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## A Bermuda Win

Mike and Connie Cone are some of the most competitive, tactical, and obsessed racers you will find. They also just took their 1950's designed Hinckley Bermuda 40 Actaea from dead last in the 1996 Newport Bermuda Race to over-all winners of the 2014 race.

"it's still an 8.5 knot boat, but you can maintain that speed more easily and consistently, and that wins races" – Jim Ryan

Mike says he was ready to quit after that first year. He was inspired by the winner's speech though, and thus began their journey. GMT caught up with Mike and Connie to talk about their big win, and what the main factors were in getting them there.

Victory did not come by chance. The Cones enjoy the methodical aspect of tweaking their boat, but are quick to credit crew as critical. They race with 8 or 9 from a dedicated group of 12 people. Mike says, "cultivation of like minded sailors will generate a dedicated team". Connie's take for a happy crew is, "We have champagne at the finish and eat real food in the race" (which sounded delicious). She adds with a slight pavlovian glint, "The crew on watch also get rewarded with chocolate for hitting 120% of polars." *Continued back page*

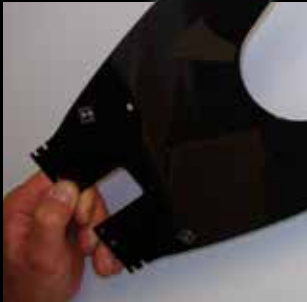
## Leopards Launches: A New Powerfurl System

The newest Leopard 58 in the US has completed her sea trials with the GMT PowerFurl boom installed. As soon as the owner started looking at cats in this size range, he realized that without a furling boom, managing the mainsail was going to be a big problem. These larger cruising cats have their booms high above deck. The 58 has a gooseneck which is 20' above the water line. With a hard top covered bridge with deck seating for 12, access to the main sail is less than convenient. It is a perfect scenario for the GMT PowerFurl boom, giving the owner push button convenience in furling or reefing his full battened main sail. The sea trials were a success, and we wish the owner much enjoyment in his future cruising.



## TECHNOLOGY: HIGH TECH!

It may not be what comes to mind when you think of a robotic hand. There are no life-like “thumbs up” gestures from this purpose driven design. Known as a robotic end effector, it is made for a very specific repetitive task. Drivers in bringing the concept to reality include torsional stiffness, light weight, and extreme accuracy in manufacturing - all GMT strong points.



## SMART SOLUTIONS:

While not a “boat builder” per se, when organizations like MIT look for help we makes exceptions. MIT needed to test their innovative hull concepts in a towing tank for a government project. A quick turn around, highly custom parameters, and extreme accuracy were needed, and GMT delivered with this 4’ long model. It has a removable mid-section we can’t show you, but we look forward to hearing about the improved efficiencies in the new hulls.



# Kanter 53: New Construction Rig

Some projects stand out not only in the satisfaction of the end product, but also in the process. This new Kanter 53 is from a familiar team, and it is like sailing with your winning crew again. The owner is an experienced yachtsman, and he requires a boat that can handle any offshore situation. Moving up from his previous custom boat, he called in the same crew for the new project. It speaks volumes when an individual can call on any resource for a project, yet chooses the same team due to the quality of the previous experience.

Renowned naval architect, Dieter Empacher, again created the custom design. Kanter Yachts, known for their quality, is the builder. John Baxter from Doyle Midwest will provide the sail quiver. GMT will supply the carbon rig complete with a PowerFurl boom. In-boom furling is something new for this owner, but he has high confidence in our proven system.

It is one of those “what if” boats where you can freely imagine how to build the ultimate owner captained offshore capable vessel. GMT is honored to be part of the team to bring the owner’s vision of the ultimate cruiser into reality.



