

# Directory of The Ocean Going Tugs type V3-S-AH2

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

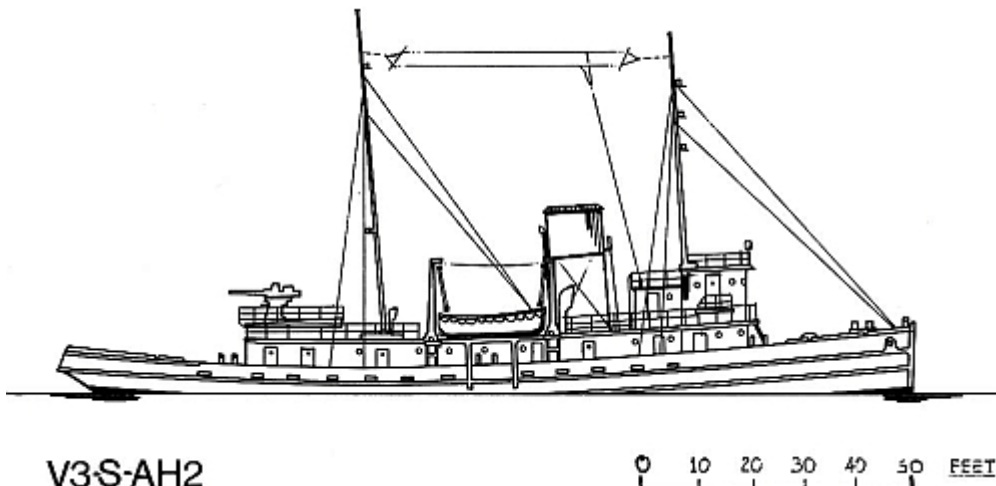
These wooden tugs were originally built to go with oceangoing dry bulk barges to carry coal. Although the Office of Defense Transportation ordered 65 American wooden tugs of this type only a fraction of this amount were built. 14 of these tugs were built by 3 shipbuilders and 8 of these were transferred to Britain, with names beginning with AT, for "American Tug". The design, designated **V3-S-AH2**, was 157 feet long. Its propulsion machinery was through reciprocal steam triple expansion; develop 1,000 bhp at 180 rpm, turning a propeller to a speed of 10 knots sailing as light and 6 knots in tow. A single water tube boiler, fed by hand and the carrying amount of carbon gave a range of 1,500 miles. The crew was 27 people but the group of the canyon, which equaled 4.

The strong wooden hulls were made of Douglas fir, 5 inches thick on the inside of the hull and the frames, stems, stern posts and rudders were Eastern white oak. On the aft superstructure a cannon was mounted of 3 inches.

At first there were only five construction contracts, to Corpus Christi SB by one, to Puget Sound SB Co, by six, six Standard SB Co, Astoria SB Santa Barbara for three Pensacola and S & E Co for six. But Pensacola CIA did not satisfy the contract and this amount is redistributed as follows: 4 to Astoria and two Standard SB of San Pedro, Calif..

Dimensions: Length 157 feet or, 148 feet bp, beam 32 feet 6 "; dept 18 feet 6": draft 15 feet 6.  
"Tonnage: 557 gross, 64 net, 1,220 of displacement.

Capacity 213 tons of coal, fresh water: 66 tons



Finally the Shipyards involved in the building of the V3-S-AH2 Class tugs are:

1. Corpus Christie Shipbuilding Co" at Corpus Christie, Tx. 1 tug
2. Puget Sound Shipbuilding Co" at Olympia, Wa. 5 tugs
3. Standard Shipbuilding Co" at San Pedro, Cal. 8 tugs

