

NOMAD — CAMANO



Builder: CAMANO

Year Built: 1997

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 31' 0" (9.45m)

Beam: 10' 6" (3.20m)

Max Draft: 3' 3" (0.99m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Nomad — CAMANO** from **our catalogue**. Presently, at **Shestakov Yacht Sales Inc.**, we have a wide variety of yachts available on **our sale's list**. We also work in close contact with all the big **yacht manufacturers** from all over the world.

If you would like to buy a yacht **Nomad — CAMANO** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	4
Overview	4
Basic Information	5
Dimensions	5
Speed, Capacities and Weight	5
Accommodations	5
Hull and Deck Information	5
Engine Information	6
DETAILED INFORMATION	7
Features	7
Exclusions	10
Disclaimer	10
PHOTOS	11
Port Side Fwd.	11
Looking Good	11
At Anchor	11
Port Side	11
Swim Platform	11
Transom Door	11
Cockpit Bimini	11
Flybridge Console	11
Flybridge Console	12
Fly Bridge Helm Seating	12
Flybridge looking Aft	12
Stb Side Flybridge Looking Aft	12
Step + Storage For Propane	12
Large Fwd V-Berth	12

Stb V-Berth Same on Port Side	12
Vanity In Head	12
Head	13
Galley W/ Lots of storage	13
Electrical Breaker Panel At Lower Helm	13
Looking In To Galley From Salon	13
Lower Cabin Helm	13
Storage Behind Helm	13
Dinette	13
Salon Looking Aft	13
Salon Looking Fwd Stb	14
Salon Looking Fwd Port	14
Fwd Port Salon	14
Engine Room	14
Engine Room	14
Engine Room	14
Engine Room	14
Westerbeke Generator	14
Watermaker	15
Vessel Lay-Out	15
CONTACTS	16
Contact details	16
Telephones	16
Office hours	16
Address	16

SPECIFICATIONS

Overview

"Nomad is Exceptionally Well maintained and is fully outfitted for cruising or the Great Loop. She features a full complement of electronics and ready to handle a wide range of conditions, sturdy, simple to operate and maintain, workboat like in appearance, capable of comfortable long-range cruising and with an amazingly large interior space with a 360-degree visibility and more light below. The Camano 31 is simple to operate and maintain and yet capable of duty as a stout little ship. The flybridge is surprisingly large with room for many guests. The lower helm and the flybridge helm are both positioned far forward for excellent visibility with the performance and accommodations that far exceed its nominal size.

Here are some key features:

- Lift Kept by her last two owners
- Westerbeke 5 KW 1800 RPM Generator
- Bow Thruster
- Garmin 5212 Chart-Plotter/Radar combination on upper helm and a Garmin 5208 at the lower helm
- Garmin DC 10 Auto Pilot at both helms
- Katadyn Power Survivor 80E Watermaker
- **NEW November 2018** Mastervolt Smart Charger
- Bimini top for fly-bridge and cockpit
- CruiseAir 16000 BTU Air Conditioning with **NEW 2018** water pump
- **NEW 2018** Starting Battery and three Group 31 House Batteries

Check out Full Specs for all the details.....

Here are some comments from Jack Hornor in a Boat US review:

"If you're looking for a small cruising boat with character, quality and economical performance you should take a look at the Camano 31. Designed by Vancouver naval architect Bob Warman, the style of the Camano 31, with its high nearly plumb bow, radiused transom and prominent deck saloon is certainly influenced by Pacific Northwest workboats. Not so apparent are some of the innovative design features Warman incorporated. Below the waterline there is a broad, deep keel and double chine forward that, without going into a bunch of techno-talk improve the efficiency and operational characteristics of the design....."

Basic Information

Category: Trawler

Model Year: 1997

Year Built: 1997

Country: United States

Dimensions

LOA: 31' 0" (9.45m)

LOD: 28' 0" (8.53m)

Beam: 10' 6" (3.20m)

Max Draft: 3' 3" (0.99m)

Clearance: 15' 0" (4.57m)

Speed, Capacities and Weight

Displacement: 10000 Pounds

Water Capacity: 70 Gallons

Holding Tank: 15 Gallons

Fuel Capacity: 100 Gallons

Accommodations

Total Cabins: 2

Total Berths: 2

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Hull Finish: Plastic

Hull Designer: Bob Warman

Engine Information

Engines: 1

Manufacturer: Volvo Penta

Model: TAMD 41P

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Features

Accommodations

All the way forward is a full width double V berth measuring 6'4" from head to toe. There are storage drawers under the berth. On the hull sides there is storage for each of the two dinette fillers. In the overhead there is a large opening hatch with custom screening and sun shield. There is a filler for the V berth. Aft of the forward stateroom on the port side, there is a complete galley. See the below for full specifications.

