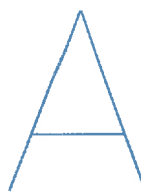


Jeanneau where you're going?

To keep improving your products is a tricky task but **Sam Jefferson** finds French manufacturer Jeanneau has pulled it off with its new 410







about a decade ago I was sent a pair of socks to test for Sailing Today. They were described as being 'very durable'

and, by God, they were because a decade later I still have the socks and they are as good as the day I was sent them despite being used once a week for a decade. Essentially, if the manufacturer had sent me seven pairs of these socks, I would never have had to buy any socks again. The manufacturer clearly had the ability to decimate the sock industry and I can only assume it was hounded out of business as a consequence by other disgruntled sock merchants.

All of which brings me to yachts. I don't know if you've noticed, but back in the 1950s, some klutz invented GRP hull construction and, as a consequence, many yachts became nearly indestructible. Short of chopping them up and putting them in landfill, there's not much you can do to get rid of them aside from pulling the plug and hiding them at the bottom of the sea, burning them in a haze of acrid smoke or – more commonly – shoving them in a shady corner of a boatyard and praying they go so green that people cease to acknowledge their existence.

Unlike a pair of indestructible socks, however, an indestructible hull does not seem to have the potential to destroy an industry. This is because there is a good deal more scope for improving and refining a yacht compared to a sock. All of which brings me to Jeanneau Yachts. It is one of the 'big four' yacht manufacturers that

RIGHT
The Jeanneau Sun Odyssey 410 is a successor to the 419



rely on mass production to make their money. Another plank of their business model is that they must continuously improve their products. Otherwise, why the hell bother? This always strikes me as an unenviable task. In the early days there would have been ample scope for improvement but with the advent of CAD naval architecture combined with the large sums of money spent by the big four in perfecting their products, it's highly unlikely they are going to produce a dud. Indeed, they really can't afford to. Add to that the obligation for all four manufacturers to produce versatile cruising yachts that work well in both the charter and private markets and you can see that the development team must sigh heavily when they are asked to design a new boat similar to the previous one only better in every way.

The new Sun Odyssey 410 is the successor to the Sun Odyssey 419, which was a Philippe Briand design launched over a decade ago. I stepped aboard her in Cannes thinking, Bloody hell, how are they going to make this different or better than her predecessor? The funny thing is, I came away

shaking my head in surprise because they had managed it. I chatted with Antoine Chancelier, sailboat product development manager at Jeanneau, who explained the basic remit. "When it comes to producing new boats, you have to keep improving. That is the key," he said. "The 419 was a successful boat, but this time around we wanted to produce something quicker, so we put that to Marc Lombard when we gave him his design remit.

"We didn't make it easy for him, because obviously we have to do this within budget, which means we can't simply say to him that he can add a lead bulb or a carbon mast to improve performance.

"Fortunately, Lombard had already been working on the concept of a 'scow bow' [a feature first seen in some mini Transats, providing a much fuller bow section above the waterline]. He refined this on his LIFT 40 racing yacht and then essentially translated some of those basic principles to the design of the Jeanneau 410.

"Not only did Lombard argue that this would give us better performance, but it also provided 15 per cent more volume than



Boat test ~ Sun Odyssey 410

the 419 had. So essentially, it seemed like a win/win.”

To this end, the 410 is certainly an interesting design and definitely not a scaled down version of last year’s Briand-designed Sun Odyssey 440. She features similar beam aft to the old 419 but the forward sections are much fuller above the waterline. Meanwhile, there is a full-length chine running from bow to stern. There was a short chine aft on her predecessor, but this was purely to increase volume. This chine is actually instrumental to the performance of the yacht. She retains twin rudders and a modest sail area and the displacement is roughly the same at about eight tonnes. Yet there is a clear change at the bow. The front of the hull is heavily rockered, with the forefoot almost clear of the water even at rest. There is a Dreadnought bow and sprit for the Code 0 and anchor roller, which gives her a certain air of purposefulness. To be honest, she looks quite racy for what is an out-and-out cruising yacht – although there is something about her size that gives her the slight air of a souped-up boy racer.

