CARBONICS

Advanced Composite Engineering & Manufacturing for Marine & Industrial Applications

GMT

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GMT COMPOSITES PRODUCT BULLETIN • NUMBER FIFTEEN • SUMMER 2001

Photo: © Benjamin Mendlowitz

GMT built a 12 foot taller carbon mast for OLYMPIAN, 1913 "P" Class yacht designed by William Gardner.

OLYMPIAN: 88 YEARS YOUNG

All projects presented to us at GMT are special. We are all sailors, and understand and appreciate the requests made by our clients. However, from time to time we are approached with a project that is particularly unique.

Olympian was designed by William Gardner to the "P" Class, and built in 1913 by Wood and McClure of City Island, New York. This 30,000 pound, 55 foot beauty encompasses all the charm of a bygone era, with her long overhangs and low sweeping sheer. Olympian epitomizes the classic racing sloop.

Olympian's envious racing career started with wins in the 1913

Continued on Pg 4

GMT COMPOSITES: BUILDING THE BEST FOR THE BEST

Almost since its founding in 1984, GMT became known for its expertise in building composite parts for a broad range of industries. Our reputation attracted interest from research, defense and aerospace industries. This has resulted in many diverse and exciting projects.

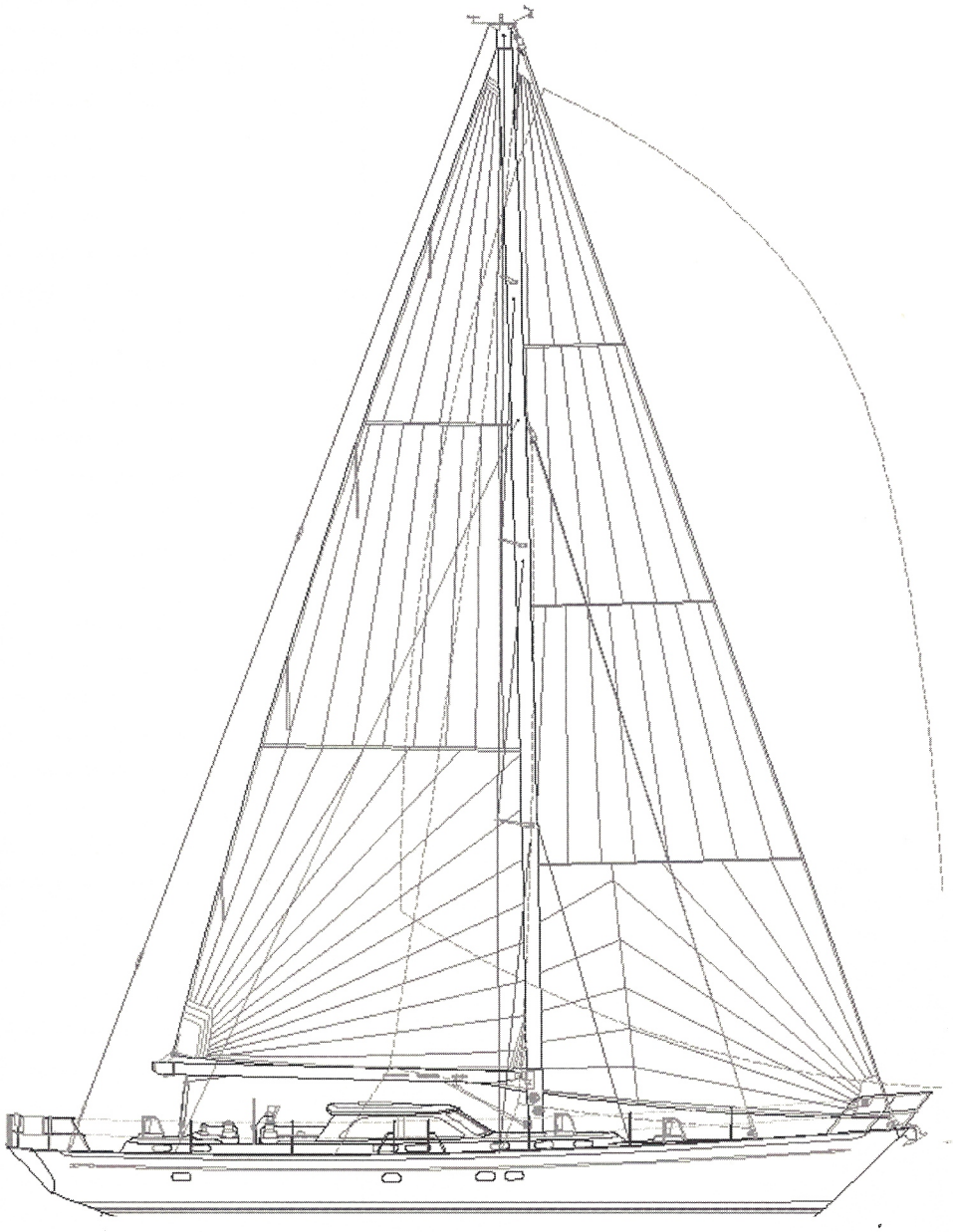
We began constructing parts for companies in the medical field in 1994 by building carbon head frames for neurosurgery. Carbon as a material is light, stiff and (of particular importance in medical applications) radiolucent. It is this radiolucency that makes carbon components superior to their metal counterparts.

