

CARBONICS

Advanced Composite Engineering & Manufacturing for Marine & Industrial Applications



GOETZ MARINE TECHNOLOGY PRODUCT BULLETIN • NUMBER TWELVE 1999

AROUND ALONE: GMT SPARS AND RUDDERS ENDURE WHERE OTHERS FAIL



Photo: Billy Black

GMT spar and rudders have helped J.P. Mouligne win the first three legs of Around Alone.

After the first three legs of the 1998/99 Around Alone, single-handed race competitors will all agree the race has been anything but predictable. The past 20,000 miles have given GMT spars and rudders their ultimate test and they have passed with flying colors. At times resembling a demolition derby more than a race around the world, the third leg of Around Alone took its toll on competitors in both classes. By the end of the leg, Class I had been reduced from four Open 60 footers to just one, Italy's Giovanni Soldini. Barely half way through the leg disaster struck Isabelle Autissier's Goetz equipped PRB.

After Isabelle switched on first one then both EPIRB beacons, one word came back to the race officials and her shore team... "capsized". In what has since been described as one of the most daring and best executed rescues at sea, Giovanni Soldini altered course and sailed 200 miles to PRB. As word of Isa's fate (24 hours upside down in a water soaked boat) and rescue spread a media frenzy ensued. The local NBC affiliate came to GMT for background on Isa's preparations for the race and the re-sparring work conducted at our Bristol, RI shop. Standing outside the GMT shop looking at Isa's old mast, Director of

Continued on Pg 2

GOETZ MARINE AWARDED RIVOLTA 90 CONTRACT

Recently GMT won the contract to supply the complete rig package for a 90 foot performance cruising yacht under construction in Sarasota, Florida. The project is the brainchild of European automotive designer Pierro Rivolta and Naval Architect Haken Sodegren. The two have formed Rivolta Marine based in a new state of the art facility in Sarasota. This sleek 90 footer will be the first yacht for the new concern with more boats to follow. Late in 1998 GMT President David Schwartz and Sales Manager John Boone traveled to Florida to meet with Rivolta, Sodegren and project manager Jim Plagenhoef. "We all agreed this project is right up GMT's alley." Boone said. "They liked what GMT had to offer for the entire package, combining its more than ten years of building carbon rigs with our proven ability to give them the highest level of attention. Pierro also liked the aesthetics of the GMT spars and our custom Park Avenue booms more than any others." Coming from a man whose career in automotive body design has produced some world renowned cars, that is high praise indeed.

Designed as a cruising yacht with considerable horsepower the Rivolta

Continued on Pg 4

Photo: Billy Black



Prior to her capsizing, Isabelle Autisier's GMT sparred PRB led Class One.

Marketing Ben Sprague told the Channel 10 News reporter about the project. When asked whether his first thoughts after hearing about the capsizing were about the GMT mast Sprague replied, "My first reaction was one of concern for Isa's safety. Knowing how well we built her mast, I never worried about it."

Class II sailors were pounded by severe hurricane force winds not once but twice both before and after rounding Cape Horn. After three legs J.P. Mouligne still leads the small boat division of the race in CRAY VALLEY. He has won all three legs. Upon his arrival in Punta del Este Mouligne told of being in the worst sea conditions he has ever seen. At one point the wave heights were above the top of his GMT carbon mast, some 77 feet off the water. Typical of this race, one of J.P.'s most trying moments came when he was just fifty miles from the finish of leg III. Through an auto pilot malfunction the boat did an accidental jibe slamming the boat (with water ballast on the wrong side) over on its side. A similar scenario preceded the capsize of PRB, so J.P. was highly motivated to get on

deck, disengage the auto pilot and get the boat righted again. Although finishing a seemingly minute 11 hours ahead of Mike Garside, J.P. holds an impressive 8 day lead over his Class II rival.

The Around Alone is the ultimate test of endurance in the sport of sailing, not only for the sailors themselves, but for their design technology and equipment as well. We at Goetz Marine Technology have been pioneering the design and construction of lightweight, high strength composite parts for fifteen years. It is no accident that after two legs, leaders in both classes were equipped with GMT spars. The masts on PRB and CRAY VALLEY endured the worst conditions on the planet and survived where others failed. Our spars have been put through the proverbial ringer: crash jibes with runners on the wrong side, knockdowns to ninety degrees (while surfing at 15 to 20 knots) with booms and spreaders in the water. GMT masts are stronger than the competition due to superior engineering, materials and construction. Yet they are light. Every

Continued on Pg 4

RACING NEWS

The 1999 edition of Key West Race Week saw some Goetz built and Goetz Marine ruddered boats score successful races in the Grand Prix IMS 1 Class. IDLER, BREEZE, and NUMBERS all scored victories in different race conditions. GMT's own John Boone was sailing in the Farr 40 class aboard GEM and Goetz Custom Sailboats' Hale Walcoff raced on VIM a N/M 43 in IMS 2. Two new carbon custom GMT steering wheels were shipped to Key West for their racing debut. The seven and one half foot diameter wheels came in at just over 10 pounds and are incredibly stiff. On the SORC front, Goetz steering equipped IDLER bested her class one rivals going away with five bullets out of nine races.

