

# YACHTING

MONTHLY

## Sailing an Arcona 410 in the Baltic

**‘A beautiful  
sailing  
machine’**

**‘Fingertip  
control and  
balance’**



# ME & MY BOAT

WE GO  
CRUISING  
WITH OUR  
READERS

*The YM team joined the Arcona for 80 miles of Baltic cruising*



## Sailing an Arcona 410 in the Baltic

Simon and Yvonne Chapman invite Dick Durham aboard their dream boat at the start of her maiden voyage back to Plymouth

ALL PHOTOS: LESTER MCCARTHY



*Simon and Yvonne Chapman were sailing their boat back to Plymouth*

**T**he sleepy Swedish town of Gustavsberg lies just 12 miles south of the capital Stockholm. An old pottery town, famed for its ceramics, it was once known as the Stoke-on-Trent of Scandinavia. A century or so ago, during the winter months, square-rigged ships trapped in the winter ice were cut free by teams of men wielding 12ft long saws. Scores of other hands leaned out on long booms trying to rock the ships, laden with bone China crockery, out of the ice floes. Today, the conical chimneys



*Arcona's stylish yachts in Gustavsberg*

of the potteries have been replaced by the cranes and travel hoists of Arcona Yacht's boatyard, and as winter approaches boats are laid up before the seas freeze over.

*Archemy* is a brand new Arcona 410, a 12.2m performance cruiser with a tall Selden mast, fractional rig and sharp, sleek looks to her topsides. She has a shallow forefoot and rocker as well as a low coachroof profile.

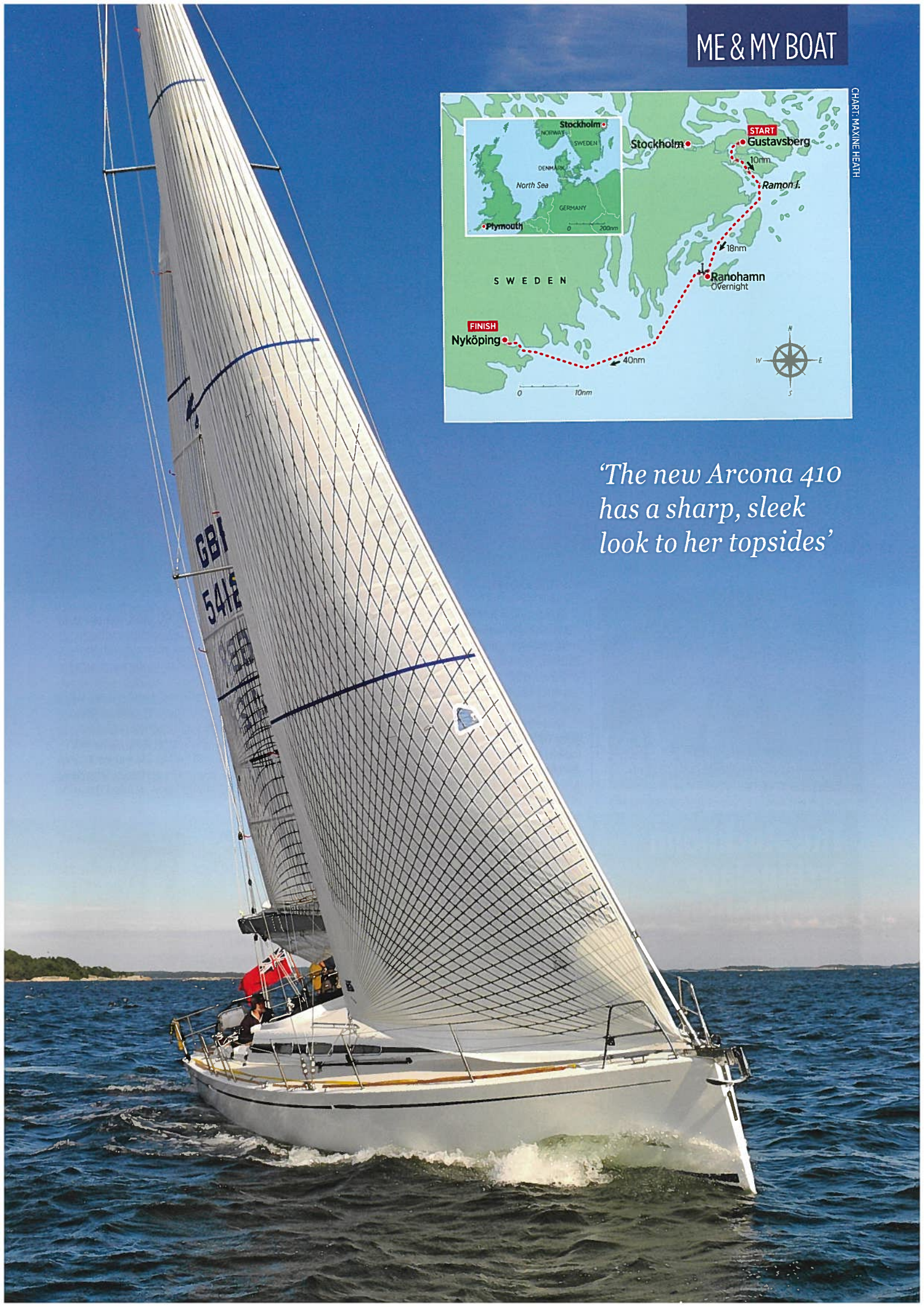
She belongs to Simon Chapman, a 55-year-old retired accountant, and his wife Yvonne, who were sailing her back to Queen Anne's