In 1997, GMT began working with Radionics Corporation. The Burlington, Massachusetts company provides complete imaging systems for use in locating and treating tumors. GMT produces carbon diagnostic and treatment boards as its part of the overall system. The system is first used to determine the exact location of the tumor. With this information, a radiation treatment plan is developed with custom software. During the treatments that follow, the composite board and its accessories allow the patient to be precisely positioned. The tumor can then be ir-

Continued on Pg 4

GMT BUILDS ITS LARGEST RUDDER

On January 25th, the largest rudder ever built by GMT Composites was shipped to Vitters Shipyard in Holland, for installation on an Ed Dubois designed 140 foot, 120 ton cruising sloop. The rudder, with its carbon fiber post, high density foam core and Kevlar skins, was designed and built under ABS survey. It is nearly 16 feet tall and weighs in at over 600 pounds! There's a great picture on our web site gmtcomposites.com. Check it out! This was a major undertaking for the crew at GMT, and is a prime example of both our flexibility and capability. Your next rudder may not be of such magnitude, but we welcome your inquiries on rudder projects of any size. Let us put our experience to work for you.



Ted Hood Design Group

Ted Hood Design Group's 63 foot pilot house sloop is underway at Lyman-Morse Boatbuilding in Thomaston, ME and will feature a GMT carbon Stoway mast.

REFIT DEPARTMENT

GMT continues to work with builders, boat yards, designers and owners on refit projects. Many owners desire to upgrade their older yachts and both heavy aluminum sections and wooden ones are being redesigned and replaced with carbon fiber spars from GMT.

We recently delivered a roller furling mast for ESCAPADE, an Alden 52, replacing a ten year old alloy mast and saving 334 pounds aloft! This allowed the owner to increase his rig height more than 4 feet and increase the boat's righting moment 6%. ESCAPADE is off on the Marion to Bermuda Race, with a busy racing and cruising schedule to follow. GMT is refitting the 1983 Cherubini 44 WAVELENGTH with a new furling mainmast, which will afford her owners the convenience of in-mast mainsail handling without the huge weight penalty. Currently under construction is a mast for a late 80's Sabre 38 MkII with a conventional section. Following commissioning and sail trials in early June, she and her crew will test their skills and their boat's improved performance in the 2001 Marblehead to Halifax Race. We are also producing a complete new rig for the Santa Cruz 52 KOKOPIELLI-2, which was dismasted on a return trip from Hawaii after the Transpac.

