

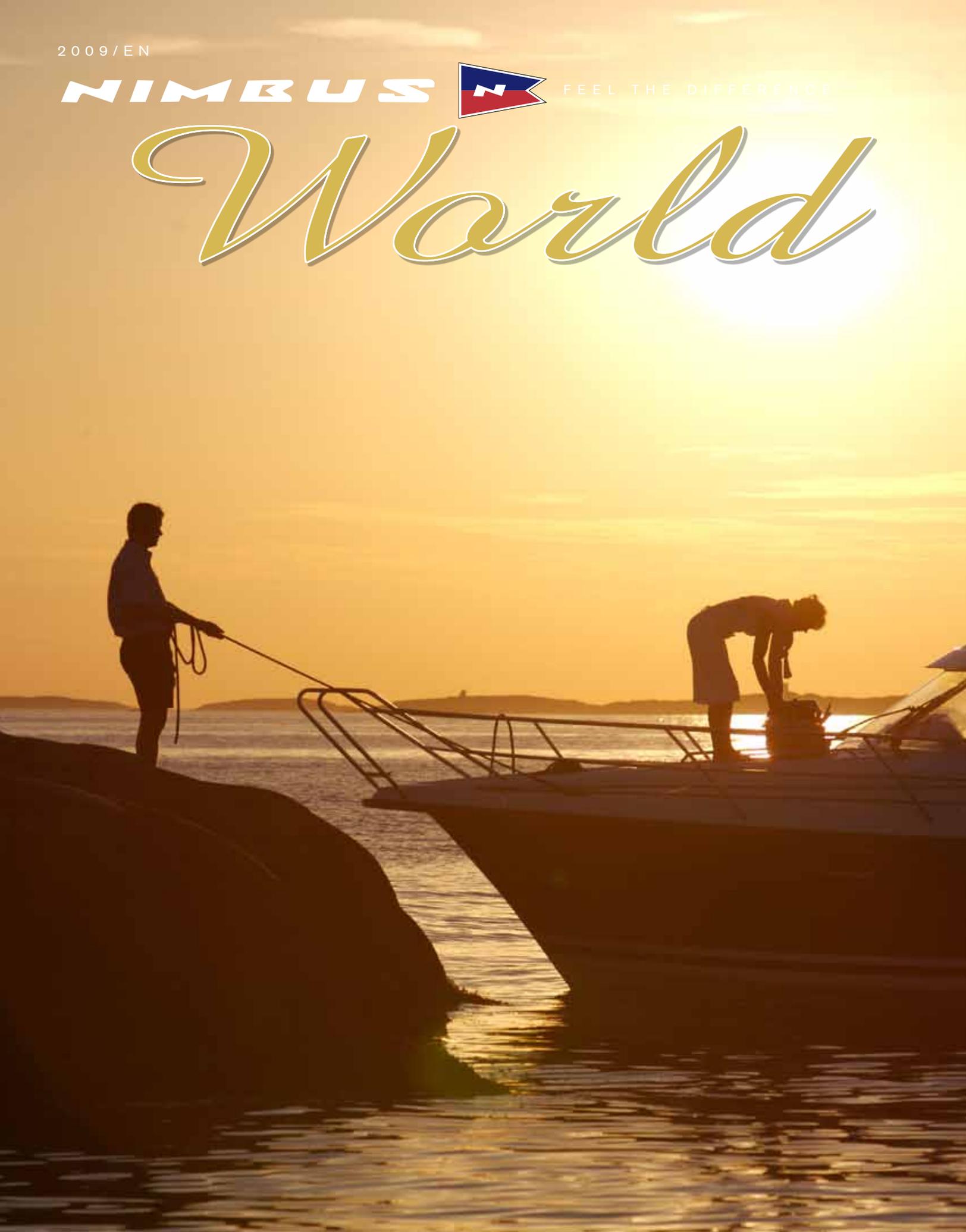
2009/EN

NIMBUS



FEEL THE DIFFERENCE

World





30S



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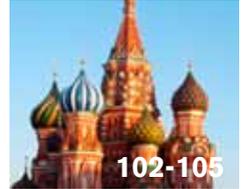
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EVEN IN BAD TIMES THERE ARE WINNERS!

Welcome to Nimbus World, a magazine for those who love boats and life at sea.

Despite hard times, it feels good to be able to report on the progress we have made in the past year. In my personal opinion, it is particularly important in hard times to nurture and develop our brand, so that you as a customer can also feel confidence and pride in owning a Nimbus.

During autumn 2008 and spring 2009 we have implemented one of the biggest industrial restructuring projects in European boat history, namely the creation of two highly-efficient production hubs.

One production hub comprises Storebro Bruks AB, a company with vast experience of carpentry and probably one of the best in Europe. Accordingly, they now undertake all the major carpentry work for all our boats, and for you as a customer that means top quality and finish.

Our other production hub is in Mariestad, where we have constructed Europe's most environment-friendly boat factory, specialising in vacuum injection, a special production technique involving all plastic being manufactured in a closed system. This is not only good for the environment, but it also yields much lighter and more rigid hulls, resulting in better performance than our competitors. An excellent example of this is the Nimbus 27 S, which was awarded the accolade "Environmental Motor Boat of the Year 2009" by the Swedish Yachting Association (SBU) together with Sweboat.

One of my "obsessions" is to constantly focus on product development, and this applies to both existing models and new ones. Consequently, it feels extra pleasing to be able to present no less than five new models in a year like this.

Two of these are Nimbus Coupé models in the shape of the Nimbus 365 Coupé and the Nimbus 335 Coupé. Here we have successfully combined safety and reliability with modern design and smart technical solutions, such as noise and vibration damp-

ing, eliciting comments of a "Mercedes feel!" from critical boat journalists. Thanks to the "sidewalk" and vehicle-type sliding door it is now even simpler to handle your boat alone when mooring and for other tricky manoeuvres.

Another incredibly exciting boat model that we presented previously is the Paragon, which is a so-called SUV on water, with amazing manoeuvrability. This boat has been developed together with the coast guard and sea rescue services to create the best and safest boat in its segment. Following the introduction of the Paragon 25, its big sister Paragon 31 was launched in June.

A new Storebro 435 Commander has also been unveiled this season, with a lighter interior, larger afterdeck, bathing platform and even more of a Storebro feel to the interior fittings. This gives us great confidence that this model will be able to take the brand and its values even further along its already successful path as "The Yachtsman's Yacht".

Last but not least, I feel that it is important to highlight the exciting new markets we are developing, such as Russia. Boating life there is a fantastic experience and very different to what we are accustomed to in Nordic home waters. It is now possible to travel all the way from Moscow down to the Mediterranean along the Russian rivers, and our quality boats are ideal for this market.

Read more about this exciting project and many other factors that enable us to say with passion and pride that owning a boat from Nimbus is something quite special.

Welcome to a new edition of Nimbus World!

Magnus Andersson
Managing director





Swedish Prime Minister visits Nimbus

Nimbus was honoured by a distinguished visitor at the opening of the extension to its Mariestad factory. The Swedish Prime Minister, Fredrik Reinfeldt, together with Västra Götaland's County Governor, Lars Bäckström, took part in the opening ceremony. They were then given a guided tour of the new factory.





Nimbus 27 Nova S – Environmental Motor Boat of the Year ‘09

The Swedish Yachting Association's Environmental Committee, together with Sweboat and the Maritime Safety Inspectorate, has nominated the Environmental Motor Boat of the Year for 2009.

"The Nimbus 27 Nova S was named by the Swedish Yachting Association as the Environmental Motor Boat of the Year 2009, overnight boats category, for user-friendly, environmentally-adapted on-board functions in an easy-to-control hull manufactured with low environmental impact."



Prominent factors in the choice of criteria were environmentally-adapted manufacturing process for laminate, easy-to-control hull shape with limited surging and water noise, low fuel consumption, environmentally-adapted materials and origin-marked timber, comprehensive and instructional user manual, environmentally-sound handling of waste and oil products, etc.

Nimbus Boats conducts target-oriented environmental work, with the fundamental objective being to safeguard the environment frequented by the boating community, in which they seek freedom and the experience of pure nature.



Nimbus 320 Coupé in Tunisia



Nimbus delivered a 320 Coupé that made its way, via the canal systems of Europe and the Mediterranean, to its home port of Port El Kantaoui near Sousse.



Nimbus production in Mariestad receives environmental award

In connection with completion of the extension to the factory in Mariestad Nimbus received Mariestad Municipality's environmental grant, with the following justification:

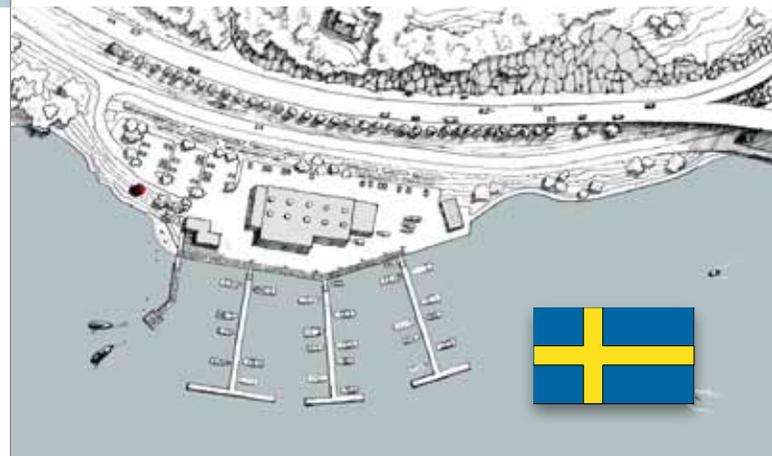
"Nimbus Produktion i Mariestad AB has actively worked on and made major efforts to reduce consumption and discharge of styrene into the internal and external environment.

The technologies used for boat manufacturing are hand laminating and vacuum injection. The latter method is now a closed manufacturing process that yields minimal discharge."



Lunde Marine - new dealer in Stavanger & Bergen

To further strengthen Nimbus sales and our brand in Norway, we have entered into a partnership with the Lunde Group, one of Norway's most expansive and successful industrial groups.



Nimbus Maxi Center expands on Lidingö

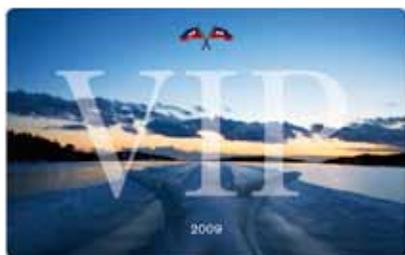
As part of his strategy to get closer to customers and offer optimum service Fredrik Bergström at Nimbus Maxi Center has decided to expand operations. The plan is to construct a brand new marina facility on Lidingö. The development will also include a waterside restaurant for customers and guests.

Read more about Nimbus Maxi Center in the magazine or visit www.nimbusmaxicenter.com.



Great interest in unveiling of Nimbus 335 Coupé

At the international boat fair in Göteborg in February the "little sister" to the 365 Coupé was unveiled. Sweden's hero from the 1994 football world cup, Thomas Ravelli, was given the honour of presenting the new 335 Coupé to a large and expectant crowd of journalists.



VIP evening to whet the appetite

Nimbus, together with top restaurateur and guide Leif Mannerström, treated the 450 specially-invited guests to a gastronomic evening archipelago tour during Göteborgsmässan (Gothenburg Trade Fair).

As is only proper when Herr Mannerström is at work, lobster soup a lá Sjömagasinet was served, of course, with a glass of well-chilled white wine as a thirst-quencher. The many loyal Nimbus enthusiasts who had come together for the evening seemed to be in their element: mingling and keenly discussing their own boats and holiday experiences, but above all with nothing but praise for the new Nimbus model range.

"Up to date, bold, perfect design"...were just some of the attributes heard among the gathering up on the stand.

The staff at Nimbus hope to be able to put on another similar function in the near future!



Nimbus Performance Collection

New design range of Nimbus clothing, "The Performance Collection"

We have now made a sound move and are investing in a brand new line of clothing. We are collaborating with well-known designers in the clothing industry to make the Nimbus collection as attractive as possible. First in line is the new Nimbus "Hooden", to be followed by windstopper tops, shorts, knitted polo shirts, rugs, caps, etc. Visit our web shop at www.nimbusboats.com or contact the Nimbus head office to see more products or to order.



Success in Turkey

In June 2009, yet another of Nimbus' flagships was delivered to Turkey. This time it was a 42 Nova, which will be exhibited in conjunction with the boat fair in Istanbul. Nimbus representative Mr. Galip Kaynar expressed his enthusiasm for this fantastic boat model.

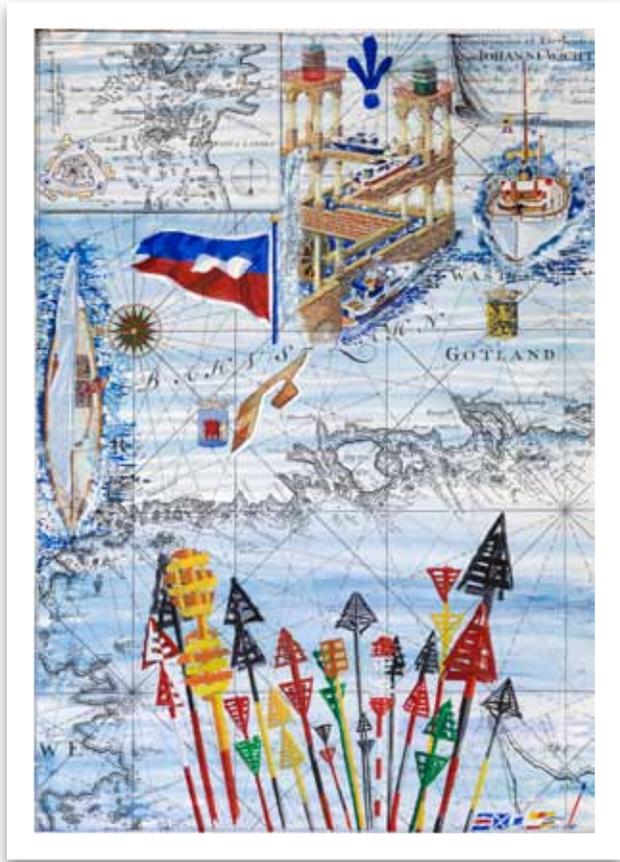
"The Nimbus 42 Nova is exactly what the market is demanding, it's perfect."



