

MIN-O-DIN — NAJAD



Builder: NAJAD

Year Built: 1999

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 36' 9" (11.20m)

Beam: 11' 6" (3.51m)

Min Draft: 6' 0" (1.83m)

Cruise Speed: 6 Kts. (7 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **MIN-O-DIN — NAJAD** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **MIN-O-DIN — NAJAD** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

The Najad 361 is the ultimate go anywhere bluewater cruising yacht in her size range. From 1999 with two owners from new and very little use this yacht truly an exciting cruising prospect.

Basic Information

Category: Cruising Sailboat

Model Year: 1999

Year Built: 1999

Country: United Kingdom

Dimensions

LOA: 36' 9" (11.20m)

LWL: 30' 4" (9.25m)

Beam: 11' 6" (3.51m)

Min Draft: 6' 0" (1.83m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Displacement: 18739.29227 Pounds

Water Capacity: 73.96817456 Gallons

Holding Tank: 26.4172052 Gallons

Fuel Capacity: 52.8344104 Gallons

Accommodations

Total Cabins: 3

Total Berths: 6

Total Heads: 1

Hull and Deck Information

Hull Material: GRP

Deck Material: Teak

Hull Finish: Stainless Steel

Hull Designer: Carl Beyer

Engine Information

Engines: 1

Manufacturer: Volvo Penta

Model: MD22L

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Owner's Comments

I originally chose the 361 due to better performance under sail and easier handling under power from the newer-style Najad hulls combined with the bulletproof build quality and craftsmanship of traditional Najads. Very seaworthy with a comfortable motion and well-designed below. Not the fastest, but you really appreciate these qualities in a 'Solent chop'. Would be an extremely safe and capable long-distance cruiser but she has been used very lightly - mostly family sailing within a very narrow cruising area. Good on all points of sail and bow thruster makes marinas easy. Kept at Berthon for last 9 years with regular maintenance - even when hardly used.

Manufacturer's Comments

The Najad 361 is designed with a greater waterline together with a longer overhang at the stern. This results in a slimmed hull with a full and finer line for the water to flow. The design and length of the keel gives the Najad 361 good course stability and motion at sea. Out of the water the keel is long enough to be stepped on the shore, not to be supported longitudinally. A well-dimensioned floor plate construction is laminated in the hull to support forces from both rig and keel. The ballast keel is bolted on and a small wing at the bottom of the keel reduces the water flow beneath the keel which results in less drag.

With the Najad 361 we have created a vessel that can be compared with much larger yachts. Accommodation below is planned from the experience we have gained from being at sea. The galley and heads are located amidships where the movement of a yacht is least. A crew of four may live comfortably in the forward and aft cabins. When required, the two settees in the saloon may also be used as additional berths. The accommodation is built completely in selected and unstained mahogany that is varnished to a satin finish providing the interior with a natural feel and special character. Large deck hatches and portholes ensure that the cabins are light and airy.

Construction

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean" (or Cat B – whichever is appropriate)

Hull, Deck & Superstructure Construction:

- The hull is built in a sandwich construction of glass fibre reinforced ISO polyester.
- The outermost laminate is laid by hand with rowing using Isophall in polyester resin.
- The surface layer is of NGA gelcoat for maximum protection against water penetration.
- A core of balsa for strength and insulation.
- On the transom there is a integrated platform for swimming and safety purposes.
- Deck and coach roof are built in sandwich construction in glass fibre reinforced polyester with divynycell as spacing material for strength and insulation.
- Teak laid deck, coach roof.
- Hull and deck are laminated together according to Lloyd's instructions and control.
- Extra reinforcements below sheet tracks and in other stress areas.

Keel & Rudder:

- Semi balanced rudder with skeg.
- Lead Keel is bolted on with 12pcs M18 acid resistant steel bolts.
- Ballast keel for less draught with a small wing at the bottom of the keel to reduce the water flow.
- Emergency steer on rudder post by tiller.

