



# A new Kiwi Legend

Rayglass' first launch, the Legend 4000, could be the production boat for which Kiwis have been waiting 20 years. It offers the increasingly busy Kiwi boater sharp styling, innovative, family-friendly layout, sizzling performance and superb all-round utility.





Rayglass Boats' foray into production launches caused a huge sensation at the New Zealand Boat Show in June 2005. The prototype Rayglass Legend 4000 attracted plenty of interest from the public and the boating media at the show, along with 11 orders.

Since then, the pace hasn't slackened.

The Rayglass Legend 4000 is a boat built by Kiwis, for Kiwis. In keeping with Rayglass Boats' usual practice, explains Rayglass Boats' managing director Tony Hembrow, the Legend 4000

was developed over several years in a process that centred on careful market research.

“Our boats are collaborations that involve extensive consultation with our customers. We asked people what they wanted in a launch and the Legend 4000 is our interpretation of what they told us.”

The new Rayglass Legend 4000 cruises at 30 knots, sprinting to 37kts. The well-proven hull is shared with the 12.5m Protector workboat.

The 4000 offers exceptional indoor-outdoor flow.

The saloon melds into the boat’s generous cockpit, which is ideal for entertaining, fishing and diving.



There’s plenty of light in the saloon. The helm seat tilts forward to increase galley bench space. Other cabins, including the head-shower, open off the mid-cabin.



Adam Wickes, Kim Archbold, left, and Ashleigh Gribben enjoy the afternoon.



And the process is not over yet, according to Rayglass Boats’ Adam Wickes. The company regularly fields fresh ideas from owners, customers and employees. Some of these may find their way into subsequent versions. What is unlikely to change is the hull design. Constructed from solid GRP, it’s the hull Rayglass uses on its worldrenowned Protector RIBS, a dominant feature of America’s Cups in recent years.

The Rayglass Legend 4000 shares the hull with the 12.5m Protector workboat and some cabin and deck mouldings with recreational versions of the 12.5m Protector. After four years in production and more than 45 boats, Hembrow says there was little left to learn about the 12.5m hull – it’s well proven and holds no surprises. It’s also extremely capable, offering a soft, dry ride and proven durability in the harshest of conditions.

The 4000’s layout departs from the usual run of New Zealand and imported designs, with its extreme emphasis on indoor-outdoor flow. Hembrow describes the boat as “a modern, waterborne interpretation of a Kiwi bach with a patio.”

The boat is available with saloon doors, but the open plan layout was a major talking point at the show, and is proving a big hit with customers. Since the 4000 was released in June, Rayglass Boats has launched one a month.



The aft third of the cockpit sole tilts electrically to access the engines.

There is heaps of usable space in under-cockpit lockers.





The forward cabin has two single berths and generous underbunk lockers.

The boat's head-shower is spacious.

Many aspects of the boat's design pay attention to busy Kiwi boaters, something Greg Scott, whose Legend 4000 features on these pages, picked immediately.

"One of the reasons I like the 4000 so much is that it's so easy to get on and off," he says. "After a weekend away, we can stow everything away, scrub her down from stem to stern, inside and out, and be off the boat in twenty minutes."

Scott is typical of the buyer Rayglass hopes to attract with the 4000: a recent graduate from trailerboats whose business leaves him short of time – extended trips are an occasional luxury. With so little time available, he wants a fast, economical and capable boat for day trips and overnights, and perhaps a couple of family holidays of longer duration each year.

"To my mind this boat is ideal for the typical Kiwi boatie," explains Scott. "Its big cockpit is great for fishing and diving, or entertaining, and the layout suits boys' trips and family outings equally well. My wife loves the roomy toilet-shower; there's heaps of storage, a practical, unfussy, easy-care interior; it's fast, not too thirsty and the ride is great. Oh, and after a dive, the freshwater cockpit shower under the saloon overhang is brilliant."

When you step aboard, the boat's huge cockpit and open saloon are its most striking features. Cockpit and saloon flow into one another and Rayglass' decision to locate the galley aft – customer feedback was overwhelmingly against a galley down layout – accentuates the outdoorsy feel. Someone working in the galley remains very much part of the proceedings out on deck or in the saloon. There's no saloon table, but a folding table and deck chairs allow al fresco dining in the cockpit in good weather.

On the transom an outdoor galley features a good quality, all-stainless, threeburner barbecue and a moulded basin with pull-out fresh and saltwater washdown/ shower.

