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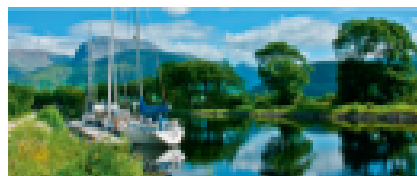
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FIRST TEST

JEANNEAU 410

Is there a serious cruiser behind the new Jeanneau Sun Odyssey 410's bold looks? Graham Snook went to find out



SPECIFICATIONS

MAKE Jeanneau

MODEL Sun Odyssey 410

PRICE FROM
£180,000 inc VAT

DESIGNER Marc Lombard/
Piaton Yacht Design/
Jeanneau

BUILDER Jeanneau

With her full-length chine, reverse bow, twin rudders and forefoot rising out of the water, the new Jeanneau Sun Odyssey 410 has clearly taken inspiration from the latest racing boats, like the Class 40s. While designer Marc Lombard has included some of these performance-enhancing elements, he hasn't left out the necessary ingredients to make her a comfortable, safe and

easily-driven family cruiser. Furthermore, a good dose of innovative styling and details have been added to the mix to make life easier and more pleasant on board.

Following in the wake of the 490 and 440, both launched in 2017, the 410 shares the family's unique sloped deck that sweeps from the gunwales down to the sole of the cockpit for stepless deck access, as well as the distinctive family looks. There is evidence of creative thinking below decks too, with some impressive stowage solutions around the galley. But is she just a rocket ship with big windows and a fancy interior, or is she a serious prospect for cruising families? →



ABOVE: The asymmetric cockpit offers more space to pass through on the port side of the cockpit table

BELOW: Access from the helm to the deck couldn't be simpler — except when the sheets for off-wind sails cross it



Taking the wheel of the 410, my immediate impression is that this boat is a joy to sail. The Lewmar steering is light, the yacht responsive and well behaved, and with her twin rudders set well outboard, she keeps a firm grip on the water. Although the conditions were light, the code zero drew her along nicely. The wetted area of the hull is shallow and wide, which means there's less of the boat to resist when she's being turned, but this hasn't made her flighty or tender.

She is available with a conventional genoa — adjustable low-friction rings on the coachroof change the sheeting angle. In the light winds for the test she needed the code zero to increase the fun factor; with it we were making 7.0 knots in 10 knots apparent at between 60-70° apparent wind angle. She was unladen, but the hull proved easily driven.

The German mainsheet system is set from a bridle forward of the companionway and sprayhood before being run through a single block and back to both Harken 46.2ST genoa winches just forward of the helm. There is little friction in the system and it works well. My only criticism would be the routing of the lines to these winches: they run (uncovered) along the top of the cockpit coaming, making it easy for hands (little or otherwise) to grab a moving line.

The rest of the cockpit is designed to be a large, safe and social area for friends and families for sailing and relaxing, and it works. The cockpit is low

(only three companionway steps up) so there is less motion. There are deep supportive seat-back coamings and good bracing from the cockpit table. A table is standard; this boat had the enhanced version — it's wider and has room for instruments aft and stowage in the centre — but both options offer good bracing. The cockpit is asymmetric, with the seats to starboard more parallel, and access through the cockpit is better to port.

The helm seats might look narrow and precariously far aft, but with the pushpit for support (as long as there isn't too much fitted to the pushpit rail in the way of outboard motor and antennae) they feel nicely secure, even if they are a bit exposed when sitting outboard. It's possible to sit facing forwards, with your legs pointing towards the bow in the bulwarks; it feels unusual to sail facing forwards at first but soon becomes natural with a good view forwards.

The stowage on deck is OK; there's a dedicated liferaft locker by the fold-down transom on the starboard side, while to port is a lazarette locker, which is also where the steering system is located. Two sole depth cockpit lockers help, as does the anchor locker, aft of the windlass, with room for a few fenders.

This version was the 1.6m (5ft 2in) shoal draught version, but a deeper 2.14m (7ft) is standard. The hull is solid laminate, while the deck is injection-infused with a balsa-cored deck.

ACCOMMODATION

Going below, I was struck by the sense of space. Although she is wide, the 410 is no beamier than most modern boats, but the full-length hull chine pushes that beam out not just at deck level but most of the way down the topsides towards the waterline, giving her near vertical hull sides above the chine. This increases the interior volume considerably and Jeanneau has made the most of this by taking the

interior right out to her full width; there are no under-deck lockers, and little stowage behind the seat backs.

