

# GMT Carbonics 42

Advanced composite engineering and manufacturing for marine and industrial applications • Since 1984

## Swan 44

*"A close call, a steady captain, and a happy ending"*

GMT built a new carbon mast for the Swan 44 *Stormy Weather*, but it was the events leading up to the rig replacement that we think you'll want to hear about. Captain Philip was delivering *Stormy Weather* home from the Islands, and while offshore, the aluminum rig suffered an unidentified rigging failure and came down. To make matters worse, there was a very sick crew member on board who needed immediate medical attention. The Coast Guard made it clear that if they came to assist, the boat would have to be abandoned, an option this captain didn't like the sound of. Philip held strong, received medical directives from the Coast Guard, and got everyone safely to Bermuda. But the story doesn't end there. The boat still needed a new rig. Again, instead of having the boat delivered or taking an easier, more costly way out, Philip used his ingenuity and determination to install a temporary rig of sorts. Using storm sails, he sailed the boat all the way to Rhode Island to get her new carbon mast. Our team was on site for the commissioning, and the boat left for her home in Annapolis looking and sailing even better than before.



Swann 44 *Stormy Weather*, GMT Mast

## Re-launching a Modern Classic

*Lion's Whelp and the attention to detail*

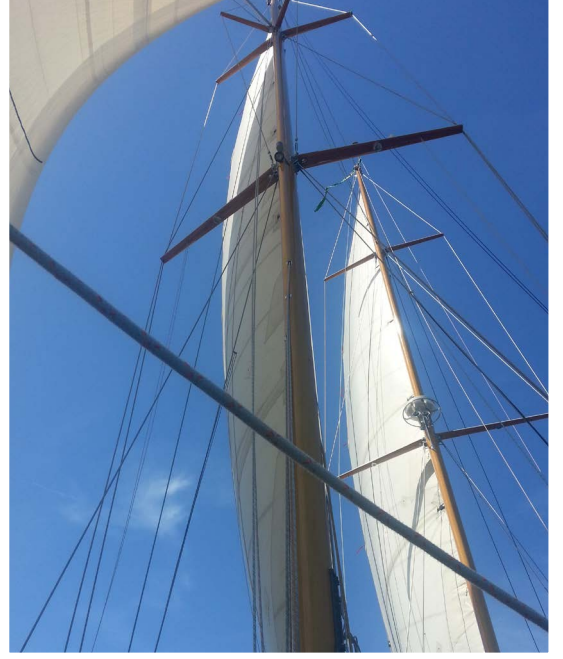
The schooner *Lion's Whelp* features a full faux bois GMT carbon rig, and, as you can see, no details were left out. The carbon rig allows for jaw dropping aesthetics, which fit the look of a schooner, while at the same time giving all the benefits of a modern rig. During a recent visit to Maine, we stopped in to see our friend Phineas Sprague, the owner of PortlandYacht Services and the Alden Schooner *Lion's Whelp*. PortlandYacht Services is a full service yard with new facilities and a new 330 Ton travel lift. Of course it was our discussions about *Lion's Whelp* that really had our attention. Phineus let us know he will be re-launching the boat this spring and we can't wait to catch up with him this summer.



Alden Schooner, *Lion's Whelp* GMT Rig

# TOP 10 Reasons to go Carbon

In the last three Newport to Bermuda races, "classic" boats refit with GMT carbon rigs have won their class or outright division. That's right, not stripped down race boats, but classic designs from Columbia and Hinckley. *Actea*, a 1950s Bermuda 40, won The Saint David's Lighthouse Trophy in 2014 for first in division out of 96 boats. *Kiva*, a Hinckley SW51, won their class in 2016. *Grundoon*, a 1968 Columbia 50, won the Saint David's Lighthouse Trophy for first in division out of 85 boats in 2018. GMT has been building carbon masts and spars longer than anyone else in the world, and the results speak for themselves, both on and off the race course. Here, GMT offers our top 10 reasons for going carbon.



100' Alden Schooner *SummerWind* GMT Masts

## 1. Weight

A GMT carbon mast tube is typically about half the weight of an equivalent aluminum mast tube, and the savings are even greater with wood. When we built new carbon masts for the 1929 Alden schooner *SummerWind*, the rig weight was reduced by 2,800lbs, while being 20% stiffer at the same time.

## 2. 10:1

As a general rule, removing 1lb of weight aloft is equal to adding 10lbs to the keel.

## 3. Motion

Increased stability from a lighter mast results in less heeling and pitching, and a smoother, dryer ride.

## 4. Comfort

Often an overlooked benefit, but less weight aloft also means less rocking and rolling when on anchor, at your mooring, or when motoring.

## 5. Reefing

With the added stability, depowering can happen at higher wind speeds, so there is less need to reef, making your boat ultimately easier to handle in a wider range of conditions.

## 6. Performance

This is the one most people think of first, for good reason. A lighter rig that is also stiffer in the right directions minimizes pumping, transferring that energy directly into more speed through the water.

## 7. Balance

Less weight aloft and a smaller heeling angle allows for a more balanced boat and lighter helm.

## 8. Maintenance

Carbon doesn't corrode, and the finish lasts longer and is easier to maintain than painted aluminum.

## 9. Reliability

Pound for pound, carbon is 9x stronger than aluminum, and GMT carbon rigs built almost 30 years ago are still going strong today.