Battery Marina in Plymouth, when I joined them on her delivery voyage.

Simon, born in Hereford, started sailing Mirror dinghies after his father, John, built one at home. As a teenager he joined the Sea Scouts and then the Ocean Youth Club and started racing on a local reservoir and continued at Salford University. His first offshore sailing was crewing aboard a friend's Sigma 33, *Arges*, on a cruise from the Solent across the Bay of Biscay to Santander, in Northern Spain. His job took him to Bahrain in the early 1980s where he cruised a Jaguar 21 for two years. He next moved to Dubai, where he sailed an E-Boat for a further two years. After marrying Yvonne, followed by the arrival of their three children, he taught them all how to sail on RS 400s on Chew Valley Lake near their Bristol home. ➔



*'The new Arcona 410 has a sharp, sleek look to her topsides'*



## ME & MY BOAT

*With bow warps secured to a boulder, plus a stern anchor, Archemy has the bay to herself*



*That's what I call service: Arcona's Torgny Jansson delivers a new boom on passage*

The couple's first cruising boat was a Bavaria 36, *Pretender*, which they sailed from 2002 until 2006 crossing the English Channel to Brittany, the west coast of France and the Isles of Scilly. In 2006 they bought their first Arcona – a 400, having looked at Southerlies, X-Yachts and an Elan 40.

'It seemed to me that more thought had gone into the Arcona 400 than other boats we looked at,' said Simon. 'I fell in love with her almost as soon as we set the sails on a test run.' After five years' ownership, Simon sold the

boat for £165,000 – £5,000 more than he paid for her! Arcona Yachts actively encourages serious customers to get involved with the design of their boat and holds focus groups to listen to its clients.

'The differences with the new boat are subtle. There are portlights in the hull, twin wheels, and she's altogether more up-to-date. I've retired... my life starts afresh from today with new toys...' enthused Simon. His input into the Arcona 410 was taken very seriously. Originally, Arcona's MD, Torgny Jansson, wanted the

## The Stockholm archipelago in a nutshell



With more than 30,000 islands around Sweden's craggy coastline, ferries are as numerous as London buses. The Stockholm archipelago is clustered around the narrowest part of the Baltic Sea, at its northern end, just before it becomes the Gulf

of Bothnia. Deep water laps at Stockholm's quaysides and huge luxury cruise liners moor up in the heart of the city at its cobbled town quay. A replica of HMS *Bounty*, made for the Hollywood film, is permanently moored here. You can almost hear the lash of the cat o' nine tails as Marlon Brando, playing Fletcher Christian, defied Captain William Bligh.



*Marlon Brando once walked these boards*

*LEFT: We spent the night anchored in this natural harbour of which there are thousands*



*Lunch by the rocks: Tony Bottomley and Dick Durham toast the Chapman's new yacht*

transom to be completely open. Simon, though, wanted to give his wife a sense of security in the cockpit. Following discussions, aft lockers were incorporated into the design for the whole marque.

