CARBONICS

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GMT

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Photo: Bill Johnson

Swan 56 PERSEVERANCE reaches off Korcula, Croatia powered by her GMT Park Avenue Pocket Boom.

NEW: GMT'S POCKET BOOM MAKES MAINSAIL HANDLING A SNAP

When the owner of a Swan 56 was looking to improve his mainsail handling he asked his friends at Swan Newport for advice. Tom Puett, who spends a good deal of time sailing his boat from the East Coast of the US to Caribbean and Mediterranean waters, was told to contact GMT. Contact us he did and had very specific requirements for his new boom. He wanted a boom system that would be simple, allow the main to be reefed or at any point of sail, not compromise sail shape, stand up to the rigors of long passages and compliment the grace and beauty of his Nautor classic.

The result was the Park Avenue Pocket boom. Evolving from its namesake, which comprises a flat deck on which the flaked mainsail sits, the Pocket boom eliminates the deck and creates a 14" deep pocket into which the mainsail falls and flakes naturally with a minimum of effort. Zip on a sail cover and you are done

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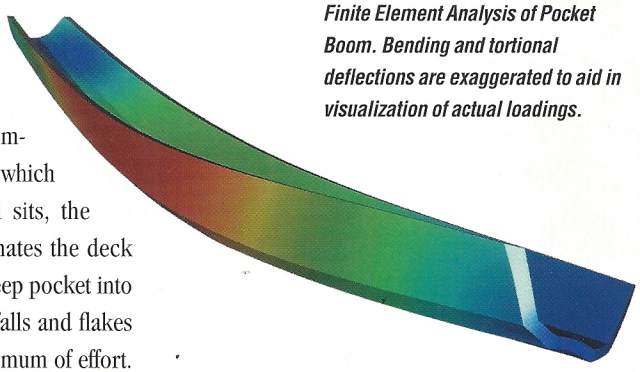


Finite Element Analysis of Pocket Boom. Bending and tortional deflections are exaggerated to aid in visualization of actual loadings.

GMT: A REPUTATION FOR TIMELY TURNAROUND

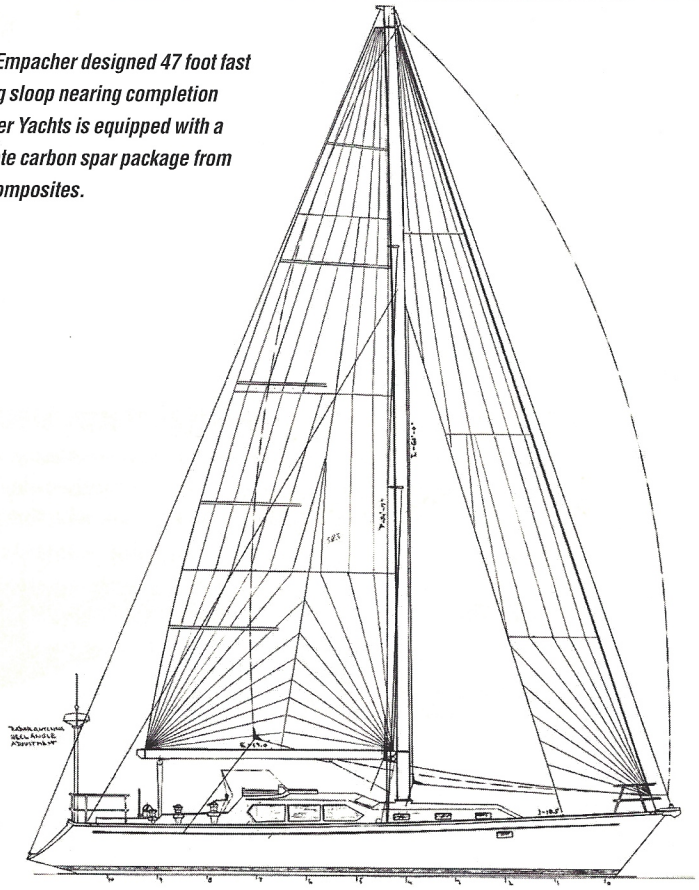
Whether it's a broken pole, rudder repair or replacement or a complete re-rig, GMT is the one company that has the agility and expertise to meet the most demanding of schedules. When the newly launched Reichel-Pugh Z86 MORNING GLORY arrived in Newport requiring strengthening to its twin (fore and aft) rudders, GMT got the call. David Schwartz coordinated the engineering with the Reichel-Pugh office and had laminate schedules in place within days of receiving the rudders. Less than three weeks later the rudders are back on the boat as it prepares for the highly touted showdown against its sisterships PYEWACKET and WINDQUEST in the Newport Bermuda Race.

POCKET BOOM *cont.*

for the day. Sounds simple, doesn't it? While the new boom's operation is simplicity personified, its design and construction are anything but. Imagine removing the top of a boom and expecting it to remain as structurally sound as before. To achieve this GMT employed state of the art Finite Element Analysis to arrive at a laminate schedule which would accomplish the task.