## Sustainer

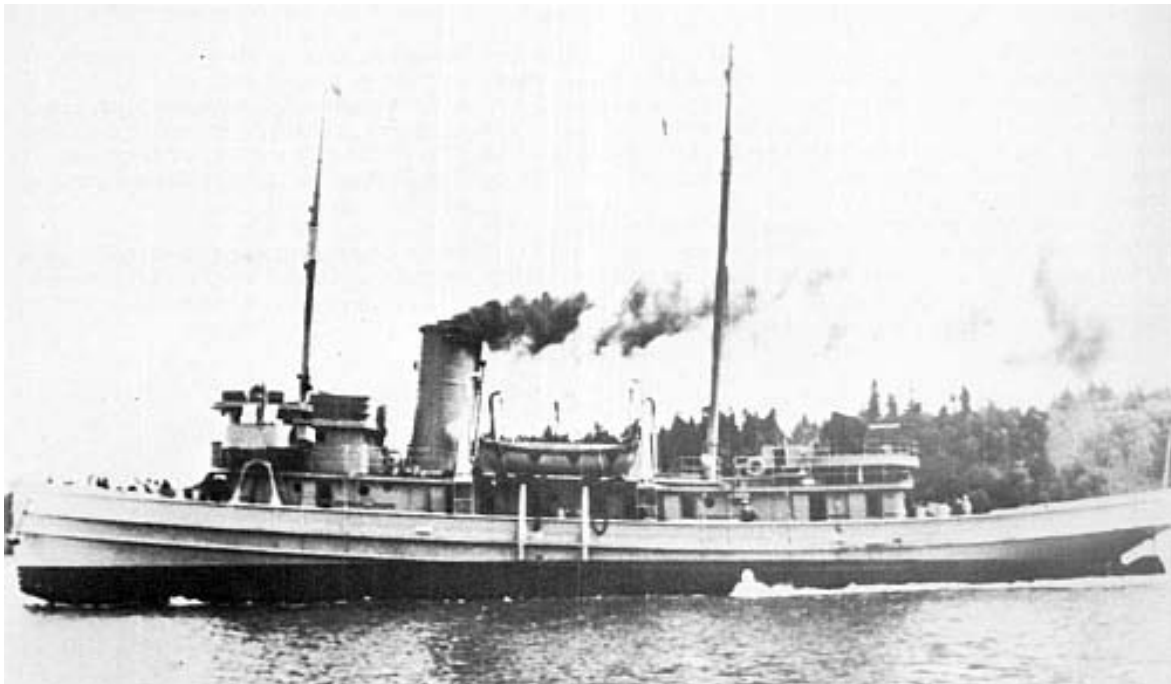
- 1944: Built by "Corpus Christie Shipbuilding Co" at Corpus Christie, Tx.(USA) (YN 1)
- 1945-14-02: Delivered to United States Maritime Commission number 1345
- 1945-xx-xx: Intended to be given in bare boat charter to the British Govt. (Ministry of Transport) (GBR), to be renamed **Atworth**. GBR flag, 543 GRT, 74 NRT
- 1945-xx-xx: instead to the USSR (USSR) as **Sustainer**
- Fate unknown

### Specification:

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Compeller

- 1944: Built by "Puget Sound Shipbuilding Co" at Olympia, Wa.(USA) (YN 14)
- 1944-19-05: Delivered to United States Maritime Commission number 1409
- 1944-xx-xx: chartered to the British Govt. (Ministry of Transport) (GBR), renamed **Atherida**
- 1948-xx-xx: To "Virginia Export & Import Corp" (USA)
- 1950-xx-xx: still in service
- fate unknown, said to be broken up



*Compeller*

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Dexterous**

- 1944: Built by "Puget Sound Shipbuilding Co" at Olympia, Wa.(USA) (YN 15)
- 1944-16-06: Delivered to United States Maritime Commission number 1410
- 1944-xx-xx: chartered to the British Govt. (Ministry of Transport) (GBR), renamed **Athelney**
- 1951-xx-xx: Broken up

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Mighty**

- 1944: Built by "Puget Sound Shipbuilding Co" at Olympia, Wa.(USA) (YN 16)
- 1944-07-10: Delivered to United States Maritime Commission number 1411
- 1944-xx-xx: chartered to the British Govt. (Ministry of Transport) (GBR), renamed **Atil**
- 1948-xx-xx: To "Virginia Export & Import Corp" (USA)
- Fate unknown, said to be broken up

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Secure**

- 1944: Built by "Puget Sound Shipbuilding Co" at Olympia, Wa.(USA) (YN 17)
- 1944-08-12: Delivered to United States Maritime Commission number 1412
- 1944-xx-xx: on bare-boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Attigny**; c/s GTBN
- 1947-xx-xx: To "H.P. Lenaghan Ltd" at Belfast (GBR)
- 195x-xx-xx: renamed **Lenaship**
- 1955-xx-xx: broken up at Portaferry (GBR)

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Forthright

- 1944: Built by "Puget Sound Shipbuilding Co" at Olympia, Wa.(USA) (YN 18)
- 1944-09-09: Delivered to United States Maritime Commission number 1413
- 1944-xx-xx: on bare-boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Attock**
- 1944-xx-xx: To the US Navy (USA), designated **YTB 610**
- 1944-xx-xx: To the USSR (USSR), re-renamed **Forthright**
- Fate unknown

### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Power

- 1943: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 1)
- 1944-18-04: Delivered to United States Maritime Commission number 1415
- 1944-xx-xx: on land lease to the British Govt. (Ministry of War Transport) (GBR), renamed **Atengo I**
- 1945-xx-05: on UK Admiralty service (GBR)
- 1946-xx-03: on UK War Office service (GBR), operated as a cargo vesse
- 1947-xx-xx: Returned to "USMC - US Maritime Commission" at Norfolk, Va. (USA)
- 1947-xx-xx: To "Compagnia Marittima Corso" at Genova (ITA)
- 1947-xx-xx: To the Italian Navy (ITA), renamed **Titano** (pennant A 5320)
- 1974-xx-xx: Stricken and broken up at Taranto (ITA)



*Power seen here as Titano A5320 entering in the Taranto Naval Base (Circa 1953) (Contributed by Valentino Ghi of Turin, Italy)*

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Steadfast**

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 2)
- 1944-05-10: Delivered to United States Maritime Commission number 1416
- 1944-xx-xx: on land lease to the British Govt. (Ministry of War Transport) (GBR), renamed **Atako**
- 1944-xx-xx: Wrecked and lost

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Durable**

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 3)
- 1944-31-05: Delivered to United States Maritime Commission number 1417
- 1944-xx-xx: on land lease to the British Govt. (Ministry of War Transport) (GBR), renamed **Ataran**
- 1945-xx-07: on UK Admiralty service (GBR)
- 1945-xx-12: on UK War Office service (GBR)
- 1947-xx-xx: returned to the US Marine Commission (USA)
- 1947-xx-xx: To "Compagnia Marittima Corso" at Genova (ITA)
- 1947-xx-xx: commissioned with the Italian Navy (ITA), renamed **Ciclope** (pennant A 5319)
- 1983-xx-xx: stricken and broken up

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

### **Spirited**

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 4)
- 1944-30-06: Delivered to United States Maritime Commission number 1418
- 1944-xx-xx: Bare boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Atolia**. c/s BTQF
- 1951-xx-xx: Broken up

#### **Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Helper

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 5)
- 1944-19-07: Delivered to United States Maritime Commission number 1419
- 1944-xx-xx: Bare boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Atoyac**.
- 1945-xx-07: on UK Admiralty service (GBR)
- 1945-xx-12: on UK War Office service (GBR)
- 1947-xx-xx: returned to the "USMC - US Maritime Commission" at Norfolk, Va.(USA)
- 1947-xx-xx: To "Compagnia Marittima Corso" at Genova (ITA)
- 1949-xx-xx: Commissioned with the Italian Navy (ITA), renamed **Nereo**, for spare parts for her sisters **Ciclope** and **Titano**
- 19xx-xx-xx: Broken up

### Specification:

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Resister

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 6)
- 1944-05-08: Delivered to United States Maritime Commission number 1420
- 1944-xx-xx: Bare boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Atiamuri**.
- 1947: To "Salomone Baquis Corrado di Georgio" at Genova (ITA). ON 2743
- 1954: To (ISR) -???
- Fate unknown

### Specification:

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Superb

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 7)
- 1944-31-08: Delivered to United States Maritime Commission number 1473
- 1944-xx-xx: Bare boat charter to the British Govt. (Ministry of Transport) (GBR), renamed **Atwood**. c/s BTQK
- 1948-xx-xx: To (TTO) - ???
- 1951-xx-xx: To (CYM) - ???
- 195x-xx-xx: broken up

### Specification:

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood

## Robust

- 1944: Built by "Standard Shipbuilding Co" at San Pedro, Cal.(USA) (YN 8)

- 1944-30-09: Delivered to United States Maritime Commission number 1474
- 1944-xx-xx: Chartered to the British Govt. (Ministry of Transport) (GBR), renamed **Atmore**. c/s BTQL
- 1948-xx-xx: To "Virginia Export & Import Corp" (USA)
- Fate Unknown, said broken up

**Specification:**

- **GRT** 557 tons; Nrt 64 tons
- **Length o.a.** 48.16 x **Beam o.a.** 10.13 x **Draft** 4.98 mtrs
- **Speed** 8 kts.
- **Propulsion** 1 scr, T3cyl by "Franklin Mach. & Foundry Co" at Providence, 1000ihp, sp 8kn
- **Construction:** Wood