Simon said: 'The original design had been for a fully open cockpit, which might suit a full crew on a race boat, but for mixed cruising and racing, the lockers provide more security, greater comfort, and a range of helming positions, as well as a lot of useful stowage. Certainly Yvonne would have not liked a boat with a fully open cockpit, and I think fold-up transoms are terribly vulnerable.' Other minor details from Simon's cruising notes, which have been incorporated, are a slightly higher toerail, reading lights in the forward cabin and a small shelf on the chart table for pencils.

We were joined on the delivery trip by Arcona Yachts' UK agent Tony Bottomley, who acted as Simon's pilot through the first part of the Swedish archipelago. Tony owns an



*With her lee rail dry we hissed through the Baltic making 9 knots on the wind in 15 knots of breeze*

Arcona 400 himself, and has sailed extensively in the Baltic. Arcona Yachts is a family-run business, employing 90 people and building around 60 boats a year. Its after-sales service impressed Simon, as we were about to find out.

We left Gustavsberg in light airs and motored clear of the islands, which sported pretty wooden houses, some of them with boatsheds. Once in clear water, we set the mainsail and genoa and in 15 knots of breeze tacked through 60 degrees making 8.4-9.0 knots. We had the barber haul on tight which caused the mainsail – which was loose-footed on the boom – to backwind a bit until we brought the



*The galley: a double sink and two big fridges*

## Tidal constraints

There is no tide worth speaking of in the Baltic, but the sea does drain gently south, so winds from the south can set up a chop. However, atmospheric pressure can affect the water level by up to 0.75m, so it is possible to hit rocks – and boats do.

## What is the shelter like?

The archipelago consists of three rings, the inner one, closest to the mainland, comprises high islands covered in trees and giving excellent shelter. The middle



*The Swedish archipelago has 'rings' of rocks between which boats can anchor in all weathers*

archipelago is made up of islands which are a little lower, but which are still covered in forest, so the shelter is almost as good. The outer ring is mainly comprised of low islands and rocks which are bare of trees and so here the shelter is not so good. But close inspection of the chart will find you secure anchorages even here.

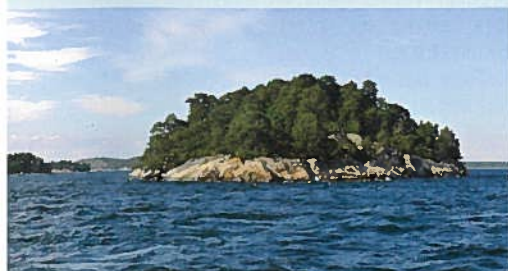
## What does it cost?

Visitors to Gustavsberg, on the island Varmdo

– the biggest island in Stockholm – pay around £20 per overnight stay. But facilities are limited: there are no showers or toilets, but this is likely to change as the Swedish Boat Show is going to base itself here soon.

## What facilities are available?

Arcona Yachts has a workshop, shipwrights, engineers and sailmakers who are on hand to assist visiting yachtsmen. It also has a 25-ton boat hoist.



*Many islands are uninhabited rocks: Robinson Crusoe-like you can find your own*

## Key cruising features

A channel in the cockpit sole carries the mainsheet traveller which can be covered by an infill when not under sail

She stands up to her sail well, thanks to her easily driven hull which can be sailed effortlessly by two crew

Twin wheels are a necessity with such a tall rig: they allow the helmsman to get to the sheet winches easily

The sprayhood drops neatly into a moulded recess on the cabin top

She has plenty of deck room in front of the coachroof for sail changes

genoa car aft a tad. Footblocks for the helming position lift out handily from the cockpit sole.

Then the dinghy-racer came out in Simon, as he said: 'I like the twin wheels – which I've not had before. It means I can get down to leeward and look at the tell tales.'

In a fine drizzle we tacked towards rocks that looked like islands and islands that looked like rocks – in the distance, all appeared as a misty mirage until we got closer.

A neat idea for close-hauled sailing was the cockpit table mount which doubles as a foot brace. Soon the wind increased to 25 knots and we decided on putting in a reef. But the luff of the sail remained slack after tightening in the first position of the single line reefing. The reefing line was jammed inside the boom and even with the reef line set up on the electric main halyard winch, we could not get it tight. Instead, we risked chafing it. Torgny, who was following *Archemy* in his powerboat, turned round and steamed back to Gustavsberg to get a new boom!