The curved, moulded fibreglass lid is reversible, so the barbecue can be used standing in the cockpit, or standing on the boarding platform, depending on personal preference. At anchor, a boat usually lies into the wind, so it makes sense for the barbecue's lid to open from the back and allow the cook to take advantage of its shelter by cooking on the boarding platform. However, many people prefer the more social arrangement of the review boat with the lid opening



at the front – you choose.

We took advantage of the galley and barbecue to prepare a delicious lunch while anchored in a quiet bay. The 4000's two-person helm seat folds forward, greatly extending the galley's usable bench space. The galley, tucked into the aft starboard corner of the saloon, is functional but compact. However, the fridge is a reasonable size and there is a four-burner gas cook top, grill and microwave oven, providing scope for serious cooking.

Cupboards are well laid out with sensible use of space, while the boat's crockery and cutlery are supplied. On extended trips Scott drops a portable 12V freezer into the cockpit locker



Access to the engines is superb. The aft third of the cockpit sole tilts back courtesy of a Lenco electric hatch lifter, operated at the flick of a switch. This was also quite a talking point at the show, as a sizeable area of cockpit sole rises steadily, including the transom island with sink, barbecue, locker, gas bottle and transom doors, when fitted.

Wickes points out the boat's oversize cockpit drains. Deeper than normal, they run under the cockpit sole from the bulkhead all the way to the transom. Drains around the hatches empty into larger drains on either side, which exit the cockpit aft. Deck mouldings are fitted last, so they're easy to remove for any major engineering work.

On the boarding platform, a U-shaped, stainless steel tube frame supports the fibreglass bait table with its PVC cutting board and four stainless steel rod holders.

Wrap-around railings are an option for the boarding platform – pads are already moulded-in to accept railing

uprights and optional dinghy davits – and the standard boarding ladder retracts neatly into the platform on the port side. An optional saltwater washdown outlet was fitted to the

RAYGLASS 4000 LEGEND PERFORMANCE TEST REPORT				
RPM	L/HR	GAL/HR	KNOTS	MPH
3900	142	75.2	38	44
3400	84.8	22.4	32	37
3000	59.8	15.8	28	32
2400	31.6	8.4	22	25
1800	15	4	16	18
1000	4.2	1.2	5	6

TOP: The Legend 4000 at speed.  
 LEFT: Rayglass' own performance figures.  
 BELOW: Clean, practical foredeck.

to supplement his refrigeration.

Storage space is another of the boat's attributes Scott singled out for comment.

"There's heaps of storage on this boat, so it's easy to keep tidy," he explained. With the two Cummins-Mercurier 4.2L, 320hp diesel sterndrives mounted right aft, there's masses of under-cockpit space. A pair of moulded hatches reveals a long, broad, flat-bottomed locker space that's easy to access and large enough to house all sorts of gear. Batteries – two 6V house and two 12V starting – are boxed on the port side forward with the boat's fuel and water tanks mounted transversely forward of the underfloor lockers. Shaft-drive versions of the 4000 will lose this locker space to the engines, but the shorter, deeper lazarette space occupied by the Cummins-Mercuriers in this boat will then become stowage.





review boat – ideal for keeping the area clean when fishing.

While the boat is great for entertaining, the cockpit is also well laid out for fishing and diving. Aside from the bait table on the boarding platform, there are six rod holders across the transom and in the coamings, under-coaming cockpit lighting and overhead floodlights for night fishing, and enough space to fish several anglers at once – Scott reports seven anglers fishing from the cockpit and swimstep without crowding.

Rayglass has opted for simple, unfussy décor. In the saloon, the port side, wraparound settee is covered in attractive leather, but there's no attempt to hide fibreglass mouldings, which are a feature of the boat's interior. White gelcoat is offset by oiled teak trim and vinyl headlining in the saloon and down below, where Frontrunner lines the cabins.

Light colours further integrate the cockpit and saloon. Plenty of glass, sliding side windows, huge, sliding coachroof hatches and the open bulkhead aft ensure plenty of light and air. A full set of clears enclose the saloon in inclement weather and when overnighting.

While some owners may use the 4000 as primarily a day boat, Rayglass has provided six/seven berths in keeping with its Kiwi bach philosophy. Down the companionway steps there's a leather settee in the mid-cabin facing the boat's generous, fully moulded head/shower. There's a small-ish double berth at floor level to port, extending under the saloon sole, quarter

berth-style, and the master cabin to starboard. The master cabin's goodsized double berth extends across the boat under the saloon, also at floor level.

