

# gemini gems

Gemini Catamaran Owners Association LLC

---

## In this issue

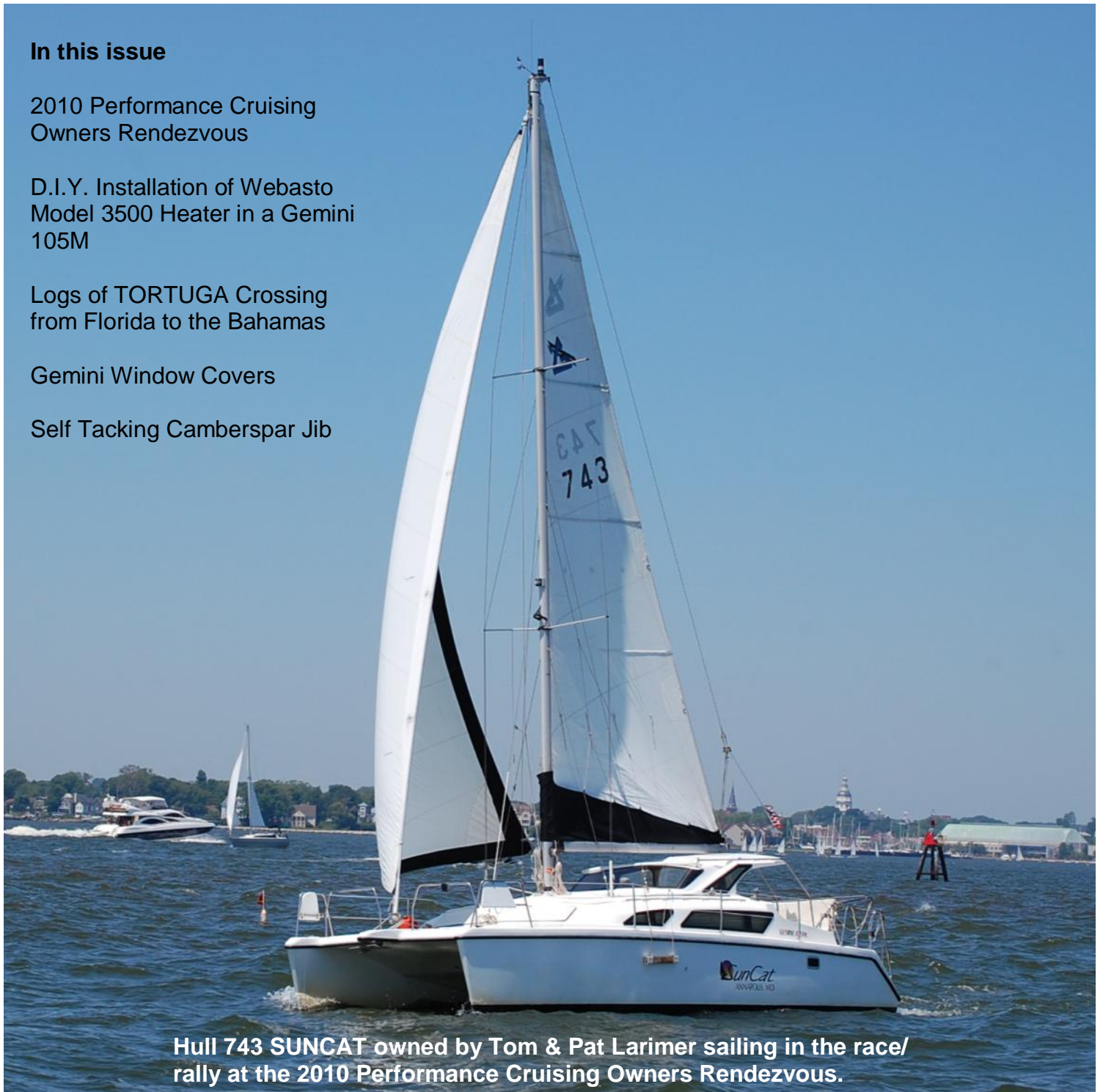
2010 Performance Cruising  
Owners Rendezvous

D.I.Y. Installation of Webasto  
Model 3500 Heater in a Gemini  
105M

Logs of TORTUGA Crossing  
from Florida to the Bahamas

Gemini Window Covers

Self Tacking Camberspar Jib



Hull 743 SUNCAT owned by Tom & Pat Larimer sailing in the race/  
rally at the 2010 Performance Cruising Owners Rendezvous.



## 2010 Performance Cruising Owners Rendezvous

By Mark Kiehl, SEAS TODAY, Hull 649

The 2010 Performance Cruising Owners Rendezvous was again held at the Performance Cruising Inc. factory located on Back Creek, Annapolis. This event was a joint effort between PCI and Gemini Gems.



Owner's Gemini catamarans snuggled into the docks at Performance Cruising Inc.

The activities began on Saturday afternoon with seminars organized by PCI. Lisa Eberle from Festiva Sailing Vacations gave us an overview of the options and benefits of chartering a Gemini in the British Virgin Islands. Here are a few of the tips she shared with us for cruising the BVI by charter:

- Call ahead for dinner reservations at the Soggy Dollar. Soup, fruit, main course and dessert will cost you about \$40. Enjoy their delicious food while experiencing a very beautiful and intimate setting.
- Stop at Marina Cay and enjoy a drink at the top of the island, enjoying a beautiful view.
- Snorkel at George Dog; it's very quiet and colorful.
- Take the short hike to the top of the Bath's where there is a great pool area and restaurant/bar, along with some great shops. You might run into one of the regulars, such as Academy Award-winning actor Morgan Freeman, who owns a home nearby.
- Consider Manchioneel Bay on Cooper Island for your last night, a great spot with plenty of mooring

balls for your convenience.