The newly launched (Sept. '98) REINDEER, Paine designed Morris built 47 foot cruiser/racer made its racing debut at the Annapolis Fall Series and WON! (See photo) New rudders for racers include: J 27, Dumas 50, Taylor 49, Pearson 37, NY 36, and an IMS 50 footer.

Photo: John Bittcahl



New to the Cruiser/Racer fleet, REINDEER humbled the competition with all carbon rig from Goetz Marine.

GMT NEWS

NEW PROJECTS

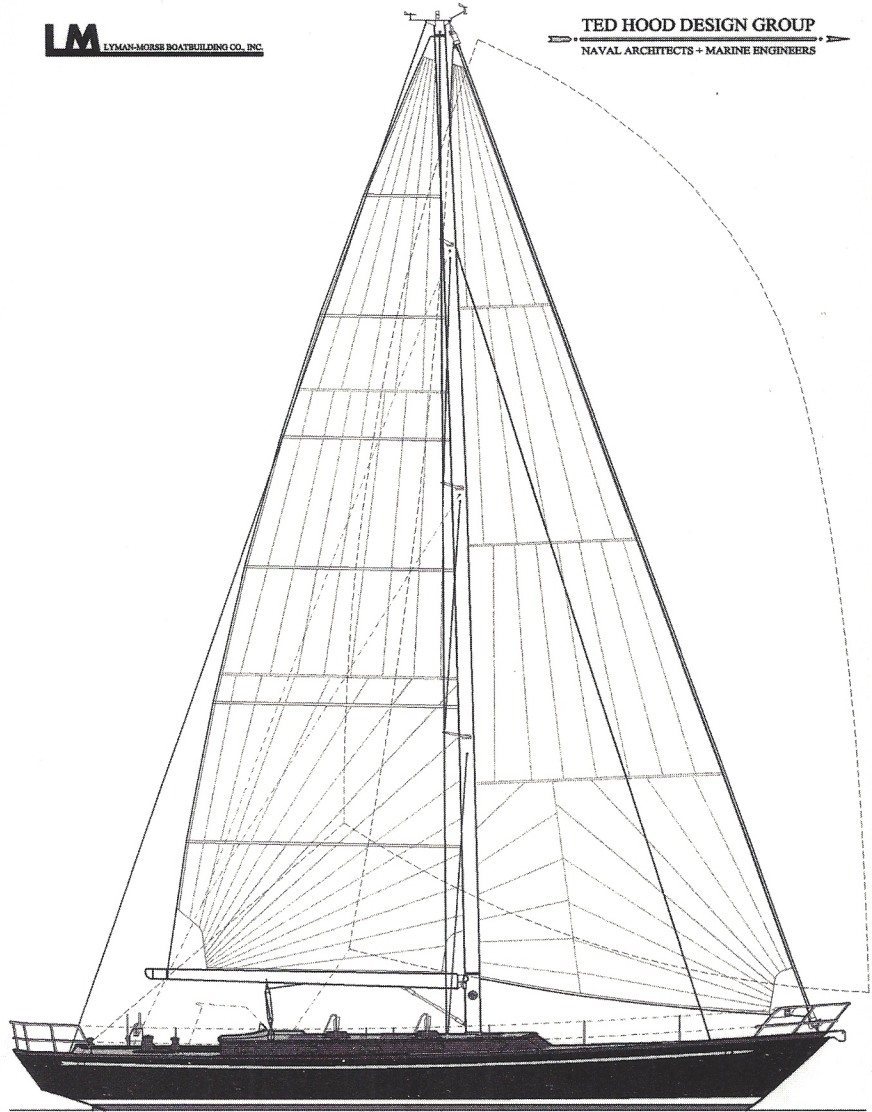
In retrospect, 1998 was another strong year for GMT with a 30% increase in sales. That trend shows every sign of continuing with strong sales in the first quarter of 1999. We have been adding exceptionally qualified people to our workforce to meet the increased demand.

