

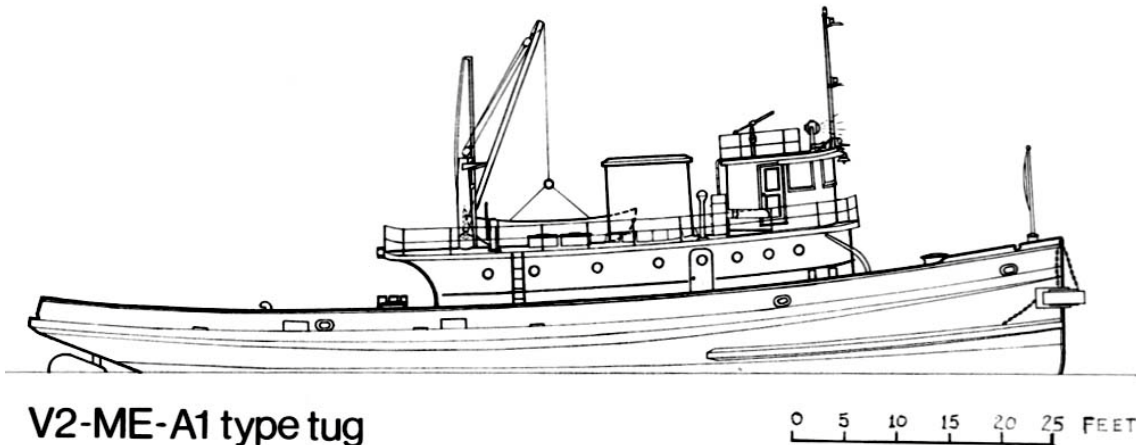
Directory of The Ocean Going Tugs type V2-ME-A1

(composed by: Hans van der Ster – Marcol Archief Production)

This series was 26 units, a single pool, a prop, for operations in ports. Many were taken by the U.S. Navy and the U.S. Army. Those who went to the USN were originally designated as YT (Yard Tug), later as YTB (Yard tug, big) and even later as YTM (Yard tug, medium). The tugs were not taken for military service passed into private hands. MPW Argentina buys in '60 or '70 a whole group of tugs, barges, dredgers, etc., the U.S. Army, maybe even some of them stay afloat in our rivers. The tugs are build on 6 yards.

Displacement 325 tonnes, 190 to 200 tons gross. Length or 100 feet, bp 94 feet 25", breadth 25 feet, depth 13 feet 6', draft 11 ft 6'

These tugs they had diesel engines ranging in size according to the shipyard, the powers ranged between 805 and 1,060 bhp, and all took names of U.S. small ports.



V2-ME-A1 type tug

Shipyards involved in the building of the V2-ME-A1 Class tugs are:

- | | |
|--|--------|
| 1. Birchfield Shipbuilding & Boiler Co, Ind de Tacoma, Washington. | 6 tugs |
| 2. Canulette Shipbuilding Co. de Slidell, La. | 4 tugs |
| 3. Calumet Shipyard & Drydock Co. de Chicago, Ill. | 5 tugs |
| 4. Ira. S. Bushey & Sons de Brooklyn. NY. | 5 tugs |
| 5. General Ship & Engine Works – East Boston, Mass | 2 tugs |
| 6. Brunswick Marine Construction Corp – Brunswick. Ga. | 4 tugs |

Port Angeles

- 1942: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 1)
- 1942-xx-11: Delivered to United States Maritime Commission number 432
- 1942-xx-xx: transferred to the US Navy (USA) as Harbor Tug YT (100' Class), redesignated **YT 265 Hiawatha**
- 19xx-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**

Port Blakely

- 1941: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 2)
- 1941-27-10: Keel laid down
- 1942-02-05: Launched, sponsored by Mrs. Alvin Davies
- 1942-04-07: Delivered to United States Maritime Commission number 433
- 1942-31-12: Transferred US Navy (USA) as Harbor Tug YT, renamed **YT 266 Pocahontas**
- 1943-16-03: Placed in service in the 11th Naval District, headquartered at San Diego
- 1946-xx-xx: Operated in the 12th Naval District, headquartered at San Francisco.
- 1944-15-05: Redesignated **YTB 266 Pocahontas**
- 1955-xx-xx: Returned to the 11th Naval District
- 1962-xx-02: Redesignated **YTM 266 Pocahontas**
- 1972-xx-xx: Sold for breaking up
- 1976-xx-xx: To "Crowley Marine Services Inc" at Seattle, Wa.(USA), renamed **Sea Lark** c/s WYP6844
- 1993-xx-xx: Laid up
- 1997-xx-xx: To Glen Simmons at Sausalito, Ca.(USA); The tug has been entered in tug races on San Francisco Bay for three years coming in first & second twice
- 200x-xx-xx: To Mary Richardson, converted to houseboat, moored at the south end of Sausalito Yacht Harbor (USA)
- 2008: still in existence

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm

- **Bollard pull**
- **Imo** 8333180

Pocahontas III

An Algonquin princess, daughter of Powhatan, who saved Capt. John Smith's life while he was a prisoner of her father's warriors. She subsequently married John Rolfe and died in England in 1617. Counties in Iowa and West Virginia and towns in Arkansas, Iowa, and Virginia are named for Pocahontas.

