

CARBONICS

Advanced Composite Engineering & Manufacturing for Marine & Industrial Applications



www.gmtcomposites.com

GMT COMPOSITES PRODUCT BULLETIN • NUMBER SEVENTEEN • SUMMER 2002



Paine designed, Kanter built 80 ft. ketch FRUIT ION power reaches in the Caribbean with her GMT rig package. (See article on page 3)

Photo: The Nuttall Group Ltd.

REFITS UP FOR BIG EVENTS

This year we have noticed a dramatic increase in retrofits to GMT carbon masts. Over the years more and more people have come to GMT to make significant improvements to the sailing characteristics of their boats. What sets GMT apart is its attention to all the details required in a refit. This starts at the quote stage,

GMT SPARS BLOCK ISLAND WINNER

Further proof that you can have your cake and eat it too, GMT sparred SCEPTRE'D ISLE, Dick Weisman's 63 foot sloop, won Class and Fleet in the Storm Trysail Club's annual Block Island Race. Weisman bested the 46 boat fleet by more than 30 minutes on Corrected Time to win First Place honors.

intensifies at the engineering phase of the project and continues through completion. It is this commitment to service that enables a GMT spar to be stepped, tuned and sailed virtually hassel-free. There still remains no better way to dramatically improve the sailing performance of your boat without significant reconstruction.

The typical scenario for orchestrating a refit tends to be driven by a range of factors, but often a single event takes priority. Whether it's a planned trans-Atlantic (or Pacific) or an ocean race, the event can become a focal point for the planned retro fit. As with any major compo-

Continued on Pg 4

GMT COMPOSITES: NO 1. CHOICE FOR QUALITY, PERFOR- MANCE AND SERVICE

When GMT built its first carbon spars in 1990, it was the only company using advanced composites materials and processes. Since then, competition has increased creating choices for the customer. Choice is a great thing and reaps even greater rewards for the manufacturer as it demands excellence.

That's what we at GMT excel at, excellence. But don't just take our word for it, ask the people who chose GMT for their projects. In this,

Continued on Pg 4

RIGGERS IN THE SPOTLIGHT

Beginning with this issue of CARBONICS, we will from time to time highlight a rigging company conducting a carbon refit that we have found to be truly full service. While we are fortunate to work with many great rigging companies around the world, we chose INDALO MARINE of Mount Desert, Maine, to lead off this new feature in recognition of their exemplary customer service.

INDALO Marine is comprised of Jim Fox, Marilyn Moore and Kai, their 3 year old son. Jim is originally from England and washed up in Maine after a circumnavigation aboard an 80 ft. ketch. Marilyn hails from California and made her way to Mt. Desert, Maine after college down the road in Connecticut. The two met working as riggers at Bass Harbor Marine (now Morris Yachts' commissioning and service facility). In 1995 the pair formed INDALO and haven't looked back. This year Jim and Marilyn, with the help of Dave Gillespie, Service Manager



Jim Fox and Marilyn Moore of Indalo Marine orchestrated the carbon refit for ALACRITY, Morris 38.

Photo: Will Reacliff

at Morris Yachts, assisted the new owner of Morris 38 ALACRITY in upgrading the boat to GMT carbon. The owner, who loved his new boat very much, wanted to know how to improve her performance. Jim, Marilyn and Dave explained that by replacing the original aluminum Stoway spar with a carbon conventional mast he would remove 220 lbs aloft. This, along with studies from Chuck Paine's office, convinced the client this would be a worthwhile investment. Jim and Marilyn's attention to detail assured that the owner received a mast perfectly designed for ALACRITY. "Doing refits is definitely a worthwhile service to offer our clients and we hope to do many more in the future," commented Marilyn. The retrofit was completed on time despite the busy Spring season commissioning in Bass Harbor. The owner has reported a dramatic improvement in the performance and feel of the boat.

