



Available to Order

2004 Gemini 105MC

33' (10.21) 2004 Gemini 105MC

Houston United States



\$95,000

OVERVIEW

Manufacturer:	Gemini	Hull Material:	Fiberglass
Engines:	—	Cruise Speed:	—
Engine Model:	30B3	Max Speed:	—
Engine HP:	27.00	Cabins / Heads:	3 / 1
Beam:	14	Fuel Type:	Diesel
Max Draft:	5	Fuel:	30
Water:	60		

Data Sheet

Category:	Crew Cabins:	Displacement:
Subcategory:	Captain's Quarters:	8600
Condition: Used	Crew Sleeps:	Fuel Tank: 30
Model Year: 2004	Maximum Speed:	Fresh Water: 60
Beam: 14	Cruise Speed:	Holding Tank:
Max Draft: 5	Range NM:	Imported:
LOA: 33	Fuel Type: Diesel	Builder: Performance Cruising
Cabins: 3	Hull Material: Fiberglass	Exterior Color:
Sleeps:	Hull Shape:	HIN / IMO: PCI00838A404
Single Berths:	Hull Finish:	In Stock:
Double Berths:	Factory Demo:	
Queen Berths:	Air Conditioning:	
King Berths:	Bridge Clearance:	
Heads:	1 Max Passengers:	

Engines / Generators

Engine 1	Engine 2
Westerbeke	
30B3	
Inboard	
27.00 HP	HP
Fuel: Diesel	Fuel: Diesel
Location:	Location:

Generator 1 KW hrs

Generator 2 KW hrs

Summary / Description

From BlueWaterBoats.org:

After a 2008 Pacific crossing, the owner of a Gemini exclaimed, "the catamaran hull performs flawlessly in open blue water as well as the light winds of the Kona coast ... the forward stateroom is queen sized .. the main cabin seats six ... plenty of height in the full head with shower." Great sailing and lots of living space – what's not to like?

The Gemini is the most popular cruising catamaran in the world with more than 1000 hulls manufactured over nearly 30 years. While most of those hulls are in service as coastal cruisers, many have crossed the oceans. In 2001 the owner, designer and builder of the Gemini catamaran series, Tony Smith, sailed a new Gemini 105Mc across the Atlantic Ocean for a delivery to Southampton, England topping out at 18 knots of speed (surfing down the face of heavy seas). Many more of these adventures are chronicled in the Gemini Gems magazine (print and electronic versions) or the very active Gemini Yahoo forum.

A large cockpit with wheel steering and plenty of room for an afternoon picnic greets the sailor ascending the aft stairs. A generous, hard foredeck is surrounded by a stainless pulpit for the entire bow and lifelines running along the somewhat narrow side decks. With only about 8000 pounds of displacement, the anchor chain and rode need not be overly heavy. Sailing a boat with such light displacement across the ocean requires careful consideration of heeling angles and reefing. Anything above seven degrees of heel means it's time to reduce sail.

Returning to the cockpit allows the sailor access to the interior. Starting at the same level as the cockpit sole, immediately one is greeted by a salon table that comfortably seats four and even eight in a squeeze. Descending a few steps to the left and moving forward is found the head and shower. Hot water is provided by a propane driven instant heater, like an RV or many European homes. The big advantage is that if you have water in the two 35 gallon fresh water tanks, then you can have hot water.

In the aft part of both hulls are two berths. The master cabin is in the starboard hull forward, featuring a queen sized bed. There is a tremendous amount of storage for dry goods in the galley and a propane driven refrigerator (using the ammonia cycle instead of a compressor).

The Gemini is mainly driven by the roller furling genoa and somewhat small main, though many sailors add screechers, asymmetrical spinnakers and jibs to their sail lockers. Each hull has a cable driven, hand-cranked centerboard that can be completely tucked into a trunk in the hull, reducing the draft (assuming the rudders are likewise raised), or dropped three feet into the water, dramatically improving upwind performance. While most sailing and motoring can be accomplished with both boards let half-way down, the ability to adjust the boards to wind, current, sailing or anchoring conditions is one of the Gem's great strengths.

The 105 and 105MC are driven by a 27 HP Westerbeke diesel engine driving a Sillette tilting saildrive. The saildrive is often a source of concern and maintenance is critical on the bellows.

VIYB Ltd is pleased to assist you in the purchase of this vessel. This boat is centrally listed by Murray Yacht Sales. It is offered as a convenience by this broker/dealer to its clients and is not intended to convey direct representation of a particular vessel







































