

GMT Carbonics

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Advanced composite engineering and manufacturing for marine and industrial applications • Since 1984

Grundoon Wins Bermuda

This beautiful 1968 Columbia 50 belongs to Jim Grundy, a long-time GMT customer who has built a number of rigs with us. Mr. Grundy is a yachtsman. He has owned everything from a custom Tripp 75', to the 1929 100' Alden Schooner *Summerwind*. Jim's father purchased *Grundoon* new in 1968, and between them, they have a dozen attempts at winning the N2B. In 2014, Jim went so far as to have a custom Carkeet 47' race boat built. In spite of turning to the biggest names in the business, he had never found the right combination, until this year, when he decided to go back to the basics.

Jim chose to enlist family and friends to race with, including GMT's lead engineer David Schwartz, and set about updating *Grundoon*. First on the list was a new carbon rig from GMT and a new set of Elvstrom sails from Chesapeake Sailmakers. Despite having the means, and access to the industry "rock stars," Jim chose to work with smaller companies who he felt would give *Grundoon* the attention she deserved.

The results speak for themselves. *Grundoon* won first in class 4, The Saint David's Lighthouse Trophy for best corrected time overall out of 85 boats, the William L. Glenn Family



1968 Columbia 50 *Grundoon*, at the start of the 2018 Newport-Bermuda

Participation Trophy for the best performance for a boat with at least 4 family members on board, and the Dorade Trophy for best finish of a boat more than 25yrs old! Jim raced with family and friends in pursuit of a multi-generational quest, and in the end, he proved success is sweetest when you go with your gut, and get to enjoy it with those close to you. The key ingredients were with him all the while.



Jonathan Craig and Nate Williams

New Faces -Same GMT

GMT Composites, Inc. expands with a new owner and a growing team

Jonathan Craig, who started at GMT as Director of Sales and Marketing in 2011, took over as president and owner 18 months ago. Former President/Owner David Schwartz, while stepping back from the day to day operations to enjoy more sailing time, has stayed involved with the company through the transition and will provide ongoing design and engineering services. The company has enjoyed strong sales under Jonathan's leadership, and has now made it's first full time hire with Nate Williams as the new Director of Sales and Marketing. Craig states, "GMT had a great first year under new ownership, and we are thrilled to add Nate to the team. He shares our very customer-centric view in providing high levels of service and value, while seeking sustainable growth in both our marine and non-marine segments." Jonathan and Nate are both excited to be entering this new era with GMT Composites, and they look forward to working with you.

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TOP SECRET

GMT works with a number of government agencies on a variety of projects that we can't really talk about. Recent components we fabricated are to be used on the outside of a vessel that spends most of its time underwater. We can't say much more, but we think the picture might offer a hint.

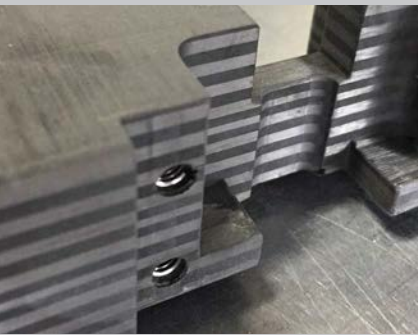


Anchors Aweigh

This was a tricky one – a hydraulic articulating full carbon housing assembly for cradling and deploying a stainless plow anchor that weighs just shy of a half-ton (450kgs). Marine Construction Management, Inc. out of Newport RI, who oversees the construction and management of some of the most luxurious and interesting yachts in the world, came to GMT for a custom solution after the existing assembly had been badly damaged. At first, the owner wanted the existing unit to be repaired, and GMT advised against it as the system required very tight tolerances. A repair was attempted by a different builder, but the part did not fit properly, and it was determined that a new unit would be required. MCM came back to GMT and we built a CNC machined plug to duplicate the original part. This allowed us to do a test fit, as the articulating clearances



were on the order of 1/8" (3mm), which also meant design and lay-up were critical. Wall thickness of the part varied based on load, with some areas being over 2.5" (64mm) of solid laminate. Carbon was used because net weight in the bow was critical. In the end, the entire assembly rotated cleanly and fit like a glove.



LIGHT & TIGHT

Carbon provides an ideal medium for building pieces used in precise manufacturing. Offering dimensional stability through a wide range of temperatures and humidity, while being lighter and stronger than most of the alternatives. GMT is capable of producing parts like the one seen here at tolerances down to 2 ten thousands of an inch... that is .0002"!



