

Specification

Najad 440 AC (Aft Cockpit)

Volvo Penta D2-75S (75 hp, 55 kW), Saildrive, mechanical reverse gear with single lever control, 4-cylinder direct injection 4-stroke 2.2 L cylinder volume marine diesel with fresh water cooling

Layout

A Three double cabins and one bathroom

Dimensions and data

Length overall	13,5 m / ft
Length waterline	12,1 m / ft
Beam	4,0 m / ft
Draught	2,1 m / ft
Displacement	14 ton
Ballast	4,8 ton
Mast height above waterline	20,5 m / ft
Fuel tanks	ca. 425 L
Water tank	ca. 550 L
Hot water boiler	40 L
Holding tank	ca. 2 x 70 L
Electrical system	12 volt
Battery, start (AGM maintenance free)	150 Ah
Battery, navigation (AGM maintenance free)	150 Ah
Batteries, consumption (AGM maintenance free)	4 x 150 Ah
Charger	100 Ah
Inverter	2,5 kW

Sail areas

Cruising	97 m ²
Full batten main	52,5 m ²
Working jib	44 m ²
Furling genoa (optional, must be ordered within extra equipment)	60 m ²
Gennaker (optional, must be ordered within extra equipment)	130 m ²

Propulsion system

3-bladed folding propeller

Wet exhaust with swan neck and effective rubber silencer

On the pedestal there is a engine instrument with alarm for low oil pressure and high engine temperature

The engine is suspended on rubber cushions which together with the low cruising rpm and a well sound-insulated engine compartment, ensures a very quiet running engine and low vibration levels

The engine is located inside a well insulated engine room with daily access through the companionway stairs that is easy lifted, supported on gas springs or removable hatches on each side of the engine room

On the engine cooling system there is an outlet to heat the hot water boiler

Separate external fuel filter in addition to the filter on engine

Separate engine battery switch

Battery voltage is displayed in navigation area

Hull and superstructure

The hull is made with handlayered GRP with outer laminate in Vinylester resin

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A sandwich construction of multi-axial fiberglass polyester with Divinycell as core material is used for reinforcement and insulation

Reinforced single laminate (no core) is used in high stress/important areas such as floor construction, engine bed and through hull fittings

The hull is reinforced with longitudinal and transverse floor grid system construction, which also supports the keel fittings, mast, engine frame, tanks and cabin soles

All structural bulkheads and stringers are laminated on both sides to the hull

Topcoat painted under flooring and in stowage and engine room

Below the water line the hull is coated with two layers of epoxy primer and black antifouling

White hull color with Carmine red waterlines and hull trim line

Deck

The deck and coach roof are made in GRP with a Sandwich construction with Divinycell as core material

Reinforced single laminate (no core) is used in high stress/important areas

Deck colour is white

Hull and deck are sealed and bolted together

Keel

The keel, designed for best performance, has an upper part in cast iron for strength and a ballast lead bulb

The entire keel is separately epoxy treated and acid proof, stainless steel bolts fix it securely to the hull

Rudder and steering

The balanced spade-rudder, with self aligning bearings, is made in glass fibre reinforced vinylester, with a Divinycell core in a stainless steel frame work with an acid resistant solid stainless steel rudder post

The steering system is a twin chain to gearbox. The gearboxes are connected to the rudderpost through connecting rods

The stainless steel wheels (hide covered) are provided with an adjustable friction brake

The emergency tiller (stored in the cockpit locker) fits on the rudder post and is attached through a dedicated deck fitting

Deck equipment

Stainless steel pulpit

Stainless steel pushpit with two integrated teak seats

Fixed windscreen made of glass mounted in a stainless steel frame with stainless steel grab rails

Two gateways in the lifelines, starboard and port

5 x opening skylights on deck

8 x port light in coach roof (opening in aft heads, galley and one in each aft cabin)

One opening portlight in each aft cabin towards the cockpit

2 x dorade ventilators in saloon, 1 x forward heads, 1 x forward cabin

Solid teak 12 mm on deck, swimming platform and in cockpit area

Two teak pushpit seats

Teak toe rail (capping) fitted with stainless steel rail on the outside for best possible protection

Lifelines with stanchions screwed to fittings, which are through bolted to the rail below the capping

The bow fitting includes twin bow rollers and fitting for optional gennaker

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Electric bow windlass with self drained locker and removable hand control
 45 m, 10 mm galvanised chain and anchor swivel between anchor and chain
 Delta anchor 25 kg secured with a locking devise
 Cockpit manouvered windlass control with chain counter

Bow thruster with control
 Mast head combi antenna for WHF,FM/AM,TV (Antigua)
 White LED lights in cockpit and under the boom, controlled with dimmer
 Blue LED lights on side decks and stern, controlled with dimmer

Ensign staff (flag pole)
 Horn
 Internationally approved LED navigation lights on pulpit, pushpit and toplight

A bathing and safety ladder in stainless steel fitted on the integral swimming platform
 Shower on bathingplatform (h/c)
 Deck washing with 10 m hose for fresh water
 Two lockers in the transom, separated by the passage into the cockpit, one is used for gas bottles
 Deck fillers for water and fuel and evacuation of the holding tanks
 Four stainless steel mooring cleats
 Four stainless steel spring cleats, midships
 Stainless steel protection at all cleats and companionway
 Six fenders
 Four mooring lines á 10 meter

