

SEAFINN

411

Reprint from

MOTOR BOAT AND YACHTING

Motorsailer test, June 1990.

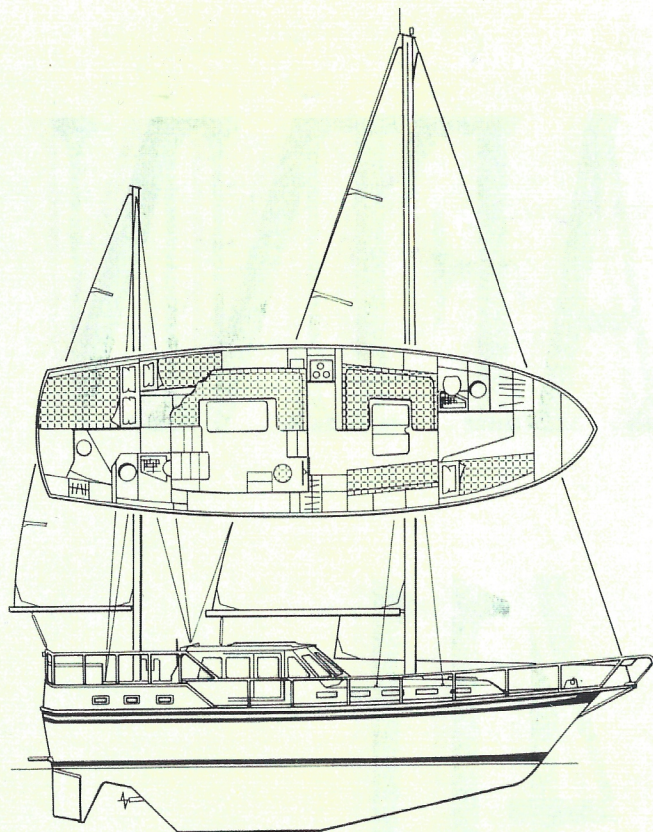
Builder:

Seafinn Yachts DY
Jousitie 11
21760 Piispanristi
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Top: the saloon, with its generous, full-width dinette. Centre: for the traditionalist - oiled teak in the wheelhouse. Bottom: the galley, designed for use at sea.



DIMENSIONS

Length overall	43ft 4in (13.20m)
Hull length	40ft 8in (12.40m)
Waterline length	35ft 11in (10.95m)
Beam	11ft 6in (3.50m)
Draft	5ft 1in (1.55m)
Displacement	11½ tons (includes ballast 4.5 tons)
Fuel capacity	165gal (750lt)
Water capacity	110gal (500lt)
Sail area	932ft² (86.60m²)

ENGINE

Perkins 4.236 diesel developing 84hp, driving 23in x 18in (585mm

x 455mm) propeller through 2.5:1 reduction gearbox.

PRICE

From	£147,500 ex VAT
As tested	£161,000 ex VAT

BUILDER

SeaFinn Yachts OY, Jousitie 11, 21760 Piispanristi, Finland. Tel: 010 358 21 424590.

SUPPLIER

Alan Taylor Marine, Hamble Point Marina, Hamble, Southampton SO3 5NB. Tel: 0703 453918.

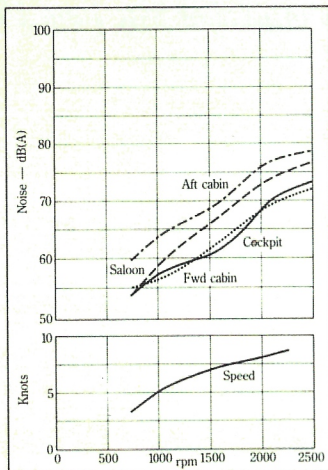
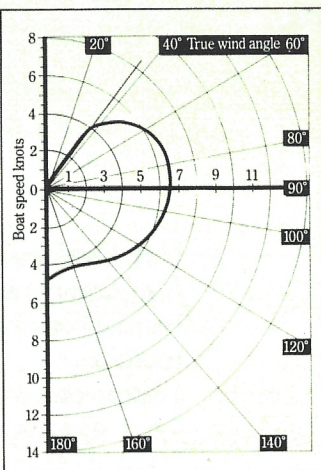


THE LARGEST of our group was a traditionally styled 43-footer from Finland.

It was built by a company set up 12 years ago to produce a single model - the SeaFinn 39. The 411 is the 39's natural successor: similar in overall appearance, and with a similar full-bodied, seakindly hull. The most significant external changes are a transom instead of a cruiser stern, and a slightly shorter keel.

