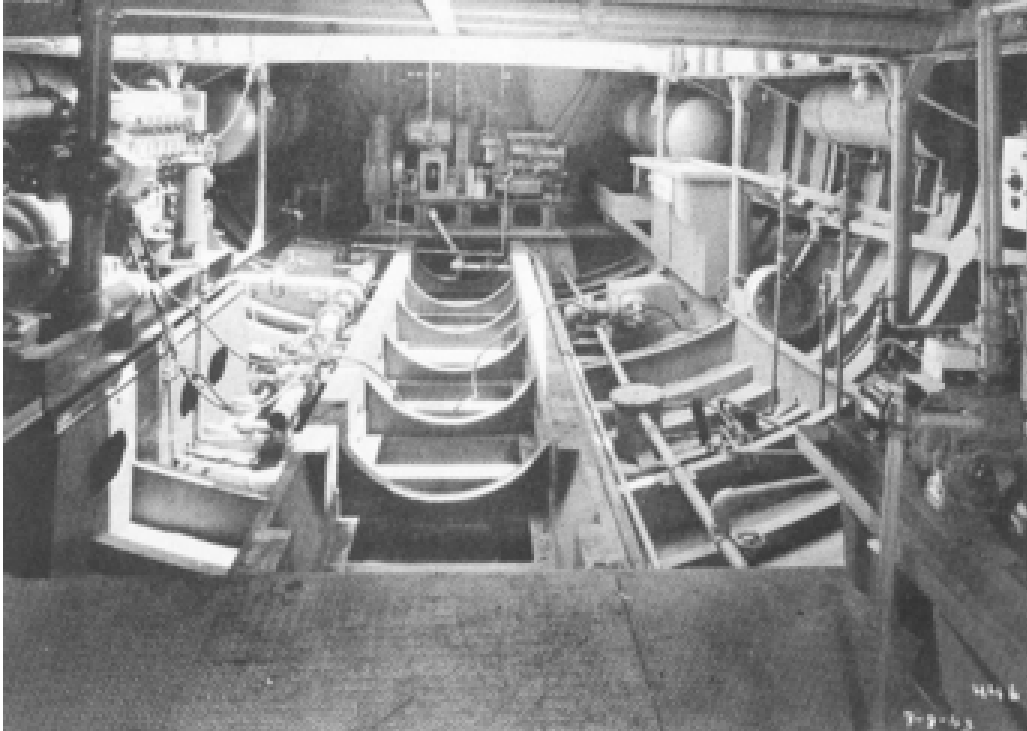
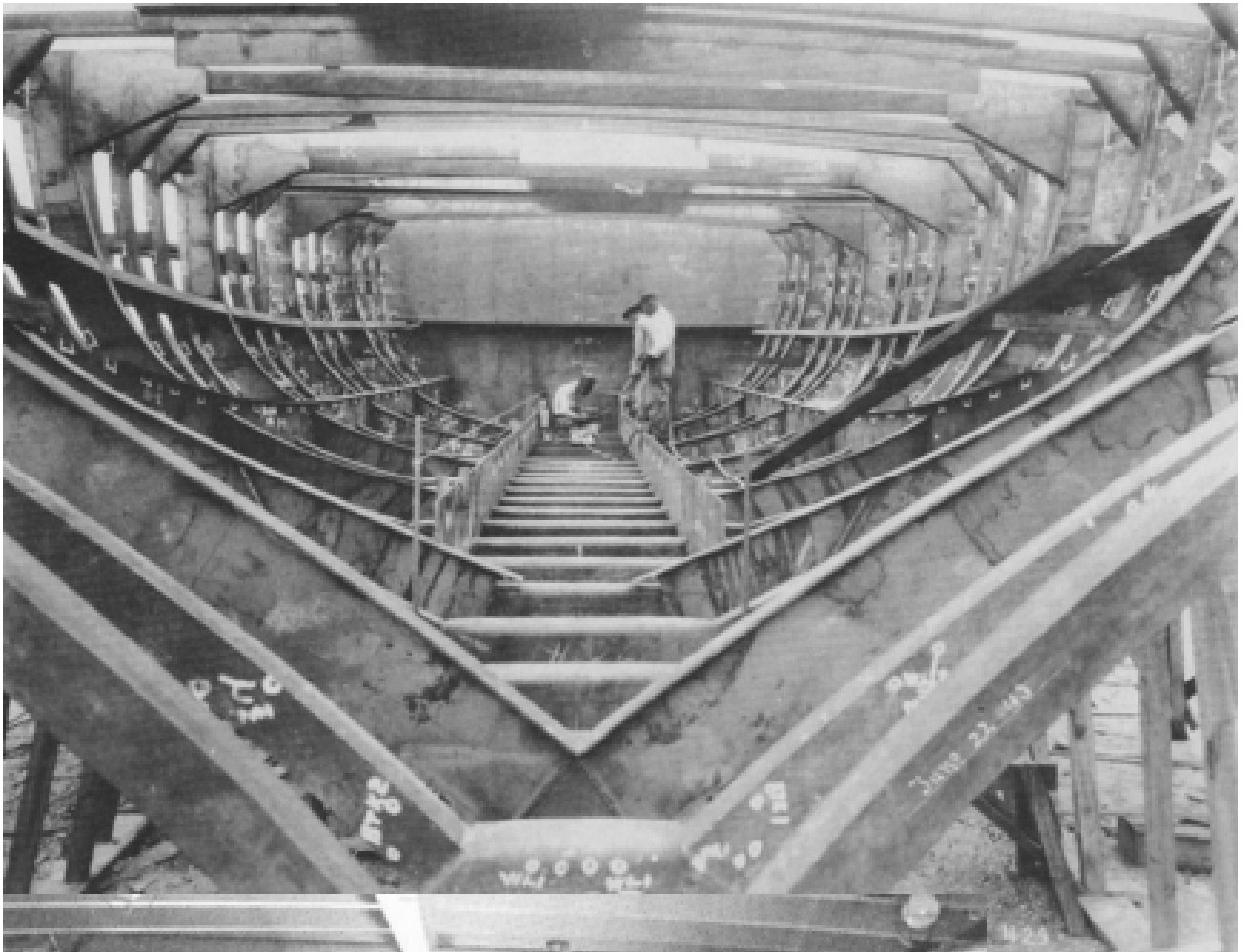




