



  
**385**

 **Arcona**  
y a c h t s

<b>345</b>	<b>385</b>	<b>415</b>	<b>435</b>	<b>465</b>	<b>50</b>
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## ARCONA'S STORY

It is a fantastic feeling when you set sail, start to trim and feel the drive in the boat. When she gets a touch of heel and takes off, you feel the balance and stiffness, that is unbeatable. **That's world class.**

An Arcona is a collaboration of ideas that we get, we sailors, who sail the yachts. We realise when the reach for the wheel is a bit too far, then we make an adjustment. We understand where we need an extra foot support or how to make it easier to reach a winch. **We are as much sailors as yacht manufacturers.**

When we have milled out the deck prototype we go and sit in the Styrofoam model to get a feel for it. It is more than once that we have cut in the model to make changes and said this is how we want it. **This personal hands-on approach gets lost by many boatbuilders today.**



## SWEDISH QUALITY

The production process of a new boat poses thousands of different questions and complex decisions; the selection of materials, the specification of the fittings, the choice of running and standing rigging, to name but a few. The solution is to precisely tailor each decision to meet the high standards we have set to achieve owner expectations. It is a laborious process, yet straightforward – **quite simply, we want to build you a boat that we can be proud of and that you will love.**

The hull is built to be stiff and strong, ensuring the boat can always be sailed safely. Swedish heritage flows through the build, design and lines of our yachts. Arcona yachts are bright, beautiful and functional with many hidden qualities – qualities which you will appreciate more and more with each passing year of ownership of your Arcona 385.

# THIS IS ARCONA YACHTS

**The DNA for Arcona Yachts is really the perfection of the cruiser-racer concept.** When you draw a pure race yacht, you don't have to think about comfort on board and speed is your single focus. Designing a cruiser is not too challenging either when your single focus is comfort and sailing performance is not important. However, to successfully design a yacht that performs well when racing, as well as being comfortable and safe to cruise for the family, **that is the real trick.**

A very important cornerstone is that the yacht is light weight. The lighter the yacht you have, the faster she sails. The racing sailor wants a boat that is light because it is faster than others. There is a little pay on the rating and the boat will be seriously fast. Cruising is important; we send multiple yachts to the West Indies and all over the world each year and we see how they get loaded until they float like anchors. **By making the yachts several hundred kilos lighter from the start, there is planned allowance for the extra gear.** The light weight of the boats is key. Then comes other pieces into the puzzle, like making the cockpit layout work for both cruising - when you need to reach everything yourself - and racing when you need space for a full crew.

**A cruiser-racer yacht should be able to be sailed and managed by two in any situation.** Every Arcona model is designed and built with this quality in mind and are therefore **easy to sail double-handed.**

All our models are modern "jib boats," meaning they don't need overlapping genoas and can be fitted with outboard shrouds for increased rigging stability. **It makes the sails easier to handle and you don't need a huge sail inventory.** That is one factor that makes the sail plan higher and more efficient. Therefore, you can always recognise an Arcona Yacht by the coast due to her tall and efficient sail plan. Stunning, powerful and fast!





## THE ARCONA 385

The beautiful hull form of the new Arcona 385 has produced a boat that is outstanding in strong winds and impressively stiff to windward. Under sail, she is wonderfully balanced and responsive to the helm, her deck layout with wide side decks, roomy cockpit with an open transom and twin wheels make her easy to handle under sail, giving the crew an enjoyable sailing experience. Her predecessor, the Arcona 380, was a highly popular model among both cruising families and race crews with sailing success on the racecourse including plenty of overall wins in Sweden's largest offshore races.

Her interior reflects the attention to detail and Scandinavian style that you would expect from her Swedish roots. The large, airy and light saloon is beautifully handcrafted in Khaya Mahogany. For those who prefer a lighter interior, she is also available in Scandinavian Light Oak. The Arcona 385 has three cabins as standard however the option of two cabins with a separate shower is also available.

The Arcona 385 is built with the latest materials and advanced techniques. The lay-up, which incorporates a 20mm Divinycell foam core employs the latest vacuum infusion technology. All bulkheads are bonded to the hull and deck for added strength. At the heart of the boat is the galvanised steel cradle, taking all the dynamic loads of rig, mast, and keel, ensuring that the boat is strong, stiff and responsive.



