

# GEMINI GEMS

Volume 101

Gemini Catamaran Owners Association

April 2008



**LINKS**, Hull 747 (105Mc), Tim and Jill Argie  
Beached at James Island on the Chesapeake Bay

Check the expiration date above your name on the address label. It shows the last issue you will receive unless your membership is renewed. Also, please double check the hull # listed above your name. To renew or to join, send a check or money order payable to Jill Argie, 4914 Laurie Lane, Woolford MD 21677-1333

**DUES: \$16 / 1 yr, \$28 / 2 yrs, or \$36 / 3 yrs for US addresses** (paper + web);

**\$21 / 1 yr for Canadian addresses** (paper + web); **\$26 / 1 yr for all other non-US addresses** (paper + web); or

**\$7 / 1 yr for Web** (only) membership for US and non-US addresses (US Dollars Only).

[GEMS is published quarterly in Jan, Apr, Jul & Oct plus an annual member directory.]

We're happy to report that we have found our successors! Mark and Louise Kiehl will be taking over publishing the newsletter and general management of memberships in a couple of months. Mark and Louise have some great ideas for our association. We've had a sneak preview of some changes they will be putting in place, and we're really excited about the many enhancements they have planned! Please read their article on page 1634 for more information.

This issue has a nice variety of articles we hope you enjoy reading. The Chesapeake Bay rendezvous is scheduled for Memorial Day weekend and the hosts have some interesting activities planned. Other articles include a recap from the successful 2007 Southern California rendezvous, useful aft gear upgrades, an extension of polar plots for sail configurations, and an article to help buyers and sellers with pricing of their Gemini.

Thank you to everyone who has contributed articles and supported us through the years! We couldn't have done it without your participation! Please continue to show your support by contributing a nice selection of articles for the July and future newsletters. The articles can be about any topic. Some ideas could be about upcoming rendezvous, recaps from rendezvous, cruising experiences, gunkholes or cruising destinations you enjoy, food you like to prepare on your boat, projects you've done to your Gemini, projects you've done but wish you wouldn't have done or would do differently the next time, popular topics from the Gemini\_Cats Yahoo! Group, technical articles, etc. The options are endless!

The deadline for submitting articles for the July newsletter is June 15th. For now, please continue to send articles and comments to either of the email addresses listed below.

Congratulations to the recent owners of new & used Geminis (see below). See you on the water!

Jill and Tim - [gemscomments@comcast.net](mailto:gemscomments@comcast.net) or [geminigemseditor@hotmail.com](mailto:geminigemseditor@hotmail.com)

#### **New Owners** (Please notify us if you're a new owner and your name or boat name is not listed or is incorrect)

**Hull 379**, SHEARWATER, Stuart Bell & Elizabeth Ann Hindman-Bell, Palm Beach Gardens FL

**Hull 429**, SALTY SURFER, Rich & Beth Hunsicker, Casselberry FL, sold by Michael & Deborah Whitt, formerly MISTY MORN II

**Hull 548**, LA PASION, Richard Lowe, Casa Flamboyant Mexico, sold by David Dunlop, formerly POOPAH

**Hull 674**, FIDDLER'S GREEN, Richard Weinbrenner, sold by Gordon & Ellie Lindblom

**Hull 707**, TRAVELER, Michael J Sargis, Vienna VA, sold by Tom Kisko

**Hull 720**, THE LAST DUCK, sold by Ray & Diane Edwards

**Hull 748**, LAVITA III, sold by Ed Flanagan

**Hull 791**, 9 LIVES, Roland Kushmore, Sarasota FL, sold by Ron & Mickie McCoy

**Hull 935**, LETO, Chris Creak, West Sussex UK, sold by Ivan & Maggie Norris

**Hull 945**, AQUADRAAD, Willem Nater, The Netherlands, sold by Ed Murphy

**Hull 968**, Ed & Mary Holt, sold by John Kupke

**Hull 1014**, Performance Cruising Intl, UK

**Hull 1015**, Jens Heiberg, Denmark

**Hull 1016**, Bob Leier, Marathon FL

**Hull 1017**, Hubertus & Tanya Gunther, Spokane WA

**Hull 1018**, John Stapleton, Ireland

**Hull 1019**, Bill & Tracy Culp, Little Rock AR

**Hull 1020**, David & Kimberley Fisher, Port Isabel TX

**Hull 1021**, Performance Cruising Intl, UK

**Hull 1023**, Meg Alexander and Ellen Banisch, Montclair NJ

**Hull 1024**, Demo

#### **Boats that were Renamed** (Please notify us if you renamed your boat)

**Hull 880**, LEISURELY ADRIFT, Ken & Kathy Hidenfelter, formerly ALTERNATING CURRENT

## CHANGE AT THE HELM

By Mark & Louise Kiehl, SEAS TODAY, Hull 649 (105M)

Effective in August, my wife Louise and I will be taking over the publishing of the newsletter. This was an easy decision for me to make because the newsletter provides me with the opportunity to build experience toward two of my retirement goals.

Back in November I started learning web development with the goal of developing a skill that could potentially generate revenue supporting semi-retirement on our Gemini 105M. I based my first web site project on a topic of which I have interest, and a little content to add to it. Soon after publishing <http://www.gemincatsolutions.com>, I read about Jill & Tim looking for someone to take over the newsletter and thought that maybe this would be an opportunity for me to further engage my entrepreneurial and web development skills.

The proposal I made to Jill and Tim in January was for my wife and me to take over the publishing and general management of the Gemini Gems newsletter. This includes managing web and newsletter memberships, tracking new and changes to boat ownerships, selling advertisements on the web site and newsletter, selling burgees, and publishing the newsletter in print and on the web site. The contributing editors would continue to do what they like doing best - writing, without all of the overhead of the publishing responsibilities.

Currently the development of the new web site is going very well. Our vision is to provide a web site that makes it very easy for members to quickly locate information of interest through simple browsing and searching features. Additionally, our goal is to make it simple and secure for members to update their personal information, and purchase membership renewals, classified advertisements, and burgees online. Providing an easy mechanism for users to update their information supports keeping the membership information up to date and accurate.

We are confident that we will successfully handle the publishing and management of the newsletter, but we would prefer not to be burdened with the editorial responsibilities as well. The ideal situation would be for someone with strong organizational skills to accept the role of Chief Editor to the newsletter. This person would coordinate content from all of the other contributing editors and deliver the final set of articles to us for publishing. Please contact us at **[publisher@gemcats.net](mailto:publisher@gemcats.net)** if you are interested.

As newsletter members, we thank Jill and Tim for all of their years of hard work making the newsletter the success it is today. We are sure everyone looks forward to reading an article from them about their travels on the water beginning this fall.

*Editors note: Please disregard [gemcats@yahoo.com](mailto:gemcats@yahoo.com) as originally published*



### GCOA Burgees

To purchase a burgee, please send \$29 USD to:

Jill Argie  
4914 Laurie Lane  
Woolford MD 21677-1333

**Editors:** Jill and Tim Argie

**Web Editor:** Richard Olin

**Contributing Editors for this issue:** Sue Smith (PCI), Mark & Louise Kiehl, Jerry & Linda Smith, Ken Chen, Paul Roberts, Ted Lesster, Stuart Bell, and Peter Knocke

**CHESAPEAKE BAY 2008 GEMINI RENDEZVOUS**  
**Join us for Memorial Day Weekend, May 23 – 25!**

**We hope to mingle with other Gemini sailors near Annapolis  
to enjoy each other's company and benefit from our experiences aboard!**

**When & where:** The Severn River's **Weems Creek**, just north of the US Naval Academy. Go up the Severn under the USNA bridge, edge towards the SW shore, and turn to port before the red-and green WC marker. We'll be at Lat N.39° 0.00' (yes, right on the 39<sup>th</sup> parallel!), Long W 76° 30.21'. This Creek has a dinghy beach at the end of Tucker Street leading to Ridgely Avenue in West Annapolis. Both 'Bongo' (Jerry and Linda Smith, Hull #827) and 'Pandion' (Pierre and Danalee Henkart, Hull #895) will be anchored by 5:00 pm, Friday, May 23, near the mouth of Weems Creek. VHF traffic will be heavy, so we'll have our cell phones on Friday and throughout the weekend: Smith's (410) 562-4813 or Henkart's (410) 852-2579.