The third Pocahontas was laid down, under Maritime Commission contract, as Port Blakeley (MC hull 433) by Birchfield Boiler Inc., Tacoma, Wash., 27 October 1941, launched 2 May 1942; sponsored by Mrs. Alvin Davies, designated for Navy use and renamed Pocahontas (YT-266), 4 July 1942; delivered to the Maritime Commission and transferred to the Navy 31 December 1942, and placed in service, in the 11th Nava~ District, 16 March 1943.

Pocahontas, redesignated YTB-266, 15 May 1944, served the 11th Naval District, headquartered at San Diego, until after World War II. Between 1946 and 1955 she operated in the 12th Naval District, headquartered at San Francisco, then returned to the 11th Naval District.~ Redesignated YTM-266, February 1962, she has continued to provide tug and towing services to that district into 1970

Port Discovery

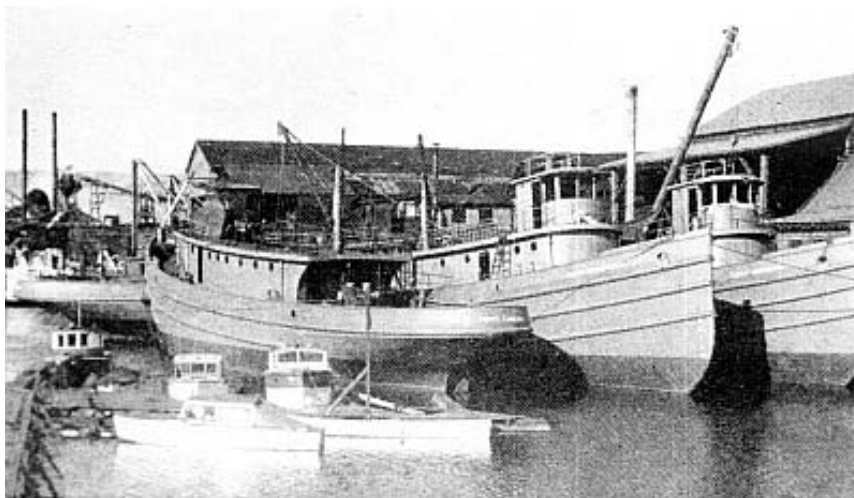
- 1942: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 3)
- 1941-01-12: Laid down
- 1942-03-04: Launched, sponsored by Mrs. David Nielsen
- 1942-04-07: Designated for Navy use and Transferred US Navy (USA) as Harbor Tug YT, renamed **YT 267**

Pogatacut

- 1942-23-12: Delivered to United States Maritime Commission number 434
- 1944-15-05: Redesignated **YTB-267**, served the 12th Naval District, headquartered at San Francisco
- 1970-xx-xx: Sold to ??
- 19xx-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**



Port Ludlow, Port Discovery & Port Angeles under construction

Pogatacut

A sachem of Manhasset who signed the deed of East Hampton, Long Island, in 1648.

Pogatacut was laid down, under Maritime Commission contract, as Port Discovery (MC hull 434) by Birchfield Boiler Inc., Tacoma, Wash., 1 December 1941; launched 3 April 1942; sponsored by Mrs. David Nielsen; designated for Navy use and renamed Pogatacut (YT-267), 4 July 1942; and delivered to the Maritime Commission and transferred to the Navy, 23 December 1942.

Pogatacut, redesignated YTB-267, 15 May 1944, served the 12th Naval District, headquartered at San Francisco, through World War II. Then transferred to Hawaii, she served the 14th Naval District until placed out of service, in reserve, in May 1947. In reserve for almost four years, she was reactivated in February 1951 and assigned to the Philippines. Since that time, into 1970, she has provided tug services to Navy vessels in the Subic Bay area.

Port Ludlow

- 1942: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 4)
- 1941-01-12: Laid down
- 1942-02-05: Launched
- 1942-xx-xx: Transferred US Navy (USA) as Harbor Tug YT, renamed **YT 268 Red Cloud**
- 1943-08-05: Delivered to United States Maritime Commission number 435
- 1944-15-05: Reclassified **YTB 268**
- 1962-xx-02: Reclassified **YTM 268**
- 1974-xx-xx: Sold to ??
- 19xx-xx-xx: Broken up

Specification:

- **Displacement** 310 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**

Red Cloud

Red Cloud, an Indian Chief, was born in 1822 in Nebraska. He opposed the construction of a road from Fort Laramie, Wyo., along the Powder River, to the gold regions of Montana. He claimed that increased travel along the road would destroy the buffalo hunting grounds of his tribe. Several skirmishes were fought near Fort Phil Kearney, Wyo., in 1866 and 1867, before Red Cloud achieved his aims in a treaty signed at Fort Laramie 6 November 1868. He did not participate actively in the Sioux War of 1876 or in the rebellion of 1890-91. He was an Indian delegate to Washington on several occasions. He died at Pine Ridge, S.D., 10 December 1909.

