Directory of TUGS
OF THE FLEET TUGS - AT
(source: Navsource, composed Hans van der Ster)

AT1 – Wahneta
- 1892: Built by "City Point Iron Works" at Boston, Ma.(USA)
- 1892: delivered to the US Army/Navy (USA) as YT1 – Wahneta
- fate unknown No more details found

AT2 – Iwana
- 1892: Built by "City Point Iron Works" at Boston, Ma.(USA)
- 1892: delivered to the US Army/Navy (USA) as YT2 – Iwana
- 194x: still in service
- fate unknown No more details found

AT3 – Narkeeta
- 1892: Built by "City Point Iron Works" at Boston, Ma.(USA)
- 1892: delivered to the US Army/Navy (USA) as YT3 – Narkeeta
- 194x: in service
- fate unknown No more details found

AT4 – Unadilla
YT 004 UNADILLA
- 1895: Built by the "US Naval Shipyards" at Vallejo (Mare Island, Ca.) (USA)
- 1895: delivered to the US Army/Navy (USA). As YT4 – Unadilla
- 194x: in service
- fate unknown No more details found

AT5 – Samoset
US Navy Harbor Tug YT (Miscellaneous)
IMO 5265930 /USA)(ON 255235
155 GRT, 64 NRT, L29.57m, B6.41m(6.37), Dr3.175m, Dp3.43m
(96.5’x20.5’x10.5’ or 96.5’(97’0”)x21’0”(20’10.1/2”x10’5”(11’3”))
iron, 1 scr, steam
re-engined 19xx (pre 1948) diesel 2tew 6cyl Fairbanks-Morse, 690bhp, sp 12kn
HARBOR TUG No 5
1897 -20/03: Launched by "Norfolk Navy Shipyard" at Portsmouth, Va.(USA) (keel laid 13/01/1895)
1897: delivered to the US Navy (USA), based at the Philadelphia Navy Yard as SAMOSET
1920 -17/07: designated AT 5 SAMOSET
19xx: redesignated YT 5 SAMOSET
1944 -15/05: redesignated YTM 5 SAMOSET
1945: placed out of service
1947 -09/01: transferred to the "USMC - US Maritime Commission" (USA)
1948: To "Norfolk Dredging Co" at Norfolk, Va.(USA), renamed OSCAR F. SMITH
(USA flag, regd Norfolk, ON 255235, c/s WQSN)
195x: (USA flag, regd Norfolk, ON 255235, c/s WB6172)
1969: To "Sheepscot Pilots Inc" at Southport, Me.(USA)
(USA flag, regd Bath, ON 255235, c/s WB6172)
1971: renamed ALICE M. WINSLOW
1988-89: To Milton Gomez (USA)
1989: (DOM flag)
1989 -12/02: stranded while towing tank barge GRAN TOR loaded with fuel oil in heavy weather at Nisibon Beach,
Dominican Republic (DOM) (19° 26.40’N 69° 2.88’W), declared total loss
1989 -xx/04: registry closedNo details found
AT6 – Penacook
US Navy Harbor Tug YT (Miscellaneous)
Registered: (USA) ON 253622
143 GRT, (92’6”x21’1”x9’0”)
steel, 1 scr, steam, sp 12kn
re-engined 1951 diesel GM type EMD/CD 12-567, 1050bhp

TUGBOAT No 6
1898 -29/10: Launched by "New York Naval Yard" at Brooklyn, NY.(USA) (keel laid 08/02/1898)
1899 -07/05: commissioned with the US Navy, assigned to the 1st Naval District, for the Portsmouth Naval Station, in Kittery, Maine(USA)
19xx: redesignated AT 6 PENACOOK
1920 -17/07: redesignated YT 6 PENACOOK
1944 -15/05: redesignated YTM 6 PENACOOK
1945 -xx/09: selected for disposal
1947 -12/08: To "Downer Towing Corp" at New York (USA), renamed DOWNER
(USA flag, regd New York, ON 253622)
1951: rebuilt by "Wiley Manufacturing Co" at Port Deposit, Md.(USA), re-engined diesel GM type EMD/CD 12-567, 1050bhp
1954: To "Gallagher Brothers Sand & Gravel" at New York (USA), renamed PETER C. GALLAGHER
19xx: To James Gallagher at New York (USA)
?? 19xx: To "Hampton Scows" ??
1998 -19/08: capsized and sank at her pier in North River in lower West Side -Manhattan and broken up in situ
No details found

AT7 – Pawtucket
US Navy Harbor Tug YT (Miscellaneous)
Registered:

1 scr, steam

YT 007 PAWTUCKET
1898: Built by the "US Naval Shipyard" at Vallejo (Mare Island, Ca.) (USA)
1898: delivered to the US Navy (USA)
194x: in service
fate unknown (see AT 7)
No details found

AT8 – Pentucket
US Navy Harbor Tug YT (Miscellaneous)
Registered:

1 scr, steam

YT 8 PENTUCKET
1911: Built by the "Boston Naval Shipyard" at Boston, Ma.(USA)
1911: delivered to the US Navy (USA)
194x: in service
fate unknown (see AT 8)
No details found

AT9 – Sotoyomo
US Navy Harbor Tug YT (Miscellaneous)
Registered:

1 scr, steam

YT 9 SOTOYOMO
1903: Built by "Vallejo Naval Shipyard" at Vallejo (Mare Island, Ca.) (USA)
1903: delivered to the US Navy (USA)
194x: in service
fate unknown (see AT 9)
No details found

AT10 – Patapsco
Patapsco Class Fleet Tug:
Laid down, 12 May 1907, at the Portsmouth, N.H. Navy Yard
Launched, 29 June 1908
Commissioned, **USS Patapsco**, 1 July 1911, at Boston, MA.
Designated **Fleet Tug (AT-10)**, 17 July 1920
 Decommissioned, 16 January 1925
Laid up in Reserve at Norfolk, VA.
Struck from the Naval Register, 4 March 1936
Final Disposition, sold for scrapping, 18 June 1936, to Boston Iron and Metal Co., Baltimore, MD.

**Specifications:**
- **Displacement**: 917 t.
- **Length**: 157’1” x **Beam**: 30’6” x **Draft**: 15' 6" (47.88x9.30x4.72)
- **Speed**: 12 kts.
- **Armament**: two 3-pounders
- **Propulsion**: system unknown

**AT11 – Patuxent**

**Patuxent Class Fleet Tug**:
- Laid down, 25 July 1907, at Norfolk Navy Yard, Portsmouth, VA.
- Launched, 16 May 1908
- Commissioned **USS Patuxent**, 4 May 1909
- Designated **Fleet Tug (AT-11)**, 17 July 1920
- Decommissioned, 30 September 1924
- Final Disposition, sold, 16 March 1939, fate unknown

**Specifications:**
- **Displacement**: 755 t.
- **Length**: 148’ x **Beam**: 29’ 3” x **Draft**: 12’ 3” (45.11x8.92x3.73)
- **Speed**: 13 kts
- **Complement**: 51
- **Armament**: two 3-pounders
- **Propulsion**: system unknown

**AT12 – Sonoma**

**Sonoma Class Fleet Tug**:
- Laid down, 7 November 1911, at New York Shipbuilding Co., Camden, N.J.
- Launched, 11 May 1912
- Commissioned **USS Sonoma**, 6 September 1912, Chief Boatswain William Darrington in command
- Designated **Fleet Tug (AT-12)**, 17 July 1920
- Redesignated **Fleet Tug Old (ATO-12)**, 15 May 1944
- Lost to enemy action, 24 October 1944 at San Pedro Bay, Leyte Gulf when struck by a Japanese kamikaze bomber
- Struck from the Naval Register, 27 November 1944

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*Patapsco (Fleet Tug # 10) left, and Patuxent (Fleet Tug # 11) right, participate in minesweeping operations in the North Sea in 1919. (US Navy photo)*
- **USS Sonoma (ATO-12)** earned the Navy Unit Commendation for service in Salvage, Fire Fighting, and Rescue Unit, Service Force, 7th Fleet - Philippine Islands area, 20 to 24 October 1944, and five battle stars for World War II service

**Specifications:**
- **Displacement** 1,120 t.
- **Length** 175' x **Beam** 34' x **Draft** 12' 6" (mean) (53.34x10.36x3.81)
- **Speed** 13 kts.
- **Complement** 56
- **Armament** unknown
- **Propulsion** system unknown

Sonoma entering port at Bermuda, 1919 (US Navy photo)

**AT13 – Ontario**

**Sonoma Class Fleet Tug:**
- Laid down, 23 November 1911, at New York Shipbuilding Co., Camden, N.J.
- Launched, 11 April 1912
- Designated, **Fleet Tug (AT-13)**, 17 February 1920
- Redesignated **Fleet Tug Old (ATO-13)**, 15 May 1944
- Decommissioned, 3 June 1946, at Long Beach, CA.
- Struck from the Naval Register, 19 June 1946
- Final Disposition, sold to Floyd Harrington, Wilmington, CA, 4 April 1947, fate unknown
- **Ontario** received one battle star for World War II service

**Specifications:**
- **Displacement** 1,120 t.(fl)
- **Length** 185' 2" x **Beam** 34' x **Draft** 20' 3" (56.44x10.36x6.17)
- **Speed** 13.2 kts.
- **Complement** 42
Armament two 3" and two mg
Propulsion type unknown, single screw

**Ontario (AT13)**

The third **Ontario** (AT-13), a single screw seagoing tug, was laid down by the New York Shipbuilding Co., Camden, N.J. 23 November 1911; launched 11 April 1912, and commissioned at Philadelphia Navy Yard 4 September 1912, Chief Boatswain S. M. McCarthy in command.

The finest development in naval tugboats up to that time, **Ontario** served as part of the Atlantic Fleet for the first five years following commissioning. The ship operated all along the Atlantic Coast and in the Caribbean in support of Fleet exercises and did auxiliary work in various ports and naval stations. When the United States entered World War I in April 1917, the tugboat steamed along the East Coast laying anti-submarine nets and patrolling against minefields from Portsmouth, Va., to Portsmouth, N. H. and towed barges of essential war supplies to New England ports. From 24 December 1917 to 2 January 1918, **Ontario** helped rescue grounded freighter **Matanzas**, an ammunition filled merchantman in danger of breaking up off Halifax, Nova Scotia and then returned to towing and netlaying duties.

The tugboat sailed for Queenstown, Ireland in late summer 1918, and joined the Atlantic Fleet Mine Force, patrolling off Daunt Rock Light Vessel, on guard against enemy submarines until after the Armistice. She then engaged in patrol work out of Ireland, England, the Azores, Portugal, and Gibraltar into 1920 as part of Subchaser Detachment 2, U.S. Naval Forces in European Waters, removing remnants of the Great War's minefields. The ship sailed for Samoa for duty as station ship, rescue vessel, Governor's yacht, transport, and "flagship" of the "Samoan Navy" in mid-1920.

For the next two decades, aside from regular yard periods at Pearl Harbor for repairs, **Ontario** operated out of the Tutuila Naval Station in her diverse but useful capacity, becoming a legend to Samoa's young men who were encouraged to join the Navy because of her presence. On 3 January 1941, the venerable tug sailed for Pearl Harbor for a yard period and remained there throughout the rest of the year while she was converted from coal to oil. When the Japanese attacked Pearl, 7 December, the ship went into action with her two machine guns and was credited with downing one enemy plane. She next operated on auxiliary service to the Fleet out of Pearl Harbor into late 1943 and then joined Service Squadron 2 for duty with that force at advanced bases in the invasions of the Ellice, Gilbert, and Marshall Islands. From October 1944 to August 1945, the gallant little ship served as yard tug at Ulithi supplying the amphibious and fast carrier task forces with barge towing and other varied services during the busiest periods of the war, taking time out only to lay anchor buoys for ships along the coast of Peleliu in November-December 1944.

**Ontario** departed Ulithi for Eniwetok at the end of August 1945, sailing thence to Pearl Harbor and finally San Diego with two storm damaged patrol boats in tow. The old tug arrived back in the United States for the first time in 20 years 21 December 1945 and was immediately assigned to duty as yard tug at Long Beach until decommissioned 3 June 1946. She was struck from the Navy Register 19 June and sold to Floyd Harrington, Wilmington, Calif. 4 April 1947.

**J.v.d.Ster – Marcol Production**
ijds@towingline.com – www.towingline.com
A veteran of two world wars and the long peace between, *Ontario* received 1 battle star for World War II service.
Source: The Dictionary of American Fighting Ships

**AT14 – Arapaho**

*Arapaho Class Fleet Tug:*

- Laid down, 16 December 1913, at Seattle Construction & Drydock Co., Seattle, WA.
- Launched, 20 June 1914
- Delivered to the US Navy and placed in service, 2 December 1914 at Mare Island Navy Yard, Vallejo, CA.
- Designated *Fleet Tug No. 14*, 15 December 1915
- Commissioned *USS Arapaho*, 8 February 1918, LT. A. R. Hunter, USNRF, in command
- Redesignated *(AT-14)*, 17 July 1920
- Decommissioned, 6 April 1922, at Philadelphia Navy Yard, Philadelphia, PA.
- Reclassified, *Yard Tug (YT-121)*, 27 February 1936
- Struck from the Naval Register, 22 December 1936
- Final Disposition, fate unknown

**Specifications:**
- **Displacement** 575 t.
- **Length** 122' 6" x **Beam** 24' x **Draft** 12' 10" (37.34x7.32x3.91)
- **Speed** 11 kts.
- **Complement** 25
- **Armament** two 3 pdrs
- **Propulsion** steam, single screw.

Broadside view of *Arapaho (Fleet Tug # 14)* in the Mare Island Channel, circa 1915-16. (US Navy photo)

**AT15 – Mohave**

*Mohave Class Fleet Tug:*

- Laid down, 16 December 1913, at Seattle Construction & Drydock Co., Seattle, WA.
- Launched, 20 June 1914.
- Placed in service at Puget Sound Navy Yard, 2 December 1914
- Designated *Fleet Tug (AT-15)*, 17 February 1920
- Grounded, 13 February 1928, on Harding Ledge near Nantasket, MA.
- Final Disposition, found unfit for service by a survey board, 29 March 1928
- Sold as a hulk, 4 April 1928

**J.v.d.Ster – Marcol Production**

jvds@towingline.com – www.towingline.com
Struck from the Naval Register, 5 April 1928

**Specifications:**
- **Displacement** 575 t.
- **Length** 122' 6" x **Beam** 24' x **Draft** 12' 10" (37.34x7.32x3.91)
- **Speed** 11 kts.
- **Complement** 28
- **Armament** two 3 pdrs (1918)
- **Propulsion** system unknown, single propeller

**Mohave (AT15)**

Any Indian of the Yuman tribe on the Colorado River in Arizona, California, and Nevada.

**Mohave (AT-15)** was laid down 16 December 1913 by Seattle Construction & Drydock Co.; launched 20 June 1914; and placed in service at Puget Sound Navy Yard 2 December 1914.

Assigned to the Puget Sound Navy Yard the same day, the tug operated in the Bremerton-Seattle area and off the coast of Washington on various towing assignments into 1918. Because of the desperate need created by World War I for sea-going tugs in the Atlantic, **Mohave** was detached from Puget Sound Navy Yard 6 February 1918 and sailed 10 days later for the east coast. Steaming via Mare Island, San Diego, various Mexican ports, Balboa, and Key West, the ship arrived Norfolk 29 April and following operations along the east coast and two towing voyages to Bermuda, was temporarily assigned to NOTS 6 August.

**Mohave (AT-15)** at Boston Navy Yard, circa 1924. *(US Navy photo)*

**Mohave** towed coal barges from Norfolk to New England ports until after the Armistice and was then detached from NOTS 20 December and assigned to the 5th Naval District. In 1919, she made two voyages to Bermuda and then operated in the Caribbean between Guantanamo Bay and Santo Domingo until returning to Norfolk via Key West and Charleston 15 December 1919. The next year the tugboat served the fleet by towing coal and stores to Indian Head, Md., and making brief voyages to Charleston and New York City. On 18 March 1921, she was transferred to the 1st Naval District. Based out of Boston, the tug pulled and pushed her barges to ports all along the New England coast, making frequent trips to Portsmouth, N.H., Newport, and numerous Massachusetts ports for the next 7 years.
In early January 1928, the ship towed a large oil barge to Provincetown, Mass., to be unloaded, and then 12 February sailed, to return to Boston, with the empty oil lighter in tow. Steaming at 9 knots, **Mohave** ran ashore on Harding Ledge near Nantucket 13 February, grounding heavily and taking a heavy list forward. Her holds and engine room flooded and her crew abandoned ship. By the 20th, a storm had badly damaged the ship, causing a 60° list and destruction of her upper works. A board found her unfit for service 29 March and the ship was sold as a hulk 9 April. **Mohave** was struck from the Navy list the next day. Source: Joe Radigan MACM USN Ret.

**AT16 – Tillamook**

**Tillamook Class Fleet Tug:**

- Laid down, 6 January 1914 at Seattle Construction & Dry Dock Co., Seattle, WA.
- Launched, 15 August 1914
- Placed in service, circa August-September 1914
- Designated *Fleet Tug (AT-16)*, 17 July 1920
- Reclassified *Harbor Tug (YT-122)*, 31 January 1936
- Reclassified *Medium Harbor Tug (YTM-122)*, 13 April 1944
- Placed out of service, 28 April 1947
- Transferred to the Maritime Commission for disposal.
- Struck from the Naval Register (date unknown)
- Final Disposition, fate unknown

**Specifications:**
- **Displacement** 415 t.
- **Length** 122’ 6” x **Beam** 24’ x **Draft** 12’ 10” (mean) (37.34x7.32x3.91)
- **Speed** 10.5 kts.
- **Complement** 20
- **Armament** two 3-pdrs
- **Propulsion** system unknown

Broadside view of **Tillamook (YTM-122)** at Mare Island, 9 November 1945 (*Navy Yard Mare Island photo*)

**AT17 – Wando**

**Wando Class Fleet Tug:**

- Laid down, 14 June 1915 at Charleston Navy Yard, Charleston, S.C.
- Launched, 7 March 1916
- Commissioned *USS Wando (Tug No. 17)*, 3 April 1917, Boatswain J. W. Bettens in command
- Designated *Fleet Tug (AT-17)*, 17 July 1920
- Decommissioned and placed in reserve, 18 April 1922, at Charleston, S.C.
- Recommissioned, 15 March 1933, at Mare Island Navy Yard, Vallejo, CA.
- Reclassified *Harbor Tug (YT-123)*, 27 February 1936
- Reclassified *Large Harbor Tug (YTB-123)*, 15 April 1944
- Decommissioned, 3 July 1946, at Puget Sound Navy Yard, Bremerton, WA.

**J.v.d.Ster – Marcol Production**

**jvds@towingline.com** – **www.towingline.com**
• Transferred to the Maritime Commission for disposal.
• Struck from the Naval Register, 30 December 1946
• Final Disposition, sold, 28 April 1947, to Puget Sound Tug and Barge Co., fate unknown

**Specifications:**
- **Displacement**: 575 t.
- **Length**: 123' 6" x **Beam**: 26' 8" x **Draft**: 11' 6" (mean) (37.64x8.13x3.51)
- **Speed**: 11 kts.
- **Complement**: 23
- **Armament**: two 3-pdr s
- **Propulsion**: system unknown

*Wando* underway at Charleston, S.C., 4 June 1917 (*US Navy photo*)

**AT18 – Chemung**

*Chemung Class Fleet Tug:*
- Laid down (date unknown) as Pocahontas at Norfolk Navy Yard, Portsmouth, VA.
- Launched, 1 April 1916
- Commissioned USS Pocahontas (Tug No. 18), 14 March 1917
- Renamed Chemung, 1 September 1918
- Designated Fleet Tug (AT-18), 17 July 1920
- Reclassified Harbor Tug (YT-124), 31 January 1936
- Decommissioned, 25 October 1936
- Final Disposition, sold, 12 February 1937, fate unknown

**Specifications:**
- **Displacement**: 575 t.
- **Length**: 123' 6" x **Beam**: 26' 8" x **Draft**: 11' 6" (37.64x8.13x3.51)
- **Speed**: 11 kts.
- **Complement**: 46
- **Armament**: two 3-pdr s
- **Propulsion**: system unknown

*Chemung*

A river in New York.

The first Chemung (AT-18) was launched 1 April 1916 by Norfolk Navy Yard, as Pocahontas; commissioned 14 March 1917, Chief Boatswain B. David in command; and reported to the 5th Naval District.
After minesweeping operations off the Virginia and Maryland coasts, Pocahontas was renamed *Chemung* 1 September 1917, and on 19 November 1917 was permanently assigned to Train, Atlantic Fleet, 5th Naval District, for operations in the Norfolk area until 27 January 1919, when she departed for Guantanamo Bay, Cuba. Arriving 3 February, *Chemung* served in the Caribbean until 9 April.

In March, she towed disabled *HMS Shearwater* into Kingston; for this humanitarian operation, she was commended by the British Ministry at Jamaica.

*Chemung* arrived at New York 19 April 1919 for coastwise operations throughout the summer on range and torpedo practice, then gave local services at New York until 10 January 1920 when she sailed to service at Charleston, S.C., Key West, Fla., and in the Caribbean.

In April 1920 she heroically rescued the crew of the burning Canadian schooner *J. T. Ralston* and carried them to San Domingo, for which she was commended by the British legation there.

*Chemung* served as yard tug at the Naval Academy from 14 May 1921 until 25 August 1926 when she sailed to Philadelphia. *Chemung* was decommissioned 25 October 1926, and sold 12 February 1937. Her classification had been changed to YT-124, 31 January 1936. Source: Dictionary of American Naval Fighting Ships

**AT19 – Allegheny**

*Allegheny Class Fleet Tug:*

- Laid down (date unknown) as *Huron* by American Shipbuilding Company, Buffalo, N.Y.
- Renamed *Allegheny*, 1 September 1917
- Launched, 18 October 1917
- Delivered to the Navy, 5 December 1917
- Commissioned *USS Allegheny*, 18 May 1918 at Quebec
- Reclassified Fleet Tug (AT 19), 17 July 1920
- Sunk, 5 July 1922, after being struck and holed by *Orion (AC 11)*
- Raised, 22 July 1922
- Returned to active service in November 1922
- Reclassified, *Fleet Tug, Old (ATO-19)*, 15 May 1944
- Decommissioned, 10 July 1946
- Struck from the Naval Register, 25 September 1946
- Final Disposition, turned over to the Maritime Commission, 18 February 1947 and eventually sold for scrapping

**Specifications:**

- **Displacement**: 795 t.(lt) 1,000 t.(fl)
- **Length**: 156' 8" x **Beam**: 30' x **Draft**: 14' 7" (47.75x9.14x4.45)
- **Speed**: 13 kts.
- **Complement**: 51
- **Armament**: two 3" and two mg
- **Propulsion** system unknown

**Allegheny**

A river which rises in Potter County, Pa., and flows northwest ward into southwestern New York before turning south to reenter Pennsylvania in Warren County. The stream then meanders southward through western Pennsylvania until joining the Monongahela at Pittsburg to form the Ohio. The word Allegheny is derived from the Delaware Indian name for the Allegheny and the Ohio Rivers.

The name *Huron* was initially assigned to Fleet Tug No. 19 on 28 July 1917; but, since that assignment conflicted with the name being considered for the former German steamship *Friedrich der Grosse*, the tug was renamed *Allegheny* on 1 September 1917. Launched on 18 October 1917 at the American Shipbuilding Co., Buffalo, N.Y., *Allegheny* was delivered to the Navy on 5 December 1917 and sailed for Boston, Chief Gunner C. A. Babson in charge. However, she only got as far as Cateau Landing, Quebec, Canada, before heavy ice on the St. Lawrence stopped navigation on the river until spring. Commissioned at Quebec on 18 May 1918, *Allegheny*, Lt. A. Wholtman in command, *Allegheny* resumed her voyage and arrived at Boston on 8 June.

Outfitted at the Atlantic Works, East Boston, the fleet tug, assigned to the Naval Overseas Transportation Service (NOTS) two days after her arrival, operated along the eastern seaboard with NOTS, performing tug and tow services until assigned to the Atlantic Fleet's Train on 4 February 1919. She operated out of New Orleans under Commander,
Train, Atlantic Fleet, from March 1919 to April 1921. During this period, she was designated AT-19 on 17 July 1920. In the spring of 1921, she moved to the Naval Air Station (NAS) at Pensacola, Fla., to serve as station tug.

Early in that tour at NAS, Pensacola, she was assisting Orion (AC-11) alongside a dock 5 July 1922, when the collier's port propeller holed the tug's starboard side. Flooding rapidly Allegheny sank soon thereafter. Orion's propeller damage itself was trifling, and she proceeded on her appointed rounds. Naval air station personnel, using what equipment was on hand, raised Allegheny themselves by 22 July.

Returned to active service in November 1922, Allegheny resumed a routine as station tug at NAS, Pensacola, that continued for the next decade. Highlighting the ship's tour there: she plane-guarded for Langley (CV-1) in 1923, as that ship worked up in the waters around the air station, joined the tug Bay Spring (AT 60) in aiding survivors from the gunboat Tacoma (PG-32) stranded at Veracruz, Mexico, in late January 1924, and assisted in providing flood relief along the Mississippi River between 24 April and 5 June 1927. During the latter operation, she rescued passengers and crew from the sunken steamer Thomas R. Buckham on 21 May.

Allegheny (AT-19) underway, 31 January 1931 – (US National Archives photo # 80-G-1017235, a US Navy photo now in the collections of the US National Archives)

Shifted to the Philadelphia Navy Yard in 1932, Allegheny operated in the 4th Naval District for the duration of her active service, spending the first nine years of this period as station tug at the Philadelphia Navy Yard.

When war broke out in the Pacific on 7 December 1941, the Atlantic Fleet had already been engaged in de facto hostilities with the Axis since the previous spring. However, local defense forces for the 4th Naval District remained largely a "paper" force, spearheaded by Eagle 56 (PE-56), the 125-foot Coast Guard cutter Zollfax, and Allegheny. Supporting these small ships was a group of 75-foot Coast Guard cutters.

Assigned to the section base at Cape May, N.J., on 18 February 1942, Allegheny was given the duties of station ship at the entrance to Delaware Bay. A small Coast Guard cutter and two boarding boats assisted her in carrying out this mission. During February, the tug assisted the British submarine Regent; which had been damaged while en route from Bermuda, to the Philadelphia Navy Yard for repairs. The evolution was not without moments of anxiety for all hands. The forces sent out to bring in Regent during a period of heavy U-boat activity off the eastern seaboard-initially missed making contact and, once they had reached the scene, lost contact in the heavy weather. Boiler trouble had handicapped Allegheny at the outset, and, once at sea she sighted a hostile submarine which apparently chose to escape rather than to attack. Five days after setting out from the section base at Cape May, Allegheny got back to Cape Henlopen and then towed Regent to Philadelphia for repairs.
On 29 March 1942, the tanker SS Paulsboro broke her back 10 miles from Overfalls Lightship and sent out an SOS. Upon learning of the tanker’s plight Allegheny labored through the heavy as 40-knot winds further hindered her progress. However, a Coast Guard 83-footer stood by Paulsboro until the tug finally reached the scene and towed the tanker into port for repairs.

On 19 January 1944, the Liberty ship Leland Stanford ran aground on Hen and Chickens Shoal in zero visibility weather. Summoned to the scene, Allegheny-aided by radar and radio direction finder fixes-got a line to the Liberty ship and began tugging. However, her efforts were to no avail. Leland Stanford would not budge.

Then, on the afternoon of the 21st, with Allegheny still struggling to free the Liberty ship, the harbor entrance control post reported a ship afire, four or five miles away. The tanker SS Plattsburg Socony, loaded with 600,000 gallons of high octane aviation gasoline, had been rammed in the fog by the Liberty ship Charles Henderson. Ships from the waters nearby- Allegheny, the salvage tugs Resolute and Nancy Moran, some Coast Guard cutters, a boarding boat, an Army mine planter and the French destroyer escort Senegalais-converged on the scene of the collision.

Allegheny’s sailors saw a flaming wake that stretched two miles downwind, astern of the holed tanker. Plattsburg Socony herself, was a mass of flames. Her deck plating was so hot that it glowed. The tug-having been equipped with the latest in fire fighting gear in 1943 and with her crew especially trained in techniques for dealing with a blaze at sea- approached behind a curtain of water and lay alongside to begin battling the blaze that threatened to destroy the tanker. She did so despite shouted warnings from the nearby Charles Henderson that Plattsburg Socony would more than likely blow up at any moment.

Allegheny radioed that she was alongside at 2007 with two streams of water being put on the blaze, within the hour her men were on board fighting the fire with four "fog" lines working in shifts in the tremendous heat. "No one rested " wrote the 4th Naval District's historian, "until tons of water thrown by the Allegheny's throbbing pumps had cooled the warped and burning decks ...." Her specially trained fire fighters had saved the ship. Leland Stanford-the ship Allegheny had attempted to free, meanwhile managed to get lose and proceeded on her way.

Recalssified as a fleet tug, old, on 15 May 1944, her hull number became ATO-19. Allegheny continued serving in the Eastern Sea Frontier through the cessation of hostilities with Germany in early May 1945. Retained at Cape May for service as a salvage and rescue vessel, the old tug towed the surrendered German submarine U-858 into that port in June. Allegheny was decommissioned on 10 July 1946, and her name was stricken from the Navy list on 25 September 1946. She was turned over to the Maritime Commission on 18 February 1947 and eventually scrapped.

AT20 – Sagamore

Bagaduce Class Fleet Tug:

- Laid down in 1917 as Commanche (SP-3296), a steel-hulled ocean-going tug, at Buffalo Dry Dock Co., Buffalo, N.Y. under a WSB contract
- Renamed Sagamore, 30 October 1917
- Launched (date unknown)
- Transferred to the Navy, 5 December 1917
- Completed and commissioned USS Sagamore (Fleet Tug No. 20), 8 June 1918 at Boston Navy Yard, Boston, MA.
- Designated Fleet Tug (AT-20), 17 July 1920
- Reclassified, Fleet Tug Old, (ATO-20), 14 May 1944
- Decommissioned, 31 August 1946, at New York Navy Yard, Brooklyn, N.Y.
- Struck from the Naval Register, 28 January 1947
- Transferred to the Maritime Commission for disposal
- Final Disposition, fate unknown

Specifications:
- Displacement 751 t.(fl) 1,000 t.(fl)
- Length 156' 8" x Beam 30' x Draft 14' 7" (47.75x9.14x4.45)
- Speed 12.4 kts.
- Complement 44
- Armament two 3"/50, one machine gun
- Propulsion system unknown, single propeller

Sagamore

The second Sagamore was ordered on 24 May 1917 from Buffalo Dry Dock Co., Buffalo, N.Y., as a steel oceangoing tug under War Shipping Board account for the United States Navy, named Commanche on 28 July 1917; renamed
**Sagamore** on 30 October 1917; transferred to the Navy on 5 December 1917 at Buffalo in uncompleted condition taken to the Boston Navy Yard and commissioned on 8 June 1918, Lt. (jg.) Claus K. R. Clausen in command.

**Sagamore** was completed on 16 July 1918 and assigned to the Naval Overseas Transportation Service (NOTS). She then operated on the United States east coast into 1919, towing barges from Norfolk to New York, Boston, and Portsmouth N. H. She was detached from NOTS on 27 January 1919 and assigned to the Train, Atlantic Fleet.

**Sagamore** deployed southward to Guantanamo Bay, Cuba, during February 1919 and again during March of the same year.

**Sagamore (SP-3296)** under construction, at Buffalo Dry Dock Co., Buffalo, N.Y. in 1917.

**Sagamore** remained in active service between the two world wars, operating all along the eastern seaboard. Her principal oceangoing duty was the towing of inactive vessels and small craft between various Navy Yards and naval operating bases. **Sagamore** towed submarines, "Eagle" boats, yard craft, and, during October 1927, the armored cruiser, **Pueblo (ACR7)**. She took part in rescue and salvage operations on the submarine, **Squalus (SS-192)**, during 1939.

During World War II, **Sagamore** continued to perform essential towing duty from her home yard, New York, to Norfolk, Philadelphia, New London, and bases as far north as Argentia, Newfoundland. **Sagamore** was reclassified **ATO-20** in view of her advancing age but remained in constant employment until decommissioned on 31 August 1946 at New York Navy Yard. Struck from the Navy list on 28 January 1947, **Sagamore** was transferred to the Maritime Administration on 24 December 1947.

Contributed by Joe Radigan, MACM USN ret

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**AT21 – Bagaduce**

**Bagaduce Class Fleet Tug:**

- Laid down as **Ammonoosuc (Fleet Tug No. 21)**, at Ferguson Steel and Iron Co., Buffalo, N.Y.
- Renamed **Bagaduce**, 24 February 1919
- Launched, 5 April 1919
- Commissioned **USS Bagaduce (Fleet Tug No. 21)**, 18 September 1919, Ltjg. Frank Mogridge in command
- Redesignated **Fleet Tug (AT-21)**, 17 July 1920
- Decommissioned, 20 April 1932, at Philadelphia, PA.
- Recommissioned, 22 June 1938, at Philadelphia
- Reclassified, **Fleet Tug Old, (ATO-21)**, 14 May 1944
- Decommissioned, 22 June 1946, Navy Yard Mare Island, Vallejo, CA.
Struck from the Naval Register, 31 July 1946  
Final Disposition, transferred to the Maritime Commission at Suisun Bay, Benecia, CA., 9 January 1947, for disposal, fate unknown

**Specifications:**
- **Displacement**: 751 t.(lt) 1,000 t.(fl)
- **Length**: 156' 8" x **Beam**: 30' x **Draft**: 14' 7" (mean) (47.75x9.14x4.45)
- **Speed**: 13 kts.
- **Complement**: 62
- **Armament**: one machine gun
- **Propulsion**: steam, single propeller

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**Bagaduce**

A peninsula on the Atlantic coast in Hancock County, Maine. The word is a corruption of Abadusets, the name of a tribe of Indians from that area, and of Abagadusset, the name of a tributary of Maine's Kennebec River.

The first Bagaduce (Tug No. 21) was laid down on 16 July 1918 at Buffalo, New York, by the Ferguson Steel and Iron Company; briefly named Ammonoosuc in February 1919; renamed Bagaduce on 24 February 1919; launched 5 April 1919; and commissioned at Buffalo on 18 September 1919, Lt.(jg.) Frank Mogridge in command.

Constructed as part of the World War I building program, Bagaduce was the first of 19 new steel tugs designed to serve as minesweepers and conduct heavy-duty towing work at navy yards. Assigned to the 3d Naval District, she operated at the New York Navy Yard and off the New England coast, providing towing and pilot services to various ships of the fleet. Bagaduce was designated AT-21 on 17 July 1920 when the Navy adopted the alphanumeric system of hull classification and identification. After almost two years of service out of New York, the tug was caught up in the massive fleet reduction caused by the 1922 Washington Conference on Limitation of Naval Armaments. The budget cuts and manpower reductions that followed forced the Navy to decommission 376 ships. Bagaduce, one of 15 fleet tugs so affected, was decommissioned at the New York Navy Yard on 2 May 1922.

Bagaduce's inactivity, however, proved brief. Recommissioned on 9 June 1924, she resumed operations in the 3d Naval District, out of the New York Navy Yard. In early 1926, she transferred to the Washington Navy Yard, but that duty ended in June when she was temporarily returned to the 3d Naval District. The tug was assigned to the salvage of submarine S-51 (SS-162), which had been rammed and sunk by the steamship City of Rome off Point Judith, R.I., on 25 September 1925. Bagaduce supported Falcon (AM-28) and Sagamore (AT-20) in raising the stricken submersible on 5 July and in towing her into New York three days later. Immediately afterwards, the tug was assigned to the 7th Naval District and arrived at Key West, Fla., on 2 August 1926.

Soon after the tug's arrival, on 18 August, a devastating hurricane struck Miami, Fla. The next day, Bagaduce loaded nine tons of dry provisions and delivered them to that ravaged city. The tug also helped to clear the harbor of

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**Bagaduce (ATO-21) moored, circa 1945, place unknown**

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wreckage and supported the naval detachment dispatched from Key West in its efforts to guard the waterfront and post office. *Bagaduce*’s involvement in relief efforts continued the following year, when, in late April, she moved to Vicksburg, Miss., to assist in refugee work and other operations connected with the 1927 flood of the Mississippi River. Her work came to a close on 16 June, and the tug returned to Key West.

A month later, on 11 July 1927, *Bagaduce* got underway for Coco Solo in the Canal Zone, where over succeeding months she provided services to ships and submarines passing through the canal until February 1929 when she returned to Key West. The tug continued normal support operations until early 1932 when she was withdrawn from the 7th Naval District, as part of a district reorganization plan, and decommissioned at Philadelphia on 20 April 1932.

Recommissioned on 22 June 1938, Lt. Ernest E. Stevens in command, and assigned duty in the 11th Naval District, *Bagaduce* arrived at San Diego on 22 October. The tug remained on towing duty in California waters, serving the growing numbers of Pacific Fleet ships, into August 1943 when she changed operational control to the Commander, Western Sea Frontier. She continued towing duties through the end of the war, even after shifting her base of operations from San Diego to San Francisco on 16 December 1943. She was reclassified an old ocean tug and was redesignated ATO-21 on 15 May 1944.

*Bagaduce* was decommissioned at the Mare Island Naval Shipyard on 22 June 1946, her name was struck from the Naval Vessel Register on 31 July 1946, and she was transferred for disposal to the Maritime Commission at Suisun Bay, Calif., on 9 January 1947.

**AT22 – Tadousac**

*Bagnaduce Class Fleet Tug*:
- Laid down on 22 July 1918 as *Chimo (Fleet Tug No. 22)*, at Ferguson Steel and Iron Co., Buffalo, N.Y.
- Launched, 17 February 1919
- Renamed *Tadousac*, 24 February 1919
- Commissioned USS *Tadousac (Fleet Tug No. 22)*, 13 June 1919
- Redesignated *Fleet Tug (AT-22)*, 17 July 1920
- Decommissioned, 18 October 1924, at Charleston, S.C.
- Struck from the Naval Register, 13 April 1938
- Final disposition, sold to B.J. Maier, Philadelphia, PA., fate unknown

**Specifications**:
- **Displacement**: 751 t. (lt) 1,000 t. (fl)
- **Length**: 156’ 8” x **Beam**: 30’ x **Draft**: 14’ 7” (mean) (47.75x9.14x4.45)
- **Speed**: 13 kts.
- **Complement**: 62
- **Armament**: one machine gun
- **Propulsion**: steam, single propeller

*Tadousac*

*Tadousac* (Tug No. 22), a steel-hulled, ocean going fleet tug-was laid down as *Chimo* on 22 July 1918 at Buffalo, N.Y, by the Ferguson Steel and Iron Works; launched on 17 February 1919; renamed *Tadousac* on 24 February, and commissioned on 13 June 1919, Lt. (jg.) Arthur O. Henderson, USNR in command.

After fitting out on the Great Lakes. *Tadousac* proceeded via New York to Guantanamo Bay for the annual fleet concentration in Cuban waters. The tug operated out of Guantanamo into the fall of 1920 performing the vital but unglamorous task of towing for the fleet. Subsequently, she was homeported at St. Thomas. Virgin Islands. from late 1920 through the fall of 1922. and at Port-au-Prince, Haiti. from January 1923 through November of that year. After conducting local operations with the 7th and 6th Naval Districts, respectively, into the summer of 1924 *Tadousac* was decommissioned at Charleston, S. C., on 18 October 1924; was struck from the Navy list on 13 April 1938; and sold to B.J. Maier, of Philadelphia, on 29 December 1938

**AT23 – Kalmia**

*Bagnaduce Class Fleet Tug*:
- Laid down, 23 August 1918, at Ferguson Steel & Iron Co., Buffalo, N.Y.
- Launched, 26 August 1919
- Commissioned USS *Kalmia (Fleet Tug No. 23)*, 18 November 1919
- Redesignated *Fleet Tug (AT-23)*, 17 July 1920
- Reclassified, *Fleet Tug Old, (ATO-23)*, 15 May 1944
Decommissioned, 15 May 1946, at San Pedro, CA.
Struck from the Naval Register, 3 July 1946
Transferred to the Maritime Commission for disposal
Final Disposition, sold 21 January 1947 to Bay Cities Transportation Co., San Francisco, CA., fate unknown

**Specifications:**
- **Displacement** 751 t.(lt) 1,000 t.(fl)
- **Length** 156' 8" x **Beam** 30' x **Draft** 14' 7" (47.75x9.14x4.45)
- **Speed** 13 kts.
- **Complement** 44
- **Armament** one machine guns
- **Propulsion** system unknown

*Kalmia*
A genus of North American shrubs of the heath family with evergreen leaves and umbellate clusters of rose, purple, or white flowers.

The second *Kalmia* (AT-23) was laid down 23 August 1918; launched 26 August 1919 by Ferguson Steel & Iron Co., Buffalo, N.Y.; sponsored by Mrs. E. D. Bishop; and commissioned 18 November, Lt. (j.g.) W. S. Burns in command.

Steaming to Montreal 21 November, *Kalmia* joined the St. Lawrence Division of Eagle Boats for towing and ice-breaking duty between Montreal and Quebec. She departed Quebec 24 May 1920 for the eastern seaboard; sailing via Portsmouth, N.H., she arrived Philadelphia 18 June. Attached to the 4th Naval District, she operated out of Philadelphia as a tow for barges and yard craft. On 10 January 1934 she joined the Special Service Squadron to assist in transporting armament to Guantanamo Bay, Cuba. Assigned to Train Squadron 1, Base Force, 1 May, she sailed to Norfolk 24 May and on 13 October departed for the West Coast. Steaming via the Panama Canal, she established her base at San Diego 22 November and commenced target towing operations along the California coast.

*Kalmia* (AT-23) moored pierside at Philadelphia Navy Yard, 3 June 1926. (*US Navy photo*)

On 30 June 1941 *Kalmia* sailed for the Atlantic, arriving Norfolk 10 August. She proceeded to Portland, Maine, 10 October and arrived on the 13th to join the Service Force, Atlantic Fleet. For the next 3 years she towed gun targets in Casco Bay. From 8 to 11 September 1942 she assisted in salvage and rescue operations of auxiliary-transport *Wakefield* (AP-21), gutted by fire while off Halifax, Nova Scotia. Redesignated ATO-23 on 15 May 1944, she returned to Norfolk 24 October for target-towing duty in the Chesapeake Bay.

Departing Norfolk 14 December, *Kalmia* sailed for the West Coast arriving Seattle, Wash., 14 February 1945 with floating dry dock AFDL-33 in tow. Following two towing runs from San Diego and San Francisco to Seattle, she arrived

**AT24 – Kewaydin**

*Kewaydin* Class *Fleet Tug*:
- Laid down (date unknown) at Ferguson Steel & Iron Co., Buffalo, N.Y.
- Launched, 25 June 1919
- Commissioned USS *Kewaydin* (*Fleet Tug No. 24*), 4 November 1919
- Redesignated *Fleet Tug (AT-24)*, 17 July 1920
- Reclassified, *Fleet Tug Old, (ATO-24)*, 14 May 1944
- Decommissioned, 10 December 1945, at San Diego, CA.
- Struck from the Naval Register (date unknown)
- Transferred to the Maritime Commission for disposal
- Final Disposition, sold 23 December 1945 to Bay Cities Transportation Co., San Francisco, CA., fate unknown
- *Kewaydin* received one battle star for World War II service

**Specifications:**
- **Displacement** 751 t. (lt) 1,000 t. (fl)
- **Length** 156’ 8” x **Beam** 30’ x **Draft** 14’ 7” (47.75x9.14x4.45)
- **Speed** 12.4 kts.
- **Complement** 35
- **Armament** two 3”/50, two machine guns
- **Propulsion** system unknown

*Kewaydin*

An Indian chief of what is now Michigan whose name meant "North Wind."

Kewaydin, a screw steamer was laid down at Boston Navy Yard in 1864, but her hull was never completed. Renamed Pennsylvania 15 May 1869, she was broken up in 1884.

The double-turret monitor *Kickapoo* (q.v.) carried the name *Cyclops* from 15 June 1869 to 10 August when she was renamed *Kewaydin*. She saw no service as *Kewaydin*.

*Kewaydin (AT-24)* was launched 25 June 1919 by Ferguson Steel & Iron Co., Buffalo, N.Y.; accepted by the Navy 31 October, and commissioned, 4 November, Lt. M. A. McDuffied in command.

Assigned to the 5th Naval District, *Kewaydin* arrived Norfolk, Va., 19 June 1920. For more than 22 years she operated out of Norfork from Boston, Mass. to Charleston S C, towing ships and targets and performing yard, harbor, and salvage duty. She departed New York 16 November 1942 with a Iceland-bound convoy and was damaged while steaming through heavy seas 19-27 November. After repairs at St. Johns, Newfoundland, she arrived Hvalfjordur, Iceland, 22 December. Assigned to the Naval Operating Base, she towed gasoline barges, provided harbor tug services, and assisted in salvage operations. On 13 April 1943 she assisted in freeing *Uranus (AF-14)*, grounded off Akureyri along the northern coast of Iceland.

*Kewaydin* departed Reykjavik 19 April for Argentia, Newfoundland, where she arrived 28 April for duty as harbor tug and target-towing ship for Task Force 22. She served at Argentia until she sailed 2 June for Norfolk, arriving on the 7th. Resuming duty out of Norfolk, *Kewaydin* towed antisubmarine and surface targets in Chesapeake Bay and steamed from Maine to South Carolina on towing and salvage duty. While steaming off Cape Henry 17 and 18 November, she helped to free grounded *Melville (AD-2)*; and during towing operations along the New England coast 11 to 13 December, she searched for SS *Suffolk*, disabled in heavy seas.
Deeming Charleston, S.C.; 25 January 1944, *Kewaydin* steamed in convoy via Bermuda and the Azores for England. She reached Falmouth, England, 13 March, and for more than 2 months she made towing runs along the southern coast of England from Falmouth to the Thames River. Reclassified as *ATO-24* on 13 April, *Kewaydin* joined in the Normandy Invasion. Departing Selsey, England, 8 June, she towed lightship *AL-28* to Utah Beach at St. Laurent, France. Between 8 June and 14 January 1945 she made 22 Channel crossings. Although harassed by unfavorable weather and German V-1 robot-bombs, she towed barges and landing craft from Lee-on-Solent, Falmouth, Plymouth, Portland, and other English ports to St. Laurent, Arromanches, Cherbourg, and Calais, France. While anchored at Dungeness, England, 29 June, she was slightly damaged by a V-1 robot-bomb that exploded close aboard after being shot down by British fighters.

*Kewaydin* continued operating along the English coast until she departed Plymouth 16 March 1945 for the United States. Steaming via Belfast, Ireland, she reached Cape Cod., Mass., 12 April and arrived Norfolk 22 April. After a complete overhaul, she sailed 16 June with *YR-31* in tow. Steaming via Bermuda, Cuba, and the Panama Canal, she reached San Diego 31 July as the Navy's final blows against Japan brought the war in the Pacific to a close. *Kewaydin* decommissioned at San Diego 10 December and was transferred to the Maritime Commission. She was sold to Bay Cities Transportation Co., San Francisco 23 December.

*Kewaydin* received one battle star for World War II service.

**AT25 – Umpqua**

*Bagaduce Class Fleet Tug:*

- Laid down, 19 February 1919, at Ferguson Steel and Iron Co., Buffalo, N.Y.
- Launched, 18 September 1919
- Commissioned *USS Umpqua (Fleet Tug No. 25)*, 6 December 1919
- Redesignated *Fleet Tug (AT-25)*, 17 July 1920
- Reclassified, *Fleet Tug Old, (ATO-25)*, 14 May 1944
- Decommissioned, 24 May 1946
- Struck from the Naval Register, 3 July 1946
- Final Disposition, transferred to the Maritime Commission for disposal, 4 December 1946, fate unknown

**Specifications:**

- **Displacement** 751 t. (lt) 1,000 t. (fl)
- **Length** 156’ 8” x **Beam** 30’ x **Draft** 14’ 7” (mean) (47.75x9.14x4.45)
- **Speed** 13 kts.
- **Complement** 62
- **Armament** one machine gun
- **Propulsion** steam, single propeller

*Umpqua*

The first *Umpqua (Tug No. 25)* was laid down at Buffalo, N.Y., by the Ferguson Steel and Iron Works; launched on 18 September 1919, and commissioned at Buffalo on 6 December 1919, Lt. (jg.) W. F. Verleger in command.
**Umpqua** was one of a class of ships regarded as "exceptionally powerful seagoing tugs", spent nearly all of her active service operating out of Charleston, S.C. in the 6th Naval District. During that lengthy period, more than two and one-half decades, the single-screw, steel-hulled steam tug performed heavy duty towing and tug operations for the Atlantic Fleet into the 1940's.

In World War II the seagoing tug performed coastal towing operations out of Charleston and ranged into the Gulf of Mexico. Among the ships she towed were patrol craft (PC's) amphibious vessels (LCI's and LST's), pontoon barges, and the incomplete hull of **DE-774** (named **Russell M. Cox** but cancelled before she was to be completed) She also towed merchantmen and assisted vessels in distress.

Reclassified as an old ocean-going tug, **ATO-25**, on 16 May 1944, **Umpqua** was decommissioned at Charleston on 24 May 1946, her name was struck from the list of naval vessels on 3 July of the same year. She was transferred to the Maritime Commission for disposal on 4 December 1946.

**AT26 – Wandank**

*Algoma Class Fleet Tug:*
- Laid down, at Buffalo, NY:
- Launched, (date unknown);
- Commissioned, **USS Wandank (Fleet Tug 26)**, March 1920;
- Resignedated, **(AT-26)**, 17 July 1920;
- Reclassified **Fleet Tug, Old (ATO-26)**, 15 May 1944;
- Decommissioned, September 1946;
- Struck from the Naval Register, (date unknown);
- Final disposition, sold for commercial use to W A Bisso, 1947 to 1971, fate unknown.

**Specifications:**
- **Displacement** 998 t.
- **Length** 156'8" x **Beam** 30' x **Draft** 14'7" (47.75x9.14x4.45)
- **Speed** 13.06kts
- **Complement.** 44
- **Armament** one machine gun
- **Propulsion**, single screw

**AT27 – Tatnuck**

*Bagaduce Class Fleet Tug:*

![USS Wandank at the Boston Navy Yard, circa the 1920s](Image)

**Boston Navy Yard, c. late 1920s or early 1930s (US Navy photo)**
Laid down, 3 December 1918, as Losco at Puget Sound Navy Yard
Launched, 21 February 1919
Renamed Tatnuck, 24 February 1919
Commissioned USS Tatnuck (Fleet Tug No. 27), 26 July 1919, LT(j)g. Christian Christensen in command.
Designated Fleet Tug (AT-27), 17 July 1920
Renamed, Fleet Tug Old (ATO-27), 15 May 1944
Decommissioned, 12 September 1946
Struck from the Naval Register, 29 October 1946
Transferred to the Maritime Commission at Mare Island, CA., for disposal, 26 April 1947
Final Disposition, sold, 26 April 1947 to Puget Sound Tug and Barge Co.

Specifications:
- **Displacement**: 1,000 t.
- **Length**: 156' 8" x **Beam**: 30' 0" x **Draft**: 14' 7" (47.75x9.14x4.45)
- **Speed**: 13.0 kts.
- **Complement**: 44
- **Armament**: one machine gun
- **Propulsion**: single screw

**Tatnuck**
An Indian village and a nearby stream located in the vicinity of Worcester, Mass.

The first Tatnuck (Tug No. 27) was laid down on 3 December 1918 by the Puget Sound Navy Yard as Iosco; launched on 21 February 1919; renamed Tatnuck on 24 February 1919; and placed in commission on 26 July 1919, Lt. (jg.) Christian Christensen in command.

Upon commissioning, Tatnuck was assigned to the 13th Naval District, which encompassed the Pacific northwest and the Alaskan coast. Designated AT-27 on 17 July 1920, she engaged in towing operations for almost all of her 27-year career. The only break came on 15 April 1944, when the Alaska area was established as a separate naval district—the 17th. She did a short tour of duty under the control of the Commandant, 17th Naval District, before reverting to the 13th in May. On 15 May 1944, she was reclassified ATO-27.

The tug served just over two years under that designation in the 13th Naval District before being placed out of commission on 12 September 1946. Her name was struck from the Navy list on 29 October 1946. Tatnuck

**Tatnuck (AT-27)** underway, circa 1930, place unknown (Submitted by Robert Christensen)
was delivered to the Maritime Commission for disposal on 26 April 1947 and subsequently was sold to the Puget Sound Tug and Barge Co.

**AT28 – Sunnadin**

*Algoma Class Fleet Tug:*

- Laid down, 3 December 1918, at Puget Sound Navy Yard as *Katahdin*
- Renamed *Sunnadin*, 24 February 1919
- Launched, 28 February 1919
- Commissioned *USS Sunnadin (Fleet Tug No. 28)*, 20 October 1919
- Designated *Fleet Tug (AT-28)*, 17 July 1920
- Reclassified, *Fleet Tug Old (ATO-28)*, 15 May 1944
- Decommissioned, 4 April 1946
- Struck from the Naval Register, 8 May 1946
- Final Disposition, transferred to the Maritime Commission at Mare Island, CA., for disposal, fate unknown
- *Sunnadin* earned one battle star during World War II

**Specifications:**

- Displacement 998 t.
- Length 156’8” x Beam 30’ x Draft 14’7” (47.75x9.14x4.45)
- Speed 13.06 kts.
- Complement 44
- Armament one machine gun
- Propulsion single screw

*Sunnadin*

An Anglicized spelling of the Huron Indian town, Sunyendeand.

The first *Sunnadin*, a tug, was laid down on 3 December 1918 at the Puget Sound Navy Yard as *Katahdin*; renamed *Sunnadin* on 24 February 1919; launched on 28 February 1919; and commissioned on 20 October 1919.

*Sunnadin* was assigned to the 14th Naval District and spent almost a quarter of a century in the Hawaiian Islands operating from Pearl Harbor, towing Navy ships and other sea-going craft between ports in the 14th Naval District. During that time, she changed designations twice. On 17 July 1920 when the Navy first adopted alpha-numeric hull designations, she became AT-28.

*Sunnadin (AT-28)* underway, date and place unknown (Submitted by Bill Manzingo)
She was in Pearl Harbor during the Japanese attack there on 7 December 1941. On 15 May 1944, she was redesignated ATO-28. In the fall of 1945, **Sunnadin** was ordered to report to the Commandant, 12th Naval District, for decommissioning and disposal. **Sunnadin** was decommissioned on 4 April 1946. Her name was struck from the Navy list on 8 May 1946.

On 15 January 1947, she was delivered to the Maritime Commission at Mare Island, Calif., for disposal.

**Sunnadin** earned one battle star during World War II. Source: Dictionary of American Naval Fighting Ships

**AT29 – Mahopac**

*Tadousac Class Fleet Tug:*

- Laid down (date unknown) at Puget Sound Navy Yard as **Kickapoo**
- Launched (date unknown)
- Renamed **Mahopac**, 27 May 1919
- Commissioned **USS Mahopac (Fleet Tug No. 29)**, 20 October 1919
- Designated **Fleet Tug (AT-29)**, 17 July 1920
- Reclassified, **Fleet Tug Old (ATO-29)**, 15 May 1944
- Decommissioned, 12 September 1946
- Struck from the Naval Register in November 1946
- Transferred to the Maritime Commission, 28 April 1947 and delivered to the Puget Sound Tug & Barge Co at Port of Nordland Wash.
- Final Disposition, fate unknown

**Specifications:**

- **Displacement** 845 t.
- **Length** 156'8" x **Beam** 30' 2" x **Draft** 12' 11" (47.75x9.19x3.94)
- **Speed** 12.4 kts.
- **Complement** 44
- **Armament** 2 .50 cal. machine guns
- **Propulsion** single screw

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**Mahopac**

Originally assigned the name **Kickapoo**, **AT-29** was renamed **Mahopac** 27 May 1919 by the Navy Yard, Puget Sound, Wash., and commissioned 20 October 1919, Lt (jg) H. J Carey in command.

Puget Sound Navy Yard, Bremerton, Washington **Mahopac (AT-29)**, center, and five destroyers in Dry Dock Number Two, 8 to 22 September 1921. *(US Navy photo – Fred Weiss)*

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From commissioning until February 1920, *Mahopac* operated in the 12th Naval District. She was then transferred to the 13th Naval District. There, for more than two decades, she rendered valuable service to the ships of the Pacific Fleet in successfully performing tug and towing assignments in the intricate channels of the Pacific Northwest.

Reclassified *ATO-29* on 15 May 1944, she continued to operate out of Bremerton, Wash., until decommissioning 12 September 1946. The following month she was struck from the Navy Register and on 28 April 1947 she was accepted by the Maritime Commission and delivered to the Puget Sound Tug & Barge Co at Port of Nordland Wash.

**AT30 – Scoita**

*Tadousac Class Fleet Tug:*
- Laid down, 30 November 1918 as *Watauge* at Puget Sound Navy Yard, Bremerton, WA.
- Launched, 11 June 1919
- Commissioned *USS Scoita (Fleet Tug No. 30)*, 13 November 1919
- Designated *Fleet Tug (AT-30)*, 17 July 1920
- Reclassified, *Fleet Tug Old (ATO-30)*, 15 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register, 8 May 1946
- Final Disposition, fate unknown

**Specifications:**
- **Displacement:** 1,000 t.
- **Length** 156'8" x **Beam** 30' 2" x **Draft** 12' 11" (47.75x9.19x3.94)
- **Speed** 13 kts.
- **Complement:** 44
- **Armament:** 2 .50 cal. machine guns
- **Propulsion:** single screw

*Scoita*

The second *Sciota (AT-30)*, originally named *Watauge*, was laid down on 30 November 1918 at the Navy Yard, Puget Sound, Wash., launched on 11 June 1919, and commissioned on 13 November 1919.

*Sciota* was redesignated Ocean tug, old (ATO) on 15 May 1944. Her name was struck from the Navy list on 8 May 1946.

**AT31 – Koka**

*Bagaduce Class Fleet Tug:*
- Originally assigned the name *Oconee*
- Laid down as *Koka*, (date unknown), at the Puget Sound Navy Yard, Bremerton, WA.
- Launched, 11 July 1919
- Commissioned *USS Koka (Fleet Tug No. 31)*, 18 February 1920
- Designated *Fleet Tug AT-31*, 17 July 1920
- Ran aground, 7 December 1937, off San Clemente Island, CA.
- Decommissioned, 7 December 1937
- Declared unsalvageable and abandoned as a wreck, 22 January 1938
- Struck from the Naval Register, 2 March 1938

**Specifications:**
- **Displacement** 1,000 t. (fl)
- **Length** 156' 8" x **Beam** 30' x **Draft** 14' 7" (47.75x9.14x4.45)
- **Speed** 13 kts.
- **Complement:** 46
- **Armament:** none
- **Propulsion** system unknown

*Koka*

Originally designated as *Oconee, AT-31* was renamed *Koka* 24 February 1919; launched 11 July 1919, by the Puget Sound Navy Yard; and commissioned 18 February 1920, Lt. (j.g.) J. C. Bauman, Jr., in command.
Assigned to the 11th Naval District, **Koka** sailed from Puget Sound to San Diego during March 1920. For almost 18 years she operated out of San Diego along the coast of southern California, performing various tug and target towing services. While steaming off San Clemente Island, she ran aground 7 December 1937, and was officially decommissioned the same day. Declared unsalvageable, **Koka** was abandoned as a wreck 22 January 1938. Her name was struck from the Navy List 2 March.

![Koka (AD-31) underway, date and place unknown. (US Navy photo)](image)

**AT32 – Napa**

*Algoma Class Fleet Tug:*

- Originally assigned the name **Yucca**
- Laid down as **Napa**, 5 March 1919, at the Puget Sound Navy Yard, Bremerton, WA.
- Launched, 24 July 1919
- Commissioned **USS Napa (Fleet Tug No. 32)**, 5 December 1919
- Designated **Fleet Tug AT-32**, 17 July 1920
- Decommissioned, 7 June 1929, at Olongapo, P.I.
- Recommissioned, 15 August 1939 at NavSta Cavite, P.I.
- Final Disposition, scuttled by her crew off Corregidor Island P.I., 9 April 1942
- **Napa** was awarded one battle star for World War II service.

**Specifications:**

- **Displacement** 845 t.(lt) 998 t.(fl)
- **Length** 156’ 8” x **Beam** 30’ x **Draft** 14’ 7” (47.75x9.14x4.45)
- **Speed** 13.6 kts.
- **Complement** 44
- **Armament** two 3”/50 gun mounts, one machine gun
- **Propulsion** diesel, single propeller

**Napa**

Napa (AT-32), originally Yucca, was laid down as Napa, 5 March 1919, at the Puget Sound Navy Yard, Wash. Launched 24 July 1919, and commissioned 5 December 1919, Lt. W. R. Giddens in command.
Following shakedown and an abbreviated tour on the West Coast, the ocean going tug sailed to Guam where she served as a station ship from June 1919 until the spring of 1929. She then steamed to the Philippines, where she decommissioned, 7 June 1929, and joined the Inactive Fleet, berthed at Olongapo. Ordered reactivated as war in Asia loomed closer, Napa recommissioned at Cavite 15 August 1939, joined the Asiatic Fleet and for the next two years performed the services demanded of her type.

Napa (AT-32) at anchor, date and place unknown

In the fall of 1941, when the possibility of war became a probability for the near future, the under-shipped and undermanned fleet assigned to defend and support the Philippines began to improve its defenses. Napa was assigned to net laying and maintenance activities in Mariveles and Manila Bays. Without previous training or experience and without the proper equipment, the crew of Napa, aided by 16th Naval District service craft, and, at times, by various available minesweepers, gunboats, and Army craft, improvised with what they had. Between 8 October and 8 December they worked to install anti-torpedo nets across the entrance to Mariveles Bay. Continuing on after losing what little remained of their equipment during the Japanese air raid on Cavite 10 December, they kept up the work, completing 95% of the job by 14 December when they were ordered to cease operations. On the 17th and 18th, they moved two unsunk sections of the net to Manila, and then, on the 19th, reported for duty under Commander, Inshore Patrol, 16th Naval District. From that time on, until 9 April 1942, Napa, operating from Mariveles, performed various duties which included net tending, salvage, towing and patrol assignments in the Bataan Manila Bay area.

On 8 April the decision to evacuate Bataan was made. About 0130 on the 9th, the sinking of Napa was ordered. Most of the crew, with provisions, personal belongings and small arms, were transported, via small boats, to Corregidor Island. Napa was then towed 500 yards out from the beach. The skeleton crew opened the magazine flood valves and made 3 openings through the hull in the fire and engine room. At 0500 Napa was abandoned. The CO, Ens. P. B. Wingo, and the remaining crew members proceeded to Corregidor. From that island they watched their ship remain afloat throughout the day and then, after nightfall, sink into the bay.

The crew of Napa then joined the crews of other similarly fated ships. Taking up small arms they were incorporated into the 4th Marine Regiment, in which they helped man the beach defenses until Corregidor fell, 6 May 1942.

Napa was awarded one battle star for her service in World War II.

**AT33 – Pinola**

_bagaduce Class Fleet Tug_

- Originally assigned the name Nipsic
- Laid down as Pinola, 3 March 1919, at the Puget Sound Navy Yard, Bremerton, WA.
- Launched, 12 August 1919
- Commissioned USS Pinola (Fleet Tug No. 33), 7 February 1920
- Designated Fleet Tug AT-33, 17 July 1920

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Decommissioned, 9 June 1922, at Mare Island Navy Yard, Vallejo, CA.
Recommissioned, 14 August 1923 at Mare Island
Redesignated Fleet Tug Old ATO-33, 15 May 1944
 Decommissioned, 31 January 1946
Struck from the Naval Register, 26 February 1946
Transferred to the Maritime Commission for disposal, 21 July 1947
Final Disposition, sold 21 July 1947, to Oakland Manufacturing Co., fate unknown

**Specifications:**
- **Displacement** 1,000 t.
- **Length** 156' 8" x **Beam** 30' x **Draft** 14' 7" (47.75x9.14x4.45)
- **Speed** 13 kts.
- **Complement** 44
- **Armament** one machine gun
- **Propulsion** system unknown

**Pinola**
An Indian term meaning cotton and a Spanish word for parched corn.

The second Pinola (AT–33), formerly Nipsic, was laid down 3 March 1919 by Puget Sound Navy Yard, Bremerton, Wash.; launched 12 August 1919; and commissioned 7 February 1920.

Assigned to the Pacific Fleet, she operated on the West Coast, primarily in the San Francisco Bay area until decommissioning at Mare Island 9 June 1922. Recommissioned at Mare Island 14 August 1923, she resumed service in ports of the California coast, principally San Diego where she served during the years between the wars.

After Japan's attack on Pearl Harbor plunged the United States into World War II, Pinola continued operations on the West Coast through most of the war providing vital tug services to the Navy's fighting ships in the Pacific, which relentlessly drove Japan back toward her home islands. Redesignated ATO–30, 15 May 1944, she served in Alaskan waters during the closing months of the war. Returning to the northwest Pacific coast in the fall of 1945, Pinola served in the 13th Naval District operating out of Seattle supporting "Magic Carpet" operations until decommissioning 31 January 1946. Struck from the Naval Vessel Register 26 February 1946, she was transferred to the Maritime Commission 21 July 1947 for simultaneous sale to Oakland Manufacturing Co.

AT34 – Algoma

**Algoma Class Fleet Tug:**
- Laid down, 6 January 1919, at Staten Island Shipbuilding Co., Port Richmond, N.Y.
- Launched, 12 June 1919
- Commissioned USS Algoma (Fleet Tug No. 34), 15 May 1920, at New York Navy Yard, Brooklyn, N.Y.
- Designated (AT-34), 17 July 1920
- Decommissioned, 3 May 1922, at Mare Island Navy Yard, Vallejo, CA.

**Pinola (AT-33) underway, circa 1932, place unknown (source; Robert Hurst)**
Recommissioned, 28 September 1924, at Mare Island
Reclassified *Fleet Tug Old (ATO-34)*, 15 May 1944
Decommissioned, 18 June 1946, at NavSta Treasure Island, San Francisco, CA.
Struck from the Naval Register, 31 July 1946
Final Disposition, transferred to the Maritime Commission, 14 January 1947 for disposal, fate unknown
*Algoma* earned one battle star for her World War II service

**Specifications:**

Displacement 998 t.
Length 156' 8" x Beam 30' x *Draft* 14' 7" (47.75x9.14x4.45)
Speed 13.6 kts.
Complement 44
Armament one machine gun
Propulsion single screw

*Algoma*  
An Indian word meaning to fish with a torch.

The first *Algoma* was laid down on 6 January 1919 at Port Richmond, N.Y., by the Staten Island Shipbuilding Co.; launched on 12 June 1919; and commissioned on 15 May 1920 at the New York Navy Yard, Brooklyn, N.Y., Lt. H.C. Brown in command.

Following her commissioning, the tug was assigned to duty in the 3rd Naval District. On 17 July 1920, she received the alphanumeric designation AT-34. In January 1921, the ship was reassigned to the 5th Naval District, homeported at Norfolk, Va., and carried out towing operations there until 12 September 1921. She sailed from Hampton Roads for the Canal Zone on that day and reached Coco Solo on 28 September. She then began operations between Coco Solo and San Diego, Calif., carrying out towing duties. In April 1922, the vessel left the Canal Zone and proceeded to the Mare Island Navy Yard, Vallejo, Calif., where she arrived on 29 March 1922 and began deactivation preparations. The tug was placed out of commission at Mare Island on 3 May 1922.

*Algoma (ATO-34)* providing tug service to an unidentified aircraft carrier, date and place unknown. *(US Navy photo)*

*Algoma* was recommissioned there on 28 September 1924, Lt. Frank Schultz in command. She was assigned to Fleet Base Force, Train Squadron 2, Battle Fleet, and provided services as a tender to aircraft and towed targets and carried out routine towing duty along the California coast. The highlight of her service during this period was a mission of mercy late in June 1925, when the tug carried emergency supplies to earthquake victims in the area of Santa Barbara, Calif. *Algoma* continued her west coast operations through 30 June 1941, when she left San Diego and returned to the east coast.
The tug reported to the Atlantic Fleet on 14 July 1941 and briefly operated in the Caribbean before arriving in Norfolk on 13 August. During late August and early September, she acted as a target towing vessel during exercises held off the coast of Maine. Upon completion of this assignment, the ship returned to Norfolk and remained in the Hampton Roads area through June 1942 performing various towing duties.

In July 1942, Algorama sailed to the Caribbean and participated in fleet exercises, towing targets for vessels and shore batteries. She also carried out antisubmarine patrols. Among her ports of call were San Juan, Puerto Rico; Charlotte Amalie, St. Thomas, Virgin Islands; Trinidad; Guantanamo Bay, Cuba; and Willemstad, Curacao. She returned to Norfolk in December 1943 for overhaul.

The tug sailed in a convoy bound for England on 25 January 1944. She arrived at Falmouth on 15 February and assumed duties as a patrol, escort, and towing vessel. The ship participated in the buildup of Allied forces for the invasion of northern France [towing the concrete blocks used to create artificial harbors off the Normandy beaches. Struck by a dud torpedo, Algorama suffered propellor damage and had to be towed to England for repairs.]. On 15 May, her designation was changed to ATO-34. Following the invasion of France, Algorama assisted disabled vessels, took part in salvage operations, and carried out regular barge and lighter duty between Great Britain and France.

On 23 March 1945, the vessel joined a convoy at Belfast, Ireland, and shaped a course for the east coast of the United States. She touched at New York City, N.Y., on 13 April. The tug continued down the east coast and entered the Norfolk Navy Yard for overhaul. Upon the completion of the yard period, she sailed, via the Panama Canal, for the west coast and arrived at San Francisco, Calif., on 25 August.

Algorama assumed regular towing duties with the Pacific Fleet while based at Treasure Island. This assignment occupied the vessel until she was decommissioned at Treasure Island on 18 June 1946. Her name was struck from the Navy list on 31 July 1946. The ship was transferred to the Maritime Commission on 14 January 1947 for disposal.

Algorama earned one battle star for her World War II service.