New dealer in South Korea

Best Marine is one of only a few established boat dealers in Korea, and we commenced our partnership last autumn. Best Marine is part of a group of companies owned by Mr C.M. Hong. Best Marine's field of business is boats, boat equipment and boating clothing. Mr Hong's group of companies have been general agents for Dunlop for more than 15 years. The products from Dunlop that they deal with include car tyres and golf and tennis equipment. He also has an agency for sports products, including bowling equipment from Brunswick.





Nimbus in Art

This year we got well-known west coast artist Carl-Michael Ström to paint the annual motif for Nimbus in Art. The working title of the artwork is "Evighetsmaskinen" (Perpetual motion machine) and it symbolises Nimbus over time. A limited batch of prints will be produced and a number of framed numbered copies will also be sold. Most of the new Nimbus boats will have a copy hung on board.



Crew jacket with new design

Product: 2564 (size L) – Waist-length casual jacket with knitted two-colour cuffs in multi-functional material. Hi-res breathable membrane, waterproof with taped seams for optimum comfort. Reflective patches and technical leakproof zip fasteners. Zipped inside pocket. Available in sizes: S-XXL

Price SEK 2395

New cushion set – “Design edition”

Product: 4024 - Our popular decorative cushions now have a rival. We have added to our cushion range with a new exclusive set of 4 specially-made cushions.

Price SEK 1875



Marine Accessories

Nimbus crockery and cutlery

Product: 2058 Nimbus complete place settings for 6 people. Elegant summer dining on the afterdeck or flybridge with Nimbus tableware.

Price SEK 4750



“Nimbus Långedrag” bedding set

Product: 3191 - Unique individually-designed bedding set in delightful cotton quality. Consists of duvet cover, 2 pillowcases in two colours and a large bottom sheet.

Price per set SEK 975



Salt & pepper mill with wine opener

Product 1092 Functional design “All-in-one” Ceramic mill.

Price SEK 450



Fender cover 8x27

Product: 2061 – Made of stretch material with embroidered logo, protects the boat's hull and prevents squeaking. Available in four sizes.

Price SEK 140



Towels

Product: 3689/3690 – Luxurious towel set in super-soft terry towelling. Consists of 1 hand towel 50x70cm and 1 shower towel 70x130cm.

Price per set SEK 495





Customised bed mattresses

"The feeling of being home at sea" We are focusing even more on comfort with our new bed mattresses of natural latex. For 2010, we have focused on additional quality and introduced 50 mm natural latex cores in our mattresses for ultimate comfort.

Overall, with Nimbus quilted fabric, the mattress is almost 7 cm thick. We are expanding the range for more boat models from our classic model range. Visit our web shop at www.nimbusboats.com for further information.

Barometer, clock & thermometer

Product: 1807 barometer
Product: 1808 clock
Product 1809 thermometer
Specially-designed range of ship's instruments in brushed steel, ideal both at home and on board.

Price SEK 1375/
each



Tablecloth set with tea towel packed in a duffel bag

Product: 3561 Marine galley set with tablecloth and 2 tea towels packed in a practical duffel bag.

Price SEK 895



The bag

Product: 3700 - Weekend bag with leather handles. Made of waxed canvas. Approx. 42 litres.

Price SEK 395



The superbag

Product: 3701 Large trunk/sailor bag with leather handles. Made of waxed canvas. Approx. 85 litres.

Price SEK 595





Premiere for Paragon 31 eagerly-awaited successor

On Saturday 13 June, during the Volvo Ocean Race in Stockholm, the Paragon 31 – a new model from Paragon Yachts made its very first appearance.

During the race's visit to Stockholm the Paragon 31 served as a patrol boat, but was also moored at Skeppsbron for viewing.

"The Paragon 31 is a boat for sailors with demanding requirements with regard to performance and sea-going qualities. It's built to cope with the toughest imaginable environments all year round," says Magnus Andersson, MD of Nimbus Boats.

This boat is the second model in a generation of year-round boats based on the successful Paragon 25 concept. The Paragon 31 has good stowage and a layout that provides plenty of space suitable for the entire family for activities at sea.

The Paragon philosophy has been developed by Sakari Mattila and is based on a meticulous preliminary study, cooperation and development together with sea rescue services, the coast guard, racing competitors and professionals working in harsh environments at sea.

"It's a boat for connoisseurs. In addition to being spacious and practical, it's simple and reliable to drive and manoeuvre and has an innovative and stylish Scandinavian design," says Magnus Andersson.

For further information, visit www.paragonyachts.fi.



The boat has a pronounced v-shaped bottom, making it very stable when manoeuvring at high speeds and keeping fuel consumption down to around 1.8 litres per nautical mile with the D6-370 engine option. Top speed is around 38 knots.





New boat feel and higher second-hand value

During 2008-2009 we have supplied numerous boat packages to satisfied customers, giving their old gem a new lease of life. The best-sellers have been N-26 DC and N-2600, but we are also seeing classics such as N-28 DC and N-3003 beginning to sell more. The value of the Nimbus used fleet is steadily increasing.



We also have packages for more models, but remember to plan ahead. Contact Nimbus on +46 (0)31-726 77 15 or visit the web shop at www.nimbusboats.com.

Nimbus cap

Product 3731 – Attractive summer cap for Nimbus crew. One Size fits all.

Price SEK 150



Knife set

Product 3468 - For a fully-equipped galley: 3 knives - paring knife, bread knife and carving knife.

Price SEK 795





Now you can order
accessories for your
boat and family any
time night or day!

In our new web shop you will find all our essential accessories and attractive extras. Our payment function allows you to shop securely with a credit card. We constantly update both information and products. Remember to take a look now and again, as you never know what campaigns might be running. Have a wonderful boating summer.

www.nimbusboats.com

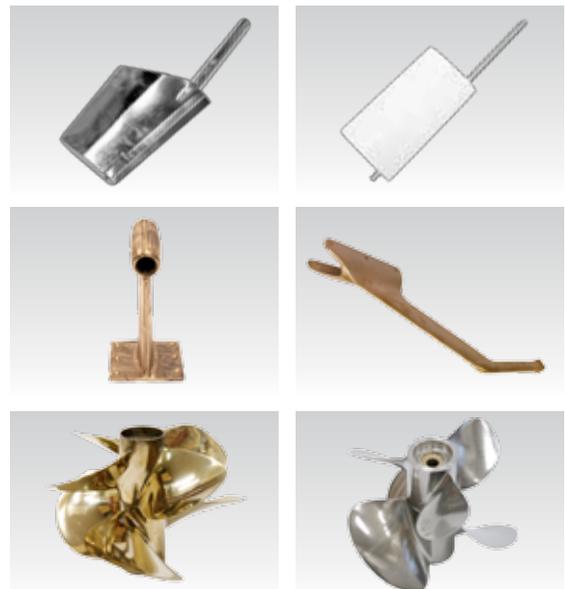


Perfect for short trips & going ashore

Nimbus specially-designed rubber boats are perfect as tenders/towing dinghies. Or perhaps simply for the children to have fun with. Inflatable v-bottom with high-pressure floor. Max. engine 6 hp. Very high quality with numerous safety details. Visit our web shop at www.nimbusboats.com for further information.

Our availability is your guarantee

Security for you as a customer is not just about having the right equipment on board your boat. It's also about the fact that we always have the most essential spare parts and wearing parts in stock in case they are needed. We know that things can happen without warning and you then want to feel secure in the knowledge that the necessary parts are readily available from us. With our products you can feel secure in every way.





Nimbus **in action** at

Mar





strand







World Match Racing Cup

When the international stars of the World Match Racing Tour come to Sweden, Nimbus naturally gets involved. Any journalists who want to follow the exciting sailing action at close quarters can do so from an R series boat. And at the VIP jetty several sister boats are open to interested visitors.



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For one week every summer, Match Cup Sweden attracts a multitude of sailing enthusiasts to the little Bohuslän sailing metropolis of Marstrand. With the exception of 2006, this annual competition has been organised by the Royal Gothenburg Yacht Club since 1994, and it's hard to imagine a summer without this major match-racing event. Match Cup Sweden now forms part of the World Match Racing Tour, and, together with nine other events throughout the world, makes up a series that constitutes the annual world championship in match-racing. Accordingly, the series winner can call themselves world champion; hence there is great interest from the cream of match-racing stars.

Match-racing is the same type of sailing race seen in the world's most prestigious sailing context – the showdowns of the over 150-year-old America's Cup. Sometimes full-time professionals from the America's Cup also make welcome appearances on the World Match Racing Tour, and over the years Marstrand has seen its share of celebrity visits, such as three-time Cup winner Russell Coutts from New Zealand or title defender American Ed Baird from the Swiss Team Alinghi.

What makes match-racing particularly exciting for the spectators is the short duels between just two boats at a time (around 20 minutes). Helmsmen and crews do their utmost to beat their opponent, often by fully exploiting the rules and shrewdly out-maneuvring the other boat in the match. Consequently, a referee boat follows in the wake of each match, signalling its decisions with flags after just a few short seconds of deliberation. Drama is usually plentiful and the spectators on adjacent rocky outcrops are thoroughly engrossed.

At the VIP jetty, just beside Villa Maritim and only a few boat lengths from the moorings of the competition boats, Nimbus is on hand with some of its model range.





You will find the entire sporty streamlined R concept, with the fast and sleek little sister 230 R, medium-sized model 250 R with its raw-power diesel of 260 hp and, finally, the top-of-the-range 300 R offering all the convenience you could wish for. You will also find the group's stylish flagship Storebro 435 Commander, along with the recent Finnish acquisition, the snug 25-foot year-round boat from Paragon Yachts.



From Ryds in Småland come four small and handy 18 GTSs, used by the competition organisation's department for

"special operations" throughout the week of competition. With a sailing event out on an island like Marstrand there is a huge need for reliable transport, and the Ryds boats are a valued part of the solution for the hundred or so hard-working officials.



The journalists who come to cover the event are served by the three R boats, for rapid, safe and sporty trips out to the competition area. With their powerful Volvo Penta engines combined with effective air-lubricated hulls, Nimbus R boats move up rapidly in planing mode and send up a minimum of disruptive waves for the sailors, and can therefore get close enough for photographers and cameramen to get the right angles and close-ups. But they are no doubt primarily appreciated for the fact that they move so well on the water that even the heavy cameras can be kept still and, of course, free from water spray!







“Several people have commented that our boats are the most well-suited press boats they have ever been out in, and we’ve had discriminating journalists from all over the world on board,” comments Nimbus’ man on the spot, Erik Hansson from the head office in Långedrag.



He is one of the representatives who shows Nimbus visitors round in the pavilion set up on the quay specifically for this week. Refreshments are available, fruit or simply relaxation and a few moments of welcome shade among the cushions on the sofa or armchairs, and this is also where you can book a test drive in any of the boats not currently out on other assignments.

Australian Peter Gilmour is one of the top sailors who took the opportunity to enthusiastically try out a Nimbus. He chose the 300 R and observed, with a wide smile, that it was practically as easy to handle as the 11-metre-long DS 37 match-racers he navigates in Match Cup Sweden. Gilmour has himself won Marstrand’s match-racing a handful of times, but the Swedish sailors also have proud traditions to defend. Magnus Holmberg from the America’s Cup syndicate Victory Challenge was the one who took the initiative in the competition from the beginning, and, after a string of second and third places, he is still awaiting his first victory. Björn Hansen won in 2007 and Mattias Rahm was victorious in 2008. So Nimbus is not the only winner at Marstrand during this intensive week of sailing...







Dream factory

By Christmas 2008 Sweden's most modern boat factory was ready for operation in Mariestad. Nimbus' new model plant is capable of constructing more, better, larger and smarter top boats.

In boat manufacturing there is a common desire for long series, a good working environment, a good atmosphere and an advanced feel for handcraft quality. However, achieving these important prerequisites has previously been easier said than done. Demand has governed the size and service life of series, willingness to invest and rules have determined the internal and external environment, the atmosphere on the floor has been determined by the working conditions and the quality has been affected by know-how and professional pride.

But since autumn 2008, many, if not all, of these good intentions have been fulfilled. Nimbus has built a dream boat factory in Mariestad. This label applies to both those building the boats and those who will ensure that they get built, i.e. the management.

"Our aim was to build the most environment-friendly boat

factory ever," says Erik T Larsson, head production manager at Nimbus Boats. We achieved this aim by fulfilling all official requirements by a good margin. Mariestad Municipality's environmental strategy through to January 2008 gave us authorisation for 250 tons of polyester, 15 tons of acetone and 9 tons of styrene. However, with the aid of injection technology, the styrene waste is now modest (5 %) compared with the old method using open moulds and hand laying.

In addition, we have installed a purification system, a catalyser, for the fumes that nevertheless escape when we gel-coat hulls and manufacture decks. The overall environmental impact is so low that we have been awarded a diploma by the municipality.

"The environmental diploma is a distinction that we are extremely proud of," says Quality and Environmental Supervisor Ingegerd Irebäck. It shows that our efforts are on the right track.



Attractive environment

It's really great that our environment-friendly manufacturing process makes Nimbus Produktion an attractive workplace. We are made aware of this by the fact that we receive job applications every day and many young people want to come and work for us.

The environmental diploma may apply to the internal and external environment at the factory, i.e. the working conditions and environmental limit values, but Nimbus Produktion i Mariestad wasn't content just with that when preparing to extend its factory, they also consulted with their neighbours. The desire was, and is, to maintain good relations with our neighbours, in this case individual houses, apartment blocks, a school, a day nursery and homes for the elderly within a radius of 200 – 500 metres.

Even though no one had complained of smells, even in the 1970s, when a few thousand boats were constructed at the factory using sprayed polyester, Nimbus wanted to ensure minimal disturbance. Consequently, the woods around the factory were retained, so the neighbours cannot see the factory, while at the same time the trees clean the air and muffle any noise.

Erik T Larsson takes us on a tour of the outside of the factory, pointing out the large new catalyser that purifies the air from the factory by absorbing styrene and acetone. In addition, we see the wisdom of keeping the tall pines: the houses

can barely be seen from the factory and vice versa.

Anyone who has seen other plastic boat factories can hardly fail to be impressed by Nimbus' genuine environmental thinking. Particularly since boat factories were formerly considered to be a health risk. Consequently, you can understand why their approach has been awarded a diploma by the municipality and why everyone is proud of this award.

Just two years ago injection was a new method at the Mariestad factory, now it's the norm.

