

ARCONA 400

The Arcona 400 was one of the leading yachts for the trend cruiser-racer yacht. She became an icon for cruiser-racers and one that many boat builders have tried to emulate ever since.

She was the first yacht in the series "New Generation" of Arcona yachts when she was launched in 2001. With more than 160 yachts built until she was taken out of production 2014, she is Arcona Yachts' most sold model.

The successes are many in both racing and cruising, and she has performed well in numerous races, as well as sailed to continents far away with happy long distant cruisers. However, she is most famous for her easy-to-handle sailing and as a safe family yacht where there is space for everyone to enjoy the sailing.

The Arcona 400 has modern, fast lines and an elegant design with a technically advanced construction. She was built with vacuum infused hull and deck, laminated bulkheads and cabins and the traditional steel frame to divide the load from mast and keel. High quality materials, interiors in blond mahogany and an owners choice between 2 or 3 cabins.

Arcona 400 – Sailboat of the Show 2001

Arcona 400 – Overall Winner Gotland Runt 2008



ARCONA 400

SPECIFICATIONS

Loa	11.98	m	Sails (not standard)		
Lwl	10.50	m	Main sail	48,6	sqm
Beam	3.82	m	Jib 110%	33,6	sqm
Draught std keel /racing	2,1/2,25	m	Genoa	50,4	sqm
Shallow draught keel	1,9	m	Furling genoa 150%	49,0	sqm
Keel weight (lead)	2.5	ton	Storm jib	9.0	sqm
Displacement	7.2	ton	Spinnaker	113,0	sqm
Fuel tank	150	l	Asymmetric spinnaker	110,0	sqm
Water tank	260	l			
Holding tank	55	l			
Engine Yanmar 3JH4C	39	hp			

Construction Hull and deck.

Sandwich construction by infusion process with multi-axial glass fabric and Vinylester, core material is 20 mm divynycell, solid laminate around keel, rudder and through hull fittings. The deck solid laminate where fittings are mounted. Hull and deck are white with dark blue waterline and trim line, all in NPG-based gelcoat. Open transom with bathing platform.

Structural Bulkheads

Marine plywood securely bonded to hull and deck.

Steel Floor grinder

Made of hot galvanized steel. The frame takes up the loads from hull, mast and rig.

Keel and rudder

The keel consists of a lead bulb and a cast iron fin to get max righting moment. The fin is protected with a layer of glass fibre and faired with polyester filler, bolted to hull and steel frame with 12x 20 mm stainless steel bolts. Rudder blade hand laminated multi-axial glass. Rudder stock 80 mm aluminium tapered at both ends, self-aligning needle bearings.

Deck equipment

Genoa sheet winches Lewmar 48 Ast. Halyard winches 2 x Lewmar 40. 2 x 3,2 m genoa tracks. Mainsheet track with ball bearing car- 12 halyard stoppers and 2 organizers. 4 mooring cleats and 2 spring cleats. Pulpit with navigation light. Double pushpit with flagpole holder and stern navlight. Double s/s lifelines, s/s bathing ladder.

Mast and rig

Mast from Selden in silver anodised aluminium profile 227X119 mm, height 18,9 m, stepped on the keel. The mast is fitted with three spreaders, steaming light and deck light. The mast is prepared for spinnaker equipment. 19-ply stainless steel wire standing rigging. Stainless steel chain plates, bolted to longitudinal bulkheads, bonded to hull sides and steel frame. Boom in silver anodised aluminium profile 171X94 mm with internal outhaul and singelline reefing system. Selden rod kick. Furlex 300 TD with the drum mounted below deck.

Engine

Yanmar 3JH4C 3 cyl. fresh water-cooled marine diesel with Yanmar sail-drive and 2-blade folding propeller. Supplied with instrument panel with rev. counter. Control display for low oil pressure, high engine temperature and charging. Audible warning for oil pressure and water temperature. The engine is easily accessible for service. All hull inlets are fitted with seacocks. All hose clips are in stainless steel.

