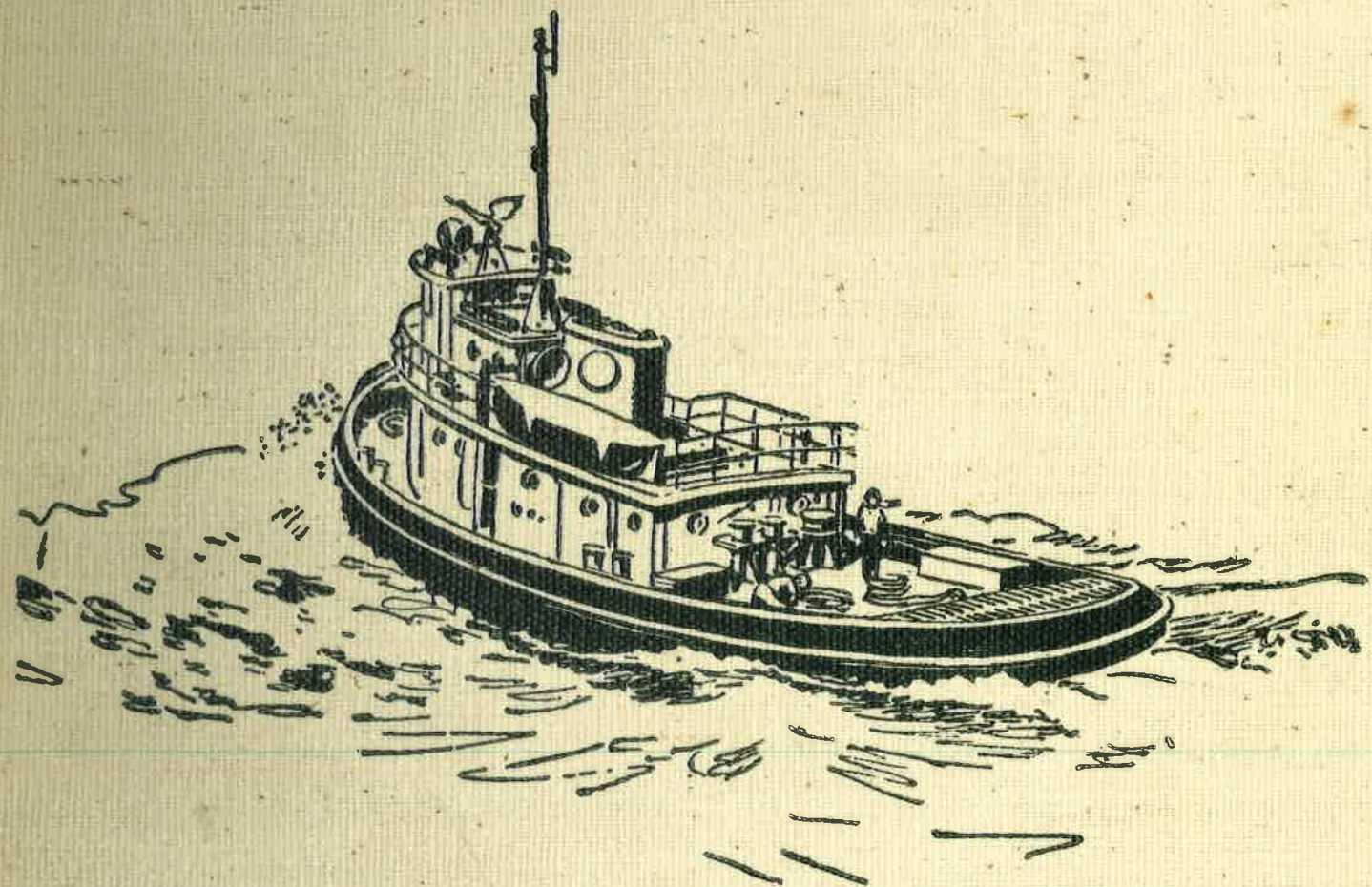


TASKMASTERS OF THE SEA



TASKMASTERS OF THE SEA...

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TASKMASTERS

OF

THE

SEA

The Story of
BLOUNT MARINE CORPORATION
Warren, Rhode Island

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BETWEEN THE LINES

While much is said in this book of the progress along the shores of the Warren River during the past decade, what is unsaid between the lines is an even more fascinating story.

The Blount story goes back through decades of New England Yankees who have worked with their heads and hands to produce a good job. The Earliest Blount in New England history took part in the famous sea battle between the CONSTITUTION and the GUIERRE, off the coast of Massachusetts. In the century and a half since, the Blounts have carved out their careers on Cape Cod, Narragansett Bay and along the coast.

Luther Blount is a combination engineer, fisherman, machinist, inventor, businessman, hunter and sometimes artist. He likes challenge, and because of this was able to mold together a skilled group of designers and boatbuilders who have earned the respect of their contemporaries, near and far.

Between the lines too, is a dedicated wife, Mary Ellen Hustad Blount, who has shared the challenge of creating a smooth-running shipyard literally out of her kitchen window. Her kind hand has meant much.

When we think of Blount, we think of such craft as MISS LIBERTY, CAP'N. BILL, KING PHILIP, WM. McLOON and ROGER WILLIAMS. These and dozens more ply their jobs day in and day out, making the larger wheels turn round. They are true masters of the task.

R. S. BOSWORTH, JR., *Editor*
BARRINGTON TIMES

12.15.61

ONLINE
JANUARY
1962

INTRODUCTION

Ships have always held a singular fascination to landlubbers and sailors alike, for they represent adventure and man's stubborn battle to conquer one of his most formidable adversaries: the sea.

When one visualizes a ship, the image is usually a majestic ocean liner, a super tanker, a fast-moving destroyer or an aircraft carrier. Or it may be a sleek racing yacht with slender, sensitive hull in quest of coveted trophies and glory. These are the ships of the sea, the ones most often seen; most often imagined to be the conquerors of the sea; most often holding the affection of men, because they are, in one way or another, powerfully glamorous.

But there is another breed of vessel: mostly unheralded, rarely admired. These are the tugs, banks draggers, cable ferries, short haul freighters, oilers, utility passenger boats and a variety of vessels hidden in harbors or operating on shallow, isolated rivers throughout the world. They are the "Taskmasters of the Sea." Functionally designed to perform special feats, or muscular and unglamorous tasks, they play a crucial role on the waterways of the world.

This volume tells only a small part of the story, in particular the story of the Blount Marine Corporation, and the role it has played, and continues to play, in designing and building some of these "Taskmasters."

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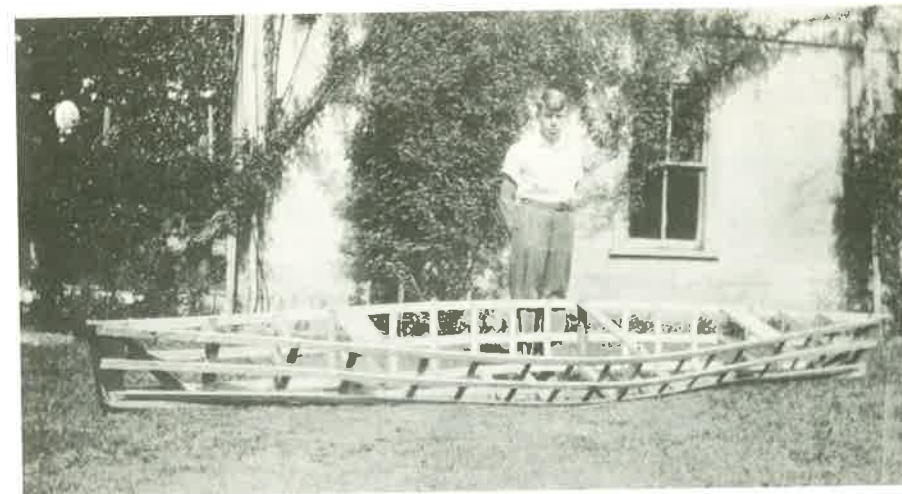
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Meredith Goss
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LORING CARTOONS
courtesy of the
Providence Journal



LUTHER BLOUNT, founder and president of Blount Marine Corporation, is shown at the age of 17 with his first boat, a kayak designed for duck hunting. Experiments with catamarans were an early interest of Blount.

The First Vessel

Blount Marine launched its first vessel, the "RHODOYSTER JR.," in April 1949, when the company was in its infancy. The "RHODOYSTER JR." was a catamaran, utilizing ordinary oil drums for pontoons, and special dihedral sections for the bow. The unorthodox craft signaled a new interest in catamarans for utility craft, and proved to be an efficient, economical method of building vessels for certain purposes. Despite unique performances, most residents of Warren, R. I., home of Blount Marine, termed the unique craft a "freak."

As ludicrous as the "RHODOYSTER JR." may have appeared, it proved to be an angel on pontoons to the waterfront and particularly to a nearby seafood plant. An enormous pile of decaying clam shells, stored on one of its docks, produced a pungent stench



RHODOYSTER, JR.

The RHODOYSTER JR., launched in April, 1949, was the first "unofficial" Blount Marine vessel, and signaled a new interest in catamarans for work in oyster culture. The twin pontoons were constructed of standard oil drums, which were spanned

by a hopper cargo section with trap doors for hauling and planting oysters. Measuring 21' long and powered by a 7½ H.P. outboard, the twin-hulled craft was sold to a Martha's Vineyard firm for oyster planting. Hull 1

and the town clamored for their disposal. Normally removal of the shells by dumptruck was an expensive process, and a difficult, time-consuming job by conventional boat. The "RHODOYSTER JR." was given the task of moving the shells out of odor range and thus its first task.

The catamaran was hauled up to the dock and the shells easily transferred to its cargo space. After they were transported to the middle of Narragansett Bay, the shells were dumped from the cargo bins, which had been designed with hopper bottoms for oyster planting. With the stench gone, residents began looking upon the "RHODOYSTER JR." with grateful sentiment. A week later, the unique craft, which served as a forerunner of many Blount-built vessels, was sold as an oyster planter to the Vineyard Shellfish Co. of Martha's Vineyard.

THE RHODOYSTER

In view of the practical use of the "RHODOYSTER JR.," as an oyster planter and utility craft, a second catamaran of similar design, but larger, was built and called the "RHODOYSTER." It was built as an oyster planter on a speculative basis. Total assembly time of the larger twin-hulled craft was two weeks, demonstrating dramatically that considerable time and money could be saved with a catamaran. Moreover, as an oyster planter, she was exceptionally effective because she could operate over the shallow oyster beds of the Taunton and Westport Rivers.

The "RHODOYSTER" — was responsible for the "official" corporation status of the company. A Blount Marine advertisement, featuring the "RHODOYSTER" as a cargo vessel, attracted the attention of a Great Lakes fueling concern. When an official of the company came to Warren and saw the catamaran, he considered it too small, but asked Blount to build a similar and larger craft to be used as a fueling tanker.



RHODOYSTER

Like its JUNIOR predecessor, the RHODOYSTER was built as an oyster planter, cultivator and harvester, and was numbered among the largest steel catamarans built in the United States. The 73' craft has a capacity of 70 tons of oysters, carried in two 7' bins, spanning the twin pontoons, and features a 21' beam and 4' draft.

Prefabricated in Mansfield, Mass., the "RHODOYSTER" was assembled at the Blount yard in 10 days and launched in June, 1949. She was subsequently sold to the Buccaneer Lines, Jacksonville, Florida, and is still used by that firm as a gasoline tanker and log carrier in Chetumal, Mexico.

Hull 2



Blount employee is shown testing the hopper section of the RHODOYSTER. Capacity was 70 tons, carried in two seven-foot bins.

First "Official" Blount Ship

The catamaran "keels" of the WILLIAM H. BENNETT were laid on April 15, 1950. The novel tanker was completed in fourteen weeks by five men at a third the cost of a conventional vessel of comparable size. The BENNETT weighed 60 tons and measured 93' x 26' x 8'. In her home port of Buffalo, the tanker quickly proved itself a profitable craft. From her capacity of 70,000 gallons of fuel oil, she could discharge 50,000 gallons to a Great Lakes steamer in one-and-one-half hours.

Thus, Blount's conviction that a twintube catamaran design was superior for certain types of craft reached a climax with the "WILLIAM H. BENNETT." It had been more economically built than a conventional vessel, and was certainly as economical to operate. Her stability, combined with a greater pay load, added to her many desirable qualities.

Meantime, the "RHODOYSTER" was sold to the Buccaneer Lines of Florida, for operation in Yucatan, Mexico. The vessel is still used to transport fuel and supplies up-river to logging camps between the Mexican and Honduras borders, and for carrying mahogany back down river. Its shallow draft makes this type of vessel ideal for river transportation.

WM. H. BENNETT

The WM. H. BENNETT was the first "official" Blount Marine vessel built on order. Employing catamaran type, twin-tubular hull design, the BENNETT was built in 1950 for the West Shore Fuel Co. of Buffalo, for use as an oil bunkering tanker. Designed to draw only 5' when fully loaded, the tanker has a capacity of 1500 barrels and a 26' beam, and became the first



vessel of its kind for fuel oil servicing on the 'Lakes'. Diameter of the pontoons is 8'.

Powered by Twin Murray & Tregurtha diesel outboards, ca-

pable of developing 165 H.P. each, the "BENNETT" is the ultimate in maneuverability. The 93' craft is currently in operation out of Duluth, Minn.

Hull 3

Full Time Operation

While the "RHODOYSTER" earned the distinction of providing Blount Marine with corporation status, the "TWINTUBE", launched in August 1951, marked the beginning of full-time operation for the young company. The "TWINTUBE", was also a catamaran, but with one notable difference: the tubes were closed in, giving her the appearance of a conventional vessel. Sleek, fast and highly maneuverable, she served as the company's first demonstrator until 1953, when she was sold to the Staten Island Oil Co. as a transport-gasoline tanker.



TWINTUBE

The TWINTUBE, like all previous Blount-built craft, was similar to a catamaran, but with one notable difference: the twin hulls were closed in, giving her the appearance of a conventional vessel. Built in 1952 and measuring 64'10" x 19' x 9' the "TWINTUBE" was fast, highly maneuverable, and served as Blount Marine's first demonstrator, playing a key role in showing boat owners that a twintube design could be used effectively.

Designed as a general purpose vessel, she could be used for liquid cargo, deck cargo and other uses.

She is powered by a Harnischfeger 138 shaft H.P. marine diesel, and has a capacity of 40,000 gallons of oil, carried in eight compartments. Present owner is the Staten Island Oil Co., which uses the "TWINTUBE" as a gasoline and light fuel tanker, operating from Bayonne, N. J. to points in New York Harbor.

Hull 6

The Floating Elevator CERES

One of the strangest-looking craft built at the Warren shipyard was the "CERES". The "CERES" was ordered in 1951 by a grain company for use as a floating grain elevator, and earned an additional distinction of being only the second of its type built in this country in the present century.

The "CERES" was to be added to the fleet of floating grain elevators to help meet the needs of the growing grain traffic of the the early 50's. Fate stepped in however to change the CERES' task to that of offshore oil exploration vessel in Texas. It was a far cry from wheat storage, but nevertheless a Blount boat at its task in the Gulf of Mexico.

CERES

The CERES earned four distinctions: as a floating grain elevator, it was the strangest looking craft built by Blount Marine; it was only the second of its type built in the United States in the 20th Century; it was the world's largest tubular vessel, and it never did fulfill its intended objective.

Demand for the 131' craft was triggered by a sudden rise in wheat traffic in New York harbor. However, before the CERES was completed, the heavy traffic diminished, and she was no longer needed. The hull, finished in 1952, was sold to a Texas oil firm for use as an offshore oil exploration ship, and is currently in service in South America.



Hull 7



MISS LIBERTY

MISS LIBERTY, designed and built by Blount, is believed to have carried more passengers than any vessel in the world, nearly a million a year, or close to six million since she went into service in 1954. As her name implies, she carries passengers to one of the most famous islands in the world, Bedloe's Island, home of the Statue of Liberty.

When launched in April, 1953, MISS LIBERTY went down the ways as the larg-

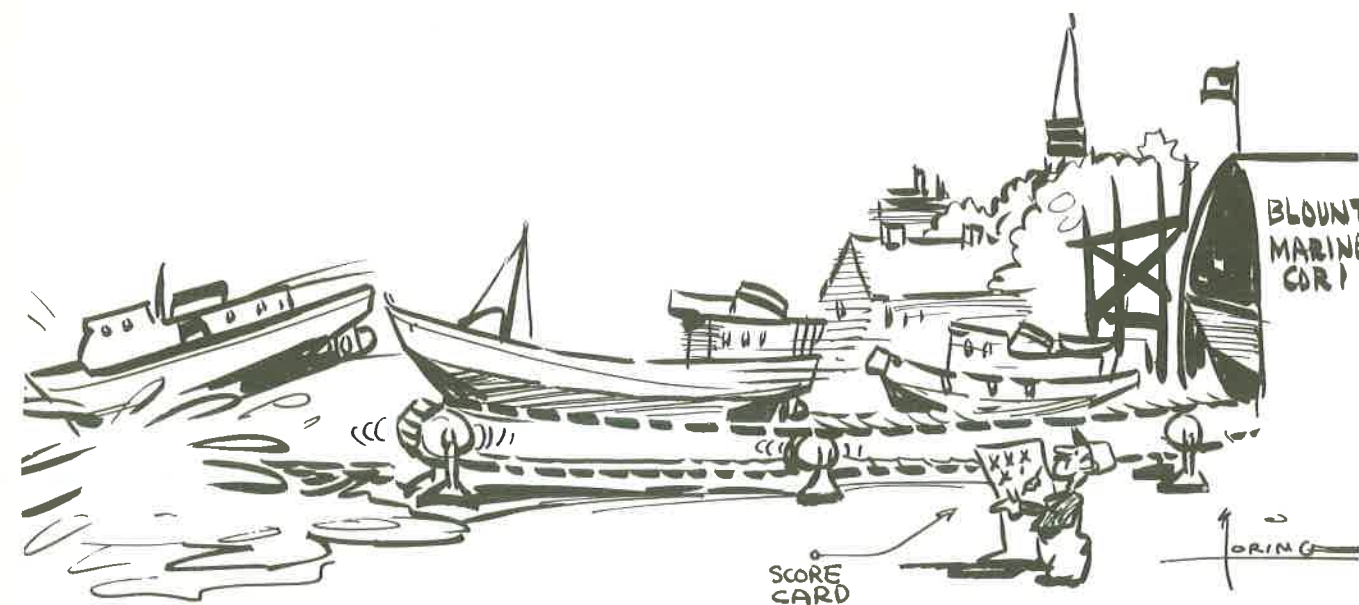
est excursion passenger boat built in the U. S. since World War II. She measures 133' x 33' x (11' from main deck to keel), has 3 decks, a capacity of 750 passengers and features a soundproof engine room and a full flooding CO-2 fire-fighting system. Owned by the Circle Line of New York, MISS LIBERTY is powered by two General Motors 110 Tandem twin-screw diesel engines. The engines total 1000 H.P. and give the vessel a speed of 12 knots.

Hull 15

Blount Marine Growth

From its original leased site, bare of buildings, and one employee, Blount Marine has grown in 10 years to modern fabricating shops, a fully equipped machine shop, a modern administrative building, two ship ways, a bridge crane, and 50 employees. Today, Blount Marine is a proud and important Rhode Island industry, contributing to the state's economy and its reputation for imaginative and quality boatbuilding.

While this rapid growth in one decade is quite a distinction, Blount Marine can proudly point to another: the construction of a



Cartoon by well-known marine cartoonist Paule Loring, illustrates rapid growth of Blount Marine shortly after launching of the "CERES."

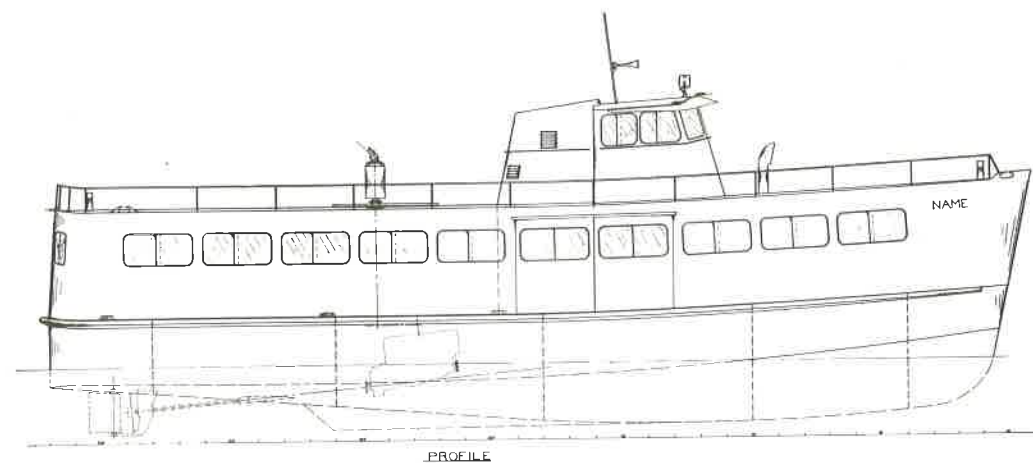
vessel which reputedly carries more passengers per year than any other. The vessel is the "MISS LIBERTY", largest designed and built at the Blount yard. She carries passengers to one of the most

famous islands in the world, Bedloe's Island, home of the Statue of Liberty.

Blount Marine continues to provide the United States and many foreign nations with "Taskmasters of the Sea", workboats that have won the praise of the shipbuilding and shipping industry, vessels designed with imagination and built with a quality that strongly supports Blount's motto: "Built to Serve — Built to Last — Built by Blount".