**Schedule (sort of):**

**Friday Evening:** ~6:00 pm Wine and Cheese Party. Please bring appetizers to share (CAN WE FOCUS ON LOW-CAL? Oh, forget it!). This is always a jolly occasion, seeing old friends and making new ones! Pack your own glasses, plates and silverware, please! We're trying to minimize disposables. Let's share our travel tips and favorite anchorages!

**Saturday Morning:** ~9:00 am Brunch provided by and served on Bongo and Pandion (fruit and cheese strata, juice, bagels, pastries; bring your own coffee/tea). Followed by a 'Show and Tell' on the boats. Please let us know by email (addresses below) if you have improvements or helpful hints to share/demonstrate so that we can get an idea of how to organize the "Show and Tell."

**Saturday Afternoon:** ~1:00 pm we will depart via one or two boats for nearby Back Creek, where we will have a short tour of the Performance Cruising factory (and new under-construction facility) at 2:00 pm. Then we will cross Back Creek to the Annapolis Maritime Museum (tying up at the old McNasby's Pier) at 3:30 for an introduction to their programs and plans for the future. We hope to have a lovely late-afternoon sail/cruise back to the boats.

**Saturday Evening:** 6:30 pm Pot Luck (casseroles and salads) on the boats. Anyone wanting to dine out has their choice of several West Annapolis restaurants within a short walk from the dinghy dock: Northwoods (reserve several days in advance) (\$\$\$) (410) 268-2609, Canton (\$) (410) 280-8658, and Bella Italia (\$) (410) 216-6061, next to Graul's grocery store on Taylor Ave., adjacent to Annapolis' best liquor store at Rite Aid (Go figure). A map of West Annapolis will be provided at the Brunch.

**Sunday Morning:** 9:00 am Coffee Gathering. For those interested, a taxi can be met at the dinghy beach to get you to religious services, including the beautiful nearby USNA Chapel (Annapolis Cab, 410-268-0022). Others may want to pull anchor for a short run up the Severn River to view the Peregrine Falcons nesting under the Route 50 Bridge, and perhaps on to Round Bay.

**Sunday Afternoon:** ~ 1:00 pm, let's gather for a safety seminar to discuss good safety practices and accessories, lessons learned, and demonstrate man overboard rescue. Does your crew know what to do if the Captain, or anyone for that matter, takes a plunge and is unconscious in the water?

**Rest of the weekend:** Open for further socializing, exploring the Severn River, sailing in the Severn or the Bay, or touring Annapolis!

**Please e-mail or call us no later than Wednesday, May 21, to let us know if you plan to attend and when you expect to arrive. We'll also try to answer any questions you may have about local details.**

**Jerry & Linda Smith, 410-849-7040, wiltonlinda@comcast.net**

**Pierre & Danalee Henkart, 410-849-5343, henkartp@hotmail.com**

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## **2007 SOUTHERN CALIFORNIA GEMINI RENDEZVOUS RECAP**

By Ken Chen, DOS MOMENTOS, Hull 765 (105Mc)

Unlike 2006, the weather for the 2007 Southern California Gemini Rendezvous was nearly perfect. A light prevailing Northwest wind allowed most participants to sail at least part of the way to Catalina Island's Isthmus Cove. Ten boats attended this year from as far away as Ventura and San Diego. David Curtiss (*La Contenta*) traveled the furthest, having to first drive 100 miles to Ventura, and then sail the last 70 miles to Catalina. As in past years, Lon Bubeck of Flying Cloud Yachts graciously hosted the Saturday dinner barbeque. Unfortunately, Bill Scarpino (*Doublewide...* and the event's tireless coordinator) and Mike & Vicky Novak (*Bonzer*) were unable to attend this year due to last minute conflicts.

Most of the Geminis arrived during the afternoon of Friday, September 28th, though some boats like *Fairwinds* (Dick & Sue Treanor) and *M&M* (Don & Jaclyn Morgan) decided to arrive earlier to enjoy the unseasonably warm weather. The 2007 Rendezvous was officially kicked off with a reception aboard *Dos Momentos* (Ken & Susan Chen). Top honors for the best hors'd'ouevres again went to our resident gourmet, Liv Bubeck. There was plenty of good food, drink, and lively conversation as we reconnected and shared our exciting sailing and Gemini stories.

On Saturday, the Treanors organized a scavenger hunt. Everyday objects were concealed in bags and then tied onto each boat. The point of the game was to dinghy around to each boat trying to recognize as many objects as possible through feel alone. It was a great excuse to check out all the different Geminis and see their unique touches and clever innovations. The winners, getting all ten items correct, were the Bubecks. The rest of the day was spent hiking on Catalina Island, chilling, or visiting and checking out the improvements each owner made.

There was a lot of interest in Andres & Alison Dubin's brand new Gem, *ATL*, which had the newly redesigned instrument panel. Everyone also took note of Time *Out's* (Mike Perrow) factory cockpit enclosure and ShadeTree boat awnings. Don and Terri McKenna (Felix) towed along a Hobie Cat for everyone to try out. They won the most "toys" aboard award. Wendy Kornbeck's yellow accessorized *Caritas*, which she soloed across, was instantly recognizable. *Double Trouble* a classic 3000 owned by Jim & Tanya Chavez had everyone admiring the timeless lines of earlier Gems.

On Sunday it was time for most of the boats to head home. We all agreed the rendezvous was a success and look forward to seeing everyone again next year. Everyone wished each other fair seas and a safe journey and headed out.



# Keeping your Gem a Gem



## USEFUL AFT GEAR UPGRADES FOR A GEMINI 105Mc

By Paul Roberts, JOLI SPOT, Hull 812 (105Mc)

Having had the pleasure of owning our Gemini since 2004 and cruised her in Biscayne Bay and the Keys, and from Key Largo to Belize, Key West, and Bimini, Georgetown and the Abacos in the Bahamas, we've added a number of improvements to her derriere, as shown in these photos. I shall briefly describe their benefits.

We've had numerous entanglements with fishing line and lobster trap rope which had to be removed from the prop. The horizontal platform to port of the outdrive greatly facilitates dealing with prop and outdrive problems without having to lower the dinghy or get into the water. It was fabricated for us and is 1" thick with non-skid surface, and is secured with SS backed carriage bolts attached through a 6" rise at the transom and a 3" dip at the port hull.



While returning from Belize under sail in heavy weather our outdrive bounced from side to side and up and down so violently that we had to lower it into its locked drive position (even then we were making 9 kts under sail). To remedy this, and to take pressure off the cylinder when in port, we permanently installed a line and O ring around the outdrive shaft and rigged lines going to cleats port and starboard on the outboard ends of the stern rail. The line on the port side runs through 1" PVC and has a SS hook at the end, which enables us to easily install and remove it from the stern steps. After the outdrive has been raised by the pump in the starboard lazarette and the hook has been inserted in the O ring, the lines are tightened on both sides and cleated off. Then we relieve the pressure on the cylinder.

Our friends with PCI installed davits advised us of the need to remove the dinghy motor for Gulf Stream crossings and in heavy seas. We installed the stronger

Kingston Davits (available at Defender but not at West Marine), which will take the weight of our rib with a 70# motor attached, and have had no problems. We did add SS crossed lines to minimize sway in heavy seas, and have tied the boom securely to the outboard ends of our stern rails. We also added Starboard skids to the tops of the inboard rails on our stern stairs to prevent the dinghy from damage while lowering or raising it.

The 4" capped PVC under the starboard inboard stern stairs holds 3 extra cans of propane for our barbeque. We have added a traveler with pulleys and cleats to ease using it in high winds. On the stern of the port hull behind the circular skid for the dinghy we have added an outboard motor bracket so we can use the dinghy motor as a kicker. On a trip to Key West we successfully used it with our 6hp outboard to go 10 miles and maneuver into a slip.

The TV works great in the US and Bahamas, and if you subscribe to DirecTV or DishNetwork at home you can add a receiver to your boat for a very reasonable monthly charge, which can be suspended when not in use. The arm coming off the pole supporting the TV dish holds an LED anchor light, which is quite powerful and draws minimal power. After burning out 3 bulbs on our masthead anchorlight we are very happy with this one, which is high enough to be visible over the cabin.