Below decks, the SeaFinn is a boat for the traditionalist: the joinery and panelling is of oiled teak, and the cabin sole is of teak and holly ply. Nevertheless, the boat is big enough and boasts enough natural light to avoid the gloomy feel sometimes associated with an abundance of wood.

SeaFinn's production schedule of just eight boats a year is small enough to justify building all the joinery in situ. This means that each boat can be customised to some



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extent, so the SeaFinn is still gradually evolving, as each boat includes subtle improvements on the one before.

The basic layout, though, is more or less standard. There's a double cabin aft, sharing a toilet/shower compartment with a two-berth guest cabin on the port side; a compact (8ft x 9ft, or 2.4m x 2.7m approx) wheelhouse, including a full-length dinette which should seat five in reasonable comfort; a second, lower saloon, with a more generous dinette whose table extends to make the whole width of the boat into a comfortable dining area; and a forward cabin. Separated from the dinette by a sliding door, the forecabin of our test-boat was a non-standard arrangement, sacrificing some of its toilet/shower compartment to include a double berth instead of two singles.

The galley is a narrow corridor running

athwartships between the upper and lower saloons. It's unlikely to win many friends at boat shows, but take the boat to sea and your opinion might change: its small size makes it easy to brace yourself against the motion of the boat. The cooker is a robust gimbaled unit at the end, a safe distance from the 1½-bowl sink. One of our test team was caught out by a seawater pump – he stood on its foot-pedal by mistake, and spattered the chopping board – but we still appreciated the value of cutting out some of those endless searches for the marina hose.

On the starboard side, facing the open end of the galley, is a fridge and space for a microwave. General stowage, here and elsewhere, is ample, and sensibly divided into small compartments with plenty of shelves.

Below decks the SeaFinn may feel like

a slightly old-fashioned motor boat, but on deck she's very much a sailing yacht. The decks are all teak, the planks fitted into recesses in the moulding. The side decks are wide, with good all-round guardrails, toe-rails, and huge cleats. A 20kg CQR anchor is stowed on the short bowsprit, and there's 50 metres of chain in a cable locker so large that it also has space for several fenders and mooring warps on top.

For what is potentially a nine-berth boat, the cockpit seating is limited, but what there is – two contoured benches on the quarters, and a humped helm seat amidships – is practical and comfortable even when the boat is heeled over.

Sail power comes from a very tough-looking ketch rig. Half of its area is concentrated in a roller-reefing genoa, whose sheets lead back to self-tailing winches mounted alongside the helm seat. The mainsail, too, is roller-reefing, a handle near the base of the mast operating through a gearbox to roll the sail away inside the mast. It makes handing and setting sail an easy one-man operation, but just in case all this up-to-the-minute sail-handling-made-easy stuff strikes you as too much of a good thing, the mizzen is utterly conventional.

The other power plant is an 84hp Perkins diesel mounted in a sound-proofed box under the saloon sole.

Wrapping the engine in two layers of wood and insulation works wonders for noise levels – at cruising revs it would still be quite possible to sleep in the aft cabin – but imposes an inevitable penalty in terms of access. To offset this, small hatches lift out of the wheelhouse sole to reveal the header tank, dipstick, and fuel cocks. For more serious maintenance SeaFinn have at least succeeded in making the engine box reasonably easy to dismantle.

Twelve tons of boat and contents take a fair amount of power to get going, and in the very light airs at the start of our test even the SeaFinn's 900ft² of Terylene simply wasn't enough. But when the wind perked up things quickly changed, and she romped along quite happily under main and genoa alone. Setting the mizzen would have done little to improve an already respectable performance except on a broad reach, where it would probably have added an extra knot or so to smooth out the most noticeable 'flat spot' in her sailing performance.

Under engine we recorded a maximum of 8.8 knots, the SeaFinn's extra power and length giving her the edge over the other boats in a frantic dash to get to Cowes before the pubs shut. Just as important, her long keel and low-revving propeller made her very docile and predictable at manoeuvring speeds, while the optional bow thruster made berthing a doddle.

SeaFinn's brochure describes the 411 as "the Ultimate Motor Sailer". That's pitching it a bit strong: there were one or two points, such as the visibility from the lower helm position, that could be better. But overall the SeaFinn struck us as a very well-built, well-finished boat, bristling with the kind of practical details that are so often forgotten but which make all the difference to life at sea – fiddles, grabrails, an oilskin locker, and emergency steering system.