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p44



Photos: Graham Sneyd 



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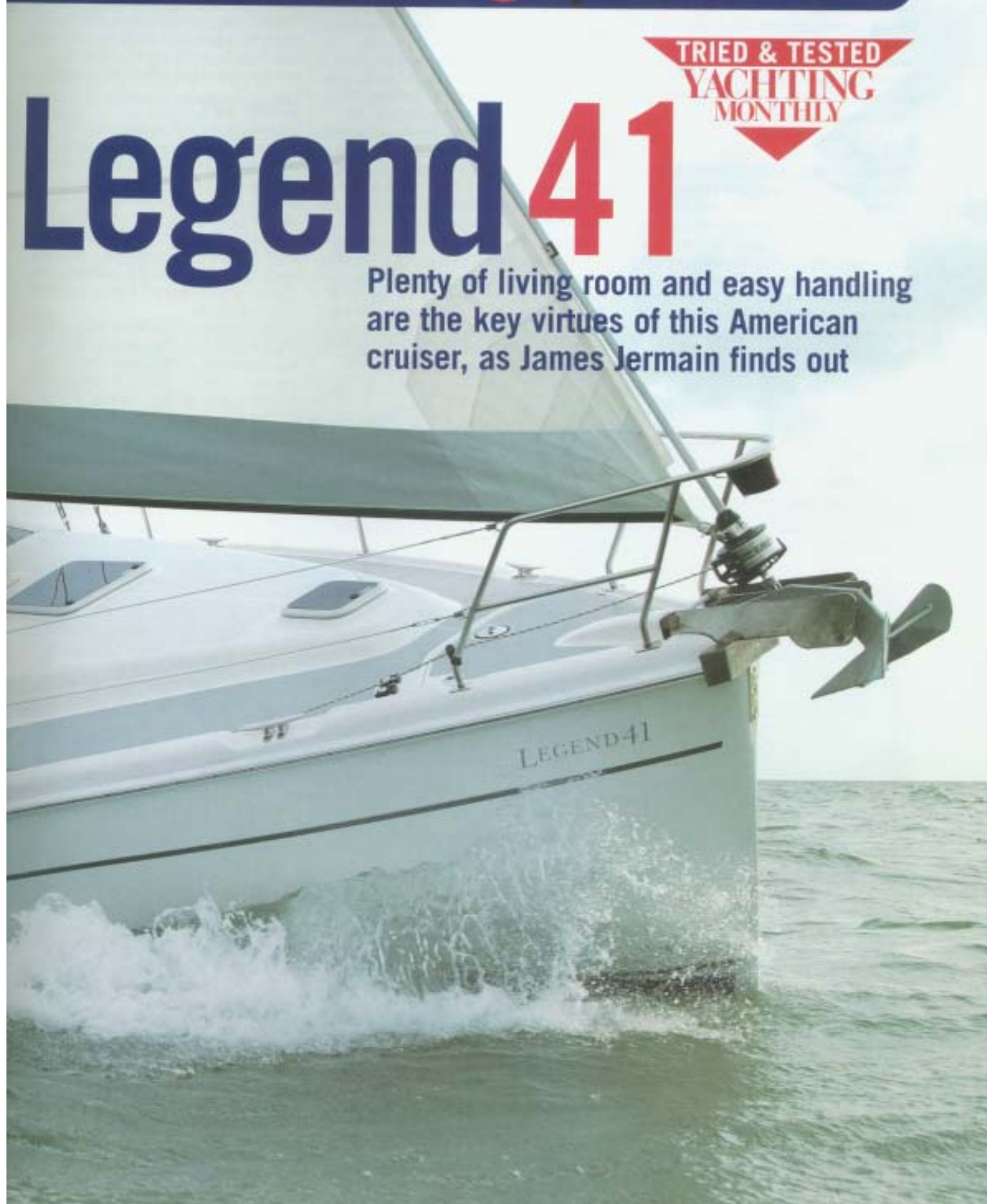
p54



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Legend 41

Plenty of living room and easy handling
are the key virtues of this American
cruiser, as James Jermain finds out



LEGEND 41

The core values of the Legend range are space, comfort and easy handling. In the past Hunter Marine Corporation in America has raised eyebrows with its backstayless rigs and interiors designed for cruising styles on the other side of the Atlantic. The current generation, however, seem more attuned to European thinking. Whether this means our thinking has moved west or the USA's has moved east is a moot point. Probably it's a bit of both.

Design

The Legend 41 is a pure cruising yacht for two couples. The hull form, produced in-house, offers maximum space made as easily driven as possible. The bow sections are full and the turn to the bilge easy and well rounded. The shoulders are carried well forward and beam at deck level is kept close to maximum from amidships to the transom. At the waterline there is very little tuck-in until well aft so waterline beam is generous. The stern, though full, is neatly drawn in at the waterline and should be well balanced at moderate angles of heel.