Red Cloud (YT-268) was laid down 1 December 1941, as *Port Ludlow*, MC hull 435, by Birchfield Boiler, Inc., Tacoma, Wash.; launched 2 May 1942; and placed in service 8 March 1943.

Red Cloud was reclassified YTB on 15 May 1944, and reclassified YTM in February 1962. After wartime service on the west coast, she remained active into 1974 as a harbor tug in the San Francisco Bay area.

Port Madison

- 1942: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 5)

- 1942-13-04: Laid down
- 1942-14-07: Launched, sponsored by Mrs. William Walker
- 1943-xx-04: Delivered to United States Maritime Commission number 436
- 1943-12-04: Transferred US Navy (USA) as Harbor Tug YT, **Sakarissa**, designated District Harbor Tug **YT-269**
- 1943-26-04: In Service
- 1945-xx-07 Redesignated **YTB 269**
- 1962-xx-xx Redesignated YTM 269, 12th Naval District until 15 January 1974
- 1974-15-01: Sold to Marad, Struck from the Naval register
- 19xx-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**

Sakarissa

A chief of the Tuscarora tribe during the late 18th and early 19th centuries.

Sakarissa (YT-269) was laid down as *Port Madison* under Maritime Commission contract (MC hull 436) on 13 April 1942 by Birchfield Boiler, Inc., Tacoma, Wash.; launched on 14 July 1942; sponsored by Mrs. William Walker; acquired by the Navy on 12 April 1943 and renamed *Sakarissa* (YT-269); and placed in service on 26 April 1943.

Following her initial training, *Sakarissa* was assigned to *ABSD-1* and began work to prepare that sectional dock for transit from the west coast to the New Hebrides. At the end of August, the sectional dock was ready and *Sakarissa* departed San Francisco in the force which towed *ABSD-1* west. Thirty-four days later, on 2 October, she reached Espiritu Santo and began work to reassemble the *ABSD* at Pallikulo Bay, between Aessi Island and Espiritu Santo. The job, delayed by accidents, stretched through November. Early in December, the *ABSD* began docking and repair work. *Sakarissa* remained assigned to the sectional dock to assist in docking and undocking warships and merchant ships that required her services.

In the spring of 1945, the *ABSD* was ordered further west; and, after being dismantled, departed the New Hebrides in July, accompanied by *Sakarissa*, now designated YTB-269, and other ships assigned to her. By the end of World War II, services had been resumed at Samar, Philippines. The large number of ships involved in post-war activities and the limited facilities available, kept the force occupied into the spring of 1946 when the number of ships had dwindled and permanent docking facilities had been established. *ABSD-1* was ordered decommissioned and inactivated. *Sakarissa*, with other tugs, was ordered back to the United States. In mid-April, the YTB departed the Philippines. By mid-May, she was in the Marshalls; and, in mid-June, she arrived in Pearl Harbor. Two months later, she resumed her voyage eastward and reached San Francisco on 22 August. *Sakarissa*, redesignated YTM in 1962, provided harbor tug services to the 12th Naval District until 15 January 1974. At that time, her name was struck from the Navy list, and she was transferred to the Maritime Administration for further service with the Reserve Fleet at Suisun Bay, Calif.

Port Orchard

- 1942: Built by "Birchfield Boiler Co Inc" at Tacoma, Wa.(USA) (YN 6)
- 1942-20-04: Laid down
- 1942-14-07 Launched; sponsored by Al Eubanks, Subsequently transferred to the Navy, renamed **Satanta**, designated District Harbor Tug **YT-270**
- 1943-19-05: Delivered to United States Maritime Commission number 437
- 1944-15-05: Reclassified *District Harbor Tug, Large* **YTB-270**

- 1962-xx-02 Reclassified *District Harbor Tug, Medium YTM-270*
- Xxxx-xx-xx: Placed out of service (date unknown)
- Xxxx-xx-xx: Struck from the Naval Register (date unknown)
- 1976-01-06: Sold for scrapping, by the *Defense Reutilization and Marketing Service (DRMS)*
- 19xx-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**



Satanta

A Kiowa chief, known as the “Orator of the Plains,” who was seized by Custer to speed the Kiowas' move to a reservation after the Medicine Lodge Treaty of 1867. Arrested for participating in raids during the early 1870's, he died in prison in 1878.

