

2008/EN

NIMBUS



EXPERIENCE FOR ALL SENSES

World







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MODEL PROGRAMME 2008

COUPÉ CRUISERS



320 COUPÉ



350 COUPÉ



380 COUPÉ



380 CARISMA

COMMANDER



340 COMMANDER



380 COMMANDER



410 COMMANDER



475 COMMANDER

NOVA R



230 R



250 R



300 R



MAX II COUPÉ

MAX II

NOVA S



27 NOVA S



30 NOVA S



30 NOVA S HT



35 NOVA

NOVA



35 NOVA



42 NOVA



NIMBUS BOATS



WE BUILD ON OUR SUCCESSES

Another new Nimbus World is now ready for distribution, and as always, I pick up the latest issue with great joy and anticipation. This time round it's thicker than ever, and packed full of fascinating information. You can read about new products, Nimbus owners, and our partners all over the world. Everything from the Nimbus 340 Commander on the Great Barrier Reef in Australia to our homegrown Swedish golf star Helen Alfredsson. We have done our very best to make this issue as interesting and entertaining as we can, whether you read it from cover to cover or just look at the pictures.

We at the Nimbus Group have also had a packed and interesting year since the last issue of Nimbus World. It's been a year of massive changes and hard work, but it was also by far the company's most successful year, both in terms of sales and profits. Sales for 2007 amounted to nearly a billion Swedish kronor, and we have all our local customers, hardworking importers and dealers, as well as our fantastic staff, to thank for this. We have reached a size that gives us important industrial advantages, and our brand is stronger than ever. Both these points mean that buying and owning one of our products is a safe bet. To have the highest second-hand value on the market and always be a good buy – that's an ambition that runs through everything we do.

Over the past year we at Nimbus have worked hard to introduce our new Nimbus Production System, which will guarantee that we can maintain a high quality for our products and that we have high industrial efficiency. We have also made a decisive change to our product development process, which is the basis for the successful launch of the Nimbus 27 Nova S.

Not only is the new 27 Nova S one of the most functional boats we have ever developed, packed with useful features – it also has a number of attributes that make it revolutionary for its size. The design and concept are based on the successful Nimbus 30 Nova S, but we have taken a few important steps further with this new boat. The key phrase for this development process was "light and easy". Easy to use, easy to build and light in terms of weight – this means the boat is a pleasure to use and a good investment and, last but not least, it has superb environmental properties. A highly successful hull structure together with low weight means low fuel consumption and thus low exhaust emis-

sions and low climate impact. Low weight and careful material selection also means that we consume less in terms of important raw materials. This low weight is achieved both through the careful design of the structure and through the hull, deck and all plastic components being manufactured in a closed vacuum injection process. This is the first time a boat has had its hull, deck and all other fiberglass plastic parts made using this process. Not only does this vacuum injection process provide a stronger and lighter laminate, it also minimises the emission of styrene from the production process. All in all we have developed a boat with revolutionary environmental properties in both use and manufacture. Nimbus 27 Nova S sets the standard, not just for our future models but for the entire sector.

But we won't be resting on our laurels, and we are definitely not bored with our own success. Our aim isn't to maintain our lead on our competitors but to increase it. A number of new models are at various stages of development. The first of these is a completely new Coupé boat in the 36-foot class. This will combine the Nimbus tradition of attractive family boats with brand new technical solutions and the same high environmental aims we showed with the 27 Nova S. This will be followed by several other brand new models, while at the same time we will, as usual, be upgrading our existing boats to make sure they have a long service life. A long service life is a big boost to the high second-hand value of our boats.

The most important event for 2008 is that we have taken the decision to make, in the course of this year, the biggest investment in the history of the group. This will entail a major expansion that will double the production capacity at our factory in Mariestad. This decision is based on a proactive vision of how we want the Nimbus Group to evolve, and our belief in the investments we have made in new working methods and new boat models.

Welcome to the new Nimbus World.

Erik T Larsson
Acting Managing Director



Expansion continues with new dealers in Europe and Russia

Full speed ahead for Turkey

Priene Turizm Yatcilik

Our new dealer in Turkey, Priene Turizm Yatcilik, has its head office in Istanbul. If you are ever passing by, drop in to say hi to Mr. Galip Kaynar.



Dealer in Russia changes name Dux Maris

Staffan Berglöf has had a reorganisation and changed the name of the company to Dux Maris (previously Sweden Russia Boats).

Dux Maris has expanded rapidly in the last year. Now they have appointed a dealer in Ukraine as well.



Presentaion of the new 27 Nova S at Nimbus head office in Långedrag.



A happy crowd of boat-lovers.



After the unveiling it was time for an inspection.



I want one like this!



Warm summer evenings meant that the buffet was eaten outdoors.

World premiere for 27 Nova S and VIP evening at the head office in Långedrag Nimbus 27 Nova S

In August the new 27 Nova S model was premiered before a small but select audience. Once the boat had been unveiled, the guests were able to inspect it for themselves or watch a demonstration. The development team was also there to answer questions or explain the concept and the development process.

Naturally there was food and drink on offer, and who better to provide it than Lasse from "Fiskekrogen" (a famous sea food restaurant i Gothenburg). Excellent stuff, as ever.





Exotic destinations in Sydney, Australia 380 Coupé

A slightly unusual sight, as a Nimbus 380 Coupé passes by the famed Sydney Opera House. Yet another sign that our models are appreciated all over the world.

The boat was supplied by Premier Motor Yachts, who are responsible for distribution in Australia. You can read more about another adventure from the Great Barrier Reef at pages 86-91 in the magazine.



Hungarian police use Nimbus on patrol Max II Coupé

In 2007 the Hungarian police force ordered a new police boat, and their choice was a Max II Coupé. The boat has been specially fitted with advanced equipment, and will be used in the first instance for river patrols.





Comfort on board Bed linen and a "proper" mattress

At last we have made a proper mattress for your boat. The mattress is made of **Latex** for maximum comfort. To raise standards even further there is also a new specially designed set of bed linen. For more information, visit www.nimbus-boats.com or call +46 (0)31-69 77 00. See also pages 120-121 for further information.



Design by Nimbus New crockery and cutlery

Que sera, sera! A brand new set of crockery and cutlery has been produced for all possible needs you may have on board your boat. The items can also be purchased individually. For further information, see page 11 or call +46 (0)31-69 77 00.

DESIGN BY
NIMBUS



Another yachtsman in the Mediterranean Storebro 410 Commander

In 2007 a 410 Commander was sold to the Mediterranean. As the picture reveals, the customer is delighted with her fine new boat. The boat is used primarily as a weekend boat on the French Riviera. It was supplied by one of Nimbus' German dealers, Boote Polch. For further information about Boote Polch see pages 112-115 in this magazine.





Maxi 1300 continues to win prizes and prestigious international accolades among tough competition



"The Maxi 1300 is a real hit for modern European design trends. Sailing boats are for sailing in, and great attention has been paid to making Maxi 1300 functional while sailing. She has a generous, comfortable and carefully designed cockpit. The helmsman has perfect control of the steering and the sails. Below decks the interior is also of a very high quality. The Maxi 1300 is a cruiser/racer that unites performance, function and comfort in a most commendable way." Read more at www.maxiyachts.com.



Newly designed hardtop 30 Nova S HT

For 2008 the 30 Nova S hardtop has got a somewhat altered exterior. One of the new design features is an attractive stainless steel grille in typical Nimbus style.



Nimbus Nova as **tender** during **Match Cup Sweden** in Marstrand

During the competition, two Nimbus boats were made available as tenders for the press

We simply couldn't resist the temptation to take part with two Nimbus boats during the biggest sailing event on the west coast of Sweden. During the competition weeks, we used a Nimbus 42 Nova and a Nimbus 30 Nova S HT. The boats functioned perfectly as press boats, as it was very wet and windy most of the time. The spacious afterdeck and "walkaround" made it easy for photographers and other members of the press to get a good view and thereby a good feel for the competition.



Mariestad factory doubles production capacity

Biggest investment ever

The most important event for 2008 is that we have taken the decision to make, in the course of this year, the biggest investment in the history of the group. This will entail a major expansion that will double the production capacity at our factory in Mariestad. This decision is based on a proactive vision of how we want Nimbus Group to evolve, and our belief in the investments we have made in new working methods and new boat models.





Service for six
SEK 4,750:-

Art no: 2058
Complete with dinner plates, side plates, cereal bowls, cutlery, glasses, bowls, knives and a thermos.



Windstopper jumper
SEK 1,250:-

Art no: 2409 red / 2412 blue
Classic design superb quality wind-proof jumper. Available in navy blue or red.



Umbrella (golf model)
SEK 250:-

Art no: 3533
Large golf umbrella. Gale-proof fibre-glass construction.



Crew bag
SEK 595:-

Art no: 3701
Specially-designed large bag from Nimbus, with lavish details such as a suede handle.



Rubber dinghy 260
SEK 16,900:-

Art no: 3470
Sturdy rubber boat, Nimbus design, for outboard motor max. 6 hp. Weight 30 kg, with safety features and inflatable high-pressure V-shape keel.



**Barometer, Clock
Thermometer**
SEK 1,350:- each

Art no: 1807 Barometer/ 1808 Clock /1809 Thermometer.
New highly-rated design.

NIMBUS
NEWS

**Yachtsenteret's
big investment in
Stavanger
Dealer in Norway**

When Yachtsenteret invests, they really invest! A new state-of-the-art 3,400 m² showroom has just been completed. There are also plans to build a large marina that can take several hundred boats in the near future. Yachtsenteret has long been a full service facility, but the new showroom and the planned marina will give it a great hold as the leading player in the region.



**Dolphy Services
new dealer in France**

Great start for Dolphy! In their very first year, Stéphane and Chris have sold half a dozen new Nimbus boats down in Golfe Juan. "I did think we would sell some boats, but this is more than I had hoped for," says Stéphane.





Tests of 30 Nova S bring **praise and commendation** from swedish and international press

The boat is unique in its class

In 2007, the 30 Nova S was tested by several magazines, both international and swedish. The test results were unanimous: the boat is innovative and unique in its class. The press is amazed by the spaciousness and functionality that have somehow been fitted into such a relatively small boat. And to top it all, the boat has exemplary sea-going qualities and is economical to run.

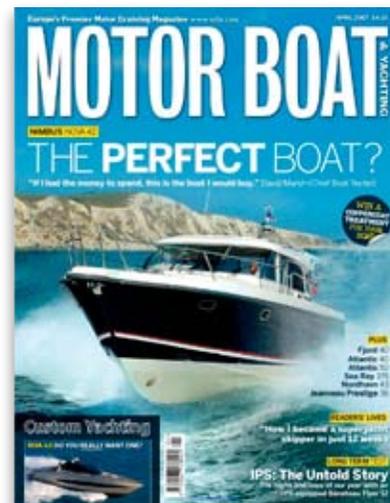


Motor Boat & Yachting test **"the perfect boat"**

Nimbus 42 Nova

In 2007, the well-known magazine Motor Boat & Yachting tested the largest model in the Nova family. The 42 got the best testimonial possible, and the test team were delighted with the concept. David Marsh, chief boat tester for the magazine, had the following to say about the boat:

"If I had the money – that's the boat I would buy!"



DESIGN & INNOVATION

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marine supply





NIMBUS NOVA



27 NOVA S



30 NOVA S



30 NOVA S HT



35 NOVA



35 NOVA



42 NOVA

THE ORIGINAL

We know many boat owners who want a boat for quick and efficient transport purposes, that is easy to get in and out of, and that has reassuring seaworthiness properties. They have no desire to sacrifice exciting lines and a certain degree of elegance to attain such functionality. And, as is only natural, they wish to live aboard in comfort. The larger the model they choose, the larger the possibilities of comfortable living. We know these people because they have been buying Nimbus Nova from us for many years. We created and we develop the Nova boat concept – a source of pride, for both Nimbus and the owners of our boats.





Pelle Petterson

The best of two worlds

Nimbus 42 Nova and Maxi 1300 are the flagships of Nimbus Boats and Maxi Yachts. One motorboat and one sailing yacht, of roughly equal size, but what do they actually have in common, and what are the differences between them? Designer Pelle Petterson gives us an insight.

Is it actually possible to make a proper comparison between a motorboat and a sailboat, even if they are of the same size? And even if they have the same designer behind them, and both come from the same development centre in Långedrag? Pelle Petterson is the "common denominator" for Nimbus 42 Nova and Maxi 1300, and he laughs, slightly surprised, when the idea of a comparison comes up:

"Well of course a motorboat is more square-shaped athwartships and has more volume to work with, while a sailboat is both slenderer and more pointed in shape. You can't get away from the fact that there are differences between the boats," he says, looking through the sketches on his drawing board at home.

"I try to work from the inside out, in order to achieve good use of space in the interior, while at the same time making the exterior attractive," Pelle explains.

Upstairs at the Petterson home in Kullavik on the west coast of Sweden, a little way south of Nimbus and Maxi's head office in Långedrag, the out-



lines for many well-known boats have come to life. Pelle has a brilliant view out over the north Halland archipelago, where Valö lighthouse and Tistlarna are the last outposts before Denmark. From the Korshamn jetty it takes less than half an hour to get to the Nimbus jetty in Långedrag by motorboat, and in Kullavik Harbour across from Kyvik is moored Pelle's latest "Humbug".

No doubt at all

This Humbug is not just Pelle's twentieth; it also happens to be a Maxi 1300. He himself just calls it the "new Humbug". With this he has cast out the old and brought in the new. For a very long time he had Humbug XIX, a Maxi 140 from 1975, moored in the berth there. He often raced in that boat until 1990, when he made alterations for cruising and installed more bunks. But once Pelle had finished his plans for the latest Maxi creation, and saw it grow from the Nimbus Boats and Maxi Yachts development centre in Långedrag, there was no longer any doubt:

"I thought at my age it was time to upgrade to a more modern and more comfortable form of sailing, with greater flexibility and more options," he laughs.





Boat of the Show 2006

And he's not the only one to have seen the advantages of the Maxi 1300. Maxi Yachts sell all the boats the Gotland factory manages to make, and at its premiere at the Scandinavian Boat Show 2006, the Maxi 1300 was named Boat of the Show. The verdict of the jury describes the reason why:

"The Maxi 1300 is a real hit for modern European design trends. Sailing boats are for sailing in, and great attention has been paid to making Maxi 1300 functional while sailing. She has a generous, comfortable and carefully designed cockpit. The helmsman has perfect control of the steering and the sails. Below decks the interior is also of a very high quality. The Maxi 1300 is a cruiser/racer that unites performance, function and comfort in a most commendable way."

This praise has continued, with glowing test results in international sailing magazines, and numerous nominations and prizes at trade fairs.

By and for sailors

The judgment and opinions of travel centres is usually one thing, but when it comes to the Maxi 1300, sailors also tend to agree with the views of the pundits. For the Maxi 1300 is a boat by sailors and for sailors. Maxi Yachts' MD Pehr Edström, like the legendary Pelle, has an America's Cup background and is also a confirmed family sailor. When Pehr took over as MD, he knew that he wanted to continue Maxi's move away from mass production and into the prestige segment, with high-performance cruisers that are excellent for sailing, yet are comfortable and functional. Design, comfort and simplicity in handling would be the cornerstones for this new boat. And that's what happened!





As the jury noted above, the Maxi 1300 really is a proper sailboat, with all the functions and options that demanding sailors want and expect. But the solutions have been designed to offer the greatest possible simplicity and comfort on board in addition to a fantastic sailing experience. The easy-to-handle 108 per cent overlapping foresail, the german sheeting of the mainsail, with the location of the winches alongside the helm, and multiple mainsail solutions using, for example, a roller mast or through battens and lazy jacks, all contribute to making sailing much simpler.

Safe accessibility

Simplicity, comfort and above all safety run right through the whole Nimbus Nova concept, and the largest Nova is, of course, no exception. In the bow, where the gently rounded bowsprit that protrudes just the right amount allows safe and easy passage on board, you climb down onto the double gangway that is so typical of the Nova boats. No creeping along a rather slippery deck, no balancing on narrow side decks, no risk of tripping over hatches or differences in level. No, on the Nimbus 42 Nova, the polished stainless steel rails and the smooth gangway on each side of the sleek superstructure offers safe passage to the stern of the boat, with pride and dignity intact. Once on board it is, of course, just as easy to go in the other direction, forward to the sun deck in the bow:

"The gangway is the whole thing with the Nova boats, but it's quite a trick to make it good and safe without it encroaching too much on the space on board," Pelle confirms.



The wheelhouse is also accessible from pretty much all directions, via one of the large sliding doors on each side. These glass doors also enable a solo skipper to act as both helmsman and "boy" himself – not bad for a boat of this size.

Pelle's own solutions

On his own Maxi 1300, Pelle has taken further steps to increase comfort levels to beyond those of the factory standard, equipping the boat with electrically operated winches and hydraulic adjustment of certain trim functions:

"Of course it uses quite a lot of power, but it's worth it for an



The Maxi 1300 has been awarded a number of prestigious international prizes and accolades.



THE BEST OF BOTH WORLDS

MAXI 1300



old man who has struggled enough with sheeting over the years," he chuckles. Another of Pelle's devices for simpler sailing is to avoid a lot of muddle on board, so there are numerous clever small compartments where sheets and trim lines are gathered up more or less automatically:

"Spaghetti is something you want on your plate, not in the cockpit," he maintains, and points to yet another detail in which his version differs from the standard version.

"I want a seat that can adapt to the rocking of the boat, so I've organised that by means of an adjustable stainless steel frame under the seat," he says.

"... a proper sailboat, with all the functions and possibilities that demanding sailors want and expect."

Generous space for socialising

The cockpit of a Maxi 1300 in all its glory. But in the stern of a Nimbus 42 Nova there is a magnificent three-part sliding glass partition, which opens up the interior

common area to the exterior common area, for all kinds of social activities. In the spacious saloon and out on the generous afterdeck the floors are the same level, with no thresholds, creating a single space ideal for whatever you want to spend your time on board doing. Relaxed companionship with a few drinks in the sun, a smart party for everyone, all dressed up, a romantic dinner for two, or maybe full preparations for fishing, snorkelling, swimming or other fun water activities.

The roof protrudes slightly at the back, over the afterdeck,



providing shade from the sun or shelter from the rain, depending on the weather. Those who wish can add a customised and specially-adapted canopy on a framework, which encloses the entire afterdeck to make it an integrated outdoor space that is part of the saloon. The soft u-shaped sofas in the stern can seat both the crew and numerous guests, and there is plenty of storage space underneath as well.

The well-proportioned and attractive rounded bathing platform is reached through a wide opening in the stern, where two gates smoothly lift out to the side. These gates are a feature that the Nova shares with the Maxi 1300. And here, right at the stern, there is all the room you could want for a sporty and active life on board.

"Simplicity, comfort and above all safety run right through the Nimbus Nova concept..."

