

GLADDING-HEARN
SHIPBUILDING
Duclos Corporation

Vision
is the foundation
of our success



Vision. A theme that runs throughout Gladding-Hearn Shipbuilding, Duclos Corporation.

During the last half century Gladding-Hearn has produced more than 340 exceptional commercial vessels. We have become expert in the demanding technology of high-quality construction. Our *people* – men and women sharing knowledge from various fields of expertise – continuously find better ways to serve our worldwide shipbuilding customers.

The true test of any craft is dependability. Reaching that goal requires fastidious attention to detail. A Gladding-Hearn hallmark.

Integrity, quality, innovation, stability and sound management are all part of our unique heritage. The merging of efforts, ideas and expertise produces intelligent solutions that lead to a successful project.

Finally, we believe the service and support we offer is a reflection of our *people* and their special commitment. A vision that pinpoints the cutting edge of world-class shipbuilding – that's the Gladding-Hearn way.

A major commitment to performance

When visitors leave the office to walk through the yard at Gladding-Hearn, no one at work looks up from the job at hand. Instead, workers continue their exacting task – building boats. They know their names are on the boats long before Gladding-Hearn puts its own marque on them.

Inside tall metal buildings, a score of men and women are busy on different projects. The climate-controlled shops, over 50,000 square feet of space, are filled with metal plating and cutting tools, where our people use a torch with the cumulative finesse gained over many years with the company. The distinctive aluminum hulls of new catamaran ferries cut through a bustle of other projects around them.

Having taken the industry by storm, the cat is a beautiful vessel, even without its paint. It possesses power and grace that are almost intimidating. Like every Gladding-Hearn vessel before it, the latest cat is a masterful blend of traditional craftsmanship and technology. Using pulse-arc welding to create a light, fast ship, every weld meets International Classification Society standards.

Gladding-Hearn is one of a few select shipyards around the world licensed to build the Incat Designs-Sydney catamaran. Moreover, with more vessels now operating throughout the Americas than any other yard, Gladding-Hearn has proven that high-speed passenger ferries can be efficient, dependable and profitable. From four engines and water jets to custom interiors, these crafts deliver dock appeal and comfort.



Top to bottom: Modular construction offers welders greater accessibility, ventilation and light, and supervision; a catamaran hull module is rolled over; a 50 tonnes superstructure module is gently placed on its hulls.

Pilots safely board container ships at sea from the 75-foot *Fort Moultrie*, the eighth pilot boat built by Gladding-Hearn for the Charleston Navigation Co., Charleston, S.C. The combination of Ray Hunt's proven deep-V hull and the virtually unobstructed 360-degree view from the wheelhouse increases the boat's predictability and safe handling.



Technology-refined innovations

Behind the romance of high-speed water travel are the vision and versatility that drive Gladding-Hearn's success. We're equipped to build any type of steel or aluminum vessel, including fire boats, tugs, patrol/rescue boats, and research vessels. We also build more pilot boats than any other yard in North America.

After building pilot boats for almost three decades, Gladding-Hearn joined forces with C. Raymond Hunt Associates in 1978 to produce the first deep-V pilot boat hull. Together they spawned a whole new class of pilot boats that cuts commuting time in half and permits safe boarding at high speeds. Now the industry standard, these boats are characterized by superior sea-keeping and comfort, rugged construction, low upkeep and through-life costs, and reliability.

With in-house naval architecture and engineering capabilities and a cross-trained workforce, Gladding-Hearn is expert in applying some of the most advanced shipbuilding techniques. Its use of Zone Outfit Logic Technology (ZOLT), for example, allows teams of shipfitters, welders and outfitters to build and complete modules of a vessel from the inside out. These building techniques, along with in-house plasma-cutting, increase efficiency and yield better control over production and costs.

Such thinking gives Gladding-Hearn a very real edge with customers who want the creativity, flexibility and the culture of a smaller yard. More importantly, it is the ingenuity that enables Gladding-Hearn to manage widely divergent projects.

