

# CARBONICS

Advanced Composite Engineering & Manufacturing for Marine & Industrial Applications



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Photo: Alden Yachts

Alden 52 ESCAPADE with her new carbon mast from GMT.

## RETRO-FITTING WITH GMT CARBON STILL A WISE INVESTMENT

From the outset when GMT began building its carbon fiber spars for performance cruising boats, re-sparing was a major element of the company's focus. One of our first spar projects was building a new mast for a 19 year old Hinckley Bermuda 40. The owner at the time was gearing up for a trans-Atlantic passage and summer cruising in Europe. In preparing for the trip he wanted to increase the performance, safety and sea-kindliness of his boat. Nearly

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## VICTORIES OF SUMMER: DESPEDIDA & SONNY WIN BI-ANNUAL DISTANCE EVENTS

DESPEDIDA wins Marion-Bermuda Race. In one of the slowest and most trying cruising canvas races to Bermuda, the stunning and just weeks old DESPEDIDA crushed the fleet right out of the box. This new 54 (pictured), the sixteenth in the series, is the first epoxy/cored hull for Alden and marks their entrance into the world of lighter weight high strength cruisers. The GMT mast, and furling boom, was the perfect match, combining lightweight, high

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Photo: Alden Yachts

DESPEDIDA, Alden 54 #16 won her class in this year's Marion to Bermuda Race.



## FAUX BOIS: A NATURAL FOR CARBON SPARS

Literally meaning “false wood”, Faux Bois is a prime component of the Trompe L’oeil school of artistic expression. Practiced for centuries, this type of treatment has found a welcome place on carbon spars for yachts requiring the traditional appearance and warm aesthetic without the weight of wood spars.

GMT’s first foray into the Faux Bois realm came in 1995 when the owner of ZANNA, SYS built /Dalzell designed 82 ft. yawl (CARBONICS #8/96) requested it for his spars. Artist John Sheehan accepted the challenge of treating the more than 200 linear feet of spars for the job. The result was fantastic (photos) and the overall effect on the boat is stunning with high praise coming from all who see it. Sheehan recommends 2 to 3 coats of a clear poly urethane be applied over his Faux finish for protection and durability. Other GMT spars Sheehan has produced includes the mast bery for AVATAR (maple), mast and boom for LIBERTY (photo) and 2 sets of spars for Classic Boat Shop’s Paine designed Pisces 21.



*(Right) ZANNA's mainmast detail while sailing in the Solent. (Bottom left): ZANNA's main boom and spinnaker pole. (Bottom right): King designed/Hodgdon built 80 ft. commuter LIBERTY's tabernacle mast with its faux bois and complex section transitions.*





## NEW PROJECTS

GMT's Special Projects Division, ably led by Master Composites Man (and expert Bluefish catcher) Carl Gustafson, is soon to begin construction of a carbon stemhead fitting for SCHEHERAZADE. The Bruce King 152 ft. ketch, under way at Hodgdon Yachts in Ea. Boothbay, ME, will be the recipient of this mega-part. A similar fitting was made by GMT in 1998 for ANTONISA, a smaller 125 footer launched in 1999. The stemhead will be built to support the 180+ ft. main mast and its -195 rod headstay. A custom toggle from Ocean Yacht Systems will accompany the carbon part. Stay tuned! New for the Fall/Winter construction period will be a full rig package for LION'S WHELP (sail plan). The 65 ft. Alden designed schooner is nearing completion at Portland Yacht Services in Maine. Custom hardware will compliment the round spar sections to lend a traditional look to this modern interpretation of a classic Alden schooner. Under construction further along the Maine coast is GUSTO (photo), a Chuck Paine 44 footer building at French & Webb in Belfast. The GMT carbon mast and boom will save 156 lbs. a loft and increase comfort and safety. Spars are to be delivered in February anticipating an early Spring launch. Still further east in Brooklin will be another spar package for Steve White's Brooklin Boat Yard. A GMT spar will be supplied in 2002 for a 48 footer to begin construction in a year's time (talk about backlog!). Jean Beaulieu at Classic Boat Shop in Bernard, ME reports two more of his Pisces 21's have been sold and will be fitted with GMT spars.



