

**SAILING**  
TODAY

**A**rcona 410

THE NEW 410 PERFORMANCE CRUISER



***“Dazzling looks,  
electrifying sailing performance  
and legendary build quality”***

*From the official Sailing Today boat test, November 2011*



One of the survivors in Swedish boatbuilding, Arcona is not sitting on its laurels. Instead it has just launched the brand new 410 performance cruiser for our delectation. **Duncan Kent** took her for a spin around the Solent to see if she was up to the marque.

Lovers of classic Swedish production yachts will have recently been mourning the news that the well-respected Najad yard has gone into liquidation – taking with it another renowned brand, Maxi, who it saved from the same fate a mere two years ago. Najad, along with Sweden Yachts, Comfortina and others who have also gone the same

way recently, will be sadly missed at this year's PSP Southampton Boat Show.

Now for the good news – Arcona will still be there – and bigger and better than ever, thanks in part to its sparkling new 410 cruiser/racer. I felt mightily privileged to be offered the use of the UK dealer's own personal boat (there's confidence for you) for a day blatting around the Solent

in perfect weather – sunshine with a steady F4-5 sou'westerly.

First looks had me itching to get to sea. To be honest, when I first heard that designer, Stefan Qviberg, had created a whole new boat, and hadn't simply stretched the older, close to perfect Arcona 400, I became worried. In the past few years of financial strife I've seen many



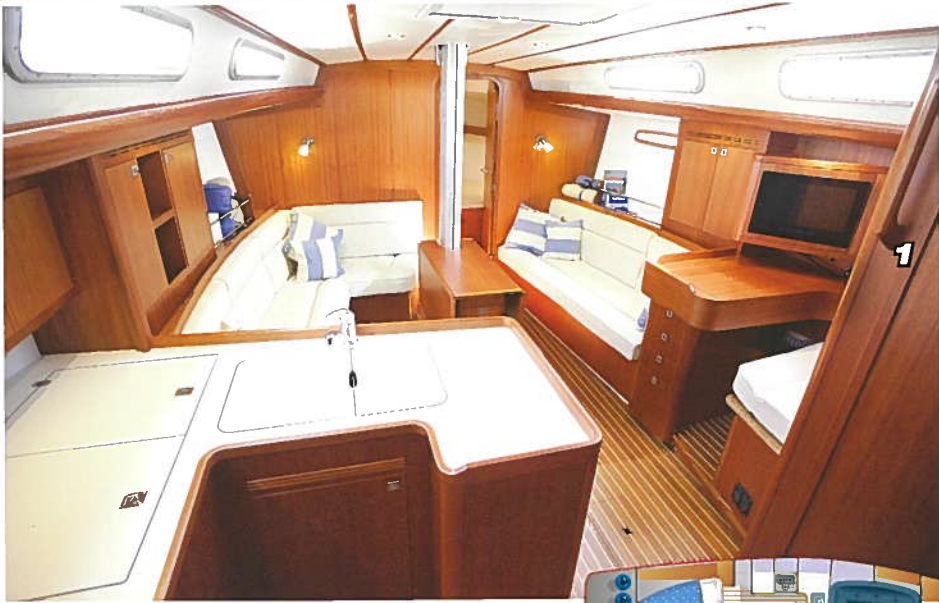
traditional brands lose their way – either by trying to ‘modernise’, or by the need to cut costs. Many, as a result, have gone the way of Najad. Folk who buy top quality yachts do so for a good reason. They’re happy to pay over the odds to know that their beloved boat will keep them safe in a storm, provide a truly exciting day on the water and finally be a delight to live with

and show off to their friends. Yards who realise this are indeed charging a lot more than the cost-cutting, mass production boat factories, but it’s for a very good reason. Besides, this type of quality yacht will pretty much give you your money back, sometimes even with interest, when you put her on the used boat market.

Like the several other Danish and

Scandinavian designs, Arcona yachts are all built with an integral steel frame, to which are attached the keel, mast and standing rigging. This not only makes for an enormously strong skeleton, but it also takes the rig stresses off the GRP hull, allowing for a lighter weight composite construction and potentially improved performance.

# NEW BOAT TEST ARCONA 410



## ACCOMMODATION



### (1) Saloon

These days it's a rare treat to go below and find a classic, cosy cabin, but this Arcona managed it. While there is ample space and light, thanks to a generous beam and headroom it lacks the sparse modernity most of the more contemporary cruisers of today. Solid timber abounds, rather than thinly veneered slabs of ply, and I was delighted to find trademarks such as the wooden door catches.

The layout is simple with a U-shaped settee to port that I'm sure Arcona would make convertible into a double berth, should you so wish. The table seats six for a meal comfortably and when digestifs are called for a neat drinks cabinet simply slides out from beneath the table. There are portlights above the bookshelves and neat lockers each side. Batteries, water and fuel tanks are beneath the settees, removing valuable stowage, but performance-wise it puts these heavyweights in the best place possible on a modern, shallow-hulled yacht.

While there's a good size hatch over the saloon, two opening portlights above the galley and chart table, and a couple of cowl vents, in hot climates it could still lack air.