**AT35 – Carrabasset**

Bagaduce Class Fleet Tug

- Laid down (date unknown) at Staten Island Shipbuilding Co., Port Richmond, N.Y.
- Launched, 19 June 1919
- Commissioned USS Carrabasset (AT-35), 30 June 1920, LTjg. G. O. Augustine in command
- Decommissioned, 27 March 1922, at Norfolk, VA.
- Transferred to the Coast Guard, 24 May 1924
- Commissioned USCGC Carrabasset (WAT-55), 13 October 1924
- Decommissioned, 26 July 1946
- Final disposition, fate unknown

**Specifications**

- **Displacement**: 778 t.(lt)
- **Length**: 156'8" x **Beam**: 30' 2" x **Draft**: 12' 4" (47.75x9.19x3.94)
- **Speed**: 13.6 kts.
- **Complement**: 50
- **Armament**: 1924 two 1 pounders; 1945 one 3"/50 dual purpose gun mount, two single 20mm/80 AA gun mounts
- **Maximum Speed**: 13 knots
- **Performance**: Economic Cruising Speed 9.3 kts. Range 5,300 mile (1945)
- **Propulsion**: triple-expansion steam engine; 2 Scotch boilers; 1,800 HP; single propeller
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**Carrabasset** (WAT-55) moored pierside, date and location unknown

**AT36 – Contocook**

*Bagaduce Class Fleet Tug*

- Laid down, date unknown, at Staten Island Shipbuilding Co., Port Richmond, N.Y.
- Launched, 12 January 1920
- Commissioned USS **Contocook** (AT-36), 20 August 1920, LTjg. T. A. Patterson in command.
- Decommissioned, 27 November 1933, at Mare Island Navy Yard, Vallejo, CA.
- Struck from the Naval Register, date unknown
- Sold, 8 February 1934, for commercial service
- Purchased by the Royal Navy from commercial service in 1940
- Commissioned into the Royal Navy as **HMS Sea Giant** (W-125)
- Paid off (decommissioned) in 1946
- Final Disposition, fate unknown

**Specifications**

- **Displacement**: 778 t. (lt)
- **Length**: 156' 8" x **Beam**: 30' 2" x **Draft**: 12' 4" (47.75x9.19x3.94)
- **Speed**: 13.6 kts.
- **Complement**: 50
- **Armament**: two 3"/50 gun mounts one machine gun
- **Propulsion**: type unknown, single screw

**AT37 – Iuka**

*Bagaduce Class Fleet Tug*

- Laid down (date unknown) at Staten Island Shipbuilding Co., Port Richmond, N.Y.
- Launched, 12 January 1920 Commissioned **USS Iuka** (AT-37), 29 October 1920
- Decommissioned, 20 July 1932, at New York, N.Y., laid up in reserve
- Recommissioned, 23 November 1940, at Philadelphia, PA.
- Reclassified **Fleet Tug Old** (ATO-37), 15 May 1944
- Decommissioned, 15 August 1946, and placed in service
- Placed out of service, 15 April 1947, at San Francisco, CA.
- Struck from the Naval Register (date unknown)
Specifications:

**Displacement** 795 t.(lt) 969 t.(fl)

**Length** 156' 8" x **Beam** 30' 2" x **Draft** 14' 7" (47.75x9.19x4.45)

**Speed** 13 kts.

**Complement** 44

**Armament** one machine gun

**Propulsion** system unknown

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**Iuka** (ATO-37) setting and retrieving targets for 3rd Fleet aircraft bombing practice off Mexican coast, date unknown.

*(Photo Bob Roy)*

**Iuka**

A village in northeastern Mississippi, where Union troops under General Rosecrans engaged Confederate forces under General Price in an indecisive battle 19 September 1862.

The second **Iuka** (AT-37) was launched 12 January 1920 by the Staten Island Shipbuilding Co., Port Richmond, N.Y.; commissioned 29 October 1920, Lt. Harry F. Quandt in command.

Attatched to the Train Squadron, Atlantic Fleet, **Iuka** sailed for Guantanamo 2 January 1921. After towing and delivering duties there and at the Canal Zone, the tug returned to Norfolk 28 April. **Iuka** completed a year's service with the Train Squadron, operating along the East Coast in the summer and at Guantanamo in the winter. On 29 April 1922 she reported to the 3d Naval District, at New York, where she served well for the next decade. From 27 April to 7 July 1926, **Iuka** operated out of Newport, R.I., to salvage the submarine 8-51, sunk by collision with SS City of Rome. When the hulk of S-51 was raised 5 July as a result of skillful salvage work, **Iuka** and **Sagamore** towed it to New York. **Iuka** decommissioned at New York 20 July 1932.

She recommissioned at Philadelphia 23 November 1940 and rejoined the Train Squadron, Atlantic Fleet, for operations along the East Coast and out of Guantanamo. After 3 years of harbor duties and towing target rafts, mainly operating from Portland, Maine, **Iuka** was transferred to the Western Sea Frontier, reporting for duty 4 February 1945. She had been reclassified ATO-37,15 May 1944. Harbor duties at San Diego formed **Iuka**'s basic work for the following year. She decommissioned but remained in service 15 August 1946 and was placed out of service at San Francisco 15 April 1947. **Iuka** was delivered to her purchasers, Pan American Steamship Corp. of Panama, at Los Angeles 8 July 1948.

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**AT38 – Keosanqua**

*Allegheny Class Fleet Tug:*

- Laid down at Staten Island Shipbuilding Co., Port Richmond, N.Y.
- Launched, 26 February 1920

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Commissioned USS Keosanqua (AT-38), 9 December 1920, at New York Navy Yard, LT(jg) G. F. Coulson in command
Decommissioned and laid up in reserve at Pearl Harbor, 8 June 1922
Recommissioned, 1 July 1934, at Pearl Harbor
Reclassified Fleet Tug Old (ATO-38), 15 May 1944
Decommissioned, 6 May 1946, at Seattle, WA.
Struck from the Naval Register, 7 February 1947
Transferred to the Maritime Commission for disposal, 11 July 1947
Sold in 1948 to Pacific Coyle Navigation, Vancouver, B.C., renamed Edward J. Coyle, renamed Commodore Strait in 1960

Specifications:
**Displacement** 969 t.(fl)
**Length** 156' 8" x **Beam** 30' 2" x **Draft** 14' 7" (47.75x9.19x4.45)
**Speed** 13 kts.
**Complement** 61
**Armament** 2 3" gun mounts
**Propulsion** system unknown

Keosanqua

The first Keosanqua (AT-38) was launched 26 February 1920 by Staten Island Shipbuilding Co., Port Richmond, N.Y.; and commissioned 9 December at New York Navy Yard, Lt. (j.g.) G. F. Coulson in command.

Departing New York 2 February 1921, Keosanqua sailed for Hawaii via Charleston, the Panama Canal, and San Diego. Arriving Pearl Harbor 16 April, the tug was based at the Navy Yard there, towing ships and targets until she decommissioned 8 June 1922.

Keosanqua recommissioned at Pearl Harbor 1 July 1934, Lt. (j.g.) H. O. Parish in command. During the remainder of 1934 she operated with Submarine Squadron 4, towing targets and retrieving torpedoes; she provided similar services for Submarines Squadron 9 the following year. Duty with submarines continued until January 1938 when she commenced towing operations with the Pacific Fleet, participating in joint Army-Navy maneuvers off Oahu during May 1939. She was assigned to the Navy Yard, Pearl Harbor, 29 January 1940 for harbor tug duty.

On 7 December 1941 Keosanqua was taking over a tow from Antares (AG-10) southwest of the entrance to Pearl Harbor when the infamous Japanese raid began. Attacked by enemy planes which bombed and strafed the ship, she promptly opened fire with her machine guns. During the attack she coolly completed the transfer of the tow and proceeded to Honolulu unharmed. After the raid, she operated as a salvage tug, swept for mines, and searched for enemy submarines. She departed 21 December 1943 for towing duty in the central Pacific.

Assigned to Service Squadron 4, she arrived Funafuti, Ellice Islands, 4 January 1944 for harbor duty. Proceeding in convoy en route to the Marshalls 28 February, she reached Kwajalein 8 March and joined Service Squadron 10 on 17 March; then departed 1 April for Eniwetok with a barge of aviation gasoline in tow. She arrived 4 April and commenced operations as harbor tug, station ship, and harbor pilot-training ship.

Redesignated ATO-38 on 15 May, she operated out of Eniwetok until 25 November 1945, and then proceeded via Kwajalein, Johnston Island, Pearl Island, and Honolulu, Hawaii for the West Coast, arriving San Francisco 24 December for towing duty along the California coast. Keosanqua sailed for Seattle 25 February 1946; and, arriving Blake Island 1 March, she decommissioned 6 May. Her name was struck from the Navy List 7 February 1947.

Transferred to the Maritime Commission 11 July for disposal, she was sold the same day to Puget Sound Tug & Barge Co., Seattle, Wash. Resold to a Canadian shipping firm in 1948, she was renamed Edward J. Coyle. In 1960 she was renamed Commodore Strait.
**Montcalm**

A county in central Michigan, organized in 1850 and named for the French General, the Marquis de Montcalm (1712-59) who died in battle on the Plains of Abraham, defending Quebec from a British attack led by General Wolfe.

**Montcalm (AT-89)** was laid down by Staten Island Shipbuilding Co., Port Richmond, N.Y., 16 June 1919; launched 26 February 1920; and commissioned at New York Navy Yard 19 January 1921, Lieut. Carl I. Ostrom in command.

Assigned to the Navy Yard, Guantanamo Bay, Cuba, **Montcalm** departed New York 2 March 1921, steaming via Norfolk and arriving Guantanamo on the 14th. The tug operated out of the Cuban base through 1923, making periodic voyages to Key West, Norfolk and ports in the Bahamas until sailing for Charleston, S.C., 24 April 1923. Arriving 1 May, **Montcalm** was repaired and served locally and at Philadelphia before returning to Guantanamo Bay 19 June 1924. Annual voyages to Charleston for repairs and service missions to New York in fall 1929 and 1931 alternated with active service in the Caribbean.
Montcalm arrived at Philadelphia 25 May 1932 and decommissioned there 30 June. Recommissioning 13 August 1935, she left Philadelphia 14 September for her new base, Port Pensacola, Fla. She operated on numerous voyages along the gulf and east coasts, as far west as Galveston, Tex., and as far north as Norfolk. While stationed at Pensacola, the ship acted as plane guard for seaplane training, salvage ship, and naval aviation cadet training ship, in addition to performing her regular towing duties.

On 10 July 1939, the tugboat was reassigned to the Guantanamo Naval Station and for the remainder of her active career operated out of the Cuban base towing targets, and on salvage and towing missions throughout the Caribbean and to ports in the Southern United States. During World War II she continued her vital services in the Gulf of Mexico and the Caribbean. She was reclassified AT0-39 on 15 May 1944.

Following the end of the war, the tug decommissioned at Charleston Navy Yard 24 May 1946, was struck from the Navy Register 13 June 1946, and was sold to J. C. Berkwit & Co., New York City, 12 February 1947.

Submitted by Joe Radigan MACM USN Ret.

AT40  
Cancelled 1918

AT41  
Cancelled 1918

AT42  
Cancelled 1918

AT43  
Cancelled 1918

AT44  
Cancelled 1918

AT45  
Cancelled 1918

AT46 – Iroquis  
- Built in 1892 as the tug Fearless by Union Iron Works, San Francisco, CA.  
- Purchased by the Navy from J. D. Spreckles Bros. & Co. 18 April 1898  
- Commissioned Iroquois, 6 July 1898, LT. L. H. Turner in command  
- Designated Fleet Tug (AT-46), 17 July 1920  
- Decommissioned, 7 March 1925, at San Diego, CA.  
- Struck from the Naval Register (date unknown)  
- Sold 15 May 1928 to Benjamin L. Jones, Bellingham, WA.  
- Final Disposition, fate unknown

**Specifications:**  
- **Displacement**: 702 t.  
- **Length** 152’ x **Beam** 26’ x **Draft** 13’6” (46.33x7.92x4.11)  
- **Speed**: 13 kts.  
- **Complement**: 39  
- **Armament**: one 4” gun, one gatling gun  
- **Propulsion**: steam, single shaft

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**Iroquois** at Mare Island Navy Yard, Vallejo, CA, 24 August 1898. *(US Navy photo)*

**AT47 – Osceola**
- Laid down, in 1896 by Charles Hillman, Philadelphia, PA.
- Completed in 1897 as *Winthrop*
- Purchased by the Navy from Staples Coal Co., 21 March 1898
- Commissioned *USS Osceola*, 4 April 1898
- Decommissioned, circa 1899
- Recommissioned, 1 July 1911
- Designated *Fleet Tug (AT-47)*, 17 July 1920
- Decommissioned and struck from the Naval Register, 15 November 1922
- Final Disposition, sold 24 March 1923 to F.E. Pope, Washington, D.C., fate unknown

**Specifications:**
- **Displacement**: 571 t.
- **Length**: 138’ x **Beam**: 26’ x **Draft**: 14’6" (42.06x7.92x4.45)
- **Speed**: 14 kts.
- **Complement**: unknown
- **Armament**: two 3-pdrs
- **Propulsion**: steam, single shaft

**AT48 – Peoria**

**Auxiliary Gunboat:**
- Built (date unknown) as the pilot boat *Philadelphia* at Neafie and Levy, Philadelphia, PA.
- Acquired by the Navy, 23 May 1898
- Commissioned, *USS Peoria*, 15 May 1898
- Redesignated a *Steel Steam Tug* in 1908
- Redesignated *Fleet Tug (AT-48)*, 17 July 1920
- Decommissioned, 30 January 1921, at Key West FL.
- Recommissioned, 1 April 1921
- Redesignated *Harbor Tug (YT-109)*, June 1921
- Decommissioned, 10 November 1921, at New York City, N.Y.
- Final Disposition, sold 16 June 1922, fate unknown.

**Specifications:**
- **Displacement**: 487 t.
** Peoria **
A city in Illinois.

The second *Peoria*, a converted steel gunboat, was built as the pilot boat *Philadelphia* by Neafie and Levy, Philadelphia, Penn.; purchased by the Navy 23 May 1898 from the Philadelphia Pilots' Asso.; renamed *Peoria*, and commissioned 15 May 1898, Lt. T. W. Ryan in command.

*Peoria*, circa. May 1898, possibly at the Philadelphia Navy Yard, following conversion for naval service. *(US Navy photo)*

*Peoria* sailed from Key West, Fla., 25 June 1898, escorting two transports carrying a joint Cuban-U.S. landing force. A landing was attempted on the south coast of Cuba 29 June, but Spanish army forces were so overwhelmingly strong in this area that another landing point had to be selected. Steaming further east, the transports debarked their troops the following day west of Tunas, at the mouth of the Tayabasco River. As the landing boats reached the beach, a "very destructive" fire was opened on them by Spanish infantry concealed in camouflaged earthworks. As soon as the enemy's positions could be located, *Peoria* opened a "very rapid and accurate fire," which soon silenced them. For the rest of the day, *Peoria* 's guns prevented the destruction of the outnumbered landing force, her shells having a telling effect on the well-entrenched defenders. The landing force was later safely withdrawn under cover of darkness.

Joining gunboat *Helena* 2 July 1898, *Peoria* engaged Spanish shore batteries newly entrenched around Tunas. Suffering minor damage, the gunboats silenced the batteries, dismounted some guns, and sank several enemy-flag schooners.

On the following day the expedition was successfully landed at Palo Alto, east of Tunas, where the troops made contact with Cuban insurgent forces. *Peoria* then escorted the two transports back to Key West. Hostilities in the Caribbean ended 13 August 1898; *Peoria* continued her peacetime service in the West Indies into 1899, when she sailed for Boston.

From 1899 through 1904 *Peoria*, still classed as an "auxiliary gunboat," served on the East Coast. Originally at Boston, she later acted as tender to gunnery training ship *Puritan* before being based at the Torpedo Station, Newport, R.I. Here she assisted in conducting experiments with improved torpedoes for the growing submarine and destroyer forces as well as for capital ships.
On 24 January 1905 *Peoria* arrived at San Juan, Puerto Rico. For the next six years she operated from San Juan, being redesignated in 1908 as a "steel steam tug." In December 1911 she sailed to Charleston, S.C., where she was disarmed for local service. The next ten years were devoted to towing and harbor service at Charleston and at Key West, with temporary duty at Guantanamo Bay and Santo Domingo.

*Peoria* was designated a fleet tug (AT-48) in July 1920; on 30 January 1921 she decommissioned at Key West. Recommissioned 14 April 1921, she became a district tug (YT-109) in June and served at Key West for the next four months. She decommissioned once more at New York 10 November 1921, and was sold there 16 June 1922.

**AT49 – Piscataqua**

*Piscataqua Class Fleet Tug:*
- Built in 1897 as *W. H. Brown* at F. W. Wheeler Co., West Bay City, MI.
- Acquired by the Navy, 11 May 1898
- Commissioned, *USS Piscataqua (Fleet Tug No. 49)*, 18 June 1898, LCDR. Nathan E. Niles in command
- Designated *(AT-49)*, 17 July 1920
- Decommissioned, 10 April 1922, at Cavite, P.I.
- Struck from the Naval Register, 4 August 1930
- Final Disposition, sold for scrapping, 7 January 1931 at Manila

**Specifications:**
- **Displacement**: 854 t.
- **Length** 149' x **Beam** 28' 7" x **Draft** 12' (45.42x8.71x3.66)
- **Speed**: 16 kts.
- **Complement**: 58
- **Armament**: two 3-pdr
- **Propulsion**: steam

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**AT50 – Potomac**

*Potomac Class Fleet Tug:*
- Built in 1897 as *Wilmot* at F. W. Wheeler Co., West Bay City, MI.
- Acquired by the Navy, 14 April 1898
- Commissioned, *USS Potomac (Fleet Tug No. 50)*, 14 April 1898, LT. G. P. Blow, in command
- Designated *(AT-50)*, 17 July 1920

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*Piscataqua* off Olongapo Naval Station, Philippine Islands, prior to 1920 (*US Navy photo*)

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AT50 – Potomac

*Potomac Class Fleet Tug:*
- Built in 1897 as *Wilmot* at F. W. Wheeler Co., West Bay City, MI.
- Acquired by the Navy, 14 April 1898
- Commissioned, *USS Potomac (Fleet Tug No. 50)*, 14 April 1898, LT. G. P. Blow, in command
- Designated *(AT-50)*, 17 July 1920
• Decommissioned, 26 June 1922
• Struck from the Naval Register, 31 July 1922
• Final Disposition, sold, 1 December 1922, to New Orleans & Bisso Towboat Co., fate unknown

**Specifications:**
- **Displacement** 785 t.
- **Length** 138' 9" x **Beam** 28' 6" x **Draft** 12' (42.29x8.69x3.66)
- **Speed** 16 kts.
- **Complement** 56
- **Armament** two 6-pdr, two 3-pdr
- **Propulsion** steam, single propeller

**AT51 – Uncas**

**Uncas Class Fleet Tug:**
- Built in 1893 as **Walter A. Luckenbach** at John Dialogue and Son, Camden, N.J.
- Acquired by the Navy, 2 April 1898
- Commissioned, **USS Uncas**, 6 April 1898
- Designated (AT-51), 17 July 1920
- Redesignated Yard Tug **YT-110**, 10 June 1921
- Decommissioned, 6 June 1922, at Washington Navy Yard, Washington, D.C.
- Struck from the Naval Register, 14 March 1922
- Final Disposition, sold, 25 July 1922, to Wood Towing Corp., Norfolk, VA. for commercial operation, fate unknown

**Specifications:**
- **Displacement** 441 t.
- **Length** 119' 8" x **Beam** 25' x **Draft** 12' (mean) (36.47x7.62x3.66)
- **Speed** 12 kts.
- **Complement** 16
- **Armament** one 1-pdr, one mg
- **Propulsion** steam, single propeller

**Uncas**

The second **Uncas**-built as **Walter A. Luckenbach** in 1893 by John H. Dialogue and Sons, of Camden, N.J., for the Luckenbach and Co. shipping firm, of New York, N.Y. She was acquired by the Navy on 2 April 1898 for Spanish American War service as an ocean-going tug; was renamed **Uncas** and commissioned on 6 April 1898, Lt. Frederick R. Brainard in command.

Assigned to the North Atlantic Fleet, **Uncas** operated on blockade duty off Matanzas on the north coast of Cuba. On 3 May 1898, **Uncas**, in company with **Hudson**, captured the Havana-bound sailing vessel **Antonio Suarez**. On 13 July,
again in company with *Hudson*, the tug overtook two sloops. Together *Hudson* and *Uncas* captured one sloop-*Bella Yuiz* a Spanish vessel bound for Havana- and sank the other, taking two prisoners.

After the conclusion of hostilities, *Uncas* underwent repairs at the Philadelphia Navy Yard before she sailed south for the Caribbean, via Port Royal, S.C. In the fall of 1899. *Uncas* inspected lighthouse facilities in the Danish West Indies and at Puerto Rico before she served a brief tour towing Army Quartermaster Corps barges. She then resumed lighthouse inspection and harbor survey duties in the Puerto Rican area and, during this tour, carried a selection board to Culebra Island to seek out a site for a target range.

While engaged in local operations, *Uncas* in puerto Rican waters into the late winter of 1901, *<I>UNCAS< i>* assisted *Mayflower* off a shoal near San Juan on 15 March 1901. She subsequently carried Army passengers and towed targets for Army Coast Artillery units at San Juan into mid-1901. Sandwiched in between routine operations, *Uncas* towed the disabled merchantman *SS Longfellow* from Arecibo, Puerto to San Juan. for repairs, on 14 November 1901.

Operating as a tender for the North Atlantic Fleet, *Uncas* continued her Caribbean-based operations carrying dispatches, mail and provisions and serving again on lighthouse inspection duties into 1902. She carried an inspection and survey team to look over land on Culebra for a possible coaling station site from 26 to 28 June 1903 before she headed north for temporary duty at the Norfolk Navy Yard.

Returning to the Caribbean soon thereafter, *Uncas* operated out of San Juan for the first half of the year 1904 before she returned to the Norfolk Navy Yard for repairs. The tug subsequently received assignment to Guantanamo Bay and operated out of that port on "special" and "general" service with the Fleet until she was assigned to the Norfolk Navy Yard in late 1915.

On 7 June 1916, while operating at the Washington Navy Yard, *Uncas* by then designated Ocean Tug No. 51, was inspected and adjudged to be no longer satisfactory for service off the Atlantic coast.

As a result she conducted only local operations out of Washington through the end of World War I. *Uncas* was redesignated as a yard tug-**YT-110** on 10 June 1921. Decommissioned at Washington on 6 March 1922. she was struck from the Navy list on 14 March and put up for sale. Purchased by the Wood Towing Corp., of Norfolk, Va., on 25 July 1922, the tug then entered mercantile service and operated out of the Norfolk area.

**AT52 – Navajo**

*Navajo Class Fleet Tug:*

- Built in 1907 at Neafie-Levy Philadelphia, PA.
- Acquired by the Navy, 21 November 1907
- Commissioned, *USS Navajo*, 18 March 1908
- Designated (AT-52), 17 July 1920
- Decommissioned and struck from the Naval Register, 24 April 1937
- Restored to the Naval Register, 14 January 1942
- Placed in service as IX-56, 15 March 1942
- Placed out of service circa 1946
- Struck from the Naval Register, date unknown
- Final Disposition, fate unknown

*Specifications:*

- **Displacement** 800 t.
- **Length** 141' 4" x **Beam** 27' 6" x **Draft** 14' 1" (43.08x8.38x4.29)
- **Speed** 12 kts.
- **Complement** unknown
- **Armament** unknown
- **Propulsion** unknown

*Navajo*

The first *Navajo*, a tug built in 1907 by Neafie - Levy Philadelphia, Pennsylvania was purchased the Navy 21 November 1907, and commissioned 17 March 1908.

Assigned to Pearl Harbor, *Navajo* operated in the Hawaiian Islands throughout her Naval career performing towing and docking operations. In 1922, *Water Barge #10*, while in tow by *Navajo* collided with *R-16*. With a hole in her bow, the barge sank within minutes. The gallant action of men from *Navajo* resulted in rescue of the barge's 3-man crew.
After decommissioning, _Navajo_ was struck from the Navy List 24 April 1937. However, she was restored to the list as _IX-56_, 14 January 1942 and she served in a decommissioned status at the Navy Yard at Pearl Harbor. She was placed in service 19 March 1942 and continued operations in the 14th Naval District throughout World War II.

**AT53 – Delaware**

*Menhaden Fishing Vessel/Tug:*
- Built in 1913 by E. James Tull, Pocomoke City, MD
- Acquired by the Navy 5 May 1917
- Commissioned _Delaware (SP 467)_ 22 May 1917
- Renamed _SP-467_ in 1918
- Reclassified as a _Fleet Tug, AT-53_ in July 1920
- Reclassified as a _Harbor Tug, YT-111_ in 1921
- Sold in April 1935. Fate unknown.

_Specifications:_
- **Displacement**: 242 t
- **Length**: unknown
- **Beam**: unknown
- **Draft**: unknown
- **Speed**: unknown
- **Complement**: unknown
- **Armament**: unknown

_Delaware_

_SP-467_ (later _AT-53_ and _YT-111_) served in the Navy from 1917 to 1923. Although officially known as _SP-467_, she was erroneously listed under her merchant name, _Delaware_, on various occasions.

_USS Delaware_, a 242 gross ton minesweeper, was built in 1913 at Pocomoke City, Maryland, by E. James Tull as the commercial fishing vessel of the same name. She was acquired by the Navy 5 May 1917, placed in commission 22 May 1917, and formally purchased in August 1917 from the Delaware Fish Oil Company of Lewes, Delaware. Renamed _SP-467_ in 1918, presumably to avoid confusion with the battleship _Delaware [BB-28]_, she spent the World War I era operating in the vicinity of Delaware Bay. Redesignated _AT-53_ in July 1920, and _YT-111_ a year later, the ship went to Pearl Harbor, Hawaii, at about that time and was stationed there well into the 1930s. During those years she was listed in contemporary Navy publications as _Delaware_, though this may not have represented an official name change. She was sold in April 1935 Source: Dictionary of American Naval Fighting Ships History:

_Underway in Pearl Harbor, Hawaii, circa 1920. (U.S. Navy Photo)_

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AT54 – Conestoga

Conestoga Class Fleet Tug:
- Built in 1904 at Maryland Steel Co., Sparrows Point, MD.
- Purchased by the Navy, 14 September 1917
- Commissioned USS Conestoga (SP-1128), 10 November 1917, LTjg C. Olsen, USNRF, in command
- Redesignated AT-54, 17 July 1920
- Final Disposition, declared lost with all her crew, 30 June 1921

Specifications:
- Displacement 420 t.
- Length 170’ x Beam 29’ x Draft 16’ (51.82x8.84x4.88)
- Speed 13 kts.
- Complement 56
- Armament one 3” gun mount
- Propulsion system unknown

Conestoga at San Diego, CA., circa early 1921, shortly before she disappeared while en route from Mare Island Navy Yard to Samoa, by way of Pearl Harbor. (US Navy photo)

AT55 – Genesee

- Built as the civilian tug Monocacy in 1905 by the Maryland Steel Co., Sparrow's Point, MD.
- Placed in service, 25 September 1917, at Philadelphia Navy Yard
- Commissioned USS Genesee (Fleet Tug No. 55), 10 November 1917, Lt. C. H. T. B. Tissell, USNRF, in command
- Designated Fleet tug (AT-55), 17 July 1920
- Final Disposition, scuttled at Corregidor, P.I., 5 May 1942, to avoid capture by the Japanese
- Genesee received one battle star for World War II service

Specifications:
- Displacement 688 t.
- Length 170’ x Beam 29’ x Draft 16’ (51.82x8.84x4.88)
- Speed 15 kts.
- Complement 56
- Armament one 3”/50 gun mount
- Propulsion system unknown
AT56 – Lykens

Lykens Class Fleet Tug:

- Built in 1899 as Lykens at Philadelphia, PA.
- Purchased by the US Navy, 18 September 1917
- Commissioned, USS Lykens (SP-876), 10 November 1917
- During World War I, she operated in the Atlantic, reaching as far out as Bermuda and the Azores, and continued service along the mid-Atlantic coast following the end of the conflict
- Decommissioned in March 1920
- Recommissioned, mid-year 1920 as USS Lykens (AT-56)
- Employed in the New York City area until decommissioned in December 1922 and laid up in reserve
- Struck from the Naval Register, 21 November 1933
- Final Disposition, sold 3 February 1934, fate unknown

Specifications:

- Displacement 650 t.
- Length unknown x Beam unknown x Draft unknown
- Speed unknown
- Complement unknown
- Armament unknown
- Propulsion steam
**Lykens**, photographed, circa 1917, at about the time she was taken over for Naval Service. (*US Navy photo*)

**AT57 – Sea Rover**

*Sea Rover Class Fleet Tug:*
- Built in 1902 as *Sea Rover* at Fulton Iron Works, San Francisco, CA.
- Purchased by the US Navy, 11 December 1917
- Commissioned, *USS Sea Rover* (SP-1014), 31 January 1918, LTjg. F. M. Cook, USNRF, in command
- Designated AT-57, 1 July 1920
- Decommissioned and laid up in reserve, 4 March 1921, at San Francisco, CA.
- Struck from the Naval Register, 25 February 1922
- Sold 25 February 1922, to R. W. Greene, San Francisco
- Final Disposition, scrapped in 1949

**Specifications:**
- **Displacement** 199 t.
- **Length** 121' x **Beam** 24' 6" x **Draft** 14' (36.88x7.47x4.27)
- **Speed** 10 kts.
- **Complement** 20
- **Armament** 1 3", 2 mgs.
- **Propulsion** steam

Color-tinted photograph of the civilian tug *SS Sea Rover* taken prior to World War I, probably in San Francisco Bay.
AT58 – Undaunted

Undaunted Class Fleet Tug:

- Built in 1917 as Undaunted at Union iron Works, San Francisco, CA. for Rolph Navigation & Coal Company, of San Francisco
- Acquired by the US Navy, 14 November 1917
- Commissioned, USS Undaunted (ID-1950), 5 February 1918
- Reclassified AT-58, 17 July 1920
- Decommissioned and placed in service as District Harbor Tug YT-125, 27 February 1936
- Recommissioned USS Undaunted (YT-125), 1 May 1939
- Decommissioned and placed in service, 30 June 1939
- Recommissioned USS Undaunted (AT-58), 16 July 1940
- Reclassified Fleet Tug Old, ATO-58, 15 May 1944
- Decommissioned, 1 July 1946, at Norfolk Naval Shipyard, Portsmouth, VA.
- Struck from the Naval Register, 25 September 1946
- Transferred to the Maritime Commission for disposal, 19 March 1947
- Final Disposition, fate unknown

Specifications:

- Displacement 450 t. (est)
- Length 143' x Beam 28' x Draft 17' (aft) (43.59x8.53x5.18)
- Speed 11.6 kts.
- Complement 29
- Armament 1 3", 2 mgs.
- Propulsion system unknown

Undaunted

The first Undaunted (SP-1950)—a tug built in 1917 at San Francisco, Calif., by the Union Iron Works— was acquired by the Navy from the Rolph Navigation & Coal Co. on 14 November 1917 at San Francisco; fitted out as a tug at the Mare Island Navy Yard; and commissioned on 5 February 1918.

Soon after commissioning, Undaunted departed San Francisco bound for the coast of France. She operated as a tug in support of United States naval forces in Europe through the end of World War I in November 1918.

Sometime in the first half of 1919, she returned to San Francisco as a unit of the Pacific Fleet Train, the name then applied to what the Navy now calls the Service Force. While serving the Pacific Fleet, she received the designation AT-58 in July 1920 when the Navy adopted its alphanumeric system of hull designations. Later, on 27 February 1936, she became a harbor tug and was designated YT-125. At that time, her commissioned status was probably downgraded to "in service." By 1938, she was assigned to the 12th Naval District; and she remained based at San Francisco.

On 1 May 1939, Undaunted was placed back in full commission. However, that change endured only briefly; for, on 30 June, she reverted to her former "in service" status. In all likelihood, it was sometime during the two-month period she spent in full commission that Undaunted made the voyage from San Francisco to her new duty station on the east coast. By 28 May 1939, her home yard had been changed to Norfolk, Va.; and it is reasonable to assume that she arrived in the Hampton Roads area about that time. On 16 July 1940, the vessel once again became an ocean tug and resumed her former designation, AT-58. On 1 August, she was placed back in full commission at Norfolk; and records indicate that, by early October, she was assigned to the 5th Naval District on special duty but with her home port at Washington, D.C.

For the next five years, she plied the waters of the Potomac River and the Chesapeake Bay, towing ships and other craft between Norfolk, Baltimore, and Washington as well as to and from ports between the three places. On 15 May 1944, a mass redesignation of tugs occurred, and Undaunted was reclassified an old ocean tug with the designation ATO-58. The tug was decommissioned for the last time on 1 July 1946 at the Norfolk Naval Shipyard. Her name was struck from the Navy list on 25 September 1946, and she was delivered to the Maritime Commission for disposal on 19 March 1947.
Undaunted underway soon after completion in 1917, probably in San Francisco Bay. Her smokestack wears the marking of her owner, the Rolph Navigation & Coal Company, of San Francisco. (US Navy photo)

AT59 – Defiance

Challenge Class Fleet Tug:
- Built in 1889 as Defiance at J.H. Dialogue and Sons, Camden, N.J.
- Acquired by the Navy from the Shipowners & Merchants Tugboat Co., San Francisco, CA., 13 June 1918
- Commissioned, USS Defiance (SP-1015), 29 July 1918, LT. M. J. Downes, USNRF, in command
- Renamed USS Challenge, 19 August 1918
- Decommissioned and laid up in reserve, 13 May 1922, at Puget Sound Navy Yard, Bermerton, WA.
- Recommissioned and reclassified AT-59, 21 February 1925
- Reclassified Yard Tug YT-126, 2 December 1940
- Decommissioned and placed in service as Large Harbor Tug YTM-126, 13 April 1944
- Struck from the Naval Register (date unknown)
- Transferred to the Maritime Commission for disposal
- Final Disposition, fate unknown

Specifications:
- Displacement 346 t.
- Length 122' x Beam 22' 2" x Draft 12' 6" (37.19x6.76x3.81)
- Speed 14 kts.
- Complement 31
- Armament 2 3-pdr
- Propulsion steam
**Challenge** (AT-59) off the Puget Sound Navy Yard, Bremerton, Washington, 14 February 1921. (US Navy photo)

### AT60 – Bay Spring

**Fleet Tug**
- A single screw, steel hulled tug built in 1920 by Providence Engineering Co., Providence, R. I.
- Acquired from the United States Shipping Board (USSB), 28 September 1921
- Commissioned USS Bay Spring (AT-60), 10 November 1921 at New York Navy Yard, Lt. Frederick Muller in command
- Decommissioned, 23 November 1926, at Philadelphia, PA.
- Laid up in the Atlantic Reserve Fleet Philadelphia
- Reclassified Non-self Propelled Gate Vessel YNG-19, 7 October 1940
- Placed in service, 31 January 1941
- Placed out of service, 25 August 1944
- Struck from the Naval Register, 16 September 1944
- Transferred to the War Shipping Administration, 6 May 1946 for disposal
- Final Disposition, sold to Barnett Shipping Co., Battery Place, New York City, N.Y., fate unknown.

**Specifications:**
- **Displacement:** 775 t.
- **Length** 150' x **Beam** 27' 8" x **Draft** 14' 1" (45.72x8.43x4.29)
- **Speed** 11 kts

### AT61 – Cahokia

**Fleet Tug**
- Built in 1920 by Providence Engineering Corp., City Island, N.Y. for the US Coast Guard
- Transferred to the Navy from the Coast Guard, 14 May 1936
- Commissioned USS Cahokia (AT-61), 6 November 1936, Chief Boatswain W. C. Kasmire in command
- Reclassified District Harbor Tug YT-135, 1 January 1938
- Decommissioned, 13 April 1944
- Reclassified District Harbor Tug, Large YTB-135 and placed in service, 13 April 1944
- Placed out of service (date unknown)
- Transferred to the Maritime Commission, 8 August 1947 for disposal
- Final Disposition, fate unknown

**NISZ**
Specifications:
- **Displacement**: 510 t.
- **Length**: 141' x **Beam**: 27' 7" x **Draft**: 10' 2" (42.98x8.41x3.10)
- **Speed**
- **Complement**
- **Armament**
- **Propulsion**

AT62 – Tamaroa

*Fleet Tug*
- Built as the USSB tug **Bartolme** in 1919 at Bethlehem Shipbuilding Corp., Elizabeth, N.J.
- Acquired by the US Coast Guard in October 1921
- Commissioned **USCGC Tamaroa**, 1 February 1922
- Decommissioned in 1935
- Transferred to the Navy, 14 May 1936, at San Francisco, CA.
- Commissioned **USS Tamaroa (AT-62)**, 6 November 1936, at Navy Yard Mare Island, Vallejo, CA.
- Reclassified **Harbor Tug YT-136**, 1 January 1938
- Reclassified **Large Harbor Tug YTB-136**, 13 April 1944
- Decommissioned in July 1944 and placed in service
- Final Disposition, sunk by collision with **Jupiter (AVS-8)**, 27 January 1946, in San Francisco Bay
- Struck from the Naval Register, 25 February 1946

Specifications:
- **Displacement**: 705 t.
- **Length**: 161’ 3" x **Beam**: 27’ 6" x **Draft**: 10’ 7" (49.15x8.38x3.23)
- **Speed**: 11 kts.
- **Complement** unknown
- **Propulsion** steam, single screw
AT63 – Acushnet

_Acushnet Class Revenue Cutter/Fleet Tug:_

- Laid down (date unknown) at Newport News Shipbuilding and Drydock Co., Newport News, VA.
- Launched, 16 May 1908
- Placed in service by the Revenue Cutter Service
- Acquired by the Navy at the outbreak of World War I and commissioned, **USS Acushnet**
- Returned to the US Coast Guard, 22 September 1919
- Struck from the Naval Register (date unknown)
- Reacquired by the Navy, 30 May 1936, at Norfolk, Navy Yard, Portsmouth, VA.
- Commissioned **USS Acushnet (AT-63)**, 1 September 1936
- Redesignated _Fleet Tug Old (ATO-63)_ 17 July 1944
- Decommissioned, 14 December 1945, at the Coast Guard Yard, Berkeley, VA.
- Struck from the Naval Register, 8 January 1946
- Transferred to the Maritime Commission for disposal, 12 December 1946, fate unknown

**Specifications:**
- _Displacement_ 860 t.
- _Length_ 152’ x _Beam_ 29’ x _Draft_ 18’ 9” (46.33x8.84x5.72)
- _Speed_ 12.5 kts.
- _Complement_ 38
- _Armament_ two 1 pdrs
- _Propulsion_ system unknown, single propeller.

**Acushnet**

_A town in Bristol County, southeastern Massachusetts, on an inlet of Buzzards Bay, settled about 1658-1659. The town was named for an Indian village that occupied a part of the site of the present city of New Bedford, Mass._

_Acushnet— a steel-hulled revenue cutter—was launched on 16 May 1908 at Newport News, Va., by the Newport News Shipbuilding and Drydock Co.; sponsored by Miss Alayce Duff; and commissioned at Baltimore on 6 November 1908._
Acushnet (AT-63) underway, date and place unknown. (US Navy photo)

**Acushnet** was assigned to the Revenue Cutter Service station at Woods Hole, Mass., with her cruising grounds to encompass Buzzards Bay, Nantucket Shoals, and adjacent waters. Departing the depot at Arundel Cove, South Baltimore, on 5 November, **Acushnet** reached her home port on the 27th.

Over the next decade, **Acushnet** operated out of Woods Hole and ranged the middle and northeastern seaboard of the United States, occasionally visiting the depot at Arundel Cove, Curtis Bay; the towns of New Bedford and Marblehead, Mass., New London, Conn., and Norfolk, Va. She patrolled regattas--including Ivy League contests between Harvard and Yale--and represented the Navy at such events as the International Yacht Races at Marblehead and the Cotton Centennial Carnival at Fall River, Mass., in June 1911. In addition, due to her robust construction, the ship performed yearly "winter cruising" in the bitterly cold sea lanes of the North Atlantic to assist ships and mariners in distress. During the first decade of her service, an Act of Congress became law on 28 January 1915 joining the Lifesaving Service and the Revenue Cutter Service to form the United States Coast Guard.

Upon the entry of the United States into World War I in the spring of 1917, the Coast Guard cutter came under the aegis of the United States Navy as the Treasury Department relinquished control of its ships so that they might take part in the conflict. Initially, her station remained the same, Woods Hole; but, in the winter of 1917, she shifted to more northern climes. Her winter cruising activities then proved to be good conditioning for her duty during the latter half of December 1917 and the first few months of 1918.

In mid-December 1917, upon the disablement of the cutter Androscogin by a severe gale, **Acushnet** was dispatched to Mirimachi Bay to aid the distressed steamer Cadoras. However, she soon reported that the severe storm had forced her to heave to off Halifax before carrying out her assignment. Before she could resume her mission, the object of her concern, Cadoras was later damaged so severely by the storm that she was abandoned as a total wreck.

**Acushnet** was next ordered to search the Gut of Canso for American Shipping Board vessels in distress, but soon received orders to prepare to tow and convoy the steamer War Victor to New York. Meanwhile, **Acushnet** carried out her assignment and reported that two of the four vessels in the Gut had been held up for want of coal; a third one was being repaired with 10 days estimated for completion of repairs; and the last, War Victor, was busily engaged in repairing a broken rudder. On 18 December, the day after the cutter had wired her report on shipping in the Gut, she radioed that she would be ready to tow and convoy War Victor as soon as she coaled, and added ominously: "Weather severe, coal scarce."
Taking advantage of a sudden change to good weather and the fact that no other vessels in the Gut required such assistance, *Acushnet* soon got underway from Port Hawkesbury, Nova Scotia, with War Victor in tow, and reached New York on the evening of 23 December. She then received four days of needed voyage repairs at the New York Navy Yard, Brooklyn, N.Y., before returning to her base at New London. After taking on board hawser and charts for Nova Scotia and the Gulf of St. Lawrence, the cutter sailed for Halifax to relieve the Navy tugs *Sonoma* and *Ontario* in standing ready to provide assistance to Shipping Board vessels in the northern waters.

On 4 January, *Acushnet* received word that heavy ice had closed the Gut of Canso and that passage should be made north of Cape Breton; in addition, she was to search for survivors of the sunken steamer *Iroquois*, whose men were believed to have been shipwrecked on Bird Rock, north of Magdalen Island. Sailing from New London that day, the ship soon encountered a fierce northern gale and anchored in Nantucket Sound to await better weather. Her captain reported that so much ice had formed on the ship from the freezing of wind-whipped spray that her stability was seriously threatened.

However, before disaster struck, the tempest moderated and enabled *Acushnet* to relieve *Sonoma* at Souris on 10 January 1918. The latter soon proceeded to Halifax for coal. *Acushnet* then attempted to reach the shipwrecked mariners reported to be at Bird Rock but discovered weather conditions to be too severe to permit it.

*Acushnet* again attempted to reach Bird Rock on 17 January but was compelled to turn back due to heavy ice between Cape North and St. Paul Island. *Acushnet* accordingly altered course for Halifax and reported closely packed ice 25 miles from Sydney, Nova Scotia, that, in local opinion, threatened to block the harbor. She subsequently reported that an "ice expert" at Sydney, Nova Scotia, had advised strongly against risking *Acushnet* above Cape North. There, the master of the Canadian Government icebreaker *Stanley* reported that it was impossible to reach the steamer SS *Keynor* which was stranded at Gaspe and that his ship could not tow any vessel through the ice. *Acushnet*'s commanding officer accordingly radioed the Navy Department that, under the prevailing ice conditions, he could do no more to carry out his orders. He proposed towing the disabled merchantmen in that port out of Stanley harbor before the ice reached it, but the master of neither ship—SS *Cicoa* and SS *German*—wanted to leave port.

Subsequently, *Acushnet* reached Halifax on 19 January for coal. Once there, she also learned that *Cicoa*, investigating the report of shipwrecked mariners, had managed to close Bird Rock on 11 January and signaled two men plainly visible on shore, but had received no reply to her signals. *Acushnet*'s commanding officer considered this proof that there were no shipwrecked men there.

Shifting to Louisburg, Nova Scotia, soon thereafter, *Acushnet* attempted to float the damaged steamship *Angouleme* but after four attempts radioed that the methods being used to salvage the ship were impracticable, the discouraging situation leading *Acushnet*'s skipper to radio on 28 January that "extensive wrecking operations" were required. The following day, 29 January, *Acushnet* departed Louisburg with SS *Key West* in tow, and took her to Halifax where they arrived soon thereafter.

*Acushnet* left Halifax on the last day of January with SS *Adrian Iselin* in tow, and brought that ship to anchorage off Stapleton, New York, on the afternoon of 3 February. Her arduous duty in Nova Scotian waters had caused the ship such great wear and tear that she needed a long stint of repairs before returning to sea, Thus, her crew enjoyed a brief respite from her toil that lasted into the second week of February, 1918.

Upon completion of the yard work, *Acushnet* sailed for Newport, R. I., to tow a floating derrick from Newport to Hampton Roads, departing the former port at 0900 on 24 February. Bad weather forced the ship and her valuable tow to put into New York on 28 February until improved conditions permitted her to resume her voyage.

After delivering her charge to Norfolk, *Acushnet* loaded a cargo of speaking tubes and delivered them to the navy yard at Charleston, S.C., where subchasers were being fitted-out for service, before proceeding on to the Washington Navy Yard to take on board 13 3-inch guns earmarked for installation in 110-foot subchasers then under construction. Delivering the load of ordnance to New London soon thereafter, *Acushnet* reached New London in mid-March before she put into the Boston Navy Yard for repairs and alterations to living spaces on board the 22d of that month.

Upon completion of repairs on 5 May, *Acushnet* proceeded to Bristol, R.I., and took delivery of the seaplane barge being built there for the Navy by the noted boat builders of the Herreshoff Manufacturing Company. She then delivered the boat to the New York Navy Yard and loaded a cargo of ammunition to be delivered to the Naval District Base, New London. *Acushnet* then took stores consigned to the Special Antisubmarine Force at Norfolk, Va., departing New London on 20 June and reaching her destination two days later. Upon arrival, she landed her cargo which included a special "listening device" and engine spare parts for subchasers. *Acushnet* departed Norfolk on the 23d and reached Lewes, Del., that same day to perform a brief period of temporary duty attached to the 4th Naval District.

Assigned to salvage duty in early July 1918, *Acushnet* was to enjoy special status, the Navy Department specifying on 16 July 1918 that "orders for movement of *Acushnet* will be issued from Washington and this vessel is not to be

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diverted to any other duty except by special permission from Operations..."In this "new" capacity, the ship performed the same type of duty common to Coast Guard cutters—the removal of menaces to navigation and the assistance to ships in distress. For the next few weeks, basing at New London, Acushnet rendered assistance to the steamer Mohoning and the steamer Lake Crystal. During that time, the cutter received word on 4 August that she and Salvor were to be assigned to the Boston Station of the Northern District, but were to remain temporarily based on the salvage station at New London until the completion of the Boston base.

In September and October, Acushnet continued her salvage operations out of New London, receiving a respite to tow Charles Wittemore, a mission—despite its not being "salvage duty"—she was assigned under special permission since no other tug was available. She also assisted Helvetia and the schooner Eleanor Powers before being ordered to the Boston Navy Yard late in October for repairs and alterations. While there, the armistice was signed in France, ending hostilities.

Acushnet took Torpedo Testing Barge No. 2 to New London and, later, to Newport, in February and March 1919, respectively, before escorting Eagle No. 1 and Eagle No. 3—slated for service in North Russia—to the New York Navy Yard on 4 and 5 March for repairs and alterations to prepare them for their future distant service. Later, Acushnet again towed Torpedo Testing Barge No. 2 from Newport to New London and back before taking the coal barge YC--289 from New London to Melville, RI., and then returning to Boston to resume her duty as a salvage vessel.

However, this employment was soon to end, since, on 15 May 1919, Acting Secretary of the Navy Franklin D. Roosevelt ordered the Navy to discontinue salvage operations on civilian vessels. As a result, the cutter was assigned to the 1st Naval District on 23 May 1919.

Acushnet's naval service continued into the summer. Between 11 and 24 June, in company with the tug East Hampton, she towed Floating Derrick No. 21 from Boston to the New York Navy Yard and the floating derrick Hercules thence to Boston. Subsequently, Acushnet proceeded to New London, where she was to assist in mooring and handling G--2 (Submarine No. 31) during depth charge and net experiments in nearby Niantic Bay. Tragically, on 30 July 1919, the submersible suddenly flooded and sank, drowning three of the six-man inspection team then on board.

On 5 August 1919, following the completion of her part in the experimental work at New London, Acushnet received orders to return to the 1st Naval District; and, on 22 September 1919, she was returned to the Treasury Department for a resumption of Coast Guard service.

Resuming operations out of Woods Hole, Acushnet's cruising during the winter of 1919 and 1920 was highlighted by the assistance she rendered to the damaged USAT Powhatan which had been rendered powerless by clogged pumps, a flooded fireroom, and disabled machinery while proceeding from New York to Antwerp, Belgium, in January 1920 with some 500 passengers on board and a cargo valued at over $2,500,000. As she drifted at the mercy of the North Atlantic gales, Powhatan sent out a call for assistance by wireless. Aid soon arrived in the form of the Canadian steamer Lady Laurier, two destroyers, Leary (Destroyer No. 158) and Sharkey (Destroyer No. 281), and USAT Northern Pacific. USCGC Ossipee appeared on the evening of 22 January and, upon request of Leary, removed 102 passengers and their baggage in boats from the cutter.

Summoned to the scene by the same SOS that had brought Ossipee and later, USCUC Gresham, to the area, Acushnet departed Woods Hole and arrived in the vicinity early on the morning of 23 January, finding that Lady Laurier had Powhatan in tow. The poor handling characteristics of the powerless transport, however, necessitated Acushnet's passing a 10-inch line to Powhatan's stern to aid in steering the ship while Ossipee ran a 12-inch line to the ships bow. When this arrangement had been completed, the convoy set out. However, Acushnet's line parted but was quickly replaced, and the convoy resumed its progress toward Halifax at a snail's pace.

USCGC Gresham relieved the two "flushdeckers" late on the 23d, and all went well until the next morning when one mishap after another occurred to dog the salvagers efforts. Ossipee's line to Lady Laurier parted, as did Acushnet's to Powhatan. Although the Coast Guardsmen managed to get lines back to their respective ships, Ossipee's again parted, leading Powhatan to signal that it would take the better part of the day to heave in chain and hawser and start over, The operation thus suspended until the arrival of a tug, Powhatan left slip Acushnet's hawser.

By this time, the weather had worsened considerably. A strong northeasterly gale, in concert with a blinding snowstorm, caused all ships to lose sight of each other in the swirling whiteness. Powhatan did not reappear until the afternoon of the 25th. That evening, however, the little convoy received reinforcement in its battle when the American Wrecker Co. tug Relief— an appropriate name— arrived the morning of the 26th and picked up the tow. The group then again set out, with Ossipee aiding in steering Powhatan with a line on her starboard quarter and Acushnet leading the procession, ahead of Relief. Lady Laurier and Gresham stood by the convoy. Although the weather worsened and made progress difficult, the ships sighted the Halifax light vessel early in the afternoon of 27 January; and, soon thereafter, they helped the crippled transport to a safe haven.
Later that winter on 8 March 1920, Acushnet went to the aid of the steamer Guilford, which had run aground near Nantucket shoals. The tug Pocahontas had arrived on the scene beforehand and had removed the crew from the leaking ship whose pumps had been choked by debris. Acushnet soon arrived on the scene and took the derelict in tow. She then brought the ship, valued at $630,000 into Vineyard Haven, Mass., arriving on 10 March, where it could be salvaged and returned to service.

However, new duties in the enforcement of the 18th Amendment and the Volstead Act placed new responsibilities on the Coast Guard, presenting it with a task of some magnitude. Prohibition proved tough to enforce, as Acushnet and other cutters discovered. Acushnet's first brush with a denizen of "rum row" was an encounter, on 11 October 1921, with the schooner J. B. Young, off Nantucket. The cutter warned the craft to stay outside the three-mile limit, and the latter complied obediently--for a while. However, as soon as Acushnet steamed away, J. B. Young reversed course and touched at Vineyard Haven harbor to do a brisk business in her illicit liquor.

Later, the day before Christmas of 1921, with Acushnet on her yearly "winter cruising," the cutter chanced across the small steam tug Harbinger--the latter laden with 300 cases of Black and White Scotch whiskey--and escorted her into Boston to see that she unloaded none of her cargo of spirits, and later, to Newport, R.I. At each stop, federal law enforcement officials saw to it that the craft remained fully loaded.

In December 1922, Acushnet was provided with an opportunity to perform her primary function, that of aiding ships in distress, and her auxiliary function, the suppression of the bootleg liquor trade, when she went to the aid of the schooner Salvatrice. The latter, discharging her illegal cargo, became caught in an Atlantic gale that nearly crippled her. Acushnet took the craft into Boston harbor, her pumps maintaining a successful battle to keep her "prize" afloat. Later, in 1924, Acushnet, in company with Customs vessels, seized the rum-running yacht Fantensa.

Besides attempting--sometimes unsuccessfully--to stem the flow of illegal liquor into the United States, Coast Guard cutters also took part in operations clearing wrecks and derelicts from the sealanes off the coasts and in inland waterways.

On 7 May 1924, Acushnet found the waterlogged schooner James C. Hamlen aground and at anchor; later, in company with tugs Commissioner and Alert, Acushnet succeeded in towing the schooner into Vineyard Haven so that she could be restored to service. In less than a year, Acushnet would again be involved in salvage work. On the morning of 13 January 1925, she was summoned to the entrance to Nauset harbor, on the eastern end of Cape Cod, Mass., where submarine S--19 (SS--124) had run aground. Later that day, ships--including Acushnet and USCGC Tampa--converged on the scene to render assistance. Ultimately, salvage vessels hired by the Navy to perform the operation enabled the release of the Coast Guard vessels and successfully brought S--19 from her perch on the rocks.

In the spring of 1928, Acushnet cleared the sea lanes of two menaces to navigation. The first consisted of the wreckage of a wooden ship which she picked up some 5 miles south of the Northeast Light vessel at the entrance to Delaware Bay and towed inside the Delaware breakwater where the Lewes, Del., station crew beached it. The second was another mass of wreckage (possibly from the same vessel) in the same general area which she handled in the same manner as she had used with the first. The following November, the Coast Guard destroyer Henley spotted a derelict--the floating derrick Van Frank No. 2 and turned it over to Acushnet, which towed it into Sandy Hook Bay and secured it on 10 November 1928. Ironically, the same ships picked up the same derelict exactly one year later, on 10 November 1929, merely repeating the procedure.

On 15 January 1932, the steamship Lemuel Burrows, while en route from Boston to Newport News, Va., rammed the Coast Guard destroyer Herndon as the latter steamed on patrol off the fog-bound coast, some 50 miles southwest of Montauk Point. Due to the fog and to the fact that Herndon's radio transmitters had been rendered inoperative by the collision, the destroyers identity remained a mystery until the repairs to her transmitters enabled her to transmit distress signals within a half hour of the collision. Upon receipt of word of Herndon's plight, Acushnet departed her base at Woods Hole and sped to the scene to render assistance. By the time she arrived in the vicinity, a boat from Lemuel Burrows had located Herndon in the pea-soup fog, and the former had taken the latter under tow. Acushnet then took over the towing duties from the merchantman and brought the disabled destroyer into Boston for repairs.

However, Acushnet's Coast Guard days were numbered. Toward the middle of the 1930s the Navy had perceived a pressing need for tugs and turned to the Coast Guard for help until new construction could fill the gap. As a result, the Coast Guard delivered Acushnet to the Navy at the Norfolk Navy Yard on 30 May 1936. During the ensuing two months, the ship was fitted out for naval service; and, on 1 September 1936, Acushnet--classified as an oceangoing tug and designated AT--63--was commissioned, Lt. Percy S. Hogarth in command.

Over the next five years, Acushnet operated in the 5th Naval District, operating primarily between the Norfolk Navy Yard at Portsmouth, the Naval Operating Base (NOB), Norfolk, and such ports as Yorktown, Va., Dahlgren, Va., and Indian Head, Md., as well as Washington, D.C., Baltimore and Annapolis, Md., towing barges and lighters within the confines of the 5th Naval District. Besides her routine towing voyages up and down the Potomac and into the
Tidewater regions, Acushnet performed other duties as required. She towed a cargo of condemned ammunition from the naval ammunition depot at Juliens Creek, Va., to the 100 fathom curve off the Southern Drill Grounds and dumped it on the night of 5 October 1939; she towed targets for the battle practices of the heavy cruisers San Francisco (CA--38) and Quincy (CA--39) on 7 and 8 November 1939; she pulled ex-Nereus (AC--3) to her lay-up berth in the James River, in the "Ship Graveyard" off Fort Eustis, on 13 November 1939; and towed targets for the new destroyers Morris (DD--418) and Gleaves (DD--423) between 18 and 21 November 1940.

Acushnet's duties changed little after the United States entered World War II. She continued her operations in the Chesapeake Bay region, touching at points on the Potomac River and along the Maryland and Virginia coasts, as before. Acushnet remained attached to the 5th Naval District until June 1944, when she was temporarily assigned duties in the Panama Sea Frontier. Shortly before this change of station, the ship was reclassified an "oceangoing tug, old," and redesignated ATO-63.

Departing Norfolk on 28 June 1944, Acushnet reached Balboa, Canal Zone, on 13 July, via Havana, Cuba, and operated under the auspices of the Panama Sea Frontier until returning to Norfolk on 11 August 1944.

 Shortly after resuming her operations in the Tidewater area, Acushnet was returning from the Southern Drill Grounds during heavy weather on the evening of 13 September 1944 with target raft no. 67 in tow, when the latter drifted and damaged the tugs rudder to such an extent that Acushnet had to be taken in tow by the destroyer escort, Clarence L. Evans (DE--113). Sciota (ATO-30) took over the tow from the destroyer escort soon thereafter.

However, by 1000 on the following morning, the storm had attained hurricane force, and by 0100 on the 15th the wind had reached 95 knots. Target raft no. 67 soon parted company from Acushnet and ran aground. Later, as the wind and seas diminished, the Coast Guard tug Carrabasset (ATCG-1) took over towing the venerable Acushnet and brought her safely to Norfolk. The tug underwent repairs at Norfolk for the next two weeks and then resumed her towing duties on the Potomac River and in the Chesapeake Bay region.

Acushnet thus spent the remainder of World War II operating in the 5th Naval District, indeed as she had done throughout her career in the Navy. However, because of the construction of a new generation of powerful fleet tugs, there was no place in the postwar Navy for such veterans as Acushnet. Declared surplus to Navy needs on 20 September 1945, Acushnet was decommissioned at Berkeley, Va., on 14 December 1945. Struck from the Naval Vessel Register on 8 January 1946, Acushnet was transferred to the Maritime Commission for disposal on 12 December 1946.

**AT64 – Navajo**

*Navajo Class Fleet Tug:*
- Laid down, 12 December 1938, at Bethlehem Shipbuilding Corp., Staten Island, N.Y.
- Launched, 17 August 1939
- Commissioned, USS Navajo (AT-64), 26 January 1940, LCDR. M. E. Thomas in command
- Lost due to an unexplained explosion while towing YO-42 enroute from Pago Pago to Espiritu Santo, 12 December 1943
- Navajo earned 2 battle stars during World War II

*Specifications:*
- **Displacement** 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85
- **Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
Navajo (AT-64), underway, date and place unknown (photo Walter Adams)

AT65 – Seminole

Navajo Class Fleet Tug:

- Laid down, 16 December 1938, at Bethlehem Steel Co., Staten Island, N.Y.
- Launched, 15 September 1939
- Commissioned, USS Seminole (AT-65), 8 March 1940
- Lost to enemy action, 25 October 1942 off Tulagi, (Seminole lost one crew member during the action)
- Struck from the Naval Register, 2 December 1942
- Seminole received one battle star for World War II service

Specifications:

- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 4" (62.48x11.73x4.67)
- **Speed**: 16k.5kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Seminole

The third Seminole was laid down on 16 December 1938 by the Bethlehem Steel Co., Staten Island, N.Y. launched on 15 September 1939; sponsored by Miss Grace Svenningsen, daughter of the Foreman Carpenter at the Staten Island Yard; and commissioned on 8 March 1940, Lt. Comdr. William G. Fewel in command.

Following shakedown along the east coast, Seminole steamed for San Diego and towing operations along the west coast, and around Hawaii, Wake Island, and to the Panama Canal.
Seminole (AT-65), photograph taken in 1940, probably early in the year at the time of her completion. (US Navy photo)

On one such trip, Seminole departed Pearl Harbor en route to San Diego. At 1317 on 7 December 1941, however, the ocean-going tug sounded general quarters, reversed her course, and anchored at Pearl Harbor on the 12th.

With her sister ship, Navajo, Seminole operated in Pearl Harbor during the busy, hectic days following the Japanese attack. On 15 February 1942, however, Seminole embarked a salvage team and departed Pearl Harbor for Canton Island where, from 21 February to 24 March, she assisted in salvage operations for the grounded Army transport, President Taylor. On the 24th, she reembarked her divers; took Sonoma in tow; and steamed for Pearl Harbor. Arriving on 31 March she remained in the harbor on channel escort duty until 31 May, when she commenced salvage operations on patrol craft, YP-108, off nearby Wahie Point, Lanai. Three days later, she returned to Pearl Harbor.

On 4 June, the ocean tug got underway for Midway. Arriving on 10 June, she took Vireo in tow and delivered her to Pearl Harbor on the 17th. Repairs and further channel escort duty followed; then, on 15 August, she got underway.

Moving south and west, Seminole anchored in Suva Harbor, Fiji Islands, on the 26th; continued on the next day to the Tonga Islands; anchored at Tongatabu on the 29th; and commenced channel escort duty in Nukualofa anchorage, Tongatabu. She continued her escort duties at Tongatabu until 8 October.

Seminole arrived off Tulagi on 18 October, where she was assigned to ferry ammunition, gasoline, and troops. On the morning of 25 October, Seminole and YP 284 were unloading aviation gasoline, howitzers, and marines about three and one half miles east of Lunga Point when three enemy destroyers appeared to the northwest. The smaller vessels immediately got underway, heading eastward in hopes of avoiding the enemy fire. The enemy, after breaking contact with two American destroyers, changed course and pursued the slower Seminole and YP-284. The first shells to hit Seminole did so at about 1115, and were followed by two more hitting salvos.

The order to abandon the burning, sinking ship was given at 1120, minutes after YP-284 went under, and Seminole sank about 1,000 yards off-shore between Lengo and the point to the east. Since the majority of the enemy projectiles had passed through her thinskinned sides without exploding, Seminole lost only one crew member in the action.

Seminole was struck from the Navy list on 2 December 1942.
Seminole received one battle star for World War II service.
AT66 – Cherokee

Navajo Class Fleet Ocean Tug:

- Laid down (date unknown) at Bethlehem Shipbuilding Corp., Staten Island, N.Y.
- Launched, 10 November 1939
- Commissioned USS Cherokee (AT-66), 26 April 1940. LCDR. P. L. F. Weaver in command
- Redesignated Fleet Ocean Tug (ATF-66), 15 May 1944
- Decommissioned, 29 June 1946 and transferred to the US Coast Guard the same day
- Commissioned USCGC Cherokee (WAT-165), 29 June 1946
- Redesignated Medium Endurance Cutter WMEC-165 in 1965
- Decommissioned by the Coast Guard, (date unknown)
- Returned to Naval custody (date unknown)
- Struck from the Naval Register in 1991
- Final Disposition, sunk as a target
- Cherokee received one battle star for World War II service

Specifications:

- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length**: 205’ x **Beam**: 38’ 6” x **Draft**: 15’ 4” (62.48x11.73x4.67)
- **Speed**: 16k.5kts.
- **Complement**: 85
- **Armament**: one single 3”/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Cherokee

The Cherokee (AT-66) was the third ship of the Navajo class of ocean tugs built for the Navy. She was launched on 10 November 1939 by Bethlehem Shipbuilding Corp., Staten Island, New York. She was sponsored by Miss E. Mark and was commissioned on 26 April 1940, Lieutenant Commander P. L. F. Weaver in command. Prewar days found Cherokee sailing on towing duties along the east coast and in the Caribbean. As United States naval ships took up convoy duties in the western Atlantic to support beleaguered Britain, and as Iceland was occupied by American forces, Cherokee's operating area expanded to Newfoundland and Iceland. Similar operations continued until 23 October 1942, when Cherokee sailed from Norfolk, Virginia, for the invasion of North Africa. The only tug to accompany the vast invasion fleet across the Atlantic to French Morocco, Cherokee served well off the beaches during their assault 8 through 11 November, and on 11 and 12 November, aided two of the destroyers torpedoed by enemy aircraft.

The tug remained in North African waters to care for the many ships concentrating there with men and supplies until 31 March 1943. Fitted with tanks, she served as yard oiler at Casablanca until 3 May, when she departed for Norfolk. After over haul, she reported at Bermuda 20 June to provide tug, towing, and salvage services to the escort vessels and submarines conducting training there. Cherokee was reclassified ATF-66 15 May 1944, and twice in 1944 crossed the Atlantic to Casablanca to take stricken destroyers in tow for the United States, carrying out these difficult assignments with distinguished seamanship. Upon her return from the second of these crossings in July, Cherokee took up duty towing targets for ships in training in Casco Bay, Maine, until 28 May 1945, and at Guantanamo Bay, Cuba, until 23 July. Following the war she continued towing operations in the Caribbean, along the east coast, and to Brazilian ports until she was decommissioned 29 June 1946 and transferred to the Coast Guard the same day. She was awarded one battle star for her World War II service.

She was commissioned that same day as WAT-165 and was ordered stationed at Coast Guard Base Berkley in Norfolk, Virginia. She was the "major search and rescue vessel of the Fifth Coast Guard District" during her service. She also conducted law enforcement patrols. Her first major search and rescue case occurred on 27 February 1947 when the SS President Warfield, in ballast and sailing for Marseille, when she ran into heavy seas 75 miles south of Diamond Shoals and called for assistance. The Cherokee proceeded to her aid and escorted her to a safe berth in Hampton Roads. On 25 December 1949 she rescued the crew from an Argentine tanker that had broken in half and towed the tanker's aft portion to port. On 14 May 1951 she assisted following the collision between the M/V Thomas ** J.v.d.Ster – Marcol Production **
jvds@towingline.com – www.towingline.com
Tracey and a naval vessel. From 6 May to 1 June she relieved CGC Kaw of the tow of CGC Tahoma and continued to Curtis Bay, Maryland. 

On 28 February 1954 she freed the grounded Panamanian M/V Rio Mar off Cape Henry. In January 1955 she assisted the M/V Steelore 275 miles off Cape Henry, Virginia. In January 1956 she towed the M/V Hellespont 176 miles east of False Cape. In February 1956 she towed the British M/V Irene M to Virginia Capes. On 19 March 1956 she fought a fire aboard the M/V Ciudad de Quito loaded with nitrates in the James River. In March 1956 she assisted the stranded Greek M/V Navarchos Koundouriotis off Newport News. In the summer of that year she towed the cutters Avoyel and Chilula from Orange, Texas, to Curtis Bay. On 5 February 1957 she assisted the Italian M/V Emanuele V. Parodi following an explosion.

In June of 1964 she moved to the Naval Amphibious Base Little Creek, Norfolk, Virginia, where she remained for the remainder of her Coast Guard career. On 26 April 1965 she assisted in the search for debris from a Navy aircraft off the Virginia Capes. On 6 October 1965 she removed a depth charge which had been caught in a net, from the Canadian fishing vessel Lady Anna and disposed of it in deep water off Cape Henry. In 1966 she was assigned to recover the payload of a rocket which had taken some of the first close-up photographs of the moon.

On 29 January 1967 she assisted following the collision between M/Vs Bodoro and Beaver State on the Potomac River. On 1 February 1967 she towed the disabled tug Lambert's Point to Norfolk. From 27 to 28 February 1967 she assisted in fighting a fire aboard the M/V Caldas and towed her to anchorage in the lower Delaware River. On 4 December 1967 she assisted after the barge Mohawk hit the Chesapeake Bay bridge. On 27 April 1968 she towed the disabled F/V Ok Service Five 132 miles ESE of Cape Henry to Little Creek, Virginia. On 13 July 1968 she took on board a disabled pleasure craft in the Florida Straits. On 14 November 1968 she towed the disabled sailboat Windless 90 miles east of Cape Hatteras to Oregon Inlet.

In February 1969 she maintained surveillance over 12 foreign fishing vessels that sought a haven off the Chesapeake during a storm, thus beginning her participation in the enforcement of fisheries regulations, what became known as the “Offshore Fisheries Patrols.” On 20 April 1969 she towed the F/V Captain Johnny 25 miles ESE of Chesapeake Light Tower to safety. On 11 December 1969 she towed the disabled F/V Bobby and Jack to Chesapeake Bay. On 4 July 1970 she helped fight a fire in an oil storage tank at Sewells Point, Virginia. On 10 July 1970 she helped fight a fire on the M/V Atlantic Saga in York Spit Channel.

In the mid-1970s the Coast Guard began emphasizing the interdiction and seizure of drugs being smuggled by sea and the Cherokee’s history during this time illustrates that shift in operations, although she continued to remain always ready to assist those in need. On 2 December 1976, while participating in “Operation Watchdog,” she seized the M/V Valborg 40 miles NE of Norfolk carrying 3 tons of marijuana. On 2 November 1978 she seized the M/V Friendship IV off Cape Hatteras for smuggling. She fought a fire on the F/V Linda Lee for six hours on 22 May 1979.

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Beginning in the late-1970s, in addition to the seizure of narcotics, the interdiction of illegal migrants also came to the forefront of Coast Guard operations. The Cherokee was deployed during the Mariel Boatlift, when Cuban dictator Fidel Castro opened the port of Mariel and thousands of Cubans fled in unseaworthy craft for Florida. She earned a Coast Guard Meritorious Unit Commendation for her service from 29 May to 18 June 1980. Her citation notes: "USCGC CHEROKEE was involved in fifteen search and rescue cases which directly assisted forty-four refugees. Eleven vessels were safely towed to port during this period in which CHEROKEE steamed over 3,400 miles."

On 16 January 1980 she escorted the disabled F/V Decco 13 to Cape Charles. On 18 May 1980 she rescued four from the F/V Decco 5 following its sinking SE of New Jersey. On 3 April 1984 she seized the M/V Somape II 390 miles east of Norfolk, after marijuana was discovered on board. On 18 November 1984 she seized the tug Arikok 30 miles north of Grand Bahama Bank with 15 tons of marijuana on board. On 27 November 1984 she intercepted a boat carrying 105 Haitians and returned them to Haiti.

From 2 to 7 February 1986 she participated in search and recovery operations off of Cape Canaveral, Florida, after the space shuttle Challenger exploded soon after liftoff, killing all aboard. During the operation she steamed over 1,000 miles and recovered numerous shuttle parts, and she was awarded a Coast Guard Meritorious Unit Commendation. From 1 October 1986 to 30 June 1987 she participated in an inter-service and international operation to "disrupt maritime and air smuggling of marijuana and cocaine" in the Caribbean and Gulf of Mexico, for which she earned another Coast Guard Meritorious Unit Commendation.

On 12 October 1987 she was rammed by the M/V Camaronero II that was attempting to avoid being boarded in the Yucatan Channel and 23 tons of marijuana was discovered when the Cherokee's boarding party finally got aboard the M/V. On 21 February 1989 she seized the F/V Sea Power 85 miles east of Cape Cod for allegedly using illegal nets. Later that year she was part of the security ring around the USS Tennessee during the testing of the Trident missile system.

She was decommissioned on 30 January 1990 and returned to the Navy for disposal. The Navy turned her over to the Maritime Administration on 28 February 1991. She was reacquired by the Navy on 6 October 1993 and used as a target.

AT67 – Apache

Navajo Class Fleet Ocean Tug:

- Laid down, 8 November 1941, as Fleet Tug (AT-67) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 8 May 1942
- Commissioned, USS Apache (AT-67), 12 December 1942, LTjg. Clyde S. Horner in command
- Reclassified Fleet Ocean Tug (ATF-67), 15 May 1944
- Decommissioned, 3 December 1946
- Laid up in the Pacific Reserve Fleet, Columbia River Group
- Decommissioned, 20 July 1951
- Decommissioned, 27 February 1974
- Struck from the Naval Register, 30 March 1974
- Sold under the Security Assistance Program to the Republic of China, 1 June 1974, renamed Ta Wan
- Final Disposition, fate unknown

Specifications:

- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed**: 16k.5kts.
- **Complement**: 85

Armament: one single 3"/50 gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts

Propulsion: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
The fourth Apache (AT-67) was laid down on 8 November 1941 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; launched on 8 May 1942; sponsored by Mrs. G. E. Baker; and commissioned on 12 December 1942, Lt. (jg.) Clyde S. Horner in command.