Electrical system

2 x 12 V 70 amp. hr domestic lighting battery, 14 V a.c. 80 amp. alternator.

12 V 70 amp hr engine batteries. Well-dimensioned electrical cables. The cables are to a large extent run in conduits. Main switch panel with circuit breakers. Water and fuel meter, voltmeter/ampmeter. Two main switches, 1 x 12 V power socket.

Steering

Integrated steering pedestal in GRP, stainless steel crash bar with ample space for plotter.

Stainless steel wheel Ø 160 cm. Stainless steel chain and wire cable to a large quadrant.

Wheel shaft with adjustable friction brake. Emergency steering on rudderpost.

Cockpit and equipment

Spacious cockpit. Spacious cockpit lockers. Two self-draining recesses in the comings for winch handles, binoculars etc. Manual type bilge pump, sprayhood.

Interior

High standard handcrafted interior in selected and unstained mahogany, varnished to a satin finish. Interior lined in mahogany. Flooring of varnished teak and wholly removable hatches for the bilge, seacocks etc. Headlining of white vinyl covered plastic foam with mahogany strips. Curtains to all windows in salon and toilet. All cushions in high class furnishing fabric. Cupboards and doors properly framed and panelled in mahogany with profile edges.

Saloon

Spacious and light saloon with full headroom, 196 cm. U-chaped settee to port side, length 220 cm, settee to starboard, length 185 cm. Behind back rests large storage space. Brass reading lamps. Bookshelves and cupboards. Ceiling lights. Large table with drop leaf and bottle locker.

Navigation area

Large navigation area. Chart table with storage under. Drawers, chart lamp, ample space for electronic equipment.

Galley

U-shaped galley. Centrally positioned, allowing free passage between the cockpit and saloon. Stainless steel twin sinks. Gimballed twin burner gas cooker with oven. Gaspipes with stop valve and leakage indicator between cooker and gas bottle. Large working areas in easily cleaned and durable laminate. Well-insulated refrigerator. Storage compartment for provision. Cupboards for plates, cups and glasses. Bottom cupboard for utensils. Waste basket under sink. Drawers for cutlery. Cutting board. Lights over working areas.

Fresh water system

Stainless steel water tank (260 l). Electrical freshwater pump. Hot water boiler.

Toilet – shower

Large toilet compartment with full headroom and shower facilities. Large recessed washbasin. Sea toilet with holding tank (55 l). Electrical freshwater pump. Mirror, large cupboard, ceiling light. Shower water evacuation pump. Wardrobe for wet clothes.

Optional toilet

In the forward cabin an extra toilet compartment is available as an option.

Aft cabins

Two large cabins separated from the main saloon by doors. Large hanging wardrobe, 2 wide full-size double berths. Reading lamps, 2 openable portholes.

Single aft cabin version

Arcona 400 can, as an option, also be delivered with one aft cabin. In that version the starboard side will have a large stowage accessible from the cockpit and a separate shower behind the toilet.

Fittings

Internationally approved navigation lights.

Folding sprayhood

6 portholes in coach roof, 4 portholes in cockpit. All portholes in 6 mm acrylic glass in aluminium frames. Illuminated pedestal mounted compass. Manual bilge pump. Stainless steel transom mounted bathing ladder.

4 x 10 m mooring lines, 6 x 8" fenders. 1 x 16 mm anchor warp 40 m.

1 x 15 kg anchor.

2 x fire extinguisher, 1 x gas bottle. Gasbottle. (Swedish standard)

Ventilation

Forward cabin: 1 deck hatch

Saloon: 1 deck hatch and 2 Dorado ventilators

Aft cabin: 2 open able portholes

Toilet-shower: 1 deck hatch

Galley 1 deck hatch

Extra equipment

The standard Arcona 400 is equipped above. For additional equipment, refer to the price list of option equipment.

General

This specification is valid at the time of printing. Details of the construction, manufacture and equipment may be changed as a result of experiences from production and use of the boats.