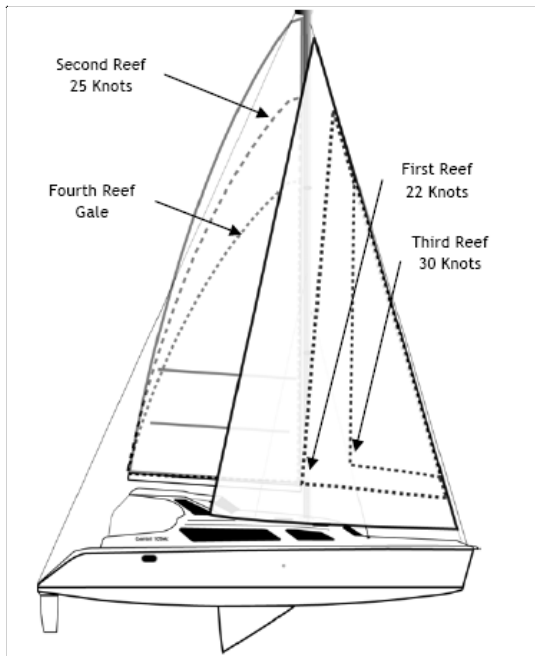


Anyone desiring additional information about the foregoing can contact me at [paulsail@att.net](mailto:paulsail@att.net).



## EXTENSION OF POLAR PLOTS TO OTHER SAIL CONFIGURATIONS

By Ted Lesster, ISIS, Hull 794 (105Mc)



Main	Headsail	Roller Genoa	Wind Strength—Apparent
Full Main	Drifter	Full	15 knots
Full Main	Genoa	Full	18 knots
Full Main	Jib	First Reef	22 knots
Main - 1 <sup>st</sup> Reef	Jib	First Reef	25 knots
Main - 1 <sup>st</sup> Reef	Storm Jib	Second Reef	30 knots
Main - 2 <sup>nd</sup> Reef	Storm Jib	Second Reef	Gale

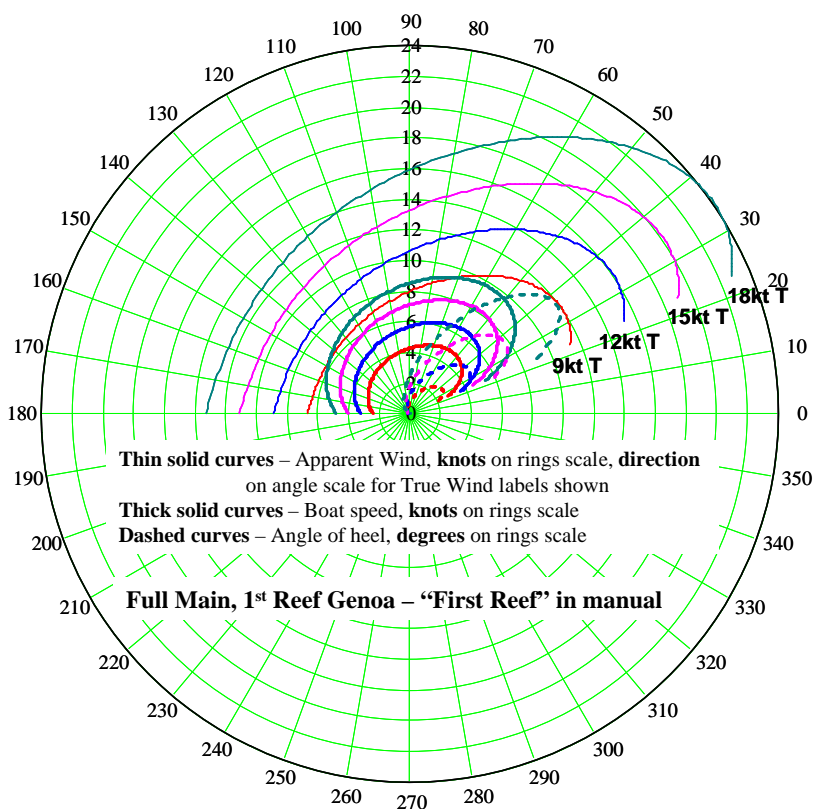
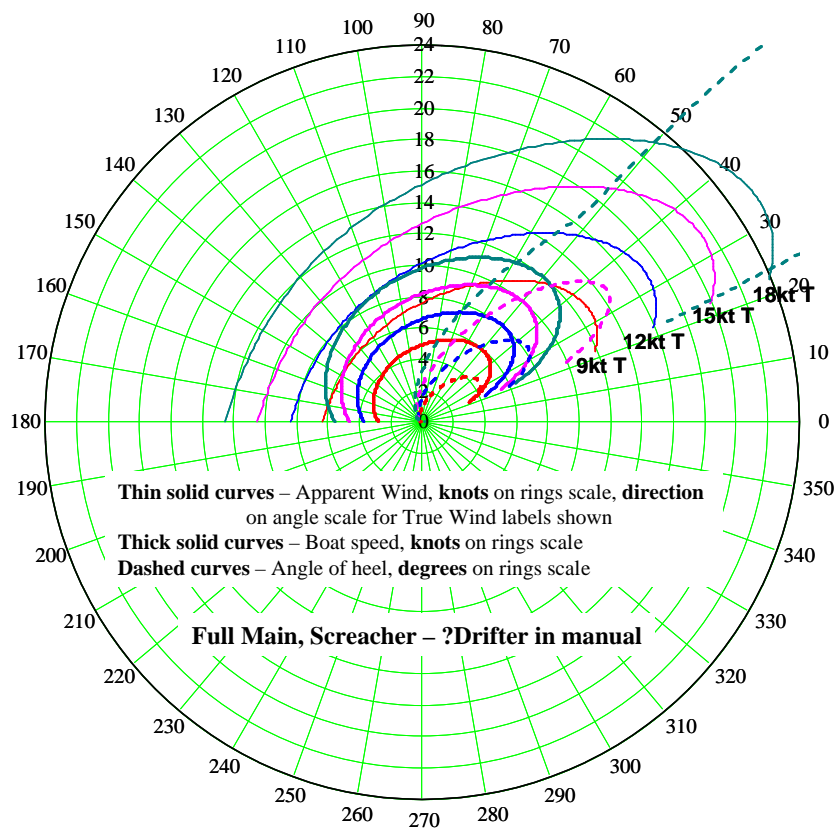
Screacher  
Full sail  
First reef  
Second reef  
Third reef  
Fourth reef

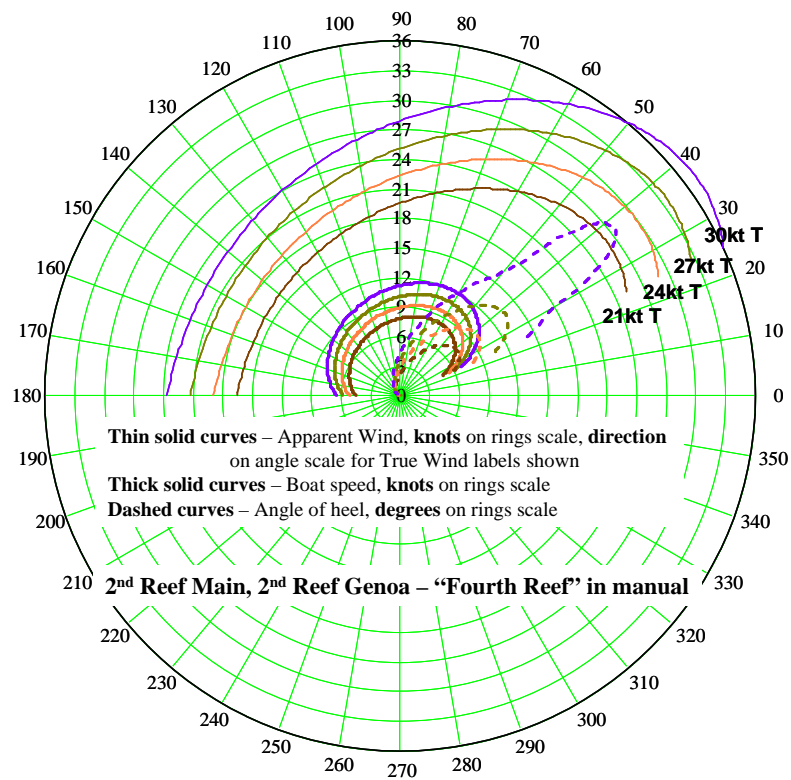
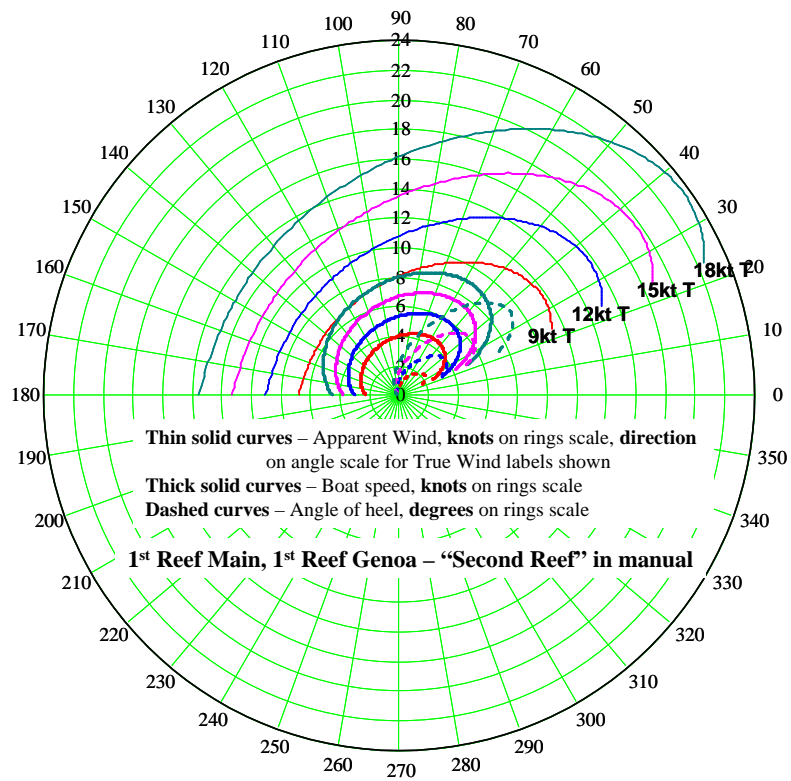
The reefing diagram and reefing table above from the Gemini manual defines some terms. Please note that all wind values in the manual are APPARENT wind values (see top right hand corner of the table) and are “OK to use up to..” values.