People – our key to success

The entire Duclos family participates in the business. They are dead set against sacrificing quality for volume and instill a work ethic that starts at the top and flows into the conscience of every employee. It's this work ethic that may explain why nearly 90 percent of Gladding-Hearn's business is with repeat customers.

Each morning before the workday begins there is a production meeting of all the foremen and senior management. Those who attend benefit from knowing what is actually taking place on every project. They see a side of shipbuilding few employers are willing or able to share with their workers. It fosters pride and leadership in the younger employees by encouraging upward mobility through effort and skill.

It's the American ideal – to offer quality craftsmanship and customer satisfaction by working personally with every customer. At Gladding-Hearn there is a clear causal relationship between quality and success.









Top to bottom: The speed of passenger loading is important to a fast ferry's success. Two 84-footers, built for the Government of Bermuda, transfer passengers and scooters quickly and safely from the bow to an integrated dock system. Interior appointments of most Gladding-Hearn ferries include attractive color schemes, comfortable transit-style seating, and fully equipped concessions. The catamaran's efficient design allows for high speeds with minimal wake.

SeaStreak New Jersey passes under the Brooklyn Bridge. At speeds of 39 knots, the 141-foot, 400 passenger high-speed catamaran, along with her sistership, carries more than 2,800 commuters daily from New Jersey's Atlantic Highlands and Highlands to New York City.

The pursuit of quality doesn't stop when the boat is delivered. Skilled technicians can deliver the boat and remain onboard to ensure optimum performance and properly train the crew. Your vessel is backed 100 percent and performance is *guaranteed*, a reflection of the philosophy that nothing leaves this yard unless it's right.

We're building a great future

A walk through the yard demonstrates where Gladding-Hearn is heading. The use of shop space is planned years in advance of starting projects in order to gain efficiencies wherever possible. Every project has been packaged with the required metal and equipment. All new employees undergo a six-month training program.

What separates Gladding-Hearn from other shipyards is its well-deserved worldwide reputation for quality construction. This has been accomplished with *craftsmanship, new technology, and responsive leadership*. But most of all, it has been achieved by people whose pride in their vessels translates into one of those intangibles. It's difficult to put a price on such value.

Top to bottom: *North Star*, a 48-foot steel trawler built in 1955 and still fishing today; two near sister-ships of the *Gulf Challenger*, a 50-foot research vessel for the University of New Hampshire, are being built for Old Dominion University and Woods Hole Oceanographic Institution; *Grey Lady*, the first of three catamarans built for a Hyannis, Mass., operator, breaks ice to arrive on time in Nantucket Harbor; *Lindsey*, a 70-foot steel ship-docking tractor tug, powered by twin, fully rotational Z-drive propulsion units. Gladding-Hearn designed and built America's first Z-drive tractor tug in 1977.

Opposite page: Fourteen 30- to 55-foot patrol/rescue boats have been built by Gladding-Hearn for the New York City Police Department. Other police departments that own patrol/rescue boats built by the shipyard include Chicago, Boston, Washington, D.C., and the state of Utah; New York City's shoal draft, 52-foot *Kevin C. Kane* pumps 5,000 gpm and tops out at 28 knots.

Page 10: Top: Shuttling pilots to ships entering the Cape Fear River en route to the port of Wilmington, N.C., is the new 52-foot launch built for the Cape Fear pilots. A new class of 53-footers, the "Chesapeake," whose hull refinements meet the new demand for higher speed, greater safety and a softer ride, is under construction for the Virginia, Maryland, and Tampa Bay pilots.

Bottom: Carrying 600 passengers, the jet-propelled *Salacia*, one of the largest Incat-designed ferries in the U.S., makes its regularly scheduled 90-minute, 52-mile trip from Boston to Provincetown at the tip of Cape Cod. It consumes only 0.020 gallons of fuel per-passenger-mile at 35 knots with a full load.







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Narrows, built for the Sandy Hook pilots in 1958, heads for a boarding in sub-zero weather, 12 miles off the New York coast.