



NYM

Cruising Yachts Specialists

Phone:

+614 20882296

Email:

info@nautilusyachtmanagement.com

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



Najad 490. One owner.

POA



Specifications

Boat Details

Price	POA	Boat Brand	NAJAD
Model	490	Length	15.00
Year	2001	Category	Cruiser / Racer
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	#NAJ0120
Condition	Used	State	New South Wales
Suburb	SYDNEY	Engine Make	

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Description

FULLY IMPORTED, IMMACULATELY PRESENTED AND READY TO TAKE YOU ANYWHERE IN THE WORLD IN COMFORT AND SAFETY, THIS NAJAD 490 IS THE ULTIMATE BLUE-WATER CRUISING BOAT, PERFECTLY SUITED TO CRUISING ALL LATITUDES, WITH THE SEA-KINDLY CHARACTERISTICS AND OUTSTANDING TURN OF SPEED THAT ARE A TRADEMARK TO HER RENOWNED DESIGNER JUDEL / VROLJIK (ROLPH VROLJIK DESIGNED 2003 AMERICA'S CUP WINNER 'ALLINGHI'.)

THIS NAJAD 490 IS CUTTER RIGGED AND FULLY EQUIPPED FOR SHORT-HANDED CRUISING, WITH ALL HER LINES RUN TO THE SAFETY OF THE COCKPIT, POWER WINCHES, BOOM-FURLING MAIN, STAYSAIL AND GENOA, ALLOWING A MULTITUDE OF SAIL CONFIGURATION AND EASY REEFING.

'KALYPSO' IS ALSO EQUIPPED WITH A POWERFUL BOW THRUSTER FOR EASY MANOEUVRING EVEN IN A TIGHT SPACE.

READY TO DROP THE LINES AND GO CRUISING IMMEDIATELY, THIS YACHT COMES WITH AN UPDATED AND COMPREHENSIVE RANGE OF CRUISING ELECTRONICS, A THOROUGHLY RE-CONDITIONED ENGINE AND ALL THE SAFETY EQUIPMENT WELL BEYOND THE CAT 1 OFFSHORE REQUIREMENTS.

HER INTERIOR IS LUXURIOUS AND EQUIPPED WITH COMFORT AND INDEPENDENCE IN MIND, WITH DIESEL GENSET COMPLEMENTED BY AN AQUAAIR 100 TOWING GENERATOR, 180L / H WATERMAKER PLUS PORTABLE POWER SURVIVOR WATERMAKER, LARGE FRIDGE AND FREEZER CAPACITY, AIR CONDITIONING, 1.5 KVA INVERTER, ETC.

NAJAD ARE COMPARABLE TO HALLBERG-RASSY YACHTS AND TYPICAL TO THE UNRIVALLED SWEDISH SHIP-BUILDERS REPUTATION IN TERMS OF DESIGN, QUALITY OF BUILD, ATTENTION TO DETAIL AND EXTRAORDINARY SEA-KEEPING QUALITIES. HOWEVER, NAJAD YACHTS OFFER ONE-ON-ONE CONSULTATION AT THE TIME OF CONCEPT AND DESIGN, ENABLING THEIR CLIENTS TO INCORPORATE ADDITIONAL CUSTOMIZED VARIATIONS MADE POSSIBLE BY WORKING CLOSELY WITH THE OWNER'S PREFERENCES. AS SUCH, THIS NAJAD 490 WAS BUILT WITH A REINFORCED KEVLAR HULL FOR ADDITIONAL STRENGTH, ADDED COLLISION AND WATERTIGHT BULKHEADS, ETC. PLEASE READ ON FOR THE FULL DESCRIPTION!