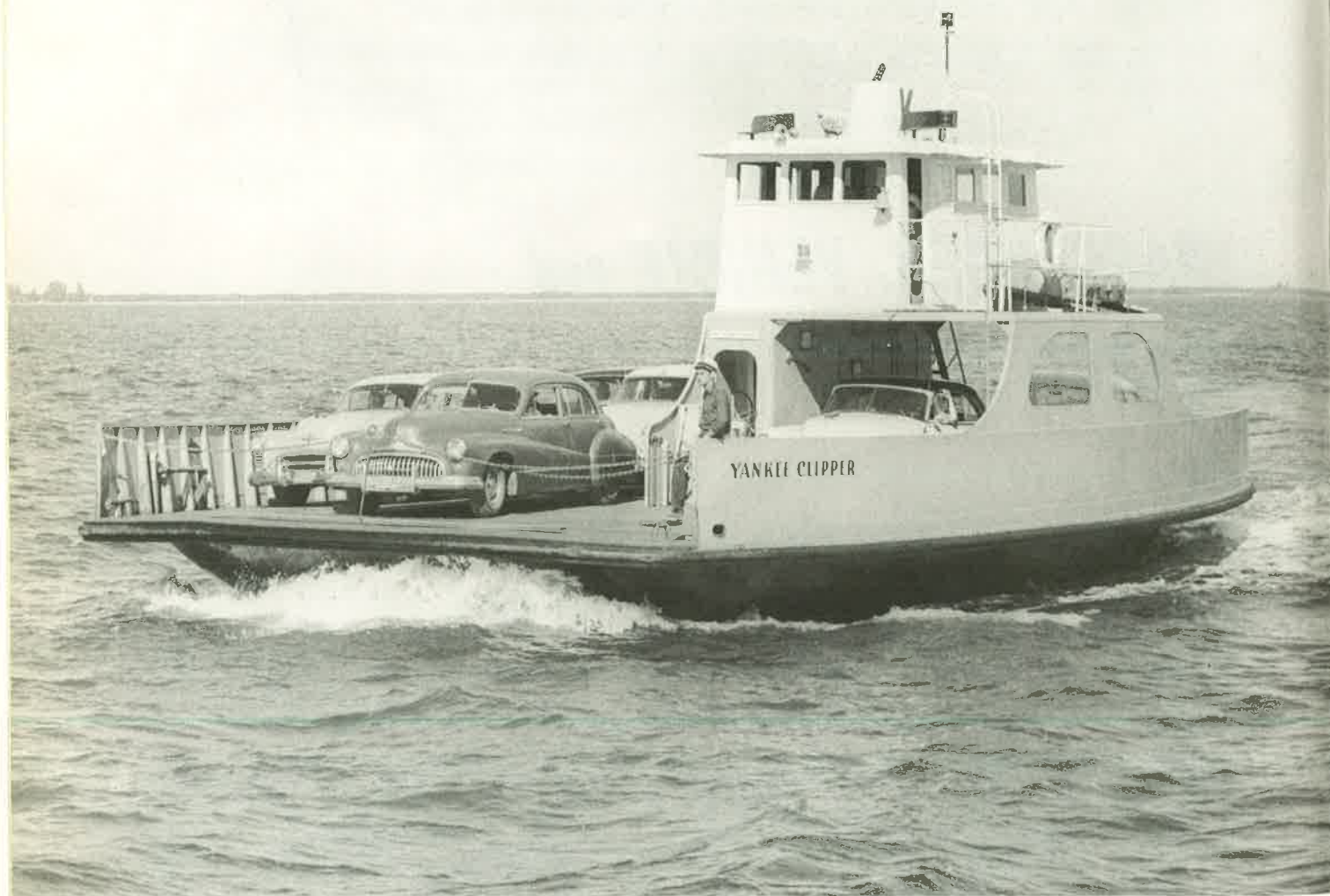


MISS LIBERTY at dock waiting to take on passengers for excursion trip to one of the most famous islands in the world, Bedloes Island home of the Statue of Liberty.



PASSENGER, VEHICLE and CARGO BOATS

YANKEE CLIPPER	SEAROAD	ISABEL II
AUCOCISCO II	HOLLISTER III	FORT TICONDEROGA II
EMITA II	CAPT. MILT	HIAWATHA
LIBERTY II	HOLIDAY	COMMUTER
BIDE-A-WEE	REBEL	ROSA MARIA ARCAJ
VIKING	FAJARDO	BORINQUEN
CORSAIR	SAN FELIX	SEAVAN



**YANKEE
CLIPPER**

Owned and operated by the Kinzie Brothers Steamer Line, Ft. Myers, Florida, the YANKEE CLIPPER is one of the first steel double end, single screw ferries built in the U.S. She carries 49 passengers and 10 autos on the 14-minute run from Punta Rassa, Florida to Sanibel Island, a well known spot for shell collecting. She was the third vessel in the Kinzie fleet, and is

the sister vessel of another company craft, the REBEL. The CLIPPER marked an historic occasion at the Blount yard, since she was part of the company's first double launching, sliding down the ways with the tanker SILVIO PELLAS (see tankers). She was constructed in 90 days, measures 64'6" x 33' x 8', and is powered by a Caterpillar D-337 diesel.

Hull 8

AUCOCISCO II

The AUCOCISCO II, whose curious Indian title means "resting place", replaced a steam ferry built in 1897, and is in year-round operation in Casco Bay, Maine. Operated, as is her sister vessel the EMITA II, by the Casco Bay Line, the AUCOCISCO II has 150 theater-type seats, an audio speaker system, two open

decks and flaps for stormy weather. In addition to passengers, she hauls mail and freight.

At 11 knots she is reported to be one of the fastest ferries in Portland Harbor, permitting drastic cuts in schedule times. Her GM 110 diesel drives a 42" x 32" Columbian propeller, measuring 64'6" x 21' x 7' Hull 11





EMITA II

The EMITA II is designed to carry 160 passengers on two decks. In addition, she transports freight and mail from Portland to nearby islands along the Maine Coast on a year-round basis. Sister vessel of the AUCOCISCO II,

the EMITA II replaced the old steamer EMITA, which had been in service for 72 years. The 64'6" x 21' x 7' vessel is powered by a General Motors GM 110 diesel, which drives a 42" x 32" Columbian propeller through a 3:1 reduction gear.

Hull 12



The all-welded steel LIBERTY II operates between the Battery and Bedloe's Island, New York, carrying personnel who maintain the National Park of the Statue of Liberty in New York Harbor. She is owned by the Circle Line, Statue of Liberty Ferry Co., which also operates an-

other Blount-built vessel, MISS LIBERTY, an excursion ferry carrying sightseers to the Statue of Liberty.

Dimensions of the LIBERTY II are 64'6" x 17' x 8', and she is powered by a General Motors, Series GM 671. The boat was constructed in 60 days.

Hull 14

LIBERTY II



BIDE-A-WEE

Built for the American Canadian Lock Tours out of Sault Ste. Marie, Michigan, the BIDE-A-WEE was especially ordered for the centennial of the Soo Locks. She is also believed to be one of the first 65' boats to be certified for 250 passengers on a 23' beam with no stern bustle. It is the prototype of two later sister vessels, the HOLIDAY and HIAWATHA, both designed

and built by Blount for the same company for excursion travel. Like most Blount-built vessels that travelled the same route, she featured a partially removable wheelhouse for sliding under the 25 low bridges on the Erie Canal. Dimensions of the BIDE-A-WEE are 64'6" x 23' x 7'11". Powered by a GM Series 110 marine diesel with 3:1 reduction gear.

Hull 24

VIKING

The VIKING is one of the few Blount-built boats to have remained close to home. The personnel carrier was designed and built for the Newport Cooperative Enterprise, Newport, R. I., a group of commuters between Newport and the Quonset Naval Air Station on Narragansett Bay. Each member owns shares in the VIKING, which has not missed a daily trip since launching. Fully heated and glass enclosed, she has a capacity of 200 passengers, and is a popular moonlight charter

boat on the bay. The main salon is enclosed with newly developed sliding type windows, designed and manufactured by the Hustad Marine Window Co. of Warren.

She is subdivided by 4 transverse water-tight bulkheads, and is equipped with a fixed CO₂ tube fire extinguishing system. Dimensions are 64'6" x 23' x 7'3". Powered by twin Caterpillar 326 Diesels driving twin screws at 11 knots. Her 93 gross tons draws up to 5'6".

Hull 17



CORSAIR

As the vessel made her way up the Erie Canal, curious onlookers must have wondered if the CORSAIR'S wheelhouse had been erroneously constructed on its deck. Again, as in similar journeys, there were low canal bridges and the wheelhouse was placed on deck, then put into its proper place after reaching her home port on Lake Erie.

Sister to the COMMUTER, the CORSAIR is operated by the Neuman Boat Line of Sandusky, Ohio, and is in service from Marblehead, Ohio to Kelly's Island. The all-welded steel craft has a capacity of 9 cars and 49 passengers, and measures 64'6" x 33' x 8'6". She is powered by a GM Series 6-110 diesel.

Hull 25



SEAROAD

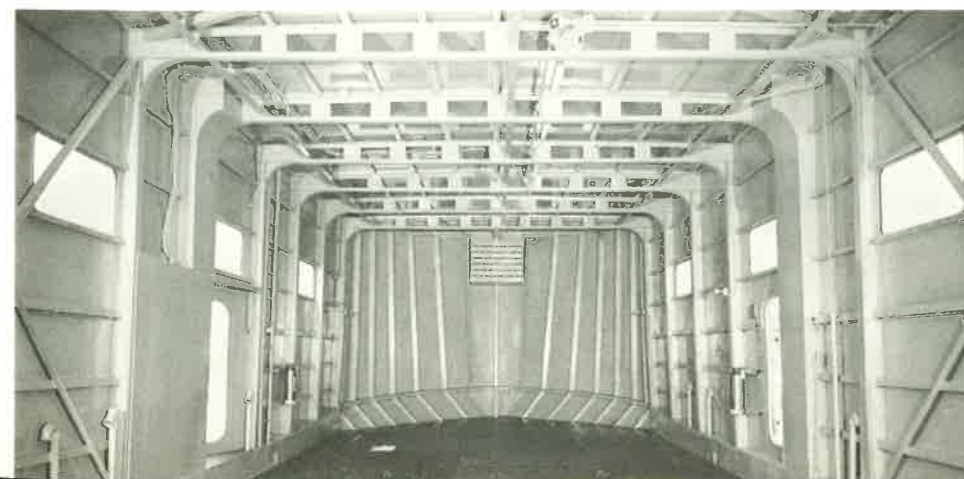
The SEAROAD is believed to be the first vessel specifically designed and built by anyone to haul commercial trailers. Prior to the launching of the SEAROAD, most craft used for ferrying trailers were converted World War II landing craft. When she was launched, the SEAROAD went into competition with two converted LCP's. Featuring roll-on, roll-off loading from a stern ramp, she transports general cargo, mail, building supplies and equipment to the Bahama Islands from Miami, and is operated by the Searoad Shipping Company of Miami, Florida.

She was built for the Searoad Transportation Company of Hyannis, Mass., from which she made daily runs to Nantucket Island. While on that run, she once broke a path through 8" of ice for a distance of 800' to clear the harbor. The SEAROAD has a capacity of three 20-ton trailers as opposed to a one trailer capacity for an LCP. To permit carrying three trailers, the trailer ferry was given an extra wide beam of 28'. She is 64' long x 8', draws 6'6" and displaces 130 tons. A Model 62203 RA Series 6-110 GM with single screw drives the vessel up to 10 knots.

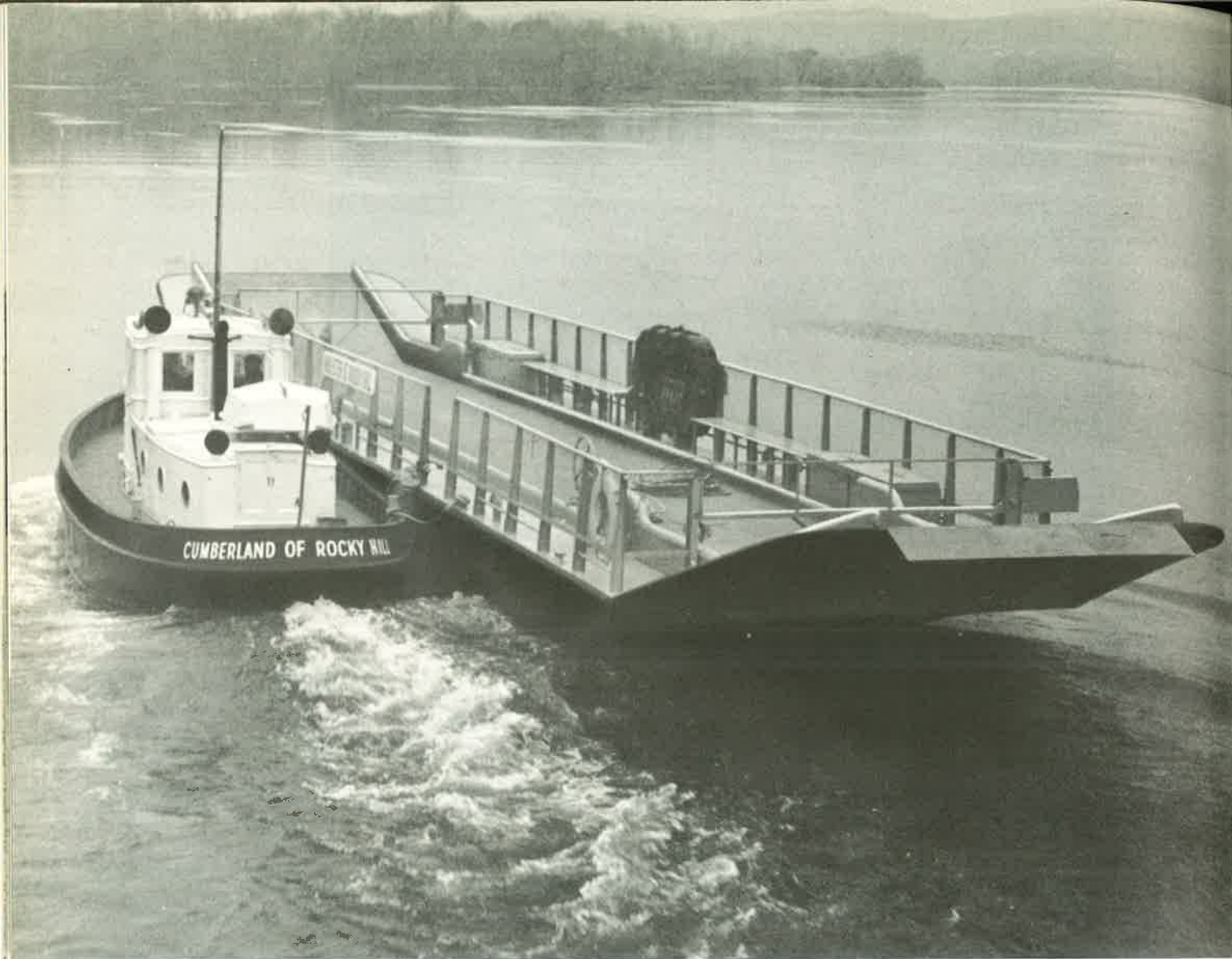
Hull 27



Stern shot showing ramp for loading trailer trucks and cargo.



Cleanly designed interior of SEAROAD will hold three twenty-ton trailers.



HOLLISTER III

Built for the State of Connecticut Highway Department, HOLLISTER is a non-powered ferry barge, operating from Rocky Hill to Glastonbury on the Connecticut River. This ferry operation started in 1655, and is believed to be the oldest continuing run in the United States. Named after a first settler of Glastonbury, John Hollister, the ferry has a capacity of 3 cars and 25 per-

sons, and features special ramps, designed by Blount, which permit unloading of an auto in 10 seconds. The ramps are counter weighted and work by a wheel. The HOLLISTER III measures 64' x 15' x 5', and is propelled by the tug CUMBERLAND (see tugs) also built by Blount. The tug-barge combination was designed by Eldredge McInnis of Boston.

Hull 29

CAPT. MILT

The CAPT. MILT was delivered as a bare hull, and completed by its owner, Capt. Milton Pariseau of the Galilee Marine Enterprises, Narragansett, R. I. The party fishing boat has a capacity of 65 sports fishermen who are carried between Point Judith and Cox's Ledge off Block Island during the fishing season. The 65-footer features a covered

main deck, streamlined pilot house and stack, a snack bar, and engine room ventilating system operated by engine exhaust, and a tapered skeg. Designed to meet Coast Guard requirements, her beam is 17' and the hull depth measures 7'. Two four cylinder P & H Harnischfeger Model 487 C engines power the CAPT. MILT.

Hull 33



HOLIDAY

Since the HOLIDAY was delivered to her destination, through the New York State Barge Canal, the pilot house was built in two sections, the upper section removable, in order to negotiate low canal bridges. Sister ship to the HIAWATHA and the BIDE-A-WEE, the HOLIDAY featured minor changes from the latter. Larger windows were used on the covered main deck, the pilot house was bigger and the bow lines sharper. The BIDE-A-WEE was

remodeled to match the appearance of the HOLIDAY. The HOLIDAY was the second vessel built for the American Canadian Lock Tours, and has a capacity of 240 passengers for excursion travel through the Soo Locks between Lakes Huron and Superior. She measures 64'6" x 23' x 7'3", draws only 5' and is powered by a General Motors Series 110 Marine Diesel, driving a single screw. Speed is 11 knots.

Hull 38

Page 22



REBEL

The double-ended, all-welded steel REBEL operates between Punta Rassa, Fort Myers, Florida and the winter resort, Sanibel Island, and has a capacity of 10 cars and 25 passengers.

Operated by the Kinzie Bros. Steamer Line, Fort Myers, the REBEL features a wheel house,

passenger cabin, and boat deck on the port side amidship of the car deck, thus leaving the starboard side free of overhead obstructions for carrying tall trucks and road equipment. Measuring 64'6" x 33' x 8', the REBEL is powered by a Caterpillar Model 337-F turbo charged engine.

Hull 44



FAJARDO

A passenger-ferry, the FAJARDO was built for the Orinoco Mining Co., Puerto Ordaz, Venezuela, and ferries employees from the company's mines to San Felix on the opposite side of the Orinoco River. She is a high-sided ferry and features large fans in her engine rooms to combat the tropic temperatures.

A sister ship to the SAN FELIX, the 150-passenger capacity vessel was delivered via the Bahamas and the Lesser Antilles to her destination by a Blount Marine crew. Designed for a top speed of 15 knots, the 64'6" x 19' x 6' craft is powered by a General Motors 6-110 matched pair diesels, developing 450 HP.

Hull 51

SAN FELIX

Like her sister ship FAJARDO, the SAN FELIX features large engine room fans and a special insulating paint to offset the tropic climate. She also travels the same run as the FAJARDO, and has identical dimensions. Both sisters were designed and built as light as possible to achieve high speeds. The SAN FELIX was delivered by a Blount crew, which travelled the Inland

Waterway to Port Everglades, Florida, across the Caribbean, via Nassau, Puerto Rico, the Leeward Islands to La Guaira, Venezuela, and finally up the Orinoco River. She covered the 3100-mile journey in approximately three weeks. She is powered by twin General Motors 6-110 diesels, developing 300 HP and turning twin four blade propellers. Speed is 15 knots.

Hull 50



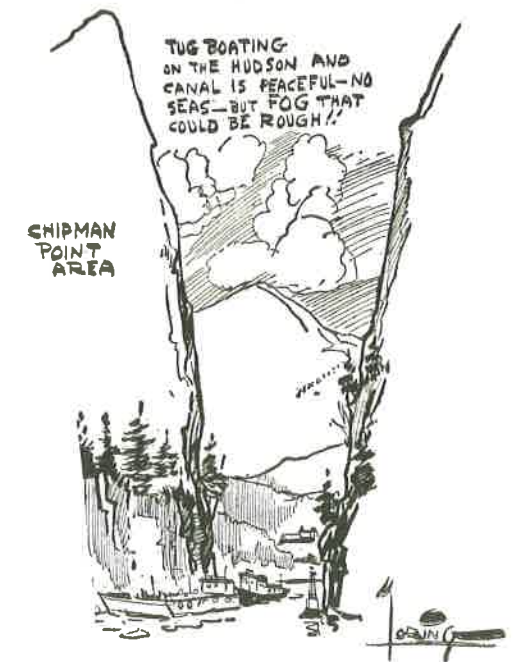


ISABEL II

The ISABEL II is the sixth craft of the Blount line of Botruces, which have the wheel house and quarters in the bow, and a clear cargo deck aft. The Botruc series, as the name implies, bears a strong resemblance to a standard pick-up truck with the cab forward and a cargo space behind the cab. She has a capacity of 50 tons, 20 passengers, four autos and is operated by a crew of three.

She was designed to operate with the Italian-built hydrofoil Flying Fish, between Fajardo, Puerto Rico and the Island of Vieques and St. Thomas, Virgin Islands. Operated by Calderone Enterprises, she has an International Ocean Certificate for 20 passengers. The Botruc measures 64'6" x 23' x 8', and is powered by two General Motors GM 6-110's, developing 225 HP @ 1800 RPM.
Hull 57

Cartoonist Loring depicts EXPLORER towing FT. TICONDEROGA II near West Point on the Hudson River.

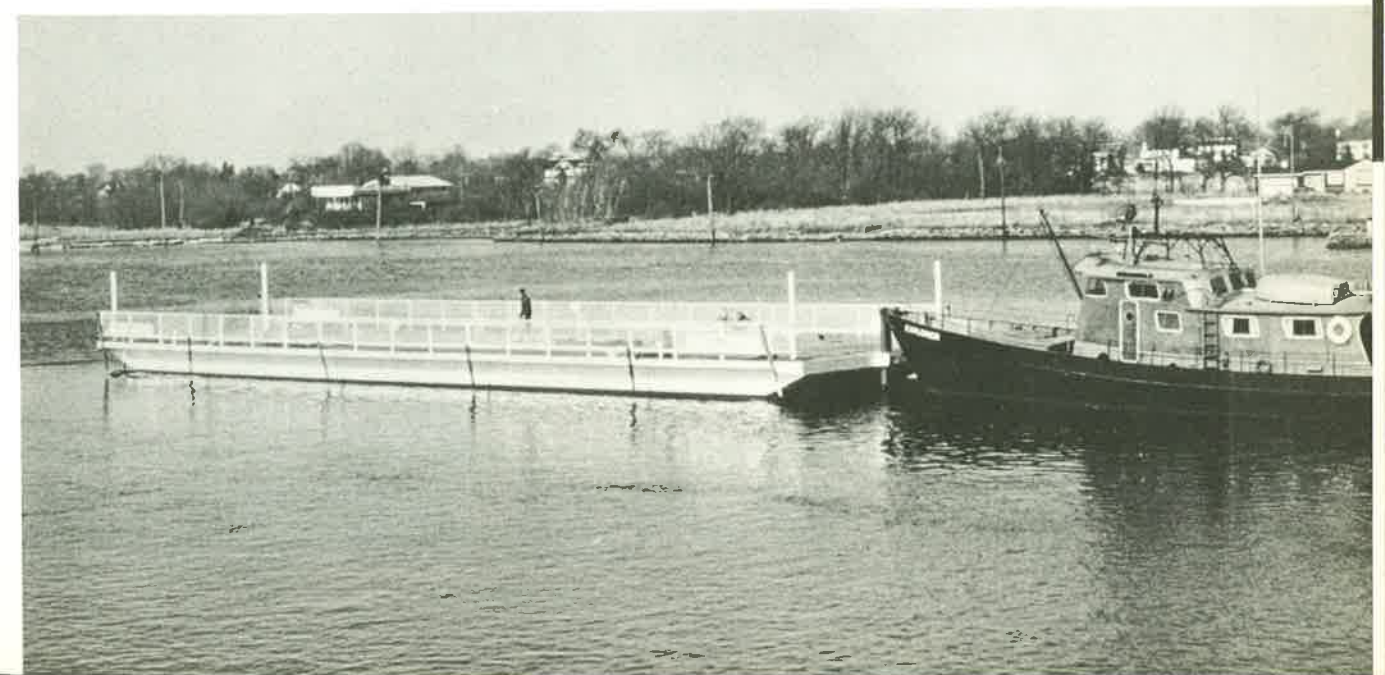


FORT TICONDEROGA II

The FORT TICONDEROGA II earned a humorous distinction: she was the first Blount-built craft ever to launch herself. Forty-five minutes before the scheduled launching, the owners, sponsors, press and guests were discussing the anticipated event, when a cable parted and the ferry slipped smoothly into the water. The christening, however, was still held — on the deck of the ferry. The FORT TICONDEROGA has a capacity of 85 passengers and 18 automobiles, and operates on the 150 year old ferry

run across Lake Champlain, between Fort Ticonderoga, N. Y., and Larabee's Point, Shoreham, Vermont.