Design experience on board

The outer lines and shapes of the Maxi 1300 are beautiful and stand out from the crowd in an extremely positive and attractive way, but inside the design experience is even greater, if such a thing is possible. Pelle Petterson's original thoughts and ideas have been further refined by interior designer Maya Iwidal, who also came up with many interesting solutions and material selections. Using ash, not usually used in boats, for internal cladding of the hull in both the forepeak and the saloon is one such unconventional feature, forming an exciting contrast to the surrounding dark mahogany. But the choice of ash is not simply a question of appearance; this Scandinavian wood also fulfils a function by contributing to the sensation of light and space wherever it is used.



In the elegant galley running along the boat, Maya is responsible for the matt brushed stainless steel strips, with matching fittings on the doors and drawers. Here



there is also the magnificent social space of the saloon, with plenty of comfortable room for at least two families round the table. Both on the soft u-shaped sofa on the starboard side, and in the slightly smaller but ingeniously shaped sliding sofa on the other side of the table, next to the galley. Here is a place for relaxing in enjoyable company over a good meal or perhaps a game.

Plenty of sleeping space

Traditionally the forward sleeping area is known as the fore-peak in specialist boating language, but that name is quite misleading and doesn't seem to do justice to the skipper's cabin the Maxi 1300 offers right in the prow. Not only are there two good-sized bunks, there is also plenty of wardrobe space, generous seating and a well-proportioned toilet and shower space. Altogether it ensures long holiday sailing tours in comfort and with good living on board.

The port side aftercabin is not far behind. Here too there is plenty of room in a double bed, wardrobes and seating, while the toilet is shared with the saloon. And in the starboard aftercabin you can opt to combine the fixed sleeping area with a fold-up berth fitted with a lee cloth, perfect for youngsters or perhaps for overnight guests.

Comfort for six people

In the Nimbus 42 Nova, it was a challenge for Pelle Petterson to fit in double toilets and two separate guest cabins, in addition to the magnificent skipper's cabin in the bow, with its generous double bed and spacious wardrobes on either side. A solution of this kind would allow the whole of a large family, three pairs of friends, or perhaps mum and dad with teenage kids and their friends the possibility of holidaying comfortably on board together yet separate. And he managed it!

"I dealt with the impact of the toilets and the large fore cabin by making the extra cabins of unequal size. The one with two wide bunks is an excellent cabin for youngsters, or perhaps for a visiting couple. The other one functions as a somewhat smaller guest cabin. Together they offer enough room for a big family or for lots of guests," he explains in a satisfied manner, indicating on the drawing how he solved the puzzle. The hull dimensions were already decided, as the Nimbus 42 Nova has the same hull as its group sister, the Storebro 410 Commander. The interior solutions demanded considerably more mental activity:

"... a place for relaxing in enjoyable company over a good meal or perhaps a game."

"The generous outdoor areas of the Nova concept don't allow quite the same interior width as in more traditionally-shaped boats."

A lot of space and light

There's room for plenty of friends round the matt-coated mahogany table in the saloon of the Nimbus 42 Nova, and out on the afterdeck sofas there is room for more. The two





good-sized electrically-powered sliding glass hatches in the roof, together with all the other glass partitions in the superstructure, provide an overwhelming sensation of space and light. They also allow the driver and his or her companions to individually adjust how much sunshine or wind they want to have in their faces.



You are, of course, under cover here, but with all the scope there is for a good view and for allowing in light and air, you are reliably in touch with your surroundings. You don't get quite the same sensation in a Maxi 1300, although the somewhat futuristic design of the glass partition running the length of the roof, together with large glass panels on the sides of the superstructure, lets in light and contact with the surrounding world.

The helm of the 42 Nova looks rather different in the 2008 model of the boat. There is now room for the large C or E

120 plotter, which provides a fantastic overview for navigation. The accompanying toolbox is also new for this year, as is the chinaware and small details such as the hatch hinges and gas springs, wardrobe lighting and so on.

The good life

When you are out sailing you really want to be out of doors, and on the Maxi 1300 the various options for relaxing, socialising or enjoying fun activities are well distributed over the boat. Those who want to be by themselves can just take a cushion and maybe a good book, and go and stretch out on the foredeck. The cockpit offers plenty of space for the entire crew, as well as guests if they want. And once the passageway to the bathing platform has been opened, there are all the options for swimming, diving, snorkelling, messing about in the dinghy or other delightful summer activities.



But these are merely suggestions. There is almost complete flexibility and no end to the possibilities available. You can pull in to an inviting natural harbour and swing out the main





boom as if before the following wind, over the surface of the water alongside the boat. Then just climb out along the boom and see who can dive the furthest or best from there! Or do it from the pulpit in the bow instead.

And who says you have to eat your meals in the cockpit? Prepare a snack or buffet meal on the foredeck, and then you can eat or refresh yourself with summertime treats to your heart's content. The Maxi 1300 provides all opportunities to enjoy yourself and to live the good life – that's what the sailing enthusiasts at Maxi Yachts have created the right conditions for!

The good life is also what those who focus on the Nimbus Nova want to realise and experience. Just say "Nimbus Nova" and every boat owner gets that dreamy look in their eyes. Of course, it's a few years since Nimbus launched its extremely popular Nova concept, but it is still ahead of the game compared with its rivals. The walkaround solution is as simple as it is ingenious, with its feeling of accessibility and openness, wherever you are on the boat. And the typical lines attract both the eye and the mind. Some people probably think primarily of smaller boats when someone says "Nova", but now the product line-up starts at 27 feet. And the Nimbus 42 Nova measures as much as 12.50 metres in length, with a weight of ten tonnes fully fuel-

"... a place for relaxing in enjoyable company over a good meal or perhaps a game."

led and ready for departure. It really isn't a small boat, but the characteristic Nova features and properties are still clearly visible:

"The 42 Nova is a comfortable and well-equipped boat, attractive to look at and with lines that consistently mark out its relationship with the smaller Nova boats," concludes Pelle Petterson, the man behind the boat's deck, planning and interior fittings.

Double mounting in the stern

The Nimbus 42 Nova can be equipped with either traditional stern drives or classic straight prop-shafts, which involve less maintenance but slightly lower speeds, and are not quite as economical to run as the stern drive solution.

The engines are double-mounted Volvo Penta D6s, with 370 horsepower each, which at 3,500 rpm can take the Nimbus 42 Nova to a top speed of 40 knots. Fuel consumption naturally varies with the weather and wind conditions, how much extra equipment has been installed and how heavily loaded the boat is, but 3.8 litres per nautical mile is the target. If the speed is reduced to the cruising speed of 30 knots, which is achieved at approximately 2,800 rpm, consumption drops to a modest 2.6 litres per nautical mile.





Innovation with environment in mind

Vacuum technology in the production of the Nimbus 35 Nova reduces styrene emissions to a minimum. But equally important, the hull quality is stronger.

When the Nimbus 35 Nova was to be developed there was no doubt we must adapt and modernise production in Mariestad in accordance with the more stringent environmental norms the EU has determined will apply in the future. Nimbus' goal was clear – to be at the forefront of technical development in the boating industry. So it was an obvious decision – Vacuum Bagging Technology (VBT) should be introduced for new models and gradually also for existing ones.

The question was simply how the new technology could be implemented? New methods demand new knowledge.

"Before our investment in Mariestad, the advantages of Nimbus being a group were made clear from the utilisation of the experiences of Ryds Båtindustri, where this vacuum technology was introduced, resulting in reduced styrene emissions and a stronger yet lighter hull. We started by studying their methods," says Orvar Sandelin, head of Nimbus Production in Mariestad.

But as a Nimbus is bigger than a Ryds, it was decided at Mariestad to test the technology first on a Max II. In august 2004, the first hulls were injected and the results came up to everyone's expectations – higher quality, less consumption of materials, better working environment and lower styrene emissions.

At the same time, Orvar Sandelin wanted to make sure production ran smoothly with the new technology and invested in a new custom-built hall right next door to the existing ones. The new hall had a powerful ventilation system for air recycling and a large pipe system with off-shoots along the roof. The pipes made it possible to connect vacuum tanks anywhere in the hall.

This frees up floor areas both for injecting several hulls simultaneously and to do the same with a quantity of smaller components that take up a lot of space. These latter components include, for example, the bathing platform, hatches and the toilet module for the 35 Nova.

"... to be at the forefront of
technical development in
the boat industry."



Today vacuum technology is in full operation in Mariestad and on all models in production. Anyone coming into the factory is pleasantly surprised – no stink of styrene, no laminators in suits and protective masks, no plastic spillages, no hissing from plastic pumps or extractors, no whining from hole saws when components are trimmed for finishing.

Not even the bulky frames that used to hold the hull moulds remain in Mariestad. Everyone wears normal work clothing, and the hall is quiet enough for a radio to be playing. The work environment at Mariestad is clearly attractive – clean, neat, light and airy.

"It's so good with the closed construction method that this vacuum bagging involves.

"All surfaces are covered with plastic film during the injection process and the shrinkage of the polyester, so no styrene is released. The process is fully closed, which is a great boost for the environment within the factory and for the external environment," Orvar thinks.

"The hull of a 35 Nova can take a point load of as much as 700 kg!"

He also views VBT as an excellent way to achieve the excellent quality to be repeated so that all hulls will be equally good.

"Industrial production results in a consistent standard. Hand laying was craftsmanship that resulted in varying quantities of material and varying strengths. Quality was based on the skill of the laminators and on them following instructions. But now the material quantities are controlled exactly, and Nimbus fitters and DNV (Det Norske Veritas) know what strength the hull of a 35 Nova requires and on the basis of these requirements have drawn up a laminate schedule. This specifies what mats should be included, how they are to be orientated, what density the sandwich material should be and exactly what quantity of polyester is required.

On the hall floor at Mariestad these specifications become reality. In the new hall, a man cuts the fibreglass mats for each hull at a long bench. The mats are numbered and arrows indicate how they should be orientated in the hull.





The mats and the Divinycell (the matrix) are laid in layers on a wagon that trundles off to the hull mould.

There a laminator picks up the mats, hangs them in the mould and attaches them securely to the edge using an ordinary staple gun. At the same time, his colleague goes down into the mould and sprays or sticks the mats at the bilges, at the water line and at the gunwales. The procedure is similar to laying a carpet – the hull is covered with lengths of fibreglass matting.



Once two layers of mats have been fixed in place for the outer surface of the hull, the cut-to-size sandwich material (Divinycell) is secured in the same way. The material is hung from the edge of the gunwale and secured with glue. The Divinycell is cut where each panel is equipped

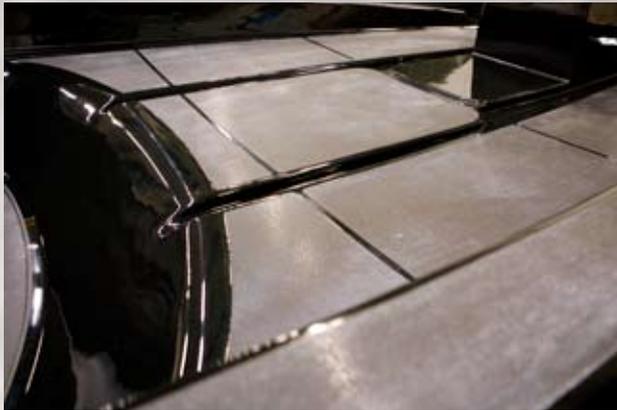


with a hole to make it easier for the plastic to fill all holes. Finally another two layers of mats are laid in various directions – "multiaxially" is the technical term. Compared with hand laying, the vacuum method is unparalleled – it is completely dry and fume-free, and it allows smooth insertion of the matrix. What used to take two men two days now takes just a couple of hours.

Once the laminators have covered the hull – "rigged" is the company term – the hull mould is ready for the next phase - "the bagging". Then the laminators lay a thin plastic film over the matrix. A few thin hoses to extract air and allow the polyester to flow in. A few openings in the film at one end are attached to a vacuum cup.

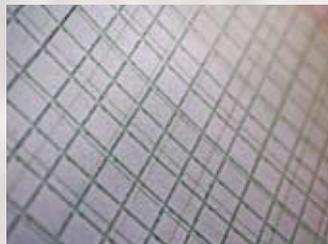
In this stage, the vacuum pump is started and the polyester is switched on. A hardener and accelerator are then added to the polyester, and it is transferred to a 70-litre container. From this, the polyester is extracted up and into the matrix.

The fact that so little polyester is able to fill such a thick layer of matrix seems almost incredible. But the laborious manual work of rolling polyester out into a laminate is now just a memory at Mariestad.



"The vacuum technology is wonderful, with the vacuum sucking the polyester into every nook and cranny and extracting all the air at the same time. We can watch the matrix being filled and can see if a dry spot occurs. In that case we can easily seal the air leakage, but it hasn't actually happened," Orvar adds.

"From the rigging of a 35 Nova to the fully injected hull takes just a few hours, and we easily have time to glue the bottom struts and apply topcoat on one and the same day. With hand laminating, the equivalent stage took two days."



Interested people wonder how the hardening is regulated, as the polyester must not harden before it has filled every nook and cranny. But they soon learn that Nimbus' polyester supplier has adapted it for injection. The grade used at Mariestad is viscous, slow-hardening and low heat-releasing – no more than 40 degrees. This does away with the risk of shrinkage and buckling at the bulkhead.

As a final point, the inside of the vacuum laminate is smooth

and even. The sandwich material clearly shows on the inside of the hull and the laminators can see immediately that all the matrix has been filled. These benefits are just a few of the advantages of the vacuum method.

Nimbus laminate specialist Thomas Wiberg points out a few more:

"The laminate produced by the vacuum process is thinner, but despite that it is much stronger than hand laid laminate. Sceptics may believe that thin laminate is weaker; they may remember thick holes sawn for bushings exhibited at fairs in the past. But the fact that the laminate is so thin has to be balanced out by the fact that it is packed very hard and has a very high glass content once all unnecessary binding agent has been extracted.



In technical terms, the number of fibres determines the strength of a laminate. Tests we have performed show that the strength of our vacuum laminate is roughly double that of a hand laid one.



The hull of a 35 Nova can take a point load of as much as 700 kg! Just for fun, we drove a seven-ton truck over a piece cut from a hull – it held.

A vacuum hull can take a jetty bump at double speed. If you run into something you now have double the protection, in

Thomas' opinion.

In addition to these obvious advantages, Thomas also says that the hull is lighter.

"There can be as much as 30 per cent weight reduction on a





35 Nova. But the CE norms control the dimensioning, so we stop the actual weight reduction at around 15 – 20 per cent. Less weight means lighter passage and better fuel economy – more environmental advantages."

Vacuum laminate sceptics bring up the risk of fibre penetration in the hull. But there is no risk of this on a Nimbus.

"No, we have guarded against that with a prelaminated. It is cast in the conventional manner, and takes up the pressure of extraction and prevents fibre penetration. We could have saved time by scrapping this extra laminate, but the hull would have been the poorer in the end. And that doesn't sit well with our philosophy of always supplying the best quality," states Orvar.

In the Nimbus 35 Nova, the quality-conscious also get a super-sealed outer layer. The gel coating of the hull is neo-

Advantages with VBT (Vacuum Bagging Technology)

- Production scheme 35 Nova
- Pre-lamination (First tempo)
- Rigging
- Bagging
- Infusion
- Hardening process
- Glueing of innerliner (2 ord ?)
- Topcoating
- Interior
- Inspection
- Delivery



TOP TECHNOLOGY GOOD FOR THE ENVIRONMENT



pentylglycol (NGP) based and also prelamated in extra waterproof and extra shiny ISO polyester. This means the 35 Nova does not require epoxy treatment of the bottom – there is no risk of osmosis.

At Nimbus in Mariestad, Orvar and his men are rightly proud of their top construction technology. Vacuum bagging makes the boats stronger, stiffer, more resistant and safer. With production flowing more efficiently, competitiveness increases, and thereby the satisfaction of owning a Nimbus. Or to put it more simply: Top technology provides the best boat for your money!



NIMBUS 35 NOVA

TECHNICAL DATA

LENGTH	11.45 m
WIDTH	3.35 m
WEIGHT	5,800 / 6,300 kg
BATTERIES	4x12V-75 Ah
FUEL	600 l
WATER	120 l
FRIDGE	65 l

Engine options from Volvo Penta:

D6-370/DPH 272 kW (370 hp)

2 x D4-260/DP 191kW (260 hp)





27 Nova S and 30 Nova S





Industrial Development but with Feeling

The new Nimbus **Nova S-series** have undergone industrial development but they still have the same feeling and craftsmanship. About a year ago, the 30 Nova S and the side-walk concept was launched, thus the "S". It was an immediate success. As well as the idea of moving the superstructure sideways, a whole new thinking emerged concerning the development process.





27 Nova S is assessed outside Nimbus' head office in the GKSS harbour in Långedrag. This tests sea-going qualities and performance.

Development of the new **Nova S** series

"We are taking a completely different starting point from what we normally do," explains Nimbus Technical Director Lars Alklind. "Not a single component is constructed until the Nimbus development team has identified, analysed, calculated and followed up what has to be done. This procedure has trained everyone ready for future models.

The problem with boat manufacture is not physically producing a new model, but doing it properly from the very start.

In order to achieve this, Nimbus has long invested in technical know-how. With the new 30 Nova S and now the latest 27 Nova S boats, we could reap the benefits of this in being able to launch them on the very day planned and confirming that the boats weighed to the kilo what had been calculated.

"We work using methods that involve minimal environmental impact yet at the same time optimum quality."

You might think that's just how it should be, but that isn't how it has been in the boat industry, which is comparatively young and less mature than other industries. Traditionally, you produce a prototype, test it, make changes and test again. It has always taken a long time to get to the point when you could press the button for prompt production.

"With these new boats, Nimbus did it differently. The boats were created virtually according to a model called BPSI.

This model is common within the automotive industry. The process is watched throughout, and everything that might have an impact is carefully analysed," Lars continues. "The entire chain is included, from concept to finished product and use by the end customer. As a result of this new thinking, our



With today's advanced technology, advanced instruments are also needed to collect the necessary readings.

boats are manufactured in a completely new way." We work using methods that involve minimal environmental impact yet at the same time optimum quality.

The new boats form a new product group from Nimbus. They are to be sporty, modern family boats with several areas of use. "Modern" means that the boats are up-to-date, and that says a lot about their impact on the environment. With these new boats, Nimbus has focused on the concept of "light and easy". This runs through everything from design and manufacture to handling and care. The fact that the boat is light-weight means that it needs a smaller engine with lower fuel consumption – and that benefits the environment. The design is modern and the boats are manufactured using the "vacuum injection" process. In brief, this means that all laminate is manufactured in double moulds. All air is extracted from between the moulds, forming a vacuum. Polyester is then sucked in between the moulds to form the final laminate.

"There are several advantages to this production technique. There are practically no styrene emissions to harm the environment. We also have much greater control over the end product," Lars explains. "It is identical every time, which means the laminate can be optimised so the thickness is exactly right. The result is that all boats weigh the same."



Noise levels at different positions on the boat are recorded and compared.

