

WESTERLY NOMAD

4 berth family cruiser *by Westerly Marine*



Equally at home under sail or power

Comfortable . . . Safe . . . Seaworthy

WESTERLY NOMAD

Westerly Nomad is the well established twin keel family sailing cruiser which was developed from the original very successful Westerly 22. She has hydrofoil section keels which, with the skeg, allow her to sit upright on a half tide mooring and enable her to be trailed easily.

Confidence in a boat is the best recipe for for enjoyment at sea. Nomad has been designed and built for extended cruising under sail or power in all kinds of weather and for use in the shallow waters prohibited to keel boats of her size. Unlike many

boats she will heave-to indefinitely, thus allowing her crew to reef in safety or go below for a meal. She has the Westerly hallmark of quality and maintenance is cut to a minimum. We always urge customers to examine the quality of materials and workmanship in all our boats. Each has a Lloyds' Series Production Certificate and a six months guarantee. It is worth mentioning perhaps that Nomad is from the same stable as our fin keel 22 foot Cirrus, outright winner of the 1968 Yachting World rally where quality played a key role.

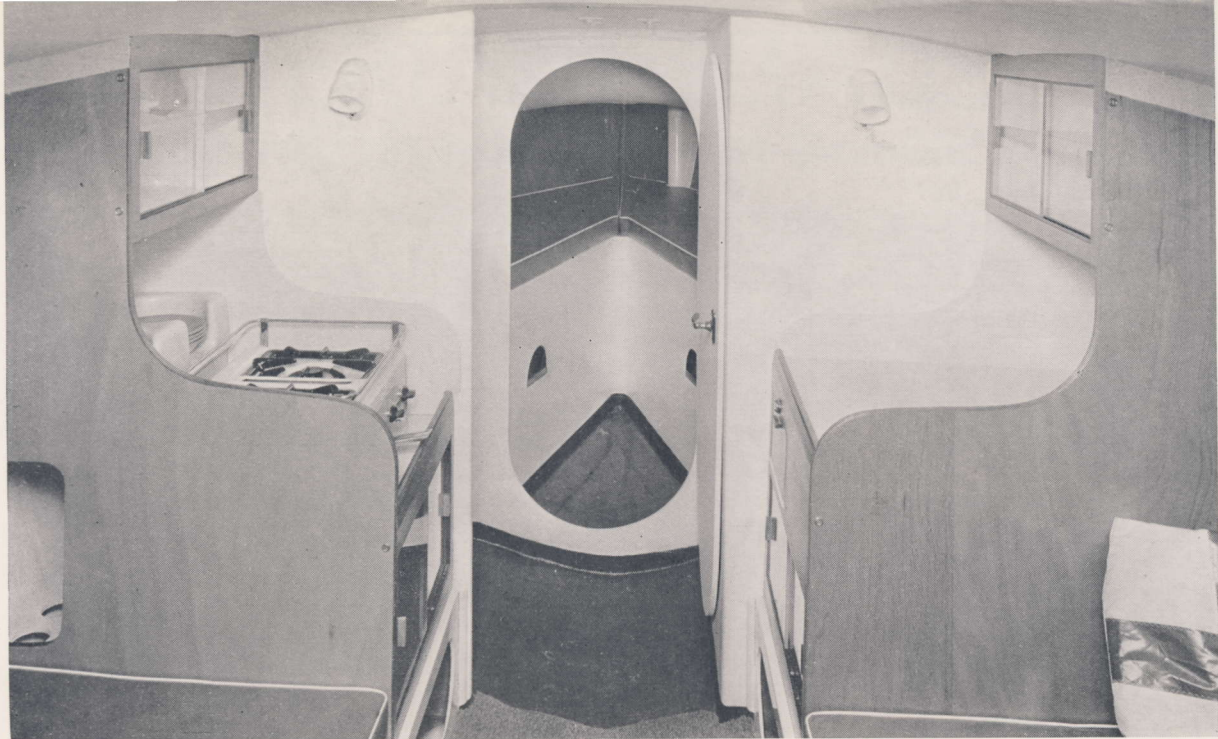
Cockpit and Deck. The roomy self-draining cockpit has oiled teak-faced ply seats and floor and three large lockers. The lifting tiller allows freedom of movement and the helmsman has an excellent view forward. Sail handling is safe and easy on the flat deck, which is treated with non-slip paint. The forehatch gives access to the fore-deck and the base of the mast.

Cabin Layout. This comprises two cabins, each with two berths of over 6ft. with lockers under. The cabins are separated by an enclosed marine head to starboard and a large hanging locker to port. There is excellent headroom throughout.

The cooker, ice box and sink units are at the forward end of the main cabin, the deckhead of which is lined with foam-backed Vinyl. There is generous stowage for crockery and stores.

Choice of Engine. A longshaft outboard 6 h.p. or 9½ h.p. can be mounted on a sliding transom bracket. If you prefer an inboard for motor sailing, a Volvo Penta MD1 diesel (or a 6 h.p. Vire petrol engine) can be installed. Both of these engines are fitted with remote controls in the cockpit, electric start with 12 volt battery and a remote greaser for the stern gland and water pump.





