

U.S. Army “ST/RT” Small Harbor Tugs Built or Used During WWII and the Korean War 1890 – 1946 Updated 9 26 2014

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As far as I can tell at this point, a total of at least 600 ST “small tugs” or RT “river tugs” were built by a large number of small builders for the U.S. Army, or acquired from private owners during WWII including many in Australia. Built in both steel and wood, or both, they were built or purchased in differing designs and sizes ranging from 39’ to 160’. Sometimes a boat’s length qualified it to be an “LT” or large tug but it still was given an ST designation. According to “ST Tugs: Design 257 and 327” author J. O. Bijl, of the two most popular designs, 88 tugs of Design 257 were built while 186 boats of the larger Design 327 were completed.

The following extensive tables are designed to give all known details on any given ST inclusive of at least one photo if I have it. Some of the gaps in the chart below represent older tugs drafted into service for WWII where little details exist. Some STs were later reclassified as river tugs (RTs) and others were transferred to the Defense Plant Corporation (DPC), which was the federal agency responsible for building defense facilities. .

Just to confuse the issue, quite a few of the earlier DPC tugs were re-assigned ST numbers as well. Sadly, the records are very incomplete as the Army required all small ship’s logs to be turned in at war’s end..... and then inexcusably destroyed them all a few years after the war! Even Liberty Ship manifests were tossed out. I know of only a partial ship’s log for ST 488 that still exists from WW2. Each and every detail from those who were there; or from the few records and photos that still exist, is priceless.

*Some ST numbers were even reused. Some boats were assigned a number during the war but weren’t finished up until 1946. In addition, ST numbers were assigned in the same group with the larger LT tugs so many gaps appear in the numerical sequence below. In addition, there are just gaps in the number system for no reason at all! According to David Grover, several groups of ST numbers were re-designated “MTL” for Motor Launch, and some “TP”, but the ST numbers seem never to have actually been used therefore they are not included here. Once a boat is listed it is not listed twice, however, yet-to-be-answered questions exist about “ST” boats in the SW Pacific area under Army control, but with Australian civilian operation. Quite a few of them apparently were commandeered, purchased, or built and given numbers **which duplicate** the listed numbers in this chart....quite a mystery remaining to be solved and I do not yet have the real production or acquisition totals. The WW2 Aussie tugs I know of, Post- WW2 ST’s, and a photo gallery are now on the website in a separate file from this list of USA-sourced WW2 ST tugs.*

Only those harbor tugboats considered “first line” with a US Army assigned and verifiable ST or RT number are listed. Sources are listed at the end. Feel free to contact me with additions or research based changes.

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(1) **Description in all red: (18) ST Tugs recorded as lost in WW2 (modified list based on David Grover's book *US Ships and Watercraft of World War II*.)** The word "stricken" could mean it was deleted from a register and scrapped; or it could have been sold off and reused in a commercial application. Some boats "stricken" may live on as static homes and houseboats!

(2) * **Pacific WW2:** Tug was in the Pacific in WW2...at least in Hawaii! See source list at end for a list of all ST's sent to the Pacific.

(3) **NORMANDY D-Day** in green if it's one of the 33 ST's *currently* recorded as being there at about the point the party started....easily subject to change! 40 or so other ST's reported being there are still unidentified; some are noted as possibilities.

(4) Any ST or RT that was in the European or Pacific Theater during WW2 is identified as a **WARTUG**. If a tug was at the Rotterdam or Antwerp storage facilities right after the war it had to have been involved directly in Europe. Grover states that at war's end 167 LT's or ST's were in Europe; and 171 LT's or ST's were in the Southwest Pacific, while worldwide the number rises to 746...many of which were LT's making the current list of about 600 WW2 ST's seem valid. A handful went to Korea and are so indicated; I have yet to find an ST made in WW2 that went to Vietnam.

(5) Some ST listings are only found in David Grover's book from original sources and his research and are identified with the word "Grover".

(6) **Fate unknown in brown:** This ST is one of 125 that were delivered to the US Army that we have no further record of. (Another group of at least 60 more went to the Pacific; then we know nothing more. A further group of about 50 tugs were listed by Grover; apparently US Army purchases during WW2with no further information!)



Hague's Convoy records reflect a number of ST 3-15 voyages that might be associated with US Army Australian made tugs as otherwise ST production starts with ST 9 in other lists: numbers 1-8 were given to LT's. This probably means there were TWO each of ST 9 – ST 15 boats and other numbers were duplicated as well. See the new list titled *Australian ST's, Post War St's, and Photos*.



Piet Van Damme at *tugslit* also has records for several as of yet unidentified tugs which probably were ST's but no specific number can be assigned as of now.





It is certain that some of these tugs also served in the Korean War 1950 - 1953. I have not yet verified one that went to Vietnam, but it is possible.



WORLD WAR TWO LIST


#	ST#	Shipbuilder	Location	Type #	Steel Or Wood	How Long	Deliver Dates	War Service, Names, & Disposition
1	ST 9	Equitable Equipment	New Orleans LA	255	S	82	4/43-5/43	US Army ST tug Design 255 (sisterships: ST 9, ST 10) Registered: LR50-51:58434 /LR56-57:58961 /LR60-



								<p>61:59769 /LR66-67:510294 IMO 5102944 /(USA)ON 258998 139 GRT, 94 NRT, L(23,63), B7,07m(7,01), Dp3,15m (82'x23'x10' or 75.9'(77'2")x23'2"(23'0")x(10'4")) 1 scr, diesel 2t 8cyl National Supply, 560bhp ST 9 1943 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 188) 1943 -xx/05: delivered to the US Army (USA) 194x: To ??, renamed PILSBURY 194x: To ??, re-renamed ST 9 195x: To "McAllister Brothers Inc" at New York (USA), renamed ELWINA McALLISTER (USA flag, regd Wilmington, ON 258998, c/s WC6182) 195x: To "Stanwood Towing Co In" (USA) 195x: To "McAllister Brothers Inc" at New York (USA) 1978: To "Witpower Corp", mng "West Indies Transport Ltda SA" at Panama (PAN), renamed WITPOWER II (PAN flag, regd Panama) 198x: (GUY flag) 1989: still in service 1995: no longer represented in LR, fate unknown</p>
2	ST 10	Equitable Equipment	New Orleans LA	255	S	82	4/43- 5/43	<p>Lost 1945 WARTUG US Army ST tug Design 255 (sisterships: ST 9, ST 10) Registered: 139 GRT, 94 NRT, L(23,63), B7,07m(7,01), Dp3,15m (82'x23'x10' or 75.9'(77'2")x23'2"(23'0")x(10'4")) 1 scr, diesel 2t 8cyl National Supply, 560bhp ST 10 1943 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) 1943 -xx/05: delivered to the US Army (USA) 1945: foundered on Jan 16 1945 with a loss of 5 men: Thomas Edy, Hilton Hutchins, James Sampson, James Waldron – USMM.org</p>
3	ST 11	Tacoma, Washington			W	60	1917	Grover, "Kiska" fate unknown
4	ST 12	Reliable Welding	Olympia WA	257- A	S	74	2/43- 10/43	<p>US Army ST tug Design 257-A (88 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) 1943 -xx/10: delivered to the US army (USA) 194x: To the "CNRRA - Chinese National Relief and Rehabilitation Agency" at Shangai (CHN), renamed KINGSBURY fate unknown</p>
5	ST 13	Reliable Welding	Olympia WA	257- A	S	74	2/43- 10/43	<p>US Army ST tug Design 257-A (88 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 13 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 8) 1943 -xx/10: delivered to the US Army (USA) 1948: To F.M. Yorke at Vancouver, BC.(CAN) 09 04 1948: Sunk and total loss</p>
6	ST 14	Reliable Welding	Olympia WA	257- A	S	74	2/43- 10/43	US Army ST tug Design 257-A (88 built in design 257 and 257-A)







								<p>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 14 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 9) 1943 -xx/10: delivered to the US Army (USA) 1947: To "Lake Tankers Corp" at Wilmington, Del. (USA), renamed WESTERN CITIES 1962: To "National Marine Service" at Wilmington, Del.(USA) 196x: To "Caribtow Corp of Puerto Rico" at (???) Charlotte Amalie VI (???) 1979 -20/03: foundered at St.Thomes, Virgin Islands</p>
7	ST 15	Levingston SB	<p>Orange TX</p>  <p>Photo Courtesy Lekko</p>	257	S	74	9/42- 10/42	<p>WARTUG US Army ST tug Design 257 (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 15 1942 -xx/09: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 256) 1942 -xx/10: delivered to the US Army (USA) 1945: To "NV Laboremus" at Antwerpen (BEL) (BEL flag, regd Antwerpen, 130 GRT) 1948: To "Antwerpse Stedelijke Sleepdienst" at Antwerpen (BEL), renamed 25 (ANTWERPEN 25) 1948/49: rebuilt by the "Stedelijk Werkhuis Noord" at the Kattendijkdok at Antwerpen (BEL) 1955 -04/01: 4 crew died in a serious accident 1964 -31/07: renamed 31 (ANTWERPEN 31) (2) 1976 -28/04: laid up 1976 -24/11: To "PVBA North Sea Industries" at Brussel (BEL) (together with Nr.32 and 34) 1977: To ?? (SAU) fate unknown</p>
8	ST 16	Levingston SB	<p>Orange TX Photo Courtesy Lekko</p> 	257	S	74	9/42- 10/42	<p>Possibly at Normandy D-Day WARTUG US Army ST tug Design 257 (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 16 WARTUG 1942 -xx/09: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 257) 1942 -xx/10: delivered to the US Army (USA) In Europe: Crewmember Peter Dilullo served during WW2 on this tug from 11 23 44 and waited for parts for months. 1945: To "NV Laboremus" at Antwerpen (BEL) (BEL flag, regd Antwerpen) 1948: To "Antwerpse Stedelijke Sleepdienst" at Antwerpen (BEL), renamed 34 (ANTWERPEN 34) (2) (for 3.000.000,-Bef) 1948: rebuilt by "Stedelijk Werkhuis Noord" Kattendijkdok at Antwerpen (BEL) 1948 -30/12: taken in service 1975 (21/06): laid up 1976 (25/11): To "PVBA North Sea Industries" at Brussel (BEL) (together with Nr.31 and 32) 1977: To the Saudi Govt. (SAU) fate unknown</p>
9	ST 17	Levingston SB	Orange TX	257	S	74	9/42- 10/42	<p>US Army ST tug Design 257 (88 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 17</p>


								1942 -xx/09: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 258) 1942 -xx/10: delivered to the US Army (USA) 19xx: possibly renamed ASTORIA by the "USCE - US Army Corp of Engineers" (USA) fate unknown
10	ST 25	Levingston SB Photo Courtesy Lekko 	Orange TX 	257	S	74	5/42-6/42	US Army ST tug Design 257 (88 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 25 ZIMMERMAN 1942 -xx/05: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 230) 1942 -xx/06: delivered to the US Army (USA) 194x: To the "USCE - US Army Corp of Engineers" (USA), renamed BRETON fate unknown
11	ST 26	Levingston SB	Orange TX	257	S	74	5/42-6/42	US Army ST tug Design 257 (88 built in design 257 and 257-A) Registered: (USA)ON 249790 94 GRT, 41 NRT, L22,56m, B6,10m, Dr2,54m (68.9'x20.1'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 26 HOSTETTER 1942 -xx/11: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 231) 1942 -xx/12: delivered to the US Army (USA) 1946: To "Harbor Towing Corp" at Baltimore, Ma. (USA), renamed SADIE (USA flag, ON 249790) 1973: To Francis T. Mahaney at Wilmington, Del. (USA), renamed OLGA 1978: To ?? (COL) fate unknown
12	ST 27	Levingston SB Photo Courtesy Lekko 	Orange TX	257	S	74	5/42-6/42	US Army ST tug Design 257 (88 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 re-engined 1978 diesel, 600bhp ST 27 JONES 1942 -xx/05: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 232) Shown in Newfoundland in photo of 1942. 1942 -xx/06: delivered to the US Army (USA) 1954: To "The J.P. Porter Co Ltd" at Halifax, NS (CAN), renamed CATALINA 1970: To "Beaver Marine" (Westminster Canadian Subsidiary) (CAN) 1978: transferred to "Beaver Marine" at Halifax, NS (CAN), renamed BEAVER LILY 1978: rebuilt, re-engined diesel, 600bhp 1997: To ?? at Miami, Fl.(USA) fate unknown
#	ST#	Builder	Place	Type	Steel or Wood	Long	Date built	Details, history, disposition
13	ST 28	Levingston SB Photo courtesy Lekko 	Orange TX	257	S	74	5/42-6/42	US Army ST tug Design 257 (88 built in design 257 and 257-A) Registered: (USA)ON 249639 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') (or: 94 GRT, 41 NRT (later 91 GRT, 62 NRT), (68.9'x20.1'x8.4')) 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t


								<p>ST 28 KINDLER 1942 -xx/05: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 233) 1942 -xx/06: delivered to the US Army (USA) 1946: To "McCarren Towing Line Inc" at New York (USA), renamed HUDSON (USA flag, ON 249639) 1951: To "Essex Transportation Co Inc" at New York (USA) 195x: To "Peerless 4 Corp" at Boston, Ma. (USA) 1974: To "Whitey's Equipment Corp" at New Bedford, Ma.(USA) 1991: To Alfred R. Morrison at Quincy, Ma.(USA) (USA flag, regd Boston, ON 249639, c/s WA5584) 1995: To Lopresti Park at East Boston, Ma.(USA) 1996: To David Keller at Boston/St.Croix, Ma.(USA) 1998: out of service, sold and converted to a liveaboard at Boston, Ma.(USA) 1998 -19/03: sank in Krause Lagoon Channel at Christiansted, Virgin Islands (VIR), raised & repaired 2011: still in existence</p>
14	ST 29	Levingston SB	Orange TX	257	S	74	5/42-6/42	<p>US Army ST tug Design 257 (88 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 29 REES 1942 -xx/05: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 234) 1942 -xx/06: delivered to the US Army (USA) fate unknown (1)</p>
15	ST 30	Levingston SB	Orange TX Photo Courtesy Lekko 	257	S	74	5/42-6/42	<p>US Army ST tug Design 257 (88 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 re-engined 19xx diesel Caterpillar type 398 ST 30 FINLEY 1942 -xx/05: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 235) 1942 -xx/06: delivered to the US Army (USA) 1946: To "Russell Bros. Towing Co"/"Newton Creek Towing Co Inc" at New Yoek (USA), renamed RUSSELL 5 19xx: re-engined diesel Caterpillar type 398 1961: To "McAllister Brothers Inc" at New York (USA) 196x: To "Nelseco Navigation Co" at New London, Ct.(USA), renamed NEW LONDON 19xx: To "Thames Towboat Co Inc" at New London, Ct.(USA) 2005: sold foreign (reefed ??) fate unknown</p>
16	ST 31	Platzer Boat Works	Houston TX	257	S	74	11/42-12/42	<p>US Army ST tug Design 257 (88 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 31 KENNEY 1942 -xx/11: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 113) 1942 -xx/12: delivered to the US Army (USA) 1946: transferred to the US Army Transport Service (USA), for service in Panama 1946: To "Terminal Transportation Co" at Philadelphia, Pa.(USA), renamed PATCO 1954: To "Patterson Oil Co" at Philadelphia, Pa. (USA)</p>




								<p>1963: To "Sinclair Refining Corp" at New York (USA) 196x: To "Delapeake Marine Corp" at Gibbsboro, NY (USA), renamed MARY 1967: To "William Parrotts Sons" at New York (USA), renamed POLLY P 1971: To George H. & William Parrott at New York (USA) fate unknown</p>
17	ST 32	Platzer Boat Works	<p>Houston TX Photo Courtesy Lekko</p> 	257	S	74	11/42-12/42	<p>US Army ST tug Design 257 (88 built in design 257 and 257-A) Registered: (USA)ON 526981 92 GRT, 63 NRT, L22,56m, B6,10m, Dr2,54m (68.9'x20.1'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t re-engined ?? 19xx diesel, 725bhp ST 32 KILBORN Jr. 1942 -xx/05: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 114) 1942 -xx/06: delivered to the US Army (USA) 1947: Transferred to the US Army Corps of Engineers at Memphis, Tenn.(USA) 194x (1947 ??): renamed ST 32 DE LA HUNT 1970 -xx/07: To the State of Louisiana (Transport Department, Mississippi River Bridge Authority) at New Orleans, La. (USA), renamed BLUE LENOIR (In operation for the Crescent City Connection Division of the Louisiana State Department of Transportation and Development at Algiers, LA. (USA)) (USA flag, regd Baton Rouge, ON 526981, c/s WDD2994, MMSI:367122460) 2005 -xx/08: grounded during storm Katrina at New Orleans (USA) 2007 -xx/07: back in service and redocumented 2011: still in service (laid up on the Mississippi since 2009 ??)</p>
18	ST 33	Platzer Boat Works	Houston TX	257	S	74	11/42-12/42	<p>US Army ST tug Design 257 (88 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 33 1942 -xx/11: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 115) 1942 -xx/12: delivered to the US Army (USA) 194x: To "Atlantic Pipeline Co Inc" at Dallas, Tx. (USA), renamed MOIR 1958: To "Slade Inc" at Port Arthur, Tx.(USA) fate unknown</p>
19	ST 34	Reliable Welding	Olympia WA	257	S	74	9/42-12/42	<p>US Army ST tug Design 257 (88 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 34 BOISSONNAULT 1942 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 1) 1942 -xx/12: delivered to the US Army (USA) fate unknown</p>
20	ST 35	Reliable Welding	Olympia WA	257	S	74	9/42-12/42	<p>Lost during WWII: WARTUG founded 9/9/1943 US Army ST tug Design 257 (88 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 35 CARPENTER 1942 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 2)</p>


								1942 -xx/12: delivered to the US Army (USA) 1943 -09/09: foundered with a loss of 2 men: William Ehlers, Elmer Koski USMM.org
21	ST 36	Reliable Welding	Olympia WA Photo Courtesy Lekko 	257	S	74	9/42-12/42	US Army ST tug Design 257 (88 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 36 FOX 1942 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 3) 1942 -xx/12: delivered to the US Army (USA) 19xx: To "Cloony Construction & Towing Corp Inc" at New York (USA, renamed ST 36) 19xx: To "Lake Charles Dredging & Towing Co Inc" (USA) 198x: stricken, fate unknown
22	ST 37	Reliable Welding	Olympia WA 	257	S	74*	9/42-12/42	US Army ST tug Design 257 (88 built in design 257 and 257-A) Registered: LR50-51:76044 /LR66-67:532080 106 GRT, L22,56m, B6,10m, Dr2,54m (70.0'x20.2'x8.5' or 74'(70.0')x20'2"(20'0")x8'5") 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 37 ALBERT 1942 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 4) 1942 -xx/12: delivered to the US Army (USA) 194x: To ??, renamed HAGEN 1949: To "Lisboa Harbour Board" at Lisboa (PRT), renamed SERRA DE SINTRA (PRT flag, regd Lisboa, c/s CUDM, 108 GRT, 11 NRT) 1978: To "Junta Autonoma do Porto de Aveiro" at Aveiro (PRT), renamed SERRA DE LAPA 1987: stricken, fate unknown *Grover states this boat was only 43 long, thus not built to Design 257...probable mistake?)
23	ST 38	Reliable Welding	Olympia WA	257	S	74	9/42-12/42	US Army ST tug Design 257 (88 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 38 IRWIN 1942 -xx/09: Built by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 5) 1942 -xx/12: delivered to the US Army (USA) fate unknown (2)
24	ST 39	Reliable Welding	Olympia WA	257	S	74	9/42-12/42	Lost during WWII: WARTUG foundered 2/6/1944 US Army ST tug Design 257 (88 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 39 KAECH 1942 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 6) 1942 -xx/12: delivered to the US Army (USA) 1944 -06/02: foundered with a loss of one man – Harold Lucas - USMM.org
25	ST 40	American Machinery Corp	Beresford FL now DeLand Photo courtesy WVHS	257-A	S	74	1/43-3/43	Lost during WWII: WARTUG US Army ST tug Design 257-A (88 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 40 TAYLOR 1943 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 1)

								1943 -xx/03: delivered to the US Army (USA) 194x: lost in WW2 Loss not listed in USMM.org list; - Mentioned first in David Grover's book, then Tim Colton
26	ST 41	American Machinery Corp	Beresford FL now DeLand 	257-A	S	74	1/43-3/43	Fate unknown US Army ST tug Design 257-A (88 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 41 THATCHER 1943 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 2) 1943 -xx/03: delivered to the US Army (USA) fate unknown (3)
27	ST 42	American Machinery Corp	Beresford FL now DeLand Photo Courtesy DeLand Naval Air Station Museum 	257-A	S	74	1/43-3/43	Fate unknown US Army ST tug Design 257-A (88 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 42 THORNTON other photos exist 1943 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 3) 1943 -xx/03: delivered to the US Army (USA) fate unknown (4)
28	ST 43	American Machinery Corp	Beresford FL now DeLand  Photo Courtesy Lekko	257-A	S	74	1/43-3/43	"Tuther", later "Mars", US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: LR66-67:524004 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 43 TUTHER 1943 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 4) 1943 -xx/03: delivered to the US Army (USA) 1953: To "APDL - Administracao dos Portos de Douro & Leixoes" (PRT), renamed MONTALTO (PRT flag, regd Leixoes, c/s CSMZ) (102 GRT, 7 NRT, L21,04m, B6,10m, D2,90m (69.0'x20'0"x9'6")) 1977: To "JAPBA - Junta Autonome dos Portos do Barlavento de Algarve" at Portimao (PRT) 1997: broken up at Portimao (PRT)
29	ST 44	JK Welding	Brooklyn NY Photo courtesy Lekko 	257	S	74	Jan-43	US Army ST tug Design 257 (88 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 44 CAPT. LAWRENCE B. MORRIS 1943: Built by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 48) 1943 -xx/02: delivered to the US Army (USA) 1947" D.G. Hancox & C. Frederich Hancox, Geelong Sold to Geelong Trust – Edward J. Fairlie 1967 re-engined 600 AHP Paxman 1978; rebuilt into fishing vessel. 1986: broken up at Livorno (ITA)?
30	ST 45	JK Welding	Brooklyn NY 	257	S	74	Feb-43	US Army ST tug Design 257 (88 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 45 CAPT. MARK C. NEFF 1943: Built by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 49) 1943 -xx/02: delivered to the US Army (USA)

								<i>fate unknown (5)</i>
31	ST 46	JK Welding	Brooklyn NY	257-A	S	74	Dec-42	<p>US Army ST tug Design 257-A (88 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 46 CAPT. PHILIP J. O'BRIEN 1943: Built by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 50) 1943 -xx/02: delivered to the US Army (USA) 194X: ST 1370 –US Army 194X: U 58-1109 US Air Force 194X: TG-50-1109 DEPT of the US Air Force 1947: To the Venezuelan Navy (VEN), renamed ESTEBAN ROJAS 1958: stricken (broken up?)</p>
32	ST 47	Dubuque Boiler	Dubuque IA	257	S	74	Dec-42	<p>US Army ST tug Design 257 (88 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 47 CAPT. THOMAS JETT POWELL 1942: Built by "Dubuque Boat & Boiler Works" at Dubuque (USA) (YN 217) 1942 -xx/12: delivered to the US Army (USA) 1946: To "C.G. Willis Inc" at Norfolk, Va.(USA), renamed ROLETA 195x: transferred to Wilmington, Del.(USA) 1963: To "Halderman Marine Towing" at Newport News, Va.(USA), renamed DEBORAH 196x: To "R.K. Davis Transportation Inc" at Newport News, Va.(USA) 1971: To "Allied Towing Corp" at Norfolk, Va.(USA) 1978: To "Tugboats Inc" at Wilmington, Del.(USA), renamed ANN K. 1982: To "E. & E. Towing" at Wilmington, Del.(USA) <i>fate unknown</i></p>
								
33	ST 48	Dubuque Boiler	Dubuque IA	257-A	S	74	Jan-43	<p>US Army ST tug Design 257-A (88 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 48 REEVES 1942: Built by "Dubuque Boat & Boiler Works" at Dubuque (USA) (YN 218) 1943 -xx/01: delivered to the US Army (USA) 19xx: transferred to the "USCE - US Army Corp of Engineers" (USA), renamed FORT NORFOLK 1953: To "Able Marine Service Inc" at New York (USA), renamed PATRICIA J. 1954: To "St. George Towing Line Inc" at New York (USA), renamed WALTER TRACY 197x: To "Richard E. Thompson" at Staten Island, NY (USA), renamed MICKY <i>fate unknown</i></p>
34	ST 49	Dubuque Boiler	Dubuque IA	257-A	S	74	Jan-43	<p>"Tug of War" author Joe Richards got his sea legs on this ST early in 1943- US Army ST tug Design 257-A (88 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 49 SCALLEY 1942: Built by "Dubuque Boat & Boiler Works" at Dubuque (USA) (YN 219) 1943 -xx/01: delivered to the US Army (USA) 1946: To "The Curtis Bay Towing Co" at Baltimore, Md.(USA), renamed KINGS POINT</p>

								194x: To "GATCO - Gulf Atlantic Transportation Co" at Jacksonville, Fl.(USA), renamed GATCO MARYLAND 1956: restyled to "GATCO - Gulf Atlantic Towing Corp" at Jacksonville, Fl.(USA) 196x: To "Fletcher Transportation Corp" at Jacksonville, Fl.(USA) 197x: To David M. Spicer at Jacksonville, Fl.(USA), renamed ATLAS 1976: To "Towboats Inc" at New Orleans, La.(USA) 1977: To Walter Kobzoff at New Orleans, La.(USA) fate unknown
35	ST 50	Puget Sound	Navy Yard		W	39	1906	Grover, "Richard Jr"
36	ST 51		Seattle, WA		W	70	1934	Grover, "Captain Bing"
37	ST 52							Grover, "Pilot"
#	ST #	Builder	Place Built		Wood or Steel	Long	Year built	Details, history, description
38	ST 56		Dialogue, Camden New Jersey		W	117	1890	Grover, "Mars" 278 GRT 1 fpp, steam MARS 1890: Built by "John H. Dialogue & Sons" at Camden, NJ.(USA) (YN 299) 1890: delivered to P.F. Martin (USA) 19xx: To the US Army (USA), renamed ST 56 fate unknown (6)
39	ST 65	Hodgson-Greene	Long Beach CA		W	40	Aug-42	"Juggling Tug" US Army ST tug (40')wood, 1 scr, diesel ST 65 1942: Built by "Hodgson, Greene & Haldeman Shipbuilders" at Long Beach, Ca.(USA) 1942 -xx/08: delivered to the US Army (USA) Fate unknown (7)
40	ST 66		Tacoma Washington		W	79	1927	Grover, "Capt. O.G. Olson"
41	ST 67							Grover, "Unial 2"
42	ST 69		Benicia, CA		w/s	75	1890	Grover, "Eskimo"
43	ST 70	Platzer Boat Works	Houston TX Photo Courtesy Lekko 	257-A	S	74	2/43-4/43	US Army ST tug Design 257-A (88 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 70 1943 -xx/02: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 116) 1943 -xx/04: delivered to the US Army (USA) 1946: To "C.G. Willis Inc" at Norfolk, Va.(USA), renamed EVELYN 195x: transferred to Wilmington, Del.(USA) 1956: To "United States Lines Co" at Baltimore, Md.(USA), renamed TRANSPORT 1960: To "Baltimore Towage & Lighterage Co" at Baltimore, Md.(USA) 1962: To Frank J. Blaha at Norfolk, Va.(USA), renamed VIRGINIA B 198x: To "B & B Tugs Inc" at Hopewell, Va.(USA) 1995: To "Blaha Towing Co" at Hopewell, Va.(USA) 1999: To "Trident Marine" at Charles City (USA) fate unknown
44	ST 71	Platzer Boat Works	Houston TX	257-A	S	74	2/43-4/43	US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type






								<p>6HM2124, 400bhp @300rpm, sp 9,13kn, bp 6t re-engined 1973 diesel 4t 12cyl (overhauled) Caterpillar type D-398-TA, 850bhp (from tug 'CINDY B.')</p> <p>ST 71</p> <p>1943 -xx/02: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 117)</p> <p>1943 -xx/04: delivered to the US Army (USA)</p> <p>1946: To "Hughes Brothers Inc" (USA)</p> <p>1946: To "Russell Bros. Towing Co"/"Newton Creek Towing Co Inc" at New York (USA), renamed RUSSELL 8</p> <p>1961: taken over by "McAllister Brothers Inc" at New York (USA)</p> <p>1964: renamed REID McALLISTER</p> <p>1967: To "Gaelic Tugboat Co" (Bill Hoey) at Grosse Ile, Mich.(USA), renamed DONEGAL</p> <p>1973: re-engined diesel 12cyl Caterpillar, 850bhp</p> <p>1985: To "Asher Equipment Rentals"/"Roan Salvage Co" at Sturgeon Bay, Wi.(USA), renamed JOHN R. ASHER</p> <p>2006: still in service</p>
45	ST 72	Platzer Boat Works	Houston TX 	257-A	S	74	2/43-4/43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A)</p> <p>106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 72</p> <p>1943 -xx/02: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 118)</p> <p>1943 -xx/04: delivered to the US Army (USA)</p> <p>1946: To "Sabine Transportation Co Inc" at Baltimore, Md.(USA), renamed BOAZ</p> <p>1961: restyled to "Sabine Towing & Transportation Co Inc" at Port Arthur, Tx.(USA)</p> <p>1971: To "Peterson Towing Corp" at New York (USA)</p> <p>1976: To "Gillikin Marine Transport Corp" at Plymouth, Ma.(USA)</p> <p>1980: To "Hydro Dredge Corp" at Plymouth, Ma.(USA), renamed ERIC H.</p> <p>19xx: believed broken up</p>
46	ST 73	Levingston SB	Orange TX	257	S	74	11/42-12/42	<p>US Army ST tug Design 257 (88 built in design 257 and 257-A)</p> <p>Registered: (USA)ON 249968</p> <p>106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 73</p> <p>1942 -xx/11: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 286)</p> <p>1942 -xx/12: delivered to the US Army (USA)</p> <p>1946: To C.J. King at Mobile, Al.(USA), renamed OLE MAC</p> <p>1952: To "Tidelands Services Inc" at Houston, Tx.(USA)</p> <p>195x: To "Independent Services Inc" at Houston Tx.(USA), renamed KENNETH S III</p> <p>1960: To "Phillips Petroleum Co" at Pensacola, Fl.(USA)</p> <p>1963: To "Gibson Barge Line" at Houma, La.(USA), renamed VALDEZ</p> <p>196x: To "Zapata Marine Service Inc" at Houston, Tx.(USA), renamed VALDEZ SERVICE</p> <p>1970: renamed RAY A</p> <p>1971: To "B2 Towing Co" at Houston, Tx.(USA), renamed ALMA B.</p> <p>1974: To "D & D Marine Inc" at Lake Charles, La.(USA), renamed DAWN</p> <p>1978: To "Alamo Chemical Transport Co" at</p>



								<p>Houston, Tx.(USA) 198x: To "Eastern Carriers Inc" at Norfolk, Va.(USA) 19xx: To "Eastern Management Equipment" at Norfolk, Va.(USA) 1996: To "Black River Towing" at Chesapeake (USA), renamed SUSAN ANN (USA flag, ON 249968, c/s WD3442) 2004: still in service</p>
47	ST 74	Levingston SB	<p>Orange TX *Dumas makes a model of ST 74 which easily can be made into any other Design 257 Tug</p>	257	S	74	11/42-12/42	<p>US Army ST tug Design 257 (88 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 74 1942 -xx/11: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 287) 1942 -xx/12: delivered to the US Army (USA) 1949 -16/07: sank at Le Havre (FRA)</p>
48	ST 75	JK Welding Brooklyn, New York	<p>Brooklyn NY</p> <p>Photo of Charles Fairbarn with his 2nd boat, DeLand's ST 474. He is 3rd from the left. Photo Courtesy John Fairbarn</p> 	257-A	S	74	Aug-43	<p>Sunk by German gunfire off Guernsey 1944 Possible Normandy D-Day tug - WARTUG US Army ST tug Design 257-A (88 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 75 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY.(USA) (YN 63) 1943 -xx/12: delivered to the US Army (USA) 1944: sank under German gunfire from Guernsey (GBR) "...The crew of one ST-75 in a July 18, 1944 convoy from Southampton to Cherbourg was made up of men from the 328th and 335th Harbor Craft Cos. In a dense fog this ST-75 and five other boats became separated from the convoy about midnight. Fired on when be approached the shore on the following morning, the ST-75's ship's master set a course to the north. Before he could clear the Channel Isles, enemy shore batteries opened fire.</p> <p>The first round took off the foremast. Seven of the crew went overboard. One soldier-sailor refused to abandon ship and went down. A sergeant was so badly injured that he later died. An officer was severely wounded in the leg. The survivors clung to a rubber raft until nearly dark the next day, when they were picked up by a British destroyer and returned to England." - longshoresoldiers.com (Date in above article changed per the below - DF)</p> <p>UPDATE: I've been contacted by John Fairbarn who tells me his father Charles Fairbarn served on ST 75: ".....my father, Charles J. Fairbarn, was first mate on that tug at the time of its sinking. Much of what he told us matches but This happened in July 1944 and not 1945...the</p>


destroyer that picked up the survivors was a Canadian destroyer named Qu'appelle which formerly was a British destroyer named Foxhound...." John Fairbairn email 10 20 2013
 Unique photo of DeLand's ST 474, Charles Fairbairn's 2nd boat. He is 3rd from left.