Capable of accommodating any vehicle operating on the New York State highway system, she is propelled by a converted LCVP, which is made fast along side the ferry, and is guided by a cable stretched from shore to shore. She was towed to her destination by Blount Marine's EXPLORER I. The double-ended craft measures 106' x 28' x 4'6".
Hull 56





HIAWATHA

Like the COMMUTER, the HIAWATHA travelled to her destination with half her pilot house sitting on deck, in order to permit her to negotiate low canal bridges. Once at her destination, the pilot house was fully assembled. The all-welded steel passenger-ferry, built for the American Canadian Lock Tours, makes daily excursion runs through

the Soo Locks from Sault Ste. Marie, Michigan, carrying up to 50,000 passengers per season. She is the sister vessel to the BIDE-A-WEE and the HOLIDAY, two excursion boats travelling the same route and built by Blount. The HIAWATHA measures 64'6" x 23' x 7'3", and is powered by a General Motors Series 110 diesel.

Hull 58

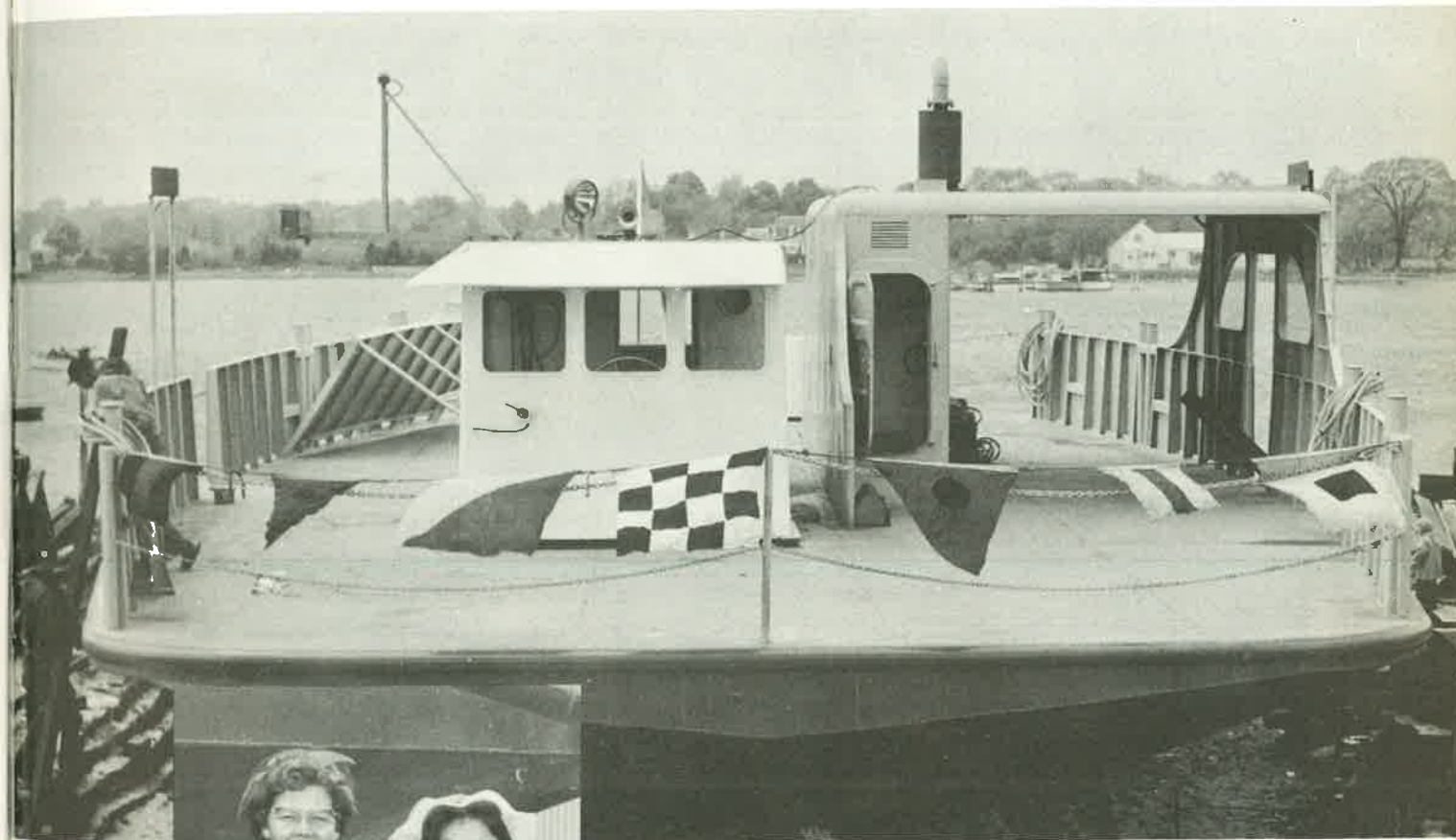
The COMMUTER is a vehicle-passenger ferry with a capacity of ten cars and seventy passengers, and the second built by Blount for the Neuman Boat Lines, Inc., Sandusky, Ohio. Photo below shows the pilot house placed on her deck where it remained until the vessel arrived at her destination. This was done in order to permit the COMMUTER to travel under the bridges

on the New York State Barge Canal, the route taken between Albany and Buffalo, N. Y.

Sister ship to the CORSAIR, the COMMUTER is 64'6" x 33' x 8'5", and is powered by a General Motors 6-110, driving a three-blade propeller. She operates between Sandusky and Kelly's Island on Lake Erie, and also makes a commuter run across Sandusky Bay.

Hull 65

COMMUTER



Mrs. Luther Blount wife of Blount Marine's president is shown with Miss Barrington, Miss Janet Bourgault, during launching of COMMUTER.

**ROSA
MARIA
ARCAJ**

Built for the Puerto Rico Ports Authority, the "ROSA MARIA ARCAJ" is completely air-conditioned with three York units to diminish the tropical temperatures of that area. Like her sister, the "BORINQUEN," she was delivered with U. S. Coast Guard certificate for 200 passengers. Seating, windows and power are identical to

the "BORINQUEN." Propulsion is by one GM 6-110 Marine Diesel engine, turning a three-blade 42" diameter by 30" pitch Columbian bronze propeller. Cruising speed is 10 knots. Additional equipment includes a 30 KW GM Diesel generator to drive the air conditioning units, custom-made passenger seats and Radiophone.

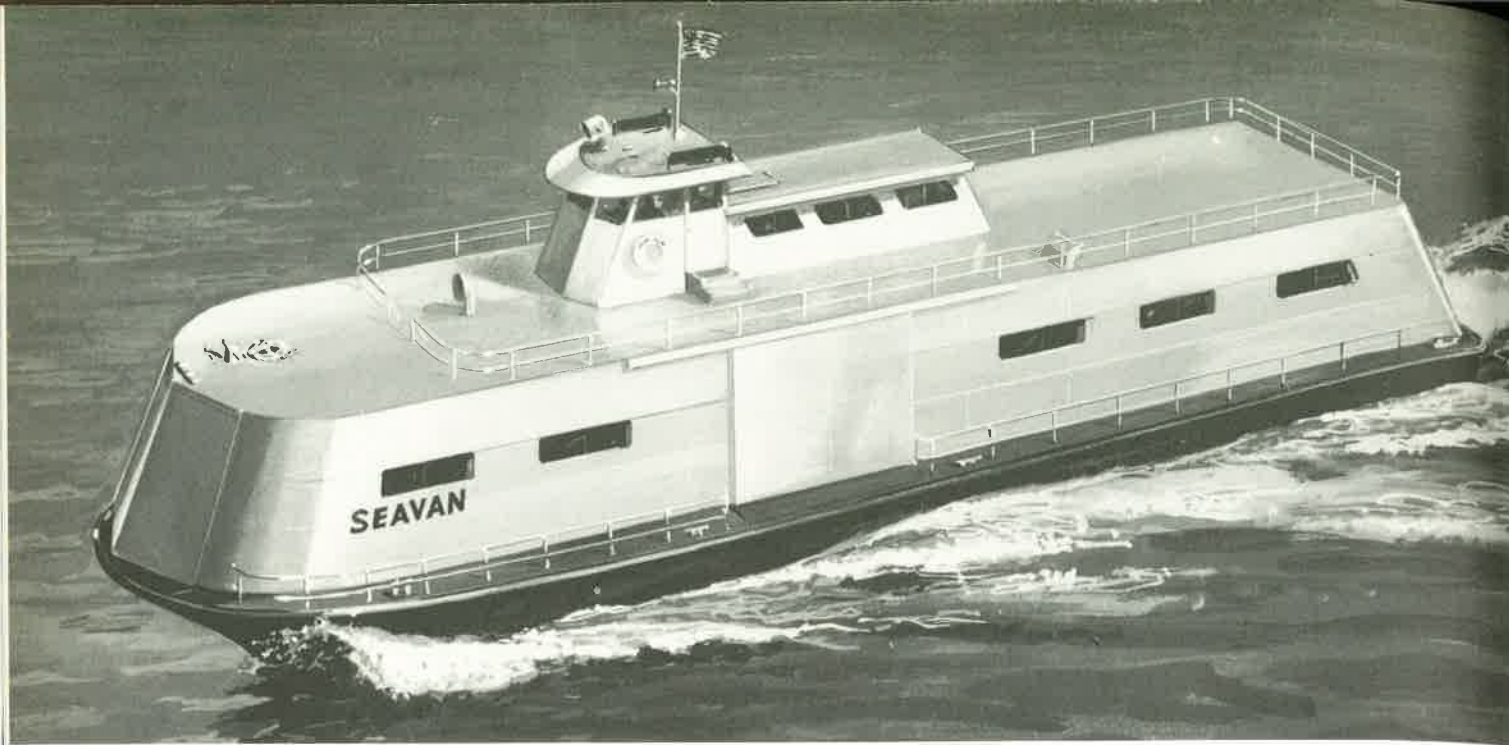


BORINQUEN

Sister to the ROSA MARIA ARCAJ, the "BORINQUEN", is a 200-passenger ferry built for the Puerto Rico Ports Authority. Like many Blount-built vessels, she was delivered by a Blount crew. She in turn delivered a disassembled debris collector (see utility boats) for the Puerto Rico Port Authority piggy back style.

The 64'10" excursion craft is com-

pletely air-conditioned with three four-ton York units mounted on the top deck. Passenger seating is arranged on the main deck, and extra-large picture windows were installed the full length of the vessel, to provide viewing of landmarks in the historic island group. Power and dimensions are the same as the ROSA MARIA ARCAJ (see ROSA MARIA).

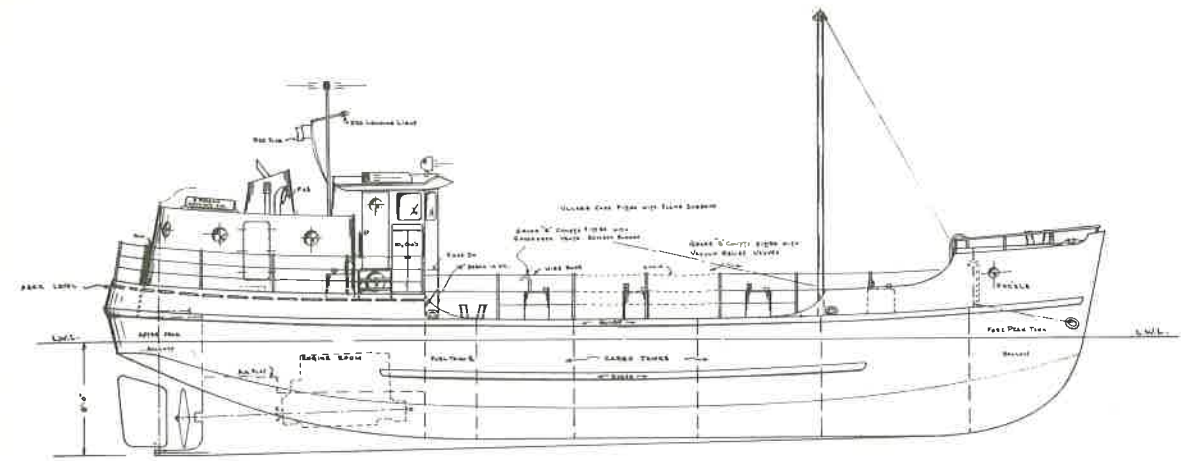
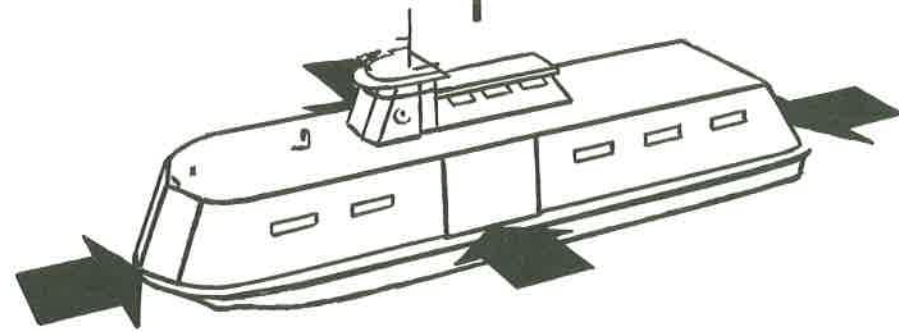


SEAVAN

Artist's conception of the SEAVAN, a cargo-ferry, designed by Blount. Unique feature of the vessel is four-way loading (shown below).

A similar craft the ITURI was under construction for a West Indies firm when "Taskmasters of the Sea" was being published.

LOADS 4WAYS



OUTBOARD PROFILE

TANKERS

JEROME CLARK

SILVIO PELLAS

STANLEY OILER

WILLIAM McLOON

L. G. LADUCA

MANANTIALES

LENA DURA



JEROME CLARK

Designed and built for Clark & O'Brien, Inc., Newport News, Virginia, the CLARK was the first 65' American-built tanker certified to carry more than 1000 barrels of oil. The tanker is a normal chine construction in contrast to the twin tube vessels built by Blount in previous years, and her comparatively shallow draft of 8' is necessary for

operations as a short-haul tanker. Transporting either gasoline or diesel oil, the tanker is equipped with a fire control system, which pipes to the six holds and engine room carbon dioxide and inert gas to smother fires. Power is provided by a Fairbanks-Morse FM 49A4½ diesel, and the CLARK measures 64'6" x 21' x 9'. Hull 13

SILVIO PELLAS

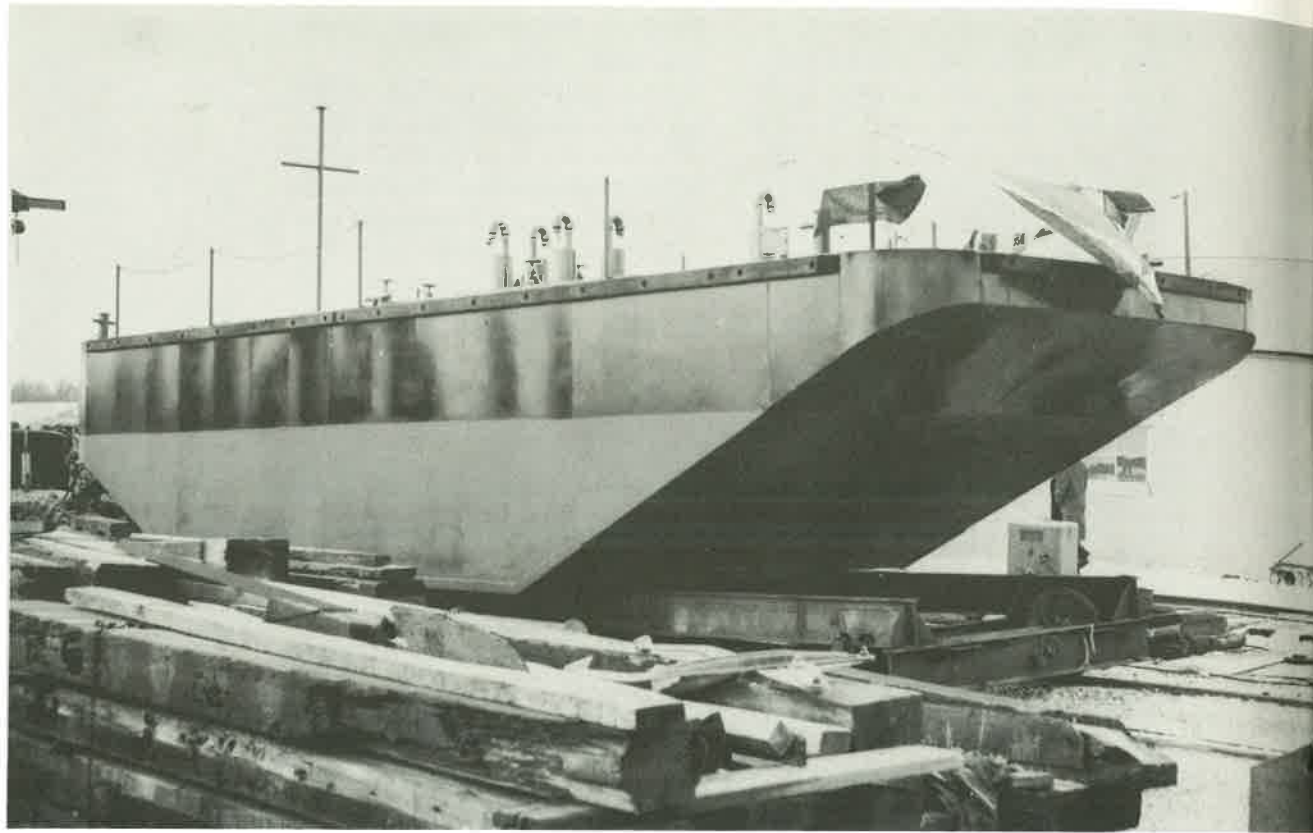
To reach remote plantations in shallow waters, the SILVIO PELLAS was designed by Blount to draw only 4½' of water. She is a molasses and sugar tanker, and has a capacity of 125 tons, evenly divided between the two cargos. The S. F. Pellas Co. of San Francisco operates the vessel, which carries sugar and molasses along the Central

American Pacific Coast. Home port is Granada, Nicaragua.

She is equipped with direction finder, depth recorder, ship to shore telephone, cargo pumps for loading and unloading molasses, and hoists and windlasses for handling of bulk cargo. Power is supplied by a Harnischfeger P & H Model 687c, and the tanker measures 80' x 21' x 8'.

Hull 9





STANLEY OILER

Formerly owned by the Stanley Oil Co., New Bedford, Mass., the STANLEY OILER non-powered barge delivers oil to the fishing fleet in New Bedford harbor. She has a capacity of 13,000 gallons, and has a square niche cut out in the stern

to accommodate a "mule", or floating power unit such as was used by the armed forces on World War II pontoon barges. She is now owned and operated by the Fishermen's Coop. of New Bedford, and measures 36' x 14' x 7'.

Hull 32

WILLIAM McLOON

The McLOON is owned and operated by the A. C. McLoon Oil Co. and operates from Rockland, Maine, fueling coastal towns and islands off the coast. The 54,000 gallon capacity tanker transports gasoline, range oil, fuel oil and diesel oil, and is designed to unload all four types of fuel simultane-

ously. The McLOON was nearly lost in a storm before she was launched. Hurricane "Carol", which struck in 1954, knocked the ship off the ways, but damage was negligible. She measures 81' x 20' x 9'6", and is powered by a Caterpillar Model D-375, which turns a Michigan Wheel five-blade propeller.

Hull 18



L. G. LADUCA

The L. G. LADUCA was the second tanker ordered from Blount Marine by the West Shore Fuel Co. of Buffalo, N. Y. As the sixty-first vessel, the LADUCA symbolized the tremendous strides made by Blount Marine since it built the WM. H. BENNETT for the same company in 1950. The Bennett was the third Blount craft designed, built at a time when the shipyard was in its early stages of development. When

the LADUCA went into operation it inaugurated a unique oil bunkering service in Buffalo harbor, accommodating not only the Great Lakes vessels, but ocean-going ships calling at the New York port via the new St. Lawrence Seaway. The 'LAKES' tanker measures 116'10" x 33' x 12', is powered by twin GM 6-110 Marine diesels, and features a Fairbanks Morse generator and cargo pumps.

Hull 61

Page 38



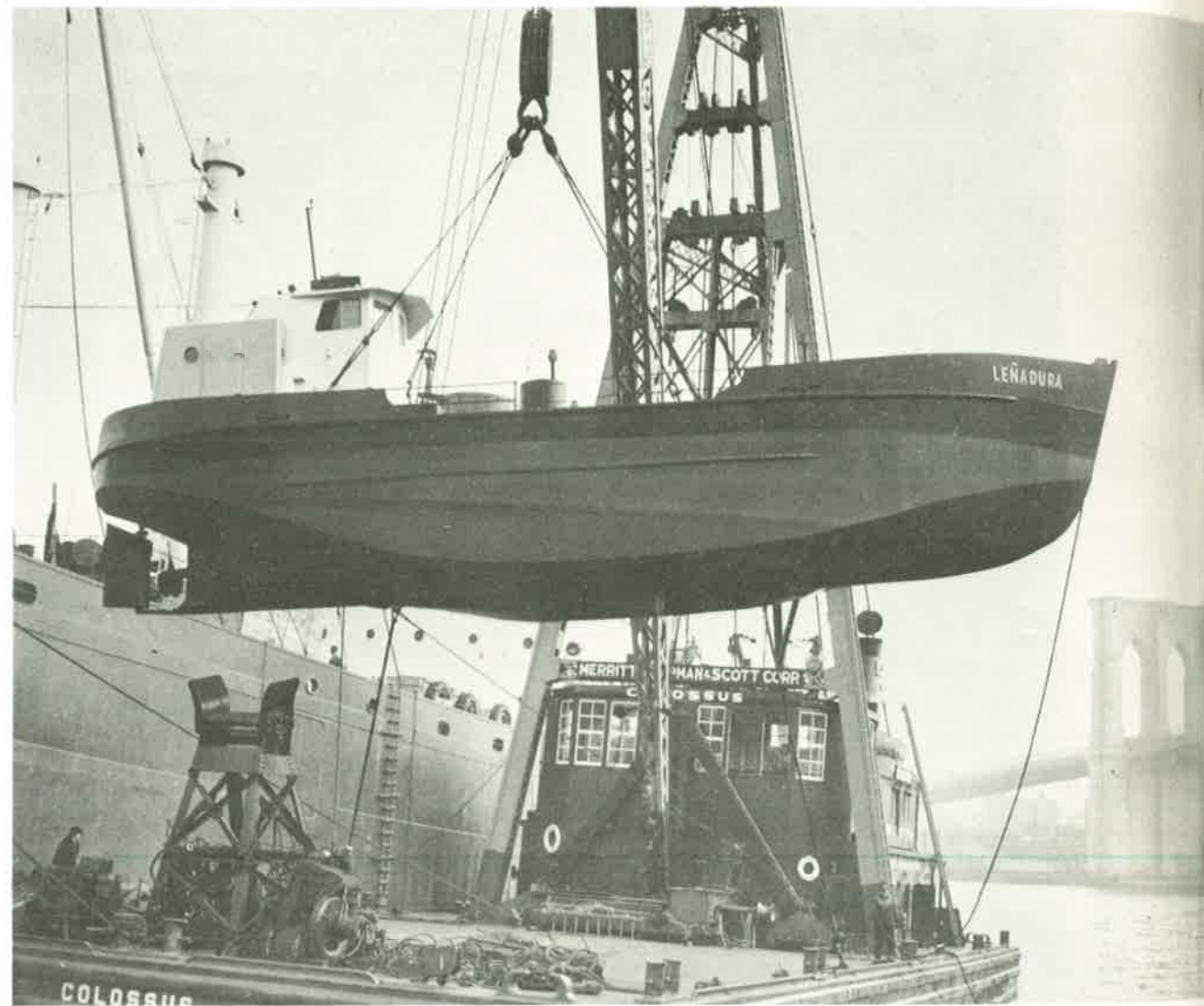
MANANTIALES

Like the LENA DURA, the quarters of the MANANTIALES are insulated with trowelled-on Vermiculite, and the floors are sealed with rubber mastic. Both vessels were sandblasted and treated with zinc and rubber compounds above the

water line to prevent corrosion. Both have quarters for four, including galley, and each turns a 46", three-blade Columbian Bronze propeller. Power and dimensions of the MANANTIALES are identical to the LENA DURA.