The comfortable two cabin accommodation looking forward



Above: Nomad goes well under power

Above right: The roomy cockpit, showing outboard on transom bracket

Bottom right: Trailing is made easy with twin keels

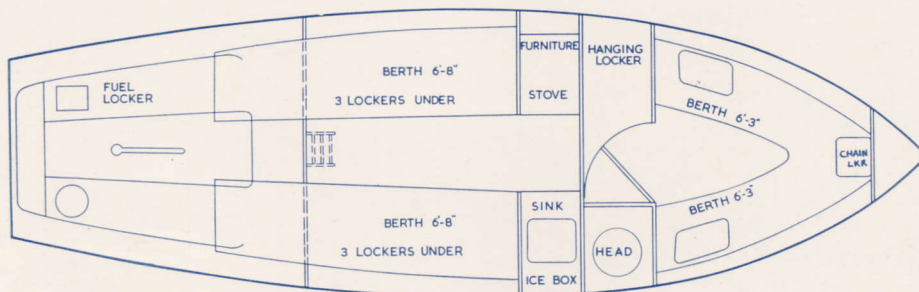
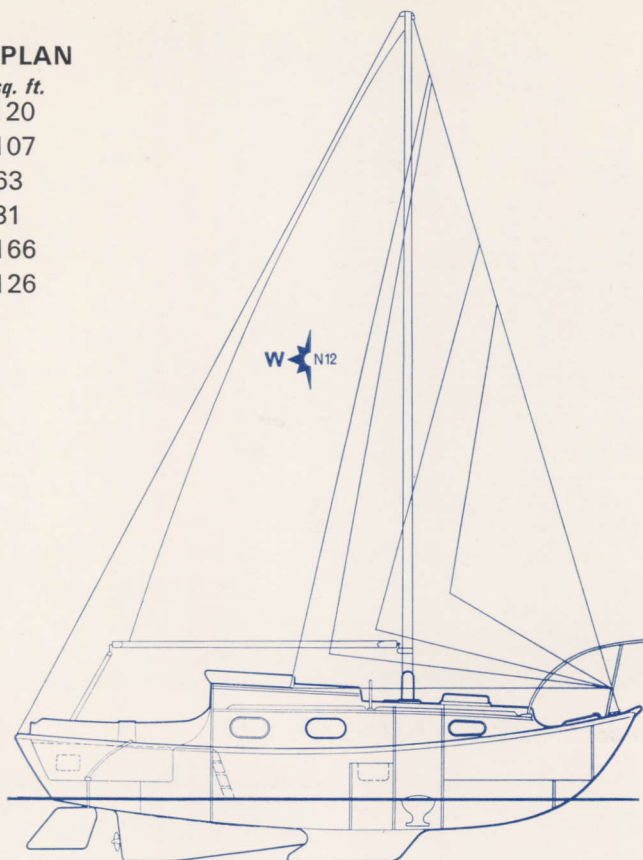


WESTERLY MARINE

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SAIL PLAN

| | <i>sq. ft.</i> |
|-----------------|----------------|
| Mainsail | 120 |
| No. 1 Jib | 107 |
| No. 2 Jib | 63 |
| No. 3 Jib | 31 |
| No. 1 Genoa Jib | 166 |
| No. 2 Genoa Jib | 126 |



Accommodation layout

SPECIFICATION

| | | |
|------------------|-----------|-------------|
| LENGTH OVERALL | 22' 3" | 6.85 metres |
| LENGTH WATERLINE | 18' 4" | 5.65 " |
| BEAM | 7' 5" | 2.30 " |
| DRAFT | 2' 3" | 0.69 " |
| HEADROOM | 5' 11" | 1.83 " |
| SCALE WEIGHT | 3150 lbs. | 1430 kgs. |

COCKPIT seats, floor, main hatch and rubbing strake, teak or teak faced ply.

BALLAST 475 lb. (215 kgs.) each keel, 100 lb. (46 kgs.) Skeg heel TOTAL 1050 lb. (475 kgs.)

DECK FITTINGS Stainless steel, coated marine bronze.

STANDING RIGGING Stainless steel $\frac{3}{16}$ " diameter one/nineteen, swaged ends.

RIGGING SCREWS Stainless steel by Gibb of Warsash.

BLOCKS Stainless steel strapped Tufnol blocks.

RUNNING RIGGING Pre-stretched Terylene
1" circumference three-strand for halyards;
 $\frac{3}{4}$ " circumference three-strand for lifts;
 $1\frac{1}{4}$ " plaited for sheets.

MAST and SPARS Aluminium alloy.

SAILS Working sails 6 oz. Terylene.

PAINT and ANTIFOULING by International Paints Limited.

SEACOCKS and SKIN FITTINGS marine bronze.

The Company is always seeking improvements and therefore reserves the right to change the specification without prior notice.