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49	ST 76	JK Welding	Brooklyn NY	257-A	S	74	Sep-43	<p>US Army ST tug Design 257-A (88 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 76 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY.(USA) (YN 64) 1943 -xx/12: delivered to the US Army (USA) 1948: To the Italian Navt (ITA), renamed Y 417 BOEO 1986 -30/04: stricken (broken up ??)</p>	
50	ST 77	JK Welding	Brooklyn NY	257-A	S	74	Sep-43	<p>US Army ST tug Design 257-A (88 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 77 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 65) 1943 -xx/12: delivered to the US Army (USA) 1948: To the Italian Navy (ITA), renamed ALBENGA (pennant Y 412) 19xx: stricken (broken up ?)</p>	
51	ST 78	JK Welding	Brooklyn NY	257-A	S	74	Nov-43	<p>US Army ST tug Design 257-A (88 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 78 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 66) 1943 -xx/12: delivered to the US Army (USA) 1948: To "Soc. des Anciennes Entreprises Leon Chagnaud & Fils" at Marseille (FRA), renamed MARTHA 1968: To "Entreprises Auguste Marcellin" at Marseille (FRA) 1973: To "Covalca Italiana SaS" at Genoa (ITA), renamed TIUNA 1984: broken up</p>	
52	ST 79	JK Welding	Brooklyn NY	257-A	S	74	Aug-43	<p>US Army ST tug Design 257-A (88 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,</p>	


								400bhp @300rpm, sp 9,13kn, bp 6t ST 79 WARTUG 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 67) 1943 -xx/12: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946: To the Finnish Govt. (FIN), renamed DR-13 1950: To "F.W. Hollming O/Y" at Rauma (FIN), rebuilt to icebreaking tug 1951: To "Port of Hamina Authority" ("Haminan kaupunki") at Hamina (FIN), renamed MERIKARHU 1990: preserved as museum tug at Hamina (FIN)
53	ST 80	JK Welding	<p>Brooklyn NY</p>  <p>a group of Savona Italy tugs, Carmelo Noli Company including ST 80, 83, 688, 693 around 1980 they were named Torretta, Riviera, Leon Pancaldo, Priamar. Regards Paolo Piccardo, tug captain.</p> 	257-A	S	74	Nov-43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: LR50-51:57617 106 GRT, L22,56m, B6,10m, Dr2,54m (74.0'x20.7'(20.0')x9.2'(8.4')) 1 scr (3bl.), diesel 4t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 80 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 68) 1943 -xx/12: delivered to the US Army (USA) 1948: To "SA Ossude" at Paris/Toulon (FRA), renamed DRAGON (FRA flag, Regd Toulon, c/s TWVK, 99 GRT) 1953: To "Soc. Carmelo Noli fu Giovanni" at Savona (ITA), renamed LUIGI NOLI 1972: To "Impresa Cristoforetti & Co" at Genova (ITA), renamed TORRETTA 1977: To "Oromare Spa" at Genova (ITA) 2002: preserved as museumtug in "Porto Antico" at Genova (ITA), renamed DRAGON FLY</p>
54	ST 81	JK Welding	<p>Brooklyn NY</p>  <p>Courtesy Lekko</p>	257-A	S	74	Dec-43	<p>US Army ST tug Design 257-A (88 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 81 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 69) 1943 -xx/12: delivered to the US Army (USA) 1946-1954: transferred to the Allied Military Government (US Army) at Trieste (ITA) 1955: sold to ?? 1964: To "Fratelli Neri" at Livorno (ITA), renamed AMERICANO NERI 1986: broken up at Livorno (ITA)</p>
55	ST 82	JK Welding	<p>Brooklyn NY</p> <p>Photo Courtesy Lekko</p> 	257-A	S	74	Dec-43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: (FRA)brevet:74.698 106 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 82 WARTUG 1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 70) 1943 -xx/12: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD)</p>

								<p>1946 -12/06: To the Finnish Govt. (FIN), renamed No 15</p> <p>1946 -18/09: transferred to the Finnish Navy (FIN), redesignated DR-15</p> <p>1948: redesignated No 15</p> <p>1950: To "F.W. Hollming O/Y" at Rauma (FIN), converted to icebreaker, renamed KORKEAKARI</p> <p>1954 -27/08: To "ARPEC - Société d'Armement & de Pêche Srl" at Port St Louis-du-Rhône (FRA), renamed MISTRAL II</p> <p>1956 -30/01: registered (FRA flag, regd Port St Louis-du-Rhône, brevet:74.698, c/s TMZV, 102 GRT, 0 NRT, 650bhp)</p> <p>196x: (FRA flag, regd Port St Louis-du-Rhône, brevet:74.698, c/s TVWO)</p> <p>1962: To "Société Dumez" at Le Havre (FRA), renamed JEAN MICHEL</p> <p>1970: To "Impresa Lavori Portuali e Costruzioni Ing. Mario Colombo" at Roma (ITA), renamed I.L.P.C. No 1</p> <p>19xx: To "Termini Imerese" at Catania (ITA)</p> <p>1985: deleted from register (broken up ??)</p>
56	ST 83	JK Welding	<p>Brooklyn NY Photo Courtesy Lekko</p> 	257-A	S	74	Oct-43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A)</p> <p>106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 83 WARTUG</p> <p>1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 71)</p> <p>1943 -xx/12: delivered to the US Army (USA)</p> <p>1945: transferred to Rotterdam (NLD)</p> <p>Post-ww2 sailor was Jo de Bijl, under captain Hensen. (ST Tugs: Design 257 & 327"</p> <p>1946 -12/06: To the Finnish Govt. (FIN), renamed No 3</p> <p>1946 -19/11: transferred to the Finnish Navy (FIN), redesignated DR-3</p> <p>1948: redesignated No 3</p> <p>1952: To "Fratelli Elio & Maria Solimano" at Savona (ITA), renamed VIGOR</p> <p>1952: To "Soc. Carmelo Noli fu Giovanni" at Savona (ITA), renamed RIVIERA</p> <p>1982: To "SOMAT - Soc. Maritima Trapanese Srl" at Trapani (ITA), renamed CALA BIANCA</p> <p>1988: deleted from register (broken up ??)</p>
57	ST 84	JK Welding	<p>Brooklyn NY</p> 	257-A	S	74	Oct-43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A)</p> <p>106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 84</p> <p>1943 -xx/08: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 72)</p> <p>1943 -xx/12: delivered to the US Army (USA)</p> <p>1946: To the French Government (Travaux Publics - Ponts et Chaussées) at Paris (FRA)</p> <p>(FRA flag, regd Sète, 425bhp)</p> <p>1971: broken up</p>
58	ST 85	Port Houston IW	Houston TX	257-A	S	74	Feb-43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A)</p> <p>106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 85</p> <p>1943: Built by "Port Houston Iron Works Inc", Houston, Tx.(USA) (YN 10)</p> <p>1943 -xx/02: delivered to the US Army (USA)</p> <p>194x: To "Esperance Inc" at New York (USA)</p>


								<p>1948: See below. Towed to Argentina by the <i>Snohomish</i> from Europe. 9 26 2014 - Bram Risseeuw, a former Dutch Navy radio operator, harbor controller and marine researcher from the Netherlands now living in Ireland has sent details on the identity of five of the six former US Army Design 257 ST's that were towed by the Snohomish from Europe to Argentina in 1948: one of the longest tows on record. ST 85 became 253 B ST 146 and ST 147 became 254 B and 255 B....but uncertain as to which is which.... ST 164 and ST 167 became 252 B and 256 B, but once again, it is not certain which is which. The owners were the Ministerio de Obras Publicas, Buenos Aires, Argentina. The 253 B sank in 1975 km 512.7 Rio Parana. Some or all of the others are still around including laid up ones .I have no idea of the 6th tug but the 251 B was of another type as was 257 B. The photos were found on the internet at Histarmar.com.ar Bram Risseeuw</p>
59	ST 86	Port Houston IW	Houston TX	257-A	S	74	Feb-43	<p>Possibly At Normandy D-Day Wartug US Army ST tug Design 257-A (88 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 86 1943: Built by "Port Houston Iron Works Inc", Houston, Tx.(USA) (YN 11) 1943 -xx/02: delivered to the US Army (USA) 1944 -06/06: served in the Normandie landing (FRA) –van Damme only fate unknown</p>
60	ST 87	Matton Sons	Cohoes NY Photo Courtesy Lekko 	257-A	S	74	Feb-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: (FRA)brevet:77.151 106 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 87 WARTUG 1944 -xx/02: Launched by "John E. Matton & Sons Inc" at Cohoes, NY.(USA) (YN 286) 1944 -xx/06: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 10 1946 -21/11: transferred to the Finnish Navy (FIN), redesignated DR-10 1949: redesignated No 10 (Conflict: Is this DR-10, or 11? Finnish info says DR-11! DF) 1950: To "F.W. Hollming O/Y" at Rauma (FIN), converted to icebreaker 1951: renamed HALLI 1958 -24/06: To "ARPEC - Société d'Armement & de Pêche Srl" at Port St Louis-du-Rhône (FRA), renamed MISTRAL III 1959 -14/05: registered (FRA flag, regd Port St Louis-du-Rhône, brevet:77.151, c/s THAM, 84 GRT, 0 NRT, 650bhp) 1962: To "Société Dumez SA" at Le Havre (FRA), renamed JEAN LUC (by error mentioned as JERN LUC) 1973: To "Serra Frères Srl" at Toulon (FRA), renamed JASON 1986: for breaking up to La Spezia (ESP)</p>

61	ST 88	Matton Sons	<p>Cohoes NY Photo Courtesy Lekko</p> 	257-A	S	74	Mar-44	<p>US Army ST tug Design 257-A (88 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 88 WARTUG 1944 -xx/02: Launched by "John E. Matton & Sons Inc" at Cohoes, NY.(USA) (YN 287) 1944 -xx/06: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To Finnish Govt. (FIN), renamed No 1 1946 -07/09: transferred to the Finnish Navy (FIN), redesignated DR-1 1949: redesignated No 1 1952: To "Fratelli Elio & Maria Solimano" at Savona (ITA), renamed FULGOR 1954: To "Rimorchiatori Riuniti Panfido & Co SpA" at Venezia (ITA), renamed FURIUS (ITA flag, 106 GRT) 1980: To Francesco Bellini at Porto Garibaldi (ITA), renamed FURIA 198x: To "Magazzini Generali del Porto" at La Spezia (ITA) 1992: To "Stemasub Snc di Fossataro M. & Cia" at Olbia (ITA) fate unknown</p>
62	ST 89	Matton Sons	<p>Cohoes NY Photo Courtesy Lekko</p> 	257-A	S	74	Apr-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 89 WARTUG 1944 -xx/02: Launched by "John E. Matton & Sons Inc" at Cohoes, NY.(USA) (YN 288) 1944 -xx/06: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946: To the Finnish Govt. (FIN), renamed DR- 4 1947: renamed STAR (FIN flag, regd Helsinki) 1950: To "F.W. Hollming O/Y" at Rauma (FIN), converted to icebreaker 1956: To "Rauma Repola O/Y" at Rauma (FIN), renamed RAUMA II (FIN flag, regd Rauma, 93 GRT) 1971: To "Nils Hacklin O/Y" at Pori (FIN), renamed MARS II 1982: To "Alfons Hakans & Co" at Turku/Abo (FIN), renamed FAKIR 1984: broken up by "Nater O/Y" at Naantali (FIN)</p>
63	ST 90	Matton Sons	<p>Cohoes NY Photo Courtesy Lekko</p>  	257-A	S	74	Jun-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6HM2124, 500bhp @300rpm, sp 9,13kn, bp 6t ST 90 WARTUG possibly NORMANDY? 1944 -xx/02: Launched by "John E. Matton & Sons Inc" at Cohoes, NY.(USA) (YN 289) 1944 -xx/06: delivered to the US Army (USA) 1944: possibly part of armament shipped to England (GBR) in support of the Normandy invasion –van Damme only 1944: Seen by the crew of ST 488 on Aug 26 at Plymouth, England 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 17 (one of the 24 US Army ST-tugs bought by the Finnish Govt. to replace the tugs lost to Soviet Union as war reparations)</p>

								<p>(six of the tugs bought to Finland were of 86 feet (type 327-A) and 18 of 74 feet (type 257-A)) 1946 -13/09: transferred to the Finnish Navy (FIN) as minesweeper, redesignated DR-17 1948 -25/08: damaged by a mine off Hanko (FIN), repaired same year, redesignated No 17 1949: To "Korttila & Kumppani" at Kotka (FIN) (transferred to Helsinki register), renamed POITSILA 1971: To "Finland Steamship Co Ltd" at Helsinki (FIN), renamed PARTNER 1980: for breaking up to "Hamman Laivaromu" at Hamina (FIN) 1981: To Tapio Pötry at Lappeenranta (FIN) 1982: To Ilkka Husu at Kotka (FIN), renamed NINA H 1983: To Kari Muona at Helsinki (FIN) 1984: To "Auto-80 O/Y" at Helsinki (FIN) 1985: To "Walkingboards O/Y" at Helsinki (FIN) 1986: To Jarkko Antikainen and Jussi Huttunen at Helsinki (FIN) 1988: To Mika Lehtonen at Helsinki (FIN), converted to yacht, re-renamed POITSILA 200x: To Tom Korttila, lying at Suomenlinna, Helsinki (FIN), under restoration 2004: accepted to the Historic Ship Register of the Finnish Maritime Museum 2011: still in existence *** Sisterships *** A 3 (romutettu/broken up) A 6 AJOS (romutettu/broken up) ALPO CALA BIANCA DANTA FAKIR (romutettu/broken up) FAMNEN FERRO FURIA JEAN-MICHEL KASSA (romutettu/broken up) LEO LORMONT PRIMO MERIKARHU MISTRAL 3 NORMANDIA PANDA (romutettu/broken up) PANTERA PUMA PURHA TAMPA TOLVAN</p>
64	ST 138	Calmes Engineering	New Orleans LA	na	S	82	Aug-42	<p>US Army ST tug (82) steel, diesel ST 138 1942: Built by "Calmes Engineering Co" at New Orleans, La.(USA) 1942 -x//08: delivered to the US Army (USA) fate unknown (8)</p>
65	ST 139							<p>Grover, "Butler"</p>
66	ST 146	Hickinbotham Bros.	Stockton CA	257-A	S	74	6/43-10/43	<p>US Army ST tug Design 257-A (88 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,</p>

								<p>400bhp @300rpm, sp 9,13kn, bp 6t ST 146 1943 -xx/06: Launched by "Hickinbotham Brothers" at Stockton, Ca. (USA) (YN 146) 1943 -xx/10: delivered to the US Navy (USA) 194x: To "Esperance Inc" at New York (USA) 1948: Towed to Argentina see below 9 26 2014 - Bram Risseeuw, a former Dutch Navy radio operator, harbor controller and marine researcher from the Netherlands now living in Ireland has sent details on the identity of five of the six former US Army Design 257 ST's that were towed by the Snohomish from Europe to Argentina in 1948: one of the longest tows on record. ST 85 became 253 B ST 146 and ST 147 became 254 B and 255 B....but uncertain as to which is which.... ST 164 and ST 167 became 252 B and 256 B, but once again, it is not certain which is which. The owners were the Ministerio de Obras Publicas, Buenos Aires, Argentina. The 253 B sank in 1975 km 512.7 Rio Parana. Some or all of the others are still around including laid up ones .I have no idea of the 6th tug but the 251 B was of another type as was 257 B. The photos were found on the internet at Histarmar.com.ar Bram Risseeuw</p>
67	ST 147	<p>Hickinbotham Bros. Photo Courtesy Lekko</p> 	Stockton CA	257-A	S	74	6/43-10/43	<p>US Army ST tug Design 257-A (88 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 147 1943 -xx/06: Launched by "Hickinbotham Brothers" at Stockton, Ca. (USA) (YN 147) 1943 -xx/10: delivered to the US Navy (USA) 194x: loaned to the Federal Prison on McNeil Island, Wa.(USA) 194x: To "Esperance Inc" at New York (USA) 1948: Towed to Argentina See below 9 26 2014 - Bram Risseeuw, a former Dutch Navy radio operator, harbor controller and marine researcher from the Netherlands now living in Ireland has sent details on the identity of five of the six former US Army Design 257 ST's that were towed by the Snohomish from Europe to Argentina in 1948: one of the longest tows on record. ST 85 became 253 B ST 146 and ST 147 became 254 B and 255 B....but uncertain as to which is which.... ST 164 and ST 167 became 252 B and 256 B, but once again, it is not certain which is which. The owners were the Ministerio de Obras Publicas, Buenos Aires, Argentina. The 253 B sank in 1975 km 512.7 Rio Parana. Some or all of the others are still around including laid up ones .I have no idea of the 6th tug but the 251 B was of another type as was 257 B. The photos were found on the internet at Histarmar.com.ar Bram Risseeuw</p>
68	ST 148	Hickinbotham Bros.	Stockton CA	257-A	S	74	6/43-10/43	<p>US Army ST tug Design 257-A (88 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 148 1943 -xx/06: Launched by "Hickinbotham Brothers" at Stockton, Ca. (USA) (YN 148) 1943 -xx/10: delivered to the US Navy (USA) fate unknown (9)</p>
69	ST 149	Hickinbotham	Stockton CA	257-	S	74	6/43-	US Army ST tug Design 257-A (88 built in design

74	ST 163						Built 1916	Grover, "Edward Schenk", lost in WW2 date unknown WARTUG
75	ST 164	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	US Army ST tug Design 257-A (88 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 164 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 10) 1943 -xx/10: delivered to the US Army (USA) 194x: To "Esperance Inc" at New York (USA) 1948: Towed to Argentina See below 9 26 2014 - Bram Risseeuw , a former Dutch Navy radio operator, harbor controller and marine researcher from the Netherlands now living in Ireland has sent details on the identity of five of the six former US Army Design 257 ST's that were towed by the Snohomish from Europe to Argentina in 1948: one of the longest tows on record. ST 85 became 253 B ST 146 and ST 147 became 254 B and 255 B....but uncertain as to which is which.... ST 164 and ST 167 became 252 B and 256 B, but once again, it is not certain which is which. The owners were the Ministerio de Obras Publicas, Buenos Aires, Argentina. The 253 B sank in 1975 km 512.7 Rio Parana. Some or all of the others are still around including laid up ones .I have no idea of the 6th tug but the 251 B was of another type as was 257 B. The photos were found on the internet at Histarmar.com.ar Bram Risseeuw
76	ST 165	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	Lost during WWII: WARTUG founded 8/27/1943 US Army ST tug Design 257-A (88 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 165 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 11) 1943 -xx/10: delivered to the US Army (USA) 1943 -27/08: foundered with a loss of one man USMM. Org (date conflict?)
77	ST 166	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	US Army ST tug Design 257-A (88 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 166 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 12) 1943 -xx/10: delivered to the US Army (USA) 1948: To "Foss Launch & Tug Co" at Seattle, Wa. (USA), renamed GARY FOSS 1949: To "Pacific Towboat & Salvage Co" at Long Beach, Ca.(USA), renamed PACIFIC ROCKET 1972: To?? at San Pedro, Ca.(USA), renamed BRONCO 1973: To capt. Dave Updyke at Seattle, Wa.(USA) 1974: To "Dunlap Towing Corp" at La Conner, Wa. (USA), completely rebuilt, renamed SWINOMISH fate unknown
78	ST 167	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	US Army ST tug Design 257-A (88 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

								<p>ST 167 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 13) 1943 -xx/10: delivered to the US Army (USA) 194x: To "Esperance Inc" at New York (USA) 1948: Towed to Argentina See Below 9 26 2014 - Bram Risseeuw, a former Dutch Navy radio operator, harbor controller and marine researcher from the Netherlands now living in Ireland has sent details on the identity of five of the six former US Army Design 257 ST's that were towed by the Snohomish from Europe to Argentina in 1948: one of the longest tows on record. ST 85 became 253 B ST 146 and ST 147 became 254 B and 255 B....but uncertain as to which is which.... ST 164 and ST 167 became 252 B and 256 B, but once again, it is not certain which is which. The owners were the Ministerio de Obras Publicas, Buenos Aires, Argentina. The 253 B sank in 1975 km 512.7 Rio Parana. Some or all of the others are still around including laid up ones .I have no idea of the 6th tug but the 251 B was of another type as was 257 B. The photos were found on the internet at Histarmar.com.ar Bram Risseeuw</p>
79	ST 168	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	<p>US Army ST tug Design 257-A (88 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 168 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 14) 1943 -xx/10: delivered to the US Army (USA) 194x: To "Liquified Fuel & Transport Co" at Fort Worth (USA) fate unknown</p>
80	ST 169	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: LR50-51:63667 /LR66-67:512031 (GBR)ON 177418 106 GRT, L22,56m, B6,10m, D2,54m (69.4'x20.0'x9.4' or 74'x20'x8.4') 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t re-engined 1961 diesel 4t 12cyl Caterpillar, 765bhp, sp 9kn ST 169 1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 15) 1943 -xx/10: delivered to the US Army (USA) 1947: To "Canadian Tugboat Co Ltd" at New Westminster (CAN), renamed ISABELLE STEWART (GBR flag, regd New Westminster, ON 177418, c/s VYPP, 100 GRT) 1959: To "Crown Zellerbach" at Vancouver, BC (CAN), renamed FRASER CROWN 196x: To "Canadian Tugboat Co Ltd" at Vancouver, BC (CAN) 1961: re-engined diesel 4tew 12cyl Caterpillar, 765bhp, sp 9kn 1982: To "British Columbia Ltd" at New Westminster (CAN), renamed PACIFIC BUOY 1990: To "R. & J. Towing Ltd" at New Westminster (CAN) 2003: To ?? (foreign) fate unknown</p>
81	ST 170	Reliable Welding	Olympia WA	257-A	S	74	2/43-10/43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: LR47-48:07780 (GBR)ON 177387</p>


								<p>101 GRT, 0 NRT, L22,56m, B6,10m, Dr2,54m (69.4'x20.0'x9.4')</p> <p>1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t</p> <p>ST 170</p> <p>1943 -xx/02: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 16)</p> <p>1943 -xx/10: delivered to the US Army (USA)</p> <p>1947: To "Victoria Tug Co Ltd" at Victoria, BC.(CAN), renamed GEORGE MCGREGOR (GBR flag, regd Victoria, ON 177387)</p> <p>fate unknown</p>
82	ST 171	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	2/43-6/43	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7')</p> <p>1 scr, diesel Kahlenberg type B-5, 150bhp</p> <p>ST 171 FIRST PRODUCTION DESIGN 320</p> <p>1943 -xx/02: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA)</p> <p>1943 -xx/06: delivered to the US Army (USA)</p> <p>Fate unknown (10)</p>
83	ST 172	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	2/43-6/43	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7')</p> <p>1 scr, diesel Kahlenberg type B-5, 150bhp</p> <p>ST 172</p> <p>1943 -xx/02: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA)</p> <p>1943 -xx/06: delivered to the US Army (USA)</p> <p>Fate unknown (11)</p>
84	ST 173	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	2/43-6/43	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7')</p> <p>1 scr, diesel Kahlenberg type B-5, 150bhp</p> <p>ST 173</p> <p>1943 -xx/02: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 156)</p> <p>1943 -xx/06: delivered to the US Army Transportation Corps (USA)</p> <p>1946: transferred to the "USCE - US Corps of Engineers", stationed at New Orleans, La.(USA)</p> <p>1955: transferred to Chicago, Ill.(USA)</p> <p>1974: given to the Sea Scouts at Appleton, Wi.(USA) (who claim having had no such vessel)</p> <p>19xx: put on display ashore at Manistee (USA)</p> <p>19xx: To "Canonie Transportation Co Inc" at Muskegon, Mi.(USA), renamed MANISTEE</p> <p>19xx: renamed ROBERT W. PURCELL (documented as ROBERT PURCELL)</p> <p>19xx: the ashes of the namesake were scattered during a ceremony on board the tug fate unknown</p>
85	ST 174	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	2/43-6/43	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>(45'x13'x7')</p> <p>1 scr, diesel Kahlenberg type B-5, 150bhp</p> <p>ST 174</p> <p>1943 -xx/02: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 157)</p> <p>1943 -xx/06: delivered to the US Army (USA)</p> <p>fate unknown (12)</p>
86	ST 175	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	2/43-6/43	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7')</p> <p>1 scr, diesel Kahlenberg type B-5, 150bhp</p> <p>re-engined 19xx diesel GM Detroit type 8V-71, 300bhp</p>


92	ST 182		Gulfport MI		S	96	1942	Grover, "Resolute" Much history about this tug and its sister "Intent" is online. The two tugs also served in the US Navy. The Intent may in fact be ST 181 according to one source.....
93	ST 185	Bushey & Sons	Brooklyn, NY		S	85	1941	Grover, "Frank H. Craven"
94	ST 189	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 189 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (18)
95	ST 190	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 190 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (19)
96	ST 191	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm ST 191 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (20)
97	ST 192	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 192 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (21)
98	ST 193	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 193 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (22)
99	ST 194	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 194 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (23)
100	ST 195	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 195 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) fate unknown (24)
101	ST 196	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 196 1943 -xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA)




								1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (25)</i>
102	ST 197	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 197 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (26)</i>
103	ST 198	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 198 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (27)</i>
104	ST 199	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 199 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (28)</i>
105	ST 200	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 200 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (29)</i>
106	ST 201	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 201 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown</i>
107	ST 202	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 202 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (30)</i>
108	ST 203	Reid & Son	Winthrop MA	323	W	47	5/43-6/43	(US Army ST tug design 323) (47'x12') wood, 1 scr, diesel ST 203 1943-xx/05: Launched by "W.J. Reid & Son" at Winthrop, Ma.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (31)</i>
109	ST 204	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 204 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (32)</i>
110	ST 205	Higgins	New Orleans	321	S	50	3/43-	(US Army ST tug Design 321) (52'x15'x7')



		Industries	LA				6/43	steel, 1 fpp, diesel ST 205 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (33)</i>
111	ST 206	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 206 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (34)</i>
112	ST 207	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 207 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (35)</i>
113	ST 208	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 208 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (36)</i>
114	ST 209	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 209 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (37)</i>
115	ST 210	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 210 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (38)</i>
116	ST 211	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 211 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>Fate unknown (39)</i>
117	ST 212	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 212 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA) 1943-xx/06: delivered to the US Army (USA) <i>fate unknown (40)</i>
118	ST 213	Higgins Industries	New Orleans LA	321	S	50	3/43-6/43	(US Army ST tug Design 321) (52'x15'x7') steel, 1 fpp, diesel ST 213 1943-xx/03: Launched by "Higgins Industries" at New Orleans, La.(USA)



								1943 -xx/06: delivered to the US Army (USA) fate unknown (41)
119	ST 216	Bandon. OR			W	97	1908	<p>Grover, "Gleaner" (US Army ST tug Design 327??) Registered: LR66-67:510538 (USA)ON 205783 133 GRT, 9 NRT, (97.4'x22.8'x10.8') wood, 1 scr, C2cyl, 400ihp re-engined 1951 diesel GM, 900bhp GLEANER 1908: Built by "J.H. Price" at Bandon, Or.(USA) 1908: delivered to "Gardiner Mill Co" at Gardiner, Or. (USA) 1920: To "Rolph Navigation & Coal Co" at San Francisco, Ca.(USA) 1928: To C.E. Bean at San Francisco, Ca.(USA) 1938: To "North American Whaling Co" at San Francisco, Ca.(USA) 1939: To "San Francisco Sea Products Co" at San Francisco, Ca.(USA) 1941: To "Columbia Construction Co" at Portland, Or.(USA) 1942 -xx/07: requisitioned by the War Shipping Administration for service in Seattle and Puget Sound as ST 216 (deck houses rebuilt by Army Transport Services) 1948 -xx/07: To "West Coast Steamship Co" at, Ca. (USA), re-renamed GLEANER 1951: To "Pacific Tug & Salvage Co" at Long Beach, Ca.(USA) 1951: modernised and re-engined diesel GM, 900bhp 1953: To "Foss Launch & Tug Co" at Seattle, Wa. (USA), renamed ERIK FOSS (USA flag, regd Seattle, ON 205783, c/s WE5828, 154 GRT, 73NRT) 1976 -xx/05: laid up needing extensive hull repairs 1977: To Douglas Logan at Seattle, Wa.(USA), re-renamed GLEANER (rebuilt and again reengined at Seattle and reentered service as pleasure boat in 1979) (c/s WE5828, 154 GRT, 73 NRT, 94.7'x22.8'x11.0') 19xx: To John A. Leffler at Seattle, Wa.(USA), renamed LEMARCO II 2001: registration expired, could still be in static existence</p>
120	ST 234							Grover, "O. J. Cenac"
121	ST 235							Grover, "Elsie"
122	ST 236	Tacoma, WA			W	43		Grover, "Albert"
123	ST 239	Fulton Eng and Shipbuilding	San Francisco, CA		W	117		Lost in WW2? Tug mentioned ONLY in Grover
124	ST 242		Portland, OR		W	76	1900	<p>Grover, "George M. Brown" (US Army ST tug) Registered: (USA)ON 86545 106 GRT, (76'x20'x9') wood, 1 scr, steam re-engined 1942 diesel, 360bhp</p>





								<p>GEORGE R. VOSBERG 1900: Built by ?? at Portland, Or.(USA) 1900: delivered to "Wheeler Lumber Co" at Wheeler (Tillamook County) (USA) 1930: To "Anchor Towing Co" at Portland, Or.(USA), renamed GEORGE M. BROWN 1942: re-engined diesel, 360bhp 194x: To the US Army Transportation Corps (USA), renamed ST 242 <i>fate unknown (42)</i></p>
125	ST 243	Levingston SB	<p>Orange TX</p> 	327	S	86	Jun-43	<p>(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) 1943 -xx/06: delivered to the US Army (USA) Wm. H. Mcallister 1949 – 1963 Sank Nov 17, 1963, after hitting Schuyler Reef with an empty barge in tow.</p>
126	ST 244	Walker & Sons, F. B.	Pascagoula MS	327	S	86	5/43-6/43	<p>(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 244 1943 -xx/05: Launched by "F.B. Walker & Sons" at Pascagoula, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) <i>fate unknown (43)</i></p>
127	ST 245	Walker & Sons, F. B.	Pascagoula MS	327	S	86	5/43-6/43	<p>(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 245 1943 -xx/05: Launched by "F.B. Walker & Sons" at Pascagoula, Ma.(USA) 1943 -xx/06: delivered to the US Army (USA) <i>fate unknown (44)</i></p>
128	ST 246	<p>Levingston SB</p> 	<p>Orange TX</p> 	327-JE	S	86	8/43-11/43	<p>(US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR56-57:63195 /LR66-67:514999 IMO 5149992 / (ITA)ON 744 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp-478kW, sp 9,5kn ST 246 1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 295) 1943 -xx/11: delivered to the US Army (USA) 1949: To "Cie de Remorquage Les Tuyaux Bleus" (Lipschitz & Cie) at Bordeaux (FRA), renamed HESTIA (FRA flag, regd Bordeaux, c/s TPKS, 136 GRT) 1955 -21/11: sank at Bordeaux (raised and repaired ?? as listed in LR 66-67) 1965: taken over by "URO - Union des Remorqueurs de l'Océan" at Bordeaux (FRA) 1975: To "Franki Sardi SpA" at Cagliari (ITA), renamed BOVE 1979: To "Lavori Marittimi La Dorica SpA" at Ancona (ITA) (ITA flag, regd Ancona, ON 744, c/s ISZN, 145 GRT, 5 NRT) 1996: To "Impresa Ing. Spartaco Sparaco SpA" at Rome (ITA) 2011: still in service</p>



129	ST 247	Levingston SB	Orange TX	327-JE	S	86	8/43-11/43	<p><i>At Normandy D-Day</i> WARTUG (US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 247 1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 296) 1943 -xx/11: delivered to the US Army (USA) 1944 -06/06: active in the Normandy landing (Omaha Beach) (FRA) Under Captain Les Ellison in 1944; crewmember: Peter J. Dilullo at D-Day Hit an underwater obstruction while working on the block ships. Ran shore at Utah Beach, and sat there 3 days before repaired. 1950: To the Portuese Govt. (PRT), for service at Macau, renamed GUIA 1987: still present at Macao fate unknown</p>
130	ST 248	Levingston SB	<p>Orange TX</p>  <p>This probably is ST 248. .number is obscured.</p>	327-JE	S	86	8/43-11/43	<p><i>At Normandy D-Day</i> WARTUG (US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:69283 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.0'x23.0'x9.7') 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 248 1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 297) 1943 -xx/11: delivered to the US Army (USA) 1944 -06/06: active in the Normandy landing (Omaha Beach) (FRA) Probably assigned to 333 company in Le Havre in 1945- see photo. Possible history: The photo caption also indicates this tug was known as the Edward J. Rocconti. That sailor had been previously killed flying to another ST: DeLand's ST 674! 1949: To "URO - Union des Remorqueurs de l'Océan" at La Rochelle (FRA), renamed MINDIN (Fra flag, regd La Rochelle, 144 GRT, 69 NRT) 1955 -xx/06: grounded and sank at Boa Vista, Cape Verde (CPV)</p>
131	ST 249	Levingston SB	Orange TX	327-JE	S	86	8/43-11/43	<p><i>Infamous nemesis tug in Joe Richards' "Tug of War"</i> WARTUG barely made it to Hawaii early 1944 (US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 249 1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 298) 1943 -xx/11: delivered to the US Army (USA) fate unknown</p>
132	ST 250	Levingston SB	Orange TX	327-JE	S	86	8/43-11/43	<p><i>Famous tug in Joe Richards' "Tug of War"</i> that made an incredible voyage to Hawaii from New Orleans in 1944-without a chronometer! WARTUG (US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p>