The tug spent the next six weeks training out of Portsmouth, Va., and Key West, Fla. In February 1943, she departed Norfolk, Va., bound for San Diego, Calif., where she spent two months engaged in towing operations before sailing on 8 May for New Caledonia. Apache reached Noumea in mid-June and worked from that base through mid-October, towing and salvaging vessels at Noumea, Funafuti, and Espiritu Santo.

On 26 October, Apache sailed as part of Task Force (TF) 31 for the invasion of Bougainville in the Solomons. The landings began on 1 November, and Apache assisted grounded vessels to withdraw from the beaches. Between December 1943 and March 1944, the tug operated throughout the Solomon Islands area. On 17 March, Apache joined Task Group (TG) 31.2 for an assault on Emirau Island in the Bismarcks and, after completing that assignment, returned to Guadalcanal on 4 April. On 15 May 1944, she was reclassified a fleet ocean tug and redesignated ATF-67.

Apache joined TG 53.1 on 4 June to assist in the invasion of Saipan. The force reached the staging area near Kwajalein on the 8th and sailed for the Marianas on 12 June. The invasion of Guam was postponed due to the Battle of the Philippine Sea, and TG 53.1 returned to Eniwetok on 28 June. In mid-July, Apache headed back to the Marianas and took part in the preinvasion bombardment of Guam and, after the landings, helped to clear amphibious vessels from the beach. On the 21st, the tug screened the transport area off Guam.

The ship left Guam on 3 August and served in the Tulagi area for two weeks before beginning a tender availability at Noumea on 20 August. She operated out of that base through late September and sailed for Auckland, New Zealand, on 23 October. After a brief rest and recreation period, Apache returned to Noumea on 8 November and operated there for more than a month. On 12 December, she got underway for Hollandia, New Guinea. After two days in port there, the tug sailed for Leyte, Philippines, and operated there through the end of the year.

Apache rendezvoused with TG 77.6 on 2 January 1945 to take part in the invasion of Luzon; and, for the next few days, she worked under frequent enemy air attacks. On 5 January, the tug was attacked by numerous Japanese planes and claimed to have shot down four. One of the planes crashed into Apache's radar mast and exploded off her port bow. Three of her crewmen were wounded, and the ship herself sustained minor material damage, but remained in operation with the task group. On 13 January, the tug steamed to the aid of Salamaua (CVE-96) and shepherded that kamikaze-damaged escort carrier to Leyte. From there, Apache proceeded to Seeadler Harbor for repairs.

The tug got underway once again on 24 February, bound for Ulithi and, for the next two months, operated from that atoll. On 7 May, Apache took two ships in tow and returned to Leyte. On the 21st, she pushed on toward the Admiralties and sailed from Manus on 24 May, bound for Hawaii. Apache reached Pearl Harbor on 16 June and, the next day, sailed independently for the west coast of the United States. Upon her arrival at San Francisco, the tug proceeded to the United Engineering Co., Alameda, Calif., for repairs. Apache began refresher training at San Pedro, Calif., on 13 August. Two days later, Japan capitulated.

In September, the tug reported to San Diego for duty. During the next 14 months, Apache operated along the west coast. On 3 December 1946, she was placed out of commission, in reserve, with the Columbia River group of the Pacific Reserve Fleet.

Due to the need to expand the Fleet caused by the outbreak of the Korean War, Apache was recommissioned on 20 July 1951. Following a few months of operations on the west coast, she was ordered to the Far East and arrived in Sasebo, Japan, in early December 1951. On the 17th, the tug sailed to Wonsan, Korea, where she relieved Yuma (ATF-94) as the area salvage and rescue vessel. Apache also laid buoys in the harbors of Wonsan and Hungnam before returning to Sasebo on 4 January 1952.

The tug's next mission began on 18 January, when she took station as a patrol ship off Cho Do and Sok To. Apache returned to Yokosuka, Japan, on 19 February for upkeep but was back in Wonsan harbor on 20 March. She took part in several shore-bombardment missions besides serving as a salvage and rescue vessel. On 12 April, the tug put in at Sasebo for a brief availability. During the next four weeks, Apache made several salvage runs to Cheju Do, Korea, before arriving at Sasebo on 12 May for availability.

Apache returned to action at Wonsan on 16 June and served there until returning to Sasebo on the 28th. She departed Japan on 2 July and headed for Pearl Harbor. But for a tow to Kwajalein and one to Midway, the tug remained in Hawaiian waters for the next nine months. She sailed for Seattle, Wash., on 4 May 1953, picked up a
tow, and proceeded to San Diego. The tug worked along the California coast until mid-July, when she headed for the western Pacific. She served there through the end of 1954, performing various missions at Guam, Kwajalein, Eniwetok, Bikini, and the Philippines.

*Apache* (ATF-67) underway off the coast of southern California, 31 August 1964. *(US Navy photo)*

In January 1955, *Apache* returned to the west coast, reaching San Francisco on the 14th. However, she got underway for the Far East on 17 March, reached Yokosuka on 21 May, and began operations with Naval Forces, Far East. Although the tug's home port was changed to San Diego in January 1956, she remained in the western Pacific (WestPac) through the end of the decade, serving as a tow ship and occasionally taking part in search and rescue missions.

Early in 1960, *Apache* returned to San Diego for a six-month overhaul. Then, in December, after several months of service at San Diego, she headed back toward WestPac. She paused in Pearl Harbor and Guam before reaching Sasebo in February 1961. Shortly thereafter, the tug shifted to Subic Bay, Philippines, and operated from that base into April, when she sailed for Kwajalein and Pearl Harbor. On 11 May, the ship left Hawaii and proceeded to San Diego. Through the rest of 1961 and early 1962, *Apache* once again conducted coastal towing operations.

On 7 May 1962, *Apache* entered the Campbell Machine Co. shipyard at San Diego for overhaul and remained there until 18 July, when she commenced refresher training. In early September, *Apache* sailed for the Far East. During the tour, she served in the Philippines, Okinawa, Hong Kong, and Japan before departing Sasebo on 6 January 1963 and setting a course for Pearl Harbor. She proceeded from there to San Diego and spent the next few months in post-deployment standdown and local operations.

*Apache* continued her pattern of west coast operations and WestPac deployments during 1964 and 1965. Late in 1965, she made her first WestPac cruise involving Vietnam service which began with the 7th Fleet operations on Yankee Station off the Vietnamese coast. In early February 1966, the tug escorted *Brinkley Bass* (DD-887) to Subic Bay following that destroyer's collision with *Waddell* (DDG-24) in the South China Sea. After brief service back at Danang, Vietnam, *Apache* proceeded to Hong Kong and Kaohsiung, Taiwan, for rest and recreation. She next carried out one more tow from Subic to Danang before leaving Vietnam on 4 March and heading home. The tug stopped en route at Pearl Harbor before reaching San Diego on 1 April.

*Apache* operated along the California coast through the rest of 1966 and the first eight months of 1967. In September 1967, she was reassigned to Submarine Flotilla 1 to support the operations of *Trieste II*. *Apache*'s new role involved towing the bathyscaphe whenever required. On 23 October, the tug began a series of tests and trials off San Clemente Island in conjunction with *Trieste*.
The first two months of 1968 were devoted to providing services for Fleet Training Group, San Diego. In early March, Apache resumed her duties with Trieste II. On 3 February 1969, the two vessels got underway from San Diego, bound for the Atlantic to investigate the loss of Scorpion (SSN-589). They reached the Azores on 21 May and, from 2 June until 2 August, the tug maintained station near Trieste II while the bathyscaphe investigated the remains of Scorpion.

On 7 August, the tug and the deep submersible began then-long voyage back to San Diego and reached home port on 7 October. Upon her return, Apache began preparations for an extensive overhaul; and she entered the yards at San Diego on 15 December.

After this work was completed in mid-April 1970, Apache held refresher training until late June and then carried out local operations through 25 September. On that day, the tug sailed for Panama to escort Dolphin (AGSS-555) back to San Diego. In January 1971, Apache resumed operations with Trieste II. The tug left San Diego on 5 October for a series of special operations in the Pearl Harbor area which continued until early May 1972. On the 23d, Apache arrived back at San Diego.

Apache got underway once again in June and alternated salvage operations with towing services for Trieste II. She continued this routine through March 1973 when she began a repair period at San Diego. Several material casualties prolonged the work, and the vessel did not leave the yard until 21 May. On that day, Apache sailed with Trieste II for waters off the coast of San Francisco to take part in Operation "Teleprobe." However, bad weather postponed the operation; and Apache sustained further damage which forced her to return to San Diego on 23 June for three weeks of repair work.

The tug arrived back in San Francisco on 18 July and, two days later, got underway for Hawaiian waters to resume Operation "Teleprobe." The operation was successfully completed on 30 July, and Apache arrived back in home port on 8 August for more local operations. She made her last tow as an active ship on 31 January 1974, when she delivered Sterett (DLG-31) to Long Beach, Calif. On 27 February 1974, the veteran tug was decommissioned, and her name was struck from the Navy list.

Apache won six battle stars and the Navy Unit Commendation for her World War II service, two battle stars for Korean service and two battle stars, the Navy Unit Commendation, and the Meritorious Unit Commendation for Vietnam service.

**AT68 – Arapaho**

**Navajo Class Fleet Ocean Tug**:
- Laid down, 8 November 1941, at Charleston Shipbuilding and Drydock Co., Charleston, S.C.
- Launched, 22 June 1942
- Commissioned, USS Arapaho (AT-68), 20 January 1943
- Reclassified as Fleet Ocean Tug (ATF-68), 15 May 1944
- Decommissioned, 15 January 1947
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Struck from the Naval Register, 10 July 1961
- Transferred under the Security Assistance Program to Argentina, the same day and renamed ARA Comandante General Zapiola (A-2)
- Final Disposition, ran aground 10 January 1976 and declared a total loss

**Specifications:**
- **Displacement** 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4” (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Arapaho**

The second Arapaho (AT-68) was laid down on 8 November 1941 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 June 1942; sponsored by Mrs. Alice Posey Hatcher; and commissioned on 20 January 1943, LT. E. H. Wootan in command.
The tug conducted her shakedown training in the vicinity of Key West, Fla., and returned to Norfolk to prepare for a transatlantic voyage. On 19 March, she sailed for Casablanca, Morocco. There, she took the torpedo-damaged attack cargo ship **Almaack** (AKA-10) in tow for the voyage back to the United States. She and her charge arrived back in Norfolk on 20 May. In mid-June, the tug moved south to search the Florida Strait for the submarine **R-12** (SS-89) which had sunk as a result of battery explosions. After fruitlessly seeking this ship from 18 to 23 June, **Arapaho** set sail on 25 June apparently from Key West with a barge in tow on her way to Panama. She left the barge in the Canal Zone and continued her voyage to San Diego where she arrived on 15 July.

For the next three months, the tug conducted towing and salvage operations, first along the west coast and then, from early in September, out of Pearl Harbor. On 16 October, **Arapaho** departed Hawaii with two supply lighters in tow, bound for the Ellice Islands. She reached Funafuti on 30 October and began heavy towing operations between the Ellice and Gilbert Islands. For a time, she served as an antisubmarine guard ship at recently captured Tarawa Atoll. On 4 December, **Arapaho** embarked 12 civilians who had been liberated from a Japanese internment camp on Makin and set sail via Funafuti for Pearl Harbor. From Funafuti, the tug steamed in company with aircraft carrier **Independence** (CVL-22), severely damaged in the Gilberts operation by an aerial torpedo. The ships arrived at Pearl Harbor on 18 December.

**Arapaho** underwent repairs until near the end of the first week in January 1944. On 6 January, she headed back to the Gilberts. Over the next five months, the tug was based successively at Tarawa and Majuro, though she made numerous tows to other islands in the Gilbert, Marshall, and Ellice groups. By 13 June, she had moved her base of operations to Eniwetok where she engaged in harbor duty and salvage work. On 3 July, **Arapaho** set a course for Pearl Harbor which she reached on the 9th to begin a month of repairs. She returned to Eniwetok on 26 August and, except for a round-trip voyage to Guam, operated there until the second week in October.

At that time, she put to sea towing **ARD-15** and **YF-786** to Ulithi, Service Squadron (ServRon) 10’s new advanced base, and, following her arrival at that atoll, worked in and out of its lagoon engaged in harbor and salvage duties. Between 4 and 10 November, she assisted **Zuni** (ATF-95) in towing **Reno** (CL-96) into Ulithi. The light cruiser had been torpedoed by I-41 off the San Bernardino Strait on the 3d. In December, the tug towed **Houston** (CL-81) from Ulithi to Manus in the Admiralty Islands. From there, she towed **YO-186** to Kossol Passage in the Palau Islands. After towing **LST-278** to Guam in January 1945, **Arapaho** returned to Ulithi on the 23d and began a major overhaul of her main propulsion plant. The ship completed repairs and returned to active duty on 18 March.

She operated out of Ulithi until mid-June when she moved to Guam. From there, the tug headed for Okinawa on 5 July with **ARD-26** in tow. **Arapaho** and the auxiliary repair dock arrived in Kerama Retto 10 days later. The tug remained at Okinawa until after the end of hostilities in mid-August. Late that month, she voyaged back to Guam to pick up **ARD-21** for tow to Okinawa. She then turned to Kerama Retto with her charge on 7 September and resumed local towing duty.

That assignment continued until 9 November 1945 when she began the long journey back to the United States. She stopped at Pearl Harbor for a few days early in December and arrives in San Pedro, Calif., on 27th. **Arapaho** remained at San Pedro assigned to the inactive fleet awaiting inactivation overhaul for a little more than a year. On 8 and 9 January 1947, she was towed to San Diego where she was decommissioned on 15 January 1947. She remained with the Pacific Reserve Fleet until 1961. On 1 July 1961, her name was struck from the Navy On 10 July 1961, she was transferred to the Argentine Navy which commissioned her that same day as **Comandante General Zapiola**. The tug remained active with the Argentine Navy until November 1971 when she ran aground and was declared a total loss.

**Arapaho** (ATF-68) earned four battle stars during World War II. Submitted by Joe Radigan MACM USN Ret.

**AT69 – Chippewa**

*Navajo Class Fleet Ocean Tug:*

- Laid down (date unknown) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 25 July 1942
- Commissioned **USS Chippewa** (AT-69), 14 February 1943
- Reclassified **Fleet Ocean Tug**, (ATF-69), 15 May 1944
- Decommissioned, 26 February 1947 at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
- Final Disposition, sunk as part of an artificial reef off Destin, FL., 28 February 1990

**Specifications:**
- **Displacement** 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4” (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85
Armament one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns  
Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric 
generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Chippewa

A tribe of Indians living principally around Lake Superior. Chippewa, Ontario, was the scene of a hard-fought battle won by the Americans 5 July 1814.

The fourth Chippewa (AT-69) was launched 25 July 1942 by Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.; sponsored by Mrs. T. Horton; and commissioned 14 February 1943, Lieutenant (junior grade) A. V. Swarthout in command.

Chippewa crossed the Atlantic from Norfolk to Casablanca to lay buoys there between 4 May 1943 and 9 June, returning to Boston 26 June. Two days later, she cleared for Norfolk and overhaul, and on 19 July began towing duty with a passage to Bermuda and Jacksonville. Assigned to duty in the Caribbean Sea Frontier, she made Trinidad, British West Indies, her principal base until 6 May 1944, when she returned to Norfolk for repairs. On 15 May she was reclassified ATF-69.

With repairs complete 11 June 1944, Chippewa returned to towing and salvage duty in the Caribbean out of Trinidad until 29 March 1945. After repairs at Norfolk, she was reassigned for duty based on Argentia, Newfoundland, between 19 May and 1 November. During this time, she made a long towing voyage to Houston, Tex. Chippewa made her last towing passage from Boston to Bermuda to Norfolk, where she arrived 28 December with SS War Bonnet in tow. In March 1946 Chippewa sailed to Orange, Tex., where on 26 February 19.47 she was decommissioned and placed in reserve.

AT70 – Choctaw

Navajo Class Fleet Tug:

- Laid down (date unknown) at Charleston Shipbuilding and Drydock Co., Charleston, S.C.
- Launched, 18 October 1942
- Commissioned USS Choctaw (AT-70), 21 April 1943
- Redesignated Fleet Ocean Tug, (ATF-70), 15 May 1944
- Decommissioned, 11 March 1947, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
- Struck from the Naval Register, 31 October 1977
- Final Disposition, transferred, cash sale, to Colombia under the Security Assistance Program, 1 March 1978, fate unknown
Specifications:

- **Displacement**: 1,240 t.
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 4" (62.48x11.73x4.67)
- **Speed**: 16 kts.
- **Complement**: 8 Officers, 68 Enlisted
- **Armament**: one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Choctaw**

An Indian tribe, formerly of Alabama and Mississippi, now resident in Oklahoma.

The fifth Choctaw (AT-70) was launched 18 October 1942 by Charleston Shipbuilding and Drydock Co., Charleston, S.C.; sponsored by Mrs. L. Cordell; commissioned 21 April 1943, Lieutenant J. D. Garland in command; and reported to the Atlantic Fleet.

From 17 June 1943 to 8 May 1944, Choctaw served at Bermuda, where she aided assembling convoys and new ships undergoing training with tug and target-towing services. Putting to sea 8 May, she was reclassified ATF-70, 15 May, and reached Oran 19 May to take Holder (DE-401) in tow for New York City, where she delivered her tow 9 June. She returned to her duties at Bermuda until 22 July, when she sailed for ports in Wales to take two LSTs in tow for New York, arriving 30 September.

After overhaul at Norfolk, Choctaw sailed for tug duty at St. John's and Argentia, Newfoundland, between 20 November 1944 and 8 December, when she sailed to rendezvous with Huron (PF-19). She took the collision-damaged ship in tow for Bermuda and Charleston, and returned to Newfoundland for service between 3 January 1945 and 14 March. She then operated off the east coast and in the Caribbean on salvage duty and in towing targets until 15 October 1946, when she arrived at Orange, Tex. There she was placed in commission in reserve 1 February 1947, and out of commission in reserve 11 March 1947. Source: Dictionary of American Naval Fighting Ships
AT71 – Hopi

*Nавао Class Fleet Tug*:  
- Laid down (date unknown) at Charleston Shipbuilding and Drydock Co., Charleston, S.C.
- Launched, 7 September 1942
- Commissioned **USS Hopi (AT-71)**, 11 March 1943
- Redesignated a *Fleet Ocean Tug*, (**ATF-71**), 15 May 1944
- Decommissioned, 9 December 1955, at New London, CT.
- Laid up in the Atlantic Reserve Fleet
- Turned over to the Maritime Administration, 27 March 1962, for lay up in the National Defense Reserve Fleet, James River, Fort Eustis, VA.
- Struck from the Naval Register in 1963
- Final Disposition, fate unknown
- **Hopi** received four battle stars for World War II service

**Specifications:**  
*Displacement* 1,240 t.  
*Length* 205’ x *Beam* 38’ 6” x *Draft* 15’ 4” (62.48x11.73x4.67)  
*Speed* 16 kts.  
*Complement* 85  
*Armament* one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns, 4 depth charge projectors
**Hopí**
A group of the Shoshonean Tribe of the Pueblo Indians.

_Hopí_ (AT-71) was launched 7 September 1942 by the Charleston Shipbuilding & Dry Dock Co., Charleston, S.C., sponsored by Miss F. E. L. Blackwell; and commissioned 11 March 1943, Lt. O. W. Huff in command.

After shakedown out of Key West, _Hopí_ sailed to New York to sail 10 June 1943 with a convoy for North Africa. After arriving Oran the 21st, she performed towing service for several days before steaming to Bizerte to join Vice Admiral Hewitt's Western Naval Task Force for the assault on Sicily (10 July-17 August 1943). Departing Bizerte 8 July with pontoons in tow, _Hopí_ landed them 2 days later and immediately set to work clearing the beaches of damaged landing craft, fighting fires on vessels in the transport areas, and performing a multitude of other jobs so vital to success in amphibious operations.

_Hopí_ returned to Bizerte 10 August to prepare for the Salerno Operation (9 September-13 October 1943). She sailed early in September and again performed invaluable salvage work. At 0940, 11 September, cruiser _Savannah_, while lying-to in the support area awaiting calls for gunfire support, received a direct hit on No.3 turret which left her dead in the water. _Hopí_ and salvage tug _Moreno_ immediately came alongside. Untrrning and skillful work by the two tugs enabled Savannah to retire to Malta that evening under her own power. At 1427, 16 September, _HMS Warspite_ was put out of action by two direct hits and two near misses from guided bombs. She was taken in tow by _Hopí_ and Moreno and delivered to Malta without further incident.

_Reclassified _ATF-71_, 15 May 1944, _Hopí_ was assigned duty towing various craft about the Mediterranean until August when she again joined Vice Adm. Hewitt's Western Naval Task Force for Operation Dragoon, the invasion of southern France. As flagship of the Salvage and Firefighting Group, _Hopí_ again rendered invaluable service. After termination of this operation she resumed her towing duties, principally shuttling pontoons from Bizerte to Oran.

*Propulsion* diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
**Hopi** arrived Antwerp, Belgium, 25 June 1945 and took in tow the Army Power Plant **Seapower**. Delivering it to Bermuda 25 August, she sailed for Norfolk, arriving 28 August and remained there until 21 October. At that time she steamed to Boston and 1 December got underway to assist the coastal collier **Tristan**, who had lost her rudder in a storm. **Hopi** returned to Boston 3 December with **Tristan** in tow.

For the next 3 years she operated along the East Coast with frequent towing duties to Oran, Algiers, Newfoundland, and the Caribbean. During the Berlin Airlift in 1948-1949 as Navy tankers and other ships brought 12 million gallons of aviation gasoline, foods, and supplies into Bremerhaven, **Hopi**, with the 2d Task Fleet held maneuvers in the North Atlantic, showing American power at sea, visible evidence of United States strength if needed, to maintain sovereignty for free people everywhere.

In the 1950's **Hopi** resumed her operations along the East Coast, performing towing and salvage services in Newfoundland and the Caribbean as well. She thus contributed to the operating efficiency of the fleet in its important peace-keeping operations. **Hopi** decommissioned at New London 9 December 1955 and joined the Atlantic Reserve Fleet. She was turned over to the Maritime Administration 27 March 1962 and moved to the National Defense Reserve Fleet, James River, Va., where she remains, following permanent transfer to the Maritime Administration 1 July 1963, into 1967.

**Hopi** received four battle stars for World War II service.

**AT72 – Kiowa**

**Navajo Class Fleet Tug:**
- Laid down at Charleston Shipbuilding and Drydock Co., Charleston, S.C.
- Launched, 5 November 1942
- Commissioned **USS Kiowa (AT-72)**, 7 June 1943
- Redesignated **Fleet Ocean Tug, (ATF-72)**, 15 May 1944
- Decommissioned, (date unknown)
- Transferred (loaned) to the Dominican Republic under terms of the Security Assistance Act in 1972 and named **Maiorix (RM-21)**
- Struck from the Naval Register, 15 September 1979
- Decommissioned by the Dominican Republic in 1986 and returned to US custody
- Final Disposition, sold for scrapping by Defense Reutilization and Marketing Service, 12 December 1994
- **Kiowa** received one battle star for World War II service

**Specifications:**
- **Displacement**: 1,164 t.(lt)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 14’ 3” (62.48x11.73x4.34)
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, 4 .50 cal. mgs
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Kiowa (ATF-72) underway, date and place unknown (Photo NAFTS)**
Kiowa

The third Kiowa (ATF-72) was launched 5 November 1942, by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Hilda How Edwards; commissioned 7 June 1943, Lt. William O. Kuykendall in command.

After shakedown off Key West, Kiowa reported Norfolk and sailed 26 July 1943, for operations off Newfoundland. During that summer the ocean tug performed various services, including towing targets for new Iowa (BB-61), enabling the larger ships to fulfill their vital roles.

For 6 months Kiowa towed all kinds of ships and floating equipment before arriving New York 2 March 1944, to prepare for overseas operations. Sailing 3 weeks later, she arrived Falmouth, England, 19 April as the Allies were in the final planning stages for the Normandy invasion. Loaded with firefighting and salvage equipment, Kiowa sailed 3 June; joining a convoy of LST's, she made her way toward the largest amphibious operation of the war. D-day came 3 days later and the tug was actively engaged in repairing landing craft, assisting disabled ships, and performing general salvage duty. She remained off Normandy until 25 July and then operated in British waters before returning to Norfolk 30 September.

For the rest of the war Kiowa operated along the Atlantic coast, towing and assisting disabled ships and also escorting Allied merchant ships to the convoy lanes. During late spring 1945, the tug commenced operations as a tanker, fueling a number of ships at sea.

Following the war Kiowa arrived Argentia, Newfoundland, 21 December for duty in the North Atlantic. From 1946 to 1959 the ocean tug continued operations along the coast from the Canal Zone to Newfoundland, as she engaged in salvage, target and ship towing. These unheralded but vital assignments are a major contribution to the power for peace of the Navy.

Arriving Guantanamo Bay 9 April, Kiowa prepared for her assignment in the Caribbean. She cleared San Juan 26 May and took station off Antigua as recovery ship for what was to be the beginning of space flight. On 28 May the tug recovered the nose cone of a Jupiter missile which contained monkeys Able and Baker, the first U.S. space riders. Thus Kiowa played a major role lifting America into space.

From 1959 into early 1965 Kiowa continued her vital towing operations out of Norfolk, and also performed extensive services at Guantanamo Bay during the tense years since Castro made Cuba a Communist foothold in the Western Hemisphere. The latter part of June and all of July 1965 Kiowa operated as a unit of a task force patrolling the West Indies during the second Dominican Republic Crisis. Her primary task was to maintain the off-shore pump for petroleum products to besieged Santo Domingo. En route to East Coast, the fleet ocean tug recovered experimental mines off San Juan, Puerto Rico, before arriving off her homeport, Little Creek, Va., early in August.

On 7 September Kiowa departed for the Mediterranean to join the 6th Fleet in more peace-keeping operations. Arriving off Rota, Spain, the 20th, she began her target-towing, diving, and salvaging duties which continued into 1966.

From 26 January to 26 February 1966 the ship participated in the search for an H-bomb that fell into the Mediterranean off Palomares, Spain, following an Air Force bomber's collision with a air-tanker. Kiowa then returned home, via South Wales, England, and San Juan, arriving Little Creek 16 April. Kiowa spent the next 5 months towing targets in the Virginia Capes area before entering drydock at Norfolk 27 September.

Her overhaul completed by late January 1967, Kiowa returned to operations off the East Coast, cruising from Bermuda to Canada and back into late 1967.

Kiowa received one battle star for World War II service.
AT73 – Menominee

**Navajo Class Fleet Tug:**
- Launched, 14 February 1942
- Commissioned USS Menominee (AT-73), 25 September 1942
- Reclassified Fleet Ocean Tug (ATF-73), 15 May 1944
- Decommissioned, 15 November 1946, at Portland, OR.
- Laid up in the Pacific Reserve Fleet
- Struck from the Naval Register, 1 November 1959
- Transferred, under terms of the Military Assistance Program, to Indonesia, renamed Rakata (928)
- Place in reserve by the Indonesian Navy in 1990
- Final Disposition, fate unknown
- **Menominee** received five battle stars for World War II service

**Specifications:**
- **Displacement** 1,164 t.(lt)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 14’ 3” (62.48x11.73x4.34)
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, 4 .50 cal. mgs
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Menominee**
An American Indian tribe of Algonkin stock, which lived northwest of Lake Michigan along the Menominee River. Their descendants now live along the Wolf River in Wisconsin.

The first **Menominee** (AT-73) was laid down 27 September 1941 by the United Engineering Co., San Francisco, Calif.; launched 14 February 1942; sponsored by Mrs. Edwin H. Price; and commissioned 25 September 1942. Lt. Comdr. Emil C. Generaux, Jr., USNR, in command.

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**Menominee** (AF-73) in San Francisco Bay, 30 September 1942 *(US Navy photo)*
Menominee, an oceangoing tug, departed Pearl Harbor 28 November 1942 for Suva, Fiji. Arriving 12 December she began her wartime tugging and salvage career 3 days later when she salvaged the cargo of the grounded British merchantman Thomas Edison. She continued to operate in the Fijis, at New Caledonia, and in the New Hebrides until 21 February 1943. She then steamed to the Solomons and for the next year provided salvage and temporary repair services to ships damaged in the waters surrounding Florida, Guadalcanal, New Georgia, Bougainville, and Green Islands. During the invasions of the two latter islands, Menominee accompanied the landing craft convoys and then took up station in the antisubmarine screens off the invasion beaches.

In March 1944, as the Allied thrusts were breaking down the "Bismarcks Barrier", Menominee again joined an advance echelon, TF 31, assigned to support the occupation of Emirau, the last link in the encirclement of Rabaul. Detached at the end of April, Menominee provided towing and salvage services among the Ellice, Fiji, and Loyalty Islands. Reclassified ATF-73 on 15 May, Menominee returned to operations in the New Hebrides-Solomons area in mid-July.

On 8 September she left Guadalcanal with TG 32.17, arriving in the Palaus the 15th to assist grounded and damaged landing craft through 15 October. Next day she rendezvoused with a landing craft convoy headed for Leyte Gulf. By the 20th she was in position off the Dulag beachhead and during the next 3 days provided temporary repair services to cruiser Honolulu (CL-48) and battleship Tennessee (BB-43) in addition to numerous landing craft.

Menominee departed Leyte, on the 23d for Humboldt Bay. Arriving there on the 30th, she was temporarily assigned to transporting ammunition to Ulithi. At the latter, 20 November, she witnessed the first successful attack launched by a new Japanese weapon, the kaiten. The kaiten's target, the berthed oiler Mississinewa (AO-59) carrying aviation gasoline, diesel oil, and fuel oil, exploded on contact and Menominee was one of the ships which immediately got underway in the harbor to fight the resultant raging fire.

Following overhaul at Pearl Harbor, Menominee returned to the South Pacific in mid-April 1945, and operated in the Marianas until mid-May when she got underway for the Ryukyus. Arriving off Okinawa 20 May she provided repair, salvage, firefighting, and fueling services there through the end of the war. In mid-August she was assigned to accompany minewinders as they cleared the East China Sea.

Menominee sailed for home 27 October, arrived San Francisco 12 December, and later sailed north. At Portland, Oreg., 15 November 1946, she decommissioned and entered the Pacific Reserve Fleet. She was struck from the Naval Register, 1 September 1962.

Menominee received five battle stars for World War II service.

Contributed by Joe Radigan MACM USN Ret.

**AT74 – Pawnee**

*Navajo Class Fleet Tug*

- Laid down, 23 October 1941, at United Engineering Co., Alameda, CA.
- Launched, 31 March 1942
- Commissioned USS Pawnee (AT-74), 7 November 1942, LTjg. Frank C. Dilworth USN in command.
- Redesignated Fleet Ocean Tug, (ATF-74), 15 May 1944
- Decommissioned in January 1947
- Laid up in the Pacific Reserve Fleet, Columbia River Group
- Transferred to the National Defense Reserve Fleet, Olympia, WA., 13 April 1961, custody retained by US Navy
- Struck from the Naval Register, 1 September 1962
- Permanent custody transferred to the Maritime Administration, 1 September 1962, for lay up in the National Defense Reserve Fleet, Olympia, WA.
- Final Disposition, 22 November 1971, sold for scrapping to Match & Kirk

**Specifications:**

- **Displacement**: 1,164 t.(lt)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 14' 3" (62.48x11.73x4.34)
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, 4 .50 cal. mgs
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
**Pawnee**

A North American Indian tribe of Caddoan stock, now living on a reservation in Oklahoma.

_Pawnee_ (AT–74), an auxiliary fleet ocean tug, was laid down 23 October 1941 by the United Engineering Co., Alameda, Calif.; launched 31 March 1942; sponsored by Mrs. Virginia Stiegler; and commissioned 7 November 1942, Lt. (j.g.) Frank C. Dilworth in command.

After Pacific coast shakedown _Pawnee_ was assigned to Service Force, Pacific. In December 1942, she steamed for Pearl Harbor and commenced towing operations. She stood out of Pearl Harbor in early January, steamed for the forward Pacific area with _ARD–5_ in tow, and reported to ComSoPac for duty the 29th at Espiritu Santo.

![Pawnee (ATF-74) at anchor, date and place unknown (Photo John R Gehler)](image)

_Pawnee_ operated in the Solomons from June through August 1943, providing towing services at New Georgia and Rendova. She next provided services at Vella Lavella until October. Other operations took her to the Western Carolines as well as to Okinawa, Leyte, and Luzon. She was reclassified as ATF–74 15 May 1944.

She served with the Naval Occupation Forces in the Philippines from 28 September 1945 until 24 February 1946, when she sailed to Pearl Harbor. In January 1947 she decommissioned and entered the Columbia River Group of the Pacific Reserve Fleet. _Pawnee_ was struck from the Navy List 1 September 1962 and placed in the Maritime Reserve Fleet, Puget Sound, Wash., where she remains into 1970.

**AT75 – Sioux**

*Navajo Class Fleet Tug:*

- Laid down, 14 February 1942, by United Engineering Co., San Francisco, CA., at Mare Island Navy Yard, Vallejo, CA.
- Launched, 27 May 1942
- Commissioned _USS Sioux (AT-75)_ 6 December 1942, LTjg. L. M. Jahnsen in command
- Reclassified as a _Fleet Ocean Tug (ATF-75)_, 15 May 1944
- Decommissioned, 23 April 1947 at San Diego, CA
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Recommissioned, 15 October 1952 at San Diego, CA., LT. T. B. Hurtt in command
- Decommissioned, circa 30 October 1972
- Transferred on lease to Turkey, 30 October 1972, renamed _Gazal (A-587)_
- Sold outright to Turkey under the Security Assistance Program, 15 August 1973
- Struck from the Naval Register, 15 August 1973
- Final Disposition, fate unknown

_Siouxs (ATF-75)_ earned four battle stars for World War II service and five campaign stars for service in the Vietnam War

**NUPH**
Specifications:

**Displacement** 1,235 t.(lt) 1,646 t.(fl)

**Length** 205' x **Beam** 39' x **Draft** 14' (62.48x11.89x4.27)

**Speed** 14 kts.

**Complement** 8 Officers, 68 Enlisted

**Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns

**Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

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**Historical Antidote provided by Robert S. Gardner for his father**

"My father served on the Sioux as the Ships Engineering Officer during WW 2. Of the picture you have showing the Sioux under way, my father said that they were heading to Australia for some R&R but were turner around to head back into battle. My Father is still alive and resides in Arizona. He is a "walking history book" when it comes to the war in the South Pacific, and especially the Sioux. To him, that was his baby. He was also at the commissioning of the Sioux at Mare Island Ca. Did you know that there was one time in the South Pacific that the Sioux was deliberately beached? It was during the time of which an enemy two man torpedo suicide sub was "stalking" the Sioux. The crew of the Sioux new that the sub was there waiting for them to come out from an inlet and into open waters. The crew also knew that the sub was battery powered. At that point the Sioux was beached and waited out the situation. After the enemy sub batteries died, the crew of the Sioux went out and captured it.

The sub was eventually sent to the States and put on display during a New York ticker tape parade to sell war bonds. Did you know that the Sioux was hit by a torpedo amidships, but that the torpedo did not explode? However, it did rupture a fuel tank contaminating it with sea water which caused the Ships engines to stop. At that time the Sioux and her crew started to drift into one of their own minefields. The skipper had a heart attack on the bridge and died, and all but a few crewmembers were ordered to abandon ship. This left my Father and a few other hands onboard to try to
save the Sioux. During this time personal of the Navy and Marines started to line up along the shoreline. My Father was asked a question by one of the other crewmembers still onboard as to what that was all about. My Father replied "They are waiting to see if we are going to explode." My Father and a few other hands managed to filter the contaminated fuel enough to get one of the four (4), 4000 hp diesel engines running again, as they only needed but one to regain steerage. With only moments to go from the minefield, smoke came from the Sioux's stack. Navy and Marines on the shoreline started to cheer, and all hats flew into the air as the Sioux regained her steerage and was saved. There are so many other true stories of events about the Sioux that were crucial to the war in the South Pacific as well as to our history. If you would like more information about the Sioux during WW-2, please let me know, as I have an excellent source. In ending, do you know where I might find other pictures of the Sioux and where I might be able to attain a copy of them, or perhaps a model of the Ship. I Thank you very much!" Source: Robert S Gardner

AT76 – Ute

Navajo Class Fleet Tug:

- Laid down, 27 February 1942, at United Engineering Co., Alameda, CA.
- Launched, 24 June 1942
- Commissioned USS Ute (AT-76), 13 December 1942, Lt. William F. Lewis in command
- Reclassified as a Fleet Ocean Tug (ATF-76), 15 May 1944
- Decommissioned, 13 July 1946
- Decommissioned, 14 September 1951 at Naval Station Tongue Point, Astoria, OR
- Decommissioned, 30 August 1974,
- Transferred to the Military Transportation Service (MSTS) and placed in service as USNS Ute (T-ATF-76)
- Placed out of service and transferred to the Coast Guard (date unknown)
- Commissioned USCGC Ute (WMEC-76), 30 September 1980
- Decommissioned, 26 May 1988
- Returned to Naval custody (date unknown)
- Struck from the Naval Register, 23 January 1989
- Laid up in the Reserve Fleet
- Final Disposition, sunk as a target, 4 August 1991
- Ute received three battle stars for her World War II service, two for Korean War service, and nine for service in Vietnam

Specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement</td>
<td>1,646 t.(fl)</td>
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<tr>
<td>Length</td>
<td>205' x Beam 38' 6&quot; x Draft 15' 3&quot; (62.48x11.73x4.65)</td>
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<td>Speed</td>
<td>16 kts.</td>
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<td>Complement</td>
<td>8 Officers, 68 Enlisted</td>
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<tr>
<td>Armament</td>
<td>one single 3&quot;/50 gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts</td>
</tr>
<tr>
<td>Propulsion</td>
<td>diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp</td>
</tr>
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</table>

Ute

The USS Ute (AT-76) was laid down on 27 February 1942 at Alameda, Calif., by the United Engineering Co.; launched on 24 June 1942; sponsored by Mrs. Robert Tate; and commissioned on 13 December 1942, Lt. William F. Lewis in command. After shakedown training in the San Francisco Bay region, Ute got underway on 10 February 1943, bound for Alaskan waters, and reached Dutch Harbor a week later. Ute immediately sailed for Amchitka, Alaska, where she participated in the salvage operations on the attack transport Arthur Middleton (APA-25) which had been thrown aground in one of the vicious "willi-waws" common to that area of the world.

Throughout March, Ute, assisted by the fleet tug Tatnuck (AT-27), continued in her efforts to haul the stranded attack transport off the beach. Ute utilized two sets of beach gear in the attempt to free the vessel. Ute, interrupted that work only once during the month —to assist the merchantman SS Wallace to clear the harbor after the merchantman's mooring had parted. After suspending her operations on the Arthur Middleton for the first week of April because of bad weather, the plucky auxiliary resumed her work when the weather cleared on the 8th. Success crowned her efforts the following day, when the attack transport shuddered free of the beach. Within a few days, Ute and Tatnuck got underway and towed Arthur Middleton to Dutch Harbor where they arrived on the 13th. Ute fueled and left immediately for aptly named Cold Bay where she assisted the stranded Russian merchantman Krasnyj Oktyabr. Passing a tow line to the Soviet vessel, Ute pulled her free the next day. That mission completed, the fleet tug cleared Cold Bay for Women's Bay where she took two tank landing craft (LCT's) in tow and proceeded via Dutch Harbor to Sweeper's Cove.
During the first week of May, *Ute* assisted in laying an antisubmarine net at Sweeper's Cove. On the 6th, she joined TF 51 as the carriers were steaming toward the Kuril Islands for strikes against Paramushiro to support the invasion of Attu. While the task force was returning from the raid—which *Ute* had participated in as a salvage unit—reduced visibility caused the tug to be separated from the rest of the force. After failing to regain her position, *Ute* received orders to proceed to Attu.

Reaching that island on 12 May, *Ute* immediately found employment during the initial landings there. The merchantman SS *Perida*—transporting an Army combat team—had struck a pinnacle rock, rupturing two holds, and was in danger of foundering. The tug passed a line to the stricken vessel and pulled her out of danger to a position near the beach where she could unload her vital cargo. Transferring pumps and other salvage gear to *Perida*, *Ute* continued salvage operations from the 12th to the 28th. During that period, enemy air raids enlivened the proceedings and caused several ships to stand out to sea. *Ute*, like a faithful companion, stayed near the stranded *Perida* to lend a hand should the occasion arise. On the 29th, *Ute* passed a towline to *Perida* and took her to Adak. The valuable tug then rounded out the month towing targets.

*Ute* remained at Adak until 8 June, when she headed for Shemya Island. En route there, she assisted the subchaser/patrol craft, *PC-487*, which had only a short time before rammed and sunk a Japanese submarine, 1-24-

**Taking the submarine chaser's men and equipment on board, the tug stood by the scene of the action until relieved on station by *Lamberton* (DMS-2). Upon reaching Shemya, *Ute* went to work dynamiting shoal spots until the 16th. On that day, she was ordered to Nizki Island to assist SS *MacVeigh* after that merchantman had been stranded on a reef. *Ute* easily pulled the vessel free and assisted *Tatnuck* in towing her to Massacre Bay. *Ute* carried out a small repair job on an Army tug and then commenced salvage operations on SS *MacVeigh*, That task kept her busy until the 28th when she headed for Shemya. Two days later, the tug returned at flank speed to Attu and soon thereafter proceeded to Alexai Point to assist the grounded *Hulbert* (AVD-6).

Throughout the first three weeks of July 1943, *Ute* attempted to pull *Hulbert* off the beach and still continued her efforts to salvage SS *MacVeigh*. She interrupted those efforts on the 19th to assist the grounded merchantman *Delwood*. However, an LCT passed between the two ships, cutting the towline. Again passing a line, *Ute* persisted in her attempt to free the ship and finally succeeded in getting the ship off the rocks. Unfortunately, the damage to *Delwood* proved to be greater than at first thought; and, soon after she had been refloated, she was in a dangerously "sinking condition." Thirty minutes later, *Delwood* listed heavily to port and began to go down by the stern. *Ute* cut herself free from the foundering merchantman with an acetylene torch. Happily, no men were lost in the operation. *Ute* later took the damaged LCT in tow and delivered her to Massacre Bay.

*Ute* operated at Massacre Bay, Attu, until 7 August when she towed two LCT's to Constantine Harbor, Amchitka. After leaving her tow there, the tug picked up another LCT and proceeded to Adak which she reached on the 10th. Two days later, she sailed with the Kiska-bound attack force. However, that operation proved to be...
unnecessary, since the Japanese had evacuated the island a short time before, leaving only a few stray dogs to contest the invasion. Weather and mines still endangered the ships. The latter damaged the destroyer Abner Read (DD-526); and, on 18 August, Ute towed that destroyer to Adak.

A few days later, Ute returned to Kiska with a barge in tow. On the 26th, she got underway to investigate the report that a sunken Japanese submarine lay in the vicinity of Twin Rocks. Divers sent down from Ute confirmed the report, locating a submarine lying on her port side in 10 fathoms of water.

On 13 September, Ute proceeded to the location of the disabled LST-461; but upon reaching the scene soon thereafter, found that LST-461 was already underway, travelling at the end of a towline astern of the tug Robert Preston. Ute returned to Kiska Harbor and, the next day, took a barge in tow. The towline parted, however, and heavy weather forced the tug to abandon her attempt to regain the barge. Two days later, Ute proceeded to Buldir Island to assist LCT-356. Arriving there on the 19th, the tug took the landing craft in tow and subsequently delivered her safely to Kiska.

For the remainder of September, the fleet tug tackled a number of odd jobs, such as clearing fouled anchors and recovering tackle from sunken Japanese vessels. On the 29th, she recovered a Navy plane which had capsized in the harbor. Ute continued salvage evolutions on sunken and damaged enemy ships in the harbor before she moved to Adak in early October. There, the tug underwent a needed availability alongside a tender until the 22d when she returned to Kiska and sailed thence to Attu. There, Ute pulled the merchantman, SS Ole E. Rølvaag off the beach, with little trouble, and spent the remainder of the month searching for Army barges reported adrift at sea.

After failing to locate the derelicts, Ute returned to Massacre Bay on 1 November. A week later, she salvaged a PT-boat and towed it to a mooring buoy. The next day, the tug once more headed for Kiska and spent the days salvaging sunken Japanese ships. The fickle Alaskan weather added to her workload, and Ute again found herself engaged in pulling ships free of the beach. The destroyer King (DD-242), an old "flush-decker," ran aground at Kuluk Bay, Adak; and Ute pulled her free on the 27th before proceeding to Lash Bay, Tanaga Island, for salvage operations on LST-451.

Neptune's capricious antics in wintry Alaskan waters continually interrupted Ute's, work on the LST, and heavy seas finally forced the tug from the anchorage. She cruised at sea until the weather moderated and then returned to pull the landing ship free a few days later. With the LST in tow, Ute started out for Adak, but weather and sea conditions worsened and forced the ships to take shelter in the lee of Tanaga Island for two days before continuing.

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After finally delivering the LST, Ute fueled and rushed to aid the Russian merchantman Valery Chkalov, a ship that had split in half in the heavy seas. Arriving a few hours later, Ute stood by while Cree (ATF-84) took the after section of the halved ship in tow and then herself went to work recovering the forward half. Ute rescued a Soviet seaman from one of the hulls after the man jumped overboard into the freezing waves.

The next morning, Ute secured a grapnel to the wreck and towing commenced. The following day, the wire parted. After several unsuccessful attempts to secure another towline to the hulk, the resourceful American sailors welded a 400-pound anchor to a depth charge arbor and fired it off in the direction of the wreck. A second try at this ingenious method succeeded when one of the flukes of the anchor caught on the Russian ships' deck. After taking up the slack, Ute towed the hulk once more.

Two hours later, though, the towing wire chafed and parted. With the derelict drifting aimlessly in the stormy seas, no move could be made to resume the tow until the tempest abated. Then, five volunteers clambered on board the derelict's drifting bow section and took the line passed from Ute. Once the towline was secured, the resourceful American sailors welded a grapnel to the wreck and towing commenced. The following day, the wire parted again.

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Subsequently, the day after Christmas 1943, Ute got underway for Shemya Island to assist grounded SS Scotia. On the way, a heavy storm forced Ute to seek protection in the lee of Tanaga Island. Thence, under new orders, the fleet tug pushed on via Attu to Kiska where she obtained additional salvage and diving equipment necessary for the Scotia salvage project. Just before the salvage operations on the grounded Scotia could commence, the ship's master gyro compass failed, holding up the salvage work for nearly two weeks before repairs could be effected. No sooner had work begun, than Ute was forced to shift to Tanaga Island to aid the grounded YMS-127. Three days later, the fleet tug pulled the motor minesweeper off the rocks and towed her to Adak before returning to Attu at the end of the month.

Early in February 1944, Ute was assigned to standby salvage duty during another bombardment of Japanese installations on Paramushiro. Led by the light cruisers Richmond (CL-9) and Raleigh (CL-7), the American ships conducted a successful shelling; and Ute returned to Adak. One week later, the busy fleet tug proceeded to Con-
stantine Harbor, at Amchitka, to save a gasoline barge. After cruising off the harbor entrance for a day waiting for the weather to improve, Ute entered the harbor and commenced operations. Upon completion of her mission four days later, she proceeded to Kiska—to shift a cruiser's moorings—and thence moved on to Adak to tow targets. However, bad weather prevented the scheduled gunnery exercises, and the fleet tug returned to Attu.

Ute operated on standby during another bombardment of Japanese installations on Paramushiro early in March. After returning to Attu, she shifted to Adak, delaying long enough to tow targets there in mid-month before shifting to Great Sitkin Island. During the last week of March, Ute towed the bow section of the Russian merchantman Valery Chkalov to Dutch Harbor. She later returned to Great Sitkin in April to prepare the after section of that ship for towing. Departing Great Sitkin on 1 May, Ute delivered the bow section of Valery Chkalov to Vancouver, British Columbia, on the 21st and then pushed on to Seattle for an availability. During that stint in Aleutian waters, the ship was re-classified as a fleet tug, ATF-76.

After repairs and alterations at the Puget Sound Navy Yard during June and most of July, the fleet tug left Puget Sound on 28 July and pointed her bow once more toward Alaskan waters. Stopping long enough at Kodiak to pick up a tow, Ute proceeded to Dutch Harbor, where she was dry-docked for repairs to her bilge keel. Underway with her tow again a few days later, the fleet tug ultimately reached Adak on 21 August. For the first half of September, Ute remained at Adak, doing odd jobs and towing sleds for gunnery exercises before she proceeded to Dutch Harbor on 14 September. Except for a salvage job to perform on YP-87, the remainder of the month proved uneventful.

In October, Ute put to sea to assist the Russian merchantman SS Altgelt which was reported by breaking up at sea. However, the Soviet ship reached Kodiak safely; and Ute returned to Dutch Harbor for the remainder of the month. The ship then sailed south for another availability, this time at the Pacific Repair and Dry-dock Co. in Oakland, Calif.

With repairs and trials behind her, Ute cleared San Francisco Bay on 16 December 1944, in a convoy bound for the Hawaiian Islands. She reached Pearl Harbor three days into the new year, 1945. A week later, she pushed on for the Marshalls. Towing Limestone, a concrete supply barge, Ute touched first at Majuro, then at Eniwetok where she arrived on 1 February 1945. There, the fleet tug was assigned to the logistics support group of TG 50.8 to service the main striking force of the 5th Fleet with oil and provisions while underway and thus enable the Fleet to stay at sea nearly continuously to support the Iwo Jima campaign.

On 9 February, Ute sorted in company with TG 50.8 for an area east of Iwo Jima and remained at sea for the rest of the month. On the 16th, Vice Admiral Marc A. Mitscher's carrier planes bombed airfields, aircraft factories, and shipping in the Tokyo area and repeated those strikes on the 17th as well. On the 21st, Ute attempted to assist escort carrier Bismarck Sea (CVE-95), damaged by a Japanese kamikaze. However, before Ute could arrive on the scene, Bismarck Sea sank. After searching for survivors, the fleet tug returned to her station in the task group. Task Group 50.8 returned to Ulithi for a rest, putting into that lagoon on 6 March, but sortied again a fortnight later to support the Fleet in the operation against Okinawa Gunto. As before, Ute steamed in company, ready to perform her vital but unglamorous salvage mission. However, except for sighting numerous mines in the vicinity, the tug found this assignment uneventful.

Ute cruised with TG 50.8 until 16 April, when she was detached to head for Okinawa. Once again, she was ordered to assist one of the kamikaze-damaged flattops —this time the fleet carrier Franklin (CV-13). However, Franklin recovered her power of self-propulsion before Ute arrived.

On the night of 24 May, Ute fired at—but missed—a Japanese plane that roared by, close aboard. The next morning, however, her gunners splashed a "Val" that had attempted to bomb the helpless SS William B. Allison. A few hours later, Ute got underway and churned to the assistance of the high-speed minesweeper Butler (DMS-29), kamikazed off the anchorage.

At dusk on that day, after assisting the damaged Butler, Ute proceeded to Chimu Wan to extinguish a fire on PC-160S and to assist that patrol craft which had been hit by two kamikazes. During the night, the efforts of the firefighters succeeded, and Ute prepared to take the craft in tow. However, before Ute could get a line to the submarine chaser, new orders sent the tug to the assistance of the destroyer Braine (DD-630), also the victim of a kamikaze, 40 miles east of Okinawa. Ute got underway, but as she did so, a "Val"—pursued by a trio of Corsair fighters (Vought F4U's)—attacked her. Undeterred by Ute's gunfire and that of the three fighters, the "Val" made a suicide dive in the direction of the fleet tug. Fortunately, the airmen and Ute's gunners gained the upper hand and splashed the "Val" into the sea about 50 yards on Ute's port quarter.

Ute's usefulness was proved before the month was out as she assisted ships on the picket lines (frequent targets of kamikazes) and in the harbors. On the 17th, she towed an LSM from the Hagushi beach anchorage to Kerama Retto and, the following day, salvaged the damaged tank landing craft, LCT-13S5. After Daly (DD-519) took a kamikaze on 28 April, Ute set out to her aid; but, since Daly could make it to Kerama Retto, under her own power, Ute...
The next day, *Haggard* (DD-555), damaged by a kamikaze, required assistance. *Ute* brought the stricken "tin can" to Kerama Retto before being sent to Buckner Bay for duty. Shortly after arriving there, the tug salvaged an LCI (landing craft, infantry) that had hit a reef and later relieved another tug in towing an ammunition barge. Then, for nearly two weeks, *Ute* performed repairs on the damaged merchantman, SS *William B. Allison*. *Ute* located the damaged kamikazed destroyer *Braine* on the afternoon of 27 May and delivered her, at the end of a towline, to Kerama Retto the following morning. *Ute* next returned to the crippled *William B. Allison*—then leaking badly and threatening to sink—but interrupted that work the next day to conduct salvage operations on *LST-844*. After pulling the *LST* off a reef on 2 June, *Ute* returned to *William B. Allison* and commenced pumping operations. Three days later, she went to the assistance of *J. William Ditter* (DM-31), after that light minelayer had mixed it up with Japanese suicide planes, and towed the damaged ship to Kerama Retto, the refuge for battered and sinking ships. *Ute* managed to pitch in with some antiaircraft action of her own on the 11th and shot down a Japanese plane that passed over her during a suicide run.

By this time, one of *Ute*'s engines was out of operation, so the fleet tug sailed for Saipan on the 16th, exactly two months after she had first made landfall at Okinawa. During that period, the ship had been at general quarters between 20 and 30 percent of the time, saw antiaircraft fire nearly every night, and observed Japanese aircraft numerously. After reaching Saipan, she proceeded on to Leyte Gulf for availability. Moored alongside *Jason* (ARH-1), *Ute* underwent repairs and alterations through mid-August 1945 when Japan capitulated. She remained in San Pedro Bay until the 28th, when she proceeded in convoy back to Okinawa.

With the war now over, *Ute* was sent to occupy lower Korea. Early in September, she proceeded to Jinsen (now Inchon), Korea, where she remained through mid-month. She headed for Shanghai, China, on the 18th, and reached the mouth of the Yangtze a few days later. After taking on a pilot, the fleet tug proceeded up the Whangpoo River to Shanghai, where she remained for the remainder of the month.

On 1 October, *Ute* towed the Yangtze River lightship into position at the mouth of that river and returned to Shanghai soon thereafter. Early in the second week of October, the fleet tug received orders to proceed up the Yangtze, taking in tow with her four lighters laden with aviation gasoline. Reaching Hankow on the 16th, she discharged her cargo there and returned to Shanghai within a few days. Six miles above Keichow, two mines detonated close aboard, dislocated the tug's shaft bearings, ruptured her fuel tanks, and caused considerable damage throughout the ship. *Seize* (ARS-26) assisted the crippled fleet tug; and *Tekesta* (ATF-93) took over *Ute*'s barges. The little convoy reached Shanghai on 2 November. On that day, *Ute* went alongside the heavy-hull repair ship *Dixie* (ARH-14) and remained there undergoing temporary repairs through the end of the month.

On 15 December, *Ute* got underway for the Marianas—in company with and towed by *ATR-72*—and reached Guam on the day after Christmas. From that island, she continued on via Eniwetok and Kwajalein to the United States and arrived at San Francisco on 27 February 1946. After a drydocking at the San Francisco Naval Shipyard from 5 to 19 April, the tug proceeded north to Astoria, Oregon, where she was placed in out-of-commission, in-reserve, status on 13 July 1946.

Called back to service in the Korean War mobilization, *Ute* was recommissioned at Tongue Point, Oreg., on 14 September 1951. Upon completion of an overhaul at Oakland on 23 November 1951, she sailed for San Pedro and four weeks of intensive underway training. On 4 January 1952, *Ute* departed San Diego and headed for the Far East, stopping at Pearl Harbor for two weeks en route. After touching at Sasebo, Japan, *Ute* proceeded on to the Korean war zone.

From 23 February to 21 March 1952, *Ute* operated in Wonsan harbor, primarily laying buoys to mark swept channels and at Nan Do laying mooring buoys for boats in rough weather. She made one trip to Hungnam to replace a vital navigation buoy. During that period, *Ute* also participated in shore bombardments at Wonsan, Hungnam, and Songjin, engaging targets of opportunity. On 27 February in Songjin harbor, *Ute* cleared the fouled screw of the minesweeper *AMS-34*. On 14 March, she assisted the Republic of Korea (ROK) minesweeper, *AMS-518*, with emergency repairs after that vessel had broken her starboard propeller shaft and suffered a flooded engine room. Following the emergency repairs, *Ute* took the minesweeper to Chinhae, Korea. Not only did *Ute* perform salvage duties and shore bombardments at Wonsan, but she also was assigned picket stations inside the harbor and performed other duties that included the detail of taking mail and supplies to islands held by friendly forces. She also supplied American and ROK small craft with fuel, provisions, and some 20,000 gallons of fresh water.

Upon completion of her first tour in Korean waters, *Ute* returned to Sasebo for a short period of replenishment. Her second trip to the combat zone took her to Cho Do, on the western coast of Korea, where she operated from 31 March to 27 April. Her numerous duties included: furnishing local escort and fire support for LST's en route to Cho
Do or Sok To, carrying mail and stores for friendly ships in the immediate vicinity, and repairing friendly LCM’s and minesweepers. Each night, *Ute* conducted picket patrols.

On 6 April, *Ute* commenced salvage of an ROK salvage ship that had run aground and needed help to pull free and out of danger. During the operation, *Ute* drew heavy fire from communist shore batteries; 21 rounds landed between 20 to 100 feet from the ship. However, the valiant fleet tug bore a charmed life, for she was able to maneuver safely out of gun range on every occasion, and her crew suffered no casualties. On 24 April, *Ute* fired a shore bombardment mission and earned the nickname “Good Shoot *Ute*” from the American and British forces blockading the Korean west coast. Fires started by the ship’s shells burned all night. The crew also noted several explosions indicating damage done to the enemy. That engagement proved to be the last before she retired from Korean waters. During her replenishment at Sasebo, *Ute* received emergency orders to assist a SCAJAP LST that had broached at Cheju Do island. This task kept the tug busy from 29 April to 11 May, when, with her task completed, she returned to Sasebo.

*Ute*’s fourth trip to the combat zone took her back to Cho Do, on the west coast of Korea. Her duties were similar to those of her earlier stays on the line but placed more emphasis on the ship’s repair capabilities. She furnished 10,000 gallons of fresh water to small craft during that particular tour and conducted a successful salvage operation on a damaged LCM that had been beached during a storm. After refloating the craft, she delivered it to an LSD for repairs. On the night of 15 June 1952, *Ute* was ordered to take a wooden barge—laden with a cargo of gasoline, oil, food, and water—to an island deep in enemy waters which was held by friendly troops. Since it was imperative that the delivery be made under cover of darkness, *Ute* threaded her way to the island which was located only 35 miles from the mouth of the Yalu River and in an area reportedly patrolled heavily by communist aircraft. Innumerable navigational hazards and poorly charted waters made the passage an anxious one; but, by navigating with her radar, the tug made the trip successfully and delivered the barge and its eagerly-awaited cargo in record time. Returning to Cho Do before daybreak, *Ute*’s combat air patrol—provided lest she be discovered by enemy planes—was not needed. *Ute*’s, other duties during this time included the evacuation of wounded and the transportation of prisoners of war (POW’s) to the British light cruiser, HMS *Ceylon*. Other routine tasks included the stopping and searching of alien sampans coming down the Yellow Sea from the north. Relieved on station, *Ute* proceeded to Yokosuka, Japan, for a well-earned rest.

That autumn, *Ute* labored in Korean waters for a fifth time, from 20 August to 30 September 1952. During that time, she operated in company with the destroyer *Bradford* (DD-545) and, on one occasion, witnessed that “tin can’s” firing on MiG jets that passed close by. The tug performed salvage work and fired eight more shore bombardment missions. Having logged 155 days in the combat zone, *Ute* headed for Pearl Harbor on 7 October. After a yard availability there, the tug picked up the disabled *PC-IHI* at Johnston Island, returning her to Pearl Harbor on 26 January 1953. *Ute* plied the Pacific, performing routine towing duties, to Midway and Wake Islands, before she began her second Western Pacific (WestPac) deployment early in September. She then operated in Far Eastern waters until the following March, when she returned via the Marshalls to Pearl Harbor.

Over the ensuing decade, *Ute* conducted numerous WestPac deployments and operated in the northern Pacific as well. Her missions included tows, salvage work, and search and rescue missions. During those years, *Ute* was homeported at Pearl Harbor and ranged from Japan to Indochina; from Johnston Island to Bikini Atoll; and from Adak—her old “stomping grounds”—to the Marianas.

Early in 1966, American involvement in Vietnam began to show in the ship’s routine. The tug departed Sasebo on 27 March, bound for South Vietnam, with *APL-55* in tow. Shifting to Danang soon after her arrival at Camranh Bay, she towed *YD-127* to Subic Bay, Philippines, between 6 and 10 April. Ten days later, the veteran tug relieved *Bauseil* (DD-845) in shadowing a Soviet trawler to keep the Russian ship from interfering with the operations of American carriers in Tonkin Gulf. After continuing that “skunk patrol” for five days, *Ute* salvaged the merchantman, *SS Excellency*, a ship that had run aground while carrying munitions to Vietnam. She arrived at the scene—at Triton Island, 180 miles southeast of Danang—on 26 April and, after surveying the bottom offshore, began laying beaching gear. After tearing *Excellency* from the bulldog grip of the reef at 1602 on 30 April, *Ute* returned to the Tonkin Gulf on 1 May to resume “skunk patrol.”

Relieved by *Abnaki* (ATF-96) at Danang in mid-May, *Ute* put into Hong Kong on the 22d for rest and recreation. She operated in southeast Asian waters into the summer, touching at Kaohsiung, Taiwan; Subic Bay; Singapore; and Satthap and Bangkok, Thailand, before returning to Subic Bay for upkeep. After a brief visit to Japanese waters, *Ute* returned to Pearl Harbor in early October. She did not return to WestPac operating areas again until the following summer. She performed services for the Royal Thai Navy between 28 and 30 August and then towed *APL-55* from An Thoi, Vietnam, to Sasebo, Japan. For a month that autumn, from 15 October to 15 November, *Ute* carried out surveillance of a Soviet “trawler” in the Tonkin Gulf with TF-77, before conducting salvage operations on *Clarke County* (LST-601) at Doc Pho, Vietnam.

*Ute* spent much of 1970 in the southeast Asian area—numbering Camranh Bay, Vung Tau, Danang, Sattahip, and Singapore among her ports of call. After participating in salvage operations with SS *Laredo Victory* near
Midway, Ute returned to the west coast of the United States, towing two old Fletcher-class hulks, ex-O’Bannon (DD-450) and ex-Nicholas (DD-449) from Pearl Harbor to the Mare Island Naval Shipyard between 31 January and 14 February 1971. Subsequently deploying to the northern Pacific operating area and then to Pearl Harbor in mid-year, Ute spent much of that autumn undergoing salvage and refresher training in Hawaiian waters. Deploying to WestPac again in early November, Ute "chopped" to the 7th Fleet on 13 November.

Ute did not return to continental American waters until 1972; her home port was officially changed from Pearl Harbor to San Diego on 15 October. One of her first tasks upon arrival "stateside" was the tow of the erstwhile fleet carrier Bunker Hill (CV-17) to San Clemente Island in November for shock tests. After the tests were completed, Ute returned Bunker Hill to San Diego. Commander, Destroyer Squadron 33 reported that the overall success of the tests "... can be largely attributable to the expertise and versatility of USS Ute in performing a variety of assignments."

Ute performed coastwise tow and tug services for the Fleet, off the southern California coast, into 1974. Her WestPac service was not over, however, for she commenced yet another deployment on 7 January 1974. Over the seven months that ensued, Ute visited such ports as Pearl Harbor; Subic Bay and Poro Point in the Philippines; Singapore; Hong Kong; Yokosuka, Kure, and Sasebo in Japan; Keelung, Taiwan; and Pusan, South Korea. The Fleet utilized her services in such diverse activities as torpedo recovery, target tows, diver requalification, and ocean towing. She capped off the deployment by towing YMS-789 from Poro Point to Tacoma, Wash. One month of hectic activity followed her return from WestPac, and then the ship was decommissioned and simultaneously turned over to the Military Sealift Command (MSC) on 30 August 1974.

Manned by a civilian crew, the valuable veteran served actively with MSC into the late 1970s until being transferred to the Coast Guard. She, along with Escape and Lipan, were acquired to augment the Coast Guard fleet during the Cuban "Mariel" Exodus when the service realized it did not have the assets necessary to control the flood of migrants leaving Cuba. The original plan was to use them for only two years before returning them to the Navy and as such no major renovations were made on any of the three cutters at that time. The Coast Guard placed her in commission on 30 September 1980. She was assigned to the Seventh Coast Guard District and was based out of Key West, Florida and assigned to law enforcement and search and rescue patrols. It was during this time that the "increased tempo of maritime drug interdiction operations" made it necessary for the Coast Guard to plan to retain the Ute, Escape and Lipan for longer than the original two years.

On 11 July 1982 she rescued four from the fishing vessel Don Pepe II in the Yucatan Channel. On 26 June 1983 she rescued four from the fishing vessel Miss Shirley. On 22 December 1983 she seized the Cayman Neptune carrying 42.5 tons of marijuana. On 6 February 1984 she intercepted the sailboat Saint Augustin in the Windward Passage carrying 57 illegal migrants and returned them to Haiti. On 4 August 1984 she helped seize the Grand’s Anse II in the Yucatan Channel with 30 tons of marijuana aboard. On 12 August 1984 she seized the M/V San Andrea 30 miles southwest of Freeport carrying 7.5 tons of marijuana. On 15 September 1984 she seized the M/V Garcia Masiques 200 miles southwest of Jamaica for carrying 1.5 tons of marijuana. On 12 November 1984 she seized the M/V Bierum 100 miles east of Belize carrying 10 tons of marijuana.

On 3 January 1985 she seized the sailboat Maranatha in the Yucatan Channel carrying 175 pounds of marijuana. On 9 March 1985 she seized the Cayman Chata One carrying 19 tons of marijuana. On 13 March 1985 she seized the M/V Andro carrying 8 tons of marijuana. On 18 February 1987 she seized the M/V Ileanne carrying over 10 tons of marijuana. On 12 November 1987 she seized the M/V Escargot carrying 565 pounds of marijuana and 37 gallons of hash oil. She ran aground outside the northern edge of the Entrance Channel to Bayboro Harbor in Tampa Bay later that year.

Due to increasing breakdowns and leaking fuel tanks, necessitating extensive and expensive repairs, the Coast Guard decided to retire the Ute. She was decommissioned on 26 May, 1988 and returned to the Navy. She was laid up in the Reserve Fleet for three years before being expended as a target on 4 August 1991. She was struck from the Naval Register on 23 January 1989. Ute received three battle stars for her World War II service, two for her Korean War service, and nine for her service in Vietnam.

AT77 – Tuscarora

** Tuscarora Class Fleet Tug:**
- Laid down in 1940 at Orange, TX., by the Levingston Shipbuilding Co.
- Acquired by the Navy in January 1941
- Launched, 17 July 1941
- Commissioned, USS Tuscarora (AT-77), 13 December 1941
- Reclassified, Harbor Tug, (YT-341), 5 November 1942
- Redesignated Large Harbor Tug, (YTB-341), 15 May 1944

** J.v.d.Ster – Marcol Production **

jvds@towingline.com – www.towingline.com
- Redesignated **Auxiliary Fleet Tug (ATA-245)**, 1 September 1961
- Decommissioned (date unknown)
- Struck from the Naval Register, 1 September 1961
- Transferred to MARAD for lay up in the National Defense Reserve Fleet; James River, Fort Eustis, VA
- Final Disposition, sold for scrapping by Defense Reutilization and Marketing Service, 1 October 1976

**Specifications:**
- Displacement 530 t.
- **Length** 135’ x **Beam** 30’ x **Draft** 14’ 2” (41.15x 9.14x4.32)

**Tuscarora**

The second *Tuscarora* (AT-77) was laid down late in 1940 at Orange, Tex., by the Levingston Shipbuilding Co. on the company’s own initiative. She was acquired by the Navy in January 1941, launched on 17 July 1941; named *Tuscarora* (AT-77) on 23 July 1941, and commissioned on 13 December 1941.

On the day of her commissioning, *Tuscarora* got underway from Orange for her shakedown cruise which she completed at Charleston, S.C., on 21 December. On 8 January 1942, the tug cleared Charleston and headed north to her first duty station, Norfolk, Va. She arrived in Hampton Roads on the 14th and began duty as a harbor tug. For the duration of World War II, *Tuscarora* served as a harbor tug at Norfolk. Her duties varied from guarding submarine nets to towing targets and ammunition barges as well as assisting ships into and out of port. During her stay at Norfolk the tug changed designations twice. On 5 November 1942, she was officially designated a harbor tug and her hull number was changed to **YT-341**. Later, on 15 May 1944, when many older tugs received new designations *Tuscarora* became a large harbor tug, **YTB-341**.

After World War II, she left Hampton Roads on 9 October, rounded Cape Henry, and shaped a course south. Following a brief stop at Fort Lauderdale, Fla. she arrived in Key West and reported for duty at the Antisubmarine Development Detachment Section Base located there. For almost two years, the tug operated in the Gulf of Mexico and the West Indies supporting the forces engaged in developmental work for antisubmarine warfare equipment, tactics, and doctrine.

On 1 July 1947, *Tuscarora* was reassigned to the 7th Naval District but remained stationed at Key West until November of 1953 when she was decommissioned and placed in reserve with the Green Cove Springs (Fla.) group of the Atlantic Reserve Fleet. *Tuscarora* remained with the reserve fleet for eight years. In November of 1958, the tug changed classifications for the third time when she was redesignated an auxiliary ocean tug, **ATA-245**. On 1 September 1961, her name was struck from the Navy list, and she was transferred to the Maritime Administration for lay-up with the National Defense Reserve Fleet at James River Va. She remained there until sometime between 30 June 1970 and 30 June 1971, during which period she disappeared from the inventory of the Maritime Administration. Source: Joe Radigan MACM Ret. USN

**AT78 – Carib**
- Cancelled 1941

**AT79 – Yuma**
- Cancelled 1941

**AT80 – Yaqui**
- Cancelled 1941

**AT81 – Bannock**

*Navajo Class Fleet Tug:*
- Laid down (date unknown) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 7 January 1943
- Commissioned **USS Bannock (AT-81)**, 28 June 1943, Lt. Sam P. Morgan in command
- Reclassified as a **Fleet Ocean Tug (ATF-81)**, 15 May 1944
- Decommissioned, 12 February 1947, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
- Recommissioned, 11 September 1951
- Decommissioned, 25 November 1955
- Laid up in the Reserve Fleet
- Struck from the Naval Register (date unknown)
- Transferred (sold) to Italy, 1 May 1979, under the Security Assistance Program
- Final Disposition, discarded by Italy, fate unknown
- **Bannock** received two battle stars for her service during World War II

**Specifications:**

- **Displacement**: 1,646 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 3" (62.48x11.73x4.65)
- **Speed**: 16 kts.
- **Complement**: 8 Officers, 68 Enlisted
- **Armament**: one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Bannock**

An American Indian tribe inhabiting southern Idaho.