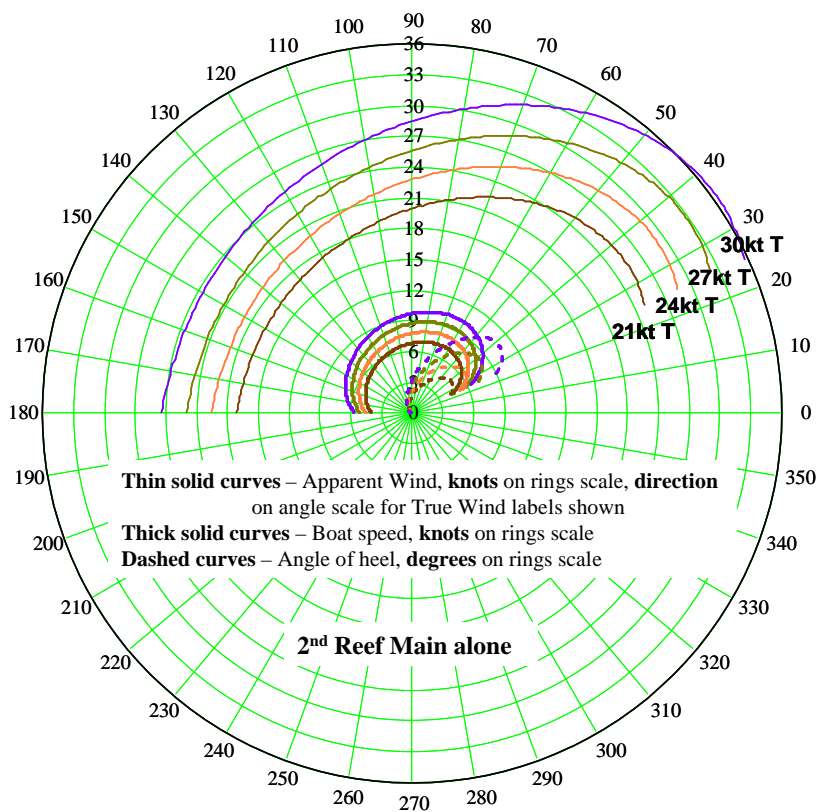
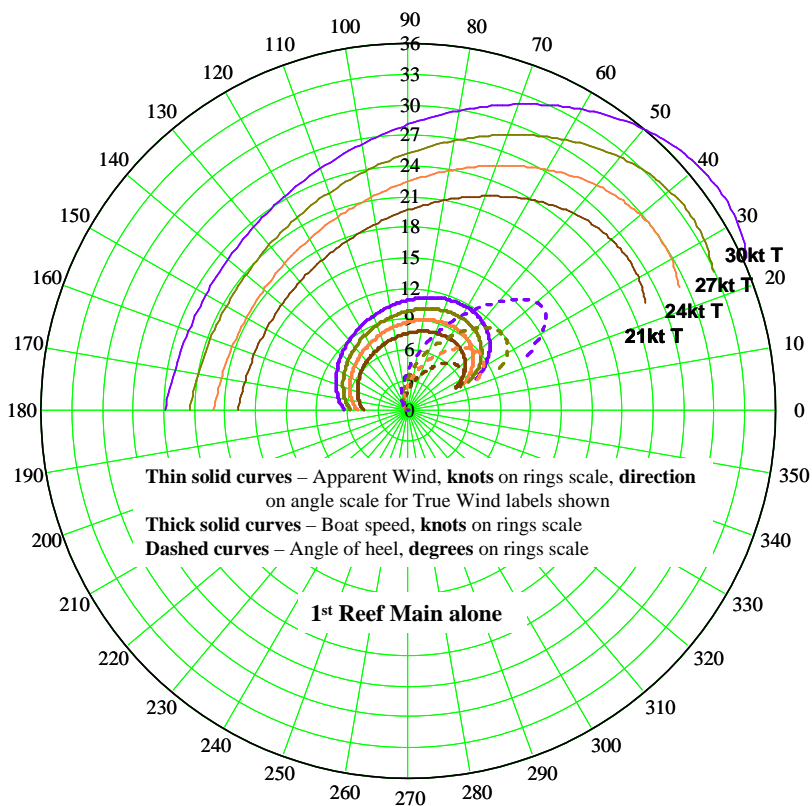
The following polar plots attempt to give a feel for the Gemini sailing characteristics under a selection of sail configurations other than Full Sail which was covered in the previous issue. In the plots below, the Screacher plot assumes the Screacher is like a big Genoa and centered at the bow, not pulled to one side. The two additional plots at the end for main-alone configurations use a separate set of main only sail coefficients. For all plots at high wind speeds boat speed when heading close to the wind will usually be much less than shown due to wave action so the apparent wind values and corresponding heel angles shown could be considered extreme. The sail coefficients used assume optimum set of the sails which is hard to achieve when sails are reefed so calculated boat speed and heel angle is achieved at lower apparent wind values than the practical values of the manual.

From plots below, approx 7 deg heel values, close hauled 40 deg apparent		
Configuration	APPARENT	TRUE
Screacher	15 knots	11 knots
Full Sail	18 knots	13 knots
First reef	20 knots	15 knots
Second Reef	22 knots	17 knots
Third Reef	25 knots	20 knots
Fourth Reef	28 knots	23 knots

**Disclaimer:** Once again the charts provide only guidance for interest and cannot replace good seamanship for safe sailing.









## HOW MUCH SHOULD YOU OFFER FOR YOUR DREAM BOAT?

By Stuart Bell, SHEARWATER, Hull 379 (3400)



**Y**our dreams are coming close to reality. After years of boat shows, lots of e/mails, maybe a few test charters, and a number of shopping visits, you have finally found the boat of your dreams. Now comes the hard part. How much do you offer the owner – or more likely, the broker – and how much are you prepared to pay.

New boat purchases typically don't have much price discussion. Manufacturers typically set their prices and are relatively firm, negotiating on the fringes of electronics, fabric upgrades or additional equipment. There is nothing to compare with the smell, feel and thrill of a new boat or a new car, it may even be better than a new spouse in many ways since the honeymoon may be longer and the in-laws (or builder/broker) let you alone completely once the deal is closed. New boat purchases are a subject of a different article.

Newer previously owned boats are also the subject of a different discussion. Their purchase price is usually well known, often by the owner showing you their bill of sale. You can easily inventory the added equipment and you expect the condition to be like new or better. There have been many discussions about the value of purchasing a one or two year old Gemini and all seem to say you can get a great deal on a good boat if you like the first owner's taste in canvas, electronics, and other additions. If your dream and budget are in the new boat range, this option may be the best use of your money if the thrill of skippering the first sail of a new boat is critical to your dream.