								<p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p> <p>1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn</p> <p>ST 250</p> <p>1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 299)</p> <p>1943 -xx/11: delivered to the US Army (USA)</p> <p>1944: To Joe Richards (USA)</p> <p>fate unknown</p>
133	ST 251	Levingston SB	<p>Orange TX</p> 	327-JE	S	86	8/43-11/43	<p>(US Army ST tug Design 327-JE / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p> <p>1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn</p> <p>ST 251</p> <p>1943 -xx/08: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 300)</p> <p>1943 -xx/11: delivered to the US Army (USA)</p> <p>Survived WW2: See peacetime photo-unknown place and time</p> <p>fate unknown (45)</p>
134	ST 252	Levingston SB	 <p>Orange TX</p> 	327	S	86	11/43-12/43	<p>(US Army ST tug Design 327 / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p> <p>1 scr, diesel 4t 8cyl Superior National Supply type L08, 650bhp</p> <p>1 cpp (3-bl.) + re-engined 1975 diesel B&W-Alpha type 409-26-VO, 990bhp-728kW, sp 12kn, bp 11t</p> <p>ST 252</p> <p>1943 -xx/11: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 293)</p> <p>1943 -xx/12: delivered to the US Army (USA)</p> <p>194x (after WW2): To ?? (BEL)</p> <p>1952: To "Aarhus Havnevaesen" at Aarhus (DNK), renamed JAKOB</p> <p>(DNK flag, regd Aarhus, c/s OYNJ, 133 GRT, 0 NRT)</p> <p>1975: 1 cpp (3-bl.) + re-engined diesel B&W-Alpha type 409-26-VO, 990bhp-728kW</p> <p>1987: To Haahr Benzin at Vejle (DNK), renamed HAAHR TRUMF</p> <p>1990: To "DBB - Dansk Bjergning og Bugsering A/S" at Hobro/Greena (DNK), renamed LOUISE DIVER (DNK flag, regd Skagen) + fifi</p> <p>2005: for preservation to the "Arhus Sohistoriske Selskab" at Aarhus (DNK), re-renamed JAKOB</p>
135	ST 253	Levingston SB	Orange TX	327	S	86	11/43-12/43	<p>Sank after hitting a mine on 7/21/1944 in Cherbourg Harbor WARTUG – Thamestugs ONLY</p> <p>(US Army ST tug Design 327 / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p> <p>1 scr, diesel 4t 8cyl Superior National Supply type L08, 650bhp</p> <p>ST 253</p> <p>1943 -xx/11: Launched by "Levingston Shipbuilding Corp" at Orange, Tx.(USA) (YN 294)</p> <p>1943 -xx/12: delivered to the US Army (USA)</p>
	ST's	254-289	# never assigned					Re-designated MTL 216-251
	ST's	291-300	# never assigned					Re-designated MTL 204-213
	ST's	301-305	# never					Re-designated MTL 271-275

			assigned					
136	ST 306	Everett, WA			W	42	1941	Grover, "Sonhomish"
	ST's	307-325	# Never assigned					Re-designated MTL 252-270
137	ST 326							Grover, "Fay"
138	ST 328		Seattle, WA		W/S	43	1912	Grover, "Hyak"
139	ST 329		Athens, NY		W	94	1890	Grover, "Nimrod"
140	ST 330							Grover, "Ketchikan"
141	ST 333	United Boat Service Photo Courtesy Lekko 	City Island NY 	257-A	S	74	11/43-3/44	US Army ST tug Design 257-A (88 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 333 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 41) 1944 -xx/03: delivered to the US Army (USA) 1948: To the Italian Navy (ITA), renamed NISIDA (pennant Y 437) 1992 (31/12): stricken as used for target practice
142	ST 334	United Boat Service	City Island NY	257-A	S	74	11/43-3/44	US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: (FRA)brevet: 71.359 106 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 334 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 42) 1944 -xx/03: delivered to the US Army (USA) 1950: To "Entreprise A. Monod SA" at Le Havre (FRA), renamed ELÉONORE 1950 -24/03: registered (FRA flag, regd Le Havre, brevet:71.359, 87 GRT, 0 NRT) 1962: To "Société d'Entreprises de Travaux Publics René Levaux" at Le Havre (FRA) 1969: To "Soc. des Anciennes Entreprises Léon Chagnaud & Fils" at Marseille (FRA) (not taken in service, but canibalised for repairs of MARTHA (ex ST 78)) 1975: stricken (broken up ?)
143	ST 335	United Boat Service	City Island NY	257-A	S	74	11/43-3/44	<i>Possibly at Normandy D-Day- thamestug.co.uk only</i> WARTUG US Army ST tug Design 257-A (88 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 335 1943 -xx/11: Built by "United Boat Service Corp" at City Island, NY (USA) (YN 43) 1944 -xx/03: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -16/06: To Finnish Govt. (FIN), renamed No 18 1946 -28/11: To the Finnish Navy (FIN), redesignated DR-18 1948: redesignated No 18 1950: To "F.W. Hollming O/y" at Rauma (FIN), converted to icebreaker 1952: To "Port of Oulu Authority" at Oulu (FIN),

								renamed ALPO (FIN flag, regd Uleaborg, c/s OFJV, 107 GRT, 31 NRT) 1999: preserved as museum tug by "Toppilan Möljät O/Y" at Oulu (FIN) fate unknown
144	ST 336	United Boat Service	City Island NY Photo Courtesy Lekko 	257-A	S	74	11/43-3/44	US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 336 WARTUG 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 44) 1944 -xx/03: delivered to the US Army (USA) 1945: To "NV Laboremus" at Antwerpen (BEL) 1948: To the "Antwerpse Stedelijke Sleepdienst" at Antwerpen (BEL), renamed 35 (ANTWERPEN 35) (together with Nr.37 & 33, for 2.500.000,-Bef each) 1948/49: rebuilt by "Stedelijk Werkhuis Noord" Kattendijkdok at Antwerpen (BEL) 1949 -01/10: taken in service 1977 -10/08: taken out of service as tug, used for various tasks, training ship, floating depot for oil and grease, etc... 1979: converted to water supply vessel 1988 -13/11: for breaking up to "Van Heyghen Frères" at Gent (BEL)
145	ST 337	United Boat Service	City Island NY	257-A	S	74	11/43-3/44	US Army ST tug Design 257-A (88 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 337 WARTUG 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 45) 1944 -xx/03: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 9 1946 -02/12: To the Finnish Navy (FIN), redesignated DR-9 1948 -05/11: redesignated No 9 1948 -15/12: To "Venezuelan Oil Concessions Ltd" at Maracaibo (VEN), renamed PANTERA fate unknown
146	ST 338	United Boat Service	City Island NY Photo Courtesy Lekko 	257-A	S	74	11/43-3/44	At Normandy D-Day WARTUG US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 338 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 46) 1944 -xx/03: delivered to the US Army (USA) 1944 -06/06: participated in the Normandy landing (FRA) 1945 08/08: One crew member killed after tug hit a mine USMM.org 1945: transferred to Rotterdam (NLD) 1946 12/06: To the Finnish Govt. (FIN), renamed No 6 1946 -28/09: To the Finnish Navy (FIN), designated DR-6 1948 -15/12: To "Venezuelan Oil Concession Ltd" at Maracaibo (VEN), renamed PUMA fate unknown
147	ST 339	United Boat	City Island	257-	S	74	11/43-	US Army ST tug Design 257-A (88 built in design 257 and 257-A)

		Service	<p>NY Photo Courtesy Lekko</p> 	A			3/44	<p>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 re-engined 1949 diesel Wichmann, 300bhp-224kW ST 339 WARTUG 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 47) 1944 -xx/03: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946: To the Finnish Govt. at Helsinki (FIN), renamed No 14 1949: To "Wärtsilä Koncernen A/B, Dalsbruks Järnverk" at Turku (FIN), renamed FERRO (FIN flag, reg Turku) 1949: rebuilt, re-engined diesel Wichmann, 300bhp- 224kW 1962: restyled to "Wärtsiläkoncernen A/B" at Turku (FIN) 1975: To Jouko Tuomarmäki at Turku (FIN) 1984: To "Kansallirahoitus O/Y" at Helsinki (FIN) 1987: To "Alfons Hakans & Co" at Turku/Abo (FIN) 2002: broken up at Teijo (FIN)</p>
148	ST 340	United Boat Service	<p>City Island NY Photo Courtesy Lekko</p> 	257- A	S	74	11/43- 3/44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 340 WARTUG 1943 -xx/11: Launched by "United Boat Service Corp" at City Island, NY.(USA) (YN 48) 1944 -xx/03: delivered to the US Army (USA) 1945: To "NV Laboremus" at Antwerpen (BEL) 1948: To the "Antwerpse Stedelijke Sleepdienst" at Antwerpen (BEL), renamed 32 (ANTWERPEN 32) (2) (together with Nr.34, for 3.000.000,- Bef each) (BEL flag, regd Antwerpen, 130 GRT) 1948: rebuilt by "Stedelijk Werkhuis Noord", Kattendijkdok at Antwerpen (BEL) 1948 -05/07: taken in service (nicknamed "Salonboot") 1975 -20/08: laid up 1976 -25/11: To "PVBA North Sea Industries" at Brussel (BEL) (together with Nr.31 and 34) 1984 -13/11: donated to "Stedelijk Instituut voor Technisch Onderwijs" (City Institute for Technical Education) at Antwerpen (BEL) fate unknown</p>
149	ST 341	American Machinery Corp	<p>Beresford FL now DeLand</p>  <p>Photo Courtesy Lekko</p> 	257- A	S	74	8/43- 10/43	<p>Danta in Venezuela in 2011 WARTUG US Army ST tug Design 257-A (88 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 341 1943 -xx/08: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 12) 1943 -xx/10: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. at Helsinki (FIN), renamed No 8 1946 -18/09: To the Finnish Navy (FIN, designated DR-8 1948 -19/10: redesignated No 8 1948 -15/12: To "Venezuelan Oil Concession Ltd" at Maracaibo (VEN), renamed DANTA existed 2004</p>
150	ST 342	American Machinery	<p>Beresford FL now DeLand</p>	257- A	S	74	8/43- 10/43	<p>Normandia 2012 WARTUG US Army ST tug Design 257-A (88 built in design</p>

		Corp					<p>257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial, 400bhp @300rpm re-engined 196x diesel 2t 6cyl Atlas-Imperial type 6HM2124, 400bhp @300rpm, sp 9,13kn, bp 6t ST 342 WARTUG 1943 -xx/08: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 13) 1943 -xx/10: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 7 1946 +13/08: Sold to "Ab Federation Steverdoring Ltd" at Helsinki (FIN), but sale fell thru 1946 -20/11: Leased to the Finnish Navy as minesweeper (FIN), designated DR-7 1948: redesignated No 7 1951 -27/12: Sold to the Finnish Navy (FIN) 1952: renamed PIRTITSAARI 196x: completely rebuilt, re-engined by "Haminan Konepaja O/Y" at Hamina (FIN) (pennant number 93) 1980 -09/03: taken out of service and put for sale 1981 -15/04: To "Salport O/Y" at Salo (FIN), laid up at Turku 1982 -07/06: To Reijo Vink at Turku (FIN) (1602), renamed AURA 1982: To "Suomen Joutsen Kannatusyhdistys R/y" at Turku (FIN) 1986 -31/10: To "Meriaura O/Y" (Jussi Pekka Mälkiä) at Västanfjärd (FIN), rebuilt 1993 -01/11: new national reg. ON 11426 1993 -23/11: To Vesa Kalevi Kiiski at Lappeeranta (FIN) 1995 -24/03: To "Korpo Marina O/Y" at Korppo (FIN), renamed MARINA II 1999 -xx/07: registered as recreative vessel 2000 -20/06: To Sami Alitalo at Lahti (FIN) (R-30673), renamed NORMANDIA 2010 -16/02: sank in the previous Valmet shipyard, in the western harbour of Kotka (FIN), raised by pumping the water out</p>
151	ST 343	American Machinery Corp	Beresford FL now DeLand 	257-A	S	74	<p>8/43-10/43 Famnen in Turku, Finland, 2009 WARTUG US Army ST tug Design 257-A (88 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 343 1943 -xx/08: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 14) 1943 -xx/10: delivered to the US Army (USA) 1944 21 July seen by ST488 crew near port patrick scotland 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. at Helsinki (FIN), renamed No 2 1946 -19/11: To the Finnish Navy (FIN), designated DR-2 1948: redesignated No 2 1956: completely rebuilt, renamed PYHTÄÄ 1958: transferred to the Finnish Coastal Defense 1983: To Merivoimille at Turku (FIN), renamed PYHÄRANTA 1990: To "Nostokonepalvelu O/Y" at Turku (FIN) 1992: To Jorma Viljanen at Nauvo (FIN) 1993: To "Rederi Uddeman" at Turku (FIN),</p>

#	ST #	Builder	Place Built	Type	Steel or Wood	Long	Date Built	Details, history, disposition
								renamed FAMNEN exists as of 2012
152	ST 344	American Machinery Corp	Beresford FL now DeLand 	257-A	S	74	8/43-10/43	At D-Day, Normandy, 6/6/44; Hit a mine and exploded in Grande Rade, Cherbourg Harbor July 20, 1944 - thamestug.co.uk only WARTUG Also mentioned as being at Normandy by J. O. Bilj in "ST Tugs: Design 257 & 327" US Army ST tug Design 257-A (88 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 344 1943 -xx/08: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 15) 1943 -xx/10: delivered to the US Army (USA) 1944 -06/06: active in the Normandy landing (FRA) 194x: lost due to war damage 7 20 1944
153	ST 345							Grover, "Meteor"
154	ST 346							Grover, "Richpete"
155	ST 349	Columbia Construction	Los Angeles, CA		W	88	1942	Grover, "Columbia Queen"
156	ST 350							Grover, "Nassau"
157	ST 351							Grover, "Messick Tug"
158	ST 359		Anacortes, WA			61	1943	Grover, "White Hull"
159	ST 360		San Francisco, CA		W/S	116	1901	Grover, "Chilcat"
160	ST 361	J. Supple	Portland, OR		W	91	1900	Grover, "Cuyamaca"
161	ST 379	Prothero McDonald	Seattle WA	341	W	52	6/43-7/43	US Army ST tug Design 341 (2 in all: ST 379, ST 380) (52'x12') wood, 1 scr (3bl.), diesel ST 379 1943 -xx/06: Launched by "Prothero & McDonlad" at Seattle, La.(USA) 1943 -xx/07: delivered to the US Army (USA) fate unknown (46)
162	ST 380	Prothero McDonald	Seattle WA	341	W	52	6/43-7/43	US Army ST tug Design 341 (2 in all: ST 379, ST 380) (52'x12') wood, 1 scr (3bl.), diesel ST 380 1943 -xx/06: Launched by "Prothero & McDonlad" at Seattle, La.(USA) 1943 -xx/07: delivered to the US Army (USA) fate unknown (47)
163	ST 381 "Betsy"	Pacific Boatbuilding 	Tacoma WA	332	W	73	11/43-3/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 381 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA)

1944 -xx/03: delivered to the US Army (USA)
ST 381 AWARDED BATTLE STAR
for actions at Mindoro – Shooting down 2,
possibly 3, Japanese planes – **She**
mounted five M2 .50 cal machine guns!

ST 381 APO 7221 December 1944.
General William F. Heavey
Headquarters, 2nd ESB
APO 72

Using Cancabato Bay, 500 feet off the Tacloban Air Strip as our permanent mooring, we have found it to be a rather hot corner at times. You know of the numerous attempts to knock that strip out since our arrival here. With all fairness to the other men who are in the same game and trying their best to bring them down, I can say honestly that we gave one "Bogie" all that a single fifty could pump into him for a half a minute. On November 17, approximately 17:00 hrs, as the day coverage was making their landings with running lights on, one of the Honorable Nips was making a sneak on it, to strafe the field, lights on, as though he was one of our planes. The searchlight on the point spotted him being so close and low that A-A. had little opportunity. Only a few shots were fired. This was our tip off and we gave it to him for at least 3/4 of the strip when he burst into flames and crashed on the west beach opposite the southern end of the strip. We were thankful when we found out later that we had not made a case of mistaken identity. This was our first plane. Hunting being good and being informed we had a mission coming up, we applied strongly to the Brigade Ordnance Maintenance to give us more guns, and they complied. Before leaving on our mission we had five single fifties, two forward, two aft and one midship. Our ESB gunners were fit and ready for any Jap planes. December 11, Monday, orders were to proceed to Dulag and rendezvous for the night. Tuesday, the 12th, 05:30 hrs. found us proceeding on orders from the Escort Commander to sea, destination unknown, towing a 2 ESB fuel barge full of distillate. There was no activity the first day out. We were swung into Cabalian Bay, in the lower Surigao Straits on account of some trouble which was not revealed to the ships of the convoy. At 21:00 hrs, we made the Narrows entering Mindanao Sea. There was light A.A. from the tip of Mindanao, but we were under strict orders not to fire at night unless directly attacked. December 13th, at 15:00 hrs while in Lat. 9 degrees 19' N, Long. 124 degrees 18' E. one long "Bogie" at high level, coming from the southeast, dove and missed the LCT in stern position of our column by 500 feet with two anti-personnel bombs. We all cut loose but he proved too elusive and flew off to Northward. We were sorry we didn't get him. On Thursday the 14th, while in Lat. 9' 04' N, Long. 122' 28' E, at 08:00 hrs, two Japs were coming into the convoy's stern from a Northeasterly direction, and another was meeting us dead on. We were grateful as we spotted them to see a Navy Corsair on the tail of the lower one astern. He had winged him but the Nip tried to keep himself up after his dive to reach and crash one of our escort destroyers. He failed to reach his mark by 200 yards. Still having his bomb load with him, he caused a large explosion when he struck the water. His

							<p>partner above him, at high level, did not want any part of the Corsair or us. This was also the case of the one ahead of us who turned and fled, dropping his load of four bombs one mile ahead of the convoy. Friday morning the 15th at 06:00 hrs. heavy A.A. was going up astern of us from a large convoy on the horizon. At 11:00 hrs: in Lat. 10' 38' N, Long, 121' 22' E, a twin engine Jap bomber dove at the convoy from the Northeast, leveled off and picked on the second column, the next to our right, just the way we wanted him. For we had three fifties to greet him and they emptied what they had into him. The after gun hit him for 15 seconds, knocking one of his bombs off. The bomb missed the after barge in column 2. This was our second kill. One of the escort destroyers was making the rear swing of his patrol and was very glad the Nip was not under control and crashed 300 feet off his starboard bow. The Commanding Officer and the crew of the DE acknowledged this by saying 'We were doing a splendid job', also by gesturing as grasping their hands in a warm hand shake. Later in the afternoon out towing cable parted which was probably an act or an event in our favor, relative to events to follow on the next day. The cable was repaired and we were underway in 30 minutes but the Commander's orders changed us to the rear of column 1, the tanker Y-14 taking up our old position. Saturday, the 16th, started as a quite and peaceful day. The sea had gone down and the southern end of Mindoro was in sight. Mindoro was our destination. At 09:20 hrs. a bomber came in from the Northwest on our side of the convoy and leveled off low, leaving the destroyers in a hard position for their heavy guns to be effective. After he crossed the bow of the outside destroyer our two forward and midship guns kept pumping him. He attempted a left bank, but was out of control, trying to crash the Y-14 tanker, who was now in our former position of the convoy. He could only give her a glancing blow off the port quarter while in a vertical bank and dive. He crashed immediately after, rounding the tanker's stern. At least 5 or 6 of the tanker's crew jumped overboard and were picked up by the two LCTs of our convoy. I believe some of her crew were lost, as the Escort Commander asked all ships if they had picked up any men. The tanker proceeded under her own power. We arrived and anchored our barge at 22:00 hrs., 400 yards off the beach of designated anchorage. Sunday, the 17th, 02:00 hrs., Captain Harris, of the 532d Engr Boat & Shore Regt., contacted us with his Picket Boat. We moved the barge two miles North for him to have the barge under A.A. coverage. The Escort Commander sent a destroyer in for us, at 04:00 hrs. for he had the convoy underway on it's return trip. By now the Navy was catering to its little "Mascot" and was seeing that we didn't get lost. That's the impression they gave us. The convoy departed at 05:00 hrs. Sunday, the 17th. The return trip was uneventful, that is, nothing came close to us. The Navy opened up on two occasions but they were 3 to 5 miles away. We encountered two days of rough weather having to ride in the trough of the sea. It seems as though little "Betsy" was trying to make her two "Victory Rolls" on both those days. Sunday, December 17th at 18:00 hrs. the flags were half masted in the convoy for a burial at sea from the LST 605. We moored in Cancabato Bay, 15:30 hrs., Tuesday the 19th. Quite a long story for a 72 foot Tug of 4 Civilians and 6</p>
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								Gls, of old 2 ESB. Respectfully yours, R. E. CARPENTER, Master, ST 381, 2 ESB. James Mahone-Chief Engineer Grant Shanahan-1st Asst. Engr, Pvt. H. Keeney-2nd Asst. Engr. Alpha Moore-1st Mate T/4 M.C. Papenfuss-2nd Mate Pvt. G. H. Hultburg-A.B. T/5 N. L. Dewar-A.B. Pvt. H. N. Clarke-A.B. Pvt. N. H. Weisner-Cook
164	ST 382	Pacific Boatbuilding	Tacoma WA	332	W	73	11/43-3/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 382 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (47)
165	ST 383	Pacific Boatbuilding	Tacoma WA	332	W	73	11/43-3/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 383 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
166	ST 384	Pacific Boatbuilding	Tacoma WA	332	W	73	11/43-3/44	WARTUG * US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 384 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown * Pacific WW2
167	ST 385	Pacific Boatbuilding	Tacoma WA	332	W	73	11/43-3/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 385 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
168	ST 386	Pacific Boatbuilding	Tacoma WA	332	W	73	11/43-3/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 386 1943 -xx/11: Launched by "Pacific Boat Building Co" at Tacoma, Wa.(USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
169	ST 388	Prothero McDonald	Seattle WA	341	W	52	6/43-7/43	(US Army ST tug design 341) (52'x12') 1 scr (3bl.), diesel ST 388 1943: Built by "Prothero & McDonlad" at Seattle, La. (USA) 1943: delivered to the US Army (USA) Fate unknown (48)



170	ST 395	Name: "Maurine"	Hoquiam, WA		S	63	1929	Grover, "Maurine", lost in WW2, foundered on 4 2 1943 with a loss of 6 crew somewhere on the west coast. Lost: William Russ, Paul Smith - USMM.org . Pacific WARTUG
171	ST 396	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 396 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (49)
172	ST 397	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 397 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (50)
173	ST 398	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 398 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (51)
174	ST 399	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 399 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (52)
175	ST 400	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 400 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (53)
176	ST 401	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 401 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (54)
177	ST 402	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 402 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA)





								1944 -xx/06: delivered to the US Army (USA) fate unknown (55)
178	ST 403	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 403 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown
179	ST 404	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 404 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown
180	ST 405	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 405 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown
181	ST 406	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG In Hague Convoy GI 16A MAR 1945 Hollandia – Hollandia US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 406 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown
182	ST 407	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 407 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown
183	ST 408	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	In Hague Convoy GI GI 3 Jan 45 Hollandia – Leyte *Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 408 1943 -xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944 -xx/06: delivered to the US Army (USA) fate unknown (56)
184	ST 409	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473)




								(72'x18'x9') wood, 1 scr (3bl.), diesel ST 409 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>fate unknown (57)</i>
185	ST 410	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 410 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) Pat Stoppelman served on this ST as well as the "Pacific Foam", s mystery ST built to design 257.- Fremont Tug Co. <i>Fate unknown (58)</i>
186	ST 411	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 411 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>fate unknown (59)</i>
187	ST 412	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 412 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>fate unknown (60)</i>
188	ST 413	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 413 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>Fate unknown (61)</i>
189	ST 414	Stephens Bros.	Stockton CA	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 414 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>fate unknown (62)</i>
190	ST 415	Stephens Bros.	Stockton CA 	332	W	73	10/43-6/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 415 1943-xx/10: Launched by "Stephens Bros Inc" at Stockton, Ca.(USA) 1944-xx/06: delivered to the US Army (USA) <i>fate unknown (63)</i>



		ST 416-440	Never used ST #'s				Per Grover	Re-designated TP 97-121
		ST 441-450	Never used ST #'s				Per Grover	Re-designated TP 804-813
191	ST 457	Gig Harbor SB	Gig Harbor WA	332	W	73	12/43- 4/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 457 1943 -xx/12: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/04: delivered to the US Army (USA) fate unknown
192	ST 458	Gig Harbor SB	Gig Harbor WA	332	W	73	12/43- 4/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 458 1943 -xx/12: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/04: delivered to the US Army (USA) fate unknown
193	ST 459	Gig Harbor SB	Gig Harbor WA	332	W	73	12/43- 4/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 459 1943 -xx/12: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/04: delivered to the US Army (USA) fate unknown
194	ST 460	Gig Harbor SB	Gig Harbor WA	332	W	73	12/43- 4/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 460 1943 -xx/12: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/04: delivered to the US Army (USA) fate unknown
195	ST 467	Marine Const	Seattle, Wa		W	95	1932	Grover, "Hazel B #2"
196	ST 468	Pacific Boatbuilding	Tacoma WA	332	W	73	1/44- 3/44	*Pacific WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 468 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown WW2
197	ST 469	Pacific Boatbuilding	Tacoma WA	332	W	73	1/44- 3/44	In Hague Convoy GI GI 11A *Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel






								ST 469 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
198	ST 470	Pacific Boatbuilding	Tacoma WA	332	W	73	1/44-3/44	<i>In Hague Convoy GI 16A Mar 45 Hollandia to Hollandia</i> *Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 470 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
199	ST 471	Pacific Boatbuilding	Tacoma WA	332	W	73	1/44-3/44	*Pacific WW2 WARTUG US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 471 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
200	ST 472	Pacific Boatbuilding	Tacoma WA 	332	W	73	1/44-3/44	* US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 472 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) <i>In Hague Convoy GI 11A</i> *Pacific WW2 WARTUG Fate unknown
201	ST 473	Pacific Boatbuilding	Tacoma WA	332	W	73	1/44-3/44	US Army ST tug Design 332 (36 in all: ST 381-386, ST 396-415, ST 457-460, ST 468-473) (72'x18'x9') wood, 1 scr (3bl.), diesel ST 473 1944 -xx/01: Launched by "Gig Harbor Shipbuilding Co" at Gig Harbor (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (64)
202	ST 474	American Machinery Corp -Photo Courtesy John Fairbarn crew of ST 474-WW2 	Beresford FL now DeLand  Photo Courtesy Lekko	257-A	S	74	11/43-12/43	WARTUG US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 fpp (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 474 1943 -xx/11: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 16) 1943 -xx/12: delivered to the US Army (USA) 1944? Photo with crew taken at Cherbourg, France - Charles Fairbarn, 3 rd from left. Charles had been 1 st mate on the ill-fated ST 75, which was sunk in July 1944 off the Channel Islands. Info courtesy his son John Fairbarn. POSSIBLE NORMANDY TUG 1945: To "NV Laboremus" at Antwerpen (BEL) 1948: To "Antwerpse Stedelijke Sleepdienst" at Antwerpen (BEL), renamed 27 (ANTWERPEN 27) (2) (together with Nr.37 & 35, for 2.500.000,-Bef each) 1948: rebuilt by "Stedelijk Werkhuis Noord"







								<p>Kattendijkdok at Antwerpen (BEL) 1949 -16/07: taken in service 1964 -31/06: renamed 33 (ANTWERPEN 33) (2) 1969 -18/12: sank in the Hansa-dock at Antwerpen (BEL) (2 crew died) 1969 -19/12: raised and laid up 1971 -28/06: for breaking up to "Stolk's Handelsonderneming BV" at Hendrik Ido Ambacht (NLD) G</p>
203	ST 475	American Machinery Corp	Beresford FL now DeLand	257-A	S	74	11/43-12/43	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 475 1943 -xx/11: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 17) 1943 -xx/12: delivered to the US Army (USA) 1946: To "C.G. Willis Inc" at Norfolk, Va.(USA), renamed CHAUNCEY 1962: To "R.K. Davis Transportation Inc" at Newport News (USA), renamed RAY 1970: deleted from register (broken up ?)</p>
204	ST 476	American Machinery Corp	Beresford FL now DeLand Photo Courtesy Lekko 	257-A	S	74	11/43-12/43	<p>Purha active 2011 WARTUG US Army ST tug Design 257-A (88 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 476 1943 -xx/11: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 18) 1943 -xx/12: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 11 1946 -29/09: To the Finnish Navy (FIN), designated DR-11 (CONFLICT: Finnish records say DR-11 was ST-87: was ST 476 actually DR-10? DF) 1947: redesignated No 11 1951: To "Merivoimat" (Turun Laivastoasema) at Turku (FIN), renamed PURHA 1956-57: complete rebuild 1981: To "Saaristotaivaus O/Y" at Raisio (FIN) 1982: To Per Florström (FIN) Now Purha, existed in 2011</p>
205	ST 477	American Machy	Beresford FL now DeLand 	327-A	S	86	3/44-4/44	<p>WARTUG in Europe (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 477 1944 -xx/03: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 19) 1944 -xx/04: delivered to the US Army (USA) 1946: To "Port Autonome du Havre" at Le Havre (FRA), renamed ST 7 * verified sister ships sold at same time: ST 478, 485, 490 per ST 488 museum group. 1951: To ?? (SAU), renamed RYAD II fate unknown</p>
206	ST 478	American Machinery	Beresford Fl Now DeLand	327-A	S	86	3/44-4/44	<p>WARTUG in Europe 1944 (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p>

		<p>Corp</p> 	<p>Lower photo courtesy Michael Green</p> 				<p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 478 Photos 2007 1944 -xx/03: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 20) 1944 -xx/04: delivered to the US Army Transportation Corps (USA) 1944: -- Seen by the crew of ST 488 on July 11 near Gourock, Scotland 1948: To "Port Autonome du Havre" at Le Havre (FRA), renamed ST 4 (FRA flag, regd Le Havre, 190 GRT, 700bhp) 1964: still in service 1978: ST 4 was still active at Le Havre port 1984: To ?? (FRA), converted to a houseboat at Suresnes (on the Seine in western Paris) (FRA flag, regd Paris, ON P.016133F) 2002: Joel Stere, Paris 2003: Houseboat, Mr. Kaplanas and Mrs. Cantin Suresnes (Paris W) 2006: to Thomas Fourneret, Sevres _Paris W) 2007: still in existence</p>	
207	ST 479	<p>American Machinery Corp</p> 	<p>Beresford FL now DeLand</p> 	327-A	S	86	3/44-4/44	<p>Normandy 6 6 1944; story goes around that it was hit by a German grenade - :Piet van Damme; , still exists Aug 2013 as Tiger in Stockholm, Sweden WARTUG (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:69158 (NLD)brand:277 Z Nijm 1948 /(NLD)IVR 33.10277 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (79.9'x23.0'x9.3') steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp-478kW, sp 9,5kn ST 479 WARTUG 1944 -xx/03: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 21) 1944 -xx/04: delivered to the US Army (USA) 1944 -06/06: served at the Normandy landing towing mulberries; (a story goes round the wheelhouse was blown away by a German grenade) - Piet Van Damme only 1944:Seen by the crew of ST 488 on 5 September near the Isle of Man, Scotland – ship's log ST 488 1948: To "NV Aannemingsbedrijf v/h fa. T. den Breejen van den Bout" at Aerdenhout/Berg-en-Dal (NLD), renamed MICO (NLD flag, regd Berg-en-Dal, brand:277 Z Nijm 1948, IVR 33.10277, c/s PFZG, 150 GRT) 1952: To S. Lindberg at Stockholm (SWE) 1952: To "Karlshamns Hamndirektion" at Karlshamn (SWE) (SWE flag, regd Karlshamn, 154 GRT, 51 NRT) 1980: To Sven Ulrik Lindberg at Stockholm (SWE) 1985: To Ingemar Fors at Stockholm (SWE) 1988: To B. Danielsson at Stockholm (SWE), renamed TIGER (118 GRT) 199x: To "Gävle Bogser- & Sjöentreprenad A/B" at Stockholm (SWE) 1998: To Margareta Omberg & Olof Stirena at Stockholm (SWE) 200x: To "Sir Kött" (SWE) fate unknown EXISTS 8/22/13 AS TIGER IN STOCKHOLM SWEDEN – owner, Margareta Omberg and consultant John Higgins pic. S&D 116 p.89</p>



208	ST 480	JK Welding Photo 2001 	Brooklyn NY Photo 2001 	257-A	S	47	Feb-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 480 WARTUG 1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY.(USA) (YN 73) 1944 -xx/04: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) Post-ww2 Captain was Jo de Blifj. 1946: To the Finnish Govt. (FIN), renamed No 12 1947: To "Österbottens Trä A/B" at Jakobstad (FIN), renamed TOLVAN 1979: To Kalajoen Huolinta at Kalajoki (FIN) 1987: To Mauri Kaarlo Furu at Siilinjärvi (FIN)</p> <p>ST 480 Tolvan Byggd 1944 vid J.K.Welding Co, Brooklyn NY 22.70 x 6,26 x 2,90 - 106 brt Maskin: Atlas Imperial 6 HM, 500 Ehk</p> <p>Byggdes för United States Army – Transportation Corps och gavs namnen US-ARMY ST-480. 1946 förvärvad till Finska Staten, Helsingfors, och betecknades som No 12. Såld den 7 oktober 1948 till Österbottens Trä AB /Valter Eklöf/, Jakobstad. Still in existence in 2001 see photos</p>
209	ST 481	JK Welding	Brooklyn NY Photo Courtesy Lekko 	257-A	S	74	Feb-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 481 WARTUG 1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 74) 1944 -xx/06: delivered to the US Army (USA) 1945: transferred to Rotterdam (NLD) 1946 -12/06: To the Finnish Govt. (FIN), renamed No 5 1946 -15/09: To the Finnish Navy as minesweeper (FIN), designated DR-5 1948: redesignated No 5 1950: To "F.W. Hollming O/Y" at Rauma (FIN), converted to icebreaker, renamed NALLE 1951 -13/04: capsized and sank off Rauma (FIN) in heavy weather (6 crew lost), raised and repaired (lengthened with 1,97m) 1959: To "Laivanisännistöyhtiö Poitsila, Korttila & Kumppani" at Helsinki (FIN), renamed POITSILA 2 1960: renamed MERIKARI 1962 -20/04: capsized and sank during towage at Helsinki (FIN), raised 1962 -14/05: To "Finska Bergnings A/B Neptun" at Helsinki (FIN) 1971 -31/03: capsized and sank during towage at Helsinki (FIN), raised, sold 'as is', repaired 1971: To "Finland Steamship Co Ltd" at Helsinki (FIN), renamed PANDA 1974 -10/01: for breaking up to "Helsingin Romuliike" at Helsinki (FIN) 1975: broken up nov. or dec.</p>
210	ST 482	JK Welding	Brooklyn NY Photo Courtesy Lekko	257-A	S	74	Mar-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 482</p>






								<p>1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 75) 1944 -xx/06: delivered to the US Army (USA) 1946: To "David J. Conroy Inc" at the Bronx, NY (USA), renamed FRANK P. BUCHANAN 195x: To "Bronx Towing Lines Inc" at New York (USA) 1952: To "Frank B. Inc" at Newark (USA) 196x: To "Eral Frank Inc" at New York (USA) 1971: To "Frank B. Inc" at New York (USA) 1973: To "B. Sisters Inc" at New York (USA) 1974: To "Western Atlantic Co Inc" at Boston, Ma. (USA) 19xx: To "Prock Marine's" at Rockland (USA) 199x: sank, raised and broken up</p>
211	ST 483	JK Welding	Brooklyn NY	257-A	S	74	Mar-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 483 1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 76) 1944 -xx/06: delivered to the US Army (USA) 194x: To the Dept. of the US Army, Savannah GA District (USA), renamed DOZIER 1994: To "Delta Marine Inc" at Wilmington, Del. (USA), renamed BABETTE 1996: To "Detyens Marine Inc" at Wilmington, Del. (USA) 1996: To "Wright Dredging Co Inc" at Windsor (USA), renamed MISS PIGGY 2002: To "CML Equipment Co LLC" at Charleston (USA)</p>
212	ST 484	JK Welding	Brooklyn NY	257-A	S	74	Mar-44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74'x20'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 484 1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY (USA) (YN 77) 1944 -xx/06: delivered to the US Army (USA) 1946: To "The Arundel Corp" at Baltimore, Md. (USA), renamed CHOPTANK 196x: To "Great Lakes Dredge & Dock Co" at New York (USA) 1970: To ?? (USA), renamed MARGARET BARKER 1975: To Robertson M. Stokes at Louisville, Ky. (USA), renamed TRALFAMADORE 1976: To William F. Case at Perth-Amboy, NJ (USA), renamed LAST CHANGE</p>
213	ST 485	JK Welding	Brooklyn NY Photo Courtesy Lekko 	327-A	S	86	Apr-44	<p>WARTUG in Europe (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 485 1944 -xx/03: Launched by "J.K. Welding Corp" at Brooklyn, NY (USA) (YN 78) 1944 -xx/06: delivered to the US Army (USA) 1946: To "Port Autonome du Havre" at Le Havre (FRA), renamed S.T.5 or ST 5 (FRA flag, regd Le Havre, c/s TO 4001, 190 GRT) * in Europe sold with others ST 488 museum group 1981: broken up</p>