Hull 62

Page 39

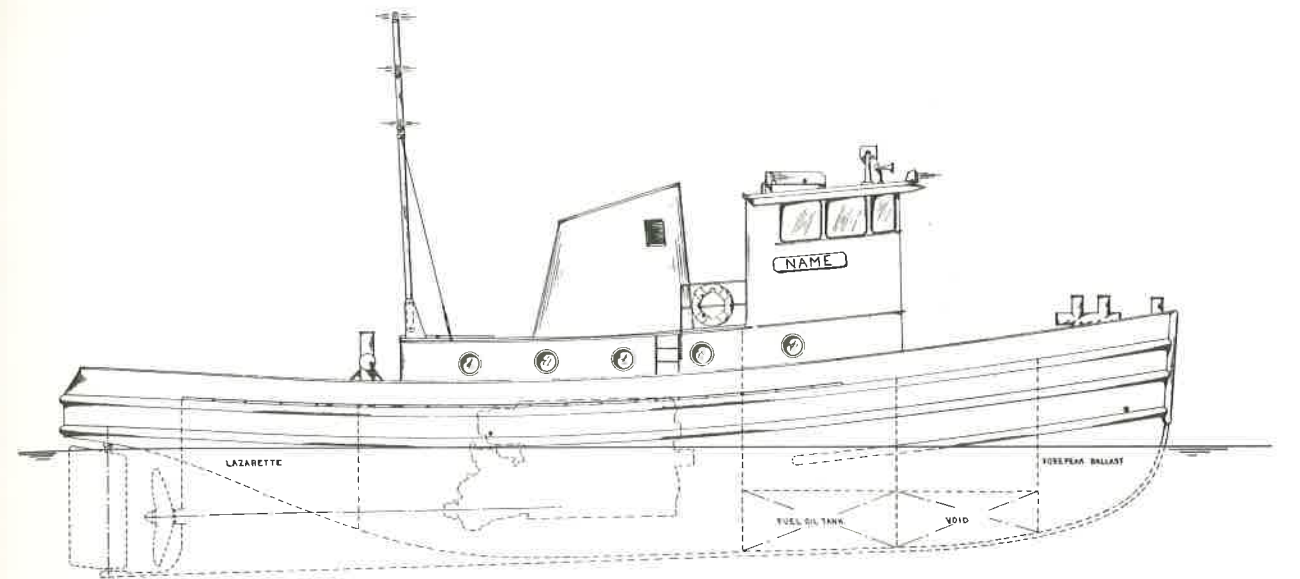


LENA DURA

The LENA DURA is owned and operated as an oil tanker by the Cia Maritima de Punta Arenas, Punta Arenas, Chile, and with her sister ship MANANTIALES, hauls crude oil across the Straits of Magellan. She is of an exceptionally shallow draft to facilitate loading and unloading on the beaches in the Tierra del Fuego Islands where there is considerable rise and fall of tide.

The LENA DURA's delivery marked the longest journey a Blount-built vessel has taken; 6000 miles. She was sailed to New York and loaded aboard a freighter for the long trip. The MANANTIALES was also delivered by freighter. The DURA measures 58' x 19' x 8', and is powered by a General Motors Series 6-71 Marine Diesel, rated at 170 SHP @ 1800 RPM.

Hull 63



TUGS

GRACE LINES TUG I BILLY BOY

CUMBERLAND

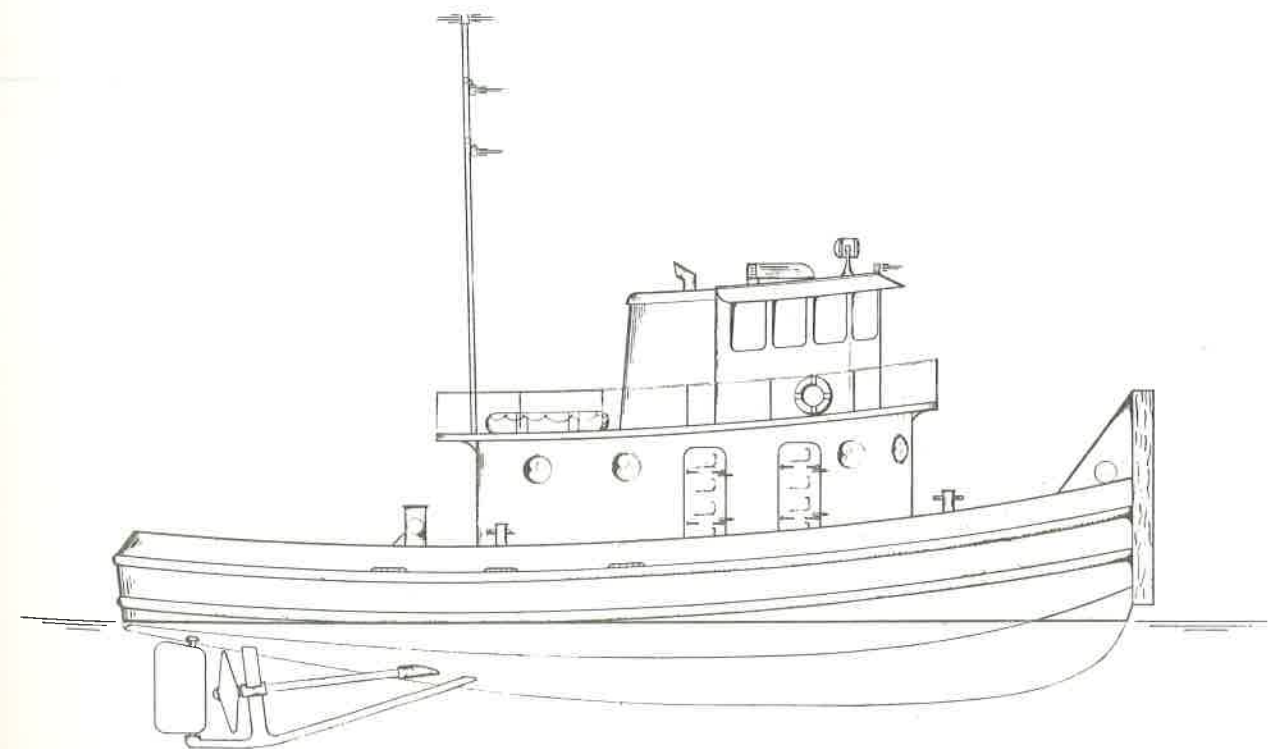
FOUR SISTER TUGS

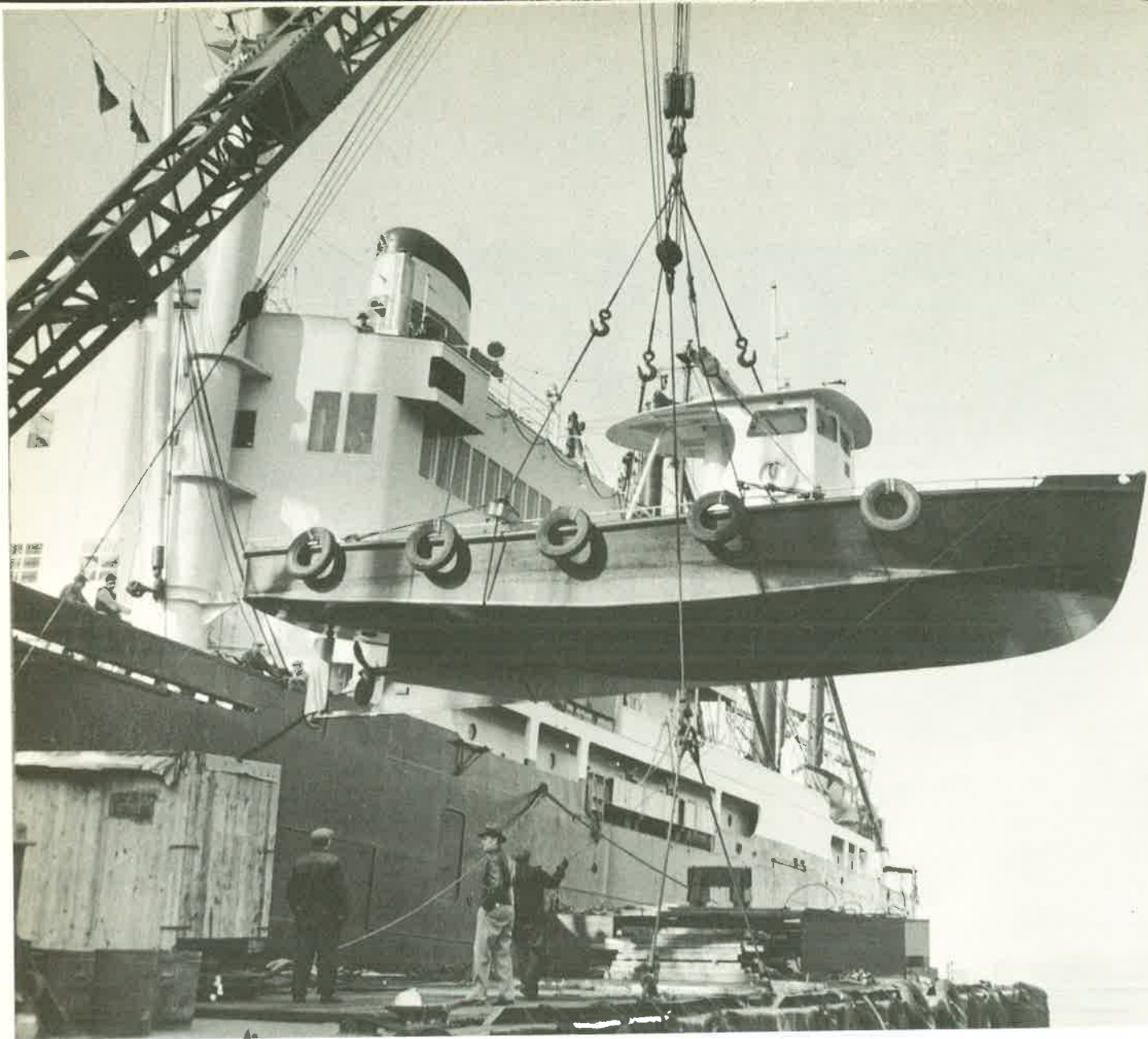
SEATRAC

GRACE LINES TUG II

KING PHILIP

ROGER WILLIAMS





GRACE LINES TUG I

This tug was the first of three Grace Lines Tugs, and like her sisters, was delivered to her destination piggy-back aboard a freighter, after being delivered by a Blount crew to New

York harbor. She tows cargo scows on Lake Maracaibo, South America, and is powered by a General Motors Series 110 marine diesel. Dimensions are 50' x 14' x 7'.

Hull 30

CUMBERLAND

Like the ferry-barge Hollister III, which the CUMBERLAND propels, this tug was built for the State of Connecticut Highway Department, who requested that both the tug and ferry-barge be rushed to completion. The ferry run, from Rocky Hill to Glastonbury, was reputed to be the oldest continuing run in the United States, a record which was in danger due to the possible breakdown of the old ferry-barge and tug combination.

Blount Marine launched both vessels well ahead of schedule, and the record was maintained. The tug is named after the son of George II, the Duke of Cumberland, who was given a 2000 acre grant in Rocky Hill. In addition to its historic value, the ferry run cuts out a 14 mile drive through heavy traffic. Designed by Eldredge McInnis of Boston, the tug measures 32' x 11' x 25' and is powered by a GM Series 6-71 marine diesel.

Hull 28





SEATRAC

The SEATRAC was the second tug built for the Grace Lines. It is a pusher type and is used to dock Grace Lines steamships in the small

harbor at Buena Ventura, Colombia, South America. She is powered by a twin GM Series 4-71 diesel, and measures 39' x 16' x 4'.

Hull 31

KING PHILIP

When the keel of the KING PHILIP was laid in May 1956, it signaled the largest contract negotiated by Blount Marine up to that date. She is the sister tug of the ROGER WILLIAMS, and was also built for the Providence Steamboat Company, becoming the fifth tug in the company's fleet.

The KING PHILIP features a new skeg design, which provides exceptionally sharp turning and high maneuvering characteristics. The pilot house control system was designed by the Westinghouse Air Brake Co., and the power control lever in the house can be thrown without pause from full power

ahead to full astern, and simultaneously engine power is boosted to take care of the sudden reverse torque.

On crash stops, from ahead at 600 RPM to astern at 600 RPM, the KING PHILIP will ride dead in the water in 28 seconds. Designed for harbor and short coastwise service, this powerful tug has functional qualities capable of meeting demands in excess of the service for which she was built. The PHILIP measures 100'6" x 25' x 11'3". An older sister tug, the "GASPEE" was recently given a new power plant by Blount Marine. Hull 35

"KING PHILIP" is shown towing her sister, "ROGER WILLIAMS," shortly after latter's launching in 1959.



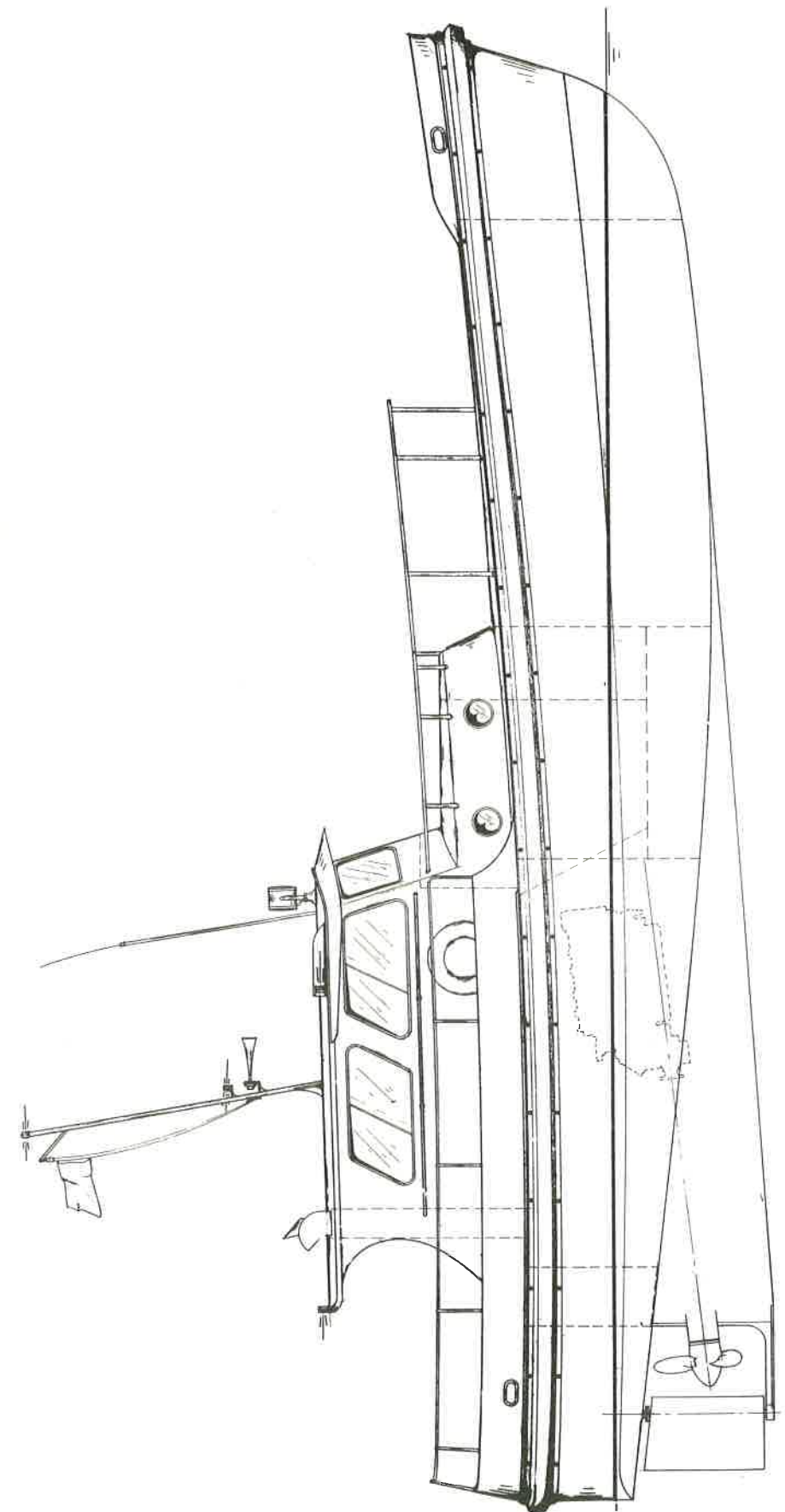
BILLY BOY

Originally designed as a utility boat, the BILLY BOY is now used exclusively as a pilot boat, in operation by the Long Island Pilots Association, which has renamed the craft "LISPASO." The all-welded steel craft provides pilot service for ships moving up and down the coast and

in and out of Long Island Sound, a route of travel which is just inside the line of federal inland waters and requiring qualified pilot service. The LISPASO is based at Block Island, R. I., and measures 50' x 5' x 7'. She is powered by a P & H Harnischfeger diesel.

Hull 36

Page 46



Line plan of Standard Bleunt pilot boat.

Hull 45



**FOUR
SISTER TUGS**

The four tugs pictured here are sister vessels owned by an American manufacturer. The first in the series is powered by a GM Series 110 Tandem Twin, developing 600 HP @ 1800 RPM, and measures 60' x 17' x 9'7". Hull 45.

The second tug built has identical dimensions, and is also powered by a GM Series 110 Tandem Twin developing 600 HP. Hull 46. The third of this series features a GM Series 6-110 Tandem Twin. Hull 48

Hull 46



Hull 48

The last built in this series measures 60' x 17' x 9'7", and develops 440 HP @ 1800 RPM through her GM Series 6-110 Tandem Twin diesel. Hull 49. The tandem arrangement permits each tug to operate more economically on 1 engine when necessary,

and each vessel features an electro-hydraulic telescoping boom, mounted atop the deck house, and capable of extensions from 20' to 60'. A belt of extra heavy 3/4" steel was built around the hull at the sheer of each tug to absorb heavy shocks.

Hull 49

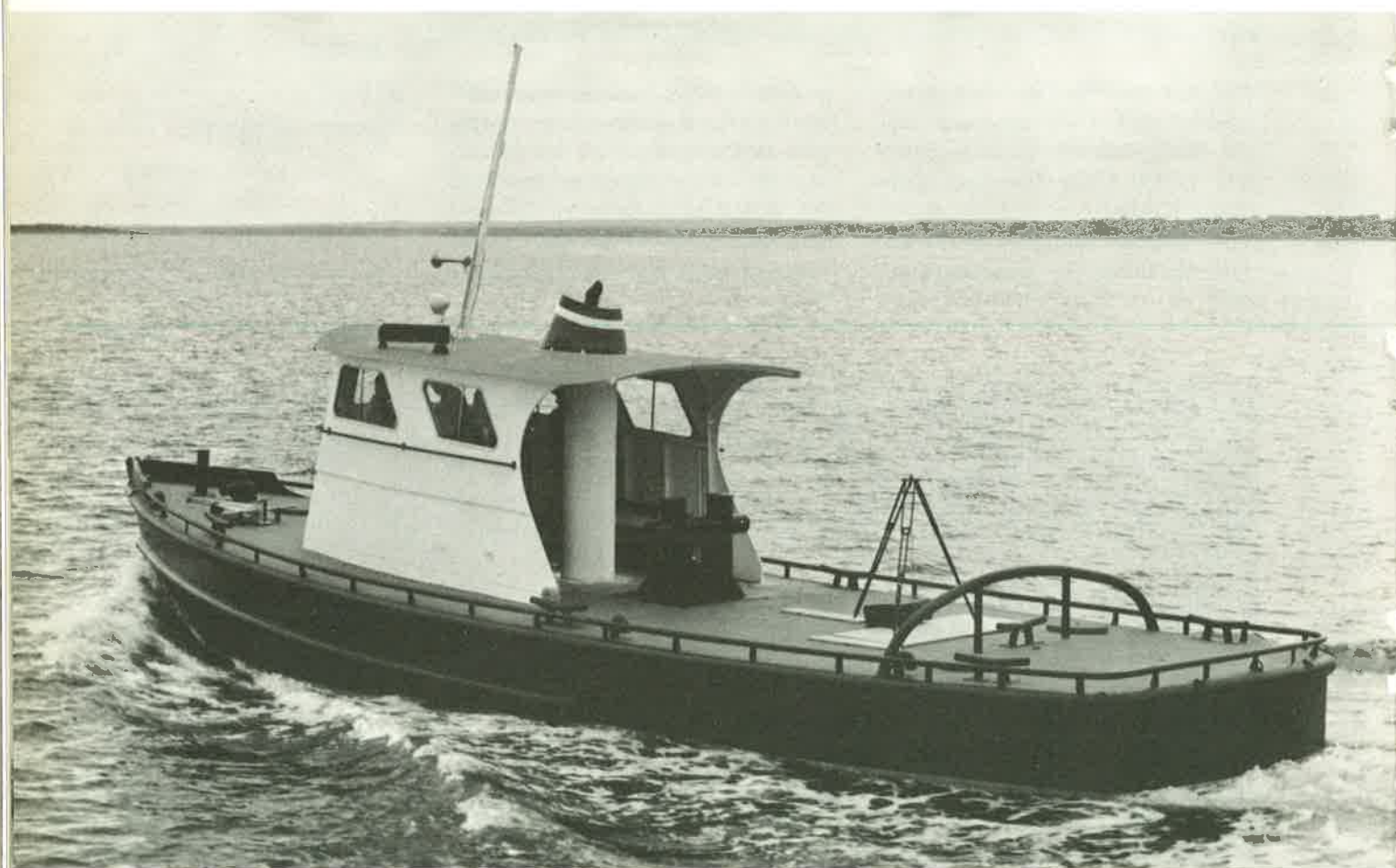


GRACE LINES TUG II

In service out of Guatemala, Central America, the GRACE LINES tug tows small cargo scows between freighters and landing docks. After her launching in 1958, she was delivered to New York by a Blount crew, then placed aboard a GRACE

LINES freighter for a "piggyback" journey to Guatemala. She was the 52nd vessel built by Blount, and the third tug built for the Grace Lines. A GM 6-71 marine diesel powers the craft, which measures 45' x 13'9" x 7'.