Satanta (YT-270) was laid down under Maritime Commission contract (MC hull 437) as *Port Orchard* on 20 April 1942 by Birchfield Boiler, Inc., Tacoma, Wash.; launched on 14 July 1942; sponsored by Mrs. Al Eubanks; subsequently transferred to the Navy; renamed *Satanta* and designated YT-270; and delivered and placed in service on 19 May 1943.

Reclassified YTB-270 in May 1944 and YTM-270 in February 1962, *Satanta* has provided harbor tug service on the west coast throughout her naval career. Although she initially served in the 11th Naval District, most of her service has been in the 12th. She operates out of Mare Island into 1974.

Port Allen

- 1943: Built by "Canulette Shipbuilding Co" at Slidell, La.(USA) (YN 1)
- 1943-xx-xx: Delivered to United States Maritime Commission number 438
- 1943-xx-03: Transferred to the US Navy (USA) as Harbor Tug YT, renamed **YTB 723 Port Allen**
- 1945-xx-xx: To "MARAD"
- 1945-xx-xx: To "Crescent Towing & Salvage Co Inc" at New Orleans, La.(USA), as **Port Allen**. ON 243117, c/s KPKP
- 195x-xx-xx: USA flag, regd New Orleans, ON 243117, c/s WC7306
- 1975-xx-xx: Sold to ??
- 19xx-xx-xx: broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** 1 scr, diesel 8cyl Enterprsie type DMQ-8, 700bhp @420rpm
- **Bollard pull**
- **ON:** 243117

Port Barre

- 1943: Built by "Canulette Shipbuilding Co" at Slidell, La.(USA) (YN 2)
- 1943-xx-03: Delivered to United States Maritime Commission number 439
- 1946-xx-xx: To "Standard Oil Co of California" at San Francisco, Ca.(USA), renamed **Standard No 2** ; USA flag, regd San Francisco, ON 243118, c/s KPKR
- 195x-xx-xx: USA flag, regd San Francisco, ON 243118, c/s WB3275
- 1961-xx-xx: still in LR
- 19xx-xx-xx: broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 4t 8cyl Enterprise, 1000bhp-736kW
- **Bollard pull**
- **ON:** 243118

Port Hudson

- 1942: Built by "Canulette Shipbuilding Co" at Slidell, La.(USA) (YN 3)
- 1941-31-12: Laid down
- 1942-17-06: Launched, Sponsored by Miss Jean Canulette
- 1943-26-04: Delivered to United States Maritime Commission number 440
- 1945-24-03: Intended for US Navy as **YTB 724 Wabaquaset**
- 1945-xx-xx: struck from the Naval register
- 1946-xx-xx: To "Crescent Towing & Salvage Co Inc" at Mobile, Al.(USA), re-renamed **Port Hudson** USA flag, regd New Orleans, ON 243308, c/s KPLX)
- 194x-xx-xx: USA flag, regd San Francisco, ON 243308, c/s WB5757
- 1971-xx-xx: re-engined diesel GE type 7FDM12, 3000bhp
- 2006-xx-xx: still in service

Specification:

- **Displacement** 325 tons; Grt 196 tons

- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 4t 8cyl Enterprise, 1000bhp-736kW
- **Bollard pull**
- **ON:** 243308



Port Hudson

Wabaquasset

A tribe or band of Indians who formerly lived west of the Quinnebaug River, in what is now Windham County, Conn. Also the name of the village situated about six miles from the Quinnebaug River, south of the present city of Woodstock, Conn

Port Hudson—a steel-hulled, metal arc-welded, large harbor tug—was laid down under a Maritime Commission contract (MC hull 440) on 31 December 1941, at Slidell, La., by the Canulette Shipbuilding Co., Inc.; launched on 17 June 1942; sponsored by Miss Jean Canulette; and delivered to the War Shipping Administration (WSA) on 26 April 1943.

On 24 March 1945, the name *Wabaquasset* and the designation YTB-724 were approved by the Navy for *Port Hudson*, but the ship was apparently not taken over for active service. Records indicate that *Wabaquasset* was in fact not included on Navy crafts' lists. One source indicates that while the WSA owned the ship, the Navy operated her; but this statement is not supported by the sketchy records. Another source indicates that the tug was returned to WSA on 7 June 1945. In any event, it seems probable that the harbor tug saw little, if any, naval service

Port Vincent

- 1942: Built by "Canulette Shipbuilding Co" at Slidell, La.(USA) (YN 4)
- 1943-xx-05: Delivered to United States Maritime Commission number 441
- 1946-xx-xx: To "Standard Oil Co of California" at San Francisco, Ca.(USA), renamed **Standard No 3** USA flag, regd San Francisco, ON 243309, c/s KPLY; In service on Puget Sound, in conjunction with the steam tank barge S.O.Co. No. 15)
- 195x-xx-xx: USA flag, regd San Francisco, ON 243309, c/s WB3276

