

## Specification

### Najad 505

VOLVO PENTA D3-110 (110 hp, 81 kW), shaft with Centaflex flexible coupling, hydraulic transmission, a compact 5 cylinder 2.4 litres, turbo charged marine diesel with intercooler, common rail and 20 valves

### Layout

- A** Large aft cabin with double mid berth + two forward cabins  
**B** Large aft cabin with double mid berth + large forward cabin

### Dimensions and data

Length overall	15,30 m / ft
Length waterline	14,08 m / ft
Beam	4,59 m / ft
Draught	2,45 m / ft
Displacement	18,9 ton
Ballast	6,3 ton
Mast height above waterline	22,9 m / ft
Fuel tanks	ca. 700 L
Water tank	ca. 800 L
Hot water boiler	40 L
Holding tank	ca. 140 L
Electrical system	12 V/24 V
Battery, start (AGM maintenance free)	12 V/150 Ah
Battery, navigation (AGM maintenance free)	12 V/150 Ah
Batteries, consumption (AGM maintenance free)	24 V/360 Ah
Charger	100 Ah
Inverter	2,5 kW

### Sail areas

Cruising	125 m <sup>2</sup>
Full batten main	70,5 m <sup>2</sup>
Working jib	54,5 m <sup>2</sup>
Furling genoa (optional, must be ordered within extra equipment)	77 m <sup>2</sup>
Cutter jib (optional, must be ordered within extra equipment)	52 m <sup>2</sup>
Gennaker (optional, must be ordered within extra equipment)	180 m <sup>2</sup>

### Propulsion system

3-bladed folding propeller

Wet exhaust with swan neck and effective rubber silencer

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

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

The engine is located inside a very well sound-proof and insulated engine room with access from a door on port side and from the companionway stairs that lift up and are supported on gas springs. The engine components are easily accessible for servicing

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 handlayered GRP with outer laminate in Vinylester resin

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 cast iron keel is designed for best performance with a delta formed 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 rotating torque tubes system

The stainless steel wheel (covered in elk skin) is provided with an adjustable friction brake

Emergency steering is operated by a tiller on the rudder post

## Deck equipment

Stainless steel pulpit

Stainless steel pushpit with two integrated teak seats

Fixed windscreen in a stainless steel frame with stainless steel grab rails

Two gateways in the lifelines, starboard and port

4 x opening skylights on deck

6 x port lights in coach roof (opening in forward heads and forward cabin)

1 x Portlights in cockpit/galley, open able

6 x Portlights in the hull

6 x Dorade ventilators with protection bars, stainless steel

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

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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

Electric bow windlass with self drained locker and foot controls  
60 m, 10 mm galvanised chain and anchor swivel between anchor and chain  
Delta anchor 32 kg secured with a locking device  
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  
A sail locker is located on forward deck including water proof hatch

There are two large stowage lockers on the aft deck including water proof hatches  
A very large stowage area is located at the transom, with two doors, including a separate drained box for gas bottle P6  
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  
The steering pedestal is made in glass fibre and stainless steel, with grab handle and space for additional instruments  
Illuminated compass on pedestal  
Digital instrument including speed, depth and wind (if Raymarine: I-70)  
The stainless steel, hide covered, steering wheel can be locked by an adjustable  
There is a foldable, high-gloss varnished cockpit table (on pedestal)  
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 in the cockpit sole, 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

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 backstay adjuster and boom vang, cockpit manoeuvred

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

Internal main and jib halyards of stainless steel wire, spliced to halyard line and led, under deck, to cockpit jammers and halyard winch

Headsail Furler, through deck system, with reefing line on port side, led through blocks on stanchions, to line jammer at 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 includes topping lift, internal outhaul and two reefing lines. Reef lines are manoeuvred by a reef line winch mounted in the cockpit. Boom vang with gas damper and purchase line system

## Sails

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

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

The working jib is delivered with tell tales and sail bag

## Winches

Andersen full stainless steel, self tailing

2 x Genoa winches 68 ST FS

2 x Main sail winches 46 ST FS

2 x Halyard winches 46 ST FS

3 x lockable winch handles

All winches are easy to reach from the helmsman's 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, mounted aft of the cockpit, including ball bearing car and adjustable sheeting point, all manoeuvred from cockpit

Sheets and trim lines run through 4 x Spinlock line clutches

## 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

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### 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

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 a big opening skylight 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

CD/radio with two speakers in saloon

### Navigation area

The spacious navigation area, angled slightly off the saloon, is situated on starboard side, conveniently beside the companionway offering a good contact to the cockpit

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 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 refrigerator (115L) with separate deep freezer (65L), front in stainless steel and two separate water cooled compressors

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

Spacious wardrobe on port side

There is a skylight (emergency exit) with skyscreen blind

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### Mid cabin (only layout A and C)

Two single beds above each other with reading lights

The unvarnished berth boards are ventilated with holes to avoid dampness

Wardrobe

### Forward 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

The forward cabin has a separate shower area with electrical waste pump

Suitable for a washing machine (must be ordered within extra options)

Bulkheads are white laminated

The toilet is electric operated, drained into the holding tank

Teak floor

### Aft cabin (only layout A and B)

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 on port side and shelf along hull sides

There is a skylight (emergency exit) with skyscreen blind

En suite heads with shower on starboard side

### Aft cabin on port side (only layout C and D)

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 on port side and shelf along hull sides

There is a skylight (emergency exit) with skyscreen blind

### Aft cabin on starboard side (only layout C and D)

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 on port side and shelf along hull sides

There is a skylight (emergency exit) with skyscreen blind

### 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

Separate shower area with electrical waste 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

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

Freshwater pump with pressure tank

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Stainless steel hot water boiler (40 L)

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### 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 and 24 V

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

The electric power is supplied by engine alternator 24V/80A or shore power via a Mastervolt battery charger (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.

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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

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Photographs may contain items that are extra equipment

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The specification is valid when being printed

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*We reserves the right to make any changes.*