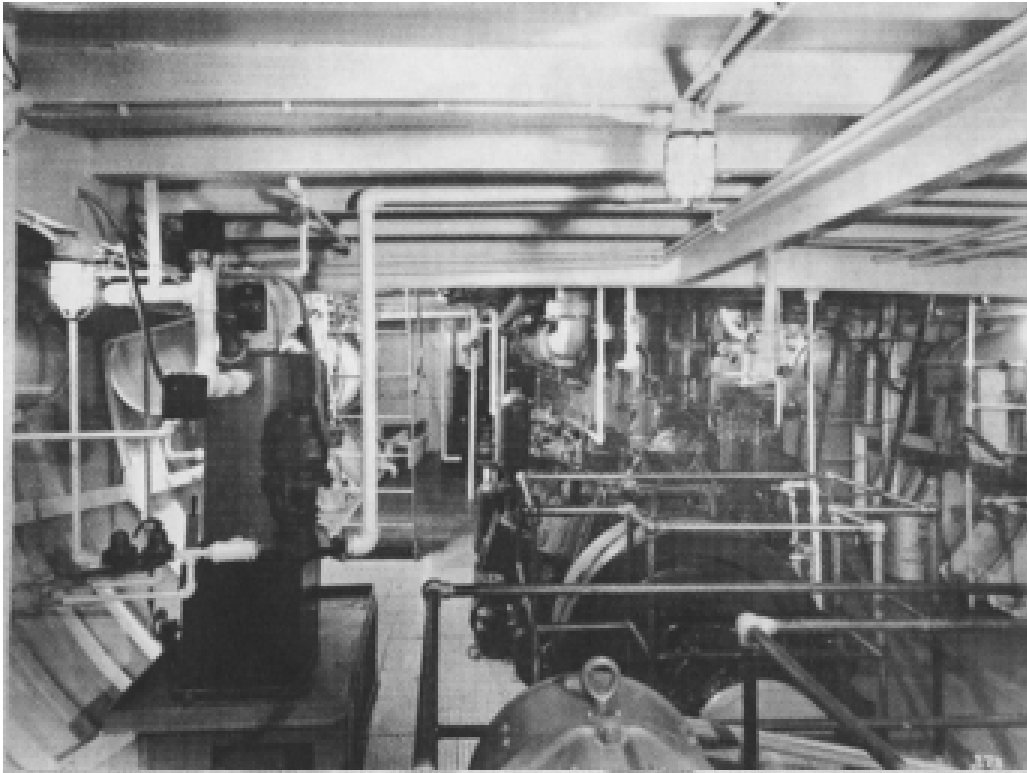
ST's 40, 41, & 42 on the river.

Mrs. Ivey Nettles Strickland was a secretary at AMC and kept many photographs for posterity including this one of her with ST 41 "Thatcher". She was the mother of DATPG Inc lifetime member Harley Strickland who donated many of the unique photos.

