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The Nomad 20 is Queensland's own trailer yacht.

Since its introduction in 1970, the yacht has gained an enviable reputation as a strong, safe, easy to handle trailer yacht. Safety was a major consideration in the design of the Nomad and this, together with the generous accommodation, strength and quality of construction, ease of handling both in and out of the water and excellent value for money, makes the Nomad the ideal family yacht for both the expert and the novice sailor. These features, combined with the tremendous durability of the boat which results from its strong construction, ensures that a Nomad will maintain its value, making it an excellent investment as well.

The New Nomad

The yacht has been constantly updated to bring it into line with modern standards. This has been achieved without sacrificing any of the features that have made the yacht so popular over the years and makes investment in a Nomad even more attractive than ever.

The Manufacturers

Fibreglass Industries, who built the Nomad, were founded in 1955 and are one of the longest established and most respected fibreglass boat builders in Queensland. They are experts in the field of fibreglass construction and their experience and integrity ensure the highest quality possible in the construction of the Nomad.

Construction

The hull is glass reinforced plastic (fibreglass), using gun laid chopped strand, with a layer of woven rovings for additional strength. The one-piece interior furniture moulding provides extra rigidity and is bonded to the hull before it is removed from the mould. Areas of stress such as chain plates, centreboard case, transom etc, are extensively reinforced to ensure worry free sailing.

The deck moulding, which includes the cockpit and cabin top, is also liberally reinforced. This eliminates the "trampoline" feeling so common on fibreglass yachts of this size, as well as ensuring that the deck is capable of accepting the high loads placed on fittings attached to it. A unique feature of the Nomad is the transverse beam on the underside of the cabin top, which supports the mast as well as providing horizontal support between the chain plates. Thus the need for a mast support post is eliminated, providing more space and greater ease of movement in the cabin.

The separate hull and deck mouldings are joined together at the gunwale. The joint is finished with a black rubbing strip which not only enhances the yacht's appearance, but also protects the boat when moored alongside jetties or other boats. A wide range of colours is available and both hull and deck can be two tone if desired.

Sails and Rigging

The Rolly Tasker sail loft in Brisbane designed the Nomad 20 sail plan.

The 7/8 sloop rig consists of aluminium mast and boom, with upper and lower shrouds, diamond stay, forestay and backstay. All fittings and rigging are stainless steel and all spars are anodised, ensuring minimum maintenance. The mast is foam filled for extra safety. Roller reefing on the main and roller furling on the jib are standard. All halliards are external for safety, simplicity of operation and ease of maintenance.

Three headsails are available - genoa, jib and storm jib; all have wire luffs tensioned by a highfield lever on the mast. A spinnaker is also available.

The single snubbing winch located on the cabin top is more than adequate for headsail sheeting. The 4:1 mainsheet system, with integral cam cleat, is fastened to the centre of the cockpit sole within easy reach of the helmsman or crew and allows free movement in the cockpit.

Accommodation

Cabin

The huge cabin area with its 4'6" headroom is one of the main attractions of the Nomad. The accommodation includes four full size bunks - 2 V-berths forward and 2 quarter berths aft - with upholstered backrests behind each bunk. There are stowage lockers under each bunk and shelves behind the backrests.

Between bunks on each side of the cabin is a large locker providing pantry space and stowage for larger articles. A self-draining sink with fresh water pump is moulded into the top of the starboard locker, while the top of the port locker contains the stove and working area. The centreboard case provides a convenient seat between the two and with the generous headroom, meal preparation becomes a pleasure.

A chemical toilet is located under the V-berths and a curtain provides privacy.

Cup and bottle racks are mounted aft on the bulkhead and there is a large stowage area under the cockpit sole.

Cabin lighting consists of a main light in the cabin top and a separate light over the galley work area.

Cockpit

The spacious cockpit comfortably seats six adults and the high cockpit coamings make comfortable backrests as well as providing security for children. The insulated ice box is self-draining and is located under the starboard cockpit seat, with the battery and rope locker to port.

There is a large lazarette beneath the after deck providing storage for fuel tanks, inflatable dinghy etc.

Safety

The overall quality and strength of construction is a major factor in the safety of this fine yacht.

The ballast and hull shape ensure that the Nomad is positively self-righting, as well as making the boat reassuringly stable even in quite strong winds. In fact, it is in heavy weather that the Nomad excels.

Full foam buoyancy is built in during construction, providing ample flotation in case of collision or swamping. The keel can be locked down for extra safety in deep water, but instantly released in shoaling conditions.

The high cockpit sides keep out the water, as well as providing a secure area in which the family may feel completely relaxed. Pulpit, Grab rails, moulded toe rails and generous areas of non-skid make movement on deck safe and sure, and pushpit and lifelines can be added for extra safety if required.

Trailer, Launching and Retrieving

The size and weight of the Nomad 20 are ideal for towing with the larger 4 cylinder cars. The fully retracting keel makes launching and retrieving a breeze and there is no necessity to immerse the trailer tyres in more than a couple of inches of water. Because the axle need never be submerged the wheel bearings will last longer and require far less maintenance.

The trailer has been specially set up to accommodate the Nomad and the boat centres on the trailer automatically when retrieving. A power winch makes retrieving completely effortless, or the hand winch offers the more athletic some good exercise. Launching is even easier - just tilt the trailer and she rolls off. No more frayed tempers at the ramp.

Auxiliary Power

The specially designed outboard well will accommodate motors up to 12H.P., although 6H.P. is recommended and 4H.P. is adequate. A long shaft motor will provide the best performance.

