



The following review was written by John Martino and prepared by the marketing department of *Chesapeake Bay Magazine*. Mr. Martino is the founder and president of Annapolis Yacht Management and Annapolis School of Seamanship. He develops and teaches hands-on training courses for recreational boaters and professional mariners, and offers yacht delivery and onboard training services for powerboaters as well as sailors.



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The Gemini Legacy certainly lives up to its name. The very first Gemini, named Phoenix, was born from the ashes of a fire that destroyed the molds for the Telstar trimaran, then its journey through the ensuing decades became its legacy, resulting in the vessel we see today. Time changes all things and the Gemini has learned how to adapt. So what began in Maryland at a family-owned company, the boat is now manufactured in Florida for Gemini Catamarans by Marlow- Hunter. The regional sales office remains in Annapolis and the boats are still built in the United States (for all of their 32 years).

We joined Robin Hodges in Annapolis on a dreary, gray day to take the new Gemini Legacy 35 out for a sail. Having had the opportunity to review one of the original Geminis in 2007, I was curious to see what had changed. I found major updates. One of the first things that I noticed while surveying the boat was the change from a performance rig to a catamaran rig with swept-back spreaders. Stepping down below, I was greeted with a new layout, featuring two staterooms including an expansive master suite with lots of storage. The natural light let in through windows abounds, and so does the air flow via opening ports. The designers certainly had cabin accommodations on their minds when they redesigned the Gemini, as it would be a good workhorse for a charter fleet. Both two and three cabin layouts are available.

Most of the changes for the Gemini occur below the waterline. The Gemini Legacy 35 features keels instead of centerboards as the older Geminis had. She also has short spade rudders now, instead of kick-up rudders. For power, the new Gemini comes equipped with twin inboard saildrive diesels. The original Gemini was equipped with only a single Westerbeke diesel with a sonic drive. These changes mean that the Legacy can no longer be beached as her predecessors could, but will be steady and solid on the water. The beam remains relatively narrow (but stable) for cruising cats, which makes dockage easy and accessible just about anywhere on the Chesapeake.

The next major design breakthrough with inboard-powered express cruisers was the introduction of pod drives whereby inboard diesels are coupled to pods on the bottom of the boat that turn independently from one another and allow for joystick docking as well as increased performance. Pod systems also allow yacht designers to put the engines where they desire. However pod systems are limited to the upper end of the express cruiser lines.

With creature comforts and chartering being the demands of the world today, the Gemini Legacy 35 has made strides to adapt from a lightweight performance vessel to one of comfort and ease. The journey for the Legacy is likely nowhere near being over and we will watch to see where her odyssey takes her next.

Length 35' 4"
Beam 14'
Displacement 9,800lb
Draft 34"
Fuel 36 gal
Water 60 gal
Price as Tested \$189,995