If your goal is to get the maximum sailing for your dollar and you are willing or eager to do significant work please keep reading. Buying and restoring an older Gemini has many significant advantages.

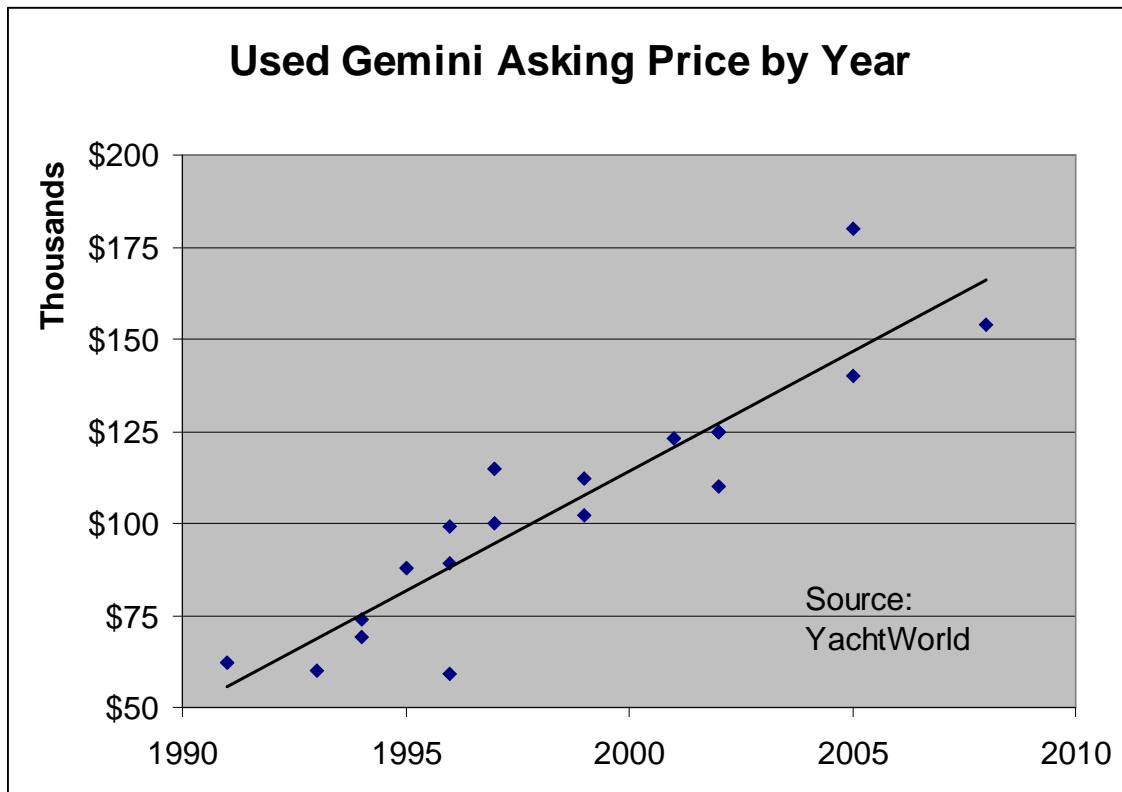
At the end of the journey, you have a Gemini. Every Gemini ever built is a good family cruising boat well suitable for coastal, Bahamas or Caribbean sailing. Every one has the carrying capacity to comfortably support a cruising couple on an extended cruise, regardless of age. If you pick the right restorable Gemini, you can sail her from day one and see her improve every week as you bring the systems back to life.

With patience and luck we found a 1993 Gemini 3400 that hadn't been sailed in several years, was fairly close, and in restorable condition. She had hatches missing, no head sail, the boom was removed, the engine was in questionable condition and she had list of defects that never seemed to end.

The broker who showed her said she had been on the market "for a while." She seemed to be calling to us to take her home.

Negotiating for an older boat represented by a broker can be a trying task. We decided that in addition to offering a "bid", we would offer a logical explanation for the bid and hope the broker convinced the owner this was the best offer he could get for his once valuable boat.

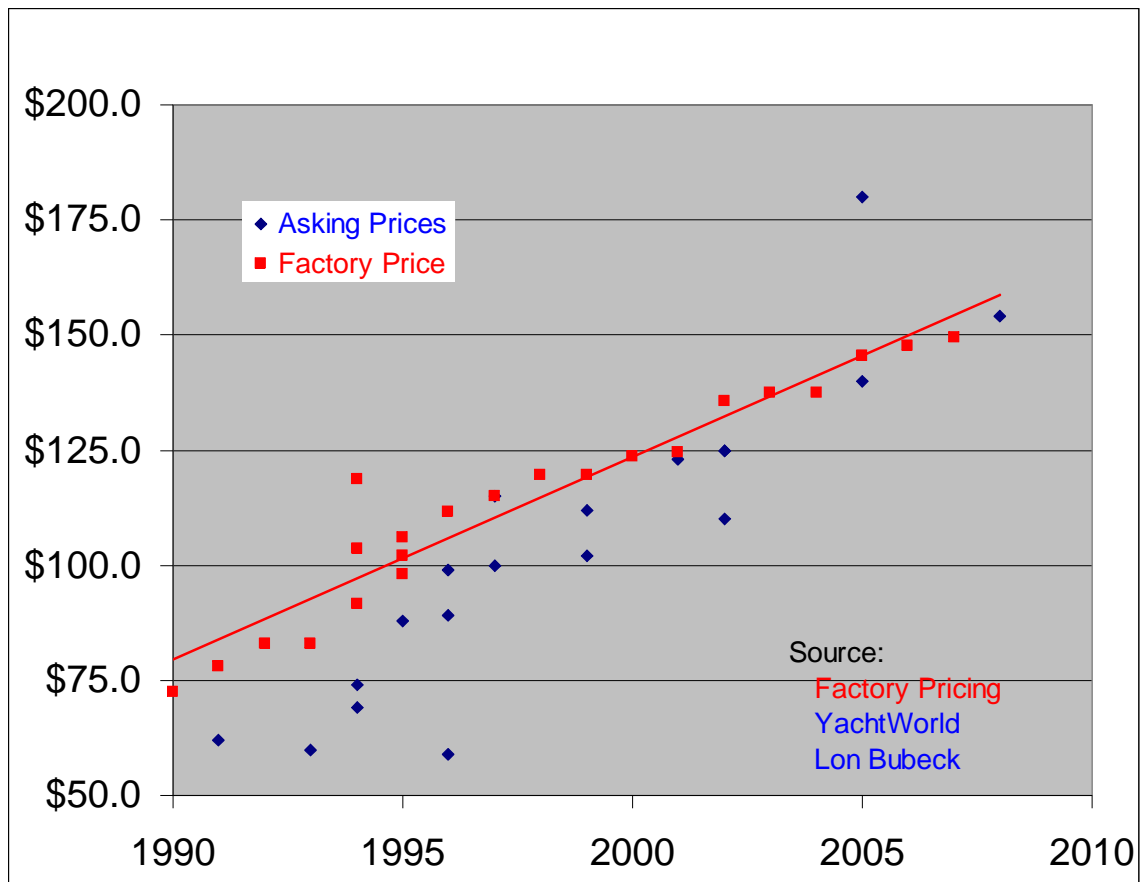
We ultimately followed a straight forward process. We determined the “good condition” value of the boat by plotting the asking prices of other Gemini sailboats offered for sale on YachtWorld <http://www.yachtworld.com/>.



This chart enabled us to determine what others are asking for our dream boat. Once we had this figure we were able to determine that the asking price (originally \$79k, reduced to \$69 over the two years she was on the market), was about in line with what others were asking based on the age of the boats compared.

The actual selling price of a boat is not a matter of public record like it is on a home. Brokers do cooperate by reporting actual selling prices in several ways. One of the benefits of using a broker is they should be able to tell you about what sister ships to your dream boat fetched during the past few months or years. This information is available by broker subscription on [www.soldboats.com](http://www.soldboats.com). You should expect your broker to furnish this information during the decision process. I didn't have a buyer's broker on this transaction so I “guessed” the selling price was 5% below the asking price.

During the several months we worked to have an offer accepted, we were able to obtain the original selling prices of new Gemini sailboats over the years. Lon Bubeck, and others, supplied much of this data. The balance came from broker web sites and YachtWorld.