The topsides are, not surprisingly, on the high side and the coachroof, too, is generous. However, the impression of height is well disguised by the subtle break in the coachroof line. The statistics indicate a moderate to light boat for her waterline length with a reasonably

generous sail area, even with the in-mast furling mainsail. The ballast ratio is on the low side but she has good form stability and the standard wing keel keeps the centre of gravity low. The stability curve shows an acceptable AVS of 125°.

On decks

Although by no means small, the cockpit is not as open and exposed as earlier models. It retains the same horseshoe-seating shape but the crew can brace themselves easily against the securely mounted table, and the helmsman has plenty of room to move around behind the wheel. The seating here is disappointing, though. The bench is almost flat and there are no foot bars on the sole. The wheel is small, which makes it easy to walk around but it is a long stretch from the weather side for the helmsman.

The stainless-steel cockpit arch is a standard Legend feature with many advantages. The mainsheet track runs across the top, well out of the way, and the traveller lines are controlled by jammers close to the helmsman. The mainsheet runs forward to the mast then back to a winch on the coachroof, along with the reefing lines and halyards. The genoa sheet winches are a long way aft, within easy reach of the helmsman, but the crew have to face aft to use them.

The transom gate drops down to give access to a large boarding platform in which are two spacious wet lockers for diving gear and so on.

The main cockpit locker is large with a step down and a light. There are two quarter lockers, for gas and general stowage.

The sidedecks are quite narrow but the non-slip works well. There are short grab rails on the coachroof. Mooring and anchoring arrangements are generally good although the cleats are on the small side. An electric anchor windlass is standard and the bow roller is well designed.

Under sail

The backstayless B&R rig now needs no introduction. The triangulated forestay and shrouds brace the fractionally rigged mast well. With the standard main, the rigging can be preset to induce a considerable amount of prebend. Our boat was fitted with the optional in-mast furling main, which is slightly taller and longer in the foot to compensate for the lack of roach. However, it is still 10% smaller than the standard sail. The genoa is high cut and slightly more than 100%.

The wind was variable for our trials, and began at the high end of a Force 4 and dropped to a gentle Force 3. We started under main only when she tacked positively but at no great pace. Once we had full sail up there was 15 knots over the deck to windward so we dropped in the equivalent of one reef to keep her balanced. Under this rig, she was nicely balanced with a gentle weight in the wheel.

TECHNICAL SPECIFICATIONS: LEGEND 41

Price	£110,215
LDA	11.83 (38ft 8in)
LWL	10.85m (35ft 6in)
Beam	4.05m (13ft 3in)
Draught: - standard	1.52m (5ft)
- deep	(optional) 2.01m (6ft 6in)
Displacement	8,800kg (19,400 lb)
Ballast: - standard	2,999kg (6,612 lb)
- deep	2,951kg (6,506 lb)
Sail area: - standard	86.21m ² (928 sq ft)
- in-mast furling	78.32m ² (843 sq ft)
Berths	6/8
Engine	Yanmar 40hp diesel with conventional stern gear, fixed three-bladed prop
Batteries	1 x 110ah service, 1 x 75ah engine battery
Fuel	136 litre (30 gal)
Water	530 litre (116 gal)
Disp/length ratio	193*
Sail area/disp ratio	17.8*
Ballast ratio	34*
RCD Category	A
STIX number	41.93
Designer	Hunter Marine Corporation
Builder	Hunter Marine Corporation, Alachua, Florida, USA

UK agents

Opal Marine, Tel: 02392 583242

* Note: ratios calculated using imperial measures, sail area is 100% foretriangle

OPTIONS

Teak decks	N/A
Sprayhood	£752
In-mast furling	£1,673
Third cabin	£3,252
Deep keel	£1,337
Speed and depth	std
Holding tanks	std
Electric windlass	std
Microwave oven	std
Fridge	std
Freezer	£947
Wind instruments	£6,641
Autopilot	£3,349
Heating	£3,466
Delivery and commissioning	£3,172

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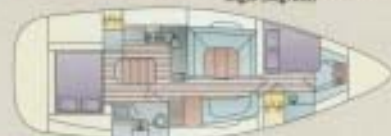
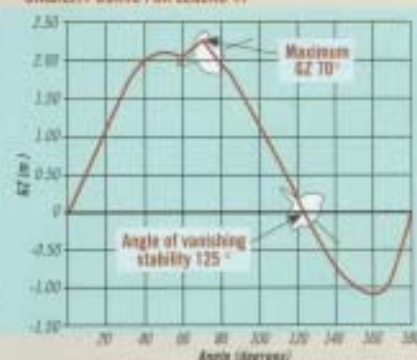
- Large galley
- Well designed sleeping cabins
- Easy handling