## EXTERIOR DESIGN

**Her wider stern provides a great space in the cockpit for crew, friends and family. It also gives more space down below in the aft cabins, galley and saloon.**

The cockpit table stows down into the floor and is easy to put up when needed, otherwise creating an open comfortable area whilst sailing.

She has twin wheels configured as standard which can be upgraded to carbon. The new exterior styling of the Arcona 385 provides increased natural light in the saloon and galley due to the new larger hull windows and new larger coachroof windows. There is also a larger instrument panel above the companionway to incorporate larger instruments for the helm.

The spacious cockpit has access to the bathing platform and a storage locker aft, easily accessible from two recessed hatches in the cockpit floor. The sides of the cockpit have been designed for intelligent use of stowage and at the front edge of the coaming are two compartments that elegantly stow all halyards. The cockpit coaming, aft deck and sole are in teak.

The side deck can be specified in either teak or Arcona's iconic non-slip material.





## INTERIOR DESIGN

The boat is designed to be sailed for extended periods of time and in any weather, so a comfortable relaxing yacht interior is an important attribute of all Arcona yachts. **We have therefore chosen to build with high quality materials that ensure you enjoy all aspects of your yacht.**

The interior comes standard in selected Khaya Mahogany, varnished to a high-build satin finish, that successfully creates a relaxed living space. For a lighter feeling there is the option of a Scandinavian light oak interior. The mouldings, door frames and stairs are all laminated with varnished teak soles. When we ask our team how many varnish coatings they usually apply, they will always answer, "We will varnish until we are satisfied."

Arcona yacht interiors feature consistently high-quality woodwork and practical storage designs in clever locations. The generous saloon has been carefully thought out for optimum entertaining purposes.

The Arcona 385 has an L-shaped galley, with lots of storage, a gimballed twin burner gas cooker with oven and a generously-sized sink and fridge.

The chart table is rounded and backward facing with ample space for electronics. It can also be moved neatly aft to create more seating.

Taking in the full 3.8m beam of the yacht, there is plenty of space around the saloon twin-leaf table, a U-shaped seating area to port and long straight settee starboard capable of seating six in comfort to dine, as well as providing excellent sea berths on the move.

We offer a broad range of cushion fabrics and colour choices and you make that selection when you order your Arcona.

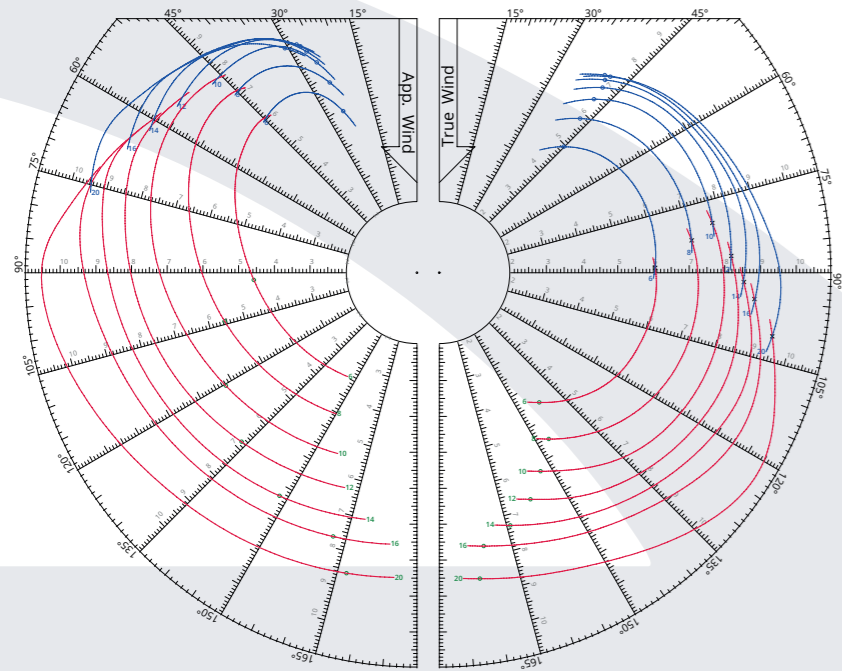
The ceiling lights in the saloon, cabins and in the heads consists of recessed spotlights. Below deck in the saloon, there are more spotlights with a dimmer in the navigation station to provide atmospheric saloon lighting. All cabins are equipped with ceiling lamps and two bulkhead-mounted reading lamps with integrated USB sockets.

