

# Carbonics 46

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



## GMT Supports Newport Bermuda Race

### Proud supporter of the 2022 Race

GMT has a long history of success in the Newport Bermuda Race. Many of our customers have won their class or division over the years, and notably, boats with GMT carbon rigs have won in each of the last three races. Success in a race like the Newport Bermuda Race is usually the result of doing many things well, and that includes boat preparation and boat improvement. At GMT Composites we have supported this practice among many winning customers, including the Hinckley Bermuda 40, *Actaea*, winner of the 2014 St. David's Lighthouse Trophy; the Hinckley 51 *Kiva*, Double-Handed Division winner in 2016; and the Columbia 50 *Grundoon*, winner of the 2018 St. David's Lighthouse. Each boat had a GMT carbon rig, among other carbon components like bow sprits and boarding ladders. We are proud to be officially supporting the 52nd Thrash to the Onion Patch, and we wish all of the competitors a safe and quick trip.



*Actaea* Hinckley Bermuda 40



*Kiva* Hinckley 51

### X55 Pocket Boom

Front Street Shipyard in Belfast, Maine has come to GMT for a number of projects over the years. This past offseason they had a customer with an XYachts X55 who needed a new boom. The owner was not happy with the furling boom which came from the factory, and all of GMT's boom solutions were considered. In the end, the choice was a new Pocket Boom for the ultimate combination of performance, simplicity, and sail handling ease. GMT custom designed the shape to complement the boat's aesthetics, and the team at Front Street brought it all together.



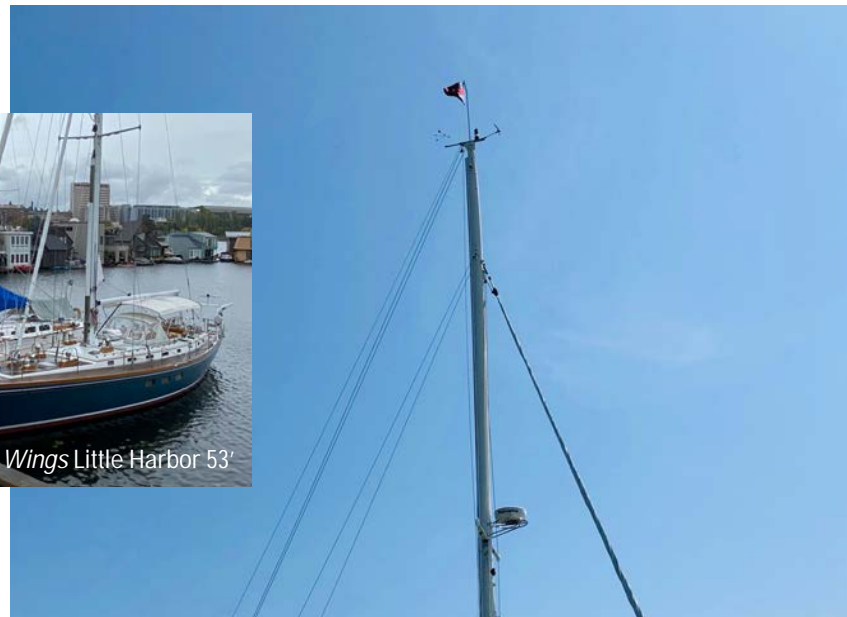
# In The Works

## Updating a Few Classics

We have worked with a number of boat owners over the years who decided to invest in refitting an older model boat instead of buying a new boat, and that seems to be a growing trend. We are currently building three new carbon rigs for customers who decided to make nice boats, really nice boats. A Little Harbor 53, an S&S designed 46' sloop, and a Morris Linda 28 will all be sporting new carbon rigs this summer. We fully support this practice and love working with owners to improve their rigging layouts, making their boats easier and more enjoyable to sail, all while improving the performance.



Wings Little Harbor 53'



**“I can’t think of any other single change that so dramatically improves performance of an older boat as taking weight out of the rig.” Tom Morris of Morris Yachts as quoted by *Practical Sailor***



Morris Linda 28'



Cyane S&S 46'

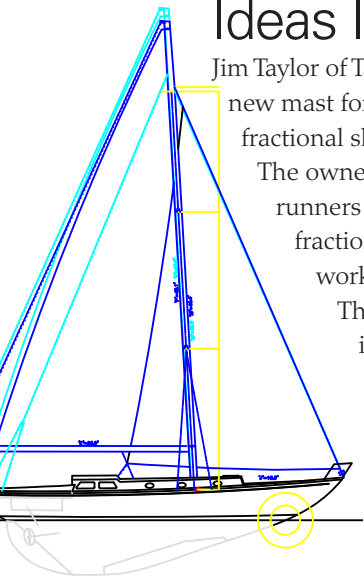
## Rig Study

### Putting a Naval Architect Ideas Into Action

Jim Taylor of Taylor Yacht Design approached us about a new mast for the 1959 S&S designed *Cyane*, a beautiful fractional sloop which was overdue for a new mast.