AGAINST

- Dull performance
- Small chart table
- Small battery capacity



STABILITY CURVE FOR LEGEND 41



CONSTRUCTION

The hulls are moulded using isophthalic resins on woven rovings and CSM. In the bows and along the centreline, Kevlar reinforcing is incorporated. The gelcoat includes UV and osmosis inhibitors. Hull internal stiffening is in the form of a GRP floor pan bonded to the hull. The joinery is fully bonded to the hull. The decks are also balsa cored with reinforcing in way of fittings. The hull and deck are bolted and bonded together. The keels are lead/antimony and the GRP rudder has a composite stock.

The wind was fluky so she required a careful hand on the helm to prevent her nosing up in the gusts or bearing away in the lulls. This quickly became more or less instinctive but as we found when briefly under full sail, it is important to keep her upright or weather helm builds up quickly. She does not like heeling to much more than 15°. We found she sailed best with the traveller fully eased down the track.

When we tried to force the pace to windward, she struggled to reach a disappointing 5.5 knots. But when we relaxed a bit, starting sheets an inch and rolling away a bit of sail, she came upright and gained the best part of half a knot while losing a degree or two of leeway. She still tacked through 90° or so and felt quite lively.

Bearing away on to a close reach, she was much more responsive. In the stronger gusts we made over 7 knots and even in the lulls, when the apparent speed was no more than 12 knots,

we registered the best part of 6.5 knots. When the wind fell lighter, we set full sail again which allowed us to beam reach at up to 6.8 knots. The wind continued to fall away and by the time we were ready to head home we had little more than 8 knots true (5 knots apparent), giving us a boat speed of 3.5 knots. We hove-to while there was still strength in the wind, when she lay commendably steadily at about 70° to the wind but drifted to leeward at around half a knot.

Don't expect this boat to give you a huge adrenaline rush. She will tramp along nicely in a free and generous wind and nose up to windward adequately with the rig properly trimmed to the conditions. Down wind, in light airs, she felt sticky and the evidence also suggests she may not be at her best on a long, heavy-weather beat. The helm position is not the most comfortable when she is well-heeled and the crew will not find the winches ideally placed unless they stand

right aft on the sidedeck or share the after part of the cockpit with the helmsman. However, the helmsman himself is well placed to tack the boat on his own and to trim the sheets. The small-diameter wheel remained light and positive throughout and had the advantage of allowing easy movement right round the cockpit. A larger wheel can be fitted if preferred.

Under power

A non-standard 75hp engine had been fitted to our boat – almost twice the power of the standard 40hp Yanmar. A comfortable cruising speed of 6.5 knots came from just under 3,000rpm with a top speed of 7.4 knots at 3,900rpm. We had the feeling she could have swung a bigger prop to advantage. Handling under power was pretty much vice-free. She had a sharp initial kick to port when going astern but this was quickly brought under control as she



Above: a microwave comes as standard in the galley. Right: the spacious saloon with its C-shaped dinette round a table is one reason for the popularity of Legend boats. Far right: the galley's draining locker



The chart table has space for modern electronics, but lacks shelving



A 'masterpiece of design', the galley has spacious work surfaces with lots of natural light and ventilation



Headroom is generous in the aftercabin but falls sharply under the cockpit, and ventilation is limited



The heads has good standing room, but the shower screen has sharp corners



The forecabin's separate heads is located in the eyes of the boat



The forecabin has standing room for two people, with a washbasin and adjacent heads/shower compartment. Ventilation is through the hatch only

LEGEND 41

picked up way. She turned sharply both ways ahead and astern and could perform a figure-of-eight in reverse quite happily. Using the prop throw to advantage she could be spun on her keel and in a steady-rate turn ahead came round in just over a length.

Below decks

As soon as you open the hinged companionway doors and look below, you know why Legends are popular. The spacious galley and open saloon, with its 'sofa' styled settee, make an immediate impression, which is reinforced as you move through the boat.

The forecabin is the master suite, though obviously not suitable for use at sea. It has access to a heads and shower compartment in the eyes of the boat while the washbasin is included in a Corian-topped dressing table unit in the cabin itself. The offset double is large (2.07m x 1.28m [6ft 8in x 4ft 2in]) and the mattress is interior sprung. Stowage is good and varied and there is standing room for two people to change at the same time. Lighting is well done but ventilation is through the hatch only. Headroom is an acceptable 1.89m (6ft 2in).