Contact Lisa Eberle at (954) 449-7632 for more information, or visit <http://festivasailingvacations.com/>

The next seminar was by Mark Mayo and Rich Krolak of M Yacht Services. Mark & Rich discussed marine electronics and how to properly care for your rigging. Samples of rigging failures were supplied for the group to carefully inspect. You can reach Mark or Rich by calling 410-280-2752 or visit [www.Myachtservices.net](http://www.Myachtservices.net)



Mark Mayo and Rich Krolak of M Yacht Services provide the seminar attendees with information about rigging and electronics.

### Marine Insurance

Anthony Ballinger, VP of E/G of Florida, Inc. explained the details behind different types of insurance, and how to obtain coverage for some of the hard to insure cruising situations. When he was done, we were all anxious to pull out our policies and review the fine print.

Anthony began by explaining that you need to shop for insurance based on protection of your investment, not simply by price. You also need to be careful where

you get your insurance, as your home and/or auto insurance company may not have policies structured to provide you with the best protection for your boat. Liability and physical damage coverage form the core of any marine policy. Liability Coverage covers the legal obligations to third parties due to injury, loss of life or property damage. The minimum recommended should be \$ 300,000 Combined Single Limits (CSL) or the value of vessel. Physical Damage Coverage reimburses for damage to the boat and its machinery. The best physical damage policy is an “all risk” which covers any cause of loss not specifically excluded in the policy, like wind storms, vandalism and collisions with the dock. Your policy should cover your vessel even when it is stored or transported by trailer.

When comparing physical damage coverage you should know whether an insurance settlement is based on “agreed value” or “actual cash value.” Agreed Value reimburses the insured for the amount listed on the policy in the event the vessel is a total loss. Actual Cash Value takes into account depreciation and the condition of the boat at the time of loss. The latter option provides less coverage and the premium is usually reduced

There are several additional marine coverages. Medical Payments pays your first aid, ambulance and hospital bills in case of an accident. It also covers any passengers injured on your boat. Towing and Assistance pays for emergency assistance such as boat towing, emergency repairs while underway or fuel delivery at sea. Personal Property reimburses for loss of personal effects, clothing, fishing gear and more. Uninsured Boater is not mandatory, and this coverage compensates you and your passengers for injuries caused by another boat owner who carries no liability insurance.



Owners worked together to take care of maintenance items aloft, sharing equipment and tips. Perhaps this was inspired by the seminar by M Yacht Services?

There are several factors that determine the price of insurance, including the value of the boat, its length, age, type (sail or power), mooring location, intended area of navigation and how high a deductible you choose. Methods of reducing your premium include accepting a higher deductible, reducing your area of navigation, lay up on the hard during winter, and obtain some type of boating certification.

For more information about marine insurance, contact Anthony Ballinger at: E/G of Florida Insurance, 800-668-9615, [www.eg-florida.com](http://www.eg-florida.com)

#### **Operation & Maintenance of a Gemini**

The final seminar was a joint effort by Robin Hodges

---

# **E/G of Florida, Inc.**

## **Insurance and Risk Management**

**Anthony Ballinger**

**800-668-9615**

**[www.eg-florida.com](http://www.eg-florida.com)**

of PCI and Captain Bill Schardt, owner of Annapolis Sailing Solutions. Robin and Bill covered a variety of Gemini operating a maintenance topics that were well received by the attendees.

Bill discussed the pros and cons of owning a Gemini.

Pros:

- Shallow draft
- User friendly
- Ability to singlehand
- Fun, fast, accelerates quickly
- Tacks easily
- Lots of storage
- Great shower design

Cons:

- Larger boats handle heavy weather better
- Big boats are great at anchor
- Lots of storage can lead to overloading

Bill shared the story of his first week long charter with a couple that had just returned from a week in the Virgin Islands aboard a captained 38' name brand cat. They were trying to decide which boat to buy and he thought, "how could the Gemini possibly stand up against this?" Upon stepping aboard, the client announced "this is the boat for me because I think I can handle it without a crew" Five days later, they docked back home thoroughly delighted with their experience.

His suggestions for family outings:

- Educate your crew. If you are yelling commands no one else is having fun.
- Keep it fun for everyone and have reasonable expectations.
- Reef early, it makes the boat more comfortable, safer and usually just as fast.

Bill shared a number of operational and equipment suggestions based on his experience owning a Gemini.

After sitting the afternoon under a tent, it was time for the PCI sponsored cocktail hour, followed by the catered dinner. These two events gave everyone more time to talk and socialize.

Sunday morning began with a devotional hosted by Gary and Janet Greenip (Hull 680, SINE DIE). It was



The docks at Performance Cruising Inc. made it easy for owners to socialize and share information.

followed by a pot luck brunch, and the race rally organization meeting.

The forecast for the race/rally was for very light winds. Despite the favorable winds we were experiencing during the brunch and race organizational meeting, we decided to shorten up the course to a total leg length of 5.4 nm. The race/rally was a timed event over a triangular course that covered the mouth of the Severn



The Sunday morning race/rally brought out seven Geminis to compete in a bright sunny day with variable winds.

River and the Chesapeake Bay. The seven Gemini catamarans that participated began the race in good winds that quickly died after they passed the second marker. From that point on it was a slow crawl, and all but two dropped out of the race before reaching the third mark. SUNCAT (#743) and PANDION (#895) agreed to give up on the third mark and race to the finish. PANDION conceded a victory to SUNCAT as they needed to use their motor to avoid contact with a fishing vessel.

Everyone was given time after the race/rally to relax, socialize, or swap maintenance tips. Everyone contributed a dish to the pot luck dinner. Gifts were given to Gary Greenip for his support of the devotional, Tim Argie (LINKS, 747) for the tasty grits he contributed to brunch, Tom & Pat Larimer for first place in the race/rally, and Pierre & Danalee Henkart for second place in the race/rally and their display of honorable sportsmanship.

A full list of attendees, additional details of the event,



A local crab potter harasses the race/rally committee boat anchored at the start/finish mark ("A" bouy).

and links to the event sponsors can be found online at <http://www.gemcats.net/> In summary, 64 people attended, and 15 Gemini catamarans were at the rendezvous.

