

GMT Carbonics 40

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

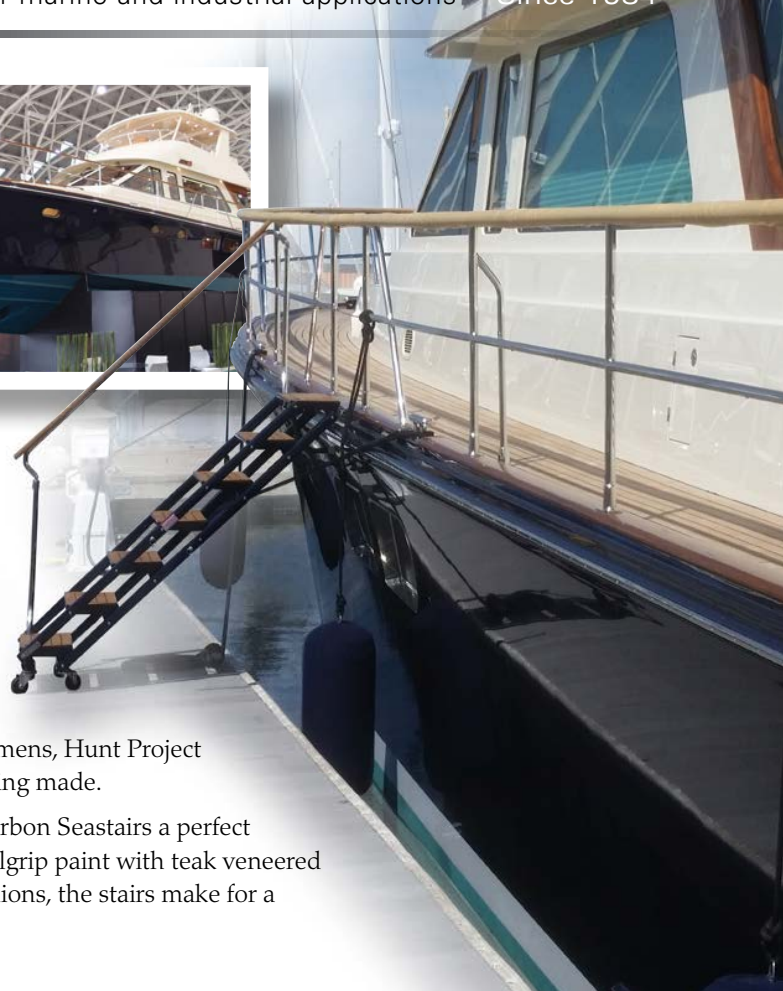
On the Hunt

Hunt Yachts launched their newest Ocean Series model, the spectacular Hunt 72. Boasting a 32 knot cruise speed, with both joystick and remote controls, she promises to be fast and nimble. GMT got involved early in the design phase to help with the best boarding solution.



The Hunt 72 has a large swim platform and stairs up each side of the transom. Despite such accommodations, the owner also needed a side boarding option. GMT worked closely with the owner and Hunt Yachts in designing the custom carbon Seastairs. Storage space, as on any boat, is at a premium on the 72. The transom bench seats were the best place to store the Seastairs, but the space was not long enough to accommodate the stairs. No problem for GMT – we designed the stairs to easily break down into two pieces and tailored their width to fit inside the storage locker. Bob Riemens, Hunt Project Manager, was at the factory to test the fit as the lockers were being made.

With the storage challenge met, GMT focused on making the carbon Seastairs a perfect aesthetic match to the boat. Finished in matching Flag Blue Awlgrip paint with teak veneered composite treads, and a teak handrail with stainless steel stanchions, the stairs make for a perfect first impression when boarding.



Morris 42

Boom Town

We received some great feedback from a few of our boom customers that launched this year. One was the historic Pallawan with her faux Bois carbon fiber Pocket boom, and another from the newest 42' Morris Daysailer with our PowerFurl boom. The Morris was an interesting project in that the entire boat uses hydraulics to allow the sails and anchoring to be push button control. It was a perfect fit for the custom GMT boom, as we offer either electric or hydraulic motors in all of our PowerFurl booms. We also did some custom features for the mainsheet to integrate with the Morris system. MorrisYachts reported back, *"The boom works great and owner is super happy."* Pallawan, the classic 1952 S&S yawl, was highlighted in Carbonics 39. After sailing, the owner reported back, *"Just back from a few days of sailing, and the boom is terrific... I guess the broken boom last year was in the end a bit of good luck."*

Building these types of projects is rewarding in itself, but certainly hearing back from your customers with such positive results is the ultimate reward.

