

"Zoe Ann"

Specifications and Inventory

CLASS/TYPE LEGEND 290/306
BUILDER Luhrs Marine Ltd

DIMENSIONS

L.O.A. 8.94 m 29 ft 4in
L.W.L. 8.19 m 26 ft 11in
Beam 3.28 m 10 ft 9in
Draft 1.17 m 3 ft 10in
Displacement 3360kg 7,400 lbs

DESIGNER Warren Luhrs
YEAR 2001
YEAR LAUNCHED 2002
CONSTRUCTION GRP
KEEL shoal wing
STEERING Wheel

LYING Dartmouth
PRICE £40,000

ENGINE Engine regularly serviced
Yanmar 18hp Diesel with Vetus – Exhaust Separator - (Upgrade)
Engine hours 410
Drive type Shaft drive, Fixed 2-blade propeller
Rope cutter Fitted
Cruising speed 5.0 knots
Maximum speed 6 knots
Fuel Tank Capacity 76 Litres

RIG

Rig type Fractional
Spars & Mast make Seldon
Spars & Mast material Aluminium
Standing rigging Stainless Steel
Running rigging Rope
Main Reefing Single line slab
Genoa Reefing Furler Headsail furling system + Cruising chute furling system
Winches 2x Lewmar single speed self-tailing winches
Solid boom vang With gas cylinder with 101 purchase

SAILS

Main Standard
Genoa Standard
Genoa 50% larger in 1.5oz nylon
Cruising chute (Code 0) 400 square foot

DECK

GRP moulded non slip deck
Stainless Steel Boarding ladder on bathing platform
Gas Locker with two Gas Bottles
Pushpit mounted seats
Steering wheel
Cockpit Binnacle incorporating drop-leaf tables
Extended Stainless steel grab-handle built into Binnacle
Stainless Steel Stanchions/Guardwires
Stainless Steel Pushpit/Pulpit
Hatches
Opening ports
Anchor locker
Danforth anchor with 10m chain + 20m Rope + Fortress anchor with 5m chain & 30m rope
Warps & fenders

CANVAS

Sprayhood
Binnacle Cover
Dodgers

ELECTRICS

3x 100Ah batteries
Alternator Charging system
Sterling 30A Battery charger
Shore power
4x 240v Mains outlets
Battery management/switching system

NAVIGATION

312 GPS
Clipper repeater on binnacle giving course, GPS position, speed, course to steer to waypoint
Raymarine ST4000 Autohelm
Raymarine ST60 Depth Echosounder
Raymarine ST60 Log/Speed
Raymarine ST60 Windspeed/Direction
VHF radio
Handheld GPS
Compass
Clock & Barometer
Navigation lights

DOMESTIC ACCOMODATION

Headroom 6 ft 3 in 1.93 metres
Green upholstery in saloon
Teak & holly flooring
6 Berths in 3 Cabins (Saloon table converts into double-bunk)
Very good-sized aft bunk with mattress
Chart table
Saloon Table with drop-leaf
6,000 BTU catalytic black flame heater in saloon

Stereo FM Radio/ CD player
Flat-screen LCD TV
Glomex "booster" TV Aerial (mounted on top of Mast)
DVD Player
Mains Power Inverter
Hanging locker in Aft and Fore Cabins

HEADS

Wash-basin with storage cabinet over and cupboard under
Sea-toilet
Hot/Cold Pressurised water & Shower (waste auto-pumped overboard)
Holding tank with Macerator pump

TANKAGE

Fuel 76 Litres
Freshwater 151L
Holding Tank 76 Litres

GALLEY

Cooker with 2 rings
Galley sink
Coolbox
Hunter Crockery
Hot & cold pressurised water system
Twin Gas bottles

SAFETY

1x Lifebelt
Danbuoy
Automatic Bilge pumps, one controlled by level switch, one by capacitor switch
Manual Bilge Pump
1 Fire extinguisher
Fire blanket