Copyright © 2010 Mark Kiehl



## Photo Contest

Send me a picture of your Gemini on the water or anchored in a picturesque location 30 days prior to the next issue.

F  
R  
O  
M  
The winner of the contest each issue (quarterly) will receive a prize of their choice: 1) Custom small (17"x12") Gemini floor mat, 2) Burgee, or 3) One year extension of Gemini Gems subscription.  
I am willing to do what is necessary to create an article from any information you can provide.

T  
H  
E  
Status - One Year Later

E  
D  
I  
T  
O  
R  
On year ago I made several changes to the newsletter, including pricing, printing in color, and content revisions to maximize the value and variety of topics. I am pleased to report that the subscription base is strong and the business financials are healthy (largely because we don't take any financial benefit from the business). I want to thank all of the Gemini owners who continue to send me articles in an effort to share what they have learned with other owners.

Questions/comments: [publisher@gemcats.net](mailto:publisher@gemcats.net)

Mark Kiehl



## D.I.Y. Installation of Webasto Model 3500 Heater in a Gemini 105M

By Hans Mausolf , SIMPLE PLEASURES, Hull 556

Using a sailboat in Northern climates, especially during spring and fall months is a lot more enjoyable with heated room areas. Almost all Gemini's are sold without a heater installed, and our 1997 Gem was no different. I only found one previous article written detailing a heater installation of this type. It was a Espar forced air heater installed in a aft locker. (See [www.sv-footprint.com](http://www.sv-footprint.com)). I did not like how that unit was installed as it only directed warm air to one hull area. So a little more effort would be required to arrive at an install solution for our Gemini.

The three big questions that we found that needed to be answered before proceeding were:

1. What type of heater to install – forced air or heated coolant /radiant?
2. What manufacturer and model to select?
3. How to best install the selected heater system into the Gemini safely and effectively?

This article is about item number three – the installation, so I won't be discussing the other two in any detail – there was a lot of ground to cover research wise in the first two items, a separate article in itself for sure.

Minimum Conditions of Satisfaction – what the captain and crew wanted.

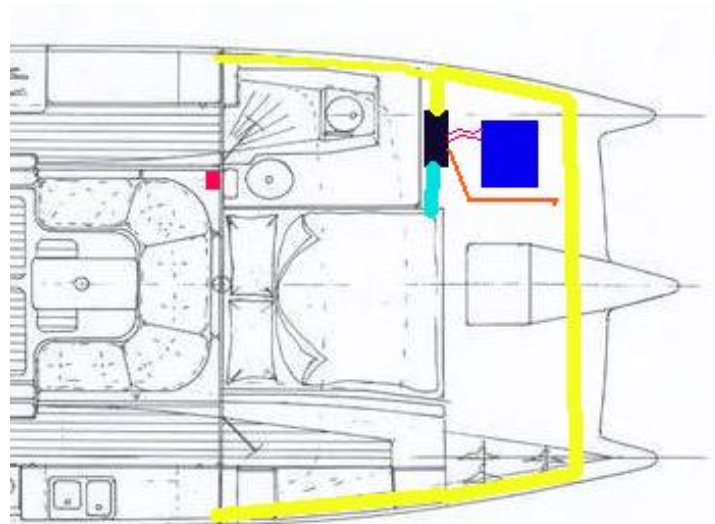
- A installation that would direct heat to both hulls
- A heater that used diesel for fuel – for safety.
- Efficiency from an electrical load perspective
- A small physical footprint
- An installation that allows the heater to be used in a fresh air or air recirculation mode
- Thermostat control
- The ability to heat our boat to 65 deg. F when the external ambient temperature is 20 deg. F

My final selection was a 2009 Webasto Top Hat 3500, forced air unit that uses diesel fuel. It was purchased as a do it yourself marine install kit from a distributor. I

recommend you buy this type of a kit, as there are a lot of components to a heater system install that you will need, and the kit provides 98% of the parts.

### Location of Heater Unit & Related Equipment

See sketch below & photos # 1 - 10 for our layout of the heater system components. From our perspective the port sail locker was the ideal location for the heater unit, fuel tank, fuel pump, exhaust line routing to external outlet, and a dry combustion air inlet. The unit fits very well in the sail locker's side pocket area, basically leaving the remainder of the space available for storage of the sails etc. The "In-out" air ducting is an easy install from this location. The location does have some disadvantages, in storm conditions you probably don't want to open the sail hatch lid, as salt water is sure to spray onto the heater system. The heater body is constructed of plastic & stainless with rubber seals and should not be affected, but one never knows. Also, three new penetrations through bulkheads in the



Black = heater unit  
Yellow = warm air outlet ducting  
Light blue = warm air intake ducting  
Blue = diesel fuel tank & pump system  
Orange = heater exhaust piping  
Red = heater controls & thermocouple

sail locker have been added. If the sail locker was to fill with water to the 2/3 level, water could enter the head or master bedroom areas through air duct leaks. (bilge pump addition to this area expected)

### Main Heater Body Installation

The heater unit is mounted on the bulkhead wall located between the head area and the sail storage locker; the kit supplied stainless bolts with a mounting bracket. The exact mount location was carefully selected to make sure the air intake suction line to the heater is short & direct, with air entering from the master cabin. To lessen any heater fan vibrations on the bulkhead, I added an additional rubber spacer between the supplied stainless heater mounting frame and the bulkhead wall.



Photo 1. Installation of the fuel tank and the new eight inch access hatch in the port sail locker.

### Heated Air Ducting Installation

Adding heat to both hulls was accomplished by running a duct through an existing internal dead space found up front near the bows, between the port & starboard hulls. Access into the starboard hull bow space was through an existing removal panel. Port side was a little more difficult; an 8" diameter white access deck plate was installed, to give arm access as shown in photo no. 1. The air ducting was pulled through between the hulls using electrical fish tape. The heater duct on the starboard side terminates at the kitchen – master bedroom bulkhead wall. The port side duct travels through the head area and terminates at the



Photo 2. The heater is mounted on the bulkhead wall between the head and the port sail locker. A protective shield ...

bulkhead between the head & main saloon port hull cabinet. In order to obtain correct airflow balance between duct legs, the 90 mm diameter ducting was used for the starboard hull with the smaller 45 mm diameter installed for the port hull. Final warm air speed measurements showed a very good balance between hulls had been achieved using this arrangement. New shelving was installed to cover the ducts.