The standard of quality and equipment will, however, be at least as specified here in.

Insurance

The yards own insurance will cover the boat and other equipment supplied by the builder during the building time until delivery. Owner supplied items to be insured by the same.





Arcona 400

Welcome to a new era where speed, ease of handling and total comfort are the key words.

We will show you the technical details and qualities of Arcona 400, but most of all we would like to show you the spirit of our boat.

A yacht where the enjoyment of sailing is paramount.

Welcome to the world of Arcona.





The best of both worlds

The Cruiser/Racer: Winning the regatta one weekend yet taking the family comfortably cruising the next. This was reflected by the jury when Arcona 400 won the **Sailboat of the Show** award at the Scandinavian Sailboat Show:

"The Arcona 400 optimizes cruising and racing and brings together the seemingly contrasting qualities of speed, function and a feeling of comfort. The harmonious design of the yacht is excellent and well balanced."









Experience the real feeling

Harmony in every detail.

Joy in living.

Living with Arcona.





Beauty of the interior

The elegant Swedish interior design is carefully developed in every detail. In addition to the spacious bright saloon there are three two-berth cabins and a well fitted galley.

A chart table with room for any equipment you could wish for!

A heads compartment with shower and a wet locker.







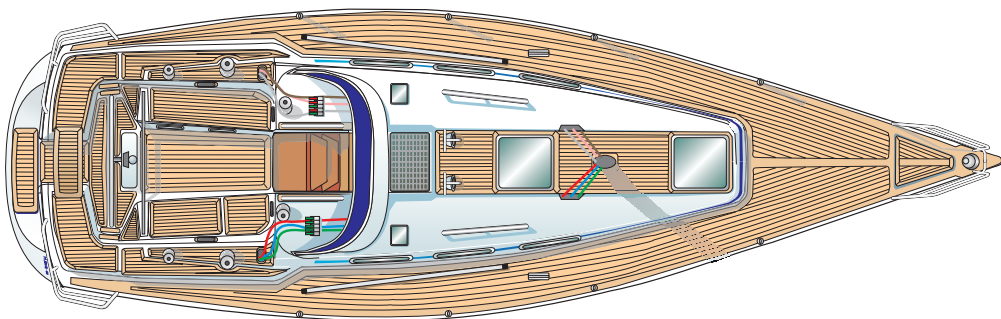
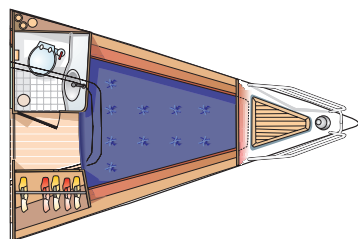
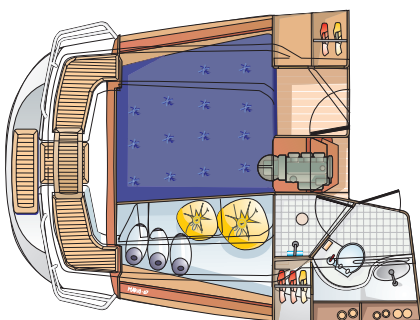
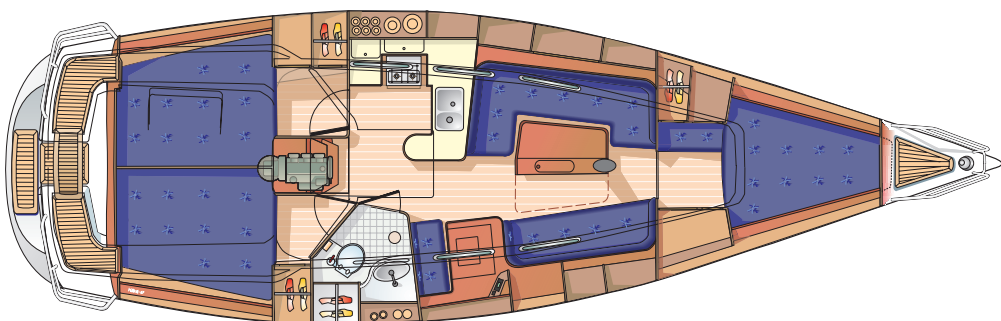
A choice of interior solutions

Arcona 400 can be delivered with two different interior layouts. Three cabin version with two large aft cabins, spacious double berths and a roomy forecabin. Two cabin version with one aft cabin and a separate shower compartment and a huge cockpit locker on the starboard side. To both these layouts can be added an extra toilet in the forecabin.