There's standing headroom in part of the cabin and it's well endowed with teak-trimmed lockers.

Up in the separate forecabin, two, staggered, single V-berths make up the remainder of the boat's dedicated sleeping accommodation, though settees in the mid-cabin and saloon can serve as extra berths. As is the case everywhere in the 4000, there are plenty of storage options: the forecabin offers better than average stowage for clothes and other gear in under-bunk drawers.

On a bright, breezy, early summer day, the Rayglass 4000 was a pleasure to go boating in. Performance is crisp: the 7.5-tonne boat easily exceeded 35 knots and cruised comfortably at 30 knots – faster than most 40-footers manage flat-out.

The ergonomically designed helm position is comfortable and offers good visibility in all

directions, steering effort is minimal and there's little to do once the boat's trimmed correctly except enjoy the ride.

On this boat, Scott has opted for an extensive, big screen Raymarine electronics package, but there's plenty of room on the 4000's big dash. VHF radio and the stereo system are standard equipment; other electronics can be specified by the owner.

With the overhead hatches pushed back and the side windows slid open, it was pleasantly cool and breezy in the saloon as we watched the islands of the Hauraki Gulf slip past. In the 4000, getting away from it all is a matter of minutes, not hours.

Engine noise is surprisingly unobtrusive, especially since the boat was not fitted with any soundproofing, though it's a factory option. The hull is generally quiet, though you can hear the chines working. Exterior air intakes on the boat's sides direct induction air down, then up again through two large dorade boxes, which remove any moisture before it enters the engine compartment. The intakes have been designed to supply a far larger volume of air than is required to feed the engines.

Other engine options are available, including shaft-drive, but the Cummins - Mercruiser - Bravo II package works well.

As a production builder, Rayglass offers options, including engine choices.



## SPECIFICATIONS

design name/type	Rayglass Legend 4000
designer	Rayglass Design Team
builder	Rayglass Boats
construction	solid GRP, coremat
loa	12.5m
boa	3.81m
draft	0.6m
disp, approx	7500kg
deadrise	variable 55°-18° at the transom
max speed	33kt
cruising speed	30kt
fuel capacity	970L
water capacity	500L
black water	160L
engines	2 x Cummins-Mercruiser 4.2L 320hp turbo-diesels
gearboxes	Mercury Bravo II sternlegs
propellers	23-inch pitch three-blade Mercury
price as reviewed	\$445,000
packages from	\$420,000

The new Rayglass Legend 4000 gets close to Emirates Team New Zealand practicing in the Hauraki Gulf.

There is lots more to like about the Rayglass 4000: good access to the foredeck, plenty of handrails, non-slip side decks, bowrails tall enough to offer security, carpets that lift out for easy cleaning, strategically placed drink holders, three showers, a mid-cabin wine rack and Maxwell automatic rope-chain capstan.

But what we liked most about the 4000 is its freshness – the indoor-outdoor concept captures Kiwi aspirations and lifestyle. It's a concept that has obviously struck a chord with New Zealand boatbuyers. The excitement is building. Scott's boat is number four out of the mould; number five rendezvoused with us later in the day on its maiden run, and boats six and seven were due out before Christmas 2005. The company's new, dedicated Legend 4000 facility in Henderson is busy.

With a base price of \$420,000, the Rayglass Legend 4000 represents exceptional value. It also delivers sparkling performance and handling in an exciting, easy-care, easy-use package unlike any other on the New Zealand market.

During our day on the water, the 4000 attracted a lot of interest from other boaties, most of whom were unfamiliar with the boat. But given such a strong level of interest and healthy order book, it's unlikely the Rayglass Legend 4000 will be a remarkable sight on New Zealand's seaways for long. At the current rate of one 4000 a month, Rayglass Boats may soon be New Zealand's largest production launch builder – if they're not already.

**Suppliers to Rayglass Legend 4000:** Cummins-Mercruiser: engines and drives; Lusty and Blundell: Raymarine electronics, pumps, water pressure systems; Taylormade: screens, hatches; Weaver: hatches; Auckland Petrol Services: tankage; Manta Marine: stainless steel fabrications; Salthouse Marine Group: upholstery; Serada Marine: refrigerator, cooker.





Legend 4000

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