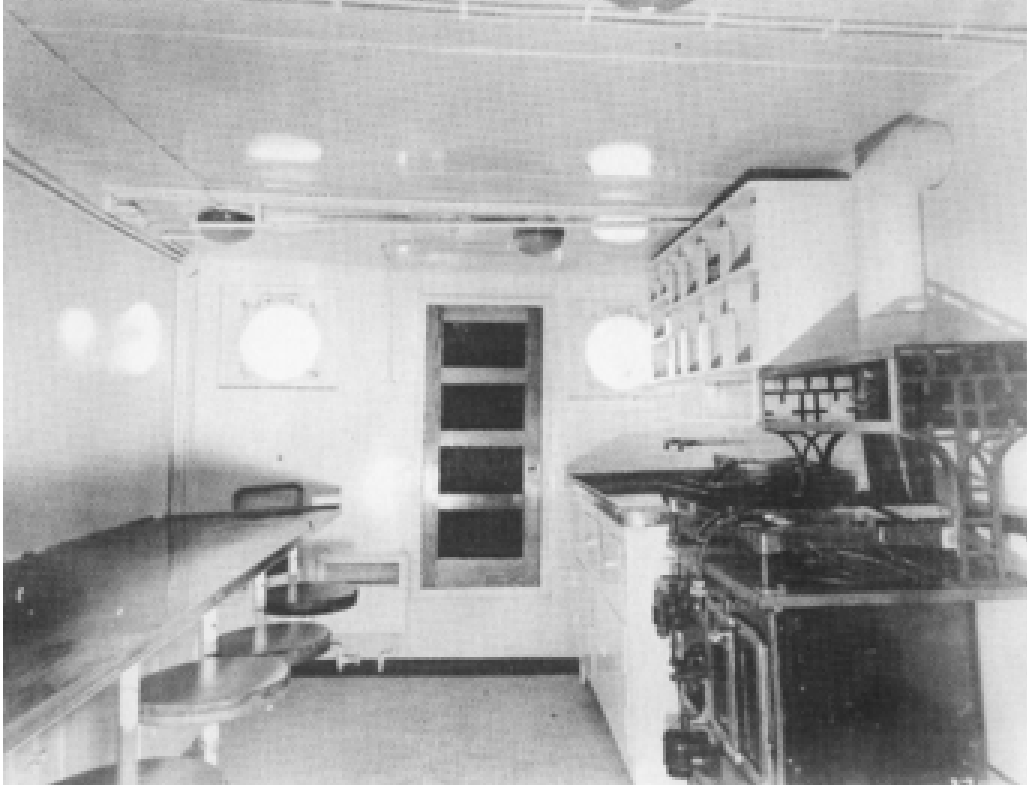




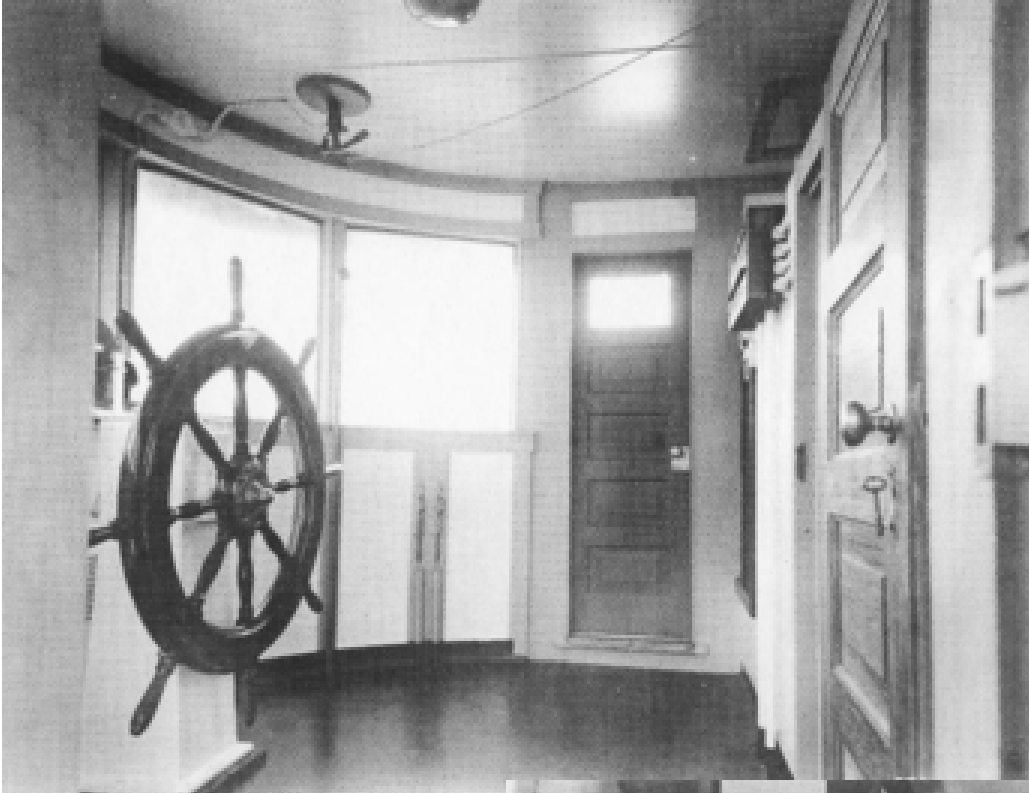
Design 257 hull
and empty engine
space both photos
taken in 1943



