

Owner's report

With: Ken and Anne Manley



STOWAGE

Plenty of accessible stowage such as inbuilt tender rack across the transom

COCKPIT

Good size, with well designed canopy

SUNROOF

With the deckhead being almost all sunroof you can have as much or as little of the elements as you like

DECKS

Attractive teak decking

ACCESSIBILITY

Easy to board at the transom and safe to use side decks

ENGINE COMPARTMENT

Lots of space well sound-proofed but still readily accessible

HELM ACCESS

Starboard hand side door

SIDE DECKS

Raised bulwark for added protection

Value £310k

Nimbus 365 Coupé

An experienced boatowning couple delight in their floating 'holiday cottage'

MEET THE OWNERS

With a flotilla of boats behind them, Ken and Anne Manley had a pretty good idea of what they wanted – a retirement 'cottage' – a Nimbus 365 Coupé ticked all the boxes.

THE BOAT

Model	Nimbus 365 Coupé
Name	Jambo
Year built	2012
Owned since	2012
Engine	Single Volvo D6-370hp

We started sailing together nearly 50 years ago by racing sailing dinghies and we have been on the water ever since, even when the children arrived. Over the years we've been competitive in GP14s, Enterprises, Fireballs, Lasers, Solos, Fireflies and Flying Fifteens, and only hung up our wetsuits after winning the Lymington Scow Nationals in 2004. We bought our first 'big' boat in 2000, a Hallberg-Rassy 31 yacht, but with the vagaries of the British weather and wanting more comfort and speed we decided to

move into motorboating instead. Our first powerboat was a Nimbus 320C (basically a smaller, earlier version of what we have now), followed by a Ryds runabout that we used in combination with our racing dinghies. We then reverted back to sailing by way of a GRP traditional looking gaff-rigged Shrimper, before moving wholeheartedly back to power, and falling for the business-like Seawards, starting with a 25 and then a 29. We loved the 29, which was a great semi-displacement sea boat, but we really wanted a

bit more space given the time we intended putting in afloat and so we decided a new Nimbus 365C would do us nicely.

WHICH BOATS DID YOU CONSIDER?

We like to be able to get afloat all year and so naturally that draws you towards a boat with a wheelhouse where you can live day-to-day and stay protected while motoring about. The Seaward 29 certainly did that, but with neither of us getting any younger we liked the idea of easy-to-move-around decks and more

elbow room. We were already familiar with the Nimbus brand as we had a 320 that we lived on for nine months – including over a very cold winter – while our house was being built. The boat did us very well, and so when it came to finding another home-from-home it seemed a no-brainer to check over another Nimbus.

WHY DID YOU CHOOSE A NIMBUS 365 COUPÉ?

As luck would have it Nimbus had recently refurbished their Coupé

line-up and had incorporated an asymmetric wheelhouse layout in the redesign, where a full bulwark protects the starboard hand side deck. This clearly means it is very easy and safe for the crew to move about and gives the skipper an excellent view while berthing starboard hand too, thanks to the side door. The one-level cockpit and wheelhouse make for a great indoor/outdoor space and with the deckhead being almost all sunroof you can have as much or as little of the

"All-in-all we couldn't have designed a better boat for our needs"



The engine compartment is roomy and easily accessible

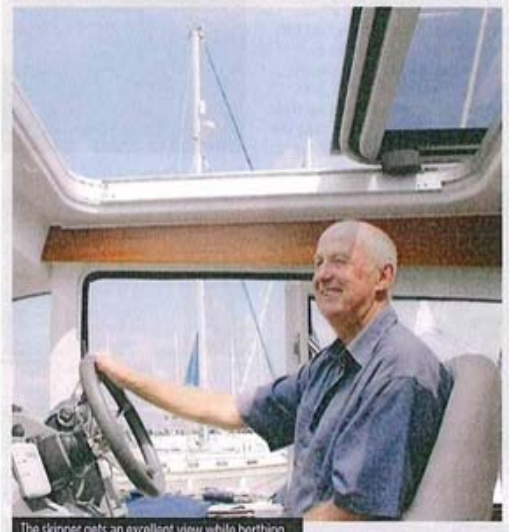
WHAT WE LOOKED FOR

Solid build quality and fitout with attention to detail

Usable all year round so it's like a holiday cottage

Seaworthy and safe along with reasonable fuel efficiency

Easy for two (not so young anymore) people to manage



The skipper gets an excellent view while berthing



Capacious enough to stay aboard regularly, whether going to sea or not

elements as you like. All-in-all we couldn't have designed a better boat for our needs.

WHAT WAS THE DEAL?

We had already dealt with Nimbus's UK dealer, Offshore Powerboats, when we bought the smaller Nimbus 320 Coupé, and found them professional and friendly with exceptional after-sales service, and so had no compunction about dealing with them again when it came to purchasing the 365.

The part-exchange price they offered on the Seaward 29 seemed very fair and we had less time to wait for our order as it turned out, because the people buying the boat ahead of ours backed down, so we took up their build slot. That being the case we ended up with a few things we

would not have specified ourselves, such as a super-duper sound system, but Nimbus' standard fitout is now so comprehensive and thoroughly thought out that really there is not much to opt in or out of.