The rig is modest, although there is the option of a performance pack that features laminated sails and a slightly longer mast. The standard configuration features a 115 per cent overlapping genoa but there is an option for a self tacker if you wish.



Clever cockpit

Step aboard and the first thing you’ll notice is the clever deck layout. Last year Jeanneau launched the new 490 with side decks that sloped down at the back to create a kind of enclosed walkway aft. It means you don’t have to clamber over the coaming to get out of the cockpit and that the helmsman has more freedom to move about. The sailing world collectively scratched its head and wondered why on earth no one had thought of that before. This is the third Jeanneau to have this arrangement, and very clever it is too. Certainly, as a helmsman it makes a big difference in the way you steer, allowing you the freedom to wander forward to check the trim of the genoa while still steering.

The cockpit table is substantial and offers excellent storage. The control panel for the engine is also recessed into the side of the chunky table support aft, which means it is much easier to access and view. It’s another sensible touch. Another notable feature is the bimini, which can be packed away with remarkable ease – anyone who has wrestled with zips, velcro, intractable hinges and stainless poles will attest to the value of this. Other than that, the companionway has been offset around 10cm to port, which helps to demarcate the port side of the cockpit as the ‘corridor’, encouraging you to fold out the starboard leaf of the cockpit table.

Storage in the cockpit is adequate, although on the three-cabin version that we tested, the depth of the lockers is reduced to some extent.

Other than that, access to the jib winches is good for the helmsman. Step forward and the side decks are uncluttered thanks to friction rigs being used to ensure a tight sheeting angle. I’m told the sprit is an optional extra, but I can’t help but think it’s pretty important to have this as, with a Dreadnought bow, you need all the help you can get keeping the anchor roller well outboard to avoid chipping the stem when dropping and raising.

Down below

So far, so innovative – I was massively relieved as there is nothing worse than an entirely bland boat. Even better, that theme of daring to be different continued down below. The interior has been designed by Jean Marc Piaton. I was familiar with his work from the CNB 66, which I tested late last year and found so comfortable and enticing down below that I ended up dozing off on the sofa. The 410 is similarly appealing and I was very impressed with what I saw. The finish was in grey cedar and this provided a modern ambience but not too stark. Designers seem to have moved on from the pure IKEA phase of a few years ago and that is a relief. I’m also generally very impressed with the general quality of the finish on Jeanneaus. As already mentioned, there is a choice of two or three cabins, with the stateroom forward and one or two doubles aft. I tested the three-cabin version which is clearly optimised for the charter market.

If that all sounds pretty standard, think again. The cabin is surprisingly innovative given the lack of scope for being different in

ABOVE
The companionway is offset slightly, to create a cockpit ‘corridor’ to port

BELOW
The daybed multitasks as a bunk and as extra seating around the dining table



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a yacht of this size. As such, the galley is U-shaped and sits to port. It has been moved well forward to accommodate a desk/chart table behind it and also switched to the port side. It was quite a surprise to see such a generous sized chart table on a production yacht and I was intrigued by Antoine Chancelier's take on it: "Essentially, sailors are using chart tables less and less, but what they do want is a desk. Often people are working remotely or they just need to check a few emails and this is a great place to do this from."

He's not wrong. The best thing is that it faces outwards so you are looking across the entire saloon. It's sociable rather than leaving the navigator feeling detached and isolated. Plus it's substantial and the chair is comfortable. Hell, you could even lay a chart out on it and do a little bit of navigation if you so desired.

In addition to this, there is a rather pleasing 'day bed' set slightly to port at the forward end of the galley. This is a comfortable seat that can also extend out by sliding down to become a single berth. And if you fold out the substantial leaf of the saloon table, then the daybed can also be used as seating to accommodate more guests around the dining table. Essentially, it's very clever and extremely useful. I should also mention that there is an awful lot of light in the saloon. It's a nice place to be.

The twin aft berths are nothing particularly exciting to write home about, but there is plenty of room and decent storage. As mentioned, on the two-cabin version the aft cabin is bigger and offset slightly to starboard. The heads/shower compartment is to starboard aft and is ample.