"Injection is necessary to achieve the required high level of quality for our laminates. It has taken time to learn the process, but we have now mastered it completely. And this should be viewed in light of the fact that a Nimbus boat must be fuel-efficient and easy to control. For that reason, the hull needs to be light and strong. With the aid of the injection method the new 365 Coupé weighs a modest 6.3 tons, or around 30 per cent less than other boats of the same size and with the same inner volume constructed using ordinary hand laying. Yet there's no reduction in strength.

"Moreover, I am quite sure that our customers understand what high quality means. Many people are accustomed to fulfilling standards from their everyday life, and know what ISO 14001 means – that their company uses an environmental management system. If you can afford one of our boats, then you have knowledge of and know about quality. At Nimbus, we have long employed DNV, Det Norske Veritas, to type-certify our boats and to be confident that they satisfy high requirements."







Injected bulkheads

You can't simply rest on your laurels at being good or "one of the best". When the new 365 Coupé was developed, it was decided to employ even more new technology – and to inject the bulkheads too. They are now glued in place at the same time as the hull.

"The advantage is that everything ends up in the right place, nothing moves, the boat is amazingly rigid. The glued joint is stronger than the actual laminate; if you try to pull it apart, you will notice that the glued joint is stronger than the hull. It's comparable to welding together two pieces of sheet metal; the weld almost never breaks, the surfaces around it do instead. More rigid, lighter boats with tougher tolerances plus a sleek inside is the result.

To "collision test" the laminate for a 365 Coupé, a cut-out section was ordered from the hull side, this was laid on a plank and a fork-lift truck drove up onto it. However, instead of creaking, cracking and snapping, the laminate section simply bent slightly. It was deformed, but it held.

"Vacuum injection is a wonderful method, with the polyester being sucked through the fibreglass mats into all the small channels in the Divinycell – the laminate becomes completely saturated. With traditional hand laying, the polyester is laid onto the fibreglass, but no one can roll out air as well as nature itself, i.e. with a vacuum," explains Erik T Larsson.

He takes us into the new assembly hall and we note production lines with more assembly stations than previously, which results in the boats now being built more efficiently.

"The longer the production line, the more specialised groups we can have working on their particular component of the boat. This increases productivity and yields higher quality. However, there is a balance between having specialists and all-round fitters. An engine fitter, for example, can install engines in several different models, while others may prefer to perform a single operation. We are flexible here at Mariestad."

Construction of the dream factory commenced in January, and it was completed by December. It shows that Nimbus believes in the future at Mariestad, that they will be there, equipped and consolidated.





Facts

Nimbus Production in Mariestad

Factory area: 8,000 m²

Capacity: Approximately 250 boats per year



S for success

The 'S' in Nimbus 27 Nova S and 30 Nova S stands for Sidewalk. But 'S' could just as easily represent swift, sleek, seaworthy, Scandinavian, stylish, sporty or, quite simply, supremely superb to spend time in, drive and travel aboard! We can verify that from our glorious day-long archipelago excursion.



Nimbus' well-known Nova concept was refined just in time for the 2006 summer season, with the 30 Nova S, followed the year after by the smaller 27 Nova S. Big sister is now also available in a HT version with a practical opening roof, and Nimbus World took all three variants out for a delightful day trip in the wonderful archipelago off the Swedish west coast.

One characteristic of the S models (S for Sidewalk) is that the superstructure has been shifted sideways slightly, to accommodate the convenient and practical passage between the foredeck and afterdeck on the starboard side. You can move easily and, of course, safely along this, with the shiny and firm stainless steel rails serving as a grip. As a result, the S concept provides almost the same flexibility and accessibility as a walkaround, yet still almost as spacious living quarters as on a more traditionally-designed boat.

All on one level!

The freedom and flexibility also continue to the aft. The smoothly-opening doors to the gently-rounded and generously-proportioned bathing platform ensure that it is very attractively integrated into the common area in the stern. And the floor surface is the same level right from the bathing platform all the way forward to the down steps – no dangerous and awkward stumbling over engine hatches, thresholds or edges here.

With the whole of this common space linked together, the S concept boats are made for activities and water sports, whether it be sea bathing, fishing, water-skiing, wakeboarding or whatever else passengers fancy doing. And should things get too salty, there's temperate fresh water available in the recessed shower for rinsing off both crew and equipment. One important safety detail lacking in far too many modern boats is the solid and elevated bathing ladder, which is easy to unfold yourself and climb up should anyone end up overboard having an unexpected swim. Compliments to Nimbus for this.



27 Nova S



30 Nova S



30 Nova S HT

Well planned down to the smallest detail

During our excursion we also noticed how well the dedicated employees in the Nimbus development department in Långedrag have adapted the S boats for enjoyable socialising on board. There is plenty of room for numerous guests in both the front seating area and around the folding table on the afterdeck. The 30 S also has an extra folding deck chair that can be stored in a space-saving manner when not in use, yet is easily accessible in a specially-designed stainless steel holder.

Even while under way everyone on board can find a comfortable spot for the journey. Chatting with one another at a fair-

“– no dangerous and awkward stumbling over engine hatches, thresholds or edges here.”

ly normal conversational volume is no problem. The powerful, low-speed diesel engines from Volvo Penta are already quiet, but the Nimbus engineers have succeeded in reducing the noise level even further thanks to damping engine mountings

and a soundly-insulated engine compartment. Head wind is diverted on both the 27 S and 30 S with the aid of the sloping windows of toughened safety glass, with their shiny stainless steel frames that match perfectly with the targa arch, rails, fender holders and other stainless steel details on

board. We get a sense of everything having been well planned down to the smallest detail and nothing having been left to chance. So characteristic of Nimbus..





NIMBUS



Alfresco dining

When we moor up by a small island to prepare lunch, we discover yet another dimension of the S concept. Astern of the helm is a small galley, with a two-ring LPG cooker, an elegant Corian work surface and numerous well-stocked storage compartments for crockery, cutlery, glasses, other utensils and provisions. The 30 S offers refrigerated storage in a stainless steel cabinet, while the refrigeration solution on the 27 S is a sliding drawer beneath the passenger sofa. Both variants fulfil their function admirably and keep both food and drink at an ideal temperature!

The preparation and partaking of meals is a delight for the senses, being able to do this under the open sky as on the Nimbus Nova 27 S and 30 S. And it is even possible in the HT version, thanks to the fact that most of the roof can be rolled back if desired. Or, of course, rolled over in unfavourable weather conditions.

Generous elbow room

Below decks, both the 27 S and 30 S offer undreamt-of space, but it



27 Nova S

is the 27 S that is particularly impressive. How can it be possible to fit so much into a boat only 8.10 metres in length? It has a full-length V-shaped double bunk in the prow, a roomy toilet with elegant mahogany fittings and shower on the port side, and another bunk to comfortably sleep one adult or a very cosy couple on the starboard side.

Big sister 30 S has much the same layout, but, of course, slightly more space throughout. A scant metre extra means a great deal... The port side offers a substantial double cabin with comfortable accommodation for two adults in a well-balanced combination of dark wood and light plastic surfaces. The forepeak is accessed through a folding door and boasts both standing height and generous elbow room. The wardrobes in both cabins have automatic lighting and can accommodate clothing and equipment for several days on board.

Prestigious prize

Once we have rested a little, full from our meal, we set off again with renewed energy. The air-lubricated hulls work



30 Nova S

together with the Volvo Penta engines and the relatively low weight to yield unmatched driving properties and extremely good fuel economy. The boats handle like a dream. They thud gently into the waves without any sharp cracks or rattling on board the well-built vessels, even in difficult following seas they show no tendencies at all of annoying veering to the side. The 27 S consumes just one litre of fuel per nautical mile at 3000 rpm with a 260-hp D4 and a cruising speed of 30 knots, and, despite greater displacement, its big sister boasts figures only slightly higher.

The S boats are constructed using vacuum injection; this involves the fibreglass mats being placed between two moulds, the air being sucked out and polyester plastic injected in to fill the vacuum. This process yields a very strong structure in combination with a low weight and almost no discharge of solvents, which has resulted in Nimbus Boats also receiving the industry's own prestigious environmental award for the Nova 27 S.

S - for success

It's starting to get dark before we draw near our home port of Långedrag again. After an active and interesting day of enjoyable camaraderie at sea, the low-positioned variable lights on board and the perfectly-adapted instrument lighting come in very handy. To finish, the targa arch's floodlights, which can be adjusted 360 degrees around as well as up and down, are put into action for mooring. Another perfect Nimbus day is at an end, and for us it has been a success with the Nova S.





Success



car

Nimbus 335 Coupé

So new that few have seen her. However, during 2009 the Nimbus 335 Coupé will be at various boat shows to be assessed and admired. Powerful lines and flush-mounted side doors make her a trendsetter.





You could regard the new Nimbus 335 Coupé as merely a little sister to the commended Nimbus 365 Coupé. But that wouldn't be fair, she's a successor. Everyone who has followed Nimbus knows that the 320 Coupé has been a very popular model. It was valued for its comfortable ride, its style and its layout. This long-running model now has a worthy successor – the Nimbus 335 Coupé.

The design is the work of Rolf Eliasson, master of uniting elegant lines with smart functions.

“There were numerous objectives, but the most essential was to have an easy-to-control hull offering good driving economy.

The top speed was fixed at 23-24 knots with a Volvo Penta D4 of 260 hp or 300 hp and a pleasant cruising speed of around 20 knots. The idea was also to minimise the planing threshold and achieve smooth travel at 16-18 knots. Therefore the hull is relatively slim. And a shaft with angle gear has been selected for the drive line.

“I made the prow sufficiently narrow to give a smooth motion in a head sea, but allowed more volume in the prow than on a 30-knot boat with drive. And as the 365 Coupé was well received, it made sense to incorporate similar lines. The same

concept, a family boat for our Nordic conditions, was decided on.

“My first test in December showed that the 335 Coupé quietly gathers speed and has an imperceptible threshold that is easily overcome,” reports Rolf Eliasson.

“...a family boat for our Nordic conditions...”

Smooth travel

He points out that the hull is planing and explains that the bottom is elongated for buoyancy and good balance. Travel is smooth and pleasant – whatever the speed. Anyone wanting to maintain 16–18 knots will find that the running economy is hard to beat,” says Rolf.

One technical hull feature is the “cavity” in the bottom to the stern, which gives more room for the propeller and a moderate shaft angle for good function. Double rudders increase manoeuvrability.





The image shows the interior of a boat cabin. A large, curved front window is the central feature, offering a view of the sea. A white leather chair is positioned in front of the window. To the right, a white countertop holds two bottles. Below the countertop is a stainless steel oven. The cabin has a wooden trim and a white ceiling with recessed lights. A large, curved front window is mentioned in the text.

The 335 exudes elegant dignity, an impression that is reinforced by the large, glued, curved front window.



The lines emulate its big sister, being equally powerful and modern in the proportions of the hull and superstructure. And the Nimbus pedigree can be seen: the stainless steel grilles, the bathing platform, the bowsprit and the dimensions of the stainless steel fittings are all familiar features.

The large, tinted, rounded flush-mounted side windows are characteristic. On a boat the windows are the eyes – the 335 exudes elegant dignity, an impression that is reinforced by the large, glued, curved front window.

The asymmetrical deck – the sidewalk - is copied from the 30 Nova S and provides a wide safe passage on the starboard side and a normal side deck on the port side. The intention is to provide better space on board than with a walkaround deck.

Like its predecessor, the focus for the 335 Coupé is to tempt families. To win them over, Nimbus' development team and Rolf Eliasson have rethought things. The bathing platform is large for a 33-footer, wide enough for sunbathing, and has built-in stowage for anchor and rope end. A fender cubbyhole in the aft coaming and double doors to the afterdeck are other typical Nimbus features.

Large deck area

The fact that the 335 Coupé has a sociable afterdeck is only natural bearing in mind earlier models. More unexpected is the fact that the deck area is distinctly larger than on the 320 Coupé. The secret is that the top section of the hull on the 335 Coupé is a circular deck with a concave surface. This solution shows how alert Nimbus is in planning development.

From the afterdeck, you step straight into the saloon on the 335 Coupé - no difference in level. On the port side is a sofa with room for five and opposite is the galley, neatly concealed under a mahogany counter.

The helm is comfortable and logical with a 12" plotter built into the panel and in the sightline. The flush-mounted side doors make it possible to quickly get out on deck and the roof hatches provide both ventilation and visibility.

Downstairs there is a toilet on the starboard side, a youth/



child or guest cabin to the port side and an inviting double bunk in the prow. The saloon sofa is also long enough to provide sleeping accommodation for one extra person.

“...better space on board than with a walkaround deck.”

The design has been inspired by its attractive big sister. This means fabric on the bulkheads, soft colours for cushions, a varnished teak floor, subdued inner liners and an interesting window at the front of the cabin. A new coupé boat with shaft, safe, reliable and attractive, inside and out. The Nimbus 335 Coupé is a worthy successor.



NIMBUS 335 COUPÉ

TECHNICAL DATA

LENGTH	10.27 m
WIDTH	3.20 m
DEPTH	1,05 m
WEIGHT	approx. 4,500 kg
FUEL	480 l
WATER	190 l
MAXIMUM SPEED	approx. 24 knop
DESIGN	Rolf Eliasson

Engine options from Volvo Penta
D4-225/260/300 (165/191/221 kW)

Newborn Classic

Nimbus 365 Coupé







Nimbus 365 Coupé

The new 365 Coupé is characterised by the same ideas that made the Nimbus Coupé boats into classics. This includes timeless attributes such as neat interiors, comfortable motion and first-rate running economy. Plus new devices.

The designers behind the new Nimbus 365 Coupé should really be given a medal. With brilliant execution and a great feel they have translated what is popular about family boats into an excellent, modern, attractive holiday boat. They have succeeded superbly with the latter in particular, in the opinion of discriminating boat enthusiasts. The lines of the 365 Coupé appeal to your senses, it delights the eye, it has personality and radiates reliability in the form of sound sea-going qualities and smart functions, in our opinion.

The idea of coming up with a worthy successor to the Nimbus classic concept in the family boat category has been given scope to develop. We have allowed form and functions to develop fully, listened, created, presented, tested and

**“...functional, modern
and classic.”**

pondered for a while to come up with a modern model that can follow on and provide a platform for the future.

“The aim was renewal. We have had a fantastic evolution with the Coupé boats, we have really developed them year after year, introduced select new details and continuously upgraded them. But we knew that they couldn't go on forever as models, and were looking also at our new features and what new technology could produce. The idea of an even better product from the user's viewpoint based on our perspective as a manufacturer drove us to develop the 365 Coupé.