Throughout the development process the entire concept is discussed in detail. The marketing department gives its views, purchasing performs a product estimate, production makes clear its limitations, and after many long internal discussions the framework for the project is created. The next phase is to test the concept on a group of outsiders. A plywood model is built, allowing everyone to see in full scale whether the coming boat's dimensions and features feel right. You can try lying on the bunks, see whether the galley and shower are ergonomically reasonable and that the area around the helmsman is good. These tests result in a protocol and any necessary adjustments can easily be made.



The test team finish their engine checks after lots of measurements. Now it's time to test its driving qualities.



Sometimes the discussions are unexpectedly long about minor details. With the latest 27 Nova S, the question arose as to whether we should get power to the bow propeller via a long, heavy cable from the battery compartment or whether we should have a separate battery near the bow propeller. The advantages and disadvantages were discussed, with weight and cost being important factors. Obviously, production aspects and ease of servicing were also analysed. But every component has to be thoroughly looked at – the more we analyse things before production begins, the more correct the end product will be. We came to the decision that a lower weight meant the electrical cable should be taken from the battery bank.

The whole system of spending days that turn into months on energy-intensive discussions and numerous decisions saves time in the next stage. A small number of marginal details require changing later, but reconstructions and delays due to features not being fulfilled can be avoided.

The teamwork that led to the birth of the 30 Nova S and

27 Nova S shows what is possible and that you can in fact develop a boat that is virtually finished from the day it is first launched.

"Nimbus' development department test drives all prototypes in a way that goes beyond all limits for normal use."

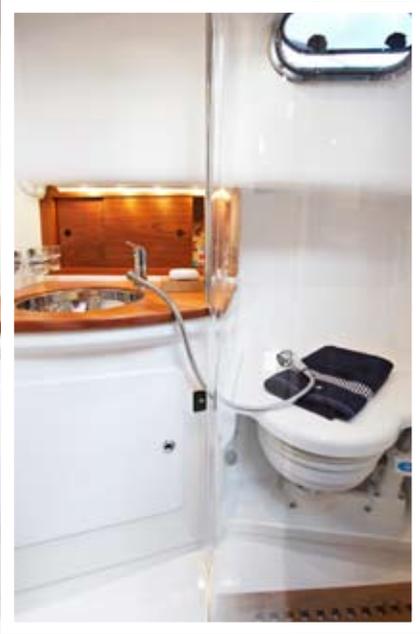
Despite the component-guided development process, there weren't many at Nimbus who actually believed that everything in the boats would function as planned from the very first day. In order to ensure that everything was

done properly, various assessors were allowed to have their say in protocol forms and comments. The service department assessed ease of servicing. Several families with children, stayed overnight on the boat so that they could report on the comfort on board. Quality was checked and external experts and other boat owners got to make their comments.

The end result is that all the boats, including the 30 Nova S with hardtop, were reviewed in minute detail before the start of production. The new development process meant that most reviews concerned subjective adjustments to cushion quality, canopy solutions, size of tabletops and other small details.



Test drive to test how much the boat can cope with. Often the boat can cope with considerably more than the passengers can!



Roomy toilet with smart shower cubicle, which can be closed when required. Neat, clean and elegant.



From a technical viewpoint, both boats are perhaps most interesting for their weight; they were supposed to be lightweight, and that's what they were. In the 27 Nova S almost all laminate components were vacuum-injected and, compared with traditional hand laying, the process saves around 30% weight. In this boat, the hull and deck weigh just 1,200 kg, which is remarkable for a sporty 27-foot family motorboat.

This new construction technique provides a good working environment as well as a strong yet lightweight end result, and the fitters at Nimbus Production in Visby think that the whole boat feels finished when we take it out of the moulds. Final adjustments are seldom required, if ever.

Nimbus' development department test drives all prototypes in a way that goes beyond all limits for normal use. They check their sea-going qualities, and check that the boats behave



Video is an important tool in the documentation process.



27 Nova S at maximum speed during the test period.



correctly in a head sea and in a following sea, and that the planing threshold is correct. They measure stability and that they can cope with flying briefly through the air in rough seas, and listen for jarring sounds in the interior.

For both Nova S projects, the results were boats that were ready from the very start. Of course, some people had their opinions on details – and that's how it should be. But we have never before created boats that were finished by their first launch.

"This shows that our new control process works," says Lars proudly.



NIMBUS 30 NOVA S

TECHNICAL SPECIFICATION

LENGTH	9,05 m
WIDTH	3,10 m
WEIGHT	approx. 4 310 kg
BATTERIES	4x12V-75 Ah
FUEL	300 l
WATER	130 l
REFRIDGERATOR	49 l

Engine alternatives from Volvo Penta:

D4-260/DPH 191kW (260 hp)

D4-300/DPH 221kW (300 hp)

D6-330/DPH 228 kW (330 hp)



DEVELOPMENT OF THE NEW NOVA S SERIES



Delightful cruising on a sunny summer's day on board a 30 Nova S.





New 27 Nova S

Sporty family boat

Just a year after the launch of the Nimbus 30 Nova S, her little sister the 27 Nova S is launched. The concept is the same - a sporty family boat with options for both quick trips out to a swimming cove and slightly longer weekend trips with comfortable living facilities for the whole family.





Clever planning has made it possible to have room for a good galley and a proper toilet and shower in this boat that is just 7.65 m long. The reliable diesel engine from Volvo Penta is responsible for the power.

The new 27 Nova S builds on the S concept, in which "S" stands for sidewalk. The superstructure has been shifted sideways, which brings several benefits. On deck, the layout means that you can safely move forward because the deck on the starboard side is sunk, as on a traditional walkaround.

This is especially good when berthing or when approaching an island or a harbour. Children can go forward onto the foredeck and everywhere there is something to hold onto.

Below decks this solution provides greater volume, better comfort and more space than you normally find in a boat of this class. With the generous amount of space, a small family really can use the boat for holiday trips.

"Below decks this solution provides greater volume, better comfort and more space..."

Sea-going qualities

The Nimbus 27 Nova S can be equipped with either a 190 hp or a 260 hp diesel engine from Volvo Penta. Regardless of the engine you choose, the boat quickly gets up to planing speed. The air-lubricated hull provides pleasing stability and, unlike most other boats, the 27 S does not lean much against the wind.

With the larger engine, the boat can reach nearly 38 knots. Even at this high speed, the 27 S is an extremely pleasant boat to be in, with no wobble

at all, no commotion, just a comfortable and harmonious ride. In really tight bends the boat sways, but never uncomfortably so. Even if you push the boat really hard, she moves forward just fine, without skidding or losing her grip in the rocking waves. Anyone who really wants to challenge the 27 Nova S will quickly discover that any leaps up into the air end with a gentle thud, rather than the usual crash. The interior is solid, with nothing loose to rattle. In a following sea, too, she keeps





to a straight path without any tendency to turn aside.

The general user will certainly never get anywhere near to what we tested when we drove the boat one day outside the Nimbus head office in Långedrag. However, it is good to know that the boat really can cope with slightly rougher handling. Even more important, of course, are factors such as noise levels, low fuel consumption and general fun to drive.

At normal speeds of around 20–25 knots, the engine sounds like a faint whisper. The engine is located beneath the floor right next to the afterdeck seating. At the helm you can easily speak to one another without being bothered by engine noise or the rush of the wind. At these speeds the boat consumes only a few litres of fuel per nautical mile, less than most steering pulpit boats.

"The 27 Nova S has a cockpit fitted out as both a day cruiser and a family boat..."

Cockpit/Afterdeck

The Nimbus 27 Nova S has a cockpit fitted out as both a day cruiser and a family boat. The entire deck is on one level, with no troublesome steps to trip over. It is extremely unusual for a boat of this class to have a completely level deck from bathing platform to cabin door. Normally an engine hatch is required, but the clever design means this is not needed. So the boat is both safe and comfortable to spend time on. Swing the aft gates out to the side and take a cooling dip off the stern. The bathing ladder goes deep down into the water, making it easy to get back on board. The afterdeck becomes an area where you keep towels and children's water toys, and further forward you can dry off in the sun on one of the two sofas. Between them there is a table, which can be hooked up in a single movement before departure. The further forward of the two sofas is then swivelled round, in the Nimbus way, so that all passengers can face forwards.



A 27 Nova S on its way home from Vinga lighthouse outside Göteborg.



The galley, which is on the starboard side of the boat, contains most things you might want. A two-ring LPG cooker, a durable Corian work surface and plenty of drawers for cutlery, food and large saucepans make the 27 Nova S unusually practical. The fridge is in a sliding drawer beneath the passenger sofa.

The helm area feels comfortable and well-planned. Modern boats such as the 27 S must have a separate and obvious place for the plotter. Here it is elegantly integrated into the instrument panel and positioned right in front of the helmsman without obscuring his view. Right next to it is a compass as a standard fitting, which is useful to have at hand if the electronics play up. There is also room for a folded chart above the cabin door.

The helmsman's chair is built up at the sides and comfortably cushioned, and the seat can be folded up so you can stand up to drive.

The cabin

When you climb down into the cabin, you are struck by the unexpected spaciousness of it. Although the boat measures only 7.65 metres or 27 feet, she feels big. There is no bulkhead in the cabin to form a division, other than that for the toilet, which is amidships on the port side. In the bows there

"When you climb down into the cabin, you are struck by the unexpected spaciousness of it..."

is a traditional V-shaped bunk measuring 200 cm, and the ceiling height permits two people to lie forwards if they so wish. The other bunk is actually 235 cm long and 100 cm wide. Two children or one adult and a child can sleep in it comfortably.

The bunks are separated by a cabinet with a hanging rail and two drawers that can hold most things needed for a weekend trip.

The toilet is spacious, with a fresh white laminate bulkhead. The deck is bevelled slightly so that the water runs away when you shower. The counter is made of solid mahogany, contrasting nicely with the shiny, stainless steel washbasin. The whole toilet area gives a neat impression. It is functional and makes it possible to live on board in comfort.



Roomy toilet with shower.

Technology and the environment

The 27 Nova S can be equipped with a 190 hp or a 260 hp diesel engine from Volvo Penta. The air-lubricated hull

can definitely cope with the larger engine, but for those who think that speeds can then become unnecessarily high, the boat also manages perfectly well with the smaller engine. Those who know that occasionally they will need extra-fast transport in order to get out to an island or back to the city can choose the larger, higher-performance engine. If you know that the boat will often be loaded with heavy items or

the thickness much better. This means that the boat can be made precisely as stiff as is required, thus saving weight. If you save weight, you can get by with a smaller engine, which also brings benefits when you use the boat.

During its development, the Nimbus design department focused on the concept of "LIGHT AND EASY". The boat



Beautiful lines that really appeal.



Large social areas for family and friends.



Speed and good fuel economy.



View over the cockpit with table unfolded.



Unusually spacious cabin for a 27-footer.



Snug bunk on the starboard side.

you want to do a lot of water-skiing, the larger engine is the best choice.

The new 27 S is almost 100 per cent manufactured using vacuum injection technology. Traditionally boats are manufactured in single moulds, fibreglass mats being placed over a gel coating and then being covered with polyester. The polyester is rolled out by hand ("hand laid" boats) in order to eliminate air bubbles in the finished laminate.

But the 27 S is manufactured in another way. It is produced in a double mould. Fibreglass is placed between the moulds, which are then closed together. Air is then extracted, forming a vacuum between them, which sucks in the correct amount of polyester.

There are numerous advantages to this manufacturing technique. As well as environmental gains due to the manufacturing process producing practically no styrene emissions, there is much better control over quality. All hulls, decks and hatches are exactly the same, and it is possible to optimise

must be easy to use, require only a small and lightweight engine, and have minimal environmental impact. It must be easy to construct and uncomplicated to own. The entire chain from manufacture to customer must be efficient and therefore easy.

Conclusion

The new Nimbus 27 Nova S is a modern and sporty family boat. Its innovative solutions make it a boat with lots of

excellent features. Whether you are looking for a reliable family boat for comfortable weekend trips or a sporty boat for quick trips ashore, the 27 S is a real hit.

The lightweight construction is kind to both the environment and your wallet, and the boat is also smooth and easy to handle. Generous proportions in the cabin, combined with a fully level cockpit deck, toilet with shower and a fully-equipped galley, are features that will make this boat much sought after.

"The new Nimbus 27 Nova S is a modern and sporty family boat."



Test results D3-190*

Boat model: **Nimbus 27 Nova S**
 Engine: Volvo Penta D3-190 DP-S
 Power: 140kW (190 hp)
 Propeller: F5

RPM	Speed/knots	Ltrs/hr	Ltrs/NM
1000	4,5	1,0	0,31
1500	5,2	5,3	1,02
2000	7,7	14,0	1,82
2500	11,0	24,0	2,18
3000	20,0	25,0	1,25
3500	28,7	36,0	1,25
4000	30,8	40,0	1,30

Test results D4-260*

Boat model: **Nimbus 27 Nova S**
 Engine: Volvo Penta D4-260 DPH
 Power: 191kW (260 hp)
 Propeller: G7

RPM	Speed/knots	Ltrs/hr	Ltrs/NM
1000	5,6	3,0	0,54
1500	7,5	11,0	1,47
2000	10,6	23,0	2,17
2500	22,3	27,0	1,21
3000	30,4	34,0	1,12
3500	37,8	52,0	1,38

* The test has been conducted by personel at Nimbus development center (PUC) in Långedrag. Please note that the test results may vary depending on weight, weather conditions and engines.



You **feel** the
difference ...



Design, quality, handling and performance



230 



250 



300 



R series

Exclusive performance

A new boat that is better in all respects! The task for designer Ocke Mannerfelt was as complex as it was exciting, but by the turn of the millennium Nimbus were able to launch their elegant yet sporty R concept. The first to appear was the 250 R, followed by her sisters the 230 R and 300 R. And the refinements continue in the 2008 model range.

When Nimbus launched the 250 R in the year 2000, it was a groundbreaking and extremely welcome addition to the Nimbus family. At a stroke, designer and boat racing driver Ocke Mannerfelt, in close collaboration with the Nimbus development, had succeeded in combining the Nova boats' practical walkaround solution with a number of sporty and elegant features. Top seaworthiness, tasteful and innovative design, performance well beyond the usual, and being extremely economical to run – these are factors that contributed to the success of the current three sisters: 230 R, 250 R and 300 R.

Lubricating air bubbles

But let's start at the beginning, or rather the bottom. It is in the R boats' hull that the most special of their features is to be found, the thing that gives the boats their absolutely unique drivability and performance. Here Ocke has drawn on all his knowledge of speedboats as a winning boat racing driver, who has – to date – won 14 world championship





"Top seaworthiness, tasteful and innovative design, performance well beyond the usual..."





R SERIES - EXCLUSIVE PERFORMANCE





medals. What we are talking about is the steps, or channels, which let in lubricating air bubbles under the hull when the boat planes. These air bubbles considerably reduce friction, lowering fuel consumption by as much as 15 per cent compared with conventional boat bottom structures:

"These channels come straight from racing boats, but the original idea came up as long ago as the 1930s," says Ocke, pointing out as a comparison that seaplanes were never able to take off without channels in their pontoons.



"Driving at full speed in a Nimbus R boat is fun yet safe!"

But it isn't just a case of getting air under the boat; it has to be done with finesse and delicacy. Air channels that are too small brake and hinder instead of lubricating, and too much air makes the boat behave giddily, without any kind of steadiness or stability. Obviously, Ocke knows this.

A perfect match

The channels in the bottom are not the only special characteristics of the R boats. No, there is a lot above the waterline as well, of course. The design just oozes with sportiness and luxury, beauty and performance. Nimbus has even taken out a patent on the whole design. The protected design invites sportier and more active driving, which the driver can manage without any great special knowledge. Driving at full speed in a Nimbus R boat is fun yet safe!

The R boats are clearly not run-of-the-mill boats; they definitely stand out from the crowd, with their gently rounded and fully integrated bathing platform at the stern, and an elegant shiny grille over the engine's ventilating air intake, which flows into the boat's lines in a most elegant way. Then of course there are the exciting colour combinations. Perfect matches between hull, interior, cushions and other textiles



are just some of the characteristic features.

The R series textiles have actually had a small but interesting facelift for 2008, with sober grey combined with off-white, colours that reappear in cushions, curtains and pillows, as well as in seats and pocket organisers. The steel blue of the hull is also a new feature that matches well, as do the newly designed emblem and model names. And the finishing touch is a discreet Nimbus symbol on the cleats!

Design and function

But the design is not just a visual delight; in most cases there is also a very clear functionality. We'll let Ocke talk about the bathing platform as an example: "The rounding at the stern prevents the driver from bumping the corner on the jetty or quay when mooring, or when casting away and moving off. And the bathing platform also protects the whole drive from hitting a quay edge if you should happen to reverse in a little carelessly," he explains.

Both elegant design and high functionality. The R series in a nutshell.

"... perfect matches between hull, interior, cushions and other textiles are just some of the characteristics."





Test results *



Boat model: **Nimbus 230 R**
Engine: Volvo Penta D3-190 DP-S
Output: 140 kW (190 hp)
Propeller: F7

Rpm	Speed/knots	Litres/hour	Litres/NM
1000	6.2	2.0	0.32
1500	7.8	6.0	0.77
2000	13.2	13.0	0.98
2500	21.3	18.0	0.85
3000	28.5	24.0	0.84
3500	35.1	35.0	1.00
4000	37.6	40.0	1.06

* The tests are performed by staff at the Nimbus Boats product development centre in Långedrag.

Feel the difference



Test results *



Boat model: **Nimbus 300 R**
Engine: Volvo Penta D6-370 DPH
Output: 272 kW (370 hp)
Propeller: G7

Rpm	Speed/knots	Litres/hour	Litres/NM
1000	5.8	4.0	0.71
1500	8.1	16.5	2.04
2000	15.5	25.0	1.61
2500	25.2	35.0	1.39
3000	32.2	51.0	1.58
3500	39.0	77.0	1.97

* The tests are performed by staff at the Nimbus Boats product development centre in Långedrag.