*Bannock* (AT 81) was laid down on 3 August 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 7 January 1943; sponsored by Mrs. Katharine Carswell; and commissioned on 28 June 1943, Lt. Sam P. Morgan in command.

The tug spent the remainder of 1943 and the better part of the first three months of 1944 engaged in towing operations along the east coast of North America making occasional trips to the West Indies and Brazil. Late in March of 1944, she proceeded to New York where she joined a convoy bound for Great Britain. *Bannock* arrived in Falmouth, England, in mid April and began assisting in the preparations for the invasion of France. During the weeks preceding the assault, the tug witnessed a number of air raids staged by the Luftwaffe but escaped damage herself. On 15 May 1944, she was redesignated ATF 81. From D day, 6 June, to the end of the third week in July, *Bannock* participated in a whole series of rescue, salvage, and repair operations in support of the invasion force. She performed her mission first at Utah beach and then early in July moved to Omaha beach.

On 21 July, she departed the Normandy coast to return to England. From there, she moved to Londonderry in Northern Ireland where she took the damaged American destroyer, *Nelson* (DD 623), in tow to return to the United States. *Bannock* towed her charge into Boston harbor on 26 August. Soon thereafter, the ship moved south to Norfolk, Va. She operated out of that base, engaged in coastal tow operations, until mid December. On 14 December, the tug stood out of Norfolk on her way to a new assignment in the Pacific. She arrived in Pearl Harbor on 23 January 1945 and remained there until 9 February when she got underway with a tow bound for Eniwetok Atoll. *Bannock* reached Eniwetok on 2 March but returned to sea on 5 March on her way to the Mariana Islands. She served at Guam until late March when she moved to Saipan to pick up a tow bound for Iwo Jima. The tug returned to Guam on 20 April but departed again a week later to join in the three week old Okinawa campaign. The ship arrived off Okinawa on 7 May.

For the remainder of the year, she engaged in a series of tows between the Marianas, Okinawa, and Iwo Jima. At first, her duties continued support for the war effort, but after the Japanese capitulation in mid-August, she shifted to occupation responsibilities. During the early months of 1946, *Bannock* added such places as Hollandia, Milne Bay, Manus, and Kwajalein to her itinerary. Late in March 1946, the tug headed back to Pearl Harbor, arriving there on 1 April. On the 28th, she got underway and shaped a course for San Diego, Calif., where she arrived in mid May. There, she began preinactivation overhaul. By the end of January 1947, she had moved to Orange, Tex., where she was decommissioned by 21 February 1947. *Bannock* remained in reserve at Orange for more than four years. On 11 September 1951, *Bannock* was placed back in commission, Lt. Wesley C. Dreman in command.

For the next four years, the tug returned to familiar duty conducting towing operations the length of the Atlantic coast of the United States and in the West Indies. In July 1955, she was placed out of commission again and berthed at New London, Conn. *Bannock* remained in reserve until October 1962 at which time she was leased to Italy. On 1 December 1977, while she was still under lease, her name was struck from the Navy list. In May 1979, she was sold to the Italian government.

*Bannock* received two battle stars for World War II service.
Bannock (ATF-81) underway, 26 August 1944, place unknown. (US Navy photo)

AT82 – Carib

Navajo Class Fleet Tug:
- Laid down (date unknown) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 7 February 1943
- Commissioned USS Carib (AT-82), 24 July 1943, LT. A.B. Gunn USN in command
- Reclassified Fleet Ocean Tug (ATF-82), 15 May 1944
- Decommissioned, 24 January 1947, at San Diego, CA.
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Struck from the Naval Register, 1 July 1963
- Sold to Columbia, under the Security Assistance Program, 14 February 1978 and renamed ARC Pedro de Heredia
- Final Disposition, sunk by the Colombian Navy in June 2007

Specifications:
- **Displacement** 1,235 t.
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16 kts.
- **Complement** 85
- **Armament** one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Carib
An Indian of the most important of the Cariban tribes inhabiting South and Central America.

The second Carib (AT-82) was launched 7 February 1943 by Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.; sponsored by Mrs. N. R. Wade; and commissioned 24 July 1943, Lieutenant A. H. Gunn in command.

Carib cleared Norfolk, Va., 3 September 1943 for duty under Commander, Service Force, Atlantic. She arrived at Recife, Brazil, 17 October, and through June 1944 operated along the coast of Brazil on local escort, towing and salvage duty. This important support aided in the successful antisubmarine and escort operations of the South Atlantic Force.

Clearing for the Mediterranean 6 June 1944, Carib returned to New York 22 July, towing battle-damaged Menaes (DE-320) across the Atlantic. Through the next year, she aided in the development of antisubmarine equipment at Quonset Point, R.I., and at Port Everglades, Fla. The fleet tug cleared Port Everglades 1 June 1945 for the Pacific, towing APL-28 to the Canal Zone, and then the 10,000-ton concrete floating drydock ARDC-2 to Pearl Harbor.

Carib towed battle rafts to Eniwetok and Okinawa, and at Buckner Bay on 21 October reported to the 5th Fleet's Service Squadron 10. Towing jobs in support of the occupation of Japan and redeployments in China took Carib to Japan and Shanghai from Okinawa until 9 January 1946. The tug towed Edgar Allen Poe (IX-103) to Subic Bay,
P.I., arriving 6 February, and operated in the Philippines until 6 April. *Carib* returned to San Pedro, Calif., 29 May, and on 24 January 1947 was placed out of commission in reserve, berthed at San Diego.

*Carib* (ATF-82) underway, date and location unknown (*Photo NAFTS*)

**AT83 – Chikasaw**

*Navajo Class Fleet Tug:*
- Laid down (date unknown) at United Engineering Co., Alameda, CA.
- Launched, 23 July 1942
- Commissioned USS *Chickasaw* (AT-83), 4 February 1943
- Redesignated Fleet Ocean Tug (ATF-83), 15 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register, 15 April 1976
- Sold to the Republic of China under the Security Assistance Program, 1 May 1976, and renamed *Ta Tung* (A-548)
- Final disposition, fate unknown
- *Chickasaw* received six battle stars for World War II service, and two for Korean war service

**Specifications:**
- **Displacement** 1,235 t.
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4” (62.48x11.73x4.67)
- **Speed** 16 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

*Chickasaw*

An Indian tribe now resident in Oklahoma.

The third *Chickasaw* (AT-83) was launched 23 July 1942 by United Engineering Co., Ltd., Alameda, Calif.; sponsored by Mrs. R. Fairbanks; commissioned 4 February 1943, Lieutenant (junior grade) J. F. King in command; and reported to the Pacific Fleet.
Chickasaw departed Seattle 11 March 1943 for Pearl Harbor towing YFD-21, and arrived 30 March. Sailing on to Espiritu Santo, Chickasaw served as station tug until 27 June, when she stood out for Pearl Harbor. Arriving 6 July, she had salvage duty, towed targets, laid buoys, and made tows to Midway until 21 January 1944, when she sailed for the Marshalls. Chickasaw supported the occupation of Kwajalein, Majuro, and Eniwetok until 19 March, when she cleared Kwajalein for Pearl Harbor, arriving 27 March. She sailed from Pearl Harbor 11 May, was reclassified ATF-83 15 May, and arrived at Majuro 24 May for training duty. Clearing the Marshalls 11 June, Chickasaw arrived off Saipan 16 June for tug duties, patrol, and salvage in support of the occupation of that island until 24 July. Similar duty found Chickasaw off Tinian from 24 July 1944. After continued salvage duty in the Marianas Chickasaw cleared Saipan 18 September for Guam, Eniwetok, and Manus, arriving 4 October. Six days later she sailed for the assault on Leyte, arriving in Leyte Gulf 20 October. Here she conducted salvage and rescue operations through the landings, the fury of the Battle for Leyte Gulf, and the occupation, until 22 November when she sailed for replenishment and salvage duty at Manus. On 27 December she got underway for Lingayen Gulf, arriving 9 January 1945 for salvage operations during the assault. She remained at Lingayen, Subic Bay, and San Pedro Bay on similar duty until 4 March, when she cleared for overhaul and tug duties at Ulithi. From 9 to 22 June she next operated off Okinawa, then sailed for Pearl Harbor, where she arrived 24 July for yard overhaul. Variously based at San Diego, Pearl Harbor, and in the Marianas between World War II and the Korean war, Chickasaw served the Fleet with towing, salvage, and other tug duty which took her throughout the Pacific. During the first year of the Korean war, she operated on the west coast, to Pearl Harbor, and to Eniwetok and Kwajalein, and during the summer of 1951, sailed in Alaskan waters. After west coast operations, she cleared Pearl Harbor 3 March 1953 for Sasebo, her base for direct support to forces engaged in the Korean war. Returning to San Diego 17 October, she resumed an operating schedule which through 1960 has included Alaskan operations in 1954-55 and 1957, and deployments to the Far East in 1957-58, 1959, and 1960.

Chickasaw received six battle stars for World War II service, and two for Korean war service.

**AT84 – Cree**

**Navajo Class Fleet Tug:**

- **Laid down** (date unknown) at United Engineering Co., San Francisco, CA.
- **Launched**, 17 August 1942
- **Commissioned** USS Cree (AT-84), 28 March 1943
- **Redesignated** Fleet Ocean Tug (ATF-84), 15 May 1944
- **Decommissioned** (date unknown)
- **Struck from the Naval Register**, 21 April 1978
- **Final Disposition**, sunk as a target, 27 August 1978
- **Cree** received two battle stars for World War II service and three for Korean war service

**Specifications:**

- **Displacement** 1,235 t. (lt) 1,674 t. (fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
**J.v.d.Ster – Marcol Production**
jvds@towingline.com – www.towingline.com

**Speed** 16k.5kts.
**Complement** 85
**Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
**Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

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*Cree*

An Indian tribe, originally Canadian, many of whom settled in Montana during the 19th century.

*Cree* (AT-84) was launched 17 August 1942 by United Engineering Co., San Francisco, Calif.; sponsored by Mrs. T. Colburn; and commissioned 28 March 1943, Lieutenant P. Bond in command.

From 10 April to 9 May 1943 *Cree* sailed between San Francisco and San Diego towing target sleds and drydock sections. She cleared 11 May for Seattle and Dutch Harbor, and operated out of Adak from 26 July 1943 to 15 August 1944. *Cree* transported supplies to Kiska, had towing and salvage duties, and aided the distressed *USSRS Valery Chkalov* between 16 and 23 December 1943. *Cree* was reclassified ATF-84, 15 May 1944.

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*Cree* (ATF-84) at anchor, Bangkok, Thailand, 1970 (Photo Bob Meckley)

Returning to San Francisco 21 August 1944, *Cree* sailed 1 October to serve as retriever tug for a convoy to Eniwetok, returning to Pearl Harbor 14 November. She cleared 7 December on another convoy trip to Eniwetok, then continued to Guam and Ulithi on towing duty. She joined the screen of the replenishment group of the 5th Fleet at Ulithi 8 February 1945 and sortied for the invasion of Iwo Jima, during which she stood by for salvage assignments, until returning to Ulithi to replenish 5 March. *Cree* arrived off Okinawa 16 March for salvage operations on the beachheads until 1 July, when she sailed for overhaul at San Pedro Bay, Leyte.

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84
Cree was based at Pearl Harbor for towing and salvage duties throughout the Pacific until the outbreak of the Korean war. Arriving at Yokosuka 6 July 1950, she acted as beaching control off Kyuryubon on 16 and 17 August, transferring salvage equipment to the Korean navy, buoying swept channels, and supporting the Inchon landings from 15 September to 15 October with salvage and towing services. Returning to Long Beach, Calif., 16 June for overhaul, Cree operated alternately at Pearl Harbor and in the Pacific islands and along the west coast until 4 August 1959, when she sailed for duty based on Sasebo, Japan, until 19 December. She returned to west coast operations through September 1960 when she sailed for her 1960-61 Far Eastern tour of duty.

Cree received two battle stars for World War II service and three for Korean war service. Source: Dictionary of American Naval Fighting Ships

**AT85 – Lipan**

Navajo Class Fleet Tug:
- Laid down, 30 May 1942, at United Engineering Co., San Francisco, CA.
- Launched, 17 September 1942
- Commissioned USS Lipan (AT-85), 29 April 1943
- Redesignated Fleet Ocean Tug (ATF-85), 15 May 1944
- Decommissioned (date unknown)
- Assigned to the Military Sealift Command (MSC) in 1972 and placed in service as USNS Lipan (T-ATF-85)
- Placed out of service, circa 1980 and transferred on loan to the Coast Guard
- Commissioned, USCGC Lipan (WMEC-85), 30 September 1980
- Decommissioned, 31 March 1988 and returned to US Naval custody
- Struck from the Naval Register, 23 January 1989
- Final Disposition, sunk as a target, 22 January 1990

Specifications:
- **Displacement** 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85
- **Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
AT86 – Mataco

Navajo Class Fleet Tug:
- Launched, 14 October 1942
- Commissioned USS Mataco (AT-86), 29 May 1943, Lt. William G. Baker in command
- Redesignated Fleet Ocean Tug (ATF-86), 15 May 1944
- Decommissioned, 1 October 1977
- Laid up in the Reserve Fleet
- Struck from the Naval Register, 1 October 1979
- Sold for scrapping by the Defense Reutilization and Marketing Service (DRMS), 1 April 1979
- Resold for foreign commercial service (date unknown), as a "party" boat at Acapulco, Mexico
- Laid up (date unknown) and moored to a buoy at N 16'50'30.2 W 99'54'16.6 at Acapulco Mexico
- Final Disposition, sunk (date unknown) after 12 years of neglect at the buoy in 60 feet of water and remains there today
- Mataco received five battle stars for World War II service, four battle stars for Korean War service and seven campaign stars for Vietnam War service

Specifications:
- Displacement 1,235 t.(lt) 1,674 t.(fl)
- Length 205’ x Beam 38’ 6” x Draft 15’ 4” (62.48x11.73x4.67)
- Speed 16k.5kts.
- Complement 85
- Armament one single 3”/50 gun mount two twin 40mm AA gun mounts two single 20mm AA guns two depth charge tracks
- Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Mataco
An Indian tribe in northeastern Argentina along the Pelcomayo, River.
** Mataco (AT-86) **

*Mataco* (AT-86) was laid down 27 June 1942 by United Engineering Co., San Francisco, Calif.; launched 14 October 1942; sponsored by Miss Evelyn B. Piper; and commissioned 29 May 1943, Lt. William G. Baker in command.

Following shakedown off San Diego, *Mataco* early proved her endurance when she towed a floating drydock 43 days nonstop from San Francisco to Brisbane Australia, arriving 1 October 1943. This passage accounted for 6,800 of 55,000 miles steamed her first year.

She underwent her first air attack in the Ellice Islands 17 November, and 3 days later stood by to aid ships invading the Gilberts. Training and target towing in Hawaiian waters preceded her joining TF 53 for the invasion of the Marshalls. She stood off Kwajalein 31 January 1944 to screen transports, free beached landing craft, and send her divers to recover documents from sunken Japanese ships. She carried out escort and towing missions in the Marshalls and to the Gilberts, Marianas, and Pearl Harbor until 3 December, when Ulithi became her base for the next 6 months. In January 1945 she carried out a major salvage assignment at Leyte, in February she made a tow to Saipan and Guam, and in April she joined the assault on Okinawa. There on 2 April an aerial torpedo passed harmlessly beneath her keel.

Redesignated ATF-86 on 15 May 1944, she pitched in on the enormous amount of salvage work to be done around Okinawa, and at war’s end began tows to Japan. She returned home as she had come to war, towing a drydock from Guam via Pearl Harbor to San Francisco, where she moored 25 July.

Five months later, 19 December, she returned to the western Pacific on the first of the annual deployments to the 7th Fleet which alternated with west coast and Alaskan duty. She was in the Philippines at the outbreak of the Korean conflict, and after investigating smuggling in the Ryukyus, sailed to Korea, where she performed combat salvage and air-sea rescue missions beginning with the 15 September Inchon landings. In mid-October she rounded the peninsula, extending those services to Wonsan. Target towing missions in Japan and between Guam and Pearl Harbor completed this tour, and she arrived in San Diego 12 August 1951.

*Mataco* began her next western Pacific deployment 10 January 1952 and during the next 14 months supported United Nations forces in Korea, in October twice rendering fire support at Pippa Kotsu. The next year she reported for 3 continuous years of Far Eastern service, and from 1956 to 1966, made five additional 7th Fleet cruises as well as serving in Alaskan waters for four extended periods.

On 29 February 1967 she began a tour which brought her for the first time to the coast of embattled Vietnam. On 21 April *Mataco* brought YFR-890 in tow to Vung Tau, and in May took up trawler surveillance on Yankee Station. After towing a damaged LST from Da Nang to Guam in July, she trained Korean navy men in salvage in Chinhae, then returned San Diego 6 November. The hard-working fleet tug remains an active unit of the Pacific Fleet into 1969.

*Mataco* received five battle stars for World War II service and four for Korean service.
Mataco (ATF-86) circa 1960s, place unknown. (Photo Don Mosley)

AT87 – Moreno

Navajo Class Fleet Tug:
- Launched, 9 July 1942
- Commissioned USS Moreno (AT-87), 30 November 1942, Lt. (jg.) V. H. Kyllberg in command
- Redesignated Fleet Ocean Tug, (ATF-87), 15 May 1944
- Decommissioned, 18 August 1946, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Orange
- Struck from the Naval Register, 1 September 1961
- Final Disposition, fate unknown.
- Moreno received three battle stars for World War II service

Specifications:
- Displacement 1,270 t.(lt) 1,674 t.(fl)
- Length 205' x Beam 38' 8" x Draft 16' (62.48x11.79x4.88)
- Speed 16 kts.
- Complement 119
- Armament one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Moreno

A Central American Indian tribe residing in coastal Guatemala and Honduras.

Moreno was laid down as AT-87, 26 June 1942, by the Cramp Shipbuilding Co., Philadelphia, Pa.; launched 9 July 1942; sponsored by Mrs. Charles H. Kramb; and commissioned 30 November 1942, Lt. (jg.) V. H. Kyllberg in command.

Following shakedown out of Norfolk, Va., Moreno, a fleet tug equipped with good firefighting, salvage, and repair facilities to allow participation in combat operations, sailed, 21 January 1943, for Bermuda. There she provided towing and escort services to vessels attached to the naval operating base and assigned to convoys using the southern lanes across the North Atlantic to Africa and Europe. On 3 March, she rendezvoused with TF 32 and set out for Gibraltar, returning to Norfolk, with TF 63 on 28 April. While at sea with those forces, Moreno was employed as an escort and as a standby tug.
After availability at Norfolk, *Moreno* again headed out across the Atlantic, sailing 8 June with TF 65. She anchored off Oran on the 22d, and then continued on to Bizerte, where she prepared for the invasion of southern Sicily. On 6 July, while still at Bizerte, she was caught in an air raid during which a near miss injured three men and damaged the superstructure and rigging. By 8 July, however, she was underway in an LST convoy bound for Sicily. Despite heavy weather, “Joss” Force arrived off Licata early on the 10th, and the Falconara Attack Group headed toward “Beach Blue” while *Moreno* stood by to provide aid if called upon. Later in the day, the tug shifted to Licata, anchoring in the bay. Through 10 August, she salvaged and repaired damaged vessels, fought fires, and cleared beachhead landing craft at Licata, Gela, Port Empedocle, Sciacca, and Marsala. On the 11th, she commenced planting buoys in swept channels at Marsala and off the western coast of the island. Detached on the 21st, she joined a merchant convoy and sailed to Tunis, where, her part in operation “Husky” completed, she prepared for “Avalanche,” the assault at Salerno.

Sailing with TF 81 on 7 September, she was in the Gulf of Salerno, standing off the landing beaches at Paestum, by 0100 on the 9th. She remained in the area, conducting firefighting, salvage, repair, and fueling operations in spite of frequent air raids, until 4 November, when she departed for Bizerte. Thence, she followed the African coast to Algiers for availability and salvage work in that area.

On 11 February 1944, *Moreno* sailed back to Bizerte where she received towing assignments which took her to Taranto, Malta, and Naples. From 6 April through 27 July, *Moreno*, now ATF-87 (effective 15 May), was employed in convoy work from Naples and Palermo to Bizerte, shuttling damaged LCTs south, and those in good repair north. She then steamed to Algiers, and from there, to Corsica and various Italian ports before arriving at Palermo to prepare for operation “Dragoon,” the invasion of southern France.

Departing Palermo 7 August, she proceeded first to Naples and then to Ajaccio, where, on the 13th, she joined convoy 89-1 and sailed for St. Raphael. On the 15th, she was off Green Beach providing services similar to those performed at Licata and Paestum. On the 18th, she shifted to the Gulf of St. Tropez, remaining there until 9 October.

From southern France, *Moreno* returned to Palermo for availability and then commenced towing and escort services between various points in Italy, Corsica, France, and north Africa. On 7 March 1945, she took Tackle in tow and headed for Odessa, where the latter’s cargo, food, clothing and medicine, was off loaded for distribution to American soldiers recently released from German POW camps by Red army units. *Moreno*, with Tackle, returned to Oran 13 April, only to depart, again with Tackle in tow, 3 days later for the Azores. The two vessels were engaged in repair work until 6 May, when they joined convoy GUS 87 and steamed west. Arriving at Norfolk 18 May, *Moreno* entered the Norfolk Navy Yard for a brief overhaul. On 5 July, she got underway for Charleston, where she took ARDC-11 and an Army tug in tow. Leaving the Army vessel in Panama, *Moreno* continued up the west coast to San Diego, arriving 9 September. She remained in operation with the Pacific Fleet until ordered back to the Atlantic at the end of the year. On 17 May 1946, *Moreno* reported to the 16th Fleet for inactivation, decommissioning 13 August and berthing at Orange, Tex. The diesel-electric, single-screw tug remained in the Reserve Fleet until struck from the Naval Register 1 September 1961.

*Moreno* received three battle stars for World War II service.

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*Moreno* (AT-87) rendering assistance to *HMS Abercrombie*, 10 September 1943, in the Gulf of Salerno. On the afternoon of 9 September, the Monitor *HMS Abercrombie* drifted into an unswept minefield while awaiting calls for bombardment support in the Gulf of Salerno. She is seen here the following day with *Moreno*. (US Navy photo).
AT88 – Narragansett

**Navajo Class Fleet Tug:**
- Launched, 8 August 1942
- Commissioned **USS Narragansett (AT-88)**, 15 January 1943
- Redesignated **Fleet Ocean Tug, (ATF-88)**, 15 May 1944
- Decommissioned, 21 December 1946, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Orange
- Struck from the Naval Register, 1 September 1961
- Custody transferred to the Maritime Administration, 1 September 1961
- Laid up in the National Defense Reserve Fleet, Beaumont,TX
- Final Disposition, fate unknown
- Narragansett received three battle stars for World War II service

**Specifications:**
- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length**: 205’ x **Beam**: 38’ 6” x **Draft**: 15’ 4” (62.48x11.73x4.67)
- **Speed**: 16k.5kts.
- **Complement**: 85
- **Armament**: one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Narragansett

The fourth Narragansett (AT-88) was laid down 31 January 1942 by the Crump Shipbuilding Co., Philadelphia, Pa.; launched 8 August 1942, sponsored by Miss Lois Kinehen Hill, and commissioned 15 January 1943, Lt. (j.j.) C. J. Wichmann in command.

Following shakedown of the Middle Atlantic seaboard and gunnery and antisubmarine training at Casco Bay, Narragansett departed American waters 1 April 1943, in convoy for Gibraltar and the Mediterranean theater. Arriving at Gibraltar on the 30th, she continued on to Casablanca, then to Algiers, arriving 7 May to begin salvage operations along the North African coast under ComNavNAW. On 6 July, she was detached from those duties and ordered to Bizerte, where she prepared for operation "Husky," the invasion of Sicily. On the 8th, she departed Bizerte, and by the 10th she was off Seaglitti with "Cent" Force as that force landed near the mouth of the Aete River on the Camerina Plain.

Heavy tolls among the landing craft, caused by heavy surf indefinite landmarks, and inexperienced boat crews, kept the tug busy for the next weeks: at first in the Seaglitti area; then with "Joss" Force at Licata, and finally with "Dime" Force at Gela. By the end of the month she had moved her operation to Palermo, whence she operated until the end of August. On the 10th of that month she departed Sicily to tow the disabled Mayrant (DD 402) to Malta, returning in mid-month. At 0430 23 August, the Luftwaffe raided Palermo, with bombs scoring on nearby service craft and a near miss wounding two of AT-88’s crew. Narragansett’s remaining crew immediately set to work to aid the damaged vessels despite explosions which exacted a heavy toll among the fire fighters and damage control sections. Six were dead and 12 seriously wounded before it was over.

On 30 August Narragansett returned to North Africa to stage for the invasion of Italy at Salerno. On 7 September she departed the Tunisian coast in TU 85.1.1. Soon after midnight, 9 September, she stood into the Gulf of Salerno. At 0330, the Northern Attack Force sent its assault troops onto the Unnele beaches. By 0507, Narragansett was hard at work aiding the burning Nauset (AT-89) and various landing craft and larger vessels in need of assistance. On the 14th she gained a brief respite from beachhead operations with an assignment to tow the Royal Navy cruiser Uganda to Malta. Until the end of October she continued to operate in support of the Italian offensive; completing several runs to Malta towing both British and American vessels, salvaging vessels of various types and pulling landing from the beaches.

From November, 1943, through 22 February 1944, Narragansett once again operated off North Africa performing general duties at Algiers, towing targets for other vessels in the area, and performing salvage missions from Oran to Bizerte. At the end of February, she returned to Italy with a pontoon drydock in tow. and then resumed salvaging landing craft in the Naples area. During April, she performed towing services along the North African coast to Italy and to Sicily resuming in May, duties as general utility ship at Oran.

On 16 June, the hard working tug, now Reclassified ATF-88 (effective 15 May), again departed for Naples, this time to join in the preparations for operation "Dragoon," the invasion of Southern France. For the next month and a half, she
frequently transited the waters between Bizerte, Naples, Sardinia and Corsica, as harbors on the latter island were turned into supply stations, repair facilities and beaching craft convoy staging areas.

By 18 August she was off the Provence coast, assigned to "Delta" area, just outside the Golfe de St. Tropez. She next shifted to the more heavily defended "Carnet" area in the Golfe de Frejus. There the Germans; protecting the centuries old invasion route to the interior along the Argens river and the only airfield and seaplane base on that coast, had mounted impressive coastal batteries along the cliffs heavily mined the waters and beaches. Kept busy in that area until the end of the month. Narragansett then moved on to Toulon and Marseilles. Until mid-October she worked to clear those two harbor for the ships bringing the necessary supplies to the Allied land forces pushing inland toward the heart of the Third Reich.

Narragansett returned to Algeria 13 October and in November departed, in convoy, for the United States. Arriving off the Carolina coast 12 December, she entered the Navy Yard at Charleston for overhaul prior to sailing for the Panama Canal and a new assignment, the Pacific Fleet.

On 21 January 1945 she departed for Cristobal, en route to San Francisco. While proceeding up the western Central American coast, 23 February, heavy seas and a 50 knot wind caused the main tow line to ARDC-12 to part. The next day, as the ATF attempted to recover her tow the dock swerved violently hitting the tug and punching a hole, 4' by 2 1/2', in the starboard side at the waterline. Effecting temporary repairs with mattresses and miscellaneous pieces of metal, she remained in the area until the ARDC was taken in tow by the Coast Guard cutter Bibb, after which she proceeded into Manzanillo, Mexico, for emergency repairs. On 8 March, she continued on up the coast, arriving at her new home port. Mare Island, on the 20th, to complete the job.

On 5 May, she departed for Pearl Harbor, whence she sailed, as a unit of ServRon 2, at the end of the month. After delivering Army barges and various district craft to Eniwetok, Saipan and Guam, she arrived at San Pedro Bay, Leyte, 11 July, to report for duty with ComServRon 10 for the remainder of the war and into October, she performed towing jobs in the Philippine, Marshall, Mariana, Volcano and Hawaiian Islands. Back at Pearl Harbor 25 October, she sailed for the east coast, arriving at Charleston to begin the new year. On active duty for only a few months, she was designated for inactivation in March, 1946. Decommissioned at Orange, Tex., 21 December, she remained berthed there as a unit of the Atlantic Reserve Fleet until 1 September 1961, when she was struck from the Naval Vessel Register. Transferred to the Maritime Administration, she has been berthed at Beaumont, Tex., as a unit of the National Defense Reserve Fleet into 1970.

Narragansett was awarded three battle stars for her services in World War II.

** AT89 — Nauset **

Navajo Class Fleet Tug:

- Laid down, 10 August 1942 at Cramp Shipbuilding Co., Philadelphia, PA.
- Launched, 9 September 1942
- Commissioned USS Nauset (AT-89), 2 March 1943
- Lost to air attack, 7 September 1943 in the Gulf of Salerno
- Struck from the Naval Register (date unknown)
- Nauset received two battle stars for service in World War II

Specifications:

- **Displacement** 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205' x Beam 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85

- **Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp
AT90 – Pinto

Navajo Class Fleet Tug:
- Launched, 5 January 1943
- Commissioned USS Pinto (AT-90), 1 April 1943, Lt. Ralph Brown in command
- Redesignated Fleet Ocean Tug (ATF-90), 15 May 1944
- Decommissioned, 11 July 1946
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange, TX
- Transferred, 1 May 1974, cash sale, under the Security Assistance Program to Peru, renamed BAP Rios (ARA-123)
- Struck from the Naval Register, 17 May 1974
- Current Disposition, active in the Peruvian Navy
- Pinto received three battle stars for World War II service

Specifications:
- Displacement 1,235 t.(lt) 1,674 t.(fl)
- Length 205' x Beam 38' 6" x Draft 15' 4" (62.48x11.73x4.67)
- Speed 16k.5kts.
- Complement 85
- Armament one single 3"/50 gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Pinto

A group of Indians of the Pawaka Tribe, so called because of their custom of tattooing themselves.

Pinto (AT–90) was laid down by the Cramp Shipbuilding Co., Philadelphia, Penn. 10 August 1942; launched 5 January 1943; sponsored by Miss Lorna Cook; and commissioned 1 April 1943; Lt. Ralph Brown in command.

Following shakedown, Pinto served in Service Squadron 1, Service Force, Atlantic Fleet operating on the east coast of the United States and at Argentia, Newfoundland until 15 December 1943 when she arrived Long Island Sound to conduct salvage and towing operations for the U.S. Army and Navy Proving Grounds, Davisville, R.I.
On 26 March 1944, Pinto was underway for the European theater of operations, arriving Falmouth, England 19 April. She was redesignated ATF–90 on 15 May. She arrived off the Normandy invasion coast 6 June, where she and two other tugs comprised Combat Salvage Unit 122.3.1 which assisted and made emergency repairs to invasion landing craft while under enemy fire. On “D” day plus one, Susan B. Anthony (AP–72) struck a mine, and was left burning and in a sinking condition. Pinto aided in removing 2200 Army troops plus the Navy crew, for which she received the Navy Unit Commendation. Pinto remained on station as combat salvage vessel off “Omaha” beach until 3 July when she returned to England.

She arrived at Oran, Algeria, 21 July, and joined the assault Force for operation “Dragoon”. On 15 August she arrived off the coast of southern France with TU 85.14.7 and conducted salvage operations under enemy fire until 28 August when she returned to Oran and then the United States.

On 10 November Pinto, with a floating drydock section in tow, got underway for Panama, whence she proceeded across the Pacific to Bora Bora, Society Islands to join the 7th Fleet. Until June 1945 Pinto engaged in towing and salvage operations off New Guinea, the Admiralties, the Philippines and Morotai. On 4 June, Pinto departed Morotai as part of TG 76.20 for the amphibious assault on Brunei Bay, British North Borneo. She remained as salvage tug on station in Victoria Harbor until 2 July when she returned to the Philippine Islands for towing assignments.

During autumn Pinto conducted salvage and towing operations between Morotai, Balikpapan, Tarakan and Leyte Gulf. Then in December she got underway for the United States and inactivation. On 11 July 1946 Pinto was decommissioned and entered the Atlantic Reserve Fleet, berthed at Orange, Tex. She was transferred to Peru 31 December 1966 and renamed Rios.

Pinto received three battle stars for World War II service.

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** AT91 – Seneca **

*Navajo Class Fleet Tug:*

- Launched, 2 February 1943
- Commissioned, *USS Seneca (AT-91)*, 30 April 1943, at the Philadelphia Navy Yard
- Redesignated *Fleet Ocean Tug (ATF-91)*, 15 May 1944
- Decommissioned in July 1971
- Transferred to the *Maritime Administration* (MARAD), 18 November 1971 for lay up with the James River Group, National Defense Reserve Fleet, Fort Eustis, VA. Struck from the Naval Register, 30 October 1985
- Final Disposition, disposed of as a target, 21 July 2003
Specifications:

**Displacement** 1,235 t.(lt) 1,674 t.(fl)

**Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)

**Speed** 16k.5kts.

**Complement** 85

**Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns

**Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

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**Seneca**

An Indian tribe of the Iroquois confederation formerly living in New York state.

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**Seneca** (AT-91) was laid down at Philadelphia, Pa., on 7 September 1942 by the Cramp Shipbuilding Co.; launched on 2 February 1943; and commissioned at the Philadelphia Navy Yard on 30 April 1943, Lt. Herman B. Conrad commanding.

The tug completed fitting out and post-commissioning availability on 19 May and departed for trials, drills, and calibrations in the Delaware Bay. Three days later, she cleared the Delaware Capes and arrived at Norfolk, Va., for shakedown training. **Seneca** next stood out of Norfolk on 18 June, towing a target raft to Guantanamo Bay, Cuba. From 27 June until 7 July, she conducted antisubmarine warfare (ASW) training in the Guantanamo Bay operating area; then she headed for Trinidad to begin a tour of duty with the 4th Fleet.

For the next 21 months, **Seneca** was assigned target towing, general rescue, and salvage duties in the waters off the coast of Brazil. During one of her early rescue missions, **Seneca** captured two survivors of a German U-boat sunk by Allied ASW patrols. **Seneca** was re-designated ATF-91 on 15 May 1944. On 9 April 1945, she departed Bermuda for Norfolk with a dual tow. Upon arrival, she entered the Norfolk Navy Yard for overhaul. On 25 May 1945, she cleared Norfolk for a tour of duty at Port Everglades and Key West, Fla., with the Surface Group of the Antisubmarine Development Detachment. She towed targets and recovered torpedoes until her departure from Key West on 19 February 1946. **Seneca** towed a large floating crane to Philadelphia, arrived on the 26th, and later shifted to Norfolk for overhaul.

Following overhaul, **Seneca** commenced 25 years of operations out of Norfolk and Little Creek, Va. Her routine during this time consisted of target towing, rescue and salvage work, and ship towing; most often these were reserve ships moving from one berthing area to another or former Navy ships to be sunk as targets. Her sphere of operations consisted of the Atlantic seaboard, the Caribbean Sea, and the Gulf of Mexico. She spent much of her career in the Guantanamo Bay area and in the British West Indies, but also frequented the New England, Canadian, and Greenland coasts. On one occasion, she even made a tow to Reykjavik, Iceland. Between 1946 and 1971, **Seneca** only ventured out of the western Atlantic three times. On 1 May 1961, she departed Mayport, Fla., with **AFBD-7** in tow and made Holy Loch, Scotland, a month later. Leaving her charge at Holy Loch, **Seneca** sailed to Penzance, England, on 5 June. She stood out of Penzance on the 13th and arrived in Norfolk, Va., on the 24th. In the summer of 1964, she participated in the tow of **Oak Ridge** (ARMD-1) and **YFNB-36** from Norfolk to Rota, Spain. She sailed to the Mediterranean in 1966 for a five-month deployment with the 6th Fleet after which she resumed her normal routine in the western Atlantic.

Decommissioned in July 1971, **Seneca** was transferred to the Maritime Administration on 18 November 1971 for layup with the James River Group, National Defense Reserve Fleet. **Seneca** remains at James River, Va., as of 1 January 1974.
AT92 – Tawasa

Navajo Class Fleet Tug:

- Laid down, 7 September 1942, at Commercial Iron Works, Portland, OR.
- Launched, 22 February 1943
- Commissioned USS Tawasa (AT-92), 17 July 1943, LT. Fred C. Clark in command
- Redesignated Fleet Ocean Tug (ATF-92), 15 May 1944
- Decommissioned, 31 March 1975, at Naval Station San Diego, CA.
- Struck from the Naval Register, 1 April 1975
- Final Disposition, sold for scrapping by the Defense Reutilization and Marketing Service (DRMS), 1 August 1976
- Tawasa received three battle stars for World War II service, two battle stars for Korea War service and seven campaign stars for Vietnam war service

Specifications:

- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16k.5kts.
- **Complement** 85
- **Armament** one single 3"/50 gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Tawasa**

The original name of a Muskogean Indian tribe of the southeastern United States. They were subsequently named "Apalachicola" by the Spaniards.

**Tawasa** (AT-92) was laid down on 22 June 1942 at Portland, Oreg., by the Commercial Iron Works; launched on 22 February 1943; sponsored by Mrs. Thomas F. Sullivan; and commissioned on 17 July 1943, Lt. Fred C. Clark in command.

Tawasa held her shakedown cruise off the lower California coast in late August and returned to Portland. The tug steamed to San Pedro, Calif., in October and departed there on the 20th for Hawaii, towing two fuel oil barges. She arrived at Pearl Harbor on 4 November and was assigned to Service Force, Pacific Fleet. The next day, the tug headed for the Ellice Islands and arrived at Funafuti on the 20th.

Tawasa was routed onward to the Gilbert Islands and arrived on 26 November at Abemama— which, only the day before, had been taken by American marines. On 3 December, she moved to Tarawa. The tug made round trips between Tarawa and Funafuti in December 1943 and January 1944. On 21 January, she stood out of Tarawa and rendezvoused with Task Force (TF) 52, the Southern Attack Force, for the invasion of the Marshall Islands. Off Kwajalein Atoll on the 31st, Tawasa took soundings enabling Mississippi (BB-41) to approach the shore for close bombardment. The tug then performed salvage, towing, and screening duty until 18 February when she moved to
Eniwetok to assist in the assault that was to strike that atoll the next morning. She supported operations until the atoll was secured and remained in the area for almost two months, providing services to American ships using this new base. *Tawasa* departed the Marshalls on 12 April for a tender availability at Pearl Harbor and to have a radar installed.

The tug returned to the Marshalls on 25 May. On 11 June, she was in the transport screen of TF 52, the Northern Attack Force, when it sortied for the Mariana Islands. Four days later, she was detached to assist LST’s as they landed marines and equipment on Saipan. On 7 July, she got underway for Eniwetok.

*Tawasa* operated with ServRon 10 from 31 July to 24 August 1944 when she joined ServRon, South Pacific. The ship operated in the South Pacific until 9 May 1946 when she departed Noumea for the United States.

From San Pedro, her home port, she operated along the California coast until returning to Pearl Harbor on 27 December 1946. On 23 February 1947, *Tawasa* headed for Japan and an eight-month tour at Yokosuka before returning home on 30 October 1947.

The tug headed for Alaska on 15 June 1948 and operated out of Adak until October when she steamed to Guam for four months. She then remained on the west coast until 10 August 1950 when she got underway for a five-month tour in Alaska. During the next decade, her operations on the west coast were broken by seven deployments to the Far East for operations with the 7th Fleet. On the first of these, from 4 June 1952 to 1 March 1953, *Tawasa* operated with TF 92, the Logistics Support Force which supplied United Nations forces in Korea. She also performed services at the Korean ports of Cho Do, Sokcho, and Chinhae.

*Tawasa* deployed to the western Pacific again from 13 February to 3 July 1962. On 29 December, she took *Plaice* (SS-390) in tow at San Francisco and delivered the submarine to Pearl Harbor before returning to San Diego on 1 February 1963. She operated with the 7th Fleet from April to November 1964 and with the Alaskan Sea Frontier from June to September 1965. In December 1965, the tug towed *Bunker Hill* (AVT-9) from San Francisco to San Diego. This was the largest operational tow made by a tug of the Pacific Fleet—33,946 tons. She returned to Alaska from 8 February to 11 April 1967.

*Tawasa*'s next deployment to the western Pacific placed the ship in a combat zone for the third time in her naval career. On 5 February 1968, she stood out of San Diego for San Francisco to pick up YFN-1126 and deliver the covered lighter to Hawaii. She left her charge at Pearl Harbor on the 17th and headed for the Philippine Islands the following week to provide target services for ships at Subic Bay until 13 April when she headed for Vietnam.

*Tawasa* arrived at Danang on the 17th and departed the next day for special operations that lasted for a month. She returned to Subic Bay on 21 May for a week and then steamed to Sattahip, Thailand, to provide drone services for the Royal Thai Navy. The tug called at Danang on 19 June and began special operations that lasted until 10 July. Upon conclusion of the mission, the tug called at Hong Kong and Yokosuka before returning to San Diego on 26 August. She entered the Campbell Machine Yard there the following month for an overhaul which lasted until 21 January 1969.

On 5 March, *Tawasa* got underway for the Philippines and Vietnam. She called at Danang and then proceeded to "Yankee Station" for surveillance duty. The ship was relieved on 22 May and sailed, via Hong Kong, for Singapore. However, on 3 June, the tug went to the assistance of *Evans* (DD-754) which had collided with the Australian aircraft carrier *Melbourne*. *Evans* had been cut in two and only the stern section was afloat. *Tawasa* took the section in tow and returned it to Subic Bay before continuing on her original voyage. She was at Singapore on 16 and 17 June and left for Vung Tau with *YF-866* in tow. She dropped off the lighter on the 19th and picked up a repair barge the next day before proceeding, via Subic Bay, to Guam. After returning to Subic Bay on 8 July, *Tawasa* made two additional voyages to Vung Tau before returning to San Diego on 24 September 1969.
**Tawasa (ATF-92)** underway location unknown, circa 1962-63 (Photo David Buell)

*Tawasa* was deployed to the western Pacific again from 16 March to 4 October 1970 and from 8 November 1972 to 15 June 1973. In 1971, the tug deployed to Kodiak from July to November to serve as a search and rescue ship.

After returning to San Diego in 1973, *Tawasa* remained in California waters until 1 April 1975 when she was decommissioned and struck from the Navy list.

*Tawasa* received three battle stars for World War II service, two for Korea, and seven for Vietnam.

**AT93 – Tekesta**

*Navajo Class Fleet Tug:*

- Laid down, 7 September 1942, at Commercial Iron Works, Portland, OR.
- Launched, 20 March 1943
- Commissioned USS *Tekesta* (AT-93), 16 August 1943, LT. John O. Strickland in command
- Redesignated Fleet Ocean Tug (ATF-93), 16 May 1944
- Following World War II *Tekesta* performed occupation duty in the Far East, including China Service, until 23 August 1946
- Inactived at Naval Shipyard Mare Island, 4 April 1950
- Departed Mare Island under tow for San Diego, 10 April 1950
- Decommissioned, 14 April 1950, at San Diego, CA.
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Placed in service, 24 January 1958, LT. Fred J. Sleinner in charge
- Placed out of service in early-1960
- Transferred (leased) to Chile, 16 May 1960, renamed *Yelcho* (AGS-64)
- Struck from the Naval Register, 25 June 1992
- Placed out of commission by the Chilean Navy, 16 August 1996
- Final Disposition, fate unknown

*Tekesta* earned four battle stars during World War II

**Specifications:**

- Displacement 1,235 t.(lt) 1,674 t.(fl)
- Length 205' x Beam 38' 6" x Draft 15' 4" (62.48x11.73x4.67)
- Speed 16k.5kts.
- Complement 85
- Armament one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

*Tekesta*

Alternative spelling of Tequesta, a piratical Indian tribe which inhabited the area of the present-day Florida counties of Dade and Monroe during the 16th century.
**Tekesta (AT-93)** was laid down at Portland, Oreg., on 7 September 1942 by the Commercial Iron Works; launched on 20 March 1943; sponsored by Mrs. P. S. Treiber; and commissioned on 16 August 1943, Lt. John O. Strickland in command.

The ocean tug operated on the west coast until mid-December and departed San Francisco on the 15th, bound for Hawaii. She reached Pearl Harbor on Christmas Eve 1943 and towed targets in Hawaiian waters until 20 January 1944. On that date, she joined Task Force (TF) 52, the Southern Attack Force of the Joint Expeditionary Force then preparing for Operation "Flintlock," the assault on the Marshall Islands. **Tekesta** reached Kwajalein Atoll on 1 February and remained in the Marshalls-Gilberts area for the next two months, retracting beached and broached landing craft, laying marker buoys, assisting fueling operations, and performing other salvage and towing operations necessary in the aftermath of the occupation of the Marshall Islands. During this tour of duty, the tug visited Tarawa in the Gilbert Islands and Nanumea in the Ellice Islands as well as Kwajalein, Eniwetok, and Majuro in the Marshalls.

On 12 April, the tug departed Majuro to return to Hawaii and reached Pearl Harbor a week later. There, she performed miscellaneous towing, rescue, and salvageduties until 10 May, when she got underway for Majuro with three barges in tow. En route, her designation was changed to ATF-93 on the 15th. On the 26th, **Tekesta** reached her destination and delivered her charges. She continued westward on 1 June, arriving in Eniwetok lagoon on the 3d. There, she joined TF 52 to prepare for the invasion of the Marianas. On the 11th, she sortied with that task organization bound for its first objective, Saipan.

The tug arrived off Saipan on D-day, 15 June. The following day, she helped to fight off two enemy bombers which flew over her formation. She remained in the Marianas until late July, towing pontoon bridges to the beaches, retracting landing craft, and assisting in repairs and salvage operations. By the time she departed Saipan, that island had been declared secure, but the struggles for Tinian and Guam continued. On 26 July, **Tekesta** headed for the Marshalls, arriving at Eniwetok on the 29th. Following four days turnaround time there, the tug made a round-trip voyage to Guam, returning to Eniwetok on 14 August. She remained at the atoll until the second week in September doing extensive salvage work with grounded craft and towing barges.

**Tekesta** headed eastward on 9 September and entered Pearl Harbor once more a week later. After trials and salvage operations there, the tug got underway on 26 October, with **Barite** (IX-161) and **YF-625** in tow, and proceeded via

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**Tekesta** passing under the Golden Gate Bridge, San Francisco, CA. in 1958. (Photo ©Allied Photographers)
Eniwetok to Ulithi where she delivered her charges on 3 December. The tug then settled into a routine of towing and salvage operations which took her to Guam, Saipan, Ulithi, and the Palaus. Those operations, which lasted until March 1945, were broken only by one short period of operations with the fast carriers in mid-December.

On 1 March 1945, Tekesta cleared the Palau Islands for the Philippines and arrived in Leyte Gulf on 4 March to join TF 51, the Ryukyu invasion force. By D-day, 1 April, the tug was operating near Okinawa. For the next month and one-half, she was assigned to the anchorage at Kerama Retto. She towed kamikaze-damaged warships into Kerama Rettp and assisted in their repairs. She also labored retracting and repairing beached and damaged landing craft. On 7 April, the tug towed Newcomb (DD-586) into the anchorage. On the 15th, her gunners helped to bring down a Japanese plane. She assisted Oberrender (DE-344).

On 14 May, Tekesta took up station at le Shima and, for the following month, conducted rescue and salvage missions from that islet. She frequently fought off air attacks. On 25 May, while bringing Spectacle (AM-305) into le Shima, she fired on kamikazes. Three days later, she fired on a four-plane flight of Japanese aircraft. She hit one, but he managed to crash into SS Brown Victory. Tekesta immediately came to the aid of the stricken merchantman with fire-fighting crews and medical aid. On 10 June, the tug rushed to the aid of William D. Porter (DD-579), but only arrived in time to watch helplessly as the destroyer rolled over and slipped beneath the sea. Three days later, she returned to Kerama Retto and, the following day, departed the anchorage with Newcomb in tow for the Marianas.

Tekesta remained in the Marianas four days before continuing on to Leyte. She arrived in Leyte Gulf on 4 August and was operating there with Service Squadron 10 when hostilities ceased on the 15th. On the 30th, she put to sea with the first echelon of the Korean Service Group. After stopping at Okinawa on 2 September, she reached Jinsen, Korea, on the 7th. For the next seven months, Tekesta operated with the occupation forces in Korea and northern China. During that time, she visited Hong Kong and Shanghai. On 9 April 1946, the tug exited Hong Kong harbor. She stopped in the Philippine Islands at Samar, from 13 to 20 April; touched at Okinawa on the 23d; and reached Sasebo, Japan, early in May. On the 11th, she returned to Shanghai. Later in the month, she visited Subic Bay before returning to China for three more months of duty.

On 23 August, the tug cleared Tsingtao to return to the United States. After stops at Samar, Guam, Kwajalein, and Pearl Harbor, Tekesta entered port at San Francisco, Calif., on 12 November. For the following seven months, she was engaged in normal towing and salvage operations along the west coast, ranging from San Francisco as far south as the Panama Canal. On 16 June 1947, she departed San Francisco and headed north. After stopovers at Bremerton and Seattle, she arrived at Kodiak, Alaska, for a year of duty in the Aleutians area. During that period, she called at Dutch Harbor, Fort Glenn, Attu, Adak, Amchitka, and various other ports of call in Alaska and along the Aleutians chain.

On 28 June 1948, Tekesta returned to San Francisco and resumed operations along the California coast until early November. On the 4th, she headed west once more. She called at Pearl Harbor and Midway Island before reaching Yokosuka, Japan, on the 30th. In January, she shifted to Tsingtao, China, and operated there until early in March. Tekesta departed China on 10 March, visited Okinawa from the 14th to the 18th, and returned to Tsingtao on the 21st. She reentered Yokosuka on 7 April and operated from that port for two months before beginning her return voyage to the United States. Stopping at Wake Island and Pearl Harbor along the way, the tug put into San Francisco on 24 July 1949.

Operating from her base at Long Beach, Tekesta made four voyages to the Panama Canal Zone between July 1949 and April 1950. She also carried passengers to nearby ports. She entered Mare Island Naval Shipyard on 4 April 1950 for inactivation. Six days later, she was towed to San Diego. There, she was placed out of commission on the 14th and berthed with the San Diego Group, Pacific Reserve Fleet.

She remained inactive until 24 January 1958, when she was placed in service, Lt. Fred J. Sleinner in charge. She operated under control of the Commandant, 11th Naval District, until 2 July when she was reassigned to the 12th Naval District and based at San Francisco. In August 1959, Tekesta resumed duty at San Diego. She was placed out of service early in 1960 and, in May, was transferred to the government of Chile under lease. As of 1 October 1979, she continued to serve Chile as Sargento Aldea (ATF-63).

Tekesta (ATF-93) earned four battle stars during World War II.

**AT94 – Yuma**

_Navajo Class Fleet Tug_

- Laid down, 13 February 1943, at Commercial Iron Works, Portland, OR.
- Launched, 17 July 1943

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**jvds@towingline.com – www.towingline.com**
• Commissioned USS Yuma (AT-94), 31 August 1943, LT. W. R. J. Hayes in command
• Redesignated Fleet Ocean Tug (ATF-94), 15 May 1944
• Decommissioned, 11 November 1955
• Placed in service as USNS Yuma (T-AF-94) and assigned to the Military Sea Transportation Service (MSTS)
• Place out of service, 11 March 1959, at Karachi, Pakistan
• Struck from the Naval Register, 25 March 1959
• Transferred to Pakistan, 25 March 1959 and renamed PNS Madadgar (A-234)
• Final Disposition, fate unknown

Yuma earned two battle stars for World War II service and two battle stars for Korean War service

Specifications:

- **Displacement**: 1,235 t.(lt) 1,674 t.(fl)
- **Length**: 205’ x Beam 38’ 6” x Draft 15’ 4” (62.48x11.73x4.67)
- **Speed**: 16k.5kts.
- **Complement**: 85
- **Armament**: one single 3”/50 gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Yuma

One of the major tribes of Indians who lived on land on both sides of the lower Colorado River, near the present site of what is now Yuma, Arizona.

Yuma—a twin-screw, shallow-draft, single-turreted river monitor—was laid down at Cincinnati, Ohio, by Alexander Swift and Co., and launched on 30 May 1865.

Due to a miscalculation in the displacement of ships of the Casco-class, Yuma—as originally designed—was unseaworthy. Alterations were accordingly carried out on the vessel during the spring of 1866 to remedy the shortcoming in design, but the ship never saw active service. Laid up from 1866 to 1874, Yuma was twice renamed during this time period: first, to Tempest on 15 June 1869 and, second, back to Yuma on 10 August 1869.

The monitor was subsequently sold at auction to Theodore Allen, at New Orleans, La., on 12 September 1874.

The second Yuma (AT-94) was laid down on 13 February 1943 at Portland, Oreg., by the Commercial Iron Works; launched on 17 July 1943; sponsored by Mrs. W. J. Jones; and commissioned on 31 August 1943, Lt. W. R. J. Hayes in command.

Following shakedown in September and about 10 weeks of operations along the west coast, the tug departed San Francisco on 12 December 1943, bound for the southwestern Pacific. She arrived at Melbourne, Australia, on 1 February 1944 and operated in Australian waters for the next three months, also visiting the ports of Sydney, Fremantle, and Brisbane as a unit of the 7th Fleet. At the end of April, the ship was reassigned to the 3d Fleet and moved to Noumea, New Caledonia. On 4 June, she returned to 7th Fleet jurisdiction at Milne Bay, New Guinea, to prepare for the landings on Noemfoor Island and at Cape Sansapor, both of which she supported in July. In August, she returned to the South Pacific area for duty in the Solomon and New Hebrides Islands. That assignment lasted until February 1945 when she headed for the Marianas and service in support of the 5th Fleet.

She arrived at Saipan on 11 February and remained there until sailing for the invasion of the Ryukyus as a part of the Western Islands Attack Group, Task Group (TG) 51.1, during the third week in March. Attached to the unit assigned to the conquest of Kerama Retto for use as a forward base, she moved into that anchorage almost a week before the initial assault on Okinawa itself on 1 April and remained there until mid-May, supporting the forces afloat around the island. She towed several battle-damaged and kamikaze-crashed ships, including Hinsdale (APA-120), crashed by a suicide plane on 1 April during a feigned landing operation along the island's southern coast.

At mid-May, the fleet tug concluded her six-week tour of duty at the Okinawa inferno and set course, via Guam, for Ulithi where she arrived on the 24th. On 7 June, she stood out of Ulithi for a month of duty at Leyte which ended on 18 July with her departure for the Marshalls. She arrived at Eniwetok on 24 July and remained until the beginning of the second week in September. At that time, she departed the Philippines for occupation duty in Japan.

Arriving in Tokyo Bay on 18 September, she provided support services for American forces in Japan until the first week in April 1946. On the 5th, the tug left Japan, bound for Hawaii. She arrived at Oahu on 18 April and remained there until 26 August, when she headed back to the Far East. She arrived in Yokosuka, Japan, on 10
September and resumed duty with American occupation forces in Asia. Over the next six months, she provided towing services in Japan, Korea, the Philippines, China, and the Ryukyus.

\textit{Yuma} left the Far East again in May 1947, departing from Samar in the Philippines. She stopped at Pearl Harbor briefly in June and continued on to San Francisco, Calif., where she arrived on 10 June. In July, the tug voyaged to Pearl Harbor before returning to the west coast at Puget Sound on the 28th. From that time until February of 1948, she operated along the western coast of the United States, visiting ports in Washington, Oregon, and California. Late in February 1948, she sailed to Pearl Harbor and thence proceeded to the Aleutian Islands where she operated until late August. In September, she steamed to Tsingtao, China, making one round-trip run between Tsingtao and Yokosuka before departing the former port, bound for Oahu on 29 November. The tug entered port at Pearl Harbor on 27 December and remained there until 7 January 1949 at which time she got underway to return to the west coast. She spent February and March engaged in normal west coast operations and in April returned to the Aleutians where she served until late August. The tug resumed duty along the California coast upon her arrival in San Francisco on 27 August. In December, she made a round-trip voyage to Pearl Harbor and back to the west coast.

On 9 February 1950, \textit{Yuma} departed San Diego for Oahu and arrived in Pearl Harbor 10 days later. After almost two months of duty at Pearl Harbor, the tug got underway on 10 April for a mission in the Pacific Trust Territories. Based at Guam, she performed duty at Taongi Atoll and Kusaie Island in the Carolines, at Koror in the Palaus, and at Saipan. On 9 July, she departed Guam and, four days later, arrived in Yokosuka, Japan. That move, however, did not presage her early participation in the war which had broken out in Korea just two weeks earlier for, after visits to Sasebo in Japan and to Subic Bay in the Philippines, she returned to Guam on 2 August and resumed duty in the Pacific Trust Territories for another year. During that 12-month period, she visited Japanese ports and, no doubt, performed missions in distant support for the United Nations forces fighting in Korea. She also made several voyages to Pearl Harbor and operated at various islands—notably Kwajalein, Eniwetok, and Guam—in the Trust Territories. In September 1951, she returned to Japan, arriving at Sasebo on the 17th. With that arrival, \textit{Yuma} began her seven months of duty in the combat zone. She made numerous voyages between Japanese ports and Wonsan, Korea, in support of the troops and ships fighting in and around Korea.

She concluded her brief interlude with the Korean conflict on 22 April 1952 when she departed Sasebo, bound for Pearl Harbor. She arrived in Oahu on 5 May and, for most of the year, made voyages from Pearl Harbor to

\textit{Yuma (ATF-94) underway, date and place unknown (Photo Hal Westerlund)}

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Eniwetok and Kwajalein in the Marshalls in support of the nuclear testing in progress at those islands. She completed that service in November, returning to Pearl Harbor on the 21st. In January and February 1953, she operated at Midway Island with Current (ARS-22) during the salvage of a grounded civilian ship, SS Quartette. Following overhaul at Pearl Harbor during the spring and summer of 1953, she returned to the Aleutians once more for duty and, for the next 18 months, alternated between Alaskan and Hawaiian waters.

In February 1955, the tug returned to the west coast where she operated until decommissioned on 11 November 1955. Yuma was berthed at Astoria, Oreg., until 17 January 1958 at which time she was placed in service. She cruised the coasts of Washington, Oregon, and California for most of the year. On 3 December, she departed Astoria and headed—via Pearl Harbor and Midway—for the Far East. She arrived in Yokosuka on 16 January 1959, at Hong Kong on 3 February, Singapore on 20 February, Ceylon on 27 February, Bombay on 7 March, and finally at Karachi, Pakistan, on 11 March. There, she was placed out of service and turned over to Pakistan on loan. Her name was struck from the Navy list on 25 March 1959.

Yuma earned two battle stars during World War II and another pair during the Korean War.

**AT95 – Zuni**

**Navajo Class Fleet Tug:**

- Laid down, 8 May 1943, at Commercial Iron Works, Portland, OR.
- Launched, 31 July 1943
- Commissioned USS Zuni (AT-95), 9 October 1943, Lt. Ray E. Chance in command
- Redesignated Fleet Ocean Tug (ATF-95), 15 May 1944
- Decommissioned and transferred to the Coast Guard, 29 June 1946
- Commissioned USCGC Tamaroa (WAT-166) (date unknown)
- Redesignated WATF-166 in 1956
- Redesignated Medium Endurance Cutter (WMEC-166) in 1966
- Struck from the Naval Register, 19 July 1946
- Decommissioned by Coast Guard, 1 February 1994
- Final Disposition, fate unknown
- Zuni earned four battle stars for World War II service

**Specifications:**

- **Displacement:** 1,235 t.(lt) 1,674 t.(fl)
- **Length:** 205' x **Beam:** 38' 6" x **Draft:** 15' 4" (62.48x11.73x4.67)
- **Speed:** 16k.5kts.
- **Complement:** 85
- **Armament:** one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion:** diesel-electric, four Allis-Chalmers diesel main engines driving four Allis-Chalmers generators, two General Motors 3-268A diesel auxiliary service engines driving two 100 KW DC generators, and one GM 6-71 auxiliary generator with a 60 kW generator, single screw, 3,600shp

**Zuni**

The popular name given to a tribe of Pueblo Indians indigenous to the area around the Zuni River in central New Mexico near the Arizona state line.

Zuni (AT-95) was laid down on 8 March 1943 at Portland, Oreg., by the Commercial Iron Works; launched on 31 July 1943; sponsored by Mrs. J. J. O'Donnell; and commissioned on 9 October 1943, Lt. Ray E. Chance in command.

Zuni completed shakedown training late in October and on the 28th reported for duty with the Western Sea Frontier, The following day, she departed Puget Sound, bound for Kodiak, Alaska. On 10 November, she stood out of the harbor at Kodiak with two barges in tow. In extremely heavy weather during the voyage south, the towlines to both barges parted; and Zuni experienced great difficulty in keeping herself afloat. Though she managed to maintain contact with the second barge after it broke loose, she ultimately received orders to abandon it and make for Seattle, Wash.

On 1 December, the tug was reassigned to Service Squadron (ServRon) 2 and departed Seattle that same day with a barge in tow, bound for Oakland, Calif. After repairs at Oakland, the tug headed west for the New Hebrides on 27 December 1943, in company with four cargo ships, and arrived in Espiritu Santo at the end of January 1944. Early in February, the tug left Espiritu Santo, set her course for Hawaii, and arrived in Pearl Harbor on 17 February. She performed routine missions at Oahu for about a month, getting underway on 21 March for a round-trip voyage to Canton Island. She returned to Oahu on 9 April towing two barges from Canton Island. On 20 April, she...
stood out of Pearl Harbor, pulling three barges bound for Majuro Atoll, and returned to Hawaii on 11 May. On 15 May 1944, she was redesignated ATF-95.

ex-Zuni (ATF-95) prior to being commissioned USCGC Tamaroa (WAT-166), moored pierside, Baltimore, Md., 12 November 1946.
(Photo by The Hughes, Co., Baltimore, MD)

A week later, she began an extended tour of duty in the Central Pacific. Towing ARD-16, the tug arrived in Kwajalein lagoon on 2 June. Reassigned to ServRon 12, Zuni served as a harbor tug at Kwajalein until mid-July when she again took ARD-16 in tow and got underway for the Mariana Islands. There, she participated briefly in the 24 July assault on Tinian before settling into a routine of shuttle voyages between Eniwetok and the Marianas. Late in September, she towed ARD-17 to the Palau Islands where, during the first 18 days of October, she provided support services to the combined forces invading Peleliu. At that point, she received urgent orders to rendezvous with Houston (CL-81) after that light cruiser had been damaged by two torpedoes during a Japanese aerial blitz to answer TF 38's raids on Okinawa and Formosa. She relieved Pawnee (ATF-74) of the light cruiser and towed the battered warship into Ulithi lagoon on 27 October. After serving at the anchorage there for five days, the tug returned to sea with a group of oilers. Soon another set of urgent orders sent her to aid another light cruiser, Reno (CL-96), which had been torpedoed in the Philippines, off the San Bernardino Strait, on 3 November by Japanese submarine I-41. Though the cruiser nearly capsized, Zuni's and Reno's ships' companies combined marvelously to meet the threat; and the tug succeeded in towing the cruiser 1,500 miles back to Ulithi.

The tug remained in Ulithi for the rest of November and throughout most of December. During the latter month, she towed the disabled merchantman SS John B. Floyd into Ulithi and conducted a solitary cruise to eastward of the Philippines. On 29 December, Zuni put to sea with TG 30.8, the replenishment group for TF 38, and cruised for almost a month off Luzon. She returned to Ulithi on 28 January for engine repairs.

She moved back out to sea in February and arrived off Iwo Jima three days after the initial assault. For 31 days, she performed yeoman service for the warships in the area. She pulled a transport off a sand bar. She deliberately ran herself aground alongside a disabled LST to help that ship land ammunition. More routine missions consisted of assisting broached landing craft and laying submerged fuel pipes.

Work in the shallows, however, was as dangerous to her as to others. While attempting to salve LST-727 on 23 March 1945, she was stranded on Yellow Beach when a broken towline fouled her anchor and propeller. She lost two crewmen in the disaster and suffered a broken keel and holed sides. She was pulled off the beach, temporarily repaired, and towed to Saipan. After further temporary repairs, Zuni was towed to Pearl Harbor where she arrived at the end of May. During the more than 14 weeks of repairs she underwent there, World War II ended.
Zuni resumed active duty on 15 September and served with the Pacific Fleet until early in 1946, when she was transferred to the Atlantic Fleet. She served in the 8th Naval District until she was decommissioned on 29 June 1946 and transferred to the United States Coast Guard. Her name was struck from the Navy list on 19 July 1946.

Zuni earned four battle stars for her World War II service.

**AT96 – Abnaki**

*Abnaki Class Fleet Ocean Tug*:

- Laid down, 28 November 1942, as *Fleet Tug (AT-96)* at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 22 April 1943
- Commissioned, USS Abnaki (AT-96), 15 November 1943
- Reclassified as *Fleet Ocean Tug (ATF-96)*, 15 May 1944
- Decommissioned, 30 September 1978
- Sold under the Security Assistance Program to Mexico, 1 September 1978, renamed Yaqui (A-18), renamed ARM A. H. Ehecatl (A-53), name changed back to ARM Yaqui (ARE-02)
- Struck from the US Naval Register, 30 September 1978
- Final Disposition, fate unknown

**Specifications**:

- **Displacement**: 1,205 t.(lt) 1,646 t.(fl)
- **Length**: 205’ x **Beam**: 39’ x **Draft**: 17’ (max) (62.48x11.89x5.18)
- **Speed**: 16 kts.
- **Complement**: 8 Officers, 68 Enlisted
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

*Abnaki*

A confederation of tribes of Algonquin Indian stock that inhabited the region surrounding the border between what is now the state of Maine and Canada.

*Abnaki* (ATF-96) was laid down on 28 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 April 1943, sponsored by Mrs. James Mayon Jones; and commissioned at the Charleston Navy Yard on 25 November 1943, Lt. Dewey Walley in command.

The fleet ocean tug completed shakedown in Chesapeake Bay on 10 December and began operating with the Atlantic Fleet. She conducted towing operations up and down the eastern seaboard of the United States until the spring of 1944. On 28 May of that year, she got underway from Norfolk, Va., bound for Oran Algeria. On 4 June, however, while in the vicinity of the Azores, *Abnaki* received orders to rendezvous with Rear Admiral Daniel V. Gallery’s Task Group (TG) 22.3 built around Guadalcanal (CVE 60). That task group had just succeeded in capturing the German submarine U-505, and *Abnaki* was to tow her to Bermuda. She arrived there with the prize on 19 June and remained 10 days before shaping a course for New York.

The tug spent the early days of July in New York and stood out to sea on the 11th, towing barges in an Oran-bound convoy. She returned to New York on 19 August having towed the French warship Senegalaise from Oran. From 19 September to 5 December 1944, *Abnaki* made a round-trip voyage to Great Britain. During that mission, she towed barges and tank landing ships. On the return leg of that voyage, the ship made stops at Reykjavik, Iceland, and **J.v.d.Ster – Marcol Production**

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Argentia, Newfoundland, before returning to Norfolk. During January and February 1946, she again steamed to Oran and returned to Norfolk for repairs in preparation for duty with the Pacific Fleet.

On 24 April 1946, Abnaki passed between Capes Henry and Charles on her way to her new assignment. She arrived in the Canal Zone on 9 May, transited the canal, and continued her voyage from Balboa on the 16th with an Army dredge in tow. The tug arrived in San Diego, Calif. on 2 June and remained for five days. On the 7th, she took the dredge in tow once again and weighed anchor for the Central Pacific. After a stop at Pearl Harbor, Hawaii, the fleet tug entered the lagoon at Kwajalein Atoll in the Marshall Islands on 26 July and discharged her tow. The following day, she got underway again and proceeded to Eniwetok Atoll also in the Marshalls.

Abnaki remained there through the end of hostilities. Early in October, she shifted north to join the forces occupying Japan. That mission lasted through the end of 1946 and the first six months of 1946. On 6 July, the fleet tug departed Japanese waters and proceeded to China. Following a stop at Okinawa en route, she arrived at Shanghai on 16 July and began operations between that port and Tsingtao in support of American forces in China. On 24 October, she received orders sending her to the Mariana Islands. She arrived at Guam during the second week in November and provided towing service between the Marianas and the Admiralties through the end of the year. After February 1947, the Commander, Service Force, Pacific Fleet, expanded her sphere of operations to include ports in Japan and in China. The latter ports, however, were closed to her after the communist takeover in 1949.

The tug continued to operate in Far Eastern waters while the communist tide swept over the Asian mainland engulfing not only China and Manchuria but also the northern half of Korea where the Soviet occupation forces had established a puppet regime under Kim Il Sung on 1 May 1948. Just over two years later, that event led to the invasion of South Korea by communist forces from the north late in June 1950. Though American units, under the auspices of a Soviet-boycotted United Nations moved into the breach quickly, Abnaki did not enter the zone of combat operations for over a year. In July 1951, however, she joined Service Division (ServDiv) 31 in providing mobile logistics support to the United Nations naval task forces engaged in the conflict. Abnaki's direct support for United Nations forces in Korea ended in February 1952, and she resumed service in Western and Central Pacific waters somewhat removed from the designated combat zone.

Save for an overhaul or two at the Pearl Harbor Naval Shipyard, her service in the Far East and in the waters of the Central Pacific continued unbroken until 1955. After participating in evacuation of Nationalist Chinese troops and civilians from the Tachen Islands in March of that year, the tug served in the Orient for a little over three months more. On 15 July 1955, she got underway from Sasebo, Japan, for Hawaii. En route to Hawaii, the fleet tug encountered an
Army ship, **ES-179**, in distress and took her in tow. The two ships arrived at Pearl Harbor on 1 August. For the next 17 months, **Abnaki** operated from that base in the mid-Pacific operating area, voyaging only as far as such outlying islands as Midway and Johnston.

Her itinerary changed late in February 1957 when she steamed to San Francisco, Calif. to take **Springfield (CL-66)** in tow for the first leg of her journey to the east coast for her conversion to a guided missile cruiser. The two ships departed San Francisco on 2 March and arrived at Rodman in the Canal Zone on the 29th. There, **Abnaki** turned her charge over to **Nipmuc (ATF 157)** and headed back to Oahu for operations in Hawaiian waters through the summer. On 17 September, the fleet tug set sail for the Far East and provided support services for units of the 7th Fleet until returning to Pearl Harbor on 27 February 1958 and resuming mid-Pacific operations. On 18 November, she stood out of Pearl Harbor for another deployment with the 7th Fleet in the western Pacific.

Upon her return to Hawaii midway through 1959, **Abnaki** took up the familiar chore of towing various types of vessels between locations in the islands and to the more distant Johnston and Midway. On 6 February 1960, she stood out of Pearl Harbor and shaped a course just a few degrees west of north. The tug arrived at Adak, Alaska, on the 14th and assisted in the salvage of **Kodiak (LSM-161)** before sailing for Oahu on 5 May.

Arriving in Pearl Harbor on 12 May, the ship resumed her mid-Pacific duties. On 3 April 1961, she embarked upon another deployment to the western Pacific. After four months of towing duties between such ports as Sasebo and Yokosuka in Japan Ream in Cambodia, Naha and Buckner Bay at Okinawa, and Subic Bay in the Philippines, **Abnaki** returned to Pearl Harbor on 8 August.

