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traveler mounts to the rear crossbar. Each crossbar is thru-bolted at two points on each hull. Because the middle crossbar is internally reinforced, it does not use a dolphin striker.

Another distinct feature of the G-Cat, at least for a small catamaran, is its dual trampoline arrangement. The rear trampoline is a fairly standard polypropolyne mesh design with hiking straps and one storage pocket. The rear trampoline attaches to the rear crossbar with a bolt rope in a track and is attached to the hulls and the middle crossbar with lacing. The lacing in the hulls runs through holes that have been drilled through the lip of the hull.

The optional forward trampoline is also polypropolyne mesh and attaches in the same way, with the bolt rope mounting to the front crossbar. The front trampoline provides increased seating area and exceptional storage space. The unique design of the optional tent for the front trampoline makes the G-Cat particularly useful for weekend cruising. The front trampoline also facilitates sail raising and lowering from a docked position, and the high buoyancy of the bows renders any additional weight on the forward trampoline inconsequential.

Although the forward trampoline is beneficial in almost all conditions, it is preferable to remove it while racing in heavy airs in order to reduce the possibility of pitchpoling.

G-Cat recently introduced a new rudder kick-up system that is excellent both in performance and simplicity. The rudder casting attaches to the transom in the standard way using two gudgeons and a rudder pin. The rudder bolts at one pivot point to the rudder casting. Each rudder utilizes twin tiller arms, one above the other. The lower tiller arm bolts to the rudder casting at the aft end and to the tiller crossbar forward. The upper tiller arm attaches to the rudder at a pivot

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