Regular readers may tire of my quest for lots of good, usable stowage and innovative design that is practical and pushes at the seemingly stiff door of interior yacht design. It seems Jeanneau and Piaton Yacht Design are willing to push harder at this door than most. First of all there was an aft-facing chaise longue: it was comfy and snug to use. Grab, lift and pull the aft end backwards and you suddenly have a long bench seat that is 38cm (1ft 3in) longer, giving seating all away around the 1.16m x 1.07m (3ft 10in x 3ft 6in) table which is 53cm/1ft 9in wide when closed. That was good, but there was stowage beneath this seat and in the full-height unit outboard of it. Drawers, side- and bottom-hinged locker doors all open up to reveal a labyrinth of stowage that extends into and is used by the galley too.

The C-shaped saloon to starboard was comfortable, neat and cosy, almost like a small sitting room. Compared to the imaginative use of space opposite it, however, it felt less innovative and open, enclosed somewhat by the heads compartment aft and the bulkhead forwards. The table, which drops down to form a double berth, was a snug fit to the seating, making it a shuffle to get round it, although the option

of two more berths is handy, especially as the backrest cushion of the seating is used on the table, so there's no infill cushion to hide. By pushing the seating out to the hull, the Jeanneau has made full use of the beam and created the space for the large galley. Before moving onto the centrally located J-shaped galley, it's worth pointing out that there is a wine locker beneath the sole that holds 10 or more bottles.

The galley, pretty well amidships on port side, ends in a useful central unit that neatly encloses the galley and provides bracing when at sea. This unit has deep fiddles around the top that offer hand holds in a seaway and will no doubt gather 'stuff' as a cruise progresses. There's a forward-opening drawer with two levels. One very neat feature is that the sink cover

Amidships, the galley receives plenty of natural light



POINT OF SAIL	AWA*	AWS**	SPEED
Close Hauled	33-35°	10-12 knots	4.1-4.5 knots
Fetch	60°	9.5-13 knots	4.5-5.6 knots
Beam Reach	90°	8.8-10 knots	4.4-4.8 knots
Broad Reach	120°	6.5-8 knots	4.5-4.8 knots
Run	180°	2.2-2.5 knots	3.6-4.8 knots

*APPARENT WING ANGLE **APPARENT WIND SPEED



The steering is light,
the yacht responsive



Providing housing for an optional microwave, the pantry unit has lots of locker space

The chaise longue pulls out to provide seating for the fold-out saloon table

A central galley unit provides solid bracing and useful storage



ABOVE: The storage in and around the forward end of the galley was very impressive and had some well thought-out locker space



ABOVE LEFT: Storage in and around the J-shaped galley is excellent



ABOVE RIGHT: The chart table is a good size but the fiddles are a bit low



The single heads layout has a separate shower compartment



The forward cabin is large; there's a deep-fiddled shelf outboard and space either side to make getting into bed easier



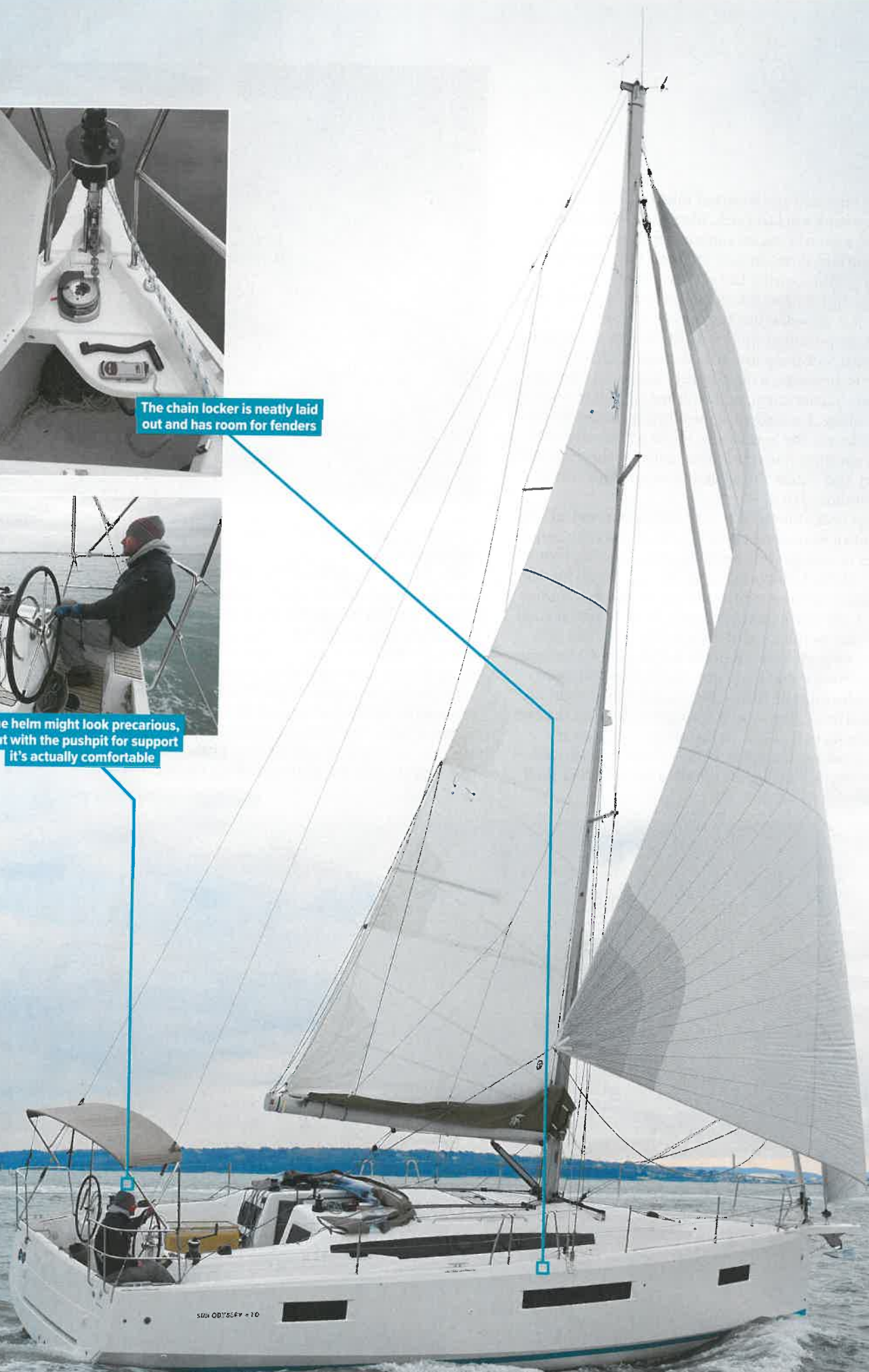
The aft cabins have good ventilation and berth space