Test results *



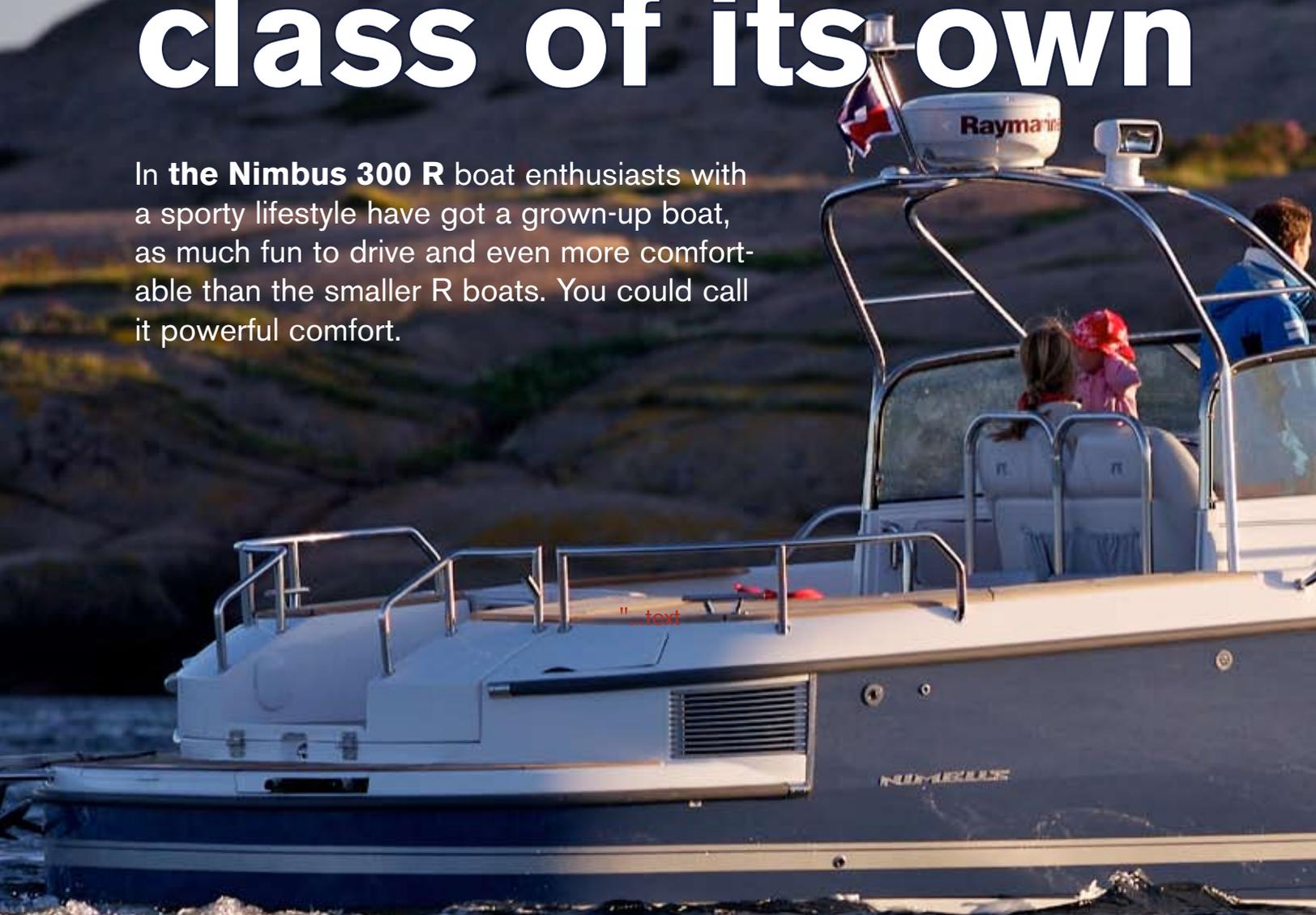
Boat model: **Nimbus 250 R**
Engine: Volvo Penta D4-300 DPH
Output: 221 kW (300 hp)
Propeller: G8

Rpm	Speed/knots	Litres/hour	Litres/NM
1000	6.6	4.5	0.68
1500	8.5	16.0	1.88
2000	18.5	21.0	1.14
2500	28.0	34.0	1.11
3000	35.2	46.0	1.31
3500	40.6	56.0	1.38

* The tests are performed by staff at the Nimbus Boats product development centre in Långedrag.

Beauty in a class of its own

In the **Nimbus 300 R** boat enthusiasts with a sporty lifestyle have got a grown-up boat, as much fun to drive and even more comfortable than the smaller R boats. You could call it powerful comfort.



300 R - BEAUTY IN A CLASS OF ITS OWN





Lifestyle to enjoy

The 300 R is nothing more and nothing less than a complete hit, in terms of manoeuvrability and being economical to run, as well as design and comfort, and right from the start this boat has been the first choice of sporty types and active connoisseurs.

In 2002, two years after the successful premiere of the R concept with the medium-sized model, the 250 R, the 300 R was launched as the largest boat in the trio. The 300 R is nothing more and nothing less than a complete hit, in terms of manoeuvrability and being economical to run, as well as design and comfort, and right from the start this boat has been the first choice of sporty types and active connoisseurs.

Just last season, the Nimbus 300 R underwent a comprehensive facelift, including a total revision of the interior. Now it is state-of-the-art, thanks to a team of girls from the design college in Visby. As part of a project, they had to go through both design and functions in the interior, mainly around the galley. Despite it being a predetermined and very much restricted space, they succeeded in achieving several

small revolutionary solutions, which both increased functionality and made the design more attractive and exclusive. A real hit, in other words!

People are still amazed and impressed by the evidently elegant solutions and the exclusive image presented when they climb down into a Nimbus 300 R. The boat is clearly in a class of its own for its size category. Just a few examples: concealed and integrated curtain hanging at all portlights, ingeniously designed sliding doors for stowage compartments in the galley, two-coloured Corian work surface, indirect lighting, and the final touch – a headliner that is not simply nice to look at but also provides practical soft surfaces and an option for distributing the lighting better.

300 R - BEAUTY IN A CLASS OF ITS OWN





Facelift last year

Outside, the Nimbus 300 R has the same typically attractive design features as its little sisters the 230 R and 250 R. The generously proportioned and elegantly rounded bathing platform in the stern fits neatly with the boat's other lines and definitely does not look as though the designer has just slapped it there as an afterthought, as is the case on many other boats. The neat, shiny, firm and functional stainless steel details, such as the grille over the engine compartment air intake, fender holders, targa arch, rails and pulpit, also form part of the well-coordinated whole:



"The Nimbus 300 R is designed for boating folk – regardless of age – who want a striking and exclusive boat," says Lars Alklind, Technical Director for Nimbus Boats in Långedrag.

Increased sheltered seating was another welcome new feature following last year's facelift, and now there is seating for as many as four in the cockpit on the Nimbus 300 R. Two at the wheel and two on ingeniously designed folding seats on the starboard side of the companionway, where you can sit with your back to the starboard side, sideways to the direction of travel. Folding seats might not sound that exclusive, but these seats are as far away as you can get from the usual rickety extra seats, and when they are not in use they can be neatly concealed under a lid. Unfolded and ready for use, they can cope with a well-built person standing on the front edge of the seat, but why would anyone actually want to do that?





Excellent driver environment

The driver's area in the Nimbus 300 R is extremely well thought-out and adapted for today's requirements for modernity and safety. The plotter is angled so the driver can see it clearly when driving and navigating himself, but it can also be attended to by a navigator sitting next to the driver without any problem at all. And there is still a storage space for "paper", such as the new, smaller boat racing charts.

The throttle lever is positioned in a console that is integrated into the instrument panel on the starboard side, all buttons are in a clear piano-like arrangement, there are a number of small storage compartments for small items, and everything is framed in structured ABS plastic in various shades of grey that harmonize perfectly.

Fantastic manoeuvrability

Ocke Mannerfelt's revolutionary hull lines make the R series boats especially stable and easy to manoeuvre. Performance and running economy are no less impressive and perhaps the most striking features of the 300 R. With a Volvo Penta D6 370 horsepower engine, it can get up to approximately 40 knots at 3,500 rpm, but consumes as little as two litres of diesel per nautical mile. If the speed is reduced to 30 knots, which is just cruising speed at 2,800 rpm, fuel consumption drops half a litre to a modest 1.5 litres per nautical mile. Brilliant!





R for 2008 is that textiles and upholstery have been given a lovely new grey-white colour scheme that goes well with the new steel blue hull. The stripes and the model emblem are also new, and the gas springs for the engine compartment hatch have been improved. On the 300 R, the anchor bracket in the stern has also been upgraded to the same excellent model as on the Nimbus 30 Nova S, and the instrument panel is now coated in special soft-toned Nextel paint.

Regardless of whether a couple of families need to be transported to the nearest seaside restaurant, racing yachts need to be towed home in a calm, a wakeboarder needs to get planing quickly, or weekend gear needs to be run out to your summer cottage in the archipelago, the Nimbus 300 R is up to the task.

New for 2008

Just as with the other R series, something new in the 300







The Perfect summer with 250

2007 saw the delivery of as many as 40 or so new Nimbus 250 Rs, the elegant middle sister in this sporty concept. Professional golfer Helen Alfredsson and her partner, ice hockey legend Kenta Nilsson, chose a 250 R with a classic navy blue hull and fabrics in the same traditional colour.

"I have never actually been a real boat enthusiast," acknowledges Helen Alfredsson directly, and her face breaks into a big smile.

"But 15 years ago, when I went out with some friends in their Nimbus Nova on the west coast, I knew that if ever there was to be a boat for me, it would have to be a Nimbus."

Just last year Helen and her partner Kenta Nilsson did something about it. He had always had boats but had sold the latest of them when the couple moved into central Stockholm. Once they had organised a berth at Kungliga Motorbåtsklubben (the Royal Motorboat Club) at Djurgården, a mere stone's throw from the couple's flat on Strandvägen, there was, of course, no reason to be without a boat any longer:

"Just being able to go out in the boat, smoothly and quickly, was so nice in Göteborg when I went out with my friends there. And now we have the same great opportunities ourselves – it couldn't be better!" says Helen, sounding greatly

"... if ever there was to be a boat for me, it would have to be a Nimbus."

satisfied.

"Keeping a boat has to be nice and easy when you travel and go away as much as we do. It wouldn't work if you

had to get a load of things ready, pack up the car and then drive a long way to get to your boat," she thinks.

Appreciating the boating life

And getting a Nimbus 250 R ready for a trip is just as simple as anyone could wish. Off with the big canopy over the cabin and the smaller ones over the seats, put the cushions on the sofa in the stern, slip the moorings and away you go. Helen says that they usually walk down to the boat, with a packed lunch and some friends, and just go out and sit on a rock somewhere:

"Or else we stop at one of the restaurants out in the archipelago; there are so many of them now. Even though I don't know all that much about boats, I do know where I want to go," says Helen, laughing again. It is clear that she really appreciates being on and around her boat.

PERFECT SUMMER WITH 250 R





Champagne for maiden voyage

Their longest trip last summer was eastwards to the sailing paradise of Sandhamn, but they have not yet stayed overnight on the Nimbus:

"I don't want to spend the whole holiday on one long boat trip, but I'd be perfectly happy to sleep on the boat for a night or two. It's comfortable enough for it, with a toilet and a small galley. We just haven't done it yet. We'll save it for next summer!

"On the other hand, I'll never get into complex cooking on

the boat – but I don't do that anywhere else, anyway. I'm not a good cook, I'm afraid. Even if everything tastes better at sea."

The maiden voyage was celebrated with champagne, but at the second bridge on the Djurgård Canal the engine failed. It had run out of oil, and the trip could not continue until a quick refill:

"That little problem was easily dealt with, but I still wonder what happened to the bottle of champagne that came with the boat. Probably better check with the old man," wonders Helen, casting a glance at Kenta "Mr. Magic" Nilsson, who is busying himself with something a little way away.

More boat trips in the future

He got his nickname when he was challenged on a Canadian TV programme to attempt to hit the crossbar of the goal from the red line in a direct broadcast. Kenta glided smoothly up to the puck and hit it right on the crossbar. The presenter thought that Kenta had all the luck in the world and declared that he could never do it again however many times he tried – whereupon Kenta coolly put the puck on the crossbar again. It's not so strange that after that he was called Mr. Magic...





For Helen this past season, crowned with her leading the European team in the Solheim Cup, has been full of injuries. But now she is playing golf again, and in 2008 she will be back on the LPGA tour. And of course, the boat will be taken out:

"It may not be as hot as it was last summer, but hopefully we can get a few more trips in. It's just so delightful," says Helen.



Quality of life

"Our first summer with the new boat was just as we wanted it to be. It was wonderful to be able to enjoy the peace and quiet of being out at sea, and it's so much fun to be able to do something else when

you have played golf all your life. It is really good for your quality of life to be able to break up the monotony, to just go out and have something to eat or drink. What would we have done last summer without the boat?" Helen asks herself, and ponders her future as a Nimbus owner.

"We might upgrade to a larger Nimbus in a couple of years or so. But you have to start somewhere, and a 250 R is perfect for us right now."





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230



takes you where you want to be

The little sister in the R series, the 230, is the fastest boat in the entire Nimbus family. But as well as her extraordinarily good performance, her seaworthiness and fuel economy are also excellent. Not to mention her appealing design, easily equal to that of her big sisters.

The little sister in the R series, the 230, is the fastest boat in the entire Nimbus family. But as well as her extraordinarily good performance, her seaworthiness and fuel economy are also excellent. Not to mention her appealing design, equal to that of her big sisters.

The Nimbus 230 R is the smallest of the R sisters, the smallest in the entire Nimbus family, in fact, but never imagine that your driving fun will be any the less for that – on the contrary. She is, in fact, the fastest of all the boats in the Nimbus family. Equipped with a "bad-boy" engine, the Volvo Penta 5.7 litre 320 horsepower V8, the 230 R can reach approximately 50 knots. Most people probably won't want to go that fast, at least not for long periods, but it's good to know that it's an option for that day when the water is glassy and the spirit takes you.

**"its areas of use are
pretty much unending."**

Excellent manoeuvrability

Of course, glassy water is not a requirement for going fast and having fun with a Nimbus 230 R. In fact, she does better in a bit of sea and slightly difficult conditions, when both boat and driver are put to the test. Cutting across an oncoming sea is no problem in an 230 R, which smoothly, distinctly and surely moves through obstacles without the driver needing to constantly spin the wheel. The 230 R has the same unique hull structure as her larger sisters, and this contributes a great deal to the boat's excellent driving qualities. Seaworthiness and good control, combined with top performance and excellent fuel economy, are a matter of honour for the R concept, and naturally this applies also for the 230 R. With the most powerful engine, it consumes no more than a couple of litres of petrol per nautical mile at full throttle and 4,900 rpm. If you go down to 3,000 rpm and the cruising speed of 28 knots, the big V8 consumes less than 1.25 litres per nautical mile:

230 R - TAKES YOU WHERE YOU WANT TO BE





"The excellent fuel economy is largely a benefit of the air-lubricated hull," designer Ocke Mannerfelt points out.

Water-skiing? Of course!

Volvo Penta's five-cylinder 190 horsepower D3 diesel engine is otherwise the most economical alternative, and a 230 R with this engine under the hood will not put you to shame when it comes to speed. The top speed of 37 knots is reached at 4,000 rpm, and that's enough for most people's needs. Fuel consumption is an impressive 1.05 litres per nautical mile, while at the cruising speed of 28 knots, the boat consumes a few decilitres less.

The D3 engine is as far away as you can get from a tired old diesel engine; it offers the very latest in engine technology. It is completely made of aluminium

and has five cylinders in a row, with electronic common rail fuel injection. It also has four-valve technology and double overhead camshafts, as well as variable geometry turbo.

Turning torque is as much as 400 nm, so it's no problem to have lots of friends on board and still bring a water-skier up to planing. Not for a Nimbus 230 R!

One of the great advantages of the Nimbus 230 R is its low weight of just 1,850 kilograms. Even fully-fuelled and with a lot of equipment on board, the boat is light enough to be easily towed on a trailer.

Subdued and tidy

The design follows the same uniquely attractive lines and shapes as in the larger R boats, with the rounded bathing





collaboration with Volvo Penta, has produced engine mountings, soundproofing and other details to eliminate vibrations and other problems.

A final unique feature for the 230 this year is the fact that the driver's footrest is made of shiny stainless steel instead of teak, as previously.

platform in the stern, the easy-access walkaround solution, the shiny stainless steel details and, to top it all, subdued yet well-coordinated colour combinations. New for 2008 is an elegant mix of grey and off-white for the textiles, perfect for a hull in the new steel blue colour.

Unlike the larger R boats, the 230 R has a more traditional square sofa in the stern instead of a rounded one. But you mustn't assume that is necessarily any less good. The sofa is positioned right over the engine compartment, but the Nimbus product development centre in Långedrag, in close





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The plate shown below is mounted on all Nimbus boats. It guarantees that your boat was built according to requirements for the highest standards and was subsequently tested and approved.

Clear identification of the manufacturer's/company's name. Quality certificate from Nimbus Boats.

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HIN code: the boat's unique identification number that must be visible at the helm.

Boat type and model designation.

Design category.

Maximum number of persons on board.

Maximum load.

How to read the HIN code: Country, manufacturer, serial number, year and month of manufacture, and year model.

Number of engines and maximum permitted engine power in kilowatts.



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Raymarine®





COMMANDER

The Yachtsman's Yacht



340 COMMANDER



380 COMMANDER



410 COMMANDER



475 COMMANDER

WHEN YOU KNOW WHAT YOU WANT

Many boats are bought, others are chosen. People often decide on a Commander after a number of careful and sensible choices. In this series, function, powerful lines and elegant style come together in a way that is hard to find anywhere else in the boating world.

Ask anyone who has bought a boat from the Commander series about the reasons for their choice and you will be given a number of reasons, often linked to common sense. These may concern the carefully-planned layout of the wheelhouse, saloon, sleeping areas, stern cockpit and flybridge. Or the economical speed resources, in which range is more important than just another knot on the top speed. Sea-going qualities with "features of a professional boat" in practice mean security and a feeling of a real boat that can cope with slightly rougher handling and longer trips. Younger owners like the style, while slightly more mature owners prefer the boat's description as competent, practical and elegant.

The concept's numerous advantages include such things as the solution of the wheelhouse, or pilothouse, as a separate

helm and navigation area is called internationally. This solution means the helmsman or navigator can climb out through the sliding side doors before berthing the boat or during the process. On the way into harbour they can stretch to hang the fenders out without needing to go out on deck. Once the boat is at the quayside it is easy to get out through the door when mooring. This makes it easier for you to calmly handle the boat alone.

Another argument in favour of the Commander concept is the design of the flybridge. It is low and merges with the line of the superstructure. And since the helm is set back slightly compared with a conventional flybridge yacht, the crew can sit with an excellent windshield in front of them. And the view is first class. There is of course plenty of room for corner sofas or fixed seats round a table. In both cases the crew can sit in the direction of travel. Passengers don't need to twist round to see where they're going.

The strengths of the Commander series also include the saloon - the social area of the boat. No matter which model people look at, the galley and seating groups follow the same



plan, allowing good accessibility and increasing the feeling of space on board.

Owners appreciate the separate areas on the 340 Commander and 380 Commander that make it possible to have several people staying on board. Half the fun of boating life is sharing it with someone else or with a number of others. Families with children that have their eye on a Commander can be accommodated on board just as well as a couple on board with friends. The solution with the sleeping areas one step down allows seclusion when required, and the saloon, with its galley and seating group, allows congenial companionship when in the mood.

To elaborate on the "feelings" side a little more, those interested can inspect the finish of a boat in the Commander series, which is lavish. Lavish in terms of both choice of material and workmanship. The mahogany in the boat's

internal fittings is specially chosen to have the same colour and structure in bulkheads, bench fronts and hatches. The "secret" is that the veneer in a Commander is sliced exactly the same as for classic quality boats. To complete the competent aspect of the concept, all the wood on board is given a base coat, sanded, given a gloss coat, sanded again and then finally given a matt coat of a special Commander lustre.