Hull 52



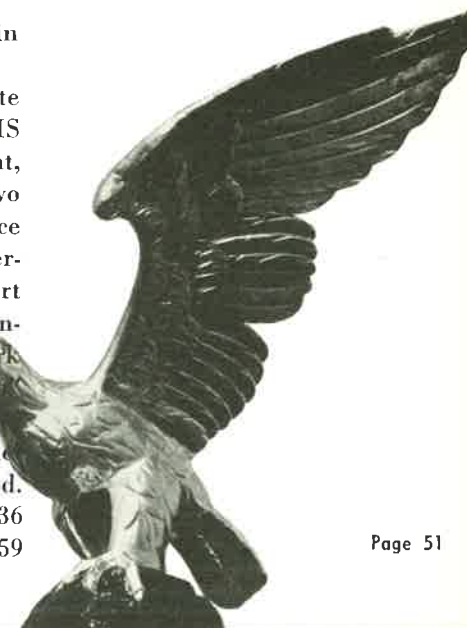
ROGER WILLIAMS

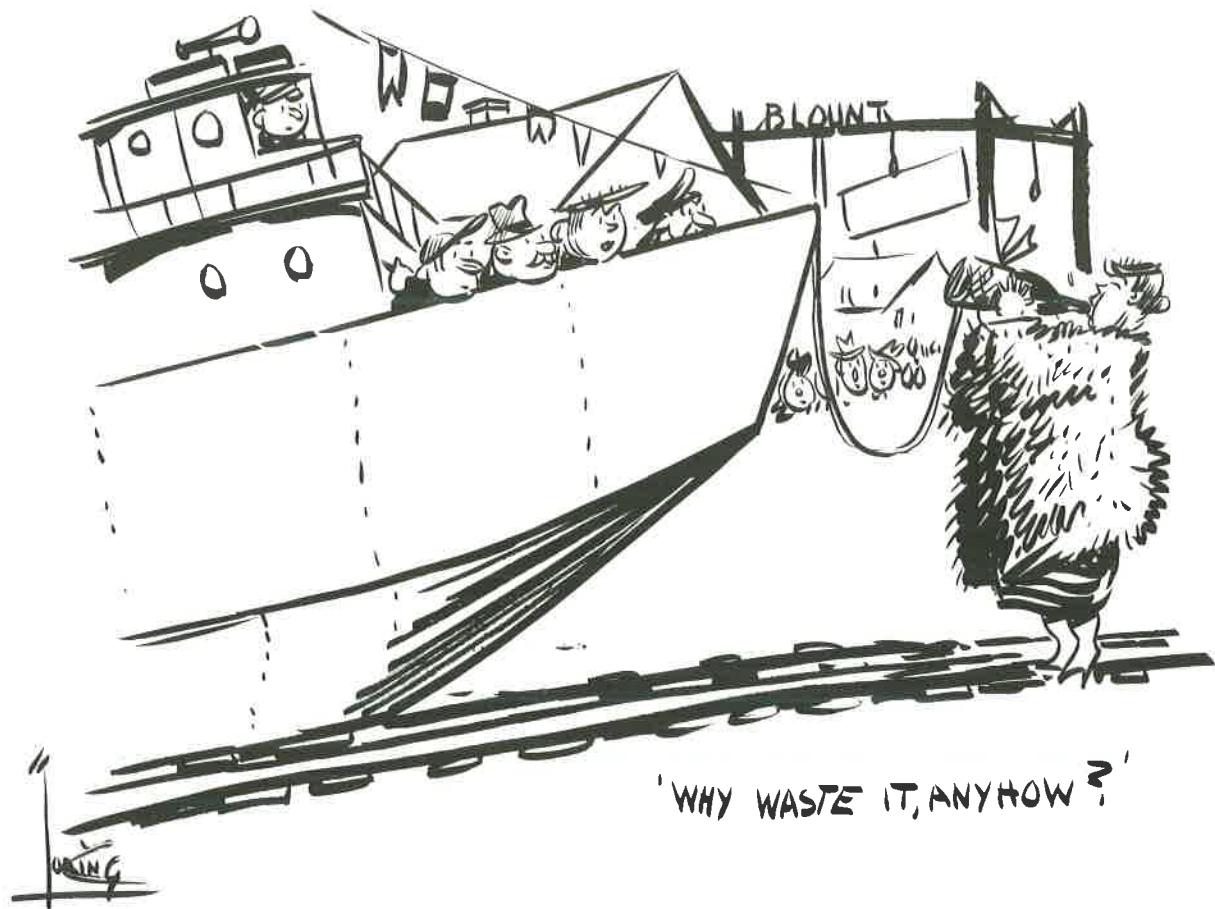
When the ROGER WILLIAMS was launched in 1959, she became the biggest and most powerful docking tug in New England waters. She was built for the Providence Steamboat Company. In many respects she is similar to her sister, the KING PHILIP, with the exception of a 1' wider beam and more power. An innovation of the 195-ton craft, built to the highest classifications of the American Bureau of Shipping for coastwise towing, is the Wichita slipable clutch, which allows improved handling. The clutch works on a friction principle, permitting a more gradual application of pow-

er to the single screw, resulting in improved maneuverability.

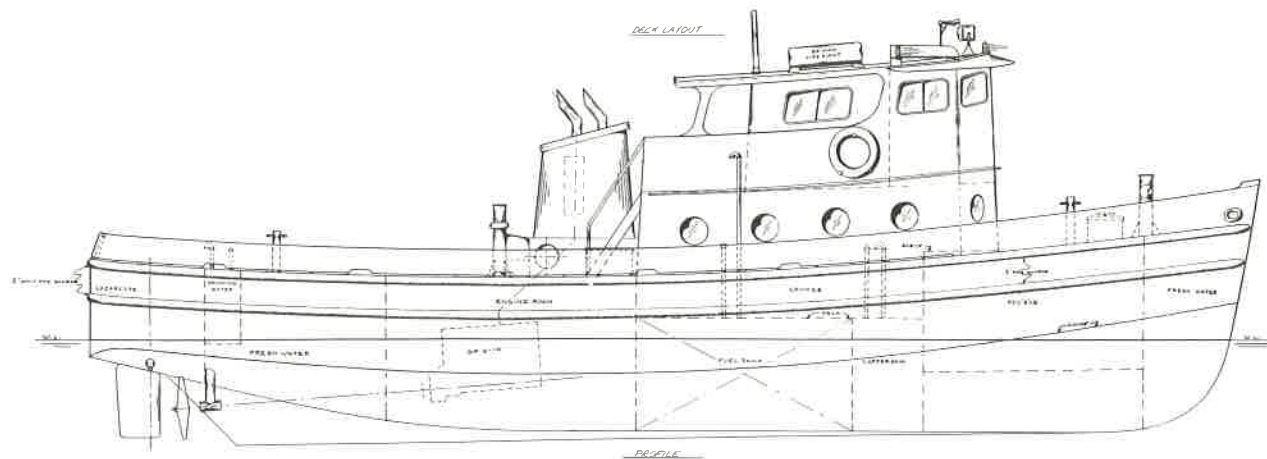
With quarters for 12 and a complete galley, the ROGER WILLIAMS was given a special zinc treatment, and has a rubber coated deck, two features which cut maintenance down drastically. The famous Herreshoff Yacht Yard, located a short distance from Blount Marine, handled all the wood and joiner work on the tug, which measures 100' x 26' x 11'3". She is powered by Fairbanks Morse 1800 HP Model 38D 8 1/8 diesel with Lufkin Mod. R3020 gear and a Model ATD 136 Wichita clutch. Hull 59

Eagle insignia of the "ROGER WILLIAMS," cast under supervision of Blount personnel from an original Mauron Eagle.





Cartoon by Paule Loring



WORKBOATS and TENDERS

HIGH ISLAND

JEAN A

BOYCECO

BAROID EXPRESS

BOTRUC III

BOTRUC II

ANCON

BOTRUC

HIGH ISLAND

Like the JEAN A, the HIGH ISLAND is a personnel, supply and offshore oil rig tender. She is owned by John Mecom of Houston, Texas, and is in operation along the Louisiana and Texas Coasts servicing the Mecom oil drilling platforms as far as 9 miles out to sea on the Gulf

Coast. The HIGH ISLAND features an all-electric galley, bunks for 4, a raised wheelhouse, and outside auxiliary steering and engine controls. The Series 110 GM marine engine drives her up to speeds of 12 knots. Draft is 5' and she measures 64'6" x 20' x 5'9".

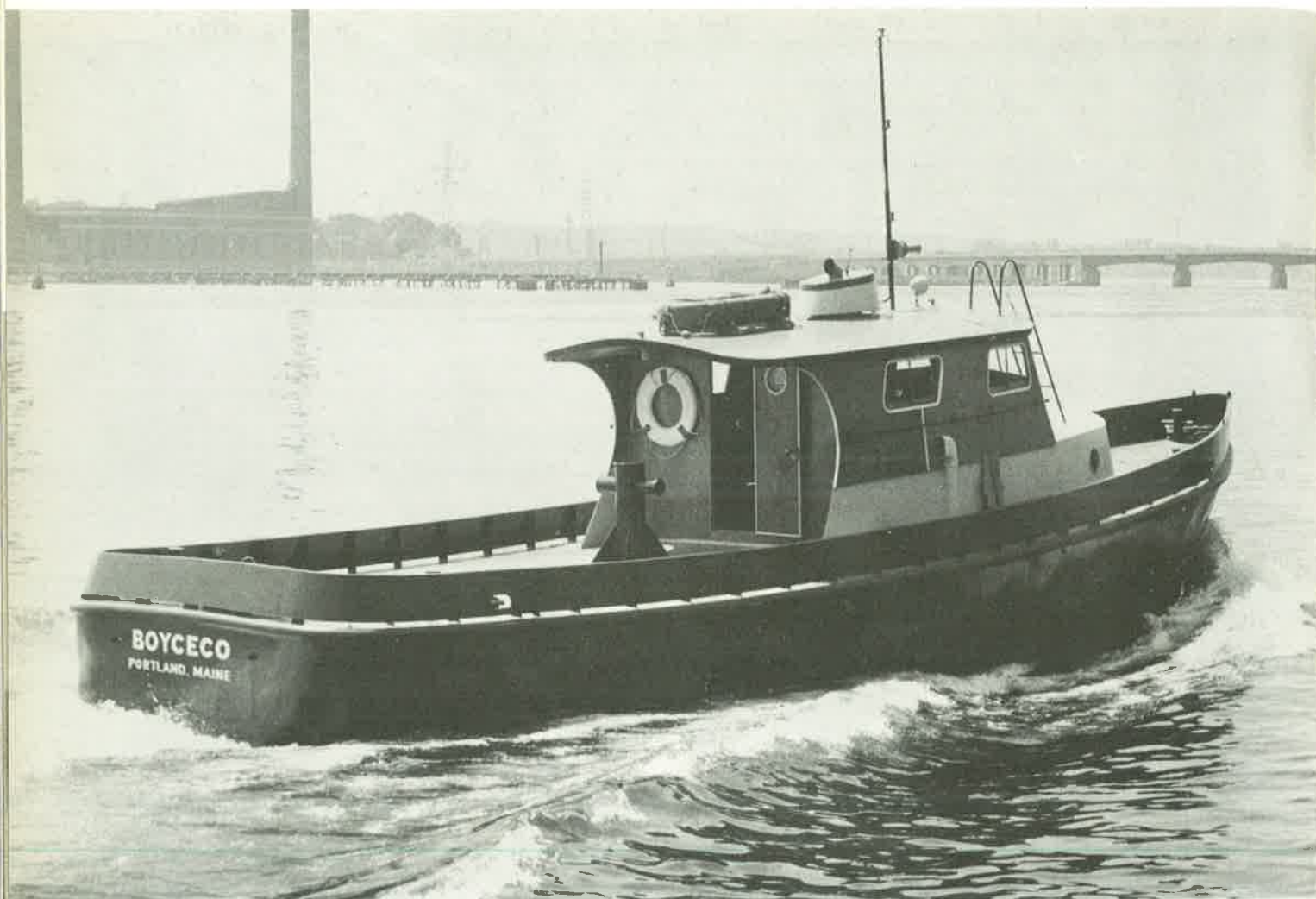
Hull 34



JEAN A

The JEAN A is an offshore oil rig tender, owned and operated by the E. T. Calogne Offshore Boat Rentals, Inc., New Orleans, La., and also doubles as a personnel boat to the offshore oil rigs in the Gulf of Mexico. Similar to the HIGH ISLAND, she is an all-welded steel craft, featuring quarters for a crew of 4 and a passenger capacity of 35. The galley

is equipped with hot and cold water, electric range, and refrigerator. Navigation equipment includes an auxiliary steering station with engine controls at the after end of the boat deck, radar and a powerful ship-to-shore radio telephone. The JEAN A is powered by twin General Motors Series 110 engines, and measures 64' x 20' x 5'9". Hull 37



BOYCECO

The BOYCECO was designed as a workboat and machinists launch for on the spot repairs to merchant ships in the Portland Harbor in Maine, but served temporarily as a sports fishing boat while heading for her destination. A member of the Blount crew, which delivered the vessel to the Boyce Machine Co., Portland, caught a 400 pound

swordfish during the journey. Of "BILLY BOY" design, the vessel transports personnel and equipment around the harbor to ships undergoing repairs. She is also used as a tow boat for a derrick lighter. The pilot boat type is powered by a P & H Harnischfeger Model 687 diesel, developing 180 HP, and measures 50' x 15' x 7'6". Hull 39

The BAROID EXPRESS was built to haul up to 125 tons of drilling mud to Gulf offshore oil rigs. Made by the Baroid Division of the National Lead Co., Houston, Texas, the mud is used to lubricate drill bits and to seal fissures and cracks in the walls of the well hole. It is pumped aboard by air as a dry powder into two large tanks extending more than 6' above deck. Once at

the drilling site, the mud is mixed with water and pumped into the well under pressure.

The BAROID is the fifth of the Botruc series built by Blount Marine for the offshore oil drilling industry, but is 20' longer than earlier models. She measures 85'6" x 23' x 8', and is powered by Twin Series 110 GM Diesels, driving the craft at a top speed of 11 knots.

Hull 55

BAROID EXPRESS





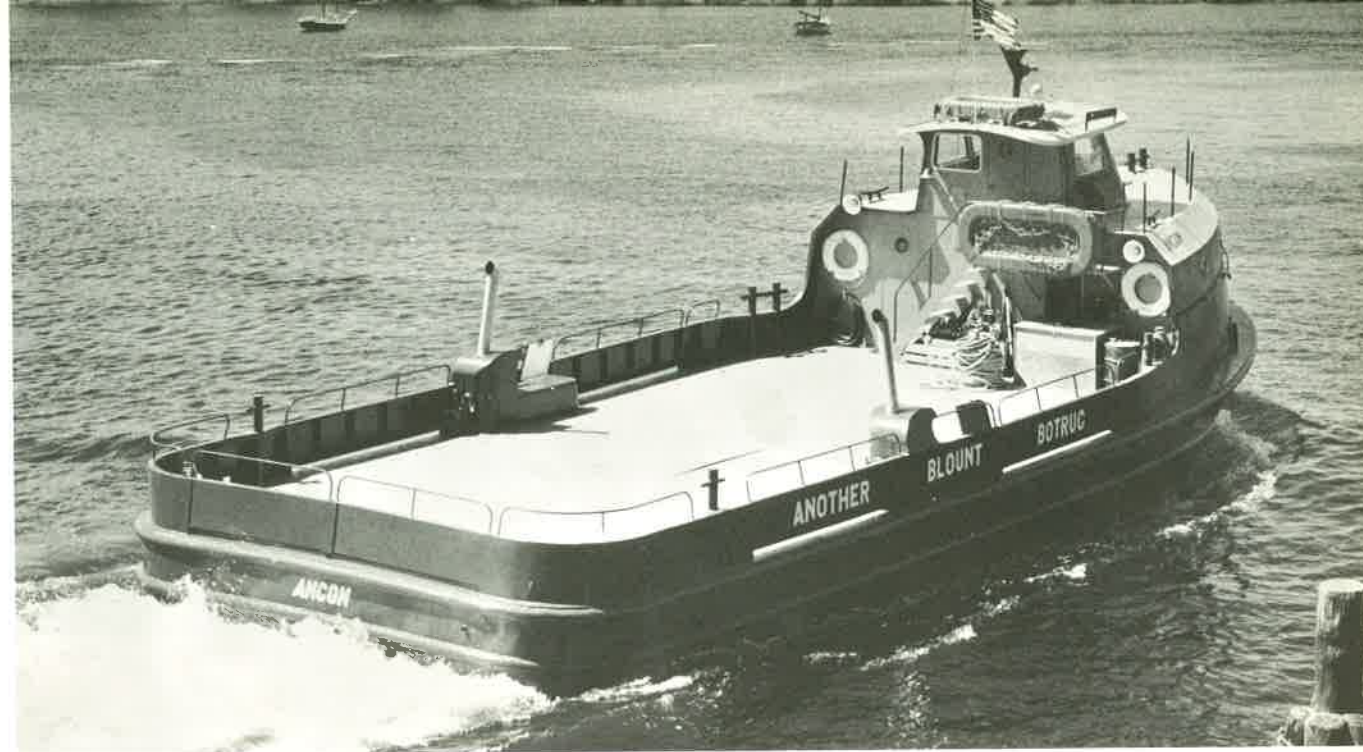
CHERAMIE BOTRUC III Hull 43

BOTRUC

The offshore oil rig tenders shown on this page are all BOTRUC designs, and have been described as looking very much like "Dutch wooden shoes". The BOTRUC was the first 65' vessel of its type ever built, and the forerunner of seven similar vessels built by Blount. Designed to specifically service off-

shore oil drilling rigs in the Gulf of Mexico, off the Texas and Louisiana coasts, these sister ships are owned by the Cheramie Bros., Golden Meadow, La., and leased by them to offshore rig operators. The pickup truck design, with wheelhouse and quarters for six up forward, features an unobstructed

CHERAMIE
BOTRUC II
Hull 42

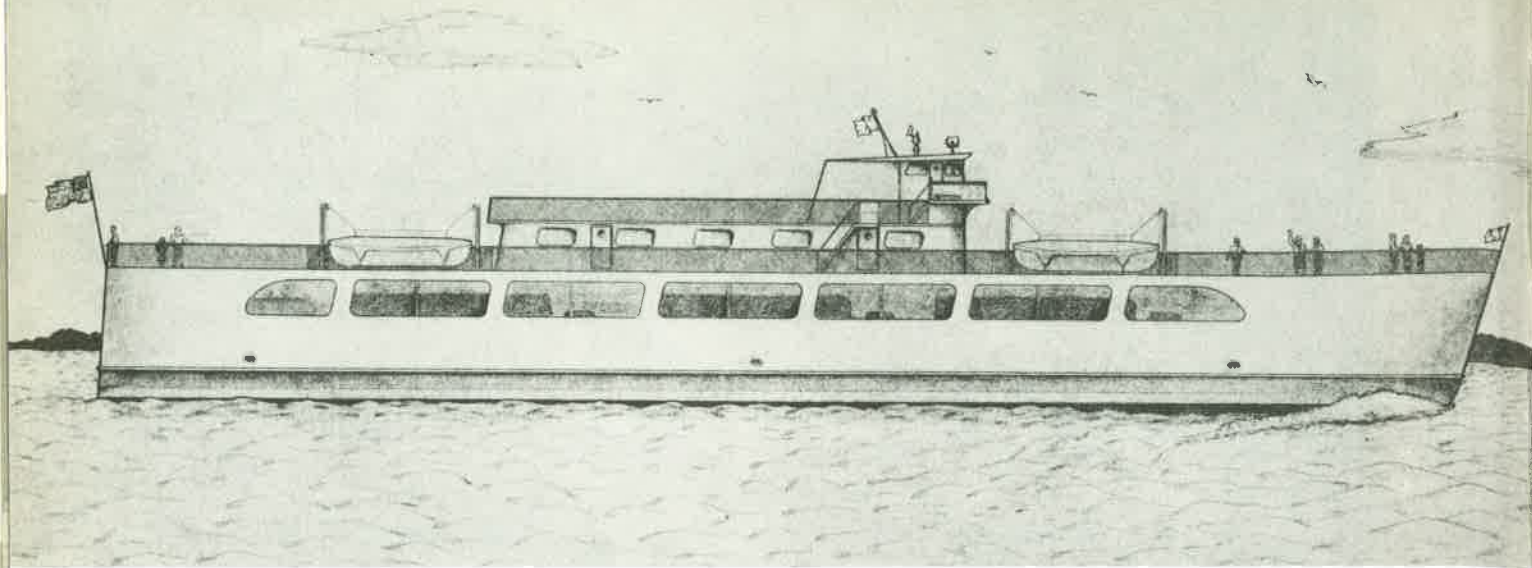


ANCON Hull 41

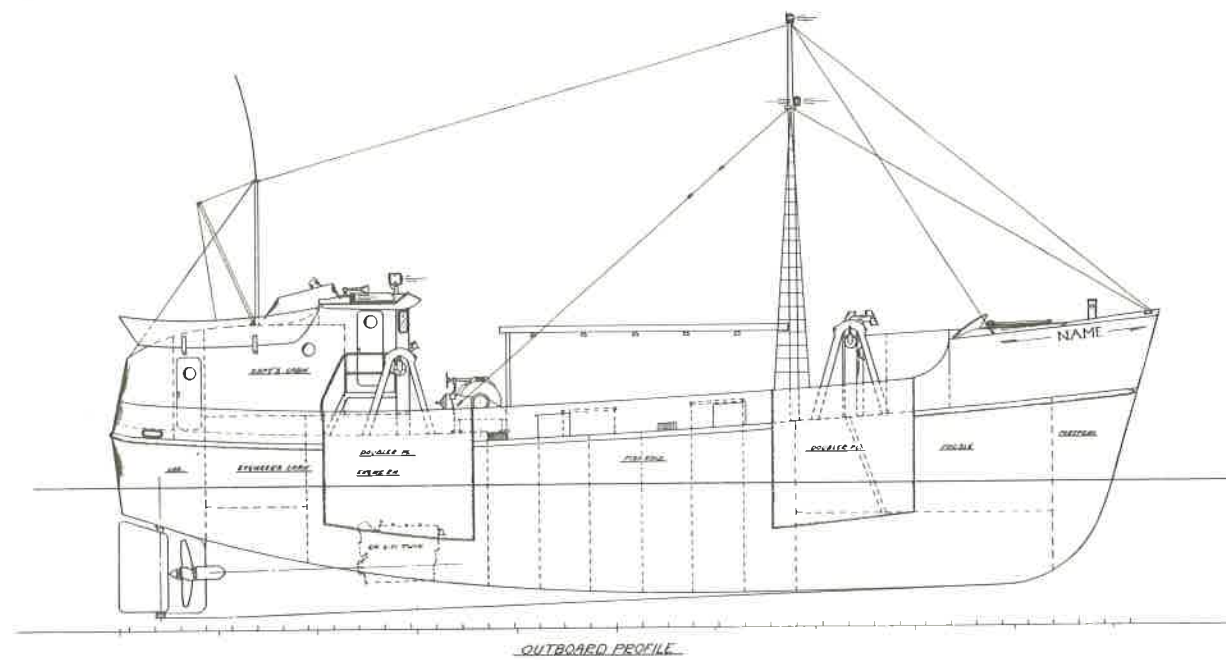
cargo deck, permitting quick loading and unloading. Each can carry up to 90 tons of cargo in protected inland waters, and up to 60 tons offshore. The BOTRUCS measure 64'6" x 23' x 7'6", and are powered by General Motors Twin GM Series 110 diesels. Speed of each vessel is 11 knots.

BOTRUC Hull 40





Artist's rendering of a 36 car ferry designed by Blount for lakes, bays and sounds service.



