

G-CAT MULTIHULLS, LLC



Press Release

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The Formula 16 Global Challenge 2009

will be sailed in the United States in Florida. The Gulfport Yacht Club and the city of Gulfport will be the host for the 3rd Global Challenge.

The venue date is November 9 – 14, 2009.



You're looking at the winning boat and
we're looking for experienced sailors that know how to win

TEST PILOTS WANTED

G-Cat has the winning combination of design innovation and experience that can take us, and you, to the top of Formula 16 catamaran racing. Our experience in some of the world's toughest catamaran races has proven that we have what it takes to compete at the highest levels. We're looking for sailors with the same credentials.

G-Cats are not, and have never been your average catamaran. Simple, effective design and unique features have always set us apart from the pack. Starting from the bottom up, the G-Cat has a unique hull shape that is not seen in conventional, or even unconventional catamaran designs. The innovative, G-Cat symmetrical deep-V design has a deep rocker profile and a center of buoyancy placed well forward. This design strategy was originated by Hans Geissler, partner and founder of G-Cat Multihulls, and refined over many years with the help of world-class designers like Skip Banks and Glenn Henderson, both adding their wealth of experience to make G-Cats sail even faster.

The original design made quite a name for itself with impressive finishes in races from the Worrell 1000 to the Round Texel Race and countless Round-the-Island races in the U.S. At the World Speed Trials, G-Cat was awarded the title "Most Efficient Catamaran" by the Performance Multihull Association (PMA) and we even made a clean sweep of first, second, third in Tampa Bay's anything goes "Need for Speed". So when we started to design a Formula 16 boat, we already had a pretty good head start. From the original design, we took everything we've learned over the past 35 years and distilled it into our new boat. What we came up with is another winner. As fast as our old boats are, the new F16 simply blows their doors off.

Less Drag = More Speed

Everybody knows that, but many ignore the evidence of it, even when it's right before their eyes. Here's an easy efficiency test you can do yourself from the beach. Compare the wake and the spray created by a G-Cat to that of any other catamaran. You'll notice that overall, G-Cats appear to be more slippery as they glide through the water. No wakes, no spray, no disturbing the water in any way. That's because the G-Cat hull shape creates less drag than the other cats. The proof is in the spray. Spray is nothing more than the water resisting the motion of your boat going through it. It takes energy to fling water in the air, and that's energy that's being wasted. Simply stated, spray is drag. If you're spraying water, you're not going as fast as you could be. The less commotion you create going through the water, the faster you go, that's the bottom line. By minimizing the energy wasted creating white water turbulence, the G-Cat converts more of the wind's energy into forward motion. Which also helps us when facing waves going upwind. Waves just don't slow us down. G-Cats are true wave-piercing hulls, rather than the wave-riding shape found on nearly all the other cats. Watch the way the waves simply part to let us through. No splash, no fuss and hardly a ripple.

Where are the Daggerboards?

Oh they're there alright, you just don't recognize them. We've cleverly built them right into the hull so you won't be slowed down by the drag created by boards going through the water. Anything that creates drag, we're against it.

The only purpose of boards is to prevent leeward drift. We all agree that in order to go upwind you've got to have an effective leeway preventer. We just don't think it has to be a board that you drag underneath your boat. A board is an add-on, drag-creating appendage to make up for the fact that your hull can't go upwind. There is a better way.

All G-Cats essentially have a full-length, built-in, low profile board along the entire hull that prevents leeward slippage. When you head upwind, the power on the sails press the lee bow into the water, maximizing the resistance to leeway. Combine that with the deep, rudder blades and what you get is exceptional leeway prevention with minimal drag. G-Cats match the upwind performance of boarded boats, and off the wind, no one can catch us. So why go slow? Say "no" to boards.

Length to Beam Ratio

This is another critical area that influences boat speed. The beam or width of the G-Cat hull at the waterline is extremely narrow. It's beam at the waterline that counts, therefore the ratio of length to beam in the G-Cat is very high. The higher the ratio, the greater the boat's potential speed.

The Rig

The rig on the new G-Cat follows the latest thinking in Formula 16 racing. A 28' hi-tech F16 wing mast, and a state-of-the-art sail system with custom square-top main, self-tending jib and asymmetrical spinnaker flown from a spinnaker pole. Flying the spinnaker is quick and easy with the simple one-line snuffer system attached to the spinnaker pole. All of the control lines are logically laid out so that they're right at hand when you need them. It's no accident that they're at the right height and the angle.

To Sum Things Up

A little here, a little there, you start to add all these things up and pretty soon you're talking some real speed advantages. For the past few years, G-Cat has not been as active as in the past, but the new Formula 16 class has attracted our attention. "It's exciting to have access to a new generation of materials and technology. It has enabled us to make substantial improvements on an already superior design," says Hans Geissler. "We just couldn't resist the challenge to create the fastest G-Cats ever made."

Tell us why you are the right skipper to sail the new G-Cat F16

If you've got the right stuff to win races, we've got the vehicle to get you into the winner's circle. We're serious about winning this year, so if you've got a winning record and a winning attitude, let's make this happen. Contact us by phone or email and tell us why you should race our new boat.

About G-Cat Multihulls, LLC

G-Cat Multihulls, LLC, manufactures fuel-efficient and earth-friendly power catamarans using a patented, symmetrical wave-piercing hull design developed by Hans Geissler and utilized in over 2,000 G-Cat sailing catamarans. G-Cat Multihulls, LLC, now produces the G-Cat 36 PowerCat, a 36' luxury catamaran, perfect for cruising without the hassle or rigors of sailing. The mission of G-Cat Multihulls, LLC, is to help fight world hunger by donating a portion of every sale to Morningstar Fishermen, a non-profit organization dedicated to helping feed the hungry in third world countries by teaching people how to use aquaponic technology to raise tilapia fish and grow organic vegetables for their villages.