Fall 2013 • Product Bullentin 34

GMT Carbonics 34

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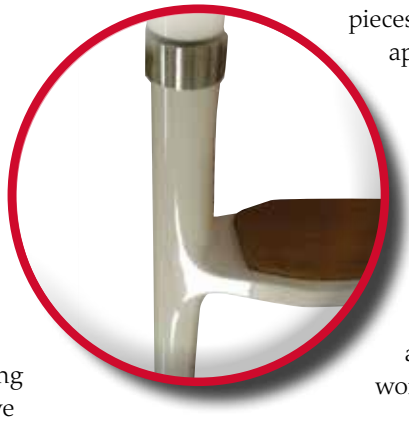
A Royal ladder

Royal Huisman of Holland builds some of the most impressive yachts on the planet. Obviously, GMT is thrilled to be working with them on the 156′ sloop currently being built and scheduled for a 2014 launch. This project has the added benefit of GMT working in conjunction with the venerable yacht management company of MCM in Newport, RI.

GMT was selected to build the fully custom 14.5′ long 12 step vertical carbon swim/boarding ladder. It was designed to break down into five pieces for storage and multiple uses and applications on the vessel. GMT designed machined stainless steel fittings to join the three distinct sections to make separation easy, yet extremely secure when connected. The ladder has molded composite treads with a teak veneer (pictured center) for rigidity and a highly aesthetic appearance. The project guidelines demand quality above all else, and this vessel will no doubt gain worldwide attention.



Furling Cat

GMT is pleased to announce their involvement with the next Leopard 58 cat coming to the US in the Spring of 2014. The new Cat will be outfitted with a carbon fiber GMT PowerFurl boom when she arrives in Florida following her commissioning and voyage under sail from South Africa.

Working closely with Allen Schiller of East Coast Yacht Sales, GMT spec'd the new boom to fulfill the owner's desire for easier main sail management. With the gooseneck of this vessel nearly 20′ off the water, it is easy to understand why. The Leopard 58 is the flagship of the line and was designed by Robertson and Caine. The PowerFurl boom makes all the sense in the world on catamarans, and we are hoping this trend continues!

TECHNOLOGY:
MARKER BAY:

Following on the heels of a successful project building the ballast tanks for the manned submersible, Alvin, Woods Hole Oceanographic Institute returned to GMT with an entirely different project. This time WHOI was looking for small housings for sensitive electronics that can withstand enormous pressures and time below surface. GMT developed a proprietary process to create carbon tubes with a wall thickness of 3/4", low void content, and able to withstand pressures in the deepest oceans. You won't see these out on the water, but who knows how we all might benefit from the data they produce.

Top Secret:
Neutron Decelerator:

This is not a missing part from the famous "Back to the Future" DeLorean. It is another project that we can't say much about, but we had to at least mention it. This project is for a repeat customer who appreciates GMT's high level of quality, engineering, and delivery. These are fun & challenging projects for GMT, and take us out of our daily comfort zone which always keeps things interesting. All we can show you is a hint of what it is…

An American Beauty:
Delta Marine

Delta Marine of Seattle, WA recently celebrated their most recent launch of the 217' private motor vessel named Invictus. GMT Composites was selected to design and supply the carbon fiber boarding systems including the primary boarding stair system, a swim ladder, and a vertical boarding ladder.

Invictus is a commanding vessel built to the highest standards with an impressive volume of 1945 gross tons and a 43' beam. According to the owner, "The challenge was to build an American boat that will rival any boat that comes out of Europe. I think [Delta] nailed it and then some, in terms of woodwork, finish, design, technical specs – everything." The press seems to agree according to the early online reviews from her launching.

As with any of GMT's custom SeaStair projects, these are designed to fit the vessel. The stair width was set at 30" with 12 treads mounted to a top rotating platform. The one of a kind angled swim ladder has molded carbon fiber side panels with six 32" wide steps and teak treads over the carbon composite. The handrails are 2" stainless to match the vessel's "beach deck" rails. The two-piece carbon vertical ladder is for crew use with a total height of 13' at an impressive 22 lbs of weight.

GMT's owner, David Schwartz, commented, "it is a real pleasure to be involved in a project of this caliber, and bring our design experience to the table. The end results are one of a kind products that serve our customers' needs in fit, finish, and function." GMT worked closely with both Delta Marine and the owner's project manager, John Posgay of Even Keel Enterprises, to ensure full design and aesthetic integration with the yacht.

Alerion goes PowerFurl:

The newest Alerion 41 will be rigged with a GMT carbon PowerFurl boom. This is the largest of the Alerion series, new in 2013. Alerion is a U.S. Watercraft brand built in Rhode Island right around the corner from GMT Composites.

The 41 follows the same design ethos as their six models ranging from 20' to 41'. A classic design above the water line is coupled with a modern underbelly, hi-tech construction, and set-up for easy short-handed sailing.