We sailed on and headed into Ramon Island. As we came under the lee of the land, the sun came out, the heat built and the rain stopped. Dropping sail we motored carefully across a beautiful deserted bay towards a smooth, rocky headland. As we got closer, we dropped a 15kg Bruce kedge anchor over the stern, with a special lead-weighted rope. As we paid out the line, *Archemy* continued towards the shore slowly and YM's photographer, Lester, jumped off the bow with two headropes as we gently touched the seabed. One line was made fast to a tree, the other to a boulder and we hauled on the kedge anchor to pull the yacht back into deeper water in case of swell.

The pulpit is open-ended so that Baltic sailors can clamber aboard over the bow. The anchor

locker conceals an electric windlass and enough space for two asymmetric spinnakers and a four-man inflatable dinghy.

Such confidence about running aground is based on Torgny's faith in the yacht's galvanised steel frame which takes the loads from the hull and to which the rig and keel are bolted. Torgny believes stainless steel frames are brittle and can crack upon impact whereas steel has some 'give'.

After lunch in the cockpit we shipped the new boom which Torgny had driven back from the boatyard strapped to the deck



Stylish, understated and well lit, the saloon is also comfy

of his powerboat. Under way once more we threaded down through more islets, rocks and bays. Under power the Arcona 410's Yanmar 40hp saildrive, with three-bladed folding prop, made 6.71 knots at 2,000 revs and was as silent as the grave. At 2,400 revs we shot up to 7.8 knots. Later, we arrived at Ranohamn, where we anchored for the night with 40m of chain in 8m of water. We shared the lonely rock 'harbour' with six other yachts surrounded by pine trees.

There was more windward work next day and such was the thrill of sailing this boat close to the wind that some persuasion was needed to prise Lester, Tony and myself off the helm so Simon could enjoy his new yacht. As we approached Nyköping, south of Gustavsberg, and close to the airport from which I'd return home to the UK, we reluctantly stowed the sails and motored up through the rock-strewn entrance. I'd rather have flown home in an Arcona than an Airbus any day. ▲

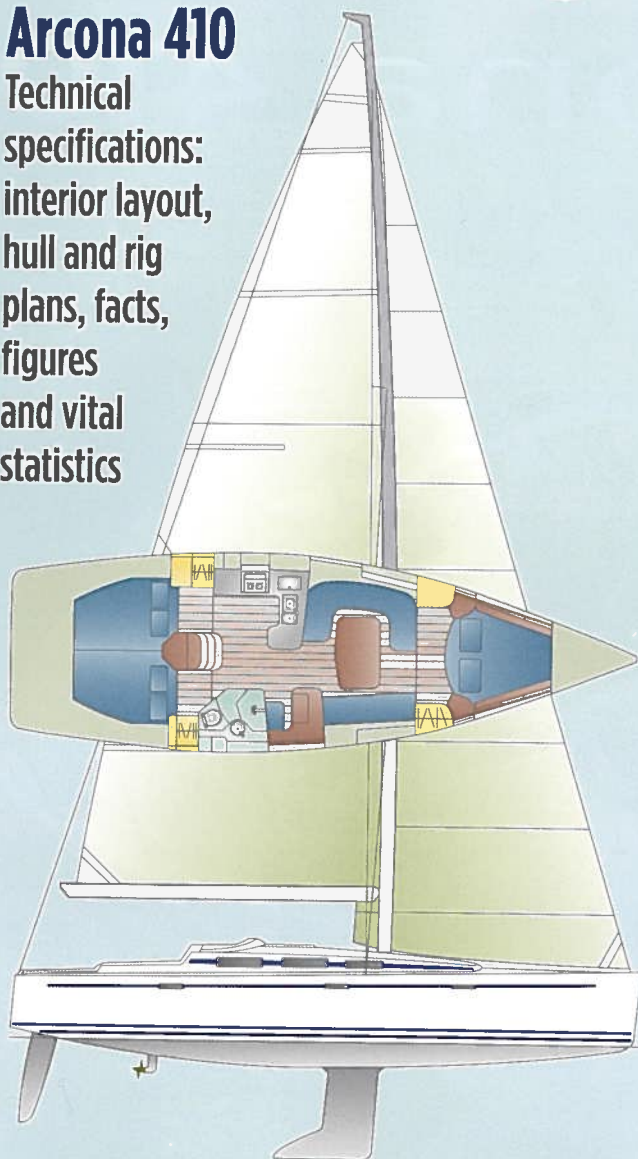


Tony Bottomley, seated, acted as pilot through the archipelago

# What we thought of the boat...

## Arcona 410

Technical specifications: interior layout, hull and rig plans, facts, figures and vital statistics