The owner’s goal was to eliminate the need for the runners without sacrificing the look of the traditional fractional rig. Jim and our engineering staff got to work, presenting a number of different options.

They looked at different section sizes, reinforcing the topmast without adding too much weight, adjusting P and I, and in the end, settled on a solution that accomplished the owner’s goals without needing to change much at deck level. The new rig will be saving hundreds of pounds aloft, and we can’t wait to hear how she goes!



## Gulfstream Aerospace

### Custom Carbon Turnbuckles

When you hear “large turnbuckle,” I doubt you envision custom composites. But when Gulfstream Aerospace is designing new custom production tooling, custom composites provide solutions. GMT built a variety of large custom turnbuckles that are being used as components in large production equipment, a simple part that still requires a custom solution.

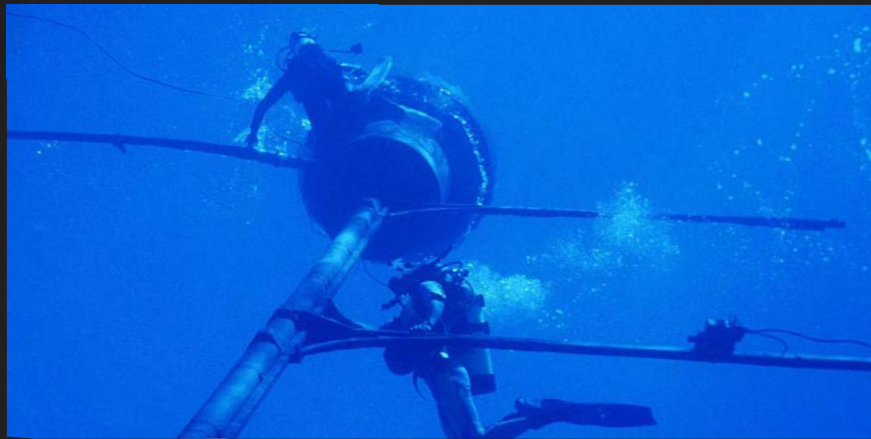
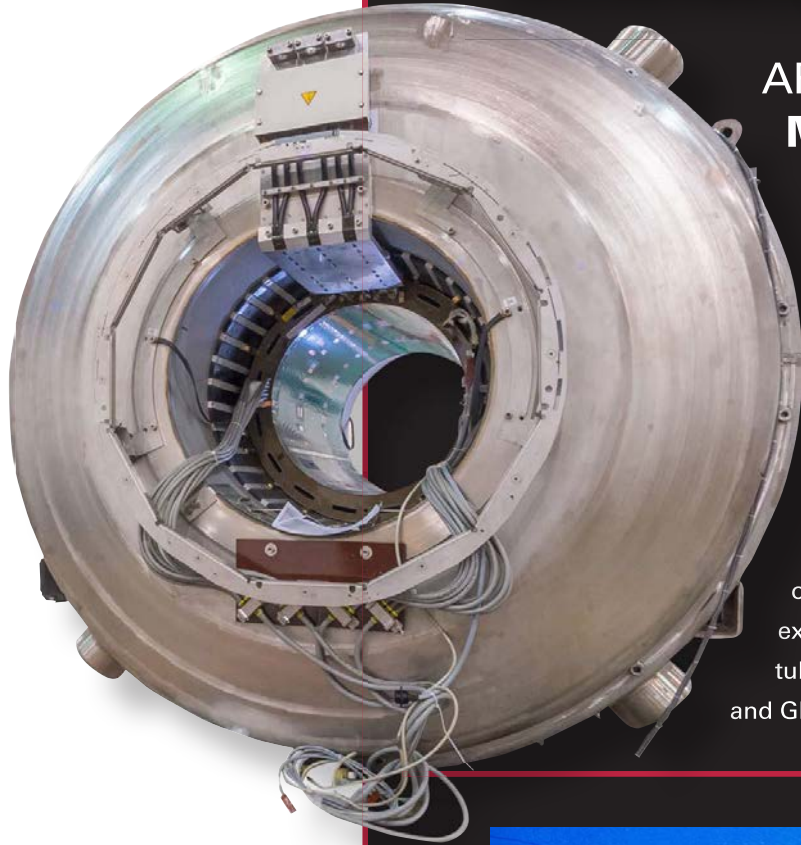




