

GMT Carbonics 43

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



GMT Celebrates 35 Years

GMT has been providing innovative composite solutions for 35 years, and, with this past year being one of our busiest ever, it feels like we are just getting going. In 1984, as the founders of our company were developing the technology to build the first full carbon vessel, the potential of carbon composites was not fully known. Today, new applications are continuously being introduced as carbon composites become more common in both marine and industrial settings. GMT is uniquely positioned in the composites world with 35 years of experience, while still offering the agility and personal service only a small company can deliver.

The average tenure of our employees is 18 years, giving us technicians with unrivaled experience. This speaks not only to the quality of the products we build and the services we offer, but also of the culture at GMT. We aren't owned by investment bankers, we don't spend millions on advertising campaigns or sponsor big budget programs. We are run by passionate craftsmen and sailors who care about every project and customer. Whether we are building a 97' long custom carbon in-mast furling rig, or an extremely high tolerance industrial composite part, we enjoy the process and we are looking forward to another successful 35 years.

Real Sailors, Real Results

Success in the 2019 Transatlantic

GMT Composites takes pride in building carbon components for real sailors on real boats who count on the quality and performance GMT carbon spars deliver. This year, GMT Composites customers took 3 of the top 4 finishes in IRC3. Hiroshi Nakajima scored a comeback win aboard his restored 1971 S&S 49' *Hiro Maru*, with a carbon GMT rig. Race veteran Mark Stevens placed 3rd on *Kiva*, his Hinckley SW51' with a GMT carbon rig, bow sprit, and more. First to finish in IRC3 and 4th on corrected time were Howard Hodgson and Ryan Hughes aboard the J/160 *TRUE* with a GMT carbon Pocket Boom. GMT would like to send out a huge congratulations to the owners and their crews for a job well done. These guys aren't pros, none of their programs are sponsored, these are real people sailing real boats, so what's stopping you!?



Mark Stevens and Crew - Hinckley SW51' *Kiva*
S&S 49' *Hiro Maru* shown below



Carbon In-Mast Furling



Custom 68' Ketch - *No Nonsense*

No Nonsense

No really, *No Nonsense* is a 68' Ketch with a huge 97' tall in-mast furling rig that is now sporting a new GMT carbon main mast. There are few mast builders out there who could build such a spar, but GMT delivered with a gorgeous mast that was immediately put to the test. Just weeks after being commissioned, the boat was caught in tremendous thunderstorms in Cape Cod with wind gusts into the 70s. The boat was knocked clean over without sails up, spreaders touching the water, and the rig was unphased. Not only did the spar hold up to extreme conditions, but the long time captain of the boat pointed out that after the new mast was in, she floated noticeably higher and her huge stainless bow sprit support was now all the way above waterline.

It is always nice to see when a project comes together and you get to watch the customer realize benefits they hadn't even considered. GMT has been building carbon spars longer than anyone, and we were born from a team of engineers and builders who are credited with building the first full carbon vessel in 1984. We build in-mast furling rigs for boats from 40' to over 100', and we can tailor each rig to improve your sailing experience.

Super Sleek Sea Stairs

Not as much of a tongue twister as "Sally Sells Sea Shells", but still fun to say. Our friends at John Williams Boat Company in Maine had a customer with a common challenge; how to easily get from a small tender or dock up to the deck of a 45' ocean going sailboat. GMT side mounted Sea Stairs with a top and bottom platform provided the solution, making boarding easier and more secure, all in a package weighing under 50 lbs. An important detail for ease of deployment and storage. We finished the Sea Stairs with a shiny gloss black paint and clear coated rails, which complemented the boat perfectly.



Perfect Faux Bois

GMT pioneered the use of hand painted Faux Bois finishing to make a carbon spar look like wood. The applications for yachts are endless, from helm chairs to boarding systems and more, and the results blow us away every time.



DEFENSE TECH



A CANUCK CHINOOK

GMT built a carbon boom used by The Canadian Armed Forces, and we actually get to tell you about it! The large appendage sticking out below the front of the CH-147F Chinook collects in-flight data used to help create a realistic simulator model for pilot training. While we were disappointed that it was not for the newest sport of helicopter jousting, we still thought it was pretty cool. GMT fabricated the 5 meter boom from unidirectional carbon pre-preg to specifications designed so as to not interfere with the vibrations from the rotors above, and withstand the multiaxial loads seen in flight. Another awesome example of our capabilities and expertise put to good use.

Hawk

A One-Ton Beauty

After nearly three decades on the hard, Brooklin Boatyard re-launched *Hawk* this past spring with a new removable GMT carbon bowsprit. An iconic one-tonner with a storied history, *Hawk* was originally built in Germany in 1968 for the first All-American entry in the One-Ton Cup. Almost 10 years ago, Steve White, President of Brooklin Boatyard, found *Hawk* in rough shape and decided she needed saving. It took 8 years, but he found an owner who appreciated her as much as he did, and completed the restoration and modifications this past spring. The owner decided to add a bow sprit so he could cruise with an asymmetrical spinnaker, and a custom carbon sprit from GMT provided the perfect solution.

1968 One Tonner - *Hawk* - Bill Tripp Jr. Design Photo by Jen Sansosti



Scheduling Spring Deliveries

GMT is coming off their busiest year in a long time, and 2019/2020 is shaping up for more of the same! We are already scheduling out to next spring, so don't delay, get on our schedule today.

GMT built an 87' long conventional carbon mast which shipped to a customer in Southampton, UK. The mast was ultrasonic inspected for Lloyd's certification and packaged into a huge 90' long crate. This is a great example of GMT's capabilities, and of our loyal customers who chose to work with us no matter where they are in the world.



In the Works at GMT

PowerFurl Boom

GMT has awesome customers, and this PowerFurl Boom is for a couple who are no exception. Not many people can claim they designed and built their own carbon 39' sailboat, but the Lathrops can. Every last detail, down to custom machined pins from their own Bridgeport. You don't slap an ugly aluminum extrusion on something like that just for convenience. This owner/builder came to us for a custom solution that would allow the couple to easily handle their mainsail well into retirement.

They wanted to work with a builder who understood the nuances of custom projects, one who was willing to listen and work with them to achieve a result that matches the pride they have in their boat.



Catamaran Cross Beam



When you need a new forward cross beam for a 43' catamaran, you can't exactly go down to your local West Marine and grab one. And when the cost of a carbon one is competitive with the cost of an aluminum one, you go with carbon, cutting the weight in half while reducing long-term maintenance. GMT is building a new custom cross beam for a good customer of ours who owns a Catana 431. As smart boat owners do, he is taking the opportunity to re-think some of the layout and make improvements along the way.

Win a Gill Jacket

GMT's year end jacket giveaway will be back for 2019. All you have to do is join our mailing list during the month of December to win a sweet Gill Race Fusion jacket. Tell your friends, follow us on social media, and keep an eye out for more information toward the end of the year.



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