Following a leave, upkeep and repair period, she once again began mid-Pacific duties early in september and continued the task through the year's end. On 24 January 1962, she departed Pearl Harbor and arrived in Adak on 1 February. The fleet tug conducted local operations in the Aleutians until 20 April when she shaped a course for Seattle, Wash. Following a six-day layover there, **Abnaki** headed for Oahu on 4 May and arrived at Pearl Harbor on the 12th. That summer, between 23 July and 7 September, she again deployed to the Aleutians. A return to mid-Pacific operations came early in September and lasted until she moved to the western Pacific on 21 May 1963.

That four-month tour of duty consisted of the normal round of port visits and of towing services to units of the 7th Fleet. Similarly, her return to Pearl Harbor brought the familiar towing and salvage operations in the mid-Pacific operating area. That routine was broken only once, during late January and early February 1964 when she made a round-trip voyage to San Francisco. **Abnaki** spent much of 1964 in operations out of Pearl Harbor and concluded the year preparing to deploy to the western Pacific.

During the latter part of 1964, American involvement in the civil war in Vietnam began to escalate as a result of the Gulf of Tonkin incident. That development heralded a change in the nature of **Abnaki**'s western Pacific deployments over the ensuing eight years. She departed Pearl Harbor with a dredge in tow on 4 January 1965 bound for Yokosuka, Japan. The dredge sank on the 19th, and, the following day, **Abnaki** entered Subic Bay in the Philippines. She operated locally out of Subic Bay until 5 March when she sailed for Vietnam. The tug served in Vietnamese waters as tender for a squadron of mine craft and conducted some patrols. She completed that assignment on 31 March and headed back to Subic Bay where she arrived on 4 April.

After eight days of upkeep at Subic Bay, she put to sea for a second tour of duty in Vietnamese waters. That mission concluded, **Abnaki** shaped a course for Hong Kong on 30 April for a liberty call from 3 to 8 May. Following a visit to Yokosuka from 14 to 20 May, the ship began the voyage back to Hawaii and arrived at Pearl Harbor on 1 June. After a 16-day leave and upkeep period, she resumed mid-Pacific operations out of her home port.

Following a three-month over haul, three weeks of refresher training, and almost two months of local operations, **Abnaki** departed Pearl Harbor on 29 March 1966 for the western Pacific. She stopped at Guam along the way, before arriving in Nagasaki, Japan, late in April. The fleet tug towed an Army power barge from Nagasaki to Naha, Okinawa, for 12 days of upkeep. She departed that port on 19 May and arrived in Danang, South Vietnam, on the 22d. Between 23 May and 20 June, **Abnaki** operated in the South China Sea in support of 7th Fleet ships assigned to Yankee Station and made an overnight stop at Danang on 20 and 21 June before getting underway for Hong Kong. The ship remained at the British crown colony from 25 June to 2 July and then headed for Subic Bay for an upkeep period which occupied her for the bulk of July. On 26 July, she put to sea for Yokosuka and after a stop at Buckner Bay, Okinawa, arrived at that port on 5 August. The tug stood out of Yokosuka a week later, towing **LSSL-102**, and moored at the Army pier at Sattahip, Thailand, on the 29th. She remained in Thailand, making one liberty call at Bangkok, until 22 September. Getting underway that day, the fleet tug shaped a course for Kaohsiung, Taiwan. After nine days of upkeep at Kaohsiung, she set sail for Guam on 8 October and picked up her final tow of the deployment there on 16 October before steaming on toward Vietnam. She anchored off Vung Tau on Navy Day 1966, transferred her charge, and then got underway on 28 October to return home via Sasebo and Yokosuka.

The beginning of 1967 saw her resume local operations between Hawaii and the outlying islands. During the first three weeks in May, the fleet tug made a round-trip voyage to Seattle Wash. After returning, **Abnaki** carried out mid-Pacific
towing duties until mid-August. On the 18th, she exited Pearl Harbor on her way back to the Far East. Following stops at Guam and Subic Bay, the ship arrived at Danang on 15 September, took up duty on trawler surveillance patrol on Yankee Station, and spent most of the following month shadowing the Soviet trawler *Ampermetr*. Relieved on 15 October, *Abnaki* proceeded to Kaohsiung, Taiwan. On the way however, she encountered Typhoon "Carla" and had to detour. Later, she went to the assistance of an Army tug towing a crane. When the Army vessel suffered mechanical difficulties that forced her to cut loose the crane to save herself, *Abnaki* brought the crane in safely. Next, she spent six days of rest and relaxation at Hong Kong before returning to Subic Bay for a three-week upkeep period.

*Abnaki* departed Subic Bay on 25 November and set course for Vietnam. On the 27th, the fleet tug joined *Bolster* (ARS-38) and *Ute* (ATF-76) near Duc Pho, South Vietnam, to assist in salvaging *Clarke County* (LST 601). After much labor, they refloated the tank landing ship on 1 December. On 7 December she relieved *Chanticleer* (ASR-7) as trawler surveillance unit. Relieved of that mission on the 23rd, *Abnaki* steamed to My Tho where she picked up a tow on the 27th and shared a course for Sasebo. However, the fleet tug stopped at Kaohsiung Taiwan from 6 to 19 January 1968 to have the patch on the hull of the barge she was towing replaced. Continuing on, *Abnaki* towed her charge into Sasebo on the 24th. On 30 January, she stood out of Sasebo on her way back to Pearl Harbor.

The ship reentered her home port on Lincoln's Birthday and began over a month of post-deployment stand down. From 18 March to 8 July the ship resumed her familiar mid-Pacific duties. On 8 July, she entered the Pearl Harbor Naval Shipyard for an overhaul which lasted until 25 October. For the next month, she completed refresher training and preparations for overseas movement. On 26 November, *Abnaki* returned to sea, again bound for the Far East.

The voyage west brought stops at Guam and Subic Bay—where *Abnaki* delivered floating crane *YD-127* before she reentered the combat zone off Vietnam. The tug arrived at Danang on the test day of 1968. On the morning of New Year's Day 1969, she departed Danang to pick up garbage lighter *YG-52* at Subic Bay. The ship arrived there on the 3d, departed the next morning with her charge in tow, and delivered it at Danang on the 8th before heading back toward Subic Bay that same day. En route she received orders to Naha, Okinawa, to assist in the salvage of a grounded tank landing ship. She completed that mission on 19 January, reentered Subic Bay on the 24th, and headed back toward Danang on the 29th. The ship arrived there on the 31st and, on 1 February, put to sea for a 21-day tour of duty on Yankee Station. Late in the month, she towed *Asheville* (PG 84) from Camranh Bay to Yokosuka. In March, she visited Tsoying Taiwan, to train members of the Taiwanese Navy in salvage techniques. After a liberty call at Hong Kong early in April, the ship returned to Subic Bay until late in the month. She got underway on the 28th bound for Guam with *AFDM-5* in tow. She and her charge reached Apra Harbor on 15 May, and, on the 16th, *Abnaki* continued on toward Hawaii.

The fleet tug arrived in Pearl Harbor on 28 May and began post-deployment stand down and a restricted availability. She commenced local operations on 1 July and that assignment continued into 1970. Late in January of that year, *Abnaki* headed for the western Pacific and arrived in Subic Bay toward the end of the second week in February. Although most of that deployment was devoted to operations out of Subic Bay followed by visits to Sasebo and Hong Kong, the fleet tug made a voyage into the Vietnam combat zone when she visited Danang late in May. In mid-June, she headed back to Pearl Harbor where she arrived at the end of the month for operations out of that port into the spring of the following year.

On 29 April 1971, she pointed her bow westward once more to deploy with the 7th Fleet in the Far East. She made a stop at Guam before arriving in Subic Bay in mid-May. Later in the month, she voyaged to Vung Tau, South Vietnam, apparently to deliver a tow, because she departed the Vietnamese port on the same day she arrived. The Vietnam conflict does not appear to have played a major role in her 1971 deployment since she made only a few brief stops there—mostly at Vung Tau. She spent a large proportion of her time in and around Subic Bay and made port visits to Sasebo and Hong Kong, and began duty as the standby salvage ship there. That duty involved staying in Danang harbor during the day to provide salvage services and putting to sea each night because of the threat posed by Viet Cong sapper-swimmers. She concluded that assignment on 20 October and then visited Hong Kong and Kaohsiung, Taiwan. The tug returned to Subic Bay in mid-November and then ended the year visiting such ports as Ream, Singapore, and Bangkok.

During the latter portion of this deployment, *Abnaki* made no voyages to Vietnam. Instead, she operated exclusively out of Subic Bay, breaking that routine but once during the second half of January 1973 for missions to Kaohsiung and Tsoying in Taiwan. On 20 February, she departed Subic Bay to return home. Along the way, the fleet tug made stops at Guam and Kwajalein before reentering Pearl Harbor on 13 March. Renewed operations out of Pearl Harbor lasted

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until 25 June 1973 when she got underway for a new home port, San Diego, Calif. The ship stood into her new base on 13 July and spent the remainder of the year either in port at San Diego or making tows to various points along the California coast. That employment continued into the New Year 1974. On 19 February, the ship entered the Fellows & Stuart Shipyard for a seven-month overhaul.

**Abnaki** completed the overhaul on 19 September and returned to San Diego the next day. Refresher training followed in October and, at the beginning of November, she resumed west coast operations out of San Diego. During December 1974 and the first part of January 1975, she prepared for overseas duty. On the 11th, the fleet tug weighed anchor to begin her voyage to the Far East. She made only one stop at Pearl Harbor from 20 to 22 January, before arriving in Subic Bay on 9 February. Two days later, she got underway to participate in Readex I-75 conducted in the South China Sea. Following that exercise, **Abnaki** visited Yokosuka and Sasebo in Japan. In March, she made a four-day liberty call at Hong Kong followed by a visit to Singapore. She returned to Subic Bay early in April but, on the 10th got underway for Vung Tau where she salvaged the cargo door of a C-5A cargo plane. After participation in Operation "Frequent Wind," the evacuation of Saigon, **Abnaki** returned to Yokosuka on 16 May for three weeks of upkeep before heading for the Marianas on 8 June. The fleet tug arrived at Guam on 13 May, loaded supplies destined for the natives of the Marshall Islands and put to sea again on the 16th. After dropping the supplies off at several of the smaller atolls in the Marshalls, she continued on via Pearl Harbor to San Diego where she arrived on 13 July.

Operations along the California coast kept the tug busy until the beginning of October when she began an extended restricted availability at San Diego. The new year began with the ship still in port at San Diego. However, she embarked upon her first tow on 2 January 1976 and remained active, shuttling tows between various California ports for the first seven months of 1976. On 7 August, the ship left San Diego to join a Fijian minesweeper at Seattle, Wash., for the voyage to Fiji. The two ships got underway on 16 August and set a course for Pearl Harbor where they arrived on 24 August and remained a week for repairs to the minesweeper’s communications equipment. En route to Suva, Fiji, **Abnaki** assisted a civilian auxiliary sailboat grounded on a reef at Palmyra Island and towed it to Christmas Island. **Abnaki** and the Fijian minesweeper arrived at Suva, Fiji, on 17 September. The American ship remained at Suva until the 21st when she got underway for Subic Bay. En route, she stopped at Kapingamarangi Atoll to drop off cargo for the natives and at West Fayu Island to investigate a suspected violation of territorial waters by a Japanese fishing trawler. She finally arrived in Subic Bay on 4 October.

The fleet tug conducted operations out of Subic Bay over the following month. On 7 November, she stood out of Subic Bay bound for Borneo. She made a five-day visit at Kuching and then got underway on 16 November for Puerto Princessa on Palawan in the southwestern Philippines. **Abnaki** returned to Subic Bay on 22 November and remained there until the 26th when she shaped a course for Hong Kong. At the crown colony from 29 November to 9 December, she combined business with pleasure, serving as station submarine service ship while portions of her crew enjoyed liberty ashore. The ship returned to Subic Bay on 11 December and remained until the 19th. On the latter day, she shaped a course for the Marianas. **Abnaki** arrived at Guam on Christmas Eve day 1976. On 29 December she headed for Kwajalein to embark Rear Admiral Carroll, Commander, Naval Forces, Marianas, for transportation to Kusaie Atoll for its independence celebration. The round-trip voyage from Kwajalein to Kusaie took from 2 to 6 January 1977. On 8 January, **Abnaki** sailed to Guam where she picked up two yard craft to tow to Pearl Harbor. Departing Guam on 12 January 1977, she dropped off her charges at Pearl Harbor on 13 February, resumed her voyage to the west coast the following day, and reached San Diego on 22 February.

**Abnaki** spent the remainder of her Navy career operating along the west coast. Following post-deployment stand down and an extended availability, in May, she resumed towing and other operations along the California coast including surveillance operations, other fleet services, and training evolutions. At the beginning of 1978, **Abnaki** towed a cable-laying ship to Panama. During that voyage, she also made a call at Esmeraldas, Ecuador before returning to San Diego on 12 February 1978. Normal operations along the west coast occupied her time from mid-February until April. The first week in April brought fleet exercises followed by a resumption of fleet services. During the first half of June, **Abnaki** participated in another series of fleet exercises and then resumed her usual west coast missions.

On 16 August 1978, **Abnaki** began preparations for decommissioning, and transfer to the Mexican Navy. She was placed out of commission on 30 September 1978 and was simultaneously transferred to the Mexican Navy. Her name was struck from the Navy list that same day and she was commissioned in the Mexican Navy as **Yaqui (A-18)**, Lt. Gutierrez in command.

**Abnaki** earned three battle stars for service during the Korean conflict and 10 battle stars during the Vietnam war.

**AT97 – Alsea**

**Abnaki Class Fleet Ocean Tug:**
- Laid down, 29 November 1942, as Fleet Tug (AT-97) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
Launched, 22 May 1943
Commissioned, USS Alsea (AT-97), 13 December 1943, LT. Cecil Cuthbert, in command
Reclassified Fleet Ocean Tug (ATF-97), 15 May 1944
 Decommissioned, 15 April 1955
Struck from the Naval Register, 1 September 1962
Custody transferred to the Maritime Administration for lay up in the National Defense Reserve Flee, James River, Fort Eustis, VA.
Commercial History
Acquired by Amphirite Shipping & Trading Corp. S.A., Panama in 1976 and renamed Ikosiena
Owner name change to Maritime & Commercial Co. Argonaftis S.A., Panama, 1978
Arrived in tow at Aliaga for demolition by Seltas A.S, 20 June 1996
Scraping began 25 July 1996.
Final Disposition, scrapped 1996

Specifications:
- Displacement 1,205 t.(lt) 1,646 t.(fl)
- Length 205’ x Beam 39’ x Draft 17’ (max) (62.48x11.89x5.18)
- Speed 16 kts.
- Complement 8 Officers, 68 Enlisted
- Armament one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- Propulsion diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Alsea
The name of a tribe of Indians in Oregon.

Alsea (AT-97) was laid down on 29 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 May 1943; sponsored by Mrs. Grace Wynn; and commissioned on 13 December 1943, Lt, Cecil Cuthbert in command.

The tug completed shakedown training in Chesapeake Bay early in January 1944 and began antisubmarine warfare training at Casco Bay, Maine. In February she entered Boston for repairs and more training. The tug moved to New York on the night of 3 March and remained there until getting underway on 26 March with a convoy of tugs towing 36 vehicle-transport barges to Great Britain in preparation for the invasion of France. After a stormy voyage, during which the convoy was attacked by a U-boat which was driven off by escort ships, Alsea and her tow reached Falmouth, England on 19 April. Alsea visited Milford Haven in Wales and Belfast in Northern Ireland. She returned to Norfolk on 11 May. On 15 May she was redesignated ATF-97.

Alsea, departed Norfolk on 5 June for the British West Indies. She arrived at Trinidad on 18 June and reported for duty with the Commander, Caribbean Sea Frontier. For almost a year, the tug operated in the vicinity of the Gulf of Paria towing targets and providing general support services for newly commissioned warships conducting initial training. She concluded that assignment in May 1945 and, after two weeks of duty at Guantanamo Bay, headed for Tampa, Fla., where she picked up a tow. After dropping her charge off at Charleston, she arrived at Norfolk on 21 June for an overhaul. On 4 August, she departed Norfolk for Bahia, Brazil, to pick up a floating drydock. Alsea arrived at Bahia three days after V -3 Day; instead of taking the drydock to the Pacific as originally planned, she towed YFD-27to Trinidad.

Alsea (ATF-97) moored pierside, date and place unknown. (Photo Brian Kroenung)
Following the war, the tug served with the Atlantic Fleet for nearly a decade. During that period, she operated along the Atlantic seaboard and in the Gulf of Mexico and the Caribbean. She made tows, delivered mail, towed targets, and performed other general duties. Alsea was placed out of commission at Norfolk on 15 April 1955 and was berthed with the Maritime Administration's James River (Va.) Group, National Defense Reserve Fleet. Though her name was struck from the Navy list on 1 September 1962, the tug remained at the James River facility until the fall of 1975, when she was sold for scrapping.

**AT98 – Arikara**

**Abnaki Class Fleet Ocean Tug:**

- Laid down as *Fleet Tug (AT-98)* at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 22 June 1943
- Commissioned, USS Arikara (AT-98), 5 January 1944, LT. John Aitken, USN in command
- Reclassified *Fleet Ocean Tug (ATF-98)*, 15 May 1944
- Decommissioned, 1 July 1971 and transferred under the Security Assistance Program to Chile, renamed, Sargento Aledea (ATF-63)
- Current Disposition, serving in the Chilean Navy
- **Arikara** earned three battle stars for World War II service, five battle stars for the Korean War service and four campaign stars for Vietnam War service

**Specifications:**

- **Displacement** 1,205 t.(lt) 1,589 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4" (62.48x11.73x4.67)
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Arikara**

A loose confederacy of subtribes of American Indians related to the Pawnee. The Arikara inhabited villages in the Missouri River valley.

*Arikara* (AT-98) was laid down on 10 January 1943 at Charleston, S.C., by the Charleston Shipbuilding & Dry Dock Co.; launched on 22 June 1943; sponsored by Mrs. Taylor F. McCoy; and commissioned on 5 January 1944, Lt. John Aitken, USNR, in command.

On 15 January, the tug departed Charleston bound for Hampton Roads, Va. After arriving there on the 17th, she conducted shakedown training in Chesapeake Bay until the 26th. Following a post-shakedown repair period in the Norfolk Navy Yard, she stood out of the bay and shaped a northerly course. After stopping briefly at New York, *Arikara* moved on to Casco Bay, Maine, where she operated between 10 February and 2 March towing targets and participating in antisubmarine warfare training. She returned to New York on 4 March and began preparations for service overseas. Towing barges, the tug put to sea on 25 March as part of Task Force (TF) 67 bound for the British Isles. She reached Falmouth, England, on 20 April, and, after delivering the barges, reported for duty with the 12th Fleet.

On the 24th, *Arikara* moved to Lea, on the Solent to join the British tug fleet in preparing for the invasion of Europe. During the remainder of April and all of May, she towed to dispersal points on the southeastern coast of England portions of the two "mulberries," artificial harbors to be erected on the French coast after the initial assault to provide logistical support for the movement of all Allied armies inland. On 15 May 1944, she was reclassified a fleet tug and redesignated
ATF-98. Throughout the period leading up to the invasion, Ankara helped to repel German air attacks; and, though near misses shook her considerably, she suffered neither hits nor significant damage from shell fragments.

On the afternoon of 5 June, the tug stood out of Weymouth, England, on her way to the sector of the Normandy coast code-named by Allied planners as "Omaha" Beach. After the first waves of assault troops stormed ashore, the tug began her primary assignment, clearing wrecks from the beach area reserved for the erection of the artificial harbors. Soon, however, German fire began to take such a heavy toll of landing craft that Arikara had to abandon salvage operations in favor of the even more urgent work of rescue and repair. Her work enabled the less heavily damaged landing craft to remain in action, thus maintaining the flow of troops and supplies during the critical phase of the assault on "Omaha" Beach.

Arikara (ATF-98) exchanging movies at sea by highline with Lipan (ATF-85). Arikara is pulling a tow (Photo Bill Derouin)

That phase past, the tug resumed salvage and towing work on the 7th. In all, she spent almost a month supporting the consolidation of the Normandy invasion. Though she came under air attacks and fire from shore batteries, her only major damage came from the explosion of a nearby mine while she was towing the disabled French destroyer La Surprise back to England for repairs. Her main engine room rapidly took on water which rose to within six inches of her main electric motor before her crew managed to check the leaks. Ankara completed her mission successfully, and, after 24 hours of feverish activity, her crew had her repaired and back in action off Normandy.

Early in July, Ankara and Pinto (ATF-90) received orders to return to England. From there, the two tugs set out on 12 July in a convoy bound for the Mediterranean coast of North Africa. Her convoy arrived at Oran, Algeria, on the 21st; but Arikara remained there only until the end of the month. She headed for Italy on 1 August, reached Naples on the 3d, and joined Rear Admiral Spencer S. Lewis' TF 87, code-named "Camel" Force, for the mid-August invasion of southern France. Staged through Ajaccio, Corsica, Ankara's unit, the force's salvage and fire-fighting group, arrived off St. Raphael on the Mediterranean coast of France on the morning of 15 August, the day of the assault. For more than a fortnight, the tug remained in the transport area, salvaging damaged ships and landing craft, fighting fires, and keeping the approaches to the beach clear of wrecks. On 2 September, she moved to the Gulf de San Tropez, France, and began clearing wreckage from French Riviera ports. She also towed ships to Palermo, Sicily, where they underwent repairs. In addition, she made towing voyages to Naples, Marseilles, Bizerte, and Oran.

Late in October at the latter port, Arikara joined a convoy bound for the United States and headed home. She arrived in Norfolk on 7 November and remained in that vicinity into December. Late in that month, she voyaged to Trinidad where she took YFD-6 in tow before continuing on to the Panama Canal. Arikara reached the Canal Zone on 3
January 1945, transited the canal, and delivered her tow at Cristobal on the 5th. The following day, she and Bannock (ATF-81) got underway for Hawaii. The tug entered Pearl Harbor later in January but remained there only until resuming her westward voyage on 4 February, bound ultimately for the Ryukyus. After stops at Eniwetok and Guam, she reached Ulithi Atoll, in the Carolines, on 17 March. There, she reported for duty with Service Squadron (ServRon) 10 and began preparations for the conquest of Okinawa.

Ten days later, she departed Ulithi as part of Task Group (TG) 50.8, the 5th Fleet Logistics Support Group, and headed for the Ryukyu Islands. To begin the campaign, during the last week in March, American forces took Kerama Retto, a small group of islands about 15 miles west of southern Okinawa. Then, on 1 April, the main assault force landed on Okinawa proper. Arikara spent the next 11 weeks based at Kerama Retto assisting ships and craft damaged in the struggle for Okinawa. On the night of 2 April, the tug went to the assistance of Dickerson (APD-21) after that high-speed transport had suffered a devastating suicide crash from a Kawasaki Ki.45 "Nick" twin-engine reconnaissance/ground attack aircraft. Ankara's crew managed to extinguish the fires raging on board Dickerson, and the tug took her in tow for Kerama Retto. In spite of Ankara's efforts, Dickerson proved to be beyond economical salvage and was towed out to sea on 4 April and sunk.

Although Ankara's main mission at Okinawa was the removal and salvage of damaged landing craft, kamikaze attacks continued to add to her burdens. On 11 May, a horde of suicide planes attacked Evans (DD-552) and Hugh W. Hodley (DD-774) on picket station no. 15 to the northwest of Okinawa. Arikara sped to the aid of Evans, which had sustained four suicide crashes in rapid succession. Arikara moved alongside her, put five pumps on board, made fast a hawser, and towed the destroyer into Kerama Retto for repairs.

A bit over a week later, on 17 May, Longshaw (DD-559)—her officers and crew drained by long hours at general quarters and a night of illumination fire in support of the troops ashore—ran aground on a reef near Naha while en route to yet another call fire mission. Arikara rushed to her aid. Just when she began taking up slack on the towline, a Japanese shore battery opened up on the stranded destroyer with uncanny accuracy. The enemy artilleryists straddled Longshaw immediately, and quickly scored four hits. One of the four caused a forward magazine to detonate blowing off the bow forward of the bridge. With Longshaw a total loss, Arikara parted the towline and moved off to see to her own defense and to rescue survivors. Longshaw was later destroyed by "friendly" gunfire and torpedoes.

Arikara performed salvage work in the Ryukyus well into June. On the 19th of that month, she took kamikaze-damaged Evans in tow and set course for the Marianas. The tug arrived at Saipan on 25 June and remained there until 11 July. From Saipan, she sailed to Leyte where she stayed through 18 August when she got underway for Japan. The tug stopped at Okinawa before proceeding on to Kyushu. She returned to Okinawa briefly in September and then continued on to the Philippines. On 9 October, while still en route to Leyte, the ship weathered a severe typhoon. After reaching Subic Bay, she underwent repairs until getting underway late in November for China. Upon reaching Tsingtao, Arikara began towing and salvage work in support of occupation forces.

Late in February 1946, Arikara left China to resume operations in the eastern and Central Pacific. During the next few years, her towing and salvage operations took her to such varied locales as the Panama Canal Zone, the west coast of the United States, Hawaii, Okinawa, and the Marianas.

In January 1950, the tug resumed occupation duty upon her arrival at Yokosuka and, for the next five months, provided towing and salvage services in Japan. However, on 25 June 1950, North Korean forces surged south across the 38th parallel into South Korea. Thus, Arikara entered her second war. She was assigned to TF 90, the Amphibious Force, Far East. Due to the skeletal nature of American naval forces in Oriental waters, her assignments early in July consisted of the unlikely duty of escorting shipping between Japan and Korea until an escort group of more suitable warships could be assembled. The tug also served as a communications ship and landing control vessel during amphibious operations at Pusan on the southeastern tip of the Korean peninsula. In addition, she performed her familiar salvage and rescue operations.

After completing her initial missions at Pusan and between that port and Japan, Arikara moved to other areas of the Korean peninsula. On 5 September, she departed Yokosuka with Task Unit (TU) 90.04.3, the Pontoon Movement Unit, on her way to Inchon on the western coast of Korea. The tug supported the amphibious assault at Inchon from mid-September to mid-October, before heading, on the 16th of the latter month, for Wonsan on the northeastern coast of Korea. The 20 October amphibious assault on Wonsan, mopped by the arrival of rapidly advancing Republic of Korea (ROK) ground forces, was transformed into an enormous reinforcement and logistical support operation. Arikara spent about a month at Wonsan helping to clear the harbor and to increase its efficiency.

During the latter part of November, she completed upkeep at Sasebo. Towing and salvage operations in Japanese waters occupied her during December 1950 and early January 1951. Then, on 12 January, the tug shaped a course back to the United States. Voyaging by way of the Marianas and Hawaii, she arrived in Long Beach, Calif., in March. By the beginning of April, Arikara was at Bremerton, Wash., undergoing repairs; and she remained there until heading back to Hawaii on 11 June. For the remainder of 1951, she operated out of Pearl Harbor making only two voyages to...
destinations outside the Hawaiian operating area. In July, the ship towed an AFDB to Guam; in August, she returned to Pearl Harbor; and, in October and November, she made a round-trip voyage to Subic Bay in the Philippines.

On 3 January 1952, *Arikara* departed Pearl Harbor to deploy again to the western Pacific. By the end of the month, she was back in the Korean combat zone. During that tour of duty in the Far East, the tug served once more at Wonsan, as well as Cho Do and Pusan, and stayed in the waters between Japan and Korea until the beginning of August. That fall, *Arikara* moved to the Marshall Islands to support Operation "Ivy," a nuclear bomb test conducted at Eniwetok Atoll in November 1952. Although the conflict lasted into the summer of 1953, the tug saw no additional service in the Korean combat zone.

By the time that an armistice ended hostilities in Korea on 27 July 1953, *Arikara* had already settled into a schedule of operations out of Pearl Harbor that included towing missions from Hawaii to Johnston and Canton Islands and duty in the Aleutians. In the fall of 1954, the tug began peacetime deployments to the Far East and, for the remainder of her Navy career, she alternated between assignments in the western Pacific with the 7th Fleet and operations out of her home port, Pearl Harbor. During the first 12 years of that period, the tug's Far Eastern itinerary included mostly Japanese, Korean, and Philippine ports of call while her operations out of Pearl Harbor took her to the waters off the coast of Alaska and surrounding the Aleutians, as well as to islands in the Central Pacific.

Late in 1964, American involvement in the conflict in South Vietnam increased dramatically. As a consequence, *Ankara* began to visit the Vietnamese coast more frequently. By the fall of 1966, the tug found herself calling at such places as Vung Tau and Danang to provide towing and other support services for Navy units engaged in fighting communist insurgency and North Vietnamese aggression in South Vietnam. Her deployments to Asian waters along with the concomitant service in Vietnam continued into 1970.

Late in February of that year, *Ankara* returned to Pearl Harbor from her final tour of duty with the 7th Fleet. She served actively in the Hawaiian Islands and in Alaskan waters for another 16 months. On 1 July 1971, the tug was decommissioned and simultaneously transferred to Chile as a loan under the military assistance program. She was commissioned in the Chilean Navy as *Aldea* (ATF-63). As of 1 July 1986, *Aldea* was still active with the Chilean Navy.

*Arikara* earned three battle stars during World War II, five battle stars during the Korean conflict, and three battle stars for service in Vietnam.

### AT99 – Chetco

**Penguin Class Submarine Rescue Ship:**

- Laid down, 9 February 1943 as Fleet Tug, *Chetco (AT-99)* at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 20 July 1943
- Redesignated and renamed *Submarine Rescue Ship Penguin (ASR-12)*, 23 September 1943
- Commissioned, 29 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register (date unknown)
- Final Disposition, fate unknown

**Specifications:**

- **Displacement:** 1,740 t.
- **Length** 205’ x **Beam** 39’ 3” x **Draft** 15’ 6” (62.48x11.96x4.72)
- **Speed** 16 kts.
- **Complement** 99
- **Armament** one single 3”/50 gun mount, four 20mm guns, two depth charge tracks
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

*Chetco*

The Chetco (AT99) was laid down by the Charleston Shipbuilding and Dry Dock Co., Charleston S.C., 9 February 1943; launched 20 July 1943, sponsored by Mrs. H. S. Dickinson, renamed and reclassified *Penguin (ASR-12)*, 23 September 1943; and commissioned 29 May 1944, Lt. Comdr. G. W. Albin, Jr., in command.

*Penguin*, a submarine rescue and salvage vessel, reported for duty with SubRon 1, at New London, Conn., 9 June 1944. Based there after shakedown training, she served as a target and torpedo recovery ship for Allied submarines training in the area; performed towing assignments; participated in the planting and sweeping of experimental mine fields; and conducted salvage operations. Included in the latter were operations on a sunken U-boat near Block Island between April and June 1945.

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Penguin (ASR-12) underway, date and place unknown. (Photo NAFTS)

Shifting to Portsmouth, N.H., for the period 5 July-7 September, Penguin served as a target vessel and a rescue and salvage ship for submarines undergoing sea trials, then returned to New London, and, for the remainder of the year alternated between those two submarine bases. Permanently attached to New London with the new year, 1946, she remained there until November when she participated in cold weather operations off Newfoundland. On her return to New London she continued her duties as rescue and salvage ship, target and torpedo recovery vessel, and escort and towing vessel. In June 1947 she joined the Atlantic Reserve Fleet, decommissioning, at New London, 4 September.

Penguin, berthed at New London for four and a half years, recommissioned 3 April 1952. On 28 April, she reported for duty with the Atlantic Fleet's Submarine Forces, and on 23 July, arrived at Key West, her new homeport. For the next nine years, with only occasional interruptions for submarine exercises or salvage operations in the Caribbean, and, in August 1954, off Newfoundland, she carried out her mission in the Key West area for SubRon 12. During that period, however, she established a new record for ships of her class by "rescuing", during training operations, personnel from a submarine 349' below the surface, 24 February 1955.

In 1961, Penguin entered another first on her record. On 20 March she departed for Rota, Spain, becoming the first ASR to be deployed to the 6th Fleet. Since that time she has continued salvage operations, primarily on downed aircraft, and weapons evaluation tests, provided target and torpedo recovery services; and performed towing services for the Atlantic Fleet and, in 1963, 1964, 1967 and 1969, for the 6th Fleet. While with the latter she has also served as flagship for that fleet's submarine force. Fortunately, however, into 1970 she had not been called on to conduct rescue operations for an actual submarine disaster.

AT100 – Chowanoc

Abnaki Class Fleet Ocean Tug:

- Laid down (date unknown) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 20 August 1943
- Commissioned USS Chowanoc (AT-100)
- Redesignated Fleet Ocean Tug (ATF-100), 15 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register, 1 October 1977
- Final Disposition, transferred, cash sale, under the Security Assistance Program to Ecuador, 1 October 1977, redesignated RA-70, fate unknown
- Chowanoc received four battle stars for World War II service and one for the Korean war

Specifications:
- Displacement 1,205 t.(lt) 1,589 t.(fl)
- Length 205' x Beam 38' 6" x Draft 15' 4" (62.48x11.73x4.67)
- Speed 16.5 kts.
- Complement 85
- Armament one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
**Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp.

**Chowanoc**
An Indian tribe of North Carolina.

*Chowanoc* (AT-100) was launched 20 August 1943 by Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.; sponsored by Mrs. H. Hezlip; and commissioned 21 February 1944, Lieutenant R. F. Snipes in command.

Clearing Norfolk 4 April 1944 *Chowarloc* [sic] (reclassified ATF-100, 15 May) arrived at Pearl Harbor 17 May for tug duty until 12 June. She arrived at Kwajalein 25 June to operate in the Marshall Islands on towing and salvage duty until 3 August when she began her participation in the Marianas operation, with towing duty from Eniwetok to Guam and Saipan.

*Chowanoc* steamed from Manus 14 October 1944 to operate as a salvage tug during the invasion of Leyte from 20 to 24 October. Continuing her essential service during the epic Battle for Leyte Gulf, she came under heavy air attack and aided in downing several aircraft. She served in Leyte Gulf until 22 November, then prepared for the invasion of Lingayen Gulf on 9 and 10 January 1945. *Chowanoc* towed *Kitkun Bay* (CVE-71) after she was damaged 8 January until the escort carrier could regain power the next day. *Chowanoc* served as salvage tug at Lingayen Gulf until 26 February when she steamed to Ulithi for overhaul. Returning to San Pedro Bay 24 May, she served there until early July, when she joined the service group supporting the mighty 3d Fleet in its final operations against Japan.

*Chowanoc* (ATF-100) underway date and place unknown. (Doug Lindsey)

*Chowanoc* served the Fleet at Guam, Okinawa, and in the Marshall Islands until she returned to Pearl Harbor 27 February 1946. Here she joined JTF 1 for the atomic weapons tests called Operation "Crossroads," during which she operated between Bikini and Kwajalein. From 1947 into 1950, *Chowanoc* gave service in the Hawaiian Islands, at San Francisco and San Diego, and for extended periods at Samoa, Guam, Saipan, Eniwetok and Kwajalein. Between

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December 1950 and April 1952 she offered tug and salvage services in Alaskan waters then returned to local operations at San Diego.

The tug sailed from Long Beach 28 March 1953 to operate as harbor tug at Yokosuka, Japan, where the harbor was thronged with the ships waging the Korean war. She returned to San Diego 29 October. A second Far Eastern tour in 1954 and 1955 was followed by operations along the west coast, in Alaskan waters, and short towing voyages to Pearl Harbor until March 1959 when she sailed for 5 months duty in Japan. In May 1960, Chowanoc sailed once more for tour of duty in Alaskan waters. Upon her return to San Diego, 29 August, the tug resumed operations along the west coast for the remainder of 1960.

Chowanoc received four battle stars for World War II service; and one for the Korean war.

** AT101 – Cocopa **

*Abnaki Class Fleet Ocean Tug:*

- Laid down (date unknown) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C. Launched, 5 October 1943
- Commissioned, USS Cocopa (AT-101), 25 March 1944, LT. J. C. Hutcheson, USNR, in command
- Reclassified Fleet Ocean Tug (ATF-101), 15 May 1944
- Decommissioned (date unknown)
- Decommissioned, 30 September 1978
- Sold under the Security Assistance Program to Mexico, 30 September 1978
- Commissioned into the Republic of Mexico Navy as ARM Seri (RE-03)
- Struck from the Naval Register, 30 September 1978
- Current Disposition, active in Mexican Navy (2007)
- Cocopa received one battle star for Korean war service and four campaign stars for Vietnam War service

** Specifications:**

*Displacement* 1,240 t.(lt) 1,589 t.(fl)

*Length* 205’ x *Beam* 38’ 6” x *Draft* 15’ 4” (62.48x11.73x4.67)

*Speed* 16.5 kts.

*Complement* 85

*Armament* one single 3”/50 DP gun mount two twin 40mm AA gun mounts two single 20 mm AA gun mounts

*Propulsion* diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

** Cocopa **

An Indian tribe of Arizona.

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*Cocopa* (AT-101) was launched 5 October 1943 by Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.; sponsored by Miss Z. Williams; and commissioned 25 March 1944, Lieutenant J. C. Hutcheson, USNR, in command. She was reclassified ATF-101, 15 May 1944.
Joining the Atlantic Fleet Cocopa began an active career of service. Between 9 May 1944 and 1 April 1945 she made two passages across the Atlantic with barges in tow, and one to Trinidad. She sailed then for the Pacific, reaching San Francisco 8 May, Seattle 14 June, Pearl Harbor 3 July, and Leyte, 29 August. The tug remained in the Far East on occupation duty shuttling between the Philippines, Shanghai, Okinawa, and Hong Kong until returning to Puget Sound Naval Shipyard for overhaul on 25 January 1947.

From 1947 through 1960, Cocopa rotated between the west coast, Hawaii, and the Far East, where she served seven tours of duty. In addition, in 1948 and 1949 she plied Alaskan waters.

Cocopa received one battle star for Korean war service.

**AT102 – Hidatsa**

*Abnaki Class Fleet Ocean Tug:*

- Laid down (date unknown) at Charleston Shipbuilding & Drydock Co., Charleston, S.C.
- Launched, 29 December 1943
- Commissioned USS Hidatsa (AT-102), 25 April 1944
- Reclassified Fleet Ocean Tug (ATF-102), 15 May 1944
- Decommissioned, 5 May 1948, at Long Beach, CA.
- Laid up in the Pacific Reserve Fleet, Long Beach
- Struck from the Naval Register, 1 July 1963
- Transferred to the Maritime Commission for lay up in the National Defense Reserve Fleet, Suisun Bay, Benicia, CA.
- Transferred, cash sale, to Colombia under the Security Assistance Program, 1 March 1979 and **ARC Rodrigo de Bastidas**
- **Hidatsa** earned two battle stars for her service in World War II

**Specifications:**

- **Displacement**: 1,240 t.(lt) 1,589 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 4" (62.48x11.73x4.67)
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Hidatsa**

An Indian group of the Sioux Tribe of North Dakota, now living on the Fort Berthold Reservation.
"Hidatsa" (AT-102) was launched 29 December 1943 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Dorothy S. White; and commissioned 25 April 1944, Lt. Carroll F. Johnson in command. She was reclassified ATF-102 15 May 1944.

After shakedown in Chesapeake Bay, "Hidatsa" departed Norfolk 3 June 1944 with two floating destroyer workshops in tow and reached Manus Island, Admiralties, via the Panama Canal, Borabora, and Espiritu Santo 4 September. On 20 September "Hidatsa" towed two pontoon barges to Mios Woendi 13 October with a gasoline barge, a crane barge, and a PT drydock in tow, for use in the invasion of the Philippine Islands. As "Hidatsa" reached Leyte Gulf, scene of the initial landings, 25 October she could observe gun flashes from the Battle of Surigao Straits, part of Japan's desperate attempt to deny America the Philippines. But for brief voyages to Manus and Hollandia, "Hidatsa" remained at Leyte on fire fighting, towing and salvage assignments until 3 January 1945. That day she sailed to participate in the initial landings at Lingayen Gulf where she remained 9-18 January during the vicious Japanese kamikaze attacks.

"Hidatsa" next participated in landings at Zambales and Grande Island, where she was active in salvage and towing work. On the morning of 17 February, while returning from the initial assault landings at Corregidor, the tug struck a mine in Mariveles Harbor killing 8 of her crew and injuring another 12. Towed to Subic Bay 18 February, "Hidatsa" remained there for repairs and trials until she sailed 2 August 1945 for Manus Island, where she received the welcome news of Japan's surrender. Although the war was over, there was much work to be done, and the fleet tug remained in the Philippines for salvage operations until 7 April 1946.

Reaching San Pedro, Calif., via Eniwetok and Pearl Harbor, 13 June, "Hidatsa" engaged in training operations. She returned to the Pacific in 1947 for salvage and towing operations, primarily at Eniwetok and Kwajalein. "Hidatsa" departed Mare Island for Alaska 28 August 1947 and spent most of the next 2 months operating in the northern waters. Operations along the California coast, with a February 1948 cruise to Pearl Harbor, occupied "Hidatsa" until she decommissioned and went into reserve at Long Beach, Calif., 5 May 1948.

In 1962 "Hidatsa" was transferred to the Maritime Commission, National Defense Reserve Fleet at Suisun Bay, California, where she remains.

"Hidatsa" earned two battle stars for her service in World War II.

**ATF103 – Hitchiti**

*Abnaki Class Fleet Ocean Tug:*

- **Laid down** (date unknown) as (AT-103) at Charleston Shipbuilding & Drydock Co., Charleston, S.C.
- **Launchd**, 29 January 1944
- **Redesignated** Fleet Ocean Tug (ATF-103), 15 May 1944
- **Commissioned** USS Hitchiti (ATF-103), 27 May 1944
- **Decommissioned**, 30 April 1948, at San Francisco, CA.
- **Laid up** in the Pacific Reserve Fleet, San Francisco Group
- **Recommissioned**, 3 January 1951, at Alameda, CA.
- **Decommissioned** (date unknown)
- **Transferred**, cash sale, under the Security Assistance Program to Mexico, 1 September 1976, fate unknown
- **Struck** from the Naval Register, 30 September 1978
- **Final Disposition**, fate unknown
- **Hitchiti** received one battle star for World War II service

**Specifications:**

- **Displacement** 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4"
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Hitchiti**

A tribe of Creek Indians who lived in Florida and Georgia. The word "hitchiti" means "to look up the stream."
Hitchiti (ATF-103) was launched 29 January 1944 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; sponsored by Mrs. Olin D. Johnston, wife of then-Governor Johnston; and commissioned 27 May 1944, Lt. H. A. Guthrie in command.

After shakedown in the Chesapeake Bay area, the fleet tug sailed for the Pacific, reaching Pearl Harbor with four tows 26 August 1944. Hitchiti was engaged in towing operations at Eniwetok and Ulithi until October, when she joined the support unit off the Philippine Islands during the momentous Battle of Leyte Gulf. She returned to Ulithi for further towing operations until 29 December when she joined the 3d Fleet for the seizure of Luzon. Hitchiti also took part in towing and rescue operations during the hard-fought Iwo Jima and Okinawa campaigns as the Pacific war drew near to the Japanese home islands in the spring of 1945. Work off Okinawa alternated with operations in the Philippines that summer, and as the war ended Hitchiti remained in the Pacific for salvage and towing operations. In 1946 she performed harbor duty in Japanese waters as well as at various Pacific island bases, returning to the United States in September for overhaul at Bremerton. After further harbor work at Pearl Harbor and Kwajalein, Hitchiti reached San Francisco 26 December 1947 and decommissioned there 30 April 1948.

Recommissioned at Alameda, Calif., 3 January 1951, Hitchiti joined the fleet in Japanese waters 21 April to participate in operations off the Korean coast. Escort duties alternated with salvage operations along the war-torn peninsula until she returned to Pearl Harbor 5 February 1952. Hitchiti participated in towing and salvage work at Pearl Harbor and along the California coast until sailing for Alaskan waters 23 March 1954. Her 7 month tour in the north was followed by further duty in Hawaii and off the West Coast until she returned for a brief tour in September 1955. Hitchiti sailed for Sasebo, Japan, 22 May 1956 to begin her first Western Pacific cruise. This and six subsequent cruises took her to Hong Kong, Guam, Okinawa, and the Philippines for towing and salvage as well as tactical training.

Hitchiti (ATF-103) moored pierside, at Adak, AK, (date unknown). (Photo Tom Kermen)
Hitchiti’s Western Pacific deployments, interspersed with duty at Pearl Harbor and off the California coast, were varied by visits to Mexico in 1959 and 1961 as well as a third cruise to Alaskan waters 21 October 1960-14 January 1961. From 19 September to 14 November 1962 the veteran fleet tug participated in U.S. nuclear testing at Johnston Island in the Pacific. All of 1963 was spent serving the fleet in Hawaiian waters. On 26 October Hitchiti freed Hai Fu off Honolulu after the Chinese merchant ship had grounded.

Hitchiti joined the 7th Fleet on 18 May 1964 and operated off Vietnam. She once again returned to Pearl Harbor 7 October for a brief refitting. From 25 January 1965 to 23 March, Hitchiti made a birdlife study on South Pacific islands for the Smithsonian Institute. She once again joined the 7th Fleet off Vietnam 25 October and operated in the war zone until 12 April 1966. Hitchiti arrived back at Pearl Harbor 27 April having 9,000 miles of towing and four salvage operations to her credit during the deployment. She then operated in Hawaiian waters into 1967.

Hitchiti received one battle star for World War II service.

ATF104 – Jicarilla

Abnak Class Fleet Ocean Tug:

- Laid down, 25 August 1943, as (AF-104) at Charleston Shipbuilding & Dry Dock Co., Charleston, S.C.
- Launched, 25 February 1944
- Redesignated Fleet Ocean Tug (ATF-104) 15 May 1944
- Commissioned, USS Jicarilla (ATF-104), 26 June 1944, at Charleston, S.C.
- Decommissioned, 14 June 1950, at San Diego, CA.
- Laid up in the Pacific Reserve Fleet, San Diego Group
- Transferred to MARAD in August 1962 for lay up in the National Defense Reserve Fleet, Suisun Bay, Benicia, CA.
- Struck from the Naval Register, 1 July 1963
- Transferred, cash sale, under the Security Assistance Program to Columbia, 1 March 1979, renamed ARC Sebastian De Belalcazar (RM-73)
- **Jicarilla** received two battle stars for World War II service
- Final Disposition, sunk as a artificial reef at Bahia Solano off the northern Pacific coast of Colombia, 2 September 2004

**Specifications:**
- **Displacement** 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Jicarilla**

A group of the Apache tribe found in the southwestern United States.

Jicarilla (ATF-104) was laid down as AT-104 by Charleston Shipbuilding & Dry Dock Co., Charleston, S.C., 25 August 1943; launched 25 February 1944; sponsored by Mrs. R. L. Harley; reclassified ATF-104 on 15 May 1944; and commissioned at Charleston Navy Yard 26 June 1944, Lt. Comdr. W. B. Coats in command.

Following shakedown training in Chesapeake Bay, Jicarilla departed New York towing barges 9 August 1944, bound for San Francisco via the Panama Canal. She arrived 22 September, but sailed again seven days later towing ARD-27 to Pearl Harbor. The tug remained in Hawaiian waters until November doing salvage and towing work, including the difficult task of pulling SS Antigua off a reef 14-21 October. Departing Pearl Harbor 7 November, she towed barges of supplies to advance bases at Eniwetok and Ulithi, arriving the latter island 3 December.

With the campaign to recapture the Philippines well underway, Jicarilla sailed 10 December as part of the refueling group for Task Force 38, the fast carrier group then supporting the Philippines operation. Refueling began early 17 December but had to be broken off as weather worsened. Anxious to top off his destroyers and support the Mindoro operation, Admiral Halsey continued attempts to refuel until the next morning, when Jicarilla and the rest of the fueling group turned south. The fleet tug rode out the typhoon and returned to Ulithi 22 December, but the great storm sank three gallant destroyers, two of them from Jicarilla’s group. Undaunted, the fast carrier force resumed its punishing attacks on the Philippines.

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**Jicarilla** (ATF-104) in Columbian Naval service as **ARC Sebastian De Belalcazar** (RM-73) (Photo Alexandra Garcia Nino)

**Jicarilla** arrived Leyte 7 January to support the next amphibious operation at Lingayen Gulf. She sailed 9 January with a convoy of LCI's and LST's; despite numerous air attacks by the Japanese, she arrived Mangarin Bay 2 days later. The tug remained there until 22 January performing salvage and firefighting duties on the many damaged and beached landing craft. She arrived Ulithi 27 January. After towing voyages between Ulithi and the Marianas, **Jicarilla** sailed from Ulithi 9 April pulling a much-needed floating drydock to Okinawa.

The veteran tug arrived Kerama Retto, repair base for the Okinawa operation, 16 April, and remained there to perform salvage work on ships damaged in the desperate kamikaze attacks. She sailed 20 April with **Idaho**, arrived Guam 25 April, and from there returned to Ulithi 30 April. After towing work at the advance base, she sailed for Leyte 19 May and arrived Okinawa again 13 June. As the struggle for the island continued, she worked directly off the Hagushi beaches, towing landing craft and performing salvage work. Thus, she contributed importantly to the eventual victory by helping to keep the massive fleet afloat and operating.

**Jicarilla** remained at Okinawa until departing for Wakayama, Japan, 21 September. Four days later she arrived, and performed towing duties in connection with the occupation operations until returning to Okinawa 14 October. After a voyage to Guam, the ship steamed to Iwo Jima 4 December to salvage **ARL-32**. In the months that followed, she was engaged in towing and salvage in the Marshalls and Carolines, arriving Pearl Harbor 24 April 1946. **Jicarilla** spent the summer of 1946 in the Marshall Islands in support of Operation Crossroads, the history-making atomic test series in the Pacific. Returning to the United States 14 September, she performed towing duties on the West Coast and at the Canal Zone until 23 January 1947, when she sailed again for the Far East from Bremerton, Wash. The ship operated out of Pearl Harbor until May, sailing on the 14th to Guam. **Jicarilla** arrived Tsingtao, China, 17 June for towing and salvage work in connection with the American marines ashore. In the months that followed, she continued to steam between American Pacific bases and China. After a month at Pearl Harbor, she returned to Long Beach 18 February 1948.

The ocean tug conducted operations on the Pacific coast and out of Pearl Harbor until arriving Yokosuka 25 January 1949. She again supported the American effort to bring peace and security to China and the Far East, before returning to Long Beach 19 August 1949. After additional towing on the West Coast, she decommissioned at San Diego 14 June 1950 and entered the Pacific Reserve Fleet. In August 1962 she was transferred to the Maritime Administration, and at present is berthed with the National Defense Reserve Fleet, Suisun Bay, Calif. **Jicarilla** received two battle stars for World War II service.
ATF105 – Moctobi

**Abnaki Class Fleet Ocean Tug:**
- Laid down, 1 December 1943, as *Fleet Tug (AT-105)* at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 25 March 1944.
- Redesignated *Fleet Ocean Tug (ATF-105)*, 15 May 1944.
- Commissioned *USS Moctobi (ATF-105)*, 25 July 1944, LT. Troy Braesher USN in command.
- Decommissioned, 30 June 1948.
- Assigned to the Pacific Reserve Fleet San Francisco Group at Alameda CA., 27 August 1948.
- Recommissioned, 8 November 1950, at San Francisco, CA., LT. John M. Geortner USN in command.
- Decommissioned, 30 September 1985, at Long Beach, CA.
- Laid up in the Pacific Reserve Fleet, Bremerton, WA.
- Struck from the Naval Register, 27 January 1992.
- Sold, 29 December 1997 to the Northeast Wisconsin Railroad Transportation Commission, to be leased to Escanaba and Lake Superior Railroad Co. Last known location (as of 1999) Port Richmond, CA.
- *Moctobi* earned two battle stars for the Korean War and two campaign stars for the Vietnam War.

**Specifications:**
- **Displacement**: 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3”/50 DP gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Mactobi**

An American Indian tribe of Arizona.

*Moctobi* (ATF-105) was laid down as AT-105 by Charleston Shipbuilding & Drydock Co., Charleston, S.C., 7 October 1943; launched 25 March 1944; sponsored by Mrs. Wade C. Harrison; reclassified ATF-105 on 15 May 1944; and commissioned at Charleston 25 July 1944, Lt. Troy Braesher in command.

After shakedown in Chesapeake Bay, *Moctobi* was assigned to duty in the Pacific with ComServPac. Departing Norfolk 1 September, she stopped at New Orleans where she took in tow a section of ABSD-3; thence, she sailed for the Marshalls 8 September. She reached Eniwetok via Majuro 21 November and steamed to Hawaii, arriving Pearl Harbor the 29th. On 12 December she sailed in convoy to Eniwetok with another ABSD section. After touching at Eniwetok the 29th, she departed 2 January 1945 for Guam. She dropped off *ABD-16* at Guam 9 January; sailed for Ulithi the same day; and reached that important advance base two days later.

Assigned to Service Squadron 10, *Moctobi* operated out of Ulithi until the end of the war in the Pacific. There she carried out the harbor duties necessary to prepare ships of the hard-hitting task forces for their strikes against the enemy. During the Iwo Jima campaign she served on a standby basis with the Support Force and at the conclusion of the campaign towed *Marti* (IX-160) from Saipan to Ulithi.

On 30 March 1945 *Moctobi* sailed with units of the fast tanker fleet and joined the Logistic Support Group off Okinawa. During the next 47 days she provided at sea logistics support for ships of the 5th Fleet, thence returned to Ulithi 12 to 16 May. After completing a run to Leyte Gulf and back, she departed Ulithi 3 July with other ATFs and joined the

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Logistics Support Group for support of the 3d Fleet Bombardment Force. She served at sea during the closing weeks of the war and arrived Yokosuka, Japan, after the cessation of hostilities. She began supporting occupation operations 29 August and aided in the landing of initial occupation forces in the Tokyo area. She towed American and Japanese ships and supported demolition operations of Jap suicide boats and submarines along the eastern coast of Honshu.

Moctobi sailed for Okinawa 14 October and for more than 2 months aided in salvaging and refloating many ships damaged by the recent vicious typhoons. On Christmas Eve she sailed for Pearl Harbor with ARD-29 in tow. Upon arriving, she reported to ComServPac for continued duty out of Pearl Harbor. She returned to the west coast in May 1946 and later that year deployed once again to the Far East. She operated in the Philippines until June 1947, thence sailed to the United States. She began preinactivation overhaul at San Francisco 1 December and decommissioned 30 June 1948. Assigned to the Pacific Reserve Fleet 27 August, she was berthed at Alameda, Calif.

On 8 November 1950 Moctobi recommissioned at San Francisco, Lt. John M. Geortner in command. Following refresher training off the west coast, Moctobi steamed to the Far East. Between February and November 1951 she was underway almost constantly, touching Midway, Eniwetok, Kwajalein, Guam, Subic Bay, Sasebo, Yokosuka, Inchon, Pusan, Okinawa, Taiwan, and Taechong Do, Korea. In September she conducted salvage operations on the ROK PF-62 off Abru Somu Island, North Korea. She towed the damaged ship to Pusan thence to Yokosuka for repairs. She returned to Pearl Harbor in December for overhaul, thence between April and September 1952 made several towing trips to Johnson Island and the Marshalls.

In November Moctobi steamed to the northern Pacific for duty in the Aleutians. During the next several months she carried out towing and SAR duty from Dutch Harbor to Attu. She returned to Pearl Harbor in June 1953. Following operations between Hawaii and the west coast, she made another WestPac deployment in March 1954. Tug and towing assignments sent her from Japan to the Philippines and from Korea to French Indochina. In September she steamed via Pearl Harbor to San Francisco, and during the next year she carried out tows along the west coast and to Pearl Harbor.

Moctobi (ATF-105) in World War II dark gray paint scheme circa April 1946 (Photo Norman Davis)

Moctobi maintained a busy tug and towing schedule throughout the Pacific for more than a decade. Although homeported in Pearl Harbor, she ranged the Pacific from the west coast to the Far East while supporting the might of American seapower in the Pacific. She carried out towing duties to American bases throughout the Pacific and when requested she provided emergency at sea tows for ships in distress. In addition she carried out SAR patrols and undertook special operations of a classified nature for the Atomic Energy Commission.

Following a 3-month deployment to the Aleutians in mid-1963, Moctobi steamed to Seattle, Wash., 15 October to prepare for an unusual towing assignment. On 28 October she departed for Honolulu, Hawaii, with the four-masted sailing ship Falls of Clyde (see DANFS, vol. 111, p. 733) in tow. During the trip, which took 21 days, Moctobi encountered several severe storms with 40-knot winds and 20-foot seas. However, she delivered the wroughtiron-hulled ship, safely to tugs off Honolulu 21 November.

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Since 1963 Moctobi has continued to carry out tug and towing assignments, as well as additional duties given to this busy ATF, with skill and dispatch. Whether operating in the waters of the north Pacific or in the Far East, she has supported the mighty ships of the U.S. Navy in the continuing struggle to maintain the freedom of the seas for the forces of freedom. Into 1969 she continues to range the length and breadth of the Pacific while operating out of Pearl Harbor.

**ATF106 – Molala**  
*Abnaki Class Fleet Ocean Tug:*

- Laid down, 26 July 1942, at United Engineers Co., Alameda, CA.
- Launched, 23 December 1942
- Commissioned **USS Molala (AT-106)**, 29 September 1943, LT. Rudolph L. Ward in command
- Reclassified **Fleet Ocean Tug (ATF-106)**, 15 May 1944
- Decommissioned, 1 August 1978
- Struck from the Naval Register, 1 August 1978
- Sold to Mexico, 1 August 1978, under the Security Assistance Program, named **ARM Otomi (A-17)**, later renamed **ARM Kukulkan (A-52)**
- Current Disposition, still active in the Mexican Navy
- **Molala** earned five battle stars for World War II service, three battle stars for Korean War service and four campaign stars for Vietnam War service

**Specifications:**

- **Displacement** 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4"
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Molala**

A group of the Wallatpuan tribe of Oregon.

**Molala** (AT-106) was laid down 26 July 1942, by United Engineering Co., Alameda, Calif.; launched 23 December 1942; sponsored by Miss Molly Fay; and commissioned 29 September 1943, Lt. Rudolph L. Ward in command.

Following shakedown off Calif., **Molala** steamed to Hawaii, arriving Pearl Harbor 14 December 1943. Between February and June 1944, she operated from the Marshall., towing damaged ships to Pearl Harbor. During that time, she was reclassified ATF-106, effective 15 May. After taking part in the invasion of Saipan, she continued towing and salvage operations between the Marianas and Gilberts, returning 2 September to Pearl Harbor. Assigned to the 3d Fleet, **Molala** was involved in the Luzon invasion in November. She departed Ulithi 29 December, supporting 3rd Fleet China Sea operations, returning 27 January 1945.

Reassigned to the 5th Fleet, she joined a carrier group in February striking at Tokyo, in support of the Iwo Jima invasion. She arrived Ulithi 7 March with **Yarnell** in tow, and 4 days later fought a fire on **Randolph**. For almost a month she rendered valuable assistance to the Okinawa invasion forces, performing her duties, despite the threat of suicide attacks. She departed Kerama Retto 6 May, and spent the next 3 months between the Philippines and Marianas. She arrived Japan 4 September for occupation duty before returning to the west coast.

Between 1947 and 1952, she was assigned duties in the Hawaiian Islands, Alaska, and WESTPAC. She steamed to Korea, to aid in the struggle against Communist aggression, arriving October 1952, and conducted diving operations.
until the cessation of hostilities. For the next 3 years she operated off Alaska and the west coast. She steamed to the Far East 4 February 1957, returning 19 July to San Diego.

She spent the next 7 years making regular deployments to northern and western Pacific waters. In September 1964, Molala patrolled the troubled waters off South Vietnam returning to Vietnam in the winter of 1965 to carry out salvage work before steaming to the west coast the following year. She departed San Diego 4 January 1967 for WestPac duty, during which time she again entered Vietnamese waters, returning 29 July to San Diego. She departed San Diego April 1968, for another tour of duty in the Far East, and operates off Japan into 1969.

Molala received five battle stars for World War II service, and three for Korean service.

**Molala (ATF-106) underway, date and location unknown. (Photo Mike Turner)**

**ATF107 – Munsee**

*Abnaki Class Fleet Ocean Tug:*

- Laid down, 20 August 1942, at United Engineering & Drydock Co., Alameda, CA.
- Launched, 21 January 1943
- Commissioned USS Munsee (AT-107), 30 October 1943, LT. John F. Pingley in command
- Redesignated Fleet Ocean Tug (ATF-107), 15 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register (date unknown)
- Final Disposition, fate unknown
- Munsee earned two battle stars for World War II service and four campaign stars for Vietnam War service

**Specifications:**

- **Displacement** 1,240 t. (lt) 1,589 t. (fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

*Munsee*

A subtribe of the Delaware Indians, formerly living in Wisconsin and Kansas.

*Munsee* (AT-107) was laid down 20 August 1942 by the United Engineering & Drydock Co., Alameda, Calif.; launched 21 January 1943; sponsored by Mrs. Lloyd A. Davis; and commissioned 30 October 1948, Lt. John F. Pingley in command.

After shakedown and brief duty from west coast ports, Munsee conducted towing operations between Hawaii and Midway and the Marshalls. As ATF-107, redesignated 15 May 1944, she proceeded, in August, to the Solomons to
prepare for the invasion of the Palau Islands. She arrived off Peleliu, 17 September, and screened transports during the landings. She then joined in the occupation of Ulithi, 23 September, and patrolled Kossol Roads.

When *Canberra* (CA-70) was damaged by air attack off Formosa, 13 October, *Munsee* sailed to take her in tow, rendezvousing 8 days later. *Pawnee* (ATF-74) gave similar aid to *Houston* (CL-81), struck the day after *Canberra*. Still in range of land-based aircraft, the two cruisers drew heavy attacks, which *Munsee* and *Pawnee* helped to fight off as they towed the cruisers to safer waters. Relieved 21 October, she returned to the Palaus for salvage duties.

At Ulithi, 20 November, for repairs, *Munsee* aided in fighting fire on board *Mississinewa* (AO-59) when the oiler was hit by a Japanese kaiten. She maneuvered close enough to send a firefighting party aboard. After 30 minutes, they were forced off the oiler, returning to *Munsee* hand over hand on the mooring lines.

*Munsee* (ATF-107) underway, date and place unknown (Photo Bob McDonald)

Towing and salvage duty in the Palaus and at Ulithi continued. On 11 March 1945, she again fought fire in Ulithi Anchorage when *Randolph* (CV-15) was bombed. She next joined TG 50.8 for at-sea support of the Okinawa assault force. Arriving at Kerama Retto, 8 April, she underwent two enemy air attacks, before sailing to take *Sigsbee* (DD-502), damaged by enemy aircraft, in tow for Guam. Rejoining TG 50.8, she sailed with them through the violent typhoon of 5 June, during which *Pittsburgh* (CA-72) lost 225 feet of her bow. *Munsee* sailed in search of the missing section, and shortly reported having sighted it and taken it in tow. The unwieldy tow was safely brought to Guam, with *Pakana* (ATF-108) assisting in the final stage of the mission.

The tug served in the Marianas through July and August; then, after hostilities ended, proceeded to Okinawa and Japan for salvage and diving operations. She opened 1946 in the Marshalls and operated between the central Pacific and the west coast until steaming to Bikini Atoll in June for operation “Crossroads,” tests conducted through the summer to determine the effects of atomic weapons on naval ships.

For the next two decades the tug performed widely varied duties in the Pacific, towing assorted ships and craft from the South Pacific to the Aleutians, and from the California coast to the Asiatic mainland. The pace quickened during the Korean conflict in the early 1950s and again in the mid-1960’s when the United States mustered forces to stop Communist aggression in Vietnam.

On the morning of 10 July 1965, *Munsee* headed for Pratas Reef, 200 miles south of Hong Kong. There *Frank Knox* (DD-742) had grounded. First on the scene, *Munsee* remained for several days, helping to refloat the destroyer. On the 28th, she made a run to Camrahn Bay with barges in tow, and then towed *Frank Knox* from Taiwan to Japan for repairs.

*Munsee* returned to San Diego 29 October 1965 and for the next year operated on the west coast. She sailed, 28 October 1966, for the Gulf of Alaska. Arriving at Adak, 5 November, she spent the next few months assisting disabled vessels in the Aleutians. She headed south again in February, arriving at San Diego on the 22d. She operated along the west coast until 19 October, when she departed again for the Far East. After a stop at Pearl Harbor, *Munsee*
reached Subic Bay 27 November. On 2 December she sailed for Vung Tau, Vietnam, to assist HCU-1 in transferring equipment between lift craft. The veteran tug continued to operate in the orient, supporting the struggle against communism in Southeast Asia until returning to San Diego 28 May 1968. Late in the year she prepared to return to the North Pacific.

ATF108 – Pakana

**Abnaki Class Fleet Ocean Tug:**
- Laid down, 1 October 1942, at United Engineering & Drydock Co., Alameda, CA.
- Launched, 3 March 1943
- Commissioned **USS Pakana (AT-108)**, 17 December 1943
- Redesignated **Fleet Ocean Tug (ATF-108)**, 15 May 1944
- Decommissioned in October 1945
- Laid up in the Pacific Reserve Fleet, San Diego, CA.
- Struck from the Naval Register, 1 July 1963
- Transferred the Maritime Administration for lay up in the National Defense Reserve Fleet, Suisun Bay, Benecia, CA.
- Custody transferred to the Dept of Interior, Bureau of Mines
- Final Disposition, sunk by gunfire, 27 May 1975
- **Pakana** earned one battle star for service in World War II

**Specifications:**
- **Displacement** 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205’ x **Beam** 38’ 6” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Pakana**

Pakana (AT 108) was laid down 1 October 1942 by United Engineering Co., Alameda, Calif., Launched 3 March 1943 sponsored by Miss Louise Mary Shipp, commissioned 17 December 1943, Lt. William E. White in command, and Reclassified ATF-108 on 15 May 1944.

After shakedown, Pakana conducted numerous towing assignments up and down the West Coast and carried out familiarization training for her crew. On 8 March 1944 she departed San Pedro, Calif., and sailed for Pearl Harbor with a tow and in company with two YW’s. En route she spent many hours at General Quarters due to frequent submarine contacts. Several weeks were spent at Pearl providing services for fleet units, towing targets and performing salvage operations. On 28 April Pakana sailed for Majuro accompanied by Saunter (AM 295) and Molala (ATF 106) with three fuel barges in tow. She arrived Majuro on 1 May, whereupon she returned to Pearl. On 9 June, while proceeding to Kwajalein with a tow her tow wire parted in heavy weather. Pakana subsequently retrieved the tow and completed her voyage. Through June and most of July she carried out salvage operations at Kwajalein and Eniwetok, removing beached craft from the landing areas.

Upon completion of salvage operations, she was given towing assignments to Guam, back to Eniwetok, to Saipan and to Guam again, where she became engaged in additional salvage work.

From Guam, Pakana sailed 1 October for the Palau Islands encountering a typhoon en route, which tore lose her tow. Again Pakana was forced to ride out heavy weather and watch-dog her charge until she could re-rig her wire. She arrived Ulithi 6 October, dropped the tow and headed for Pearl via Guam, to undergo alterations.

On completion of scheduled alterations, Pakana, with Deliverer (ARS 23), began salvage operations on a LST at Maui, on 25 January 1945, completing the job on 3 February. She was then assigned convoy duty through 25 March, ending up at Okinawa on the 30th.
Okinawa proved to be hazardous as Pakana spent several days extracting LST's from the beaches while under Japanese aerial attacks. On the 6th she was called to pick up survivors of Bush (DD 529), sunk by Japanese planes, and to assist Wesson (DE 184), which was flooding from battle damage.

Next came salvage assignments at Kerama Retto and Hagushi. On 22 April Pakana picked up survivors of SS Canada Victory and the next day had three crewmen wounded during a strafing attack in which one of her lookouts, manning a 40mm. gun, brought down the plane. A short time later the ship's gunners bagged another plane.

On 9 May, Pakana assisted New Mexico (BB 40) in fighting fires resulting from bomb hits and then went alongside SS Bucknell Victory to supply power to the stricken vessel, remaining with her until the 18th. Pakana's divers engaged in underwater operations to remove obstructions at the Hagushi anchorage in Okinawa on 1 June and later on 8 June she was directed to rendezvous with Munee (ATF 107), to assist her in towing the bow of Pittsburgh (CA 72), which broke off in a typhoon, to Guam. They arrived on the 20th and by the 22nd, Pakana was en route to Leyte.

Pakana underwent repairs at Leyte, leaving 20 August. She subsequently provided services and salvage assistance at Saipan, Okinawa, Kagoshima, Sasebo, and Nago Wan.

From 20-25 January 1946 Pakana was in Tokyo in conjunction with salvage operations following a recent typhoon. She departed on the 25th for Guam, arriving on the 30th for installation of LORAN equipment. On 20 February she began a series of shuttle runs between Saipan and Guam with various tows.

On 26 April Pakana sailed for Pearl Harbor, with tow, arriving on the 26th. She returned to San Diego and operated locally until October 1947 when she was assigned to the Pacific Reserve Fleet. She was retained for temporary duty by Service Force, Pacific Fleet until 9 December 1947, when she was ordered to San Diego for inactivation. Pakana was placed out of commission in reserve 30 April 1948 and berthed at San Diego. She was struck from the Naval Vessel Register 1 July 1963 transferred to the Maritime Administration, and laid up at Suisun Bay, Calif.
On 17 May 1966 she was reinstated and assigned to the Bureau of Mines for use in Alaska, where she remains into 1970.

Pakana earned one battle star for service in World War II.

USS Pakana (ATF 108) was sunk by naval gunfire, 27 May 1975. Stricken from the Naval Register: 1963.

**ATF109 – Potawatomi**

*Abnaki Class Fleet Ocean Tug:*

- Laid down, 19 October 1942, at United Engineering Co., Alameda, CA.
- Launched, 3 April 1943
- Commissioned USS Potawatomi (AT-109), 12 February 1944
- Redesignated Fleet Ocean Tug (ATF-109), 15 May 1944
- Decommissioned, 28 April 1948, at Naval Shipyard San Francisco, CA.
- Laid up in the Pacific Reserve Fleet, Stockton, CA.
- Reassigned to Alameda Group, 27 August 1948
- Transferred to the Maritime Administration in August 1961 for lay up in the National Defense Reserve Fleet, Suisun Bay, Benecia, CA.
- Struck from the Naval Register (date unknown)
- Loaded to Chile under the Military Assistance Act in February 1963 and renamed Janequeo
- Final Disposition, sunk in 1965

**Specifications:**

- **Displacement**: 1,240 t.(lt) 1,589 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 4"
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Potawatomi**

*Potawatomi* (AT-109) was laid down by the United Engineering Co., Alameda, Calif., 1942 October, launched 3 April 1943, sponsored by Mrs Arthur L Monroe and commissioned 12 February 1944.

Following shakedown off California, *Potawatomi*, a fleet tug assigned to ServRon 2, operated along the west coast until 3 May when she steamed for Pearl Harbor with a tow. Reclassified **ATF-109** on 15 May 1944, she steamed to Kwajalein with TU 16.14.7, arriving 1 June. Returning almost immediately to Pearl Harbor. she then steamed to Majuro with a tow, arriving 25 June.