Photo 3. The duct exiting the heater and into the master bedroom wall.

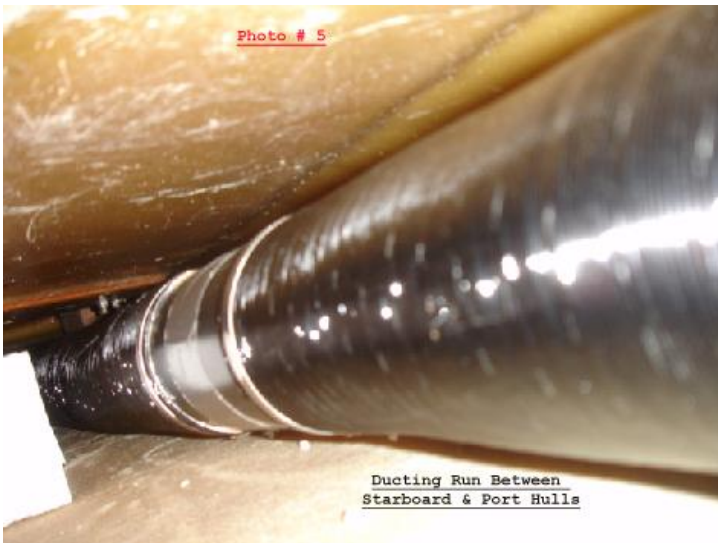


Photo 5. Ducting between the port and starboard hulls.



Photo 7. The 90 mm ducting in the master stateroom. It is now hidden within a new shelf.



Photo 6. 40 mm ducting in the head. It was later hidden in a new shelf unit.



Photo 8. The duct outlet at the kitchen wall.



## GCOA Burgees

To purchase a burgee, please send \$35 USD to:

Gemini Catamaran Owners Association LLC

## Diesel Fuel Tank and Pump Installation

We located a used metal 5-gallon outboard motor gas tank, for the heater's diesel supply tank, and it fit perfectly in the designated locker space. The heater uses approximately 1/3 liter of diesel per hour at maximum running conditions, so 50 hours of heater operation is expected per tank fill. The tank was modified for the marine kit supplied metal diesel fuel pickup line. A small air vent hole was also drilled into the old existing gas pickup fitting. The tank and external fuel pump was secured on a 3/8" varnished plywood base.



Photo 9. Diesel tank and heater in the port compartment.

To allow good access to the tank fill nozzle, the tank was positioned so the fill nozzle just cleared the edge of the locker side roof. The heater diesel fuel pump was mounted beside the tank on the wood base using two galvanized shelf angles. The fuel pump does make some noise when operating and needs to be mounted on the kit supplied rubber feet, follow recommended pump orientation also. Overall, with this arrangement, tubing runs between the fuel tank, fuel pump and heater unit were all less than 36" in length.

## Heater Exhaust Outlet Installation

This is a simple install, and helped a lot by the heater location selected. The stainless exhaust line was routed behind the diesel fuel tank to an outlet hole installed below the deck adjoining the hulls. See photo # 10. Be sure to use the correct hole saw size to achieve



Photo 10. The heater exhaust exiting the forward hull.

a tight fit for the supplied outlet elbow. The use of a 90 degree offset drill attachment to make this hole will help also. The stainless steel exhaust flex hose is covered with the kit supplied fiber-rubber heat shield (keeps line quite cool during heater operation). Using a laser heat gun, all system temperatures were checked during the first two hours of operation, for any possible dangerous high temperature points due to installation.

## Electrical Cables

Power cables were installed along the same path direction as the starboard ducting route, beside other existing cables already routed. A main power switch with a red LED was selected and located by some already existing bilge switches near the house batteries. The two system fuses were mounted next to some already existing fuse blocks and labeled. Electrical installation was very straightforward. The biggest challenge was removing the different side access panels to route the wires.

## Rheostat and Thermocouple Installation

Surprisingly, the Webasto heater kit did not come with an external thermocouple. Instead, a rheostat that controls the heater fan speed in operation was supplied. To obtain variable independent heater operation – meaning temperature set-point control, a thermocouple will need to be purchased separately and mounted in the area that is designated to be temperature controlled – we selected the main saloon area.

## Heater Operation Results

As the heater starts for the first time, the fuel system needs to prime itself, this took about 10 minutes to complete, I did bleed some air out of fuel lines initially to get things going. We tested the heater unit when the external ambient temperature was at 29 degrees F. After 90 minutes the Gemini had reached an internal temperature of 70 deg. F, this was with the master bedroom hatch open, so to draw fresh air in as much as possible. After two hours, the boat was very dry and warm inside. What we also noticed was that the ducting that was running by the head and master bedroom hull areas, actually radiated enough heat to warm and dry those areas somewhat also. Cabin noise levels during operation were only noticeable when the heater rheostat was set at maximum fan output levels. The fuel pump also does make a slight ticking sound, which can be heard when no other sounds are made in the boat. Final result, crew is very happy with heater system. Dampness and shower chills are gone!

