



**NYM**

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



MÅ¶n 391 CC

Euro 58,000 O.N.O



## Specifications

### Boat Details

Price	Euro 58,000 O.N.O
Model	MÅ¶n 391
Year	1986
Hull Style	Single
Power Type	Sail
Condition	Used
Suburb	Fiji

Boat Brand	Custom
Length	12.50
Category	Cruising Yachts
Hull Type	GRP
Stock Number	#MON39119
State	International
Engine Make	

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## Description

AFFORDABLE 4 CABIN 40 FEET - CLASSIC AND SOLID BLUEWATER CRUISER ,EQUIPPED FOR LONG DISTANCE SAILING. FULL SURVEY OCTOBER 2019. REPORT AVAILABLE.

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The Mön 391 is a Danish designed boat - similar to the Hallberg-Rassy, with a very deep centre-cockpit, full keel, solid, seaworthy construction, and cutter rigging. It is a classic long distance and safe sailing boat.

It is the perfect family boat. Her owners write: "We have been testing her skills on a trip from Denmark to Fiji with our family on board, therefore she now has all the necessary equipment for the next trip out into the world!" From the cockpit there is direct access to the stern cabin which has a comfortable double bed and lots of storage. Practical for easy access to the helm and ideal when off-watch to be able to rest in a proper bed while close to the on-watch person when needed for help.

This family from Denmark sailed halfway around the world sharing the watches with their teenage children, who felt safer keeping a lookout while knowing that their parents were just a metre away from them and able to hear them call if they had any questions. This centre cockpit configuration with independent access from the cockpit is not only great as it adds a lot more usable room inside the boat rather than having a tiny passage to back cabin, it is also perfect for additional ventilation and for quick access to the cockpit when needed.

Going down into the main cabin from the companionway are two large side cabins with double beds.

The salon is equipped with a U-shape sofa arrangement and plenty of storage space.

The head area is quite large for a boat of this size and situated between the salon and the two side cabins, one cabin also functions as a shower if needed.

The galley offers good workspace, stove, refrigerator, and sink. There is abundant storage.

In the fore peak is a big double bed (V berth), well ventilated by a large hatch.

One of the nest asset of this quite extraordinary little yacht as a live-aboard and offshore cruiser is the abundance of storage and a space where each will find their own privacy. There are few boats of this size around the world that offer four comfortable cabins, each offering family or guests their own space and little space of peace and quiet. This is the reason, other than being a solid and capable cruising yacht, for which this family with four children chose this model for their adventures around the world.

Storage is paramount to comfortable life on board, and this yacht was designed to make the most of every part of the boat to accommodate storage for everything needed for long periods at sea.

It is now time for this amazing family to end their travel and return home to Denmark after their incredible trip and the boat is price to sell fast. Children must return to school, parents to work, but little 'Pumba' will be the joy of her next owner, offering a safe and comfortable little home for someone that cannot afford a much larger boat, yet would

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not compromise with safety and durability.

The Møn 391 will appeal to the same people who love the Hallberg Rassy with regards to the high quality of build, exceptional seagoing qualities and living comfort, yet would rather not have to factor in a teak deck and extensive wood trims, which need constant maintenance and eventually will need replacing at heavy cost. The Møn 391 is also a lot cheaper than a HR, and yet will keep it's value just as well. It is a boat that is built to last and to keep your investment safe providing you take care of her with the love she deserves. This boat was built to go exploring the far corners of the world and thrives at sea. Her long keel provides a gentle motion in heavy swells and her solid skeg-hung rudder encapsulates the prop for less chances of snagging. Her traditional full keel with low centre of gravity will help you stay safe in even the worse ocean condition and will not start 'surfing'. Yet, she is capable of a surprising turn of speed and is responsive at the helm. It is a truly remarkable design.

Inside, the excellence of the workmanship is visible in every detail. There is an abundance of solid timber in lovely satin finish, a true feeling of 'home' plenty of light and a warm, safe feeling. The headroom is generous (Vikings are tall people) and the sleeping arrangement very comfortable for a family or for your friends to join you on a passage.

Her galley is safe to use in all weather and offers surprisingly good refrigeration capacity for a boat of this size. It provides ample pantry space for long periods at sea.

The head is large and well-lit and ventilated. A separate shower was added and is located in the starboard aft cabin, an unusual arrangement, which works quite well and which drains through a sump box / electric pump and is protected from the bunks which will not get wet if you are a little careful. Hot and cold pressurised water is available through the boat.

Designed to be self-sufficient, the boat is also equipped with a large solar power supply and wind generator.

To add a little more manoeuvrability when berthing the boat is also fitted with a bow thruster.