Nimbus technical guru Lars Alklind relates that the idea behind the order was to have a boat that could fulfil three











essential objectives: namely, to be functional, modern and classic. The assignment, as in so many previous instances, was given to Rolf Eliasson, whose ability to come up with an appealing yet practical package is exceedingly well developed. And he succeeded once again. Internal and premiere exhibitions elicited the same response – what an attractive boat!

One of the requirements was economical running characteristics – one of the hallmarks of the Coupé range. This meant shaft drive, one engine and an easy-to-control hull. The maximum speed was fixed at around 25 knots to keep fuel consumption down and to create a boat for cruising in, not speeding away.

One aim at the time with the 365 Coupé was to get more light on board than before. As a result, the largest roof hatch ever on a Nimbus was installed, the front window became a large single pane and the side windows were extended downwards and elongated. However, the most ingenious detail is the concealed window in the prow. Having a transparent laminate at the front of the cabin allows light into the forepeak, yet the “window” cannot be seen from the outside. The modern idiom that characterizes the boat manifests

itself in a rounded exterior, where the curved complete front window, the slightly oval side windows and the special cabin roof with cover astern give a completely distinctive look. For children and elderly passengers

Even the deck layout is innovative, a change from the centrally-positioned cabin and walkaround. The Nimbus 365 has the same so-called sidewalk as the 30 Nova S and 27 Nova S. Moving the superstructure to the port side and omitting the lowered deck on this side adds extra volume inside. However, the deck on the starboard side is as deep as on a walkaround boat, so the best of two boat concepts are united in Nimbus’ latest offering.

This new approach also includes the flush-mounted side door to starboard being built into the side of the cabin. In practice, this is the same type as sliding doors on ambulances and yachts.

“The special point about our door is that it blends in with the design, has a quality and a solid feel that our customers rightly demand from new boats,” says guru Alklind, originator of this ground-breaking solution.

The point of the door, of course, is that you can quickly and



easily get out on deck, where the sidewalk and high rail provide distinct safety. Dogs, children and elderly passengers can thus move around in welcome safety on board.

The next pleasant surprise is the saloon, which is the same level as the afterdeck, meaning no risk of tripping - even after a sumptuous meal on board. And it's ideal for serving a good spread, as the sofa can seat six people, with fine views, the table is large and there is a kitchen area, although not visible along the starboard side.

"The latter was an attractive point. We felt it was unnecessary to sit and stare at a kitchen. Accordingly, we covered it with mahogany on the work surface and also on the front.

Amidships is a double sofa for passengers to the port side and a single chair for the captain. The arrangement is this way round as the sofa can be converted into a saloon sofa. It can be turned and lowered, giving the boat an excellent U-shaped sofa to the port side. The leather-covered handle on the passenger seat is only a detail, but it increases the de facto feel of quality.

There are a number of new elements to the helm, especially in terms of the panel. Nimbus' development team has created a compact, logical and easy-to-view console. The plotter is visible, the instruments are in a recess forward and the switches are positioned to enable quick and easy location of the required button.

More daring

Before going downstairs to the bedroom, it's worth taking a

seat at the table to admire the workmanship. Nimbus' motto for interiors was to be more daring. The internal styling has created a completely fresh-looking saloon with light, raised fabrics on the bulkheads paired with neat inner liners on the sides and ceiling.

Electrical operation of the roof hatch is common on luxury boats, or premium models, as they are known in marketing speak. However, the hatch on the Nimbus 365 Coupé also has a sunshield, like stylish cars - a first on a Nimbus.

Downstairs there is a wide welcoming couch in the prow, and the admission of light from the special front window adds to the feeling of elegance.

To the port side is the guest cabin and, just opposite, the toilet with a fresh separate shower room. An electric-powered toilet, shiny stainless steel sink and teak counter with mahogany front will tempt you into refreshing long showers and spending time sprucing up before going ashore.

Injected construction

Another fundamental concept of the 365 Coupé is to employ injection technology. In addition to being environment-friendly, it produces extremely strong and light hulls.

"Before, boats stirred and made noise when travelling, they were not torsion resistant. However, the 365 Coupé is as silent as possible. We believe rigid boats are comfortable and have therefore constructed a sturdy system of beams in the keel strake. In addition, all bulkheads are glued to the hull, not set into a recess or laminated as before, which makes

"The hull behaves well and inspires a total sense of security, a good selling point for a family looking for a comfortable holiday boat."



the boat non-rigid,” explains Lars Alklind.

In terms of running, the Nimbus 365 Coupé fulfils the high expectations of everyone involved in the project. The experienced test pilots in the development department came back with “thumbs up” and big smiles.

“No planing threshold, steady, easy to control, manoeuvrable, quiet and pleasant in a head sea or following sea. The hull behaves well and inspires a total sense of security, a good selling point for a family looking for a comfortable holiday boat.”

The data indicates that the Nimbus 365 Coupé is an attractive boat in keeping with the times. But the question nevertheless remains whether the lines are the single most appealing factor!





NIMBUS 365 COUPÉ

STRONG POINTS

- Elegant lines
- Light saloon on one level
- Quiet running
- Innovative side door
- Family-friendly deck layout

TEKNISK SPECIFIKATION

LENGTH	10.97 m
WIDTH	3.45 m
DEPTH	1.18 m
WEIGHT	approx. 6,400 kg
FUEL	700 l
WATER	270 l
MAXIMUM SPEED	approx. 25 knots
DESIGN	Rolf Eliasson

Engine options from Volvo Penta
D6-370 (272 kW, 370 hp)



Nimbus

at the lowest level in the world

Boat trading at the “lowest” possible level – that’s the situation for the Nimbus agency in the Netherlands. De Vaart Yachting’s brand new facility is situated six metres below sea level, perfectly located in the centre of the Netherlands, beside a canal that leads, via a lock, up to the dammed, fresh-water inland sea IJsselmeer and then out to the North Sea.

The Netherlands is a very different country – small in area, but the most densely populated in the world (followed by Singapore), and much of its land area was originally on the sea bed – one third of the country is below sea level. Visitors might remember the disaster in 1953, when the sea broke through during a storm, taking back large areas of the land drained by man.

The embankments today are better and no one is worried about a repeat of the disaster. At the location are two large areas (slightly larger than Öland) – known as “polders” – now covered by 40-year-old woodland and no towns or roads older than around 40 years. Everything feels fresh and new – beside what remains of the Zuidersee inlet, which has been a lake, IJsselmeer, since 1932, now a fresh-water reservoir. This area forms the province of Flevoland. Lelystad was founded first, in 1967, and is now the provincial capital, with 73,000 inhabitants. Almere, closer to Amsterdam, has grown by 180,000 inhabitants since the first building was constructed in 1976. Its population is expected to reach 350,000 by 2030.

Six metres below sea level

At Lelystad, 6 metres below sea level, you will find De Vaart Yachting, which sells Nimbus and Storebro in the Netherlands, Belgium and Luxembourg.

“It’s a perfect mix,” says owner Arnold IJkelenstam. “We are familiar with both sailing boats and large motorboats. Motorboats are in the majority here – people are introduced to boating life via sailing boats on IJsselmeer, which is an extremely good location for sailing. Then you approach 40 and are looking for greater comfort. So a Nimbus 335 Coupé perhaps fits the bill, then you upgrade to a larger model, and then a larger one...until you reach your 60s and downsize again.”

Arnold began in 1990 as a junior sales representative in Amsterdam for the Nimbus importer at the time EW Driessen.

“The following year I sold a boat to a man with a very lovely daughter, and that’s how I met Inge,” he says. “We got married several years later and she has now been working for the firm full time for three years.”

AT THE LOWEST LEVEL IN THE WORLD





Six metres lower and just a few kilometres away from IJsselmeer you will find De Vaart Yachting, with space for a dozen used boats along the canal.

He sold more boats and moved with the Nimbus agency to Kremer Nautic in 1995, making Nimbus well known. At the start of the new millennium, Arnold set up on his own and asked to take charge of Nimbus.

Own base – Swedish style

“Marketing Manager Hans Andréasson gave me six months to prove that I was good enough, and I competed with my former employer. He sold two boats and I sold seven,” says Arnold with pride.

He rented a small office in one of Lelystad’s five present marinas and made good use of his network. Sales increased.

“It was cosy there, but after three years I needed larger premises and employed a secretary. In 2003, I also took on American Catalina sailing boats and soon after that Storebro as well.”

Back in 2001 he purchased a perfect site in an industrial estate alongside a canal, just below the lock for IJsselmeer,

but several neighbours in barges on the other side of the canal protested strongly and building took several years extra to accomplish.

But in April 2008 the smart, new facility was opened – a base of his own after all the years of renting. A dozen used boats bob alongside in the canal and ten boats are housed in a hall designed to be as environment-conscious as possible.

“People can now view our boats all year round, in light, warm premises. Even the floor has built-in heating, and the insulation is the best possible,” he says.

The office is built on a site that resembles a rocky outcrop on the west coast of Sweden or on an embankment around IJsselmeer.

“The building is completely inspired by Swedish ideas,” says Arnold. It resembles a Scandinavian house and inside it’s light and airy.”

“... gave me six months to prove that I was good enough...”



Loyal customers and the right price

Inge IJkelenstam is pleased with her husband's efforts in conjunction with the architect. And her husband is equally pleased to have her now working full time for the family business.

"She's 50 per cent of the firm – even more, actually, as you can always find a salesman. It's harder to find such a capable economist and administrator as she is."

He explains that their customers are like Nimbus customers on most markets. They are not "flashy" but value the practical and the typically Scandinavian, they earn good money and are serious. They want quality, visible quality. They are loyal and often buy a new Nimbus again; Arnold has one customer who is on his fifth boat in 15 years. We often say that we give people lifelong service...



"Customers regard the price of a Nimbus or Storebro as "right". The Swedish crown is weak against the Euro at present, which makes Swedish boats good value. The used market is also steady and decent, and boats that have been on the fresh-water IJsselmeer are sought after in the Nordic region too, as the hulls are so clean.

"Sixty per cent of boating life on IJsselmeer involves sailing, and perhaps seventy per cent of our customers are sailors. Nimbus buyers require a boat that is no more than three metres high, as otherwise they always have to wait for bridges to be opened. And if you are travelling inland, on all our canals or rivers, there would be many such halts," says Arnold.

"With fuel prices now soaring, the new economical Volvo engines are a big advantage for us."

Frequent coupé users

"Nimbus Coupé models sell best here, of course – people use their boats a great deal and take long trips. Chugging around IJsselmeer and visiting

all the pretty towns around the shoreline can take a week. And travelling along the rivers, e.g. the Rhine-Moselle and the Meuse, and the canals provide other week-long experiences."

Inge IJkelenstam says that De Vaart Yachting sells around ten new Nimbus boats per year and an equal number of used ones. In total, it's 50-60 boats of all kinds. Around 20 per cent of them go to Belgium.

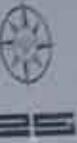
The Netherlands is a country with one of the highest concentrations of boats in Europe, with a very long tradition of private boat ownership and boat building. The quantity of pleasure boats over 7 metres is approximately 500,000, of which, at a guess, 1,000 are Nimbus. The boat market has a turnover of around SEK 23 billion per year and employs approximately 30,000 people in the Netherlands. Our visit to De Vaart Yachting concludes in Bavaria Stad, a newly-built outlet village, where we admire the Bavaria, a replica of an 18th-century merchant vessel from 1995, which sailed to the 2000 Olympics in Sydney. At the shipyard another replica from Dutch colonial times is being constructed. We also see the main route between Amsterdam and Hamburg, where 100's of barges pass every day carrying loads equivalent to 60 lorries. And we see all the pleasure boats out on IJsselmeer..



Inge and Arnold IJkelenstam run De Vaart Yachting together, covering the Netherlands, Belgium and Luxembourg.



PARAGON YACHTS



Provocatively good

With its very pointed, deep hull, the Paragon 25 is a phenomenal sea-boat. But its superb stability is unusual. Demanding and discerning boating folk will get more than they expect with this cabin boat.

Some boats click immediately. This may be due to the concept, the lines, their style or their charm. Or the whole lot. As with the Paragon 25.

It has been developed for boating folk who demand genuine qualities. Anyone who desires a practical, neat, seaworthy and hardy beauty for rough transport and expeditions will get something extra in architect and boat designer Sakari Mattila's design.

Two things indicate that these statements are not merely empty words: the boat's background and its attributes. The first is fact, the second opinion, but based on tests involving hundreds of boats.

If we begin with fact: how the Paragon 25 came about - Sakari Mattila and his boat builder Janne Vittala knew exactly what they wanted when they developed the boat. "I had tested numerous models over the years, but never found them successful. The reason was that they were con-

structed from the inside out. Space, not characteristics, was the priority. Finally, I got fed up and decided to produce my own serviceable cabin boat, from scratch," explains Sakari. But instead of sitting in an office and believing he could develop this gem, he decided to ask people who drive boats in an official capacity: lifeboat crew, servicemen, coast guard crew, water police and even speedboat drivers were pumped for information on characteristics and performance.

Using these professional opinions as a basis, they developed an aluminium hull, a plastic hull and an RIB boat. The professionals tested these and gave their opinions. These views were then closely analysed, and using this as a foundation and his own ideas of the perfect tough form for transport boats in the archipelago, Sakari designed yet another hull - the Paragon 25.

The size was established as 25 feet for the sake of manoeuvrability, the cabin was for protection from the weather and to offer a weekend function.



Special pontoons

For good running at sea, Sakari knew that the hull must have a V-shaped bottom. But at the same time he had seen that the lateral stability of deep hulls was not optimum, they could tip steeply in turns. To achieve good stability, the Paragon 25 was given side pontoons. However, these would not be as bulky as on an RIB, and neither would they be at risk of puncturing or need to be filled with air. Accordingly, the Paragon 25 was given long, narrow, relatively high pontoons of cellular plastic.

“We could have made the pontoons of plastic, or used fenders, but they soon become dirty and unsightly. We also wanted to have fixed protection, avoid fenders when mooring and avoid scraping the side when mooring by buoys.

Another fundamental concept of the Paragon 25 was that the boat should be simple to handle. This requirement was fulfilled by equipping the cabin with side doors, a rear door, a low gangway and a sunken floor in the wheelhouse. The latter feature is special, as normally the floor on a cabin boat is the same level as the deck. However, in order to lower the centre of gravity and optimise stability, the floor was position-

“Gentle and steady running is excellent news for anyone who likes to stand up.”

ned as low as possible, while at the same time having the batteries and tank under the floor further improves stability.