Cockpit

Behind the wind screen in the spacious cockpit, there is a large chart table area with grab handles and a washboard in high-gloss varnished teak with space for additional instrumentation
 Illuminated compass
 Digital instrument including speed, depth and wind (if Raymarine: I-70)
 The stainless steel steering wheel and part covered with leather
 In the centre of the cockpit there is a big, fixed cockpit table, with a elk leather covered grab handle and drop down leafs on each side
 The two pedestals with space for additional instruments are placed close to the hull sides to give best sail control and a convenient passage between the wheels
 Cockpit grating and seats in teak
 The sprayhood provides a completely protected area at the forward end of the cockpit and with the extension the entire cockpit can be covered. Sprayhooden är försedd med rutaor fram och rostfria ramar
 A manual bilge pump is fitted beside the starboard pedestal, possible to operate from the cockpit with all hatches closed
 There is a removable seat between the two aft lockers
 Two loudspeakers in cockpit connected to stereo in saloon
 Heat outlet in cockpit

Rig

Seldén rig
 Keel stepped mast with fractional 19/20 rig & three pairs of swept spreaders
 Mast and boom in silver anodized aluminium profile
 Standing rigging of stainless steel wire
 Hydraulic integral backstay adjuster
 Rod kick with gas damper

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Stainless steel chain plates, bolted to transverse bulkheads, laminated on both sides to the hull

Aluminium rigging screw protection

Internal main and jib halyards of Dyneema rope, manoeuvred by a halyard winch and line jammers in the cockpit

Headsail Furler system with reefing line on port side, led through blocks on stanchions, through a jammer on aft part of the toe rail and via a block to the cockpit, for easy handling

Mast equipment includes deck light (on front of the mast), steaming light, tri-color and anchor lights, windex and flag halyards

Boom lines include topping lift, internal outhaul and two reefing lines. Reefing lines and topping lift are manoeuvred by a winch in the cockpit

All halyards and control lines are drawn to cockpit

Upgrade of standard mainsail system to single reef boom (2 reefs, cockpit manoeuvred)

Sails

Najad original sails made in high quality laminated DCP Pentex, triradial cut

The full battened mainsail is fitted with Seldén MDS sliding system, lazy-jacks, sail number, battens, two reefs, telltales, sail cover and sail bag

The working jib with battens is delivered with tell tales and sail bag

Winches

Andersen full stainless steel, self tailing

2 x 52 ST FS Genoa sheet winches

2 x 40 ST FS Main sheet winches

2 x 40 ST Halyard winch

3 x lockable winch handles

All winches are easy to reach from helmsman position

Sailing gear

Genoa sheet track systems with ball bearing cars, manoeuvred by trim lines, led to 2 x line clutches located just outside the cockpit for easy access

Main sheet track system, in front of the wind screen, including ball bearing car and adjustable sheeting point, all manoeuvred from cockpit

It is a German main sheet system, with the sheets lead forward to the mast and then back to the winches on each side of the cockpit

Interior

Wooden interior in specially selected unstained varnished mahogany to a satin finish

The flooring is made of varnished dark wood with inlaid stripes

Ceiling and reading lights with the latest LED technology (some dimmer controlled)

Night lights, white LED dimmer controlled

Spacious stowage with numerous shelves, cupboards and closet

Plentiful ventilation

Cushions

Curtains

Six decorative cushions

Saloon

In the saloon there is plenty of space for the whole crew to be together for meals and room for enjoying a good social life on board

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The companion way steps have purposefully left unvarnished and in each curved step there is caulked strips for a safer foot-hold. The stair is mounted on hinges with gas dampers for easy opening and a daily access to the engine room

There are leather covered stainless steel hand rails on each side of the staircase

Leather covered stainless steel grab rail on starboard side of the ceiling

There is two big opening skylights with skyscreen blind in the saloon ceiling which together with the port lights makes the saloon bright and spacious

The large saloon table, foldable on starboard side, has a bottle stowage in the table support

The backrests of the settees are removable to convert the settees to berths

CD/radio with two speakers in saloon

Navigation area

The spacious navigation area amidships on starboard side, is with its two seats, an important part of the saloon

There is space for admiral charts which can be stowed in the chart table

One digital instrument including speed, depth and wind (if Raymarine: I-70)

Space for additional instrumentations and equipment on panels above the navigation table

There is also a 12 volt DC, 230 volt AC outlet and a chart lamp

Galley

Corian® work top on galley with integrated list around

The L-shaped galley is located amidships just to port of the companionway and offers a large working surface with all necessary galley equipment easy to reach

Twin sinks in stainless steel (h/c) with Corian® top

A fully pressurized system for hot and cold fresh water includes a luxury single lever tap

A well insulated (92 L) refrigerator box with 3 removable baskets and watercooled Danfoss compressor

