

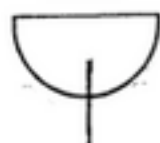
BUY A G-CAT

What makes the G-Cat a better boat? What is the difference between a G-Cat and other catamarans? What are the advantages of a catamaran over a monohull dinghy? Why should I buy a G-Cat? These are questions boat buyers ask and G-Cat answers.

There are three basic areas to be considered when the qualities of a boat are closely inspected: design, construction, and sailing characteristics. They are interrelated and the effect of design & construction features on sailing characteristics will be pointed out.

I. DESIGN

A. HULLS - 3 basic shapes for catamarans.



Semicircular with Centerboard

Board prevents leeward drift



Asymmetrical without boards

Flat outer sides of hulls prevent drift



Symmetrical without boards

G-CAT
Deep-V lateral surface coupled to deep rudderblades prevent drift & actually cause lift

Until the G-Cat appeared on the scene, it was believed that non-board catamarans had to be asymmetrical to go well to windward. G-Cat hulls have demonstrated that this is not so. Windward performance of the G-Cat equals or surpasses that of any asymmetrical catamaran on the market. In demonstration & races, G-Cat has disproven the myth.

It's faster than most because the flow of water along a well faired symmetrical hull has less turbulence & less drag than an asymmetrical shape. The deep-V & sharp entry over the full length of the G-Cat hulls also assure a soft ride in the waves as opposed to the more pounding progress of other designs.

The beam (width) of the hull at the waterline is extremely narrow, resulting in a very high ratio between length & beam. The higher this ratio, the greater the speed potential.

The deep hulls have plenty of reserve buoyancy. The G-Cat is designed to be raced by two, but can be fun-sailed with 4 or 5 people on board without submerging the hulls to the decks.

The bow is deep...fine at the entry, and full above the normal waterline. Pitchpoling is less probable than on most other catamarans.

B. RIGGING AND SAILPLAN

The tall mast (27 feet) and the low position of the gooseneck allow for a high aspect ratio main. The larger the luff of a mainsail, the more power it can develop to windward and on the reaches.