The Pocket boom utilizes a foam core with carbon skins and composite doublers for the high load areas and fittings. Hand laid up carbon over a customized tool provides the inside skin of the boom. The foam and reinforced inserts are installed followed by the outer skin of uni-directional carbon. Once the boom is laminated the fitting detail begins. Cockpit and companion way recessed lighting, hydraulic outhaul ram installation, triple reef provision, offshore preventer eyes and sail cover track complete the equipment list. With pre-assembly complete the boom is then faired and painted with Awlgrip for a fine yacht finish.

Tom's boom has been aboard "PERSEVERANCE" nearly half a year now. It is a welcome addition to the boat. "GMT did a great job: working with us to get the design we wanted, engineering it and the workmanship is flawless.", Tom said. A second boom for a local Baltic 55 was recently installed in time for practice sails and races in preparation for the 2004 Bermuda Race. A third boom has been delivered to a European client for his Gerry Dijkstra 65 foot sloop. GMT has developed tooling to build Pocket booms for boats from 50 to 90 feet in length. Call us today to see how this new boom can let you handle your main with your hands in your pockets as the sail slips into ours.



Dieter Empacher Designs

Dieter Empacher designed 47 foot fast cruising sloop nearing completion at Kanter Yachts is equipped with a complete carbon spar package from GMT Composites.

GMT NEWS

For the second time GMT Composites has been a major sponsor in the Notice of Race booklet for the Newport Bermuda Race (*see ad page 4*). This year, a record 12 boats enetered in the race are equipped with GMT carbon masts, boom, poles or rudders. As more performance cruising yachts are equipped with GMT carbon spars GMT is proud to sponsor the premier biennial event. On the local racing circuit the Narragansett Bay Yacht Association has chosen GMT Composites to be the presenting sponsor for the"Best of the Bay" boat of the year award. GMT President David Schwartz said, "We are delighted to be the sponsor, our commitment to the sport in our home waters is testimony to our mission of building the best and fastest carbon spars on the racecourse." GMT recently completed commissioning its largest Stoway spar yet, The 126 foot spar's cross section measures 24" x 11" and features provision for a moveable crows nest to travel within ten feet of the masthead.

NEW PROJECTS

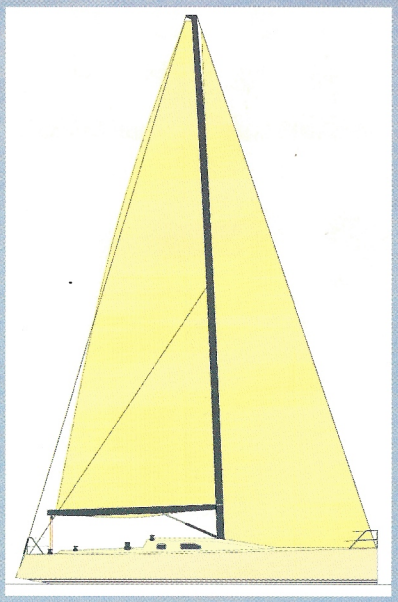
We have been busy little beavers here at GMT in the first half of 2004 completing a record number of projects on time for Spring launchings. A third mast for K&M Yacht Builders in Makkkum, Netherlands has been ordered and completed in time ship with the spars for the Dijkstras 65 and 76. The new mast is destined for a Van de Stadt 56 footer recently begun at the Dutch boatyard. Also recently shipped is the spar package for a 47 ft. Empacher designed fast cruiser nearing completion at Kanter Yachts and

Continued on next page

NEW PROJECTS *cont.*

commissioned by a longtime discerning yachtsman. Other Spring launchings of GMT Composites' spars include masts for an Alden 63, Corby 41.5 (see side bar), and the last (hull no. 11) of the Apogee 50's. GMT is pleased to announce that we have been selected to supply the complete rig package for the 76 ft. (light displacement) rocket ship under construction at Brooklin Boat Yard, Brooklyn, ME (stay tuned for more on this exciting project). Two more masts are soon to leave our shop for a Bob Stephens designed 47 footer at Brooklin Boat Yard and a 40 ft. Bruce King design almost finished at Brion Rieff Boatbuilding also in Brooklin. In the refit arena, work is ongoing for a spar for a Tripp 55 footer built in 1994. The triple spreader rig will be made from intermediate modulus carbon, improving weight savings significantly.

RIGGERS IN THE SPOTLIGHT



John Corby Boats

GMT Composites supplied the all carbon racing spar package for the John Corby/Vision Yachts 41.5 ft. race boat.

Will and Dave Van Cleef bring over 40 years of sailing and rigging experience to their new venture, having found success at every level from the smallest dinghies to grand prix offshore thoroughbreds. Having worked steadily through the ranks at many of the country's best rigging shops, the brothers agreed that opening their own shop would give them the flexibility and freedom they needed to make the best products and services available.