The rigging will need replacing but other than this the boat presents in very good condition. It is a wonderful option for someone with a smaller budget who wishes to acquire a healthy, capable and seaworthy boat fully equipped for long range sailing.

'Pumba' was fully surveyed in October 2019 and is available for sale now.

Be quick! Her owners must urgently return to Denmark and have priced the boat accordingly.

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#### A WORD FROM THE OWNERS:

"Our Pumba is a MØN 391 - a model we had been looking for for many years.. 4 cabins, center cockpit, affordable and a good size. We bought our boat in winter 2016, got to know her in summer 2017, and prepared her for our adventure going through everything, fixing what needed to be fixed and maintaining what needed to be maintained. We added a new wind generator, the new Garmin navigation system, the Ekstra solar panels and furling sail, the platform, the rails aft., the pull-pit, the radio system, new batteries and switchboard. In summer 2018 we sailed from Europe to Caribbean and Panama - into the Pacific. One of the reasons we choosed this boat, was first of all the possibility to give our children their own personale space. Together with the deep, safe and very comfortable centre-cockpit, the possibility to handle the sails from the cockpit, and the steady sailing without leaning

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uncomfortably to the side, this was just the perfect boat for us. We have always felt safe in rough weather and high seas. The protected rudder and the full keel, makes fishing nets and shallow anchorages nothing to worry about, and the good anchor gear makes you sleep better at night. Although she seems very compact, we have been 10 people dining easily, both in the salon and the cockpit. Our average cruising speed is 5/6 kn, with a top of 9 kn. We all love our strong, beautyfull old lady. See has given us so much, without complaining at all, and we wish for her to find a new oner that will love her as much as we do. The MØN 391 is known for being a safe and sturdy cruising boat. Pumba's deep centre cockpit makes it a comfortable and safe place to handle the boat from, even in difficult sailing conditions. The hull with its 22 mm fibreglass is much thicker than on newer boats. Fiberglass is expensive when casting new hulls. This was not the case in 1986 when the boat was built. The thickness of course increases the weight of the boat, but it also increases the stability, reducing the risk of serious accidents. As a long-distance sailor, you hear some stories about damage to the rudder or screw. Our long keel provides a fantastic protection for both. A Mon 391 sails surprisingly calm and stable. The boat's biggest sailing weakness is the ability to sail against the wind. As soon as a little slack can be given, however, she sails fantastic and not much wind is required before the boat cruises 5-6 knots."

#### SAILS:

Mainsail: Older but operational.

Furling staysail (New 2019)

Genoa: (New 2009 but in good condition)

Spinnaker: (little use)

Lazy jacks.

All sails can be operated from the cockpit

#### GROUND TACKLE:

20 kg Manson supreme anchor

65 meters of chain

Lofrans Project 1000 watt electric windlass

#### ELECTRICS:

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Wind Generator: Rutland 1200

Solar panels: 1000 watt solar panels plus 2 Fleksibel 100 watt solar panels

Victon Energy Smart Charge controller

Sterling battery splitter / monitor

3 battery groups: 315ah domestic, 105 ah starter, 210 ah bow thruster and anchor battery

80ah alternator on engine

Inverter (new 2018)

Shore power 220 V with shore cable

#### DECK GEAR:

Custom-made stern platform (new 2018)

Custom-made Pulpit (new 2018)

Rails on aft deck (new 2018)

#### ELECTRONICS:

Garmin XSV 1020, plotter

World Wide Map 2018

Compass

Analog wind instruments

Raymarine Autopilot 100/300

Handheld VHF Icom M35

Stationary DSC/Navtex

VHF Nexus 2500

Fusion MS-RA70 music radio, 4 speakers

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TV with DVD

AIS trans and receiver EM-trak B100 and Ocean signal AIS-MOB,

Ocean signal EPIRB

#### COMFORT:

Gas stove: 2 burners with oven

Isotherm Refrigerator plus Dometic CDF36 12v cooler box

Pressure water

Hot water unit

400L water tank 250L

Diesel + 100 L plus jerrycans

50L holding tank

Safire Barbeque

#### EQUIPMENT LIST / OTHER:

Laziras 8 person offshore liferaft (new 2018,)

Life vests and tether lines for 5 persons

2 Fire extinguishers

Dacoon 320 6 people inflatable tender

Outboard Engine Mercury 6 hp (new 2017)

Misc. ropes - mooring lines - ect.

Fenders

Misc. spare parts

Misc. tools

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Spray hood and Bimini + closing sides and aft for a fully enclose-able cockpit.

**ENGINE:**

Yanmar 4JHE. 40HP, 1986. Well maintained and continuously upgraded.

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