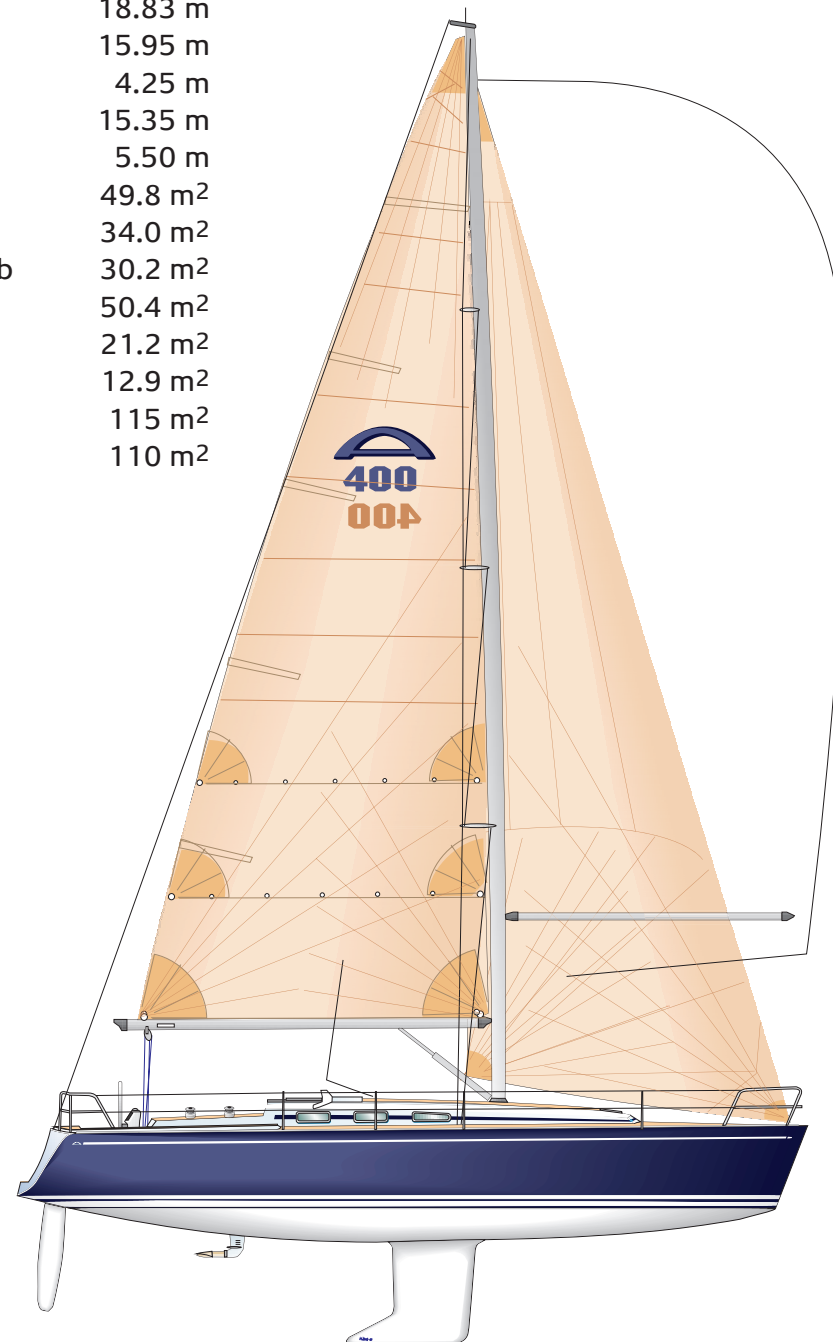


A refined deck layout

The clean deck layout of Arcona 400 features a hide away recess for the spray hood, halyard bins in the cockpit comings, a clever stowage solution for the washboard and of course all halyards and trim lines hidden under deck. All deck hardware is carefully selected from premium manufacturers and mounted for easy and effective handling.