Headroom is excellent at 1.98m > 1.87m and there are sturdy teak grab rails the length of each side below the portlights.

### (2) Navigation area

A forward-facing chart table with stowage for charts inside, several drawers below, a



small book box and a neat tray for instruments gives you all

you'll most likely need for general cruising purposes. There's also a good size display panel for LCDs or chart plotters and a comprehensive switch panel that hinges out for easy maintenance.

### (3) Galley

This L-shaped galley is well equipped and clearly designed by someone used to cooking at sea. There are well partitioned lockers above, plenty of pan stowage below, twin sinks, double lidded, top-access fridge with trays, fully-gimballed cooker with crash bar, dedicated gash bin and an opening port above for ventilation. Nuff said!

### (4) Heads

The single heads is aft and is a good size, although the shower isn't separated. Stowage is good, with a wet locker behind the loo and there's adequate ventilation.



### (5) Forecabin

In order to fit a sail bin behind the chain locker, a good metre of accommodation has been lost. Some might consider sail stowage to be more important, especially with the limited stowage on deck, but I can't help but feel cruising owners would

have preferred the extra room in the forecabin to accommodate an ensuite heads. Instead you have a very large, comfy V-berth, which at 2.05m L x 2.28m > 1.04m W, is wider than it is long, and two good clothes lockers. Headroom is again generous at 1.86m and the huge hatch keeps it bright and airy. Putting the

tankage amidships results in extra stowage beneath the berth – a large part of which is accessible through two large, deep drawers.

### (6) Aft cabins

Apart from where the heads intrudes a little into the portside cabin, these are mirror image layouts. Being beamier towards the stern than the 400 means the berths are more roomy (2.06m L x 1.50m W > 1.30m W), although the shoulder portion of the inboard side of both has the engine box to contend with. Ventilation and light is provided by three opening ports, which makes the cabins bright and airy, and there is some stowage for clothes in the hanging lockers. Having the tanks and batteries in the saloon means there's also space beneath the berths, so clothes could be kept there in plastic boxes or similar and headroom in the floor area is a healthy 1.90m max.



## (1) Cockpit

Unlike 400, the 410 has twin Jefa helms, although it retains a single deep, balanced spade rudder. Tony's boat has the optional carbon-fibre wheels, which are a sexy option for those who are high-tech materially inclined – oh, and they weigh less of course! The twin helms function extremely well and, as Tony says, 'a single wheel would have had to be so large as to have completely cut off the stern of the boat'. Personally, I prefer the smaller wheels and sitting out on the coaming I felt totally in control and secure, partly due to the collapsible foot stops.

The one-piece mainsheet leads to powerful Harken 50ST winches just forward of both wheels, allowing the sheet to be worked easily from behind the helm, and traveller adjustment equally so thanks to the wide mainsheet track on the cockpit sole.

The jib sheets lead aft to another set of chunky winches just forward of the mainsheet winches, but these are out of the normal reach of the helmsman.

From a cruising point of view, stowage is limited to two half-depth quarter lockers with narrow openings (one of which also houses the two-bottle gas container) and one wide, but not so deep locker beneath the sole, which would be ideal for an inflatable and a few fenders, but little else.

A detachable wooden foot-brace bar fits quickly and easily into the same sole mounts that support the removable cockpit table. The teak finish to the cockpit seats and sole is optional, but very desirable should you consider looks to trump the extra weight!

While not being a wholly open transom, thanks to the quarter returns, the very wide

gate facilitates access to the small transom platform and boarding ladder. Fortunately, a neat security net can be put across to prevent young children being lost out of the back underway on a family holiday!

## (2) Decks

Access to the wide side decks from the cockpit is easy and safe, thanks to flat, teak-capped coaming tops and a continuation of the decks all the way aft. With the 410, Arcona has moved away from coachroof-mounted jib tracks, preferring instead to put them inboard on the side decks and move the shrouds to the toe rail. Previously, the track position on the superstructure allowed a tight sheeting angle when hard on the wind, but often proved to be incorrect when sailing more freely. While this new arrangement requires additional barber-haulers to achieve the same results close-hauled, it means the jib leech can now be opened more when sailing free – a result that will be appreciated by the performance orientated owner, but just possibly a step too fiddly for the cruiser – many of whom are opting for the trend of self-tacking jibs today.

Anyway, the decks are now clearer than they were with the mid-deck mounted chainplates, making access forward a cinch and rail gates each side assist safe boarding.

The foredeck has plenty of level and uncluttered space for sorting out both spinnaker and ground tackle – the former dropping straight into the sail locker without getting the forecabin bunk wet and the latter aided by an electric windlass mounted below decks. Putting the furling drum below deck also helps keeps the



the foot of the headsail as low as possible, increasing the deck's end plate effect.

## (3) Sails & Rig

Her 9/10ths fractional rig has a lofty Selden mast with twin slightly swept spreaders and ample pre-bend allowing for a well roached mainsail. Sails are intentionally optional, so that the new owner can choose exactly what he wants for racing or cruising, however lazyjacks are provided which, in conjunction with full-length battens and high-tech cars make reefing and hoisting as easy as pulling a blind.