“A low centre of gravity guarantees good running at sea. In addition, the fuel tank is right up front, as we found that a long, narrow hull works best if the entire waterline length is used. The weight in the bows also helps the hull to cleave the water and gives fine balance,” says Sakari Mattila.

The level deck on the Paragon 25 is no accident either. The professionals made clear that splashing water must be able to drain immediately. Therefore the stern is open, with no doors or scupper to obstruct.

One function of the boat's low profile is moderate air resistance, which has the benefit of yielding little leeway and smooth running at low speed. The Paragon 25 therefore behaves almost like a keel-boat at mooring speed.

At the same time, the originators didn't hesitate even for an instant about the bottom angle – 26.5 degrees is extreme, as much as on ocean-racing boats. But with the focus on sea-going qualities the hull needs to be that pointed.



“A low centre of gravity
guarantees good running
at sea.”

Perfect testing weather

Having covered the boat's background, the question was how would it function in practice? To find out, we took the Paragon 25 on a test run along the Bohuslän coast in autumn 2008. The assignment was: Put your foot down! The weather was perfect for this tough nut of a boat. Bohuslän's slate blue rock matched the greyish-black sky, a fresh westerly wind caused heavy seas in the fjords and the temperature remained around a moderate 8 °C.

But inside the cabin it was warm, cosy and pretty quiet despite the fact that the boat was experiencing heavy seas and the 260-hp engine was running at three-quarter capacity. The test route was in the plotter and, with the order fresh in our ears, we didn't hesitate to push the boat to its limits. The first pleasant surprise was that no groaning or creaking could be heard from the interior fittings as the boat bounced in the water. To an experienced boat assessor, this indicated that the boat is torsion resistant and well built.

As expected, the running was superb, no cracks from the hull as we flew between the waves at 25 knots. Equally pleasing was the fact that the hull didn't cleave in following seas and that the side stability was totally reliable.

The attractive features of the Paragon 25 also include the fact that the planing threshold is almost non-existent – the trim angle just alters a few degrees, the boat planes without effort and the trim tab is not actually needed. The excellent thing about planing across the entire speed range is that the boat is nice to drive and the bows don't rise up and obscure the view at 8–10 knots.

Gentle and steady running is excellent news for anyone who likes to stand up. In this case head seas do not mean a bumpy trip and an uncomfortable journey for the crew. Instead the deep hull cleaves the water well and smoothly like an offshore racing boat, the boat behaves in a very civilised way and exhibits excellent balance.

The fact that the Paragon 25 is also easy on the eye is no insignificant point. Even tough guys can benefit from proportions and attractive, modern lines. On this point, Sakari's style

hits the jackpot. His idea of a low profile by virtue of a low hull, modest cabin height and neat sheer seems both elegant and competent. Particularly special is the curved front window, which gives the boat character while also minimising the dead angle – the weak point of cabin boats.

One important point on boats is boarding, it must be simple and safe. For our test, the boat was alongside a high quay and jumping down onto the deck was not an appealing prospect. In this case it worked fine stepping onto the railing; the handrail is wide and securely attached. The rails on the roof provide an extra grip.

Flexible boarding

Boarding via the prow from a floating landing stage is also safe. The low hull with set-back fore pulpit, short rail and low foredeck makes boarding easy. The fact that the railing is extra wide astern and has a gate, also simplifies boarding or disembarking at a low quay.

The side deck is excellent for getting around, no steps and all one level from stem to stern. Nothing to trip over, which is great for those who don't always watch where they're walking.

“Level bunks, good foot width, wide, soft cushions offering excellent lying length and a central cushion.”

The central positioning of the cabin allows you to walk around it. On the Paragon 25 you can also enter the cabin from three points – at the sides and from the stern. This clever arrangement simplifies mobility considerably, crew can get in and out without the captain having to move out of the way.

And the captain can quickly slip out and tie up at a quay or rock.

The good thing about having the cabin floor below deck level is being able to stand steady and drive. Certainly, you have to duck your head to enter the cabin, but a keen boat owner doesn't mind this inconvenience.

The arrangement of the wheelhouse is as smart as it is original. The depth provides substantial volume, which is used for an L-sofa on the port side, a short crew seat aft and the helm to starboard. A small table in the roof allows you to gather round on the sofa with your picnic lunch.



PARAGON YACHTS

A folding footrest allows the captain or hand to stick their head up through the roof hatches. Incidentally, the hatches supply light and air to the cabin.

The helm is justly compact. The distance between wheel and seat is narrow enough that you can brace your feet. And the wheel is firmly fixed, no shaking when we bounced through waves at sea.

Neat interior

The helm area is neat and practical with the compass ahead of the plotter, the engine instruments on a panel in the roof and the electric switches on the chart table. Even better is the curved front window that minimises the dead angle, while also ensuring that rain and sea spray drains off well. The three powerful windscreen wipers with rinse function and intermittent operation were a blessing when the water heaved over us in Kosterfjord.

Another plus point on the passenger side is the three wide, easy-glide drawers for storage and the sink unit in the cabinet with a single-ring cooker on the back of the cover. Attractive, smart and adaptable

The forepeak is excellent for sleeping, as we found during our test. Level bunks, good foot width, wide, soft cushions offering excellent lying length and a central cushion. The latter is an asset for those who want to get cosy.

People who know boat-building know that finishing touches don't come cheap. But on the Paragon 25 there is no question – the workmanship is top class. The reason is that designer Mattila and boat-builder Vittala live in Österbotten – classic boat-building territory. Rounded corners, high edging strips, recessed hatches and colour-matched wooden details are a matter of course and hereditary culture.

No plastic surfaces to be found on board, the interior is light teak with no basic fittings and the feel of quality is unmistakable. The fact that the grain of the teak veneer runs horizontally increases the impression that the Paragon 25 is a modern, elegant and carefully-designed boat.

In terms of technical construction, it boasts a superb hand-laid laminate with a solid core, aligned glass fibres, high-quality compact vinyl ester, and a very tall and dense frame along the bottom. The latter governs the strength and torsion stability of the boat.



"When we were deciding on the parameters for the Paragon 25, we wanted the boat to be rigid, it has to hold its own at sea. As a result, the beams are high and numerous and the glass content in the laminate is high. Laminating the wood interior provides additional stability," explains boat-builder Vittala.

During our test, in strong seas at times, the stability and torsional stability was greatly appreciated. The boat didn't rush off on the waves, didn't tip, didn't turn in the fierce splash-downs, and the pontoons offered real resistance and even kept down sea spray.

As the leeway is slight, we risked mooring at an old lighthouse station, Pater Noster off Marstrand, and imagined how the lighthouse-keepers managed their boats in the old days. The entrance is narrow and the harbour is small. Landing successfully requires both manoeuvrability and minimal leeway. The Paragon 25 successfully tackled the job of "lighthouse boat", mooring went smoothly thanks to its "keelboat properties". If we had bumped into the wooden revetment at the entrance, the pontoons would have protected the boat, which felt safe. Only risk addicts would test it like this, but the Paragon 25 tempts you; few other boats offer the same control.

Before returning to Nimbus in Långedrag we did a full-speed test in the western archipelago off Styrso. In calm water we hit the accelerator, but there was no jerking, no wobbling. The Paragon 25 tracked superbly and didn't over-plane at its top speed of 38.2 knots.

Our conclusion therefore is that the Paragon 25 stands out as extraordinary. It's a capable, functional, neat, seaworthy, sober boat without equal. Boating folk in the know now have what they have long sought, in our opinion. In the future more people will be asking the same thing – is the Paragon 25 the best?



Closer to our customers

Nimbus Maxi Center

“In Stockholm our operations are currently run from Stäket in Järfälla, in a facility that is well suited to our business, but with a geographical location that makes expansion a problem,” says Fredrik Bergström, MD of the Nimbus Maxi Center.

For several years, Fredrik has been looking at potential options for the best site for the business. It started back in 1995 when the company established a branch in Saltsjö-Duvnäs – it was a natural move to have a presence in Saltsjö as well.

Today Nimbus is represented at the Biskopsudden Marina in Djurgården, which provides a better breadth and expanded service facilities for our customer base.

“In an analysis of how the business should be run optimally, there are several important factors that have an effect, but it is the consumers’ behaviour that is most important,” says Fredrik.

Keeping several locations going is more difficult, as the number of objects is always limited, and having all models at several sites is a heavy investment.

Supplying skills is more demanding than many people realise. It is extremely important for our customers, who basically invest in their leisure activities, that our staff should have the skills and knowledge of the whole process of buying a new boat. Our actual relationship with a new customer doesn’t really start until we have delivered what we promised.

Against this background, the strong brands we represent and all the advantages of keeping production in Sweden are



important ingredients for daring to invest in new things.

The decision to establish a base on Lidingö was carefully calculated. Lidingö, which is actually the island closest to Stockholm in the archipelago, has a superb geographical catchment area, both on land and, of course, by sea.

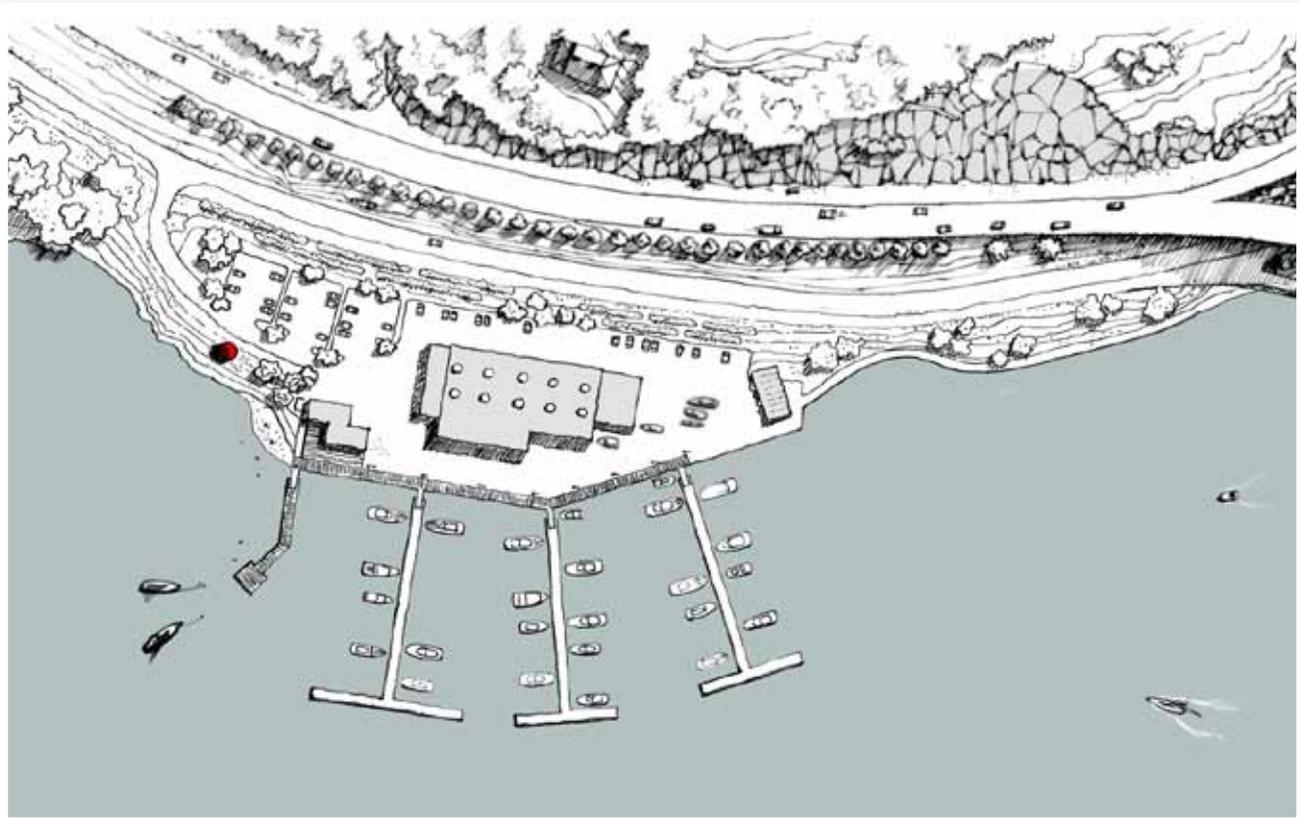
“Initial contacts were made with the City of Lidingö in autumn 2007, and after that things moved fast. When we got to this location, right by Lidingö Bridge, we only needed to give it a fraction of a second’s thought,” says Fredrik.

Fredrik became so excited that he used modern technology to produce a book about their contemplated establishment



for the municipal executive board. Following that, the detailed planning is currently in the process of being changed, and the municipal executive board has given the urban planning office the task of working on that. We are well on our way, and Fredrik also talks about the interesting things that have come up throughout this new process; all the

contact with authorities, architects, potential tenants, environmental impact assessments, information for new neighbours, meetings with the county administrative board concerning water-based operations, all contact with the urban planning office and their professional work to create new opportunities together with the business community. “I’m wondering whether the book won’t be finished until we have achieved our goals,” says Fredrik.



The aim is for the new facility to be a meeting place for Lidingö residents in general, and a paradise for our customer segment in particular.

The plan is for a waterside restaurant to be established. The approach taken is important, according to Fredrik, as the restaurant will be a year-round restaurant in a unique setting. "It's important that what is on offer is at a level that fits in with our business. No restaurant is better than its guests, after all," he adds.

"To my knowledge, no new marina facilities are being built today, and here we have the opportunity to produce the most environmentally-aware facility imaginable. If our aim is to keep hold of our customers throughout the year, this makes



Fredrik Bergström

cooperation even more important, both with local shipyards and all possibilities we have within Viamare. This is a unique advantage for customers, enabling them to enrich their leisure time in the best possible way."

"When will the opening take place?" is our obvious question. Fredrik says that things are moving quickly, but he cannot say exactly, as there are always factors that can make things take longer than expected. "One thing is for sure, though, you won't miss it," promises Fredrik.

"Extended cooperation, with completely different requirements from those for being a traditional dealer, is the recipe for creating the platform for achieving this target," says Fredrik.

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Oslo Båtsenter invests in Moss

Oslo Båtsenter is very proud to present one of Scandinavia's biggest service centres for motorboats.

The facility is located at the old Moss shipyard, about 45 minutes outside Oslo. This location means that we can now serve Norwegian boats from Svinesund to Kragerø.

For foreign motorboat owners this position also offers a unique opportunity for storing boats safely for a period, while travelling around Scandinavia, for example.