# SCIENCE & TECHNOLOGY

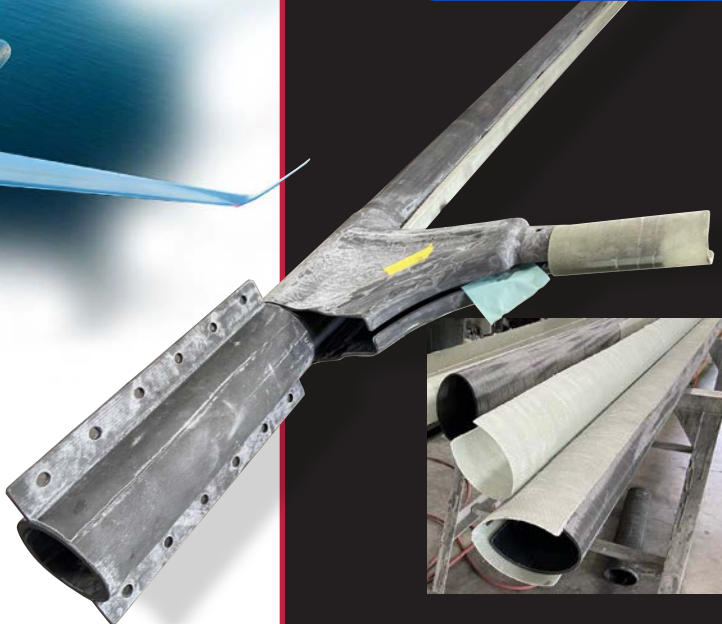
## ARGONNE NATIONAL LAB MU2E EXPERIMENT

According to Yuri Oksuzian, GMT customer and scientist at the Argonne National Laboratory, "Now is an exciting time to do particle physics!" The Muon Campus at Fermilab is hosting the g-2 and Mu2e experiments which are designed to answer such questions as: What is dark matter? And, where is antimatter? GMT built the main support tube for the Mu2e experiment, which is designed to detect the conversion of a muon to an electron, without producing any neutrinos, a process yet to be seen. If such a thing could be observed, it would be a direct indication of new physics beyond the Standard Model. It sure sounds exciting, but all we know is they needed a very specific carbon tube which demonstrated specific measurable characteristics, and GMT delivered.



## MOORING SYSTEMS - **MOBY**

No, not the whale, MOBY is a Marine Optical Buoy moored off the island of Lanai in Hawaii. The autonomous system was designed for measuring sunlight incident on and scattered out of the ocean. This provides real time data for various calibration procedures conducted by ocean color scientists. GMT built the main "mast" of the underwater buoy, along with the side arms which house the data collecting instruments. We don't really know what they do with the data, but we sure wouldn't mind heading out to Lanai to watch how it all works!



# Celebrating 20 years with Cathy & Rich

This spring GMT gathered the team together to celebrate and recognize Cathy Antone and Rich DeSilva for 20+ years of service. Cathy, our office manager, and Rich, our shop foreman, started at GMT the same year. Rich was only 17 years old, and Cathy had young kids who are now grown and starting to have kids of their own. Time flies, and when you have good people around you, it is easy to forget just how long you have been working together. Their contributions both in the work they do and what they bring to the team to shape the culture here at GMT cannot be overstated. It is a pleasure working with them and we want to thank them for all that they do.



# 20+ YEARS



## SERVICE No Really, That's it

"It's nice to get someone who answers the phone, is still in business, and is willing to help." That is what a service manager from a large boatyard in CT had to say recently after speaking with us about some replacement parts for a GMT PowerFurl boom. GMT has been in business for 38 years, we have almost all of our projects still on file, and we are here to help customers both new and old.



## Time to Plan Scheduling for Summer 2023

GMT is coming off of our busiest year in the past 38, and 2022 is shaping up to be another record breaker. With this volume of business comes longer than normal lead times, and we are already talking to customers about 2023. If you have a project in mind, don't delay, start the conversation now.



**GMT Composites, Inc.**  
Since 1984

48 Ballou Boulevard  
Bristol, Rhode Island  
02809-2728 U.S.A.

T: +1 401.253.8802  
E: info@GMTComposites.com

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