## 10. Aesthetics

Carbon rigs have a variety of finish options and can be painted to match any boat. A clear coat can create a modern high-tech look, or our Faux Bois can be applied to match most any type of wood for a classic look with modern benefits.

There are so many reasons to go carbon, but the most important reason is different for every boat and every sailor. Do you have goals that GMT could help you realize? To find out more about how a new GMT carbon rig will benefit your boat, visit our website, give us a call, or come stop by our shop.



# Catana 431

## A striking new mast

When GMT built the replacement mast for a Catana 431 catamaran, the customer had some specific requests, for good reason. Tom was not a stranger to lightning, although many in the panhandle of Florida can say the same. His catamaran had been hit before, and this time he had it on video! The security cameras in his marina caught the strike. Fortunately, no one was on board at the time. Needless to say, Tom wanted a lightning rod to be the tallest feature of his new mast, but he also needed to keep his rig short enough to fit under the bridges of the intracoastal waterway. GMT designed a custom flexible lighting rod and custom mounts for the VHF to accomplish both goals.



Catana 431 *Odalisque* - GMT Mast



# J/160

## A True Pocket Boom

The J/160 is a true performance cruising boat, and a GMT Pocket Boom is a perfect upgrade that helps make sail handling easier without sacrificing performance. The owner of *TRUE* is an active racer and cruiser, and he enjoyed this past winter in Antigua with his new pocket boom. Complete with LED lights over the cockpit and track for a large awning, *TRUE*'s new pocket boom improves comfort aboard while cruising. It also helps with sail handling by giving the main a huge pocket to flake into, and reefing is made easier with the integrated single-line reefing system. All this while still being able to use his full racing main for inshore and offshore races.

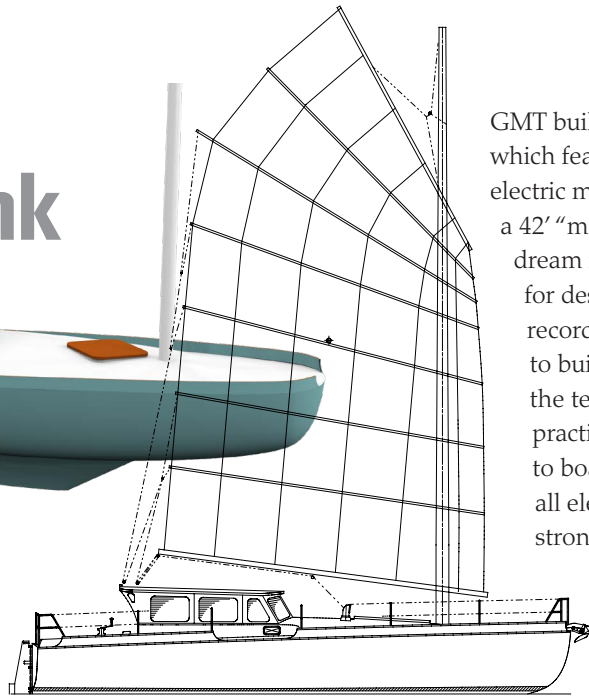


J/160 *TRUE* - GMT Pocket Boom

# ROSIE G Nice Junk



SV *Rosie G*  
Designed by Barry Spanier  
and Jim Antrim



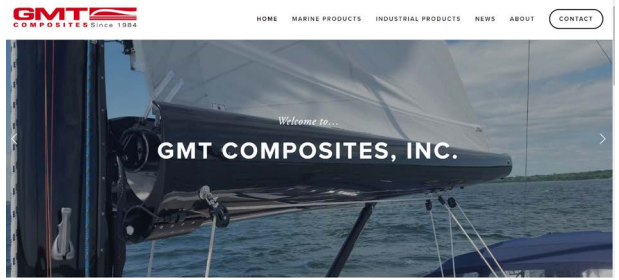
GMT built a free-standing carbon mast for SV *Rosie G*; which features a junk rig, scow bow, shallow draft, electric motor, and a keel designed for grounding, all in a 42' "modern" cruising boat. Samantha and Barry Spanier's dream is becoming a reality. Barry, probably best known for designing and producing windsurf sails that set world records, has teamed up with naval architect Jim Antrim to build a one-of-a-kind sailing vessel, being built by the team at Berkeley Marine Center. Barry's goals are practical - fewest moving parts, simple everything, easy to board, easy to sail, shallow draft, fast, dry, and stable - all elements that are enhanced with a super light, super strong, carbon mast that requires no standing rigging.

He took a number of traditional concepts, and combined them with modern materials and technology, resulting in a design that will be sure to turn some heads.

## Our NEW Website:

## Welcome to the All New GMTComposites.com

We launched a new website this past fall and we think you'll like it. Visit [GMTComposites.com](http://GMTComposites.com), and see our newly completed Carbonics Library for some more quality reading material.



## DEFENSE TECH

GMT works with a number of defense contractors, and a lot of the time, we don't even know what our components are being used for. Most of these customers come back to GMT time and time again due to our attention to detail and technical expertise, even beyond carbon composites.



## SOME ASSEMBLY REQUIRED

These GMT parts required a unique combination of sourcing different materials and components that would all work together to meet the customer's requirements, while being scalable for large production runs.



## MORE THAN JUST CARBON

GMT has a long history of using CNC machines to create uniquely shaped parts which are accurate to very tight tolerances.



**GMT Composites, Inc.**  
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