**Engine area
Design 257**



**Kitchen Area
Design 257**



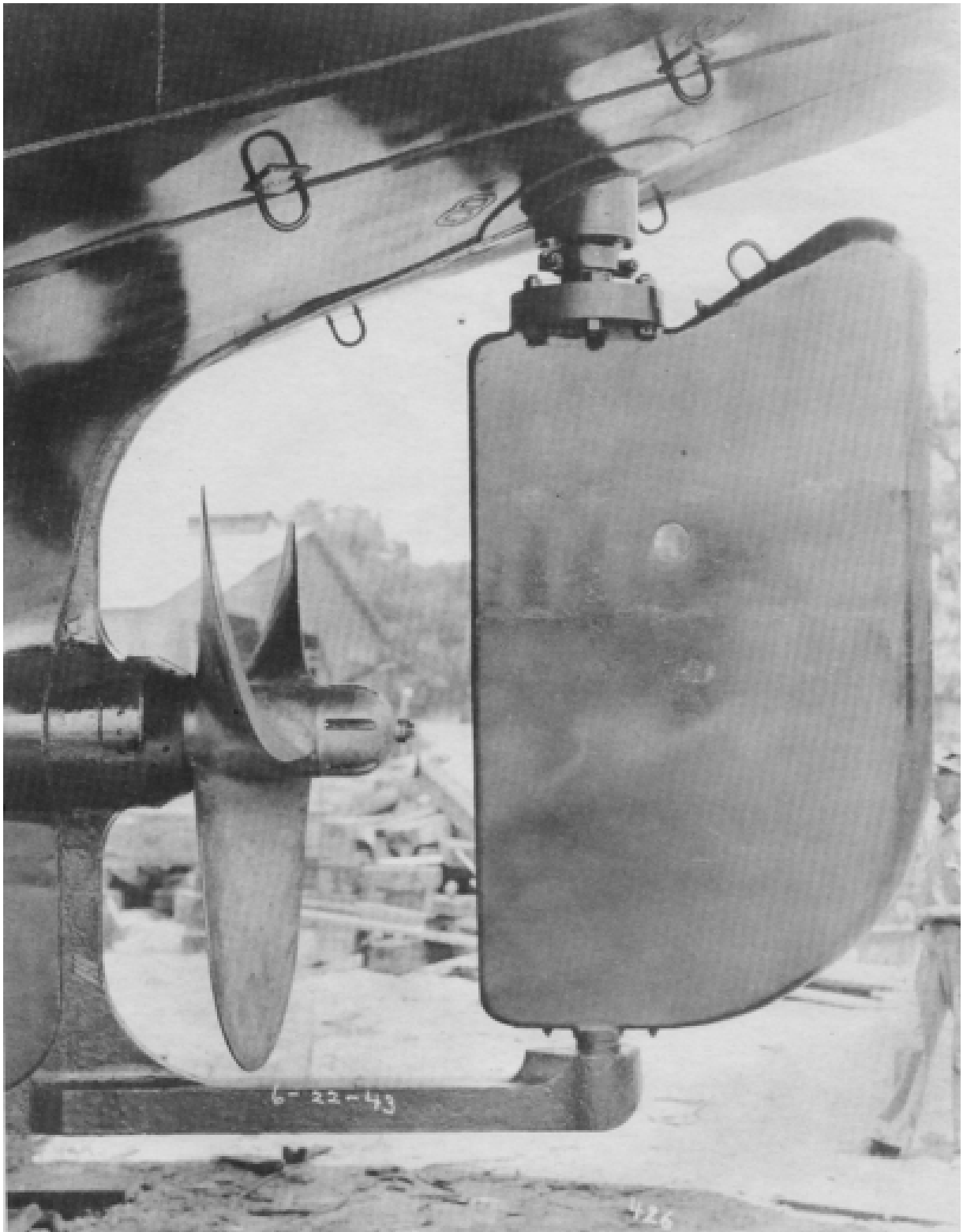
The wheelhouse or pilothouse.

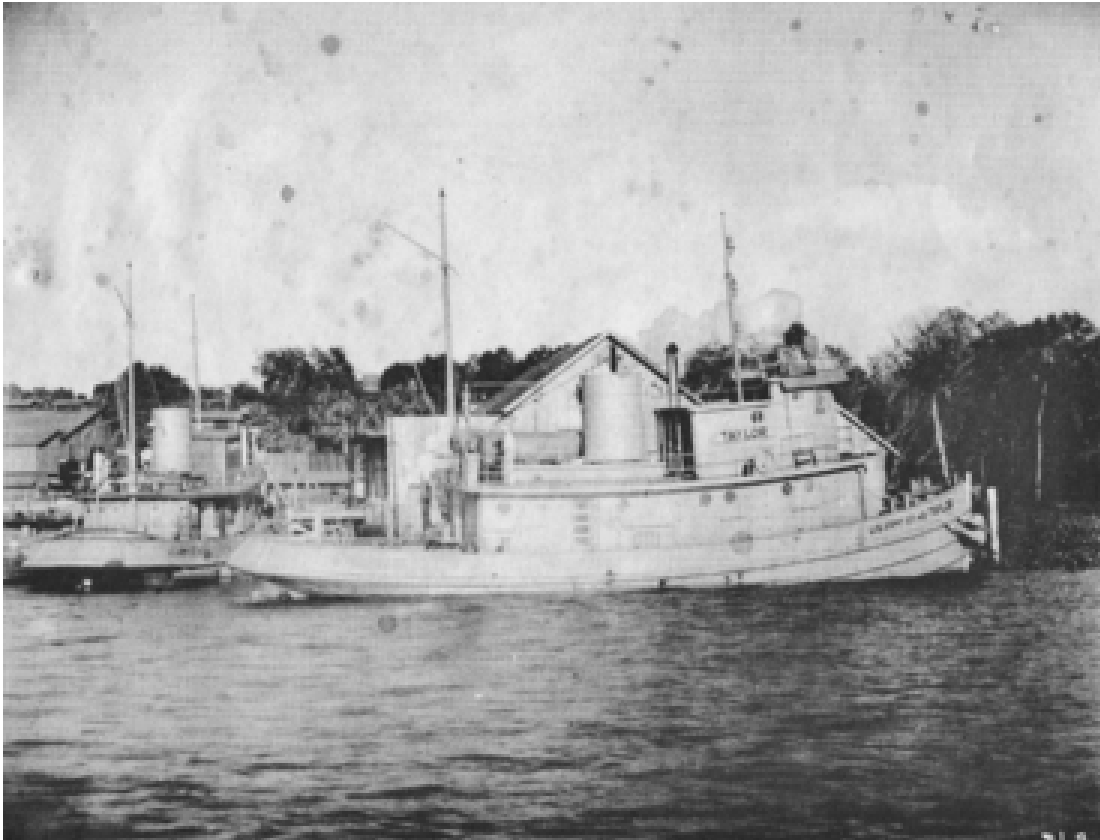
The door to the right leads to the Captain's cabin.

