

US Army ST & LT Museum Tugs Around the World And Tugs For Sale

WW2 ST 488 Le Havre, France



ST-488 was delivered May 1944 and served in the [United States Army](#) from October 1944 to 1946 in the French [port of Le Havre](#) and on the floating docks of the U.S. [Mulberry harbour](#) of [Arromanches](#) in Normandy. After a civilian career at the port of Le Havre until the late 1970s, saved from wrecking by volunteers, she became a [museum ship](#) in 1994, part of Musée maritime of Le Havre and was classified a [Monument historique](#) (historical monument) in 1997.

Late WW2 ST 695 Angel's Gate, Los Angeles, California, USA



Built in 1944 in Decatur, Alabama for the Army Transportation Service, she was originally known as ST (small tug) 695, and was among the fleet of tugboats designed for the European theater. ST-695 primarily served at the Army Port of Embarkation in Wilmington, California. After the war, the Army declared ST-695 "surplus" and she was sold to the City of Los Angeles Harbor Department (now known as the Port of Los Angeles), where she worked steadily until her "retirement" and transfer to the LA Maritime Museum in 1992.

WW2 ST 732 under storage at Redon, Nantes, France



Blog entries indicate this boat is lacking funds for restoration and may be scrapped - possible D-Day service, but not at all certain!

WW2 Normandy D-Day Service LT-5



Built to serve during WW II, USAT *LT-5* moved military cargo under the Army Transportation Corps. She served in both the Atlantic and Pacific. On February 3, 1944, she sailed for Great Britain to assist in the preparations for Operation Overlord. *LT-5* arrived off the Normandy coast on June 7 as part of Operation Mulberry. On June 8th while moored to a sunken LST, *LT-5* was subjected to air attacks. Her log book for June 9 records that at 20:30 hours, "planes overhead. Everyone shooting at them. Starboard gunner got an F.W." (German Luftwaffe fighter, the Focke Wulf.) While many of the Army's remaining tugs were decommissioned, sold or scrapped, *LT-5* was assigned to the Army Corps of Engineers out of Buffalo serving from 1946 until 1989 as a Great Lakes harbor tug. She is the only known essentially unmodified example of the LT-type left in the U.S. Her heroics during the Normandy invasion led to the awarding of National Historic Landmark status in 1991.



Tug Ludington LT-4



The ***Tug Ludington*** (formerly *Major Wilbur Fr. Browder*) is a World War II era tugboat built in 1943 at Jacobson Shipyard in [Oyster Bay, New York](#). The U.S. Army designated the tug LT-4. The tug's armament consisted of two 50 caliber machine guns and participated in the [D-Day](#) invasion of Normandy, towing ammunition barges across the English Channel. After WWII, it joined the U.S. Army Transportation Corps until 1947 when the Corps of Engineers transferred the tug to [Kewaunee, Wisconsin](#) and then renamed it the *Tug Ludington*. It was used in the construction and maintenance of many harbors on the Great Lakes and now rests in Harbor Park in Downtown, Kewaunee. As the *Major Wilbur Fr. Browder*, the tug is on the [National Register of Historic Places listings in Kewaunee County, Wisconsin](#).^{[1][2]}



LT-1967

US Army tugboat LT 1967, now docked at the San Diego Harbor.

1953: Built by "Higgins Boat Co Inc" at New Orleans, La.(USA) (YN 11648) **1953:** delivered to the "USCE - US Army Corp of Engineers" (USA) **199x:** decommissioned **199x:** sold to ??

2002: donated to the "CMS- Coordinated Maritime Services" at San Diego (USA)

(member of the Historic Naval Ships Association and Council of American Maritime Museums)

200x: renamed SARAH C. BENTLEY 2005: still in existence as a museum tug and in use as a school ship

TUGS FOR SALE:

LT-1970 Okinawa -

Vintage Tug Boat hull #LT1970 – Built for the US Army in 1953 and purchased by our company in 2001. This tug is in excellent condition and recently dry docked so it is ready for immediate acquisition. The tug is powered by a Fairbanks-Morse, 107'L x 26'6" Beam and sleeps 16. This tug was built by Higgins, Inc. New Orleans, LA, for the US Army and was in service up until time of purchase. "Okinawa" has navigated the US coast to Caribbean Islands for our company's use and has many good years service left.

For further information please call United Dredging Corporation, 561-753-2797.