- 1993-xx-xx: To Donald J. House at Juneau, Ak.(USA), re-renamed **Port Vincent**; USA flag, regd Juneau, ON 243309, c/s WB3276
- 1996-xx-xx: To "Tyee Maritime Inc" at Sitka, Ak.(USA), renamed **Thunderbird**; USA flag, regd Sitka, ON 243309, c/s WB3276
- 2008-xx-xx: still in service

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 4t 8cyl Enterprise, 1000bhp-736kW
- **Bollard pull**
- **ON:** 243309
- **Imo:**8841802

Port Byron

- 1942: Built by "Calumet Shipyard & Drydock Co" at Chicago, Ill.(USA) (YN 137)
- 1942-xx-09: Delivered to United States Maritime Commission number 442
- 1943-xx-xx: Transferred to the US Army (USA), redesignated **LT 113 – Port Byron**
- 1946-xx-xx: To Lloyd H. Dalzell, mng "Dalzell Towing Co Inc" at New York (USA), renamed **Dalzellaird**. USA flag, regd New York, ON 251765
- 1965-xx-xx: To "McAllister Brothers Inc" at New York (USA) USA flag, regd New York, ON 251765, c/s WA4022, 203 GRT, 138 NRT
- 1970-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**
- **ON:** 251765

Port Allegheny

- 1942: Built by "Calumet Shipyard & Drydock Co" at Chicago, Ill.(USA) (YN 138)
- 1942-xx-10: Delivered to United States Maritime Commission number 443
- 1943-xx-xx: Transferred to the US Army (USA), redesignated **LT 114 – Port Allegheny**
- 1946-xx-xx: To ???, renamed **Dyer**
- 19xx-xx-xx: To "G. & H. Offshore Towing Co" at Galveston, Tx.(USA), renamed **Porpoise**
- 1994-xx-xx: To "Gulfshore Towing Co Inc" at Galveston, Tx.(USA), renamed **Sachem**
- 1998-xx-xx: To "Fidelity Finance & Leasing Co Ltd" at Belize (BLZ), renamed **Porpoise**
- fate unknown

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Port Elizabeth

- 1942: Built by "Calumet Shipyard & Drydock Co" at Chicago, Ill.(USA) (YN 139)
- 1942-22-05: Launched, sponsored by Mrs. James F. Rogan
- 1942-29-09: Delivered to United States Maritime Commission number 444
- 1942-15-10: Acquired by the US Navy (USA) as Harbor Tug YT (100' Class), redesignated **YT 331**

Namequa

- 1943-17-02: Placed in service
- 1955-15-05: Reclassified **YTB 331**
- 1950-xx-06: Struck from Naval Vessel Register, Sold to ???
- fate unknown; said broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Namequa

The only daughter of Black Hawk, leader of the Sauk and Fox tribes during the Black Hawk War (1831–1832).

Namequa, built as *Port Elizabeth* (MC Hull 444), was laid down in early 1942, under a Maritime Commission Contract, by Calumet Shipyard and Dry Dock Co., Chicago, Ill., launched 22 May 1942; sponsored by Mrs. James F. Rogan'; renamed *Namequa* and classed as YT–331 on 29 September; acquired by the Navy 15 October and placed in service 17 February 1943.

Allocated to the 1st Naval District and based at Boston, she provided fire-fighting, tug, and salvage services to naval vessels and installations in that district throughout her seven year career. Reclassified YTB–331 on 15 May 1944, her active service was continuous, except for a period in reserve from March to October 1946. She was struck from the Naval Vessel Register in June 1950.

Port Conway

- 1942: Built by "Calumet Shipyard & Drydock Co" at Chicago, Ill.(USA) (YN 140)
- 1942-xx-11: Delivered to United States Maritime Commission number 445
- 1942-xx-11: Delivered to the United States Navy as YT 338, later redesignated into **YTB 338 Nesutan**
- 19xx-xx-xx: To the US Army as **LT 1928**
- 19xx-xx-xx: Sold to American Tugbot Co. – Seattle (Crowley) and renamed **George S**
- fate unknown

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Port Fulton

- 1942: Built by "Calumet Shipyard & Drydock Co" at Chicago, Ill.(USA) (YN 141)
- 1942-xx-11: Delivered to United States Maritime Commission number 446
- 1942-xx-11: Delivered to the US Army (USA), redesignated **LT 238 Port Fulton**
- 1946-xx-xx: Sold to ???