All Army small tugs had fairly Spartan sleeping quarters.



Design 257 Propeller and Rudder Assembly June 22 1943





*ST 40
&
ST 41
almost
finished*



*ST 42
finished
with diesel
engine
installed.
The tug
had
returned
to Lake
Beresford
for
viewing.*



More shots of ST-42 Thornton. This tug and ST-41 Thatcher would be delivered to the US Army with no further records of where they went or what happened to them.





ST's 341, 342, 343, & 344 on the lake and being finished out in 1943. All of these tugs would go to the European Theater and all very well may have been at D-Day Normandy. Many ST's were there that have not yet been identified.

Three of the four would survive the war and still exist today. The superstructures on these boats have been totally replaced and probably all of the mechanics as well. But the hulls appear original.

ST 341 known today as "Danta" in Venezuela

ST342 known today as "Normandia" in Finland

ST 343 known today as "Famnen" in Finland



Model of ST 344 –lost at Cherbourg in WW2

6) WW2 Design 327 Tugs 1944-1945

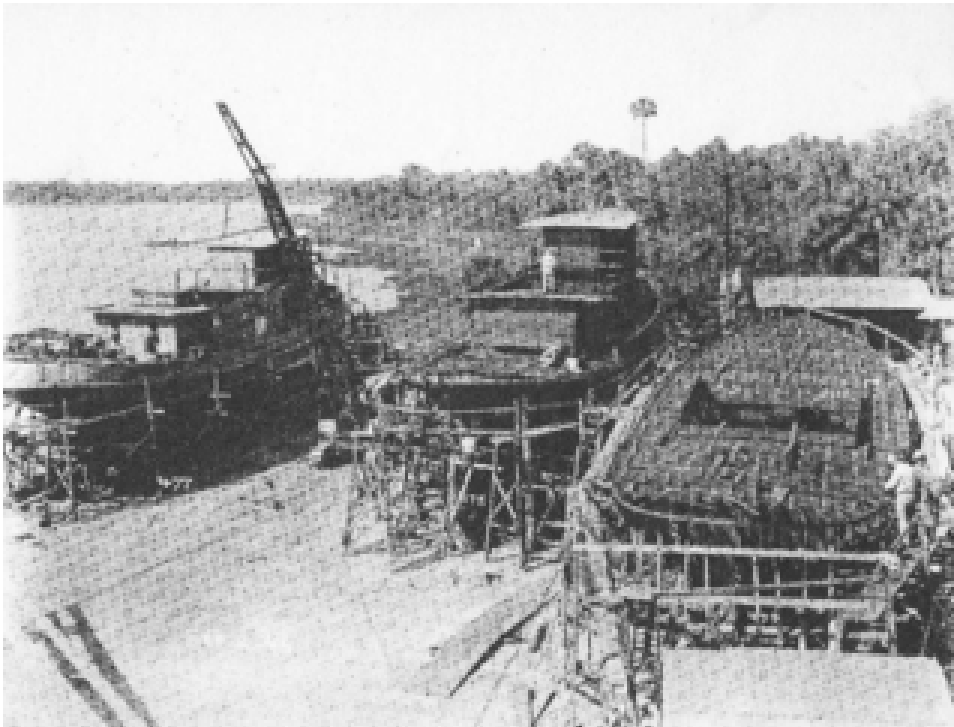


**Three 327
hulls under
Construction
Feb 22, 1944**

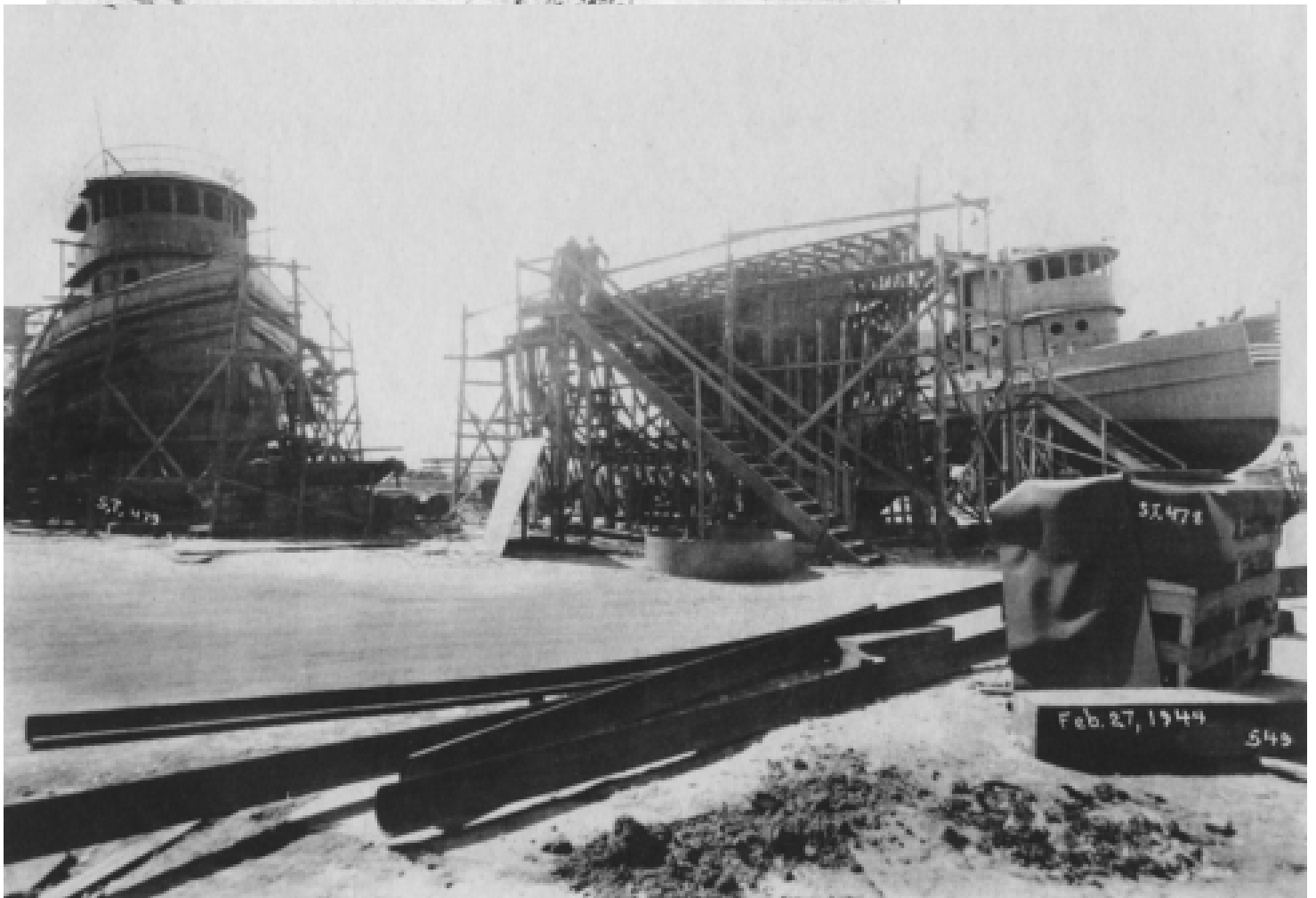


**AMC's first
Design 327
tug**

