

## Najad 520



**Year:** 1991  
**Location:** Plymouth  
**LOA:** 53' 2" (16.2m)  
**Beam:** 15' 1" (4.6m)  
**Draft:** 8' 6" (2.6m)

### Remarks:

This Najad 520 has been blue water cruised and has been in the water since 2000 and has had both engines replaced in 2000. She is sitting on the hard standing.

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## Mechanical and Rigging

### **Construction:**

Designed by Carl Beyer  
Built by Aphrodite in 1991  
Built under Lloyd's Register certification  
GRP, balsa core sandwich construction  
Moulded, solid & cored GRP frames  
GRP stringers  
GRP bonded, marine-grade plywood bulkheads  
Carlin deck to hull flanged joint through-bolted (SS bolts)  
GRP rub rails, with a bronze rail cap  
Teak capping rail/toe rail  
Moulded GRP deck with teak laid deck  
Lead-bolted fin keel  
48" single wheel steering (cable run)  
Solimar steering pedestal  
Monitor self-steering system (has an opening gate to allow access via the bathing platform)  
GRP stainless steel framed rudder  
Teak laid decks and cockpit seating  
Epoxy coated hull 2005

### **Mechanics:**

Twin Beta Marine (Kubota) 75hp diesel engines (new 2006)  
A reduction gear ratio of 1.93  
ZF gearboxes  
Sound insulated engine room  
Engine room blower/fan for ventilation  
Shaft driven (two x stainless steel 1 3/8")  
Two x 21" Auto Prop bronze propellers (self-adjusting)  
Freshwater cooled  
Wet exhaust system replaced in 2006  
Cable run throttle controls  
Single lever engine controls, 1 x per engine (cable run)  
Vetus dual counter-rotational 4 blade twin screw, 24V bow thruster  
Eberspacher diesel fired, Airtronic D4, 4KW heating system

### **Electrics:**

Battery banks new September 2014  
House batteries 4 x 6V DC lead-acid deep cycle series-parallel 24V DC  
Engine starting batteries 2 x 12V DC lead-acid series-parallel 24V DC  
Generator starting 12V DC lead-acid battery  
Mastervolt mains powered 40amp 24V DC automatic battery charger  
Victron mains powered 15amp 12V DC battery charger  
Two x 55/65amp output engine alternators for DC charging  
Sterling Power Products four-step alternator regulator  
Mastervolt Mass Sine Wave 24/500wt inverter (line in 24V DC, line out 220V AC)  
Some LED internal lights  
Mains plug sockets  
12V plug sockets

### **Generator Set:**

Fisher Panda 6KVA diesel generator (located in the engine room)

GRP sound shield  
Water-cooled  
220V AC output  
12V DC starting from designated battery  
Alternator charger

**Tankage:**

Fuel capacity 700 litres in two stainless steel tanks 350 litres each tank with shut off valve  
Fresh Water capacity 783 litres in 3 stainless steel tanks (P=273L, S=390L, Emergency 120 L)  
Hot water tank capacity 55 litres  
Holding tank capacity 120 litres in two stainless steel tanks (one for each head)

**Fresh Water System:**

Hot and cold pressurised water  
Pressurised water system from Flojet 24V pump

Flojet 24V saltwater pump  
Sea Fresh, water maker  
Transfer water maker pump

**Rigging:**

The rig was un-stepped and serviced thoroughly in 2014  
Aluminium keel-stepped Selden main mast  
Frederickson mast cars for the fully battened mainsail  
Aluminium deck bridge stepped Selden mizzen mast  
Aluminium Selden booms  
Two x Selden aluminium, mast-mounted spinnaker poles  
Both mast sets have twin set aluminium spreaders with cast sockets (lower set fitted with LED deck lights)  
Stainless steel 1x19 standing rigging (replaced in 2005)  
Inner forestay  
Running backstays for both mast sets  
Mechanical stainless steel, main mast backstab tensioners  
Selden Furlex 400s roller furling system for the foresail  
Single line reefing for main and mizzen  
Lower mast steps for both masts  
Lazyjacks  
Various rig spares, blocks and tackle

**Sails:**

All sails made from Dacron cloth  
Mainsail (fully battened) by Doyle Sails  
Mizzen (fully battened) by Doyle Sails  
Mizzen staysail  
Two x Genoa's  
Two x storm sails  
Spinnakers  
"Twizzle Rig" twin headsail