Competent in style, functional in layout, seaworthy, quiet in operation and smart in appearance – all this means that the motto "The Yachtsman's Yacht" suits any Commander very well.

The Commander series consists of four models: the Nimbus 340 Commander, the Nimbus 380 Commander, the Storebro 410 Commander and the Storebro 475 Commander.





VICTORY



410 COMMANDER
The Yachtsman's Yacht



Mr. Katsumi Yajima

Victory

The first five boats owned by Mr. Yajima over almost 30 years of boating have all been called "Next". This is because he has always striven to trade upwards and buy himself a more exclusive and more beautiful boat. But Mr. Yajima is now satisfied. His sixth boat, a Storebro 410 Commander, is just perfect and he will never get rid of it. He has named this one "Victory" instead.

Mr. Katsumi Yajima, 64, is a successful tourism entrepreneur in Japan. He enjoys feeling the stresses of his hectic businessman's life just streaming away when he's out at sea.

of his beautiful boat and says that it has tempted a number of his business friends into adopting the boating life. Several of them, like Mr. Yajima himself, have passed the master's certificate exam.

"I like to go cruising about in the boat with my friends. We usually eat a good dinner on board and have a great time going to places such as Hattukei Island, Aburatsubo Bay, Jyogashima Island or Zushi marina," says Mr. Yajima.

"The boat has the reputation of being a 'Rolls Royce of the sea'... "

"My reason for choosing a Storebro is simple. The boat has the reputation of being a 'Rolls Royce of the sea', and it really stands out from all other boat

brands in Japan in a positive way. Its tastefulness and comfort are especially impressive."

Stands out

Mr. Yajima uses his boat as soon as he gets the opportunity, and very much appreciates the fact that the Storebro 410 Commander is equipped for year-round use. He is very proud

The Japanese businessman thinks that his Victory is the most beautiful of them all. The fact that the boat maintains the same high levels inside makes it even better. He says he



appreciates the excellent craftsmanship onboard and is also pleased with the smooth and gentle movement of the boat over the water.

Leadership

Sometimes Mr. Yajima heads out to sea on his own. He really enjoys the peace and relaxation the boat trip brings him. Although the boat is relatively big, he has no trouble manoeuvring it by himself. "Quite often I go out on a quiet trip on a river, such as the Arakawa or the Sumida, and I particularly like seeing the seasonal changes in the landscape, depending on what time of the year it is."

But, as mentioned earlier, it is the boat trips he makes with family or friends that give Mr. Yajima the greatest pleasure. And it's the ability to provide his guests on board with the best hospitality that makes the Storebro 410 Commander such a favourite. It is important that all areas are top class,

"Its tastefulness and comfort are especially impressive."

from the saloon, to the sleeping areas and bathroom.

"The experiences I have at sea, as on-board host, are very useful to me in my work as well. It has quite simply become my style of leadership. I think that the boat offers an excellent mix of 'high-tech' and that snug atmosphere that textiles and wooden surfaces bring."

And today's lunch is grilled fresh lobster, prepared with all the care only the Japanese can provide.

Today's lunch on board – grilled fresh lobster prepared with all the care only the Japanese can provide.





340 COMMANDER

Tales from Dawn Under

The **Great Barrier Reef** off the North East Coast of Australia is one of the true wonders of the natural world. It is the only living organic collective visible from Earth's orbit, is the world's largest coral reef ecosystem and was declared a World Heritage site in 1981

It is home to the Dugong and green turtles, varieties of dolphins and whales, more than 1500 species of fish, 400 types of mollusc and more than 200 species of birdlife. Ominously the coral reefs have claimed more than 30 notable shipwrecks.

Barry and Robyn Wrenford lived an Australian dream, by purchasing a Nimbus 340 Commander to explore the Whitsundays section of the Great Barrier Reef Marine Park. In all they traveled some 2000 leisured nautical miles exploring inlets, bays, and islands along the way. Here they describe their travels in the Whitsunday region. In this region the peaks of a drowned mountain range are now the islands and reefs inside this section of the Great Barrier Reef. These islands rise majestically like pyramids from the

"Barry and Robyn Wrenford lived an Australian dream, by purchasing a Nimbus 340 Commander ..."

limpid waters providing hundreds of picturesque sheltered hideaways for the sailor. The island chain is protected by a continuous line of platform reefs and cays which form an outer barrier to the huge oceanic swells which thunder

along their eastern edges. The islands themselves are ringed by fringing coral reefs. Beaches, some of these being brilliant white silica sand, merge from aquamarine to emerald then turquoise under the transparent tropical waters.

To travel to these islands we chose the Nimbus 340 Commander because it was uniquely designed for offshore cruising. Not too large for seniors like us to dock, economical, and built with features such as quality, safety, visibility and handling that were difficult to find in a boat elsewhere. Because of the high ultraviolet in the southern hemisphere



and the warmer temperatures, we added the rear covers and a bimini. As we always have to anchor well offshore, we attached an inflatable dinghy with attached wheels, and hinged it from the transom for going ashore.

We travelled at up to 20 knots depending upon sea conditions, and navigated with the excellent forward view from the pilothouse. When exploring near shorelines, such as around an island or up a river, we moved up to the flybridge and idled along at 7 knots taking in the panoramic views, and photographing as we went. With many dawn or pre dawn starts, we watched the sunrises begin as a fiery red glow on the horizon, then rising in a blaze of orange glory. We would travel for anything up to 5 hrs then anchor at a quiet bay for the rest of the day and night, and either stay another day, or move on. Here the days were uniformly fine and cool and the



Barry Wrenford at the wheel of his 340 Commander.

nights were velvet black lit by the glowing milky way.

The best time for these trips is in the Australian winter, from June to October, when the climate is more temperate. Day and the water temperatures vary around 23+/-2 C during these periods. During this period humpback whales migrate north. We saw them sometimes as huge splashes of spray as they leap from the water, or



else as a high feathery plume of vapor as they wallowed and spouted. Dolphins are a common sight, sometimes riding the bow waves and other times just passing and minding their own business. In the shallower waters turtles are a frequent sight popping their heads up for air and diving back down.

Through the winter SE trade winds predominate, with calm periods becoming more prevalent towards the spring. On days like these, the whole of the Whitsundays become

a large glassy lake and small runabouts come even 15 miles out from the mainland for beach picnics, or for fishing around the islands. With large tidal movements, there are places where strong currents and overfalls can occur. These can set up nasty breaking seas when opposed by strong winds. The 340 Commander impressed us with its stability and ability to handle these, even at speed. We sat side by side in the

“... economical, and built with features such as quality, safety, visibility and handling that were difficult to find in a boat elsewhere.”

in these conditions, I could operate it with small movements of one hand, using the other on the throttle, to manoeuvre around the breaking waves.

The Whitsundays are an island group amongst the hundreds of islands mostly placed along the central part of the Queensland coast. Some islands are little more than lonely beacons with nothing else in sight, and others are huge offshore ranges of mountains. Islands are different in character. On the ocean side, most of the outer islands have bare faces and cliffs of eroded rock, warped and folded by ancient forces showing a palette of colours. They can be covered with dense multicolored tropical forests of mixed vegetation, or have hoop pines, bushes, grasslands or a mix of all. There are flowering shrubs, coconut palms, and occasional mangroves. Beaches are common and these can be backed by sand hills with grasses, native she oaks, or even a variety of shady trees for that picnic ashore. You can see birds, lizards, clouds of many colored butterflies, large sandy nesting mounds left by bush turkeys and turtle nest depressions at the back of the beaches. There are wild goats to be seen on some islands, which are the left overs from the sai-





ling ship times, when they were set loose to provide food for shipwrecked sailors.

Almost all islands are national parks, but others may have a commercial resort on part of the island. In these cases, there are walking tracks and lookouts available for the visitor. At Lindeman Island we went ashore planning for only a short walk, and only allowed for a 3 metre rise in the tide when we left the dinghy. However the walk extended to 3 km and some 300 meters vertically, to give stunning views over Shaw Peak and the chain of islands. On our hurried return the dinghy was almost afloat!

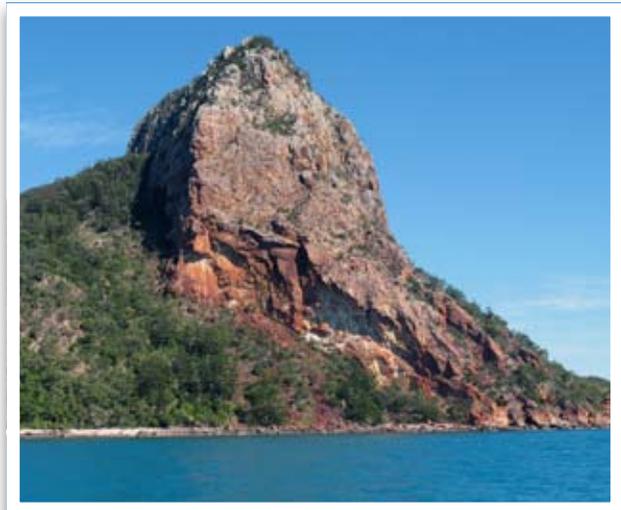
Most beaches shelve relatively steeply, but in some places they shelve very gradually. Leaving the dinghy here at high tide may find it 100 metres from the water at low tide, or worse still with a barrier of coral boulders.

The coral varies from place to place. The best coral viewing is on the outer side of the islands away from the strong tidal



currents on the land side which can reduce the clarity of the water. Coral edges to the reefs are a veritable garden of colours and shapes, with shoals of multicolored fish of all shapes and sizes just hand spans away. We spent a lot of time snorkeling over the reef edges and never tired of the endless displays in the clear blue water. We would raise the anchor and motor to the next anchorage and find a different garden. The plate corals may give way to brain corals or stag horns, the colour mix may be different, and the fish population would vary.

Tides can rise and fall from 4, to even 6 metres in the southern area of the Whitsundays, which makes for some care in selecting anchoring sites appropriate to the tide height at that time, and clear of the reef edges. Groundings do occur from time to time by unwary skippers, and we did hear of a catamaran hung up on the edge of a reef by one float through neglecting basic precautions.



The central Whitsundays are used by many charter yachts operating from the mainland. There are so many places to anchor in this area that anchorages are rarely crowded, but the surrounding islands are more private places where only cruising boats such as ours tend to visit. Charter yachts are often crewed by first time skippers, as the Whitsunday area is particularly sheltered. However they are kept in close check with three daily radio sessions from the operators. The trials and woes aired by novice skippers during these daily reporting schedules are an entertainment hour referred to by the local community as "kindergarten of the air".

We would attach a light 2 hp outboard to the dinghy and motor from the anchored 340 Commander to the reef edge. We would then enter the water and swim along together, diving down to look under the edges of the reef or the mush-



room corals, while towing the dinghy with a light line. When finished we would just climb back on the dinghy, and motor back to the 340 Commander for a hot shower on the transom.

From the Whitsundays, the outer barrier reef complex starts around 35nm from the mainland. This offers the clearest water, the greatest variety of corals and the largest and most fish. From inside the coral lagoons the encircling reefs are exposed and visible at low tide, affording shelter from waves. However, at high tide you are exposed in the middle of an ocean with just water as far as the eye can see. Accordingly, visits to the "reef" are best made at lower tides and when the winds are light. Overnight stops depend upon how large the boat is, and the forecasted weather conditions. We went out in 15-20 knot winds for

"The 340 Commander impressed us with its stability and ability to handle..."

only a day visit, and timed our arrival at the reef with the sun higher in the sky, when with polarising glasses on the fly-bridge, the position of the coral outcrops (called "bommies") can be seen. We hooked on to a public mooring on the coral sand flats between coral outcrops. Looking over the back of the 340 Commander the deep blue bottom could be clearly seen at over 10 metres down. A couple of metre long fish came to visit along with a school of brilliant multicolored fish. We took the dinghy to the nearest bommies and swam over and around each in turn. In the crystal water we marvelled at the variety of colours and forms of the fish, and the corals, until fatigue and hunger took us back to the Commander for lunch. Neighbours, who overnighted on an adjoining mooring, told us that 3 whales actually came inside our lagoon and frolicked around our mooring in the evening! While moored,



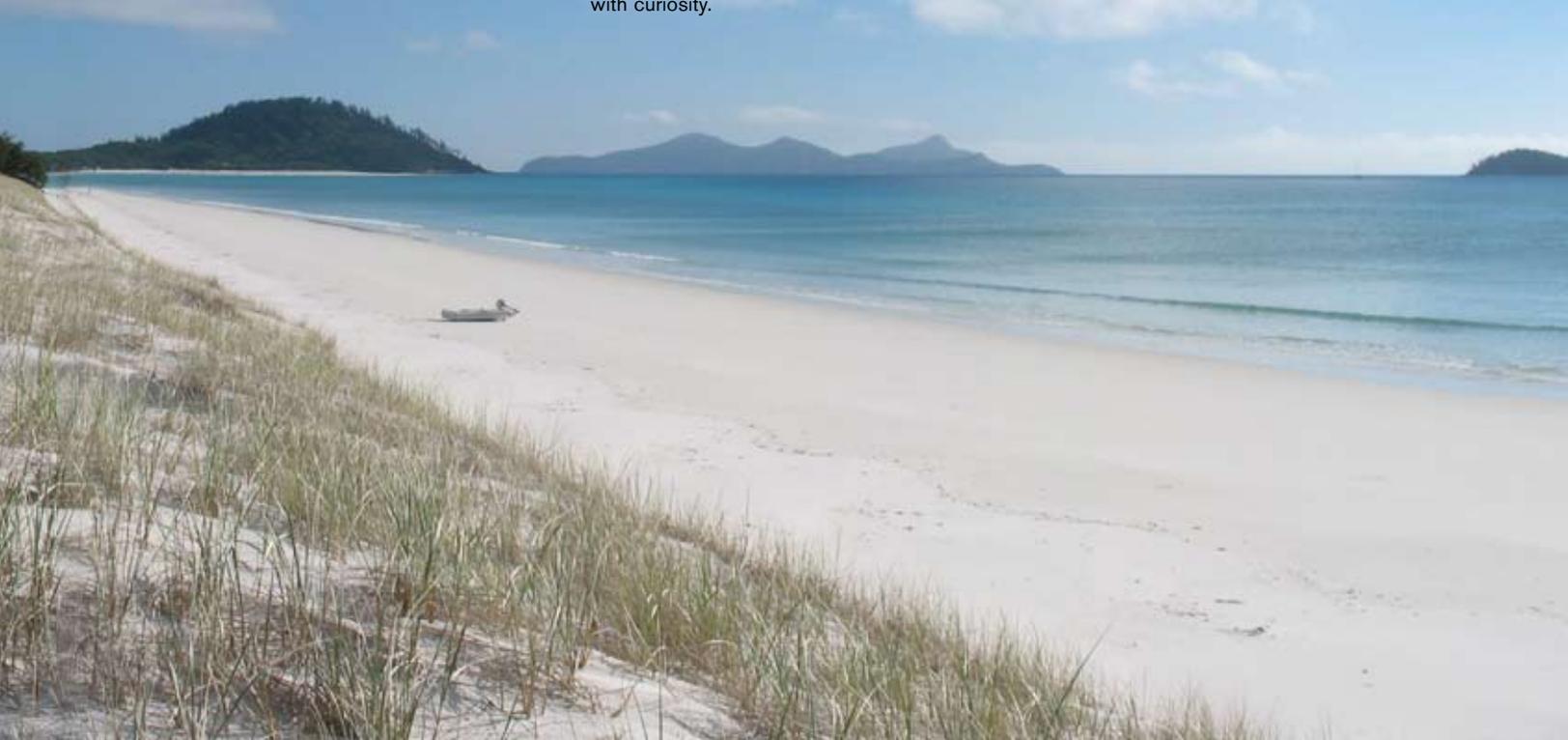
A refreshing bit of snorkelling among the reefs at the Great Barrier Reef – exotic or what?



Large fish, sometimes measuring as much as a metre in length, visited the anchored 340 with curiosity.



Tail fin of a whale that suddenly shot up out of the sea.



we did see some whales repeatedly breaching almost entirely out of the water, throwing up huge sheets of spray as they fell back.

These magic islands transform themselves from the golden dawn glow, the brilliant hard colours of the day highlighting their coral necklaces, the light of the flaring sunsets, and to their moonlight outlines against the stars.

However, to experience this magic adventure it must be from the decks of a live-aboard boat capable of exploring this paradise. For us, the 340 Commander was the perfect answer!



Table all set for an afternoon snack on the afterdeck.



320 COUPÉ



350 COUPÉ



380 COUPÉ



380 CARISMA



COUPÉ CRUISERS

CRUISING MADE PERFECT

Owners of Coupé Cruisers want a comfortable boat for themselves and their families. Comfort and seaworthiness at both low and high speeds. Comfort with generous and well-planned surfaces both outside and inside, and which can be made use of for most of the year, irrespective of the weather. A boat to socialize in, both within the bounds of the family and with guests – in other words a boat in which to enjoy a pleasant social life, both at sea and in harbour. High quality joinery, singularly well-designed fittings and unbeatable finish are values that create a genuine marine ambience. To this we add such obvious features as a well insulated hull, diesel power, straight prop-shaft and the classic Nimbus lines, all essential properties for the owners of our Coupé Cruisers. These are the reasons why they have chosen them.





FROM DARTMOUTH TO CORFU

When Michael and Ann Maine left Dartmouth in 2002 in Cloud Nine, their Nimbus 345 Coupé, they were planning to go to northern Brittany. They enjoyed the trip so much they continued down along the coast of Brittany, past Bordeaux to the Canal du Midi and on to the Mediterranean.

They stopped for a while in Mallorca, where they upgraded to a Nimbus 380 Coupé, and now they have just finished a 2300-kilometre trip to Corfu in Greece.

We had sailed for many years, but as time went on, we began using the engine more and more. When Chris Harridge of Offshore Powerboats in Lymington took us out on a test run in a Nimbus 345 Coupé one autumn day in 2000, we were

completely sold on it. What really did it was when we stepped onto the boat and Chris took his jacket off despite the cool autumn weather. My wife saw that you don't actually need to wrap up like a North Pole explorer to enjoy a boat trip.

We found a berth for Cloud Nine on the river Dart on the south coast of England and enjoyed trips round southwest England and the Isles of Scilly before we set off for France



in May 2002. We went to Aberwrach on the north coast of Brittany and Ann wore slippers for the whole trip! Talk about a contrast with sailing, fully kitted out, in rain and rough weather! Cloud Nine went like a dream, and with double Yanmar engines, 230 hp each, we maintained an average 18 enjoyable knots during our trip, despite fairly heavy seas. We went through the Raz de Sein in dense fog and reached Brest and Camaret. By then the weather had got even worse, so we decided to leave the boat in Cameret and go home and come back again in a month when the weather was better. We came back again in beautiful June weather and continued southwards, enjoying some delightful days along the beautiful French coast until we left our Cloud Nine in secure winter storage at Pauillac in Gironde.