To starboard of the galley is the enclosed bath with a pull around shower curtain. Going aft and up two steps is the main salon. The wrap around windows permits 360 degree visibility that even permits harbor viewing while dining. To starboard is the lower helm station. At the helm station there is a helm chair to use while under way in inclement weather.

On the port side of the salon is a settee that converts to a double berth. The settee serves a large Custom Teak Veneer table that will easily handle four for dinner. There is also Newer Carpet in the Salon and forward cabin.

There is an aft cockpit with bimini top with a lazarette hatch, transom door and a fiberglass swim platform. From the cockpit there is a ladder up to the fly bridge. That area furnishes three helm seats and a full electronic package.

Galley

- Nova Cool Refrigerator, 12V/110V
- Force Ten two burner Propane Stove with cutting board cover
- Microwave
- Stainless Steel Sink
- Plenty of drawer and cabinet storage
- Pressure water system
- Force 10 water heater, both 110 and engine heated

Electronics and Navigation

- West Marine VHF at upper helm and ICOM VHF at lower helm
- Garmin 5212 Chartplotter/Radar at Upper Helm and a Garmin 5208 at the Lower Helm
- Garmin Depth and Speed on the Chart-Plotters
- Garmin Autopilot at both Upper and Lower Helms
- Stereo with CD

- Ritchie Helmsman compass on the Fly-Bridge and a Saturn compass at the lower helm
- Bow Thruster controls at both helms

Electrical and Mechanical

- Westerbeke 5KW 1800 RPM 3 cylinder Generator, new impeller Nov. 2018
- Xantrex 1000 Inverter
- **NEW November 2018** Mastervolt 40 amp Battery Charger
- Three Group 27 House Batteries
- **NEW 2018** Group 27 Engine Start Battery
- Katadyn Power Survivor 80 E Watermaker (may need new element)
- Cruise Air 16000 BTU Reverse Cycle Air Conditioner with **NEW 2018** raw water pump
- Jabsco Electric Head

Engine and Performance

Engine access is beneath the main cabin, and the overly-large hatch permits easy engine access to both the main propulsion and the generator.

- Volvo 200 HP TAMD-41 Diesel with **only 2565 hours**
- Reported cruising speed is 7.5 to 8 Knots burning 1.5 gallons per hour. But she will get up to 13 or 14 knots if you need to get out of the weather
- Kobelt engine controls, upper and lower
- Hydraulic steering with **NEW 2015** ram drive
- Dripless shaft seal
- Racor 500 Fuel Filter
- All hoses replaced or inspected

Deck and Hull

- **Lift kept by the last two owners**
- The hull is hand laid fiberglass with Core Cell foam in the deck house. All floors have two layers of sound bleeding insulation
- Bottom was Barrier Coated and bottom painted in 2014 and no blisters
- Sunbrella Bimini top, Aft Deck Bimini and upper helm cover
- The propeller is a four blade bronze prop **protected by a full skeg** beneath the prop.
- 5 HP Electric bow thruster with controls at both helms
- Lewmar Pro Series Electric Windless (2nd. generation upgraded)
- 15kg Claw. Anchor with 30' feet of chain and 150' of rode
- 7.5 kg Bruce with 15' of chain and 100' rode as a secondary anchor
- Three windshield wipers at lower helm area.

- Diamond Sea Glaze on Main Door
- Diamond Sea Glaze on all windows that all have sun screens
- Transom Door
- Fiberglass Swim Platform with swim ladder
- Dinghy Hauler® model 6000 Davit mounted on swim platform, no dinghy available
- Hot & Cold Cockpit Shower
- Bronze Ball valves on all underwater fittings
- Bridge Clearance is 15.0' with the bimini, with the radar mast up it is 25.0'

Manufacturer Provided Description

The Camano 31 Trawler with a flybridge that includes three pedestal seats, an adjustable center seat with slider, and a stainless steel steering wheel. Built in British Columbia and designed for this coast, an area well known for high quality boats, the Camano 31 was designed by Bob Warman to meet the demand for a boat with a comfortable 12-knot cruise speed that retains a high resale value. With a 10-foot 6-inch beam for stability and 5 feet of freeboard at the bow, weather is not going to threaten this boat. The Camano 31 runs well over 18 knots with a single 200 hp Volvo Diesel.