- 1961-xx-xx: To "McAllister Brothers Inc" at New York (USA), renamed **Frances K. McAllister** USA flag, regd New York
- 1996-xx-xx: foundered as fishing reef (USA)

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Port Chester

- 1942: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY.(USA) (YN 503)
- 1942-xx-xx: Delivered to United States Maritime Commission number 447
- 1943-xx-xx: Transferred to the US Army (USA), redesignated **LT 233 Port Chester**
- 1946-xx-xx: Sold to ???
- 1964-xx-xx: To "Edwin N. Bisso & Son Inc" at New Orleans, La.(USA), renamed **Captain Ed.** USA flag, ON 297837
- 1978-xx-xx: re-engined diesel 16cyl GM type 16-567C, 1600bhp
- 1983-xx-xx: renamed **Peggy H**
- 2001-xx-10: To "Signet Maritime Corp" at Houston, Tx.(USA)
- 2002-xx-03: renamed **Signet Resolute**
- 2005-xx-xx: still in service

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Port Crane

- 1942: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY.(USA) (YN 504)
- 1942-xx-xx: Delivered to United States Maritime Commission number 448
- 1942-xx-xx: Delivered to the US Army (USA), Designated **LT 290 Port Crane**
- 1942-25-11: Acquired by the US Navy (USA).
- 1942-01-12: Designated **YT 344 Swatane**
- 1944-15-05: Reclassified **YTB 344 Swatane**
- 1962-xx-02: Reclassified **YTM 344 Swatane**
- 1964-xx-09: Struck from Naval vessel Register
- 1964-xx-xx: To ?? (USA), renamed **Lewis Bourgeois II**
- fate unknown, said to be broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Swatane

An Oneida chief who died at Shamokin, Pa., on 17 December 1748.

Port Crane was acquired by the United States Navy on 25 November 1942 from the Maritime Commission; was renamed *Swatane* on 1 December 1942; designated YT-344 the same day; and was assigned to the 3d Naval District for duty, Boatswain Charles Wentz in command.

Swatane operated in that district out of New York harbor until 13 July 1956 when she was transferred to Mayport, Fla. She arrived on 16 July, went to Charleston, S.C., on the 18th, and departed for May-port the same day. She subsequently returned to Charleston and was assigned to the 6th Naval District. *Swatane* was reclassified YTB-344 (large harbor tug) on 15 May 1944 and YTM-344 (medium harbor tug) in February 1962. She was placed in reserve, out of commission, in September 1962 at Charleston, S.C., and struck from the Navy list in September 1964.

Port Henry

- 1942: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY.(USA) (YN 514)
- 1942-xx-xx: Delivered to United States Maritime Commission number 449
- 1943-xx-xx: Delivered to the US (USA), redesignated **LT xxx Port Henry**
- 1946-xx-xx: To "Lago Oil & Transport Co Ltd" (Exxon-Esso) (PAN), renamed **Captain Rodger**. PAN flag, regd Panama, ON 242945, c/s KPJU, 173 GRT, 115 NRT
- 1947-xx-xx: wrecked

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**

Port Jervis

- 1943: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY.(USA) (YN 512)
- 1942-xx-xx: Delivered to United States Maritime Commission number 450
- 1943-xx-xx: Delivered to the US (USA), redesignated **LT xxx Port Jervis**
- 1945: To "Red Star Towing & Transportation Co" at New York (USA), renamed **Newport**. USA flag, regd New York, ON 242857, c/s KPJG, 173 GRT, 115 NRT
- 195-xx-xx: USA flag, regd New York, ON 242857, c/s WA8652
- 1962-xx-xx: re-engined diesel 2t 10cyl Fairbanks-Morse, 1800bhp
- 19xx-xx-xx: To "United Pilots" (USA), renamed **Terror**
- 19xx-xx-xx: To "Acushnet Towing" at Boston (USA)
- 19xx-xx-xx: To "Lake Michigan Contractors", renamed **R.H. Tripp**
- 19xx-xx-xx: re-engined diesel GM EMD type 16-645E2
- 2004-xx-xx: To "Mike McDevitt" ??(USA)
- 2004-xx-06: To "New Providence Towing" at Nassau (BHS)
- 2006-xx-xx: reported lost in 2005 hurricane season (hurricane Katrina ??)