I looked at the data for a while and asked myself how much of the original value did Gemini sailboats hold over the years? That is, what is the ratio of the factory price to the used asking price? I did a bit of arithmetic and found that with owner additions, improvements, attention, neglect, and uneven workmanship, the used Gemini sailboats were being offered at about 87% of their original factory price. I reasoned that a 1993 Gemini would be listed with an asking price of about 87% of her new price in 1993.

Now comes the hard part. My dream boat was in “restorable” condition. Roughly, this means she is afloat, some major systems are damaged, but she can move on her own bottom. The next lower designation, salvageable, is usually applied to a boat that has been sunk or badly damaged by an accident. These are rough designations, but you get the idea. On the Excellent, Good, Fair, Poor scale, the Gemini we were considering was restorable, one notch below Poor.

BUC Boats, <http://www.buc.com/index.cfm>, will provide your broker a history of the selling price for similar boats that are widely traded such as the Gemini Sailboats. Given an estimate of condition, that should provide a start for your offer.

I didn’t have this data. I did have a fairly good list of what must be done to bring her to good condition, the approximate condition of the boats in the data above. I examined the boat carefully and developed the following list and estimated costs to restore:

### **Deductions - defect Correction**

1	Remove/Replace Cracked Hatch stbd	\$4,500
1.5	Repair associated water damage	\$1,800
2	Remove/Replace 2 fwd hatches (wrong type)	\$2,400
3	Replace missing port aft hatch	\$1,200
3.5	Repair associated water damage	\$800
4	Replace damaged/missing centerboard caps	\$1,400
4.5	Repair associated water damage	\$1,600
5	Replace missing panels in stbd/aft head	\$900
6	Replace missing head stay	\$800
7	Replace roller furling	\$3,500
8	Replace head sail + sheets	\$2,400
9	Minimum "to seaworthy" yard time	\$2,400
10	Running Rigging reserve - several rusted	\$1,000

**Total Damages/Mandatory Repairs** **\$24,700**

This gave me an idea of how I should lower my offer and what I should expect to spend to bring her from restorable to good condition.

I also made some assumptions of outstanding issues that were to be resolved at a future "subject to sea trial" discussion:

### **Assumptions and Representations:**

#### *Subject to Sea Trial*

(additional reduction if not operating)

1	Engine Starts, runs, shifts	(\$8,000)
2	Main boom reattached/operates	(\$6,500)
3	Main sail hoisted/serviceable	(\$4,000)
4	Re-mount operable bimini	(\$3,500)
5	Demonstrate dock-side a/c	(\$1,400)
6	Demonstrate windless	(\$900)
7	Rudders operable	(\$600)
8	Bottom Clean prior to sea trial	(\$200)
9	Tri-data, Wind, GPA Map 210	(\$1,500)
10	250C, VHF, CD/Radio	(\$800)
11	Demo propane fridge/stove	(\$800)

For example, if the engine could not be started and I were forced to replace it prior to moving the boat, I would deduct an additional \$8,000, my estimated of the replacement cost for the engine, controls, labor and storage of the Gemini until the engine were running. My assertion was: These items were represented by the broker and the written listing as working, they would work – or the owner would repair them. The figures were the pre-assigned amount that would be further deducted in the event the items didn't work and the owner wouldn't repair them.

In common English, I offered to buy her in whatever shape she was in with reduction in the price if the items promised were not available.

Now we get to the good parts:

Asking Price	\$69,000
Adjusted Asking Price:	\$65,550
NADA "Fair" Estimated Selling Price	\$47,295

After some more discussion, the broker told me the asking price, listed at \$79k, had been reduced to \$69k. I determined from the above charts that if she were in "good" condition, the asking price should have been \$65,500. Further, I was able to obtain a "Fair" estimate from a respected source of \$47,295. The broker eventually agreed that the boat was in below "fair" condition so we were closing in on a number.

I finally offered \$40,850 with the "subject to sea trial" assumptions. This number was finally presented to the owner who eventually accepted \$40,000 with an "as is, where is" clause. That is, they declined by "subject to sea trial" conditions and I had bought the boat without knowing if the items promised as working were actually in usable condition.

The process had taken about three months from the time I tendered my first offer until the broker presented it to the owner and a final offer was accepted. We were able to repair and start the engine, the owner decided after the offer was made to purchase a new head stay and furling and a used, but serviceable, jib and to reinstall the roller furling main.

Each week she improves in appearance and functionality as the process of bonding a sailboat and her master continue. We sail her every weekend and work on her about three days a week and have, so far, enjoyed every moment of the process.

*Stuart Bell has been sailing for about 40 years, the last 25 as the master of various catamarans. He and his co-captain, Elizabeth Anne, both hold USCG Master's licenses and have a number of deliveries under their log, including delivering their previous cat, a Voyage 43, from Cape Town, South Africa at the start of their four year adventure living aboard. They are currently restoring a 1993 Gemini 3400, Shearwater, in Lake Worth near Palm Beach, Florida.*

**DISCLAIMER:** We assume no responsibility for ideas, suggestions or advice contained in this newsletter. Contributions are made in the spirit of sharing opinions and experiences. Use at your own risk.

## CLASSIFIED ADS

**Free to Members**—Nonmembers \$10.00 per ad, good for one year  
Ads are also posted on the internet at <http://www.geminigems.net>

**Important - Be sure to respond to messages from the editor to keep your ad (s) posted!**

**DUES**—4 issues per year plus an annual directory of members / boats:

US: \$16 / 1 yr, \$28 / 2 yrs, \$36 / 3 yrs  
Canadian: \$21 / 1 yr US Dollars Only  
Other non-US: \$26 / 1 yr US Dollars Only  
Web (US and non-US): \$ 7 / 1 yr US Dollars Only

**Web membership is online ONLY - nothing e-mailed or mailed!**

GEMS is published quarterly in January, April, July, and October.

The annual directory is published in January.

All back issues are posted at <http://www.geminigems.net> and can be viewed by all Members.

To place an ad: e-mail the text to [geminigemseditor@hotmail.com](mailto:geminigemseditor@hotmail.com), phone 410-221-8686,  
or mail the text to Jill Argie, 4914 Laurie Lane, Woolford MD 21677-1333.

Please make checks or money orders payable to **Jill Argie** (NOT to Gemini Gems).



<http://www.geminigems.net>

**Please notify us when your boat or miscellaneous item is sold or no longer for sale so we can keep the Classified Ads up-to-date!**

**The last contact date is shown at the end of each ad.**

## CHARTER BOATS

### Notice to potential buyers

I am now providing 1/2 day, full day and multiple day demonstration sails aboard my 2005 105Mc in Annapolis. I am a licensed Captain and the boat is fully insured for charter. I have been working closely with Sue Smith at Performance Cruising for several years and would welcome the opportunity to share the Gemini's performance and comfort with you. The boat is fully equipped with all popular options except the enclosure. Is the screecher worth the money? Do I want the helm seat? Is the love seat comfortable? Experience them before you buy your boat. I will answer all questions you might have regarding owner satisfaction with the boat and Performance Cruising. If interested, please contact Capt. Bill Schardt at 410 626-7339 or 443 852-0105. Interested parties should contact me at 410 626-7339, email me at

[info@annapolissailingsolutions.com](mailto:info@annapolissailingsolutions.com) or visit the website at [www.annapolissailingsolutions.com](http://www.annapolissailingsolutions.com) (3/08/08)

**Take a 'bareboat' cruise in a tropical paradise next winter...aboard your OWN BOAT.** The Bahamas Out Islands? The Florida Keys? The islands are magical. You already have a boat. If only you had the time to get it there and back...That's where we fit in. We are John and Mary Diane McLaughlin. For 18 years we have been professional caretakers, housesitters, boatsitters, interspersed with live-aboard long term cruising on our own boats along the East Coast, in Florida and the Keys, and in the Bahama Out Islands. We offer our extensive sailing/boating/cruising experience in exchange for time aboard. You pick the spot. We boatsit/cruise your Gemini to it. The boat's tanked up and waiting. You fly in and move on. We move off. You have your 'always dreamed about it' cruise-of-a-lifetime. When your vacation is up, we rendezvous. You fly home. We boatsit/cruise back. There are lots of possibilities. If you can't decide where to take your cruise - the Keys - the Bahamas - why not take more than one? Our caretaker travels mean that the opportunity for email-access is limited. **THE BEST WAY TO CONTACT US IS THE CELLPHONE:** (603) 247-2571. Email can work, but it may take quite a while before we respond: [thanksmimi143\[at\]yahoo.com](mailto:thanksmimi143[at]yahoo.com). We look forward to meeting you. Until then - Fair winds. (3/10/08)