In 2004 Oslo Båtsenter AS established the Oslofjorden Boat Service, as a service company for the company's customers. In the early years the company built up its expertise, with around 100 boats in storage on behalf of customers.

Before the 2008/2009 season the company invested a lot in the new centre in Moss.

Oslofjorden Boat Service has a total of 9,000m² storage there, in up to 5 storeys. The total capacity is 500 boats.

OSLOFJORDEN
BÅTSERVICE

The boats are currently serviced using two 2000 forklift trucks from Marine Travelift. These can manage a 35-foot motorboat, up to 7 tons.

These are highly advanced forklift trucks with negative lift. In other words, we get the boat from the lake using the forks under the hull of the boat, and all handling on land is carried out without the use of straps.

As a customer you avoid straining on straps, and scratches on the hull. The boat is subjected to less stress, as it is lifted along its entire length.



The boats are stored on specially-built shelves, where we stack them up to 12 metres high. This gives us the option to use the height of modern-day halls that are as much as 20 metres high.

There is also no risk of theft, etc., as it is not possible to get up onto the shelves. The entire facility is also monitored 24 hours a day by Securitas.

The company has great expertise in equipment, plastics, engines and, of course, handling.

We deal with extensive plastic damage, replace engines, upgrade electronics and perform other work.

Visit www.oslobatservice.no for details and pictures. Welcome to all Nimbus owners!







V I A M A R E

Viamare Festival

On Saturday 20 September, Viamare Sea Club, together with Sjöassistans, KMK and KSSS, welcomed visitors to a day full of events and activities for the whole family. The Viamare Festival in Sandhamn was a day of excellent weather, good food, great music and a lovely atmosphere between exhibitors and visitors.

Throughout the day there were plenty of activities for visitors to try. Action-packed activities such as riding in RIB boats, combat boats, racing boats, seaplanes and hovercrafts appealed to many visitors. Sailing was also popular, in big sailing boats, dinghies and Sjövilla's 60-foot trimaran. In the pool area you could try on sunglasses and clothing, and find out how to change the cartridge on an inflatable life-jacket. Visitors could also sample various kinds of beer or take part in a champagne tasting session held during the day. For visitors interested in boats, a selection from Nimbus Boats' range was presented. One of the boats on display was the Nimbus 365 Coupé, new this year.

A lot of people went on a treasure hunt, took part in a Button Hunt or hunted for Martin Loogna from Skärgårds Radio, who had an AIS transmitter on his back. There were brilliant prizes to be won for all competitions, provided by the exhibitors.

Jesse & Loogna from Skärgårds Radio made sure that visitors didn't miss any of the activities throughout the day.

Makeovers were also available, which proved popular with female visitors of all ages. You could also get vaccinated against TBE. And there was lots more for visitors to do during the day.

EXHIBITORS

- Nimbus Boats
- Seaflex
- Håll Sverige rent
- Seglarhotellet i Sandhamn
- Nimbus Maxi Center
- St George
- KMK
- Seapax
- Polaroid
- True Heading
- Skärgårdsradion
- Thunder Cat
- Atlantica
- SEB
- Pernod Ricard
- Seglarhotellets SkärgårdsSPA
- Carlsberg
- Out
- Sportmanship
- Sjöassistans
- KSSS
- Gåshaga Marina
- Sandhamnsguiderna
- Screenbolaget
- SeaSea
- Promarina
- Sommarboden
- Sperry Topsider

Väderöarna

a taste of Bohuslän

After 250 years as a lonely pilot station, Väderöarna are now an inviting overnight spot for those in boats along the Bohus coast. We are particularly drawn to the Vårdshus (The Inn), with a setting and a menu that can satisfy the hungriest of sailors.







The smell of seaweed, salt sea, sun-warmed rocks and spicy fish dishes hits us as soon as we come ashore on the jetty. We are in the beautiful Väderöarna, a wild, windswept, and wonderfully attractive group of islands. These islands lie eight nautical miles west of the summer resort of Fjällbacka in Bohuslän and around 60 nautical miles north of Port Nimbus, i.e. Långedrag.

So when we arrive, at the start of autumn, the chairs on the jetty are draped with warm rugs and only a small number of visitors are enjoying the sun's rays. But the tables are still there, making us think of beautiful summer, when the island is visited by hundreds of people every day. Despite their lonely location, or perhaps because of it, Väderöarna attract more than the better-known boating metropolises along the Bohus coast.



It is probably the Väderöarna Inn that is the big attraction. There's something special about mooring at the edge of the foaming Skagerak, having a good dinner and meeting other people with the same objective – to enjoy life, food, nature and the sea. Or as its motto says: Breathe in, breathe out and enjoy.

What's special about the inn is that it is Sweden's most westerly restaurant and it's open all year round. No other historical pilot station along Sweden's long coastline can offer the same service. And you don't need your own boat to get there – the inn has its own fast, gale-proof boat that can make the trip from Fjällbacka in 20 minutes in fine weather or in three quarters of an hour in a gale.

Just as surprising as the fact that Väderöarna stays open all year round is the fact that the food is such a high standard. Since this is a restaurant out in the archipelago, the menu is less extensive than it would be on the mainland, but there are plenty of dishes to choose from, beautifully served and, of course, based on what the North Sea provides. The delights of the sea vary with the season, but the rich mussel soup is always on the menu. As is the tasty shellfish buffet.

We took the opportunity to make a little detour while testing the Paragon 25 in order to familiarise ourselves with this, according to our sources, fantastic place on the Bohus coast. And found that it lived up to our expectations. Although it was out of season and there were only four of us dining, the chef of the day put on a great spread, with a Wallenbergare of fish with potatoes and lingonberry preserve. And we ate heartily!

The possibilities for enjoying ourselves as we did in Väderöarna have increased greatly in recent years. When increasing numbers of people discovered these lovely windswept islands, the Swedish National Property Board (Fastighetsverket), which owns them, decided to extend the jetties and quays. This transformed the pilots' ancient harbour into an excellent guest harbour with mooring for up to 50 boats, where visitors can enjoy the peace and quiet of the Atlantic setting.

"... it is Sweden's most westerly restaurant and it's open all year round.."

The first thing the inquiring boat owner wonders as he comes ashore is how can a Swedish state agency invest in a harbour for the boating community out in the wilds of the sea? And the second is how anyone could come to run an inn you have to get to in your own boat or on a tour boat from Fjällbacka?

The answer to the first is that the National Property Board owns and manages cultural-historical facilities and buildings in Sweden, including fortresses, castles, lighthouses and pilot stations. The investment in Väderöarna was just part of the preservation of properties that are of national interest.

The investment was welcome, as anyone knows who visited Väderöarna previously. When the pilots disappeared, so did maintenance of the quays, piers and jetties; everything fell into decay apart from the pilots' houses. But the boating community continued to come, and by 2002, the Board saw a reason to rebuild in order to create more opportunities for people to experience this splendid setting. The large dancefloor-style deck of the jetty in the pilots' harbour and the substantial new wooden quay make it possible to safely moor alongside. A refuse station and toilets have also been built, so boat owners don't have to use their boat's facilities and risk being told off by their neighbours. The waters off Väderöarna are the clearest in Sweden, with a visual depth of several metres,

due to the strong currents that constantly bring water in from the North Sea.

This place, rich in marine history, can be visited by as many as a couple of hundred boats a night when the weather is good. The pilots' harbour is already packed before midday, and boats start to moor anywhere they can where there is a free bit of rock.

On such lovely days life on the

inn's jetty is almost as lively as it is at a fashionable marina in the Mediterranean.

The most surprising thing perhaps is that private company owners have invested in a venture far from the mainland, with all that involves in terms of logistics and customer potential. But Pia and Mikael Hansson in Fjällbacka took a chance in 2005. At that time the former owner wanted to switch to rural life in Gotland, and Mikael, who dealt with boat traffic





from Fjällbacka, was asked if he would like to take over. So he already knew what running a business right out at sea involved. But he and his wife have never regretted a day of it. Owning a business at an old lighthouse station has its trials, but the quality of life and the chance to create an unconscious meeting point for people drawn by the splendour, the storms, currents and sunsets, trumps everything.

But anyone who calls in at the main island of the Väderöarna group needs to be tough. At the entrance there is a treacherous rock. It is marked on the charts, visible on the plotter and leading marks on the rock guide you through, but that doesn't always help. Last year more boats than ever hit the rock and became part of the statistics on it.

So as not to be a laughing stock, it's a good idea to wait and only turn when the harbour is due north of you.

A hike up to the Väderöarna pilots' look-out tower is a popular activity after having moored successfully. It was built in the 1930s and was manned until 1966. The walk is perhaps just

500 metres, but it goes up over the rocks quite steeply. If it's windy, you'll be glad of the pilots' old railing keeping you from being blown over. In summer the tower is open every day, but if you want to try the steep steps out of season, you have to get the key from the chef.

The tower is looked after by the Väderöarna pilots' look-out tower association, which has renovated the facade and balustrade in recent summers. Unless you suffer from vertigo, there is a door to the outside, where the view over the 400 or so islands and skerries that make up the Väderö archipelago is awe-inspiring. Then you can see why pilots were needed in Väderöarna. The currents can be seen as foaming streaks against the skerries and where they break is complete confusion, so that if a ship were to get caught by the currents or the wind, it would risk being stranded. Pilots came here in the 1750s, and the largest numbers to live here were seven families, composed of 32 people.

“Unless you suffer from vertigo, there is a door..”

Of course, the warm, calm summer days draw many people here for a visit in their own boat to the most westerly overnight



harbour on the west coast, but Väderöarna are tempting the rest of the year too. Adventurous types and those who like to enjoy themselves want to celebrate birthdays or just to stay over for no particular reason, other than to eat well at reasonable prices. Sometimes 25 - 30 people will be there to enjoy the bounty of the sea at the weekend.

The trip out may be exciting, but to experience the power of the North Sea crashing against the rocks is even better. Those who have stood in shelter and gazed out at the six-metre high waves breaking and heard the roar of it say that it's like watching surfing or *The Perfect Storm* on a large-screen TV.

When we went back to our trusty Paragon 25 in the pilots' harbour, we wondered how the pilots got here hundreds of years ago. We had 260 hp in our stern and an extremely manoeuvrable ocean-going boat. In the old days they had to pull their heavy smacks out through the harbour gap, set sail and cross the seas in all weathers. How they managed such exploits is beyond the imaginings of even the most experienced test pilots.

“...The Perfect Storm on a large-screen TV.”

In the afternoon, with a good lunch inside us, we set off from Väderöarna. We were enlivened by the setting, the history of the pilots and the view. As we made our way north, the sky darkened, the temperature dropped and the seas swelled. But we were fine in our warm and snug wheelhouse, with the plotter as our pilot guiding us to the next harbour. Both the comfort and the plotter were very welcome, it has to be said. We had it easy compared with people in the old days!

Despite our easy everyday lives, we are tempted by the thought of going to see the exposed Väderöarna again. We want to hear more about the lives of the pilots, to breathe in, breathe out and enjoy, while the wind whistles round the corners of the inn. But indoors!

Väderöarna

Position N58.33 O 11.02
400 islands off Fjällbacka
Guest harbour with around 40 berths
Inn and café
www.vaderoarna.nu



Living a dream *developing Nimbus*

For people who have boats as their lifelong interest and technology as their profession, the title development manager at Nimbus is to live the dream. **Mikael Gustavsson** has come to the right place, and Nimbus has gained a man with plenty of “go”.

When you meet Mikael Gustavsson, the new development manager at Nimbus, you are immediately struck by his energy. He speaks quickly, has a sharp gaze and a brisk manner and likes to vividly describe his passion for boats, technology and team spirit. Our spontaneous impression is that this is obviously a fascinating person, an enthusiast with sound knowledge.

“For me it’s the ideal job, to be dealing with boats in working hours. This company has a great history and great products, it’s located in a great setting and everything is at a high technical level. In brief – there’s no better job than making sure that Nimbus remains at the cutting edge,” explains Mikael with emphasis.

At the same time he thinks that the subject of boats demands respect and humility. Mikael mentions that there are many different subjects that deserve attention. These include the creative process when a new boat is to be developed, having a rewarding dialogue with the people who design

Nimbus boats and the designers at the Nimbus Design Center (NDT).

The title of development manager also involves finding several shared solutions for multiple models, maintaining quality, dealing with environmental issues, and so on.

– “There are plenty of powerful ideas at Nimbus, and my philosophy is that these flourish when people are given opportunities.”

“There are plenty of powerful ideas at Nimbus, and my philosophy is that these flourish when people are given opportunities. I have seen many processes during my years at Semcon, Volvo Buses and Danish vessel design company Knud E

Hansen, among others. But I also know from racing sailboats that success depends on teamwork. So I started my work here at Nimbus by talking to everyone in the development department about their work situation, their dreams and interests. That resulted in a shared vision of strategies and goals, which is abbreviated to TEAM, where T stands for together, E for each, A for achieve and M for more – together everyone does more.



“The best kind of skipper takes in information from his crew and decides on his course on that basis, instead of making decisions over the heads of those who do the dirty work. That’s what I think when it comes to the work for Nimbus too – the boats will be good through cooperation and understanding. My task is to indicate the direction, see the whole picture and distribute the requirements among the talented people on board.”

Mikael’s interest in boats and technology has led him to several interesting projects over the years, and it now forms a solid basis for his mission to guide Nimbus through the maze of hopes, rules, possibilities and realities. Basically he is a civil engineer from Chalmers trained in shipbuilding, but he has also been involved in a few well-known sailing projects, including during the years 1988–1992, when he was among the crew of the Swedish America’s Cup challenge SACC in Stenungsund.

After that he was in charge of a shipyard when his employer Semcon hired him out for the construction of the Whitbread boats EF Language and EF Education, which took part in the

1996–1997 round-the-world voyage, which the former won.

– “Designed by Nimbus” must stand for high quality, high levels of comfort, excellent design and make you proud to own one.”

During this period, Mikael also produced his own boat design, the M60, which is a popular class of racing boat in Stenungsund.

With this kind of background, it is no wonder that Mikael believes he has come to the right place now that he has been given the opportunity to make sure Nimbus boats continue to remain attractive to own and economical to build.

“The downturn in the market also provides opportunities. The future is all about building boats that strengthen our brand. “Designed by Nimbus” must stand for high quality, high levels of comfort, excellent design and make you proud to own one. Buyers have to feel that their boat has been built by clever people,” Mikael stresses.