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp

- **Bollard pull**
- **ON:** 242857



Port Jervis as Newport

Port Kent

- 1942: Built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY.(USA) (YN 513)
- 1942-23-12: Launched
- 1942-xx-xx: Delivered to United States Maritime Commission number 451
- 1943-15-02: completed as **Port Kent**, immediately taken over by the US Navy (USA), renamed **YT 347 Oratamin**. Assigned to the 10th Naval District for tug services in San Juan Harbor, Pureto Rico
- 1944-15-05: Redesignated **YTB 347 Oratamin**
- 1952-xx-xx: Reassigned to the 5th Naval District for duty in the Tidewater regions of Norfolk and Hampton, Va.(USA)
- 1962-xx-02: Redesignated **YTM 347 Oratamin**
- 1969-xx-xx: Stricken from the US Navy list
- 1970-xx-xx: To "Norfolk, Baltimore & Carolina Line Inc" (USA), renamed **Martha M.**
- 1999-xx/07: Taken over by "McAllister Towing & Transportation Co Inc" at New York, for service at Georgetown, SC.(USA), renamed **Suzanne McAllister**
- 19xx-xx-xx: re-engined diesel 16cyl GM type EMD 16-567B/C, 1800bhp, sp 16kn
- 20xx-xx-xx: Transferred to the Carolinas, renamed **Susan Elizabeth**. USA flag, regd Philadelphia, ON 528417, c/s WYZ2569
- 2007-xx-xx: Retired from service
- 2007-xx-xx: To "Zenith Tugboat Co" at Duluth, Minn.(USA)., renamed Lacey van Riedel USA flag, regd Charleston, ON 528417, c/s WYZ2569
- 2008-xx-xx: To be stripped and reefed after contract

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 805bhp
- **Bollard pull**
- **ON:** 528417
- **Imo:** 8980751

Oratamin

A 17th Century Hackensack chief, prominent in treaty relations between his tribe and the Dutch.

Oratamin (YTB–347), ex-YT–347, ex-*Port Kent*, ex-M.C. Hull 451, was built by Ira S. Bushey & Sons, Inc., Brooklyn, N. Y.; launched for the Maritime Commission 23 December 1942; completed 15 February 1943; and immediately taken over by the Navy. Her first Fleet assignment took her to the 10th Naval District, where she provided multifaceted tug services in San Juan Harbor through 1951.

Oratamin then shifted to the 5th Naval District for duty in the Tidewater regions of Norfolk and Hampton, Va. Redesignated YTM–347 in February 1962, she remains active out of Norfolk through 1969.

Port Clyde

- 1942: Built by "General Ship & Engineering Works" at Boston, Ma.(USA) (YN 402)
- 1942-xx-02: Delivered to United States Maritime Commission number 461
- 1942-xx-xx: Transferred to the US Army (USA), renamed **LT. Col. William R. Kendricks**
- 19xx-xx-xx: To Crowley Maritime – San Francisco (USA), renamed **Resolute**
- 19xx-xx-xx: broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 5cyl American Locomotive
- **Bollard pull**
- **ON:** 528417
- **Imo:** 8980751



Port Clyde as Resolute

Port Huron

- 1942: Built by "General Ship & Engineering Works" at Boston, Ma.(USA) (YN 403)
- 1942-xx-02: Delivered to United States Maritime Commission number 462
- 1942-xx-xx: Transferred to the US Army (USA), renamed **LT. Col. Herbert L.Kidwell**
- 19xx-xx-xx: To ?? (USA), renamed **Port Huron**
- 19xx-xx-xx: To "Dalzell Towing Co Inc" at New York (USA), renamed **Dalzelloch**. USA flag, regd New York, ON 251637, c/s WA4024.
- 19xx-xx-xx: To Lloyd H. Dalzell, mng "Dalzell Towing Co Inc" at New York (USA)
- 1963-xx-xx: To "McAllister Brothers Inc" at New York (USA), renamed **Dalzellido**
- 1964-xx-xx: re-engined diesel 2t 16cyl (1962) GM, 1640bhp
- 19xx-xx-xx: renamed **Joan McAllister**
- Fate unknown, said to be broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 5cyl American Locomotive
- **Bollard pull**
- **ON:** 251637



Port Huron as Dalzelloch

Port Wentworth

- 1942: Built by "Brunswick Marine Construction Corp – Brunswick, Ga. (USA) (YN 101)
- 1942-xx-02: Delivered to United States Maritime Commission number 512
- 1942-14-11: Delivered to the US "WSA - War Shipping Administration" at Washington, DC.(USA)
- 1942-13-12: Transferred to the US Navy (USA), redesignated **YB 327 Haiglar**
- 1944-15-05: Redesignated **YTB 327 Haiglar**
- 1947-11-02: Struck from naval Vessel Register
- 1947-xx-xx: To "Panama Canal Authority" (USA), renamed **Limon**
- 1954-xx-xx: To ?? (USA), renamed **Frank W.Barnes**
- 19xx-xx-xx: To "Ship Service Inc" at New Orleans, La. (USA), renamed **Sandra**
- 19xx-xx-xx: re-engined diesel 2t 6cyl, 1800 bhp
- 1968-xx-xx: To A.P. St.Philip (USA), renamed **Sandra St.Philip**
- 1969-xx-xx: To "Taylor & Anderson Towing & Lighterage Co" (R.L. Taylor) at Philadelphia (USA), renamed **Tanda 12**
- 1980-xx-xx: To "Turecamo" (USA), renamed **Tug McGraw**
- 1998-xx-xx: taken over by "Moran Towing & Transportation Co Inc" at New York (USA)
- 2001-xx-xx: placed out of service, said to be broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 1250bhp
- **Bollard pull**

Haiglar

Principal chief of the Catauba tribe.