FISHING BOATS

ANNA B

NANCY B

TRAP SCOW

DEBORAH JUNE

QUEEN OF FRANCE

CAP'N BILL III

SHERRY & SCOTT

TRAP SCOW

TUNA BOAT



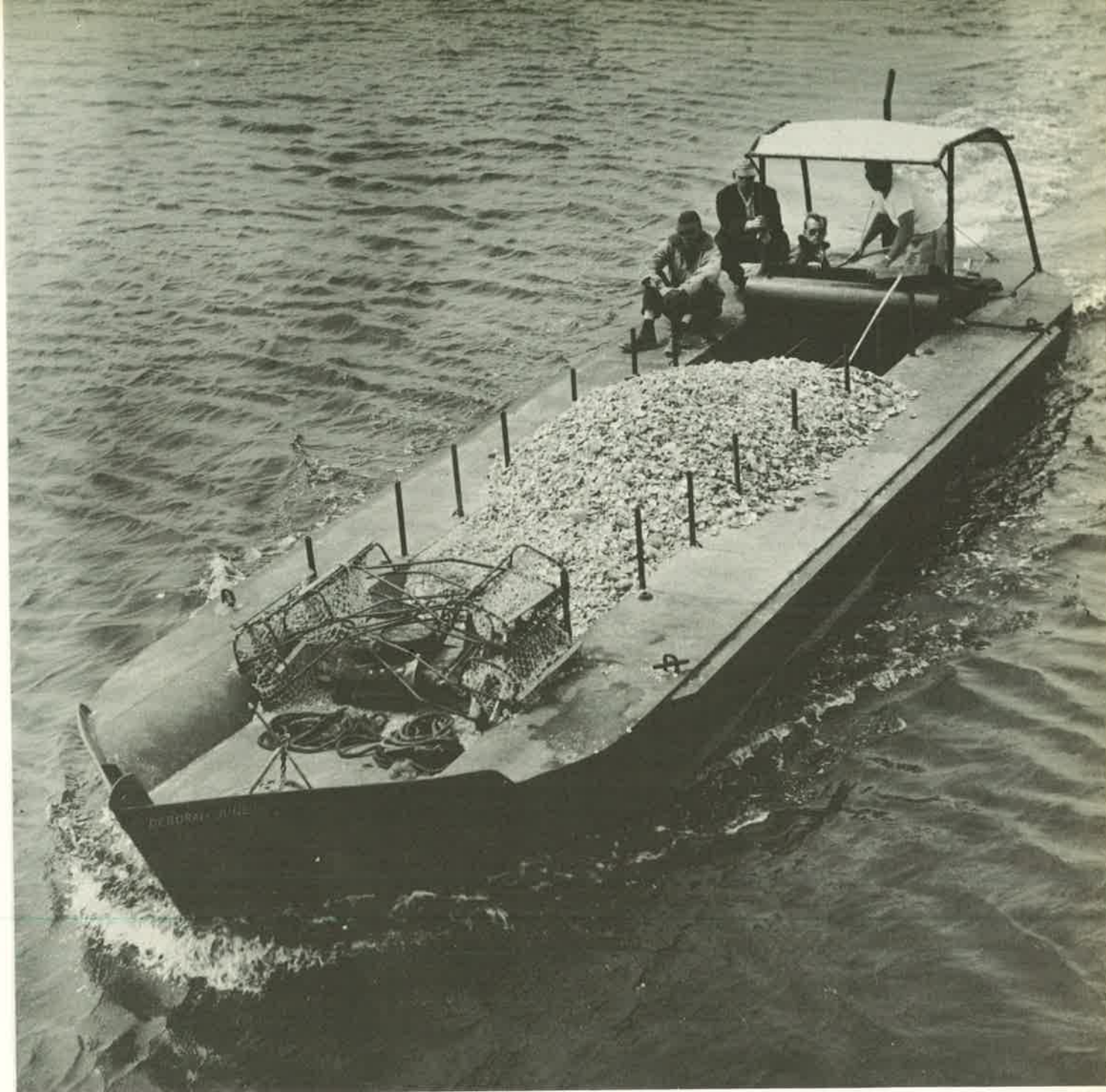
Newest of the Blount 64'6" passenger vessels, the Martha Washington, is designed to carry 350 passengers. (Under construction for the Wilson line of Washington, D. C. when this book went to press).



ANNA B Similar to the DEBORAH JUNE, except for smaller dimensions, the ANNA B is also a twintube design, and the fifth vessel built by Blount. She is an oyster cultivator operated

by the Paqua Corp., Edgartown, Mass. A 25 HP Johnson outboard powers the 30' x 10' x 20" craft. This photo shows Blount yard in early days.

Hull 5

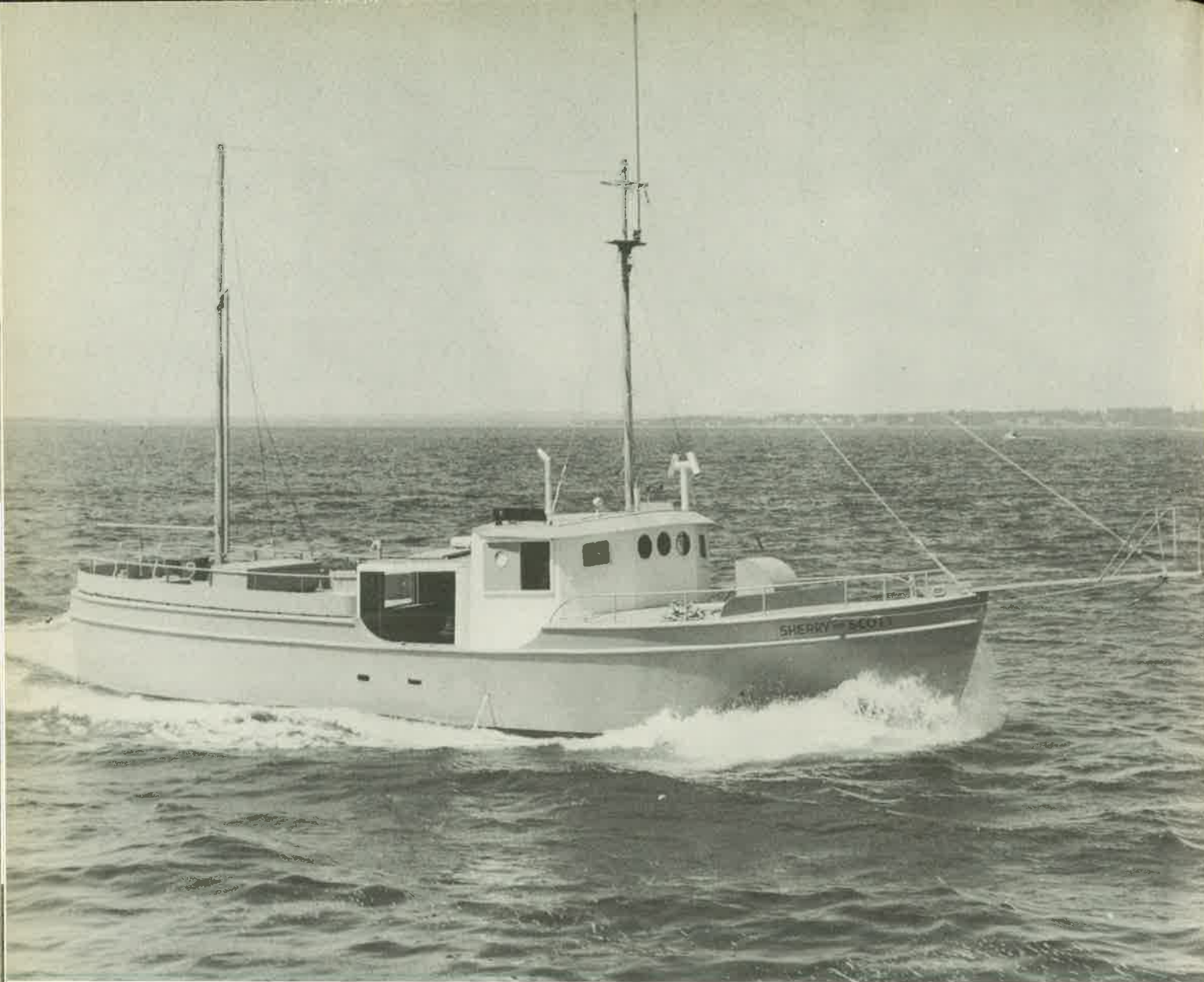


DEBORAH JUNE

Featuring a twin tube design with drop bottom doors for seeding oysters, the DEBORAH JUNE was fabricated to Blount requirements by J. L. Clemmey Co. of Mansfield, Mass., and assembled at the shipyard in Warren. She is used for oyster cultivation and seed-oyster growing in the salt water ponds of Martha's Vineyard, and is owned and operated by John Mayhew of the Vineyard Shellfish Corp., West Tisbury, Mass.

Her capacity is 300 bushels when dredging, and power is supplied by a 4 cyl., 60 HP, Gray gasoline engine, driving a 15" x 12" Columbian propeller, through a 1:1 V-drive. The shaft is 1 1/4" Tobin bronze, fitted with Goodrich Cutless bearings. Dimensions are 37' x 10' x 3'. Nelson Blount, brother of founder Luther Blount and instrumental in the founding of Blount Marine, is shown (white shirt) at the wheel of the "DEBORAH JUNE."

Hull 4



SHERRY & SCOTT

The SHERRY & SCOTT was the first U. S. longline fishing boat of steel, and is patterned after the standard Nova Scotia fisherman type. She is equipped with a swordfish pulpit, a look out stand, and a steadying sail aft for laying to in a sea. The mizzen mast has a gaff for unloading the 65,000 pounds the craft is capable of holding. Other equipment includes a sonar fishfinder, an automatic pilot, and a recording fathometer. Her hull was sandblasted down to bare steel, then

sprayed with hot zinc, which prevents corrosion, reduces maintenance and lengthens the life of the vessel. She was built for Capt. Leo Hynes, former skipper of the famous old dory trawler Adventure, and is powered by a D-337 Caterpillar with a 3:1 reduction gear, turning a three-blade Columbian bronze propeller. HP: 175 at 1600 RPM; dimensions: 64'6" x 17' x 10'. (The SHERRY & SCOTT was lost off Port au Herbert, Nova Scotia in 1956.)

Hull 16

NANCY B

Designed primarily as a quahaug dredger, the NANCY B was also an all purpose fishing vessel. With minor alterations she could be used for most commercial operations. She had been equipped with jet dredges for quahauging, but was

used as a shrimp boat by Captain Willis T. Carpenter out of Foley, Alabama. Later, she was converted in Mississippi for offshore oil service. She is powered by a General Motors GM 671 marine engine, and measures 60' x 16' x 8'6".

Hull 10



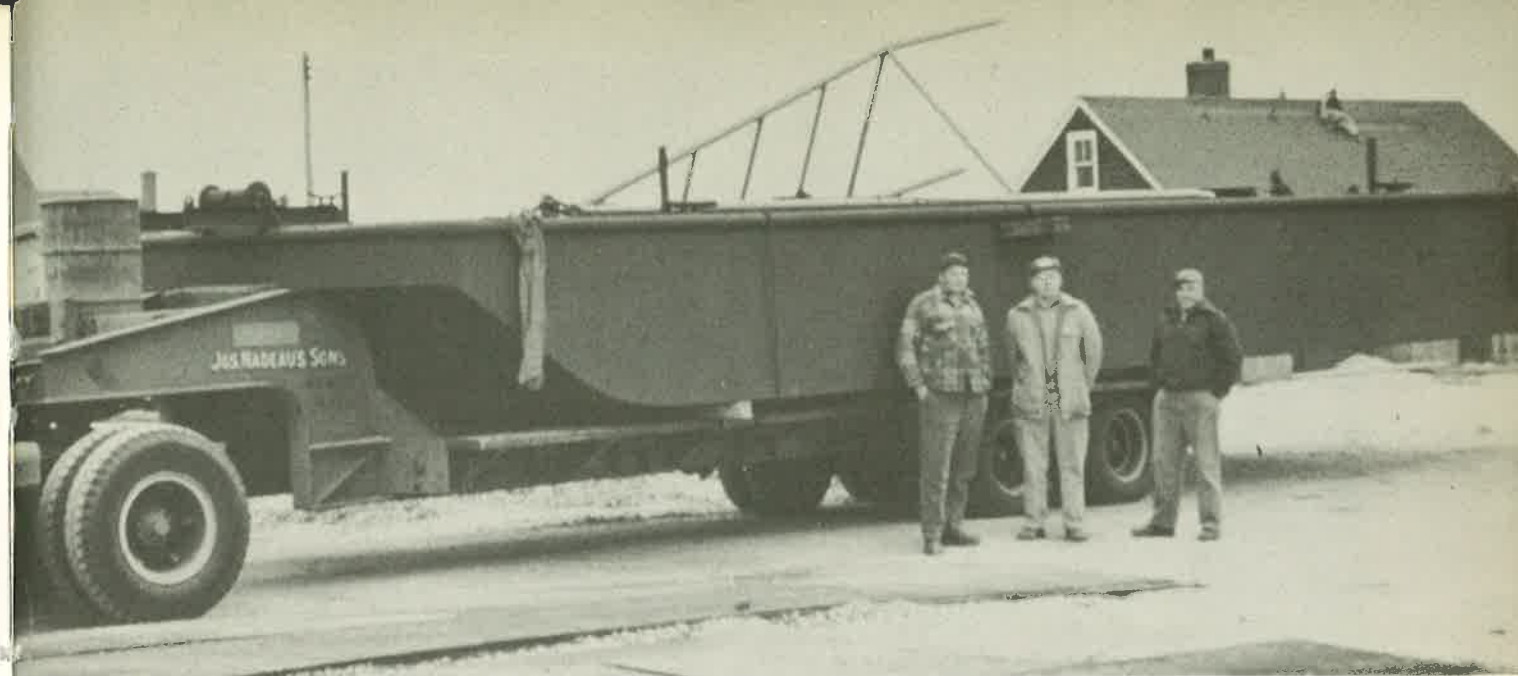
QUEEN OF FRANCE

The QUEEN OF FRANCE was built for use by the University of Rhode Island Marine Laboratories, for experimental study of the fishing industry, and is currently chartered to the U. S. Navy for general survey work. Capt. Charles Perkins, owner of the craft, purposely con-

structed quarters adequate for a floating laboratory. In 1957 the QUEEN tested a unique electronic swordfish killer. She operates out of Wakefield, R. I., and is powered by a General Motors Series 6-71 marine diesel, developing 165 HP @ 1800 RPM.

Hull 20

Page 66



TRAP SCOW

This 40' TRAP SCOW is used in the Massachusetts Bay trap fishing industry to maintain pole type fish traps, a fishing method indigenous

to Cape Cod. She was built in a period of 30 days for Rupkus Goulart, Barnstable, Mass., and has a length of 44' and a beam of 12'.

Hull 23

Page 67



Warren Sherburne, Naval Architect; Louis Vaccaro, Yard Superintendent; and Luther Blount stand under the stern of the 1600 H.P. King Philip.



TRAP SCOW

Built for the Pond Village Cold Storage Co., Truro, Mass., this scow is used for trap fishing, and measures 40' x 12' x 3'. Built in 1958, it was towed to its destination, Prov-

incetown, by Blount Marine's EXPLORER I. The scow was driven ashore by a gale in December 1958, but suffered only slight damage. Photo taken from aft rail.

Hull 53

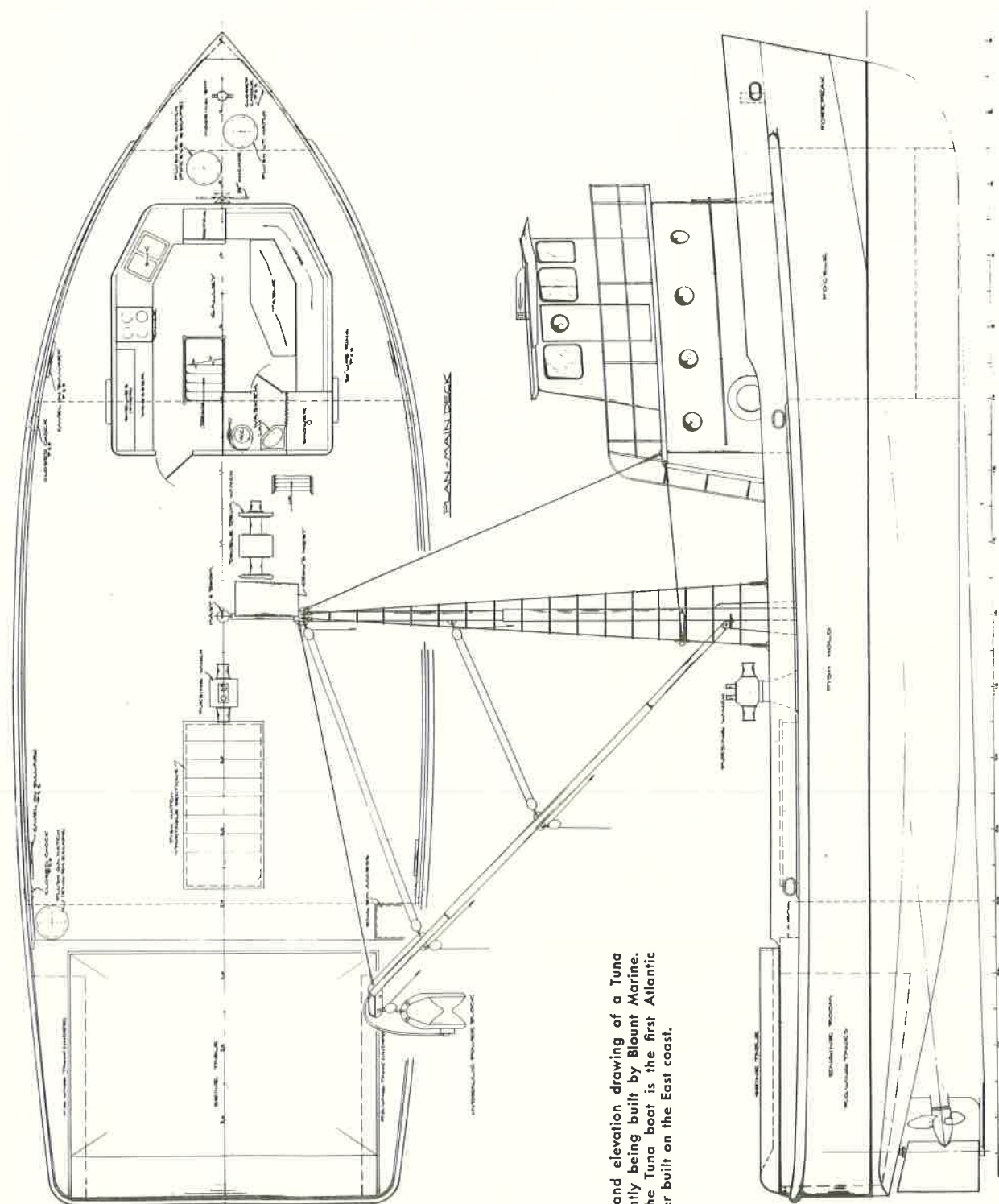
CAP'N BILL III

The CAP'N BILL III was numbered among the first all-steel New Bedford style draggers, and was the first molded hull built by Blount Marine. She is an "eastern" rigged vessel with pilot house aft, and features a styrofoam insulated, plastic finished fishhold, and a zinc metalized exterior. The topsides and interior have a heavy latex rubber coating, which protects the steel from sweating and corrosion. With hull lines adapted from the Webb

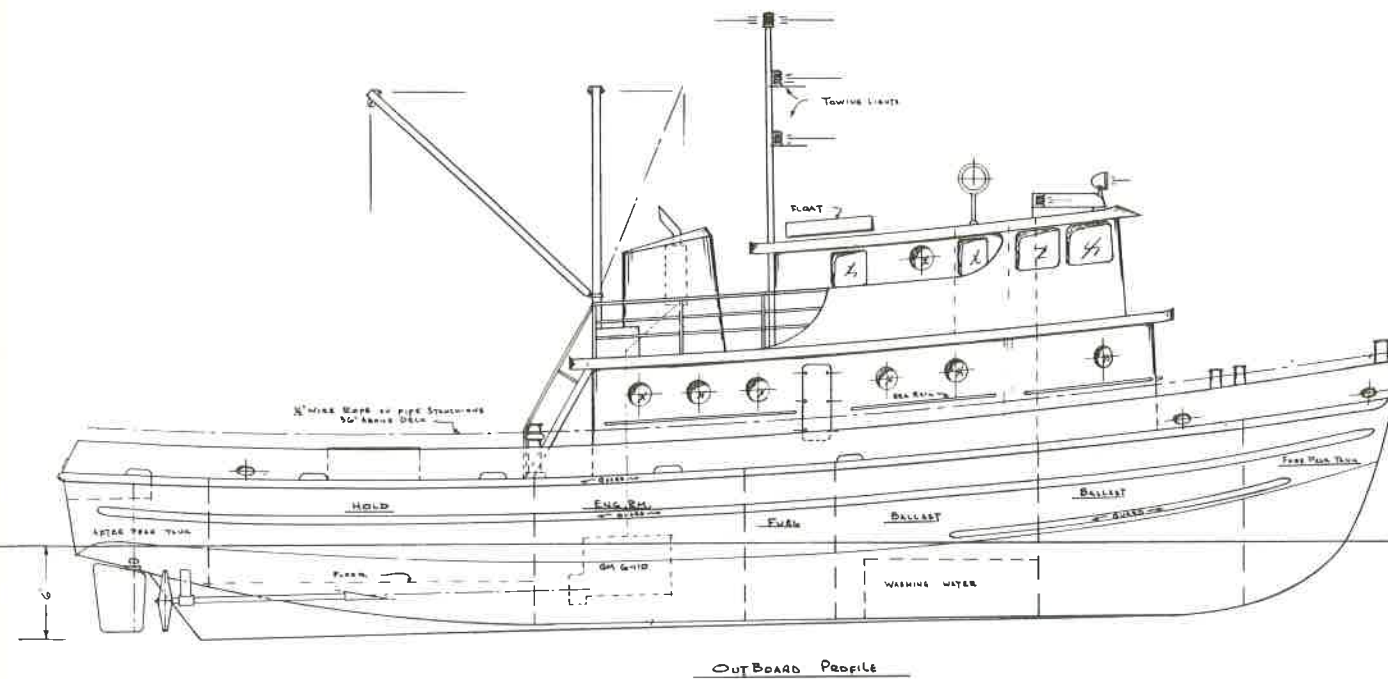
Institute series of trawler forms, the CAP'N BILL marked a milestone in many aspects of her construction and outfitting.

Her fishhold has a capacity of 125,000 pounds. Built for Capt. Henry Klimm, Jr., of Falmouth, Mass., the 80' dragger is home based at Woods Hole, and fishes the Georges and Nova Scotia Banks. A General Motors Twin Series 6-71, developing 295 HP @ 1800 RPM powers the 80' x 18'6" x 12' craft. Hull 54





Deck plan and elevation drawing of a Tuna boat, currently being built by Blount Marine. All steel, the Tuna boat is the first Atlantic Tuna Clipper built on the East coast.