RECORD NUMBER OF GMT SPARRED BOATS ENTERED IN NEWPORT TO BERMUDA RACE

At press time there are 9 boats sporting GMT carbon masts entered in the 2002 Bermuda Race co-sponsored by the Cruising Club of America and the Royal Bermuda Yacht Club. Racing in three of the five divisions are Sceptre'd Isle (Alden/Derecktor-Goetz 63), Escapade (Alden 52), Warrior I (Sabre 38), Jacqueline IV (Hinckley 42), Windwalker (Hood/Lyman-Morse 60), Kinship (Baltic 52) (IMS Cruiser/Racer), Amelia (Hood/Lyman-Morse 63), Sonny (Empacher/Brooklin Boat Yard 70) (Americap Cruising), and Kiva (Hinckley 51) (Americap Double Handed). *Hats* off to you all and good sailing!

NEW PROJECTS

The Twelve Meter COURAGEOUS is getting some carbon treatment from GMT. A new single tapered carbon spinnaker pole and custom boom will grace the beauty that successfully defended the America's Cup in 1977. A complete refit of the yachting classic is underway at Hinckley Yacht Services in Portsmouth, RI. Another classic is getting a facelift from GMT carbon. MISTRAL, the recently built L.F. Herreshoff 60 ft. schooner, is getting two carbon topmasts to add to her sail plan and give her a more traditional look. Carbon passerelles are back in vogue. GMT has orders for two custom units for very different projects in Maine and New Jersey.



Photo: Alden Yachts

Alden 54-17 AVO CET with GMT carbon Stoway spar off Dyer Island in Narragansett Bay.

GMT NEWS



Photo: David Schwartz

GMT's new Mischief radar pole.

GMT recently unveiled its newest product, the **Mischief** extendable radar pole. Made from uni-directional carbon fiber pre-preg, the pole can be easily handled by any crew member and deploys in seconds. Retractable from 8-14 feet, the pole is available with a range of platform sizes. Take a look at the pole on www.gmtcomposites.com; then call Will Rogers for details or send him an email. will@gmtcomposites.com



Photo: T. Michael Elliott

Detail of GMT spars with Faux Bois finish aboard Pisces 21 PETIT BIJOU.



Photo: Morris Yachts

Morris 52-01 CASCARET with her GMT carbon spar made her debut at last year's Annapolis Boat Show. Watch for 52-02 with her GMT mast in upcoming shows.

A KOLLECTION OF KANTERS

Back in 2000, GMT built its first mast for Kanter Yachts in St. Thomas, Ontario. It was for a 62 footer named BALI HA'III and has since plied the waters between New England and the Caribbean for her Colorado based owner. The success of this project led to a string of no fewer than three more Chuck Paine designed Bluewater thoroughbreds to come out of Canada in the last twelve months.

SEQUEL is a 63 foot sister to BALI HA'I III and also features a tall offshore rig equipped with boom furling. The 79 ft. GMT mast saved more than 350 lbs. over an aluminum spar. Her owners plan some New England exploring this summer followed by a move south when the heat of the summer begins to fade.

FRUITION, as her name implies, is the realization of a dream many years in the making. Built for a UK

based entrepreneur, this 80 ft. ketch is equipped for putting many miles under her keel. Between the two spars, more than 600 lbs. was saved. She is nimble on her feet as well as faster through choppy conditions. FRUITION's rig is designed for easy handling of all the sails a split rig can carry. Custom boom racks allow easy flaking and reefing of the main and mizzen. Having spent her first season in the Caribbean, FRUITION is back in New England for a summer of cruising up and down the coast. The latest Kanter edition to leave the GMT shop is an 84 ft. spar for Larry Miller's 64 ft. offshore sloop. DAWNBREAKER, while only a foot longer than the 63, is a significantly different boat. More volume, ballast and sail area gave her a higher righting moment requiring a larger spar section to handle the loads. Saving more than 450 lbs. aloft, the carbon spar will ensure safe and quick passages wherever the Millers decide to take her.