**The Arcona 385 is available with a choice of one or two aft cabins.**



# SPEED GUIDE

VPP



TWS(kts): 6, 8, 10, 12, 14, 16, 20 kts  
JIB  
ASYMMETRIC SPINNAKER

# TECHNICAL DATA

Designer	Stefan Qviberg
CE Category	A-Ocean
LOA (INCL. OPTIONAL BOWSPRIT)	12.03 m
LOA	11.30 m
LWL	10.60 m
Beam	3.80 m
Displacement	6850 kg
Draft	1.9 / <b>2.1</b> / 2.4 m
Mast Height	19.5 m
Engine	Yanmar 3YM30AE
Saildrive	SD 25
Water Tank	200 l
Hot Water	20 l
Holding Tank	80 l
Fuel Tank	135 l
SAIL AREA	
Mainsail	52 m <sup>2</sup>
Jib 107%	36 m <sup>2</sup>
Spinnaker	138 m <sup>2</sup>
MEASUREMENTS	
IG	16.2 m
J	4.2 m
E	5.4 m
P	16 m
LP	5.35 m

## HULL & DECK

Hull and deck are of a sandwich construction of multiaxial fibreglass reinforced vinylester with a 20mm core of Divinycell. Solid laminate used for the rudder, engine bed, keel attachment, and all through-hull and other fittings. Vacuum infusion construction is used on hull and deck for maximum control of laminate thickness, fibreglass content and weight minimization. The deck is glued to the hull with vinylester glue for maximum strength and rigidity. White hull and deck with two dark blue water lines and racing stripe is standard.

## MAST & RIG

Seldén rig with tapered masthead and two pairs of spreaders. Mast equipped with Windex, running lights, deck lighting and spinnaker boom track. Boom with internal single line reef and outhaul. Rodkick with a gas spring, all tackle led to the cockpit. Discontinuous rigging in 19-ply wire with bronze and stainless steel turnbuckles.

# SPECIFICATION

Backstay adjusted with multi-block 48:1 backstay tensioner. Running rig: one main halyard and one jib halyard, both 10mm Dyneema. Mast prepared for duplication of all halyards with pilot lines and blocks at outlets. All halyards and sheets conveniently stored in integral halyard bins in the front edge of the cockpit coaming.

## KEEL

The keel has an antimony hardened lead bulb bolted to a cast-iron fin to obtain the lowest possible centre of gravity. The keel is protected from rust by a layer of glass fibre faired to a smooth finish.

## RUDDER

The rudder is made of glass fibre with multiaxial roving, filled with polyurethane foam. The rudderstock of solid water-resistant aluminium is laminated into the rudder. Self-aligning roller bearings are utilised to minimise friction; the rudder is also supported axially by ball bearings.

## STEERING

Arcona 385 is fitted with two steering pedestals with cable steering for optimal responsiveness and feel. Rudder quadrant made of aluminium bolted to the rudder stock. Emergency tiller mount on top of rudder stock. The stainless wheels have a diameter of 0.9m.

## BULKHEADS

Arcona uses advanced construction methods. We don't believe in cutting corners. Instead of using inner liners, we laminate the bulkheads and berth fronts to the hull and deck, providing unsurpassed strength, torsion stability and weight control.

## CRADLE

The Arcona 385 has a hot-dip galvanised steel frame to which the keel is mounted. Loads from the keel and rig are efficiently absorbed by a centrally placed steel girder bolted to the main bulkhead and a system of glass fibre stringers.

# SUPPLIERS

At Arcona Yachts, good quality gear is essential. We do not take shortcuts when choosing companies that care as much about their products as we do for our yachts. Our supplier relations and partnerships have grown and developed as the company has evolved. The brands we work with today are the best in the industry for quality, guarantees and customer support.



Arcona Yachts AB reserves the right to vary or alter the specification without notice.