Sail area 113.5 sqm

**Inventory**

**Navigation Aids:**

At The Chart Table;

Furuno Navnet RCU-017 (Neovo GPS Plotter integrated screen)

Raymarine S100 autopilot remote control

Raytheon ST60 Multi

Ray marine 240E DSC, VHF command mic

Raymarine loudspeaker

Raytheon Ray 152E SSB radiotelephone

Furuno DFAX weather fax

Silva steering compass

DSP Multimode PACTOR Controller (SCS PTC IIlex) AIS tracker

Raymarine smartpilot course computer S3G Ast, with Raymarine ram on the steering gear  
(located under the berth in the aft cabin)

In The Cockpit;

Furuno Navnet Vx2, NTMax chartplotter (C-map cartridges for the Virgin Islands, Caribbean Sea, Pacific coast, Gulf of Mexico, Caribbean, Iberian peninsula inc the Islands)

Raytheon ST60 speed

Raytheon ST60 wind direction

RaytheonST60 close-hauled wind speed and direction

Raytheon ST60 depth

Raymarine ST6001 Smartpilot controller

Raymarine loudspeaker

Raytheon 430 loudhailer

EchoPilot FLS bronze forward facing echo-sounder

Steering compass

Various paper charts

**Ground Tackle:**

Lewmar 24V electric anchor windlass (switch at the helm 2005)

75lb plough anchor

90m chain

Stainless steel bow roller

Self-draining anchor locker

**Deck Gear:**

Six x Spinlock deck mounted rope clutches to port at the base of the mast

Six x deck mounted Spinlock XTS rope clutches to starboard at the base of the mast (new 2016)

foredeck sail locker

Stainless steel capping rail mooring cleats, with toe rail SS protectors (forward, amidships and aft)

Nemo Italy deck hatches (four x large and two x small)

Four x darned ventilators with stainless steel protector frames

Stainless steel life raft cradle

Tremplex tempered glass windshield/sprayhood with aluminium frames

Stainless steel boarding gates to port and starboard

Stainless steel stanchions and guardwires

Rutgerson foresail tracks with adjustable cars

Rutgerson mainsheet track and traveller

Cockpit locker

Self-draining cockpit

Teak cockpit grating

Stainless steel pushpits, with teak seats

Rutgerson mizzen mainsheet track with traveller

Three x aft deck lockers



outboard engine bracket  
Transom bathing platform with a stainless steel ladder

**Winches:**

All winches are by Anderson Scandinavia  
#46 two-speed, self-tailing mainsheet winch  
Two x #66 two-speed, self-tailing, electric primary winches  
Two x #52 two-speed, self-tailing, secondary sheet winches  
Two x #28 two-speed, self-tailing, spinnaker sheet winches  
#28 two-speed, self-tailing mizzen mast-mounted halyard winch  
#10 single-speed, mizzen multi halyard winch  
Two x #40 two-speed, self-tailing main mast halyard  
two x #46 two-speed, self-tailing main mast halyard  
Two x #10 single-speed main mast mounted halyard winches  
#28 two-speed, self-tailing, main mast-mounted halyard winch

**Safety Equipment:**

**All Safety equipment listed is included in the sale but the vendor offers no warranties  
The purchaser must service the safety equipment and ensure that it is appropriate for  
his purposes and check expiry and service dates on all items!**

Satellite 406 EPIRB  
Four-person, Vilaise liferaft  
Six person liferaft  
XM Oscar man overboard rescue sling  
Plastimo danbuoy  
Two x horseshoe lifebuoys with lights  
Five x lifejackets  
LED tri-colour and steaming lights (new 2014)  
Two x safety rope throwing lines  
Stainless steel jackstays  
Stainless steel emergency tiller  
Wooden bung set  
Two x electric bilge pumps  
Two x manual bilge pumps  
Two x large flare containers (flares not included)  
Fire extinguishers  
Fire blanket  
Bolt croppers  
Long handle axe  
Explosive emergency rig cutting tool

**Equipment:**

Rigid inflatable tender  
Mercury 10hp outboard engine  
Canvas sprayhood  
Canvas cockpit cushions  
Canvas tender cover  
Canvas wheel cover  
Canvas deck hatch cover  
Various boat-related spares  
Various fenders and warps  
Two x boat hooks  
Quick moor pick up device  
Cockpit table  
Philips flatscreen television  
Ships clock, barometer and clinometer  
Various cutlery, crockery and glassware