A completed Army tug boat on Lake Beresford, April 6, 1944.



*ST 477, ST 478, &
ST 479 - The first
Design 327
tugboats
Feb 2 & 27, 1944*





*Hull #23
ST 673
Hull#24
ST 674
Winter
1944*



*Hull #23
ST 673
&
Hull #24
ST 674
April 22
1944*

ST
673





On August 16, 1945, Victory over Japan was celebrated on a national basis. At this time, the AMC was working on hull #41, a 45' Design 320 tugboat which was being built for organizations other than the military. AMC would close operations in September of 1945 and the re-formed Olson Corporation would carry on with the Design 320 tugs, making at least six, and would also finish up the three left over Design 327 boats in 1946.

7.) PHOTOS: *The 1952-53 Design 3004 Boat Construction*



Here are a few of the later Design 3004 boats under construction after launch in 1953. The crowd below has gathered to watch an unknown Design 3004 boat launch.



Another group shot on Lake Beresford.

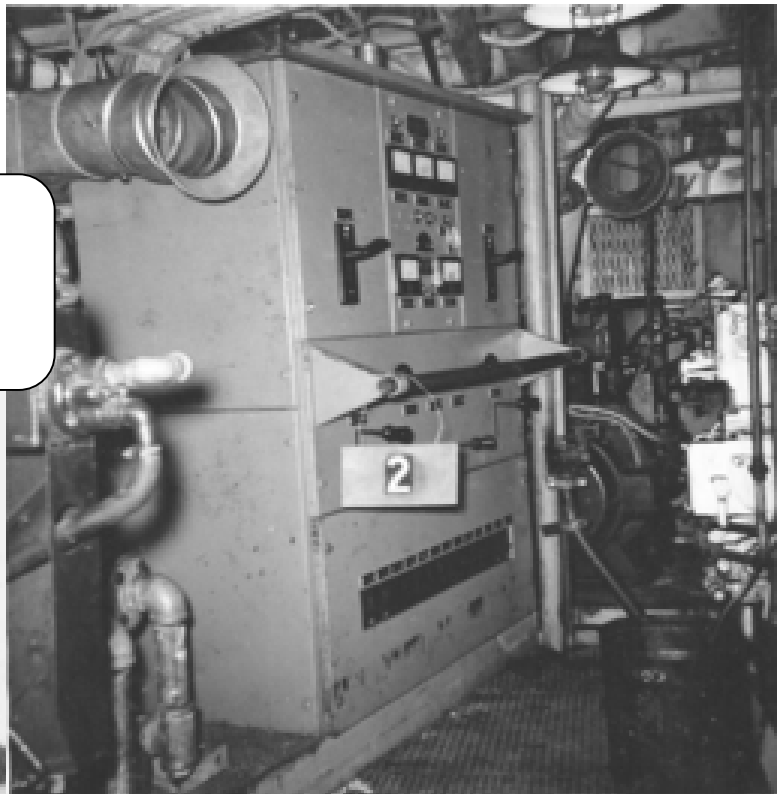


*The engine room from
ST 1978
Mar 4, 1953*



The OLSON CORP
Gadsden, Fla.
314153
CONTRACT No. 5546
ST 1978
Engine Room 3th. Looking fwd.

To the right is the engine room of ST 1979 and below is the rear deck of ST 1985. The actual engines probably were still installed in Jacksonville.