Machinery

Engine & Gearboxes:

- 1 x Volvo Penta MD22L 48 HP.
- Racor in line fuel filler.
- Shaft driven 3-blade variable pitch Max Prop.
- Flexible shaft connection.
- Spurs rope cutter.

Maintenance & Performance:

- Engine last serviced: June 2014 with a new impellor fitted in September 2015.

- Cruising speed – approx. 6 knots.

Propulsion & Steering:

- Single folding three bladed propeller.
- Steering pedestal in glass fibre reinforced polyester with stainless steel wheel – diameter of 2'7m; compass and top fitted single lever control for engine.
- Wheel shaft with adjustable friction brake.
- Stainless steel chain and wire cable to a large quadrant.
- The steering system is optimized with a minimum of (4 x) pulleys for excellent steering.
- The quadrant arrangement allows for the steering wire not to pre-stress the rudder post.
- Bow thruster supplied and fitted by Berthon Boat Company in 2007.

Electrical Systems

Voltage Systems:

- 12 volt twin electric pole system.
- 2 x 140amp.hr domestic lighting battery.
- 1 x 75 amp.hr. Engine battery.
- 12 volt a.c. /50 amp. Alternator.
- 4 x 12 volt power sockets.
- Well dimensioned electrical cables. The cables are to a large extent run in conduits.
- Main switch panel with circuit breakers adjacent to the chart table.
- Water and fuel meters, voltmeter.

Battery Banks:

- 1 x 12V 75AH starter battery.
- 2 x 12V 230AH batteries.

Battery Chargers:

- Current regulator with battery charging adapter.

Alternators:

- 12 volt ac 50 amp alternator.

Shore Power:

- 220 V AC 1-phase earthed connection, 10 A automatic fuses and earth fault breakers.

Other Electrical:

- 2.5Kw Inverter + 3 phase SMART charger.
- Model- Mastervolt TR 12/2500SB-24/2600SB.
- 2 x 12 volt power sockets.

Plumbing Systems

Fresh Water & Water Heating System:

- Hot water tank with integral immersion heater.
- Pressurised hot and cold water in galley and heads.
- Hot water tank heated by 240v and/or engine and/or inverter & Generator.

Bilge Pumps:

- Diaphragm bilge pump installed in cockpit locker.
- Auto electric bilge pump.

Grey & Black Water:

- 100L holding tank.

Tankage

Fuel:

- 200l diesel tank.
- Fuel tank in stainless steel on top of the floor plate construction on port side amidships with level gauge.
- Suction pipe to the bottom of the tank for removal of dirt and condensation water.
- Separate manual pump is included.

Fresh water:

- 280l in acid resistant stainless steel tank.
- 40l Hot water tank.

Grey/Blackwater holding tanks:

- 100l Gallon holding tank with hull and deck outlets.

Navigation Equipment

In cockpit:

- Autohelm ST50 Wind.
- Autohelm ST50 Depth.
- Autohelm ST50 Speed.
- Raytheon RL70C.
- Philips Navigator Mk 9 GPS-D remote control.

At chart table:

- Philips Navigator Mk 9 GPS-D main unit.
- Raytheon scanner unit.
- ST50 single multi display.
- Autohelm ST6000+.

Communications Equipment:

- Shipmate RS8300 at chart table and cockpit.

Domestic Equipment

Galley:

- The Galley is equipped with a stainless steel top with twin sinks.
- Electric pump with pressure equalization for hot and cold fresh water and a foot pump for manual operation.
- There is a 3- Burner gimbaled gas cooker with an oven and an
- Food can be stored using an Ice box with a fridge unit.

Heads/Showers:

- Hot & cold showers in cockpit and swimming platform.
- Electrical drainage pump for the shower sump.

Heating & Ventilation:

- Eberspacher 3DC heater and cold air outlets in all cabins and heads.

Entertainment:

- CD player in saloon area.

Lighting:

- Integral halogen lights throughout.