214	ST 486	JK Welding	Brooklyn NY Photo Courtesy Lekko 	327-A	S	86	Apr-44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 486 1944 -xx/03: Launched by "J.K. Welding Corp" at Brooklyn, NY (USA) (YN 79) 1944 -xx/06: delivered to the US Army (USA) 1948: To the Italian Navy (ITA), renamed AUSONIA 1984 -31/07: stricken from the Navy list (broken up ?)
215	ST 487	JK Welding	Brooklyn NY	327-A	S	86	Apr-44	WARTUG in Europe (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:90460 /LR66-67:506637 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 487 1944 -xx/03: Launched by "J.K. Welding Co" at Brooklyn, NY.(USA) (YN 80) 1944 -xx/06: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on July 8 at Rosneath, Scotland 1949: To the Portuguese Govt. (Ministry of Overseas Provinces) (PRT) for service in Angola (AGO), renamed CATUMBELA (PRT flag, regd Lobito, c/s CQAJ, 127 GRT, 4 NRT) 1975: To the Angolese Govt. at Lobito (AGO) fate unknown
216	ST 488	JK Welding  	Brooklyn NY  	327-A	S	86	May-44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 700bhp @350rpm, sp 9,5kn, bp 6t ST 488 WARTUG 1944 -xx/03: Launched by "J.K. Welding Corp" at Brooklyn, NY (USA) (YN 81) 1944 -05/07: delivered to the US Army (USA) 1944: transferred to the UK (GBR) 7/5/44 1944: An original ship's log exists with the tug's support group and Jean Michel Lecordier, the Association Remorqueur US ST :488-Le Havre 16th port- It details sightings of many other ST's in 1944 near Scotland after July 5 1944. 1944: From July 5 – Oct 7 '44 ST 488 performed convoy duty and assistance based in Scotland, Wales, and England. 1944: Arrived Le Havre Oct 9 44 1944: transferred to the 16e groupe portuaire of the US Navy at Le Havre (FRA) 1947: To "Port Autonome du Havre" at Le Havre (FRA), renamed ST 8 or S.T.8 (FRA flag, regd Le Havre, 190 GRT, 700 bhp) 1989: laid up 1993: for preservation to "Association Remorqueur USST 488" at Le Havre (FRA), re-renamed ST 488 2010: still in existence, lying quai Renaud, bassin de l'Eure, next to the Pont des Docks at Le Havre (FRA)
217	ST 489	JK Welding Photo Courtesy	Brooklyn NY Dimitrios V	327-A	S	86	Jun-44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) (sisterships: OBÉISSANCE, PUISSANCE) Registered: (FRA)brevet:76.363/(GRC)ON 164


		<p>Lekko</p> 	 					<p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 489 1944 -xx/03: Launched by "J.K. Welding Corp" at Brooklyn, NY.(USA) (YN 82) 1944 -xx/06: delivered to the US Army (USA) 1948: To "CCMT - Cie Charbonniere de Manutentions et de Transports SA" at Rouen (FRA), renamed PUISSANCE 1949 -23/03: registered (FRA flag, regd Rouen, brevet:76.363, c/s TUQE, 139 GRT, 0 NRT, 700bhp) 1968: To "CNR - Compagnie Normande De Remorquage" at Rouen (FRA) (FRA flag, regd Rouen, brevet:76.363, c/s TXEE) 1977: To "Marinlena Marine Co Ltd" at Limassol (CYP), renamed SYROS 19xx: To "Thessaloniki Shipping Co", mng "Gigilinis Salvage & Towage" at Thessaloniki (GRC), renamed DIMITRIOS (GRC flag, regd Thessaloniki, ON 164) (diesel 8cyl Enterprise, 1000bhp, sp 12kn, bp 14t, - fifi, salv., poll.contr.) Sold January 17th, 2014 to Vamvakaris Ltd, Patras Greece, as DIMITRIOS V</p>
218	ST 490	<p>JK Welding</p> 	<p>Brooklyn NY</p> 	327-A	S	86	Jun-44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) (sisterships: COL. GAMBRELL, COL. ELLIS, COL. AGNEW, BRIG. GEN. BELLANGER, MAJ. HARELLR, ST 9, ST 10) Registered: (FRA)brevet:72.681 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 490 WARTUG 1944 -xx/03: Launched by "J.K. Welding Corp" at Brooklyn, NY (USA) (YN 83) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 119) 1946: To "Port Autonome du Havre" at Le Havre (FRA), renamed ST 10 or S.T.10 (FRA flag, regd Le Havre, 139 GRT, 94 NRT) (82'x23'x10' or 75.9'(77'2")x23'2"(23'0")x(10'4")) 1951 -xx/12: To "URO - Union des Remorqueurs de l'Océan" at Paris (FRA), renamed AMBÈS 1952 -25/07: registered (FRA flag, regd Bordeaux, brevet:72.681, c/s TOXB, 136 GRT, 0 NRT) 1977: stricken (broken up ?)</p>
219	ST 497	<p>Platzer Boat Works</p>	<p>Houston TX</p> 	257-A	S	74	11/43-1/44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: (USA)ON 249574 106 GRT, L22,56m, B6,10m, Dr2,54m (74.0'(68.9')x20.0'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t re-engined 19xx diesel Caterpillar type 398, 1000bhp ST 497 1943 -xx/11: Launched by "Platzer Boat Works" at Houston, Tx.(USA) (YN 125) 1944 -xx/01: delivered to the US Army (USA) 1946: To "Russell Bros. Towing Co"/"Newtown Creek Towing Co" at New York (USA), renamed RUSSELL 9</p>



								<p>1961: To "McAllister Brothers Inc" at New York (USA) 1963: renamed ELIZABETH McALLISTER 1968: To "Marine Co of Florida Inc" at Fort Lauderdale, Fl.(USA), renamed CONVOY 1969: To ?? (USA), renamed CAPTAIN R.W. Jr. 1987: To "River Associates" (Barney Carlsen) at Philadelphia, Pa.(USA), renamed BEVERLY 199x: To "Tug Beverly Inc" at Philadelphia, Pa.(USA) 1997: To "R.J. Casho Marine Towing Corp", renamed RUBY M. (USA flag, ON 249574, 93 GRT, 63 NRT) 2000: To "Buffalo Industrial Diving Co Inc" at Buffalo, NY (USA) (USA flag, regd Buffalo, ON 249574) 2000: To "Bidco Marine GroupInc" at Buffalo, NY (USA) 2001 -26/03: renamed RUBY 2006: laid up in Providence, Ri.(USA), needing repairs</p>
220	ST 498	Platzer Boat Works	Houston TX	257-A	S	74	11/43-1/44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74.0'(68.9')x20.0'x8.4') steel, 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 498 WARTUG 1943 -xx/11: Launched by "Platzer Boat Works" at Houston, Tx.(USA) (YN 126) 1944 -xx/01: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on 13 Dec at Le Havre, France and on 3 Oct at Plymouth, England; and on July 31 at Cairnryan, Scotland 1945: transferred to Rotterdam (NLD) 1946: To the Finnish Govt. (FIN), renamed No 16 1950: To "F.W. Hollming O/Y" at Rauma (FIN), converted to icebreaker 1951: To "Port of Kemi Authority" ("Kemin Kaupunki") at Kemi (FIN), renamed AJOS (FIN flag, regd Kemi, c/s OFJT) 1976 -04/10: for breaking up to "Muhoksen Romuliike" at Muhos (FIN) 1977: broken up in spring</p>
221	ST 499	Platzer Boat Works	Houston TX Photo Courtesy Lekko	327-E	S	86	4/44-11/44	<p>WARTUG in Europe(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:537873 /(GRC)ON 1369 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 87'7"(80'11")x23'2"(23'0")x10'4") steel, 1 fpp, diesel 2tew 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 499 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 127) 1944 -xx/11: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 in LeHavre, France, on 24 Dec. 194x: To "Nicolas E. Vernicos Shipping Co Ltd" at Piraeus (GRC), renamed MANOS (GRC flag, regd Piraeus, ON 1369, c/s SYZF, 136 GRT, 64 NRT) 1954: renamed VERNICOS MANOS 1996: broken up (GRC)</p>
222	ST 500	Platzer Boat Works	Houston TX	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:76218 /LR66-67:532262 (USA)ON 254168 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m,</p>

								<p>Dp3,15m (86.5'x23'x8.6' or 85'0"(80'11")x23'0"(22'11")x9'0"(10'4")) steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn re-engined 196x diesel 8cyl GM Cleveland type 8-278-A, 800bhp ST 500 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 128) 1944 -xx/11: delivered to the US Army Transportation Corps at Washington, DC.(USA) 1946: transferred to the "USMC - US Maritime Commission" at Norfolk, Va.(USA) 1948: To "Merritt, Chapman & Scott Corp" at New York (USA) 1949: renamed SHERMAN H. SERRE (USA flag, regd Duluth, ON 254168, WD5901, 142 GRT, 97 NRT) 1966: To "Dunbar & Sullivan Dredging Co" at Detroit, Mi.(USA) 1977: To "Selvick Marine Towing" at Milwaukee, Wis.(USA), renamed WILLIAM C. SELVICK 198x: company transferred to Sturgeon Bay, Wis.(USA) 2006: new stern fit</p>
223	ST 501	Platzer Boat Works	Houston TX	327-E	S	86	4/44-11/44	<p>. (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 501 WARTUG 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 129) 1944 -xx/11: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 580) 195x: To "CEPSA - Cia Espagnola de Petroleos SA" at Ceuta (ESP), renamed CASTILLEJOS 1964 -24/07: snagged by rope when assisting Finnish mv ATLANTA at Las Palmas Harbour and sank in 14m water; 2nd Engineer lost 1964 -12/08: raised and repaired 1965: moved to Las Palmas (ESP) 1981: To "Auxiliar Maritima del Sur SA" at Huelva (ESP) 19xx: To ??, renamed R. CEPTA 1 2009: still listed to "Auxiliar Maritima del Sur" at Huelva in Spanish register fate unknown</p>
224	ST 502	Platzer Boat Works	Houston TX	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2tew 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 502 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 130) 1944 -xx/11: delivered to the US Army (USA) 1945: transferred to the US Tug Detachment of the National Reserve Fleet, Hudson River, New York (USA), redesignated TD-11 19xx: transferred to Wilmington, Del. (USA), redesignated TD-35 fate unknown</p>
225	ST 503	Platzer Boat Works	Houston TX Photo	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m,</p>


			<p>Courtesy Lekko</p> 					<p>Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2tew 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 503 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 131) 1944 -xx/11: delivered to the US Army (USA) 19xx: To "REMOLCANOSA - Remolcadores Nosa Terra SA" at Vigo (ESP), renamed REMOLCANOSA DOS 1978: rebuilt, 137 GRT, (2 funnels) diesel, 1375bhp total fate unknown</p>
226	ST 504	<p>Platzer Boat Works</p> 	<p>Houston TX</p> 	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:61005 /LR66-67:513115 (USA)ON 252578 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86'5"(80'11")x23'2"(23'0")x9'6"(10'4")) steel, 1 fpp, diesel 2tew 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn re-engined 19xx diesel 12cyl GM type EMD 567A, 900bhp ST 504 1944 -xx/04: Launched by Built by "Platzer Boat Works", Houston, Tx.(USA) (YN 132) 1944 -xx/11: delivered to the US Army Transportation Corps at Washington, DC.(USA) 1948: To "Gulf Oil Corp" at Philadelphia, Pa.(USA), renamed GIRARD POINT (USA flag, regd Philadelphia, ON 252578, 145 GRT, 98 NRT) 1977: To "Norfolk Shipbuilding & Drydock Corp" at Norfolk, Va.(USA), renamed NORSHIPCO 1996: To "Ireland Marine Co" (USA), renamed CASEY 1996: To "Dolbey Marine Inc" at Salisbury, Md. (USA), renamed GABRIELLE 2000: To "Prock Marine Co" at Rockland, Me.(USA), renamed JAMESSON POINT 2006: To Steve Richardson at Las Vegas, NV.(USA) for foreign use, bound for the Bahamas (BHS) 2011: spotted at "Atlas Towing" 's yard in Bayou La Batre, Al.(USA)</p>
227	ST 505	<p>Platzer Boat Works</p> 	<p>Houston TX</p> 	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:528880 /(USA)ON 253251 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86'5"(80'11")x23'2"(23'0")x(10'4")) steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 505 1944 -xx/04: Launched by "Platzer Boat Works", Houston, TX.(USA) (YN 133) 1944 -xx/011: delivered to the US Army (USA) 1947: To "Stone Towing Line" at Wilmington, NC. (USA), renamed R.R. STONE (USA flag, regd Wilmington, ON 253251, c/s WB2234, 143 GRT, 69 NRT) 1977: To Russell D. Stone at Wilmington, NC.(USA) 198x: believed scuttled as a fishing reef</p>
228	ST 506	<p>Platzer Boat Works</p>	<p>Houston TX</p>	327-E	S	86	4/44-11/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2tew 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 506 1944 -xx/04: Launched by "Platzer Boat Works",</p>








								Houston, Tx.(USA) (YN 134) 1944 -xx/11: delivered to the US Army (USA) fate unknown (65)
229	ST 507	Platzer Boat Works	Houston TX	327-E	S	86	4/44-11/44	*Pacific WW2 WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 507 1944 -xx/04: Launched by "Platzer Boat Works", Houston, Tx.(USA) (YN 135) 1944 -xx/11: delivered to the US Army (USA) fate unknown
230	ST 508	United Boat Service	City Island NY 	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:528332 /(FRA)brevet:74.865 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 875bhp, sp 9,5kn ST 508 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 334) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Entreprises Decloedt & Fils SA" at Oostende (BEL), renamed OOSTENDE I (BEL flag, c/s OROG, 125 GRT, 5 NRT) 1955 -xx/07: To "URO - Union des Remorqueurs de l'Océan" at St Nazaire (FRA), renamed POULIGUEN 1955: towed to France by tug 'DU GUESCLIN', rebuilt in the "URO" workshop 1956 -10/08: registered (FRA flag, regd St.Nazaire, brevet:74.865, c/s TQDE, 136,23 GRT, 24,76 NRT, 875bhp) 1974: To "Gaetano Graci Imprese Costruzioni" at Catania (ITA), renamed GRACI 1988: To "Consorzio Imprese Grandi Appalti" at Catania (ITA) 1989: deleted from register (broken up ?)
231	ST 509	United Boat Service	City Island NY Photo Courtesy Lekko 	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-ST 509 JE, 327-DS) Registered: LR47-48:05786 /LR50-51:55332 (USA)ON 250004 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'(78.9')x23.0'x9.2' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 509 WARTUG 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY.(USA) (YN 335) 1944 -xx/11: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 153) 1946: To "Lone Star Cement Corp" at New Orleans, La.(USA), renamed CHARLES L. HOGAN (USA flag, regd New Orleans, ON 250004, 145 GRT, 99 NRT) 1973: To Lee Statler at Mobile, Al.(USA), renamed K. STATLER 1975: To "Offshore Inc" at Mobile, Al.(USA), renamed RIGGER II 198x: transferred to Fairhope, Al.(USA) fate unknown


232	ST 510	United Boat Service	<p>City Island NY</p> 	327-F	S	86	5/44-11/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:82117 /LR66-67:640457 IMO 6404571 / (GBR)ON 181922 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn re-engined 1979 diesel, 1200 bhp ST 510 WARTUG 1944 -xx/05: Launched by "United Boat Service Corp" at City Island, NY (USA) (YN 336) 1944 -xx/11: delivered to the US Army (USA) 1944 -19/09: transferred to England in convoy NY-119 (towed by LT 784) 194x: To the Greek Govt. (GRC) 1946: To "Venezuelan Oil Concessions Ltd" at London (GBR) for service in Maracaibo (VEN), renamed ZULIA (GBR flag, regd London, ON 181922, 150 GRT, 119 NRT) 1948 -xx/05: To "Venezuelan Oil Concessions Ltd" at London (GBR) 1949 -xx/01: To "Shell Caribbean Petroleum Co" at Maracaibo (VEN) (VEN flag, regd Maracaibo) 1952: To "Booth (Brasil) Ltd" at Para (BRA) 1958: To "Wilson Sons, SA Com. Ind. e Agencia de Nav." at Rio de Janeiro (BRA), renamed HARRISON 1977: To "Saveiros Caymurano Servicos Maritimos SA" at Rio de Janeiro (BRA) 1979: re-engined diesel, 1200 bhp 1985: laid up, later broken up by owners</p>
233	ST 511	United Boat Service	City Island NY	327-F	S	86	5/44-11/44	<p>Capsized and lost in the North Atlantic in the infamous Convoy NY 119 October 1944 WARTUG (US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 511 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 337) 1944: delivered to the US Army (USA) 1944 -18/10: transferred to England in convoy NY-119, towed by LT 651, capsized and sank in the North Atlantic with a loss of 9 men: Josiah Wolcott, Horace Canning, Emmet Carey, Richard Dunker, Ivars Evanson, George Hughes, Harry Larson, John Walker - USMM.org</p>
234	ST 512	United Boat Service	City Island NY	327-F	S	86	5/44-11/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 512 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 338) 1944 -xx/11: delivered to the US Army (USA) 1946: transferred to the US Tug Detachment of the National Reserve Fleet, Hudson River, NY (USA), redesignated TD-12 19xx: transferred to Wilmington (USA), redesignated TD-36</p>


								fate unknown
235	ST 513	United Boat Service	City Island NY	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 513 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 339) 1944 -xx/11: delivered to the US Army (USA) 1946: transferred to the US Tug Detachment of the National Reserve Flee, Hudson River, NY (USA), redesignated TD-13 19xx: transferred to Wilmington (USA), redesignated TD-34 fate unknown
236	ST 514	United Boat Service	City Island NY	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 514 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 340) 1944 -xx/11: delivered to the US Army (USA) 194x: To "Kerr - McGee Oil Industries Inc" at Oklahoma City (USA), renamed SENATOR 1957: transferred to Venezuelan flag (VEN) fate unknown
237	ST 515	United Boat Service	City Island NY Photo Courtesy Lekko 	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:72067 (FRA)brevet: 70.594 145 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 515 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY.(USA) (YN 341) 1944 -xx/11: delivered to the US Army (USA) 1948: To "Pasqueron & Cie" at Toulon (FRA), renamed PAUL CASSIN 1949: To "Monomatra", mng "Entreprise A. Monod SA" at Paris (FRA) 1948 -28/07: registered (FRA flag, regd Le Havre, brevet: 70.594, c/s TMPI, 145 GRT, 0 NRT, 850bhp) 1958: To "Augustea Imprese Marittima e di Salvataggi SpA" at Syracuse (ITA), renamed AUGUSTEO 1976: To "Loucas G. Matsas Salvage & Towage Maritime Co" at Piraeus (GRC), renamed KERVEROS 1989: renamed ANDROMACHE 1991: broken up
238	ST 516	United Boat Service	City Island NY 	327-F	S	86	5/44-11/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:95149 (FRA)brevet:75.783 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type

								<p>37E14, 650bhp, sp 9,5kn ST 516 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 342) 1944 -xx/11: delivered to the US Army (USA) 1948: To "Entreprise Auguste Marcellin at J. Negri" at Marseille (FRA), renamed OLD JO 1949 -xx/05: To "URO - Union des Remorqueurs de l'Océan" at Paris (FRA), renamed PAUILLAC 1951 -18/12: registered (FRA flag, regd Bordeaux, brevet:75.783, c/s TOWV, 135 GRT, 0 NRT, 875bhp) 1975: To "Ing. Mantelli & Co Spa" at Genova (ITA), renamed MANCOR IX 1981: To "Costronova Spa" at Savona (ITA), renamed ANCHISE 1990: To "Bertolo Costruzioni Generali Spa" at Savona (ITA) 1991: deleted from register (broken up ?)</p>
239	ST 517	United Boat Service	City Island NY	327-F	S	86	5/44-11/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 517 1944 -xx/05: Launched by "United Boat Service Corp", City Island, NY (USA) (YN 343) 1944 -xx/11: delivered to the US Army (USA) 1946: transferred to the US Tug Detachment of the National Reserve Fleet, James River, Fort Eustis (USA), redesignated TD-24 1991: still in existence fate unknown</p>
240	ST 520	Allen Boat	Harvey LA	257-A	S	74	6/44-8/44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) Registered: LR47-48:14270 /LR50-51:78362 (USA)ON 249999 109 GRT, 74 NRT, L22,56m, B6,10m, Dr2,54m (74.0'(68.9')x20.0'x8.4') steel, 1 scr (3bl.), diesel 2t 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 520 1944 xx/06: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 81) 1944 -xx/08: delivered to the US Army (USA) 1946: To "Taylor & Anderson Towing & Lighterage Co" (R.L. Taylor) at Philadelphia, Pa.(USA), renamed TANDA 7 (USA flag, regd Philadelphia, ON 249999, c/s AZDP) 1961: To Robert Taylor, executor to Jon Tayler, at Philadelphia, Pa.(USA) 1962: To ?? (LBR flag) fate unknown</p>
241	ST 521	Allen Boat	Harvey LA	257-A	S	74	6/44-8/44	<p>US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74.0'(68.9')x20.0'x8.4') steel, 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 521 1944 -xx/06: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 82) 1944 -xx/08: delivered to the US Army (USA) 1946: To "Gulf Coast Transportation Co" at</p>

								Apalachicola, Fl.(USA), renamed MARY E. 194x: restyled to "Gulf Transportation Co" at Apalachicola, Fl.(USA) 198x: To "S. & S. Construction Co" at Caracas (??) fate unknown
242	ST 522	Allen Boat	Harvey LA	257-A	S	74	6/44-8/44	US Army ST tug Design 257-A (88 built in design 257 and 257-A) 106 GRT, L22,56m, B6,10m, Dr2,54m (74.0'(68.9')x20.0'x8.4') steel, 1 scr (3bl.), diesel 2tew 6cyl Atlas-Imperial type 6BM, 400bhp @300rpm, sp 9,13kn, bp 6t ST 522 1944 -xx/06: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 83) 1944 -xx/08: delivered to the US Army (USA) 1946: To "The Curtis Bay Towing Co" at Baltimore, Md.(USA), renamed LOCUST POINT 194x: To "GATCO - Gulf Atlantic Transportation Co" at Jacksonville, Fl.(USA), renamed GATCO VIRGINIA 1956: restyled to "GATCO - Gulf Atlantic Towing Co Inc" at Jacksonville, Fl.(USA) 196x: To "Plymouth Towing Co Inc" at Washington, NC (USA), renamed ROPER 1975: To "Fairhaven Marine Inc" at New Bedford, Ma.(USA) fate unknown
243	ST 523	Allen Boat	Harvey LA Photo Courtesy Lekko 	327-A	S	86	2/44-5/44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:06290 /LR50-51:56989 /LR66-67:534090 (USA)ON 250360 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 89'0"(80'11")x23'2"(23'0")x(10'4")) steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn re-engined 1954 diesel 4t 8cyl (1950) Enterprise, 1200bhp ST 523 1944 -xx/02: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 84) 1944 -xx/05: delivered to the US Army (USA) 1946: To "Dauntless Towing Line Inc" at New York (USA), renamed DAUNTLESS No 16 (USA flag, regd New York, ON 250360, 145 GRT, 99 NRT) 1954: re-engined diesel 4t 6cyl (1950) Enterprise, 1200bhp 1955: To "Moran Towing & Transportation Co Inc" at New York (USA), renamed GAY MORAN 1961: To "Merritt-Chapman & Scott Corp" at New York (USA), renamed STEVE W. (USA flag, regd New York, ON 250360, c/s WC6673, 145 GRT, 99 NRT) 1968: To Rodney H. Dann at Miami, Fl.(USA) 1978: To "East Coast Tender Services Inc" at New York (USA) 1980: To "Trident Towing Co Inc" at New York (USA), renamed TRIDENT 1990: To "Three Ducks Inc" at New York (USA) 1991: To "R.J. Casho Marine Towing Corp" at Philadelphia, Pa.(USA) 199x: broken up (31/07/1991 dropped from documentation)
244	ST 524	Allen Boat Capt. James	Harvey LA Unknown	327-A	S	86	2/44-5/44	WARBOAT (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:05525 /LR50-51:54458 /LR66-

		<p>D. Mills is on the left</p>  <p>ST 524 at work</p>  	<p>crew of ST 524 Genie; Capt Mills is on the right.</p>  					<p>67:505806 (USA)ON 250875 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (80.1'x23.0'x9.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp (3 bl.), diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 524 Warboat 1944 -xx/02: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 85) 1944 -xx/05: delivered to the US Army (USA) <i>Photos and details provided by Steve Mills. His father Capt. James D. Mills took over ST 524 as it worked the areas off of France during WW2 after D-Day. The boat was named Genie after his wife. Mills would be involved into 1946 with ST 524 at Bremerhaven and many other ports in Europe. The tug was stationed at Loch Lomond in Scotland, and made at least one trip to Russia! This boat, unusually enough, returned to the USA after WW2.</i> 1946: To "Callanan Road Improvement Co" at New York (USA), renamed CALLANAN No 1 (USA flag, regd New York, ON 250875, c/s WA3239, 145 GRT, 99 NRT, 700bhp) 1966: To "Callanan Marine Corp" at Albany (USA) 1978: To "Eastern Seaboard Pile Driving Co Inc" at New York (USA) 1992 -xx/10: laid up 1997: lying half sunk in lay-up fate unknown</p>
245	ST 525	Allen Boat	<p>Harvey LA</p> 	327-A	S	86	2/44-5/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 525 WARTUG 1944 -xx/02: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 86) 1944 -xx/05: delivered to the US Army (USA) 1945 -22/01: To the French Navy at Brest (FRA), renamed CIGALE 1947 -16/09: sank near Penmarch</p>
246	ST 526	Allen Boat	<p>Harvey LA Photo Courtesy Lekko</p> 	327-A	S	86	2/44-5/44	<p>WARTUG (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) (sisterships: OBÉISSANCE, PUISSANCE) Registered: (FRA)brevet:76.066 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 526 1944 -xx/02: Launched by "Allen Boat Co" at Harvey, La.(USA) (YN 87) 1944 -xx/05: delivered to the US Army (USA) 1945: Was disabled and towed by ST 488 on Jan 19, 1945 1948: To "CCMT - Cie Charbonniere de Manutentions et de Transports SA" at Rouen (FRA), renamed OBÉISSANCE 1949 -23/03: registered (FRA flag, regd Rouen, brevet:76.066, c/s TUPZ, 139 GRT, 0 NRT, 700bhp) 1968: To "CNR - Compagnie Normande de Remorquage" at Rouen (FRA) 196x: (FRA flag, regd Rouen, brevet:76.066, c/s TXEC, 145 GRT, 99 NRT)</p>

								1976: To "Unimar" at Marseille (FRA), renamed UNIMAR 198x: To ?? at Suez (EGY), renamed HAANE SUEZ fate unknown
247	ST 527	Allen Boat	Harvey LA 	327-A	S	86	2/44-5/44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp (3 bl.), diesel 4t 8cyl (1944) Enterprise type DMG-38, 650bhp, sp 9,5kn ST 527 1944 -xx/02: Lunched by "Allen Boat Company" at Harvey, La.(USA) (YN 88) 1944 -xx/05: delivered to the US Army Transportation Corps (USA) (for \$256,000.-) 1947: transferred to the "USCE - US Corps of Engineers" (Chicago District) (USA), renamed TWO RIVERS 1982 -xx/12: loaned to the "NWTS - Northwest Wisconsin Technical School" on a 5-year base, but was used very little 1987: returned to the "USCE - US Corps of Engineers" at Kewaunee, Wi.(USA), but wasn't taken in use 1989: auctioned to "Marine Contracting Corp" (USA) 1990: To "Luedtke Engineering Co" at Frankfort, Mi. (USA), renamed ALAN K. LUEDTKE 199x: taken out of service, laid up 2006: put for sale
248	ST 539	Port Houston IW	Houston TX	327-E	S	86	3/44-5/44	Possibly At D-Day at Normandy WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 539 1944 -xx/03: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 19) 1944 -xx/05: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on Aug 3 at Cairynryn, Scotland 1944 -USMM.org records one crew member (Everett Frost) killed at NORMANDY on 9/19/44 1948: To the Greek Navy (GRC), renamed THESEUS 1962: redesignated A 421 MINOTAURUS 1991: stricken (broken up ?)
249	ST 540	Port Houston IW	Houston TX	327-E	S	86	3/44-5/44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 540 1944 -xx/03: Built by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 20) 1944 -xx/05: delivered to the US Army (USA) 19xx: To the USSR Govt. (USSR), renamed ?? fate unknown
250	ST 541	Port Houston IW	Houston TX	327-E	S	86	3/44-5/44	(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m,

								<p>Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 541 1944 -xx/03: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 21) 1944 -xx/05: delivered to the US Army (USA) 19xx: To ?? (FRA), renamed ?? fate unknown</p>
251	ST 542	Port Houston IW	Houston TX 	327-E	S	86	3/44-5/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:76852 /LR56-57:78207 (NLD)brand:907 B s'Hage 1949 /(NLD)IVR 30.10907 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 542 WARTUG 1944 -xx/03: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 22) 1944 -xx/05: delivered to the US Army (USA) 194x: laid up in Antwerpen (BEL) 1948 -05/04: overhauled by "Wilton" at Rotterdam (NLD) 1948 -20/04: To "BPM - Bataafsche Petroleum Maatschappij NV" (Shell), handed over to "NV Dordtsche Petroleum Mij" at Palembang (IND), renamed SOEKAHADJI (NLD flag, regd Den Haag, brand:907 B s'Hage 1949, IVR 30.10907, c/s PHOQ, 150 GRT) 1948: left Rotterdam for service in Balikpapan (IDN) 1961 (08/03): To "P.T. Shell Indonesia" at Palembang (IDN) (IDN flag) 1964 -xx/02: sank near Palembang (IDN)</p>
252	ST 543	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') steel, 1 scr, diesel ST 543 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown</p>
253	ST 544	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 544 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (66)</p>
254	ST 545	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') 1 scr, diesel ST 545 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) 19xx: To ?? at Stanfast (USA), renamed LINDA K. fate unknown</p>
255	ST 546	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7')</p>

								<p>steel, 1 scr, diesel ST 546 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (67)</p>
256	ST 547	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 547 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (68)</p>
257	ST 548	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 548 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (69)</p>
258	ST 549	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 549 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (70)</p>
259	ST 550	Port Houston IW	Houston TX 	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') steel, 1 scr, diesel re-engined 19xx diesel GM detroit type 8V-71 ST 550 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) 1961: as government surplus to "Durocher - Van Antwerp Inc" ("Durocher Dredge & Dock") at Cheboygan, Mi.(USA) 1962: renamed RAY DUROCHER 19xx: re-engined diesel GM detroit type 8V-71 19xx: taken over by "Kokosing" at Cheboygan, Mi. (USA) 2006: still in service</p>
260	ST 551	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 551 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (71)</p>
261	ST 552	Port Houston IW	Houston TX	320	S	45	8/43-9/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 552 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA)</p>


									<i>fate unknown (72)</i>
262	ST 553	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 553 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>Fate unknown (73)</i>	
263	ST 554	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 554 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>Fate unknown (74)</i>	
264	ST 555	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 555 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>Fate unknown (75)</i>	
265	ST 556	Port Houston IW	Houston TX 	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 556 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>fate unknown (76)</i>	
266	ST 557	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 557 1943-xx/08: Built by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>fate unknown</i>	
267	ST 558	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 558 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>fate unknown</i>	
268	ST 559	Port Houston IW	Houston TX 	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 559 1943-xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944-xx/09: delivered to the US Army (USA) <i>fate unknown</i>	

269	ST 560	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 560 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (77)
270	ST 561	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 561 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
271	ST 562	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 562 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
272	ST 563	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 563 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
273	ST 564	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 563 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
274	ST 565	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 565 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
275	ST 566	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 566 1943 -xx/08: Built by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown (78)

276	ST 567	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 567 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown (79)</i>
277	ST 568	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 568 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown (80)</i>
278	ST 569	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 569 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown</i>
279	ST 570	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 570 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown</i>
280	ST 571	Port Houston IW	Houston TX	320	S	45	8/43-9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 571 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown</i>
281	ST 572	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 572 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown (81)</i>
282	ST 573	Port Houston IW	Houston TX	320	S	45	8/43-9/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') steel, 1 scr, diesel I 6cyl Buda type 1879, 195bhp @990rpm re-engined 19xx diesel GM Detroit type 8V-71 ST 573 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA)

								1944 -xx/09: delivered to the US Army (USA) 19xx: transferred to the "USCE - US Corps of Engineers" (USA), renamed HOUGHTON 1992: To "Zenith Tugs" at Duluth, Me.(USA) 2005 -xx/07: To "Kehoe Marine Contracting" at Rockport, Ont.(CAN)
283	ST 574	Port Houston IW	Houston TX	320	S	45	8/43- 9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 574 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
284	ST 575	Port Houston IW	Houston TX	320	S	45	8/43- 9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 575 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
285	ST 576	Port Houston IW	Houston TX	320	S	45	8/43- 9/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 576 1943 -xx/08: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) 1944 -xx/09: delivered to the US Army (USA) fate unknown
286	ST 577		Wilmington, CA		W	77	1923	Grover, "Capt. William"
287	ST 582	Kewaunee SB	Kewaunee WI	320	S	45	8/43- 2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 582 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown
288	ST 583	Kewaunee SB	Kewaunee WI	320	S	45	8/43- 2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 583 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown (82)
289	ST 584	Kewaunee SB	Kewaunee WI	320	S	45	8/43- 2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 584 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown (83)

290	ST 585	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel Kahlenberg type B-5, 150bhp re-engined 1984 diesel GM Detroit type 6-71 ST 585 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) (YN 15) 1944 -xx/02: delivered to the US Army (USA) 1949: transferred to the "USCE - US Corps of Engineers" at New Orleans, La.(USA), renamed JUDSON 1953: transferred to the Detroit District (USA) 19xx: wheelhouse rebuilt 19xx: on retirement donated to a Chicago-area museum group 1984: To "Selvick Marine Towing Corp" at Sturgeon Bay, Wisc.(USA), renamed SHARON M. SELVICK 1984: re-engined diesel GM Detroit type 6-71 2006: still in service
291	ST 586	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 586 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown (84)
292	ST 587	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 587 1943 -xx/08: Built by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown (85)
293	ST 588	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 588 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown
294	ST 589	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 589 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown (86)
295	ST 590	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 590 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown

296	ST 591	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 591 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown</p>
297	ST 592	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 592 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (87)</p>
298	ST 593	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 593 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown</p>
299	ST 594	Kewaunee SB	Kewaunee WI	320	S	45	8/43-2/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 594 1943 -xx/08: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/02: delivered to the US Army (USA) fate unknown</p>
300	ST 595	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 595 1943 -xx/11: Built by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown</p>
301	ST 596	Kewaunee SB	Kewaunee WI 	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 596 Photo taken in Manilla Harbor, Phillipines 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) Went to Phillipines, then fate unknown</p>
302	ST 597	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 597 1943 -xx/11: Built by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA)</p>


								fate unknown
303	ST 598	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 598 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown</p>
304	ST 599	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 599 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown</p>
305	ST 600	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 600 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown</p>
306	ST 601	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 601 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (88)</p>
307	ST 602	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 602 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (89)</p>
308	ST 603	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 603 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (90)</p>
309	ST 604	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 604 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (91)</p>



310	ST 605	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 605 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) <i>fate unknown (92)</i>
311	ST 606	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel GM Detroit type 6-71 re-engined 1998 diesel GM Detroit type 8V-71 ST 606 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) (YN 35) 1944 -xx/03: delivered to the US Army Transportation Corps (USA) 1946: transferred to the "USCE - US Corps of Engineers" (USA), renamed OSPREY 1997: To "PML - Purvis Marine Ltd" at Sault Ste Marie, Ont.(CAN) (CAN flag) 1998: re-engined diesel GM Detroit type 8V-71 2000: still in service
312	ST 607	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 607 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) <i>fate unknown</i>
313	ST 608	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 608 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) <i>fate unknown</i>
314	ST 609	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 609 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) <i>fate unknown</i>
315	ST 610	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 610 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) <i>fate unknown</i>
316	ST 611	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity


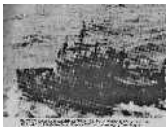



								45' type tug, designed by "Equitable Equipment Co" (45'x13'x7') steel, 1 scr, diesel ST 611 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
317	ST 612	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 612 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
318	ST 613	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 613 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
319	ST 614	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 614 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
320	ST 615	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 615 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
321	ST 616	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 616 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (93)
322	ST 617	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 617 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
323	ST 618	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity




								45' type tug, designed by "Equitable Equipment Co" (45'x13'x7') steel, 1 scr, diesel ST 618 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
324	ST 619	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 619 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
325	ST 620	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 620 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
326	ST 621	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 621 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
327	ST 622	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 622 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
328	ST 623	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 623 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
329	ST 624	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 624 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown

330	ST 625	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 625 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (94)
331	ST 626	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 626 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (95)
332	ST 627	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 627 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
333	ST 628	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 628 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
334	ST 629	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 629 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
335	ST 630	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 630 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown (96)
336	ST 631	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 631 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
337	ST 632	Kewaunee SB	Kewaunee WI	320	S	45	11/43-3/44	*Pacific WW2 WARTUG (US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")




								(45'x13'x7') steel, 1 scr, diesel ST 632 1943 -xx/11: Launched by "Kewaunee Shipbuilding & Engineering Co", Kewaunee (USA) 1944 -xx/03: delivered to the US Army (USA) fate unknown
338	ST 641		Prosper, OR		W	81	1938	Grover, "Port of Bandon"
339	ST 642		Bandon, OR		W/S	90	1908	Grover, "Klihyam"
340	ST 654		Portland, OR		W/S	53	1905	Grover, "Tyrone"
341	ST 655		Phila. PA		S	96	1900	Grover, "Tickfaw"
342	ST 656		Phila. PA		S	94	1892	Grover, "Morganza"
343	ST 658							Grover, "Dolores Ann:
344	ST 660		Friday Harbor, WA		W/S	92	1921	Grover, "Paula"
345	ST 664							Grover, "Defender"
346	ST 665							Grover, "Spray"
#	ST #	Builder	Place Built	Type	Steel or Wood	Long	Date Built	Details, history, disposition
347	ST 667		Wrangell, AK		W/S	58	1919	Grover, "Princess Pat"
348	ST 668		Seattle, WA		W/S	60	1926	Grover, "Seabeck"
349	ST 669							Grover, "Samba"
350	ST 670		New Orleans, LA			64	1941	Grover, "Galeta"
351	ST 672	American Machy	Beresford FL now DeLand	327-E	S	86	5/44-7/44	Was in Convoy NY 118; Lost during WWII foundered September 9/15/1944; five lost WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 672 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, FL.(USA) (YN 22) 1944 -xx/07: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 159) 1944: sunk during WW2, lost: Charles Calligan, Edward Kachnowoski, Henry McNeil, Arlie Smith, Paul Smith
352	ST 673	American Machy	Beresford FL now DeLand 	327-E	S	86	5/44-7/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:58861 155 GRT, 72 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (80.4'x23.0'x9.7' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn





								<p>ST 673 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 23) 1944 -xx/07: delivered to the US Army (USA) 1947: To "Creole Petroleum Corp" at Maracaibo (VEN), renamed ESSO AMUAY (VEN flag, regd Maracaibo) 1958: To "Maritima Sucre CA" at Maracaibo (VEN), renamed COROMOTO 1 1964: deleted from register (broken up ?)</p>
353	ST 674	<p>American Machy</p> 	<p>Beresford FL now DeLand</p> <p>Photo Courtesy Lekko</p> 	327-E	S	86	5/44-7/44	<p>Plane crash enroute to tug during WW2 killed 3 on 10 30 1944: Edward Gillespie & Edward J. Rocconti: usmm.org WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:71197A (NLD)brand:999 Z s'Hage 1949 /(NLD)IVR 30.10999 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl (1944) Clark Brothers type MD-6, 650bhp-478kW, sp 9,5kn ST 674 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 24) 1944 -xx/07: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on 15 Aug 1944 near Fishguard, SW Wales. On Sept 14 they gave a tow to sistership ST488 which had engine trouble. 194x: laid up in Antwerpen (BEL) 1948 -05/04: overhauled by "B. Wilton" at Rotterdam (NLD) 1948 -20/04: To "NNGP - Nederlans Nieuw Guinee Petroleum Mij NV" (Shell) at Sorong (IDN), renamed OEMAR- This transfer involved 4 ST's sailing over 23,000 miles in an epic voyage from Rotterdam to the Dutch East Indies..... (NLD flag, brand:999 Z s'Hage 1949, IVR 30.10999, c/s PKHW, 148 GRT) 1951 (29/06): To "NITM - Nederlandsch-Indische Tankstoomboot Mij" at Den Haag (NLD) for service at Balik Papan (IND), renamed PACIFIC I (NLD flag, brand:999 Z s'Hage 1949, IVR 30.10999, c/s PGQE) 1958: To "Balboa Transport Corp" at Balboa (PAN) (PAN flag) 1960 -08/01: sank after a collision on the Siak River (Sumatra) pic. Lekko 270 p.42</p>
354	ST 675	American Machy	Beresford FL now DeLand	327-E	S	86	5/44-7/44	<p>Lost during WWII WARTUG foundered S (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 675 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 25) 1944 -xx/07: delivered to the US Army (USA) 1944 -23/09: foundered September 9/23/1944; one lost: Leonard Ferrier</p>
355	ST 676	<p>American Machy</p> <p>Photo</p>	Beresford FL now DeLand	327-E	S	86	5/44-7/44	<p>Was in Convoy NY 119 WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:76854 /LR66-67:521889 (NLD)brand:908 Z s'Hage 1949 /(NLD)IVR 30.10908</p>




		<p>Courtesy Lekko</p> 	 <p>Photo courtesy "Ordeal of Convoy NY-119", Charles Dana Gibson</p>				<p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl (1944) Clark Brothers type MD-6, 650bhp-478kW, sp 9,5kn ST 676 Photo 10 6 1944 in Convoy NY 119 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 26) 1944 -xx/07: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY 119 (towed by LT 63) 194x: laid up in Antwerpen (BEL) 1948: To "Nederlandsch-Indische Tankstoomboot Mij." at Rotterdam (NLD) 1948 -05/04: overhauled by "Wilton" at Rotterdam (NLD) 1948 -20/04: To "BPM - Bataafsche Petroleum Maatschappij NV" (Shell), handed over to "NV Dordtsche Petroleum Mij" at Palembang (IND), renamed SOEKALILA This transfer involved 4 ST's sailing over 23,000 miles in an epic voyage from Rotterdam to the Dutch East Indies..... (NLD flag, regd Den Haag, brand:908 Z s'Hage 1949, IVR 30.10908, c/s PHOT, 150 GRT) 1955: To "Victorias Milling Co Ltd" at Manila (PHL), renamed MANAPLA (??? or MANAOLA ???) (PHL flag, regd Manila) 1966: still in service 2000 - according to helderline.nl » tanker » soekalila the tug was scrapped in 2000 pic. Lekko 270 p.41</p>	
356	ST 677	<p>American Machy</p> 	<p>Beresford FL now DeLand</p> <p>Photo Courtesy Lekko</p> 	327-E	S	86	5/44-7/44	<p>Was in Convoy NY 119 WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR60-61:80653 /LR66-67:533017 IMO 5330175 /(ITA)ON 508 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 85'11"(82'0")x23'2"(23'1")x9'10"(10'4")) steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 677 Photo on Oct 7 1944 in Convoy NY 119 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 27) 1944 -xx/07: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 63) 1946: To Greece (GRC) 1951: To "Rimorchiatori Riuniti Panfido & Co SpA" at Venezia (ITA), rebuilt, renamed SIRIUS (ITA flag, regd Venezia, ON 508, c/s IUJW, 139 GRT, 43 NRT) - salv. 1985: reduced to hulk as depot 1994: for disposal (broken up)</p>
357	ST 678	<p>American Machy</p> 	<p>Beresford FL now DeLand</p>	327-E	S	86	5/44-7/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:64926 (USA)ON 251967 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'(80.4')x23.0'x9.7' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 678 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 28) 1944 -xx/07: delivered to the US Army (USA) 1947: To "Massachusetts Eastern Gas & Fuel</p>





								<p>Associates", mng "Boston Tow Boat Co" at Boston, Ma.(USA), renamed JUPITER (USA flag, regd Boston, ON 251967, c/s KCNT, 147 GRT, 74 NRT) 1963: To "Eastern Marine Leasing Co" at Wilmington, Del.(USA) 1972: To "Fournier Mariner Corp" (Arthur Fournier) at Boston, Ma.(USA), renamed SHAWN 198x: To "Penobscot Bay Towing Co" at Belfast, Me. (USA) 19xx: To "Portland Tugboat & Ship Dock Co" at Portland, Or. (USA) 19xx: subsequently laid up in "Bang's Boat yard" and "Peri Construction Co Yard" at East Boston, Ma. (USA) 199x: converted to houseboat on a yard at Providence, RI (USA) fate unknown</p>
358	ST 679	<p>American Machy</p> 	<p>Beresford FL now DeLand</p> 	327-E	S	86	5/44-7/44	<p>AMC Builder's plaque exists in DeLand (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:650113 IMO 6501135 /(GBR)ON 317344 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn re-engined 1964 diesel 2tew V12cyl GM La Grange, 1240bhp ST 679 1944 -xx/05: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 29) 1944 -xx/07: delivered to the US Army (USA) 195x: To "Nicolas E. Vernicos Shipping Co Ltd" at Piraeus (GRC), renamed ATLANTIS (GRC flag, regd Piraeus, 141 GRT, 55 NRT) 1964: To "Atlantis Services Ltd" at Nassau (BHS), renamed ATLANTIS 1200 (GBR flag, regd Nassau, ON 317344, c/s ZFVS, 141 GRT, 63 NRT) 1964: re-engined diesel 2tew V12cyl GM La Grange, 1240bhp 1971: To "Comision Ejecutiva Portuaria Autonoma" at Acujutla, renamed ATONATL 1976: deleted from register (broken up ?)</p>
359	ST 680	<p>Birchfield Boiler</p>	<p>Tacoma WA</p> 	327-E	S	86	8/44-3/45	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 680 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 21) 1945 -xx/03: delivered to the US Army (USA) fate unknown (97)</p>
360	ST 681	<p>Birchfield Boiler</p>	<p>Tacoma WA</p>	327-E	S	86	8/44-3/45	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 681 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 22) 1945 -xx/03: delivered to the US Army (USA)</p>





								<i>fate unknown (98)</i>
361	ST 682	Birchfield Boiler	Tacoma WA	327-E	S	86	8/44-3/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 682 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 23) 1945 -xx/03: delivered to the US Army (USA) <i>fate unknown (99)</i>
362	ST 683	Birchfield Boiler	Tacoma WA	327-E	S	86	8/44-3/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:96356 /LR66-67:650837 (GBR)ON 196022 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn re-engined 1953 diesel 2t 6cyl (1944) Fairbanks-Morse, 450bhp ST 683 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 24) 1945 -xx/03: delivered to the US Army (USA) 19xx: To ??, renamed ASPEN 19xx: To ??, renamed OCEAN JOY 1951: To "Hong Kong Transportation Co Ltd" at Hong Kong (HKG), renamed MACDUFF (GBR flag, regd Hong Kong, ON 196022, 171 GRT, (81.3'x23.1'x9.7')) 1953: re-engined diesel 2t 6cyl (1944) Fairbanks-Morse, 450bhp 1962: To the Indonesian Govt., mng "Perusahaan Negara Pertambangan Minyak Nasional" (Pertamina) at Djakarta (IDN) (IDN flag, regd Jakarta, 165 GRT) 1966: still in service <i>fate unknown</i>
363	ST 684	Birchfield Boiler	Tacoma WA	327-E	S	86	8/44-3/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 684 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 25) 1945 -xx/03: delivered to the US Army (USA) <i>fate unknown</i>
364	ST 685	Birchfield Boiler	Tacoma WA	327-E	S	86	8/44-3/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 685 1944 -xx/08: Launched by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 26) 1945 -xx/03: delivered to the US Army (USA) <i>fate unknown (100)</i>
365	ST 686	Decatur Iron & Steel	Decatur AL Photo	327-E	S	86	Jul-44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)



			<p>Courtesy Lekko</p> 					<p>155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 686 1944: Built by "Decatur Iron & Steel Corp", Decatur, Ala.(USA) (YN 686) 1944 -xx/07: delivered to the US Army (USA) 1947: To "John I. Hay Co" at Peoria, Ill.(USA), renamed SOUTHLAND 19xx: tripped and sunk at Wax Lake spillway west of Morgan City, La.(USA) 1963: To "A.L. Mechling Barge Lines Inc" at Wilmington, Del.(USA) 196x: To "Gulf Navigation & Towing Ltd" at Juneau, Ak.(USA) fate unknown</p>
366	ST 687	Decatur Iron & Steel	<p>Decatur AL Photo Courtesy Lekko</p> 	327-E	S	86	Jul-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 687 1944: Built by "Decatur Iron & Steel Corp", Decatur, Ala.(USA) (YN 687) 1944 -xx/07: delivered to the US Army (USA) 1947: To "Suderman & Young Towing Co Inc" at Galveston, Tx.(USA), renamed TARPON 195x: To Evelyn Royston Rayzor at Houston, Tx. (USA) 1955: To Evelyn Royston Nienhuis at Houston, Tx. (USA) 1962: To "Barworth Corp" at Houston, Tx.(USA) 1979: To "H.A.S. Construction Co" at Galveston, Tx. (USA) fate unknown</p>
367	ST 688	Decatur Iron & Steel	<p>Decatur AL</p> <p>A group of Savona Italy tugs, Carmelo Noli Company including ST 80, 83, 688, 693 around 1980 they were named Torretta, Riviera, Leon Pancaldo, Priamar. Photo courtesy Paolo Piccardo, tug captain.</p>  <p>Photo Courtesy Lekko</p>	327-E	S	86	Jul-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:91743 /LR66-67:520641 (ITA)ON 158 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp, sp 9,5kn ST 688 1944: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 688) 1944 -xx/07: delivered to the US Army (USA) 1950: To "Societa Carmelo Noli fu Giovanni Srl" at Savona (ITA), renamed LEON PANCALDO (ITA flag, regd Savona, ON 158, c/s IPGB, 132 GRT, 13 NRT, 808bhp) 1981: To "SOMAT - Societa Maritima Trapanese Srl" at Trapani (ITA), renamed CALA ROSSA 1985: deleted from register (broken up ?)</p>



								
								Photo courtesy Paolo Piccardo, tug captain
368	ST 689	Decatur Iron & Steel	Decatur AL 	327-E	S	86	Jul-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:501087 IMO 5010878 /(ITA)ON 2825 155 GRT, L26,40m(24,67), B7,04m(6,99), Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") 1 fpp, diesel 2t 6cyl Clark Brothers type MD-6, 650bhp-441kW, sp 9,5kn ST 689 1944: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 689) 1944 -xx/07: delivered to the US Army Transportation Corps (USA) 1949: To "RR - Societa Rimorchiatori Riuniti SpA" at Genova (ITA), renamed AMERICA (ITA flag, regd Genova, 135 GRT, 11 NRT, 600bhp-441kW) 1955: renamed ALGERIA (ITA flag, regd Genova, ON 2825, c/s IJNM) 1973: To Capt. J. Drakotas at Piraeus (GRC), renamed ARIS (GRC flag, regd Piraeus) 1996: To "Portolos" at Thessaloniki (GRC), renamed NAFTELLINAS 2007: still in service</p>
369	ST 690	Decatur Iron & Steel	Decatur AL Photo Courtesy Lekko 	327-D	S	86	8/44- 9/44	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:91375 /LR66-67:512631 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 690 1944 -xx/08: Launched by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 690) 1944 -xx/09: delivered to the US Army (USA) 1947: To "Office National de la Navigation" at Paris (FRA), renamed ST 90 or S.T.90 (FRA flag, regd Marseille) 1950: To "Cie. Universelle du Canal Maritime de Suez" at Ismailia (EGY), renamed GARII (EGY flag, c/s SUFL, 140 GRT) 1956 -xx/11: scuttled in the Suez canal 1957 -xx/01: raised and repaired by the "Suez Canal Authority" at Port Said (EGY) 1966: still in service fate unknown</p>
370	ST 691	Decatur Iron & Steel	Decatur AL Photo Courtesy Lekko	327-D	S	86	8/44- 9/44	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:95960 /LR66-67:539424 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 86'5"(80'11")x23'0"(22'10")x9'6"(10'4")</p>





								<p>steel, 1 scr, diesel 4tew 6cyl Busch-Sulzer type 6DFMT-17, 650bhp, sp 9,5kn ST 691</p> <p>1944 -xx/08: Launched by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 691) 1944 -xx/09: delivered to the US Army (USA) 1947: To "Office National de la Navigation" at Paris (FRA), renamed ST 91 or S.T.91 (FRA flag, regd Marseille) 1950: To "Cie. Universelle du Canal Maritime Suez" at Ismailia (EGY), renamed YAKEZ 1956 -xx/11: scuttled in the Suez Canal 1957 -xx/01: raised and repaired for the "Suez Canal Authority" at Ismailia (EGY) (EGY flag, regd Ismailia, c/s SUFK, 140 GRT) 1969: sold to ?? (EGY) 1988: still in existence as YAKEZ 95 fate unknown</p>
371	ST 692	Decatur Iron & Steel	<p>Decatur AL Photo Courtesy Lekko</p> 	327-D	S	86	8/44-9/44	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:73034 /LR66-67:528438 (ITA)ON 134 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.4'x23.8'x9.7' or 86'05"(81'0")x23'10"(23'0")x(10'4")) steel, 1 scr, diesel 4tew 6cyl Busch-Sulzer type 6DFMT-17, 650bhp, sp 9,5kn ST 692</p> <p>1944 -xx/08: Launched by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 692) 1944 -xx/09: delivered to the US Army (USA) 194x: To the French Govt. (Ministry of Defence) (FRA), renamed WEDO 1948: To "Societa Carmelo Noli fu Giovanni Srl" at Savona (ITA), renamed PRIAMAR (ITA flag, regd Savona, ON 134, c/s ISFO, 130 GRT, 12 NRT) 1985: broken up by "Cantieri Riccardi" at Vado Ligure (ITA)</p>
372	ST 693	Decatur Iron & Steel	<p>Decatur AL Photo Courtesy Lekko</p> 	327-D	S	86	8/44-9/44	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 650bhp, sp 9,5kn re-engined 1991 diesel 4t 16cyl Cummins type KTA3067M, 1250bhp re-engined 2006 diesel Cummins type KTA50C, 1600bhp @1900rpm ST 693</p> <p>1944 -xx/08: Launched by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 693) 1944 -xx/09: delivered to the US Army (USA) 194x: transferred to the "USCE - US Corps of Engineers" (USA), renamed WILMINGTON 1979: To "Stevens Towing Co Inc" at Charleston, SC.(USA), renamed SEA ISLANDER 1979: To "Ryba Marine Construction" at Cheboygan, Mi.(USA) 1991: To "Morrish-Wallace Construction Inc" at Cleveland, Oh.(USA), renamed KATHY LYNN 1991: re-engined diesel 4t 16cyl Cummins type KTA3067M, 1250bhp 2005: engine blown, rebuild winter 2005-2006, re-engined diesel Cummins type KTA50C, 1600bhp @1900rpm</p>
373	ST 694	Decatur Iron & Steel	Decatur AL	327-F	S	86	Nov-44	<p>*Pacific WW2 WARTUG (US Army ST tug Design 327-F / 186 built as design</p>






								<p>327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 694 1944: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 694) 1944 -xx/11: delivered to the US Army (USA) fate unknown</p>
374	ST 695	<p>Decatur Iron & Steel</p> 	<p>Decatur AL</p> 	327- F	S	86	Nov-44	<p>Angels Gate, museum in San Pedro CA (US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 695 1944: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 695) 1944 -xx/11: delivered to the US Army (USA) 19xx: To the "City of Los Angeles Harbor Dept." at Los Angeles (USA) L.A.H.D. No 10 195x: renamed L.A.H.D. ANGELS GATE 19xx: renamed ANGELS GATE 199x: for preservation to the "Maritime Museum" at San Pedro, Ca.(USA)</p>
375	ST 696	<p>Equitable Equipment</p> 	<p>New Orleans LA</p> 	327- A	S	86	4/44- 11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:74486 /LR56-57:75742 /LR60- 61:78056 IMO 5300003 /(NOR)ON C12347 149 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 700bhp, sp 9,5kn re-engined 1973 diesel 4t 6cyl (1964) MaK, 1600bhp ST 696 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at New Orleans, La. (USA) (YN 387) 1944 -xx/11: delivered to the US Army (USA) (Mentioned in blog as being at Normandy D-day: probably not due to Army delivery date of Nov 44. 1946: To "Rosenberg Mek. Verksted A/S" at Stavanger (NOR), renamed ROSENBERG V (NOR flag, regd Stavanger, c/s LFJL, 142 GRT, 51 NRT) 196x: To "Moss Rosenberg Verft A/S" at Moss (NOR) 1971: To "Brødrene Sørensen" at Porsgrunn (NOR), renamed FINDAL 1973: re-engined diesel 6cyl (1964) MaK, 1600bhp by "Porsgrunn Verft" 1974: To "I/S Stand By", mng "Bredrup Shipping A/S" at Bergen (NOR), renamed SJØKRAFT (NOR flag, regd Bergen, ON C12347, c/s LFJL, 142 GRT, 50 NRT) 1982: suffered bottom damage off Visby and declared constructive total loss 1982: To shipbreakers in Oskarshamn (SWE) 1983: To "Svenska Timmer & Skrotbärgning" (Sven Jansson) at Gävle (SWE), re-renamed FINDAL 1984: To G. Feldt at Stockholm (SWE) as liveaboard 1984: To R. Fredriksson at Stockholm (SWE) 1986: To M. Grape at Stockholm (SWE), renamed ROSENBERG</p>




								1991: To Alexander Grape at Stockholm (SWE) 2005: spotted at Långholmen (SWE)
376	ST 697	Equitable Equipment	New Orleans LA 	327-A	S	86	4/44-11/44	<p>WARTUG in Europe (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:90626 /LR66-67:510419 (FRA)brevet:71.947 141 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 697 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at New Orleans, La. (USA) (YN 388) 1944 -xx/11: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on 13 Dec in Le Havre, France; and on Oct 5 at Needles, Yarmouth, England. 1948: To "Cie de Remorquage Les Tuyaux Bleus", mng "Lipschitz & Laloge" at Bordeaux (FRA), renamed ENÉE 1949 -11/03: registered (FRA flag, regd Bordeaux, brevet:71.947, c/s TOWW, 141 GRT, 0 NRT) 1965: To "URO - Union des Remorqueurs de l'Océan" at Bordeaux (FRA) 1972: To "Neri" at Livorno (ITA), renamed TIRRENO 1976: transferred to "Fratelli, Tito e Alfredo Neri" at Livorno (ITA) 1986: broken up</p>
377	ST 698	Equitable Equipment	New Orleans LA Photo Courtesy Lekko 	327-A	S	86	4/44-11/44	<p>POSSIBLY At Normandy D-Day –thamestugs.co.uk only-but delivery date is too late _ WARTUG (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: (FRA)brevet: 72.605 141 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 698 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at New Orleans, La. (USA) (YN 389) 1944 -xx/11: delivered to the US Army (USA) In Europe: Crewmember Peter Dilullo served during WW2 on this tug 1948: To "Lipschitz & Cie, Cie de Remorquage Les Tuyaux Bleus" at Bordeaux (FRA), renamed FLORE 1952 -19/05: registered (FRA flag, regd Bordeaux, brevet: 72.605, c/s TKRF) 1963: To "Augustea Imprese Marittime e di Salvataggi SpA" at Augusta (ITA), renamed CITTA DI AUGUSTA 1976: To "Loucas G. Matsas Salvage & Towage Maritime Co" at Piraeus (GRC), renamed MATSAS COSTAS 1986: renamed COSTAS 1998: broken up</p>
378	ST 699	Equitable Equipment 	New Orleans LA 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:74978 (FRA)brevet:71.081 141 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.0'x23.0'x9.7' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 699 1944 -xx/04: Launched by "Equitable Equipment Co</p>



								<p>Inc" at New Orleans, La.(USA) (YN 390) 1944 -xx/11: delivered to the US Army (USA) 1948 -xx/12: To "URO - Union des Remorqueurs de l'Océan" at Paris (FRA), renamed SAINT QUAY 1949 -20/05: registered (FRA flag, regd La Rochelle, brevet:71.081, c/s TOOP, 136 GRT, 0 NRT, 875bhp) 1970: To "Imprese Cesare Davanzali" at Ancona (ITA), renamed SIROLO 1991: To "Salvatore Palermo e C. Ricuperi di Bordo S.N.C." at Napoli (ITA) fate unknown</p>
379	ST 700	Equitable Equipment	New Orleans LA	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:12319 /LR50-51:73254 /LR66-67:528732 (VEN)ON 1046 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 85'0"(80'11")x23'0"(22'10")x8'6"(10'4")) steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 700 1944 -xx/04: Built by "Equitable Equipment Co Inc" at New Orleans, LA (USA) (YN 391) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Creole Petroleum Corp" at Maracaibo (VEN), renamed PUNTA PALMAS (VEN flag, regd Maracaibo, ON 1046, 163 GRT, 77 NRT) 1961: To "Terminales Maracaibo CA" at Maracaibo (VEN) 1971: To "Trinidad Marine Service Ltd" at Georgetown (CYM) fate unknown</p>
380	ST 701	Equitable Equipment 	New Orleans LA 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:500297 (USA)ON 284722 149 GRT, 101 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn re-engined 1967 diesel 2t 12cyl GM, 1500bhp ST 701 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at New Orleans, La.(USA) (YN 392) 1944 -xx/11: delivered to the US Army (USA) 1961: To "Belcher Towing Co" at Miami, Fl.(USA), renamed ADMIRAL LEFFLER (USA flag, regd Miami, ON 284722, c/s WR5620) 1967: re-engined diesel 2tew 12cyl GM, 1500bhp 1977: To "International Marine Transport Service" at Charlotte-Amalia, Vi.(USA) 1978: restyled to "Internal Marine Transport Services" at Charlotte-Amalia, Vi.(USA) 1979: To "S.W.B. Corp" at Miami, Fl.(USA) 1990: To "Olympia Shipping Co" at Freeport, Tx. (USA), renamed OLYMPIA (HND flag) 1991: renamed MANATEE (PAN flag) 1995: To "Resolve Ocean Towing" at Fort Lauderdale, Fl.(USA), renamed RESOLVE MANATEE fate unknown</p>
381	ST 702	Equitable Equipment	New Orleans LA	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p>



			<p>Photo Courtesy Lekko</p> 					<p>Registered: LR56-57:76435 IMO 5309011 /(FRA)brevet: 76.022, /(PAN)ON 12632-82 149 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4tew 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 702 WARTUG 1944 -xx/04: Launched by "Equitable Equipment Co" at Madisonville, La.(USA) (YN 393) 1944 -xx/11: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 389) 1949: To "Lipschitz & Cie - Cie de Remorquage'Les Tuyaux Bleus" at Bordeaux (FRA), renamed SAMSON 1949 -11/03: registered (FRA flag, regd Bordeaux, brevet:76.022, c/s TOYS) 1965: Taken over by "URO - Union des Remorqueurs de l'Océan" at Bordeaux (FRA) (FRA flag, 140 GRT) 1971: To "Sotramar - Soc. Tunisienne de Remoquage, d'Assistance et de Tarvaux Maritimes" at Sfax (TUN) (TUN flag, c/s 3VBE) 1981: To "Harington & Associates" at Basingstoke, mng "Dejas Marine Inc" at Panama (PAN) (PAN flag, regd Panama, ON 12632-82, c/s HO3743) (working at Cabinda, Angola, for "Cabinda Gulf Oil") 1982: renamed DELIJAH 1996: still in service 2003: not represented in L.R.</p>
382	ST 703	Equitable Equipment	<p>New Orleans LA</p> 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:58344 /LR66-67:524869 (USA)ON 254303 163 GRT, 77 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (78.9'x23.0'x9.2' or 86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4tew 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 703 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 394) 1944 -xx/11: delivered to the US Army (USA) 194x: To "Tug Elizabeth S. Hooper Co" at Philadelphia, Pa.(USA) ELIZABETH S. HOOPER (USA flag, regd Philadelphia, ON 254303) 1955: To "McAllister Bros. Inc" at New York (USA), renamed NEILL McALLISTER (USA flag, regd New York, ON 254303, c/s WA4604, 146 GRT, 99 NRT) 1968: To ?? (MEX) (MEX flag) fate unknown</p>
383	ST 704	Equitable Equipment	<p>New Orleans LA</p>	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:12316 /LR50-51:73249 /LR66-67:528727 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 85'0"(80'11")x23'0"(22'10")x8'6"(10'4")) steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 704</p>

								<p>1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 395) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Creole Petroleum Corp" at Maracaibo (VEN), renamed PUNTA GORDA (VEN flag, regd Maracaibo, 163 GRT, 77 NRT) 1966: still in LR fate unknown</p>
384	ST 705	Equitable Equipment	<p>New Orleans LA Photo Courtesy Lekko</p> 	327-A	S	86	4/44-11/44	<p>POSSIBLY At Normandy D-Day- thamestug.co.uk ONLY - but delivery date is too late! WARTUG? (US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:65423 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (80.9'x23.0'x10.4' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 705</p> <p>1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 396) 1944 -xx/11: delivered to the US Army (USA) 1948: To "Kerr - McGee Oil Industries Inc" at New Orleans, La.(USA), renamed KERMAC (USA flag, regd New Orleans, 163 GRT, 77 NRT) 1952: To "Farris Engineering Corp" at New York (USA) 1955: To "Chesapeake Corp of Virginia" at West Point (USA), renamed PHILLIPS 9 195x: transferred to Newport News, Va.(USA) 1961: renamed CARL O. 1980: To "Ireland Marine Inc" at Norfolk, Va. (USA) fate unknown</p>
385	ST 706	Equitable Equipment	<p>New Orleans LA</p> 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 706</p> <p>1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 397) 1944 -xx/11: delivered to the US Army (USA) 1946: transferred to the US Tug Detachment of the National Reserve Fleet, Mobile, Ala.(USA), redesignated TD-44 1975: To "Alaska Timber Corp" at Ketchikan, Ak. (USA), renamed EL CAPITAN 1980: To Arthur R. Murphy at Ketchikan, Ak.(USA) 198x: To "Klukwan Forest Products Inc" at Ketchikan, Ak.(USA) 198x: To "West Coast Inc" at Ketchikan, Ak.(USA) 1992: To "South Coast Inc" at Ketchikan, Ak.(USA) 1994: To Stephen M. Tate at Suquamish, Wa.(USA) 2002: To Arthur Murphy at Peterburg, Ak.(USA)</p>
386	ST 707	Equitable Equipment	<p>New Orleans LA</p>  	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: (USA)ON 1211511 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 700bhp, sp 9,5kn ST 707</p> <p>1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 398)</p>





								<p>1944 -xx/11: delivered to the US Army (USA) 1960: transferred to the "USCE - US Corps of Engineers" (USA), stationed at Buffalo, NY.(USA), renamed FORNEY 1965: transferred to Detroit, Mi.(USA) 2003 -xx/11: sold by auction to Arrow Mueller at New York (USA) (for \$26,600.-), laid up on the Rouge River 2004 -xx/04: To Arrow Mueuer at Manitowoc, Wi. (USA) (for \$70,0000.-) 2004 -02/05: To "Daniel Kaderabek Boatwork Inc" at Manitowoc, Wi.(USA) to be converted to a yacht 2007 -xx/10: To Michael E. & Pat Ojard at Knife River, Min.(USA), renamed EDWARD H. (USA flag, regd Knife River, ON 1211511, c/s WDE706, 142 GRT, 96 NRT, (77.1'x23.0'x10.3')) 2007: returned to commercial service trading as "Heritage Marine" at Duluth, Min.(USA) (picture ST-book p.155 + "Tugboats on the Great Lakes" (F. von Riedel) p.90)</p>
387	ST 708	Equitable Equipment	<p>New Orleans LA Photo Courtesy Lekko</p> 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 708 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 399) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Lake Tankers Corp" at New York (USA), renamed CRESCENT CITIES 1962: To "National Marine Services Inc" at Wilmington, Del.(USA) 1970 -10/12: burned near Morgan City (USA) (lost - broken up ??)</p>
388	ST 709	Equitable Equipment	<p>New Orleans LA</p>  	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 709 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 400) 1944 -xx/11: delivered to the US Army (USA) 1947: transferred to the "USCE - US Corps of Engineers" at Cleveland, Oh.(USA), renamed STANLEY 1999: To "Selvick Marine Towing Corp" at Sturgeon Bay, Wi.(USA), renamed SUSAN L. (USA flag, 800bhp) 2006: still in service</p>
389	ST 710	Equitable Equipment	<p>New Orleans LA</p>  	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 710 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 401) 1944 -xx/11: delivered to the Us Army Transportation Corps at Washington DC (USA) 1946: transferred to the US Navy (USA),</p>


								<p>redesignated WYTM 85009 (USA flag) 195x: transferred to the "USCG - US Coast Guard" at Curtis Bay, Md. (USA), redesignated WYTM 85009 MESSENGER 1995: To "Clearwater Marine Towing" (Jack Silva) at Philadelphia, Pa.(USA), renamed MESSENGER (USA flag, 800bhp) (laid up on the Schuylkill River as a personal retirement project) 2006: still in existence</p>
390	ST 711	<p>Equitable Equipment</p> 	<p>New Orleans LA</p> 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 711 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 402) 1944 -xx/11: delivered to the US Army (USA) 1948: To the Italian Navy (ITA), renamed PANARIA (pennant Y 431) 1991: stricken (broken up ?)</p>
391	ST 712	<p>Equitable Equipment</p>	<p>New Orleans LA</p>	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:12313 /LR50-51:73244 /LR66-67:528720 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 85'0"(80'11")x23'0"(22'10")x8'6"(10'4")) steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 9,5kn ST 712 1944 -xx/04: Launched by "Equitable Equipment Co Inc" at Madisonville, La.(USA) (YN 403) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Creole Petroleum Corp" at Maracaibo (VEN), renamed PUNTA BENITEZ (VEN flag, regd Maracaibo, 163 GRT, 77 NRT) 1966: still in LR fate unknown</p>
392	ST 713	<p>Equitable Equipment</p>	<p>New Orleans LA</p> 	327-A	S	86	4/44-11/44	<p>(US Army ST tug Design 327-A / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:91593 /LR56-57:61719 /LR66-67:513329 IMO 5133292 /(ITA)ON 2824 - ON 4023 137 GRT,13 NRT, L26,24m(24,67), B7,04m, Dr2,400m, Dp3,15m (86.5'x23'x8.6' or 86'0"(80'11")x23'1"(22'11")x(10'4")) steel, 1 scr, diesel 4t 8cyl Enterprise type DMG-38, 650bhp, sp 8kn ST 713 1944 -xx/04: Launched by "Equitable Equipment Co" at Madisonville, La.(USA) (YN 404) 1944 -xx/11: delivered to the US Army (USA) 1946: To "Corrado Soc. Di Navigazione" at Genova (ITA), renamed GOLIA (ITA flag, regd Genova, ON 2824, c/s IOKP, 700bhp) 1968: To "Rimorchiatori Riuniti Spezzini" at La Spezia (ITA) 1980: To "Societa Impreza Marittima Alberto Comitardi SnC" at La Spezia (ITA), renamed ALBERTO COMITARDI (ITA flag, regd La Spezia, ON 4023, c/s IOKP) 2003: partly demolished 2007 -04/08: spotted in dismantled state (ITA)</p>