GMT NEWS

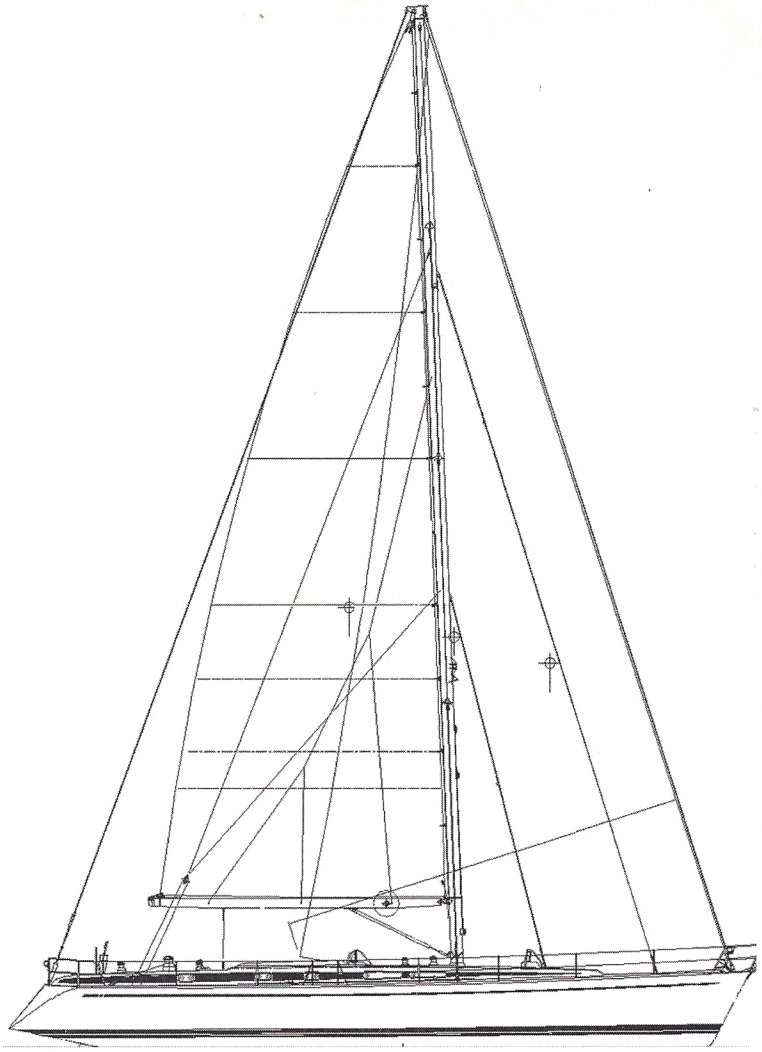
The past year was a banner one for GMT. Strong sales, customer satisfaction and a solid mix of new and repeat business made 2000 a record breaking year for GMT. So far, 2001 shows signs of being every bit as successful. GMT Europe's Christian Gnass has just received the spar package for the J/V 48 completed at

Yachtwerft Luetje in Hamburg. Christian has also been instrumental in securing the spar order for a new Swan 56 also recently shipped. Early last year Eric Goetz sold his shares in GMT to President David Schwartz. The decision was prompted by recent growth at Goetz Custom Boats. Managing business and plant expansion required Eric to direct his full attention to his core business of building boats. Although there is no longer any common ownership between the companies, a cooperative working relationship is being maintained. With this change in GMT's ownership and our increased involvement in non-marine composite projects, the company's name has been changed to GMT Composites.

NEW PROJECTS

At this writing with Spring in Full Swing, we have a number of new and exiting projects slated to hit the water in the next few months. A complete carbon spar package including GMT's custom Park Avenue boom, will head to Finland for fitting to Nautor's Swan 56 #27.

Closer to home, Brooklyn Boatyard will receive yet another GMT spar, this time for their Babson Island 35. Just a bit east in Bernard, Maine Classic Boat Shop will be getting two sets of carbon spars for their Chuck Paine designed Pisces 21's. Production will begin this summer for the full rig packages for two more Chuck Paine designs. Kanter Yachts has placed orders for rig packages for 63 and 64 footers, in addition to the Kanter 80 foot ketch already on order, due to launch Summer/Fall. GMT has just received the order for the mast and rigging for hull number one of the much awaited Morris 52 (see sailplan p.4). The boat is scheduled to launch in August and debut at the Annapolis Show. A new Morris 46 equipped with GMT carbon Stoway mast will soon be plying New England waters. In the non-marine department we just shipped an aircraft shower for a Gulfstream IV, handcrafted by Carl Gustafson, a 30 year veteran composites fabricator who recently joined GMT.



Nautor's Swan

GMT supplied carbon rig package for Swan 56 #27 includes a custom Park Avenue style boom.

STEINBERG JOINS GMT TEAM

GMT plans to continue its record of growth by attracting top-notch people to our team. One new key individual is Sales Manager Barry Steinberg. Barry brings a wealth of experience to GMT both in management, managing a manufacturing business for the past 26 years, and as an experienced cruiser and racer. Barry and his family sail a Taylor 42 out of Marion, Massachusetts. We welcome Barry and look forward to his valuable contributions as we move forward in an exciting time in our industry.