To a certain extent this full inventory is reflected in the price, but given that it includes the must-haves – such as heating and not just a bow thruster but one at the stern too – plus



The Nimbus has a very high build quality and come pretty much 'ready to cruise'

a decent package of electronics, teak decks and all the galleyware, their boats really do come, as their blurb says, "ready to cruise". The extras we went for were a rope cutter on the prop and an autopilot, along with the neat hideaway TV that emerges at the touch of a button from the chart table.

WHERE DO YOU KEEP JAMBO?

We live in the New Forest and keep *Jambo* at Lymington Yacht Haven, on a superb berth overlooking both the Lymington River and the adjacent salt marshes and bird sanctuary. In fact in a recent MBM article on Lymington (Jan 14), this outermost trot of berths at the Haven was declared the most desirable spot to hole up if visiting; which is exactly where we are!



During the winter it can feel a bit exposed, and some people move further in, but we rather like the boat moving and to feel we're among the elements.

The Haven's shoreside facilities, which have recently been updated, are excellent and all the staff, from the guys in the boatyard to the berthing staff and marina director, cannot be more helpful. It is a 10-minute stroll into town but the chandler here, Nick Cox, supplies newspapers, basic food stuffs and even wine.

WHERE DO YOU CRUISE?

We love being on the water, which contrasts with living smack in the middle of the New Forest, and use the boat as a second home. As such *Jambo* is kept in the water all year, apart from a week on the hard in the autumn for routine maintenance. However, given the amount of time we spend on her, the hours put on the engine (around 40 per annum), are extremely light due to the fact that we tend to only do short hops now, having done an awful lot of major boating in the past.

Often we'll just pootle across to Yarmouth – a full half-hour away –

or if we really want to get out of the parish we'll head over to Cowes where there is loads going on, allowing us to boat-watch and people-watch to our heart's delight. As far as going further afield, we keep muttering about getting over to France but in truth we've established a delightfully lazy approach to our boating and sometimes simply enjoy the boat on its home-berth.

HAS THE BOAT LIVED UP TO EXPECTATIONS?

There is no doubt that both Seawards were exceptionally well made and very seaworthy, but with growing grandchildren, the Nimbus 356C provides significant extra volume and usable space.

The Nimbus build is of very high quality, which is almost impossible to fault. The only criticism that we have is that the saloon table, while being a grand piece of furniture, is actually a bit on the large size for us. We have put this into store and replaced it with an oak 'extension piece' from the kitchen table that works very well.

One of the main considerations when it came to making the change from the Seaward was that the new boat had to be easy to handle as we got more advanced in years. The 365 certainly fulfills this, given its stern and bow thrusters, its protected starboard hand side deck and deep, easy-to-negotiate bathing platform. Coming in port side to is a little more difficult due to the narrow port side deck, but in our dinghy-racing days Anne was very proficient on the trapeze and by clipping on a '2 step fender' she has no problem hopping ashore with a line.

There have been only minor problems with the boat, which have been quickly resolved by Offshore and Ropewalk, who are the Volvo agent at the Yacht



The boat's original saloon table



After big trips in the past, Ken and Anne now relish a "delightfully lazy" approach to their boating, staying largely in home waters

Haven. Both have provided top quality service. As regards maintenance, we only do routine washing and cleaning.

Jambo's 'bottom' was copper coated, by Ecosoa, to protect, before she was first launched. This is proving very effective and makes annual maintenance much easier, as there is no year-on-year antifoul to apply. We signed up for a three-year contract with Ropewalk for engine servicing, which is proving to be very efficient and cost effective, and Offshore handle any non-engine maintenance.

Finally, it is worth mentioning the Nimbus Owners Club, headed up by David Noyce. It puts together several social events and cruises a year and has a very informative website at nimbusowners.co.uk.

HAS IT BEEN MONEY WELL SPENT?

In our view the answer is a resounding 'yes'. Nimbus boats are built to a high standard, which is reflected in the cost. We really look forward to being aboard and take great pleasure in using our 365, and due to its solid build quality it should stay in good

shape over the years ahead, an important factor that should be reflected in the price when we need to move it on. Although that said, we reckon it is going to meet our needs for the foreseeable future. We like to boat all year round and the 365 enables us to do just that regardless of the season or what the weather decides to do; it's a perfect boat for UK waters.

FACTFILE

Price paid in 2012	£310,000
Engine hours	40hrs per annum
Fuel consumption	(approx average) 2.5lt/mile (20lt/hr) at a cruising speed of 12-14knots
Berthing fees	£8000
Insurance premium	£800
Annual maintenance	£1500

YOU CAN BUY A SIMILAR BOAT

Offshore Powerboats had two 365s on brokerage at the beginning of this last season but both sold quickly. If buying new, this model is available with either single or twin engine installations, with prices starting at just over £300,000. The standard inventory on Nimbus boats is extremely comprehensive, running from diesel heating and electronics package to teak decking, as well as smaller homely items like crockery and cutlery.



"The new boat had to be easy to handle as we got more advanced in years"



Ken makes full use of the side door



A step fender helps when moored port side



The starboard hand side deck