SURVEY BOATS

PARDUCON

EXPLORER

EXPLORER II

STEELFIN



PARDUCON

Prototype of the HIGH ISLAND and the JEAN A, the PARDUCON is an offshore survey boat, which is also used for towing and rig tending. The stern of the craft houses sensitive seismographic instruments, which measure shocks produced by explosives under the shallow Gulf waters, a system by which the search for offshore oil is ex-

pedited. Constructed of steel, the PARDUCON has quarters for a crew of 6 and can operate out at sea for a full week. She is also certified to carry 25 passengers. Owner and operator is the Conrad Enterprises, Morgan City, La. Two General Motors Series 110 marine diesels power the vessel, which measures 64'6" x 25' x 8'6". Hull 21

EXPLORER

EXPLORER I served as a demonstrator until May 1960, when she was sold to the U.S. Army Corps of Engineers, New York District. She has been renamed the BALLANCE, and now operates as a patrol boat in New York Harbor. The all-steel craft was designed for offshore personnel work, and is also a general purpose work boat. She numbered several novel features new to Blount's line of general work, including a fireplace of stainless steel

and brick, all-electric galley, folding bunks and wrap-around pilot house windows. Navigational equipment includes an automatic pilot, two-way radio, radar, loran and radio direction finder.

For acoustic purposes, the engine was mounted on rubber. U. S. Coast Guard certified for 40 passengers, she is powered by a P & H turbo charged diesel, and measures 62' x 17' x 7'3".

Hull 47





EXPLORER II

The "EXPLORER II" features many advancements over her sister, "EXPLORER I," including a new type controllable pitch propeller, shown on opposite page. The all-steel craft is equipped with the latest electronic safety and navigational devices, including a Raytheon radar, fathometer and radio, Loran set, Metal Marine Automatic Pilot, Sturup Automatic Fog Horn and Listening Device.

Cruising range of the "EXPLORER II", which features four cabins, a lounge and sleeping accommodations for 14, is 4,400 miles. An all

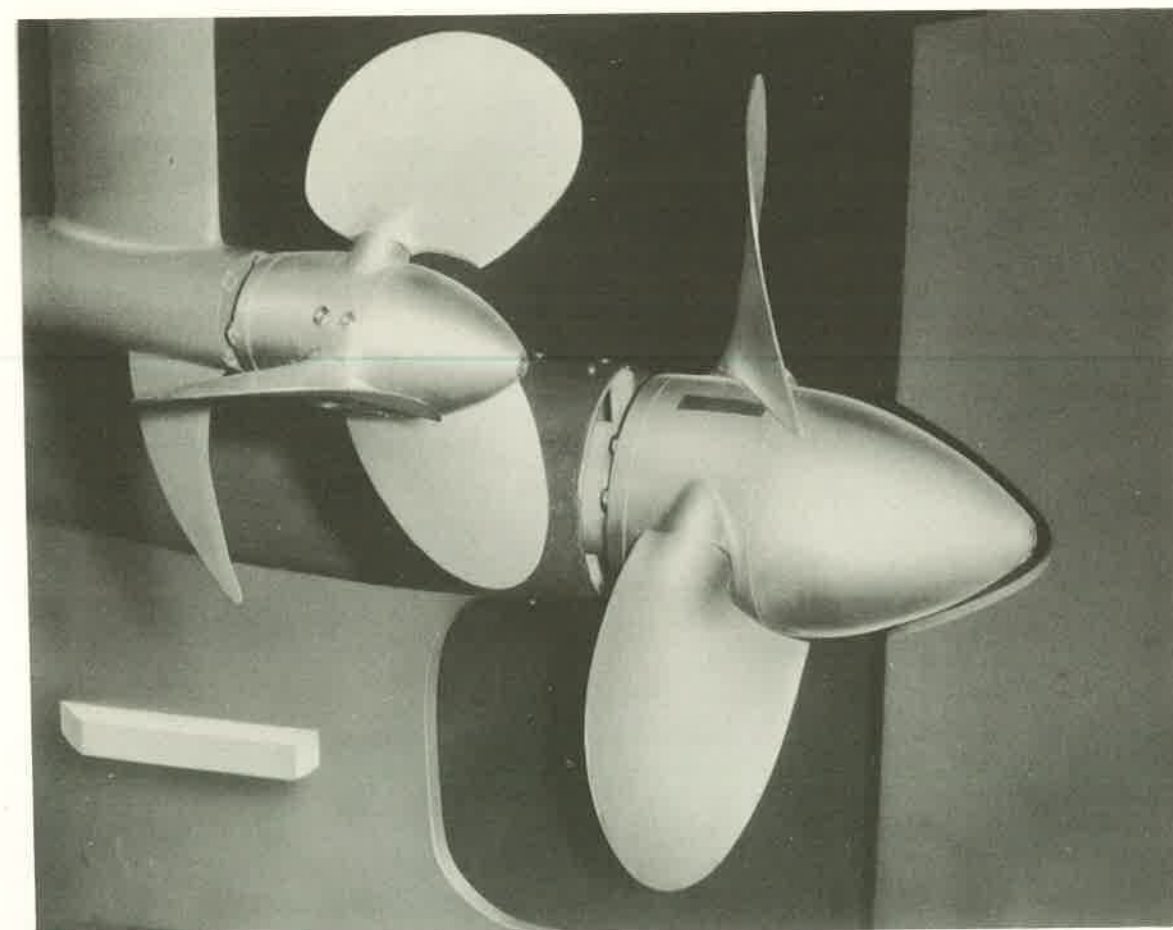
electric galley is located forward and is equipped with electric range, refrigerator and dining facilities for the full complement of the vessel. Forward of the galley is an insulated cargo hold with a 5,000 lb. capacity.

Measuring 65' x 17' x 6', the craft is driven by a 240 HP Model 687 turbo-charged P & H Diesel and 3:1 Capitol hydraulic operated gear. A 3-cylinder 90 HP P & H Diesel is used for auxiliary propulsion and electric power, and this drives a 22" controllable, reversible and feathering pitch propeller.

CONTROLLABLE PITCH PROPELLERS ON EXPLORER II

Built by Hustad Marine Products of Warren, R. I. The big C.P.P. is a three-blade, 44" diameter, offset blade type, capable of developing 7,150 lbs. thrust ahead and 4,600 lbs. astern, with fast pitching speed

and no pitch creep. When not in use, the 22" propeller is feathered, thus eliminating drag. Both props survived some of the most cruel tests possible, and are now being manufactured by Hustad Marine.

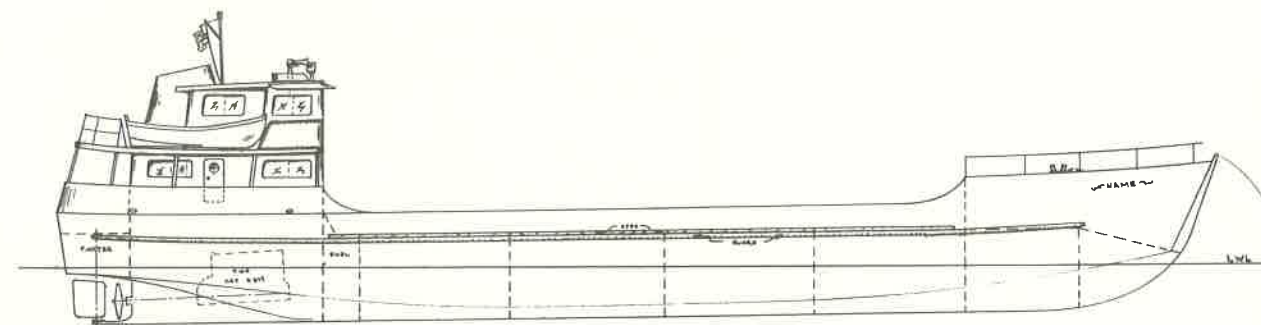
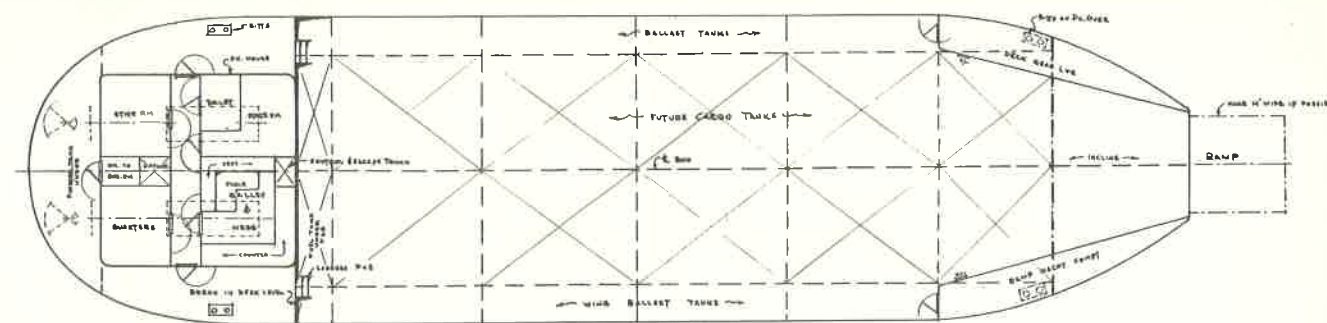


STEELFIN

A unique advantage of the STEELFIN is a water jet system to assist the rudder in turning the boat in tight quarters. Water is driven by a 225 gallon-per-minute pump through one of two ports in the bow, helping it turn more easily. The system is controlled from the wheelhouse, and is particularly useful in docking when a wind is blowing the bow away from the dock. As a secondary feature, the system can also be utilized for fire fighting and for emergency pumping. The STEELFIN is an offshore

survey boat used also as a personnel carrier, it is owned by the Offshore Boat Rental Service of New Orleans, La.

Other features include a coating of zinc compound on surfaces above the water line, an all electric galley, and a tear drop skeg, a feature incorporated on many Blount boats for easier steering. The tapered skeg gives the craft the name STEELFIN. She is powered by a Twin General Motors 6-71 plant and measures 60' x 16'6" x 7'. Hull 26

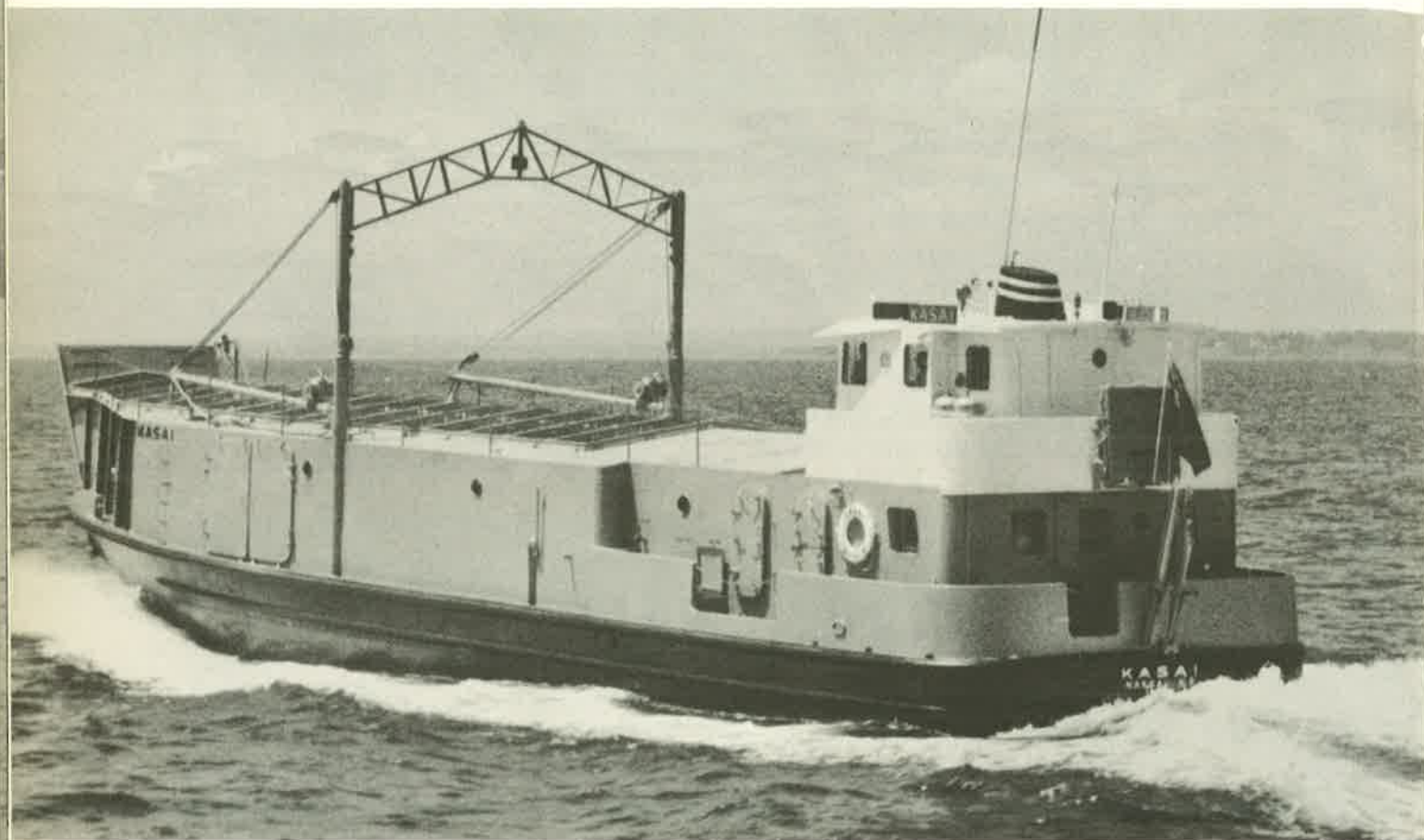


UTILITY, LANDING CRAFT and BARGE

KASAI

BARGE

DEBRIS COLLECTOR



KASAI

The all-welded steel, twin screw motor vessel KASAI is similar to military landing craft, and is a combination landing craft, refrigerated cargo and roll-on, roll-off vessel. It is operated by the African Rivers Line of Miami, Florida. Servicing all islands in the Bahamas and Miami, Florida, she features a portable covered cargo deck, two refrigerated cargo holds, ports at the sides and stern for roll-on, roll-off loading of vehicles, heavy cargo hoisting gear, and modern quarters for six. The KASAI measures 90' x 23' x 8', and is powered by two Caterpillar D342 turbo charged diesels. She is the fastest of the cargo boats operating on the Florida to Bahamas run. Her speed is 12½ knots.

Hull 64

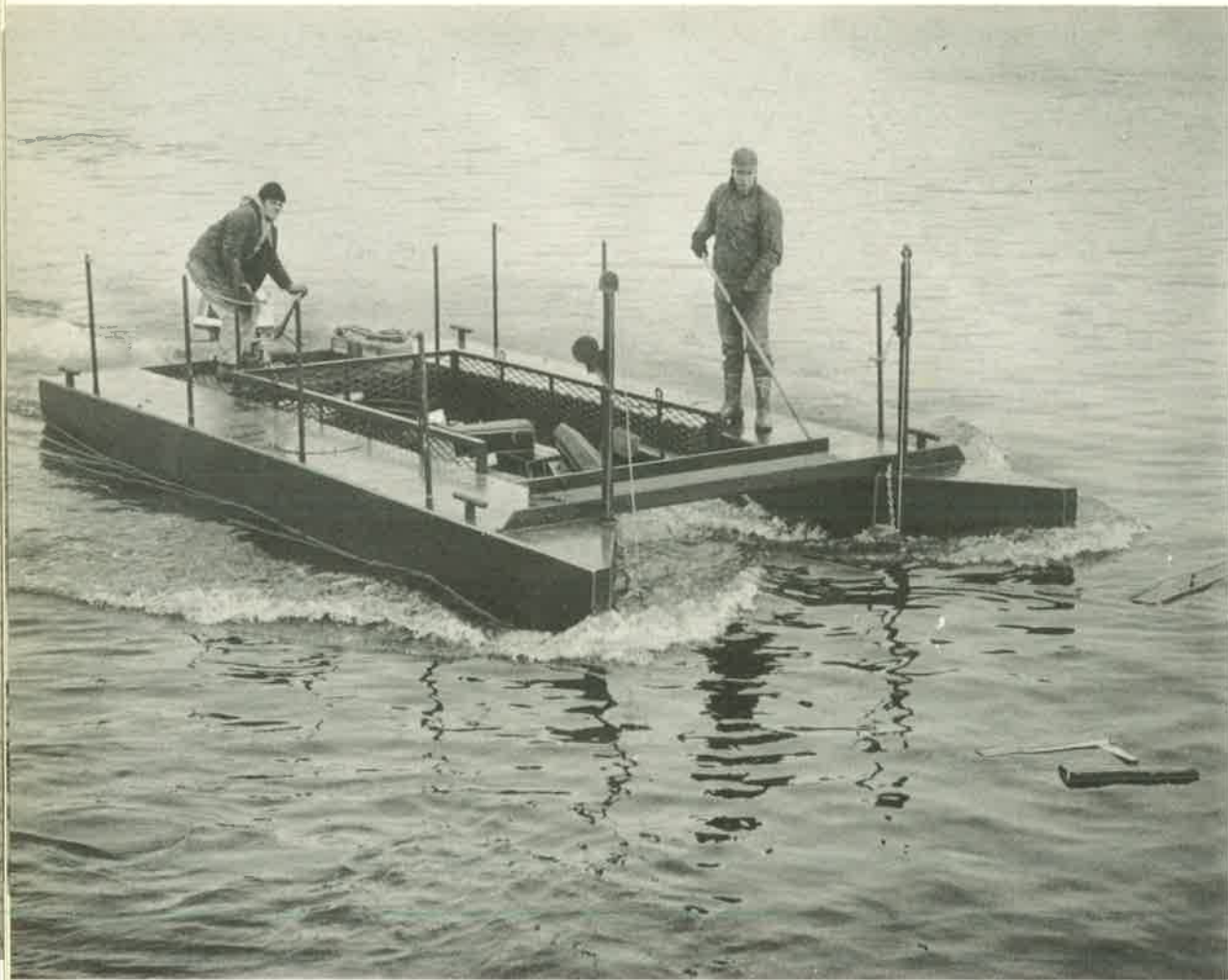
BARGE

Ideal Windlass Co., East Greenwich, R. I., operates this 60' x 27' x 5' crane barge. Based at Wickford, the barge is used for pile driving and

marine construction in Narragansett Bay. Photo shows the Barge under tow by the PARDUCON at the time of its delivery.

Hull 22





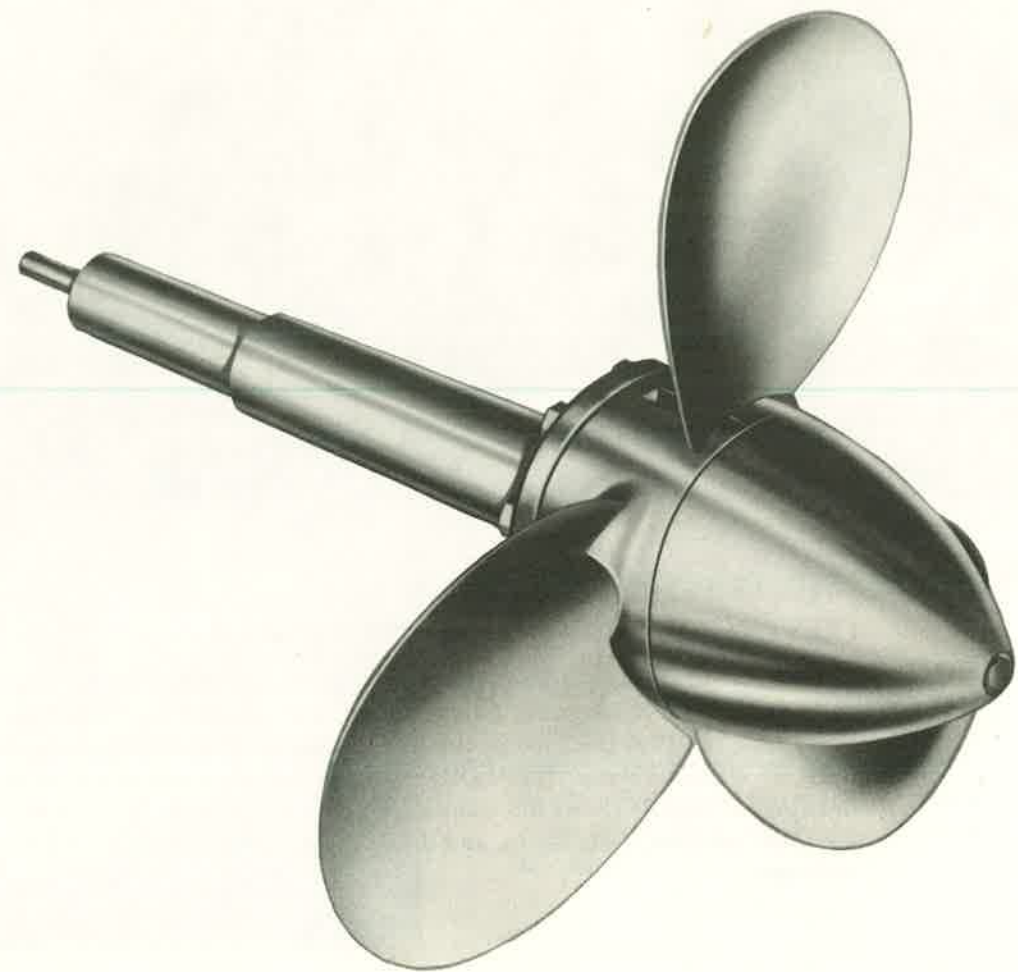
DEBRIS COLLECTOR

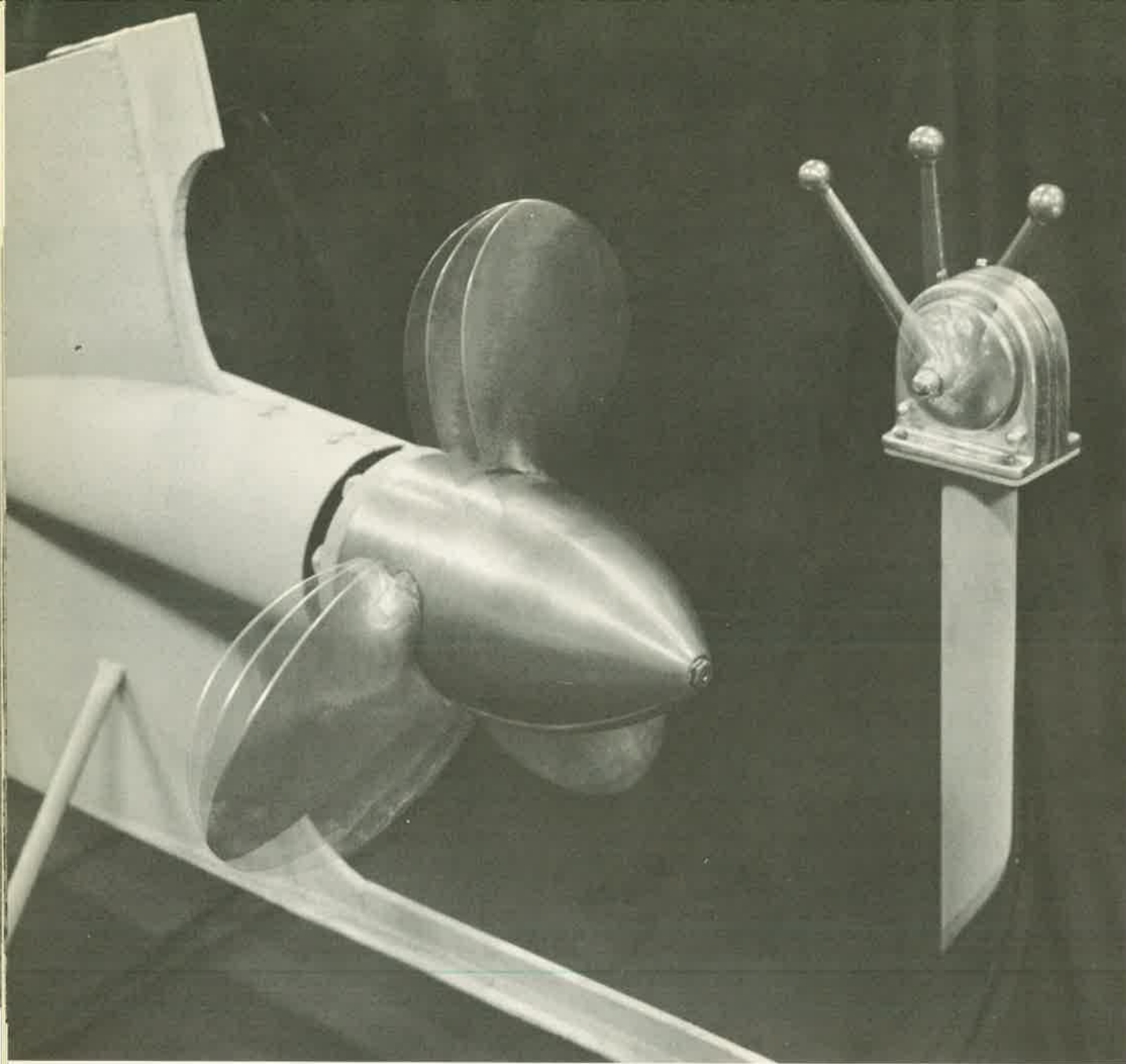
This 24', welded and bolted steel catamaran drags a steel grate through the water to gather debris. The grate is suspended from the twin pontoons and collects floating scrap. Capacity is two tons. She draws only a foot of water when not loaded, enabling the craft to operate in extremely shallow water. Built for the Puerto Rico Ports Authority, the debris collector was shipped to her destination aboard

the "BORINQUEN." She features a 10' beam, is powered by a 40 HP outboard and is operated by two men.

