

# Carbonics 37

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## Canadian Queen

Kanter Marine's newest sailboat, a 54' custom aluminum hulled pilot house cutter with a GMT carbon mast and PowerFurl boom, has launched. Christened "Lancaster Lass", the sea trials were conducted in Canada on a blustery fall day to great success. Built for a repeat client, she is the owner's ultimate offshore vessel. The owner commented after the sea trials, *"In retrospect, having 18 - 20 kts true was just what the doctor ordered. The new Lass stood up to the breeze and behaved very well."*

This is the first new Kanter build to be fitted with a GMT PowerFurl boom. The owner continued, *"We unrolled the main to the second reef, the boom ran smoothly with no hitches... We shook out the second reef and she stood up to the added sail area very well. Again the boom worked well as we rolled out the reef."* The sea trials highlighted the purpose of GMT's PowerFurl boom - easy "push button" main sail management from the comfort of the cockpit. You can simply sheet out, reef the sail in or out on a blustery and cold October day, and be on your way. Lancaster Lass will be sailed extensively around the U.S. East coast and Caribbean.

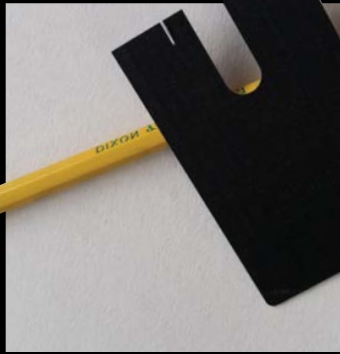


## Baltic Beauty

Baltic Yachts is in the final stages of commissioning their stunning 116' sloop. GMT developed a new single side rail SeaStair design to meet the owner's requirements and match the modern aesthetics of the new yacht. The vessel construction took 26 months to complete, and was managed by Marine Construction Management of Newport, RI. It was a recommendation by Nigel Ingram of MCM which led the captain to GMT for the design and production of the SeaStairs. He liked our stair design so much that he added a pair of carbon fiber swim ladders to the order. The parts were painted at Baltic to ensure a perfect match with the custom colored hull. The SeaStairs have a mono-rail design which keeps the stair treads level with the stairs deployed at any angle. All hardware is hidden for a streamlined look, LED courtesy lights are embedded in the side rail, and the construction keeps the whole system light.

## TECHNOLOGY: HIGH TECH!

It looks like a simple little shim, but looks are deceiving. This is a carbon fiber collimator used in a medical diagnostic device. They are used to "focus" a high energy particle beam. The small slice seen on the upper left edge must be perfectly machined and aligned. It is another example of high accuracy and dependable quality from GMT, who supplies stacks of these to the device manufacturer.



## SOLUTIONS: Going Ballistic

Supplied to a US Government contractor, these housings protect sensitive antennas from enemy fire. Manufacturing consisted of 50 layers (1/2") of compacted Kevlar 29 and epoxy with removable lids. They are finished with a paint resistant to chemical and biological agents. Previous suppliers had not been able to deliver this very specific housing to the contractor as needed. Faced with missing a deadline, they contacted GMT and we delivered all parts on time and to specification.

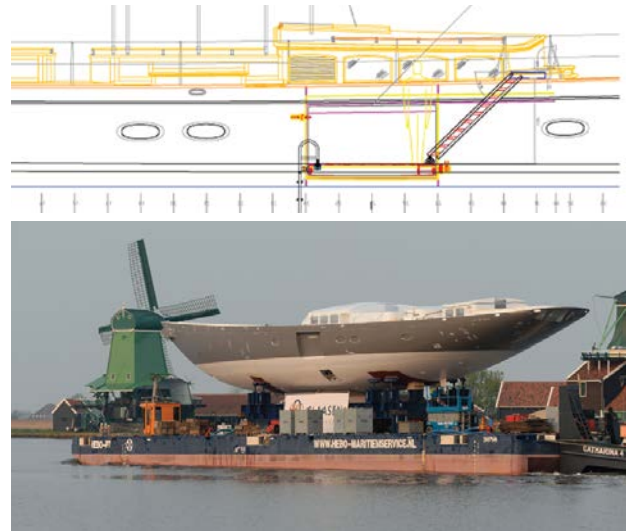


# Boarding Systems:

## A Claassen Classic

Following our last show of the year in Amsterdam, we visited Claassen Shipyards just outside of the city. We are happy to announce we are building the boarding system for their beautiful Hoek Design Truly Classic 126' sloop. Our product includes a custom designed SeaStairs and a vertical carbon swim ladder. The classic lines of the aluminum hull are exceptional, as is the workmanship going into every aspect of this project. The hull has an innovative side platform that folds out. The GMT SeaStairs