### TECHNICAL SPECIFICATIONS

- Price £209,000 exc. VAT
- LOA 12.20m (40ft)
- LWL 11.20m (36ft 7in)
- Beam 3.90m (12ft 7in)
- Draught 2m/2.25m/2.5m
- Displacement 7,800kg (17,196 lb)
- Ballast 2,600kg (5,732 lb)
- Engine 40hp saildrive
- Sail area mainsail 55m<sup>2</sup> (592sq ft), self-tacking jib 45m<sup>2</sup> (484sq ft)
- Fuel 150 lit (32 gal)
- Water 280 lit (61 gal)
- Displacement/length ratio 134
- Berths 9
- Design Stefan Qviberg
- Builder Arcona Yachts
- Tel +44 (0) 2380 457 770
- Website [www.arconayachts.com](http://www.arconayachts.com)



The chart table has plenty of room for stowage and instruments



Aft cabin: the last word in luxury

## 100-POINT BOAT TEST

Marks out of 10: our verdict for each of 10 key attributes

**PERFORMANCE** She is fast, very fast, and responds like the sailing dinghies Simon grew up with. Her windward performance is frankly breathtaking. A non-overlapping headsail eases helming for those sailing shorthanded.

10

**AT THE HELM** Twin wheels give finger-tip control and balance in the stiffest breeze. She is a powerful boat with a big rig, but easily handled, as Simon, who wants to sail two-up with his wife, was delighted to discover.

10

**DESIGN & CONSTRUCTION** Hull, deck and inner liner are produced with the now well-established resin infusion method which combines strength without unnecessary extra weight. She's a head-turner, too.

10

**SAILPLAN** She has a keel-stepped mast with sweptback double spreaders, rod rigging, and a 105% jib with longitudinal battens to keep shape to the sail in a breeze. The adjustable backstay has a 48:1 purchase.

10

**DECK LAYOUT** The coachroof is slippery and lacks grip in critical areas, a cosmetic consideration. All halyards, sheets and reefing lines are led in channels under the coachroof. There's plenty of deck room for sail change.

8

**LIVING BELOW** The main saloon is well thought-out with a U-shaped settee to port which converts to a double berth. The woodwork is beautifully finished with two double berth aft cabins and a forward double berth.

9

**CHART TABLE** The Arcona 410's forward facing chart table is comfortable and takes a half-sized Admiralty chart. There is plenty of room for instruments, radio, chart plotter or screen with a light on a flexible arm.

8

**GALLEY** The only opening window in the saloon is sensibly over the galley which has a gimbaled, twin burner oven and grill, double stainless steel sink and two vast top loading fridges with plenty of worktop area.

9

**HEADS** The good sized head has a stainless steel round sink, mixer tap and shower with a floor grating for draining. There is a hanging locker which drains for foul weather gear. The toilet bowl is on the small side.

7

**MAINTENANCE** The engine is a tight fit beneath the companionway steps, but all filters are accessible. The seacocks for the engine are reached via a lift-off table in the aft cabin.

8

## TOTAL SCORE

She's a beautiful sailing machine and I have awarded her such a high score because she ticks most of the boxes as a performance cruiser. Sheer topsides and beam carried far aft give the Arcona 410 a sporty look, but she is a great cruising boat. Testimony to that is the fact that Simon and Yvonne sailed her, mostly against headwinds, all the way home to the UK, without any dramas.

89  
100

# Arcona 410



**Arcona**  
yachts

**340**

**370**

**400**

**410**

**430**

**460**

Address  
Hamble Point Marina  
SO31 4NB

Email  
[info@arconayachts.com](mailto:info@arconayachts.com)

Web  
[www.arconayachts.com](http://www.arconayachts.com)

Telephone  
+44 (0)2380 457770