Indications are that the collector will also skim off floating oil slicks, and a further study of this type of operation is being made by Blount Marine. The craft is built under a patent granted to Blount in the early 1950's. Another indication of the yard's versatile ability.

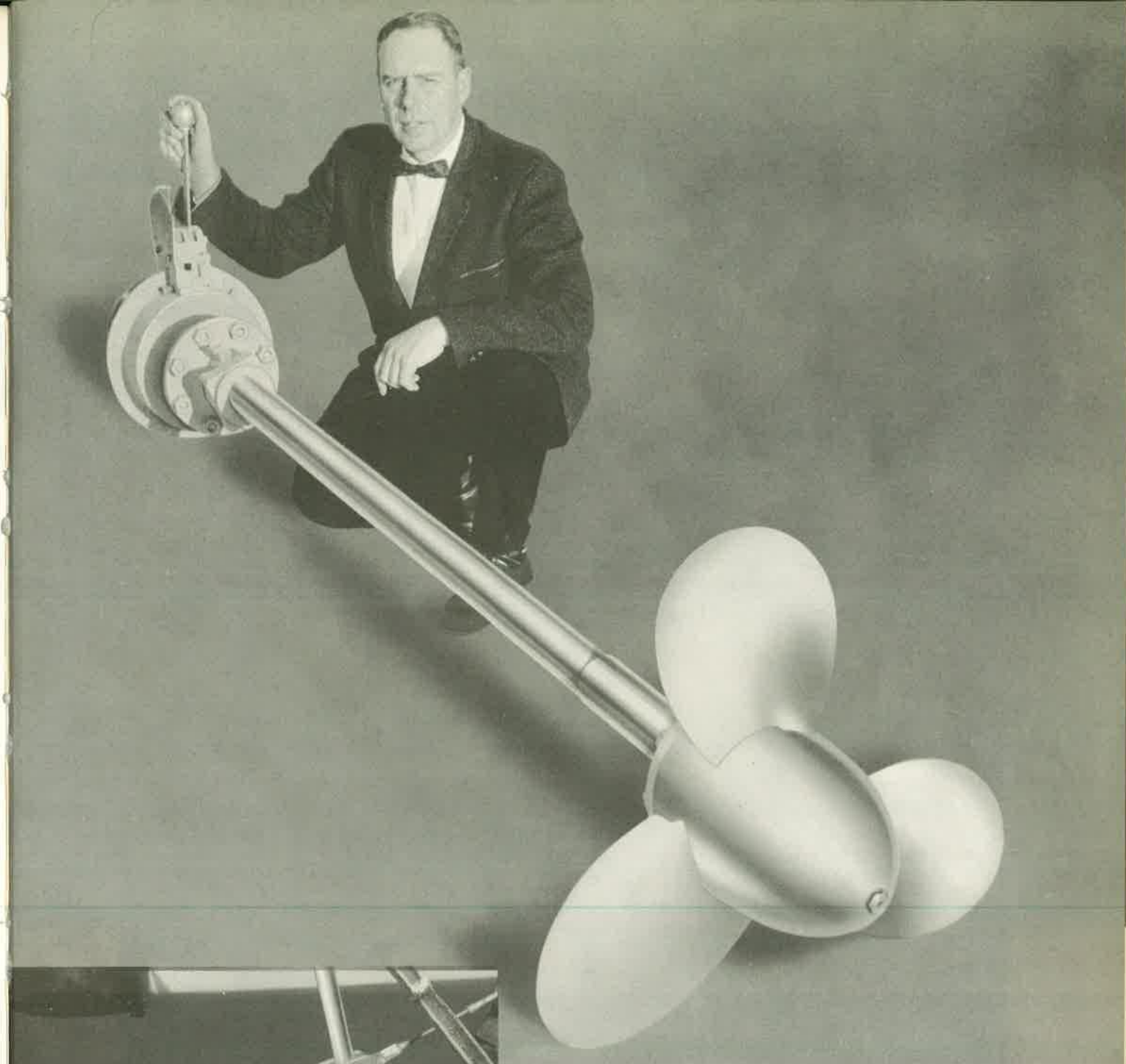
The HUSTAD CONTROLLABLE PITCH PROPELLER



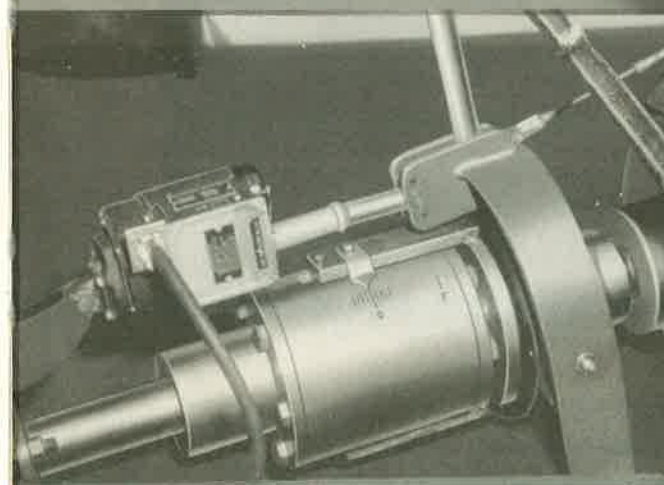


**THE FIRST HUSTAD
CONTROLLABLE PITCH PROPELLER**

A successful offset blade controllable pitch propeller was developed and is now in full scale production. The propeller was designed by Blount and exhaustively tested in 1959 and 1960 by the Hustad Marine Products Company. Later two units were built for the "EXPLORER II" for further study and tests. Schematic drawing on page 84 shows the component parts of the propeller system, including the pitch actuator, shaft sleeve, and the pilot house control station with numerical indicator.

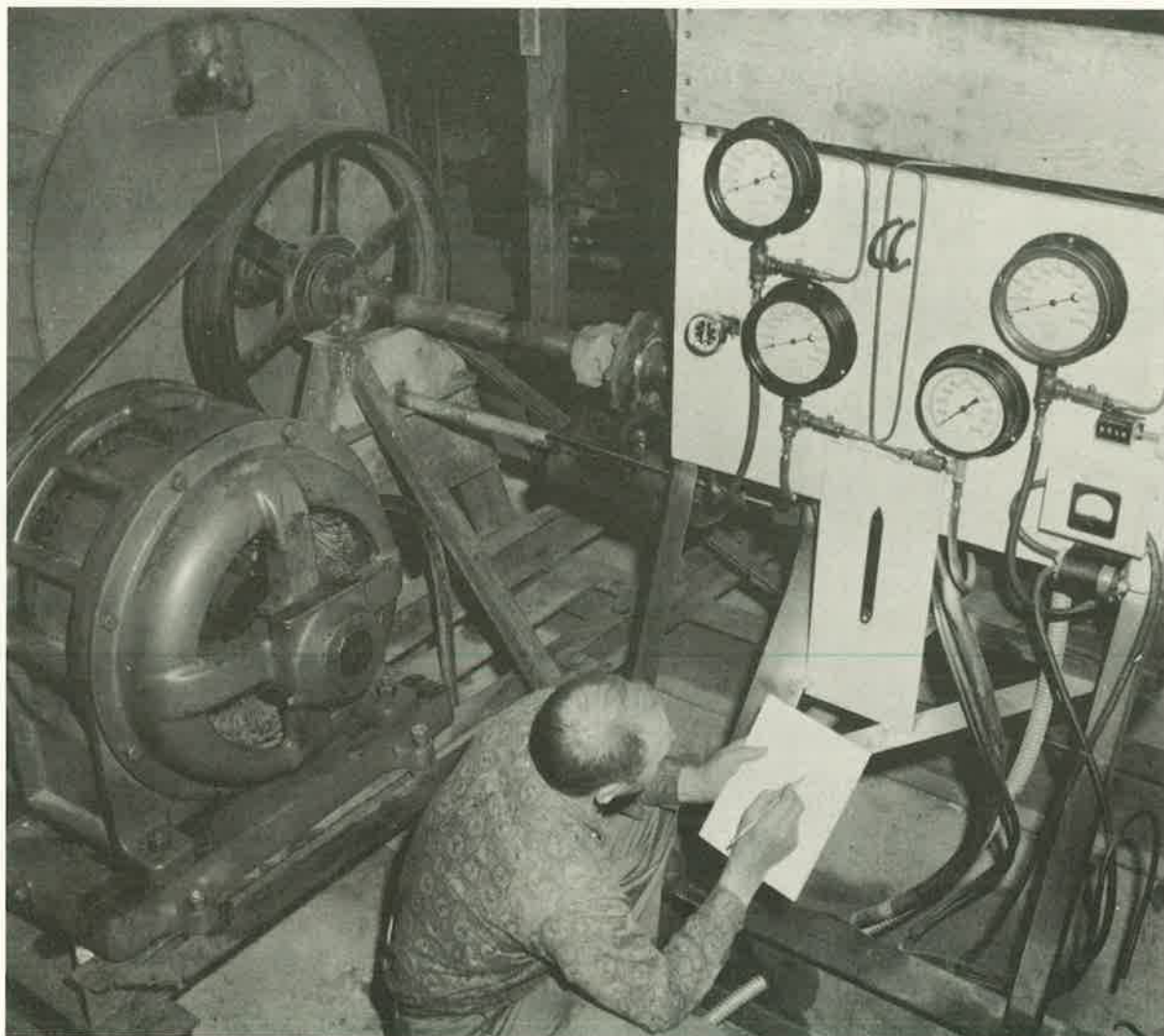
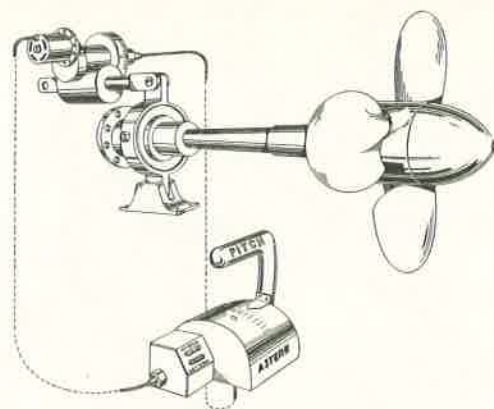


Luther H. Blount, inventor of the Hustad C.P., is shown with a dynamic, brake type pitch actuator on a 30" test propeller. Simply moving handle forward or aft will actuate the blades to desired pitch, with power supplied by the rotating shaft.



The external pitch actuator, used to control the "EXPLORER II's" 22" feathering prop, was developed to allow use of electric, hydraulic or pneumatic operation.

Offset Blade Controllable Pitch Propeller, by Hustad Marine, is designed for use on all types of vessels. Note wrap around feature of the blade.



Testing apparatus for the Controllable Pitch Propeller.

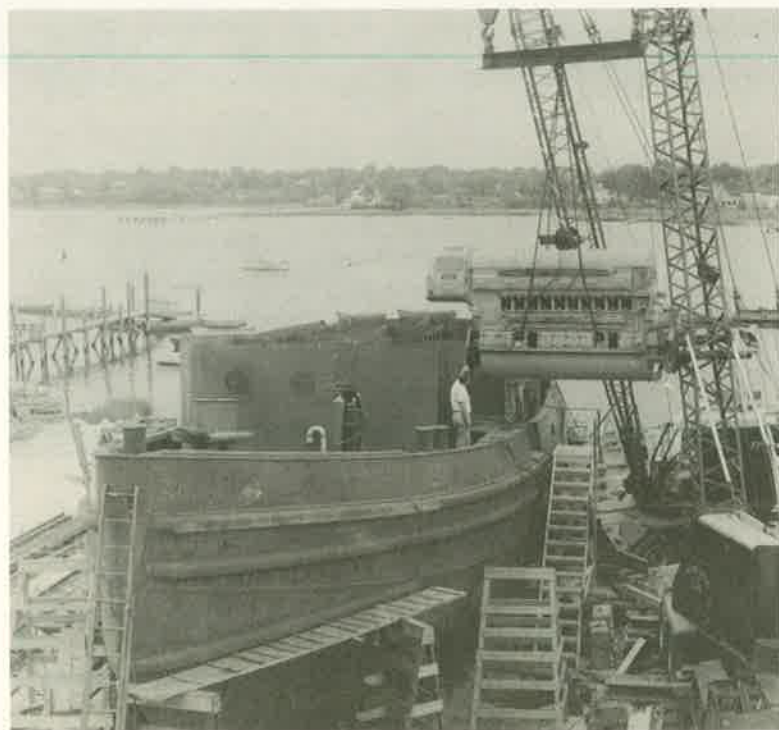
In this tank, the C.P. Propeller, driven by an electric motor, can be accurately tested for thrust and control rod characteristics. Comparative tests run on fixed propellers of similar size and known characteristics are used as a guide in developing superior performance in the Hustad propellers.



THE BLOUNT MARINE YARD

Air view of the yard shows various facilities of Blount Marine. Square building (upper left) houses administration, engineering offices. Larger structure (upper right) is the main construction shed. Fabricating and machine shops are in the center, with ways to the right.

"EXPLORER" and tug "GASPEE" are docked in the foreground. Dark building (lower left) houses fitting out shop. Shipyard is located on the Warren River, 15 miles south of the Port of Providence, about half-way down Narragansett Bay to Newport.

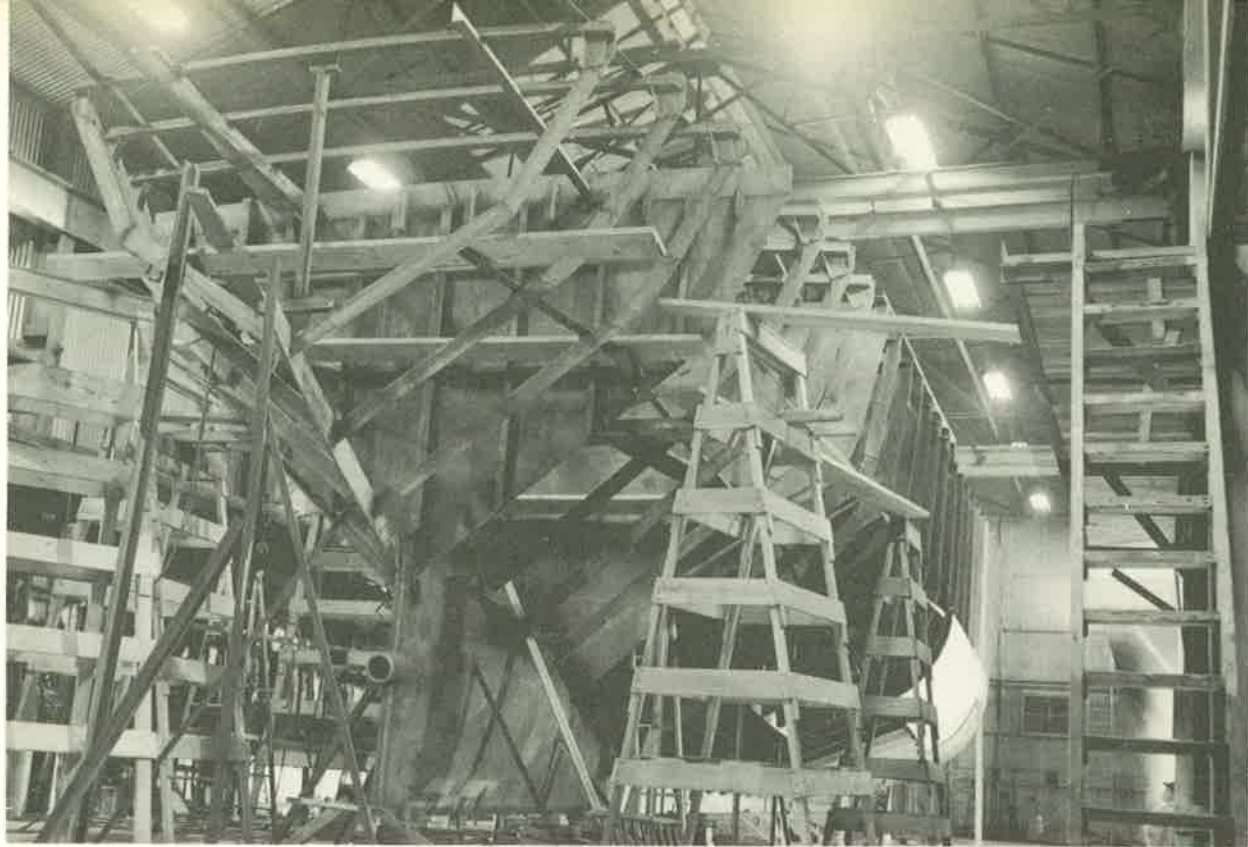


Blount builders apply zinc metallizing to the dragger Cap'n Bill III. Surface is sandblasted to bare steel, and hot zinc is sprayed on, assuring greater resistance to corrosion.

Fairbanks Morse 1800 HP Model 38D $8\frac{1}{8}$ diesel being lowered into engine room of tug "KING PHILIP", built by Blount Marine for the Providence Steamboat Co., for towing operations in the Providence and Fall River waterways.

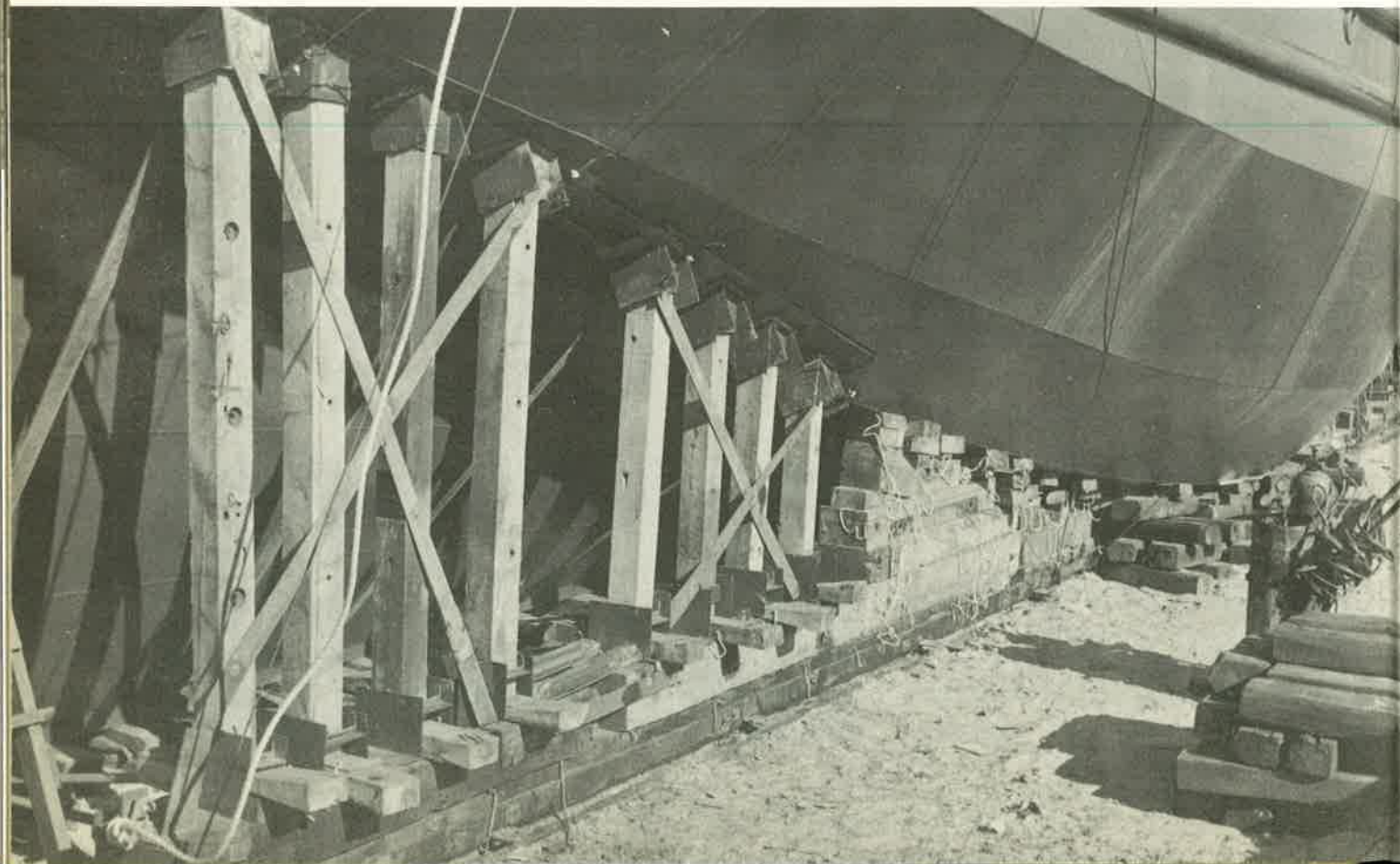


Machinist puts finishing touch on tail shaft. Blount machine shop features a complete range of heavy equipment and skilled machinists.



Interior view of main construction shed, measuring 106' x 40'.

Underside view of the launching poppets supporting the tug "ROGER WILLIAMS" shortly before sliding down ways.



Stern view of dragger CAP'N BILL III emerging from main construction shed at Blount Marine.