

Legacy vs. 105Mc

Captain Bill Schardt owns Annapolis Sailing Solutions and has owned and sailed his Gemini 105Mc since new, in 2005. He performs all of his own maintenance and is very familiar with the Gemini 105 Mc. He races, on the Chesapeake Bay on Jeff Short's 105Mc, ENDURANCE. His own boat is in a captained charter business in Southwest Florida where he specializes in introducing potential Gemini owners to the boat. Bill also does deliveries and new boat instruction for new Gemini owners who need a little encouragement to let go of the dock. Captain Bill has had the experience of sailing the new Gemini Legacy comparing it to his 105Mc. Below are his some of his comparisons.

Let me begin by saying I love my boat. Even with all the little issues that come with ownership, I am not looking for my next boat. I viewed the Legacy with some skepticism because it lacked the features I find useful. It has little stub keels, instead of retractable centerboards. Hah, it will never point. It also has two inboards instead of one which can only mean twice the maintenance and more fuel consumption. With that comes two straight shafts with propeller propulsion. Too much drag. A smaller jib and no screecher? Come on, now, this will be a cruising boat with no performance.

So, I went to the Annapolis Sailboat Show and got in line to see what the Legacy was all about. The Legacy has two models; two stateroom with two heads and the three stateroom with one head, which is what I boarded. I was simply amazed. The new cockpit is open and inviting with an optional helm seat and an optional cockpit table. Standing in the cockpit it is immediately apparent that this is a completely new design. The view from the protected cockpit is unobstructed and when you sit on the optional helm seat the feel is that of a much larger catamaran. It feels like a much bigger boat. Once the crowd cleared from the inside I got a chance to see some very nice woodwork and some remarkable changes to the interior. I sat down in the salon without banging my head. The coach roof has moved forward for some welcome standing headroom. There is a very pretty but not very functional cocktail table that allows six to eight adults to sit and chat but no one is going to eat at that table. But, wait, unhinging a panel where the AC unit resided on the older boats, revealed a full size dinette table that ingeniously fits on top of the cocktail table giving you a nice dining table option. Going forward



in the port hull, where the head used to be is the entrance to the main stateroom and guess what? The bunk is situated sideways to the length of the boat so you no longer need to climb over your partner to get in or out of bed. There is also an opening hatch in the forward facing window to catch some nice breezes at anchor. Exiting the main cabin, I was careful not to snag my pants on the centerboard socket. Oh, that's right there are no sockets because there are no centerboards. Aft, to port, there is the head with an access panel for one of the Yanmar diesel inboards. Going to the starboard aft cabin has somehow been made larger. There is comfortable room for two adults. This aft cabin is where I live on charters and believe me it is definitely bigger.

The galley is next, moving forward, and there are small changes with some neat little innovations like removable countertops covering the sink and an enclosed trash receptacle. Forward is another smallish crew or child bunk area. In the two head version this becomes the second head. This will be a nice option for a charter or owners with frequent guests.

Going topside, I see that ALL sail control lines have been led to the helm and run through a series of labeled clutches. It looks confusing but I think it becomes clearer with some practice. There is no screecher option but Gemini is offering an optional code zero headsail. The mainsail rests neatly in a stack pack that is easily reached by walking on the reinforced cockpit roof. The bow seats on this boat



are cushioned but I suspect the cushions are an option.

You will notice I use the word "option" frequently. The Legacy seems to be priced in a similar manner to the larger cats. This new pricing should satisfy most prospective owners and enable them dress up the boat as their budget allows.

Following the initial boat show introduction I spent an afternoon on the Severn River with Robin Hodges sailing the Legacy.

We left the slip easy enough, and Robin had to show off by spinning the boat in its own length. I took the helm and proceeded out of Back Creek at 6 knots at 2800 rpm with both engines running. When I went to one engine, only, we dropped to 5 knots but were using 1/2 of the fuel. It has been reported but not confirmed by me, that fuel consumption is 1 1/2 gallons per hour with both engines running. If this holds true, then one engine should be using 3/4 gallons per hour. I thought the engine/transmission noise was greater than that of the 105Mc but it is possible that the noise could be coming from the fans that Yanmar uses to provide air intake. Laura, at Gemini Catamarans, is working on that issue.

Once clear of the creek we raised the main, from the cockpit, with very little effort and I noticed the boat would sail under main, alone, although not very efficiently. This differs from the 105Mc which does not like to sail with only the main up. We unrolled the

genoa and trimmed for speed. The Legacy tended to pull to windward, stubbornly, until Robin trimmed the main and then we tracked on a straight course with little feedback from the large wheel. Unlike my boat, we did not need to raise the driveleg, at this point, because there is none. The wind was blowing from 10—20 knots and we saw the boat speed up to 9 knots. The large, fully battened mainsail tended to heel the boat more than mine and I believe you will want to reef sooner on the Legacy. I was able to easy point to 40 degrees but can not give a reliable report because the wind indicator was not centered. I read 25 degrees on one tack and luffing occurred at 40 on the opposite tack. We sailed through all points of wind and several tacks and gybes with no difference between the 105Mc and the Legacy. The speeds I observed were what I would expect on my 105Mc. This boat was not equipped with the code zero optional headsail so I am anxious to try one so equipped. We started the engines, dropped the main and furled the jib, and headed for Back Creek. At the slip Robin reversed the engines and docked easily, even with a cross wind. Secure the lines, turn off the engines and go home. No driveleg to raise or centerboards to forget.

The new Legacy is impressive. It looks good and sails well. The newly designed cockpit is open and inviting for socializing. I think it may change the market for chartering. It will be large enough for two couples and small enough to encourage more folks to try it themselves. The two head version increases privacy for two couples but lost the great standup shower and shower door on the 105Mc. The Legacy is an easier boat to learn, under power, with no driveleg or centerboards to intimidate and confuse. The draft of 36" will still allow, relatively, shallow sailing and anchoring and the sturdy keel and rudders will protect the props from damage. With straight shaft drives the Legacy has avoided the maintenance issues of most saildrives but does not require shaft seals that will drip water into the bilge. The engines have reasonably good access for maintenance. All sail control lines are led to the cockpit and even reefing can be accomplished from the helm. An optional windless resides out of sight, in the anchor locker, and should prove to be a popular option. At this time there is no enclosure option but I believe one will be offered shortly.

Throughout the years that the original Gemini's were produced, each model, you could argue, became an improvement over the previous. It is obvious that Laura Hershfeld and her team at Hunter have put a lot of thought into their newest of Tony Smith's dream and indeed it could become the Legacy.



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