For friends of Nimbus, Mikael’s attitude represents yet another indication that the boats will be even better constructed, better planned and more comfortable, thanks to their being the best developed boats a boating family can buy.





Timeless quality

STOREBRO 435

With the Storebro 435, connoisseurs get the same timeless standards as they always do in a Storebro boat. Its new feature is an arrangement that makes the boat into an exceptional serious cruiser.



British boat owners have the reputation of being rather restrained when it comes to boasting – understatement being more the rule than overstatements, you know, in a place where politeness is all-important. So when in autumn

2008 *Motor Boat and Yachting*, perhaps Europe's best-informed boat magazine, called the Storebro 435 Commander "Drop-dead Serious", friends of Storebro's boats were hardly surprised. In an environment filled with superlatives, we understood that the 435 had rightly been recognised for its many impressive qualities.

What pleased us most was the comments that the 435's restrained exterior and absence of flashy features will win in the long run. And that's how it has always been with Sweden's

most traditional brand - timeless design and an extra special, tastefully solid and lavish interior of mahogany have always been the company's conscious strategy. Storebro's classic quality is still there in the 435 – no nonsense, no

shortcuts, no quick solutions. This is a boat for those who appreciate thorough, excellent work on boats.

But you have to look at the Storebro 435 two or three times before she captures your heart. The fact is that even experienced boat enthusiasts can spend a lot of time on board before the charm of being in a Top of the Line Cruiser really hits them.

The reason why the 435 can take time to appreciate is the



relatively discreet, ocean-going style, with a wheelhouse, flybridge and aft saloon – or Commander, as Storebro calls this concept. The degree and depth of the refinements in the 435 could perhaps easily be missed in just one visit on board during a boat fair. But sharp-eyed visitors will quickly see through the doors to the outdoor area in the stern, and note that they slide extra smoothly and that they can be locked in any position. Or that the steps to the flybridge are so well designed that you can go up or down them carrying a full glass without spilling any or needing to hold on. However, you need a test run in the 435 to establish that the sound of the engine is unusually muffled, low and comforta-

“...the good thing about the 435 Commander is that you can switch between helms..”

ble even at the top speed of 32 knots. At the same time, the boat is quiet in itself – no creaks or groans can be heard at all when it is planing and out at sea. That’s what people who know about such things call Scandinavian quality.

The advantage of this traditional philosophy in the Storebro 435 Commander is that this approach lasts the course – this boat will never be out of date. This impression is reinforced by the glossy plate with the stylised crown that symbolises and maintains the Storebro spirit.

But the obvious question is: What’s new on the Storebro 435 Commander? The answer is that even those who drove its predecessor, the 410 Commander, will be surprised and



somewhat impressed by how good the interior is. As soon as you enter the saloon you can sense how easy it is to move around, with no bulkheads in the way, no bulky bar, no awkward seating groups.

But there is a deep double sofa at the helm and another equally deep and broad on the passenger side, and a perfectly positioned galley that allows you to serve inside the saloon, out on the afterdeck or one step up to the flybridge or anywhere else your friends happen to be.

The seating area on the port side is very practical in its design, being out of the way for people moving around in the saloon, but above all, this rounded sofa can comfortably

“...all the wood is varnished using traditional varnish...”

accommodate six people. The seat height allows a good view out through the windows and suddenly the whole point of the Commander concept is clear – the saloon and wheelhouse lead into each other, yet

each is on its own level.

The 435's charms also include the sliding doors on the wheelhouse side. Their purpose is actually to allow the captain or crew to quickly get out onto the side deck for harbour manoeuvres. But they function just as well when it comes to letting air into the saloon on sunny days. Or getting out on deck easily and then up to the flybridge. The fact is that the good thing about the 435 Commander is that you can switch between helms. In good weather you drive from up on the



lybridge, but you can go below for general navigation or for snug protection from the weather with just as good a feeling for handling the boat in the wheelhouse. The double passages - via the ladder in the wheelhouse or via the aft steps - form a special solution that only the Commander boats can boast.

Another welcome new feature on the Storebro 435 Commander is the two guest cabins beneath the wheelhouse. And neither of them have low ceilings or bunks at the bottom of the boat. One cabin is extra large, and you really need to see it in order to understand just how cleverly Storebro's designers have used the space to create a mini-suite. All that needs to be said is that three-dimensional thinking has created one of the best guest cabins ever seen on a 43-footer.

The captain's cabin, forward, is conventional in the sense that the double bunk is in the centre and is at a height that allows it to be as wide as a bed in a luxury hotel. Two spacious wardrobes and an extra-large toilet with shower to the aft and port and directly connected to the captain's cabin create just the sort of exceptional comfort and quality that is the hallmark of the 435.

Perhaps the really special feature of this excellent boat for long trips is its design. Everyone who knows about boats knows that it is on this point that boats distinguish themselves. On a Storebro the approach is simple - select the best material and do a brilliant job on the workmanship.

So it's no surprise to see traditional high-quality mahogany in the interior fittings. Connoisseurs can enjoy the good old





solutions, such as that everything is colour-coordinated, the grain all runs in the same direction and the quantity of curved edges.

As a final point, finish enthusiasts can see that all the wood is varnished using traditional varnish in so many coats that the surfaces are completely filled and smooth. You can stroke them with your hand to feel how smooth and silky the surfaces are and even scrutinise them in a revealing light without being able to spot a single pore. A great deal of effort goes into this in terms of expertise and attitude and this can be sensed on board – it smells of varnish and mahogany. Not unexpectedly, the Storebro 435 Commander also presents a number of practical features that are seldom seen on other mass-produced boats. These special features include drawers in the galley, with catches that pull them closed and which are strong enough to withstand their full contents if the boat lurches.

Roll fronts instead of doors on the upper cupboards, rubber

grips on every step of the stairs for optimal anti-slip protection, wardrobe doors with ventilation grilles, triple power-efficient lighting in the saloon - two conventional parallel systems and one weaker concealed system. The latter provides discreet, indirect lighting for night-time.

And the night lighting at the helm bears witness to the unusual thought and good old-fashioned care about what is needed in a serious cruiser.

When the Storebro 435 Commander is under way you can appreciate its low noise levels. That's because it uses the same superb solution as its predecessor, the Storebro 410 Commander. This means rubber-suspended engines in a cartridge, solid noise insulation and the propellers in tunnels right at the stern, the best place for absorbing noise and vibrations. The consequence of all this is that the 435 is the quietest flybridge boat in every respect according to independent measurements, and this applies even at top speed. Its manoeuvrability sets it apart from the crowd, experienced



STOREBRO 435

STRONG POINTS

- Competent, beautiful lines
- Extra-large bathing platform
- Superbly planned interior
- Lavish detailed design
- Extra quiet running

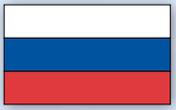
TECHNICAL DATA

LENGTH	13.20 m (43.4ft)
WIDTH	3,90 m
WEIGHT	9 500 kg
DEPTH	0.90 m
CLEARANCE	5.05 m (3.4 m with lowered mast)
FUEL	2 x 500 l
WATER	400 l
DESIGNED BY	John HV Lindblom / Storebro
TOP SPEED	approx. 32 knots
BUILT BY	Storebro Bruks AB, Småland

Engine options from Volvo Penta
2 x D6 (370 hp)

boat owners would dare to claim. Through the tunnels for the propeller shafts, the propeller action is almost horizontal, allowing an imperceptible planing threshold and smooth running through the entire speed range.

The weight when running and its ability to cleave through the sea so well also indicates how successful designer John HV Lindblom and Storebro have been in incorporating the desired good balance into the boat. But, as was mentioned before, it's the Commander concept, the phenomenal finish and the solid building quality in all details that make the Storebro 435 a heavyweight contender. For all supporters of high standards, this point is discreet but goes far. Or as the restrained British would say of the 435, it's the thinking man's ideal boat.



Russia

– a growing boat market

Russia is perhaps the country that people in the west have at one and the same time the most opinions about but the least knowledge of. It's now 20 years since the Soviet Union was dissolved and Russia has changed a lot since then. There is a lot of money here, which can be seen in the streets and roads, but also more and more in Russian waters too – where Nimbus is slowly increasing its presence.

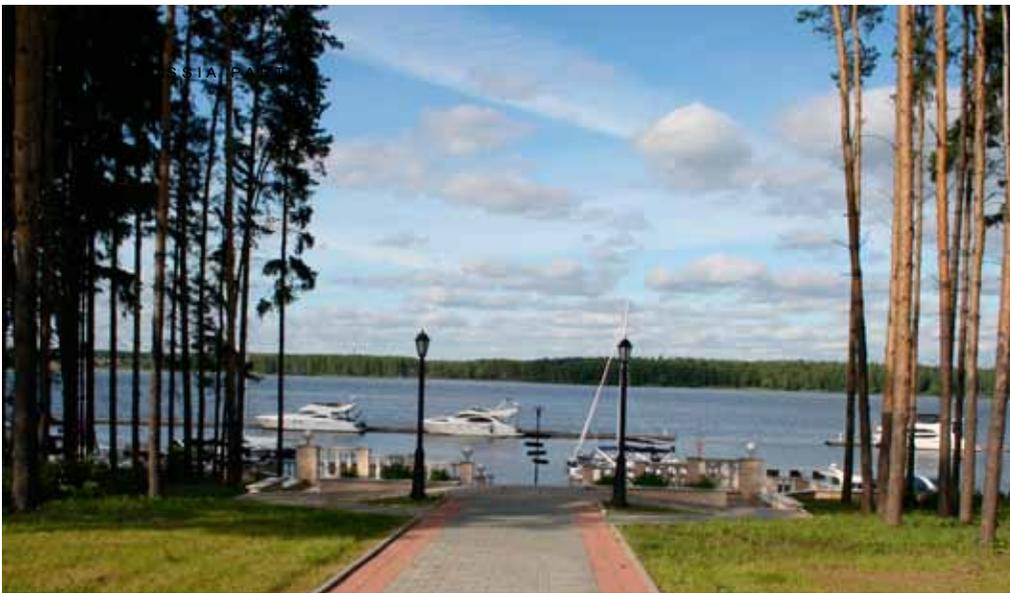
The sun rises over the mountains with their limestone quarry, above the harbour on the other side of the bay. Two women polish the marble round the 1953 war memorial to make it shine even more, and out in the bay 30 cargo ships lie at anchor, waiting. The city of Novorossiysk, with 300,000 inhabitants, is Russia's most important port on the Black Sea.

The city is crowded with construction cranes, but one construction project in particular arouses our interest. The small marina by the war memorial is to be extended – and will become the largest on the Black Sea coast.

Vadim Dyadyura and his wife work together in their company Elite Yacht Crew, among other things, as hired crew – captain and stewardess – on large yachts. He also runs a sailing school using different types of dinghy, where one pupil is Russia's number one in the Optimist class.

The last fishing boat in Fort Utrich comes with its catch into the inlet, which is now dominated by the many fine boats from the yacht club. The coast looks like the French Riviera.





Largest Marina on the Black Sea

These days Vadim devotes most of his time to his role as manager of the Russian Sea marina. At present there isn't much to make a fuss about, with a dozen boats and 20 or so berths alongside the shabby facilities. The private owner is now investing in extending the marina to almost 400 berths, many of them for up to 25-metre-long boats. He shows us the drawings and sketches, and on the beach work has already started on constructing the enormous pier that will act as a breakwater against the winter waves coming in from the sea. Cement is purchased cheaply from a factory in the harbour below the limestone quarry.

It is planned that the marina will be finished in 2010. It is to include a hotel with its own beach, a technology centre and a building with shops, for example, for boating accessories. On the land next to it, where children from the city swim in the sea, a private facility will be built for cafés, shops and so on. Everything sounds very appealing. Above the beach is a well-tended park with lawns, benches, restaurants, barbecue area and a water-slide facility.

That there should be investment in tourism and boating here is obvious, as it is anything but a black sea – it's just as blue-green as the Mediterranean. The boats in the marina are of many different makes.



Vadim Dyadyura is a “yacht captain for hire”, but first and foremost he is the manager of the Russian Sea marina in Novorossiysk, which is being extended to become the largest on the whole of the Black Sea coast.

We have to travel to the next marina, a few kilometres further out towards the sea, to find a Nimbus. This marina is larger than the Russian Sea, but is even more shabby, with perhaps 100 berths and 50 boats in the sea, including a red Nimbus 35 Nova from 2007.

Staffan Berglöf is the owner of Dux Maris and agent for Nimbus and Storebro in Russia and Ukraine since 2005. He has worked in Russia for 12 years and speaks the language fluently, as well as english and french, in addition to swedish. He lived in Saint Petersburg for a long time, but has now moved to Moscow, where the company's head office and the most important boat market are to be found.

“Russia is an enormous country,” says Staffan. “We also have our own offices in Kiev (Ukraine) and Sochi in the east by the Black Sea (which will host the Winter Olympics in 2014), and we have independent dealers in Saint Petersburg, as well as in the major cities of Nizhny-Novgorod and Samara on the Volga, Irkutsk near Lake Baikal, as well as here in Novorossiysk and Aqtai (Kazakhstan) and one dealer in Baku (Azerbaijan)

by the Caspian Sea.”

Infrastructure problem

There were a few Nimbus boats in Russia when Dux Maris



sold its first boats in 2005. Now around 15 boats a year are delivered and in total there are around 75 Nimbus and a few Storebro boats in the country.

"It's certainly the case that increasing numbers of Russians are using their growing assets to buy boats – and preferably big yachts – but you've got to be patient and not expect mad growth," says Staffan.

Russia has high customs duties and the enormous distances raise costs. Probably the biggest hindrance to rapid expansion is the infrastructure. He gives an example of a boat costing 450,000 Euro. This will have 30 per cent duty added to it, which is 135,000 Euro, and on top of that will be freight, costing perhaps 30,000 Euro, bringing it all to a total of 615,000 Euro. A 7,000 kilometre long transport journey to Irkutsk thus costs around 5 per cent of the price of the boat. "It's a long way, but actually it isn't that expensive," says Staffan.

"Nimbus sells itself on being more of a boat for the whole family and not just for the man. This family thinking is an interesting factor for us. Russia is a diversified market and boats differ more than cars do. Boats are based on feelings and design; less rational thinking and more feeling than cars, which are a form of transport.

Mostly larger boats

He says that the market primarily buys the larger boats, from 38 foot upwards – 380 Coupé, 380 Commander, 42 Nova – and to date, three Storebros have been sold. The owner often employs a captain to look after the boat and drive it

most of the time. The same person may be captain of several different boats.