The master suite is forward and is a generous double. There is the option to have an ensuite shower/heads in here, in

ABOVE
 Chart tables are back in vogue and double up as a desk for 'working from home'

BELOW
 An overlapping genoa is standard or there's the option of a self-tacking jib

which case the double berth is offset slightly to starboard. It's a really substantial space, considering this is a 41ft yacht.

Under sail

Our test took place in the Bay of Cannes, an area that usually dishes up flat water, 5kt of breeze and glorious sunshine. It was in a different mood on test day and instead it was distinctly chilly with a pretty chunky swell. Most disappointingly, there was no sunshine. Perhaps more importantly, there was a good bit of breeze, about 15kt.

No Jeanneau sails badly. The manufacturer cannot afford to turn out a stinker and, these days, it never does. I was therefore expecting a pleasant sail in a mild mannered boat. Sort of the yachting equivalent of spending a couple of hours in the company of Matt Baker; pleasant but eminently forgettable. But it was not to be. Marc Lombard clearly knows his stuff and the 410 had a fairly impressive turn of pace. On the wind we hit 7.6kt in 15kt of breeze, which I thought was very good going. It felt effortless, the helm remained light and playful and we danced over the big swells with the twin rudders providing masses of grip. Presently, the sun returned to the Bay of Cannes and all was well with the world. The performance was genuinely surprising for a boat weighing in at eight tonnes and I was genuinely impressed. My only slight gripe was that I couldn't see the windex for some reason. That said, the deck configuration made it much easier to helm from an outboard position and gave me an excellent view of the set of the genoa.





SAM'S VERDICT

Given that Jeanneau has to produce a yacht that works for both private customers and charter companies – and to a budget – I am deeply impressed that it is able to continue to innovate. The 410 picks up where its last launch, the 440, left off but it is far more than just a rehash of that design. Taking racing concepts and putting them into cruising yachts does not always make sense, but in the case of Marc Lombard's

work it seems to have paid dividends. The result is an impressively roomy yacht that has a genuinely surprising turn of speed. The interior is well thought out, innovative and – most importantly – a nice place to be. The performance was surprising. I came away very impressed.

PERFORMANCE: ★★★★★

BLUE WATER: ★★★★★

COMFORT: ★★★★★

THE SPEC

Length overall: 40ft 6in (12.35m)

Hull length: 39ft 4in (11.99m)

Beam: 13ft 1in (3.99m)

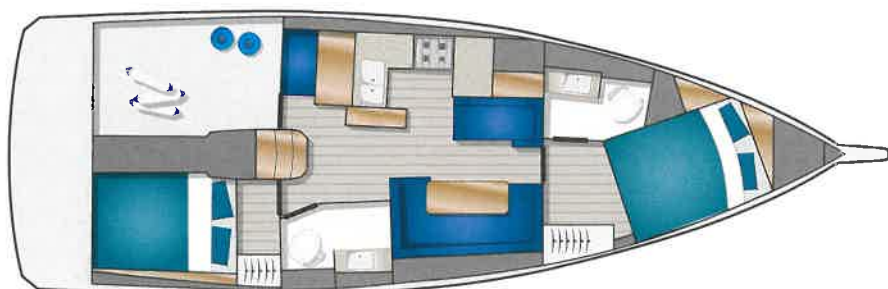
Draught (standard keel): 7ft 0in (2.14m)

Displacement: 1,7637lbs (8,000kg)

Engine: Yanmar 40CV/23kW

Price (base): €165,000

Contact: Jeanneau.com



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BENETEAU OCEANIS 41.1

Beneteau's Oceanis 41.1 has been around for quite a while now and is a proven performer. She features the distinctive arch over the cockpit and is a roomy and versatile performer.

beneteau.com



HANSE 418

Hanse's 418 came out in 2017 and was an instant hit. She features the distinctive Judel/Vrolijk lines and comes with a self tacking jib as standard. Down below she is impressively roomy.

hanseyachts.co.uk



DUFOUR GRAND LARGE 412

The Dufour 412 is an upgrade on the old 410 and features plentiful beam carried well aft, allowing for increased interior volume. She's also easy to handle and easy on the eye.

universalyachting.com