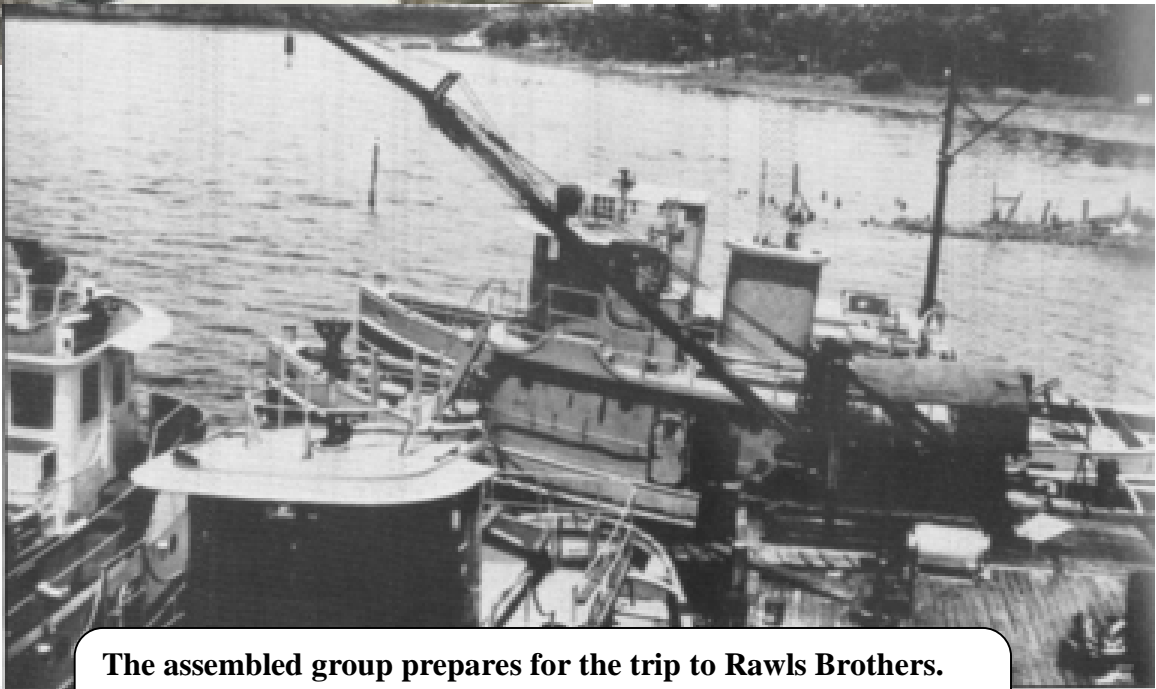


This photo is of ST 1987 just prior to the contract being terminated and all boats sent to Rawls Brothers in Jacksonville. The hull seems complete and the sheet metal awaits installation. It was probably 60-70% complete when turned over. May 19, 1953





*An unknown
Design 3004 boat
is launched.*



**The assembled group prepares for the trip to Rawls Brothers.
Below: A group of ST's including Deland's ST 1982 in a storage
depot in France in 1962.**





ST 1978 and ST 1979 were 100% completed. Here's a photo dated March 4, 1953, at least several months prior to heading north. Note the fire equipment and hoses on the rear deck. She is also painted in the US Army "peacetime" colors.

Behind this boat are several others under construction.



Shots of ST 1978 including one below of it and another ST in Vietnam.



8) PHOTOS Taken During War in Theater



ST 344 is DeLand's most historic boat. She worked on building the portable docks or "mulberries" at D-Day +1 Normandy but six weeks later hit a mine and exploded in Grande Rade, Cherbourg Harbor, France.



This is a wonderful photo provided to us by John Fairbarn. His father, Charles Fairbarn, third from the left, is first officer of DeLand's ST 474. This picture was taken at Cherbourg during WW2 after July of 1944. He had previously been on ST 75, which was sunk by artillery fire from the German occupied Channel Islands in July 1944 when his tug got too close. He was rescued by a destroyer and re-assigned to ST 474 which was one of the last Design 257 boats built on Lake Beresford. This boat did survive the war but was scrapped in 1971.



