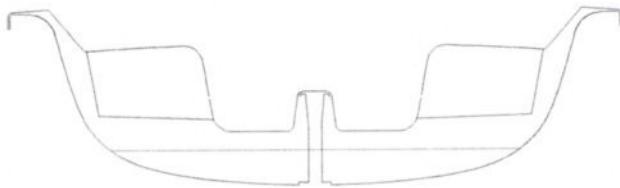


without the coaming digging in your back. Also, we wanted to allow for the option to sit on the gunnel and have some width under us.



Section at Max Beam (11')

With these arrangement requirements, the boat would be beamy on deck and provide for a large crew righting moment if desired. Much of this additional beam was achieved by hull flare in way of the deck. The result is a deck that has a maximum beam of 8 ft. (2.43m) while the maximum beam of the hull is essentially 7 ft. (2.13m).



Nomad Sailplan

The Nomad hull and rig are all about maximizing performance. The hull has a fine entry and long waterline. The maximum waterline beam was set such that a family could easily board without the threat of capsizing. Underway, the deep, high aspect ratio centerboard allows for excellent upwind performance and the large balanced rudder offers control in all conditions. The Nomad will sail upwind at 4-5 knots and tack through 90 degrees. Offwind in moderate breezes with the asymmetric spinnaker, she'll easily sail 7-8 knots. In a fresher breeze of 18-20 knots, the Nomad will do a very manageable 10-11 knots.



In the rare event of capsizing, all lockers are free-flooding and self draining upon righting. This allows the crew to easily climb aboard the centerboard to right the boat. The centerboard locks up and down so there's no concern about losing the centerboard in the trunk when you are trying to right the boat.

Construction

The Nomad hull and deck molds were cut by computer controlled robots directly from our design files. This ensures that the Nomad is extremely accurate and fair. The Nomad's hull and deck are vacuum bagged and cored. This allowed us to make the laminate very stiff and durable without having to add a lot of additional weight. This type of laminate does drive costs up, but the Nomad's goal of trickle-down performance demanded it.

Specifications

Dimensions	Imperial	Metric
LOA	17.20	5.242304
Beam Max	8.00	2.438281
BWL (Beam on the Waterline)	5.39	1.644255
Lightship Weight	665.80	257.1836
Optimal Crew Weight	560.00	254.5455
Race Weight	1225.80	511.7291
Cruise Weight	1325.80	552.6382
Mainsail Area (Actual)	122	11.33306
Jib Area (Actual)	53.18	4.847208
Spinnaker Area (Actual)	196	18.20722
P	20.00	6.02
E	9.00	2.74
I	17.50	5.33
J	5.30	1.62
L	17.50	5.33
LP	6.2	1.82
ISP	20.00	6.10