The chain locker is neatly laid out and has room for fenders



The helm might look precarious, but with the pushpit for support it's actually comfortable



SIX ODYSSEY 10

can be removed and inserted into a slot behind the sink creating a splashback. Ideally, I'd have liked to have seen a bit more support for the taps, as the work surface flexes in use, but it's a neat and clever solution. Outboard of the sinks is a huge 190L top-opening fridge. It's 73cm (2ft 5in) deep and long, so it's just as well it has the option of front opening too. A deep-fiddled shelf runs the length of the galley outboard, but there are no lockers at deck level. There is, however, a deep pantry locker forward of the two-burner stove, and another big locker inboard of the stove. I wasn't sure the fabric covering for the hull side was the best choice in the galley, where it could get dirty. Forward of the galley is the excellent pantry and another drawer and more work surface space inboard of it.

Most boats nowadays carry their beam well aft; the Jeanneau also carries it well forward, too, the benefit of this is a large, wide forward cabin. Having tested many 46-foot yachts last year, the 410 could hold her own against them in terms of space on offer. Added to this, the berth has been brought aft to give it good width for its full length: 2m x 1.52m (6ft 7in x 5ft). There's a shelf forward of the berth, above a bottom-hinged locker and there are also shelves outboard with a leatherette finish. Being above the height of the mattress, they would stop you sliding off the bed if sleeping in it at sea. At the aft end of these are power points, including USB sockets for each side of the berth. Further aft there's a deep fiddled shelf



outboard of the space either side to make getting into bed much easier.

The boat at Boot Düsseldorf had the alternative en suite layout with an offset berth, enclosed on three sides and a heads to port. Outboard of the berth, to port, there was a nice shelved area. The lining panels along the hull flexed where they weren't secured along their length, which was a shame.

While the stowage was good I wish someone would run a bit of sandpaper around the Alpi and plywood edges of doors and lockers, and smooth off the sharp edge on the plastic finger latches. Little details like this would make the boat as a whole feel more user-

ABOVE: Like the whole of the boat, the chart table is a good size and has lots of clever stowage

ABOVE RIGHT: Access to the aft of the engine is good, with easy access to the primary fuel filter



She is well-balanced, easily driven and satisfying to helm



friendly. Other details, like floorboards that squeaked underfoot for want of some felt strips, could really lift the feel of this boat, but it's worth remembering I was testing hull number one, so any teething problems may be ironed out in future boats.