								(picture LEKKO Int. 173 sep/okt 2008, p.297)
393	ST 714	Smith, C. W.	Pensacola FL	327- E	S	86	4/44- 9/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 714 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 1) 1944 -xx/09: delivered to the US Army (USA) 1949: To "Soc. Francaise d'Entreprises de Dragages et de Travaux Publics" at Paris (FRA), renamed HERMANN W. DUNCAN 1949 -09/10: missing during trip from Brest to Saigon, on the Mediterranean Sea near Oran (ALG)
394	ST 715	Smith, C. W.	Pensacola FL 	327- E	S	86	4/44- 9/44	WARTUG in Europe (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:91425 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'(80.9')x23.0'x10.3'(8.6')) steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn ST 715 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 2) 1944 -xx/09: delivered to the US Army (USA) 1944: Seen by the crew of ST 488 on 20 Dec In LeHavre, France 1951: To "Nicolas E. Vernicos Shipping Co Ltd" at Piraeus (GRC), renamed ARMADORES (GRC flag, 140 GRT) 1964 -04/06: sank after a collision, 3 miles from Piraeus (GRC)
395	ST 716	Smith, C. W.	Pensacola FL Photo Courtesy Lekko 	327- E	S	86	4/44- 9/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:90540 /LR66-67:535197 (USA)ON 252595 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80.9'(80'11")x23'2"(23'0")x(10'4")) steel, 1 scr, diesel 2t 6cyl Clark Bros. type MD6, 650bhp, sp 9,5kn re-engined 1955 diesel 2t 12cyl (1942) GM Detroit, 900bhp ST 716 WARTUG 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 3) 1944 -xx/09: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 371) 1947: To ??, renamed COMMANDANT 1950: To "Dalzell Towing Co Inc" at New York (USA), renamed DALZELLIDO (USA flag, regd New York, ON 252595, c/s WA3829, 143 GRT, 97 NRT) 1955: re-engined diesel 2t 12cyl (1942) GM, 900bhp 1958: To "Taylor & Anderson Towing & Lighterage Co" (R.L. Taylor) at Philadelphia, Pa.(USA), renamed TANDA 11 (USA flag, regd Philadelphia, ON 252595, c/s WA3829) 1991: To "Krause Marine Towing Corp" at White Marsh, Md.(USA), renamed JOANN KRAUSE fate unknown
396	ST 717	Smith, C. W.	Pensacola FL	327- E	S	86	4/44- 9/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)



								<p>Registered: LR50-51:75607 /LR66-67:531042 (USA)ON 254128 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 88'0"(80'11")x23'2"(23'0")x(10'4")) steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn re-engined 1952 diesel 2t 12cyl (1944) GM, 900bhp ST 717 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 4) 1944 -xx/09: delivered to the US Army (USA) 1947: To "James McWilliams Blue Line Inc" at Newark (USA), renamed SARATOGA (Capt. Fred G. Godfrey, later 'Ace' Gritmon) 1952: re-engined diesel 2t 12cyl (1944) GM, 900bhp 1961: To "Tug Norwalk Inc" at New York (USA) (USA flag, regd New York, ON 254128, c/s WB2534, 146 GRT, 99 NRT) 1973: To "A. & R. Marine Towing & Transportation Ltd" at New York (USA) 1978: To "Queen Towing Corp" at Norfolk, Va.(USA) 1990: To "B & B Tugs Inc" at Norfolk, Va.(USA), renamed CAPT. BOB FACE 1997: broken up</p>
397	ST 718	<p>Smith, C. W.</p> 	<p>Pensacola FL</p> 	327-E	S	86	4/44-9/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:52186 /LR56-57:52484 /LR60-61:52817 /LR66-67:502996 IMO 5029960 /(ITA)ON 480 /(ITA)ON 2372 137 GRT, 42 NRT, L26,19m(25,00), B7,07m(7,01), Dr2,998m, Dp3,15m - salv. (80.2'x23.0'x9.8' or 85'11"(82'0")x23'2"(23'1")x9'10"(10'4")) steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 718 WARTUG 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 5) 1944 -xx/09: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 492) 1946: To ??, renamed LILLA 1947: To Th. Lindholmer at Copenhagen (DNK), renamed JARL 1949: To "Rimorchiatori Riuniti Panfido & Co SpA" at Venezia (ITA), renamed ATLAS (ITA flag, regd Venezia, ON 480, c/s IKLC, 137 GRT, 42 NRT) 1982: To "Ditto Rogante" at Civatova Marche (ITA) (to be rebuilt to tender for oil platforms inspection) 1982: To F. Bellini at La Spezia (ITA) 1986: To "Impresa Martinez Srl" at Salerno (ITA) (ITA flag, regd Salerno, ON 2372, c/s IKLC, 137 GRT, 41 NRT) 1995: To "Overmar Srl" at Napoli (ITA) 2010: still in service</p>
398	ST 719	Smith, C. W.	Pensacola FL	327-E	S	86	4/44-9/44	<p>Foundered and lost in the North Atlantic October 1944 in the infamous Convoy NY 119 WARTUG with the loss of two crew: Thomas Janos & William Malone: usmm.org (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 719 1944: Built by "C.W. Smith Shipyards Inc" at</p>


								<p>Pensacola, Fl.(USA) (YN 6) 1944: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 492) 1944 -26/09: capsized and sank In 1947 survivors Valentine B. Swartwout and Paul Williams were awarded the Merchant Marine Meritorius Service Award for saving the life of the Chief Engineer who was trapped below.</p>
399	ST 720	Smith, C. W.	Pensacola FL	327-E	S	86	4/44-9/44	<p>In Convoy NY 119; foundered and lost in the North Atlantic Oct 10 18 1944 with the loss of 7 crew: Richard Crossman, James McFarlane, Stephen Moran, James Schrivener, Thomas Sutcliffe, Joannides Thrasyvoulos, Edward Wallace who was the master. usmm.org WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 720 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 7) 1944 -xx/09: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 538) 1944 -18/10: got overwhelmed during the trans-Atlantic passage, capsized and sank</p>
400	ST 721	Smith, C. W.	Pensacola FL	327-E	S	86	4/44-9/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:60820 /LR66-67:540444 (USA)ON 253672 143 GRT, 49 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (78.9'x23.0'x9.2') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 721 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensecola, Fl.(USA) (YN 8) 1944 -xx/09: delivered to the US Army (USA) 1947: To "Brown & Root Marine Operators Inc" at Houston, Tx.(USA), renamed GEORGE R. (USA flag, regd Houston, ON 253672, c/s KXLN) 195x: (USA flag, regd Houston, ON 253672, c/s WA5327) 1963: restyled to "Brown & Root Inc" at Houston, Tx. (USA) 196x: To "Jackson Marine Corp" at Houston, Tx. (USA) 1972: To "Marine Exploration Co Inc" at Miami, Fl. (USA), renamed DENISE 1991: sank</p>
401	ST 722	Smith, C. W.	Pensacola FL	327-E	S	86	4/44-9/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 722 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensecola, Fl.(USA) (YN 9) 1944 -xx/09: delivered to the US Army (USA) 1991: stricken (broken up ?)</p>
402	ST 723	Smith, C. W.	Pensacola FL	327-E	S	86	4/44-9/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p>





								<p>steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 723 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 10) 1944 -xx/09: delivered to the US Army (USA) <i>fate unknown (101)</i></p>
403	ST 724	Smith, C. W.	<p>Pensacola FL</p> 	327-E	S	86	4/44-9/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 724 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 11) 1944 -xx/09: delivered to the US Army (USA) 194x: renamed ALBERMARLE 19xx: To "R.T. Towing Inc" at New York (USA), renamed HIRAM ABIFF 1976: deleted from register (broken up ?)</p>
404	ST 725	Smith, C. W.	 <p>Pensacola FL</p> 	327-E	S	86	4/44-9/44	<p>WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: (USA)ON 252350 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 725 1944 -xx/04: Launched by "C.W. Smith Shipyards Inc" at Pensacola, Fl.(USA) (YN 12) 1944 -xx/09: delivered to the US Navy (USA) 1944- On 10/20/44 one crew member was killed at Normandy: Edward Sutula – USMM.org 1946: To "Jacksonville Utility Co" at Jacksonville, Fl. (USA), renamed UTILITY 1964: To "A.P. St. Philip Inc" at Tampa, Fl.(USA), renamed MARILYN 1965: renamed MARY ST. PHILIP 1969: "Coastline Towing Corp" at Providence, RI. (USA), renamed CASTLE HILL 1977: To "Sheepscot Pilots Inc" at Southport, Me. (USA), renamed MARJORIE J. WINSLOW <i>fate unknown</i></p>
405	ST 726	Port Houston IW	<p>Houston TX Photo Courtesy Lekko</p> 	327-E	S	86	5/44-10/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:76853 /LR56-57:78208 /LR66-67:533299 (NLD)brand:909 B s'Hage 1949 /(NLD)IVR 30.10909 /(GBR)ON 301069 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 81.5'x22'11"(22'9")x8'10") steel, 1 fpp, diesel 2t 6cyl "Clark Cross" type MD6, 700bhp-515kW, sp 9,5kn ST 726 WARTUG 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 60) 1944 -xx/10: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 160) 194x: laid up in Antwerpen (BEL) 1948 -05/04: overhauled by "Wilton" at Rotterdam (NLD) 1948 -20/04: To "Bataafsche Petroleum Mij" (Shell), handed over to "NV Dordtsche Petroleum Mij", mng "Nederlandsch-Indische Tankstoomboot Mij" (NLD) for service at Palembang (IDN), renamed</p>







								<p>SOEKALANTING (NLD flag, regd Den Haag, brand:909 B s'Hage 1949, IVR 30.10909, c/s PHOQ, 150 GRT) 1960: To "Serawak Shell Oilfields Ltd" at London (GBR) 1962: To "Hai Soon Co Ltd" at London (GBR) 1965: To "Tunas (Hong Kong) Ltd" at Hong Kong (HKG) (GBR flag, regd Hong Kong, ON 301069, c/s GGZU, 146 GRT) 1966: To "Cia de Navegacion Sofia SA" at Panama (PAN), renamed SUMBER (PAN flag) 1971: broken up in Indonesia (IDN)</p> <p>pic. Lekko 270 p.41</p>
406	ST 727	Port Houston IW	Houston TX Photo Courtesy Lekko 	327- E	S	86	5/44- 10/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:05977 /LR50-51:56197 /LR66- 67:507775 (USA)ON 251285 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'(78.9')x23.0'x9.2') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW, sp 9,5kn ST 727 COMMANDER 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 61) 1944 -xx/10: delivered to the US Army (USA) 1946: To "Gulf Shipbuilding Corp" at Mobile, Ala. (USA), renamed COMMANDER (USA flag, regd Mobile, ON 251285, c/s AYXX, 143 GRT, 49 NRT) 1950: To "Mobile Towing & Wrecking Co" at Mobile, Ala.(USA) (USA flag, regd Mobile, ON 251285, c/s WA3833) 196x: restyled to "Mobile Towing Co" at Mobile, Ala. (USA) 1968: renamed MARVIN MOSTELIAR 1970: To "Bisso Marine Co Inc" at New Orleans, La. (USA), renamed WILLIAM BISSO Jr. 1970: renamed W.A.B. 1973: To "Florida Canal Industries Inc" at New Orleans, La.(USA) 1974: renamed SEA OTTER 1976: To "River Parishes Co Inc" at Baton Rouge, La.(USA), renamed ST. CHARLES fate unknown</p>
407	ST 728	Port Houston IW	Houston TX	327- E	S	86	5/44- 10/44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR 50-51:90337 /LR60-61:58182 /LR66- 67:508599 IMO 5085990 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW, sp 9,5kn ST 728 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 62) 1944 -xx/10: delivered to the US Army (USA) 1946: To the Portuguese Govt. (Ministry for Overseas Provinces) at Luanda (AGO), renamed BENGO (PRT flag, regd Luanda, c/s CQAK, 137 GRT, 4 NRT) 1949: renamed DANDE 1975: transferred to the Angolan Govt. (AGO)</p>



								1989: still in LR, 1995 no longer represented
408	ST 729	Port Houston IW	Houston TX Photo Courtesy Lekko 	327-E	S	86	5/44-10/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW, sp 9,5kn ST 729 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 63) 1944 -xx/10: delivered to the US Army (USA) 1946: To the US Army Corps of Engineers (USA), renamed REED 1962: To "Napoleon Avenue Ferry Co Inc" at New Orleans, La.(USA), renamed BILLY B. 196x: To "New Orleans Coal" and "Bisso Towboat Co Inc" at New Orleans, La.(USA) 1971: To "Bisso Towboat Co Inc" at New Orleans, La.(USA) 1973: renamed ELIZABETH S 1997: To "C & C Marine Inc" at La PPlace (USA) 1997: To Roger Rouzier Jr. ("Gulf Towing & Salvage Inc" at Kenner (USA) 1999: To "Marinetech SA" at Haiti (USA)
409	ST 730	Port Houston IW	Houston TX Photo Courtesy Lekko 	327-E	S	86	5/44-10/44	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:500493 IMO 5004934 /GL67:00047 /(GRC)ON 1558 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 730 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 64) 1944 -xx/10: delivered to the US Army (USA) 194x: To ?? (GRC), renamed KNOSSOS 195x: To "Loucas G. Matsas Salvage & Towage" at Piraeus (GRC), renamed AGHIOS GERASIMOS (GRC flag, regd Piraeus, ON 1558, c/s SZMT, 127 GRT, 57 NRT - salv.) 1979 -03/04: sank at Piraeus (GRC) while berthing mv 'ERLENHAIN', raised, taken To Perama, declared CTL 1979 -xx/12: broken up
410	ST 731	Port Houston IW	Houston TX	327-E	S	86	5/44-10/44	<i>Foundered 10/19/1944. With a loss of 9 crew: Bracey Thibideaux, Casimar Stolz, Jay Carter, Murphy Fink, William Gavlik, Terrence Leedy: usmm.org ST Number was re-issued ! WARTUG</i> (US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 731 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 65) 1944 -xx/10: delivered to the US Army (USA) 194x: renamed ST 731 KEMPE 194x: redesignated ST 935 19xx: transferred to the US Army Corps of Engineers (USA), renamed KEMPE ??? (1944 -19/10: foundered on the US Eastcoast (9 crew lost)) ???
411	ST 732	Port Houston IW	Houston TX	327-E	S	86	5/44-10/44	<i>Possibly at Normandy D-Day WARTUG</i> (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)



								<p>Registered: LR56-57:60931 /LR60-61:61832 IMO 7397799 /((FRA)brevet:72.039 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn re-engined 1966 diesel 4t V16cyl MGO-SACM (nr.15-555), 1500bhp-1103kW, sp 12,5kn ST 732 1943: Built by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 66) 1944 -10/01: delivered to the US Army Transportation Corps (USA) 1944 -06/06: served at the Normandie landing (operation Overlord, artificial harbour construction at Arromanches, reconstruction of the ports at Cherbourg and Le Havre) –Piet van Damme only 194x: transferred to Antwerpen (BEL) 1950 -19/06: To "ERSA - Entreprise de Remorquage, de Sauvetage et d'Acconage Srl" at Algiers (ALG), renamed FURET (for service at Algiers (ALG)) 1950 -07/12: registered (FRA flag, regd Algiers, brevet:72.039, c/s TMRS, 123 GRT, 0 NRT) 1966 -xx/12: re-engined diesel 16cyl MGO-SACM (nr.15-555), 1500bhp-1103kW 1977: To "Soc. Auxiliaire de Matériel Armor" at Redon (FRA), renamed ATTIS (FRA flag, regd Nantes, brevet:72.039, c/s TMRS) 198x: for preservation to "Association de Conservation du Patrimoine" at Redon, Nantes (FRA) 2010: still in existence and under attempted restoration in the port of Redon (FRA) Set for breakup</p>
412	ST 733	Port Houston IW	Houston TX	327- E	S	86	5/44- 10/44	<p>*Pacific WW2 WARTUG (US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 733 1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 67) 1944 -xx/10: delivered to the US Army (USA) fate unknown</p>
413	ST 734	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 734 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 17) 1945 -xx/02: delivered to the US Army (USA) fate unknown (102)</p>
414	ST 735	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 735 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 18)</p>


								1945 -xx/02: delivered to the US Army (USA) 19xx: To ?? (GRC), renamed THESEUS fate unknown
415	ST 736	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 736 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 19) 1945 -xx/02: delivered to the US Army (USA) fate unknown (103)
416	ST 737	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 737 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 20) 1945 -xx/02: delivered to the US Army (USA) fate unknown (104)
417	ST 738	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 738 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 21) 1945 -xx/02: delivered to the US Army (USA) fate unknown (105)
418	ST 739	Reliable Welding	Olympia WA	327- E	S	86	9/44- 2/45	(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 739 1944 -xx/09: Launched by "Reliable Welding Works" at Olympia, Wa.(USA) (YN 22) 1945 -xx/02: delivered to the US Army (USA) fate unknown (106)
419	ST 740	Tampa Marine	Tampa FL 	327- D	S	86	5/44- 6/44	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR56-57:81949 /LR60-61:85105 /LR66- 67:537909 IMO 5379092 /(PAN)ON 9068-PEXT 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 1955 diesel 4t 6cyl Wumag, 1250bhp, sp 13kn ST 740 1944 -xx/05: Launched by "Tampa Marine Corp", Tampa, FL.(USA) (YN 24) 1944 -xx/06: delivered to the US Army (USA) 1955: To "Cie de Remorquage Les Tuyaux Bleus" (Lipschitz & Laloge) at Bordeaux (FRA), renamed VESTA (FRA flag, regd Bordeaux, c/s TPIT, 140 GRT) 1955: re-engined diesel 4t 6cyl Wumag, 1250bhp 1965: To "URO - Union des Remorqueurs d e l'Océan" at Bordeaux (FRA)





#	ST #	Builder	Place Built	Type	Steel or Wood	Long	Date Built	Details, history, and disposition
								(FRA flag, regd Bordeaux, c/s TPIT, 152 GRT) 1981: To "Laurgain Towage SA" at Zaragoza (ESP), renamed LAURGAIN SPEEDY (PAN flag, regd Panama, ON 9068-PEXT, c/s HO3376, 152 GRT, 100 NRT) 1982 -22/10: badly damaged when the towrope snapped, when under tow of a vessel of 'Affaires Maritimes' in the Gulf of Gascogne, underway to Bayonne 2000: still in service
420	ST 741	Tampa Marine 	Tampa FL 	327-D	S	86	5/44-6/44	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: IMO 6722636 /(GRC)ON 1908 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'(80.9')x23.0'x10.3'(8.6')) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 741 WARTUG 1944 -xx/05: Built by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 25) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 118) 194x: To "Soc. Fenaille et Despeaux L'Economique, Esso Standard" (FRA), renamed ESSO STANDARD II 1961: To ?? (GRC), renamed MOLOSSO 1964: To "Nicolas E. Vernicos Shipping Co Ltd" at Piraeus (GRC), renamed ARMADORES II (GRC flag, regd Piraeus, ON 1908, c/s SZCB, 137 GRT, 39 NRT) 1986 -20/06: sank after collision (pulled over?) near Piraeus, raised and laid up 1991 (after): broken up
421	ST 742	Tampa Marine 	Tampa FL 	327-D	S	86	5/44-6/44	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:72267 /LR56-57:73435 /LR60-61:75591 /LR66-67:527447 IMO 5274474 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (80.9'x23.0'x10.4' or 86.5'x23'x8.6') steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 742 WARTUG 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 26) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/09: transferred to Europe in convoy NY-119 (towed by LT 492) 1946: To the Finnish Govt. (Finnish Board of Navigation - Merenkulhullitus), renamed A 4 (as surveyvessel for Yrjö Niemimäki at Oulu) 1947: renamed PERÄMERI (FIN flag, regd Helsingfors, c/s OHLT, 155 GRT, 46 NRT) 1949: lengthened (186 GRT, 51 NRT, L31,55m, B7,01m(6,99), D3,004m(3,15) (103'6"x23'0"x9'10.1/4")) (converted to research vessel) 1986: To "Vag och Vattenbyggnadsstyrelsen" at Oulu (FIN) (172 GRT, 50 NRT) 1990: To "Ligustia Leasing A/B" (SWE) 1992 -09/11: To "Timra Bogsererings & Bärgnings A/B" at Timra (SWE)





								<p>1992 -12/11: To "Svartviks Bildemonterings A/B" at Kvissselby (SWE) 1993: To "Eng. Teamet A/B" at Stockholm (SWE) 1999: To Peter Maack at Stockholm (SWE), renamed TAMPA (SWE flag, regd Visby, c/s SHFD, 151 GRT, 45 NRT) 2005: still in service Photo taken in 2012</p>
422	ST 743	Tampa Marine 	Tampa FL 	327-F	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:52442 /LR56-57:52786 /LR60-61:53144 (FRA)brevet:70.668 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'5"x23'0"x8'6") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 650bhp, sp 9,5kn ST 743 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 27) 1944 -xx/06: delivered to the US Army (USA) 1948 -xx/05: To "URO - Union des Remorqueurs de l'Ocean" at Paris (FRA), renamed BACALAN (FRA flag, regd Bordeaux, 136 GRT, 118 NRT) 1949 -12/02: registered (FRA flag, regd Bordeaux, brevet:70.668, c/s TMXC, 135 GRT, 71 NRT, 875 bhp) 1974: To "COMARIT - Costruzione Marittime Italiane SpA" at Napoli (ITA), renamed MARGI PRIMO 1989: broken up</p>
423	ST 744	Tampa Marine 	Tampa FL 	327-F	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:74849 /LR56-57:76122 /LR60-61:78511 /LR66-67:530560 IMO 5305601 /(FRA)ON 2810, brevet:70.764 / (ITA)ON 746 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 875bhp, sp 9,5kn ST 744 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 28) 1944 -xx/06: delivered to the US Army (USA) 1948 -xx/05: To "URO - Union des Remorqueurs de l'Ocean" at Paris (FRA), renamed SAINT BRIAC 1948 -26/10: registered (FRA flag, regd St.Nazaire, brevet:70.764, c/s TQES, 135 GRT, 71 NRT) 1973: To "Tito Neri" at Livorno (ITA), renamed PORTO AZZURRO (ITA flag, regd Livorno, ON 746, 137 GRT, 16 NRT) 1975: reconstructed (2 funnels) 1986: broken up at Livorno (ITA)</p>
424	ST 745	Tampa Marine 	Tampa FL 	327-D	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:80192 /LR56-57:81718 /LR60-61:84851 /LR66-67:537631 IMO 5376313 /(PRT)ON LX-976-EST 148 GRT, L26,40m(24,67), B7,04m(6,99), Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 875bhp, sp 9,5kn ST 745 WARTUG 1944 -xx/05: Launched by "Tampa Shipbuilding Co" at Tampa, FL.(USA) (YN 29) 1944 -xx/06: delivered to the US Army (USA)</p>




								<p>1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 363)</p> <p>1949: To "Sociedade Continental Representacoes Ltda" at Lisboa (PRT) (PRT flag, regd Lisboa, 137 GRT, 4 NRT)</p> <p>1950: To "APDL - Administracao dos Portos do Douro & Leixoes" at Leixoes (PRT), renamed VANDOMA (PRT flag, regd Leixoes, ON LX-976-EST, c/s CSKU, 155 GRT, 38 NRT)</p> <p>1983: To "JAPN - Junta Autonoma dos Portos do Norte" at Viana do Castelo (PRT)</p> <p>1983: rebuilt by "Estaleiros Navais de Viana do Castelo"</p> <p>1983 -xx/12: To "Tinita - Transportes e Reboques Maritimos SA" at Viana do Castelo (PRT)</p> <p>1999: laid up, waiting to be broken up</p> <p>2005: still in existence</p>
425	ST 746	Tampa Marine	<p>Tampa FL</p> 	327-F	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 2t 6cyl Fairbanks-Morse type 37E14, 875bhp, sp 9,5kn ST 746 WARTUG</p> <p>1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 30)</p> <p>1944 -xx/06: delivered to the US Army (USA)</p> <p>1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 118)</p> <p>1951: To the French Govt. (Office de la Recherche Scientifique et Technique Outre-Mer) at Paris (FRA), renamed VRIDI</p> <p>1951: chartered to "URA - Union des Remorqueurs d'Abidjan" at Abidjan (CIV) (FRA flag, regd Abidjan, c/s TVGI, 169 GRT)</p> <p>1960: To the Ivory Coast Govt., mng "URA - Union des Remorqueurs d'Abidjan" at Abidjan (CIV)</p> <p>1980: stricken (broken up ?)</p>
426	ST 747	Tampa Marine	<p>Tampa FL</p> 	327-F	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR56-57:68265 /LR60-61:69854 /LR66-67:521235 IMO 5212359 /(FRA)ON 654, brevet:73.941 / (ITA)ON 3621 /(ITA)ON 949 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 747 WARTUG</p> <p>1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, FL.(USA) (YN 31)</p> <p>1944 -xx/06: delivered to the US Army (USA)</p> <p>1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 653)</p> <p>1946: To Finnish Government (FIN), renamed A 5</p> <p>1952: To the Finnish Navy, stationed at Turku (FIN)</p> <p>1954: To "URO - Union des Remorqueurs de l'Océan" at Paris (FRA), renamed LORMONT</p> <p>1954 -26/11: registered (FRA flag, regd Bordeaux, ON 654, brevet:73.941, c/s TMOI, 135 GRT, 0 NRT, 875bhp)</p> <p>1966: (143 GRT)</p> <p>1978: To "SAILEM - SA Italiana Lavori Edili Marittimi" at Palermo (ITA), renamed LORMONT PRIMO (ITA flag, regd Genova, ON 3621, c/s IRBW,</p>


								136 GRT, 3 NRT) 198x: (ITA flag, regd Palermo, ON 949, c/s IRBW) 2003: laid up in Palermo (ITA) fate unknown
427	ST 748	Tampa Marine 	Tampa FL 	327-D	S	86	5/44-6/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:96316 /LR56-57:75042 /LR60-61:75465 /LR66-67:527310 IMO 5273107 /(SWE) ON 9176 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 748 WARTUG 1944 -xx/05: Built by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 32) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 536) 1946: To the Finnish Government (FIN), renamed A 1 1950: To "Wiren's Rederi A/B" at Pitea (SWE), renamed RENÖ (SWE flag, regd Pitea, ON 9176, c/s SGRX, 153 GRT) 1959: To "Vifstavarfs A/B", mng Wilh. Lilliestrale at Wifstavarf (SWE), renamed PEHR HELLZEN (SWE flag, regd Timra, ON 9176, c/s SGRX) 1965: To "Wiren's Rederi A/B" at Pitea (SWE), renamed EOL (SWE flag, regd Pitea, ON 9176, c/s SGRX) 197x: restyled to "Wirens R/A" 1984: To Roland Andersson at Stockholm (SWE), renamed LEO (SWE flag, regd Stockholm, ON 9176, c/s SGRX) 1991: To G. Kiessling at Stockholm (SWE) 1993: To Jarl Oleg Skanes at Sodertalje (SWE) 1994: To "M/S 'Leo' I/S" at Sodertalje (SWE) (SWE flag, regd Sodertalje, c/s SGRX, 139 GRT, 41 NRT) 1999: To Oscar Kjellberg at Stockholm (SWE) 2002: To Anna Gustrin at Stockholm (SWE) (believed to be a live-aboard) (650bhp-478kW) 2005: still in existence
428	ST 749	Tampa Marine	Tampa FL	327-D	S	86	5/44-6/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 749 WARTUG 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 33) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/07: transferred to England in convoy NY-118 (towed by LT 118) 1946: To the Finnish Govt. (FIN), renamed A 6 1948: To "Port of Turku Authority" at Turku (FIN), engine removed and built into new vessel 'Aura', hull left as barge 1966: hull to "E.J. Niemi O/Y" at Turku (FIN), who intended to refit her as tug 1975: still existing as a barge fate unknown
429	ST 750	Tampa Marine	Tampa FL	327-D	S	86	5/44-6/44	(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)


								<p>148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 750 WARTUG 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 34) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 643) 1946: To Finnish Govt. (FIN), renamed A 3 1948: To "Port of Pori Authority" at Pori (FIN), engine removed and built in the new 'Porin Karhu', hull left as barge at the yard of "Valmet O/Y" at Turku (FIN) 1969: hull still on location fate unknown</p>
430	ST 751	Tampa Marine	<p>Tampa FL</p> 	327-D	S	86	5/44-6/44	<p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:660092 IMO 6600929 148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (81.3'x23.0'x9.7' or 86'6"x23'0"(22'10")x10'0") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 751 WARTUG 1944 -xx/05: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 35) 1944 -xx/06: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 643) 1946: To the Finnish Govt. (FIN), renamed A 2 1950: To "F.W. Hollming O/Y" at Rauma (FIN) 1952 -14/09: To "URO - Union des Remorqueurs de l'Océan" at La Pallice (FRA) 1953: partly rebuilt at their shipyard at La Pallice (FRA) 1953: transferred to "Union des Remorqueurs de Conakry" at Conakry (GIN), renamed KASSA (FRA flag, regd Conakry, c/s TPVW, 155 GRT, 48 NRT) 1958: (GIN flag, regd Conakry, c/s TPVW) (GIN independence) 1967: To "URD - Union des Remorqueurs de Dakar" at Dakar (SEN) (SEN flag, regd Dakar) 1972: broken up</p>
431	ST 752	Consolidated SB	Brooklyn NY	327-E	S	86	Aug-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 752 WARTUG 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 1) 1944 -xx/11: delivered to the US Army (USA) 1944 -xx/09: transferred to England in convoy NY-119 (towed by LT 492) 1947: To "Maritime Commission" 194x: To "Companhia Docas de Bahia" at Sao Salvador (), renamed SALVADOR fate unknown</p>
432	ST 753	Consolidated SB	Brooklyn NY	327-E	S	86	Aug-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p>

								<p>steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 753 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 2) 1944 -xx/11: delivered to the US Army (USA) 194x: renamed PREWITT 1982: To "Brown Marine Inc" at Pensacola, Fl.(USA), believed dismantled</p>
433	ST 754	Consolidated SB	<p>Brooklyn NY Photo Courtesy Lekko</p> 	327-E	S	86	Sep-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:14924 /LR50-51:80046 /LR66-67:537432 (USA)ON 250003 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23.0'x8.6' or 86'5"(80'11")x24'0"(23'0")x7'10.1/2"(10'4")) steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn re-engined 1951 diesel 2t 12cyl (1944) GM Detroit, 900bhp, sp10kn ST 754 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 3) 1944 -xx/11: delivered to the US Army (USA) 1946: To "TEXACO - The Texas Co Inc" at Wilmington, Del.(USA), renamed URSA (USA flag, regd Wilmington, Del., ON 250003, c/s AWGW) 195x: (USA flag, regd Wilmington, Del., ON 250003, c/s WB4057) 1951: re-engined diesel 2t 12cyl (1944) GM, 900bhp 195x: restyled to "Texaco Inc" at Wilmington, Del. (USA) 1971: To ??, renamed BILL 1973: To "Port Arthur Towing Co" at Port Arthur, Tx. (USA), renamed ERNEST PERDUE 1979: To "South Puerto Rico Towing & Boat Service Inc" at San Juan (PRI), renamed SHARON P. 1997: broken up</p>
434	ST 755	Consolidated SB	<p>Brooklyn NY</p>  	327-E	S	86	Oct-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:537872 (GRC)ON 1371 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 87'7"(80'11")x23'2"(23'0")x10'4") steel, 1 fpp, diesel 2t 6cyl "Clark Boss" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 755 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 4) 1944 -xx/11: delivered to the US Army (USA) 195x: To "Nicolas E. Vernicos Shipping Co Ltd" at Piraeus (GRC), renamed VERNICOS IRINI (GRC flag, regd Piraeus, ON 1371, c/s SZSP, 141 GRT, 60 NRT) 1988: To "Northern Greece Tugs Maritime Co" at Thessaloniki (GRC), renamed AGIA IRINI 2002: renamed VERNIKOU IRINI 2004: for preservation to the "Rahmi M. Koç Museum" at Istanbul (TUR) as VERNICOS</p>
435	ST 756	Consolidated SB	Brooklyn NY	327-E	S	86	Oct-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: IMO 8941559 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m,</p>

								<p>Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 756 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 5) 1944 -xx/11: delivered to the US Army (USA) 1964: To "Corinth Canal Co SA" at Isthmia (GRC), renamed POSEIDON 1998: To "Sierra Cia Naviera y Comercial SA" at Athena (GRC), renamed FOULI (HND flag, regd San Lorenzo, ON L-3527182, c/s HQUL7, 122 GRT, 23 NRT) 2006 -02/09: spotted in derilict state at Karystos (GRC)</p>
436	ST 757	Consolidated SB 	Brooklyn NY 	327- E	S	86	Nov-44	<p>(US Army ST tug Design 327-E / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:507830 155 GRT, L26,40m(24.67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6') steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn ST 757 1944 -xx/07: Launched by "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 6) 1944 -xx/11: delivered to the US Army (USA) 1949: To "Norddeutscher Lloyd AG" at Bremen (DEU), renamed HERKULES 1950: To "Junta de Obras del Puerto de Santander" at Santander (ESP), renamed CONDE DE RUISENADA (ESP flag, regd Santander, c/s EDAS, 143 GRT, 22 NRT) 1972: To "Reyser - Remolques y Servicios Maritimos SA" at Santander (ESP), renamed DUENDE 1978: To "Cia Iberica de Remolcadores del Estrecho SA" at Algeciras (ESP) 1978 -22/02: foundered during voyage from Santander to Algeciras, position unknown</p>
437	ST 758	Bushey & Sons, Ira S.	Brooklyn NY		S	86	1944	<p>At Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:62526 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.6'x24.1'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8- 567ATS, 700bhp-515kW @750rpm, sp 11kn DPC 52 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY (USA) (YN 539) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 758 1944 -06/06: active in the Normandy invasion (FRA) 1948: To "A/S Danena" at Aarhus (DNK), renamed TITAN ??? 19xx: To "A/S Em.Z. Svitsers Bjergnings Entreprise" at Copenhagen (DNK) ??? 1949 -xx/06: To "Det Bergenske Dampskibsselskab" at Bergen (NOR), renamed TITAN II 1949 -xx/09: To "Norsk Bergningskompagni A/S" at Bergen (NOR), renamed HERKULES (NOR flag, regd Bergen, c/s LNYH, 149 GRT, 49 NRT)</p>