will ride on the platform and have a top landing platform that attaches directly to the deck using a new cantilevered design. This will eliminate the need for a hull stand-off brace under the top platform. The SeaStairs will also split apart in two pieces in order to fit within the storage area. It is a good example of a GMT strong point that applies to all aspects of our business - we look to work closely with designers, owners, and builders to create custom designs that fulfill the technical requirements and match the aesthetic of each project.



## Carbon Rudder: Time Warp

We recently had a visit from a customer who first came to us 25 years ago. GMT had built a carbon rudder for his Hinckley Competition 41, Black Magic, which recently had hit something while underway. David Walton came to our facility with his damaged rudder, and it was just like old times. He also brought us these telling pictures. Pictured to the right is his son back in 1991 with the new rudder. Pictured to the left below is the same son carrying the same GMT rudder 25 years later. If pictures ever spoke a thousand words, these tell of a family with a lifetime of memories aboard their sailboat (& of a very light rudder).

What a great retrospective on the products we make! The rudder and carbon post were given a full inspection after its 25 years of use and recent damage.

Everything checked out fine. It is always interesting to be able to inspect your products after such long term use.

It can certainly give insight for improvements, but also validation of methods used. To see a light weight 25 year old rudder with no water intrusion and zero corrosion is very inspiring. The small repair was done, and the Walton family can enjoy another quarter century of sailing.



# Hinckley Daysailor 42 : History Repeats

It has been a long time, but it is great to be working with Hinckley on a new build project again. The Hinckley Daysailor 42 will be rigged with a GMT carbon PowerFurl 215 boom. Our history together goes back to 1991. GMT had pioneered the development of the first carbon fiber masts for use in cruising class boats. Hinckley had two Southwest 59's in production, and could see the benefits of carbon spars. They placed the order, and the results were the first carbon masts ever on a cruising boat. Both rigs are still in use today.

The DS42 will be the first new Hinckley to ever be rigged with GMT's PowerFurl boom. The DS42 is a classic beauty designed by Bruce King with a beautiful sheer and long over-hangs. It is a graceful craft on which the wrong boom would stick out like a sore thumb. Fortunately, the shape of the PowerFurl 215 boom was designed under the aesthetic eye of the late Niels Helleberg. Attention was paid not only to furling function of the boom with its integrated motor, but to the tapered lines of the exterior.

Gregg Ball, Project Manager at Hinckley, leads the team on this new build. His task is to bring all the elements together in taking this new 42 to the next level as a "modern classic." He comments, "The GMT PowerFurl boom combines the elements of function, quality, and aesthetics that fit right in line with Hinckley."