"Russians often like to go at full speed," says Staffan. And he adds that Russians like to compare themselves with Europe – particularly in matters where they are better...

The customers are businessmen, small company owners, directors. You can take out loans in Russia for boat purchases, and there are good insurance schemes and a number of good boat clubs. All boats are listed in the carefully kept state boat register.

"It's a long way, but actually it isn't that expensive..."

There is a lot of water in Russia. Not just the Arctic Ocean, the Pacific Ocean, the Baltic Sea, the Black Sea, the Caspian Sea and Europe's two largest lakes – Ladoga and Onega – but also numerous smaller lakes, enormous rivers (the Volga is three kilometres wide in places and 4,000 kilometres long). A comprehensive network of canals links everything together and allows boat travel over huge distances. Past power stations and dams there are locks. Routes were constructed for merchant shipping.

Lake Baikal is not just the world's deepest lake (1,637 metres) and one of the largest in terms of area (5-6 times larger than Lake Vänern), but it is also the world's largest freshwater reservoir, with 20 per cent of the world's freshwater. And the water is so clean that it has a visual depth of 80 metres and you can drink it as it is. Boats are delivered there without water tanks, but instead with the largest possible fuel tanks, as the lake has no filling stations.

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The most beautiful marina

Vadim Dyadyura steers his Range Rover westwards, towards Anapa where the region's airport is located. On the way we pass well-tended vineyards. We are going to visit the Fort Utrich marina. It is in a beautiful location, in a slightly excavated, protected inlet of the sea, below steep slopes so reminiscent of the Corniches on the French Riviera. Similar forest and similarly beautiful blue-green(!) sea.

The inlet was constructed in Soviet times, with substantial jetties for the fishing community, which still has a small spot for landing its catch. There are a few wrecks there, but the private yachts are increasingly taking over. There are berths for just under 100 boats, and several large yachts from Saint Petersburg and Moscow are moored here. It is a fine facility, with decorated wooden buildings. The jetties are made of wood on top of welded pieces of thick sewage pipes. Nice and cheap – all the jetties together probably cost 70,000 dollars in total.

There are many different makes of boat here, too, and one of three Nimbus boats from the big tourist city of Sochi will be located here.

The marina has a fine hotel, and in the area a number of new tourist apartments are being built, but compared with the Riviera this is still something of a wilderness.

18 million tourists

Anapa is a neat town with straight roads between leafy residential districts, actually somewhat reminiscent of a small town in America, with 50,000 residents every winter. In summer it is one of Russia's most popular tourist spots, with a long sandy beach packed with sunbathing Russians. Of the 18 million tourists to the Black Sea coast every year, very few are foreigners.

In Anapa there is a small marina with berths for 30 boats – there is certainly potential for expansion for the boating community here, but the focus for this is right in the middle of the country – in Moscow.

A WORLD LEADER IN MARINE PRODUCTS

A WORLD LEADER IN MARINE PRODUCTS



STEERING SYSTEMS - CONTROLS & CABLES - INSTRUMENTATION - ENGINE & DRIVE PARTS



The crowding is incredible on Moscow's huge boulevards, and the advertisements are everywhere – an image very far from the days of the Soviet Union.





Moscow

– a hub for money, food, fashion, cars and boats

In Moscow it is completely obvious that Russia is now a modern capitalist country. All the streets are jammed with luxury cars from all over the world, while majestic Stalinist buildings are covered in advertisements. There are increasing numbers of Michelin-starred luxury restaurants, while the country's fashionable people like to be seen in Milan, and outside the city there are loads of luxury boat marinas.

Since the Soviet Union was dissolved 20 years ago, the Russian capital has changed completely. Europe's largest city is home to around 15 million people, and many of them can now afford to buy a car. It is said that the first thing a Russian does when he gets some money is not, as in the west, to get a place to live, but to buy a car.

Denis Simachëv, one of three fashion designers prominent in Russia today, somewhat confirms this when he describes his latest collection of clothing.

"It's Italian influenced," he says. "We Russians have got a lot in common with Italians. We like beautiful things – and we love to show that we've got them."



Denis Simachév is one of the elite in the Russian fashion world – and thus the whole world – at the age of just 35.

Political VIP lane

So it's not surprising that the enormous streets are crammed with Land Rovers, Maseratis, Porsches, Lexus, BMWs, Bentleys, Volvos, all of them. On the big street running past the office of Nimbus distributor Dux Maris in central Moscow there are five lanes in each direction plus one "VIP lane" in the middle for emergency vehicles and for the political elite. Sometimes traffic stops completely for hours – when top politicians want to use the whole road. Often the ten lanes are at a standstill, but when they start to move again, a Porsche Cayenne Turbo may come chasing after a motorbike at 150 km/hour right in the centre of the city.

Russians seem to like it when things go fast," we say to ourselves as we head northwards very slowly, in queues from central Moscow.

We reach an area outside the city that is dotted with canals, rivers and small lakes. From here you can travel by water to the large lakes and the Baltic Sea to the west and to both the Caspian Sea and the Black Sea to the south, via the enormous water system of the Volga. In a small area there are no fewer than six different boat clubs with their marinas packed with boats. Here you will also find the region's two marina filling stations.

Must have all accessories

Here too it looks like there is plenty of money in Russia, when you look out over the hundreds of big yachts moored in the marinas.

In the MRP boat harbour there is Dock Service, a com-

pany that represents Volvo Penta and provides servicing for Nimbus boats under guarantee. The boss, Igor Dubovskij, says that the company supplies interiors, accessories, engines, navigation systems, generators – all electrical and electronic items – and also services MAN and MTO engines and transmissions. They also travel, sometimes far away within Russia, to fix things on site. They also sell Internet and TV connections, air conditioning and so on.

"Russian boat owners want all kinds of accessories," he says. "Even if all they're going to do is go once round the nearest small lake with their business chums, they want to have all the equipment you can imagine on their 42-footer."

Rapid increase

The Russian market for leisure boats of the Nimbus class and larger has grown by 25-30 per cent each year. Obviously we hope that Dux Maris will grow just as much.

And it is in Moscow above all that this growth is taking place.

In the rest of Russia the infrastructure is a problem – distances are great, marinas few and far between, and filling stations even more so. But some customers are simply building their own marina so they will have somewhere for their new boat..

**“there are no good berths,
no filling stations, but plenty
of rain and midges..”**

In Saint Petersburg, for example, there is little scope for building marinas on the Gulf of Finland and even if it were easy to get to Ladoga and Onega, the climate is not really favourable for boating – there are no good berths, no filling stations, but plenty of rain and midges during the all-too-short summer.

The Volga is better. It flows southwards and you can get to two seas with a good climate. There are many large cities



Here is the Mongolian “yurt” (tent) in his creative studio.

along the river that have marinas, there are large bodies of water, and it is navigable 1,000 kilometres south, with 18 metres’ clearance.

Everything within reach

We travel on a bit further and come across an increasingly common phenomenon in the Moscow area, a “gated community”. It could be an old collective farm that has been bought up and divided into perhaps 200 plots for houses to be built on. With communal administration, meeting places, a car workshop, shops and schools. Expensive, apparently luxurious, but quick to sell. In this particular case, the area was right next to a forested lake, and the area had a neat marina, open to non-residents as well. From time to time a Storebro can be spotted here.

The area has a 7,500 m² “hangar” for winter storage of perhaps 70 boats up to 58 feet in size.

Back to Moscow to try some modern Russian cuisine, but we got stuck in the awful traffic. Hungry and very late, we nevertheless managed a short meeting with top designer Denis Simachëv, who despite being just 34 years old, has already established a name for himself with his clothing collections, accessories and shoes, at the fashion houses in Paris, New York and Milan. A search for his name on Google produced 840,000 hits. (See also www.denissimachev.ru)

Global artist

“I put together my first collection in 2000 and have got where I am today through a lot of hard work. I use my Russian roots through special looks and styles. Most recently the theme was gipsy. My clothes sell across the world, although Russia is my most important market,” says Denis.

He puts together four collections a year, has his own perfume in the pipeline and his own jeans collection, the first using Russian jeans.



Denis Simachëv is inspired by the mass of stuff on his desk – and by his Russian and gipsy heritage.

“Fashion is growing fast just now on two markets in particular, Russia and the Arab world,” he says, sitting down at his enormous desk with thousands of odds and ends on, in his fascinating studio that contains, among other things, a Mongolian yurt, in an old factory in central Moscow.

We say goodbye, thinking that a visit to Russia and Moscow to depict the market for leisure boats results in mixed feelings.

It’s clear that Russia is growing amazingly fast, primarily thanks to its reserves of oil and natural gas.

Then it’s three hours for the short journey out to the airport..

27 NOVA S

OVERALL LENGTH	8,10 m
BEAM	2,75 m
DRY WEIGHT	2 650 kg
BATTERIES	4 x12V-75 Ah
FUEL CAPACITY	240 l
WATER CAPACITY	100 l
REFRIGERATOR CAPACITY	35 l
ENGINE ALTERNATIVES	 D3-190/DP 140 kW (190 hp)  D4-260/DPH 191kW (260 hp)

**VOLVO
PENTA**



30 NOVA S

OVERALL LENGTH	9,05 m
BEAM	3,10 m
DRY WEIGHT	3 950 kg
BATTERIES	5x12V-75 Ah
FUEL CAPACITY	300 l
WATER CAPACITY	130 l
REFRIGERATOR CAPACITY	49 l
ENGINE ALTERNATIVES	 D4-260/DPH 191kW (260 hp)  D4-300/DPH 221kW (300 hp)  D6-330/DPH 243 kW (330 hp)

**VOLVO
PENTA**



35 NOVA

OVERALL LENGTH	11,45 m
BEAM	3,35 m
DRY WEIGHT	5 800 / 6 300 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	600 l
WATER CAPACITY	120 l
REFRIGERATOR CAPACITY	65 l
ENGINE ALTERNATIVES	 D6-370/DPH 272 kW (370 hp)  2 x D4-260/DPH 191kW (260 hp)

**VOLVO
PENTA**



42 NOVA

OVERALL LENGTH	12,50 m
BEAM	3,90 m
DRY WEIGHT	8 500 kg
BATTERIES	8x12V-75 Ah
FUEL CAPACITY	2 x 500 l
WATER CAPACITY	400 l
REFRIGERATOR CAPACITY	85 l
ENGINE ALTERNATIVES	 2 x D6-370 272kW (370 hp)  2 x D6-370/DPH 272kW (370 hp)

**VOLVO
PENTA**





230 R

OVERALL LENGTH	7,10 m
BEAM	2,40 m
DRY WEIGHT	1 850 kg
BATTERIES	2x12V-75 Ah
FUEL CAPACITY	180 l
WATER CAPACITY (option)	55 l
ENGINE ALTERNATIVES	 5,0 GXi/DP 201kW (270 hp)  5,7 GXi/DP 239kW (320 hp)  D3-190/DP 140kW (190 hp)

**VOLVO
PENTA**



250 R

OVERALL LENGTH	7,50 m
BEAM	2,60 m
DRY WEIGHT	2 500 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	200 l
WATER CAPACITY	70 l
REFRIGERATOR CAPACITY	30 l
ENGINE ALTERNATIVES	 5,7 GXi/DP-S 239kW (320 hp)  D4-260/DPH 191kW (260 hp)  D4-300/DPH 221kW (300 hp)

**VOLVO
PENTA**



300 R

OVERALL LENGTH	9,15 m
BEAM	3,10 m
DRY WEIGHT	4 200 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	300 l
WATER CAPACITY	110 l
REFRIGERATOR CAPACITY	42 l
ENGINE ALTERNATIVES	 D6-370/DPH 272 kW (370 hp)

**VOLVO
PENTA**



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320 COUPÉ

OVERALL LENGTH	9,80 m
BEAM	3,20 m
DRY WEIGHT	3 700 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	340 l
WATER CAPACITY	180 l
REFRIGERATOR CAPACITY	65 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> D4-225 165kW (225 hp) <input checked="" type="checkbox"/> D4-260 191kW (260 hp)

**VOLVO
PENTA**



335 COUPÉ

OVERALL LENGTH	10,27 m
BEAM	3,10 m
DRY WEIGHT	4 500 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	480 l
WATER CAPACITY	190 l
REFRIGERATOR CAPACITY	65 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> D4-260 191kW (260 hp) <input checked="" type="checkbox"/> D4-300 221kW (300 hp)

**VOLVO
PENTA**



365 COUPÉ

OVERALL LENGTH	10,90 m
BEAM	3,50 m
DRY WEIGHT	6 300 kg
BATTERIES	8x12V-75 Ah
FUEL CAPACITY	500 l
WATER CAPACITY	200 l
REFRIGERATOR CAPACITY	85 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> D6-370 272 kW (370 hp)

**VOLVO
PENTA**



380 COUPÉ

OVERALL LENGTH	11,50 m
BEAM	3,60 m
DRY WEIGHT	6 800 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	755 l
WATER CAPACITY	300 l
REFRIGERATOR CAPACITY	85 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> 2 x D4-260 191kW (260 hp) <input checked="" type="checkbox"/> 2 x D4-300 221kW (300 hp)

**VOLVO
PENTA**





380 CARISMA

OVERALL LENGTH	11,50 m
BEAM	3,60 m
DRY WEIGHT	7 000 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	755 l
WATER CAPACITY	300 l
REFRIGERATOR CAPACITY	85 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> 2 x D4-260 191kW (260 hp) <input checked="" type="checkbox"/> 2 x D4-300 221kW (300 hp)

**VOLVO
PENTA**



340 COMMANDER

OVERALL LENGTH	10,30 m
BEAM	3,40 m
DRY WEIGHT	5 300 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	400 l
WATER CAPACITY	200 l
REFRIGERATOR CAPACITY	85 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> D6-330 243kW (330 hp)

**VOLVO
PENTA**



380 COMMANDER

OVERALL LENGTH	11,50 m
BEAM	3,60 m
DRY WEIGHT	6 800 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	755 l
WATER CAPACITY	430 l
REFRIGERATOR CAPACITY	130 l
ENGINE ALTERNATIVES	<input checked="" type="checkbox"/> 2 x D4-260 191kW (260 hp) <input checked="" type="checkbox"/> 2 x D4-300 221kW (300 hp)



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A serene sunset over a body of water. The sun is a bright, glowing orb on the horizon, casting a long, shimmering reflection down the center of the water. The sky transitions from a pale blue at the top to a warm orange and yellow near the horizon. In the background, there are dark silhouettes of hills and a pier with several masts on the left side.

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