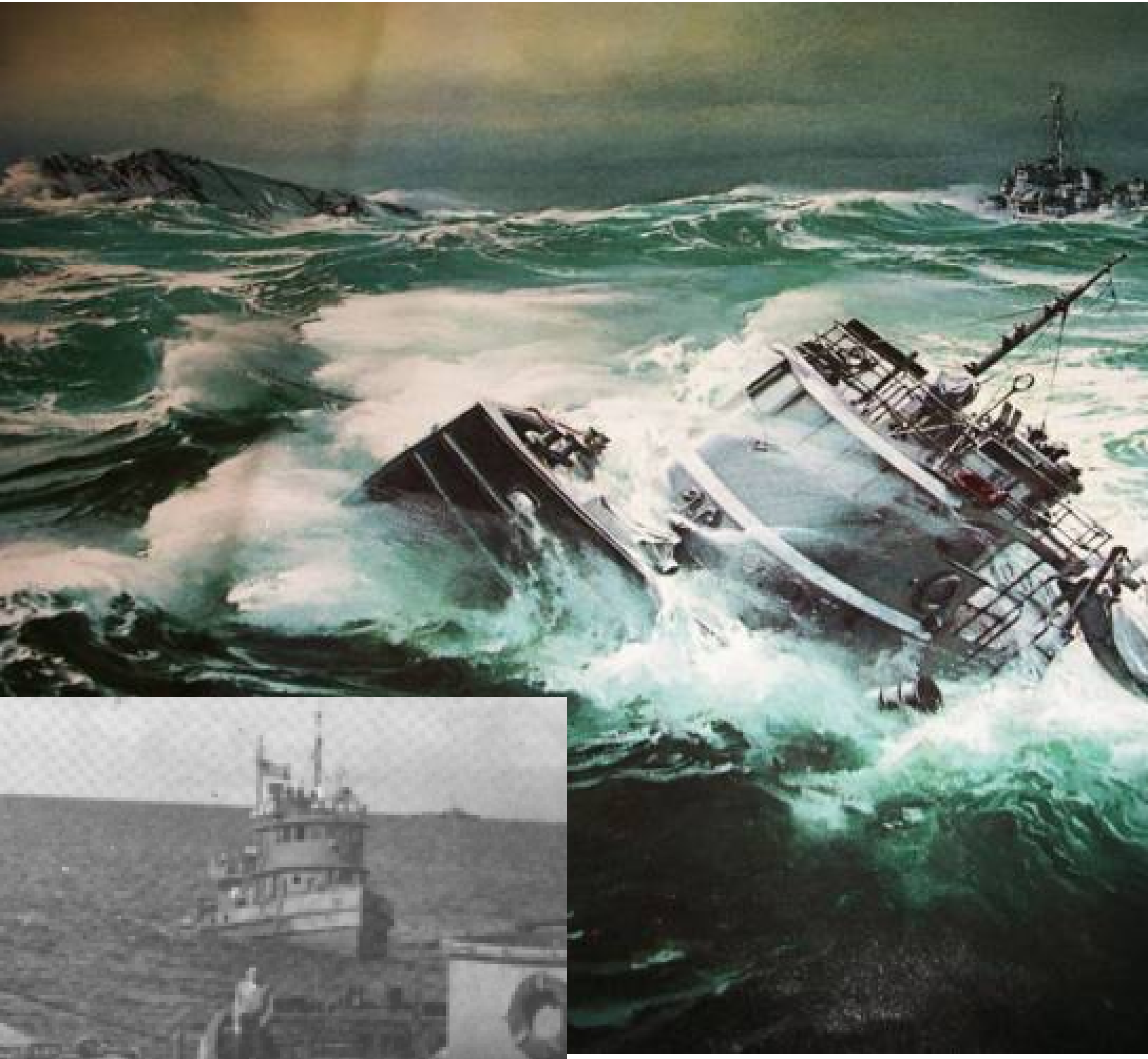
The ST 676 shown when alongside the USS O'TOOLE on October 6th. The ST was in the process of having water transferred from the DE's tanks. (Courtesy of Sabin Sanger).

Both ST 676 and 677 were in the infamous and deadly convoy of ST's and barges that were towed to England in late September of 1944. An earlier towing convoy during the summer had worked well, but over 20 ST sailors would die and three boats were lost in this 2nd and last attempt to tow small tugs to Europe. Averaging less than 6 knots and faced with increasingly bad weather and 60 foot waves it's amazing that any of the craft survived. Two English boats sent out to help asked to return to shore fairly quickly in the horrific weather, which did not engender confidence in the poor American sailors who had already seen the deaths of many ST crewmen. But both of the DeLand boats survived; cut loose near England and allowed to make it on their own.

Another amazing fact in this survival story is that one Destroyer Escort, the USS Mason, had an all black crew, the largest Navy vessel of two to have a completely black crew. From all accounts they performed heroically.

Be sure to read "Ordeal of Convoy NY 119" by Charles Dana Gibson.

This image from the book's cover depicts a hapless ST in the midst of the storm's fury. The other shot is a long shot of ST 677 taken early in the trip during calm weather also from the book. ST 676 would end up being the "long distance voyager" of the Beresford boats as it not only survived this trip and WW2, but eventually made its way under its own power to Malaysia from Holland in 1948, a distance of over 23,000 miles after weather issues, breakdowns, and mishaps. Parts for the rare engines were virtually unobtainium even right after the war.





This is DeLand's ST 840 in Pusan, Korea, in 1950 or so. It's foggy, but we're glad to have it, as it is the only known photo of a Beresford boat in South Korea.



This is ST 845 at the Panama Canal near the end of WW2. It had Milton Esquivel as its Engineer in '46 & '47; he's alive and well today in Costa Rica, the only known living DeLand boat crewman from the early boats.



It's tough to make out, but ST 1978 is hiding out at the pier's end on the left. This boat was apparently one of the first to be handed over to the South Vietnamese in 1970 and as far as we know did not return from SouthEast Asia. This boat was 100% made on Lake Beresford.



Here's ST 1986, named Jodi-Lee, at some time in Vietnam. Once again, this tug would not to our knowledge return to the USA.

But perhaps a few of these boats are still there, working away.



Here's ST 1987, but we are not certain if this is in Vietnam or not. However, there's little doubt she went over, and returned safely. Today she is working in British Columbia, Canada, just as she has worked for the past 60 years. Videos of the *Capital C* are on youtube today.

A wonderful large model of this tug can be found in the US Army Transportation Museum in Ft. Eustis, Virginia. She was stationed there in the 1950's and 60's.