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KALYPSO HIGHLIGHTS:

Kalypso had a full refit end 2017/ early 2018 including:

- New Standing rigging and mast step.
- New Teak Deck(12mm)
- New instrumentation and Autopilot
- Major Engine overhaul
- Replaced most seacocks and through hull fittings where required
- New upholstery
- New dodger
- Navtec hydraulic system serviced with new cylinder seals
- All systems serviced with new AC pump, 3 new watermaker membranes, new freshwater pump
- Underwater hull scraped back and treated with West Epoxy Barrier then 5 layers of Coppercoat
- New Genoa 11.1 Tri radial warpdrive
- New Tohatsu 3.5HP 2stroke
- New Tohatsu 9.8 HP 2stroke

Then in 2018:

- New ICOM VHF
- New ICOM Remote Mic in cockpit.
- New tri radial warpdrive 11.1 mainsail (2020)

The owner has had the boat from new and has taken full advantage of Najad's willingness to customize the boat to meet owner's wishes. Najad yachts were already renowned as being premium Swedish yachts but Najad advised that with the modifications made and list of added extras 'Kalypso' was the most expensive yacht that they had built at that time. Combined with the Najad 490's status as the most awarded world cruiser of all time, we believe that 'Kalypso' has few rivals in the world to match her attributes as the most perfect offshore cruising yacht on the market in this price range and well above.

Among the modifications the owner made were:

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-
- Leisurefurl boom for more efficient and safer mainsail reefing.
 - Wider galley for extra insulation around fridge and freezer
 - Widened the companionway steps to accommodate a Paguro generator
 - Bespoke bench seat in the saloon
 - 2 Saloon Armchairs
 - Retractable davits
 - Watertight door fitted to the forward cabin
 - Twaron(Kevlar) reinforcement of hull bow section.
 - Furling staysail so all 3 sails are furling
 - 3 electric winches in the cockpit
 - tunnel type 24V bowthruster
 - Stern Pole with bespoke lifting gantry for outboard etc.
 - Towing generator fitted
 - Additional house batteries to make 460AH at 24V
 - Full electronic instruments with 2 independent separate autopilots (Raytheon and Simrad)
- Plus much, much more...

This one owner, fully refitted Najad 490 was built within 10miles of Hallberg-Rassy, Malo, Sweden Yachts and others on the island of Orust in Sweden.

It is similar in style to the HR with beautiful mahogany cabinetry but has the advantage of the hull design of Judel Vrolijk for fast ocean passages.

This immaculately presented Najad 490 has been fully customised to be the premier choice for a long distance blue water cruiser, with sailing and deck systems designed for short handed sailing.

Below decks, fuel, battery and water making systems have been maximised to make the vessel fully self-sufficient and ideally suited to the live-aboard cruising lifestyle, not needing to put to port for months at a time.

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A boat such as Kalypso is rare to come on the market. She is a credit to her designer, her builder and of course her owner, who took remarkable care of his extraordinary vessel and went a long way to ensure that she would be passed on to you in immaculate condition.

The owner will accept payment in AUD, Euro, USD or GBP to help with the buyer's currency exchange costs if needed.

Read on for the full description/inventory and for more information please contact our friendly team at Nautilus Yacht Management. We are cruising yacht specialists and take a lot of pride in bringing you such a beautiful yacht.

Our agency has helped buyers from all around the world purchase the boat of their dream, and a decade of working on an international platform has provided us with the knowledge to help you with all the steps of your purchase, import, delivery, registration etc. Purchasing a yacht overseas does not have to be stressful. We are here to help.

GENERAL SPECIFICATIONS:

Built by Najadvarvet yard in Orust, Sweden.

Designed by Judel /Vrolijk

LOA: 15.00m (49 2"ft) hull - builders certificate - 15.36m (50 4"ft) with bow roller as per UK registration

LWL: 13.13m (43 1"ft)

Beam: 4.5ft)m (14 9"ft)

Draft : 2.0m (6 7"ft) (shallow draft option)

Displacement : 18,000kg , (18.0t)

Mast Height above waterline : 21.3m (69 10"ft)

Fuel Capacity : 835 l

Water : 500 l

Holdingtank Fore : 70 l

Holding tank aft : 75 l

Engine : Yanmar 4JH3-THE 96HP , 72KW

Generator : Pagura 6000 (Lombardini engine) : 6KVA

Genoa 140% : 75 sq m.

Staysail : 25 sq m

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Main 62 sq .6 battened main on Leisuerfurl Boom.