Accommodation

Summary of Accommodation:

- Six berths in two cabins and the saloon.
- The interior is handcrafted in selected and unstained African mahogany, hand polished and varnished to a satin finish.
- Cupboards and doors in solid mahogany with profile-milled frames.
- Flooring of varnished teak and holly plywood.
- Removable hatches for the bilge and tank gauges.
- Headlining of white vinyl covered panels with mahogany strips.
- Saloon settees: 125mm cushion with raised forward edge made up from 75mm, 35kg/m³ and topped with 50 mm, 26kg/m³ foam.
- Berths: 120mm cushion made from 100mm, 35kg/m³ polyester and topped with 20mm fibre fill.
- Upholstery: All cushions are covered with light hard and strong furniture fabrics.

Description of layout from forwards:

Forward Cabin:

- The fore cabin has two wide full length berths, numerous cupboards and a hanging wardrobe. Two opening portholes and a deck hatch which also can be used as an emergency exit.

Main Saloon:

- Spacious saloon is the central living area in the boat. Two sofas with hinged backrests surround the saloon table. The table can be folded on the starboard side to allow easier access and also contains a bottle stowage area in the center of the table.

Galley:

The L shaped galley is located amidships to the port side and contains twin stainless steel sinks, Gimballed twin burner gas cooker with oven and remote controlled shut-off valve between the cooker and the gas bottle. The counter tops offer a large working surface this coupled with a 100 ltr insulated refrigerator ample storage space makes for a very useful galley area.

Navigation Station:

- The navigation area is located amidships to the starboard side just forward of the heads compartment. This area contains a chart table with stowage for charts and drawers for extra stowage space, there is also a chart lamp with a dimmer. Located here is the folding switchboard which allows easy access and is equipped with circuit breakers and is prepared for additional circuits.

Heads:

- Located to starboard just aft of the navigation area this large heads compartment is produced with white laminate bulkheads together with the bench surface and the sole in matching Corian. With a large wash basin, hot and cold pressurised water with a single lever tap. The tap is lifted out to act as a shower head. On the entrance door there is a mirror and there is ample storage supplied by multiple lockers.

Owners Cabin:

Aft cabin which is accessed via a companionway on the port side at the galley. The cabin contains a wide double berth on the starboard side with a total length of 7'9". There are two portholes and a deck hatch which can also be used as an emergency exit.

Deck Equipment

Rig:

- Masthead rigged with two pairs of spreaders with twin lower shrouds.
- Selden mast in silver anodised aluminium profile 206/139mm, height 46'9" (14.25m) above deck, stepped on the coachroof and supported by a galvanised steel pillar, that is based on the longitudinal and transverse bottom reinforcements.
- 19-play stainless steel wire standing rigging.

- 10mm lower shrouds, 8mm forestay, standing backstay and cap shrouds, 7mm intermediate shrouds.
- Stainless steel rigging screws, 7/16" for intermediate shrouds and all others 5/8".
- Head sail furling system, Selden Furlex 8C, with control line on port side, drawn through blocks on the stanchions and stopper on the cap rail to cockpit.
- Backstay adjuster, mechanical.
- Selden rodkick and topping lift.
- The mast is fitted with deck light, steaming light and prepared for spinnaker equipment.
- Two internal wires with halyards in Terylene.
- Ample cleats.
- Stainless steel chain plates, bolted to transverse bulkheads, bonded on both sides to the hull sides.
- Selden boom in silver anodised aluminium profile 171/94 with internal outhaul and double reefing lines with stoppers.
- Six to one cut main sheet with ball bearing car, on a sheet track with trimlines.
- Mainsheet track with trim-lines to ball bearing car.
- 2 x 2.5m long genoa tracks with 2 x from cockpit with trim lines adjustable sheet blocks.
- Stainless steel through deck fitting for mast cables.
- All cables are connected under deck.

Winches:

- Anchor winch – Lofrans.
- 2 x 46ST cockpit self-tailing Anderson SS winches.
- 2 x 30ST cockpit self-tailing Anderson SS winches (spinnaker & furling).
- 2 x 12ST mast mounted self-tailing Anderson SS winches.
- 1x mast mounted reefing winch.