Haiglar (YTB-327) was built by Brunswick Marine Construction Corp., Brunswick, Ga., in 1942 as *Port Went-worth*, under Maritime Commission contract. Delivered to the Navy at Brunswick 14 November 1942, she was converted to

Navy use at Savannah Machine & Foundry Co., Savannah, Ga., and placed in service 13 December 1942, classified as YT-327.

Assigned to the 1st Naval District, *Haiglar* served as a harbor tug at Boston, Mass., and was redesignated YTB-327, harbor tug, big, 15 May 1944. She was transferred to the 15th Naval District for duty at Balboa, Canal Zone, 9 June 1945, but was brought back to Boston soon after the end of the war in the Pacific. *Haiglar* was subsequently transferred to the Panama Canal and struck from the Navy List simultaneously 11 February 1947.

Port Clinton

- 1942: Built by " Brunswick Marine Construction Corp – Brunswick, Ga.(USA) (YN 102)
- 1942-xx-02: Delivered to United States Maritime Commission number 513
- 1942-xx-01: Delivered to the US "WSA - War Shipping Administration" at Washington, DC.(USA)
- 1945-xx-xx: To ?? (USA), renamed **Captain**
- 195x-xx-xx: To "Dalzell Towing Co Inc" at New York (USA), renamed **Fred B.Dalzell**
- 1964-xx-xx: To "Portsmouth Towing Co" at Portsmouth, NY (USA), renamed **New Castle**
- 19xx-xx-xx: To "Moran Towing & Transportation Co Inc" at New York (USA)
- 1982-xx-xx: To "Sheepscot Pilot Inc" at Southport, Me. (USA), renamed **Eliot Winslow**
- 1982-xx-xx: re-engined diesel Alco, 2500bhp
- Fate unknown, said to be broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 1250bhp
- **Bollard pull**

Port Deposit

- 1942: Built by " Brunswick Marine Construction Corp – Brunswick, Ga.(USA) (YN 103)
- 1942-08-01: Launched, sponsored by Mrs. B. F. Weathers
- 1943-xx-xx: Delivered to United States Maritime Commission number 514
- 1943-23-01: Delivered to the US "WSA - War Shipping Administration" at Washington, DC.(USA)
- 1943-12-02: Transferred to the US Navy as Harbor Tug (100' Class) (USA), redesignated **YT 328 Mauvila**.
Initially allocated to the 6th Naval District before being reallocated to the 10th Naval District, at Naval Station San Juan, Puerto Rico
- 1944-14-05: Reclassified District Harbor Tug, Large **YTB-328**
- 1962-xx-02: Reclassified District Harbor Tug, Medium **YTM-328**
- 1963-04-01: Placed out of service and struck from the Naval Register
- Final Disposition, fate unknown

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 1250bhp
- **Bollard pull**

Mauvila

A Choctaw chieftain.

Mauvila (YT-328), built by the Brunswick Marine Construction Corp., Brunswick, Ga., under Maritime Commission contract, was launched as *Port Deposit*, 1 August 1942; sponsored by Mrs. B. F. Weathers; acquired by the Navy 23 January 1943; renamed *Mauvila*, and placed in service 12 February 1943.

Mauvila was originally allocated to the 6th Naval District, the district in which she had been built. Soon after being placed in service, however, she was transferred to the 10th Naval District, headquartered at San Juan, P.R. There she performed miscellaneous towing services for the Navy until struck from the Naval Register 1 April 1963. During her 20 years service she was reclassified twice: first, to YTB-328, 15 May 1944; later, to YTM-328, February 1962.

Port Edwards

- 1943: Built by " Brunswick Marine Construction Corp – Brunswick, Ga.(USA) (YN 104)
- 1943-xx-xx: Delivered to United States Maritime Commission number 515
- 1943-xx-02: Delivered to the US "WSA - War Shipping Administration" at Washington, DC.(USA)
- 1946-xx-xx: To "Eastern Gas & Fuel Associates" at Boston, Mass.(USA), renamed **Hercules**. USA flag, regd Boston, ON 242875, c/s ATKA
- 194x-xx-xx: To "Boston Tow Boat Co" at Boston, Mass.(USA), renamed **Bear**
- 1980-xx-xx: Broken up

Specification:

- **Displacement** 325 tons; Grt 196 tons
- **Length o.a.** 30.48 x **Beam o.a.** 7.62 x **Draft** 2.92 mtrs
- **Speed** 12 kts.
- **Propulsion** steel, 1 scr, diesel 2t 6cyl Fairbanks-Morse, 1250bhp
- **Bollard pull**
- **ON:** 242875