Photo: Portland Yacht Services

*Alden 65 schooner LION'S WHELP will have full rig package supplied by GMT.*

## GMT NEWS

New launchings this year with GMT spars included (among many) a Baltic 52. It is not unusual when the selection and purchase of a yacht becomes a family affair, but when a yacht is purchased by a son as a gift for his Dad it is unusual, and in this case, the aptly

named KINSHIP is the result. The term "cruising machine" is a proper description for this finely detailed yacht. From the Reckmann jib furler to the varnished cockpit drop leaf table with built-in refrigeration system, nothing was spared to make this one-of-a-kind Baltic 52 the owner's dream come



Photo: French & Webb

*Turning of the hull: GUSTO, Paine 44, cold molded cruiser under construction at French & Webb will be fitted with GMT spars.*

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## RETRO-FITTING WITH GMT CARBON

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twelve years later sailors are still looking to carbon rigs to rejuvenate their much adored boats.

The compelling reasons for a carbon retro-fit remain unchanged. No single other modification to an existing boat can decrease heel, pitching, or the possibility of a roll over while increasing strength, righting moment and sail carrying capacity. Carbon is also versatile. Over the years GMT clients have chosen a variety of ways to take advantage of all that carbon has to offer. Some have duplicated the existing rig plan thereby maximizing the related benefits of reduced weight aloft. Others have traded some of the weight saved for increased rig height. This results in additional sail area for improved light air performance. Still others converted saved weight to added ease of mainsail handling by switching to in-mast furling.

Two recent GMT refits are good examples of this. Alden 52 ESCAPADE (pictured) saved more than 330 lbs.

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## VICTORIES OF SUMMER:

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strength, and infinite sail adjustment possibilities. Congratulations to owner Nick Canistraro for the win, and the crew at Alden Yachts for this breathtaking example of the builder's art.

SONNY triple winner in Marblehead-Halifax Race. Bert Phelps's SONNY, the luxurious Dieter Empacher 70, built by Brooklin Boat Yard in 1999, and outfitted with a towering GMT spar, made this year's bi-annual sprint to Halifax look easy with wins in Class and Division and the best corrected time overall. GMT

## ROGERS JOINS GMT

GMT welcomes Will Rogers as Sales manager. Prior to joining the GMT team Will was National Sales manager for Wichard USA. Will has a long history in the marine industry spanning more than 25 years encompassing boatyard work, yacht brokerage and marine education. Will and his wife Amory Weld live in Portsmouth RI.



Photo: Amory Weld

converting to carbon yet retaining her Stoway mainsail system. The Sabre 38 WARRIOR hit the water in time to shake down her new rig during the Marblehead to Halifax Race. Commenting on his new rig, owner Tom Burrows reports, "As for the performance of the new mast, I love it. Everything seems better. We point higher, the boat's ride is more stable..." In short, what was true for boat owners more than 10 years ago is still true today, you can buy a new boat or make your current boat new again.

Marketing Director Ben Sprague was on board and, commenting on the race, was quick to point out the advantages of hot showers, warm and dry foul weather gear and a gourmet menu and their effects on crew morale. Going fast and great navigating didn't hurt either. Bert Phelps and crew enjoyed a well-deserved win.

Both wins are outstanding examples of well-prepared meticulously detailed yachts and dedicated owners who want the best. GMT congratulates them, and thanks Nick Canistraro and Bert Phelps for their confidence in choosing GMT.

## GMT NEWS

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true. Discussions on the spars started early, with owner, Baltic agent Christer Still, Doyle Sailmakers, and GMT all involved in the myriad of details inherent in the custom carbon rig package. The result is a very proud owner and family, already enjoying cruising on the Maine coast. A spar package was shipped to Nautor's Swan early in the season for a 56 for a German client. AVOCET, A new Alden 54 will hit the water before the first frost. The boat is fitted with in-mast mainsail furling in the GMT carbon Stoway (saving over 300 lbs.) and has dual furling controls for remote sail handling. Just launched (Sept 19th) is CASCARET the new Morris 52. Ben Sprague and Will Rogers sailed on her during builders trials and found the furling boom and mast will provide ease of handling and comfort for this blue water cruiser.

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