

GMT CARBON FIBER SPAR UPGRADES

GMT Composites brings you the ultimate improvement to your boat.

"It's a whole new boat. She is just gorgeous." says Gus MacDonald owner of the Hinckley Pilot PANACEA. "Before the new spars PANACEA would be dead in the water in light air. Now she is competitive in light air beating boats I couldn't keep up with. She is faster, more comfortable offshore and she now drives through a sea instead of hobby horsing. And she heels less and is drier." according to Gus. Gus finished 4th overall in the 2001 Marion/Bermuda Race and credits his GMT spar.

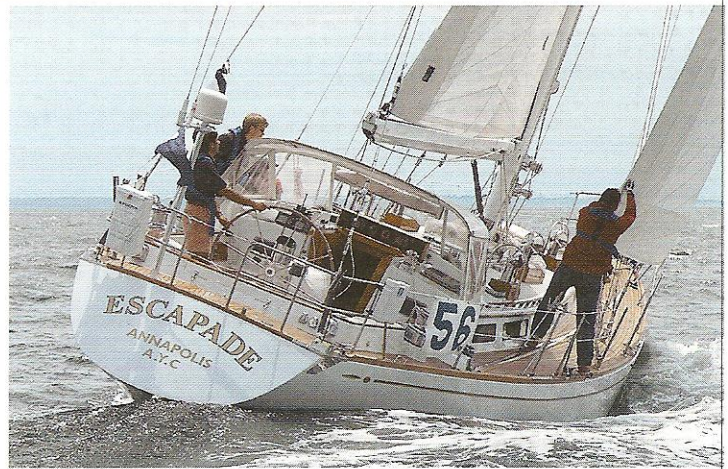
"You should market this service to the whole Morris family". Kevin Clancey, owner of Morris 38 ALACRITY, said after his first sail with a new GMT carbon fiber mast. Kevin replaced the original aluminum stay-way mast with a conventional carbon fiber mast this winter. Kevin saved 220 lbs. Aloft.

"I've never enjoyed sailing upwind especially offshore in my boat until now." says Mark Stevens owner of the Hinckley Sou'wester 51 foot KIVA. "Four hours into the Bermuda Race, I had to drop out from mechanical problems and faced beating back to Newport into 20 to 25 knots of wind. For the first time since I bought the boat, going uphill was actually a pleasure. She did not hobbyhorse, pitch or heel excessively and drove through the sea faster than ever before. If I was unsure about the benefit of a carbon rig, this sail put it all to rest". It turns out that he and his partner in the race were having so much fun they beat all the way up the bay to Portsmouth, RI - only turning the engine on to dock at the marina. Mark saved 340 lbs. aloft over his original spar.

THE FACTS: Carbon fiber masts are approximately half the weight of similarly sized aluminum spars or about 35% lighter when fully dressed. Pound for pound carbon fiber is nine times stronger than aluminum and is superior to aluminum in its ability to flex and bend without permanent deformation. One way to look at the gain provided by going to carbon, is that for every pound saved aloft is equivalent to adding ten pounds to the bottom of the keel. On the maintenance side, paint adheres to carbon fiber better than aluminum drastically reducing paint chipping, bubbling and repainting. The expected life span of a carbon mast is two to three times that of an aluminum spar.

THE BENEFITS: The end result in refitting to a carbon mast is a decrease in heeling and pitching and an increase in righting moment, boat speed and sail carrying capacity. Wet boats become much drier, sailing in a seaway is suddenly more comfortable and faster, and boat speed can improve radically with the new carbon mast. Further more, carbon masts are safer as the reduced weight aloft will help prevent the possibility of a roll over or capsize.

THE SPECIFICATIONS: Each GMT carbon fiber spar is designed to exactly match the strength requirements for your boat and to maximize sail



Alden 52 ESCAPADE

Photo: Alden Yachts

Denis Seynhaeve, owner of the Alden 52 ESCAPADE, said of his recent GMT carbon refit, "We gained in sail area which has made the boat faster in all points of sail. We accomplished our goal, which was to make our boat new".

The owner of the 1974 38 foot GAYLARK working with the S&S design office decided to use some of his weight savings (he still saved 200lbs over the old mast) for a taller carbon mast providing increased sail area. "The added horsepower gained has paid dividends on the racecourse where I now regularly beat lighter boats that I couldn't keep up with in the past." say GAYLARK'S owner.

These are just five of our recent customers who have refitted their favorite family member with a new GMT carbon spar. They are sailors who are out using their boats all season long. They know their boats. Their comments once again prove that refitting with a GMT carbon fiber spar is the best change you can make to your boat to dramatically improve comfort and performance.

shape over a wide range of wind and sea conditions. Meeting the owners requirements for a new spar is accomplished by the attention to detail that GMT provides. This starts at the quote stage and continues through the design and engineering phase of the project right through to completion. The service does not end there. We are available for mast checkups and inspections as needed. When designing and engineering the mast, we frequently work with the boat's designer to take some of the weight savings and put it into more sail carrying capacity. This is a great way to improve light air performance through added horsepower and still show a net gain in weight savings aloft.

THE CONTACTS: Call us at GMT Composites or our Agent listed below to find out how much weight you can lose.

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