Mast length	18.83 m
I	15.95 m
J	4.25 m
P	15.35 m
E	5.50 m
Main sail	49.8 m ²
Genua 3	34.0 m ²
Self tacking jib	30.2 m ²
Genua 1	50.4 m ²
Genua 4	21.2 m ²
Storm jib	12.9 m ²
Spinnaker	115 m ²
Asymmetric	110 m ²



SELDÉN

UK
SYVERSEN

LEWMAR

Swedbank
Finans

POWERED BY
VOLVO
PENTA

Raymarine

This is the way we build our Arcona Yachts

Arcona 400 is built in accordance with the European CE-regulations and meets the high demands of the category A-Ocean. This requires that the yacht must be self-sufficient for more than 5 days and able to operate in waves up to 7 meters with winds up to Beaufort 10. But more than that every Arcona reflects our Swedish thoughtfulness and attention to detail.

Hull and deck are hand laminated in a sandwich construction using high density Divinycell as the core material. The laminate is built up of multiaxial rovings and high grade ISO-polyester. We laminate the bulkheads and the interior to the hull and deck giving the construction superb strength and rigidity. We don't trust simplifying innerliners.

The heart of the boat is a galvanised steel chassis bolted to the main bulkheads which takes all the dynamic loads from the keel and rig and distributes them to the hull. The chassis runs from forward and ends more than 2 meters behind the keel giving the construction huge structural strength.

The keel-bulb is made of antimony-hardened lead, bolted to a cast steel fin giving the keel a very low centre of gravity. The fin is glassed and faired with polyester filler to a smooth finish. It is bolted through the hull to the steel chassis with 12 x 20mm stainless steel bolts.