								<p>1957 -15/09: sank at Trondheim (NOR) ** Designed by the Philadelphia District Office of the US Corps of Engineers, supervised by Col. A.H. Burton, chief designer was T.D. Bowes, built by order of the US Army Engineer Office (Philadelphia, Pa.) on behalf of DPC.</p>
438	ST 759	Bushey & Sons, Ira S.	<p>Brooklyn NY</p> 	S	86	1944	<p>At Normandy D Day WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 759 DPC 54 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY (USA) (YN 541) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 759 1944 -06/06: assisted at the Normandy landing (FRA) fate unknown</p>	
439	ST 760	Consolidated SB	<p>Morris Heights NY</p>	S	86	1944	<p>Was at Normandy D-day WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 760 DPC 92 1943: Built by "Consolidated Shipbuilding Corp" at Morris Heights, NY (USA) (YN 3159) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 760 1944 -06/06: active in the Normandy landing 19xx: To the Polish Govt. (POL) fate unknown</p>	
440	ST 761	Decatur Iron & Steel	<p>Decatur AL Photos Courtesy Cpt Les Ellison</p>  	S	86	1944	<p>At Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR56-57:75927 /LR60-61:78280 IMO 5302764 /(GBR)ON 181151 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 761 DPC 74 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 74) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1943: transferred to the US Army (USA), redesignated ST 761 Feb 1944: Les Ellison assigned job as First Officer, then master through D-Day work until 28 August 44. 1950: arrived in the UK as part of the lend lease agreement for the Ministry of Supply and Transport (GBR), renamed RYHOPE (GBR flag, ON 181151, c/s GNKK, 176 GRT, 19 NRT) 1950: Sold to "France Fenwick, Tyne & Wear Co Ltd (Tyne Tugs Ltd)" at Newcastle (GBR) (GBR flag, regd Sunderland, ON 181151, c/s GNKK)</p>	

								1970: To "Brodospas Poduzece za Spasavanje i Teglenje Brodova" at Split (YUG), renamed KASTOR (YUG flag, regd Split, c/s YTRQ, 132 GRT, 19 NRT) 1986: broken up by "Brodospas" at Split (YUG)
441	ST 762	Alexander, L.F.	New Orleans LA 	S	86	1944	At Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: (USA)ON 244452 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn DPC 79 1943: Built by "Lester F. Alexander & Co" at New Orleans, La.(USA) (YN 285) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) (USA flag, ON 244452) 1944: transferred to the US Army (USA), redesignated ST 762 1950: To the Italian Navy (Classe Miseno 2°) (ITA), renamed MONTECRISTO (pennant Y 429) 1989: stricken from the Italian Navy register 2000: laid up at Chioggia (ITA) 2007: spotted still laid up and in deteriorating state at Chioggia (ITA)	
442	ST 763	Consolidated SB	Morris Heights NY	S	86	1944	At Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) Registered: LR56-57:52012 IMO 6914538 /GL57:A207 /(CRS 14241) /(HRV)ON 5T-302 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM La Grange type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 763 DPC 87 1943: Built by "Consolidated Shipbuilding Corp" at Morris Heights, NY (USA) (YN 3154) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 194x: transferred to the US Army (USA), renamed ST 763 1944 -06/06: active in the Normandy landing 1946: laid up at Gent (BEL) 1951 -19/03: To "Norddeutscher Lloyd" at Bremen (DEU), renamed ARION (acquisition of 5 ST-tugs: ST 763, ST 776, ST 779, ST 781, ST 782) (DEU flag, regd Bremen, c/s DDUP, 129 GRT, 0 NRT) 1968 -16/01: To "Brodospas Poduzece za Spasavanje i Teglenje Brodova" at Split (YUG), renamed JUPITER (YUG flag, regd Split, c/s YTQS, 134 GRT, 12 NRT) 1991 -xx/09: damaged during Croatian-Bosnian hostilities 199x: restyled to "Brodospas Poduzece za Offshore, Teglenje i Spasavanje" at Split (HRV - Croatia) (HRV flag, regd Split, ON 5T-302, c/s 9A2255) 2004: broken up	
443	ST 764	American SB	Buffalo NY	S	86	1944	(USA Army DPC tug, 100 built) Registered: LR56-57:61861 /LR60-61:62842 /LR66-	





							<p>67:513500 IMO 5135006 /(GBR)ON 181152 /(HRV)ON 5T-344 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn re-engined 2006 diesel Caterpillar type 3412C, 764bhp-570kW ST 764 DPC 95 1943: Built by "American Ship Building Co" at Buffalo, NY (USA) (YN 918) 1943: delivered to the US "DPC - Defence Plant Corporation" (USA) 1943: transferred to the US Army (USA), renamed ST 764 1950: To "France, Fenwick Tyne & Wear Co Ltd" at Newcastle (GBR), renamed GRANGETOWN (GBR flag, regd Sunderland, ON 181152, c/s GNWQ) 1970: To "Brodospas Poduzece za Spasavanje i Tegljenje Brodova" at Split (YUG), renamed POLARIS (YUG flag, regd Split, c/s YTRP, 132 GRT, 0 NRT) 1973 -xx/03: L.R. class withdrawn 199x: (HRV flag, regd Split, ON 5T-344, c/s YTRP) 1992: Sold to Ivana & Tonka Tomic (Antares Agency) at Jesenice, Croatia (HRV), intended to be converted to yacht, superstructure and engines stripped 1993: works halted, ship's hull lying derilict 199x-2007 converted to yacht (still named POLARIS) 2006: re-engined diesel Caterpillar type 3412C, 764bhp-570kW 2009: put for sale in Croatia (HRV)</p>	
444	ST 765	American SB	Buffalo NY		S	86	1944	<p>(USA Army DPC tug, 100 built) (sisterships: HIPHONE, OUENZA) Registered: LR50-51:62724 /LR66-67:515130 (FRA)brevet:71.082 146 GRT, 99 NRT, L25,91m, B7,37m, D3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 765 DPC 96 1943: Built by "American Ship Building Co" at Buffalo, NY.(USA) (YN 919) 1943: delivered to the US "DPC - Defence Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 765 1951 -28/08: registered to "Chambre de Commerce de Bône" at Bône (ALG), renamed HIPHONE 1951 -28/08: registered (FRA flag, regd Bône, brevet:71.082, c/s TKOU, 154 GRT, 0 NRT) 1967: To "Chambre de Commerce de Annaba" at Annaba (ALG) 1972: To "Cie Nationale Algérienne de Navigation" at Annaba (ALG) 1981: To "Norma Srl" at Annaba (ALG) 1986: To "Entreprise Portuaire de Annaba" at Annaba (ALG) fate unknown</p>
445	ST 766	American SB	Buffalo NY		S	86	1944	At Normandy D-Day WARTUG


								<p>(USA Army DPC tug, 100 built) Registered: LR50-51:73745 /LR56-57:74994 /LR60-61:77285 (POL)ON 22038 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit (NR.47) type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 766 DPC 97 1943: Built by "American Ship Building Co" at Buffalo, NY.(USA) (YN 920) 1943: delivered to the US "DPC - Defence Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 766 194x: To ??, renamed ROBERTO M. GONZALES 1947: To "Gdanski Urzad Morski" at Gdynia (POL), renamed REKIN (POL flag, regd Gdynia, ON 22038, c/s SPEY, 138 GRT, 49 NRT) 195x: To "Zegluga Szczecinska" at Szczecin (POL) 196x: To "Zarząd Portu Gdynia" at Gdynia (POL) 1964: registered still in service 1966: no longer represented in LR fate unknown</p>
446	ST 767	American SB	Buffalo NY		S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:91792 /LR56-57: 56983 /LR60-61: 57677 /LR66-67:508022 IMO 5080225 /(USA)ON 244517 /(GBR)ON 169227 146 GRT, 99 NRT (176 GRT, 19 NRT ??), L26,37m(25,00), B7,37m, D2,928m(3,20) (81.0'x24.0' or 86'6"(82'0")x24'2"(24'0")x9'7.1/4"(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn</p> <p>ST 767 DPC 99 1943: Built by "American Ship Building Co" at Buffalo, NY.(USA) (YN 922) 1943: delivered to the US Army (Defense Plant Corp) at Washington (USA) (USA flag, ON 244517) 1944: transferred to the US Army (USA), redesignated ST 767 1944 -06/06: active in the Normandy landing 1945: transferred to the Greek Govt. (War Purchasing Office) (GRC) 1945: transferred to the UK Admiralty (GBR), rebuilt (176 GRT, 19NRT) 1951: To "France, Fenwick Tyne & Wear Co Ltd" (Tyne Tugs Ltd) at Newcastle (GBR), renamed CORNHILL (GBR flag, regd Newcastle, ON 169227, c/s GMKV, 176 GRT, 19 NRT) 1978: To "Lawson- Batey Tugs Ltd" at Sunderland (GBR) 1980: To "W.G.S. Crouch & Sons Ltd" at Greenhithe (GBR), renamed HANNAH SPEARING 198x: laid up on the Thames 1985 -xx/11: To "Marine & General Engineering" at Sunbury on Thames (GBR) 1988: To John Gaskill at Skipton, for preservation and restoration at Fleetwood, later moved to Preston (GBR) 1995 -xx/08: sold by auction at Preston Dock Basin (by "Smith Hodgkinson McGinty") and sailed back to</p>


								Fleetwood (GBR) 1996: caught fire and was broken up where she lay
447	ST 768	American SB	Buffalo NY		S	86	1944	<p>Possibly at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:66087 /LR56-57:66923 /LR60-61:68454 IMO 6717904 /(GBR)ON 305312 143 GRT, 43 NRT, L26,40m(25,00), B7,50m(7,32), Dr2,915m, Dp3,20m (81.6'x24.1'x9.8' or 86'7"(82'0")x24'7"(24'0")x10'0"(10'6")) 1 fpp, diesel 2t V8cyl GM La Grange type EMD 8-567ATS, 750bhp-522kW @750rpm, sp 11,5kn ST 768 DPC 100 1943: Built by "American Shipbuilding Co" at Buffalo, NY. (USA) (YN 923) 1943 -xx/11: completed as DPC 100 for the US "DPC - Defence Plant Corporation" (USA) 1944: transferred to US Army (USA), redesignated ST 768 1944 -06/06: possibly active in the Normandy landing 1948 -25/04: To "A/S Danena" (Ejnar Nyggard) at Aarhus (NOR), renamed KRONOS 1949 -xx/05: To "Bergen Steamship Co / Det Bergenske Dampskibsselskap" at Bergen (NOR) (NOR flag, regd Bergen, c/s LNYG, 143 GRT, 43 NRT) 1949 -17/06: delivered 1964: To "France, Fenwyck, Tyne & Wear Co Ltd" at Sunderland (GBR), renamed WHITBURN (GBR flag, regd Sunderland, ON 305312, 176 GRT, 0 NRT) 1977 -xx/05: To "Lawson-Batey Tugs Ltd" for £18,000 1977 -xx/10: To "Fouad Hassan Hamza & Sons" at Port Said (EGY) for £36,000, renamed ABOU SHANAB (EGY flag, regd Port Said) 2004: still in service, reported sold to private owner at Port Said (EGY) 2009: still listed in service with unknown owner on Equasis</p>
448	ST 769	Consolidated SB	Morris Heights NY		S	86	1944	<p>Was at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR66-67:526742 (FRA)brevet:74.242 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn DPC 44 1943: Built by "Consolidated Shipbuilding Corp" at Morris Heights, NY (USA) OR ??? "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 44) ??? 1944: delivered to the "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 769 1944 -06/06: in service at the Normandie landing to build the British and American mulberries 1945: To "NV Laboremys" at Antwerpen (BEL) 1947: To "Chambre de Commerce de Bône" at Bône (ALG), renamed OUENZA (FRA flag, regd Bône, brevet:74.242, c/s</p>


								<p>TOOZ) 1964: To "Port Autonome d'Annaba" at Annaba (ALG) (ALG flag, regd Annaba, 150 GRT) 1967: To "Chambre de Commerce d'Annaba" at Annaba (ALG) 1972: To "Soc. Nationale de Transport Maritime & Cie Nationale Algérienne de Navigation Maritime" at Annaba (ALG) fate unknown .</p>
449	ST 770	Bushey & Sons, Ira S.	Brooklyn NY		S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 770 DPC 57 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY (USA) (YN 542) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 770 1944 -06/06: assisted at the Normandy landing (FRA) Clearly visible with crew at Normandy in video documentary "Mayday: Tugs of War" fate unknown</p>
450	ST 771	Consolidated SB	Morris Heights NY 		S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:77671 /LR56-57:79075 IMO 6914526 (GL57:S194) 146 GRT, 99 NRT, L25,91m, B7,37m, D3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM La Grange type 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 771 DPC 43 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 43) ??? OR: "Consolidated Shipbuilding Corp" at Morris Heights, NY.(USA) (YN 3189) ??? 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 771 1944 -06/06: active in the Normandy invasion (FRA) 1948: redesignated ST 771 LUCIEN SAMURE 1949 -22/10: To "Norddeutscher Lloyd" at Bremen (DEU), renamed STUR (DEU flag, regd Bremen, c/s DDQY, 132 GRT, 0 NRT) 1954: sank off Bremerhaven after collision with foundered U-boat, raised and repaired by "Schiffbau Ges. Unterweser" 1968 -16/01: To "Brodospas Poduzece ze Offshore Teglenje i Spasavanje" at Split (YUG), renamed ALTAIR (YUG flag, regd Split, ON 5T-189, c/s YTYC, 136 GRT, 17 NRT) 1992: To "Poduzece Overland Trade" at Hvar (HRV-Croatia), converted to fishing vessel, renamed PLANKTON 1999: To "Milivoj Blaslov, Boris Bakija & Rajko Gulan" at Zadar (YUG) as fishing vessel (YUG flag, c/s 9A6967) 2004-05: To "Sun-Adria Pod. za Usl. I. Prom. U.</p>





								Grad. I. Pomors" at Rijeka (YUG) fate unknown
451	ST 772	Bushey & Sons, Ira S.	Brooklyn NY		S	86	1944	<p>Was at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 772 DPC 58 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY (USA) (YN 543) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 772</p> <p><i>In Europe: Crewmember Peter Dilullo served during WW2 on this tug under Captain H. Strool and helped tow a Phoenix to Normandy. Also involved with saving the lives of many glidermen who ended up in the water. – "Little Ships: Tugboats at D-Day, Normandy"</i></p> <p>1947: To the Greek Navy (GRC), renamed A 429 PERSEUS 2010: still listed on Hellenic Navy website</p>
452	ST 773	Decatur Iron & Steel	Decatur AL		S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 773 DPC 75 1943: Built by "Decatur Iron & Steel Corp", Decatur, Ala.(USA) (YN 75) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated YT 773 1944 -06/06: active in the Normandy landing In Europe: Crewmember Peter Dilullo served during WW2 on this tug 195x: laid up at Piraeus (GRC) 1951: To "France, Fenwick Tyne & Wear Co Ltd" (Tyne Tugs Ltd) at Newcastle (GBR) 1951 -15/09: sank near Malta, while towed by 'Zealandia' from Greece to Newcastle</p>
453	ST 774	Decatur Iron & Steel	Decatur AL		S	86	1944	<p>Was at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:52841 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 774 DPC 76 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 76) 1943 -xx/12: delivered to "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 774 1947: To L.J.F. Nielsen at Stubbekjobing (NOR), renamed GRØNSUND 1948: To "Bukser og Bjergningssekapet A/S" at Oslo (NOR), renamed BAUS</p>





								<p>(NOR flag, regd Oslo, c/s LNQK, 137 GRT, 50 NRT) 1969: To "Brodospas Poduzece za Spasavanje i Tegljenje Brodova" at Split (YUG), renamed DENEZ 1992: To "Poduzece Rot" at Split (YUG), renamed ROT 1995 -25/03: sank 14 miles from Bisevo island (42,50N-15,43E)</p>
454	ST 775	Decatur Iron & Steel 	Decatur AL 		S	86	1944	<p>Was at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:52516 /LR56-57:52865 /LR60-61:53237 IMO 6922157 /MMSI:238103540 /(HRV)ON 5R-201 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 775 DPC 45 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala. (USA) (YN 45) 1943 -xx/12: commissioned to the US "DPC - Defense Plant Corporation" (USA) 1943: transferred to the US Army, redesignated ST 775 1947: To "Bukser og Bjergningsselskapet A/S" at Oslo (NOR), renamed BALDER (NOR flag, regd Oslo, c/s LNDW, 137 GRT, 50 NRT) 1968: To "Brodospas Poduzece za Spasavanje i Tegljenje Brodova" at Split (YUG), renamed ALDEBARAN (YUG flag, regd Split, c/s YTKA, 132 GRT, 0 NRT) 1993: To "Darislew & Dragislew Kustura" at Split (HRV), converted to stern trawler, renamed VOLUJA (HRV flag, regd Split, ON 5R-201, c/s YTKA, 149 GRT, 0 NRT) 200x: (149 GRT, 45 NRT) 2005: Still listed as fishing vessel on Croatian Register (c/s 9A3035)</p>
455	ST 776	Decatur Iron & Steel 	Decatur AL 		S	86	1944	<p>(USA Army DPC tug, 100 built) Registered: (GL57:V42) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 776 DPC 46 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 46) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 776 1951: To "Norddeutscher Lloyd" at Bremen (DEU), renamed VULKAN (DEU flag, egd Bremen, c/s DDUS, 129 GRT, 0 NRT) 1968: To "Brodospas Poduzece za Spasavanje i Tegljenje Brodova" at Split (YUG), renamed VEGA 1992: To Darko Nazor at Split (YUG) as fishing vessel, renamed BARRAKUDA 1995: To "Rudan & Co" at Split (YUG) fate unknown (other source states: 1993: broken up ???)</p>

456	ST 778	Decatur Iron & Steel	<u>Decatur AL</u> 	S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:52775 /LR66-67:510180 (USA)ON 244295 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn</p> <p>ST 778 DPC 62 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 62) 1943: delivered to "DPC - Defence Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 778 1944 -06/06: active in the Normandy landing: Hit a mine in the morning of 7 7 44 while clearing underwater obstacles on the beach damaging her rudder. (Details, Convoy EWC1A) 1947: To "Allied Chemical & Dye Corp" at New York (USA), renamed BARTOW (USA flag, regd New York, ON 244295, c/s KGCO) 1957: To "Tug Agnes A. Moran Inc" at New York (USA), renamed ELIZABETH MORAN 1967: To "Marine Towing Co" at New York (USA), renamed EVELYN 196x: To "Berman Tug & Barge Operators" at New York (USA) 198x: broken up</p>	
457	ST 779	Decatur Iron & Steel	Decatur AL	S	86	1944	<p>(USA Army DPC tug, 100 built) Registered: LR66-67:533997 IMO 5339975 (GL57:S171) 146 GRT, 99 NRT, L26,85m(24,74), B7,35m(7,29), Dr2,982m, Dp3,26m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x9'0"(10'6")) 1 fpp, diesel 2t V8cyl GM type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 779 DPC 49 1943: Built by "Decatur Iron & Steel Corp" at Decatur, Ala.(USA) (YN 49) 1944: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 779 1946: laid up at Gent (BEL) 1951 -19/03: To "Norddeutscher Lloyd" at Bremen (DEU), renamed STEINBOCK (DEU flag, regd Bremen, c/s DDUR, 130 GRT, 0 NRT) 1968 -16/01: To "Brodospas Poduzece ze Offshore Teglenje i Spasavanje" at Split (YUG), renamed ARGUS (YUG flag, regd Split, c/s YTYE, 134 GRT, 12 NRT) 1996: in L.R. as (HRV flag (Croatia), ON 5T-314, c/s 9A2248) 2001: sold for breaking up 2003: broken up</p>	
458	ST 780	Alexander, L.F.	New Orleans LA	S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) Registered: LR50-51:54152 /LR56-57:54656 /LR60-61:55169 IMO 8329892 /(GRC)ON 8042</p>	

							<p>146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Cleveland type EMD 8- 567ATS, 700bhp-515kW @750rpm, sp 11kn ST 780 DPC 80 1943: Built by "L.F. Alexander & Co" at New Orleans, La.(USA) (YN 286) 1943: delivered to the "DPC - Defence Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 780 <i>In Europe: Crewmember Joseph F. Ciciollo served during WW2 beginning in May of 1944 on this tug and went to D-Day.</i> 1948: To "Aarhus Havn" at Aarhus (DNK), renamed BULBIDER (DNK flag, regd Aarhus, c/s OYDZ, 140 GRT, 0 NRT) 195x: (140 GRT, 121 NRT) 1981: To "Artemis Shipping Co" at Piraeus (GRC), renamed STYLIANOS K. (GRC flag, regd Piraeus, ON 8042, c/s SV6482) 1982: To "Guard Maritime Co", mng "Michael K. Kritikakis Salvage & Towage" at Piraeus (GRC), renamed KAPPA GUARD 2004 -23/08: beached at Aliaga, broken up by "Simsekler Ltd" at Aliaga (TUR)</p>
459	ST 781	Bushey & Sons, Ira S.	<p>Brooklyn NY Photo Courtesy Jean Michel Lecordier</p> 	S	86	1944	<p>Was at Normandy D-Day WARTUG (USA Army DPC tug, 100 built) Registered: LR56-57:77987 /LR60-61:80654 /LR66- 67:533018 (GL57:S119) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x9'0"(10'6")) 1 fpp, diesel 2t V8cyl GM La Grange type EMD 8- 567ATS, 700bhp-515kW @750rpm, sp 11kn ST 781 DPC 59 1944: Built by "Ira S. Bushey & Sons" at Brooklyn (USA) (YN 544) 1944: delivered to the US "DPC - Defence Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 781 <i>1944 -06/06: active in the Normandy landing (FRA)</i> <i>1944: Seen by the crew of ST 488 on 18 Dec in Le Havre, France</i> 1946: laid up at Gent (BEL) 1951: To "Norddeutscher Lloyd" at Bremen (DEU), renamed SIRIUS (DEU flag, Regd Bremen, c/s DEAC, 130 GRT, 0 NRT) 1968: To "Brodospas Poduzece za Spasavanje i Tegljenje Brodova" at Split (YUG), renamed REGULUS (YUG flag, regd Split) 2001: broken up in Croatia (HRV)</p>
460	ST 782	Lawley & Son, Geo.	<p>Neponset MA Photo Courtesy Jean Michel Lecordier</p>	S	86	1944	<p>(USA Army DPC tug, 100 built) Registered: LR56-57:63084 /LR60-61:64153 /LR66- 67:514879 IMO 5148792 /GL57:H175 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2t V8cyl GM Detroit type EMD 8-</p>



								<p>567ATS, 700bhp-515kW @750rpm, sp 11kn ST 782 DPC 27 1943: Built by "George Lawley & Sons Corp" at Neponset, Ma.(USA) (YN 1315) 1944: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), renamed ST 782 1951-19/03: To "NDL - Norddeutscher Lloyd" at Bremen (DEU), renamed HERKULES (DEU flag, regd Bremen, cs DDUQ, 130 GRT, 0 NRT) 196x: sank at Bremerhaven (DEU) while assisting a passenger ship (engineer lost), raised and repaired 1968 -16/01: To "Brodospas Poduzece za Spasavanje i Teglenje Brodova" at Split (YUG), renamed SATURN (YUG flag, regd Split, c/s YTYD, 134 GRT, 12 NRT) 199x: Croatian flag (HRV flag, regd Split, ON 5T-304c/s 9A2249) 2002 -07/07: arrived for breaking up by "Remontno Brodogradiliste" at Sibenik (HRV) 2007: still in existence (listed as 'dead ship' on Equasis) (other sources state: 2004: broken up ???)</p>
461	ST 783							Grover, "Alexander"
462	ST 794	Bushey & Sons, Ira S.	Brooklyn NY	S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2tew V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 794 DPC 60 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY (USA) (YN 545) 1943: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 794 1944: active in the Normandy landing (FRA) Sunk 1944: This tug was seen submerged on 13 Dec in Le Havre by the crew of ST 488- per ship's log.</p>	
463	ST 795	Lawley & Son, Geo.	Neponset MA	S	86	1944	<p>Was at Normandy D-Day, WARTUG (USA Army DPC tug, 100 built) 146 GRT, 99 NRT, L25,91m, B7,37m, Dr3,20m (81.1'x24.0'x9.8' or 85'0"(82'0")x24'2"(24'0")x(10'6")) 1 fpp, diesel 2tew V8cyl GM Detroit type EMD 8-567ATS, 700bhp-515kW @750rpm, sp 11kn ST 795 DPC 29 1944: Built by "George Lawley & Sons Corp" at Neponset, Ma.(USA) (YN 1317) 1944: delivered to the US "DPC - Defense Plant Corporation" (USA) 1944: transferred to the US Army (USA), redesignated ST 795 1944 -06/06: assisted at the Normandy invasion (FRA) 1950: To the Italian Navy (ITA), renamed MISENO (pennant Y 427) fate unknown</p>	



464	ST 798		Antioch, CA			60	1929	Grover, "RVL #6"
		RT 804-813 River tugs	Numbers already used					Re-designated from ST 441-ST450
#	ST #	Builder	Place built	type	Steel or Wood	Long	Date built	Details, history, and disposition
465	ST 839	American Machy	Beresford FL now DeLand	327- D	S	86	1/45- 5/45	<p>*Pacific WW2 WARTUG (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 839 1945 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 30) 1945 -xx/05: delivered to the US Army (USA) Sent to Pacific.....fate unknown</p>
466	ST 840	American Machy	Beresford FL now DeLand 	327- D	S	86	1/45- 5/45	<p>WARBOAT KOREA (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 840 1945 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 31) 1945 -xx/05: delivered to the US Army (USA) Shown in a photo at Pusan 1950 in Korean War on flicker. fate unknown</p>
467	ST 841	American Machy	Beresford FL now DeLand	327- D	S	86	1/45- 5/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 841 1945 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 32) 1945 -xx/05: delivered to the US Army (USA) fate unknown (108)</p>
468	ST 842	American Machy 	Beresford FL now DeLand Photo Courtesy Lekko  	327- D	S	86	1/45- 5/45	<p>Billy D, sank in river; raised, sank again on way to reef off New Jersey. (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:73360 (USA)ON 252945 143 GRT, 49 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (78.9'x23.0'x9.7' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 842 1945 -xx/01: Launched by "American Machinery Corp" at Beresford, Fl.(USA) (YN 33) 1945 -xx/05: delivered to the US Army (USA) 1947: To "Bay Houston Towing Co" at Galveston, Tx. (USA), renamed R.J. WALES (USA flag, regd Galveston, ON 252945) 1948: To "Vera Ellen Rotma Ass." at Bricktown, NY</p>



								(USA), renamed BILLY D. 1997 -27/07: scuttled in the Shark River Reef, off the New Jersey coast (USA)
469	ST 843	American Machy	Beresford FL now DeLand	327-D	S	86	1/45-5/45	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:650824 /(USA)ON 287767 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80.4'(80'11")x23'2"(23'0")x8'3"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 650bhp-515kW, sp 9,5kn ST 843 1945 -xx/01: Launched by "American Machinery Corp" at Beresford, FL.(USA) (YN 34) 1945 -xx/05: delivered to the US Army (USA) 1945: To ?? (USA), renamed SGT. P.A. BEAMAN 1945: Assigned to the Panama Canal. 2 nd engineer Milton Esquivel served at some time from 6/1946-3/1947. 19xx: To "Belcher Towing Co" ar Miami, FL.(USA), renamed I.E. SCHILLING 1965: To "Osceola Trading Co" at Miami, FL.(USA), renamed SALLYMAC (USA flag, regd Miami, ON 287767, c/s WT3438, 157 GRT, 107 NRT) 1974: To "Rita Shipping Co Inc" (USA), renamed RITA III (PAN flag) 1977 -21/12: ran aground 3 miles north of Roseau Dominica T.L.
470	ST 844	American Machy	Beresford FL now DeLand 	327-D	S	86	1945	Depicted in postcard from Ft. Eustis, VA, in 1965 along with DeLand ST's 1978 & 1987 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 844 1945: Built by "American Machinery Corp" at Beresford, Fl.(USA) (YN 35) 1945: delivered to the US Army (USA) 1945: Assigned to the Panama Canal; Milton Esquivel served as 2 nd engineer on this boat at some time from 6/46-3/47 1950's? At 3 rd Port, Ft. Eustis in postcard 1949: To "Chesapeake Corp of Virginia", at Norfolk, Va.(USA), renamed ELIS O. 1992: stricken (broken up ?)
471	ST 845- last WW2 tug made at AMC	American Machy Corp  	Beresford FL now DeLand  Milton's Model of 845	327-D	S	86	1945 Milton Esquive I	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 845 1945: Built by "American Machinery Corp" at Beresford, Fl.(USA) (YN 36) 1945: delivered to the US Army (USA) One crew member in 1945 was Ralph Perry of Detroit. 12 29 13: Alejandro Esquivel Hernandez in Costa Rica contacted me. His father, Milton Esquivel, was assigned to ST 845 as 2 nd engineer from 6/15/1946 until 3/7/1947. He also served on ST 843 & 844 during this period in Panama. He reports that the tug was assigned to the 160 th Harbor Craft Company



								<p><i>in the Panama Canal Zone at Fort Clayton, Balboa, near the end of WW2. The captain's name at that time was Lipschultz. 87-year old Milton Esquivel lives today in Heredia, Costa Rica, and is the only known living crewmember of any DeLand WW2 boat. See photos - DF</i></p> <p><i>A model of this tug was recently found at a South Carolina flea market. Maker unknown; it's painted in US Army post ww2 colors....probably indicating it survived the war. see photos owned by D. Friend Final tugboat fate still unknown Milton also made a model of the boat: see photo</i></p>
472	ST 846	Olson Corp.	Beresford FL now DeLand	327-D	S	86	1946	<p><i>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 846</i></p> <p><i>1945: ordered at "American Machinery Corp" at Beresford, Fl.(USA) (YN 37)</i></p> <p><i>1945: AS Army (USA) construction contract cancelled</i></p> <p><i>1946: completed by "Olson Marine" at Beresford, Fl. (USA) (YN 1)</i></p> <p><i>1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 1</i></p> <p><i>1949: To the Taiwan Navy (TWN), renamed YTL 3 fate unknown</i></p>
473	ST 847	Olson Corp.	Beresford FL now DeLand	327-D	S	86	1946	<p><i>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 847</i></p> <p><i>1945: ordered at "American Machinery Corp" at Beresford, Fl.(USA) (YN 38)</i></p> <p><i>1945: US Army (USA) construction contract cancelled</i></p> <p><i>1946: completed by "Olson Marine" at Beresford, Fl. (USA) (YN 2)</i></p> <p><i>1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 4 fate unknown</i></p>
474	ST 848	Olson Corp.	Beresford FL now Deland	327-D	S	86	1946	<p><i>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 848</i></p> <p><i>1945: ordered at "American Machinery Corp" at Beresford, Fl.(USA) (YN 39)</i></p> <p><i>1945: US Army (USA) construction contract cancelled</i></p> <p><i>1946: completed by "Olson Marine" at Beresford, Fl. (USA) (YN 3)</i></p> <p><i>1948: delivered to the Tunesian Govt. (Travaux Publics) (TUN), renamed CAP SERRAT</i></p> <p><i>19xx: transferred to "Secrétariat d'Etat au Commerce & à l'Industrie" (TUN) fate unknown</i></p>


475	ST 849	Tampa Marine	Tampa FL Photo Courtesy Lekko 	327-D	S	86	1/45-4/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 849</p> <p>1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 49)</p> <p>1945 -xx/04: delivered to the US Army (USA)</p> <p>194x: To ?? (FRA)</p> <p>fate unknown</p> <p>POSSIBILITY!!: ST 8?? (849, 850 ??)</p> <p>1945: Built by "Tampa Marine Corp" at Tampa, Fl. (USA)</p> <p>1945: delivered to the US Army (USA)</p> <p>19xx: To "Polymarine Pty Ltd" at Singapore (SGP), renamed POLY BAY (PAN flag)</p> <p>197x: To "Kay Chuan Marine Pte Ltd" at Singapore (SGP), renamed KAY CHUAN V</p> <p>1978: To "P.T. Mutiara Sumadera Lines" at Jakarta (IDN), renamed MUTIARA V (IDN flag, regd Jakarta, c/s YCLE, 141 GRT)</p> <p>1992: deleted (???)</p> <p>2004: still in service</p> <p>(STs 849 and 850 are the only ones built by Tampa Marine in 1945)</p>
476	ST 850	Tampa Marine	Tampa FL 	327-D	S	86	1/45-4/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 155 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 850</p> <p>1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl. (USA) (YN 50)</p> <p>1945 -xx/04: delivered to the US Army (USA)</p> <p>194x: To ?? (FRA) In Korea 1950 WARBOAT</p> <p>fate unknown</p>
477	ST 851	Tampa Marine	Tampa FL  	327-D	S	86	1/45-4/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 851</p> <p>1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 51)</p> <p>1945 -xx/04: delivered to the US Army (USA)</p> <p>1946: To "Standard Oil Co of California" at San Francisco, Ca.(USA), renamed DESPATCH No 9</p> <p>1958: renamed STANDARD No 9</p> <p>1971: To "San Diego Transportation Co", mng "Crowley Maritime International SA" at San Francisco, Ca.(USA)</p> <p>1974: renamed WEST WIND 1 (PAN flag)</p> <p>1981: To "Crowley Maritime International SA" at San Francisco, Ca.(USA) (PAN flag)</p> <p>1981: broken up by "National Shipbreakers Pte Ltd"</p>




								at Singapore (SGP)
478	ST 852	Tampa Marine	<p>Tampa FL Photo Courtesy Lekko</p> 	327-D	S	86	1/45-4/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:61722 /LR56-57:62255 /LR60-61:63238 (USA)ON 252946 143 GRT, 49 NRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6' or 80'11"x23'0"(22'10")x10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 2002 diesel 12 cyl GM type EMD 567A ST 852 1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 52) 1945 -xx/04: delivered to the US Army (USA) 1947: To "Bay-Houston Towing Co" at Galveston, Tx.(USA), renamed H.O. WEATHERBEE (USA flag, regd Galveston, ON 252946, c/s WA5870) 198x: To "Delta Marine Inc" at Wilmington, NC (USA) 1997: To "Florida Marine Terminals" (cy owned by Michael Zapetis) at Miami, Fl.(USA), renamed HAWK 1998: To "Inter Development Corp" (cy owned by Michael Zapetis) at Miami, Fl.(USA) 1998: To "Atlantic Foundation" at Carolina, Puerto Rico (cy owned by Michael Zapetis) at Miami, Fl. (USA) 1998 -15/02: grounded near Miami,Fl.(USA), laid up 2002: re-engined diesel 12 cyl GM type EMD 567A 2002: on bare-boat charter to "Antilles Aggregate", but the operator went broke and walked away from the tug 2006: still laid up inoperable at San Juan Harbor, put for sale for \$10,000.-</p>
479	ST 853	Tampa Marine	<p>Tampa FL Photo Coutesy Lekko</p> 	327-D	S	86	1/45-4/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR50-51:68096 /LR56-57:69044 /LR60-61:70706 /LR66-67:522079 IMO 5220796 /MMSI:366760880 /(USA)ON 252947 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 1960 diesel 2t 12cyl GM La Grange, 900bhp-662kW ST 853 1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 53) 1945 -xx/04: delivered to the US Army (USA) 1947: To "Suderman & Young Towing Co" at Houston, Tx.(USA), renamed MARATHON (USA flag, regd Galveston, ON 252947, c/s WZPE) 195x: (USA flag, regd Galveston, ON 252947, c/s WA7608) 1960: re-engined diesel 2t 12cyl GM, 900bhp-662kW 1978: To "Detjens Shipyards Inc" at Wando, SC. (USA), renamed TRACY D. 197x: To "Detco Towing Inc" at Charleston, SC. (USA) (USA flag, regd Charleston, ON 252947, c/s WA7608) 1990: To "F. & H. Barge Corp" at Norfolk, Va.(USA),</p>


								renamed MILDRED A. (or "Futchman Marine Service Inc" ???) (USA flag, regd Norfolk, ON 252947, c/s WA7608) 2001: To "Resolve Ocean Towing Inc" at Port Everglades, Fl.(USA) 2002: To "Resolve Transportation (Antigua) Ltd" at St John's (ATG), renamed BRISA (ATG flag, regd St John's, ON 252947, c/s VZYK3) 2006: still in service
480	ST 854		Tampa FL	327-D	S	86	1/45-4/45	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 19xx diesel Caterpillar type D399 ST 854 1945 -xx/01: Launched by "Tampa Marine Corp" at Tampa, Fl.(USA) (YN 54) 1945 -xx/04: delivered to the US Army (USA) 19xx: To ?? (USA), renamed C-HORSE 19xx: To ?? (USA), renamed IRIS 196x: To "Baily Barge Line Inc" at New Orleans, La. (USA), renamed JANET 1970: To C. C. Northon Jr. at New Orleans, La.(USA) 1973: To "Chico Barge Corp" at Pensacola, Fl.(USA) 1975: To "Brown Marine Services Inc" at Pensacola, Fl.(USA) 1979: To "Brown Enterprise Inc" at Pensacola, Fl. (USA) 198x: To "Brown Enterprise Inc" at Gulf Shores, Al. (USA) 1992: To "Brown Enterprise Inc" at Pensacola, Fl. (USA) 1998: dismantled
	ST 855		Photo Courtesy Lekko					(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 855 1945: Built by "Tampa Marine Corp" at Tampa, Fl. (USA) (YN 55) 1945: delivered to the US Army (USA) 194x: renamed GREFER 1964: transferred to the US Navy (USA), redesignated YTM 758 1972: laid up at Portsmouth, Va.(USA) 1976: To "Caribe Towing Corp" at Miami, Fl.(USA), renamed CARIBE 1977: To "Marine Exploration Co Inc" at Miami, Fl. (USA) 1980: To "Deep Sea Towing Inc" at Miami, Fl.(USA) fate unknown
481	ST 856	unk		327-D	S	86	1946	Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 856