Sails:

- North sails fully battened mainsail.
- North sails Genoa.
- North sails No.2 Jib.
- North sails storm jib.
- North sails cruising chute.

General:

- Pulpit and push pit in acid resistant steel, through bolted.
- A teak step is fitted to the pulpit.
- Ladder fitted in the integral swimming platform.
- Large self-draining locker forward for chain, warps, fenders and gas bottles.

Anchoring & Mooring Equipment:

- Steamhead fitting with integrated anchor roller for a 15kg Bruce anchor.

Covers, Canvas & Cushions:

- Leather covered steering wheel.
- Sprayhood with cockpit tent extension.

Safety Equipment:

- Gas alarm.
- Intruder alarm.
- Life raft behind mast.
- Double lifelines with four pairs of stanchions, mounted on fittings which below the teak capping are through bolted to the hull side.

Fire-fighting equipment:

- Equipped with three fire extinguishers located in the following areas:
 1. One under the saloon table.
 2. The other two are in the cockpit under the starboard seat and in the aft wardrobe.

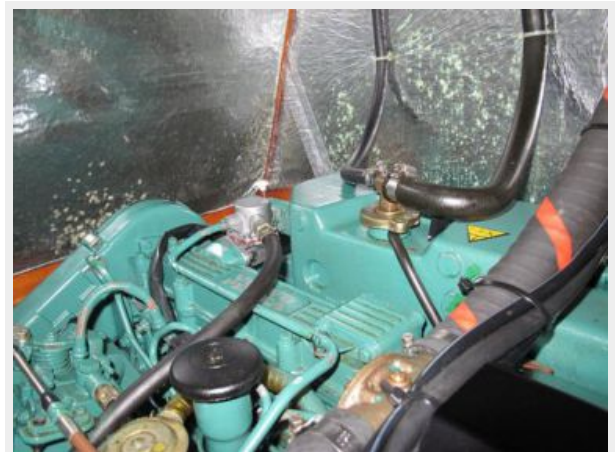
Exclusions

Owner's personal belongings.

Disclaimer

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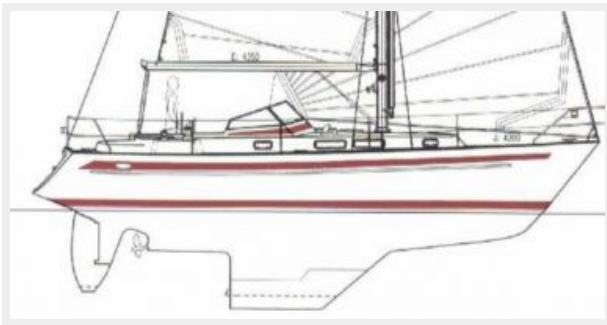
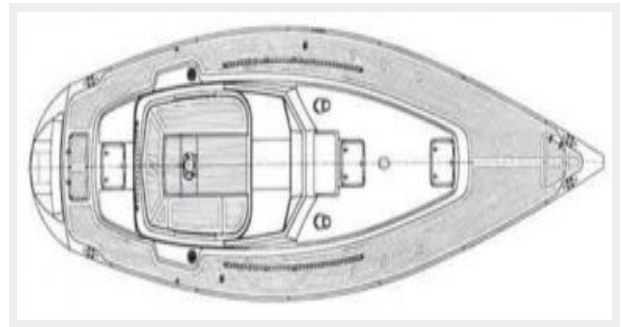
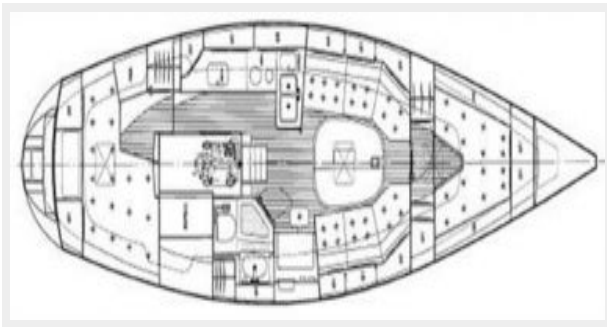
PHOTOS











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