Currently in production are spar packages for a Rhodes 52 motor sailor, Jeanneau 45, Hinckley Pilot 35 and a Hood designed 60 foot sloop under construction at Lyman-Morse Boatbuilding (see sail plan). Future projects for summer deliveries include: 39 foot sloop under construction at Brooklin Boat Yard, Cherubini 48 foot schooner and the Rivolta 90 foot performance cruiser (see story on page one). A variety of parts are in construction for an Admiral's Cup bound 50 footer.

On the carbon passerelle front, GMT recently completed its fourth custom carbon passerelle for the Mega Yacht market. The carbon part for the M/V ALLEGRA weighed just under 130 pounds. At 20 feet in length it supports a load of 900 lbs. Currently under construction is a similar system for the 125 ft M/V ARTFUL DODGER.

LM LYMAN-MORSE BOATBUILDING CO. INC.

TED HOOD DESIGN GROUP
NAVAL ARCHITECTS + MARINE ENGINEERS



60 ft AFT COCKPIT SLOOP

LOA: 60'-0" LWL: 45'-8" Beam: 16'-0" Draft average 6'-4" Displacement: 37,000 lbs.

Ted Hood Design Group

This Ted Hood designed 60 foot cruising yacht will hit the water this summer at Lyman-Morse Boatbuilding in Thomaston, Maine. She features a GMT carbon pre-preg mast with in-boom furling and Goetz carbon rudder as well.

SPOTLIGHT ON CARBON REFITTING - J 27

We recently shipped a full carbon mast and optimized carbon rudder for a J 27. The mast was equipped with all carbon componentry, masthead, spreaders, goosenecks and saved 60 pounds over the aluminum mast it replaced. The interest in the mast was prompted by the owner wanting to dial up the performance of his boat which he campaigns

throughout the Caribbean. The rudder part of the project came about as a result of the owner having seen some of J Boats Naval Architect Rod Johnstone's latest rudder treatment in the J 80. The owner contracted Rod to design something similar for his 27 footer. This Rod did, bringing the leading edge of the rudder forward of the axis of rotation of the transom hung rudder to reduce drag. In addition he got a more modern foil shape and a slightly deeper

blade. Not to mention the weight savings! The new rudder weighed 15 pounds compared to the 60 pounds the previous rudder weighed. Following installation of her new Goetz Marine components, MAGNIFICENT SEVEN underwent initial sail trials in some early Spring regattas. Her owners are delighted with the results both from a performance as well as a rating standpoint. Call us for details on this or any other retrofit projects.

Rivolta marine



Performance cruiser Rivolta 90 scheduled for a summer launching. **GMT carbon mast and highly customized Park Avenue style boom** round out her many features.

AROUND ALONE *Continued from Pg 2*
pound saved contributes to speed. In his last email dispatch J.P. Mouligne put it succinctly when he said, "Aside from a brief 24 hours of Southwest wind, the last 1200 miles from Cape Horn have been upwind and CRAY VALLEY and I have taken a beating. It is to the credit of its builders, "Northend Composite" for the hull and "GMT" for the mast that both have survived the abuse without damage."

RIVOLTA 90 *Continued from Pg 1*

has a displacement of just 84,000lbs. and a draft of 14 ft. With the carbon lifting keel raised that draft rapidly becomes 5.5ft., say hello to some serious gunk holing in your 90 footer! The mast, designed as a Bergstrom & Ridder rig, has four sets of carbon spreaders and reverse diagonal shrouds to go along with its 30 degrees of spreader sweep. Standing rigging will be rod made by Ocean Yacht Systems with Kevlar backstay. The mast, with an overall length of 126 ft., will be Goetz Marine's largest spar to come out of its Bristol, Rhode Island shop. GMT will also build the 40 foot Park Avenue boom similar in design to one built for the Derecktor Goetz built Alden 63 Sceptered Isle pictured in Carbonics 11. The package is to be delivered to Florida for a Fall '99 launch. Following sail trials and winter in Florida waters the yacht will make its way to New England. David Schwartz said of the project, "It's an exciting opportunity for us to work with Pierro and Haken. We look forward to putting our expertise to work to produce the best spars anywhere."



GMT Response Card

.....
Name
.....
Address
.....
City State Zip Code
.....
Telephone
Please add my name to the Carbonics mailing list.
Please send me more information on the following products.
Composite rudder..... Carbon spinnaker pole



Goetz Marine Technology

48 Ballou Blvd.
Bristol RI 02809-2728
Tel: 401.253.8802
Fax: 401.253.9395
e-mail: gmt@loa.com
Contact: Ben Sprague
John Boone 104127.3307@compuserve.com