								<p>1946: Built by "Tampa Marine Corp" at Tampa, Fl. (USA) (YN 56) 1945: US Army (USA) construction contract cancelled 194x: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 2 fate unknown</p>
482	ST 857	unk		327-D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 857 1946: Built by "Tampa Marine Corp" at Tampa, Fl. (USA) (YN 57) 1945: US Army (USA) construction contract cancelled 194x: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 5 fate unknown</p>
483	ST 858	unk		327-D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 858 1945: Built by "Tampa Marine Corp" at Tampa, Fl. (USA) (YN 58) 1945: US Army (USA) construction contract cancelled 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 3 fate unknown</p>
484	ST 859	Wheeler SB	Whitestone NY	327-D	S	86	4/45-5/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 859 1945 -xx/04: Launched by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 107) 1945 -xx/05: delivered to the US Army (USA) 194x: To the USSR Govt. (USSR) fate unknown</p>
485	ST 860	Wheeler SB 	Whitestone NY 	327-D	S	86	4/45-5/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 860 1945 -xx/04: Launched by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 108)</p>



								<p>1945 -xx/05: delivered to the US Army (USA) 1961: To "American Tug Boat Co" at Seattle, Wa. (USA), renamed JUDY S. 1974: To "Campbell Towing Co" at Wrangell, Ak. (USA), renamed MAY 1992 -22/11: capsized and sank while towing rafts in Frederick Sound, Alaska (USA)</p>
486	ST 861	Wheeler SB	Whitestone NY	327-D	S	86	1945	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 861 1945: Built by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 109) 1945: delivered to the US Army (USA) 194x: To the USSR Govt. (USSR), renamed ?? fate unknown</p>
487	ST 862	Wheeler SB	Whitestone NY Photo Courtesy Lekko	327-D	S	86	1945	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 862 1945: Built by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 110) 1945: US Army (USA) construction contract cancelled 1946: owned by "Liberty Drydock Inc" at New York (USA) 1946: To "Metropolitan Sand & Gravel Corp" at New York (USA), renamed METROPOLITAN No 2 1956: restyled to "Met 2 Inc" at New York (USA) 19xx: sunk in a collision 1970: for breaking up to "Witte Marine" at Staten Island, NY (USA) 1982-83: last spotted at "Witte's Yard", top of the wheelhouse crushed down (captain & cook killed) fate unknown</p> 
488	ST 863	unk	Photo Courtesy Lekko	327-D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR47-48:07578 /LR50-51:60221 /LR66-67:514337 (USA)ON 251162 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 863 1945: Built by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 111) 1945: US Army (USA) construction contract cancelled 1946: delivered to "Liberty Drydock Inc" at New York (USA) 1946: To "Newtown Creek Towing Co Inc" at Long Island, NY (USA), renamed FREDERICK A. RUSSELL (USA flag, regd New York, ON 251162, c/s AYQH, 137 GRT) 1951: To "Connors Standard Marine Corp" ("Tug Harry R. Connors") at New York (USA), renamed HARRY R. CONNERS</p> 

								<p>1963: To "Oswego River Towing Line" at Albany, NY (USA), renamed FRANK L. COYNE (USA flag, regd Albany, ON 251162, WA5164)</p> <p>1976: To "Mid State Marine Corp" at Albany, NY (USA), renamed MID-STATE II</p> <p>1990: To Tom Kohl (USA), renamed TEKAQUITHA</p> <p>1993: sank in Lake Ontario (USA)</p>
489	ST 864	Wheeler Shipbuilding	Long Island, NY	327-D	S	86	1946	<p>Completed 1946</p> <p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4"))</p> <p>steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn</p> <p>ST 864</p> <p>1945: Built by "Wheeler Shipbuilding Corp" at Whitestone, Long Island, NY.(USA) (YN 112)</p> <p>1945: US Army (USA) construction contract cancelled</p> <p>1946: completed for??</p> <p>fate unknown</p>
490	ST 869	Kewaunee SB	<p>Kewaunee WI</p> <p>Photo Courtesy Lekko</p> 	327-D	S	86	4/45-5/45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>Registered: LR50-51:68425 /LR66-67:522514 (USA)ON 252948</p> <p>143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4"))</p> <p>steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn</p> <p>re-engined 1960 diesel 2tew 12cyl (1944) GM, 900bhp</p> <p>ST 869</p> <p>1945 -xx/04: Launched by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee, Wis.(USA) (YN 73)</p> <p>1945 -xx/05: delivered to the US Army (USA)</p> <p>1947: To "Suderman & Young Towing Co" at Galveston, Tx.(USA), renamed MARINER (USA flag, regd Galveston, ON 252948, c/s KIXE)</p> <p>195x: (USA flag, regd Galveston, ON 252948, c/s WA7763)</p> <p>1960: re-engined diesel 2tew 12cyl (1944) GM, 900bhp</p> <p>1974: To "Mariner Towing Corp" at Brownsville, Tx. (USA)</p> <p>1976: To "Standard Leasing Corp", mng "Watson & Pitchford Inc" at Baton Rouge, La.(USA), renamed JODY WATSON</p> <p>1977: mng restyled to "Watson Marine Services Inc" at Baton Rouge, La.(USA)</p> <p>1997: To "Equilease Corp" at Metairie, La.(USA)</p> <p>fate unknown</p>
491	ST 870	Kewaunee SB	Kewaunee WI	327-D	S	86	4/45-5/45	<p>WARTUG (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4"))</p> <p>steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn</p> <p>ST 870</p> <p>1945 -xx/04: Launched by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 74)</p> <p>1945 -xx/05: delivered to the US Army (USA)</p>



								194x: To ?? (FRA) Noted in a blog that this boat was in Korea in 1953, 501 st Harbor Craft Co. . fate unknown
492	ST 871	Kewaunee SB	Kewaunee WI 	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 871 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 75) 1945: delivered to the US Army (USA) 19xx: transferred to the US Army Corps of Engineers (USA), renamed NAUSET 1955: transferred to the US Army Transportation Corps (USA) 19xx: To ?? (USA), renamed COMMODORE 1980: To "Crosby Towboat Co Inc" at Boston, Ma. (USA), re-renamed NAUSET 198x: To "Nauset Towing Inc" at Tequesta, Fl.(USA) 1993: To "Charles F. Chapman School of Seamanship" at Stuart, Fl.(USA) 1996: To "Maritow Inc" at New Bedford, Ma.(USA) 2000: To David Richwood Jr. at Cambridge, Ma. (USA), converted to houseboat
493	ST 872	Kewaunee SB 	Kewaunee WI 	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: (USA)ON 634824 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), Dp3,15m (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 872 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee, Wis.(USA) (YN 76) 1945: delivered to the US Army (USA) 1954: transferred to the US Army Transportation Corps (USA), renamed PVT. RALPH E. DARRAGH 1960: transferred to the "USCE - US Corps of Engineers" at Memphis, Ten.(USA), renamed KNOX 1981 -xx/08: To "Smith Towing Service" at Caruthersville, Mo.(USA), renamed HAROLD JOSEPH 2000: taken out of service 2006: heavily damaged in hurricane when blown ashore on the Lower Mississippi near Caruthersville, Mo.(USA), abandoned probably beyond repair fate unknown
494	ST 873	Kewaunee SB	Kewaunee WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 873 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 77) 1945: delivered to the US Army (USA) 195x: To the Venezuelan Navy (VEN), renamed DIANA 1958: stricken (broken up ?)
495	ST 874	Kewaunee SB	Kewaunee WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: LR66-67:542664






			<p>Photo Courtesy Lekko</p> 					<p>(USA)ON 292527 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 874 1945: Built by "Kewaunee Shipbuilding & Engineering Co" at Kewaunee (USA) (YN 78) 1944: delivered to the US Army (USA) 1947: To the US Civil Defense (USA), renamed LARRY W. STEPHENSON 1963: To "Channel Marine Fuel Co", mng "Jetty Sales Co" at Port Arthur, Tx.(USA), renamed CAPT. W.F. FREDEMAN (USA flag, regd Port Arthur, ON 292527, c/s WN8346, 147 GRT) 196x: To "Port Arthur Towage" at Port Arthur, Tx. (USA) 1970: renamed W.F. FREDEMAN Jr. 1974: restyled to "Port Arthur Towing Co" at Port Arthur, Tx.(USA), renamed JOHN PALMER 1976: renamed JIM KELLY 1979: To "Intercontinental Marine Inc" at Houston, Tx.(USA), renamed BUNNIE M. 198x: To "Teco Marine Inc" at New Orleans, La. (USA), renamed TECO 2 1990: To ?? (VEN) (name unchanged ?) fate unknown</p>
496	ST 875	unk		327 -D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 875 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 79) 1945: US Army (USA) construction contract cancelled 1946: completed by "Peterson Builders" at Sturgeon Bay, Wi.(USA) 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 6 fate unknown</p>
497	ST 876	unk		327- D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4") steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 876 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 80) 1945: US Army construction contract cancelled 1946: completed by "Peterson Builders" at Sturgeon Bay, Wi.(USA) 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 7 194x: To "CNRRA - Chinese National Relief and Rehabilitation Agency" at Shangai (CHN), renamed MAPLE fate unknown</p>

498	ST 877	unk		327-D	S	86	1946	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 877 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 81) 1945: US Army construction contract cancelled 1946: completed by "Peterson Builders" at Sturgeon Bay, Wi.(USA) 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 8 fate unknown</p>
499	ST 878	unk		327-D	S	86	1947	<p>Completed 1946 (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 878 1945: Built by "Kewaunee Shipbuilding & Engineering Corp" at Kewaunee (USA) (YN 82) 1945: US Army (USA) construction contract cancelled 1946: completed by "Peterson Builders" at Sturgeon Bay, Wi.(USA) 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.) at Shangai (CHN), renamed UNRRA CHINA No 9 fate unknown</p>
500	ST 879	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	Apr-45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 879 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 184) 1945 -xx/04: delivered to the US Army (USA) 194x: To ?? (FRA) 2005: still active as ASC LEGAZPI fate unknown</p>
501	ST 880	Sturgeon Bay SB 	Sturgeon Bay WI 	327-D	S	86	Apr-45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) Registered: (USA)ON 293577 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 1964 diesel 12cyl GM type EMD 12-645-E2, 1500bhp ST 880 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 185) 1945: delivered to the US Army Transportation Corps (USA) 1947: transferred to the "USCE - US Corps of Engineers" (USA), renamed AVONDALE 1964: To "Calumet Marine Towing" at South-</p>

								Chicago, Il.(USA), renamed ADRIENNE B. (USA flag, ON 293577) 1964: re-engined diesel 12cyl GM type EMD 645-E2, 1500bhp 196x: converted to a 'canaller' by removing of upper structures and fitting a low profile retractable pilothouse by Capt. Barnaby 1992 -xx/11: To "Kindra Lake Towing" (John Kindra) at South-Chicago, Il.(USA) 1995 -xx/08: renamed OLD MISSION 2002: reduced to a 'spare tug' 2006 -xx/08: put for sale at Chicago for \$200,000.-
502	ST 881	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 881 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 186) 1945: delivered to the US Army (USA) 1946: transferred to the US Tug Detachment of the National Reserve Fleet, Mobile, Ala.(USA), redesignated TD-43 1973: sold to ?? fate unknown
503	ST 882	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 1974 diesel 4tew 12cyl Caterpillar, 1125bhp ST 882 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 187) 1945: delivered to the US Army (USA) 1946: To "Gulf Western Americas Corp" at La Romana (DOM), renamed MIGUELITO 198x: To "Central Romana Corp" at La Romana (DOM) 2001 -10/03: sank off La Romana (DOM)
504	ST 883	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 883 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 188) 1945: delivered to the US Army (USA) 1946: transferred to Panama for the US Army Transport Service fate unknown
505	ST 884	Sturgeon Bay SB 	Sturgeon Bay WI 	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn re-engined 2008 diesel V12cyl Iveco type 8291SRM85, 1200bhp-882kW

								<p>ST 884 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 189) 1945: delivered to the US Army (USA) 1945: renamed PVT. G. ESTRADA 1961: To "Devlet Demiryollari T.C. Isletmesi" at Istanbul (TUR), renamed PILOT 1 1985: To "Turkiye Cumauriyeti Devlet Demiryollari Genel Mudurlugu" (Turkish State Railways), at Istanbul (TUR) 1992: To "Haydarpasa Liman Isletmesi" (Turkish Govt.), at Istanbul (TUR) 199x: To "T.C. Devlet Demiryollari Isletmesi" at Ankara (TUR) 2002: put for sale c2005: To "Marinel Shipping Co" at Istanbul (TUR) 2008: converted to yacht, renamed MARINEL I (?? or LEGEND OF OCEAN ??) (TUR flag) 2009: still in service, put for sale 03 03 2010: burnt 15 miles off Dalama Mugla, hull to Fethlye</p>
506	ST 885	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 885 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 190) 1945: US Army (USA) construction contract cancelled 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.), Shangai (CHN), renamed UNRRA CHINA No 10 fate unknown</p>
507	ST 886	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 886 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 191) 1945: US Army (USA) construction contract cancelled 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.), Shangai (CHN), renamed UNRRA CHINA No 11 194x: To "CNRRA - Chinese National Relief and Rehabilitation Agency" at Shangai (CHN), renamed POPLAR fate unknown</p>
508	ST 887	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 887 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 192) 1945: US Army construction contract cancelled 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.), Shangai (CHN),</p>

								renamed UNRRA CHINA No 12 fate unknown
509	ST 888	Sturgeon Bay SB	Sturgeon Bay WI	327-D	S	86	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 888 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 193) 1945: US Army construction contract cancelled 1946: delivered to "UN Relief & Rehabilitation Admin." (USA Treasure Dept.), Shangai (CHN), renamed UNRRA CHINA No 13 fate unknown
510	ST 889	JK Welding	Brooklyn NY	327-D	S	86	Mar-45	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 889 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 97) 1945 -xx/03: delivered to the US Army (USA) fate unknown
511	ST 890	JK Welding	Brooklyn NY 	327-D	S	86	Apr-45	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 890 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 98) 1945 -xx/04: delivered to the US Army (USA) 1961: To "Samson Tug & Barge Co Inc" at Sitka, Ak. (USA), renamed MARTIN D. 1974 -15/01: foundered at the entrance to Wrangell Narrows, Wrangell, Ak.(USA)
512	ST 891	JK Welding	Brooklyn NY Photo Courtesy Lekko 	327-D	S	86	May-45	WARBOAT (US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 891 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 99) 1945 -xx/05: delivered to the US Army (USA) fate unknown Mentioned as being in Korea during the conflict 501st Harbor Craft Co blog
513	ST 892	JK Welding	Brooklyn NY Photo Courtesy Lekko	327-D	S	86	May-45	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 892 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 100)

								<p>1945 -xx/05: delivered to the US Army (USA) 1976: To ?? at Puerto Rico (not taken in service) 1982: To "Seabrook Contracting Co Inc" at Miami, Fl.(USA), renamed SAMPIT 199x: To Michael S. Brown at Beaufort (USA) fate unknown</p>
514	ST 893	JK Welding 	Brooklyn NY 	327-D	S	86	Jul-45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 893 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 101) 1945 -xx/07: delivered to the US Army (USA) 19xx: transferred to the "Humboldt State College" at Eureka, Ca.(USA) as research vessel, significantly modified, as ST 893 1998: To ?? at Anacortes (USA) as recreational vessel 2010: still in existence</p>
515	ST 894	JK Welding 	Brooklyn NY 	327-D	S	86	Jul-45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 894 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 102) 1945 -xx/07: delivered to the US Army (USA) 1954- photographed at Ft. Eustis, tug depot 19xx: To ?? (USA), renamed LIABILITY 1980: To "Georgia Marine Warehouse Co" at Charleston, SC (USA), renamed JUPITER 1982: To "Falcon Towing Co" at Charleston, SC (USA) 1995: To "Charleston Marine Leasing Co Ltd" at Johns Island, SC (USA) 2000: To "Noah Towing LLC" at Johns Island, SC (USA) fate unknown</p>
516	ST 895	JK Welding	Brooklyn NY	327-D	S	86	May-45	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 895 1946: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 103) 1945 -xx/05: delivered to the US Army (USA) 1946: To ?? (USSR), renamed ?? fate unknown</p>
517	ST 896	Unk		327-D	S	86	1946	<p>(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 896 1946: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 104) 1945: US Army (USA) construction contract</p>

								cancelled 1946: completed for ?? (USSR), renamed ?? fate unknown
518	ST 897	Unk		327-D	S	86	1946	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 897 1945: Built by "J.K. Welding Corp" at Brooklyn, NY. (USA) (YN 105) 1945: US Army (USA) construction contract cancelled 1946: completed for?? fate unknown
519	ST 898	US Shipbuilding Company	Yonkers, NY	327-D	S	79	1945	(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 898 1945: Built by "U.S. Shipbuilding Co" at Yonkers, NY (USA) (YN 40) 1945: US Army (USA) construction contract cancelled **Conflict: In Europe: Crewmember Peter Dilullo served during WW2 on this tug? 1946: completed for ?? (USSR), renamed ?? fate unknown
520	ST 899	US Shipbuilding Corp DUPLICATE NUMBER WITH RT 899!	Yonkers NY	327 DS				(US Army ST tug Design 327-DS / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS) 143 GRT, 49 NRT, L25,91m(24,67), B7,04m(7,01), D(3,15) (80.4'(78.9')x23.0'x9.2' or 85'0"(80'11")x23'1"(23'0")x10'0"(10'4")) steel, 1 fpp, diesel 4t 6cyl Busch-Sulzer type 6DFMT-17, 700bhp-515kW, sp 9,5kn ST 899 1945: Built by "U.S. Shipbuilding Co" at Yonkers, NY (USA) (YN 41) 1945: US Army (USA) construction contract cancelled 1946: completed for ?? (USSR), renamed ?? fate unknown
521	RT 899	RT river tug						Grover, "M.J. Westcoat"
	Some of	The 900	Series of #'s					Were REUSED later on!!
522	ST 900							Grover, "Pina"
523	RT 901	Dravo Const	Neville Island, PA		S	160	1934	Grover, "Peace"
524	RT 902							Grover, "Slave"
525	RT 903							Grover, "Clearwater"
526	ST 904							Grover, "Hemenway"
527	ST 905	Burger Boat	Manitowoc WI	320	S	45	3/45-5/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 905 1945 -xx/03: Launched by "Burger Boat Co" at Manitowoc (USA)

								1945 -xx/05: delivered to the US Army (USA) <i>fate unknown (108)</i>
528	ST 906	Burger Boat	Manitowoc WI	320	S	45	3/45-5/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 906 1945 -xx/03: Launched by "Burger Boat Co" at Manitowoc (USA) 1945 -xx/05: delivered to the US Army (USA) <i>fate unknown (109)</i>
529	ST 907	Burger Boat	Manitowoc WI	320	S	45	3/45-5/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 907 1945 -xx/03: Launched by "Burger Boat Co" at Manitowoc (USA) 1945 -xx/05: delivered to the US Army (USA) <i>fate unknown (110)</i>
530	ST 908	Burger Boat	Manitowoc WI 	320	S	45	3/45-5/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 908 1945 -xx/03: Launched by "Burger Boat Co" at Manitowoc (USA) 1945 -xx/05: delivered to the US Army (USA) 194x: To ?? (USA) 19xx (by 200x): To ?? (UYSA), renamed RELIABLE
531	ST 909	Burger Boat	Manitowoc WI	320	S	45	3/45-5/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 909 1945 -xx/03: Launched by "Burger Boat Co" at Manitowoc (USA) 1945 -xx/05: delivered to the US Army (USA) <i>fate unknown (111)</i>
532	ST 910	Burger Boat	Manitowoc WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 910 1945: Built by "Burger Boat Co" at Manitowoc (USA) 1945: delivered to the US Army (USA) <i>fate unknown (112)</i>
533	ST 911	Burger Boat	Manitowoc WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 911 1945: Built by "Burger Boat Co" at Manitowoc (USA) 1945: delivered to the US Army (USA) <i>fate unknown (113)</i>
534	ST 912	Burger Boat	Manitowoc WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (45'x13'x7') steel, 1 scr, diesel 6cyl Buda type 1879, 195bhp @990rpm re-engined 19xx diesel Cummins type NT855-M2, 300bhp ST 912 1945: Built by "Burger Boat Co" at Manitowoc (USA) (YN 651-A) 1945: delivered to the US Army (USA) 196x: transferred to the "USCE - US Corps of

								<p>Engineers" (USA), renamed ASHLAND 1971 -08/11: sank at Grand Marais, Mn., raised and brought to Duluth on board steam derrick-barge 'COLEMAN' 1972: auctioned, sold to "Zenith Dredge Co" at Duluth, Mn.(USA) (for \$2,540.00,-), rebuilt for service as dredge tender, renamed CHARLES F. LISCOMB 1994: "Zenith Dredge Co" at Duluth, Mn.(USA) dissolved 1994: transferred to newly formed "Marine Tech LLC" at Duluth, Mn.(USA), renamed JASON 2001: To ??(USA), renamed LYDIE RAE 2003 -xx/06: To "Walstrom Dredge & Dock" at Harbor Springs, Mi.(USA), renamed ELIZABETH</p>
535	ST 913	Burger Boat	Manitowoc WI	320	S	45	1945	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 913 1945: Built by "Burger Boat Co" at Manitowoc (USA) 1945: delivered to the US Army (USA) fate unknown (114)</p>
536	ST 914	Burger Boat	Manitowoc WI	320	S	45	1945	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 914 1945: Built by "Burger Boat Co" at Manitowoc (USA) 1945: delivered to the US Army (USA) Fate unknown (115)</p>
537	ST 915	Burger Boat	Manitowoc WI	320	S	45	1945	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 915 1945: Built by "Burger Boat Co" at Manitowoc (USA) 1945: delivered to the US Army (USA) fate unknown (116)</p>
538	ST 918	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 918 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA) 1945 -xx/04: delivered to the US Army (USA) fate unknown (117)</p>
539	ST 919	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 919 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA) 1945 -xx/04: delivered to the US Army (USA) fate unknown (118)</p>
541	ST 920	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 920 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA)</p>

								1945 -xx/04: delivered to the US Army (USA) <i>fate unknown (119)</i>
542	ST 921	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 921 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA) 1945 -xx/04: delivered to the US Army (USA) <i>fate unknown (120)</i>
543	ST 922	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 922 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA) 1945 -xx/04: delivered to the US Army (USA) <i>fate unknown (121)</i>
544	ST 923	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	3/45-4/45	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 923 1945 -xx/03: Launched by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis. (USA) 1945 -xx/04: delivered to the US Army (USA) <i>fate unknown (122)</i>
545	ST 924	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 924 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) 1945: delivered to the US Army (USA) <i>fate unknown (123)</i>
546	ST 925	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 925 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) 1945: delivered to the US Army (USA) <i>fate unknown (124)</i>
547	ST 926	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") (45'x13'x7') steel, 1 scr, diesel ST 926 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) 1945: delivered to the US Army (USA) <i>fate unknown (125)</i>
548	ST 927	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co") Registered: (USA)ON 282348 20 GRT, 14 BRT, (42.3'x12.5'x5.8') steel, 1 scr, diesel, 170bhp ST 927 1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) 1945: delivered to the US Army (USA)

								<p>1960: To "Weeks Stevedoring Co Inc" at New York (USA), renamed TOM W (USA flag, ON 282348)</p> <p>1966 (+/-): To "Dorchestyer Shipbuilding Corp" at Dorchester, NJ (USA), renamed DORCHESTER</p> <p>19xx: To "Rabbit Run Towing Co" at Dover, De. (USA)</p> <p>1985 (+/-): To James C. Barber at Salem, NJ (USA), renamed SALEM</p> <p>2000 -31/03: stricken from documentation</p> <p>2002 -xx/06: laid up in the port of Salem, NJ (USA)</p> <p>2007: spotted in the "Barber's Basin" marina of Salem, NJ (USA)</p>
549	ST 928	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (USA)ON 975778</p> <p>30 GRT, 24 NRT, (45.2'x12.8'x8.0')</p> <p>steel, 1 scr, diesel</p> <p>re-engined 1988 diesel</p> <p>ST 928</p> <p>1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 204)</p> <p>1945: delivered to the US Army (USA)</p> <p>1988: re-engined diesel</p> <p>1991: To "Lundeberg Maryland Seamanship School" (USA), renamed LITTLE TOOT</p> <p>19xx: To "Dolbey Marine Inc" at Salisbury, Md.(USA) (USA flag, at Salisbury, ON 975778)</p> <p>2004: out of documentation</p> <p>2009: still in service as recreational vessel (ex ST ?, USA?); g: Little Toot ('91); (1st doc. '91); redoc 6/28/91; (redoc 7/13/99)</p>
550	ST 929	Sturgeon Bay SB	Sturgeon Bay WI	320	S	45	1945	<p>(US Army ST tug design 320, based on the 'Equity 45' type tug, designed by "Equitable Equipment Co")</p> <p>Registered: (45'x13'x7')</p> <p>steel, 1 scr, diesel</p> <p>ST 929</p> <p>1945: Built by "Sturgeon Bay Shipbuilding & Dry Dock Co" at Sturgeon Bay, Wis.(USA) (YN 205)</p> <p>1945: delivered to the US Army (USA)</p> <p>1946: transferred to the "USCE - US Corps of Engineers", Mobile, Al. District (USA), renamed HERON</p> <p>196x: sold to ?? (USA)</p> <p>1965: To "Canonie Transportation Co Inc" at Muskegon, Mi.(USA), renamed JAMES EDWARD (retractable wheelhouse & pushing knee fit)</p> <p>1996: renamed DAVID E.</p> <p>199x: renamed BRANDON E. (on the hull still named DAVID E.)</p> <p>19xx (by 2006): laid up at the "Egan Marine Corp" yard at Lemont. Ill.(USA)</p>
551	ST 930							Grover, "Hinemoa"
	ST 935	Already	Counted					<p>Re-designated from ST 731</p> <p>(US Army ST tug Design 327-F / 186 built as design 327, 327-A, 327-E, 327-F, 327-JE, 327-DS)</p> <p>148 GRT, L26,40m(24,67), B7,04m, Dr2,971m, Dp3,15m (86.5'x23'x8.6')</p> <p>steel, 1 fpp, diesel 2t 6cyl "Clark Bross" type MD6, 700bhp-515kW @300rpm, sp 9,5kn</p> <p>ST 731 – ST 935</p> <p>1944 -xx/05: Launched by "Port Houston Iron Works Inc" at Houston, Tx.(USA) (YN 65)</p> <p>1944 -xx/10: delivered to the US Army (USA)</p> <p>194x: renamed ST 731 KEMPE</p> <p>194x: redesignated ST 935</p>

								19xx: transferred to the US Army Corps of Engineers (USA), renamed KEMPE ??? (1944 -19/10: foundered on the US Eastcoast (9 crew lost)) ???
552	ST 936							Re-designated from T22
553	ST 937	John H. Mathis	Camden, NJ		S	88	1932	Grover, "Bridgeport"

This US Army ST Tugboat summary sometimes uses primary and secondary sources as listed. My thanks to the tremendous efforts of those that came before me.

Websites:

Shipbuildinghistory.com Tim Colton, timcolton@aol.com

The Tuglist at nekriek@hotmail.com Piet Van Damme (Belgium)

A tremendous amount of ST detail in this summary is directly from Piet's website. It is by far the most comprehensive site for details on all tugboats past and current. Several ST's are linked to D-Day Normandy on this site that show up nowhere else.

Thamestugs.co.uk D-Day Mulberry Sections on US ships at Normandy. Several ST's are linked to D-Day Normandy on this site that show up nowhere else.

Arnold Hague Convoy Database at convoyweb.org.uk

Quite a few convoy records reveal small voyages of ST's primarily in the Pacific. Many may be duplicates of the early ST numbers 1-15 for Australian ST's built for the US Army- not yet included in this summary DF

tugboatinformation.com another non-profit website with good info and photos

grambo.us list of ST's sent to Vietnam

Books & Primary Sources:

"U.S. Army Ships & Watercraft of World War II", David H. Grover, 1987

Quite a few of the ST's listed are only mentioned in this book!

"ST Tugs – Design 257 and 327", by J. O. Bijl; Lekko production; www.lekko.org

This book probably deserves the title as the "bible" of ST research; many photos for this site provided with their permission. They also produce other tug books and a monthly tugboat magazine.

"Tug of War", Joe Richards, 1979

"Ordeal of Convoy NY 119", Charles Dana Gibson, 1973

"Little Ships: Tugboats at D-Day, Normandy", Gerald Reminick, 2011

West Volusia Historical Society Books:

"A Pictorial History West Volusia County 1870-1940" and

"A Century of West Volusia County 1860-1960"

History and Photos of the American Manufactory Corp and the Olson Corp -
Builders of WW2 and other Army ST Tugboats on Lake Beresford, DeLand, Florida

Report: U. S. Army Transportation in the Southwest Pacific Area 1941-1947, appendices 35 & 38 list of ST's sent to the Pacific Theater in WW2

TUGS **DELIVERED TO SW Pacific** prior to Sept of 1945 BY NUMBER:
(Appendix 38 - Report)

Tug, harbor, diesel, steel, 45' . 45'3^M x 12'10" x 6'7¹¹ . **ST 557-559, 561-566, 568-571, 574-576, 588, 590, 591, 593-600, 607-615, 618-629,**

632. **Design 320.** 49 units delivered.

Tug, harbor, diesel, steel, 85' . 86'5¹ x 23' x 10'4^N . **St 839. Design 327-DS.**
1 unit delivered. (DELAND BUILT TUG)

Tug, harbor, diesel, steel, 85' . 86'5¹ x 23' x 10'4^N . **ST 507, 733. Design 327-E.** 2 units delivered.

Tug, harbor, diesel, steel, 85' . 86'5¹ x 23' x 10'4^M . **ST 694. Design 327-P.** 1 unit delivered.

Tug, harbor, diesel, wood, 72' . 72'9^W x 17'7" x 9'4" . **ST 381, 383-386, 403-409, 457-460, 468-472. Design 332.** 21 units delivered.

NO SHIPMENT OF DESIGN 257 74 ft ST'S IS RECORDED TO THE PACIFIC!

United States Merchant Marine website USMM.org Good details on tug & crew losses in WW2.

Records from the McAllister Tugboat Family via James McAllister; original details and photos of the older WW2 era DPC and ST tugs owned by McAllister.

Unit History: US Army 73rd Floating Craft Company list of 35 ST's that went to Vietnam: most probably stayed there. (ST 1987 has returned)

Articles written by and provided by Capt Lester E. Ellison who began work on ST 247 and ended up in the D-Day work on ST 761 as it's master. He provided a copy of a diary report of the Commander Task Force 128 listing nine ST's making the journey over to Normandy in Convoy EWC1A on 6 6 1944; apparently the only Navy held document known to list ST's at Normandy. Convoy EWC1B also probably had ST's, but no list has yet been found.

The ST 488 preservation group in LeHavre, France: Jean Michel Lecordier with this group has quite a bit of unique info inclusive of the original ship's log from ST 488 recording sightings of many ST's in the Scotland area and in Le Havre in 1944. As far as I know at this point, this is the ONLY ww2 ST ship's log in existence.

PHOTO SOURCE

Here's a great tug photo source. You will need to join to get access, but it's free! Quite a few ST photos are on this site.....

Tugtalk.co.uk contact bruce@clydesite.co.uk

OTHER PRIMARY SOURCES

Mystic Seaport, Conn.

US Army Transportation Museum, Ft. Eustis, Newport News, VA: James Atwater, researcher. James provided many photos of the later Design 3004 - 65' DeLand tugs and the US Army Transportation Supply Maintenance Command Record of TS Vessel Construction, Oct 1, 1956; and a similar US Army list of all WW2 ST's and other details

DATPG, INC PHOTO ARCHIVES: Our records now include well over 200 photos of the AMC, the Olson Corp., and the Beresford/DeLand tugboats.