The interior offers the same usable room as many 33-foot production boats and is much easier to handle. With the standard bow thruster one person can dock the boat even in very tight spots. The Camano features an open cruising layout (salon and aft deck on the same level), with a full-size bridge. The open, bright interior provides great visibility from any part of the seating area with its picture window view. The interior is light and friendly. Cabinets and trim are mahogany, the cushions are covered with premium fabrics and the floor is either oak or carpeted. Accommodations are as open as possible - the salon measures 8-feet, 10-inches by 10 feet and is on the same level as the aft deck which is 40 square feet. The galley and head are half a level down; with a U-shaped galley out of the traffic area but still open to the salon. With a large counter area extending under the side decks there is lots of room for full-sized stove with oven, refrigerator, microwave, and large sink. Storage space is provided including dish locker outboard of the fridge. The shower is built in as a part of the head area. The dinette easily converts to a double berth while the forward berth has a filler available to make a double.

The Camano 31 comes well equipped with 110-V dockside package, pressurized hot and cold water at the galley, depthsounder with speedometer and log, VHF-radio, AM-FM stereo cassette radio, and 17 lb. Bruce anchor with lead chain and rod. The Keelform hull is the result of a science program of the University of British Columbia and Camano Marine. Keelform is a unique bottom shape with large displacement keel and very wide waterline beam. Test results show almost no planing angle change or "hump" in the horsepower curve between displacement and planing speeds which, in the case of a boat this size, is between 7 and 15 knots. While most semi-displacement

boats are straining and reaching their horsepower limit, the Camano is cruising comfortably up to 18 knots. The hull reduces fuel consumption in the most widely used speed range - between 12 and 18 knots; runs 19 - 20 knots top speed, with a single 200 hp Diesel engine; and provides a smooth, dry ride in rough water because of a special flare in the bow section. Engine failures are extremely rare with Diesel engines and if they occur, 99 per cent of all cases are due to contaminated fuel. Commercial boats and fishing vessels which operate year-round in all kinds of weather conditions usually have only one diesel engine.

Most boat builders whose brochures mention "hand-laid fiberglass" use chopper guns to replace the traditional fiberglass mats by "chopped strand," which are only two-inch long glass fibers wetted with resin by the "chopper gun" and sprayed into the mold. Only the woven roving are rolled or "laid in" by hand. The hull of the Troll is 100 per cent hand-laid, with no "chopped strand," and thicker than the hulls of comparable production boats. The boat has a heavily built, very strong inner liner laminated into the lower portion of the hull; the bulkheads are thoroughly laminated into place from both sides as are the other parts of the interior. The impact and tear strength of a Camano hull is ten times higher than most production boats. Running aground with the Troll is not a problem. Prop, prop shaft and rudder of the Camano are protected by a heavily reinforced skeg and keel shoe. The inboard diesel combined with the electric bow thruster result in a handling advantage even over twin stern drives.

Exclusions

Owner's personal belongings.

Disclaimer

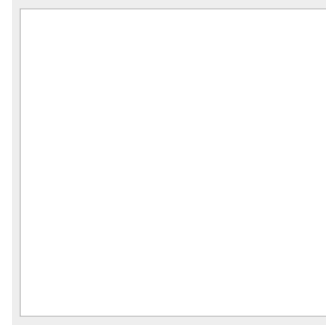
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PHOTOS

Port Side Fwd.



