

Spare Parts Ships

The final ships to be procured were the spare parts depot ships. Seven vessels were set aside for this purpose. Four were allocated to the Army by WSA, which had acquired them from private owners, and the others were newly constructed C1-M-AV's, the "Knot" ships of a standard Maritime Commission design. Three of the spare parts ships were assigned to the Ordnance Department: the *Nevadan* was stocked with weapons parts, the *Susan V. Luckenbach* with transport vehicle parts, and the *Marymar* with parts for tanks and tracked vehicles. The Transportation Corps used two of the remaining ships, the Corps of Engineers another, and the final ship was shared by the Chemical Warfare Service, the Signal Corps, and the Medical Corps. All these ships arrived in the war zone too late to play any significant role.

Although not officially designated as a spare parts ship, the *Mokatam* was also used as a floating warehouse in the Southwest Pacific Area during 1944. At about the same time, the Corps of Engineers operated several small supply vessels to distribute parts to units in New Guinea.

The spare parts ships had a mixed fate, with several of the newer vessels enjoying another 35 years of life while the older vessels dropped quickly from sight. The *Lock Knot* became the *Pvt. George J. Peters*, spending many years in the reserve fleet until disposal in 1980. The *Round Splice* became the *Pvt. Jose F. Valdez* and spent a number of years in MSC service and the reserve fleet before also being dropped in 1980. The *Blenheim* and *Nevadan* vanished quickly after the end of the war, and the *Marymar* and the *Susan V. Luckenbach* were gone by the late 1940's. Similarly, the *Spanish Bowline* dropped from sight quickly after the war.

From: "U. S. Army Ships and Watercraft in World War II" by David H. Grover