

point via a casting at the aft end. The forward end of the upper tiller arm has a spring-loaded clamp that holds the lower tiller arm. The upper and lower tiller arms are attached by a link that is free to pivot at each end and provides the correct geometry for the rudder kick-up.

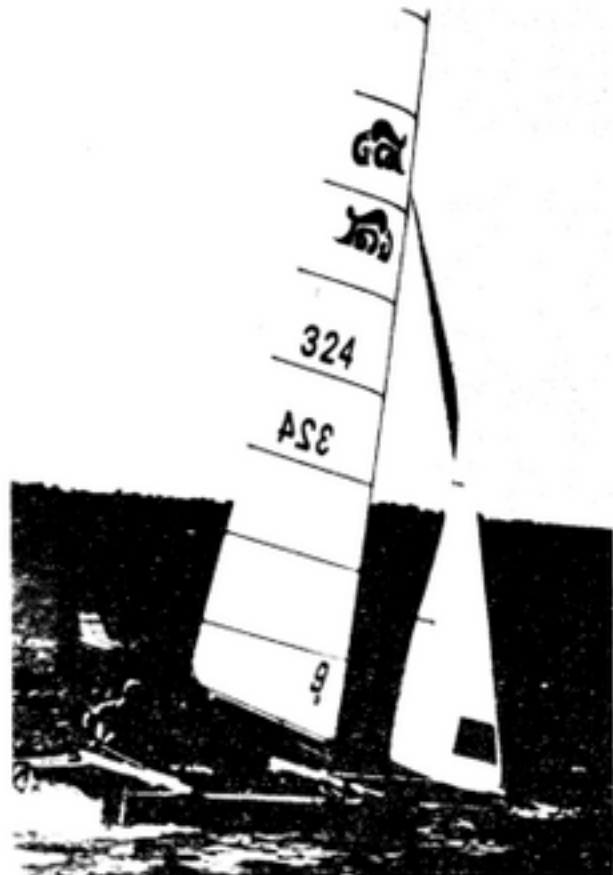
If the rudders are overloaded, as when beaching, the spring-loaded clamp on the upper tiller arm will pop loose, allowing the rudders to kick up. A rope handle is also provided on each upper tiller arm so that the rudders can be raised with a simple yank on the handle. The same spring clamp that locks the rudders in the full down position can also be used to lock the rudders in the full up position at the other end of the system's travel.

This system, which proved to be very effective during our tests, is remarkably simple. At no point did the rudders come close to kicking up under sail, but they easily kicked up in beaching. We found this rudder kick-up system the easiest and most efficient system we have yet encountered.

The mast is an anodized aluminum extrusion that steps on the middle crossbar and is fully rotating. The mast is stayed by a forestay that attaches to the bridle wire in front and by port and starboard sidestays that attach to chainplates on each hull. Halyards are external. All standing rigging is stainless steel.

The area of the mainsail is 150 square feet while the jib is 60 square feet on a fractional rig. The jib is cut to a 110° angle of the fore triangle. The mainsail is loose-footed and fully battened, while the jib is battless for easier tacking. Outhaul and mast rotation controls are provided on the boom and utilize jam cleats for locking. The mast is equipped with a downhaul cleat.

A five to one purchase mainsheet system is standard, but an optional seven to one system is available. The system attaches to the traveler track through a roller bearing traveler car mounted to an eye-beam track. Traveler settings are controlled by a sheet that runs through a swivel cam cleat, and a simple barberhauler system controls that geometric jib sheeting angle. The jib is also sheeted through swivel cam cleats. A single, adjustable



trapeze system is standard; double trapeze systems are optional.

Optional equipment on the G-Cat includes the front trampoline, port-holes in the decks, the front trampoline tent, black anodized spars, reef points in the mainsail, an additional trapeze system, and a seven to one mainsheet system. Five hull colors are available as well as five color combinations of sails.

#### Sailing the G-Cat

The G-Cat rates favorable in the Portsmouth rating system with a rating of .770 (this compares with the Hobie 16 rating of .775). On the spec sheets, the G-Cat is nearly identical to the Hobie 16. The length overall of the G-Cat is 16 feet 8 inches, compared with the Hobie's 16 feet 7 inches. Overall beam is an inch wider for the G-Cat. Both boats weigh in at 340 pounds. The Hobie, at 218 square feet of sail area, has eight square feet more than the G-Cat. The major differences between the Hobie 16 and the G-Cat are primarily in hull shape and sail

plan.

The jib in the G-Cat is larger and it has a somewhat higher aspect ratio mainsail with less sail area than the Hobie. The luff of the G-Cat's mainsail is more than two feet longer, but the foot is nearly two feet shorter. This gives the G-Cat slightly more lift and drive going to weather. Windward performance seems to improve when footing rather than pointing.

The symmetrical hull shape of the G-Cat has a tendency to reduce drag slightly going downwind. The lower freeboard and lower center of effort of the G-Cat also tends to reduce pitching and rolling moments.

On a beam reach, in moderate to heavy airs, the G-Cat comes into its own as do other non-board cats. This is a very good point of sail for the G-Cat. The extreme buoyancy of the craft generally decreases the likelihood of pitchpoling, but if the lee bow is driven under hard enough (that is, up to the forward crossbar), pitchpoling becomes a definite possibility.

When tacking, the G-Cat really