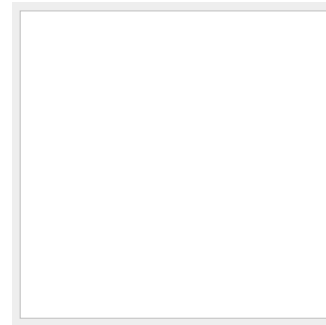
Looking Good



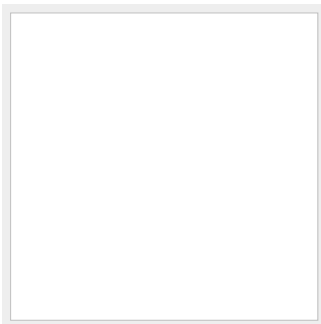
At Anchor



Port Side



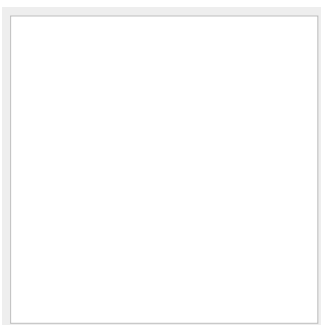
Swim Platform



Transom Door



Cockpit Bimini



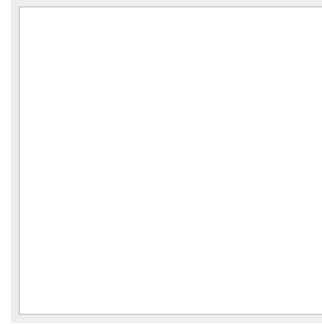
Flybridge Console



Flybridge Console



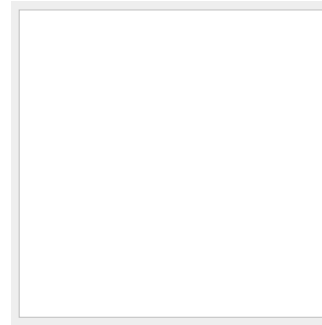
Fly Bridge Helm Seating



Flybridge looking Aft



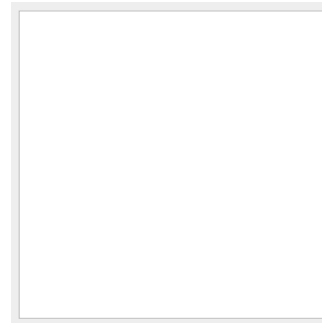
Stb Side Flybridge Looking Aft



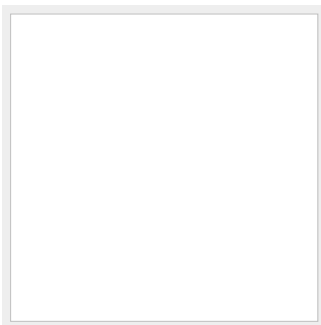
Step + Storage For Propane



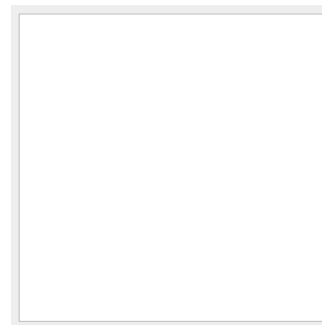
Large Fwd V-Berth



Stb V-Berth Same on Port Side



Vanity In Head



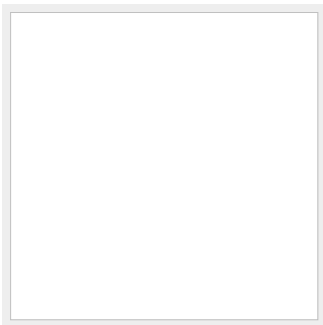
Head



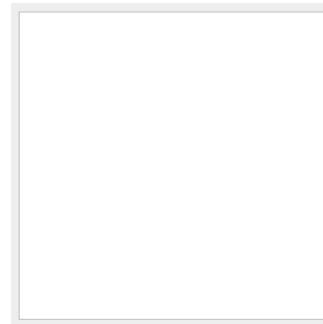
Galley W/ Lots of storage



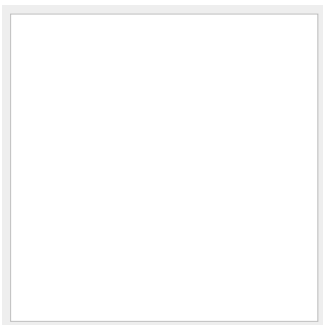
Looking In To Galley From Salon



Electrical Breaker Panel At Lower Helm



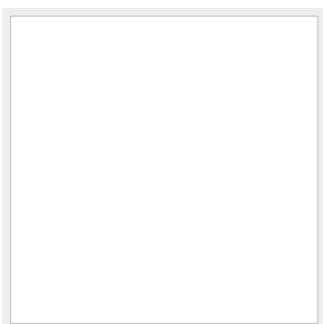
Lower Cabin Helm



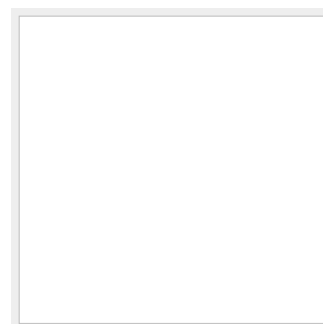
Storage Behind Helm



Dinette



Salon Looking Aft



Salon Looking Fwd Stb



Salon Looking Fwd Port



Fwd Port Salon



Engine Room



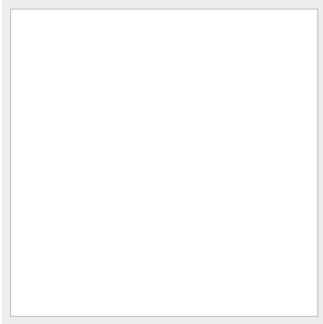
Engine Room



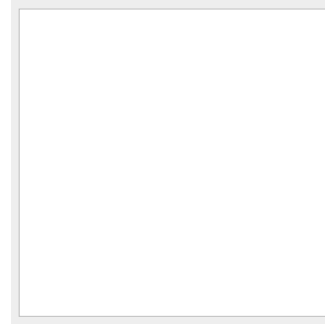
Engine Room



Engine Room



Westerbeke Generator



Watermaker



Vessel Lay-Out



CONTACTS

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