Spinnaker

Gennaker

ELECTRONICS:

SSB radio ,Icom M710

Pactor modem SCS PTC 11USB

VHF Icom M4230 (new 2018)

VHF Icom Commandmic remote in cockpit(new 2018)

ODELCO DCC 4000 Battery Monitor

Inmarsat C Thrane and Thrane

AIS Vespar transducer

Iridium Extreme with external aerial connection

Target Navtex Pro - Plus

Axis AX074 radio/cd player

Interphase Probe forward depth sounder.

Raymarine Axiom 12" chartplotter(new2017)

" Axiom 9 " chartplotter at nav station(new2017)

" Quantum 18" radar dome (new2017)

Raymarine i50speed, i50depth, i60 wind and i70 multi (all new 2017)

Simrad/Robertson autopilot AP21 on separate linear drive with detachable remote control in cockpit as back up.

(Raymarine autopilot and chartplotter updated with latest software and certified by Raymarine agent in Sydney feb 2020)

ELECTRICAL:

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24volt system with 8 x 115ah paired 12v Sonnenshein gel batteries (460ah@24v) and 24V alternator on engine. Converted to 12V for instrumentation.

Victron Energy Centaur 24V x 60A charger

12 volt starter battery (2018) with 12v alternator (2018) on engine

7 x 12V outlet sockets

240volt system supplied by shore power, Pagura generator or Trace 1.5KW inverter/charger

Pagura diesel generator (New 2015): 530 hours.

Victron Energie Isolation Transformer STI 30

Aquair 100 Towing Generator

LED tricolor at masthead, LED nav lights at deck and pole level, steaming light, horn and deck lights on mast.

COMFORT:

3 double cabins: Large aft state room with en suite heads, 2 bunk beds on port and double V berth forward.

Separate heads forward.

Large linear galley with separate isotherm chest fridge and freezer, double sink and 3 burner force 10 stove. Corian worktops.

Saloon with L shaped settee around table with bespoke sliding bench the other side.

Two comfortable high back armchairs opposite TV and DVD player.

Navigation table with pull out computer drawer.

Eberspacher Air Heater

Aqua fresh watermaker (180l

)Sharp microwave 750 W

Air conditioner in aft cabin.

Ocean Air screens with blinds and fly screens on all Lewmar hatches.

5 x Hella 24 V fans .

Sigma Water Boiler

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Two Jabsco quiet flush Electric Toilets.

Magna BBQ with dedicated stainless gas bottle.

Swimming platform in aft transom with boarding ladder and shower

2 shower units in heads.

Lee cloths on all bunks

SAFETY:

Watertight Anchor Locker

Watertight Sail locker with Rondal hatch

Watertight door to Forward Cabin

Twaron (Kevlar) lay up in hull forward of keel.

Ocean Safety 6 man liferaft(serviced 12/ 2017)

Gas solenoid switch , isolation valve and gas sniffer alarm.

High water bilge alarm in cabin and repeater in cockpit

3 furling sails with furling lines back to outside cockpit.

3 electric winches.

3 electric bilge pumps (one of which on auto float switch) and one manual Whale bilge pump.

Dan buoy, lifesling, and life buoy with floating light

Para tec sea anchor with rhode and chain

Sea drogue

Emergency tiller with through deck fitting to rudder post

Bruce 30kg main anchor with additional CQR, F37 Fortress and 15kg Bruce kedge

Spare fixed blade prop if folding prop (flex o fold) gets damaged.

Rope cutter on prop shaft

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Fire extinguishers.

EPIRB ACR GLOBALFIX in cockpit

Grab Bag with:

Power Survivor watermaker

EPIRB GME (expires 12/21)

EPIRB Ocean Signal (expires 2028)

VHF Floating Standard Horizon HX750S

Binoculars, torch, batteries, fishing essentials and flares (only 2 rockets in date)

HULL CONSTRUCTION:

The hull is built in a sandwich construction and handlaid of multiaxial glass fibre reinforced ISO polyester. The surface layer is of NGA gelcoat.

The bilge is reinforced with a longitudinal and transverse floor plate construction which supports keel fittings, mast, engine frame, tanks and cabin soles. There are additional longitudinal reinforcements in the hull as stringers. All main bulkheads and the transverse chain plate are laminated to the hull.

