

Specification

Najad 355

Volvo Penta D1-30S (28 hp, 20.2 kW), Saildrive, Mechanical reverse gear with single lever control, 3-cylinder direct injection 4-stroke marine diesel with fresh water cooling

Layout

A Chart table without seat

Dimensions and data

Length overall	10,9 m / ft
Length waterline	9,58 m / ft
Beam	3,4 m / ft
Draught	1,9 m / ft
Displacement	6,9 ton
Ballast	2,3 ton
Mast height above waterline	16,5 m / ft
Fuel tank	ca. 150 L
Water tank	ca. 250 L
Hot water boiler	40 L
Holding tank	ca. 60 L
Electrical system	12 volt
Battery, start (AGM maintenance free)	150 Ah
Battery, navigation (AGM maintenance free)	150 Ah
Batteries, consumption (AGM maintenance free)	3 x 150 Ah
Charger	100 Ah
Inverter	2,5 kW

Sail areas

Cruising	63,8 m ²
Full batten main	36,7 m ²
Working jib	27,1 m ²
Cutter jib (optional, must be ordered within extra equipment)	97,0 m ²
Furling genoa (optional, must be ordered within extra equipment)	91,7 m ²
Gennaker (optional, must be ordered within extra equipment)	24,0 m ²

Propulsion system

3-bladed folding propeller

Wet exhaust with swan neck and effective rubber silencer

On the pedestal there is an 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

The engine is easily accessible for service behind the companionway steps, supported by gas springs. It is also reached from the aft cabin

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

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Hull and superstructure

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

A sandwich construction of multi-axial fibreglas 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 combined chain and link system

The hide covered wheel is 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

2 x opening skylights on deck

7 x port light in coach roof (opening in heads, galley and in aft cabin)

1 x porthole from the aft cabin to the cockpit (openable)

2 x Dorade ventilators in saloon

Louvers in the washboard

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

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

Electric bow windlass with self drained locker and removable hand control
 40 m, 8 mm galvanised chain and anchor swivel between anchor and chain
 Delta anchor 15 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 in the two colour in middle of mast 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

In the transom there is one big locker, which also is the place for the gas bottles
 Deck fillers for water and fuel and evacuation of the holding tanks
 Four stainless steel mooring cleats
 Two 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 there is a 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

There is one removable, varnished cockpit table, to be hooked on to the pedestal
 The steering pedestal is made in glass fibre, with space for engine control and additional instruments
 Cockpit grating and seats in teak
 Aft in the cockpit there are two separate seats on port and starboard side, separated with a removable helmsman seat, to allow access to the swimming platform. The seats are openable for stowage
 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
 Two loudspeakers in cockpit connected to stereo in saloon
 Heat outlet in cockpit

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Rig

Seldén rig

Mast with fractional rig and two pairs of swept spreaders, stepped on the coach roof and supported by a steel pillar, placed on the floor grid structure

Mast and boom in silver anodized aluminium profile

Standing rigging of stainless steel wire

Backstay adjuster, mechanical

Rod kick with gas damper

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

Internal main and jib halyards in Dyneema rope

Headsail furling system, reefing line at port, drawn through blocks on stanchions, clutch at the toe rail

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

Boom with internal outhaul and two reef lines to cockpit

All halyards and lines are lead into cockpit through clutches to two self-tailing winches

Upgrade of standard mainsail system to single reef boom

Sails

Najad original sails are made in high quality, laminated cloth, crosscut

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 46 ST FS Genoa sheet winches

2 x 28 ST FS halyard/main sheet winches

2 x lockable winch handles

Sailing gear

Genoa tracks with ball bearing cars and trim lines

'German' main sheet system with fixed sheeting point

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

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

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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 an opening skylight with skyscreen blind in the saloon ceiling which 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 navigation area is situated on the starboard side conveniently beside the companionway

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 in the passage to the aft cabin 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 (60 L) refrigerator box with 3 removable baskets and watercooled Danfoss compressor

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 6 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

Spacious wardrobes and shelf along hull sides

There is a skylight (emergency exit) with skyscreen blind

Aft 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

Spacious wardrobe and shelf along hull sides

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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

Integrated shower with el pump

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

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

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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

We reserves the right to make any changes.