Radio/CD player

## Accommodation

Sleeps 8 in 4 cabins

Twin cabin in the forepeak with single twin berths

Second twin cabin aft of the forepeak, with single twin berths

Forward heads opposite the second twin cabin

Large saloon with C-shaped seating to port

Two armchair seats to starboard

Forward-facing chart table to starboard aft of the seating

Aft, and third twin cabin with single twin berths positioned aft of the chart table

Linear galley to port positioned in the passageway that leads to the aft cabin

Aft cabin with a large island berth and en-suite heads

En-suite has a separate shower cubicle

All cabins with heating outlets

African mahogany interior joinery

Teak and holly cabin sole

### **Forepeak Twin cabin:**

Twin berths positioned to starboard

Under berth storage for the bottom bunk

Cupboard storage to port

Opening deck hatch

### **Second Twin Cabin:**

Positioned to port and aft of the forepeak

Outboard single twin berths

Under berth storage for the bottom bunk

Cupboard storage

### **Forward Heads:**

Jabsco seawater manual toilet (stainless steel holding tank)

Moulded hand basin

Hot and cold pressurised water

Shower

### **Saloon:**

C-shaped seating to port (access to hull valves behind the seating backrests)

Large solid teak saloon table with fiddles

Central bench seat with storage below

Two armchair style seats to starboard with central lockers separating them

Outboard lockers above seating on to port and starboard

Under seating storage to port (Frigomatic refrigerator compressors in one section)

Opening portlights to port and starboard

### **Chart Table:**

Full-size forward-facing chart table

Full-size chart drawer above the nav station

Battery switches and fuse board under the nav seat

Drawer storage under the chart table

Electrics switchboard, outboard

**Third Twin Cabin:**

Positioned to port and aft of the forepeak  
Outboard single twin berths  
Under berth storage for the bottom bunk  
Open shelves  
Opening hull portlight

**Galley:**

Linear galley to port along the passageway to the aft cabin  
microwave and fridges, plus lockers outboard (port)  
Three burner gas hob, oven and electric grill outboard (port)  
Microwave oven  
Twin Frigomatic, top-loading refrigerator  
Stainless steel sinks and draining board, inboard on centreline, with lockers and opening portlight in the cockpit  
Opening hull portlight

**Aft Cabin:**

Large central island berth (houses the battery bank, water maker and steering gear under the berth)  
Vanity unit to starboard with drawers and lockers  
Seat and lockers to port with storage below seats (Victron battery charger under seating)  
Hanging lockers aft of the aft cabin door (Mastervolt battery charger located in one of the lockers)  
Private en-suite heads  
Electric seawater toilet  
Stainless steel holding tank  
Moulded washbasin  
Hot and cold pressurised water  
Separate shower compartment forward  
Opening deck hatch  
Opening hull portlights

**Remarks :**

This Najad 520 is the perfect blue water cruiser, during her current ownership she has been blue water cruised and has been fitted out to achieve a level of comfort at sea. Her inventory is vast and has had both engines replaced in 2006.

She is currently berthed here in Plymouth at Mayflower marina where she is sitting on the hard standing.

**Owners Remarks:**

We bought Lady Sara in 2006 for bluewater cruising. We chose her because, as a ketch, she had a flexible sail plan which could be managed by 2 people, but she was large enough to be a home when we arrived at destinations.

With the twin engines, props, and two masts, she has a lot of built-in redundancy, we were glad to be in such a heavily built boat when beating to windward at 6kts in stormy conditions heading for the Straits of Juan de Fuca.

Before leaving we did extensive preparatory work including replacing both engines. We spent 3 years living aboard, during which we crossed the Atlantic (ARC 2006), spent time in the Caribbean (where she had previously cruised under a former owner), transited the Panama Canal, crossed the Pacific to Hawaii, crossed back to Canada/NW US. We finished our travels in 2009, and stored her ashore, rig down and shrink wrapped. In 2014 we recommissioned her



and sailed to San Francisco. In 2016 she was delivered back to the UK. Due to a move abroad (landlocked!). She is a solid, safe boat, ideal for bluewater cruising.

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