



41 - 1978

<https://www.yachtadvert.com/2503-nordia-41.html>

20 000 EUR incl vat



General

Year : 1978

Beam : 13.45 Ft

Hull : Monohull

Area : , Netherlands

Builder : Nordia

Length : 41.01 Ft

Draft : 6.23 Ft

Life Raft : No

Leasing in progress : No

Engines

Model : 2722E

Power Unit. (HP) : 85

Tank : 500 L

Engine Brand : Ford Sabre

Engine(s) : 1

Hours : 2700

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

Sounder : Yes

Chartplotter : Yes

VHF : Yes

Watermaker : No

Radar : No

Pilot details : <p>true</p>

GPS : Yes

Plotter details : <p>true</p>

Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Mast : 1

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : Yes

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : Yes

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Nordia 41 now in the online auction. everyone can bid until 20 April 2026.

Nordia 41 steel sailing yacht with centre cockpit €“ classic ocean-going Van Dam design

The Nordia 41 is a name that immediately evokes, for many sailors, a solid, traditionally built sailing yacht made for longer voyages. This 1978 Nordia 41, built by Nordia yard and designed by Van Dam, combines a timeless appearance with a practical centre cockpit layout and the advantages of a steel hull. With a length of 12.50 metres, a beam of 4.10 metres and a draught of 1.90 metres, this vessel offers a mature sailing platform for both inland waters and open seas. The yacht was hauled out in 2025 and documentation is available in the form of a 2025 survey report, including plate thickness measurements (measured value 4.4 mm).

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Design, hull and sailing characteristics
The semi S-shaped hull gives the Nordia 41 a distinctive classic profile and contributes to a comfortable motion in waves. The steel hull suits buyers who value robust construction and a solid feel under sail. With a weight of approximately 13,000 kg, the yacht sits steadily in the water, which is especially appreciated on open water and during longer passages. Steering is via a wheel from the outside helm position, which fits well with the centre cockpit concept: good visibility, shelter and a safe working area while underway.

Under sail, the sail plan is clear and effective, with a mainsail and genoa. The headsail furling system makes reefing and adjusting sail area accessible, even with a smaller crew. The condition of the sails is described as reasonable. A modification to the mainsail with a Rake trolley system (2019) is a practical improvement that can make hoisting and trimming easier, contributing to everyday ease of use.

Engine and manoeuvring
For those looking for a steel sailing yacht that is also pleasant to run under power, this Nordia 41 is equipped with a Ford Sabre 2722E diesel engine of 85 hp (year of manufacture 1994) with approximately 2,700 running hours. This output suits the size and weight of the vessel well and makes it possible to move along briskly even in headwinds or in confined waterways. The stated consumption of about 4 litres per hour is attractive for longer motoring legs. With a 500-litre diesel tank, there is also a generous range available. Starting is electric. For life on board and longer stays, the combination of engine power and onboard energy supply is an important plus.

Onboard comfort and layout
Inside, the Nordia 41 offers headroom of approximately 2.05 metres, making time on board comfortable, even for taller crew. There are four fixed berths plus two additional berths, making the yacht suitable for couples who want plenty of space, as well as for families or guests. The presence of a dinette, refrigerator, cooker and oven makes the interior practical for holidays and weekend trips. Hot water is available, noticeably increasing comfort, especially in combination with the heater for warmth during cooler seasons.

The freshwater capacity of 600 litres is generous for this type of sailing yacht, increasing autonomy while travelling. The holding tank has a capacity of 75 litres. The electric toilet is a pleasant feature for those seeking modern convenience in a classic yacht.

Navigation, electronics and power supply
This Nordia 41 is equipped with a navigation package suitable for both coastal cruising and longer trips. On board are, among other items, GPS, chartplotter, depth sounder, log/speedometer, compass, wind instrument, VHF radio and an autopilot. The autopilot has been replaced by a B&G NAC-3 with Triton2 display in the cockpit, and can steer by compass, wind and route (GPS), adding rest and precision especially on longer legs.

The electrical system is set up for 24V and includes shore power, alternator, battery charger and inverter. There are four batteries with a total capacity of 660 Ah, Victron Energy gel batteries (2017). A Victron Multiplus charger/inverter was also installed (2018). For those who like to anchor for longer periods or use a lot of navigation and onboard equipment, this is a relevant foundation. A NUC mini-PC

navigation system with integrated network setup and dual screens, including one in the cockpit, makes route planning and chart use clear and convenient. In addition, an AIS transceiver (5W) is integrated, improving situational awareness on busy waterways and at sea.

Deck equipment, anchors and outdoor living

On deck, the yacht is set up for comfortable cockpit living, with a sprayhood and cockpit tent providing shelter from wind and rain. Pulpit and pushpit seats, guardrails, fenders and lines are included, as well as a swim ladder for easy access to the water. For anchoring, there are two anchors with chain and an electric windlass. The addition of a 25 kg Rocna anchor (2023) is of interest to those who want extra security in varying seabed conditions.

Points of attention and recent work

According to the information provided, the yacht is in reasonable condition. A known point of attention is leakage at the teak superstructure, something a buyer can factor into future maintenance planning. At the same time, various investments have been made in recent years, including a new deck concept with treatment of the steel structure and insulation (2022) and two new Gebo hatches (2022). An automatic bilge pump was also installed centrally in the vessel (2021), and electrical safety was improved with new RCDs (2021).

This makes the Nordia 41 an attractive offering for sailors looking for a classic steel sailing yacht with centre cockpit, a powerful diesel engine, extensive navigation equipment and an interior that invites longer voyages, coastal cruising and comfortable living on board.