Returning to Pearl Harbor, she steamed to Eniwetok with a tow, arriving 7 August. She then proceeded to Saipan and Guam, before returning to Eniwetok. Proceeding to Majuro she participated in the Philippine invasion with TG 79.19 on 20 October 1944, recovering LCT skids and standing by salvage operations. After a towing assignment from Manus to Hollandia, she participated in the Lingayen assault with TG 77.8, assisting landing craft, 9 January 1945. Making runs between Leyte and Ulithi from March to June, *Potawatomi* provided harbor services at Leyte during July and steamed to Okinawa in early August, arriving on the 6th and remaining there for the duration of the war and until 10 September.

On 12 September *Potawatomi* reached Nagasaki, remaining there until 2 October she steamed between various Japanese ports. Returning to Pearl Harbor, she operated there until 5 April 1946 when she departed for Seattle on a towing assignment. On 21 September she departed Bremerton for Alaska, operating out of various Alaskan ports until 29 November 1947 when she returned to Bremerton. On 15 December 1947 she reported for duty to San Francisco Group Pacific Reserve Fleet and Naval Shipyard San Francisco for pre-inactivation overhaul.
Potawatomi (ATF-109) moored pierside, date and place unknown (photo Leon Hays)

She decommissioned 28 April 1948 and entered the U.S. Pacific Reserve Fleet, berthed at Stockton. On 27 August she was reassigned to the Alameda Group. Transferred to the Maritime Administration National Defense Reserve Fleet in August 1961, she was loaned, under the Military Assistance Program to Chile in February 1963 where she served as Janequeo until sunk in 1965.

Potawatomi earned 2 battle stars for World War II service.

ATF110 – Quapaw

Navajo Class Fleet Ocean Tug:

- Laid down, 28 December 1942, at United Engineers and Drydock Co., Alameda, CA.
- Launched, 15 May 1943
- Commissioned, USS Quapaw (AT-110), 6 May 1944, LCDR. N. H. Castle in command
- Reclassified as Fleet Ocean Tug (ATF-110), 15 May 1944
- Decommissioned, 30 August 1985
- Struck from the Naval Register, 28 January 1992
- Final Disposition, fate unknown
- Quapaw received four battle stars for World War II service, five for the Korean War and seven for the Vietnam War

Specifications:

- **Displacement**: 1,240 t.(lt) 1,589 t.(fl)
- **Length**: 205’ x **Beam**: 38’ 6” x **Draft**: 15’ 4”
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3”/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

Quapaw

An Indian of a Siouan tribe sometimes called the “Arkansas,” formerly living in the eastern part of the state of Arkansas.
The first Quapaw (AT–110), an auxiliary ocean tug, was laid down by United Engineering Co., Alameda, Calif. 28 December 1942; launched 15 May 1943; sponsored by Mrs. N. Lehman; and commissioned 6 May 1944, Lt. Comdr. N. H. Castle in command.

Redesignated ATF–110, 15 May 1944, Quapaw steamed for San Francisco after shakedown out of San Pedro and San Diego, Calif. through 16 June. She departed San Francisco 21 June 1944, enroute the Admiralty Islands. After calling at Honolulu, where she delivered an Army barge, a dump scow, and a derrick, she steamed 12 July via the Ellice Islands and Milne Bay, New Guinea, arriving Manus, Admiralty Islands 14 August.

Following several harbor tow assignments, she departed 17 August with a deck cargo of 7,500 bbls. of aviation gasoline and 49 motor torpedo boat engines, and with a gasoline barge in tow. These she delivered to Mios Woendi Lagoon, whence she steamed to Maffin Bay where she received orders to stand by in preparation for the landings on Morotai Island.

With a convoy of liberty ships, minesweepers, and landing craft, together with screening destroyers, Quapaw entered Morotai Harbor the morning of 16 September 1944. She remained through 1 October, primarily engaged in retracting LSTs from the beach of Pitoe Bay.

From 20 October 1944 through 1 January 1945, Quapaw was operating in San Pedro Bay in support of the Leyte operation. Her assignments entailed salvage, firefighting, and towing operations.

Landings were made at Lingayen 9 January 1945 and Quapaw was assigned patrol of both attack areas to render all necessary assistance. She retracted landing ships, made repairs and conducted towing operations until 21 February.
She then steamed to Mindoro. She departed Mangarin Bay 26 February as a unit of Admiral W. M. Fechteler’s TG 78.2, enroute Puerto Princesa, Palawan, for initial assaults against that island. Enroute Quapaw took LCI–683 in tow when the latter was unable to maintain convoy speed. The landing forces went asbore 28 February and Quapaw retracted landing craft from the beaches east of Puerto Princesa and in the vicinity of the city jetty. She returned to Mangarin Bay, 5 March.

From 8 through 25 March Quapaw participated in salvage and demolition work, and assisted in clearing harbor wreckage, with intervening repair and tow missions at Zamboanga, Mindanao, P.I. Further salvage, tow, and repair missions preceeded overhaul at Hollandia, New Guinea, commencing 29 May. The tug departed 25 June for Espiritu Santo, New Hebrides, from where she steamed 6 July with one section of a battleship drydock in tow for Samar, P.I. With the end of hostilities she continued towing services between various ports of the Philippines, with frequent service to Manus and back through 28 April 1946.

Quapaw departed Subic Bay for the United States 16 June 1946, arriving San Francisco, Calif. 14 July. After overhaul at Mare Island Naval Shipyard, the tug continued coastal and trans-Pacific towing operations until 21 December 1947. She was placed in an inactive status at San Francisco until 30 April 1948 when she was placed out of commission, in reserve.


The fleet tug provided services at Incheon, Korea 30 April–17 July 1951, and at Wonsan 19 July–3 August. Towing services at Sasebo and Yokosuka, Japan were interrupted by patrol duty at Wonsan, Korea 26 October–20 November 1952, and by operation in the areas of Cho Do and Taechong Do, Korea 17 January–14 February 1953. Quapaw also conducted patrols in Korean waters in March and April of 1953.

Quapaw has since continued to provide services to the Fleet out of her homeport of Pearl Harbor in 1970. Annual WestPac deployments have been interspersed with assignments throughout mid-Pacific areas, as well as by occasionnal duty as search and rescue vessel out of Adak, Alaska.

Quapaw received four battle stars for World War II service and five for the Korean conflict.

**ATF111 – Sarsi**

*Abnaki Class Fleet Ocean Tug:*

- Laid down, 25 January 1943, as Sarsi (AT-111) at United Engineers and Drydock Co., Alameda, CA.
- Launched, 12 June 1943
- Reclassified as Fleet Ocean Tug (ATF-111), 15 May 1944
- Commissioned USS Sarsi (ATF-111), 24 June 1944
- Final Disposition, Lost, 27 August 1952, from a mine explosion off the Korean coast between Wonsan and Hungnam
- Struck from the Naval Register (date unknown)
- Sarsi earned two campaign stars for her service during the Korean Conflict

**Specifications:**

- **Displacement** 1,240 t.(lt) 1,589 t.(fl)
- **Length** 205' x **Beam** 38' 6" x **Draft** 15' 4"
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Sarsi**

A small Canadian plains tribe of the Athapascan family which hunted on the upper Saskatchewan. In the 1790's, they constituted one of the leading tribes trading with the Hudson's Bay Company; but, by the end of the 19th century, they had become engaged in farming and stock raising near Calgary, Alberta.

Sarsi (AT-111) was laid down on 25 January 1943 by the United Engineering and Dry Dock Co., Alameda, Calif., launched on 12 June 1943, sponsored by Mrs. Robert E. Christy; redesignated ATF-111 on 15 May 1944; and commissioned on 24 June 1944, Lt. H. J. Perry, Jr., USNR, in command.
Following shakedown training off southern California, *Sarsi* headed north to assume fleet tug duties in the 17th Naval District. She arrived in the Aleutians on 19 August and, by the end of World War II, had completed 45 jobs in the Aleutians and, on four occasions, had supported units of the North Pacific Task Forces engaged in raids against the Kuriles and enemy shipping north of Hokkaido. During the latter, no casualties were inflicted on the ships of the attack forces.

*Sarsi* (ATF-111) underway, date and place unknown (*photo Tom Wilbeck*)

In carrying out her varied missions—salvage, towing, personnel and cargo lifts—in the Aleutian chain, the tug operated from Unalaska, Kodiak, Umnak, Seguam, Adak, Tanaga, Amatignak, Amchitka, Shemya and Attu. After the war, she remained on active duty and continued to provide tug and transportation services to ships and bases in the Aleutians. In the spring of 1947, she returned to southern California and commenced operations out of San Diego which took her south along the west coast to Panama; west to the Hawaiian, Marshall, and Mariana Islands, and, five years later, north, back to the Aleutians. By that time however, war had returned to the Pacific, and the United States was involved in the United Nations effort in Korea.

On 24 March 1952, *Sarsi*, commanded by Lt. W. M. Howard, departed San Diego and sailed west. On 18 April, she arrived at Sasebo, Japan. On the 20th, she took on ammunition, and, a week later, she continued on toward the embattled Korean peninsula. At the end of the month, she moored on the east side of Yo-do, in the approaches to Wonsan harbor, and, as a unit of Task Group 92.2, the east coast Blockade and Escort Force, she performed towing, salvage, patrol, escort, buoy tender, and transportation duties. On 19 May, she returned to Sasebo whence she completed one rescue mission and several towing assignments to southeastern Korean and Japanese ports. In late June, she operated off the west coast of Korea. In July, she again operated between southeastern Korea and Kyushu; and, on 19 August, she returned to the Wonsan area and resumed her varied duties there.

On the 20th, typhoon "Karen" hit the coast. For the next week, *Sarsi* towed various vessels; carried light cargo and personnel; relocated buoys and conducted night-time, close-inshore anti-mining and anti-junk patrols. On the afternoon of the 27th, she refueled from *Cimarron* (AO-22) and, at 1847, moved north to patrol along the edge of the mineswept waters between Wonsan and Hungnam. At 2200, all unnecessary lights were extinguished. She reached Hungnam without incident, but, as she turned to return to Wonsan, a drifting mine, probably cut loose by the typhoon, exploded against her hull. Damage control efforts proved futile, and *Sarsi* sank in twenty minutes.

Four men were killed. The remainder, including four wounded, spent the night in, or clinging to, life rafts life preservers, and the ship's whale boat. The whale boat, kept pointed out to sea with lines to the rafts, prevented drifting onto the enemy held shore. Rescue ships—destroyer, *Boyd*, and minesweepers, *Zeal* and *Competent*—arrived in the morning; and carried the survivors to friendly territory for medical treatment and reassignment.

*Sarsi* earned two campaign stars for her service during the Korean Conflict.

**ATF112 – Serrano**

*Abnaki Class Fleet Ocean Tug:*

- Laid down, 6 March 1943, as *Fleet Tug (AT-112)*, at United Engineers and Drydock Co., Alameda, CA.
- Launched, 24 July 1943
- Reclassified *Fleet Ocean Tug (ATF-112)*, 15 May 1944
- Commissioned USS *Serrano (ATF-112)*, 22 September 1944, LCDR. George E. Cook in command

**J.v.d.Ster – Marcol Production**

**jvds@towingline.com – www.towingline.com**
Decommissioned, 31 May 1950, at San Francisco, CA.
Laid up in the Pacific Reserve Fleet, San Francisco Group
Reactivated, reclassified and converted to a Survey Ship in early 1960
Recommissioned USS Serrano (AGS-24), 30 June 1960, at San Diego, CA
Decommissioned, 2 January 1970
Struck from the Naval Register, 2 January 1970
Final Disposition, sold for scrapping, 2 November 1971, to Tai-Kian Industry Co., Taiwan
Serrate earned one battle star for World War II service and four campaign stars for Vietnam War service

** ATF Specifications:**
- **Displacement**: 1,330 t.(lt) 1,646 t.(fl)
- **Length**: 205' x Beam 38' 6" x Draft 15' 4"
- **Speed**: 16 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts two depth charge tracks
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Serrano**
A branch of the Shoshonean tribe which originally lived in the San Bernardino Mountains of California.

_Serrano_ (AT-112) was laid down on 6 March 1943 by the United Engineering Co., Alameda, Calif.; launched on 24 July 1943; sponsored by Mrs. Sidney E. Fraser; reclassified ATF-112 on 15 May 1944; and commissioned on 22 September 1944, Lt. Comdr. George E. Cook in command.

Completing her shakedown in November, _Serrano_ took three barges in tow at Port Hueneme and sailed for Hawaii, arriving at Pearl Harbor on 17 December. She reported to Service Squadron (ServRon) 10 the same day and, on the 23d, joined a westbound convoy. By the end of January 1945, she had delivered yard craft to Eniwetok and Guam. In early February, she moved on to the Palauas and, at mid-month, arrived in San Pedro Bay, Leyte, P.I., with an ARD and a YF in tow. On the 20th, she got underway for the Admiralties and, by the end of the month, was en route back to the Palauas.

For over two months, she continued oceanic towing operations, ranging from the Philippines to the Marianas. From mid-May to mid-June, she provided salvage services in the Ulithi area; then, on the 16th, she sailed for Okinawa.

_Serrano_ arrived in Buckner Bay and joined ServRon 12 on 28 June. Through the end of the war, she conducted salvage operations and provided assistance to battle-damaged ships in the Okinawa-Kerama Retto area; and, at the end of August, joined _Tenino_ (ATF-115) in towing _Pennsylvania_ (BB-38) to Guam. She then returned to Okinawa for further occupation duty.

On 25 September, the fleet tug joined Amphibious Group (PhibGroup) 8 at Wakayama, Japan. After three weeks of various duties, including cargo carrying operations, she commenced docking and undocking duties at Nagoya. In early December, she interrupted that work to support the mine detection force then clearing the waters of Ise Wan. At mid-month, she returned to Nagoya.

_Serrano_ remained in the Far East, providing tug, rescue, salvage, and fire fighting services in Japanese, Chinese, Philippine, and Okinawan waters, into the summer of 1946. In August, she headed east and, after delivering tows to Guam and Pearl Harbor, reached California in early October.

Retained on the active list through the 1940’s, _Serrano_ operated in the Trust Territories during 1947. In 1948, she returned to the eastern Pacific and, into the summer of 1949, operated in the Hawaiian Islands and off the west coast. She then moved north for operations in the Aleutians before returning to California in February 1950 for inactivation.

On 31 May, _Serrano_ was decommissioned and berthed with the Pacific Reserve Fleet at San Francisco. A year later, she was towed to San Diego where she remained until ordered activated and converted for hydrographic survey and oceanographic research work in 1960. With the designation AGS-24, she was recommissioned on 30 June 1960; and, 10 weeks later, she sailed for her homeport, Pearl Harbor.

On 1 November, in company with _Maury_ (AGS-16), _Serrano_ continued west to conduct a cable survey as far as Guam. From the Marianas, she proceeded via the Philippines into the Gulf of Siam for hydrographic and oceanographic operations. With few interruptions, she continued surveys and collected data from Nansen casts, core and bottom samplings, and bath thermo-graphic observations in the gulf in late March 1961. She then
moved into the Strait of Malacca for further oceanographic work. In early May, she underwent availability in the Philippines; and, at mid-month, she sailed for Hawaii.

*Serrano (AGS-24) underway, date and place unknown (photo John Simpson)*

On 29 May, Serrano arrived at Pearl Harbor for a four-month stay. Overhaul followed the initial leave period. In early September, the AGS received visitors in connection with the 10th Pacific Science Congress; and, in October, she and Maury again sailed west. During November and December, she conducted oceanographic and hydrographic operations in the Gulf of Siam, the Strait of Malacca, and the Andaman Sea. During the first quarter of 1962, she conducted surveys in the Gulf of Siam; and, in May, she returned to Hawaii.

On 2 October, Serrano again sailed west, with Maury, for another season in the Gulf of Siam and the Andaman Sea areas. Proceeding first to Japan, the ships recorded ocean depths along a prescribed track. From Japan, the AGS's moved south. Typhoon activity delayed Serrano's arrival at Bangkok until 30 October and slowed her initial survey work of the season. Her hydrographic work in the Gulf of Siam was continued into December. In January 1963, she readied her drafting room and laboratory for oceanographic work to be conducted in the Andaman Sea and Bay of Bengal during February and March. In April, she rejoined Maury in the Gulf of Siam and, in May, headed back to Pearl Harbor.

Serrano remained in Hawaiian waters from 10 June to 18 October. She then sailed for another season in the Far East. En route west, she conducted ocean track and bottom reflectivity studies. On 18 November, she arrived in the Philippines; and, for the next four months, she conducted survey operations in the Subic and Manila Bay areas. At the end of March 1964, she headed east again and, after conducting shoal investigations near Midway and Johnston Islands, arrived back at Pearl Harbor on 27 April.

The ACS remained in port until 7 June; then got underway for the west coast where she conducted hydrographic surveys in the approaches to San Diego harbor, in the Strait of Juan de Fuca, and in the San Francisco Bay area. In early December, she returned to Pearl Harbor; and, two months later, in February 1965, she departed for the Panama Canal and the northern coast of Colombia.

From 15 March to 2 May, she conducted survey operations off Buena Ventura. At mid-month, she retransmitted the Panama Canal, then moved north to Acapulco and Long Beach. In mid-July, she returned to Pearl Harbor.

On 19 November, Serrano departed Hawaii on another western Pacific deployment. In mid-December, she arrived at Subic Bay; and, on the 21st, she sailed for the Republic of Vietnam to collect oceanographic data and plant current meter stations in the Cam Ranh Bay area. Most of January 1966 was spent in the Philippines; but, from 30 January to 16 February, she again operated in the Cam Ranh Bay area. She then participated in survey operations at the mouth of the Bassac River; and, at the end of the month, she returned briefly to the ** J.v.d.Ster – Marcol Production **

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Philippines. In March, she participated in surveys in the Con Son Islands and in the Cap Saint Jacques area; then, at the end of the month, she moved north to the Chu Lai area, where she remained until 9 May.

From Vietnam, Serrano proceeded to Subic Bay and Hong Kong, then headed home, arriving at Pearl Harbor on 8 June. She remained in Hawaii for three months and, in mid-September, proceeded to the Puget Sound area where she conducted survey operations until mid-October. At the end of the month, she was back in Hawaii; and, after survey work there, she prepared for another western Pacific deployment.

Serrano sailed west on 1 January 1967. By the end of the month, she was at Vung Tau, whence she proceeded north to begin a six-phased Danang-Hue coastal survey.

On 23 February, the work was briefly interrupted as her rescue and assistance party successfully fought an engine room fire on the SS Cyrenian.

During March, she operated out of the Song Cua Dai Junk Base where her medical personnel provided care for the residents of the area.

At the end of April, the ship replenished in the Philippines, then resumed work on the Danang-Hue survey which was completed on 18 July. In late August, she completed her last Vietnamese assignment of the season; and, in September, she sailed for home.

Serrano returned to Pearl Harbor on 29 September, having completed 13,401 survey miles. Leave and upkeep took her into late October; and, from then until 10 February 1968, she was in the shipyard for overhaul. On 29 March, she again sailed west with Maury.

From 13 April to 30 May, Serrano surveyed waters near Guam. On 1 June, she continued west toward Vietnam. Three days later, she was diverted to participate in an unsuccessful four-day search for a downed pilot; and, on the 14th, she rejoined Maury in the Mekong Delta.

With only one interruption, a visit to Hong Kong, the ACS conducted survey operations in Vietnamese waters until 18 August. In early September, she investigated shoals in the South China Sea. On the 11th, she got underway for Japan; and, on the 29th, she sailed for Hawaii.

Seven months later, Serrano left Pearl Harbor for her last deployment. From mid-May to mid-July 1969, she conducted survey operations in the Sagami Wan and Nojima Saki areas off Honshu. In late July, she moved to Kyushu and, through September, operated in the Amakuse Nada area. In October, she returned to the Sagami Wan-Nojima Saki areas; and, on 2 November, she got underway to return to the United States for inactivation.

Serrano arrived at Pearl Harbor on 15 November. On 2 January 1970, she was decommissioned, and her name was struck from the Navy list. On 2 November 1971, she was sold for scrapping to the Tai-Kian Industry Co., Taiwan.

Serrano was awarded one battle star for her World War II service and six campaign stars for her service off Vietnam.

**ATF113 – Takelma**

Abnaki Class Fleet Ocean Tug:

- Laid down, 18 September 1943 as Fleet Tug (AT-113) at United Engineers Co., San Francisco, CA.
- Launched, 18 September 1943
- Redesignated Fleet Ocean Tug (ATF-113), 15 May 1944
- Commissioned USS Takelma (ATF-113), 3 August 1944
- Decommissioned and struck from the Naval Register, 28 January 1992
- Transferred to Argentina, 30 September 1993, under the Security Assistance Program, renamed ARA SubOficial Castillo
- Current Disposition, active in Argentine Navy as of 2003

Specifications:

- Displacement 1,205 t.(lt) 1,646 t.(fl)
- Length 205’ x Beam 39’ x Draft 17’ (max)
- Speed 16 kts.
- Complement 8 Officers, 68 Enlisted
- Armament one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm gun mounts, two depth charge tracks

**J.v.d.Ster – Marcol Production**
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Propulsion
diesel-electric, four Alco diesel main engines driving four General Electric generators and three
General Motors 3-268A auxiliary services engines, single screw

Takelma

Takelma (ATF-113) was laid down on 7 April 1943 as AT-113 by the United Engineering Co., Alameda, Calif.;
launched on 18 September 1943; sponsored by Mrs. George Sutherland, redesignated ATF-113 on 15 May 1944, and
commissioned on 3 August 1944.

After her shakedown, the fleet ocean tug operated along the California coast until 16 December when she sailed for
Hawaii. She arrived at Pearl Harbor on 5 January 1945 and was routed onward to Eniwetok. The ship towed vessels
between various Pacific bases at Ulithi, Leyte, Hollandia, Subic Bay, Manus, Espiritu Santo, and Milne Bay until
returning to Pearl Harbor on 15 June 1946. The tug sailed to San Francisco on 28 July, then moved up the coast to
Seattle; and remained there until 28 December.

On that day, Takelma got underway for Hawaii and arrived at Pearl Harbor on 4 February 1947. She was ordered to
begin towing target ships to the Marshall Islands for the atomic bomb tests at Bikini. Her charges on this assignment
were berthed at such widely separated ports as Pearl Harbor, San Francisco, and Bremerton. On 6 January 1948, the
tug took the power barge Jacona (YFP-1) in tow and got underway for Korea. After she delivered the barge to Pusan,
Takelma made port at Yokosuka, Japan, on 3 February. Five weeks later, she sailed for Pearl Harbor and proceeded
thence to the west coast of the United States.

Takelma (ATF-113) underway, date and place unknown. (photo Armada Argentina)
Except for a voyage to the Canal Zone in June, Takelma operated in the San Diego-Long Beach area from 22 April to mid-autumn. On 4 November, the tug departed San Diego, bound for the Aleutians and arrived at Adak 11 days later. On 6 January '49, she got underway for the Central Pacific and arrived at Midway on the 14th. During the year, she also called at Pearl Harbor, Balboa, Coco Solo, Wake, and Kwajalein.

After communist forces attacked South Korea, the tug headed for the Far East in July 1950 and spent a year operating at Subic Bay and in Japanese waters.

Takelma returned to the United States on 1 July 1961 for a month and was then homeported at Pearl Harbor. She operated out of that port until July 1952.

Takelma stood out of Pearl Harbor on 24 July en route to the Korean war zone via Japan. She arrived at Yokosuka on 7 August called at Sasebo for four days, and reached Sokcho Korea, on 19 August. The tug operated in Korean waters, serving at Sokcho, Pusan. and Wonsan, until returning to Sasebo on 18 September. The next day, she got underway for Chinhae, arrived there on the 21st, and returned to Yokosuka. Takelma then moved to Sasebo and remained there from 23 October until 29 November when she headed for the Korean ports of Cho Do and Yongyong Do.

Takelma was again at Sasebo from 1 to 16 January 1953 when she returned to the combat zone. She remained there from 18 to 25 January. Her last service during the Korean conflict began when she arrived at Wonsan on 30 January. She returned to Sasebo on 22 February.

She reached Pearl Harbor for repairs on 29 March and then sailed to San Diego. September found the tug back at Pearl Harbor, and she departed there on 26 January 1954 for Sasebo and local operations which lasted until 11 August. From August 1954 to mid-1968, the ship operated from her home port at Pearl Harbor or on deployments to the Far East.

During a time of great American involvement in combat operations in Vietnam, Takelma was at "Yankee Station" in the Gulf of Tonkin from 8 July to 15 August 1968 performing special operations for the 7th Fleet, and she returned to that task again on 18 October. She operated in waters off Vietnam until 12 November when she sailed for Pearl Harbor. On 15 November 1969, she got underway for Adak, beginning a four-month tour in the Aleutians which ended on 25 February 1970. On 27 August, she sailed for a six-month deployment to the western Pacific. Takelma returned to Pearl Harbor on 23 February 1971 and operated from there until 23 October 1973 when she sailed for the Far East and duty with the 7th Fleet.

The ship returned to Hawaii on 2 May 1974 and rendered services to fleet units there until October 1976 when her home port was shifted to San Diego. On 1 June 1979, Takelma commenced service as a naval reserve training ship.

Takelma received two battle stars for Korean service and two for service in Vietnam.

ATF114 – Tawakoni
Abnaki Class Fleet Ocean Tug:
- Laid down, 19 May 1943 as Fleet Tug (AT-114) at United Engineering Co., San Francisco, CA.
- Launched, 23 October 1943
- Reclassified as Fleet Ocean Tug (ATF-114), 15 May 1944
- Commissioned USS Tawakoni (ATF-114), 16 September 1944, LCDR. Clarence L. Foushee in command
- Decommissioned (date unknown)
- Struck from the Naval Register, 1 June 1978
- Sold, to Taiwan, 1 June 1978, under the Security Assistance Program, renamed Ta Mo (A553)
- Final Disposition, fate unknown
- Tawakoni received two battle stars for World War II service, three for her Korean service and four campaign stars for duty in Vietnam

Specifications:
- Displacement 1,330 t.(lt) 1,646 t.(fl)
- Length 205’ x Beam 38’ 6” x Draft 17’ (max)
- Speed 16.5 kts.
- Complement 8 Officers, 68 Enlisted
- Armament one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm gun mounts, two depth charge tracks
- Propulsion diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw
**Tawakoni**

A Caddoan Indian tribe of the Wichita group that lived in Texas on the banks of the middle Brazos and Trinity Rivers during the 18th and 19th centuries.

*Tawakoni* (ATF-114) was laid down on 19 May 1943 at San Francisco, Calif., by the United Engineering Co.; launched on 28 October 1943; sponsored by Mrs. R. F. Parker; and commissioned on 15 September 1944, Lt. Comdr. Clarence L. Fousshee in command.

*Tawakoni* conducted her shakedown training in the San Pedro Bay area from 1 October to 3 November and returned to San Francisco on the 28th. Two days later, the fleet ocean tug headed for Hawaii and arrived at Pearl Harbor on 12 December 1944. On 4 January 1945, she got underway for the Mariana Islands, towing a barracks ship and a gasoline barge. After calling at Eniwetok and Ulithi, she arrived at Saipan on 7 February and joined the 5th Fleet.

*Tawakoni* was off the Iwo Jima beaches on 19 February as marines of the V Amphibious Corps began the assault on that island. That day, the tug assisted destroyer minesweeper *Gamble* (DM-15) which, on the 18th, had been hit by two 250-pound bombs. On the 25th, the tug suffered minor damage when a heavy surf pounded her against LST-785 while assisting that ship to beach. *Tawakoni* remained off Iwo until 10 March, performing retraction, towing, and salvage operations for amphibious craft. She towed *LSM-59* to Tanapag Harbor and then returned to Ulithi on 23 March for repairs.

On 27 March, *Tawakoni* sortied with Task Group 51.1, the Western Islands Attack Group, and arrived off Okinawa on 1 April. During the next few days, she helped to retract landing craft and retrieved barges and buoys. On the 6th, as the tug was preparing to get underway to assist *Bush* (DD-529), approximately 50 miles off Okinawa and badly damaged by suicide planes, a kamikaze attack began. She fired on a suicide plane which crashed alongside a nearby LST and, with the aid of two destroyers, splashed another. A third was downed within an hour. As *Tawakoni* neared *Bush*, two planes came in astern for suicide runs. The tug made a quick turn to avoid the first kamikaze, which crossed the bridge and splashed about 50 feet off the port bow. The ship was showered with debris and gasoline but suffered no damage. The ship's gunners shot down the second plane. Meanwhile, *Bush* had sunk. *Tawakoni* stood by *Calhoun* (DD-801) which had been hit by a kamikaze, as the crew of that ship was transferred to LCS-82.

On the 16th, *Tawakoni* participated in the invasion of Ie Shima and splashed one enemy plane before towing *Laffey* (DD-724) to the Hagushi anchorage. She continued operating in Okinawan waters until 1 July when, with units of the 3d Fleet, she headed for San Pedro Bay, Leyte.

While the tug was in the Philippines, Japan capitulated. On 15 September, *Tawakoni* returned to Okinawa which was her base until the following spring. She was frequently called from Buckner Bay for services elsewhere: at Wakayama and Hiro Wan from 21 September to 17 October 1945, at Yokohama and Yokosuka from 9 February to 4 March 1946, and at Guam from 11 to 27 March. She stood out of Buckner Bay on 5 April, bound for the United States, and arrived at San Francisco on 11 May.
Tawakoni operated along the California coast until 15 August when she towed AFD-26 to the Canal Zone. From Balboa, she steamed to Pearl Harbor to take Skipjack (SS-184) in tow for delivery to San Francisco. On 23 December 1946, the tug entered the Puget Sound Naval Shipyard and remained until 24 February 1947.

Tawakoni returned to Pearl Harbor on 4 March conducting local operations until 14 May, when she got underway for China. After calling at Kwajalein, Okinawa, and Guam, she arrived at Tsingtau on 12 July. The tug remained in Chinese waters until 1 December 1947 when she headed for Guam and arrived at Apra Harbor on 1 January 1948. During the next two years, Tawakoni performed towing services which took her to the Marshalls, Alaska, Panama, Japan, Hawaii, and the west coast of the United States.

Tawakoni stood out of Sasebo on 12 November 1950 and—three days later at Hungnam, Korea—joined Task Force 90, Amphibious Force, Far East. She planted buoys in the channels at Wonsan, Hungnam, and Inchon and provided towing services to ships of the 7th Fleet. She returned to Sasebo on 14 May 1951 and reached Pearl Harbor on 2 July. She made two round trips to Guam before returning to San Diego on 1 December 1951. On 7 January 1952, Tawakoni steamed to Seattle; took two covered lighters in tow; and returned to Pearl Harbor on 2 February. On 22 September 1952, the tug got underway for Adak and operated in Alaskan waters until 2 April 1953.

Tawakoni operated in the central and western Pacific for the next 15 years, calling at ports from Alaska to Australia and from Hawaii to Japan. On 9 October 1968, she stood out of Pearl Harbor with a small drydock in tow that was delivered to Danang, South Vietnam, on 6 November. Tawakoni then began trawler surveillance at "Yankee Station" with the 7th Fleet until 17 December 1968 when she headed for Singapore. One month later, she returned to Vietnam and operated between there and the Philippines until early April 1969. The ship received repairs and alterations at Pearl Harbor from 15 April until 13 November. During the next six months, the tug shuttled between ports in the Philippines, Vietnam, Japan, and Guam. With the exception of two deployments to the western Pacific, Tawakoni operated in the Hawaiian area from May 1971 to May 1978. She was deployed to the western Pacific from 28 February to 19 October 1972 and from 19 February to 8 August 1974. On 1 June 1978, Tawakoni was struck from the Navy list and sold to Taiwan. Tawakoni received two battle stars for service during World War II, three for her labors during the fighting in Korea, and four for duty in Vietnam.

**ATF115 – Tenino**

**Abnaki Class Fleet Ocean Tug:**

- Laid down, 16 June 1943, as Fleet Tug (AT-115) at United Engineering Co., Alameda, CA.
- Launched, 10 January 1944
- Reclassified Fleet Ocean Tug (ATF-115), 16 May 1944
- Commissioned USS Tenino (ATF-115), 18 November 1944
- Decommissioned, 17 May 1947 at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Orange, TX.
- Struck from the Naval Register in September 1962
- Custody transferred to the Maritime Commission in September 1962 for lay up in the National Defense Reserve Fleet, Beaumont, TX.
- Final Disposition, fate unknown
- Tenino received one battle star for world War II service

**Specifications:**

- Displacement 1,330 t.(lt) 1,589 t.(ft)
- Length 205' x Beam 38' 6" x Draft 18' 4"
- Speed 16.5 kts.
- Complement 85
- Armament one single 3"/50 gun mount, two twin 40mm gun mounts, six .50 cal machine guns, two depth charge tracks
- Propulsion diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Tenino**

Tenino (AT-115) was laid down on 16 June 1943 at Alameda, Calif., by the United Engineering Co., launched on 10 January 1944; sponsored by Mrs. William Mark; redesignated as ATF-115 on 16 May 1944; and commissioned on 18 November 1944, Lt. Forrest L. Van Camp in command.
Tenino held her shakedown cruise in the San Pedro Bay area until 30 December 1944 when she proceeded to San Diego to load salvage equipment. The next day, the tug got underway for Clipperton Island, off the coast of Mexico, to salvage two Navy ships that were aground there. She arrived on the scene on 4 January 1945 and began salvage operations for Seize (ARS-26) which was stranded in the vicinity of LST-568. Work continued until the 15th when Seize was pulled clear of the beach. Tenino started to work on the LST the next day. On 30 January, she lost all of her salvage gear when her No 3 starboard set of bitts was torn away from her bulwarks. Water poured into the engine room through the openings left by the bitts and the holes around loosened rivets. The tug then proceeded to the lee side of Clipperton Island to effect damage control measures. On 1 February, Tenino embarked several patients from the salvage group and headed for Magdalena Bay The next day, her orders were changed, and she proceeded to Socorro Island where she transferred the patients to a plane on the 3d. The ship arrived at San Diego on the 5th and moved to the Naval Repair Base the next day. On the 9th she shifted berths to the Concrete Shipbuilding Co. National City, for final repairs.

Tenino departed San Diego on 24 February for San Francisco where she took Windsor (ARD-22) in tow for delivery to Hawaii. She delivered the floating drydock to Pearl Harbor on 16 March and began towing YM-21 toward Guam on 5 April. The tug arrived at Apra Harbor on 6 May and six days later, headed for Okinawa towing a floating drydock. She reached Buckner Bay on 20 May and served there as an emergency ship until 28 August. In this capacity Tenino engaged in salvage, fire-fighting, and diving operations; performed rescue work, and towed battle casualties.

From 22 July to 7 August, Tenino labored to salvage torpedoed attack transport Marathon (APA-200). On 12 August, she aided the torpedoed Pennsylvania (BB 38). On the 30th, she and Serrano (ATF-112) took the battleship in tow and headed for the Marianas. They arrived at Apra Harbor, Guam, on 6 September and Tenino had her engines overhauled there before returning to Okinawa on 25 September. Four days later, the tug stood by to assist endangered ships during a typhoon period. After aiding several ships, Tenino found herself fast aground on 9 October. Bannock (ATF-81) and Menominee (ATF-73) pulled her free of the reef on the 11th, and she was repaired in ARD-17. Tenino continued operating at Okinawa until 19 January 1946 when she got underway for the Philippines with Flagler (AKA-181) in tow. Upon delivering that attack cargo ship at Subic Bay, the tug headed back toward the Ryukyus and reached Okinawa on 8 February.

Five days later, she proceeded to the Marshalls. After touching at Saipan and Peleliu, she reached Eniwetok on 27 March but stood out to sea again the next day to retrieve the former Japanese cruiser Sakawa which was adrift and out of fuel. The tug returned to Eniwetok on the 31st. A week later, the tug headed for the west coast of the United States.

Tenino reached San Pedro on 24 May and remained there until 11 September when she got underway for the east coast. She arrived at Norfolk on 30 October and was routed via Charleston, S.C., to Orange, Tex. On 18 November 1946, the tug moved to New Orleans for a pre-inactivation overhaul which lasted until 8 February 1947 Tenino returned to Orange on 10 February and was assigned to the Atlantic Reserve Fleet. She was placed out of commission, in reserve, on 17 May 1947 and transferred to the Maritime Administration in September 1961. Tenino was struck from the Navy list on 8 February 1962.

Tenino received one battle star for world War II service.
ATF116 – Tolowa

Abnaki Class Fleet Ocean Tug:

- Laid down, 28 July 1943, as Fleet Tug (AT-116) at United Engineering Co., San Francisco, CA.
- Redesignated Fleet Ocean Tug (ATF-116), 16 May 1944
- Launched, 17 May 1944
- Commissioned USS Tolowa (ATF-116), 26 December 1944, LT. Eugene G. Sheasby, USNR, in command
- Decommissioned, 27 January 1947
- Laid up in the Atlantic Reserve Fleet, Orange, TX.
- Struck from the Naval Register, 11 November 1970
- Transferred to Venezuela, date unknown, commissioned ARBV Felipe Larrazábal (R-11)
- Decommissioned and struck from the Venezuelan Navy, dates unknown
- Final Disposition, fate unknown
- Tolowa received one battle star for World War II service

Specifications:

- **Displacement**: 1,330 t.(lt) 1,689 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 17' (max)
- **Speed**: 16.6 kts.
- **Complement**: 86
- **Armament**: one single 3"/50 gun mount two twin 40mm AA gun mounts two single 40mm AA gun mounts six .50 cal machine guns two depth charge tracks
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

Tolowa

An Athapascan Indian tribe of northwestern California that formerly occupied the coast from the Klamath River to the Oregon line.

Tolowa was laid down as AT-116 on 28 July 1943 at Alameda, Calif., by the United Engineering Co.; re-designated as ATF-116 on 15 May 1944; launched on 17 May 1944; sponsored by Mrs. B. D. Bales; and commissioned on 26 December 1944, Lt. Eugene G. Sheasby, USNR, in command.

The tug held shakedown training in the San Diego-San Pedro area in January and February 1945. On 27 February, she got underway for Hawaii with a barge in tow and arrived at Pearl Harbor on 12 March. Eleven days later, she proceeded via Eniwetok to Ulithi. Tolowa left Ulithi on 7 May bound for the Philippines with Ginnabar (IX-163) and YC-75S in tow. She delivered her charges at Leyte on 13 May and returned to Ulithi to deliver a concrete ship and a barge to Leyte.

On 8 June, Tolowa joined a convoy of 12 tugs, 20 tows, and two escorts en route to Okinawa. She arrived at Kerama Retto on 12 June and embarked a fire-fighting team. The ship then took station off le Shima as an emergency salvage and fire-fighting tug. The tug operated in the Okinawa area until the end of hostilities in August.

On 11 September, she headed for the Philippines and operated there until late in October, when she took two tows from Subic Bay to Hong Kong. She returned to Subic Bay on 2 November and, six days later, headed again for Chinese waters. After operating out of Shanghai and Tsingtao from 16 November 1945 to 1 April 1946, she called at Sasebo en route back to the Philippines. On 16 April, Tolowa began the long return voyage to the United States. She called at Eniwetok, Kwajalein, Johnston, and Oahu before arriving at San Diego on 9 July. The ship proceeded to San Pedro the next day, remaining there until 6 August when she got underway for the east coast to be inactivated.

After a stay at New Orleans from 12 September to 9 November, Tolowa shifted to Orange, Tex. The tug was decommissioned on 27 January 1947 and struck from the Navy list on 11 November 1970.

Tolowa received one battle star for World War II
Ex-Tolowa (ATF-116) in Venezuelan service as ARBV Felipe Larrazábal (R-11) underway, circa 1962, location unknown
(photo Robert Hurst)

ATF117 – Wateree

**Abnaki Class Fleet Ocean Tug:**

- Laid down, 22 September 1943, as *Fleet Tug (AT-117)* at United Engineering Co., Alameda, CA.
- Redesignated *Fleet Ocean Tug (ATF-117)*, 15 May 1944
- Launched, 14 June 1944
- Commissioned USS Wateree (ATF-117), 17 February 1945, at San Francisco, CA.
- Grounded and damaged beyond economical repair during a typhoon at Okinawa, 9 October 1945, with the loss of eight crew members
- Struck from the Naval Register, 1 November 1946

**Specifications:**

- **Displacement**: 1,330 t.(lt) 1,689 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 17' (max)
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, two twin 40mm gun mounts, two single 40mm gun mounts, six .50 cal machine guns, two depth charge tracks
- **Propulsion**: diesel-electric, four Alco diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw

**Wateree**

The second Wateree (ATF-117) was laid down on 22 September 1943 at Alameda, Calif., by the United Engineering Co. as an ocean tug, AT-117, redesignated a fleet ocean tug, ATF-117, or 15 May 1944; launched on 14 June 1944; sponsored by Mrs. Henry B. Wagner; and commissioned on 17 February 1945 at San Francisco, Calif., Lt. Gilbert E. Perry in Command.

After fitting out at San Francisco, WATEREE got underway for San Pedro on 4 March. She reported for duty at the Small Craft Training Center on 6 March and, for the next 26 days, trained strenuously. During the first week in April, she conducted more training, this time out of San Diego. From 6 to 13 April, the tug underwent repairs at the San Diego repair base. She arrived back at San Francisco on 16 April and on the 23d, got underway towing three pontoon barges to the forward areas. The ship arrived in Pearl Harbor on 10 May and conducted voyage repairs. On the 22d she put to sea to rescue a disabled freighter, found the ship on the 24th, took her in tow, and arrived back in Pearl Harbor on the 26th. On 30 May, she stood out of the port once again towing three pontoon barges. After a month's voyage which included a five-day stop at Eniwetok between 18 June and a brief pause at Guam on the 30th, Wateree delivered the barges to Okinawa on 12 July. Two days later she headed back to Eniwetok, where she arrived on 26 July. She remained there until 15 August, first undergoing some repairs and then providing harbor tug services in the anchorage.

The Tug's departure coincided with Japan's capitulation ending hostilities in the Pacific. She steamed to Kwajalein where she took ARD-29 in tow, bound via Guam for Okinawa. She and her charge departed Kwajalein on 24 August.

**J.v.d.Ster – Marcol Production**

ivds@towingline.com – www.towingline.com
stopped at Guam from 2 to 16 September, and arrived at Okinawa 23 September. Six days later, she assisted several
tugs with tows in trouble between the Philippines and Okinawa Co 1 October she encountered Cinnabar (IX-162)
adrift with ATR-29 standing by. Wateree took both ships to and arrived back in Buckner Bay on 4 October.

When it was ascertained that a typhoon would soon strike the anchorage at Buckner Bay, the tug received orders on 7
October to stand by to render assistance to any ships which got into trouble during the storm. Wateree herself,
however, fell victim to the storm when it hit the anchorage on 9 October about 1220 her starboard anchor was carried
away by one of the many ships and barges cast about by the storm. In order to ease the strain on her remaining port
anchor chain she started her engines Soon, however, she had to weigh anchor in an effort to avoid all the vessels
adrift in the anchorage. The wind blew her afloat the anchor buoy for APL-28, and she was drawn in toward that ship
She and APL-28 collided but the damage was repaired quickly, and she untangled herself from the anchor buoy.
Between 1606 and 1608 she cleared the APL and attempted to drop her port anchor again The anchor machinery
failed, and at 1628, the wind blew her onto a reef and battered out her starboard side before she could be brought
clear. At about 1656 the order to abandon ship went out: and, by 1710 all crewmen had gone over the side. Soon
thereafter, Wateree sank in about 8 fathoms of water The ship's commanding officer, her executive officer, and six
enlisted men were lost. Wateree's name was struck from the Navy list on 1 November 1946.

ATF118 – Wenatchee

Abnaki Class Fleet Ocean Tug:

- Laid down, 12 January 1944, as Wenatchee (AT-118) at United Engineering Co., Alameda, CA.
- Reclassified as Fleet Ocean Tug (ATF-118), 15 May 1944
- Launched, 7 September 1944
- Commissioned USS Wenatchee (ATF-118), 24 March 1945
- Decommissioned, 19 March 1947, at Orange, TX.
- Struck from the Naval Register, 1 September 1962
- Transferred to the Maritime Administration for lay up in the National Defense Reserve Fleet, Beaumont, TX.
- Sold, to Taiwan under the Security Assistance Program and renamed Ta Fang (555)
- Final Disposition, fate unknown
- Wenatchee earned one battle star for World War II service

Specifications:

- **Displacement** 1,330 t.(lt) 1,689 t.(fl)
- **Length** 205’
- **Beam** 38’ 6”
- **Draft** 17’ (max)
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 gun mount, two twin 40mm gun mounts, two single 40mm gun mounts, six .50 cal
  machine guns, two depth charge tracks
- **Propulsion** diesel-electric, four Alco diesel main engines driving four General Electric generators and three
  General Motors 3-268A auxiliary services engines, single screw

**Wenatchee**

The first Wenatchee (AT-118) was laid down on 12 January 1944 at Alameda, Calif., by the United Engines
Shipbuilding Co., reclassified ATF-109 on 15 May 1944, launched on 7 September 1944, sponsored by Mrs. Hart A.
Aaron, the wife of Lt. Comdr. H. A. Aaron, USNR, and commissioned on 24 March 1945.

Wenatchee conducted her shakedown training in the San Pedro-San Diego San Francisco, Calif area, before
departing the west coast on 15 May, bound for the Hawaiian Islands. Reaching Pearl Harbor on 30 May, the fleet tug
remained there through mid-June and then sailed for the Marshals. She reached Eniwetok on 5 July.

The fleet tug performed ocean towing and screening duties supporting the 3d Fleet's drive against the Japanese
homeland and, after hostilities ended, participated in the initial occupation of Japan. She was present in Tokyo Bay on
2 September, the day of Japan's formal surrender. That autumn, she engaged in salvage work at the former Japanese
naval base at Yokosuka.

Wenatchee operated there through the end of 1945 and into the following year, finally departing that port in company
with Conserver (ARS-39) on 20 February 1946, bound for Hawaiian waters. Reaching Pearl Harbor on 3 March,
Wenatchee stayed there for over a month before she sailed for Bikini atoll on 13 April to take part in Operation
"Crossroads."
As part of Task Unit 1.8.1, a repair and service unit, *Wenatchee* supported the atomic test operations there into the summer and then left Kwajalein on 20 August and headed for Pearl Harbor, reaching that port on 5 September. The fleet tug subsequently towed *AFDB-7* from Pearl Harbor to San Francisco, reaching the west coast in late October.

After transiting the Panama Canal in mid-December and reporting for duty with Service Force, Atlantic Fleet, *Wenatchee* reached New Orleans on 21 January 1947. Shifting to Orange, Tex. in mid-March, the fleet tug was decommissioned and placed in reserve there on 19 May 1947.

Struck from the Navy list on 1 September 1962, the ship was transferred to the Maritime Administration for lay up and preservation. Berthed at Beaumont Tex., she remained there into the late 1970’s, awaiting final disposition.

*Wenatchee* (ATF-118) earned one battle star for her World War II operations supporting the 3d Fleet.

**AT119**

*ATR-1 Class Rescue Tug:*

- Planned as *Fleet Tug AT-119*
- Laid down in late 1942 as *ATR-41* at Levingston Shipbuilding Co., Orange, TX.
- Launched in early 1943
- *ATR-41* never saw active service with the US Navy
- Transferred to the United Kingdom under terms of the Lend-lease Act, circa 19 to 23 April 1943
- Commissioned into the Royal Navy as *HMS Advantage* (W-133), circa 23 April 1943
- Returned to US Naval custody circa late-1945, early-1946
- Struck from the Naval Register, 12 April 1946 name withdrawn, reverted to BATR-41
- Sold to Bosey, Board of Supplies, Executive Yuan (the Chinese Government's agency in charge of disposal of surplus war material given by the United States Government to China)
- Sold 24 September 1946 China Merchants Seam navigation Company; Shanghai, renamed *109* for commercial service, 31 July 1948, later 1946 named *Ming 309*
- 1949 Kaohsiung
- Final Disposition, fate unknown

*Specifications:*

- **Displacement** 852 t.(lt) 1,360 t.(fl)
- **Length** 165' 5" x **Beam** 33' 4" x **Draft** 15' 10" (50.42x10.16x4.83)
- **Speed** 12 kts.
- **Armament** one 3"/50 dual purpose gun mount, two single 20mm guns
- **Complement** 52
- **Propulsion** triple-expansion reciprocating steam engines, single screw, 1,600 hp

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**Advantage**

**J.v.d.Ster – Marcel Production**

jvds@towingline.com – www.towingline.com
**ATR-41**—a rescue tug built in 1942 and 1943 at Orange, Tex., by the Levingston Shipbuilding Co.—was transferred to the United Kingdom under terms of the lend-lease program sometime in April 1943. Records differ as to the exact date, varying between the 19th and the 23d. Named *Advantage* and assigned the pendant number W. 133, she served the Royal Navy through the end of World War II. Returned to the United States Navy sometime in late 1945 or early 1946, the rescue tug was struck from the Navy list on 12 April 1946. By 31 July 1948, she had been sold in the Philippines to Bosey, Board of Supplies, Executive Yuan (the Chinese Government's agency in charge of disposal of surplus war material given by the United States Government to China.)

ex-ATR-41 in British Naval service as *HMS Advantage* W-133, at anchor, date and place unknown (photo Robert Hurst)

**AT120**

**ATR-1 Class Rescue Tug:**

- Planned as **AT-120**
- Laid down in late 1942 as **ATR-42** at Levingston Shipbuilding Co., Orange, TX.
- Launched in early 1943
- **ATR-42** never saw active service with the US Navy
- **1943 BATR-42**
- Transferred to the United Kingdom, 3 May 1943
- Commissioned into the Royal Navy as **HMS Aspirant** (W-134)
- **Aspirant** saw duty in the Mediterranean during World War II
- Returned to US Naval custody, 20 March 1946
- Struck from the Naval Register, 1 May 1946
- 1947 Moran Towing & Transportation Company Inc. – New York
- Transferred to the Maritime Commission, 18 November 1948, for disposal
- Sold in 1948 to Office d’Exploitation des Trasports Coloniaux (Otraco), Matadi, renamed **Vivi**
- Final Disposition, fate unknown

**Specifications:**

- **Displacement** 852 t.(lt) 1,360 t.(fl)
- **Length** 165' 5" x **Beam** 33' 4" x **Draft** 15' 10" (50.42x10.16x4.83)
- **Speed** 12 kts.
- **Armament** one 3"/50 dual purpose gun mount two single 20mm AA gun mounts
- **Complement** 52
- **Propulsion** triple-expansion reciprocating steam engines, single screw, 1,600 hp

**Aspirant**

**ATR-42**—a rescue tug constructed in 1942 and 1943 at Orange, Tex., by the Levingston Shipbuilding Co.—was transferred to the United Kingdom under the terms of the lend-lease program on 3 May 1943. She served the Royal Navy throughout World War II as **Aspirant** (W.134). She was returned to the United States Navy on 20 March 1946, and struck from the Navy list on 1 May 1946. She was turned over to the Maritime Commission on 18 November 1948 for disposal. However, records of her subsequent career have not been found.
AT121 – Sotoyomo

**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**

- Planned and approved as *Fleet Tug AT-121*
- Reclassified *Rescue Tug ATR-43*
- Laid Down, 7 September 1942 at Levingston Shipbuilding Co., Orange, TX.
- Launched, 19 October 1942
- Commissioned, USS *ATR-43*, 29 May 1943
- Reclassified *Auxiliary Fleet Tug ATA-121*, 15 May 1944
- Decommissioned, 9 April 1946, at Astoria, OR.
- Laid up in the Pacific Reserve Fleet, Columbia River Group at Astoria
- Recommissioned USS *Sotoyomo (ATA-121)*, 6 June 1951
- Decommissioned, 1 July 1955, at Astoria, OR.
- Laid up in the Pacific Reserve Fleet, Columbia River Group at Astoria
- Struck from the Naval Register, 1 September 1961
- Reinstated, 6 May 1963
- Sold to Mexico Navy in July 1963, no name change *Sotoyomo*.
- 1966 Stricken

**Specifications:**

- **Displacement:** 835 t.(fl)
- **Length** 143' x **Beam** 33' 10" x **Draft** 13' 2" (43.59x10.31x4.01)
- **Speed** 13 kts.
- **Complement** 45
- **Armament** one 3"/50 dual purpose gun mount
- **Propulsion** diesel-electric single propeller

_Sotoyomo_

The second *Sotoyomo*, a rescue tug, was laid down on 7 September 1942 at Orange, Tex. by the Levingston Shipbuilding Co.; launched on 19 October 1942; and commissioned on 29 May 1943.

In June, ATR-43 sailed from Orange; proceeded via New Orleans and Key West to Hampton Roads; and arrived at Norfolk on the 29th. On 21 July, after shakedown exercises and eight days in drydock at the Norfolk Navy Yard, ATR-43 headed back to Key West. For the next 10 months, she operated in the Caribbean Sea and the south Atlantic. The tug visited Trinidad; Bermuda; and Recife and Belem, Brazil. She was redesignated ATA-121 on 15 May 1944. She departed Bermuda on 8 May 1945, transited the Panama Canal; and reached San Diego, Calif., on 1 June. On the 7th, she sailed, via Puget Sound and Pearl Harbor for the western Pacific.

On Independence Day 1945, she sailed for Eniwetok Atoll with APL-2, YR-1, and YTL-550 in tow. On the 22d, she entered Eniwetok Lagoon; and, the next day, she departed to tow YTL-550 to Kwajalein. She arrived at Kwajalein on 25 July and sailed for Pearl Harbor the following day. She made Pearl on 2 August and remained there until after Japan surrendered.

The ship performed towing missions between Hawaii, the Marshalls, and the Marianas through most of the autumn. Early in December, she departed Pearl Harbor and arrived at San Diego on the 17th. ATA-121 was decommissioned at Astoria, Oreg., on 9 April 1946.

On 6 June 1951, she was recommissioned as *Sotoyomo*. Between 15 June 1951 and 25 June 1952, she operated in and around San Diego. She next made a voyage to Sasebo, Japan, via Pearl Harbor and Midway, and returned to San Diego on 15 March 1953. She again departed San Diego on 23 April, reached Pearl Harbor on 3 May, and entered the naval shipyard there for overhaul. On 8 July, she exited Pearl Harbor to return to the California coast and arrived at San Diego on the 18th.

She remained there until 2 February 1954, when she got underway for Sasebo, Japan, via Pearl Harbor and Kwajalein. Returning via Midway and Pearl Harbor, Sotoyomo arrived in San Diego on 22 September. In the spring of 1955, the ship returned to Astoria where she was decommissioned on 1 July. She was berthed in the Columbia River until her name was struck from the Navy list on 1 September 1961. In June 1968, the ship was sold to the Republic of Mexico.

**AT122**

**NYXJ**

**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**

- Planned and approved as *Fleet Tug AT-122*
Reclassified Rescue Tug **ATR-44**
Laid Down (date unknown) at Levingston Shipbuilding Co., Orange, TX.
Launched, 17 November 1942
Commissioned, **USS ATR-44** (date unknown)
Reclassified Auxiliary Fleet Tug **ATA-122**, 15 May 1944
 Decommissioned (date unknown)
Struck from the Naval Register (date unknown)
Transferred to Chile, 19 September 1947, and named **Lautaro (PP-62)**
Struck from the Chilean Navy in 1991
Sold to Uruguay in 1992 and renamed **ROU San Jose**
Final Disposition, fate unknown

**Specifications:**
- **Displacement:** 835 t.(fl)
- **Length** 143' x **Beam** 33' 10" x **Draft** 13' 2" (43.59x10.31x4.01)
- **Speed:** 13 kts.
- **Complement:** 45
- **Armament:** one 3"/50 dual purpose gun mount
- **Propulsion:** diesel-electric single propeller

Ex-USS **ATA-122** underway in Chilean service, as **Lautaro (PP-62)**, date and location unknown (photo Armada De Chile)

**AT123**

**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**
- Planned and approved as Fleet Tug **AT-123**
- Reclassified Rescue Tug **ATR-45**
- Laid down, 21 November 1942, at Levingston Shipbuilding Co., Orange, TX. (yn281)
- Launched, 20 December 1942
- Commissioned, **USS ATR-45**, 30 June 1943, LTjg. J. L. Hostinsky in command
- Reclassified Auxiliary Fleet Tug **ATA-123**, 15 May 1944
- Decommissioned, 26 November 1947, at San Pedro, CA.
- Laid up in the Pacific Reserve Fleet, Columbia River Group
- Named **Iuka (ATA-123)**, 16 July 1948
- Struck from the Naval Register, (date unknown)
- Transferred to the Maritime Commission for lay up in the National Defense Reserve Fleet, Olympia WA, September 1962
- Commercial History
  - Acquired for commercial service by Erato Shipping & Trading Corp. S.A., Panama, 13 April 1976, renamed **Deka Exi** (J.S.Latsis, Piraeus)
  - Owners name changed to Maritime & Commercial Co. Argonaftis S.A., Panama
  - Arrived in tow at Aliaga for demolition by Seltas A.S., 2 December 1996
• Final Disposition, scrapped in 1996

**Specifications:**
- **Displacement** 835 t.(fl)
- **Length** 143’ x **Beam** 33’ 10” x **Draft** 13’ 2” (43.59x10.31x4.01)
- **Speed** 13 kts.
- **Complement** 45
- **Armament** one 3”/50 dual purpose gun mount
- **Propulsion** diesel-electric single propeller

**Iuka**
A village in northeastern Mississippi, where Union troops under General Rosecrans engaged Confederate forces under General Price in an indecisive battle 19 September 1862.

**ATR-45** was laid down by Levington Shipbuilding Co., Orange, Tex., 21 November 1942; launched 20 December; and commissioned 30 June 1943, Lt. (j.g.) J. L. Hostinsky in command.

After a brief period of duties out of Norfolk, **ATR-45** sailed for the Pacific, reaching Espiritu Santo, New Hebrides, via the Panama Canal and Bora Bora, Society Islands, late in October. For the duration of war the fleet tug remained in the South Pacific islands, operating primarily at Espiritu Santo, to tow targets and barges as well as handle other harbor duties. **ATR-45** was reclassified **ATA-123** 15 May 1944.

The ocean tug returned Pearl Harbor 7 September 1945 and from there set course for San Francisco. She performed harbor duties along the California coast until she decommissioned at San Pedro and went into reserve 26 November 1947. While berthed with the Columbia River Group, Pacific Reserve Fleet, **ATA-123** was named **Iuka** 16 July 1948. She remained in the Pacific Reserve until September 1960 when she was transferred to the Maritime Administration. In September 1962 **Iuka** entered the National Defense Reserve Fleet at Olympia, Wash., where she remains ex-**Iuka** (ATA-123) in commercial service as the tug **Deka Eki** moored pierside, at Aliaga, Turkey, awaiting scrapping. (photo Alan Chapman)

**AT124**

**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**
- Planned and approved as **Fleet Tug AT-124**
- Reclassified **Rescue Tug ATR-46**
- Laid Down (date unknown) at Levington Shipbuilding Co., Orange, TX. (yn282)
- Launched 24 July 1943
- Commissioned. **USS ATR-46** (date unknown)
- Reclassified **Auxiliary Fleet Tug ATA-124**, 15 May 1944
- Decommissioned (date unknown)
• Struck from the Naval Register in September 1947
• Transferred under terms of the Security Assistance Act to Argentina, in 1947 and renamed ARA Diaguita (A-5)
• Sold in 1979 to S.A.Para el Desarrollo de la Tecnologia Acuatica (SATECNA), Buenos Aires, renamed Satecna VI
• Final Disposition, fate unknown

Specifications:

Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
Speed 13 kts.
Complement 45
Armament one 3”/50 dual purpose gun mount
Propulsion diesel-electric single propeller

AT125

ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:
• Planned and approved as Fleet Tug AT-125
• Reclassified Rescue Tug ATR-47
• Laid down, date unknown, at Levingston Shipbuilding Co., Orange, TX. (yn283)
• Launched, date unknown
• Delivered to the US Navy in 1943
• Commissioned, USS ATR-47, date unknown
• During World War II ATR-47 was assigned to the European Theater and participated in the following campaign;
• Invasion of Normandy, 6 June 1944
• Reclassified Auxiliary Fleet Tug ATA-125, 15 May 1944
• Decommissioned, date unknown
• Struck from the Naval Register, date unknown
• Commercial Service
• Sold in 1947 to Moran Towing, named Joseph H. Moran II
• Resold in 1949 to South American Towing Corp (Moran), Monrovia and renamed Dragon, re-flagged Liberian
• Sold back to Moran Towing in 1953, renamed Joseph H. Moran II, re-flagged USA
• Resold in 1960 to Bureau Wijsmuller, Ijmuiden, Netherlands, renamed Utrecht, re-flagged Netherlands
• Resold to France Navy in 1964, named RFS Hippopotame (A-660)
• Final Disposition, sunk as a target in 1985
• ATR-47 as ATA-125 earned one battle star for World War II service

Specifications:

Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
Speed 13 kts.
Complement 45
Armament one 3”/50 dual purpose gun mount
Propulsion diesel-electric single propeller 2 stroke single acting 12 cyl. Diesel motor of General Motors 2500 hp

AT126

ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:
• Planned and approved as Fleet Tug AT-126
• Reclassified Rescue Tug ATR-48
• Laid Down (date unknown) at Levingston Shipbuilding Co., Orange, TX. (yn284)
• Launched, 7 February 1943
• Delivered, 31 August 1943 to the US Navy
• ATR-48 never saw active service in the US Navy
• Transferred under the Lend-Lease Act to the United Kingdom, Commissioned HMS Mindful (W-135) (date unknown 1943)
• Reclassified Auxiliary Fleet Tug (ATA-126), 15 May 1944
• Returned to US Naval custody (date unknown)
• Struck from the Naval Register (date unknown)
• Sold in 1947 to Moran Towing & Transportation, New York, N.Y., named Gay Moran
• Sold in 1949 to Shipowners & Merchants Towboat, San Francisco, renamed Sea Lion
• Sold in 1955 to Gulf Canal Lines, Inc., Houston, TX., renamed Harry J. Mosser

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• Sold in 1957 Mobile Towing & Wrecking Co., Mobile, AL., renamed Margaret Walsh
• Sold in 1966 to Foss Launch & Tug Co., Seattle, WA., renamed Margaret Foss
• Sold on 08 April 1968 to Cementos California, SA, Ensenada, Mexico, renamed C.C. 7, re-flagged Mexican
• Final Disposition, fate unknown

Specifications:
Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
Speed 13 kts.
Complement 45
Armament one 3”/50 dual purpose gun mount
Propulsion diesel-electric single propeller General Motors 1800 bhp

AT127

ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:
• Planned and approved as Fleet Tug AT-127
• Reclassified Rescue Tug ATR-49
• Laid Down (date unknown) at Levingston Shipbuilding Co., Orange, TX. (yn285)
• Launched (date unknown)
• Delivered to the US Navy in 1943
• ATR-49 never saw active service in the US Navy
• Transferred under the Lend-Lease Act to the United Kingdom
• Commissioned HMS Vagrant (W-136) (1943 date unknown)
• Reclassified Auxiliary Fleet Tug (ATA-127), 15 May 1944
• Returned to US Naval Custody (date unknown)
• Struck from the Naval Register (date unknown)
• Sold in 1947 to Moran Towing, renamed Marion Moran
• Sold in 1964 to John Mecom – Houston, renamed Mary Elizabeth
• Sold in 1971 to Asia Maritime – Singapore, renamed Ann Lee
• Sold in 1972 to Robin Loh – Singapore, renamed Wilbie
• Sold in 1982 to Inter-Ocean Towing (Pte) Ltd. – Panama, renamed Colombia I
• Final Disposition, fate unknown

Specifications:
Displacement 835 t.(fl) 498 grt
Length 143’ x Beam 33’ 10” x Draft 13’ 2”
Speed 13 kts.
Complement 45
Armament: one 3”/50 dual purpose gun mount

Propulsion: diesel-electric single propeller, 1800 bhp

AT128

**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**

- Planned and approved as *Fleet Tug AT-128*
- Reclassified *Rescue Tug ATR-50*
- Laid Down (date unknown) at Levingston Shipbuilding Co., Orange, TX.
- Launched (date unknown)
- Commissioned, USS *ATR-50* (date unknown)
- Reclassified *Auxiliary Fleet Tug ATA-128*, 15 May 1944
- Decommissioned (date unknown)
- Struck from the Naval Register (date unknown)
- Final Disposition, fate unknown

**Specifications:**
- **Displacement**: 835 t.(fl)
- **Length** 143’ x **Beam** 33’ 10” x **Draft** 13’ 2” (43.59x10.31x4.01)
- **Speed**: 13 kts.
- **Complement**: 45
- **Armament**: one 3”/50 dual purpose gun mount
- **Propulsion**: diesel-electric single propeller

AT129 – HMS Integrity

No details available

AT130 – HMS Lariat

**ATR-1 Class Rescue Tug**

- *AT-130* was slated for Lend-lease to the United Kingdom and was redesignated *BAT-5*
- Laid down (date unknown) at Levingston Shipbuilding Co., Orange, TX.
- Launched, 15 May 1942
- Delivered to the United Kingdom under terms of the Lend-lease Act, 10 August 1942
- Commissioned *HMS Lariat (W-17)*, 10 August 1942
- Purchased by the United Kingdom, 17 September 1946
- Struck from the Naval Register (date unknown)
- Subsequently sold to China Merchant Steam Navigation Co., renamed *Ming 108*
- Final Disposition, date unknown

AT131 – Bobolink

**Lapwing Class Minesweeper**

- Laid down 29 October 1917 by the Baltimore Dry Dock and Shipbuilding Co., Baltimore, MD
- Launched, 15 June 1918
- Commissioned *USS Bobolink, Minesweeper No. 20*, 28 January 1919
- Classified *AM-20*, 17 July 1920
- Reclassified as a *Fleet Tug, AT-131*, 1 June 1942
- Redesignated a *Fleet Tug, (Old), AT(O)-131*, 15 May 1944
- Decommissioned, 22 February 1946 at Mare Island Navy Yard, Vallejo, CA
- Transferred to the Maritime Commission for disposal and sold 5 October 1946.
- Fate unknown.

**Specifications**

- **Displacement**: 950 t
- **Length** 187’ 10” x **Beam** 35’ 6” x **Draft** 8’ 10” (57.25x10.82x2.69)
- **Speed**: 14 kts
- **Complement**: 78
- **Armament**: two 3”
- **Propulsion**: triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Bobolink**

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Bobolink is an American bird named after its call.

(The first Bobolink (AM-20) was launched 15 June 1918 by Baltimore Dry Dock and Shipbuilding Co., Baltimore, Md.; sponsored by Miss Elsie Jean Willis; and commissioned 28 January 1919, Lieutenant F. Bruce in command.

Bobolink departed Norfolk in April 1919 to join Division 2, North Sea Minesweeping Detachment, at Kirkwall, Orkney Islands. While sweeping in the North Sea on 14 May 1919, a mine exploded close by, causing considerable damage to the stern and killing Lieutenant Bruce. Her repairs at the Royal Dockyard, Devonport, England, took six months and she returned to Norfolk in January 1920.

Between 1920 and 1931 Bobolink served with the Fleet Base Force, Scouting Fleet, on the east coast and participated in fleet problems, concentrations, and joint Army-Navy maneuvers. On 3 March 1932 she arrived on the west coast and was thereafter based at San Diego. She operated along the western seaboard between San Francisco and San Quentin Bay, Mexico, with the Train and various destroyer divisions. In 1935 she took part in the annual exercises and fleet problems held off Hawaii. Between January and March 1939 she participated in fleet problems in the Caribbean and then returned to San Diego, arriving 13 May 1939.

In September 1940 Bobolink joined the Train, Base Force, U. S. Fleet, at Pearl Harbor. She remained there until September 1942. Bobolink was present during the Japanese attack on Pearl Harbor 7 December 1941. Following the attack she served as a salvage vessel and minesweeper. Between 20 May and 2 July 1942 she was converted to an ocean-going tug (redesignated AT-131, 1 June 1942). Remaining at Pearl Harbor until September 1942, Bobolink then steamed to the South Pacific and operated out of Guadalcanal, Solomon Islands; Espiritu Santo, New Hebrides; and Noumea, New Caledonia, as a tug until February 1944. She arrived at Long Beach Calif., 4 March 1944 for overhaul and returned to Pearl Harbor 29 June 1944. Bobolink was reclassified ATO-131 on 15 May 1944. She served in Hawaiian waters until the fall of 1945 and then returned to Mare Island Navy Yard where she was decommissioned 22 February 1946. She was sold through the Maritime Commission 5 October 1946.

Bobolink received one battle star during World War II.

AT132 – Brant

Lapwing Class Minesweeper
- Laid down, 8 December 1917 by the Sun Shipbuilding Co., Chester, PA
- Launched, 30 May 1918
- Commissioned USS Brant (Minesweeper No. 24), 5 September 1918
- Designated AM-24, 17 July 1920
- Reclassified as a Fleet Tug AT-132, 1 June 1942
- Reclassified as a Salvage Ship ARS-32, 1 September 1942

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Decommissioned, 19 December 1945 at the New York Navy Yard
Struck from the Naval Register, (date unknown)
Transferred to the Maritime Commission, 19 August 1946.
Fate unknown.

**Specifications**
- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 8' 10" (57.25x10.82x2.69)
- **Speed** 14 kts
- **Complement** 72
- **Armament** two 3"
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Brant**
Brant is a small wild goose of Europe and eastern North America.

*Brant* (AM-24) was launched 30 May 1918 by Sun Shipbuilding Co., Chester, Pa.; sponsored by Miss Lois Graham; commissioned 6 September 1918, Lieutenant J. W. Stoakley in command; and reported to the Minesweeping Force, 5th Naval District, to sweep convoy courses off the coast of Virginia.

She served as a lightship off the Virginia coast in December 1918. In May 1919 she was placed under Director of Tugs, 5th Naval District, for towing and harbor operations at Norfolk.

On 17 September 1919 *Brant* reported to Train, Pacific Fleet, at San Diego. She remained on the west coast with the fleet until June 1941, serving as a minesweeper target vessel, and fleet tug, except for short periodic moves to the east coast, the Caribbean, Panama Canal area, and the Hawaiian Islands on fleet concentrations and exercises.

Assigned to the Atlantic Fleet, *Brant* arrived at New York Navy Yard 1 August 1941 and commenced operations between Washington, D. C., and Solomons Island, Md., testing mines.

On 26 November 1941 *Brant* arrived at the Naval Operating Base, Argentia, Newfoundland, where she carried out towing operations and picket and escort duty until June 1942. Between 10 and 13 February 1942 she aided the Norwegian steamer *Anderson*, aground off Shots Cove, Newfoundland, and transported her crew to Argentia. On 16 February she assisted the British steamer *Kitty's Brook* off a shoal in Placentia Bay. Between 18 and 24 February she was on duty at Great St. Lawrence Harbor near the scene of the grounded *Pollux* (AKS-2) and *Truxton* (DD-229). On 6 May she rescued the crew from the SS *Magnhild* grounded on Virgin Rocks.

On 29 June 1942 she arrived at Boston for an extensive overhaul. Her designation was changed to AT-132 on 1 June 1942 and to ARS-32 on 1 September 1942. On 6 November 1942 *Brant* departed the United States for the Mediterranean where she remained between 25 November 1942 and 16 December 1943 conducting salvage operations. During this time she operated at various ports in Algeria, Morocco, Tunisia, Sicily, and Italy. She also participated in the Sicilian occupation (9-15 July 1943) and the Salerno landings (9-21 September 1943).

*Brant* was accidentally damaged 10 August 1943, off Sicily, when inadequate recognition signals caused friendly naval forces to shell her. Extensive fires occurred, but were immediately controlled. However, 10 of her crew were
killed and 20 wounded. On the same day *Brant* steamed to Licata, Sicily, where she landed her wounded and underwent a repair period.

