




415



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.

THIS IS ARCONA YACHTS

Perfecting the cruiser-racer concept is part of Arcona Yachts DNA. When you draw a pure race yacht, you don't have to think about comfort on board and speed is your single focus. Drawing 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 as light and stiff as possible. The lighter yacht you have, the faster she sails and the better features she will have. The racing sailor wants a boat that is light because it is faster than the others. There is a little pay on the rating, but the boat will be seriously fast. Regarding the cruiser: A multitude of yachts sail to the West Indies and around 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 an initial allowance for the extra gear.** The light weight of the boats is key. Then there are the other pieces of 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 racer-cruiser yacht should be able to be sailed and managed by two people 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 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 around the coast due to her tall and efficient sail plan. Stunning, powerful and fast!

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 415.





THE ARCONA 415Z

The first yacht with Zero Emission propulsion as standard.

With her beautiful lines, modern hull shape, open transom, more accessible stowage and increased interior light, she continues in the tradition of Arcona 410 as a quality performance cruiser with superb attention to detail.

The Arcona 415 is equipped with an Oceanvolt Servoprop 15kW electric propulsion system, with variable pitch propeller technology. It has a 23.2kWh* battery pack as standard. A 15kW electric motor is the equivalent of a 50hp diesel engine on our 40-43ft yachts.

Electric propulsion is already available across all the Arcona fleet as an upgrade option and Arcona Yachts is proud to have the largest fleet of electric 'zero emissions' yachts on the water, the first being the Arcona 380Z launched in 2015.

Arcona performance cruisers will always sail beautifully, but in light winds, when you need to use the engine, electric propulsion is the way forward. The design works extremely well with electric propulsion. Comfort, performance and zero emissions if you need to use the engine, what more could you ask for from your yacht.

For the propulsion system we are proud to work with Oceanvolt, who represent the world's absolute top companies when it comes to design and manufacturing of electric motor systems. The lightweight system uses hydro regeneration via the propeller to regenerate power whilst sailing, storing it in the propulsion battery pack for later use. Regeneration depends on sailing speed, however our customers have seen the hydro-regeneration commence when the yacht is sailing at speeds as low as 3.3knots.

The impressive pace, comfort, great lines and ability to sail with ease even in difficult weather conditions will continue in the Arcona 415. The Arcona 415 has twin wheels which were first introduced to the Arcona fleet on the Arcona 410. She combines exceptional sailing performance whether cruising or racing with roomy comfort for family and crew.

**New batteries are being developed so this figure may change.*



EXTERIOR DESIGN

With an open transom as standard, the Arcona 415 will be easy to step on board when moored stern, to or accessing from a dinghy. An open transom is ideal as it is self-draining in high seas and gives great access to the lazarette stowage aft.

The coachroof windows feature one uninterrupted tinted glass recessed window in keeping with the coachroof lines. The hull portlights are slightly bigger and rectangular instead of the previous ellipse-shaped windows.

The Arcona 415 reflects the quality expected from Swedish boat builders using the latest materials, advanced techniques, and hand-picked suppliers. Her 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.

Her keel design and balanced rudder, together with the well thought-out deck layout and wide side decks make her easy to handle under sail.

INTERIOR DESIGN

The Arcona 415 can be built as a three or two cabin version and with the option of one or two toilets/heads. The interior is beautifully handcrafted in rich Khaya Mahogany. We offer the option of Scandinavian Light Oak if a more contemporary look is desired.

The updated hull and coachroof windows allow lots of natural light below deck which creates an even more appealing interior space. In addition, the reading lights in all cabins feature USB ports for charging phones, tablets, etc.

The Arcona 415 has a spacious saloon and a classic, well-equipped galley with plenty of storage.

All the berths are full length and wide. The forepeak is so wide that you can sleep with your head forward.

The engine and tankage are easily accessed.

Bright, functional, well thought-out, and beautiful, you will appreciate your Arcona 415 more and more each year.



Standard layout: 3 Cabins. Single WC.



Optional layout A: 3 Cabins. Double WC.



Optional layout B: 2 Cabins. Single WC with large shower.





"The trump card of Arcona yachts has always been their agility on the water; they have an unnerving ability to embarrass flashier yachts."

- *Yachting World*

TECHNICAL DATA

Design:	Stefan Qviberg/ Arcona Design Team
CE Category:	A-Ocean
Length Overall:	12.20m
Length Waterline:	11.20m
Beam:	3.9m
Mast Height:	19.8m
Displacement:	8370kg
Draft:	2.00/2.20/2.50m
Motor:	Oceanvolt 15kW
SailDrive:	SD15
Water Capacity:	230L
Hot Water:	25L
Holding Tank:	70L

SAIL AREA

Main Sail:	57m²
Jib 107%:	45m²
Spinnaker:	148m²
Gennaker:	132m²

MEASUREMENTS

IG.	16.60m
J.	4.55m
P.	16.20m
LP (107%).	4.92m

SUPPLIERS

Another essential piece of the puzzle for Arcona Yachts to install good quality gear. Therefore, we choose companies that care as much about their products as we do for our yachts. We take no shortcuts and all our partners are carefully selected. With a long history as boat builders, the partnership with our suppliers is a relationship that has grown and developed as the company has evolved. The brands we are working with today are the best in the industry regarding quality, guarantees and customer support.

YANMAR

B&G

HARKEN

SELDÉN

Eberspächer

Jefa Steering



OCEANVOLT

SPECIFICATIONS

HULL AND DECK

Hull and deck built in a sandwich construction with multiaxial glass fibre reinforced vinylester, the core material is 20mm Divinycell. Solid laminate used for rudder, engine bed, keel attachment, all through-hull and other fittings. Vacuum bagged laminate to hull and deck for maximum control of laminate thickness and glass fibre content. White hull and deck are standard with two integrated dark blue waterlines and racing stripe. The deck is glued to the hull with vinylester glue for maximum strength and rigidity.

MAST AND RIG

Mast and rig with tapered masthead, 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 gas spring, all tackle led to cockpit. Standing rigging is discontinued wire (19-ply profiled wire for minimum stretch) with bronze turnbuckles. Backstay adjusted with multiblock 48:1 backstay tensioner. Running rig: 1 main halyard and 1 jib halyard, both of 10mm Spectra. Mast prepared for duplication of all halyards with blocks at outlets and pilot lines. All halyards and sheets conveniently stored in integral halyard bins in front edge of cockpit coaming.

KEEL

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

RUDDER

The rudder has a completely new design made of glass fibre with multiaxial roving, filled with core material; rudder stock of solid water-resistant aluminium tapered at both ends for weightsaving and laminated into the rudder. Self-aligning roller bearings to minimise friction; the rudder is also supported axially by ball bearings.

STEERING

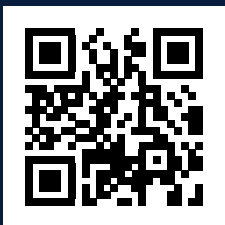
Arcona 415 is fitted with 2 steering pedestals with cable steering for optimal responsiveness and feel. Rudder quadrant made of aluminium bolted to the rudder stock. Emergency tiller mount on top of rudder stock. Stainless wheels with diameter 0.9m. Steering pedestals with stainless guard and room for chart plotters.

BULKHEADS

Construction of Arcona boats is highly advanced. We don't believe in cutting corners. Instead of using inner liners, we laminate bulkheads and berth fronts to hull and deck, providing unsurpassed strength and torsion stability.

GIRDER

A centrally placed galvanised steel girder bolted to the main bulkhead and to laminated fibreglass stringers efficiently takes up the loads from the keel and rig.



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