MIKE PAN: 12 YEAR VETERAN

When Mike Pan joined GMT in 1989, little did he expect to be at the same place for twelve years, much less become shop foreman. As shop foreman Mike applies his hard earned experience in directing the flow of work through our shop and instructing newer carbon technicians. Thanks Mike, keep up the good work!

NEW PROJECTS *Cont*

OLYMPIAN:

Continued from Pg 1

and 1914 Chicago-Mackinac Races, and through the years, she was based in Chicago, Long Island Sound, Annapolis, Marblehead, Rochester, New York.

With loving owners, Olympian has also won various honors with the restoration work done by Brooklin Boatyard, Brooklin, Maine. Steve White and his crew in Brooklin painstakingly and completely rebuilt Olympian to their high standards, including reframing, replanking, a new interior, and complete cosmetics inside and out.

GMT was involved with the re-sparring of Olympian due to the owner's desire to turbocharge her performance. William Gardner could never have imagined what was in store for his design 87 years later. For the turbo boost, Brooklin Boatyard's Bob Stephens redesigned the rig, and increased the mast height 12 feet for an overall working sail area increase of 254 square feet, or a staggering 28%.

GMT's President David Schwartz engineered the rig to handle the towering masthead asymmetric spinnakers and the complete suit of 3DL's that the owner planned. The new 73 foot section was made from standard modulus unidirectional carbon fiber, pre-impregnated with toughened epoxy, and cured under heat and vacuum at 250 degrees. The result is a rock-solid carbon spar weighing in at under 200 lbs. (The equivalent aluminum section would weigh 410 pounds!) Rod rigging and Kevlar running backstays were added to compliment the GMT carbon spar.

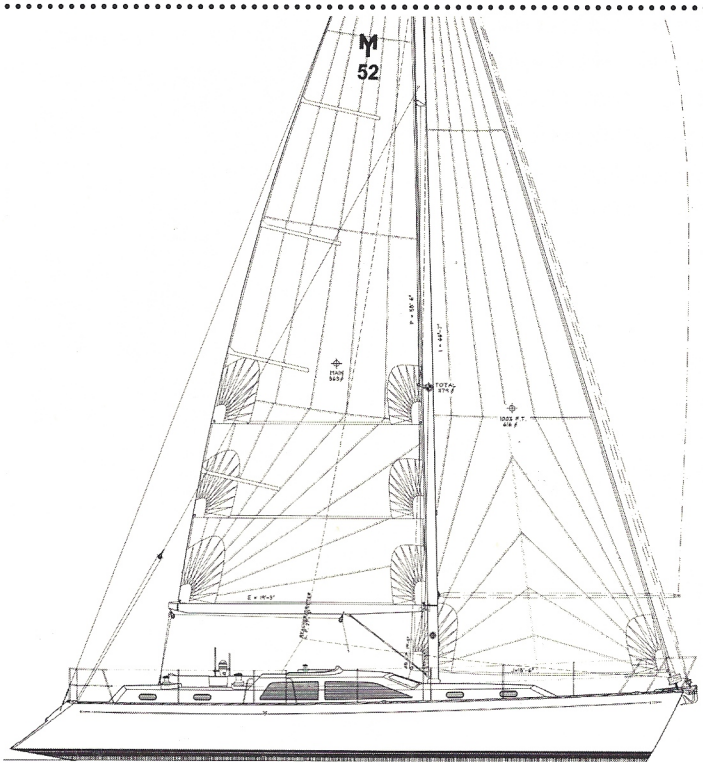
The result? A very satisfied owner, a yacht that turns heads wherever she goes, and now Olympian is an elegant threat on the race course. William Gardner is smiling.

BEST FOR THE BEST

Continued from Pg 1

radiated with a minimal amount of collateral damage to the surrounding healthy tissue.

The boards we build are a sandwich construction. Two carbon prepreg skins surround a foam core. Bonded into the core are inserts for securing the locating fixtures. Edges are carbon strips butted to the carbon twill of the board surfaces. Following assembly the boards are clear coated to a high gloss finish. If your requirements call for lightweight, strong and radiolucent components, regardless of the application, give us a call today.



CW Paine Yacht Design

Morris Yachts will debut their Chuck Paine designed 52 foot deck salon yacht at the Annapolis Sailboat Show in October. GMT supplied rig package includes ICW rig for costal passagemaking.

GMT Response Card

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Please add my name to the Carbonics mailing list.

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