## Additional Notes

Extra equipment parts needed, not found in supplied marine heater DIY Kit:

- Thermocouple
- Additional 90 mm diameter ducting was needed – approx. 15 feet
- Additional 90 mm fiber duct connectors were needed – 3 more in my case (will depend on extra ducting lengths available), stainless connector clamps (6) also needed.
- About 8 feet of # 12 main power cable with shrink connectors
- Main power switch for heater unit
- Fuel Tank for Diesel
- Wooden plywood base for fuel tank and fuel pump
- Angle brackets for mounting of fuel pump to plywood base
- Metal protection plate used to shield heater and ducting from sails etc. - stored in the locker
- Tubes of silicone and 5200 used to seal cable & duct penetrations through bulkheads

## Costs & Labor

DIY Heater Kit - Model 3500 (newer Model is now labeled a \$3900) \$2250

Additional equipment \$350

Installation man-hours – approximately 30 hours to complete

Copyright © 2010 Hans Mausolf

## Custom Gemini Floor Mat

Create a custom floor mat with the Gemini Gems catamaran logo on it and your boat name. Order online using the custom mat simulator that lets you see in advance what your color and font selection will look like. All of the mats are made of plush yet durable carpet that is stain, fade, mold, and mildew resistant. They are embroidered using high quality UV protected thread in your choice of colors. The mat comes with a tough vinyl non-slip backing and edged with a color matching poly binding. Two logo / text layout options are available.





## Logs of TORTUGA Crossing from Florida to the Bahamas

By Bill & Margie Burg , TORTUGA, Hull 813

Editor's Comment: Bill & Margie were kind enough to share the emails they send back to their friends during their trip to the Bahamas. I thought this would be interesting to share the experience, as well as the arrival process.

14Dec09. We are anchored in Broad Creek, just north of Key Largo and about 25 miles south of Miami, ready to take off early tomorrow.

15Dec09. We sailed to the edge of the Gulf Stream through rougher than ideal conditions, decided we weren't having any fun, so we turned back. We will now wait for another weather window, possibly early next week. Our goal is to stay safe, no matter what else we do.

17Dec09. Since we can't go to the Bahamas any time soon, we are trying to make the best of our situation. Last evening we anchored in Miami Stadium, which is a rectangular anchorage about 0.5 mile long and less than 0.25 mile wide. This area has a covered stadium with what appear to be bleacher seats. Apparently this site was previously used for concerts, but was originally built to view power boat racing back in 1963. The view of the Miami skyline is incredible. We are going to Miami Beach today to anchor closer to the action.

27Dec09. I didn't realize that blue could be this pretty. We arrived in Bimini around 5:00am yesterday. We left Bimini the same day around 9:00am, after a couple hours of shuteye. We sailed to a sand ridge called Mackie Shoal, which is about six feet deep below the water, and anchored in the middle of no

where. The closest land was probably over 40 miles away, as we couldn't see anything but water in every direction. The waves were a little bumpy, however after not much sleep the previous nights, we were able to rest.



Pat & Tom Larimer, SUNCAT, hull 743 on the left and TORTUGA on right anchored in Miami Stadium (Miami, FL).

This morning we sailed to Chub Cay (pronounced key) in the Bahamas, where we anchored on the south side near a sandy beach. Most of our sail was thru 12 feet of water, however you could see clearly to the bottom. Moving on, we reached the Northwest channel, where the depth drops off to over 2000 feet. Our depth sounder dropped to 141 feet, then the bottom disappeared, but it continued to display 141 feet until we entered Chub Cay.

As we were approaching the beach and were about 500 yards off shore, I could see the bottom clearly but knew there were coral heads to our left. I asked Margie, "How deep is it?" She said 28 feet. I thought the depth finder had gone wacky, however it was really 28 feet deep! When we got to 200 feet off

shore, it looked like six feet deep, however it was actually 21 feet. I've been told how clear the water is, but I still couldn't imagine it was that clear. I dropped the anchor in 12 feet of water, and watched it touch down and watched the chain as it laid out in front of the boat. After the anchor was put down, we put on bathing suits and went for a swim. The water was a little "fresh", as it's temperature was 75 F. Pat and Tom of SUNCAT went snorkeling.



Chub Cay, Bahamas

We still couldn't go ashore, as we haven't checked in yet. We are flying the yellow flag, which is called the quarantine flag. This symbolizes that we are in a foreign country and have not yet cleared immigration and customs. We will depart from here at 8:00am tomorrow and head for Nassau. We intend to check in there.

29Dec09. We made it to Nassau on New Providence Island yesterday afternoon and I went across town to Customs and Immigration, while Margie and the dogs stayed on the boat, as only the captain may leave the vessel. We have removed the yellow quarantine flag, and are now flying the Bahamian courtesy flag. Yesterday we spotted a stingray about 14 feet under our boat, it was like looking thru pool water. We motor sailed from Chub Cay to Nassau, the waters were very easy. We had probably three to five foot seas, but the interval between swells was about eight to 12 seconds, so the ride was quite nice. Note the picture of the At-

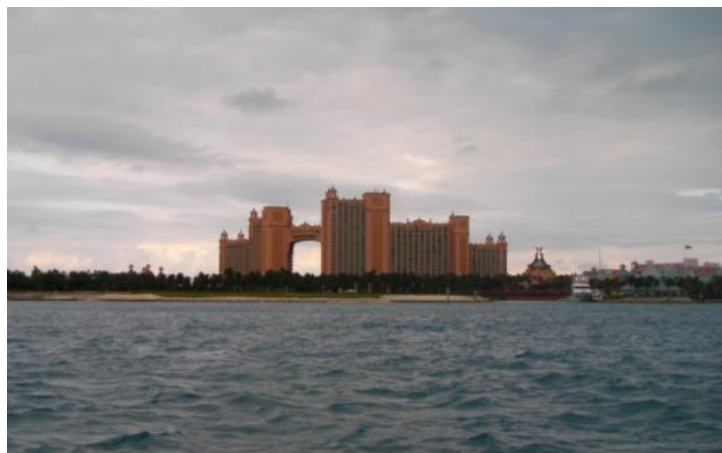


Nassau, New Providence Island, Bahamas

lantis Hotel which was taken when we were about three miles out. The hotel is very large, as we spotted it when we were 16 miles out. There were five cruise ships in the harbor, as well as the Disney ship.