A powerful 12:1 mechanical backstay adjuster allows you to put even more bend into the flexible mast to help flatten the main in a blow. However, I suspect cruising owners might wish this had been bifurcated to keep the transom boarding access clear.

## ON DECK





## UNDER WAY

### (1) Closehauled

We set sail in a good summer breeze that fluctuated between 14-22kn true windspeed. As Tony often races we had a top-quality set of laminated sails bent on, but to be honest, this is exactly the type of canvas I would expect a prospective owner to opt for.

The full main went up effortlessly, thanks to the low-friction batten cars, and immediately we sheeted in the main she took off like the proverbial scalded cat – her powerful main alone taking us nearly to hull speed! She is balanced with a bias towards the big mainsail anyway, so sailing without the jib while we waited for the photo boat to catch us up was effortless and speeds of 7.5-8.0kn were unavoidable.

Once out into clear air we unfurled the 107-percent jib, sheeted in and almost immediately she fell into a groove where she sailed herself – at around 33° off the apparent wind making a smooth, but exciting 8.4kn through the water. It was a little difficult working out the wind angles and speeds to perfection, as the wind

instrument had yet to be finely calibrated, but we found the power only started dropping off at around 31° to the apparent wind and she tacked like lightning (sorry crew) through a mere 76°.

### (2) Reaching

On a close reach she was delightfully comfortable and felt she'd eat up the miles effortlessly on a long passage while looking after her crew. Her fastest point of sail is around 85-95° – a beam reach – where she galloped along at 9kn+ in 17kn of true wind. By this point she was close to needing a reef in the gusts, but saying that the rudder never lost its bite throughout the trial – despite being caught unawares by a gust of some 30kn over the deck. Had we been sharper on the mainsheet traveller we could have shrugged it off, as it was she just felt a tad grumpy, the steering went from perfectly light and balanced to slightly heavier, but equally positive and were soon able to bear away again to restore our speed and course. Despite having a lowish ballast

ratio, the ballast weight is largely where it's most effective – in a bulb at the bottom of her 2.5m deep short-chorded fin keel. This means she's stiff in a blow, but nimble through a tack.

### Downwind

We only had a lightweight masthead spinnaker on board, which we decided to leave in the locker as the wind built to 18knT+, so our downwind sector could have been more impressive. Even so, Neil, our crewman, had no trouble getting into double figures on the log on a broad reach. Beyond 150° off the true wind is the moment where the jib is too shaded to be of much use, but at this point the large main is doing most of the work so you might as well make life easy and furl the jib anyway.

We did goose-wing her on a dead run just to prove a point, but the main drove us so fast it frequently backed the jib, rendering it ineffective. A pole would have helped, but with such a large main a preventer would be essential on a long run.



### Specifications – Arcona 410

LOA	12.20m/40ft 0in
LWL	11.20m/36ft 9in
Beam	3.90m/12ft 9in
Draught (3-versions)	2.0m/2.25m/2.5m 6ft 6in/7ft 4in/8ft 3in
Displacement	7,800kg/17,160lb
Ballast (standard keel)	2,600kg/5,720lb
Sail area (main & jib)	121.3m <sup>2</sup> /1,304ft <sup>2</sup>
Fuel	150ltr/33gal
Water	280ltr/62gal
Berths	6
Engine	50hp Yanmar 3JH5/SD50 f/w cooled diesel
Transmission/prop	Saildrive/folding

**Designer** Stefan Qviberg

**Builder** Arcona Yachts [www.arconayachts.se](http://www.arconayachts.se)

**UK dealer** Arcona Yachts UK 023 8045 7770 [www.arconayachts.com](http://www.arconayachts.com)

**Price:** From £209,000 Ex VAT



## CONCLUSION

You don't buy an Arcona purely for its practicality, you buy it for its dazzling looks, electrifying sailing performance and legendary build quality. This new model, I'm really glad to say, has it all in shovelfuls.

She's as much a pleasure to sail as I expected, and sooo much easier than my own heavy displacement, masthead cruiser to handle. Cruising yachties used to pottering along the coast might look at her and think – whoah! – she must be far too racy to be handled without a crew of tame gorillas. Well you'd be completely wrong – my petite wife and I could handle this yacht on our own with far less bother than my old Nicholson! I mean – we actually stopped dead in the water and hove to for 10 minutes to eat our lunch! Okay, we were under mainsail only, but there aren't many modern boats this powerful

that are so obedient!

This new boat has definitely lost nothing of the Arcona tradition, but has managed to add even more in the way of performance, balance and handling.

Well done Arcona!

### For

- Sleek, streamlined and downright sexy looking
- Superb sailing performance while remaining easy to handle
- Above average woodwork and joinery throughout
- Extremely strong thanks to her steel skeleton that takes all the rig loads as well

### Against

- Limited deck stowage for cruising families
- Single head compartment
- Expensive when compared to lesser quality production yachts





460

430



410

**NEW!**

400

370

340



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