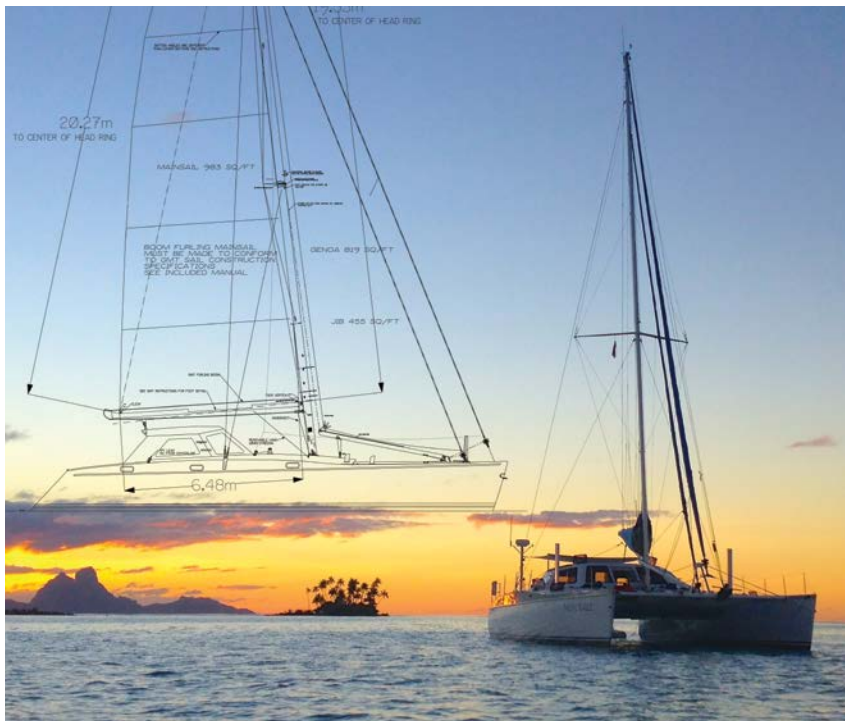


*"I really like my GMT mast! –just did the Pacific Cup to Hawaii this summer where we were 1st in cruising division, & missed line honors by about 6 hours." Mike C. - Jeanneau 49 owner*

## Atlantic 57 PowerFurl Performance

GMT and Chris White Designs are teaming up to upgrade one of his Atlantic 57 cats with a carbon fiber PowerFurl boom. It is a fast and innovative cruising cat with worldwide popularity. This Australian based customer cruises extensively in the South Pacific. The primary challenges in this refit are to keep the boom as low as possible while having no vang. Many fast cats have a low slung boom angled down with no vang to maximize sail area and performance.

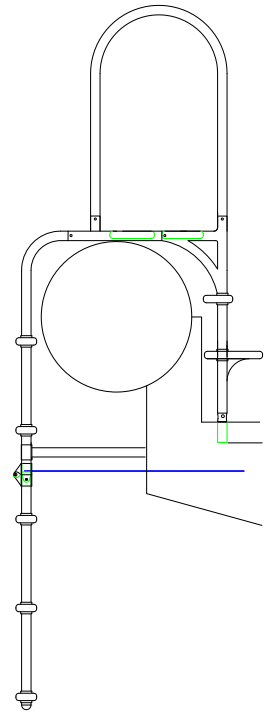
Modifications were made to the main sheet system to make it as low profile to the cabin top as possible. A spectra strop will be added in place of a vang. This will be used with the topping lift to set the boom angle. The self contained furling motor means no lines running to the cockpit and push button convenience. It is the best of both worlds with a fully battened performance main that is easy to reef and rolls up inside the boom at the end of the day.



# Superyachts & Yellowfin

GMT Composites has partnered with Yellowfin Custom Yachts in developing a carbon fiber boarding system for their 40' RIB superyacht tender. The challenge with RIBs of this size is making boarding on and off easy and safe for the passenger while dealing with of the large diameter and height of the tube from the deck. Additionally, as with all things superyacht, the design and finish must meet the highest standards. This also needed to be a modular design to break down for storage within the RIB with a maximum depth of only 14".

The first ladder in this series was shipped at the beginning of this year, and has already been featured in celebrity press showing Selma Hayek and François-Henri Pinault boarding the Yellowfin tender via the GMT ladder while on holidays. A second ladder has already shipped for the next 40' RIB in production, with plans for more of the RIB tenders in the coming year. Yellowfin Custom Yachts is a part of the successful Yellowfin Yachts which makes center console fishing boats from 17' to 42'.



## Hanse 575 Ultimate Upgrade

The newest Hanse 575 in the US will be rigged with a GMT carbon spar and PowerFurl 360 boom. This is the second Judelj/Vrolijk designed 575 hull upgraded with a GMT carbon rig. This owner wanted the best of both worlds with performance and convenience. Taking weight out of the mast boosts speed and handling on an already fast cruiser. Adding a PowerFurl boom delivers the performance of a modern full battened main with draft and roach, but with all the convenience of a furling main sail.



## Meet Chris White: Chris White Designs

Chris White Designs specializes in high performance cruising catamarans and trimarans. Chris started CWD in 1983 where he developed the forward cockpit-pilot house catamaran concept. Jim Brown describes Chris as a designer, "able to tiptoe down that tightrope of compromise between cruising and performance." CWD also provides personalized service to boat owners, including construction management, brokerage of CWD boats, and ongoing consultation as needed.

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