Visit our website www.gmtcomposites.com

REFITS

Continued from Pg 1

ment change, advance planning is an important part of insuring timely completion.

One such project recently commissioned is that for the Hinckley Sou'wester 51 "KIVA". Owner Mark Stevens has been continually enhancing his Hinckley classic over the years with a GMT pole and rudder. Last year Mark began researching the pros and cons of converting his mast to carbon in time for this year's Bermuda Race. Studies done by Naval Architects at the Hinckley Company concluded that the 340

pound lighter carbon spar would make a dramatic improvement in boat speed. In addition, he added a carbon bow sprit with a Code Zero. Careful planning with GMT's Chief Engineer and President, David Schwartz, provided a mast built precisely to Mark's requirements. All the attention to detail paid off when the mast was installed and set up within hours of joining the boat at the yard.

Another Bermuda race veteran, the 1974 Swan 38 "GAYLARK" (Lighthouse Trophy winner, 1994), replaced her aluminum mast with GMT carbon this year. Her owner, Dr. Kaighn Smith, has plans for exten-

sive buoy racing in the Chesapeake with longer offshore races in store for future seasons. In planning his refit, Dr. Smith sought the counsel of GAYLARK's designers, Sparkman & Stephens. It was determined that, in addition to the weight savings, increasing the mast height by 2.75 ft. would provide some added horsepower. During the commissioning process, the mast was weighed for its IMS certificate and came in nearly 200 lbs. lighter than the original alloy mast. Dr. Smith reports that the boat is quicker in light air and now beats lighter boats that Gaylark previously couldn't keep up with.



Photo: Will Rogers

New GMT spar being installed in KIVA, Hinckley Sou'wester 51-01 in time for the "Thrash to the Onion Patch."

GMT COMPOSITES

Continued from Pg 1

the 17th issue of CARBONICS, you will read about boatbuilders who must equip their superior yachts with the best equipment available. There continue to be more examples of highly selective owners opting to invest in enhancing their boats with carbon spars. In and out of the marine industry, projects abound that require individual attention to needs and details that no other builder of composite parts can satisfy.

At GMT we take your request for information seriously. That's why we have the best response record, sup-

plying the most information in a timely fashion. That responsiveness develops into attention to every detail during the engineering and construction phases of the project. Custom work, tailoring our materials and processes to your specific wishes, is all we do, so it is imperative we get it right. This commitment to providing the best engineered and built components extends beyond the successful completion of a job. It includes on site assistance and sail trials where needed. We welcome your call for information on your specific project and would be happy to put you in contact with GMT customers.

Whether you have plans for a "once in a lifetime" race or passage or have just been thinking about improving your boat's performance, a carbon refit can put new life in your boat.

REPRESENTATIVE WEIGHT SAVINGS WITH CARBON MASTS

Hinckley Pilot 35	75 lbs.	Hinckley 41/42	150 lbs.
Sabre 38 Mk. II	120 lbs.	Jeanneau 452	175 lbs.
Swan 38	195 lbs.	Swan 47	282 lbs.
Morris 38	220 lbs.	Hinckley 51/52	340 lbs.
Concordia Yawl 39 (main)	125 lbs.	Alden 52	350 lbs.
Hinckley B-40	130 lbs.	Bristol 56.6	400 lbs.

Visit our website www.gmtcomposites.com

GMT
GMT COMPOSITES

48 Ballou Blvd. Bristol RI 02809-2728

Tel: 401.253.8802 Fax: 401.253.9395

Ben Sprague info@gmtcomposites.com

Will Rogers will@gmtcomposites.com

www.gmtcomposites.com

GMT Representative for Northern Europe:

SAILTEC Vertriebe GmbH, Hasselbinnen 28,

D-22869 Schenefeld, Germany

Tel: +49/40/839 20 13, Fax: +49/40/830 42 79,

E-mail: info@sailtec.de