**Looking to charter a Gemini in 2008** from SE or SW Florida. My co-captain is a Delta pilot and Annapolis grad. We both grew up in Fla. (now living in Atl.) and have owned various motor and sail boats. We have a lot of charter experience in the Abacos, BVI and Fla. Keys. We are taking our two sons, (4 total) and would be very careful. Please email or call my cell, we are anxious to book and have no problem putting down a large deposit. My cell 678.777.8905. Michael Coolbroth [michael.j.coolbroth.hxdv@statefarm.com](mailto:michael.j.coolbroth.hxdv@statefarm.com) Hm. 770.993.1286 -- Wk. 770.435.4418 (3/14/08)

## MISC. ITEMS

**Various items in excellent condition** (some never used) that were removed from a 105Mc: Windlass, full screen enclosure, full isinglass enclosure, stainless steel supports for enclosures, hammock, Garmin 2010C color GPS chartplotter, new Bruce anchor, lots of extra canvas to cover bow, mainsail, roller furling, and numerous other items. Also available is a hydrostatic automatic release EPIRB rated "All Oceans". Some items were removed from a boat that was hit by a hurricane in Clearwater FL, but the majority of items were never installed on the boat. Many items have been stored in hi/dry storage or under cover indoors, so they're in excellent condition. Canvas was custom made by Almo Canvas and the windlass was purchased from Peter Kennedy - companies recommended by PCI. Will sell items for half the price of new items. For details, phone Jim at 727-781-0123. (3/26/08)

**Honda 2000i generator** in like new condition. Only 20 hours on the unit. Light weight and quiet. \$795.00. (Parallel attachment available) (804)453-4928 or (301) 642-1260. E-Mail=[rivahfolks@juno.com](mailto:rivahfolks@juno.com) (3/10/08)

**For Sale: Dyer Dhow,** (Midget) Length=7'11", Beam=49 1/4", Depth=20", Hull Weight=83lb., Capacity=465lb. Kept indoors, like new condition. Bronze hardware, Two rowing positions, heavy duty rubrail, oars, lifting sling, cover. Retails new for \$2285.00. Sold my Gem. No need for the Dyer.

PRICED TO SELL. \$795.00. Located in Reedville, Virginia, Phone: (804)453-4928 or (301) 642-1260. E-Mail=[rivahfolks@juno.com](mailto:rivahfolks@juno.com) (3/10/08)

**For Sale: Walker Bay 8 Dinghy.** The Walker Bay is a rigid dinghy that can be rowed, motored or sailed. It is light (71 lbs.), fits perfectly in the Gemini davits and makes a great dinghy for the Gemini. I have four of them for sale; 3 as new and 1 used but in very good condition. All include the sailing rig. Cost \$1,350.00 new; sell for \$450. each or \$1500. for all four. Detroit area. Call Gary at 586-201-2600.(3/09/08)

**For Sale - 7.5KW Kubota Diesel Generator.** Will fit in the aft locker of a 105Mc. I removed this from my boat because I didn't need it. It will run all the 115 Volt electrics on the boat including water heater, AC unit, fridge, and battery charger. Currently located in City Island. \$900 Contact Mark Cetta at [drmcetta@yahoo.com](mailto:drmcetta@yahoo.com) (3/09/08)

**For Sale:** mast-used, roller furler-new, rigging-used, cabin cushions-new, deck cushions-new, dinette cushions-new, 1"bronze through hull & valve-new, headliner material – new (enough for one Gemini) Call Jim 703-538-5883 (3/09/08)

## WANTED ITEMS

**Wanted: A Rigid Inflatable Boat (RIB)** of a length around 9 feet, with or without motor. Preferably in the Annapolis area, but a good offer from further away would be welcome. Contact Jerry Smith, at 410/849-7040 or at [wiltonlinda@comcast.net](mailto:wiltonlinda@comcast.net). Bongo #827 needs a dinghy. (3/16/08)

## BOATS (for sale)

Gemini 3200, **Hull 321** – This boat is a single owner, Coast Guard Documented boat in excellent condition. Some of the many upgrades and new features include: New Mast and Roller Furling Main – standing and running rigging; New headliner and hull liner; New pilot house windshields and master cabin/bath windshield; New teak soles; New Awl-grip paint; New salon and sleeping cabin cushions and mattresses. Recently reduced to **\$75,000**. For additional information and pictures contact Ron Heilig

at (941) 575-8772 or [ron\\_heilig@hotmail.com](mailto:ron_heilig@hotmail.com). (3/16/08)

1995 3400 **Hull 430** for sale. One owner . Yanmar diesel outboard, Furuno radar, anchor washdown, extra ventilation, dutchman system, 35 lbs. CQR and more. Documented. Lying Western Long Island Sound. **\$72,500**. [bobdryer@comcast.net](mailto:bobdryer@comcast.net) (3/25/08)

1995 GEMINI 3400: **Hull 441**, HIGHLAND FLING. Original owner, 2004 Nissan 50hp, 440AH SALT Battery System w/solar panel. Harken roller furling 150% genoa. Raymarine ST4000 Autohelm, wind and wind speed, and Tri Data. Vapor detector, GPS, custom sun cover, BBQ. Grill, many extras. Hauled every two years for bottom painting and maintenance. Lying at home in the Florida Keys. **\$70,000** [captcparker@yahoo.com](mailto:captcparker@yahoo.com) or call 305-743-8423 (3/09/08)

1995, Gemini 3400 (diesel), **Hull 442** – Fish Tales. This was the 2<sup>nd</sup> to last 3400 built. One owner, 100% freshwater only. Located at Irish Marina, Lake Charlevoix / Lake Michigan. Owner has a deposit on new Gemini. Boat has the following: 27 h.p. Westerbeke diesel engine with low hours (600 approx.). Raymarine Wind, Tri Data & Autopilot with Irish installed Raymarine C80 chartplotter last year. Kato Marine Island Model Davits with custom reinforcing stern rail by White Water Marine. UK-Halsey asymmetrical cruising spinnaker with stasher (a dousing sock). Dock side water inlet fitting. Seven custom carpets with edging to fit all the teak floors. Seven piece set of 4 inch thick Sunbrella covered cockpit cushions. Pilot house has custom made stainless steel dodger frame, Sunbrella covered with front and side windows. Entrance door wall and front pilot house window also has a Sunbrella cover, and both windows and door have screens and storms. A custom Sunbrella boom tent. A custom Sunbrella winter cover. Owner only uses this boat 5 months per year, and has complete history of service and maintenance, all of which was done by Irish Boat Shop. Jim and Sue Fish, 3008 Grange Hall Rd, Holly MI 48442, (248) 634-1232 (Home), (248) 890-0259 (Cell), [total\\_design@sbcglobal.net](mailto:total_design@sbcglobal.net) is our email address. The asking price is **\$89,500** and owner will launch spring of 2008 and

make available a slip for new owner to become familiar with. Owner will also assist in winter close-up if required. Must really see boat to appreciate this offer. (3/10/08)

1996 105M, **Hull 517** “Crescendo”. 34’ Length 14’ Beam 18” Draft; 100% Freshwater ownership on the great lakes (Now in indoor storage in Bay City, MI.); Professionally redesigned interior; 2 - 9.9 HP Honda Outboards – 2004; Propane/Electric Refrigerator-Freezer (extremely efficient); On-demand hot water heat; 28 Gallon holding tank (Originally 15 gallons); Roller furling 110% Genoa (Sunbrella restitched 2006); Sails in excellent shape; Autohelm autopilot; Cockpit Cushions; Custom Stereo installation; Cruising Spinnaker; Air conditioner included (not installed); Bimini with new screens and vinyl windows; Stainless barbeque; + All the standard Gemini Instrumentation and features; Price **\$87,900**; Email [shalihurst@comcast.net](mailto:shalihurst@comcast.net) for pictures (3/10/08)

1997 Gemini 105M, **Hull 559** Westerbeke diesel, air conditioning, Garmin color chartplotter with US coastal charts, davits, solar panel, roller furling, inverter, RIB dinghy with 15 HP Mercury outboard, and more. Numerous upgrades over factory, nice condition, and well maintained. Don’t let my low price deceive you – this is a great boat. Only **\$89,500!** E-mail me at [geminideal@yahoo.com](mailto:geminideal@yahoo.com) and I’ll send you lots more info and pictures. Or call Eric at 970-461-0788. Located near Stuart Florida – willing to provide orientation and help moving her to your location if needed. (3/11/08)