Below waterline the hull has Twaron (Kevlar) included in the lay up forward of the keel.

The hull was epoxy primed when built and in January 2018 was scraped back and had the West epoxy treatment followed by coppercoat antifouling.

The lead keel is bolted on with 16 x 20mm steel bolts.

The rudder is semi balanced with a strong keg for safety but light, positive steering.

RIG:

Masthead rig with 3 spreaders, twin lower shrouds and baby stay

Running backstays (added when needed)

Seldon mast stepped onto keel

Navtec hydraulics for baby stay, back stay and Vang manually controlled in cockpit.

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Furlex furling system for both Genoa (410) and stay sail (310) brought back to outside cockpit.

19 ply standing rigging : 14mm cap shrouds, 12mm forestay and backstay, 10mm inner forestay ,baby stay and intermediate shrouds (New 2018)

Leisurefurl Boom Furler with 6 horizontal battened main.

Furling line on drum ahead of mast brought back to electric winch in cockpit.

Mainsheet to 2 sheet winches on a ball bearing car adjustable on track

2 Spinnaker Poles on mast.

DECK:

2 Electric Anderson 68 ST winches for genoa in cockpit.

1 Electric Anderson 52ST winch on port for furling main and staysail

1 Anderson 52ST winch starboard side for staysail

2 Anderson 48ST mainsheet winches

2 winches on Mast (port and starboard) for haliards

Twin anchor rollers on bow

5 Lewmar ocean skylights

6 Dorade deck ventilators

Plastimo Cockpit compass (2020)

Sunbrella sprayhood (2017) on top of windscreen.

Sunbrella cockpit cover extension to completely enclose cockpit

Muir 24V windlass with 75m x 8mm High Tensile chain (stronger than high test)

12mm Teak deck (12/2017)

Pushpit with 2 integrated teak seats

Watertight large sail locker behind watertight anchor locker(except drain hole) and ahead of Watertight V berth cabin.

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Swimming platform with shower and boarding ladder

Benzenoni Retractable Davits at stern

Gas box for 2 x gas bottles in aft step

Spare gas bottle in Starboard locker

2 Large lazarette storage lockers

Bespoke pole for aerials and lifting gantry

Magna BBQ and Stainless Gas Bottle

Double lifelines with gateways both sides

Firdell Blipper Radar reflector

DRY STORAGE:

The owner has a massive list of spares, tools and equipment to be as self sufficient as possible while offshore. Everything is included with the sale as the owner is going back to the UK and is packed in dry storage so that a new owner can pack the boat to his or her preference.

Spinnaker

Reaching Genaker (North Sales G3)

Tri-Sail with luff rope

14mm Bolt Croppers

Sunbrella Boat Awning to cover whole boat(2 bags)

Power tech Sea Anchor with Rhode and chain

Danbouy, Lifesling, Lifebuoy with floating light.

Grab Bag

Plus 19 boxes including power tools , hand tools, spares etc all catalogued.

A WORD FROM THE OWNER:

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When I was in my 30s I had a job programming ship supplies to some of the Pacific islands and was captivated by the exotic visions conjured up by names such as Funafuti, Vuda Point, Vanuatu et al and swore that one day I would sail to these places in my own boat. From then on til retirement I planned my sailing adventure and new lifestyle.

Initially I had a 40 ft yacht which I sailed trans Atlantic from UK to Antigua and my wife and I had 4 years sailing the Caribbean . We realised that for the longer distances in the Pacific we would prefer a larger 50 ft yacht for faster passages and more comfort when joined by friends. We sold our 40ft yacht in Florida and spent months talking to yacht designers,visiting boat shows and even having a trial sail across the Atlantic in an Oyster 48. This experience gave us a clear idea of our requirements which was matched perfectly by the Najad 490. Safe, comfortable, seaworthy, and fast.! The Judel Vrolijk design then recently introduced had produced a fine bow for upwind performance with a 4.5m beam which was brought back to a wide stern and aft deck for downwind. Kalypso is a joy to sail in the trade winds typically touching 14 knots when surfing down the waves and on numerous occasions in the Pacific achieving 200nm days.