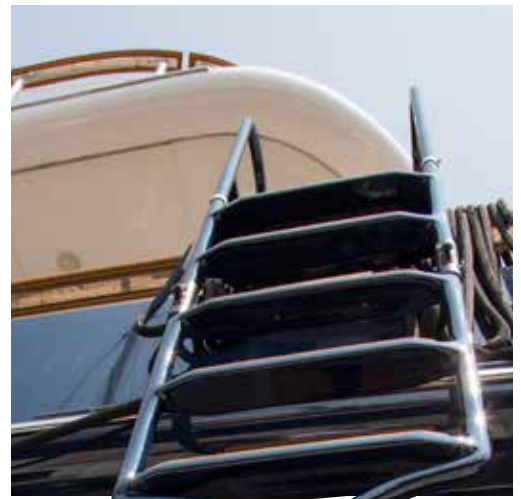
# Trumpy: Classic SeaStairs

The classic Trumpy lines are unmistakable. This one was built in 1958 for John Trumpy, and later restored by Brooklin Boat Yard in Maine. The owner of this 71’ beauty was looking for a boarding system that could easily be deployed with the ability to be stored alongside the hand railing. It had to fit the specifications of this yacht with a 5” rub rail, and a fair bit of curve, or breadth sweep, in the hull section where the SeaStairs were to be mounted. This is not an “off the shelf” solution, and plays perfectly into GMT’s specialties. It requires a close interaction with the customer to first fully understand what they want the boarding system to do, and then to consider all aspects of a vessel from the hull shape, toe-rail, rub-rail, deck hardware, and storage options. The light weight makes for easy deployment and storage, while the stiffness increases confidence while boarding. Additionally, GMT SeaStairs are made to the highest standards with a yacht quality finish in order to seamlessly become part of vessel, and present only the best first impressions.



Testing the newly installed SeaStairs





## Superyacht dive ladder

GMT has been making vertical carbon fiber swim/boarding ladders for some time now, but three recent projects are on a whole new level. We have added a new twist to our larger designs with the addition of a dive ladder component. This has been quickly adopted by existing customers like Royal Huisman on their two current projects and by the superyacht management company, MasterYachts for their 130' expedition style vessel.

The design borders on artwork with its smooth flowing lines made possible with carbon fiber. Each piece is custom designed and built specifically for the vessel, and the finish work must be of the highest standards.

At over 14 feet long and with multiple sections, the ladders can be used in a variety of functions from aft swim platforms to raised side platforms. The lighter weight of the carbon fiber means that a single crew member can handle the ladder, while the stiffness makes guest use easy, safe, and confident.

Traditionally, ladders have been made from aluminum or stainless. Progress marches on though, and our carbon fiber ladders offer owners and designers almost limitless design options with a look and finish detail to match the entire vessel.



Our high tech carbon rig with classic looks

## Summerwind makes Bermuda

Following up on the carbon rig we made for the classic 90' Alden schooner, Summerwind, we recently received this picture from a local sailor in Bermuda. Summerwind is hard to miss with her gleaming bright work and heritage.

People are often surprised to learn she has a high tech carbon rig, given her classic looks. It is a testament to how well the GMT hand painted faux bois finish matches the existing wood work. This picture was also notable as GMT's owner and chief engineer, David Schwartz, had just completed the Annapolis to Bermuda race with the owner and crew. It was a rare treat and honor to be invited as part of the race crew. Not many invitations to race include the level of comfort afforded by Summerwind.

It was also highly rewarding to hear the owner, a knowledgeable sailor who has had projects with every major rig supplier in both racing and cruising, look back on this large rig project with GMT as his most enjoyable experience.

# A Bermuda Win – continued



Mike and Connie have raced every race together, except one.

Technically, one of the first things they mention is Jim Ryan. Jim is a naval architect, and they have retained his services for years on how to improve Actaea. His first advice was to shorten the spreaders & bring the genoa tracks in-board. This netted several degrees closer to the wind, but they could sheet closer than the hull could sail. The tweaking of Actaea had started. Changes were made to the centerboard, ballast placement, and rudder. They installed a GMT carbon boom, spin pole, & later a GMT carbon mast. When asked his upgrade advice to owners racing older hulls, Mike stated, "If you have a centerboard, fix it, otherwise, go with a carbon rig. You are not competitive without it".

Everyone immediately felt the difference when sailing with the new carbon mast. The boat was just "so much easier". It had a "bigger groove, lightened the helm, and had a more direct feel". It changed the healing angle, and the boat is just "happier". We couldn't be happier for Mike, Connie, their crew, & Jim Ryan with their continued successes on Actaea.



Analysis of past errors will lead to the elimination of future flaws. – Mike Cone

## It's Show time

September is here, which is Boat Show season kick-off.

We start in Newport, down to Annapolis, then to Ft Lauderdale, and on to Amsterdam over the next 3 months. Please contact us if you would like to schedule a time to meet at any of these shows. We return to METS for the first time in 4 years as part of the USA Pavilion.



## Meet Jim Ryan: Locus Design

Jim Ryan is a naval architect, but that title seems one dimensional when you consider his client interaction. Mike and Connie Cone have retained Jim's expertise for years in advising them on improvements to their Hinckley Bermuda 40 which won the entire Lighthouse Cup Division this year. A naval architect to be sure, but he is also part strategist, trusted advisor, some time crew, friend, ratings expert, and flat out Jedi master when it comes to tweaking a boat.

Jim is a SUNY Maritime engineering graduate, and also the USA co-chief measurer for the Star one design class. Jim's firm is Locus Designs, and he can be reached at: jim@locus-designs.com



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