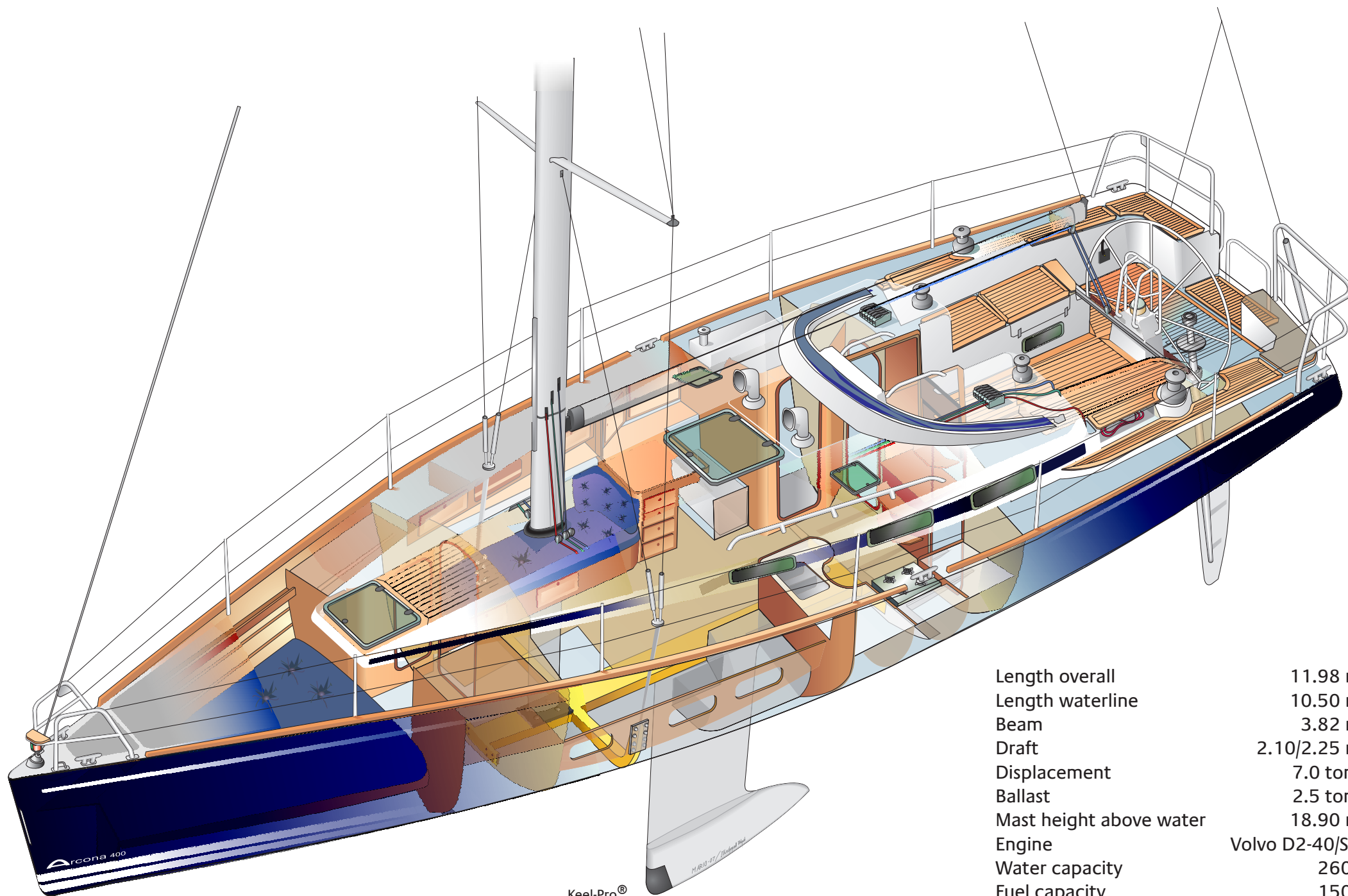
The interior, made from Khaya Mahogany, is varnished to a satin finish and can be offered in different layouts, 2 or 3 cabin version and 1 or 2 toilets.

Our yard where Arcona 400 is built is one of Europe's most modern and efficient. Each boat is built by a team of specialists. Our detailed quality control includes testing every yacht in the big indoors water pool, where sprinkler systems guarantee that every Arcona 400 is ready to meet the elements. We know that all sailors have different demands, that's why we never build boats for stock. Each boat is hand built for its owner.

Keel-Pro®

Arcona 400 is equipped with Keel-Pro, a patented method to avoid damage if running aground. The lower forward end of the lead bulb has an integrated shock absorber made from a special mix of SBR and EPDM rubber which has within it a container filled with water. If running aground the water is pressed out through holes in the sides of the shock absorber, afterwards the container will be automatically refilled. Keel-Pro thus reduce the forces considerably if running aground. That together with the strong galvanised steel chassis makes the Arcona 400 one of the safest yachts to sail.





Keel-Pro®

Length overall	11.98 m
Length waterline	10.50 m
Beam	3.82 m
Draft	2.10/2.25 m
Displacement	7.0 tons
Ballast	2.5 tons
Mast height above water	18.90 m
Engine	Volvo D2-40/SD
Water capacity	260 l
Fuel capacity	150 l
Holding tank	55 l
STIX/AVS/CE-class	37/124°/A



Arcona
yachts

*Product specifications and appearance are
subject to change without notice.
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Address/Visit
Kattholmen
S-134 40 Gustavsberg
Sweden

Web
www.arconayachts.se

E-mail
info@arconayachts.se

Phone
+46 8 570 346 77

Fax
+46 8 570 346 29