The Najad 490 was in high demand and we had to wait over a year before she could be commissioned. I utilized that time by doing deliveries for Najad and helping other owners on their maiden voyages to see the ideal specification to meet my needs. It was during this time that I met Bill Butler who had just finished writing his book "Our Last Chance" describing how he and his wife had been sunk by Whales and survived 66 days in a Liferaft. This influenced my thinking in installing a watertight door to the forward cabin, Twaron(Kevlar) in the underwater layup and a Powersurvivor water maker in the grab bag.

Najad were true to their promise of meeting my deadline of end August 2001 for my new yacht so that I could join the Blue Water Round the World Rally in Gibraltar. It was a tribute to the workmanship of the Najad yard that we made the 2000 nm journey to Gibraltar sailing through several Autumn storms with no problems and were in time for the start of the Rally in October marked by the firing of the cannon of the Royal Gibraltar regiment.

The Blue Water Rally had 17 boats leaving Gibraltar and we knew that as there were other Swedish yachts which had been on our short list including a Swan48 ,HR48 and even a Farr 65 which joined us later in the Caribbean this would be the test of whether we had made the right choice. We were pleased to find that not only were we first boat in on the Atlantic leg to Antigua we were also at least a day ahead of the others on the long Pacific passage to the Marquesas.

By prior arrangement we left the BWR in Fiji as we planned to stay in the Pacific for a few years and went on to New Zealand via Vanuatu and New Caledonia in order to see the America's Cup. The cup was won by Alinghi designed by Rolf Vrolijk (Kalypso's designer) and while there we had the professional photographer Rick Tomlinson stay with us on board Kalypso taking photos around the Hauraki Gulf for Najad's own marketing.

We had 7 more years sailing with two more circuits between Australia ,New Zealand and the islands including Tonga,Samoa,Wallis, Fiji,Vanuatu,and New Caledonia before sailing North through Indonesia to Singapore,Malaysia and Thailand. After a further 8 years in this area sailing in Asia during the UK winters while leaving the boat in marinas while we went back to family in the UK for the UK summers we returned to Australia for the 3rd time in 2018 where we have now imported the boat. We love sailing in Australia and have been twice down to Tasmania and the seasons allow coastal sailing year round with the beautiful Whitsundays and Barrier Reef being a favoured destination in the winter.

We have always had a policy of keeping Kalypso well maintained and up to date and ready to go anywhere/anytime. At end 2017/early 2018 we had a full refit in Phuket with new rigging,teak decks,electronics, engine overhauled and

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all systems serviced and updated. Since that time we have also had new Genoa, new mainsail, and 2 new outboards.

Unfortunately due health issues we now have to sell and go back to the UK. Kalypso is however raring to carry on sailing the globe!

MANUFACTURER NOTES:

At Najad our objective is to build boats for people who want to live life to the full and explore the Seven Seas - in style. For our customers a Najad boat is an investment in the quality of life.

To achieve this we must demonstrate excellence in designing and building watercraft yachts that be can used and maintained for generations, while also showing appreciation and respect for the sea.

In addition to seaworthiness, we must also have sea-kindliness - the property in a boat that ensures a comparatively slow, comfortable, moderate and easy motion in spite of rough sea and weather. Habitability is often the final deciding factor, when investment in a top of the line sailing boat. At Najad there is an almost infinite variety of options in the design of living quarters and the working area on deck.

We have shown the cruising world that comfort is not in conflict with performance skills. Today's Najad cruisers will surprise with their speed, acceleration and manoeuvrability.

Mention the name Najad and many people in the boat world get a dreamlike look in their eyes. Since our foundation in 1971 we have been building boats to the most stringent quality standards in existence. Today we can see cruising speeds steadily inching upwards. Our customers want modern performance without compromising on classic Najad styling. For several years now the very successful German/ Dutch design agency Judel / Vrolijk and Co. is responsible for the hull lines, and works very closely with our in-house designers to balance the often conflicting requirements of comfort, weight and speed. The ability to create sea-kindly hulls that combine relaxed cruising with top-notch performance has become the signature of Najad.

Choosing a Najad is a lot more than an investment in craftsmanship-quality, performance, seaworthiness and a good resale value.

Welcome to the Najad family and a long lasting relationship.

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