Our Nimbus 345 proved to be extremely easy to manoeuvre and also very comfortable to stay in. Although we did have a

lot of meals using fantastic fresh French ingredients – especially fish. It always seems a shame to have to leave, and the whole time we were longing to get back there again.

In April 2003 we went back and went first through Garonne and then on through the Canal du Midi before reaching the Mediterranean at Agde. We had maintained an average 18 knots out at sea, but now we were moving through the beautiful French landscape at three to four knots, and Cloud Nine behaved in an exemplary fashion at the 150 or so locks we passed through and along beautiful, deserted stretches of canal. If you have time to spare, the journey along the canals is truly idyllic.

"... we wouldn't change it for all the money in the world."

We were planning to meet up with our daughter and her family in Elba, where they had just started a trip in a catamaran that would later take them to New Zealand. We went to Elba via Toulon, Nice and Corsica, discovering that Cloud

Nine could cope with the seas brought on by the Mistral without any problem, and could also manage long stretches, such as the 160 kilometres between Nice and Corsica. She was also perfect when it was hot, as when we were on the move we sat in the shade with the sun panels drawn across and a wonderful breeze cooling us through the side window. When we were at anchor or moored somewhere we were able to sit in the shade. Although we saw a lot of boats during our trip, we still think the Nimbus Coupé series is ideal for the Mediterranean, and we wouldn't change it for all the money in the world.

We went back to Port Napoleon near Marseilles, where we left the boat. In August we were back again and made our way along the French and Spanish coast to Ibiza and then on to Mallorca. There we met Andreu Pizá from Ponent Yachts, who is the Nimbus dealer in Port Adriano on the south-west coast of Mallorca. This was a most welcome meeting. However good the boat is, you do need an expert to look over it. Andreu was that expert. He found a berth for us, serviced Cloud Nine, kept her clean and did all the other things a well-used boat needs. Then he sold her for us!

It was obvious that we would spend many happy years in the Mediterranean, and we had been looking at a Nimbus 380 Coupé and thinking that the extra space would make life

on board even more comfortable. Since we were spending about two months a year on our boat, we decided to take this step. Andreu quickly found a purchaser for our Cloud Nine and she was transported back to Scandinavia on the same truck that delivered our Nimbus 380 Coupé, Silueta, to Mallorca.



We stayed on Mallorca and explored the beautiful Balearics until May 2007. Our new Nimbus 380 Coupé lived up to our expectations and became like a second home for us. We had friends who came to see us, and the boat could accommodate four easily. Obviously it was even more comfortable when there was just the two of us, even if we were on board for lengthy periods. Silueta has double Volvo Penta KAMD 43 engines each 230 hp, and we maintained 20 knots with





no trouble and weighed anchor numerous times at beautiful and often completely empty anchorages in Mallorca, Ibiza and Menorca.

Although the shortest route to Corfu was via Menorca direct to Corsica, we felt that the stretch from Menorca to Corsica was on the verge of being too long, at 300 kilometres, especially as in that part of the Mediterranean there can be rough waves almost without warning, due to the Mistral. In May 2007 we therefore started our adventure



by setting our course northwards towards Barcelona. From there we planned to follow the coast of Spain and France as far as Nice and then on to Corsica. When we were planning our route, we needed to be sure that we would be able to refuel at points along the coast, but with a fuel consumption of 52 litres an hour it wasn't much of a problem. It was enough for us to stop for refuelling every 200 kilometres or so.

We were lucky with the weather and didn't run into any large waves, but nevertheless we were relieved when we left the Golfe du Lion behind us, for we had experienced very heavy seas there with Cloud Nine. Nothing of any significance happened on our passage from Nice to Calvi on the northwest coast of Corsica, but we



saw more dolphins than boats. It was now blowing a gale in the Golfe du Lion, and according to weather forecasts there were going to be heavy squalls in northern Corsica, so the next day we headed southwards to the more sheltered port of Ajaccio. The landscape of Corsica's west coast was staggeringly beautiful, and we saw more dolphins before we moored at the outer wall of the marina at Ajaccio. We stayed there for a few days while storm winds raging at 27 metres per second made life on board Silueta difficult, with strong waves and gusts as we lay moored there. Just as at most places in the Mediterranean, the prow was made fast to a mooring point a little way out from the jetty and the



stern was made fast to the jetty itself. But on this occasion the people at the marina told us to keep the stern about four metres from the jetty during the storm, so we spent 36 hours on Silueta without being able to go ashore. Eventually the bad weather passed, and on 31 May we awoke to a delightfully calm sea, perfectly calm and sunny.

We set a course for Bonifacio and the conditions were perfect, so we took a little detour to the Magdalena Islands off Sardinia to have a swim and a snack. Bonifacio is a lovely harbour beneath an enormous citadel guarding the harbour entrance. We climbed up and admired the fantastic view over the sea and Bonifacio. The forces of the weather were against us again,

"In all those 1250 nautical miles, we had not seen any boat that could have been better suited for our adventure."

so we took refuge ashore and rented a car so that we could see the incredibly beautiful mountains of Corsica. So in the end we were grateful for the bad weather.

On 4 June we continued on our way towards Italy. The sea was calm, and after about 200 kilometres we reached Santa Marinella, a little town a little way from Rome. We chose this harbour because the pilot said

we could refuel there, but when after three attempts in the afternoon wind we managed to make the boat fast at the fuelling point, an Italian came out in a dinghy and said, gesticulating, that there was no fuel there. When I asked when the fuel would come, he said, "Never"! We were really in Italy! We dropped anchor and spent a calm night there. Fortunately we always make sure we have enough fuel, so it was no problem to go to Ostia near Rome, where a very helpful Italian helped us to refuel, and our opinion of the people of that country improved considerably. We reached Gaeta, 65 kilometres north of Naples, just in time for lunch and then strolled through the streets lined with small and charming shops selling local produce. We bought a sea bass and some strawberries, and later that day we enjoyed our Italian meal on board the boat.





The following day was calm and sunny, so we set off southwards, past Naples and Vesuvius to Cameretto, another lovely town on the coast. Then we continued on to the Straits of Messina, which we approached with some apprehension, as our log book warned us of treacherous whirlpools. We had to make a long detour in order to avoid all the tuna fishing nets as well as the Italian Navy, which was performing some kind of exercise, but it was lovely and calm right up to about 15 kilometres from the Straits of Messina, when the sea suddenly became very choppy! Silueta was going really well and we were satisfied though a bit tense when we approached the entrance to the Straits, where the water was calm, with no whirlpools. We met fishing boats with men high up the mast and far out on the bowsprit, keeping a lookout for swordfish at pretty high speeds. We reached Reggio Calabria, where we refuelled. We were glad to move on the next day, for that was one of the ugliest harbours we visited. Crotona, our next port of call, more than made up for it. It had the best fishmongers we have ever seen, fashionable Italians of all ages out for a stroll in the sunshine, enjoying each other's company, and wonderful streets to walk along.

Next it was Greece. Nothing in particular happened in the 230 kilometres to the very fine bay at Lakka on Paxos, an island a little south of Corfu. And once again we saw more dolphins than boats. On Paxos we relaxed for a couple of

days together with the island's cats. It was a perfect introduction to Greece.

Then at last we reached Corfu. As we approached the marina at Gouvia, we were greeted by a man in a fast dinghy who exclaimed, "What a lovely boat!" before helping us to our berth, booked via the Internet back in January.

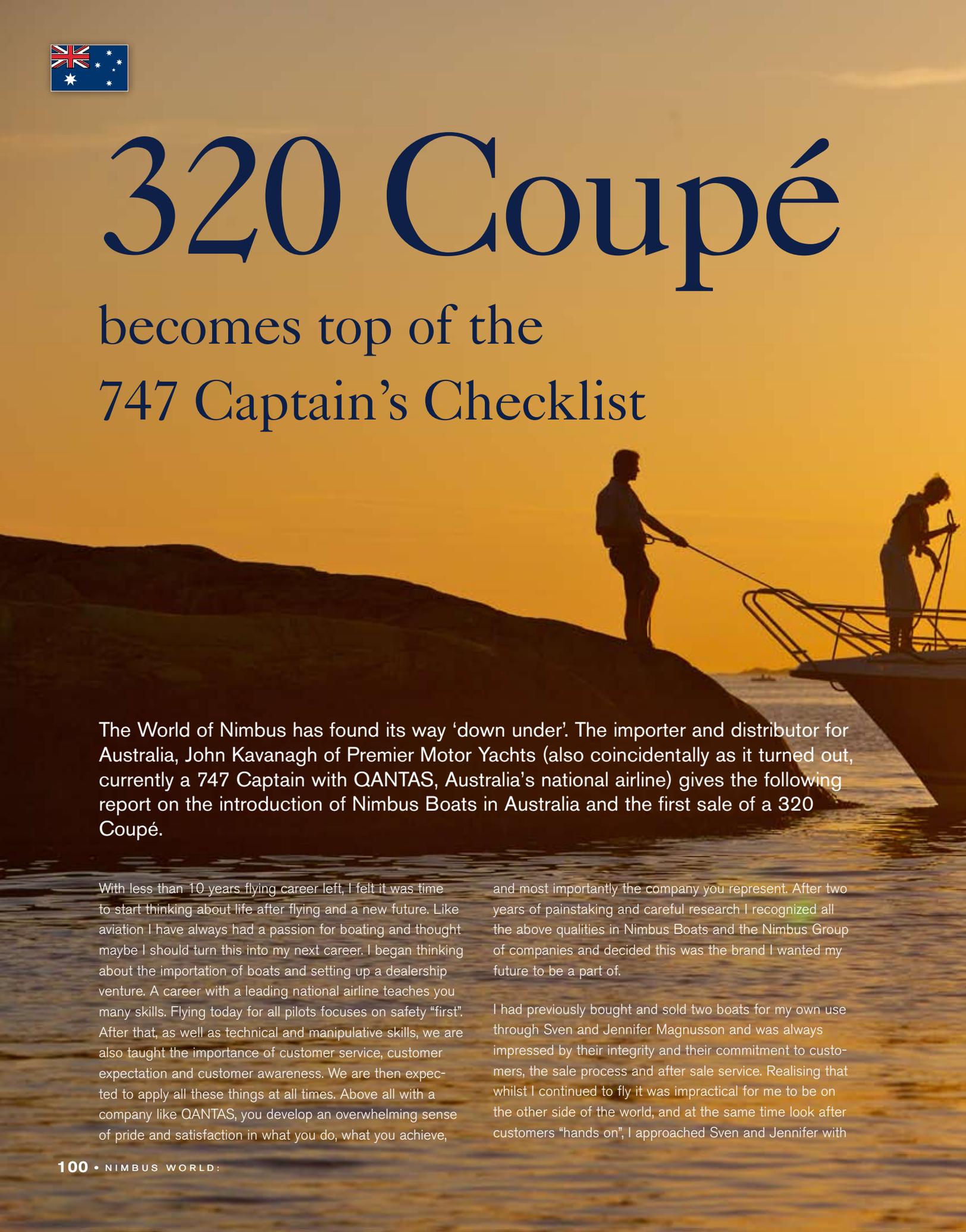
After 2300 kilometres in Silueta, which had really been perfect and was just as comfortable as when we left Mallorca, we were there. In all those 2300 kilometres, we had not seen any boat that could have been better suited for our adventure, and now we look forward to many trips in her over the next few years in the clear blue waters of the Ionian archipelago.





320 Coupé

becomes top of the 747 Captain's Checklist

The background of the entire page is a photograph showing the silhouettes of two people on a boat. One person is standing on the deck, and another is leaning over the side. The scene is set against a bright, golden sunset sky over a body of water. The boat's railing and part of its structure are visible on the right side.

The World of Nimbus has found its way 'down under'. The importer and distributor for Australia, John Kavanagh of Premier Motor Yachts (also coincidentally as it turned out, currently a 747 Captain with QANTAS, Australia's national airline) gives the following report on the introduction of Nimbus Boats in Australia and the first sale of a 320 Coupé.

With less than 10 years flying career left, I felt it was time to start thinking about life after flying and a new future. Like aviation I have always had a passion for boating and thought maybe I should turn this into my next career. I began thinking about the importation of boats and setting up a dealership venture. A career with a leading national airline teaches you many skills. Flying today for all pilots focuses on safety "first". After that, as well as technical and manipulative skills, we are also taught the importance of customer service, customer expectation and customer awareness. We are then expected to apply all these things at all times. Above all with a company like QANTAS, you develop an overwhelming sense of pride and satisfaction in what you do, what you achieve,

and most importantly the company you represent. After two years of painstaking and careful research I recognized all the above qualities in Nimbus Boats and the Nimbus Group of companies and decided this was the brand I wanted my future to be a part of.

I had previously bought and sold two boats for my own use through Sven and Jennifer Magnusson and was always impressed by their integrity and their commitment to customers, the sale process and after sale service. Realising that whilst I continued to fly it was impractical for me to be on the other side of the world, and at the same time look after customers "hands on", I approached Sven and Jennifer with



John Kavanagh together with Sven and Jennifer Magnusson.





my new venture and we entered into agreement for Sven Magnusson Marine to be the dealership in Australia. The fact that Sven is also Swedish had nothing to do with my choice of the Nimbus brand but does help enormously with the marketing of the boats. He is very much part of the Nimbus story here and along with his wife Jennifer is very passionate about the boats.

The next decision concerned which of the Nimbus boats to introduce first. After several visits to Gothenburg and also the U.K boat shows the 320 Coupé in my analysis was a stand out. It became top of the list for the boats I decided to first introduce to Australia. I judged it to be the ideal boat for cruising for a couple. Safe, extremely easy to handle, fast when needed, and fuel efficient. The quality of build, engineering detail and ergonomics I also saw as a real winner. I decided this was the boat I could be proud to introduce to the Australian market and introduce the World of Nimbus.



At the Sanctuary Cove International Boat Show in May, the 320 Coupé was an instant hit. People loved it. Women in particular love the boat and the finish. Among the many admirers were Roger and his wife Jenny. Sven had introduced them to both the 320 Coupé and 380 Coupé and I met them briefly towards the end of the day. They later both decided the 320 Coupé was the boat for them. I was later to learn that Roger was a 747 Captain with Air New Zealand and

had just retired. What a remarkable coincidence I thought, that two 747 Captains from two different airlines, who had never previously met before, could independently choose the Nimbus 320 Coupé and put it at the top of their 'checklist'. With this in mind I asked Roger to contribute to this article and he has written the following:

After 40 years of flying, I retired as an Air New Zealand Captain about a year ago from flying a 747 passenger jet worldwide for the national airline of New Zealand and moved to live permanently on the Gold Coast, where we had built a home 5 years ago.

Attractions of the Gold Coast for us, over and above those of Australia generally, meant warmer weather lifestyle; cool, clear winters; easy access to beaches, city, countryside and the airport. We had owned small yachts and a runabout in the past so we looked forward to the opportunity to have a

boat suitable for year round use.

We live in a semi-rural community on Mt Tamborine at a cooler altitude of 1800ft and yet can be at a modern marina on the Gold Coast within 30 minutes. My wife Jen spotted the Nimbus 320 Coupé on the last day of the Sanctuary Cove International Boat Show this year on the Gold Coast.

First impressions count! We had looked at a number of other models which were well finished but built more in the style of



fast racing machines, and having large areas of "plastic" real estate, features which did not appeal us.

The Nimbus 320 and 380 Coupé seemed to us to be more of a traditional style of boat, with the classical entry line combined with a well balanced enclosure and open aft deck. The comfortably large enclosed area gives us shade from the hot summer sun and shelter from the winter winds, but without restricting views in any direction and still allowing "heads up" access to the wind when desired.

The finish of the boats is immaculate, both inside and out. We liked the interior nautical themes combined with superb functionality of purpose. Low maintenance is a valued component of our retired lifestyle. Nimbus has obviously given a great deal of thought to the design of these models.

I was particularly impressed by the numerous safety aspects incorporated into the well proven design, and the recognizable certification of the same by the highly respected independent norwegian company Det Norske Veritas (DNV). It's very reassuring stuff that the DNV certificate is for off-shore voyages where conditions up to Beaufort wind force 8 (35-40kts) and wave heights up to and including 4 metres may be expected. A single engine could be a disadvantage at times but the ample battery power available should minimise the chance of lack of starting ability. The emergency steering tiller is another big plus.

We had a requirement for having room for family and friends to stay occasionally, but anticipate just the two of us, in superb comfort, cruising warm, tropical waters most of the time. This feature, plus an eye to the future rising fuel costs, led us to an easy decision to go with the Nimbus 320 Coupé

which, for us, appears to have nearly all the good features of the 380, but at a considerably lesser price.

We have had exemplary service from our local Nimbus agent, Sven Magnusson Marine, particularly in 'after the sale' field where he has greatly assisted us with rectifying a few minor problems.

Cruising conditions locally vary from picking carefully through



numerous tidal channels, to easy cruising on a vast enclosed bay, to open sea fishing expeditions on an exposed coast and coastal cruising to destinations within a day's run. All easily within the 320's capabilities, especially with the full Raymarine navigation package we decided to install.

We look forward to the coming opportunities to make the most of the boat, with ambitions to be able to take her as far south as Sydney and as far north as the Great Barrier Reef and Whitsunday Islands at some time in the future.





NIMBUS 320 COUPÉ

TECHNICAL DATA

LENGTH	9.70 m
WIDTH	3.20 m
WEIGHT	approx. 3,700 kg
FUEL	340 l
WATER	180 l
FRIDGE	65 l

Engine options from Volvo Penta

D4-225 165 kW (225 hp)

D4-260,191 kW (260 hp)





Fantastic food and Riesling at Harry's in Mosel



Master chef on board

At 7 am, the 8,000 inhabitants of Traben-Trarbach are woken by the ringing of a bell. I can confirm that the view from the uppermost tower room in the Art Nouveau Hotel Bellevue is the reason for its name – I look out over the slate roofs, over the River Mosel to the steep vineyards on the other side, and I look forward to master chef Harry cooking lunch on our Nimbus 320 Coupé.

Many people outside Germany, including people in Sweden, are sceptical about German wine. Once, as young adults, we purchased our first wines – Blue Nun or Liebfraumilch – simple and semi-sweet.

"An introduction into the world of wine," says a smiling Silvia Diemer about Blue Nun. "That wine is actually from here, but it's not on our wine list."

By "our" she means Harry's Vinothek & Restaurant on Augustastraße in the Trarbach district of Traben-Trarbach. It's a small, pretty town on one of the many bends of the River Mosel, far below steeply sloping vineyards to the south and luxuriant deciduous forest in all other directions. The

wine district is called Mosel (the "Saar-Ruwer" it was once followed by was removed in August 2007) and it consists of far more than wine with blue nuns on the label. This is the Promised Land of Riesling – a wine with the typical flavour of the slate it grows in, a slate that also covers all the roofs in the town so beautifully.