The saloon features a C-shaped dinette round a table that can be expanded for dining, or reduced by removing a leaf for general use or for lowering as an infill to make a third double bunk. Opposite the dining area is a settee which is as close to being a sofa as you are likely to get on a 12m (40ft) yacht. It is comfortable, but too short to sleep on. Stowage is moderate with two lockers on each side and stoutly fiddled shelves. There is a drawer under the 'sofa' and additional bins under the seating. There is a good mix of subtle side lighting and bright overhead spotlights. A good touch is the courtesy and safety lighting along the sole and



at the step down to the fore and aftercabins. The water tank is stowed under the saloon sole together with the service battery. The standard, single, 110Ah unit is not adequate these days but there is space for one more.

The galley is a masterpiece of design; there can be few boats in this class with so much usable work surface. There is plenty of stowage of all kinds, including a draining locker for stowing away wet crockery (saves time washing up). The equipment list is also good with a front-opening fridge and space for a top-opening icebox, if required. A microwave oven is standard, as is the good quality two-burner Force 10 cooker. There is lots of natural light and ventilation. A short, Perspex screen prevents water from the sinks, or debris from the work surfaces, flying into the dining area.

The chart table is more modest, being a simple and not very large table with no stowage under it except a small chart drawer. There is some general stowage around it but a lack of

shelving for books. The instrument panel ahead of it, on the other hand, is big enough for a radar/plotter and sailing instruments – a reflection of modern navigation methods.

The main heads compartment, aft, is accessible from the saloon and aftercabin. It is large and has good headroom and ventilation through a hatch and two opening ports. There is a separate shower stall but the screen has exceptionally sharp edges and corners, which need to be rounded off.

The aftercabin is also down a small step, lit with red courtesy lighting. It is a huge space with an extensive, athwartships double (2.04m x 1.50m [6ft 7in x 4ft 11in]). Headroom is a generous 2.1m (7ft) at best but falls sharply under the complex cockpit moulding, which has some hard corners to catch the unwary. Stowage is adequate but ventilation is not generous.

The joinery is in teak, finished with a subdued gloss varnish. Workmanship is mixed with some solid, attractively radiused trim contrasting with ordinary woodwork. Plumbing and electrical wiring are neatly run, although some pipework passes through sharp-edged holes. Seacocks are accessible and lined up along the centreline so inlet valves are always underwater.

This is a great interior for comfortable, expansive living. The galley and dinette will encourage entertaining, after which the owners and their guests will be able to retire to well-appointed cabins. Under way, there are well-positioned grab rails and the galley is secure. The chart table is well organised for modern navigation, though traditionalists will want a larger table.

Verdict

The Legend 41 offers stress-free cruising with home-from-home comforts and enough space to spread out and relax without the crew getting on top of each other. She might disappoint if performance cruising is your thing but for enjoying the sea, the coastline and its harbours, she offers easy handling, perfectly adequate performance and the ability to cope with tight situations. In short, a good all-round cruiser. ▲

THREE COMPARABLE BOATS



DUFOUR 40

Price	£117,476
LOA	12m (39ft 4in)
LWL	10.76m (35ft 3in)
Beam	3.9m (12ft 9in)
Draught	
– standard	2.1m (6ft 10in)
– shallow	1.6m (5ft 3in)
Displacement	7,285kg (16,060 lb)
Ballast	2,694kg (5,940 lb)
Sail area	89m ² (958 sq ft)
Berths	4/8
Engine	Volvo 2040 40hp diesel
RCD Category	A
STIX	39.06
Contact	Portfolio Marine Ltd; Tel: 01803 380506



BAVARIA 41

Price	£89,980
LOA	12.22m (40ft 1in)
LWL	11.05m (36ft 3in)
Beam	3.99m (13ft 1in)
Draught	
– standard	1.7m (5ft 6in)
– deep	2.1m (6ft 10in)
Displacement	8,283kg (18,260 lb)
Ballast	2,545kg (5,610 lb)
Sail area	88.5m ² (952 sq ft)
Berths	4/6
Engine	Volvo 55hp sail drive
STIX	Manufacturer will not issue number
RCD Category	A
Contact	Opal Marine; Tel: 02392 583242



HANSE 411

Price	£110,000
LOA	12.37m (40ft 6in)
LWL	10.9m (35ft 9in)
Beam	4.02m (13ft 2in)
Draught	2.01m (6ft 6in)
Displacement	8,782 kg (19,360 lb)
Ballast	3,243kg (7,150 lb)
Sail area	92m ² (990 sq ft)
Engine	Volvo D2-55
Berths	4/7
RCD	Category A
STIX	33.2
Contact:	South: Hanse Yachts UK Ltd; Tel: 02380 457008; North: Hanse Yachts; Tel: 01539 447700