The outboard can be securely chained to the transom to guard against theft or accidental loss and the design of the outboard well ensures that the motor can be tilted completely clear of the water when sailing. Most owners leave the outboard permanently attached to the transom.

Fuel tanks are stored in the lazarette under the outboard well, where they are out of the way, yet are sufficiently well ventilated to prevent vapour buildup and minimize fire risk.

Keel and Rudder

The keel is galvanised steel and is raised and lowered by a winch mounted on the top of the centreboard case, which can easily be operated either from the cabin or the cockpit.

The solid aluminium rudder and rudder stock and laminated hardwood tiller ensure maximum strength. The rudder is pivoted and a rope tackle allows the blade to be raised with ease.

Because both the keel and rudder are pivoted there is little danger of damage due to grounding.

Upham and Worthington

Upham and Worthington was formed in 1977 to provide Queensland's boating public with a new, professional approach to yacht broking.

Peter Upham has had many years sailing experience, ranging from centreboards and catamarans to ocean racing. He has sailed in a number of longer ocean races, including the Sydney to Brisbane and Brisbane to Gladstone races and his knowledge of boat handling and rigging contributes much to the operation.

Roger Worthington's experience, although shorter in duration, is no less complete, with Trailer Sailors being his forte. Roger and his wife Tessa have cruised many of the waters of South Queensland and New South Wales in their T/S.

Both Roger and Peter are enthusiastic sailors and it is from this background that the company will grow.

One of the aims of the organisation is to ensure that any new sailor can cope with his chosen craft. This entails instruction on trailing, rigging, launching, sailing and retrieving if the buyer requires them.

To both the novice and the experienced sailor we offer professional advice and assistance in the purchase and sale of both new and second-hand yachts.

Specifications - NOMAD 20

| | imperial | metric |
|-------------------------------------------|--------------------|---------------------|
| Length Overall (centreline):- | 19'3" | 5.9m |
| Length on Waterline:- | 17'6" | 5.3m |
| Beam:- | 7'2" | 2.2m |
| Draft (keel up):- | 12" | .3m |
| Draft (keel down):- | 4'6" | 1.37m |
| Headroom:- | 4'6" | 1.37m |
| Length on trailer (mast in trail posn.):- | 23'0" | 7.0m |
| Width on trailer (mast in trail posn.):- | 7'8" | 2.34m |
| Height on trailer (mast in trail posn.):- | 7'2" | 2.18m |
| Mast height from water level:- | 27'0" | 8.23m |
| Mast length:- | 23'0" | 7.00m |
| Main boom length:- | 9'4" | 2.24m |
| Spinnaker boom length:- | 6'6" | 1.8m |
| Displacement:- | 1600lb | 725kg |
| Ballast (total):- | 330lb | 150kg |
| Ballast (in keel):- | 230lb | 105kg |
| Ballast (internal):- | 100lb | 45kg |
| Sail Area:- | | |
| main | 108ft ² | 10m ² |
| jib | 60ft ² | 5.57m ² |
| genoa | 90ft ² | 8.36m ² |
| storm jib | 30ft ² | 2.79m ² |
| spinnaker | 210ft ² | 19.50m ² |
| Cockpit seat length | 5'9" | 1.75m |
| Max cockpit width | 5'4" | 1.63m |

C O S T I N G A N D O R D E R I N G L I S T

Basic Hull

| | |
|----------------------------------------------|-------------------|
| One colour hull and deck | SUGGESTED |
| Inner moulding and ice box fitted | RETAIL |
| Moulded centreboard case, plate, wire fitted | |
| Quarter berths wrapped and sealed | |
| Lids on bunks and cockpit hatches | |
| Chain plates installed | |
| Interior flowcoated and clecked | 4,490.10 |
| Two tone (water line and under gunwale) | 40.50 |
| Two Tone (deck inserts) | Same as hull |
| Forward Hatch Supply and fit | 81.00 |
| Winch cover | 10.12 |
| Foam Buoyancy (under floor and bunks) | 144.50 |
| Keel Winch fitted | 16.20 |
| Gunwale Rubber fitted | 114.75 |
| Aluminium Windows | 155.00 |
| Rudder/Tiller and fittings | 423.90 |
| Lockup Cabin door (Fibreglass) | 74.25 |
| Curtain Fitted | 67.25 |
| Watertank pump and fittings | 182.00 |
| Lights Wiring (interior and Navig.) | 114.75 |
| Mattresses and Back Rests | 249.75 |
| Toilet installed | 175.00 |
| Pulpit bowrail fitted | 124.50 |
| Aft Mast Crutch | 20.25 |
| Interior Timber Work | 202.50 |
| Duckboard | 40.50 |
| Safety Equipment | 72.53 |
| Stove | 54.00 |
| Total cost complete hull | <u>\$6,853.35</u> |
| Carpet | 54.00 |
| Mast and Stainless Rigging | 505.00 |
| Sails Main 108 sq. ft. | 284.80 |
| Sails - Jib Genoa 90 ft ² | 195.50 |
| Total finished boat costs | <u>\$7,892.65</u> |

Extras

| | |
|------------------------------------------------------------------|--------|
| Spinnaker 210 sq. ft. | 215.00 |
| Spinnaker Pole and fittings | 122.50 |
| Anti-fouling | 95.00 |
| Holt down keel | 12.50 |
| Staunchions pushput lifelines | 295.00 |
| Galvanised Trailer - Heavy Duty - duro torque and disc brakes | 982.00 |
| Outboard Motor - approx | 600.00 |

NAME PHONE

ADDRESS COLOUR:DECK

..... WATERLINE

SIGNATURE DATE

SPECIFICATIONS AND PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.