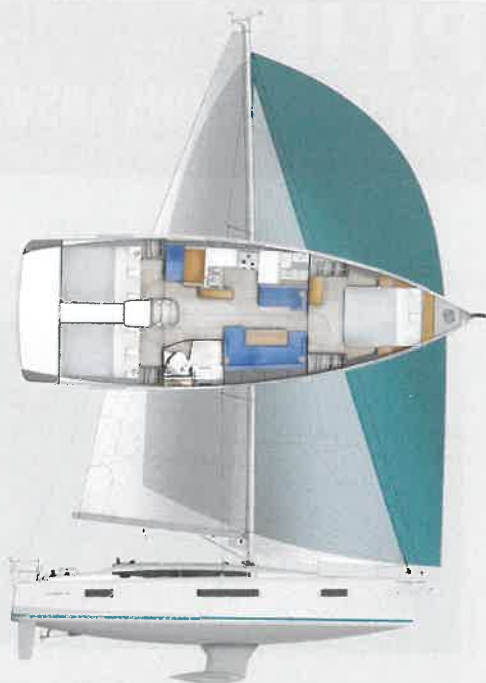
On the test boat there were hanging lockers on either side; the port locker has a neat double door to give better access. There's also a vanity table against the bulkhead with good stowage beneath it. The lid of this unit lifts up to reveal a sink — handy with only one heads onboard. There are also drawers under the aft end of the berth.

MAINTENANCE

Under the companionway steps is good access to the engine and especially the primary fuel filter. Accessing the stern gland was less easy as it's tucked aft, under the calorifier between the two cabins. There is the option for the port cabin to be a cockpit locker/tech area with access from on deck and down below for those wanting to be more self-sufficient. This boat had two aft cabins with double berths, both (more or less) mirror each other and have berths 2 x 1.4m (6ft 6in x 4ft 6in) with decent headroom above them. Both cabins benefit from a hull window and hanging locker with shelves. Thanks to the sloping deck there is a hatch outboard and this aids ventilation through the cabin. A little more support to the bunk boards would have been nice; they squeaked when I sat on the end of the berth, or when I rolled over while lying on them.

It might not be the widest access into the heads compartment, but the heads does have a separate shower compartment. The heads is aft facing so make sure the door is closed properly on a starboard tack — bracing yourself against a door that opens would make a scene worthy of a Peyton cartoon.

Aft of the galley is the chart table, and it's refreshingly big. The lid was 70cm x 54cm (2ft 3in x 1ft 9in). There is good stowage outboard of it and lots of handy compartments within the table too, though I did find a pencil-width gap that could swallow pencils with ease. However, like nearly everywhere on board, every little bit of stowage space has been well-used or divided, giving space to hide gear neatly away.



JEANNEAU SO410

THE TEST VERDICT

The Jeanneau Sun Odyssey 410 is well-mannered, quick and fun to sail. That a boat with this much volume can sail this well is testament to the full-length hull chine concept. Despite carrying her beam a long way forward, the hull shape allowed the designers to maintain a relatively narrow entry and slippery underwater hull shape. The end result is a boat that is well balanced, easily driven and satisfying to helm. A pair of lighter composite wheels would be the cherry on top to further improve her responsive feel. For a coastal cruiser with occasional offshore tendencies, the deck layout, galley, and stowage down below are all very good and challenged the norm; these innovative features really set her apart, even without taking her sailing. While I was testing the first boat out of build, there were finishing details that had been overlooked that sadly detracted from the feeling of quality — floorboards, rough edges and unsupported panels. Addressing these will bring this boat up to her full potential.

WOULD SHE SUIT YOU AND YOUR CREW?

For a couple with a family, or friends, she offers a large, sociable cockpit with the main controls at the helm so the boat can be sailed shorthanded, leaving crew to be as involved or otherwise as they want to be. She's genuinely enjoyable to sail, although if you opt for the smaller self-tacking jib, a larger code zero sail for light winds and off-wind sailing will be a good investment. We didn't get to sail her in strong winds to see how the hull handles waves, but her form stability and twin rudders promise to keep her feeling under control.

Taking inspiration from racing yacht design for the cruising market is nothing new, and it's easy to see the gains this approach has brought this boat. Additionally, the stepless deck access from the cockpit ramp is quite unique. Lovers of traditional lines may balk at the vertical topsides, but the volume is something few cruising families would refuse. How Jeanneau has used that volume, however, is what really makes the 410 stand out.

PROS

- Excellent storage
- Innovative design features
- Feel of the steering

CONS

- Quality of finish
- Uncovered lines on cockpit coaming
- Stern gland access

FACTS AND FIGURES

PRICE AS TESTED
£ 262,269

LOA 12.95m (42ft 6in)
Inc bowsprit

HULL LENGTH
11.99m (39ft 4in)

LWL 11.47m (37ft 8in)

BEAM 3.99m (13ft 1in)

DRAUGHT 2.14m
(7ft)

DISPLACEMENT
7,784kg (17,161lb)

BALLAST 2,003kg
(4,416lb)

BALLAST RATIO
(25.7%)

DISPLACEMENT 142.7

SAIL AREA
77.1m² (830 sq ft)

SA/D ratio 20

DIESEL
200 litres (44 gal)

WATER
330 litres (73 gal)

ENGINE 40hp

TRANSMISSION Shaft

RCD CATEGORY A

DESIGNER
Marc Lombard/
Platon Yacht Design/
Jeanneau

BUILDER Jeanneau