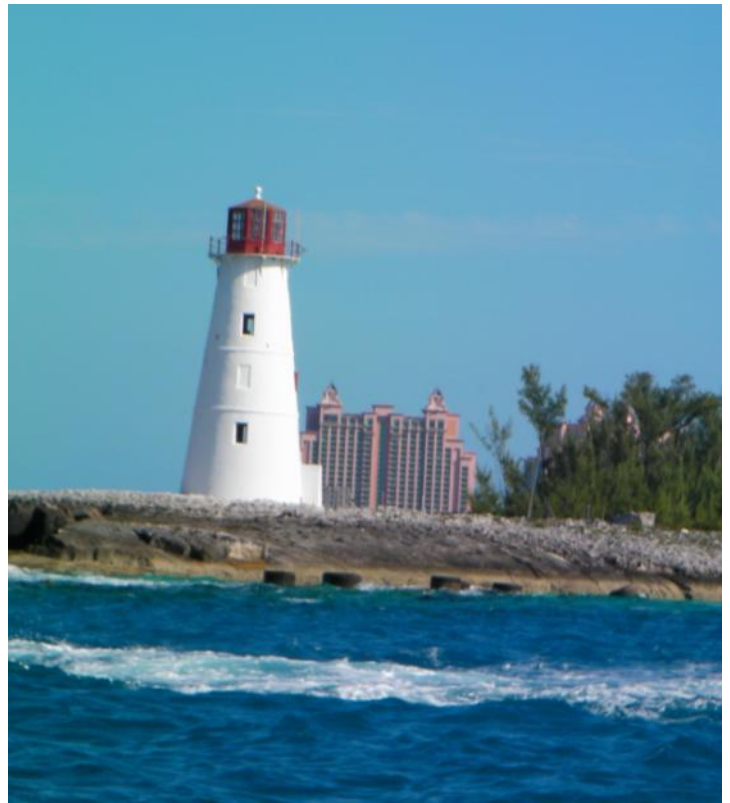
When we arrived in Nassau, we had to check in with Harbour Control before actually entering the harbor. The light house marks the entrance to the harbor. We are anchored near the bridge of the Atlantis Hotel and Casino, which is on Paradise Island. We're hoping to visit there tomorrow. Today we walked downtown where we saw carriages and street guards. Although it appears quite pleasant, we don't venture out at night and only go in the highly travelled areas in the daytime.

We intend to be here in Nassau through New Year's, to experience Junkanoo, which is a street parade that in-



Atlantis, Nassau Bahamas

cludes colorful dancers with head dresses. We will head south toward the Exumas with a favorable wind. We are not in a hurry, as everything we need is right here; water, laundry, groceries, and warm weather! Actually it's a bit cool this evening...about 72 F and breezy, so we're wearing jackets. Yah, I know...



Copyright © 2010 Bill & Margie Burg



Lighthouse behind Atlantis



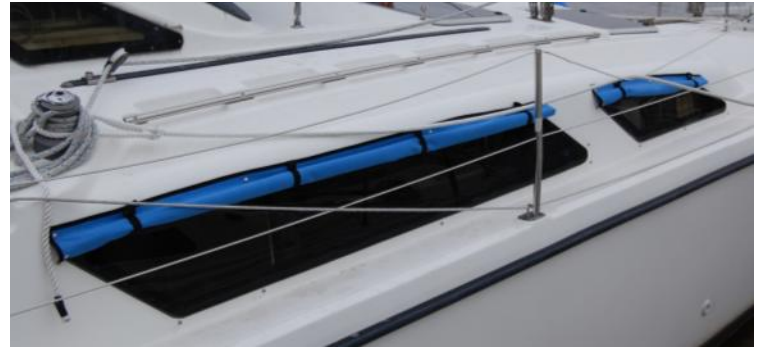
**Lisa Eberle 954-449-7632 <http://festivasailingvacations.com/>**



## Gemini Window Covers

By Mark Kiehl, SEAS TODAY, Hull 649

Back in the January 2010 issue I shared with you how we replaced the windows on our 1999 105M. In this article, I will show you pictorially how to install covers over the windows to protect them.



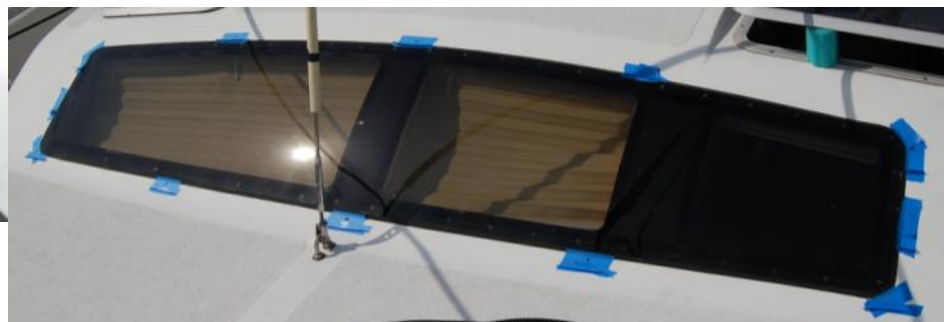
The photographs above show the final product. We opted to make window covers with a black border because it made the construction easier and it provided an attractive contrast to the blue. Each cover has straps that allow the covers to be rolled up when the boat is in use. Snaps are used to fasten the covers to the boat hull.

Parts to purchase from SailRite:

Stud, P/N 444100  
Eyelet, P/N 444555  
Screw stud, P/N 444105  
Button, P/N 444777  
Sockets/ P/N 444050



Step 1. Drill a 7/64" pilot hole to mark the locations you wish to install the snaps. I made a drill guide to provide the desired offset from the window edge by gluing a slug of steel into a wood guide with epoxy and then drilling a clearance hole into it. The drill diameter should be the same size used to install the snap screw.