Feadship Boarding System

Is it a passerelle? Are they Sea Stairs? - Yes. GMT was contracted to build a boarding system for a Feadship Yacht which was both a set of Sea Stairs that articulate to maintain level steps at any height, while at the same time would also have the ability to lock flat and be used as a passerelle. We accepted the challenge and successfully designed a boarding system that, when locked flat, had steps close enough together for safe boarding even in high heels, and could also be used as stairs when needed. We finished the system with a gorgeous paint job matching the yacht, and added teak treads and a teak handrail to properly compliment such a beautiful boat.



Fit for a king

When fitting helm chairs for “the most advanced sportfish ever built,” you go outside the box. Pompanette, LLC, est. 1947, was tapped by the owner to come up with a unique solution, and they turned to GMT to combine their classic look with space age construction. *Jaruco*, a 90’ sportfish that cruises at 38kts, was built in North Carolina by Jarrett Bay Boatworks, and is sporting three hollow carbon fiber helm seats that even we can’t believe aren’t wood. The clear carbon pedestals offer a hint, but unless you are “in the know,” you would think that these beautiful helm chairs with magnetized cushions and integrated cup holders were carved from wood, until you went to pick them up of course! Tested to meet ABYC standards, the chairs had to withstand a 400lb dropped impact and other loads, which felt like something out of Mythbusters for the guys in the shop. The finished product speaks for itself, and a huge shout out to the artist who painted the faux bois finish on these helm chairs fit for a king.



90’ Jarrett Bay Sportfish *Jaruco*

Proper ladder for a proper yacht

Let’s be real - a 4 tread boarding ladder is not a large item on a 156’ sailing vessel. That said, you don’t have a German Frers Yacht built by Royal Huisman, and ignore the small details. The crew of *S/V Hyperion* found that their stainless boarding ladder extended further off the hull than the boat’s fenders, and was getting damaged and marking the hull. They came to GMT to design a new ladder with a minimized profile that would still clear the camber of the hull. GMT measured the boat and built a perfect solution that nestles nicely between the fenders, looks fantastic, and is much easier to carry and deploy.



Living the Dream

Able Apogee 58 *Patriot*

All times are America/New York (UTC-4)

Set sail, cruise to the Bahamas, cross the Atlantic and cruise Europe... "some day," right? John Lubimir is living that dream aboard *Patriot*, his Chuck Paine designed Able Apogee 58, built by Kanter Marine. *Patriot* was originally delivered with a GMT furling spar, and the second owner re-rigged the boat with a GMT conventional mast and PowerFurl boom to enjoy the benefits of a fully battened main. That mast was damaged by a lightning strike, and not wanting to take any chances with a planned ocean crossing, John hired GMT to build another, lighter mast, that would meet all his requirements for cruising the world. *Patriot* completed her transatlantic voyage by way of Bermuda and the Azores, and topped off the trip by finishing 2nd in class in Ireland's premier offshore race, the Volvo Round Ireland Race.

Storm Relief:

An estimated 63,000 recreational boats were damaged or destroyed in Hurricanes Harvey and Irma. GMT is here to help with capacity for quick turnaround times on spars, boarding systems, and more. Contact us today.



Hinckley 41 Competition

Making great even better

We often hear, "carbon sounds great, but we don't race." The truth is, added performance is only part of reason carbon is simply better. The long time owners of this classic Hinckley 41 Competition found the boat to be perfect for them, and had no intention of selling the boat, "ever." They wanted to optimize the boat for nothing but their own enjoyment, so they chose to

do a refit that was in keeping with the boat's original quality, while making improvements. The carbon furling mast GMT made not only matched the classic look, but weighed in at about half of an aluminum equivalent, which improved every aspect of this cruising boat's comfort; it reduced heeling and pitching, provided less need to reef, as well as more stability under power and at anchor, plus lessened maintenance, thus making a great boat even better.

Shipyard Spotlight:

Located in the northwest corner of Penobscot Bay in Belfast Maine, **Front Street Shipyard** has capitalized on Maine's reputation as a worldwide boatbuilding mecca, and they have become one of the most capable and versatile boatyards in New England. "From classic wooden

techniques, to progressive composite solutions, [their] capabilities span decades of boatbuilding experience and research." All of which is highlighted in their current refit of *Defiance*, a

Hinckley 70 with a GMT carbon rig that we are proud to report is going strong and will go back into service.



Hinckley 70 *Defiance*



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