1998 Gemini 105M (diesel), **Hull 594**, **\$105,000** OBO. Original owner, all of the 1998 Performance Cruising equipment, gauges and electronics for that year plus: Radar, GPS Plotter, GPS hand held, Single side-band radio & tuner, back up VHS hand held, Electric TV antenna, 2 Solar Panels with controller, 4 new glass mat batteries, 2 Spinnakers, Upgraded steering system, Upgraded Auto Helm wheel drive, New out drive boot, upgraded centerboards, Extra ground tackle, Fenders and Dock lines, vented engine compartment, 2 in line Rancor fuel filters & alga X, water maker (needs to be rebuilt, have kit),

Custom aluminum arch housing solar panels, TV antenna, Radar & GPS Antennas, Deck Light, Outside Shower & Stereo speakers; Upgraded aluminum propane tanks, EPIRB, new bottom paint, loads of back up parts and stuff for being out there. "STAR GYPSY" Always Ready to go: berthed in Molokai, Hawaii. No Reasonable Offer Refused. Contact: Richard 1 (808) 553-4328 or 1 (808) 345-4472. Ps: lots of South Pacific Charts. For images go to: <http://animoto.com/play/d85a85a8e1b4511afabe71bd00bf038cab7> (3/25/08)

1999 GEMINI 105M, **Hull 634** 34' SAILING CATAMARAN (PCI 00634B999) The boat will be listed with a broker @ **\$112K**. (Not listed as of Jan '08) Lying Ft. Lauderdale, Florida. This boat can be sold with some incentives, if south Florida is in the buyer's future plans. I would consider a partnership that could include low cost dockage in the Ft. Lauderdale area. I would also consider a package that would include the boat and a 1 bedroom, 1 bath apartment on deep water. Dockage is rented from the condo association on a "when available" basis. Dockage is available as of Jan '08 for apartment owners. INCLUDES BASIC SPEC'S PLUS: Autohelm Wind and Tri-data; Autohelm Autopilot; VHF; Compass; Shore power with 110V breaker panel; 5 - 110V outlets; 2 - 12V outlets; Pressure water; Water heater (engine heat exchanger or shore power); Propane detector; 1 extra propane bottle; Tri-fold saloon table; Teak drawers, cabinets, and shelving units; Roller Genoa; Swim lad-

der; 4 - fenders; 4 - dock lines; Spare prop; 22lb anchor with 6' chain and 100' anchor rode; Stainless railing aft. with fishing rod holders; Spinnaker halyard; Call: Norm Schreiber 954 383 2231 (3/10/08)

2002 Gemini 105Mc, **Hull 762**. Fully equipped and ready to sail. Clean and in great condition. **\$114,900**. Includes all of the 2002 Performance Cruising equipment, sails, gauges and electronics for that year with manuals. dinghy davits, 75 watt Simens Solar Panel, 1 starter & 2 cabin batteries, Nobeltec Visual Navigation software, assortment of electronic charts, paper charts and 2008 waterway guides, Garmin GPS Map 176c with manual, Garmin handheld GPS Map 76 with manual, Gennaker, ground tackle, Fenders and Dock lines, stern hand held shower, Audiovox flat screen TV-DVD, Sony Stereo and 4 speakers; 2 20lb propane tanks, 2007 Magma Gas grill, plus much more inventory. Call Rich & Kathy Walker for more information, 970-948-2001. Will be in the Port Charlotte, FL area on May 1st (3/18/08)

2005 Gemini 105Mc, **Hull 880**, Leisurely Adrift, launched November 2004, equipped for live aboard or cruising (ready to sail away). Used by a retired couple, medical conditions dictates a sale. Mainly used for day sails or cruises up and down the Chesapeake Bay. Available immediately for new owner pick up in Annapolis MD, Magothy River. No structural modifications to the basic boat and/or finishes have been made. The boat was hauled in January 2006, bottom

cleaned and painted with an ablative bottom paint. Copy of all documentation available for serious parties. To view the layout / configuration of the Gemini 105Mc, visit the factory website at [www.geminicatamarans.com](http://www.geminicatamarans.com). Price: **\$152,900** US. Contact information: Ken Hidenfelter, 410.703.2623, [khidie@comcast.net](mailto:khidie@comcast.net). PHOTO Album: Copy and Paste URL into Browser Address Line <http://www1.snapfish.com/share/p=301241203900002061/l=357711517/g=7387874/otsc=SYE/otsi=SALB>. (2/24/08)

2005 **Hull 887** launched May 2005. This boat is easily single-handed. In June 2005 I completed the single-handed race to the straits from Seattle to Port Townsend and back. Fully equipped for cruising with many upgrades and extras including extensive spares. Items include Dinghy Davits with loveseat. 8 foot soft-bottom Zodiac dinghy with 2hp Honda outboard and cover. Full cockpit vinyl and screen combo enclosure. Sony CD/MP3 AM/FM stereo w/ 4 speakers (2 inside, 2 cockpit) w/free Best of ABBA CD. Disco ball in cockpit (yes, you can dance in the cockpit!). Trace 1500 watt inverter/high throughput battery charger will run TV, computer, Microwave, etc. Two person Helm seat. Cockpit shower. Rail mounted Stainless BBQ. Horizon 1000 stainless steel windlass (Nov 2006). 1 start and 2 house batteries. Micron Extra bottom paint - new Aug 2007. **\$145,900**. Currently lying in Seattle, WA. Contact David Mowers at 425-557-6405(h) or 425-941-3831(c). (3/26/08)

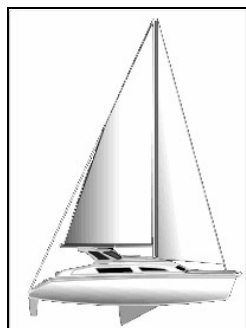
#### Custom Woodworking for Gemini 105 and Similar - By Peter Knocke

Earlier I spent six days delivering a Gemini 105 from Tampa to Pensacola, and during the trip I discovered several improvements or projects that I would want to add to the boat if it were mine. I don't know if there are any postings about this, but among the projects would be a footrest for the pilot, back covers for the helm cubbies to prevent items from dropping down below (which happened several times during the trip), extensions for the aft bunks to permit longer persons to sleep more comfortably, handholds for the helm/sunshade assembly, reinforcements for the same assembly to prevent bowing under pressure, and several small wooden galley shelves. I can also cut very thin plywood lightcovers for the hatches. I will take a look at the Yahoo group postings as well, but these are main items that I noted during the trip.

About two years ago I bought several loads of teak, some kiln dried and some sticked, and installed a full service woodworking shop. I've been selling fabricated teak as well as dimensional lumber for these items on the internet to various boat owners. If there is any interest in a particular product or accessory for the Gemini boats I can make up several at a time and sell them very cheaply compared to individual custom orders. I can also draw up plans and sell the lumber to those wanting to save the time and expense of manufacture. I can offer a discount to group members as well, depending on the overall interest. People buying the lumber from me would get the plans for free.

If anyone is interested, please contact me at Peter Knocke Marine Services, 605 Cemetery Road, Geneva FL 32732. My cell phone is 321-536-1493, and my email address is [peteknocke@gmail.com](mailto:peteknocke@gmail.com). We are a tiny shop and I do all of the work myself. This makes the turnaround time very short, usually just a few days.

Tim and Jill Argie  
 4914 Laurie Ln  
 Woolford, MD 21677-1333  
 410-221-8686  
 geminigemseditor@hotmail.com  
 www.geminigems.net



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Change At The Helm (1634)  
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Chesapeake Bay 2008 Gemini Rendezvous (1635-1636)  
 (By Jerry & Linda Smith, BONGO, Hull 827)

2007 Southern California Rendezvous Recap (1636)  
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##### Keeping your Gem a Gem

Useful Aft Gear Upgrades For A Gemini 105Mc (1637-1638)  
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##### MISCELLANEOUS

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#### Geminis For Sale in this issue (Classified Ads 1648-1650)

Year	Model	Hull	Price
1991	3200	321	\$ 75,000
1995	3400	430	\$ 72,500
1995	3400	441	\$ 70,000
1995	3400	442	\$ 89,500
1996	105M	517	\$ 87,900
1997	105M	559	\$ 89,500
1998	105M	594	\$105,000
1999	105M	634	\$112,000
2002	105Mc	762	\$114,900
2005	105Mc	880	\$152,900
2005	105Mc	887	\$145,900