It was the ease of handling and quality construction which brought Alerion to GMT's PowerFurl boom. Scott Bryant, US Watercraft's VP of Sales & Marketing, spear headed the move and said, "Alerion is all about top notch construction and function. We are looking forward to working with GMT in rigging the newest 41 with their PowerFurl carbon boom with its integrated electric motor. It will make for easy mainsail management for the owner, while its quality and aesthetics fit the boat well." It is great to see a busy RI boat builder innovating and pushing their designs forward with each new model.

Classic Carbon!

We are happy to report that Summerwind has relaunched with her new GMT carbon rig! We've highlighted this project in previous issues of Carbonics, and wanted to give the latest update now she is in the water.

For those unfamiliar, Summerwind was originally built in 1929 by the C.A. Morse yard in Maine (now Lyman-Morse). Summerwind re-launched earlier this year with her new carbon fiber masts built by GMT Composites. In keeping with her classic heritage, Summerwind's new owner selected GMT's exquisite hand painted "faux bois" finish.

Summerwind is an Alden Design 100' LOA two masted schooner that has done it all from serving in WWII, chartering in the Med, to winning the 2009 Newport classic Bucket Regatta. She underwent an extensive restoration in 2008. At that time GMT Composites built two park avenue style Pocket Booms, which were hand painted to match Summerwind's Sitka spruce masts.

Late in 2012, Summerwind came into new ownership. One of the first orders of business for the new owner was to assess the rig. GMT Composites was brought in for technical consultation. The project was green-lighted, and when the dust settled, GMT had cut the rig weight by over 3,000 lbs. Both masts were hand painted to now match the GMT Pocket booms already on the vessel.

The new owner is thrilled with the results. The captain of Summerwind, Kurt Sova, sent GMT the above photo looking up at Summerwind's new rig. Kurt reports that, "the new masts rigged up beautifully, and the faux bios finish fits right in with the rest of the boat." Summerwind has already seen a busy 2013 schedule following her late spring launch as a support vessel at the NY Yacht Club's 159th annual race, then as a participant in the Marblehead to Halifax race. It's great to see an 84 year old classic beauty plying the waters in better than new condition.

Poles Aplenty!

When you make carbon fiber masts, carbon fiber poles are a natural extension of your business. Spinnaker poles are a big part of this category for GMT. While there are plenty of "off-the-shelf" spin pole solutions in the market, GMT offers a fully custom alternative. We design the lay-up, diameter, length, and fittings to each specific boat needs. Most recently, GMT enjoyed working with Front St. Shipyard in Belfast, Maine to supply a 27' long by 6" diameter carbon spin pole for the Ocean 80 being refitted at the yard. Another recent interesting project was a telescoping pole spec'd for a European based Baltic 70. The owner needed a pole with a working length of 25.5' (7.8m) long, but with a maximum stored length of 14.4' (4.4m). He also needed it to withstand conditions up to 30 knots of use. GMT designed, built, and shipped the custom pole in less than six weeks so they could finish out their season in the Med. Whether your boat is 30' or 100'+, GMT can make a custom pole to fit your exact needs.

Sonny Launches!

Hot off the press is the launching of another Maine built boat, Sonny. GMT's David Schwartz went up to Brooklin Boat Yard to attend the launching festivities and catch up with Steve White and the crew there.

Sonny is a new 70' Empacher Design built by Brooklin Boat Yard that sports a GMT Composites carbon fiber mast and PowerFurl boom. GMT has also built a custom carbon fiber boarding system to make getting on and off the sailboat a breeze.

This is the second time around for the owner, BBY, and GMT. The owner always regretted selling his first Empacher 70 with GMT rig, and finally decided to have a second one built. BBY & GMT think so much of Sonny, they will celebrate her launching by debuting her at the 2013 Newport International Boat Show this month.

With her carbon mast standing 90' off the water and her imposing yet graceful lines, she should be easy to spot at the show. Sonny will be on the outside of dock N-0, and will be the largest sailboat at the show.

Steve White, president of Brooklin Boat Yard, says, "We look forward to being at the show again in Newport, as it's been maybe 10 years since we last had a boat there. Sonny is a great showcase of a Maine built wood boat, and she highlights the true craftsmanship of all those who worked on her."

GMT Composites will also be on-hand at the show to answer any questions on their carbon spar and furling boom system. Jonathan Craig, GMT's sales director, commented, "In addition to her carbon rig, Sonny will highlight our custom SeaStairs boarding system. This is a significant product in how much easier and more secure it can make boarding a yacht – an increasingly important feature as we age."

Sonny is a combination of tradition and technology using both wood and carbon fiber in her hull. Her systems incorporate all of the most current offerings from leading suppliers, and her carbon fiber rig is nothing but "high-tech". It all blends together in an elegant custom vessel, and the Newport show is a great opportunity to see this unique boat up close.

Oldies, but goodies...

Summer racing saw several older GMT rigged boats grab great results. The 40 year old GMT rigged Tartan 34, Odyssey, took a 2nd over-all division result in the Mackinac 2013 race. Two Hinckley yachts, Jacqueline IV & Actaea won their divisions in the Annapolis to Newport race. GMT's own David Schwartz grabbed 2nd in this years Buzzards Bay Regatta on his Seguin 40, Mischief. Not bad, considering the average age of the four boats is over 30 years.

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