Freezer/Fridge box (40 L) water-cooled

The gimballed gas cooker has twin burner, oven and grill. The gas pipes are fixed copper pipes and a remote controlled shut-off valve between cooker and gas bottle is located in the galley area. A manual gas valve is fitted underneath the cooker

Combination oven with microwave and hot air (230V), stainless steel

Ceiling light over the working area

There are large additional stowage areas for groceries and other food items

Najad crockery set for 8 place settings including plate, side plate, bowl and mug, cutlery and glasses including wine glasses, tumblers and beer glasses

Six glass mat in teak with logo

The cupboards are equipped with fiddles for crockery and there is a cupboard under the cooker for pans

Waste basket in the cupboard under the sinks

Forward cabin

A comfortable and wide, full queen size double berth with two reading lights

The unvarnished berth boards are ventilated with holes to avoid dampness

Shelves along both sides of the hull

A spacious wardrobe

There is a skylight (emergency exit) with skyscreen blind

En suite heads with shower

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Forward bathroom

There is a head en suite to forward cabin

Wash basin and bench surface are made in Corian®

Lockers above and below the wash basin

The hot and cold pressurized fresh water system is operated by a single lever tap at the wash basin and a thermostat controlled shower mixer

The forward bathroom can also be used as a shower area with electrical waste pump

Bulkheads are white laminated

The toilet is electric operated, drained into the holding tank

Teak floor

Aft cabin on port side

A comfortable and wide, full queen size double berth with two reading lights

The unvarnished berth boards are ventilated with holes to avoid dampness

Plenty of stowage underneath the berth bottoms

Spacious wardrobe and shelf along hull sides

One opening port light to the cockpit and one opening port light outwards

Aft cabin on starboard side

A comfortable and wide, full queen size double berth with two reading lights

The unvarnished berth boards are ventilated with holes to avoid dampness

Plenty of stowage underneath the berth bottoms

Spacious wardrobe and shelf along hull sides

One opening port light to the cockpit and one opening port light outwards

Aft bathroom

Wash basin and bench surface are made in Corian®

Lockers above and below the wash basin

The hot and cold pressurized fresh water system is operated by a single lever tap at the wash basin and a thermostat controlled shower mixer

There is a separate shower compartment with a wetlocker which is also suitable for a washing machine

Bulkheads are white laminated

The toilet is electric operated, drained into the holding tank

Teak floor

Tanks

Acid resistant stainless steel fuel tank with inspection hatch, level gauge and cleaning pipe reaching the bottom of the tank to evacuate dirt/water

Acid resistant stainless steel water tank, inspection hatch and level gauge

Acid resistant stainless steel holding tank with inspection hatch, level indicator showing 75% capacity and can be evacuated ashore via a deck fitting or pumped electrical to sea via gas tight hoses

Water- and heating system

Eberspächer diesel heater 5DL with outlets in saloon, cabins, bathrooms and cockpit

Freshwater pump with pressure tank

Stainless steel hot water boiler (40 L)

Electrical system

The 230V shore power system includes 25 m cable with indication lamp, fuse box and earth fault interruptor

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Protection against lightning through shore power

Mastervolt 230V isolation transformer with grounding plate for protection of galvanic electricity

The domestic system voltage is 12V

Main switches with separate AGM battery systems for start, navigation and consumption

The electric power is supplied by engine alternator 12V/115A or shore power via a Mastervolt battery charger (12/230 V, 100 A)

combined with inverter (2,5 kW) to convert the consumption batteries to 230 V when shore power is not connected

Mastervolt touch display at the navigation table monitoring system, displaying current consumption, voltage and remaining battery capacity

230 V outlets in saloon, nav table, galley, cabins and bathroom

12 V outlet at nav table

Security equipment

Manuel bilge pump

Automatic electrical bilge pump with separate filters with level alarm when activated (16 L/minute)

Electrical emergency pump with manual start (252 L/minute)

Fire extinguisher in galley area (powder ABE)

Automatic fire extinguisher in engine room

LifeSaver resque boy in cockpit

Fire blanket

Design, construction and manufacturing

Design and construction: Nord West & Najad, Judel/Vrolijk

Manufacturer: Nord West & Najad

The boat is CE certified and delivered with a CE certificate and CE plaquette for category A (unlimited ocean voyages)

Delivery

All yachts are launched, rigged, tested and calibrated and gone through a scrupulous control at the yard in Sweden

All yachts are delivered with filled diesel tanks and water tanks

One and a half day delivery, hand over, test drive and technical review with customer at yard in Sweden

Delivery date

Reservations

Whilst every effort is made to adhere to this specification exactly, there is always the possibility of details being changed for reasons such as model improvement and component supplies, to those in other publications. This can also be due to model year changes, printing errors, price adjustments or other reasons. In respect of the legal purchase terms, this is only a guideline to describe the product in as detailed way as possible in a printed media. The yard especially reserves the right to change the design and reduce or change the standard equipment, the choice of products and the technical solution of the product without notice.

Extra equipment may influence the standard specification. It may also influence the displacement and balance of the yacht which might make it necessary for Najadvarvet to take necessary steps to rebalance the yacht

Photographs may contain items that are extra equipment

The specification is valid when being printed

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