TOP SECRET

GMT works with a variety of customers outside of the marine industry. It ranges from work with

Northrop Grumman Corp. to institutions like MIT and Harvard Smithsonian. Some of the work is for large corporate multi-nationals, and many of the projects are highly confidential. Honestly, this can be a little frustrating for our marketing department. A recent project

new robotic "parts" for an existing customer – a large corporation. Not only is it confidential to the outside world, we have been told that it is even confidential within the company itself. No one outside of project is to know about it, as they feel they are on the cusp of a significant industry

It's all very exciting, but doesn't leave us with much to talk about. Our part of the project is carbon, has required engineering, some tooling, and we have started to ship parts. Sorry, that's about all we can say about it

Fat Cat



Mission Accomplished

With GMT sea-trials complete, Fat Cat, the heavily modified 80' catamaran, is like a new boat! The owner of Fat Cat came to GMT after an exhaustive selection process of the world's leading spar makers. He came with a tall order (lol) to increase the rig height by 12 feet with no net increase in weight. The kicker being that the previous mast was already a relatively light weight GMT carbon mast.

GMT's head engineer dug into the challenge and worked closely with Morelli & Melvin while finalizing the high modulus carbon rig design. With the planned increase in rig

power, it was realized that the crossbeam and be under-sized. a new carbon tube, and carbon martingale. This reduction over

quickly boats existing compression tube would GMT stepped in to provide cross beam, compression pelican striker with a solid carbon also resulted in a drastic weight the previous aluminum version.

The results were immediately obvious as a smile spread across the owner's face when the Doyle Stratis main was raised and we bore off. In 10-12 knts of breeze, Fat Cat easily accelerated to 10-12 knts of hull speed, and occasionally touched 13 knts. The boat had never before seen this type of light wind performance. Multihull icon & the guy who knows everyone, D Randy West, was on-board and commented Fat Cat previously needed 20 knts of breeze to see those numbers. It was a home run and one happy owner!

D Randy West



Intrepid's passerelle

Intrepid Powerboats is a well-known Florida based boat builder of high-end, custom, outboard powered boats ranging in size from 25' to 48'. Their boats can be found anywhere from being used as tenders, fishing tournaments, tied-up at a celebrity's dock, and even in law enforcement. No two are the same, except for the quality that they have built their reputation on. GMT's super-yacht quality boarding systems are a perfect fit. This 1200 hp 40' center console summers in RI, and the owner was looking for easier stern boarding access. GMT custom designed the 10' long carbon passerelle to bridge the gap between the owner's dock and the built in swim platform. GMT fabricated a single deck socket that allows the passerelle to rotate and pivot as needed. The dock side has wheels that allow the passerelle to adjust for tide changes. This foldable passerelle has four removable stainless steel stanchions with a rope hand-rail so it will fit in the available storage space on-board. This is a prime example where GMT's custom design boarding systems make boarding easier, with an integrated plan for storage and easy deployment.



KIVA no#1

The long time GMT customer and owner of the Hinckley SW 51 named Kiva achieved a big goal this year. He took home the coveted first place finish in the Newport Bermuda race's Class 1 Double Handed Division. We would like to congratulate Mark for all his hard work in tuning and tweaking Kiva paying off. We sometimes joke with him about how many times we have modified his sprit, never mind the two rigs we have made for him. It's great when you see someone who continually strives to improve his systems, puts in the time, and comes up with a great result like this one!



Aesthetic Functionality

In a follow up to the initial announcement in Carbonics 38, GMT has completed the first hardtop and dodger combination for the Hylas 63. This project was initiated by an experienced cruising couple who loved the Hylas 63, but could not see cruising without a hard dodger option. It had been one of their most favorite features on their previous Hallberg-Rassey.

The goal to make it both functional and aesthetically pleasing was met with flying colors. The owner commented after seeing it test fitted that, *"I can tell you with ample experience*

and credibility that this hard top is far superior to the famous Hallberg Rassy hard top that we appreciated for 11 years."

Installation is being done at New England Boatworks in preparation for the boat's trip south. Even during the test fit at the yard, we received several inquiries from other owners and numerous compliments on the looks. It is always rewarding to go from concept to finished product on a custom designed part, and have it be so well received.



Test fit

Show Time:

Please contact us if you would like to schedule a meeting at:



Sakonnet carbon spar

Sail magazine credited designer Joel White as saying his goal with the Sakonnet 23 was to design a simple daysailer that offers "good speed, comfortable seating for four, and good looks," because "a properly designed daysailer gives the maximum in boating pleasure for the dollars spent." Marshall

Marine picked up that mantra when they purchased the Sakonnet 23 hull molds from Edey & Duff in 2010. GMT worked closely with Geoff Marshall in making a carbon spar for his latest 23. The carbon mast only adds to the good speed, comfort, and looks. We think Joel White would be pleased.

Designers Corner:

C. Raymond Hunt Associates is one of the most respected names in naval architecture, and famous for designs utilizing the high-deadrise hullform known as the Hunt Deep V. innovated by their founder, Ray Hunt. Known for the



performance, seakindliness and comfort it offers, the hullform is used in a diverse group of designs including outboard-powered fishing boats, motoryachts, patrol, pilotboats, and military vessels.

GMT has worked on a several Hunt Design projects over the years, and they are always a first class operation.



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