Saloon

Berths 6
Cabins 3

Domestic Inventory

Green cloth covered upholstery with Teak woodwork and approx 1.96m (6' 5") headroom
Accord blinds
Teak type flooring
Stereo + cockpit speakers
Chart table
Saloon table
Wet locker
Heating
Separate heads compartment
Jabsco sea toilet
Shower
Wash basin
Holding tank

Cooker with gas rings
1200 w SS fan, grill, conventional oven via shore power
Galley sink
Hot & cold pressurised water system
1 x water tank

Deck Equipment

GRP deck with molded non slip
Anchor locker
Anchor
2 x winches
Midships cleats
Stainless steel pushpit & pulpit
Stern rail seats
Stainless steel stanchions with guard wires
Stainless steel arch
Stainless steel boarding ladder
3 x opening hatches
4 x opening ports
2 x fixed hull ports
Cockpit table
Warps & fenders
3 x cockpit lockers
Sprayhood
Cockpit cushions
Pedestal cover

Construction

White GRP hull deck and superstructure
Shoal wing keel with spade rudder
Whitlock wheel steering and emergency tiller

Water System

Pressurised hot and cold water system
Heated by engine calorifier or mains immersion heater

Rigging

FRACTIONAL RIG
Aluminum mast and spars by Selden
Stainless steel standing rigging
Terylene running rigging
2 x Furlex roller furling for genoa and cruising chute
Spinnaker pole

The American Legend 290 (306) was also built in the UK from the same mouldings and sold as the 306 because on seeing the first one made some marketing guy said "why it's as big inside as a 30 footer" Both have the same hulls but bilge keels were not fitted to the American boats.

The boat has two wonderful features. One, the boom arch prevents one being hit on the head. Two, The ease of going below due to the five gentle steps (see photo) and grab handles.

The current owner and wife now well into their eighties bought the 290 new in 2001 whereupon the boat was unused for a year due to illness.

The boat has berths for up to 6 persons. For an indulgent voyage, the 290 gives deluxe cruising for 2, with all controls led to the cockpit for single handed sailing.

Hunter Legend 290 (306) features a tall, fractional rig, which is a direct descendent of the B&R rig that powered Hunter's Child to a second place finish in the recent BOC. Hunter has engineered the mast to carry less weight aloft with smaller sections. This is accomplished by utilising swept-back spreaders and reverse diagonals as well as mast support struts. This combination provides superior strength without a backstay and increases the stability at the same time. By using a large roach main as the power sail, Hunter has eased the effort in sail handling and allowed for real versatility for all wind and sea conditions. The benefit is better performance with less effort.

The full boat width semi circular Harken track, allows the mainsail to be hardened in and cleated whilst the main swings like a barn door controlled by a single line. In normal sailing rarely any reefing is required.

Because I mainly sail single-handed the cruising chute is rolled up like a jib on a furling drum mounted on a removable lifting bow-sprit (see photo), bolted to the forward stanchions. If it didn't lift the marina charges would be an extra £900 per year.

The deck layout reflects the innovation that accompanies the rig. An integrated arch protects the cockpit from snapping main sheets and blistering sun with the optional Bimini. This arch keeps the cockpit clear, safe and open. A custom console stands ready with speed instruments and Raymarine 4001 Autohelm. She has a single-lever engine control and a fold-down table along with engine instrumentation. The swim platform and walkthrough transom and folding ladder are perfect for water sports or for boarding the tender. Storage is everywhere with excellent cockpit storage and the non-skid grey surface on deck is absolutely first-rate. She has stern pushpit seats in teak and Fredrickson carrs on the fully battened main with single line reefing. Dark Blue crusing shute with line back to the cockpit.

Comfort is truly important aboard; the interior not only looks good, but works as well. She has two private cabins along with good head room in all cabins, saloon area, the heads with a shower. You can seat six for dinner in the saloon then turn the table into a double.