Balancing act in the kitchen

The restaurant is run by Silvia Diemer's partner for the past seven years, Harry de Schepper. He is actually a Belgian with a background as a wine journalist and well-known TV cook. He has had his own programme on Belgian TV, called

Cordon Bleu. He moved over the border to Germany and started his restaurant there in order to avoid being completely swamped by his hungry compatriots. In Mosel he can work on a slightly more discreet scale, but he does make regular TV and other

appearances in his old homeland. Every week he also goes to Brussels to buy ingredients for the restaurant.

A visit to Harry's in Mosel is a fantastic culinary experience. Before he cooked on our Nimbus 320, we tried an evening



with some of the best the master chef could cook in his kitchen balancing act. Seven dishes it turned out to be, and eight wines.

Harry is good on wine, but it is really Silvia's domain. She is a lawyer by profession, but grew up in the wine industry. For many years she has chaired the organisation that appoints Germany's Riesling maker of the year. What she doesn't know about German wines isn't worth knowing. And the selections she makes for her very long (white) wine list are world class.

Naturally, these are mostly Riesling wines from the district, but among them – to go with the wild boar ragout – we had a red Spätburgunder (Pinot Noir in other countries). It was really excellent and changed our image of German reds... To go with the lobster soup, we were offered a dry wine of the grape variety Elbling.

No headache

Although we were at Harry's all evening it was a surprise when the bill came, Euro 45 for his best menu is a real

When Harry is out on the Mosel in his Nimbus 310 with his guests, he can make everyone happy by preparing wonderful meals on board.

find. For a modest charge you can also stay overnight in one of Harry's four "Fremdezimmer".

After an evening like that you wake up and feel better than ever before as the church bells chime outside the Art Nouveau Hotel Bellevue on the Traben side of the Mosel at 7 am. Good Riesling doesn't give you a headache...

We drive the short distance to Boote Polch, the Nimbus dealer, and then on to their harbour in Mosel. We board Polch's biggest seller, a Nimbus 320, with Harry and Silvia to make lunch. Harry often prepares food on board a boat – he has recently bought a ten-year-old Nimbus 310, which he uses for trips along the Mosel, both with friends and for his cookery courses. He also has a regular column about cookery in the German boating magazine Skipper.

Good cooking in a Nimbus

"A Nimbus is so good to cook in," he says spontaneously. "There's plenty of room, but more than that you are working with a view out of the window and with your guests right near you. But you have to plan so that you only need one or

Harry's



Delightful pink breast of pheasant with creamy chocolate sauce, sweet potatoes and endives. To go with this, a bottle of medium dry "cloister wine", Vieilles Vignes 2003, from Staffelter Hof.

two pans on the stove."

The likable Harry de Schepper is always humble. Like a child, he waits eagerly to see his guests' reaction to each dish. And he smiles a huge smile every time he hears a little moan of pleasure. Wunderbar!



The ingredients for the first course – shiitake, chanterelles and oyster mushrooms, with egg, garlic and freshly-chopped parsley, topped off with slices of Serrano ham.

In spite of his humility, he says that Schepper means "creator". And that's an excellent name for a master chef.

Mushroom scrambled eggs with ham

Harry cooks the first course in a wok – mushroom scrambled eggs with Spanish Serrano ham. He fries three kinds of mushroom in butter with plenty of garlic. "The difference between French and Belgian cookery is that we use a lot of butter." He pours the carefully whisked eggs into the pan, switches off the heat and sprinkles over chopped, fresh parsley ("must be really fresh!") to moderate the garlic. He arranges it on each plate, garnishing it with slices of ham and parsley. So simple, and just perfect with some matured Riesling.

The excellent German Rieslings may originally be quite sweet, but with maturation, the wine's strong acidity balances out some of the sweetness to form a perfect harmony. This is the case, for example, with the 1994 Riesling Auslese from Weingut Louis Klein in Cröver Steffensberg, which Silvia has on her list and which we tasted with Harry's own goose liver.

Breast of pheasant with sweet potatoes

This hot dish requires two pans. One is for frying (in olive oil) sweet potatoes and endives. The endive must be firm and have been stored in the dark and not allowed to become yellow. The bitter "core" must be cut out. The meat is pheasant breast – from the hen, as this is more tender than that of the cock bird. "He runs about, fighting and chasing the girls, so his flesh becomes tough."

Harry cooks the meat in fine olive oil over a high heat, but only briefly on each side, then places it in a deep dish and covers it with another similar dish. It will finish cooking (to just the right degree of pink) in there between the dishes while he



Silvia Diemer and Harry de Schepper have been running Harry's in Traben-Trarbach since 2002.

makes the sauce. A delicious creamy sauce with endives as a base and a home-made chicken stock as the main flavouring. The special highlight is a number of Belgian chocolate beans, with their origin in Ecuador. Wow!

Could you imagine that a medium dry Riesling from the neighbouring town would go with this?

Harry's



Mushroom scrambled eggs – shiitake, chanterelles and oyster mushrooms, with egg, garlic and freshly-chopped parsley, topped off with slices of Serrano ham.



The hot dish – sweet potatoes and endives alongside breast of pheasant. For the creamy sauce: gently fried endives, home-made chicken stock and chocolate beans. Simple salad of rocket, balsamic vinegar and fine olive oil.



Orange à la Turque – an orange with unexpected spices.

Orange à la Turque

The dessert had been prepared in advance. Half oranges were floating around in a plastic container looking a bit sad in their own juice. Harry slices the oranges and pours the sauce over them. But what sauce! It's spiced with a host of exciting spices. Talk about astonished and exhilarated guests around the table! Orange à la Turque is the name of this dish. A sweet Dr Pauly-Bergweiler Riesling Trockenbeereauslese is nice to drink with it...

Website: www.harrys-restaurant.com



A heavenly combination – a well-balanced Riesling from 1994 and Harry's own paté de fois gras.

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Isotemp varmvatten

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E-mail: info@isotherm.com • www.isotherm.com



Recipe



Fried mushrooms in scrambled egg with Serrano ham

Ingredients (serves 2)

- * 200 g Spanish Serrano ham, sliced
- * Shiitake, oyster mushrooms and chanterelles (100 g per variety)
- * 50 g creamy butter or olive oil
- * Plenty (approx. 1 tablespoon) finely-chopped or processed garlic
- * Bunch of fresh (!) parsley
- * 4 eggs
- * 50 ml cream
- * Salt and pepper (freshly ground)

Equipment

- * A wok
- * Implements, cutting board

Preparation

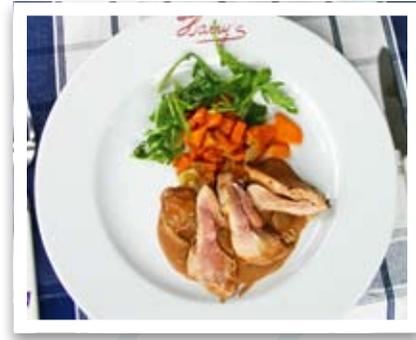
- * Wipe the mushrooms clean (try not to rinse them) and cut into pieces (approx. 1 cm).
- * Whisk the eggs carefully, and add cream, garlic, salt and pepper.
- * Fry the mushrooms in the butter, and season with salt and pepper.
- * When the mushrooms are cooked, add the egg mixture to the pan. Cook, stirring all the time.
- * Finally add the finely-chopped parsley.
- * Place the scrambled egg on the plates and arrange the ham slices over the top.

Recommended wines

Riesling Edition no.1 – Neumagener Rosengärtchen – Weingut Georg Heim, Neumagen Drohn – Mosel Saar Ruwer.

Note

Serve with fried potatoes for a main course.



Pheasant with endives (chicory) in creamy sauce with dark chocolate

Ingredients (serves 2)

- * Two fine pheasant breasts (preferably from the hen bird)
- * Butter
- * Cream, a few hundred ml
- * Approx. 25 g dark chocolate from Ecuador, 70% (preferably Callebaut)
- * A splash of port (or medium dry Riesling)
- * Good balsamic vinegar
- * Chicken bouillon (or home-made chicken stock)
- * 250 g endives (preferably home-picked, not artificially irrigated, if possible)
- * Salt, pepper, grated nutmeg
- * One large sweet potato (batata) and half an onion
- * Fine olive oil

Equipment

- * A wok
- * A frying pan with lid
- * 2 deep dishes
- * Salt and pepper mill
- * Implements, cutting board

Preparation

- * Peel the potato and cut into pieces max 1 cm in size. Peel the onion and chop finely.
- * Cut away the root end of the endives (keep one for the sauce!) and divide them in two lengthwise. Cut out the bitter core and cut them into 1 cm pieces.
- * Fry the onion in olive oil, add the sweet potato and fry for a little while before adding the endives. Fry over a moderate heat. Season with salt, pepper and nutmeg. Fry gently with lid on towards the end.



preparation continued...

- * Season the meat with salt and pepper and fry it in plenty of butter in the wok over a high heat for a few minutes on each side until golden brown. The flesh must be pink inside. Keep the fat.
- * Place the meat in a deep dish and turn the other dish upside down over it to keep the meat warm and finish it off.
- * Cut the endive into small pieces and fry in the remaining pheasant fat. It must be beautifully golden brown, but not burnt!
- * Add the cream and half of the chicken stock and heat through. Add salt and pepper.
- * Stir in the chocolate, to thicken the sauce and provide a lovely colour. Cook briefly, adding more stock and port if necessary. Check flavour. If necessary, add a drop of vinegar to balance out the sweetness.

To serve

- * Place the sweet potato mixture in the centre of the plate
- * Pour the endive sauce in a semicircle in front of the sweet potato
- * Place thin slices of pheasant breast over the sauce
- * Garnish with rocket seasoned with salt, pepper, fine olive oil and a little balsamic vinegar

Recommended wines

- * Riesling Spätlese "Vieilles Vignes" Feinherb – Weingut Staffelter Hof, Kröv a/d Mosel – Mosel Saar Ruwer

Note

As a substitute for pheasant breast it is possible to use guinea fowl breast or even duck breast instead (but in that case do not use all the fat in the sauce).



Orange à la Turque, oranges Turkish style

Ingredients (serves 2)

- * 2 oranges + 2 for juice
- * 50-100 g granulated sugar
- * 8 g vanilla sugar
- * 4 cloves
- * 1 cinnamon stick
- * a little grated nutmeg
- * 5 each red and black peppercorns
- * salt and pepper (freshly ground)

Equipment

- * 1 saucepan
- * Implements, cutting board

Preparation

- * Carefully peel two oranges, removing all the white pith. Cut them into halves.
- * Squeeze the other two oranges
- * Heat the juice together with all the spices.
- * Pour the juice over the four orange halves and allow it to cool.
- * Place it in a plastic container with a lid and put it in the fridge for at least 24 hours.

To serve

- * Finely slice the orange halves and arrange on plates
- * Pour the juice over

Recommended wines

- * Riesling -98, Weingut Georg Heim, Mosel Saar Ruwer

Note

This dessert can also be served with orange sorbet.



The Polch family – from the left, Patric and his parents Christa and Peter.



The boat dealer on the "Wine River"

Selling boats on a meandering river surrounded by steep, sloping vineyards – can that work? It works well, actually – on the Mosel in Germany, at any rate. That's where Boote Polch has sold almost one thousand Nimbus boats in 25 years, and they haven't noticed any drop in demand for boats.

Boote Polch on the River Mosel is one of Nimbus' oldest dealers – 2007 was the 25th anniversary of our partnership. In 2008 the company will celebrate 40 years since it started up under the name of SportPolch. For much of that time Peter Polch and his wife Christa ran the firm, but today their 30-year-old son Patric is also involved in its management.

Patric says that his grandfather started the firm in 1968 to sell sportswear and skis, among other things. Gradually Peter took over the business. He did a lot of water sports in

Geneva and brought this interest home with him to the little town of Traben-Trarbach in the middle of the Mosel wine district.

To water-ski on the river, small, fast boats were needed, and Polch started to sell them. After that they started selling larger boats for longer trips and even to stay overnight in.

25 years with Nimbus

As time went by, Peter and his wife Christa sold bigger and



Boote Polch by the Mosel in Traben-Trarbach. A large building and empty service hall beyond it have recently been purchased.

bigger boats from both Taiwan and the USA, but looked for a European manufacturer when the dollar became more expensive. Peter met brothers Hans and Lars Wiklund from Nimbus at the 1982 Düsseldorf fair and they took a liking to each other. That December their first Nimbus was in place on the Mosel and in January 1983 Boote Polch represented Nimbus at the Düsseldorf fair for the first time.

"Nimbus suited us and the German market perfectly," says son Patric.

He has now worked for the company for five years, after studying economics in Munich, with six months in Spain and six months in the UK. He is responsible for marketing, sales and financing. His father Peter is in charge of day-to-day activities, including being responsible for services and personnel issues. In addition to the family members there are six employees, several of them with more than 20 years working for the company.

"My mother Christa is the 'heart' of the company," continues



Patric Polch has been working for five years in the family business.

Patric. "I think it is important to have a woman who can meet the customers. She also looks after the company's finances and our displays. Every spring and autumn we hold a fair at our facility and our own harbour here in Traben-Trarbach, and we take part in the fairs in Friedrichshafen, Hamburg and Düsseldorf."

130 boats in the winter

"For our own open-house events we always ask master chef Harry de Schepper to take care of the food. When Nimbus in Långedrag has its exhibition in August we usually get together a group of customers and fly with them to Göteborg by Ryanair from the airport at Hahn, close to here. And then we have a few days' fun in Sweden."

Patric says that Boote Polch is the representative for the south and west of Germany, but that their customers are spread all over Europe, from Iceland to Montenegro. Most customers keep their boats in the Mediterranean. It takes about ten days to get there along inland waterways from Mosel. It takes three to five days to the English Channel or to the Baltic.

"Patric says that the key factor for Nimbus in Germany is the Coupé models."

"But in the autumn a lot of people bring their boats up Europe's rivers and canals to us in Mosel for winter storage. We have recently bought a building next to our facility where we can store and display both bigger boats and a greater number of them. In total we have 80 or so large boats and 50 or so smaller ones here for storage and servicing over the winter."

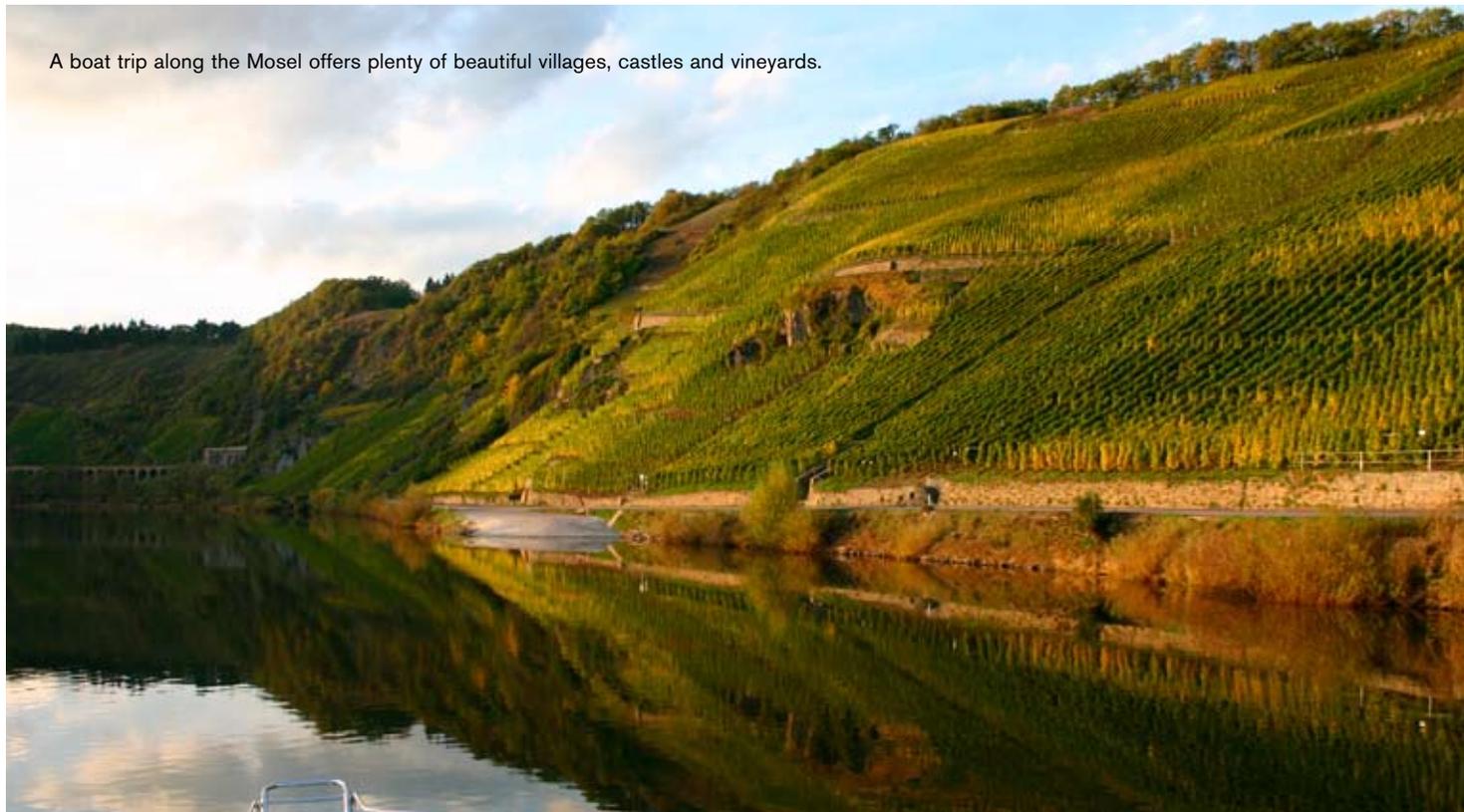
Harbour surrounded by grapevines

Right next to their facility Boote Polch has a harbour in Mosel with space for 45 boats, and that sees around a thousand visitors a year. The harbour is in a beautiful location surrounded by steep slopes covered in grapevines. The



Jugendstilhotel Bellevue is situated strategically at the shores of Mosel.

A boat trip along the Mosel offers plenty of beautiful villages, castles and vineyards.



equipment in the harbour is excellent, with access to TV and wireless Internet. Peter's sister, Hanne Polch, is in charge of this.

Patric says that the key factor for Nimbus in Germany is the Coupé models. The German buyer has always wanted to have a boat that goes well slowly as well as fast, without being too sporty. The dominant model today is the Nimbus 320 Coupé, but the 340 and 410 Commanders are also in demand, as is the large Nimbus 42 Nova. Of course, the entire Nimbus range is available.

"... they have sold up to 800 new Nimbus boats over the years and many more used boats as well."

"When a German thinks of a cruiser, he thinks of a Scandinavian boat, a Nimbus."