1943 68.9' x 20' x 8' Steel Model Bow Tug with Upper Wheelhouse

Gross tonnage: 93 tons

Net tonnage: 63 tons

Main engine: CAT 398 Diesel Engine - 850 hp

Transmission: Twin Disc 5:1 ratio

Propeller: 72" x 4 blade brass propeller

Shaft: 6"

Tug speed: 9 knots

Detroit 30 KW and 50 KW gen sets

Fuel consumption: 25 gph

Fuel capacity: 4,500 gal

Fresh water capacity: 1,000 gal

Towing winch w/ 1000' x 1" cable

40 ton push winches

Fire alarm

Berths for 6

Upper pilothouse

Equipped with 2 radars, VHF radios, depth sounder, hailer, GPS

Electric engine controls with 3 control stations

New bow and stern bitts, new forward hatch, full fendering

Ready to work

Tug is steady working and needs nothing

Located in New York harbor

Price reduced from \$85,000 USD to \$70,000 USD

Details are deemed to be correct but are not guaranteed and should be independently verified

Please contact us for further information sms@scrutonmarine.com

Scruton Marine Services Phone 519-583-1636 Fax 519-583-2189







1944 82' x 23' x 8' 800 hp Steel Coastwise Towing Vessel

Built in Houston, Texas in 1944 - built as a military tug with limited service

Gross tons: 145

Net tons: 96

Engine: Single GM EMD 8-567 c/w 2.5:1 reduction gear - 800 hp

Engine hours: 500 hrs

Fuel Capacity: Two 4,000 gallon steel fuel tanks

Generator: New John Deere Genset

Electronics: Davis Weather Wizard III, Standard Horizon Infinity VHF radio

Uniden MC535 VHF radio, Garmin 120 GPS, Furuno 8030D radar,

Mariner Intech V118VHF radio, 8" Kelvin White compass,

Radio Shack cellular telephone, Henschel rudder angle indicator

Main Deck: The bow with rubber bumpers forward, watertight scuttle plates to the forward ballast tanks, a double towing bit, the anchor, a single bit forward, double bits aside forward and aft, the walk around superstructure, an electric drive capstan. A double towing bitt, manual winches aside, the steering quadrant with tow line grating and line atop. In the superstructure is one bunk stateroom aside forward, the galley/dinette with doors aside the engine room fiddly with door aside, an inside head on the port side of the fiddly, an enclosed shower on

the starboard side with entrance from the main deck, a double bunk stateroom on the port side, a single bunk stateroom on the starboard side. There are rubber tires aside and rubber fenders aft.

Pilot House Deck: The pilothouse forward with facing aft doors aside, the mast stateroom aft, the truck cabin skylight over the engine room fiddly with the engine stack forward and supply funnel aft, a ladder up to the pilothouse top, a ladder up to the raised walk around steering and control station with entrance aft.

Below Deck: A fore peak ballast/collision/chain, locker compartment, a watertight bulkhead to the 5000 gallons aside ex. fuel now ballast compartment, a watertight bulkhead to the engine
Space with fresh water tanks aside aft, watertight bulkhead to a shallow ballast tank, a watertight bulkhead to a very shallow ballast tank aft.

Galley: 4 burner Orbon stove, Emerson microwave oven. 110V electric freezer, stainless steel sink with hot and cold water.

Safety Equipment: Color coded piping system in engine room, pilothouse/engine room intercom, two 10# dry chemical fire extinguishers, five 15# CO2 fire extinguishers, 265 Northhill 400' 6" nylon tow line, 24" ring buoy with light, three 30" ring buoys with lights, two spotlights, horn, bell, four kapok and foam type 1 life preservers 22" solid bulwarks on deck, two fire hose stations on deck - 50' ½" hoses and nozzle each station

Located in Prince Edward Island, Canada

This boat is ready to go to work.

FOR QUICK SALE: Price reduced from \$95,000 USD to \$52,500 CDN

Details are deemed to be correct but are not guaranteed and should be independently verified

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1944 101' x 26' x 12' Steel Model Bow Tug

Built in the state of New York

Gross tonnage: 145 tons

Net tonnage: 98 tons

Last survey: 2008

Shell plate thickness: 3/8"

Engine: 2 X CAT 398TA Diesel engines - 1700 hp, approx hours 6,000

Transmission: Farral Birmingham, ratio 7:1

Steering: Hydraulic

Generators: 2 x Detroit Diesel 45KW gensets

Cruising speed: 15 kts

Fuel capacity: 14,000 US gallons

Fuel consumption: 75 gal/hr

Electronics: 2 x VHF radios, 2 x Radars, Depth Sounder, Gyro Compass, AIS

Winches: 2 x 60 ton winches

Furnace: Hot water

Fresh water capacity: 4,000 US gal

Holding tank capacity: Sewage system

Electric capstan: X 2

Safety equipment: Inflatable raft

Bilge pumps: X 2

Head: Yes

Accommodations: Accommodations for 8

Additional Feature: Electric galley

Located in state of Michigan

Price: \$210,000 USD

Details are deemed to be correct but are not guaranteed and should be independently verified

Please contact us for further information sms@scrutonmarine.com

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