Returning to the United States in January 1944, *Brant* underwent a yard overhaul at Norfolk and then departed for Falmouth, England, where she arrived 8 March 1944. She carried out salvage and towing operations at various ports in England and Scotland until June when she departed for the invasion of the European continent. Between 6 and 19 June 1944 she furnished logistic support to ships participating in the invasion of Normandy.

*Brant* continued with her salvage duties in English and French waters until June 1945 when she proceeded to Bremerhaven, Germany. Remaining at Bremerhaven until 26 July 1945, she then sailed for the United States, via Ireland. She arrived at New London, Conn., 25 August 1945 and then steamed to New York where she remained moored until 4 October. She was decommissioned 19 December 1945 at New York Navy Yard and transferred to the Maritime Commission 19 August 1946.

*Brant* received three battle stars for her service in World War II.

**AT133 – Coromorant**

*Lapwing Class Minesweeper*
- Laid down 4 September 1918 by the Todd Shipbuilding Corp., New York, NY
- Launched, 5 February 1919
- Commissioned *USS Coromorant, Minesweeper No. 40*, 15 May 1919
- Classified *AM-40*, 17 July 1920
- Reclassified as a *Fleet Tug, AT-133*, 1 June 1942
- Reclassified as a *Fleet Tug (Old), AT(O)-133*, 15 May 1944
- Decommissioned, 29 March 1946 at San Pedro, CA; Sold, 8 January 1947.
- Fate unknown.

*Specifications*
- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 9' 9" (57.25x10.82x2.97)
- **Speed** 14 kts
- **Complement** 72
- **Armament** two 3"/50
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Cormorant**

A genus of web-footed sea birds.

The first *Cormorant* (AM-40) was launched 5 February 1919 by Todd Shipbuilding Corp., New York City, N.Y.; sponsored by Miss M. E. Vellaire; and commissioned 15 May 1919, Lieutenant J. B. McKean in command.
Based on Kirkwall in the Orkney Islands, *Cormorant* joined in the dangerous and exacting task of clearing the North Sea minefields between 22 August 1919 and 1 October. On towing duty, she called at Devonport, Brest, Lisbon, Ponta del Gada, and Bermuda before returning to Staten Island 19 November 1919 for the Fleet Review in the North River. For the next year and a half, she operated along the east coast and in the Caribbean, joining in maneuvers and war games, as she towed targets, acted as tender, and carried mail for the Fleet. Between 23 September 1920 and 27 December 1920, she was in ordinary without a crew at Portsmouth, N.H., for repairs, returning then to full commission.

On 5 February 1921 *Cormorant* arrived at Washington, D.C., for experimental work under the Bureau of Ordnance. For the next 6 years she operated almost exclusively in the Potomac and Chesapeake Bay testing mine weapons and devices, on occasion going to Newport on this duty. Early in 1927 she served for a period of 2 months as station ship in the Virgin Islands, but experimental mine work continued to be her primary duty. In 1928 she again served in the Virgin Islands for 2 months, and in 1932, was at Guantanamo Bay for a month to tow targets. Several times in 1933 she steamed to Pensacola, Fla, in connection with experimental mineplanting and sweeping. Similar duty continued through 9 December 1942. On 1 June 1942 she was reclassified AT-133.

Between 18 January 1943 and 19 May, *Cormorant* gave tug services at Guantanamo Bay to destroyers in training there, and after calling at Charleston, S.C., for repairs in June, sailed north to Reykjavik, Iceland, for salvage duty until 13 October. On 7 December she arrived at Falmouth, England, which was to be her base during the months of training and preparation for Operation "Overlord," the invasion of Normandy. As masses of men and shipping accumulated in English ports, *Cormorant* gave the essential tug, towing, and salvage services that amphibious operations demand. Reclassified ATO-133 on 15 May 1944, she put to sea from Portsmouth, England, 7 June 1944 for the newly invaded Normandy coast, and served as towing and salvage ship there, expediting the landing of the great number of men and supplies to support forces ashore, until 23 July. *Cormorant* towed small craft and barges between Southampton, England, and France until 28 September, then had a brief overhaul at Plymouth, returning to Falmouth for salvage and towing duty until 12 November.

*Cormorant* operated between Plymouth and Antwerp on towing duty until 16 January 1945, and returned to New York in convoy 28 February. After overhaul at Norfolk, she cleared for the Pacific theater, arriving at San Pedro, Calif., 24 June. On towing duty, she proceeded to Guam where she served as torpedo recovery ship between 6 September and 12 December. Returning to San Pedro 24 January, *Cormorant* was decommissioned 29 March 1946, and sold 8 January 1947.

*Cormorant* received one battle star for World War II service.

### AT134 – Grebe

**Lapwing Class Minesweeper**

- Laid down 25 May 1918 by the Staten Island Steam Boat Co., Staten Island, NY
- Launched, 17 December 1918
- Commissioned **USS Grebe, Minesweeper No. 43**, 1 May 1919 at Brooklyn Navy Yard
- Classified **AM-43**, 17 July 1920
- Decommissioned, 12 May 1922
- Recommissioned, 15 November 1922
- Reclassified as a Fleet Tug, **AT-134**, 1 June 1942
- Lost due to grounding, 6 December 1942 at Va coupe Vatoa, Fiji and hurricane damage, 1-2 January 1943
- Struck from the Naval Register, 28 July 1943.

**Specifications**

- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 8' 10" (57.25x10.82x2.69)
- **Speed** 14 kts
- **Complement** 78
- **Armament** two 3"
- **Propulsion** triple expansion reciprocating steam engine, two Babcock & Wilcox boilers, one shaft.

**Grebe**

A swimming bird closely related to the loon but with lobate rather than webbed toes.

*Grebe*, built by the Staten Island Steam Boat Co., launched 17 December 1918; was sponsored by Miss Emma Youmans and commissioned at the Brooklyn Navy Yard 1 May 1919, Lt. Niels Dustrup in command.

From 9 July 1919 until 1 October, *Grebe*, based at Kirkwall, Orkneys, was part of a minesweeper flotilla clearing the North Sea of mines laid by the Allies during World War I. She returned to Portsmouth, N.H., 28 November 1919 via Devonport, Brest, Lisbon, the Azores, Bermuda, and New York. After extensive repairs, *Grebe* moved to the Boston
Navy Yard 4 November 1920; from there she sailed the coast from Maine to New Jersey calibrating radio compass stations and doing miscellaneous towing and rescue work. On 29 April 1921 she rescued 139 passengers from the Portuguese steamer *Mormugao*, which had run aground off the Massachusetts coast.

Grebe's next duty took her to Newport, R.I., on 2 June; she escorted submarine G-1 in diving trials [Correction: experimental bomb attacks] until 23 June when G-1 sank in 16 fathoms. After participating in salvage operations, *Grebe* returned to Boston on 22 July to resume radio compass station calibration and other duties. From there she made a round trip to Norfolk. Guantanamo, and the Canal Zone which occupied her from 1 December 1921 until 18 March 1922, when she returned to Portsmouth. There she decommissioned 12 May 1922.

*Grebe* recommissioned 15 November 1922, Chief Boatswain Albert C. Fraenzel commanding. On 16 December she sailed for St Thomas, capital of the Virgin Islands, where she served as station ship until 31 March 1931. *Grebe* made an average of a trip a week between St. Thomas, St. Croix, and San Juan carrying stores and passengers, both military and civilian; she also towed coal barges and dredges to San Juan, Fort de France, Martinique, and other Caribbean ports. While at St. Thomas, *Grebe* was invaluable in assisting disabled ships, mainly those grounded on coral reefs, and in searches for missing ships. This work was interrupted by a yearly 5-week repair period at Charleston, S.C.

*Grebe*'s finest moment came in 1930. A hurricane laid waste large parts of the Dominican Republic and killed thousands in September. Carrying trained medical men and emergency supplies *Grebe* was the first ship to reach devastated Santo Domingo. She remained there 2 weeks, helping unload other ships and clear debris.

17 March 1931 *Grebe* brought Dr. Paul M. Pearson, Governor-appointee, and his staff from San Juan to St. Thomas; nucleus of the Virgin Island's first civilian government.

*Grebe* then returned to Boston. There on 12 July 1931 she took in tow historic *Constitution*. A long campaign had resulted in restoration of the famed ship to its original condition, and *Grebe* was to spend the next 3 years as her tender and towing ship as they visited every major American port, East and West Coast. Millions of Americans thrilled to their heritage touring "Old Ironsides" in New York, Norfolk, Key West, Galveston, Guantanamo, Los Angeles, Seattle, Portland, and the Canal Zone.

12 May 1934 *Grebe* relinquished her duties with *Constitution*, entering the Philadelphia Navy Yard for overhaul. After a brief tour of duty at Norfolk, 21 August to 14 September, she sailed for Guantanamo towed for fleet gunnery practice until 12 October, then sailed to San Pedro, arriving 19 November. Operating there until mid-1940; she performed a variety of tasks, including towing for target practices participating in fleet problems, minesweeping exercises, training squadron details, and harbor service. Her tour there was interrupted by two voyages, the first to Pearl Harbor 6-31 May 1935 for fleet problems and the second to Guantanamo and Norfolk 26 December to 7 May 1939 for gunnery exercises.

Sailing from San Pedro 3 June 1940, *Grebe* arrived Pearl Harbor 17 June to tow for gunnery and bombing practice, and participate in minesweeping training. Two trips back to the mainland, 1 August to 9 September and 27 September to 13 October 1941, in company with *Bobolink* on passenger and stores runs interrupted her Hawaiian duty.

*Grebe* was in yard availability at Pearl Harbor 7 December 1941. Her 3" guns had been dismantled for the overhaul so she could fight only with rifles and pistols. She was credited with shooting down one of three unidentified planes flying low over the Navy Yard. On 24 January *Grebe* departed for Palmyra Island with YO-43 in tow where she arrived 5

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days later. She returned to Honolulu 5 February and continued from there until autumn. Her classification was changed AT-134 on 1 June 1942.

On 30 September Grebe joined a convoy for Johnston Island and returned 9 October. On 9 November 1942 Grebe was underway again with YC-737 and YB-9 in tow and accompanying YO-44, for Canton Island. Calling there 25 November she proceeded to Pago Pago, Samoa arriving 28 November.

On 6 December 1942 Grebe grounded while attempting to float SS Thomas A. Edison at Vuanta Vatoa, Fiji Islands. Salvage operations were broken up by a hurricane that destroyed both ships 1-2 January 1943. Her name was struck from the Navy List 28 July 1943.

Grebe earned one battle star for World War II service.

AT135 – Kingfisher

Lapwing Class Minesweeper

- Laid down 15 December 1917 by the Puget Sound Navy Yard, Bremerton, WA
- Launched, 30 March 1918
- Commissioned USS Kingfisher, Minesweeper No. 25, 27 May 1918
- Classified AM-25, 17 July 1920
- Reclassified as a Fleet Tug, AT-135, 1 June 1942
- Reclassified as a Fleet Tug (Old), AT(O)-135, 15 May 1944
- Decommissioned, 6 February 1946 and entered the Pacific Reserve Fleet
- Transferred to the Maritime Commission, 3 June 1947 and sold the same day to M. E. Baker, Suisun Bay, CA.
- Fate unknown.

Specifications

- Displacement 950 t.
- Length 187' 10" x Beam 35' 6" x Draft 8' 10" (57.25x10.82x2.69)
- Speed 14 kts
- Complement 72
- Armament two 3"
- Propulsion triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

Kingfisher

One of Europe's most beautiful birds (Alcedo Ispida) conspicuous for its blue-green back and rich chestnut breast.

Kingfisher (AM-25) was launched 30 March 1918 by Puget Sound Naval Shipyard, Puget Sound, Wash.; sponsored by Miss Nancy Griswold; and commissioned 27 May 1918, Lt. (j.g.) C. L. Greene in command.

Departing Bremerton, Wash., 17 June, Kingfisher steamed to Philadelphia, where she arrived 8 August for duty as a minesweeper off Cape May, N.J. On 5 April 1919 she departed Boston for the North Sea, arriving Inverness, Scotland. 20 April. Assigned to the North Sea Detachment at Kirkwall, Orkney Islands, she swept up mines of the Northern Barrage until 1 October when she sailed for the United States. Steaming via France, Portugal, and the Azores, she reached New York 19 November.

Assigned to the Train Force, Pacific Fleet, Kingfisher departed Hampton Roads, Va., 9 August 1920 for the West Coast. Arriving San Diego 3 October, she began duty as a fleet tug and minesweeper. Over the next 19 years fleet maneuvers and supply, towing, and minesweeping operations sent her to the East Coast, Puerto Rico, Cuba, the Canal Zone, and Hawaii. During the summers of 1933, 1934, and 1935 she supplied naval ships and bases in Alaskan waters for the Aleutian Islands Survey Expedition.

Departing San Diego 4 October 1939, she sailed to Pearl Harbor for duty with the Base Force, Hawaiian Detachment. Arriving 19 October, she towed target rafts and conducted gunnery and minesweeping exercises until sailing for Samoa 26 October 1941. Kingfisher reached Tutuila 5 November and was on station duty 7 December when hearing of the Japanese attack on Pearl Harbor.


On 19 February 1942 she departed Tutuila for similar duty in the Fijis and arrived Viti Levu 23 February. Returning to Samoa 12 April, she was reclassified AT-135 on 1 June; she then sailed to Wallis Island 28 July for a month of plane guard and rescue duty. With a lighter in tow she departed Suva, Fiji, 12 September for Noumea, New Caledonia. Arriving 18 September, she served under the command of the Port Director until she departed for Hawaii 8 October.
Arriving Pearl Harbor 30 October, Kingfisher served as a tug and torpedo recovery ship until 23 September when she sailed for the Eilce Islands. She reached Funafuti 5 October and undertook towing duty between the Eilce and Phoenix Islands. On 8 December she sailed for the Gilberts, arriving Tarawa Atoll 13 December. Though subjected to intermittent enemy bombing attacks, Kingfisher towed antisubmarine nets and laid telephone cables in Betio Harbor before departing 27 December for Funafuti. From 30 December to 15 April she continued towing, station ship, and harbor operations in the Eilce, Gilbert, and Marshall Islands; then she departed Kwajalein 16 April for Pearl Harbor, arriving 29 April. Reclassified ATO-135 on 15 May, Kingfisher departed 19 September for further towing operations in the South Pacific. Towing runs sent her to Palmyra, Eilce, Solomon, Admiralty, and Marshall Islands before she returned to Pearl 14 November. On 18 November she sailed for the West Coast, arriving San Diego 29 November. She returned to Pearl 29 January 1945 and resumed tug and target towing services. On 21 April she assisted in Salvage operations of grounded merchantman Sarensen. And while towing a gunnery target 4 May, she rescued the pilot of an Army P-47 that had splashed while on a training sight.

Kingfisher sailed for San Francisco 30 October, arriving 9 November. Remaining in the San Francisco Bay area, she decommissioned 6 February 1946 and entered the Pacific Reserve Fleet. Transferred to the Maritime Commission 3 June 1947, she was sold the same day to M. E. Baker at Suisun Bay, Calif.

Kingfisher received one battle star for World War II service.

### AT136 – Lapwing Class Minesweeper

- **Laid down** 6 March 1918 by the Staten Island Shipbuilding Co., Port Richmond, Staten Island, NY
- **Launched**, 3 July 1918
- **Commissioned** USS Oriole, Minesweeper No. 7, 5 November 1918
- **Reclassified** AM-7, 17 July 1920
- ** Decommissioned**, 3 May 1922 at Pearl Harbor, HI
- **Placed in ordinary commission**, 2 May 1938 at Mare Island, CA
- **Placed in full commission**, 15 August 1938
- **Reclassified as an Ocean Tug**, AT-136, 1 June 1942
- **Reclassified as an Ocean Tug (Old)**, AT(O)-136, 15 May 1944
- ** Decommissioned**, 6 February 1946
- **Struck from the Naval Register**, 12 March 1946
- **Delivered to the Maritime Commission**, 6 January 1947 and sold to M. E. Baker.
- **Fate unknown.**

#### Specifications

- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 10' 3" (57.25x10.82x3.12)
- **Speed** 14 kts
- **Complement** 62
- **Armament** two 3" guns and two machine guns
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Oriole**

Any of various birds in America with a highly specialized vocal apparatus - commonly referred to as "singing birds," although many among them do not sing - the Icteridae family: the males are usually bright black and yellow or orange, the females chiefly greenish or yellowish, as the **Baltimore Oriole** and the **orchard Oriole**.

The third Oriole (AM-7) was laid down by Staten Island Shipbuilding Co., Port Richmond, N. Y., 6 March 1918 launched 3 July 1918, and commissioned at the New York Navy Yard 5 November 1918.

Assigned to the Pacific Fleet, Oriole served in the 14th Naval District for the next 4 years, patrolling and sweeping the coastal waters out of Pearl Harbor. With the postwar naval reduction called for by the Washington Treaty B February 1922, she decommissioned at Pearl Harbor 3 May of that year.

On 2 May 1938 the mine sweeper was placed in ordinary commission at Mare Island Navy Yard to replace Swallow (AM-4) in the 13th Naval District. Oriole commissioned in full 15 August, Lt. Albert J. Wheaton in command, and spent the next 3 years operating out of Puget Sound Navy Yard, Bremerton, Wash., along the upper West Coast.

Oriole cruised north from Seattle 22 October 1941 for duty off Alaska. She arrived Dutch Harbor 3 November to begin support operations that continued into late 1945. She was assigned to the Northwest Sea Frontier Force 15 July 1942 following her reclassification to AT-136 on 1 June. From 22 October to 11 January 1943 the ship conducted rescue,
then salvage service for Russian SS *Turksib* aground off Unimak Island. On 3 October *Oriole* got underway from Dutch Harbor for the West Coast, arriving Seattle with mine disabled *Abner Read* (DD-526) in tow 3 days later.

Reassigned to the Alaska Sea Frontier 15 April 1944, *Oriole* returned north for her last year of service as an ocean tug cruising from Adak to Kodiak to Kiska, Alaska. On 15 May 1944 she was redesignated ATO 136.

By the end of November 1945 *Oriole* had reported to the 13th Naval District for her decommissioning 6 February 1946.

Struck from the Navy List 12 March, she was delivered to the Maritime Commission 6 January 1947. On that same day *Oriole* was sold to M. E. Baker, who took possession of the ship 2 days later at Kilisut Harbor, Wash.

**AT137 – Owl**

*Lapwing Class Minesweeper*

- Laid down, 25 October 1917 at Todd Shipyard Co, New York, NY
- Launched, 4 March 1918
- Commissioned USS *Owl*, Minesweeper No. 2, 11 July 1918
- Designated AM-2, 17 July 1920
- Reclassified as an Ocean Tug, AT-137, 1 June 1942
- Reclassified as an Ocean Tug (Old), AT(O)-137, 15 May 1944
- Decommissioned, 26 July 1946 in the 13th Naval District
- Struck from the Naval Register in 1946
- Sold for scrap 27 June 1947 to Pacific Metal and Salvage Co. of Norland, WA.

**Specifications**

- **Displacement**: 950 t.
- **Length**: 187' 10" x **Beam**: 35' 6" x **Draft**: 8' 10" (57.25x10.82x2.69)
- **Speed**: 14 kts
- **Complement**: 78
- **Armament**: two 3"
- **Propulsion**: triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

*Owl*

The first Owl (AM-2) was laid down 25 October 1917 by the Todd Shipbuilding Corp., Brooklyn, N.Y., Launched 4 March 1918 sponsored by Miss Ruth R. Dodd, and commissioned 11 July 1918, Lt. (j.g.) Charles B. Babson in command.

Following a New York to Charleston towing assignment, Owl reported to the 5th Naval District at Norfolk, 22 August 1918. Employed as a minesweeper for the remaining months of World War I, she then served as a light ship in the inner approach to Chesapeake Bay until 10 July 1919. From that time until 1936, she was primarily engaged in providing towing services along the eastern seaboard and in the Caribbean. Between June 1936 and January 1941, she operated with units of the Aircraft Division, Base Force, providing planeguard, seaplane tender, and target and mooring buoy planting services from New England to the Caribbean. Then, temporarily attached to Train, Patrol Force at Culebra, P.R., she steamed to Bermuda in May for towing and servicing duties with MinDiv 14. Redesignated AT-137, 1 June 1942, she was based at Bermuda until June 1943. During that time, towing and escort duties frequently took her to the east coast, while numerous salvage and rescue missions, including aid to the submarine R-1 and torpedoed Argentine tanker Victoria, kept her busy at Bermuda and in nearby convoy lanes.

Detached from Bermudan duty in June, Owl spent the last six months of 1943 with DesRon 30 operating out of Guantamano Bay. She then steamed back to Norfolk for overhaul, and sailed for Europe. She arrived at Falmouth, U.K., 14 March 1944 to join the Allied forces gathering for the invasion of France. Redesignated ATO-137 on 15 May 1944, she arrived off the Normandy coast two days after "D-Day." As ground forces pushed inland, she towed port and road construction materials to the French coast, thus aiding the all important flow of men and equipment to the front.

Availability at Falmouth early in the new year, 1945, preceded her return to the United States, 27 February, and midAtlantic coast towing assignments. Transferred to the Pacific Fleet, she sailed from Newport, 5 May, with YNG-11 in tow, and arrived at San Diego 23 June, to join ServRon 2. In August she continued on to Pearl Harbor for four months of target towing duty, returning to the west coast 2 January 1946. Owl then provided towing services for the 19th (Reserve) Fleet until beginning inactivation in April. She decommissioned in the 13th Naval District 26 July 1946 and on 27 June 1947 was sold for scrapping to the Pacific Metal and Salvage Co. at Port of Nordland, Wash.
Owl received 1 battle star for World War II service

AT138 – Partridge

**Lapwing Class Minesweeper**
- Laid down, 14 May 1918 at Chester Shipbuilding Co., Chester, PA.
- Launched, 15 October 1918
- Commissioned *USS Partridge, Minesweeper No. 16*, 17 June 1919
- Classified *AM-16*, 17 February 1920
- Converted to an *Ocean Tug, AT-138*, 1 June 1942
- Reclassified as an *Ocean Tug (Old), AT(O)-138*, 15 May 1944
- Lost to enemy action 11 June 1944, after being struck by a torpedo from a German E-Boat at 0200 and sank shortly after
- Struck from the Naval Register, 29 July 1944.

**Specifications**
- **Displacement** 950 t.
- **Length** 187’ 10” x **Beam** 35’ 6’ x **Draft** 9’ 10” (57.25x10.82x3.00)
- **Speed** 14 kts
- **Complement** 78
- **Armament** two 3” gun mounts and machine guns
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

*Partridge*
Any of various gallinaceous birds, such as the ruffed grouse or bob-white quail, found in North America.

The first *Partridge* (AM-16) was laid down 14 May 1918 by the Chester SB Co., Chester, Pa.: launched 15 October 1918; sponsored by Miss C. H. McCay; commissioned 17 June 1919, Lt. (j.g.) W. K. Bigger in command.

Completed too late to participate in World War I *Partridge* operated in the Pacific until returning to the Atlantic in June 1941. Converted to an ocean-going tug, *Partridge* was reclassified AT-138 on 1 June 1942. The tug participated in rescue and towing duties along the eastern seaboard and in the Caribbean, making an important contribution to saving lives and ships, until early May 1944. Reclassified ATO-138 on 15 May, *Partridge* was ordered to England to assist
AT139 – Rail

*Lapwing Class Minesweeper*

- Laid down, 15 December 1917 at the Puget Sound Navy Yard, Bremerton, WA
- Launched, 25 April 1918
- Commissioned **USS Rail, Minesweeper No.26**, 5 June 1918
- Designated **AM-26**, 17 July 1920
- Reclassified a *Fleet Tug AT-139*, 1 June 1942
- Reclassified a *Fleet Tug (Old) AT(O)-139*, 15 May 1944
- Decommissioned and struck from the Naval Register, 29 April 1946, at San Francisco, CA
- Fate unknown.

**Specifications**

- **Displacement** 840 t.
- **Length** 187’ 10” x **Beam** 35’ 6” x **Draft** 10’ 4” (57.25x10.82x3.15)
- **Speed** 14 kts
- **Complement** 72
- **Armament** two machine guns
- **Propulsion** Harlan and Hollingsworth, vertical triple expansion reciprocation steam engine, two Babcock and Wilcox boilers, one shaft.

*Rail*

The first *Rail*, a single-screw, steel "bird"-class minesweeper, was laid down on 15 December 1917 by the Puget Sound Navy Yard, Bremerton, Wash., launched 25 April 1918; sponsored by Mrs. Robert Morgan; and commissioned on 5 June 1918, Ens. R. E. Allen, USNR, in command.

Assigned to the Atlantic, *Rail* departed Bremerton on 25 June reaching Key West on 11 August, she continued on to Norfolk where she conducted minesweeping operations and training exercises into 1919. In March of that year, she sailed north to Boston, then east to Inverness, Scotland, where on 20 April she joined the North Sea Minesweeping Detachment. Eight days later the detachment began the first of seven operations, which, during the summer, cleared the barrage laid down by the U.S. and Royal Navies between the Orkneys and the coast of Norway to block the entry of German ships into the Atlantic.
On 2 May, the detachment completed the first sweep and put into Kirkwall, Scotland, its new base of operations for the remaining six sweeps. Damaged on 8 July and 29 August by mines which fouled her kite and exploded, Rail remained with the detachment through the completion of the 7th sweeping operation on 19 September. The detachment then prepared to return to the United States. On 15 October, Rail with others of her class departed Davenport and, after several stops en route, arrived at Tompkinsville, N.Y. on 20 November 1919.

Within the week the North Sea Minesweeping Detachment was disbanded and Rail moved south, to Norfolk, for overhaul. Then, reassigned to duty in the North Sea, she returned to Scotland in March 1920 and operated from Rosyth during April, May, and June. On 17 June she sailed for home.

Designated AM-26 on 17 July, Rail remained active with Mine Force, Atlantic, after her return. Based at Norfolk, she conducted sweeping exercises off the east coast and in the Caribbean, during annual deployments, until 1925. In mid-February 1925, she returned to the Pacific. Until 12 March, she participated in Fleet Problem V, then into June operated in Hawaiian waters. On 8 June she headed back to the Atlantic to continue her previous operating schedule, spending several months of each year in the Caribbean, through the decade. In 1932 she redeployed to the Pacific.

Transiting the Panama Canal in February, she steamed north to San Francisco and, into 1934, conducted training exercises and participated in maneuvers off the west coast. On 9 April 1934, she departed San Francisco and returned to the east coast, only to retransit the Panama Canal late in the year to participate in Fleet Problem XVI, a five-phase exercise to test the fleet's ability to secure advanced bases in the Pacific.

After brief operations out of Pearl Harbor, Rail shifted to San Diego in June 1935. Based there for almost 3 years, she deployed westward only once, to Pearl Harbor for Fleet Problem XVIII in the spring of 1937. In late December 1938, she steamed south to the Panama Canal Zone; operated there for 4 months, and returned to San Diego in May 1939. She was transferred to Pearl Harbor 11 months later.

On 7 December 1941, Rail was tied up to the Coal Dock at Pearl Harbor. Within minutes of the start of the Japanese attack, her crew had the enemy under fire with .50 caliber machine guns. Rescue and salvage work soon commenced, but shortly after noon was interrupted for sweeping operations in the North Channel. On the 8th she resumed salvage operations and continued them until the 21st. From that day to 19 January 1942, she underwent engine repairs; then, 3 days later, she stood out of Pearl Harbor as an escort for a ship bound for Johnston Island.

Reclassified as a tug (AT-139) on 1 June 1942, Rail remained in the Hawaiian area, serving on ASW patrol and conducting experimental minesweeping operations in addition to completing salvage and towing assignments.

On 26 January 1943, Rail with two barges in tow, headed for Samoa. Arriving on 11 February, she continued on to Noumea, New Caledonia, and the New Hebrides. In March she moved up to the Solomons to participate in the Russell Islands offensive, and, through the New Georgia campaign, towed gasoline, oil, and ordnance barges; retrieved landing craft from the beaches, assisted in rescue and salvage operations, and brought damaged merchant and naval ships and craft into Tulagi for repairs.
In mid-September, *Rail* returned to Noumea and assumed towing duties in the New Caledonia area. Assigned a tow to the New Hebrides in early January 1944, she spent the latter half of the month en route to and from New Zealand and in February resumed towing operations out of Espiritu Santo.

On 1 June, *Rail*, now ATO-139 (effective 15 May 1944) departed the Solomons New Hebrides area and shifted to Nev. Guinea. Arriving at Milne Bay on the 4th, she operated along the coast from Milne Bay to Biak through the summer. She visited Cairns, Australia, then resumed operations along the New Guinea coast, in the Admiralties, and, in November, in the Halmaheras. In late November and early December, she towed barges to Leyte, Philippines. Then, toward the end of the year, she departed Manus with the Luzon attack force.

On 5 January 1945, *Rail* transited Surigao Strait. On the 7th, she entered the South China Sea where Japanese aircraft attempted to turn the Allied force. On the 9th, the ships entered Lingayen Gulf and *Rail* took up station to give assistance where needed. Through the 14th she provided retrieving, salvage, and towing services. On the 18th, after completing an intelligence and salvage inspection of a sunken Japanese submarine, she moved south, to Leyte, whence she returned to Luzon for operation “Mike VII,” the assaults on Zamboales province at the end of the month. With no opposition in the San Antonio area, she moved around to Grande Island at the entrance to Subic Bay; assisted the damaged transport *Cavalier*; then returned to Leyte, arriving in San Pedro Bay on 4 February.

Two weeks later, the tug returned to New Guinea, underwent overhaul at Hollandia; and, late in April, brought more barges to the Philippines. Arriving at Leyte on 1 May, she remained in the Philippines, operating primarily in the Samar, Leyte, and Luzon areas, until mid-December. On the 26th, she departed Guiuan and arrived at San Francisco on 5 February 1946 to begin inactivation. Decommissioned on 29 April 1946, *Rail* was transferred to the Maritime Commission for disposal on 17 January 1947.

*Rail* earned six battle stars during World War II.

**AT140 – Robin**

**Lapwing Class Minesweeper**

- Laid down, 14 March 1918 by the Todd Shipyard Corp., New York, NY
- Launched, 17 June 1918
- Commissioned USS Robin (Minesweeper No. 3), 29 August 1918
- Reclassified AM-3, 17 July 1920
- Reclassified an Ocean Tug AT-140, 1 June 1942
- Reclassified an Ocean Tug (Old) ATO-140, 13 April 1944
- Decommissioned, 9 November 1945 at Long Beach, CA
- Struck from the Naval Register, 28 November 1945.
- Fate unknown.

**Specifications**

- **Displacement** 1,009 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 10' 4" (57.25x10.82x3.15)
- **Speed** 14 kts
- **Complement** 78
- **Armament** two 3" guns
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

*Robin*

The first Robin (minesweeper No. 3) was laid down 4 March 1918 by the Todd Shipyard Corp., New York; launched 17 June 1918, sponsored by Miss Bessie Veronica Callaghan; and commissioned 29 August 1918, Lt. (jg.) Lewis H. Cutting in command.

Commissioned at New York, Robin operated in the area with one run to Hampton Roads, until 23 February 1919. By that time the necessity of improving sweeping methods to expedite the clearing of the North Sea Mine Barrage had become very apparent. Robin, with two other minesweepers tested the feasibility of using sweeps of greater breadth than 500-600 yards. The tests were conducted off Newport in late February and early March.
As ATO-140 (photo Theodore Kemp)

In mid-March, Robin proceeded to Boston. On 6 April, she got underway for Scotland. On the 20th, she arrived at Inverness and joined the North Sea Mining Detachment. Based at Kirkwall1 she participated in the seven operations conducted to clear the barrage of its more than 70,000 mines between the Orkneys and Norway.

With the conclusion of the final sweep, 19 September, Robin returned to Kirkwall1 for a brief rest after the difficult assignment, made more hazardous by the strong winds, rough seas, and poor visibility of the North Sea. She departed Scotland 1 October and arrived at New York 19 November.

Designated AM-3, 17 July 1920, she operated along the east coast for the next 11 years, with winter deployments to the Caribbean. After winter maneuvers in 1932, she continued on to the west coast and from her arrival, 6 March, until 9 April 1934 she operated in the San Pedro-San Diego area. During the summer, 1934, she returned to Norfolk, but by the end of November was back at San Diego. She remained on the west coast, ranging from Mexico to Alaska and as far west as Hawaii, for the remainder of the decade.

On 7 December 1941 Robin was en route to Hawaii from Johnston Island. She arrived at Pearl Harbor on the 10th and until the end of February 1942 served as a salvage and minesweeping vessel. In February, she shifted to small craft and target towing, torpedo retrieving, and passenger and cargo transportation duties. On 1 June 1942, she was officially redesignated AT-140.

In June 1943, after an extensive overhaul, she joined a convoy for Samoa. She arrived at Pearl Harbor on the 10th and until the end of February 1942 served as a salvage and minesweeping vessel. In February, she shifted to small craft and target towing, torpedo retrieving, and passenger and cargo transportation duties. On 1 June 1942, she was officially redesignated AT-140.

In June 1943, after an extensive overhaul, she joined a convoy for Samoa. She arrived at Pearl Harbor on the 10th and until the end of February 1942 served as a salvage and minesweeping vessel. In February, she shifted to small craft and target towing, torpedo retrieving, and passenger and cargo transportation duties. On 1 June 1942, she was officially redesignated AT-140.

On 21 March, Robin departed Majuro for the United States. She arrived at San Diego 21 April and two days later shifted to Long Beach for overhaul. Still in the shipyard at the end of the war, she was designated for disposal. She was decommissioned 9 November and struck from the Navy list on the 28th.

AT141 – Seagull

*Lapwing Class Minesweeper*
- Laid down, 15 June 1918 at Gas Engine and Power Co., Morris Heights, NY; Launched, 24 December 1918
- Commissioned USS Seagull, Minesweeper No. 30, 7 March 1919
- Designated AM-30, 17 July 1920
- Served as a Submarine Tender from June 1922 - May 1923
- Reclassified an Ocean Tug AT-141, 1 June 1942
- Reclassified an Ocean Tug (Old) AT(O)-141, 15 May 1944
• Decommissioned, 5 September 1946 at Mare Island, CA
• Struck from the Naval Register, 15 October 1946
• Transferred to the Maritime Commission for disposal, 2 May 1947.
• Fate unknown.

**Specifications**
- **Displacement** 840 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 10' 4" (57.25x10.82x3.15)
- **Speed** 14 kts
- **Complement** 78
- **Armament**, two 3"/50s
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Seagull**

A common shore bird having long wings and webbed feet. See also Sea Gull.

The first *Seagull* was laid down on 15 June 1918 by the Gas Engine and Power Co., Morris Heights, N.Y.; launched on 24 December 1918; sponsored by Mrs. C.G. Amory; and commissioned on 7 March 1919. Lt. (jg.) F. Jurgenson in command.

Following shakedown, *Seagull* proceeded to Boston, whence she sailed for Scotland and duty with the North Sea Mine Detachment. Departing on 28 June, she arrived at Kirkwall on 10 July to join other units already engaged in clearing the waters between Scotland and Norway of the mine barrage planted during World War I. On 30 September, during the seventh and final sweeping operation *Seagull* was damaged by the explosion of an upper level mine. On the completion of repairs, she departed England with others of the force; and, after stops at Brest and the Azores, set out to recross the Atlantic. En route, storms slowed her progress, and the small amount of fuel she had received at Brest ran out. Extra fuel carried by *Black Hawk* eased the situation and enabled the force to arrive back in the United States in early November. On the 19th, the ships gathered at Tompkinsville, N.Y., where on the 25th the North Sea Mine Force was dissolved.

*Seagull*, assigned to the Pacific Fleet, proceeded first to Charleston for repairs; then with the new year, 1920 - continued on to San Diego, arriving on 30 January. Designated AM-30 seven months later, she operated as a unit of the 3d Division, 4th Mine Squadron until June 1922 when she was ordered to serve as submarine tender at Pearl Harbor. There, with only occasional interruptions for inter-island towing and passenger runs, fleet problems, and overhauls during the 20's and 30's and to assist in salvage operations at Pearl Harbor after 7 December 1941, she provided services-torpedo recovery target towing, and escort until after the close of World War II.
Redesignated twice during the war, to AT-141 on 1 June 1942 and to ATO-141 on 15 May 1944, *Seagull* departed Pearl Harbor for the last time in October 1945 and arrived at Mare Island on the 12th to await inactivation. Assigned to SubRon 3 during the interim, she was decommissioned on 5 September 1946; struck; from the Navy list on 15 October 1946 and transferred to the Maritime Commission for disposal on 2 May 1947.

**AT142 – Tern**

*Lapwing Class Minesweeper*

- Laid down 7 September 1918 at Gas Engine and Power Co. and C. L. Seabury Co., Morris Heights, NY
- Launched. 22 March 1919
- Commissioned **USS Tern, Minesweeper No. 31**, 17 May 1919
- Designated **AM-31**, 17 July 1920
- Reclassified as an Ocean Tug, **AT-142**, 1 June 1942
- Reclassified as an Ocean Tug (Old), **AT(O)-142**, 15 May 1944
- Decommissioned, 23 November 1945 at San Francisco, CA
- Struck from the Naval Register, 5 December 1945.
- Fate unknown.

**Specifications**

- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 9' 9" (57.25x10.82x2.97)
- **Speed** 14 kts
- **Complement** 78
- **Armament** one 11pdr, two machine guns
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

A sea bird whose body is smaller than the gull which it resembles. It possesses a slender body, a narrow beak, and a deeply-forked tail. The tern inhabits coastal waters on both sides of the Atlantic.

The second *Tern* (Mine Sweeper No. 31) was laid down on 7 September 1918 at Morris Heights, N.Y., by the Gas Engine & Power Co. and the C. L. Seabury Co.; launched on 22 March 1919, sponsored by Mrs. Bruce Scrimgeour, and commissioned on 17 May 1919, Lt. Neils Drake in command.

*Tern* was assigned to the United States Pacific Fleet and steamed to the west coast. On 1 October, the minesweeper joined Train Squadron (TrainRon) 2, Fleet Base Force, at Pearl Harbor. Her squadron operated in support of the Battle Force for the next nine years. *Tern* was designated AM-31 on 17 July 1920 when the Navy first assigned hull numbers to its ships. In July 1927, *Tern* and her squadron moved to San Diego and operated out of that port for six years before their base was shifted to San Pedro, Calif. *Tern* remained with TrainRon 2 Base Force, and accompanied it to Pearl Harbor on 9 June 1941 when the squadron was again assigned to Hawaii.

When the Japanese attacked Pearl Harbor on 7 December 1941, *Tern* was alongside the north end of "Ten Ten" dock undergoing upkeep by *Argonne* (AP-4). All of her machinery was dead and she was receiving steam and electricity from the dock. She was notified of the attack at 0753 and immediately made preparations to get underway. Twelve minutes later, her gunners opened fire with Lewis machine guns on an incoming enemy plane which was seen to crash near the Officers, Club. At 0943, the minesweeper moved out into the harbor and picked up 47 survivors from various ships. *Tern* then proceeded to *Arizona* (BB-39) to assist in fighting fires but was soon ordered to aid *West Virginia* (BB-48). The fires on *West Virginia* were extinguished at 1430 on 8 December, and the minesweeper moved back alongside *Arizona* until the fires on that battleship were brought under control shortly after noon on the 9th. *Tern* was not damaged by the Japanese attack.

On 9 January 1942, *Tern* began towing a fuel oil barge to Johnston Island. She delivered it on the 13th and returned to Pearl Harbor. *Tern* got underway for the Society Islands on 9 February, arrived at Borabora on the 18th, and was assigned duty there as station ship. On 1 March, the Base Force was renamed Service Force, Pacific and on 1 June, the minesweeper was redesignated AT-142, an ocean tug. She remained at Borabora until 2 January 1943 when she was relieved by *Advent* (AM-83). The tug returned to Pearl Harbor on 27 January and, five weeks later, headed for San Pedro, Calif., and an overhaul.
Tern arrived back at Pearl Harbor on 23 May and joined the Service Squadron, 3d Fleet, operating in the Hawaiian area. Her duties for the next year consisted of recovering training torpedoes, towing targets for bombing and gunnery practice, and assisting other ships. On 15 May 1944, her designation was changed to ATO-142 (Ocean Tug, Old).

On 9 July, Tern joined a convoy headed for the Marshall Islands. She arrived at Eniwetok on the 28th and operated from that base for the next five months towing craft to Majuro, Tarawa, Ulithi, and Guam. On 4 January 1945, the tug shifted her base of operations to Ulithi for five months. On 26 May, Tern got underway for Leyte, P.I. She arrived at San Pedro on 1 June and was assigned duty as a target towing ship with Submarine Training, Pacific Fleet, at Guam. The tug arrived at Apra Harbor on 20 June and operated with submarines until 1 September when she was relieved by Cormorant (ATO-133). The next week, Tern began the long voyage, via Eniwetok and Pearl Harbor, to the United States.

Tern arrived at San Francisco in mid-October and began preparing for inactivation. She was decommissioned on 23 November and struck from the Navy list on 5 December 1945.

Tern received one battle star for World War II service

**AT143 – Turkey**

*Lapwing Class Minesweeper*

- Laid down 19 August 1917 at Chester Shipbuilding Co., Chester, PA
- Launched, 30 April 1918
- Commissioned **USS Turkey, Minesweeper No. 13**, 13 December 1918
- Classified **AM-13**, 17 February 1920
- Decommissioned, 12 April 1922 at Pearl Harbor, TH
- Laid up in the Reserve Fleet at Pearl Harbor
- Decommissioned, 15 August 1938 at Mare Island Navy Yard, Vallejo, CA
- Reclassified as an **Ocean Tug, AT-143**, 1 June 1942
- Reclassified as an **Ocean Tug (Old), AT(O)-143**, 15 May 1944
- Decommissioned, 6 November 1945 at San Francisco, CA
- Struck from the Naval Register, 28 November 1945
- Sold and delivered to Hawley Forge and Manufacturing Co., San Francisco on 30 December 1946 for scrapping.

**Specifications**

- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 9' 10" (57.25x10.82x3.00)
- **Speed** 14 kts
- **Complement** 78
- **Armament** two 3" gun mounts and machine guns
**Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

**Turkey**

A large game and poultry bird, allied to the pheasant and native to North America. Benjamin Franklin suggested that the abundant wild turkey, which had provided food for the early settlers in the New World, should be chosen as the national bird.

The first *Turkey* (Minesweeper No. 13) was laid down on 19 August 1917 at Chester, Pa., by the Chester Shipbuilding Co., launched on 30 April 1918; sponsored by Mrs. W. T. Smith, and commissioned on 13 December 1918 Lt. John H. McDonald in command.

Although completed too late to see service during World War I, *Turkey* took part in the gigantic operation to clear the mine barrage which had been laid in the North Sea during this conflict. This system of mine fields constituted a formidable obstacle to the resumption of trade in the aftermath of the war. After steaming across the Atlantic, the new minesweeper arrived at Kirkwall, Scotland, on 20 April 1919 and joined the American forces massing there to begin clearing the shipping lanes between Scotland and Norway.

Soon thereafter, *Turkey* got underway for minesweeping operations in the North Sea. During her second operation (which ran from 8 to 29 May), a mine exploded directly beneath *Turkey* on 16 May. The disabled minesweeper crept to Lyness, at Scapa Flow, where she was dry-docked for repairs.

Her damage was corrected in time for *Turkey* to take part in the project's fifth operation commencing on 22 July. Eight days later, the minesweeper suffered a condenser failure. After receiving a cannibalized unit from the disabled *Pelican* (Minesweeper No. 27), she resumed operations in mid-August.

Fair weather conditions, unusual for the North Sea enabled the ships to make excellent progress. While thus engaged, *Turkey* fouled a mine in her sweep gear; and it exploded close aboard, causing minor damage. However the ship effected quick repairs at sea and continued operations without missing the proverbial step. By the 16th, *Turkey's* group had swept a record 1,373 mines.

Deteriorating weather conditions, however, hampered the clearing of group 13, in an operation begun on 5 September. After delaying putting to sea due to heavy fog, the ships got underway to carry out their assignment but seemed dogged with misfortune and bad luck from the beginning. *Oriole* (Minesweeper No. 7) snared a mine, which exploded in one of her "kites," damaging both kite and ship and forcing her to limp home. *Swan* (Minesweeper No. 34) closed *Turkey* to obtain more sweep wire to replace her depleted stock but the capricious sea slammed the two ships together forcing *Swan* out of action and back to port for repairs.

By November of 1919, the colossal job of sweeping the barrage had been completed. On 25 November, *Turkey* and her 34 sister ships received orders detaching them from duty in the North Sea. Taking on fuel at Brest, France, *Turkey* departed European waters but soon ran into bad weather off the Azores. Bucking heavy seas and high winds, the ship used a large amount of her fuel and exhausted it completely, long before she reached Bermuda. Destroyer tender *Panther* (AD-6) passed a towline to the minesweeper and eventually brought her to Bermuda.

Following her return to the United States, *Turkey* began operating out of New York in the waters of the 3d Naval District. On 17 July 1920, the minesweeper was designated AM-17 when the Navy adopted its modern alphanumeric system of hull numbers. In 1921, the ship shifted to the Pacific to join the Pacific Fleet Train. Based at Pearl Harbor, she operated as part of Mine Division 4 and Mine Division 6 until decommissioned there on 12 April 1922.

After a decade and one-half in reserve, *Turkey* returned to the west coast in September 1937 and was fitted out at the Mare Island Navy Yard, Vallejo, Calif. Recommissioned there on 15 August 1938, *Turkey* subsequently operated out of San Pedro, Calif., through 1939.

As the Fleet shifted to Pearl Harbor in late 1939 and early 1940, *Turkey* followed and operated out of Pearl Harbor into 1941. On 7 December of that year, she lay moored in a nest of her sister ships at the Coal Docks at Pearl Harbor, when Japanese planes launched a surprise attack on the unsuspecting Pacific Fleet.

A Naval Reserve ensign, who had experienced only six months of sea duty, led the ship's defense until her commanding officer could return to the ship. The crew tumbled to battle stations at the sound of the general quarters alarm and quickly manned the main battery of two 3-inch guns. In addition, two Lewis guns atop the tall pilot house went into action. A number of riflemen armed with Springfield 1903 bolt-action rifles roamed the decks looking for good vantage points from which to fire at the attacking planes. Twenty minutes after the raid began, *Turkey* backed clear of the next ship to improve her field of fire and continued the fight.
When all Japanese planes had departed the area Turkey and her sister ships labored to salvage the critically damaged battleships which were partially sunk in the mud and oily waters off Ford Island. Turkey remained engaged in these operations until 1 April 1942, when she departed Pearl Harbor for Samoan waters.

Fitting out at the Chester Shipbuilding Company shipyard, Chester, Pennsylvania, 20 October 1918 (U.S. Navy photo)

Relieving Kingfisher (AM-25) as station ship at Samoa, Turkey operated in Samoan waters through the end of the year and into 1943. She conducted minesweeping patrols provided local escort services, and towed targets for the Marine shore batteries on Samoa. On 1 June 1942, she was reclassified as an ocean-going tug and given the designation AT-143. She also supported Marine raider landing exercises.

On 14 April 1943, Turkey visited Bowditch Island on an inspection and discovered two castaways who had been there for nearly a month. The two had been treated well by the local populace and were in good shape.

After receiving repairs from 21 to 30 April, the minesweeper became station ship at Tutuila. She returned to Pearl Harbor in June and thence proceeded to the west coast and a major overhaul at Mare Island. Following trials off the west coast, she headed for Hawaii and arrived at Pearl Harbor on 20 October

Operating out of the Fleet's Hawaiian base, Turkey towed targets for naval aircraft and recovered practice torpedoes through January 1944. Operating as a unit of Service Squadron 6, she conducted these activities through late February, after which she underwent more repair work at Pearl Harbor from 1 March to 24 April.

Following post-repair trials and practice torpedo-recovery operations in Hawaiian waters, she headed for the Marshalls on 10 May 1944 in company with Preserver (ARS-8) and towing barges YOGL-7 and YW-68 and arrived at Majuro on 25 May. Five days later, Turkey headed for Kwajalein with YF-412 and YF-383 in tow and in company with ATR-46, making port there on 1 June. Upon delivering her tows she proceeded back to Majuro. Meanwhile, on 15 May 1944 she had been reclassified as an old ocean tug and redesignated ATO-143.

On 4 June, she commenced ammunition replenishment operations at that base for cruisers Santa Fe (CL-60), Biloxi (CL-80), and Mobile (CL-63). For the remainder of the summer, Turkey operated in the Marshalls, towing small barges between Majuro, Kwajalein, and Eniwetok, undergoing a brief overhaul alongside Ajax (AR-6) at Majuro from 29 August to 2 September and conducting harbor operations. Then, on 5 October, she headed for Ulithi.

On 17 October to assist in salvage operations for Montgomery (DD-121), which had been damaged by a mine explosion earlier that day. She returned to Ulithi on the 23d and, four days later, assisted the torpedo-damaged Houston (CL 81) into the harbor after the cruiser had been struck off Formosa by a Japanese aircraft-launched torpedo.
While *Turkey* was towing YOG-21 alongside *Essex* (CV-9), the minesweeper's foremost caught in one of the carrier's flight deck radio antenna braces and was broken in three places. On 21 November, *Turkey* went to the assistance of the tanker *Mississinewa* (AO-59) which had been struck by a Japanese manned torpedo. The minesweeper closed to help put out the fires. Despite valiant firefighting efforts, the oiler rolled over and sank some three hours later, the war's first victim of Japan's Raiten.

Following a short overhaul period at Ulithi in December 1944, *Turkey* commenced assisting in fuelling operations of Fleet carriers there early in January 1945; and, but for a brief dry-dock period from 9 to 13 January, she continued the task through the end of the month.

In early February she assisted in preparations for the Iwo Jima landings before proceeding, via Kossol Roads in the Palaus, to San Pedro Bay, off Leyte. *Turkey* then continued operations as part of the Service Squadron, South Pacific Forces in harbor activities at Ulithi in March through May 1945. After getting underway again for Leyte on 7 May she served as a retriever for a tow convoy, keeping a lookout for barges and other craft which might slip their tows en route. Arriving in San Pedro Bay on 13 May, she commenced harbor operations and continued them until 7 June, when she began 10 days of upkeep alongside *Prometheus* (AR-3).

She operated between Leyte and Ulithi through the end of hostilities in mid-August before stopping at Kwajalein on the 24th. On 30 August, she got underway for Hawaii and reached Pearl Harbor on 11 September. From there she proceeded to San Francisco.

*Turkey* was decommissioned on 6 November 1945; struck from the Navy list on 28 November 1945, and sold and delivered to the Hawley Forge and Manufacturing Co., of San Francisco on 30 December 1946.

**AT144 – Vireo**

*Lapwing Class Minesweeper*

- Laid down, 20 November 1918 at the Philadelphia Navy Yard, Philadelphia, PA
- Launched, 26 May 1919
- Commissioned USS *Vireo*, Minesweeper No. 52, 16 October 1919
- Reclassified AM 52, 17 July 1920
- Reclassified as a Fleet Tug AT-144, 1 June 1942
- Reclassified as a Fleet Tug, (Old) AT(O)-144, 15 May 1944
- Decommissioned, 18 April 1946
- Struck from the Naval Register, 8 May 1946
- Transferred, 4 February 1947 to the Maritime Commission for disposal.
- Fate unknown.

**Specifications**

- **Displacement** 840 t.
- **Length** 187' 10" x **Beam** 35' 5" x **Draft** 8' 10" (57.25x10.82x2.69)
- **Speed** 14 kts
- **Complement** 186
- **Armament** two 3”/50s
- **Propulsion** triple expansion reciprocating steam engine, two Babcock & Wilcox boilers, one shaft.

*Vireo*

*Vireo* (Minesweeper No. 52) was laid down on 20 November 1918 by the Philadelphia Navy Yard launched on 26 May 1919; sponsored by Mrs. E. S. Robert; and commissioned on 16 October 1919, Lt. Ernest R. Piercey in command.

*Vireo* was assigned to the Train, Atlantic Fleet, and operated along the east coast until she departed Norfolk on 8 January 1920 and headed for Cuban waters to join the Fleet for its annual winter maneuvers. Returning north three months later, she arrived back in Norfolk on 28 April. She was reclassified AM-52 on 17 July 1920.

In the following years, while some of her sisterships were decommissioned and laid up in reserve, *Vireo* continued in active service with the Fleet. From 1920 to 1932, she served off the east coast engaged in towing targets; transporting men, mail, and materiel; repairing buoys and beacons; and operating with the Atlantic and Scouting Fleets.

In July 1921, she towed several former German warships to sea off the Virginia capes, where they were sunk by aircraft in attempts to prove that capital ships were vulnerable to attack from the air. Between December 1930 and
March 1931, Vireo served as plane guard for aircraft engaged in supporting the Nicaraguan Puerto Rican aerial survey.

Late in 1931, Vireo received orders assigning her to the Pacific Fleet and duty with the Train, Base Force. Departing Norfolk on 2 January 1932, Vireo steamed (via Guantanamo Bay, Cuba, and the Panama Canal) to the west coast, arriving at San Pedro, Calif. on 6 March. Attached to the Pacific Fleet's Train, the minesweeper continued her Fleet support duties and ranged the Pacific from the California coast to Panama and the Hawaiian Islands.

With the emergence of an intransigent Japan and a tense Far Eastern situation, the focus of American Fleet operations shifted westward to Hawaii, and Vireo departed San Francisco on 10 November 1940 bound for Pearl Harbor. Soon after reaching Hawaiian waters, she commenced operations out of Pearl Harbor, towing target rafts, conducting minesweeping exercises, and performing towing service to some of the outlying islands of the Hawaiian group, including Palmyra and Johnston.

From 5 September to 7 October 1941, Vireo underwent a navy yard overhaul at the Mare Island Navy Yard before heading westward once again. On 7 December 1941, Vireo lay in a nest of her sisterships at the coal docks at Pearl Harbor, which included Rail (AM-26), Bobolink (AM-20), and Turkey (AM-13). Shortly before 0800 that morning, Japanese aircraft roared overhead. The marauders swept over the Fleet's base and devastated not only Peal Harbor, but outlying Army and Navy installations all over the island of Oahu.

In upkeep status, with her engines dismantled, Vireo nevertheless speedily entered the fight. While her gunners topside fought their mounts coolly and efficiently the "black gang" below decks assembled the ship's engines and fired up the boilers to get underway. Her 3-inch guns expended some 22 rounds, and the men at her number 2 mount rejoiced when one of their shells exploded directly in the path of a Japanese bomber, causing the Nipponese plane to crash in a ball of fire.

When the Japanese attackers departed, they left behind them a swath of death and destruction. Beneath the oily pall of smoke settled the once-proud battleships of the Pacific Fleet, now battered and burnt. Vireo and some of her sister sweepers at Pearl Harbor received orders to assist the stricken California (BB44), sinking into the oil-stained ooze at berth F-3, off Ford Island.

While engaged in salvage operations alongside California, through January 1942, Vireo also served briefly as a tender to Enterprise (CV-6). The minesweeper carried ammunition to replenish "the Big E's" depleted stocks and prepare that ship for future forays against the Japanese empire.

After conducting minesweeping operations in the Pearl Harbor channel and other Hawaiian waters Vireo underwent upkeep at Pearl Harbor between 10 and 13 February 1942. Following local operations near Honolulu and Pearl Harbor, she made brief runs to Johnston Island and the port of Hilo.

In April and May 1942, after another brief stretch around Pearl Harbor, Vireo conducted local patrols out of Hilo, sometimes in company with Crossbill (AMc9) to conduct magnetic, acoustic, and mechanical minesweeping operations; and to patrol harbors with her echo-ranging and listening gear. From 23 to 24 April, Vireo, in company with Crossbill and Sacramento (PG-19), conducted a search for survivors of a downed Army plane off Pepeekee Point, near Hilo, and found one body before she abandoned the task.

On 28 May 1942, under secret orders, Vireo and gasoline tanker Kaloli (AOG 13) departed Honolulu and headed for Midway Island. During the voyage, Vireo was reclassified as an ocean-going tug and redesignated AT-144 on 1 June 1942. While Vireo and her charge crept toward Midway at nine knots two battle fleets steamed toward each other on a collision course. The American and Japanese Navies were squaring off for the decisive Battle of Midway.

Vireo and Kaloli hove to in Midway harbor on 3 June, amidst preparations there for defense of the island. Soon after the two American ships arrived, they received orders to proceed to a point 30 miles off Pearl and Hermes Reef, where they were to await further orders. Underway by 1910, Vireo and the gasoline tanker soon arrived at their assigned stations and lay to.

Air action the following day, 4 June 1942, was hot and heavy. Japanese carriers Akagi, Kaga, Soryu and Hiryu were all crippled and sunk by American planes. However, American carrier Yorktown (CV-5) became the unfortunate victim of Japanese dive and torpedo bombers which heavily damaged the carrier, stopping her dead in the water, and forcing a severe list.

Lest the ship capsize before the crew could be removed, Capt. Elliot Buckmaster ordered Yorktown abandoned. When Yorktown stopped settling, Buckmaster concluded that the ship could possibly be saved. Accordingly, Vireo received a summons to take Yorktown in tow. The tug arrived on the scene by 1135 on 5 June and closed and maneuvered to pass Yorktown a towline, accomplishing this by 1308. Vireo and her unwieldy charge then labored painfully ahead, at a speed of under 3 knots, with a protective brood of destroyers standing by.

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Vireo, hampered by a small rudder and inadequate engines for such a large tow, found itself confronted with the Herculean task of keeping the big carrier pointed into the wind and on course. The next day Hammann (DD-412) secured alongside Yorktown to assist the salvage parties on the larger ship working to correct her trim and to repair her battle damage.

Around 1400 on the afternoon of 6 June Japanese submarine I-168 fired torpedoes at the nearly helpless targets. Hammann, mortally hit, broke in two and sank alongside the towering carrier, which also took two torpedoes. As the destroyer sank, her depth charges all went off at once, causing tremendous shock waves which convulsed swimmers in the water and violently wrenched the old tug. Vireo freed herself from the carrier by cutting the towing cable with an acetylene torch and then doubled back to commence rescue operations.

Up her sides clambered carriermen and destroyermen alike, while she maneuvered near the carrier's canting stern to take on board members of the salvage party who had chosen to abandon the carrier from there. She then proceeded to secure alongside the wounded flattop in the exact spot where Hammann had met her doom. Yorktown rolled heavily, her heavy steel hide pounding the lighter former minecraft's hull with a vengeance as the ships touched time and time again during the rescue operations. This mission completed, battered Vireo stood away from the sinking carrier, which sank shortly after dawn on the 7th.

Vireo's troubles, however, had only begun. Underwater explosions from Hammann's depth charges had severely jostled the tug's rudder. As a result, it jammed as Vireo was entering the shipping channel at Midway harbor on 8 June, and she ran aground on a coral head, carrying away her echo-ranging gear and flooding her sound room. Repeated attempts to free herself only resulted in another grounding, so Vireo lay-to and called for a tow.

After arriving at Midway at the end of a towline from YMT-12, following another brush with a coral head which irreparably damaged the rudder, Vireo soon got underway for Pearl Harbor, this time behind Seminole (AT 65). Reaching Hawaiian waters on 17 June, she entered the navy yard at Pearl Harbor for emergency repairs which lasted from 18 to 30 June. Following this, she remained at the Pearl Harbor yard for a complete overhaul and drydocking.

![Vireo at Pearl Harbor, Hawaii, following repairs and overhaul, 20 August 1942 (U.S. Navy photo)](image)

Having concluded the refitting by 19 August, Vireo conducted post-repair trials before turning in all her mine gear on 25 August. Two days later, she got underway to escort SS Gulf Queen to the Fiji Islands towing two barges. Upon her arrival at Suva on 11 September, the tug refueled, provisioned, and carried out minor repairs before heading for New Caledonia on 15 September. After arriving at Noumea five days later, on 20 September 1942, she commenced harbor operations under the control of Commander, Amphibious Forces, South Pacific (ComAmphibForSoPac). In accordance with verbal orders from ComAmphibForSoPac, Vireo's crew set about making camouflage nets and painting the ship green in preparation for her next assignment.

Arriving at Espiritu Santo on 8 October, she awaited further orders, spending four days at this port in the New Hebrides before setting out for the Guadalcanal area on 12 October, to take part in resupply operations for the marines at Henderson Field.
Since the initial landings on Guadalcanal on 7 August 1942 the campaign had been fought tooth and nail. Fierce land and sea battles had characterized the fighting since the early going. By this juncture, American aviation operations on Henderson Field had been so endangered by shellings, bad weather, and inadequate supplies, that the American situation was extreme.

With American aircraft using up gasoline at an alarming rate, that commodity ranked high on the list of priority supplies. Accordingly, a barge-towing operation was mounted in mid-October to ease the critical fuel situation on Guadalcanal.

The force to carry out this operation comprised Alchiba (AK-23), Bellatrix (AR-20), Jamestown (PG-55), Meredith (DD-434), Nicholas (DD-449), and Vireo, each pulling a barge carrying barrels of gasoline and quarter-ton bombs. Setting out from Espiritu Santo the highly volatile convoy was spotted by Japanese aircraft on 15 October. All but Vireo and Meredith beat a hasty retreat.

Cautiously proceeding, the pair beat off a two-plane Japanese attack before they received word that Japanese surface ships were in the area. Only then did they reverse course. At noon, Meredith ordered old, slow, and vulnerable Vireo abandoned and took off her crew. Meredith then stood off to torpedo the tug at 1215 so that she would not fall into enemy hands intact. Suddenly, a whirlwind of destruction swept down from the sky and descended upon the destroyer. Like hawks, 27 planes from the Japanese carrier Zuikaku pounced on Meredith and deluged her with bombs, torpedoes, and bullets, sinking her in an instant.

Vireo and the two gasoline barges, however, drifted to leeward, untouched. One life raft, crammed with some of Meredith's survivors, succeeded in overhauling the derelict tug and the men gratefully scrambled aboard. The barges and the tug were later found intact. When a salvage party boarded Vireo on 21 October, the ship was dead in the water with no lights, no steam, and no power. After abortive attempts to light fires under the boilers, using wood, the tug had to be taken under tow by Grayson (DD-435). In company with Grayson and Gwin (DD-433), Vireo arrived safely at Espiritu Santo on 23 October.

With a new crew (the majority of her old complement lost in the ordeal with Meredith) she continued to operate in the Guadalcanal area with Task Force 62. She conducted resupply operations to Guadalcanal, towing barges loaded with precious gasoline and bombs and carrying out local escort for other, larger ships, engaged in the same vital duties.

On 3 December, in company with Hilo (AGP-2) and towing PT-boats, she departed Noumea and proceeded to Australia. Arriving at Cairns on 9 December, she spent the remainder of the year there, enjoying Christmas and New Year's Day in Australian waters before heading back to the combat area, arriving at Espiritu Santo on 9 January.

Operating out of the New Hebrides in early January, she assisted cruisers Pensacola (CA-24) and Minneapolis (CA-36) as they underwent repairs following damage received at Tassafaronga. Towing barges and firing target bursts for destroyers during gunnery practice off Guadalcanal, the tug continued her operations as before, between that island and Espiritu Santo and Noumea. It was dull and monotonous duty but necessary and vital, nonetheless.

In April 1943, as American forces advanced on the "island-hopping," "leap frogging" campaigns against the Japanese in the South Pacific Japanese Admiral Yamamoto initiated operation "I." Yamamoto aimed this stroke at Papua, in the hope of compensating for the loss of Guadalcanal, by destroying the American advance base there and thus slowing or stopping the Allied advance. The new Japanese thrust began on 7 April when large formations of Japanese planes swept down from Rabaul to attack American shipping in Lunga Roads between Guadalcanal, and Tulagi.

Among these ships, there lay Vireo, engaged in her usual harbor activities. Pathfinder was engaged in taking soundings, also near were Ortolan (ASR-5) and SC-521. Shortly before the attack came, Aaron Ward (DD-483) passed by, escorting LST-449. Three Japanese dive bombers swooped down out of the sun and severely damaged the destroyer with their lethal loads. Ortolan and Vireo took the crippled Aaron Ward under tow, but the destroyer sank three miles short of Tulagi.

As the New Georgia campaign got underway and American forces advanced further up the chain of islands in the southwest Pacific, Vireo continued her operations out of Tulagi, Espiritu Santo, or Noumea. In the pre-dawn darkness of 13 July, the Battle of Kula Gulf was fought between Japanese and American surface forces, the latter augmented by New Zealand cruiser Leander. In the action which followed, Honolulu (CL-48), St. Louis (CL-49), and Leander were damaged. Later that day, Vireo, in company with Rail (AT-139) set out to assist in getting the cripples home and towed Honolulu to haven at government wharf, Tulagi, where temporary repairs to the cruiser's bow were made.

For the remainder of 1943 and on into 1944, Vireo followed the Fleet as it inched closer to Japan. In the rearward island areas, she continued her duties as a harbor tug and local escort vessel. On 15 May 1944 Vireo was reclassified as an ocean-going tug, old, and redesignated ATO-144.
In late July, American forces struck in northwestern New Guinea at Cape Sansapor. *Vireo* took part in these operations from 30 July to 2 August, engaged in the vital support activities necessary to support the successful landings.

After service in the South Pacific, the old tug moved northward with the invasion armada to liberate the Philippine Islands from the Japanese. On 18 October 1944, American troops stormed ashore on Leyte, keeping General MacArthur's promise to return to Philippine soil. *Vireo* operated in support of these landings into December. She departed Morotai on the 10th, bound for Biak. From there, she proceeded to Leyte, engaged in towing duties. Next (after touching at Hollandia, Manus, and Biak) she took part in the Okinawa operations in April and May 1945. Returning to Morotai, she engaged in towing operations again, this time to Tacloban on the island of Leyte, departing there on 25 May for Subic Bay. For the remainder of the war, she operated between the Philippine Islands and New Guinea, as American forces continued to sweep northward towards the Japanese home islands.

On 20 December 1945, after immediate postwar towing operations at Manila, Luzon, and Samar, she departed Philippine waters on 20 December 1945, in company with Rail (ATO-139) and Whippoorwill (ATO-169), and headed for the Marshalls. Following a brief stay at Eniwetok, *Vireo* got underway on 4 January 1946 and proceeded via Pearl Harbor to the west coast. She arrived at San Francisco, Calif., on 6 February and reported to the Commandant, 12th Naval District, for disposition.

As newer and more powerful fleet tugs supplanted the old converted minesweepers, the need for the old vessels decreased. Thus, on 18 April 1946, *Vireo* was decommissioned, declared surplus to Navy needs, and made available for disposal. Struck from the Navy list on 8 May 1946, *Vireo* was transferred from the Maritime Commission for disposal on 4 February 1947; but no records of her subsequent fate have survived.

*Vireo* received seven battle stars for her World War II service.

**AT145 – Woodcock**

*Lapwing Class Minesweeper*

- **Laid down,** 19 October 1917 by the Chester Shipbuilding Co., Chester, PA
- **Launched,** 12 May 1918
- **Commissioned** USS *Woodcock,* (Minesweeper No. 14), 19 February 1919
- **Designated** AM-14, 17 July 1920
- ** Decommissioned,** 5 May 1922 at Portsmouth Navy Yard, NH
- **Recommissioned,** 21 February 1924
- **Reclassified as an Ocean Tug,** AT-145, 1 June 1942
- **Reclassified as an Ocean Tug (Old),** AT(O)-145, 15 May 1944
- ** Decommissioned,** 30 September 1946 at Charleston, SC
- **Struck from the Naval Register,** 23 April 1947
- **Transferred to the Maritime Commission,** 4 August 1947
- **Sold for scrap** 19 December 1947 to the Potomac Shipwrecking Co., Inc. of Pope's Creek, MD.

**Specifications**
- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6' x **Draft** 9' 9" (57.25x10.82x2.97)
- **Speed** 14 kts
- **Complement** 85
- **Armament** two 3" gun mounts
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

*Woodcock*

A game bird that frequents wooded areas.

*Woodcock* (Minesweeper No. 14) was laid down on 19 October 1917 at Chester Pa., by the Chester Shipbuilding Co.; launched on 12 May 1918, sponsored by Mrs. Lewis T. Kniskern, and commissioned at the Philadelphia Navy Yard on 19 February 1919, Lt. (jg.) W. J. Fanger in command.

After performing experimental minesweeping work at Newport, R.I., and tending lightships at New York, Woodcock sailed for the Orkney Islands and reached Kirkwall, Scotland, on 10 July 1919. Over the ensuing months, the ship operated in the North Sea on minesweeping duties with the Atlantic Fleet's minesweeping detachment. During that time, Woodcock spent 54 days in the minefields and 28 in port for needed upkeep and voyage repairs occasioned by the heavy weather often encountered by the ships of the detachment.
Upon conclusion of the sweeping operations, the ship returned to the east coast of the United States and operated with Mine Squadron 1, Mine Division 5 Atlantic Fleet, until she was decommissioned at the Portsmouth (N.H.) Navy Yard on 5 May 1922. Meanwhile, she had been classified as AM-14 on 17 July 1920.

Woodcock remained in reserve at Portsmouth until recommissioned there on 21 February 1924. She then became station ship at Port-au-Prince, Haiti, to support Marine Corps peace-keeping forces there. As such Woodcock was one of the three Lapwing-class ships recommissioned for service as gunboats. Her sisterships Penguin (AM-33) and Pigeon (AM-47) were sent to the Asiatic Fleet for duty with the Yangtze Patrol.

Outside of yearly return voyages to a navy yard in the United States such as that of Charleston, S.C., for repairs and alterations, Woodcock remained in Haitian waters, based on Port-au-Prince, through the spring of 1934. That summer when President Franklin D. Roosevelt decided to pull the Marine Corps occupation force, a veritable fixture in Haitian history since August 1915-out of Haiti, Woodcock took part in that important troop lift. On 15 August 1934, amidst impressive shoreside ceremonies and "most friendly feelings displayed by the populace," Woodcock in company with Bridge (AF-1), Argonne (AS-10) and Army transport Chateau Thierry-embarked 79 officers and 747 enlisted men of the 1st Marine Brigade, the last of the occupation troops, and eventually took them back to the United States, thus closing a colorful chapter in Marine Corps history.

Soon thereafter, the minesweeper-or quasi-gunboat shifted to Guantanamo Bay, Cuba. She served as a district craft occasionally exercising with the fleet during its winter maneuvers and participating in some of the Fleet's amphibious exercises under the aegis of the Commandant, 15th Naval District, through the outbreak of war in Europe in the autumn of 1939.

During World War II, Woodcock operated under the auspices of the Panama Sea Frontier command, working between the Canal Zone and New Orleans. While performing towing, salvage, and local escort duties, she assisted vessels in distress and stood by to protect them until help arrived. During her service in gulf waters the ship was twice reclassified first becoming an ocean-going tug, AT-145, on 1 June 1942, then an ocean-going tug (old), ATO-145, on 15 May 1944.

Following the war, Woodcock continued local operations out of Cristobal and called at the Galapagos Islands in the spring of 1946. Retained until the arrival of Recovery (ARS-43), Woodcock performed her final towing service that summer. She took YR-64 from Cristobal to New York, reaching the latter port on 27 August 1946. After getting underway the following day, Woodcock headed south, arrived at Charleston on 31 August; and reported to Commandant, 6th Naval District, for disposition.