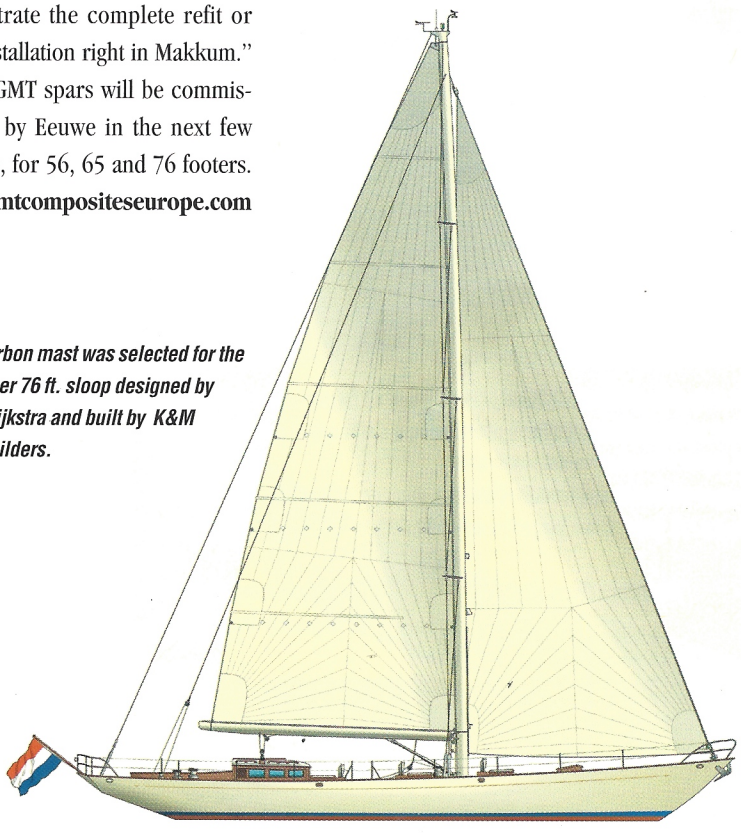
When a long time customer needed a full carbon rig package for his new John Corby designed 41 footer, David Van Cleef turned to GMT Composites. The uni-directional, clear coated carbon prepreg spar features all carbon components, swept double spreader rig for simplicity, rod standing rigging by OYS, and an aluminum boom. The fully dressed spar was shipped to Annapolis on a Friday Memorial Day weekend and stepped in the boat the following Tuesday.

VC Performance RIGGING

7416 Edgewood Rd. Annapolis MD 21403
ph:410.295.7515 fax:410.295.7516
www.vcperformancerigging.com

NEW GMT EUROPE REPRESENTATIVE APPOINTED

Eeuwe Kooi of Kooi Makkum and K&M Yachtbuilders, Netherlands has been appointed GMT Composites' new European representative. Focussing his efforts primarily in the Dutch boatbuilding market, Eeuwe will be responsible for marketing GMT's carbon spars to a range of boatbuilders, dealers and individuals. Some of the smaller builders , whose customers now insist upon carbon spars, will also take advantage of Eeuwe's commissioning yard. GMT's Sales manager Will Rogers said, "It's a real win/win situation. Eeuwe has his finger on the pulse of the vibrant Dutch boatbuilding scene and can orchestrate the complete refit or new installation right in Makkum." Three GMT spars will be commissioned by Eeuwe in the next few months, for 56, 65 and 76 footers. **www.gmtcompositeseurope.com**



Gerard Dijkstra & Partners

GMT carbon mast was selected for the Bestevaer 76 ft. sloop designed by Gerry Dijkstra and built by K&M Yachtbuilders.

GMT Carbon Spars Go the Distance

GMT has been applying technology and craftsmanship to carbon fiber since 1984. GMT carbon spars provide the best in reliability, safety and performance. Visit our web site or contact us to learn more about GMT Composites' carbon products.

AMELIA3 (Lyman Morse built/Fontaine designed 63 footer) at the start of the 2002 Newport Bermuda Race powered by a GMT carbon mast and boom.

Rugged yet beautiful, carbon Faux Bois spars on ZANNA (SYS built/Dalzell designed 82 ft. yawl) have logged nearly 100,000 miles since commissioning.

Tim Kent's Open 50 EVEREST HORIZONTAL finished 2nd in Class II of Around Alone 2002-03.

GMT Composites

48 Ballou Blvd. Bristol, RI 02809
Tel: 401-253-8802 Fax: 401-253-9395
www.gmtcomposites.com

Ben Sprague info@gmtcomposites.com
Will Rogers will@gmtcomposites.com

GMT Composites Europe
Postbus 80
NL-8754 ZP Makkum
Tel: +31(0) 515 - 238883
Fax: +31 (0) 515 - 238884
info@gmtcompositeseurope.com
www.gmtcompositeseurope.com