

## B. RIGGING AND SAILPLAN cont'd

The main is cut with little roach, the center of effort (CE) of the main is low and the heeling force (the sideways pressure) is less.

The jib sail of the G-Cat attaches on the forward beam, again favoring a low CE and less heeling force. Other catamarans have no front beam and the jib sail comes down and stops high on top the bridle.

G-Cat is the catamaran with a front beam capable of accomodating a trampoline. Not only do we offer the buoyancy to carry 4-5 passengers, but also the space.

## II. CONSTRUCTION

### A. HULLS

Hulls are hand laid-up fiberglass reinforced resins and are internally reinforced with a lateral bulkhead system.

This type of construction is stiff and less subject to impact damage than foam-sandwich used by Hobie and Prindle. Nacra basically uses the same form of construction. Straight lay-up also does not suffer the disadvantage of moisture absorption typical of the foam-sandwich.

The entire construction of the hulls is stiff as a result of the 3rd beam on the bow of the boat, the internally reinforced hulls and the stiff flanged decks. The fact is, stiffness of a catamaran's platform is conducive to speed.

The rudder system is fitted out with a simple & effective kick-up system. This system is so well designed that G-Cat patented it.

### B. RIGGING AND SAILS

The spar is made of strong aluminum extrusion, fairly stiff and very simple to control, selected because of its ability to be shaped by the sailor.

The sails are made of 5.3 oz. Dacron, white or colored. The jib sail is fitted with a zipper-luff for low wind resistance.

## III. SAILING CHARACTERISTICS

Some of the main characteristics have been referred to in the foregoing text.

Exceptional windward performance for a non-board catamaran.

Low center of effort (CE) with resulting lower heeling force. Only under extreme conditions are the crew & skipper both needed in the trapeze.

Due to plenty of reserve buoyancy, the G-Cat can be sailed with 5 persons on board.

The buoyancy of the hulls and low aspect of the boat ward off pitchpoling. The G-Cat comes about easier than other non-board catamarans.

The front trampoline facilitates trimming. On windward and downwind courses the crew can move its weight forward of the mast. Carrying capacity forward is limited, however, and under windy conditions and particularly on the reaches, crew weight should be aft.