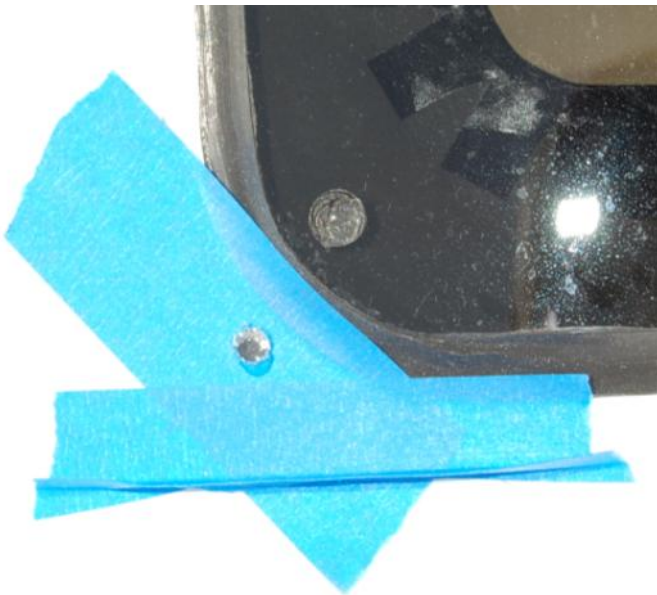
Step 2. Apply masking tape to the locations where you wish to attach a male snap screw. Drill a hole into the topside that is about 30% larger in diameter than the outside diameter of the snap screw threads (5/16"). Be very careful not to drill too deep and pierce the vinyl covering on the inside of the boat. The hole will be filled with epoxy that will provide leak protection and holding strength.



Step 3. Mix up about 2 oz West System two part epoxy and add #406 Colloidal Silica until it is thick like toothpaste (all available from West Marine). Using a putty knife, press a glob of the mix into the hole, taking care to finish it level with the tape. Note: Look inside the boat behind the fill and make adjustments if the epoxy forms a unsightly glob behind the vinyl covering. Wait 24 hours for it to cure completely. Wipe up any epoxy you drip with alcohol (it turns yellow when exposed to the sun).



Step 5. Apply 5200 adhesive to each of the screw threads and then install the male snap screw. Wipe the area clean with alcohol.



Step 4. After the epoxy has cured, sand smooth each hole to the topside level. Remove the tape. Drill the snap screw 7/64" pilot hole into the epoxy filled hole locating it by using the drill jig. Only drill about 3/8" deep to receive the screw, do not drill all the way through the epoxy.



Step 6. Spread out the cover over the window, locate, and mark the snap locations with a pencil. Use a snap installation tool to install the female snaps. The tool from SailRite is expensive, but well worth it.





## Self Tacking Camberspar Jib

By Ifan Williams, Hull 1066

A self tacking single sheet jib is wonderful for gunk-holing in conditions of frequent tacks in all wind strengths, from light air to full gale. David Bierg, who has built many sails for the Gemini has enthusiastically embraced this experiment having previously developed the Camberspar Jib.



The Camberspar Jib under a broad reach.

By installing a new baby stay as a forestay using the same attachment point on the mast, but with the deck position aft of the genoa stay, a small foretriangle was

created (a foretriangle is the triangular area formed by the mast, deck or bowsprit, and forestay) The new deck attachment point consists of a bracket installed at the forward bulkhead of the anchor locker. The new spar swings out of the way to provide access to the locker. The baby stay is of course essential for the security of the Gemini rig, and this solution actually improves upon the effectiveness of the stay.



The baby stay modified to attach to the deck about a foot behind the Genoa forestay, creating a foretriangle for the self tacking jib.

The new jib is tremendously successful on all points of sail. The boat points exceptionally well, finding its 'groove' 30 degrees to the apparent wind in light air and 45 degrees in 35 knots of wind with rough seas. It also tacks easily and reliably every time as the jib is always in a full foil shape (like a windsurfer sail).

As the sail is self vanging, no traveller or sheeting track is required. The photos on the next page show the simple and effective sheeting arrangement. Since the sail is only 70 sq. ft., the sheet winch is not needed for

this sail. A clutch was installed for the genoa halyard, thereby freeing the starboard mast winch to enable tightening the luff of the new sail. The sail works very well in conjunction with a full or reefed main.

When using the Genoa with or without the self tacking jib, there is enough space (especially if partially reefed) for the sail to slide through just ahead of the low aspect ratio jib stay.



Close hauled in light air

The addition of this sail has increased the ease and pleasure of sailing the Gemini immeasurably.

If you have any questions, feel free to contact me at iw@eastlink.ca or 902-456-7749.

Photo below: Sheet block with spacer on forward end of port genoa track



Photo on right: Block on forward face of mast with cheek block below it oriented toward block in photo on left



Stainless steel custom bracket in forward center of anchor locker with bottom of deck U bolt shown.

Editor's Note: Moving the baby stay makes a significant structural change to the rigging and voids the warranty on the boat. This article depicts an 'experiment' and not intended to suggest the system is a fully engineered and proven product. Apply the concept at your own risk.

David Bierig  
Bierig Sailmakers  
11092 Freeport Ln  
North East, PA 16428-3006  
tel: 814-459-8001



External halyard block installed with becket for fixed length topping lift.



Copyright © 2010 Ifan Williams



Jim Cooke & Anna Dopkin recently purchased hull 934 and named her LADY CAT. They sailed away from the downtown sailing center docks in Baltimore on 20 June 2010 at 10 pm following their wedding at the pavilion. What a perfect beginning of their future together!