Decommissioned at Charleston on 30 September 1946 Woodcock was struck from the Navy list on 23 April 1947 and transferred to the Maritime Commission on 4 August of the same year. She was sold to the Potomac Shipwrecking Co., Inc., of Pope's Creek Md., on 19 December 1947.
AT146 – Maricopa

Maricopa Class Rescue Ocean Tug:

- Laid down, 29 May 1942, as BAT-2 at Gulfport Boiler & Welding Works, Port Arthur, TX. (yn204)
- Reclassified Fleet Tug AT-146, 30 September 1942
- Launched, 23 October 1942
- Reclassified Rescue Ocean Tug ATR-90, 5 January 1943
- Commissioned USS ATR-90, 20 January 1943
- Transferred under the Lend-Lease Act to the United Kingdom, Commissioned 1943 Maricopa
- Reclassified Auxiliary Fleet Tug ATA-146, 15 May 1944
- Decommissioned, 10 July 1946
- Transferred to the Maritime Commission, 17 October 1947 BAT-2
- Transferred, 31 October 1947, under the Security Assistance Program to Argentina, renamed ARA Yamana (A6)
- Named Maricopa (ATA-146), 16 July 1948
- Sold in 1948 to Moran Towing and renamed Eugene F.Moran
- Sold in 1949 to Shipowners & Merchants Towboats - San Francisco and renamed Sea Ranger
- Sold in 1971 to Luzon Stevedoring Co. Manila and renamed Buckeye
- Sunk 02 February 1975 in Mekong River - Vietnam

Specifications:
- Displacement 835 t.(lt)
- Length 143' x Beam 33' 10" x Draft 13' 2" (43.59x10.31x4.01)
- Speed 13 kts.
- Complement 45
- Armament one 3"/50 single dual purpose gun mount four 20mm AA gun mounts
- Propulsion diesel-electric engines, single screw

Maricopa

An Indian people of the Gila River valley in Arizona; a county in southwest-central Arizona.

Maricopa (ATR-90) was laid down as BAT-2 under a contract from General Motors Corp., Cleveland, Ohio, by Gulfport Boiler & Welding Works, Port Arthur, Tex., 29 May 1942; reclassified AT-146 on 30 September 1942; launched 23 October 1942; reclassified ATR-90 on 5 January 1943; and commissioned 20 January 1943, Lt. Comdr. Myron E. McFarland in command.
After shakedown, Maricopa began duty with the Service Force, Atlantic Fleet, out of Portland, Maine, towing target sleds in Casco Bay. She steamed down the Atlantic coast 7 March and assumed similar duties in Chesapeake Bay. Departing Norfolk 14 June, she sailed to Bermuda and on the 17th began duty with the DD-DE Shakedown Task Group (TG 23.1). Operating out of Port Royal Bay and St. Georges Bay, she towed target sleds during shakedown gunnery exercises for destroyer types. Reclassified ATA-146 on 15 May 1944, she served at Bermuda during the rest of World War II. After the defeat of the Axis nations, she returned to New York where she decommissioned 10 July 1946. She transferred to the Maritime Commission 17 October 1947. Transferred again at the end of month, she has served Argentina, as Yamana (A-6), into 1969.

The name Maricopa was assigned to APA-245, a Maritime Commission VC2-S-AP5 type, 26 April 1945; construction by Oregon Shipbuilding Corp., Portland, Oreg., was suspended 14 August 1945 and the Maritime Commission contract was canceled 19 August 1945.

AT147 – Esselen

Fleet Tug

- Built, 1893 as civilian tug New York by Harlan and Hollingsworth Co., Wilmington, DL.
- Acquired by the Navy, 18 June 1943
- Commissioned USS Esselen (AT-147), 21 August 1943
- Decommissioned, 11 November 1944 at New York, NY
- Struck from the Naval Register, (date unknown) and turned over to the Maritime Commission for disposal.

Specifications:
- **Length** 147’ x **Beam** 29’: (44.80x8.84)
- **Speed** 11kts.

Esselen

An Indian tribe of California.

Esselen (AT-147), was built as New York by Harlan and Hollingsworth Co., Wilmington, Del., in 1893, acquired by the Navy on 18 June 1943, and commissioned on 21 August 1943, Lieutenant F. H. Watts in command.

Esselen was assigned to duty in the 10th Naval District, where she towed barges, and performed the multitude of small but important tasks with which tugs support the other ships of the fleet. After being employed in the Caribbean on this duty for over a year, she was reclassified ATO-147 on 15 May 1944. Esselen sailed north to New York where she was decommissioned on 11 November 1944, and turned over to the War Shipping Administration.

AT148

Abnaki Class Fleet Ocean Tug

- Laid down as (AT-148) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Reclassified Fleet Ocean Tug (ATF-148), 15 May 1944
- Launched, 14 June 1944
- Commissioned USS Achomawi (ATF-148), 10 November 1944, LT. R. H. Teter in command
- Decommissioned, 10 June 1947, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange, TX.
- Struck from the Naval Register in 1962
- Sold under the Security Assistance Program to Taiwan in 1991, renamed Ta To (554)
- Disposition, active in Taiwanese service

Specifications:
- **Displacement** 1,190 t.(lt)
- **Length** 205’ x **Beam** 38’ 5” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3”/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

Achomawi

An Indian tribe native to California who are also known as the Pit River Indians.

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Achomawi (AT-148) was laid down on 15 January 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; redesignated ATF-148 on 15 May 1944; launched on 14 June 1944; sponsored by Mrs. J. F. Veronee; and commissioned on 11 November 1944, Lt. R. H. Teter in command.

The tug departed Charleston on 28 November bound for the Chesapeake Bay for shakedown training. She then entered the Norfolk Navy Yard, Portsmouth, Va., for post-shakedown availability. Late in December, Achomawi arrived back at Charleston but soon sailed for Wilmington, N.C., to pick up ARDC-J, for towing to the west coast. The tug transited the Panama Canal late in January 1945 and continued on to San Pedro, Calif., where she arrived on 17 February.

Achomawi operated along the west coast through 3 March. On that day, she got underway from San Francisco, Calif., bound for Pearl Harbor, Hawaii, with two pontoon barges in tow. Upon her arrival in Hawaiian waters on the 16th, the tug commenced target towing and mooring duties in the Pearl Harbor area and remained at the task until 22 May, when she shaped a course to Okinawa with three barges in tow. She made stops at Eniwetok and Guam before reaching Okinawa on 1 July. The vessel then assisted in moving Service Division 104 from Kerama Retto to Buckner Bay, Okinawa. She set sail on 12 July with a convoy bound for Guam.

Achomawi (ATF-148), date and location unknown (photo David Thomas)

Achomawi reached Guam on the 17th and, five days later, got underway for Eniwetok. At that atoll, she assumed duty with Service Division 102 and operated there through the end of World War II in mid-August. On 15 October, she shaped a course for Tokyo, Japan. The tug arrived there 10 days later and departed Japanese waters on 9 November, bound for Ulithi. At that atoll, the tug took Malvem (IX-138) in tow and got underway for the Philippine Islands. She reached Manila on the 19th and operated in the Luzon area through 6 December.

Later that month, Achmnaun attempted to tow three barges from Samar, Philippine Islands, to Okinawa. En route, two broke loose due to heavy seas and were lost. The third capsized due to shifting cargo and had to be destroyed. The tug finally arrived at Okinawa on 29 December.

On 12 January 1946, Achlmwawi got underway for the west coast of the United States. She made port calls at Eniwetok, Kwajalein, Johnston Island, and Pearl Harbor. The tug finally made San Francisco on 3 March. After spending one month in port there, Achomawi departed California in early April to return to the western Pacific to support Operation "Crossroads," which involved atomic testing at Bikini Atoll. The tug carried out various towing assignments between Pearl Harbor, Bikini, Eniwetok, and Kwajalein. She was released from this operation in August, left Hawaii on 14 September, and arrived in San Francisco Bay on 2 October.

Early in December, Achomawi received orders to proceed to the Panama Canal Zone. She touched at Balboa on 29 December and picked up ARD-6 for towing to Jacksonville, Fla. The tug then transited the canal and reached Jacksonville on 4 January 1947. After delivering her tow, she set a course for New Orleans, La. Upon her arrival on 9 January, the ship entered preinactivation availability. Achomawi completed this in early March and got **J.v.d.Ster – Marcol Production**

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underway on the 9th for Orange, Tex. She was decommissioned there on 10 June 1947 and was laid up at Orange. Her name was struck from the Navy list on 1 September 1962. The vessel was then transferred to the Maritime Administration and was laid up at Mobile, Ala.

**AT149**  
*Abnaki Class Fleet Ocean Tug:*

- Laid down (date unknown) as *Fleet Tug (AT-149)* at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Redesignated *Fleet Ocean Tug, (ATF-149)*, 15 May 1944
- Launched, 11 July 1944
- Commissioned *USS Atakapa (ATF-149)* in December 1944
- Decommissioned, 8 November 1946, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
- Recommissioned, 9 August 1951
- Decommissioned, circa 1970s and placed in service with MSC as *USNS Atakapa (T-ATF-149)*
- Placed out of service, circa 1980s
- Transferred to the Naval Inactive Ship Maintenance Facility, Portsmouth, VA.
- Struck from the Naval Register, 21 February 1992
- Custody transferred to the Maritime Commission for lay up in the National Defense Reserve Fleet, James River, Fort Eustis, VA.
- Final Disposition, sunk as a target, 25 August 2000

**Specifications:**

- **Displacement**: 1,190 t.(lt)
- **Length**: 205’ × **Beam**: 38’ 5” × **Draft**: 15’ 4”
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3”/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

*Atakapa*

An Indian tribe that once inhabited territory which is now southwestern Louisiana and southeastern Texas.

The fleet ocean tug (ATF-149) was laid down on 17 February 1944 at Charleston, S.C., by the Charleston Shipbuilding & Dry-dock Co.; launched on 11 July 1944; sponsored by Mrs. B. H. Wiggs; and commissioned at the Charleston Navy Yard on 8 December 1944.

After shakedown in the Norfolk area, *Atakapa* undertook her first assignment, a tow from the east coast to California, departing Philadelphia on 22 January 1945 and reaching San Francisco on 8 March. From that day through 27 April, she engaged in routine towing operations along the west coast. The ship sailed for Hawaii on the 27th and, upon her arrival at Pearl Harbor on 10 May, resumed her towing operations. This duty was interrupted by a long tow from Pearl Harbor to Eniwetok, which began on 20 June. After reaching Eniwetok on 10 July, *Atakapa* left three days later bound for Johnston Island where she took two craft in tow and proceeded back to Pearl Harbor which she reached on 26 July.

*Atakapa* engaged in towing and salvage operations until 11 August when she departed the Hawaiian Islands bound for the Aleutians. The tug reached Adak on 22 August, a week after Japan capitulated. The units gathered there formed Task Force (TF) 42 and sailed on 1 September for Ominato, Japan. They reached Japan on 13 September, and *Atakapa* served in Japanese waters into April 1946.
The tug returned to Pearl Harbor on 23 April for repairs before heading for the United States late in May. She transited the Panama Canal on 14 June and reached Jacksonville, Fla., on the 25th. The ship reported to Orange, Tex., on 21 August for duty and ultimate transfer to the inactive fleet. She was placed out of commission, in reserve, on 8 November 1946.

**Atakapa (T-ATF-149)** underway, date and place unknown (photo John Wilson)

Atakapa was recommissioned at Orange on 9 August 1951, slightly over a year after communist forces invaded South Korea. She held shakedown training at Newport, R.I., and Norfolk, Va., and made the first major tow of her new career in February 1952, when she pulled a large vessel from Panama to Philadelphia. From April to July, Atakapa was stationed at Guantanamo Bay, Cuba, and devoted herself largely to target towing. The vessel returned to Norfolk in July and spent the remainder of the year providing general towing and salvage services in the Norfolk area and along the east coast.

For the next five and one-half years, Atakapa maintained a busy schedule of towing and salvage operations. She visited ports along the east coast, in the Caribbean, and along the gulf coast.

On 23 July 1958, the tug began her first Mediterranean deployment in response to internal disorder in Lebanon. While operating with the 6th Fleet, she provided towing and salvage services and made port calls at Suda Bay, Crete; Beirut, Lebanon; Athens and Rhodes, Greece; and Catania, Sicily. Before returning to the United States, Atakapa towed a ship through the Suez Canal from Massawa, Ethiopia, to Naples, Italy.

The small ship spent 1959 and 1960 providing general services to east coast ships. In early 1961, she spent six weeks in Puerto Rico participating in Operation "Springboard" and then crossed the Atlantic in May and June with a tow from Mayport, Fla., to Holy Loch, Scotland.

Atakapa began 1962 in upkeep at Little Creek, Va., but soon sailed for the Caribbean to take part in Operation "Springboard 62." She provided towing and target retrieval service for units serving at Guantanamo Bay. Atakapa returned to Norfolk in June for a tender availability. Upon its completion, she provided services for submarines operating out of Norfolk. In October, the tug reported for duty in the Caribbean in response to the Cuban missile crisis but returned home when tension subsided and ended the year at Little Creek.

On 4 January 1963, the ship sailed to San Juan, Puerto Rico, to take part in Operation "Springboard" for the third straight year, but was back in Little Creek on 7 February for a short availability. During March and April, Atakapa received an overhaul. After two months of refresher training, she put to sea in early October, bound for Guantanamo Bay. The tug returned to Little Creek in late November and finished the year in upkeep.

For the first few months of 1964, Atakapa operated in the Norfolk area. In June, she proceeded to Rota, Spain, with ARDM-1 in tow. After releasing the medium auxiliary repair dry dock, she remained deployed with the 6th Fleet for four months. The tug got underway in October to return to the United States, but was diverted en route to escort an LST
to Bermuda and thence to Norfolk. They arrived in Hampton Roads on 17 November, and Atakapa spent the rest of the year undergoing a tender availability.

After a brief period of local operations, Atakapa sailed in early 1965 to the Caribbean to participate in Operation "Springboard." Early in April, she returned to the Norfolk area for an overhaul at the Norfolk Shipbuilding & Drydock Co. Upon completing the yard period, the tug resumed operations in the Virginia capes area. Late in the year, she operated briefly at Guantanamo Bay and, after visiting Ocho Rios, Jamaica, returned to Little Creek.

The ship's first major activity of 1967 was once again Operation "Springboard"—in which she participated from 6 to 19 March. The tug entered restricted availability at Norfolk on 23 April and, soon after it ended, began a deployment to northern Europe on 15 May. She operated in the Norwegian Sea and visited ports in Norway, Scotland, and the Netherlands before returning to Little Creek on 1 October. She operated in the Virginia capes area through the end of the year and into May 1967. On the 19th of that month, the tug got underway for Scotland, reached Holy Loch on 30 May, and on 6 June was underway again for Rota. She operated in the Mediterranean until late September and visited the ports of Suda Bay, Crete; Valetta, Malta; Naples, Italy; Izmir, Turkey; and Palma, Mallorca. Atakapa touched back at Little Creek on 29 September; completed a period of leave and upkeep; and, on 27 November, entered overhaul at the Norfolk Shipbuilding & Drydock Co.

The overhaul was completed in mid-April 1968, and the vessel began refresher training. On 13 June, she got underway for operations in European waters and made port calls in Spain, England, Italy, Greece, and Crete. The tug left Rota on 12 October; returned to Little Creek on the 22nd; and, on 17 December, began an availability alongside Vulcan (AR-5).

On 25 February 1969, Atakapa shifted to Little Creek for upkeep. On 15 April, she was deployed to western Europe. She made port calls at Rosyth and Holy Loch, Scotland; Bergen, Norway; Aalborg, Denmark; and Portsmouth, England. She departed Rota on 24 September and reached Little Creek on 7 October.

Late in January 1970, she sailed for Portsmouth, N.H., to tow a ship back to Little Creek. She was deployed to Guantanamo Bay on 13 May to provide target services for warships undergoing gunnery practice. The ship left Cuba on 12 June and next towed a ship from Mayport, Fla., to Philadelphia. On 25 June, the tug was back in the Virginia capes area. Routine towing duties to various ports along the east coast occupied her until 16 October, when she sailed for Baltimore, Md., for hull repairs. On 27 October, she shifted back to a shipyard in Newport News, Va., for the remainder of the overhaul.

Refresher training and upkeep lasted until late in March 1971. Atakapa made a brief voyage to St. Thomas, Virgin Islands, then returned to Little Creek on 9 April. She was involved in routine towing operations along the east coast until 11 November when she sailed for Guantanamo Bay. The tug returned to Little Creek on 21 December for the holidays.

After one and one-half months of training, Atakapa deployed to Roosevelt Roads, Puerto Rico, on 16 February 1972. She provided target services for units participating in Operation "Springboard," but was back in home port on 23 March. On 1 May, the tug towed Cache (AO-67) to Beaumont, Tex., and then pulled a vessel from that gulf port back to Norfolk, arriving there on 16 May. Local operations and availability occupied Atakapa through 21 July, when she got underway for Guantanamo Bay. She operated from that Cuban port for the next five weeks and then returned to Little Creek on 30 August for local operations through the rest of the year and the first months of 1973. On 11 April, Atakapa sailed for Guantanamo Bay, but was back in the Virginia capes area on 15 May. Another Caribbean deployment occurred from 28 June to 9 August. After her return home, the tug operated along the east coast.

In early 1974, Atakapa sailed for the Caribbean for the annual "Springboard" operations. She operated along the east coast for the last few months of her career as a commissioned Navy ship. On 1 July 1974, the tug was decommissioned and turned over to the Military Sealift Command (MSC). Operating with a civil service crew, USNS Atakapa (T-ATF-149) continued to support the Navy carrying out MSC missions for another seven years. During the summer of 1981, she was taken out of service and prepared for transfer to the Maritime Administration's National Defense Reserve Fleet. In September 1981, Atakapa—still Navy property—was berthed at the Maritime Administration facility at James River, Va. As of the middle of 1987, Atakapa remained inactive in the James River.

** AT150 – Avoyel **

*Navajo Class Fleet Ocean Tug*

- Laid down, 25 March 1944, at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Launched, 9 August 1944
- Redesignated Fleet Ocean Tug ATF-150, 15 May 1945
- Decommissioned, 11 January 1947, at Orange, TX.
• Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
• Loaned to the Coast Guard, 9 July 1956
• Commissioned **USCGC Avoyel (WAT-150)**, 3 October 1956 and assigned to Eureka, CA.
• Reclassified **Medium Endurance Cutter (WMEC-150)** (date unknown)
• Struck from the Naval Register, 1 June 1969 and permanently transferred to the Coast Guard
• Decommissioned by the Coast Guard, 30 September 1969
• Final Disposition, sold for commercial service, fate unknown

**Specifications:**

- **Displacement**: 1,205 t.(lt) 1,646 t.(fl)
- **Length**: 205' x **Beam**: 38' 6" x **Draft**: 15' 4"
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts two depth charge tracks
- **Propulsion**: four GM 12-278A diesel-electric engines, 750hp each, single screw, 3,000hp

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**USCGC Avoyel (WMEC-150)** underway, date and location unknown (photo Sam Giuliani)

**AT151 – Chawasha**

**Cherokee Class Fleet Ocean Tug**

- Laid down as **Chawasha (AT-151)** at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Redesignated **Fleet Ocean Tug (ATF-151)**, 15 May 1944
- Launched, 15 September 1944
- Commissioned **USS Chawasha (ATF-151)**, 6 February 1945
- Decommissioned, 30 September 1946
- Laid up in the Reserve Fleet
- Struck from the Naval Register, (date unknown)
- Final Disposition, fate unknown
- **Chawasha** earned one battle star for World War II service.

**Specifications**

- Displacement 1,240 t.(lt) 1,646 t.(fl)
- Length 205' x Beam 38'6" x Draft 15'4"
- Speed 16kts
- Complement 85
- Armament one single 3"/50 gun mount, two twin 40mm gun mounts, two single 20mm guns

**jvds@towingline.com – www.towingline.com**
• Propulsion, four GM 12-278A diesel-electric engines, 750hp each, single screw, 3,000hp.

Chawasha
An Indian tribe of Louisiana.

Chawasha (ATF-151) was launched, 15 September 1944, by Charleston Shipbuilding and Dry Dock Co. Charleston, S.C.; sponsored by Mrs. R. H. Grantham; and commissioned, 6 February 1945, Lieutenant H. K. Smith in command.

Chawasha sailed from Philadelphia, 24 March 1945, on a long and arduous towing job, bringing two dump scows south along the east coast, through the Panama Canal and across the Pacific to Samar, P.I., which she reached, 16 June. On 27 June, she arrived at Ulithi to join the logistic support group servicing the Third Fleet in its series of pounding raids against the Japanese homeland. On 8 July, Sioux (ATF-76) broke down at sea, and Chawasha towed her to Saipan, rejoining the logistic group, 15 July, for replenishment and courier service, until she put in to Tokyo Bay, 5 September. Here, she cleared wrecked Japanese shipping from the dock areas at Yokosuka and Yokohama.

Chawasha (ATF-151) continued to aid occupation activities in the Far East, until 19 February 1946, when she cleared Kobe for Samar. Here, she took ARD-18 in tow for Pearl Harbor, where she assumed another tow for Balboa. Sailing singly, she arrived in San Pedro, 4 June, and there was placed out of commission in reserve, 30 September 1946.

Chawasha received one battle star for World War II service.

AT152 – Cahuilla
Cherokee Class Fleet Ocean Tug:
• Laid down (date unknown) as Cahuilla (AT-152) at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
• Redesignated Fleet Ocean Tug (ATF-152), 15 May 1944
• Launched, 2 November 1944
• Commissioned USS Cahuilla (ATF-152), 10 March 1945
• Decommissioned, 27 June 1947, at San Diego, CA.
• Laid up in the Pacific Reserve Fleet
• Struck from the Naval Register (date unknown)
• Final Disposition, transferred, under the Security Assistance Program, to Argentina, 9 July 1961, renamed ARA Comandante General Irigoyen (A-1)
Current Disposition, still active in Argentine Navy as of 2004

**Specifications:**
- **Displacement**: 1,240 t.(lt) 1,646 t.(fl)
- **Length**: 205' x **Beam**: 38'6" x **Draft**: 15'4"
- **Speed**: 16 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 gun mount, two twin 40mm AA gun mounts, two single 20mm AA gun mounts
- **Propulsion**: four GM 12-278A diesel-electric engines, 750hp each, single screw, 3,000hp

AT153 – Chilula

**NPIN**

**Cherokee Class Fleet Ocean Tug:**
- Laid down, 13 June 1944, as **Fleet Tug (AT-153)** at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Reclassified, **Fleet Ocean Tug (ATF-153)**, 15 May 1944
- Launched, 1 December 1944
- Commissioned USS Chilula (AT-153), 5 April 1945, LT. O. L. Guinn in command
- Decommissioned, 8 February 1947, at Orange, TX.
- Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
- Transferred, on loan, to the Coast Guard, 9 July 1956
- Commissioned USCGC Chilula (WAT-153), 3 October 1956, CDR Roy M. Hutchins, USCG in command
- Redesignated **Medium Endurance Cutter (WMEC-153)** (date unknown)
- Decommissioned, 19 June 1991
- Returned to US Navy custody (date unknown)
- Struck from the Naval Register (date unknown)
- Final Disposition, sunk as a target in 1997

**Specifications:**
- **Displacement**: 1,240 t.(lt) 1,646 t.(fl)
- **Length**: 205' x **Beam**: 38'6" x **Draft**: 15' 4"
- **Speed**: 16 kts.
- **Complement**: 85
- **Armament**: one single 3"/50 dual purpose gun mount, two twin 40mm AA gun mounts, two single 20mm AA gun mounts, two depth charge tracks
- **Propulsion**: four GM 12-278A diesel-electric engines, 750hp each, single screw, 3,000hp

**Chilula**

The Chilula, a Cherokee-Class fleet ocean tug, was launched on 1 December 1944 by Charleston Shipbuilding and Dry Dock Co., Charleston, South Carolina. She was sponsored by Mrs. C. G. Thigpen and was commissioned by the Navy on 5 April 1945, under the command of LT O. L. Guinn, USN. Chilula stood out from Norfolk 14 May 1945 for Algiers, Louisiana, arriving 19 May. She took section 58 of ABSD-7 in tow, and sailed 27 May for the Canal Zone, arriving Cristobal 5 June. Between 7 and 12 June she towed ABSD sections through the Panama Canal. Clearing Balboa 16 June she reached Eniwetok 31 July for towing duties. She left Eniwetok 8 September, entered Tokyo Bay 20 September, and until 11 January 1946 operated from Yokosuka. Between 11 January and 28 January, she voyaged from Yokosuka to Tsingtao towing YO-17. Chilula sailed from Yokosuka 3 April for Orange, Texas, and was placed out of commission in reserve on 8 February 1947.

She was lent to the Coast Guard on 9 July 1956. She was converted for Coast Guard use at the Coast Guard Yard, Curtis Bay, Maryland, and after conversion, she was commissioned by the Coast Guard on 5 October 1956, under the command of CDR Roy M. Hutchins, USCG. She was first designated as WAT-153 and this quickly changed to WATF-153. She was assigned to Morehead City, North Carolina, and was used for law enforcement and search and rescue duties, including towing disabled vessels to safety.

In October 1963 Chilula, under the command of CDR Richard W. Young, USCG, "plowed through Hurricane 'Ginny' to locate and retrieve the mothballed Navy destroyer escort USS Fogg." She located the errant navy warship and her 10-man caretaker crew, got a tow-line aboard despite nearly 60-foot seas, and towed her to Virginia Beach, Virginia where the navy tug USS Kiowa relieved her of the Fogg.

On 1 May 1966, her designation was changed to WMEC-153 in a Coast Guard-wide effort to simplify the service's classifications of its larger cutters. On 24 July 1967 she rescued four from the disabled F/V Dorothy Bee off Cape Lookout. On 28 September 1967 she assisted the grounded M/V Wolverine State 10 miles west of Cuba. On 25 February 1968 she escorted the distressed Liberian tanker Potomac 130 miles southeast of Virginia where the navy tug USS Kiowa relieved her of the Fogg.
Cape Hatteras to Wilmington, North Carolina. On 5 December 1968 she towed the abandoned yacht Good Hope 70 miles east of Cape Fear to Morehead City, North Carolina. On 7 December 1968 she recovered seven bodies after the F/V Fenwick Island sank.

On 20 May 1969 she towed the F/V Glen Echo to Morehead City. On 1 June 1969 she was officially removed from the Navy List. On 30 December 1969 she towed the disabled tanker N. W. Cokey 90 miles southeast of Cape Fear until relieved by a commercial tug. From 20 to 28 January 1970 she towed and fought a fire that kept reigniting aboard the Thordis Presthus off North Carolina. On 2 May 1970 she towed the disabled USS Mississinewa 100 miles southeast of Cape Hatteras until relieved by USS Hoist. On 4 July 1970 party from cutter helped fight a fire in downtown Morehead City. On 28 October 1970 she towed the disabled F/V Sheela L. from 15 miles southeast of Cape Lookout to safety. On 30 October 1970 she towed the disabled tug Linda to Georgetown, South Carolina. On 6 November 1970 she rescued five from the M/V Caribbean Mist 150 miles off Cape Fear.

On 6 February 1973 Chilula was off the Virginia Capes towing a "runaway" liberty ship that had broken away from the German tug Seetrans when her crew spotted 10 waterspouts heading for the cutter when they passed through a squall. Her commanding officer at that time, CDR J. R. Mitchell, reported that they managed to avoid nine of the spouts but one hit the cutter, causing minor damage.

In 1975 she was transferred to Atlantic Beach, North Carolina, where she was based out of until she was decommissioned. On 12 August 1984 she seized the F/V Max, carrying 3 tons of marijuana, in the Windward Passage. On 18 May 1985 she seized the F/V Tripolina for fishing inside a closed area. In July 1985 she seized a F/V carrying marijuana 30 miles southeast of Cuba. In November 1986 she rescued eight from the P/C Skivvy Waver 240 miles east of the Delaware River during a heavy storm.

She was decommissioned on 19 June 1991 and was returned to the Navy.

**AT154**

**Abnaki Class Fleet Ocean Tug:**

- Laid down as (AT-154) at Charleston Shipbuilding and Dry Dock Co., Charleston S.C.
- Redesignated Fleet Ocean Tug (ATF-154), 15 May 1944
- Launched, 30 December 1944
- Commissioned USS Chimariko (ATF-154), 28 April 1945
- Decommissioned, 30 October 1946 at San Pedro, CA.
- Laid up in the Pacific Reserve Fleet, Suisun Bay, Benecia, CA.
- Struck from the Naval Register and custody transferred to the Maritime Administration in 1962
- Reacquired by th Navy for use as a salvage training hulk in 1976
- Final Disposition, sunk as a target off southern California, 27 August 1978
Specifications:
- **Displacement**: 1,190 t (lt)
- **Length**: 205' x **Beam**: 38' 5" x **Draft**: 15' 4"
- **Speed**: 16.5 kts.
- **Complement**: 85
- **Armament**: one single 3”/50 gun mount, two twin 40mm gun mounts, two single 20mm guns
- **Propulsion**: diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Chimariko**
An Indian tribe of California

Chimariko (ATF-154) was launched 30 December 1944 by Charleston Shipbuilding and Dry Dock Co, Charleston, S.C.; sponsored by Mrs. G. Davis, and commissioned 28 April 1945, Lieutenant W. R. Wurzler, USNR, in command.

ex Chimariko (ATF-154) seen here as a salvage training hulk, circa 1976-78 (photo Joe Siesel)

Departing Norfolk, Va., 5 June 1945, Chimariko reached Galveston, Tex., 11 June, and towed the disabled tanker SS C. A. Canfield from Sabine Pass (12-16 June). From 16 June until 1 July, she towed YFD-3 to Cristobal, C.Z. Passing through the Panama Canal 9 July she towed YFs 727 and 1069 via San Diego to Kwajelein, arriving 25 August. She exchanged tows and departed 1 September for San Pedro Bay, Leyte, P.I., arriving 19 September. On 17 October 1945 she reported at Okinawa for salvage duty, serving there until 14 January 1946 when she towed the concrete barge Lignite (IX-162) to Hong Kong, weathering a severe storm in the straits south of Formosa to arrive safely 19 January.

Chimariko departed Hong Kong 18 February 1946, and after brief periods of salvage and towing duty at Subic Bay, P.I., and Guam, she steamed via Pearl Harbor to San Pedro, Calif., arriving 9 June to be placed out of commission in reserve 31 October 1946.

**AT155 – Cusabo**

*Abnaki Class Fleet Ocean Tug:*
- Laid down (date unknown) as Cusabo (AT-155), at Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.
- Reclassified Fleet Ocean Tug, 15 May 1944
- Launched, 26 February 1945
- Commissioned USS Cusabo (ATF-155), 19 May 1945
- Decommissioned, 3 December 1946, at Bremerton, WA.
- Laid up in the Pacific Reserve Fleet, Columbia River Group
- Struck from the Naval Register, 31 March 1978
- Transferred, cash sale, under the Security Assistance Program to Ecuador, 1 August 1978, renamed BAE Los Ríos (RA-01)
Renamed **BAE Cayambe (RA-01)**, date unknown
Final Disposition, fate unknown

**Specifications:**
- **Displacement** 1,190 t.(lt)
- **Length** 205’ x **Beam** 38’ 5” x **Draft** 15’ 4”
- **Speed** 16.5 kts.
- **Complement** 85
- **Armament** one single 3"/50 dual purpose gun mount two twin 40mm AA gun mounts two single 20mm AA gun mounts
- **Propulsion** diesel-electric, four General Motors 12-278A diesel main engines driving four General Electric generators and three General Motors 3-268A auxiliary services engines, single screw, 3,600shp

**Cusabo**
An Indian tribe of South Carolina.

*Cusabo* (AT-155) was reclassified ATF-155, 15 May 1944; launched 26 February 1945 by Charleston Shipbuilding and Dry Dock Co., Charleston, S.C.: sponsored by Mrs. T. C. Reed; and commissioned 19 May 1945, Lieutenant W. Hunnewell, Jr., USNR, in command.

Departing Charleston 30 May 1945, *Cusabo* sailed to Norfolk for training in Chesapeake Bay until 25 June when she departed for Newport. Picking up tows there and at Portsmouth, N.H., she sailed from Newport 4 July for San Diego, arriving 27 August. She was underway again 5 September, sailing to Pearl Harbor, Eniwetok, Guam, and San Pedro Bay, Leyte, on towing duty, returning to Guam with IX-149 in tow. *Cusabo* remained in the Far East on towing and salvage duty at Guam, Saipan, Iwo Jima, and Eniwetok until 10 March 1946 when she proceeded to Bremerton, Wash., arriving 11 May. She was placed out of commission in reserve in the Columbia River 3 December 1946.

Ex-*Cusabo* (ATF-155) at anchor while in Ecuadorian Naval service, circa 1966, as **BAE Cayambe (RA-01)**, location unknown. (Ecuadorian Navy photo)

**Note:** The Tugs with the numbers 156 till 165 were Fleet Ocean Tug which not have the AT pennant numbers but received direct the Fleet Ocean Tug pennants ATF

**AT166 – Chetco**

**Fleet Tug**
- Built, 1919 as the civilian tug **Barryton** by Bethlehem Shipbuilding Co., Elizabeth, NJ
- Purchased by the Navy, 13 September 1943
- Converted for Naval Service at Boland Machine Co., New Orleans, LA
- Commissioned **USS Chetco (AT-166)**, 24 September 1943
- Reclassified, **Auxiliary Fleet Tug (ATA-166)**, 15 May 1944
- Decommissioned, 14 June 1946 at Puget Sound Naval Shipyards, Bremerton, WA
- Struck from the Naval Register, (date unknown)
- Transferred to the Maritime Commission for disposal, 18 June 1945
- Final disposition
- Fate unknown
**Specifications**

- **Displacement** 1,500 t.(ft)
- **Length** 150' x **Beam** 27' 7" x **Draft** 15' (45.72x8.41x4.57)
- **Speed** 13kts
- **Complement** 47.

**Chetco**

An Indian tribe of Oregon and extreme northern California.

*Chetco* (ATF-99) was renamed and reclassified *Penguin* (ASR-12) on 23 September 1943 prior to her commissioning.

*Chetco* (AT-166) was built in 1919 as *Barryton* by Bethlehem Shipbuilding Co., Elizabeth, N.J.; purchased by the Navy 13 September 1943; converted at Boland Machine Co., New Orleans, La.; and commissioned 24 September 1943, Lieutenant (junior grade) R. E. Gill in command.

*Chetco* departed New Orleans 29 September 1943 towing three oil barges for the lengthy passage to Cairns, Australia, where she arrived 8 February. She cleared Cairns 16 March for Milne Bay, New Guinea, towing LCT-922, and arrived 19 March to assume operations in the New Guinea area. After a voyage to Manus, *Chetco* took part in the invasion of Aitape 22-23 April by retracting grounded LST's. On 10 May she assumed duty as a harbor tug at Milne Bay, and on 15 May was reclassified ATA-166. After another lengthy towing assignment, to Cairns, *Chetco* assumed duties as harbor tug at Mios Woendi from 16 August to 1 January 1945, when she sailed to Manus on tow duty, returning to Hollandia 9 January. Towing duty between Manus and Munda, in the Treasuries, and in the New Guinea area continued until 15 November, when *Chetco* sailed for San Francisco, arriving 24 December.

*Chetco* operated along the Pacific Coast between San Francisco and San Pedro until 25 April 1946, when she reported to the Puget Sound Naval Shipyard. *Chetco* was decommissioned 14 June 1946, and transferred to the Maritime Commission 18 June 1947.

*Chetco* received two battle stars for World War II service.

**ATA167 – Chatot**

*Chatot* Class *Fleet Tug*:

- Built in 1919 as the seagoing tug *Buttercup* (U.S. No. 218243) at Bethlehem Shipbuilding Co., Elizabeth, N.J. for the *United States Shipping Board* (USSB) and operated by Ford Motor Company on the Great Lakes
- Purchased by the Navy and renamed *Chatot*
- Converted for Naval service at Mare Island Navy Yard, Vallejo, CA.
- Placed in service as *Chatot* (AT-167), 3 November 1943
- Reclassified *Auxiliary Fleet Tug* ATA-167, 15 May 1944
- Place out of service, 9 February 1945
- Transferred to the War Shipping Administration for disposal
- Struck from the Naval Register, 10 March 1945
- Final Disposition, transferred to USSR, fate unknown

**Specifications:**

- **Displacement** 144 t.(Gross), 234 t.(Net)
- **Length** 142’ x **Beam** 27.7’ x **Draft** 14.8’ (43.28x8.41x4.47)
- **Complement** unknown
- **Armament** unknown
- **Propulsion** triple expansion engine 17”x25”x34”x20” Stroke by Bethlehem Shipyard Company 1919
** Lark **

_Lapwing Class Minesweeper_

- Laid down, 11 March 1918 by the Baltimore Dry Dock and Shipbuilding Co., Baltimore, MD
- Launched, 6 August 1918
- Commissioned _USS Lark, Minesweeper No. 21_, 12 April 1919
- Classified _AM-21_, 17 July 1920
- Reclassified as a _Fleet Tug, AT-168_, 1 March 1944
- Reclassified as a _Fleet Tug (Old), AT(O)-168_, 15 May 1944
- Decommissioned, 7 February 1946 at San Francisco, CA
- Transferred to the Maritime Commission for disposal, 15 January 1947
- Fate unknown.

**Specifications**

- **Displacement** 950 t.
- **Length** 187' 10"; **Beam** 35' 6"; **Draft** 8' 10" (57.25x10.82x2.69)
- **Speed** 14 kts
- **Complement** 72
- **Armament** two .50 cal. machine guns
- **Propulsion** one triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

_Lark_

Any of a large group of songbirds found throughout the world.

The first _Lark_ (AM-21) was laid down 11 March 1918 by Baltimore Dry Dock & Shipbuilding Co., Baltimore, Md.; launched 6 August 1918; sponsored by Mrs. Henry A. Stanley; and commissioned 12 April 1919, Lt. Henry A. Stanley in command.

_Lark_ departed Boston 3 July 1919 to join the North Sea Minesweeping Detachment at Kirkwall, Orkney, Scotland. Reporting 15 July, she participated in the last three operations conducted to clear the more than 70,000 mines laid during World War I. The U.S. Navy had laid more than 80 percent of these mines and had accepted the responsibility of removing them. With the conclusion of the final sweep, 19 September, _Lark_ returned to Kirkwall for a brief rest after the exacting assignment, made more dangerous by the strong winds, rough seas, and poor visibility of the North Sea. She got underway for the United States 1 October and steaming via Plymouth, Brest, and Lisbon, arrived New York 19 November.
The minesweeper operated from Gloucester, Mass., along the east coast, with winter deployments in the Caribbean, until 1931. During that period she transited the Panama Canal twice, on a voyage to Hawaii for Fleet Problem V in 1925. On 2 February 1931 she departed the Massachusetts mast for the Pacific, arriving at Oahu 25 April. She operated out of Pearl Harbor for the next 10 years, making periodic cruises to Samoa.

In 1941, as tension increased in the Far East, Lark was ordered to the Philippines. Departing 8 May she headed for Manila, arriving 31 May and reporting for duty with Mine Division 9, Asiatic Fleet, at Cavite soon afterwards. Thereon 8 December (7 December east of the IDL) she received word of the Japanese attack on Pearl Harbor and prepared for a similar move on Cavite. The expected worst came on the 10th.

After aiding survivors of the bombing of the Navy Yard, Lark worked her way south to the Netherlands East Indies. Arriving in Javanese waters on the 22d, she began minesweeping and antisubmarine patrol. At first operating out of Surabaya, she moved in February 1942 to Tjilatjap, the last Allied port in Java. On 1 March she was ordered to western Australia to protect the new logistics center at Exmouth Gulf, and for the next 2 years cruised the coast of Australia from Barmouth Gulf to Fremantle.

Redesignated twice, as fleet tug AT-168 on 1 March 1944, and again on 15 May as ATO-168, Lark arrived at Brisbane for overhaul and conversion 20 May. Conversion complete, Lark departed for the Admiralties on 6 July. She served there 4 months in towing and rescue activities, operating between Manus, Milne Bay, Hollandia, and Morotai. On 13 October Lark sailed from Melanesia and joined a convoy headed for San Pedro Bay, Philippine Islands. Dropping anchor on Leyte Gulf on the 25th she remained off Leyte until 9 November rendering assistance to naval vessels and merchantmen damaged during the fighting and the typhoon winds which followed.

Standing out in convoy from Leyte Gulf 9 November, Lark, with Vireo in tow, steamed for Hollandia. There she resumed towing and salvage duties, operating in the New Guinea-Admiralties area until 16 October 1945. She then departed Manus for Majuro en route Pearl Harbor, arriving 9 November. Ordered to San Francisco 2 weeks later, she decommissioned 7 February 1946, and 15 January 1947 was transferred to the Maritime Commission for disposal.

Lark received two battle stars for World War II service.

**AT169 – Whippoorwill**

*Lapwing Class Minesweeper*

- Laid down, 12 December 1917 at Alabama Drydock and Shipbuilding Co., Mobile, AL
- Launched, 4 July 1918
- Commissioned USS Whippoorwill Minesweeper No. 35, 1 April 1919
- Redesignated AM-35, 17 July 1920
- Reclassified Ocean Tug AT-169, 1 March 1944
- Reclassified Ocean Tug, (Old) AT(O)-169, 15 May 1944
- Decommissioned, 17 April 1946 at San Francisco, CA
- Struck from the Naval Register, 10 June 1946
- Turned over to the Maritime Commission for disposal, 6 November 1946
- Fate unknown
• Whippoorwill was awarded one battle star for her World War II service.

**Specifications:**
- **Displacement** 950 t.
- **Length** 187' 10" x **Beam** 35' 6" x **Draft** 9' 10" (57.25x10.82x3.00)
- **Speed** 14 kts
- **Complement** 78
- **Armament** two 3" gun mounts and machine guns
- **Propulsion** triple expansion reciprocating steam engine, two Babcock and Wilcox boilers, one shaft.

*Whippoorwill*

A small nocturnal bird common to the eastern United States, so-called for its reiterated cry.

The first *Whippoorwill* (Minesweeper No. 35) was laid down on 12 December 1917 at Mobile, Ala., by the Alabama Drydock and Shipbuilding Co., launched on 4 July 1918; sponsored by Miss M. I. Evans, and commissioned on 1 April 1919, Lt. Birney O. Halliwill in command.

After fitting out, *Whippoorwill* departed Boston on 3 July 1919, bound for Scotland. Operating subsequently from the port of Kirkwall, the minesweeper participated in the clearing of the North Sea Mine Barrage as part of Division 3, Minesweeping Squadron Atlantic Fleet. Hair-trigger mines and frequent foul weather made sweeping the barrage a difficult and dangerous mission but, by late in the autumn of 1919, the task was completed by a miscellaneous group of new minesweepers, chartered trawlers, and submarine chasers.

Returning to the United States in November 1919 *Whippoorwill* was later assigned to the Pacific Fleet. Having been classified as AM-35 on 17 July 1920, the minesweeper arrived at Pearl Harbor, her new home port, on 1 March 1921. She would operate out of that base for the next 20 years, with brief periods spent as station ship at Pago Pago, Samoa, between 1931 and 1934.

*Whippoorwill*'s prime duty was service to the Fleet. Besides filling the role for which she was designed - sweeping and laying mines - upon occasion she towed targets and plane-guarded. Noteworthy highlights of her Pearl Harbor-based deployment came in the early 1920's, when she participated in surveys of various and sundry Pacific islands. In July 1923, for example, *Whippoorwill* together with her sistership *Tanager* (AM-5) accomplished the first survey of Johnston Island in modern times. During that cruise she carried members of the joint expedition sponsored by the Department of Agriculture and the Bishop Museum of Hawaii. She also carried a Douglas DT-2 floatplane on her fantail, hoisting it into the water so that it could take off for aerial survey and mapping flights over Johnston. A little over a year later, in September 1925, the plane's pilot, Lt. Comdr. John Rodgers would win fame as a member of the crew of the PN-9 flying boat.

*Whippoorwill* made other cruises, carrying members of ornithological surveys to islands such as Kingman Reef, Palmyra, Christmas Island, Jarvis Island, Howland Island, and Baker Island. The islands would later assume importance as transpacific air commerce spread its wings toward the Far East and South Pacific.
Ultimately, however, *Whippoorwill*’s Hawaiian idyll ended. Refitted and modernized the minesweeper departed Pearl Harbor on 5 May 1941, bound for the Asiatic Fleet, as war clouds gathered over the Pacific and Far East. En route, the minesweeping plane-guarded at prearranged stations, serving as a direction-finding station for patrol planes winging their way to the Philippines to reinforce the Asiatic Fleet’s air wing - Patrol Wing 10.

After touching briefly at Guam, in the Marianas, on 23 May, *Whippoorwill* reached Manila on the 30th. There, she became part of Mine Division 9, Mine Squadron 3, Asiatic Fleet. In the ensuing months, *Whippoorwill* performed a variety of service tasks. She towed targets for the cruisers and destroyers of the Fleet to fire at during battle practices and gunnery shoots, assisted in unmooring and mooring the Fleet’s submarine and destroyer tenders from buoys, and conducted similar activities.

That spring, Whippoorwill operated with *Canopus* (AS-9) during maneuvers in southern Philippines, touching at Zamboanga and steaming in the Sulu Sea, before returning to Cavite and anchoring in Canacao Bay. Soon thereafter, she commenced operations with the Inshore Patrol which carried out a busy slate of operations as the Philippines feverishly prepared for the impending war with Japan. *Whippoorwill* operated on patrol duties and laid mines - laying the field near Caballo Island, near Corregidor at the entrance to Manila Bay. She and *Tanager* also laid the minefield at Subic Bay while operating out of the section base at Olongapo.

After an overhaul at Cavite and at the Verdadero Dockyard across Canacao Bay from Cavite, *Whippoorwill* took up patrol duties in the late autumn, frequently alternating with the gunboats *Asheville* (PG-21) and *Tulsa* (PG-22). That duty was not without its share of interesting moments. On 22 November, while on patrol station "Cast," she fired four shots across the bow of the sailing vessel *Remedio VIII* before the vessel hove to. She later prevented the Army tug *Harrison* from entering the area and warned off other vessels on the 26th and 28th.

Relieved by *Tulsa* on station on 30 November, *Whippoorwill* returned to Canacao Bay before she got underway on 3 December for sweeping operations out of Cavite. Five days later, on 8 December 1941 (7 December east of the international date line), the Japanese unleashed their onslaught against American, British, and Dutch possessions in the Far East and in the Pacific.

At 0415 on the 8th, *Whippoorwill* received the news of the attack on Pearl Harbor. Lt. Comdr. Charles A. Ferriter, the ship’s commanding officer, soon called his crew to quarters and announced the news. Now, after months of escalating tension and feverish preparations for war, the blow had fallen. Within hours, *Whippoorwill* was underway, commencing her first wartime sweeping operations in Manila Bay.

On the following day, 9 December, Japanese bombers caught General Douglas MacArthur's Far Eastern Air Force on the ground at its principal fields of Nichols and Clark Fields, destroying it as a viable retaliatory force. Thus, with little in the way of air cover, Cavite - the small, crowded base of operations for the Asiatic Fleet lay naked to an attack from the sky.

The Japanese did not wait long to exploit their advantage - at 1230 on 10 December the air raid alert was broadcast at Cavite. At 1250, *Whippoorwill* weighed anchor and stood out to maneuver in Manila Bay, away from the confining waters near Cavite itself. Soon the enemy's high-level bombers were droning overhead above the effective range of the navy yard's 3-inch batteries, every ship in the harbor opened up with their antiaircraft batteries. In the ensuing action *Whippoorwill* claimed assists in splashing two bombers and sending another one crashing on shore nearby. However, the planes that did get through wreaked havoc. Stick after stick of bombs blasted the navy yard its buildings and docks - explosions reverberated like thunderclaps.

*Peary* (DD-226) alongside Central Wharf for an overhaul was hit by a bomb that struck the foremost snapping it off above the searchlight platform and sending shards of metal down onto the bridge and fire-control platform, killing or wounding nearly every man there including the commander and his executive officer. Meanwhile, bombs blasted and set afire the torpedo warehouse across the wharf, warheads exploded and burned.

Comdr. Ferriter saw Peary’s predicament and moved his ship through the burning navy yard and eased *Whippoorwill* near the destroyer’s stern and passed a towline. Braving the burning firebrands from the blazing warehouse, the destroyermen made fast the line, and the minesweeper commenced backing. The towline stretched taut - only to part! Twice more Ferriter’s command closed the immobile destroyer, both ships endangered by warheads detonating nearby. Finally on the third try, the line held; and, with debris showering upon the minesweeper and her crippled charge *Whippoorwill* pulled *Peary* free.

Soon thereafter, *Whippoorwill* moored *Peary* to a buoy in Manila Bay and took the destroyer’s wounded to the hospital at Sangley Point in her motor launch. Later that evening, the minesweeper unmoored from the destroyer and stood out, anchoring for the night farther out in Manila Bay.

With Philippine waters vulnerable for surface ships, those ships of the Asiatic Fleet that could do so sailed for points south. *Whippoorwill* headed for Borneo on 12 December and arrived at Balikpapan on the 15th. Four days later, the
minecraft - in company with Tulsa, Asheville, and Lark (AM-21) joined Task Force (TF) 7 and withdrew further south to the Celebes, arriving the next day. Later, Whippoorwill screened Tulsa as the two ships proceeded for Java.

Arriving at Surabaya, three days before Christmas of 1941, Comdr. Ferriter went ashore and reported for orders to the Dutch naval commander there. Three days later, the minesweeper commenced local patrols and sweeps out of Surabaya and continued that duty into February 1942, often operating in company with Dutch units, before she received orders to move to Tjilatjap, a port on Java’s south coast.

Arriving early on 26 February, Whippoorwill and Lark put to sea at 1400 the next day to search for survivors of the seaplane tender Langley (AV-3), reportedly sunk south of Java. Three hours out of Tjilatjap, the minesweeper’s lookouts sighted a strange vessel and altered course to close and identify her. The mysterious ship turned out to be Tulsa, also searching for Langley survivors.

The trio of ships continued their search, the minesweepers steaming independently of the gunboat. At 2229, Whippoorwill and Lark arrived in the area in which Langley had been reported lost, passed a large oil slick, and smelled a strong odor of gasoline and oil, mute testimony to the tragedy that had gone before.

On the following day, the last day of February, the minesweepers abandoned their search and were about to put about to return to Tjilatjap. At 0507, however lookouts noted a pulsating fire on the horizon; and the minesweepers closed cautiously. The burning vessel turned out to be the British merchantman City of Manchester - of the Ellerman Line - that had been torpedoed and gunned by the Japanese submarine I-153. Whippoorwill lowered a boat at 0550 and rescued the British sailors from their rafts and life boats. Ten injured men were transferred to Tulsa which had providentially shown up on the scene of the rescue the gunboat having a well-equipped sick bay that the minesweepers lacked.

Following that rescue mission, Whippoorwill returned to Tjilatjap, arriving on 1 March, only to stand out later that day as Java, too, was becoming more untenable with each passing hour. Retiring in the face of a ruthless enemy drawing tight the noose around Java Whippoorwill crept southward towards Australia. As she proceeded on her anxious voyage, other retiring Asiatic Fleet ships met their doom at the hands of the marauding Japanese - Asheville, Pecos (AO-6), and the destroyers Edsall (DD-219) and Pillsbury (DD-227).

Whippoorwill dropped anchor at Fremantle on 9 March and operated out of Fremantle into May before she shifted to Albany, Australia. The minesweeper conducted local patrols and guardship operations in the shipping channels and harbors there from mid-May to late August when she returned to Fremantle. For the remainder of 1942, Whippoorwill operated alternatively at Exmouth Bay, Albany, or Fremantle, patrolling locally and towing targets. On occasion, she acted as reference vessel for submarines of the Southwest Pacific forces on their training cruises. The beginning of 1943 found Whippoorwill engaged in local patrol operations out of Exmouth Gulf, and she continued that duty until February, when she made another brief visit to Fremantle. On 18 and 19 February 1943, she engaged in night exercises with American submarines on maneuvers. Six days later, while underway off the coast, she encountered a cyclone which wrecked two 300-pound depth charges from their tracks.

After returning to Exmouth Gulf, she remained there through March 1943 before sailing for Fremantle and a six-day drydocking period. Upon completion of this brief refit, she returned to Exmouth Gulf on 24 April and conducted minesweeping operations in the area. On 15 May, while enroute to Fremantle, she picked up an echo with her sonar gear and came to general quarters. She dropped depth charges but lost the contact. Arriving at Fremantle two days later, 17 May, she commenced a series of antisubmarine patrols which lasted into November.

On 1 December, she began an extensive refit. During the yard work, she was reclassified an ocean-going tug and redesignated AT-169 on 1 March 1944 The long overhaul was completed on 5 March, and the ship proceeded to Brisbane.

Coming under the operational control of Commander Service Force, 7th Fleet, Whippoorwill arrived at Brisbane on 20 March. For the next 10 days, 21 to 31 March 1944, she underwent final conversion to an ocean-going tug. This involved the removal of her minesweeping gear and the addition of a heavy-duty towing engine which had once been fitted on board Dobbin (AD-3).

On 8 April, the newly refitted Whippoorwill with LST-385 under tow, got underway for New Guinea and arrived at Milne Bay with her charge on 15 April. The tug then served Hollandia and at Mios Woendi also receiving orders to Seeadler Harbor, in the Admiralty Islands, to serve on “battle-damage standby” duty-prepared to take any battle-damaged ships under tow and out of the front lines.

Whippoorwill was reclassified an ocean-going tug, old, on 15 May 1944 and designated ATO-169. She then continued operations off New Guinea and in the backwater areas of the war in the Pacific until receiving orders to head north for Leyte in February 1945. Later operating at Hollandia and Ulithi, Whippoorwill resumed operations in the Philippine Islands on 15 June 1945 and served as a harbor tug in the Manila Bay area through the end of the war.

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Touching at Leyte Gulf, Manila Bay, Zamboanga, and Samar, Whippoorwill finally rounded out her tour in the Philippine Islands on 20 December, when she departed Samar, bound for the Marshall Islands. Arriving at Eniwetok in company with Vireo (ATO-144) and Rail (ATO-139), she departed that island on 4 January 1946, bound for Pearl Harbor, arriving at the Pacific base that had once long served as her home port on the 15th. After a 10-day stay, Whippoorwill in company with Rail, got underway again on 25 January, and headed for San Francisco, Calif.

Arriving there on 5 February 1946, Whippoorwill soon began preparation for inactivation and on 17 April 1946, the stalwart ship was decommissioned at San Francisco. Struck from the Navy list on 10 June 1946, she was turned over to the Maritime Commission for disposal on 6 November 1946.

Whippoorwill was awarded one battle star for her World War II service.

**AT170**

**ATR-1 Class Rescue Tug / Sotoyomo Class Auxiliary Fleet Tug**

- Planned and approved as Fleet Tug AT-170
- Laid down (date unknown) as Rescue Ocean Tug ATR-97 at Gulfport Boiler & Welding, Port Arthur, TX.
- Launched (date unknown)
- Reclassified Auxiliary Fleet Tug ATA-170, 15 May 1944
- Commissioned USS ATA-170 (date unknown)
- Decommissioned (date unknown)
- Struck from the Naval Register (date unknown)
- Sold in 1947 to Greece Government and renamed Leon
- 1990 broken up at Kynosoura, Greece

**Specifications:**
- **Displacement** 852 t. (lt) 1,360 t. (fl)
- **Length** 165' 6" x **Beam** 33' 4" x **Draft** 15' 6" (47.70 x 10.16 x 4.72)
- **Speed** 12 kts.
- **Armament** one single 3"/50 dual purpose gun mount two single 20mm AA gun mounts
- **Complement** 32

**AT171**

**ATR-1 Class Rescue Tug / Sotoyomo Class Auxiliary Fleet Tug**

- Planned and approved as Fleet Tug AT-171
- Laid down (date unknown) as Rescue Ocean Tug ATR-98 at Gulfport Boiler & Welding, Port Arthur, TX.
- Launched (date unknown)
- Reclassified Auxiliary Fleet Tug ATA-171, 15 May 1944 ???? 1943
- Commissioned USS ATA-171 (date unknown)
- Final Disposition, lost off the Azores in a collision with Abnaki (ATF-96), 12 April 1944
- Struck from the Naval Register (date unknown)

**Specifications:**
- **Displacement** 852 t. (lt) 1,360 t. (fl)
- **Length** 165' 6" x **Beam** 33' 4" x **Draft** 15' 6" (47.70 x 10.16 x 4.72)
- **Speed** 12 kts.
- **Armament** one single 3"/50 dual purpose gun mount two single 20mm AA gun mounts
- **Complement** 32
- **Propulsion** triple-expansion reciprocating steam engines, single screw, 1,600 hp

**AT172**

**ATR-1 Class Rescue Tug / Sotoyomo Class Auxiliary Fleet Tug**

- Planned and approved as Fleet Tug AT-172
- Laid down (date unknown) as Rescue Ocean Tug (ATR-99) at Levingston Shipbuilding Co., Orange, TX. (yn226)
- Launched (date unknown)
- Reclassified Auxiliary Fleet Tug (ATA-172), 15 May 1944
- Commissioned USS ATA-172 (date unknown)
- Decommissioned (date unknown)
- Struck from the Naval Register (date unknown)
- Sold for commercial services in 1947 to Panama Canal Company, renamed Taboga.
• Resold in 1971 to Malcolm Marine Company, name unchanged.
• Resold in 1974 to Hannah Marine Corporation, Chicago, renamed Daryl C. Hannah.
• Renamed in 1984: Daryl C.
• Resold in 1988 to Selvick Marine Towing Corp., Sturgeon Bay, Wis. Renamed Carl Williamn Selvick
• Resold in 1998 to Roger Rouzier, Jr., N.O., La. Renamed Rosa M
• Resold in 19xx to Marintec Towing & Salvage, Panama. Name unchanged
• Final Disposition, fate unknown

Specifications:
Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
Speed 13 kts.
Complement 45
Armament one 3”/50 dual purpose gun mount
Propulsion diesel-electric single propeller

AT173

ATR-1 Class Rescue Tug / Sotoyomo Class Auxiliary Fleet Tug:
• Planned and authorized as Fleet Tug AT-173
• Laid down (date unknown) as Rescue Ocean Tug (ATR-100) at Levingston Shipbuilding Co., Orange, TX.
• ???? Gulfport & Welding Works, Port Arthur, Texas
• Launched (date unknown)
• Reclassified Auxiliary Fleet Tug (ATA-173), 15 May 1944
• Commissioned USS ATA-173 (date unknown)
• Decommissioned (date unknown)
• Struck from the Naval Register (date unknown)
• Sold to commercial services in 19xx to Lisbon Harbour Board, Lisbon. Renamed Dom Luiz
• 1987 renamed Alpertucho (owner unknown)
• Final Disposition, fate unknown

Specifications:
Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
Speed 13 kts.
Complement 45
Armament one 3”/50 dual purpose gun mount
Propulsion diesel-electric single propeller

AT174

ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:
• Planned and approved as Fleet Tug AT-174
• Reclassified Rescue Tug ATR-101
• Laid Down, 5 October 1943 at Levingston Shipbuilding Co., Orange, TX. (yn341)
• Launched, 18 November 1943
• Reclassified Auxiliary Fleet Tug ATA-174, 20 July 1944
• Commissioned, USS ATA-174, 20 July 1944
• Decommissioned, 16 January 1947, at Astoria, OR.
• Laid up in the Pacific Reserve Fleet, Columbia River Group at Astoria
• Named Wateree (ATA-174), 16 July 1948
• Placed in service by the Military Sea Transportation Service (MSTS) as Wateree (T-ATA-174), 13 August 1953
• Placed out of service 14 March 1955
• Laid up in the Pacific Reserve Fleet, Columbia River Group
• Struck from the Naval Register (date unknown)
• Transferred to Peru 1 November 1961 renamed Uranue 136 (ATA-136)
• 196x Unanue 170, as survey vessel
• Disposed of by Peruvian Navy circa 1977-78
• Final Disposition, fate unknown

Specifications:
Displacement 835 t.(fl)
Length 143’ x Beam 33’ 10” x Draft 13’ 2” (43.59x10.31x4.01)
**Wateree**

The third **Wateree** (ATA-174) was laid down on 5 October 1943 at Orange, Tex., by the Levingston Shipbuilding Co. as the unnamed rescue tug **A TR-101**; launched on 18 November 1943; redesignated an auxiliary ocean tug, ATA-174, and commissioned on 20 July 1944, Lt. A. J. Vetro in command.

**ATA-174** departed Orange on 4 August and arrived in Norfolk on the 11th. Over the next 10 days, she conducted shakedown training in the Chesapeake Bay and then underwent an eight-day, post-shakedown repair period before heading for New York on 2 September. The tug remained at Staten Island for five days and then took departure for the Panama Canal with three open lighters in tow. She made an unscheduled three-day stop in mid-September to evade a hurricane but finally arrived in Cristobal on 26 September. On the 27th, she transited the canal and reported to the Pacific Fleet for duty. The tug departed Balboa on 10 October towing **YC-1131** and **YC-1137** to San Diego where she arrived on 26 October after a voyage complicated by a steering control failure. Following repairs at San Diego, the ship moved north to San Pedro making the voyage on 10 and 11 November. She remained there until the 19th on which day she took aboard three open lighters in tow and set a course for Pearl Harbor. **ATA-174** arrived in Pearl Harbor on 3 December, remained there for 10 days, and then got underway for the Marshall Islands on the 13th. After a 16-day voyage plagued by mishaps in her main propulsion plant, the tug arrived at Eniwetok Atoll on 29 December. Between 1 and 3 January 1945, she towed **YSR-4** from Eniwetok to Kwajalein and, after a six-day stopover continued on to Manus in the Admiralty Islands where she arrived on 18 January.

On the 22d, she stood out to sea from Manus and set a course for Noumea, New Caledonia. En route, however, she received orders diverting her to Guadalcanal. The tug arrived at her new destination on 26 January. She served in the southern Solomons for almost two months. Early in February, she conducted diving operations on the sunken wreck of **Serpens** (AK-97) during the investigation of her explosion and sinking. In mid-February, she salvaged six bulldozers from 110 feet of water off Lunga Point. Later, she pulled two grounded submarine chasers off reefs in Skylark Channel. She concluded her duty at Guadalcanal on 22 March when she took aboard **ARD-18** in tow for Hollandia, New Guinea. She stopped at Hollandia from 30 March to 2 April and then continued her voyage towing **ARD-18** to Ulithi where she arrived on 7 April. After an overnight stop, the tug departed Ulithi on the 8th and set a course for Manus. She reached Manus on the 12th but departed again the next day. The ship made Guadalcanal on the 17th and remained two days. From there, she voyaged via Espiritu Santo to Tutuila, Samoa, arriving at the latter island on 27 April.

She made emergency repairs until 1 May on which day she shaped a course for the Russell Island subgroup of the Solomons with **AFD-20** in tow. In the Russells, she added a pontoon barge to the tow and continued on to Manus where she arrived on 20 May. On the 24th, **ATA-174** resumed her voyage, this time to Leyte in the Philippines where she arrived on 2 June. The tug remained at Leyte for 15 days and then got underway for Guadalcanal on the 17th. She reached her destination on 27 June but departed again the next day towing **E. A. Poe** (IX-103) via Tulagi to Leyte. After a stop in the Russell Islands and another at Manus, she and her charge arrived in San Pedro Bay on 19 July. On the 23d, **ATA-174** left Leyte and set sail for Espiritu Santo in the New Hebrides where, after a diversion back to the Russell Islands, she arrived on 10 August. The tug remained at Espiritu Santo until 14 August when she set sail to return to Leyte with **YC-812** and **YF-466** in tow. She arrived in Leyte on 29 August, delivered her charges, and remained there for a little over a week. On 8 September, the tug headed back to the Solomons by way of Manus. She arrived at Guadalcanal on the 19th and began duty as an air-sea rescue vessel and towing diesel fuel barges between Tulagi and the Russells. That assignment lasted a little more than a month. On 26 October, she took a former LST in tow for Leyte and arrived there on 8 November. She departed Leyte 11 days later and, after stops at Eniwetok and Pearl Harbor, arrived in San Francisco on 1 January 1946.

For the next month, the tug operated along the west coast, visiting San Diego, Astoria, Portland, and Seattle. On 18 February, she reported for duty at the naval station at Astoria, Oreg. After almost 9 months of active service with the Columbia River Group, Pacific Reserve Fleet, she was placed out of commission on 16 January 1947. Berthed with the Columbia River Group, she remained inactive at Astoria until the summer of 1953. During that period, she received the name **Wateree** on 16 July 1948. On 2 June 1953, she departed Astoria to be transferred to the Commandant, 13th Naval District, who in turn transferred her to the Military Sea Transportation Service (MSTS) for duty in Alaskan waters. She was placed in service on 13 August 1953 and served with the MSTS in Alaska and the Pacific Northwest until the spring of 1955. On 14 March 1955, **Wateree** rejoined the Columbia River Group. She remained inactive until November 1961 at which time she was sold to Peru. She served the Peruvian Navy as **Uranue** (ATA-136) until 1977. Sometime between late 1977 and early 1978, the Peruvians disposed of her.
AT175  
**ATR-1 Class Rescue Tug / ATA-121 Sotoyomo Class Auxiliary Fleet Tug:**

- Planned and approved as *Fleet Tug AT-175*
- Reclassified *Rescue Tug ATR-102*
- Laid Down, 9 December 1943 at Levingston Shipbuilding Co., Orange, TX. (yn342)
- Launched, 29 January 1944
- Reclassified *Auxiliary Fleet Tug ATA-175*, 13 April 1944
- Commissioned, **USS ATA-175**, 3 August 1944
- Decommissioned, 8 November 1946, at Astoria, OR.
- Laid up in the Pacific Reserve Fleet, Columbia River Group at Astoria
- Named **Sonoma (ATA-175)**, 16 July 1948
- Custody transferred to the Maritime Administration
- Laid up in the National Defense Reserve Fleet, Olympia, WA.
- Struck from the Naval Register, 1 September 1962
- Reacquired by the Navy, 18 June 1971 for tow to Suisun Bay, Benecia, CA.
- Struck from the Naval Register, turned over to the Maritime Administration and laid up in the National Defense Reserve Fleet, Suisun Bay
- **Commercial History**
  - Acquired by Erato Shipping & Trading Corp. S.A., Panama, 13 April 1976, (John S.Latsis, Piraeus)
  - Owner name change to Maritime & Commercial Co. Argonaftis S.A., Panama, 1977
  - Sold for scrapping in 1989
- **Final Disposition**, scrapped in 1989 unknown

**Specifications:**
- **Displacement**: 835 t.(fl)
- **Length** 143’ x **Beam** 33’ 10” x **Draft** 13’ 2” (43.59x10.31x4.01)
- **Speed**: 13 kts.
- **Complement**: 45
- **Armament**: one 3”/50 dual purpose gun mount
- **Propulsion**: diesel-electric single propeller

**Sonoma**

A creek, a county, and a town in California, named for one of the chiefs of Indians of the region who were converted to Christianity by Franciscan friars of the Mission, San Francisco Solano.

The third Sonoma, an auxiliary ocean tug, was laid down on 9 December 1943 by the Levingston Shipbuilding Co., Orange, Tex., as the rescue tug, ATR-102; launched on 29 January 1944; reclassified an auxiliary ocean tug, ATA-175, on 13 April 1944; and commissioned on 3 August 1944.

Following shakedown training in August, ATA-175 joined the Service Force, Atlantic Fleet in September. However, by 1 October, she was in the South Pacific at Bora Bora in the Society Islands. After almost a month of in-port operations, the tug departed Bora Bora on 29 October; stopped at Guadalcanal from 16 to 20 November; and arrived in Seeadler Harbor, Manus, on the 26th. For the remainder of 1944, ATA-175 operated in the vicinity of New Guinea and the Admiralty Islands, making two visits to Milne Bay, New Guinea, and one to Cairns, Australia.

On 31 December, she stood out of Milne Bay for Hollandia, New Guinea, where she arrived on 7 January 1945. For the next seven months, she operated from Hollandia towing barges and other craft to various American bases in the western and southern Pacific. She made four voyages to Leyte in the Philippines and one each to Mackay, Australia, and Manus. On her first voyage to Leyte in late January and early February, the tug also visited Lingayen Gulf and Subic Bay. In June and July, she participated in post-landing operations at Morotai by towing three LST’s clear of the beach. She returned to Hollandia on 16 July and commenced 10 days overhaul at the Destroyer Repair Base. On the 29th, she set out on the fourth voyage from Hollandia to Leyte.

For the rest of 1945, ATA-175 conducted operations in the Philippines. From 24 to 28 August, she assisted SS *Alice N. Rice* in clearing Kinabakagan Reef and damaged her rudder in the process. After repairs at Subic Bay, she resumed towing operations between the islands of the Philippine Archipelago. On 25 and 26 October, the tug participated in the salvage of SS *Ralph W. Emerson* which had run aground on a mud shoal in Davao Gulf off Mindanao. During her assignment in the Philippines, she also visited Samar Island and the city of Manila.
In January 1946, ATA-175 returned to the United States for inactivation. On 7 June, she joined the 19th Fleet at Columbia River, Wash.; and, on 8 November, she was placed out of commission. On 16 July 1948, ATA-175 was named Sonoma. In August 1960, custody of Sonoma was transferred to the Maritime Administration. She was laid up at Olympia, Wash., and her name was struck from the Navy list on 1 September 1962. On 18 June 1971, she was reacquired by the Navy for tow to Suisan Bay, Calif., where she was returned to the custody of the Maritime Administration. As of 30 June 1974, Sonoma was still laid up with the National Defense Reserve Fleet at Suisun Bay.

**AT176**

**ATR-1 Class Rescue Tug / Sotoyomo Class Auxiliary Fleet Tug:**
- Planned and approved as *Fleet Tug AT-176*
- Laid down, 30 January 1944 as *Rescue Ocean Tug (ATR-103)*, at Levingston Shipbuilding Co., Orange, TX (yn343)
- Launched, 1 March 1944
- Reclassified *Auxiliary Fleet Tug (ATA-176)*, 15 May 1944
- Commissioned, USS ATA-176, 19 August 1944. LTjd Ralph T. Crane, USNR, in command
- Decommissioned, 30 June 1947, at Naval Supply Depot, Oakland, CA.
- Assigned to the *Naval Transportation Service* (NTS) and placed in service as ATA-176
- Named, Tonkawa (ATA-176), 16 July 1948
- Assigned to the Military Sea Transportation Service (MSTS) and placed in service as USNS Tonkawa (T-AKA-176) circa 1949-50
- Placed out of service, 8 May 1956
- Struck from the Naval Register, 1 August 1961
- Transferred to Taiwan in 5 April 1962 under the Security Assistance Program (SAP), renamed ROCS Ta-Shueh 347(ATA-547)
- Final Disposition, fate unknown

**Specifications:**
- **Displacement**: 835 t.(fl)
- **Length**: 143’ x **Beam**: 33’ 10” x **Draft**: 13’ 2” (43.59x10.31x4.01)
- **Speed**: 13 kts.
- **Complement**: 45
- **Armament**: one 3”/50 dual purpose gun mount
- **Propulsion**: diesel-electric single propeller

*ATA-176* underway in San Francisco Bay, returning, 1 June 1946 from the South Pacific (photo Albert Rousseau)