## New Owners

**Hull 137**, sold by Jim & Fran Beckley.

**Hull 253**, Melody Barr, CT, formerly owned by Stanford Fleisher.

**Hull 555**, RUKI, Bob Manz, formerly DOUBLE EAGLE owned by John Korneder & William Glueck

**Hull 624**, CAT ROYALE, Lawrence Candreva, Hernando Beach FL, sold by Bob & Dolores Jorgensen

**Hull 813**, TORTUGA, Bill Burg, Decatur IL

**Hull 934**, LADY CAT, Jim Cooke & Anna Dopkin, Baltimore MD, formerly BB DANIELS owned by John Steimer

**Hull 953**, CATSPAW, Tom & Sarah Young, Bellingham, WA, formerly SEAGEM2 owned by Dawn Kelk & John Withington

**Hull 1079**, Philippe Hul, Wellington FL

**Hull 1085**, CELERITY, Richard and Linda Mann, Chapel Hill NC 27517

**Hull 1086**, Jerry Giustra/Great Eastern Services, Dix Hills NY

**Hull 1087**, Howard and Gretchen Cupples, Annapolis MD

**Hull 1088**, Les and Carole Greeley, King George VA

**Hull 1089**, The Catamaran Company

**Hull 1090**, Kevin Kaylor, Orlando FL

## CLASSIFIED ADS

Classified advertisements are free to members for up to 4 issues (1 year) per ad, thereafter \$9 per issue or additional ad. Ads for Gemini catamarans for sale are listed through Performance Cruising Inc. only (see [www.YachtWorld.com](http://www.YachtWorld.com) for listings). To place an ad: Visit [www.GemCats.net](http://www.GemCats.net), login, and click on 'Classified'. Alternatively, e-mail the text to [publisher@gemcats.net](mailto:publisher@gemcats.net), or mail the text to Gemini Catamaran Owners Association LLC, 16 Solly Lane, Bernville PA 19506. Ads must be reviewed prior to issue publication (respond to email).

### CHARTER

**CHARTER A 2005 105MC IN ANNAPOLIS** 1/2, full, and multiple day instructional sails and Captained Charters aboard my 2005 105Mc in Annapolis. Licensed Captain insured for charter. Boat is fully equipped. Also offering sailing classes. I employ a low key, quiet approach to sailing to make it enjoyable for the entire crew. Learn one on one, or get a group together for a fun and informed day on your own boat. Charge by the boat, not by the person. Contact Capt. Bill Schardt at 410 626-7339, 443 852-0105 or email me [info@annapolissailingsolutions.com](mailto:info@annapolissailingsolutions.com) See also [www.annapolissailingsolutions.com](http://www.annapolissailingsolutions.com)

### MISC. ITEMS FOR SALE

**Qwik Fill battery watering system.** Complete with filling bulb, caps for 3 group 24 batteries and all tubing. \$50 plus postage Call Bill at 410 626-7339 or e mail me at [info@annapolissailingsolutions.com](mailto:info@annapolissailingsolutions.com)

**Master stateroom mattress cover.** We replaced our mattress, hate to throw it away. Contact me at [mark\\_kiehl@yahoo.com](mailto:mark_kiehl@yahoo.com)

**105x canvas awning.** Prototype, since replaced in preferred color. Seems a shame to discard. [mark\\_kiehl@yahoo.com](mailto:mark_kiehl@yahoo.com)

### WANTED

Looking to purchase **Gemini catamaran**; please contact us at

[grumpfitz@aol.com](mailto:grumpfitz@aol.com)

**GEMINI** - Looking to set sail soon and need a vessel. Please contact Tony or Carol Lyerly at email [cclyerly@gmail.com](mailto:cclyerly@gmail.com) or 615-631-3849.

**Older Gemini cat as project boat**, preferably located in Florida. Must be transportable on it's own bottom. Contact J.R. at [cptnlg1@yahoo.com](mailto:cptnlg1@yahoo.com).

### BOATS FOR SALE

Visit Performance Cruising's web site to see new and previously owned Gemini catamarans for sale at: <http://performancecruising.com/gemini105mc/previously-owned-gemini-catamarans>





16 Solly Lane, Bernville PA 19506  
Ph +1-610-488-7840  
email: [publisher@gemcats.net](mailto:publisher@gemcats.net)  
[www.geminigems.net](http://www.geminigems.net)      [www.gemcats.net](http://www.gemcats.net)

## Memberships

Memberships are \$39/yr for printed newsletter and online resources.

You can renew your membership online at [www.gemcats.net](http://www.gemcats.net) and pay using PayPal (preferred), credit card (through PayPal), or mail a check payable to Gemini Catamaran Owners Association LLC, 16 Solly Lane, Bernville PA 19506.

GEMINI GEMS is published quarterly in January, April, July, and October. The annual directory is published in February.

All back issues prior to July 2009 are available for download by members at <http://www.geminigems.net>. A CD with all issues prior to July 2009 may be purchased by any current or prior member for \$15.

All back issues after April 2009 may be downloaded online at \$10/ea.

Classified advertisements are free to members for up to 4 issues (1 year) per ad, thereafter \$9 per issue or additional ad. Ads for Gemini catamarans for sale are supported only through Performance Cruising Inc. and Yacht World. Ads are full length online, edited in length as necessary for the newsletter.

All prices are in USD.

Contribute an article or a picture for the cover and receive credit for

one issue (3 months) for each final edited full page printed.

**Disclaimer** Gemini Catamaran Owners Association LLC (GCOA) has made every effort to ensure the accuracy of the information provided in this publication. Such information has been compiled from a variety of sources and is subject to change without notice from GCOA. GCOA does not warrant or make any representations as to the quality, content, accuracy or completeness of the information, text, graphics, links or other items contained in this document. This information and content is provided without warranties of any kind, either express or implied, including, but not limited to, warranties of title, non-infringement or implied warranties of merchantability or fitness for a particular purpose or otherwise, other than those warranties which are incapable of exclusion, restriction or modification under applicable law. Under no circumstances shall GCOA, our affiliates or our licensors be liable for any direct, indirect, punitive, incidental, special or consequential damages that result from the use of, or inability to use, the information provided in this document. This limitation applies whether the alleged liability is based on contract, tort, negligence, strict liability or any other basis, even if we have been advised of the possibility of such damage. Because some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, our liability in such jurisdictions shall be limited to the extent permitted by law.

Email your comments, questions, suggestions, articles, favorite pictures of your boat, and concerns to [publisher@gemcats.net](mailto:publisher@gemcats.net)

Copyright © 2010 Gemini Catamaran Owners Association LLC