Reliability above power

"It was a bit difficult for us when Nimbus introduced Nova after Nova," says Patric. "If a German wants a sporty boat, he'll probably buy an American one. We sell relatively low horsepower boats, often with a single diesel engine. It has to be a reliable boat with a high second-hand value. Our customers know that they will probably get more Euros for their Nimbus than they paid for it when they trade it in.

"Our customers are good people. Most of them are over 50 and do business in a secure and reliable way. They depend on us and we on them. That also applies to those buying second-hand boats."

Christa and Peter reckon they have sold up to 800 new Nimbus boats over the years and many more used boats as well, as the second-hand market in Germany is three times as big as that for new boats. They say that German customers are also interested in accessories of all kinds.

"The second-hand market is important," stresses Peter. "After having maybe started with a ten-year-old boat for Euro 100,000, it's only natural to move up to a new Nimbus 320



Naturally Patric Polch drives a Nimbus on holiday with his girlfriend – here in Croatia.

for Euro 200,000. There are Nimbus boats in all price categories and supply and demand match nicely. Our risk is small in trade-in deals involving Nimbus."

Lovely atmosphere

Any visitor to Boote Polch will appreciate the atmosphere radiating from the Polch family. But it was never obvious to Patric when he was growing up that he should focus on the family business.

"Dad has never pressurised me to take over the firm. That was the cleverest way to act – I became more open to it and realised for myself that it would be the right thing to do. After having studied in three big cities, I value the peace and quiet of our little town here on the Mosel. We only make a fuss about trivial things."

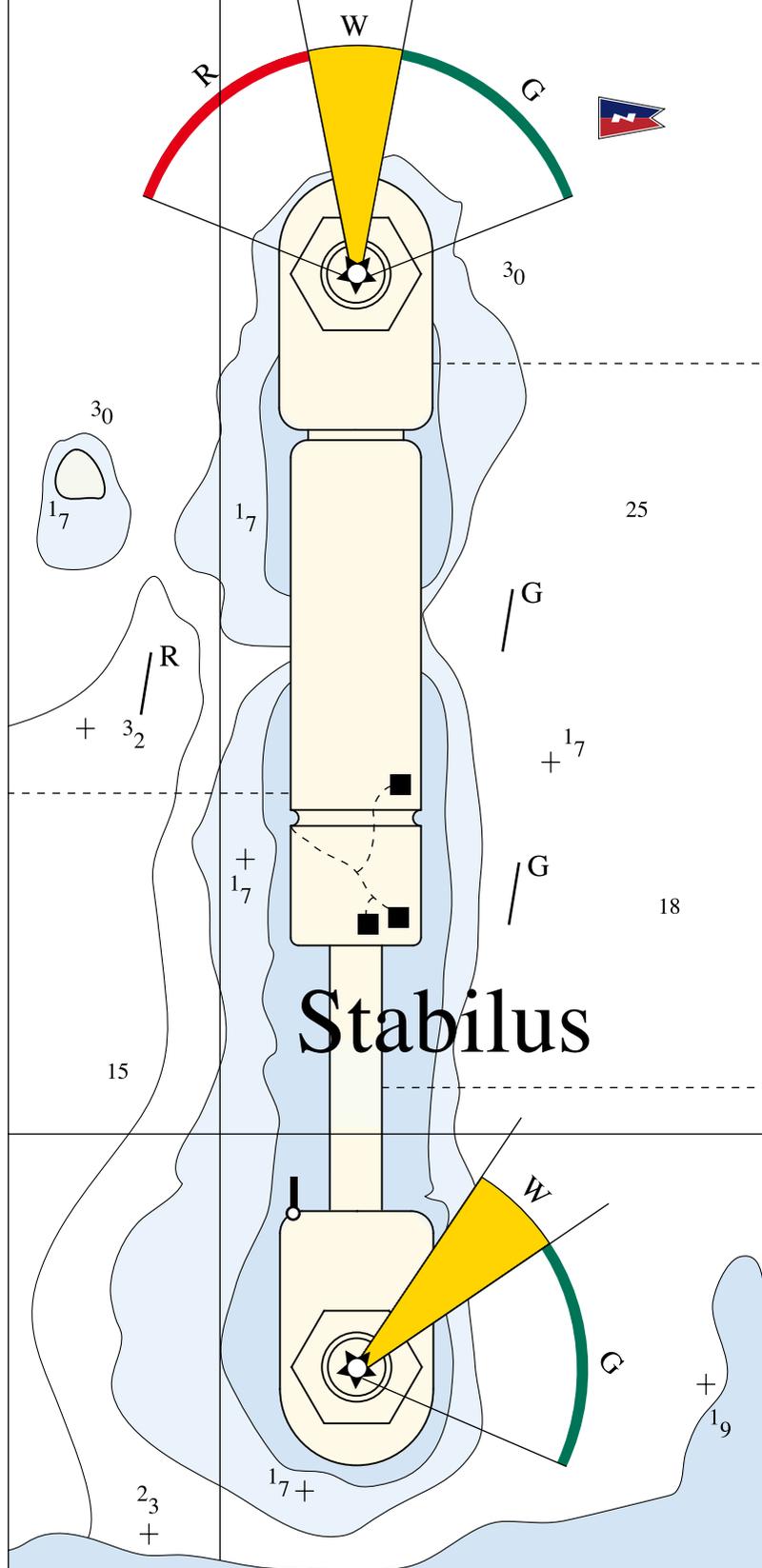
"Like this," says his father, Peter, indicating his computer with a laugh.

Patric says that doesn't want to change much in the future.

"I want to continue with Nimbus. We have always had a good working relationship and we've always had the same excellent customers. We have just expanded into the premises next door, where we can store and display larger boats and more of them, too, than in our old display hall.

"When you're good at what you do, you succeed!"

Website: www.bootepolch.de

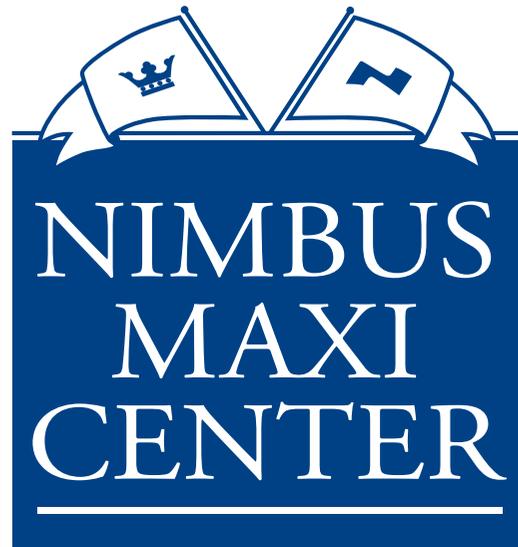


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Med Stabilus rostfria gasfjädrar så är du garanterad högsta kvalitet och funktion, Stabilus uppfyller de höga krav som den marina miljön ställer på material som skall kunna användas utomhus året runt. www.kgk.se

STABILUS



Stockholm

perfect for customers

Sporting celebrities Helen Alfredsson and Kenta Nilsson bought their new Nimbus 250 R from the Nimbus Maxi Center in Stockholm. The MD there, Fredrik Bergström, knows how important it is to treat customers right – regardless of their social status.

At the start of the 1990s, banker Fredrik Bergström took over the Nimbus facility in Stäket in Järfälla, and has been running it since then. From here he and his staff supply 70 or so factory-new boats every year from across the entire Nimbus range – from the smallest, the 230 R, to the largest, the Nimbus 42 Nova. And together with the group's other brands, Ryds and Storebro, it comes to well over a hundred boats a year. Stockholm's big seller is the Nimbus 30 Nova S, which Fredrik says is the perfect boat for his market:

"The 30 Nova S is a sporty family boat that attracts slightly younger people than, for example, the Nimbus 320 Coupé, although we sell quite a lot of them as well."

In total there are twelve people working at the Nimbus Maxi Center's two facilities, in Stäket and also at Biskopsudden in Djurgården:

"A football side," Fredrik laughs, pointing out that there are

actually more of them dealing with servicing than with sales, which reflects the focus of the company.

"More and more, customers demand complete solutions, so if we can deal with our commitments properly, that of course generates more customers in the long term than if our boat purchasers are left adrift after delivery."

Trust and service important

"The most important thing for our customers is to be able to rely on us, to know who they are dealing with, and for us to be familiar with their behaviour. The price probably takes third place.

"For example, it isn't until spring that most boat buyers are ready to actually clinch the deal, but we can't just be here without any boats," Fredrik points out, explaining that he therefore makes sure they always have some boats in stock

well before spring.

"It has to be carefully considered how many boats we need to have, but it's worked extraordinarily well so far."

Confidence in the future

In 2008 Fredrik looks forward to being able to offer his customers the new Nimbus 27 Nova S, which was given a very good reception when displayed at fairs and other events:

"The 27 Nova S will be great for us here in Stockholm and I have a high opinion of it. It fills a gap in the product line-up where previously other brands could get in, but now we can offer a Nimbus instead," Fredrik states, praising the daily cooperation with the Nimbus head office in Långedrag:

"They are very receptive to the wishes of the market." There are also changes in store for the Nimbus Maxi Center, which is planning to close the facility in Stäket and move to Lidingö – something that the majority of our customers view positively:

"It is almost a hundred per cent certain that we will move, and we know that it will be to a Lidingö address. But it isn't completely clear exactly where we will be in future," reveals Fredrik.

"And when we organise various events, customers enjoy coming to the main facility, so the location isn't a major problem for us," Fredrik points out.

The company has been in existence for 14 years, with Fredrik as the main owner and MD for pretty much all that time. The facility was previously run as a subsidiary of Nimbus Boats in Långedrag, with a turnover of SEK 16 million. When Fredrik was working for "FinansSkandic" at the start of the 90s, he met a company broker instructed to sell the whole lot:

"Initially the idea was that I would show potential buyers round on commission, but it ended up with me and a companion buying the facility ourselves instead," he laughs, shaking his head.

Altogether 160 boats per year

There was little confidence in the future in Sweden at that time, with the Governor of the Swedish Central Bank, Bengt Dennis, raising the interest rate to a shocking 500 per cent, and numerous bank bankruptcies, but for Fredrik Bergström it felt liberating to leave behind the banking world's lack of confidence in the future:

"It was a case of rolling up our sleeves and just getting on with the challenge," he says, and remembers that it was 1995 before there was any hint of recovery.

With the 9/11 attacks in 2001 and the subsequent stock exchange impact, Fredrik believed that the bottom would fall out of the boat market too, but these fears proved to be unfounded. On the contrary:

"People opted to travel less and focus on life here at home instead, so it was the first time that an economic downturn didn't coincide with reduced consumption of capital goods," he states, showing that banking talk and the ability to analyse things are still part of him.

"It is almost a hundred per cent certain that we will move, and we know that it will be to a Lidingö address."

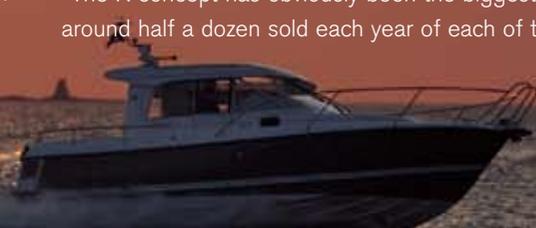
Nimbus Maxi Center's twelve employees comprise four sales staff, six involved in service work and two dealing with financial matters. In spite of the name, they also sell boats from Ryds and Storebro. Including used boats and the 70 from Nimbus, they sell about 160 a year in all, but they hardly sell any Maxi boats any more:

"We haven't really got a sailing enthusiast in the company, but one or two customers have still come in and bought their Maxi here, without us directly selling it as such," Fredrik acknowledges.

Exciting colours

The company's Stockholm customers mainly ask for Nimbus' sporty and exclusive R boats, the practical boats in the Nova series, or Coupés:

"The R concept has obviously been the biggest for us, with around half a dozen sold each year of each of the three



models. But the Nimbus Max II Coupé is also a Stockholm boat that sells very well here. Many islanders want it for transport purposes, and sailors have it as a second boat and tender for the sailboat," explains Fredrik.

Aje Philipson is one of those who has snapped up a Max II Coupé, which he had styled to look like a McLaren car in dark grey, black, bright red and silver. And numerous Stockholmers are keen to choose for themselves the colours and design of their new Nimbus:

"Actually, we are happy to consider new and perhaps slightly unusual colour schemes. We've delivered both bright yellow and grey boats. It took a few years, but the grey ones are now even in the Nimbus catalogues," laughs Fredrik, and comments that the 320 Coupé is also a popular boat in the Stockholm area.

"It serves as a holiday home, with three rooms and a kitchen and a 'waterside location'. And you can change your neighbours whenever you want!"



A 300 R equipped with the Stockholm edition and individual colour scheme.

Summer branch in Djurgården

Nimbus Maxi Center rents a summer branch at Biskopsudden marina, where a number of boats from our range of models are in the water ready for demonstrations and test runs. This is one way of getting closer to customers on their terms. Another is offering to collect the boat for winter storage:

"The customer just gives us a call when they want us to pick it up, and we collect it at the jetty," Fredrik explains, and talks about how they focus on offering their customers a complete package of services.



The display hall in Järfälla.

"Most of our customers are not people who spend all their money on their boat; they are usually busy people with many other interests. Boats are a part of their life, but it's for their pleasure and they don't want it to take up too much of their time."

Golf tournament proves enticing

Nimbus Maxi Center offers financing for its customers' boat purchases via Swedbank Finans.

"Someone who is perhaps buying a house, a car, a boat and everything else all at the same time may need help with financing, but it's not all that common," Fredrik points out, adding that Nimbus Maxi Center organises a much-appreciated and well-attended golf tournament for its Nimbus customers once a year. Boats are conspicuously positioned in the swimming pool and water hazards at Wermdö Golf Club, where customers can also tie up at the jetty below the clubhouse restaurant:

"At one time we were criticised by industry representatives who viewed golf as an enemy of boating, but I think that for our customers these two interests fit very well together. We have also organised joint events with BMW, Patek Philippe and other well-known brands that we know customers are attracted by."



Calle Sahlkvist and Fredrik Bergström.

According to Fredrik, Nimbus Maxi Center's primary strengths are an almost non-existent staff turnover and an ability to look after existing customers so that they come back again and again:

"They also tell their friends, so we don't have to spend a fortune on advertising. Building up good customer relations takes time, but they can easily be undermined. We try to remain aware of that," he concludes.



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Accessories & spare parts

The range expands



New dinner service, design by Nimbus.



Piqué shirt – new model. Available in red and blue.



Maximum comfort with mattress and set of bed linen.

Jonas Göthberg, who is responsible for the "aftermarket" in Långedrag, tells us how the range in his department has expanded over the years.

A few years ago we mostly supplied spare parts and consumer goods for our boats, but the items have been increasing in number year by year, and today we sell many products that increase comfort and value. This may be clothing and life-jackets, bags and toilet bags and many other fun things that strengthen the feeling of solidarity with Nimbus.

"What we sell has to be top quality, and if it says Nimbus on the shirt or duvet cover, the customer can be sure that the product meets our stringent requirements," says Jonas.

The number of items grows year by year. This year on the comfort side we have got a new dinner service and new bed linen, and actually we have also got a rubber dinghy in the traditional Nimbus colour scheme.



We have also got made-to-measure proper mattresses with a latex core for optimum comfort, to provide the same standard in the boat as you have at home. These mattresses are now available for most new boats, and also for the older classic boats.

Naturally, a Nimbus owner will want to have a rubber dinghy



A freshened up classic. Nimbus 2600 -87.



Almost like new! 26 Epoca -89 renovated using the boat package with cushions, mats, canopy and stripes.



that matches the Nimbus style and colours. The boat has therefore been specially designed and manufactured by a major producer of rubber dinghys, which guarantees good quality.

Success for the Nimbus boat package

All our trade-in boats undergo a strict inspection from fore to aft, with every single function being tested. Any faults or defects are dealt with. If the boat is a few years old, it will probably need to have its canopy, cushions, mats and stripes replaced. This, together with a really good clean and polish, will convert the old boat into a real treasure. It's incredible that a 10–15-year-old boat can look like new just through these relatively simple tricks.

We have taken this a step further and are introducing a

"... today we sell many products that increase value."

completely new boat package in a new, modern design for several of our boats.

"We therefore created our popular boat

package, consisting of a canopy, cushions, mats and stripes. Offering a complete package allows us to keep prices at a reasonable level. It seems that since our customers generally get their money back several times over when it's time to sell their boat or trade it in, they viewed this package as a good investment. Today the package is available for a handful of the older boat models and more are on their way," Jonas reveals with pleasure.

Of course we also have a high level of service for our spare parts range. Our excellent "virtual" spare parts catalogue is available on our website www.nimbusboats.com.



New Forest

History & culture and exquisite food

The area between Lymington, where the Nimbus importer is based, and Southampton, with its big boat fair in September, is called the New Forest and has recently become a national park. Here ponies roam free over the heathland and the forests are filled with pheasants, deer, rare birds and mushrooms. There are villages – in one of them parts of Lord Nelson's fleet were built, in another is Britain's national motor museum and the Montagu family's beautiful palace. And there is an excellent hotel with an exceptionally good chef.

Welcome to Beaulieu and the Montagu Arms!

After a trip on the Solent, the stretch of water between the

mainland and the Isle of Wight, we recommend going ashore in Lymington. Not just because Offshore Powerboats, the Nimbus importer for the UK and Ireland, is there to visit, but also because the town is so charming. The Isle of Wight ferry departs from here, but there are also several excellent marinas in the middle of the town, where the shopping district starts right at the quay.

Rent a car and set off to the northeast. Immediately you go over the first cattle grid, and you can see a sign urging you to slow down to reduce animal deaths. You have now entered the new "New Forest national park", which consists of extensive heathlands and luxuriant woods. Everywhere ponies



The dining room at the Montagu Arms is warm and welcoming.



The room at the Montagu Arms is not cheap – but it is comfortable.



In the New Forest national park, ponies of the same name roam free along the roads.

roam free along the roads – New Forest ponies, naturally. You are welcome to stop and get to know these large ponies by the side of the road.

Lord Nelson's fleet

In the area there are a number of villages, for example Buckler's Hard. There are two rows of cottages sloping down to the Beaulieu River. In the area between the rows of cottages parts of Lord Nelson's fleet were built, and although the river is today filled with leisure craft, you can feel the presence of history in the place.

At high water the river is navigable for a few kilometres further and you can reach Beaulieu itself (pronounced "Bewly"). Here the river is dammed up, with the village itself on one side of the water, with its lovely little streets, lined by 17th century houses, and the Montagu Arms Hotel, which dominates the village. On the other side is a large building, Beaulieu Palace House, and behind this are the ruins of an old abbey, as well as the British National Motor Museum.

For £15 you can visit all three attractions in one go. The entire estate has been owned by the Montagu family since



The Montagu family's motor museum has grown to become the British National Motor Museum – a major attraction despite its lack of boats.

1538 and the current Lord Montagu and family live in part of the Palace House, with the rest of it open to the public. Visitors are greeted by hostesses in typical Victorian costume.

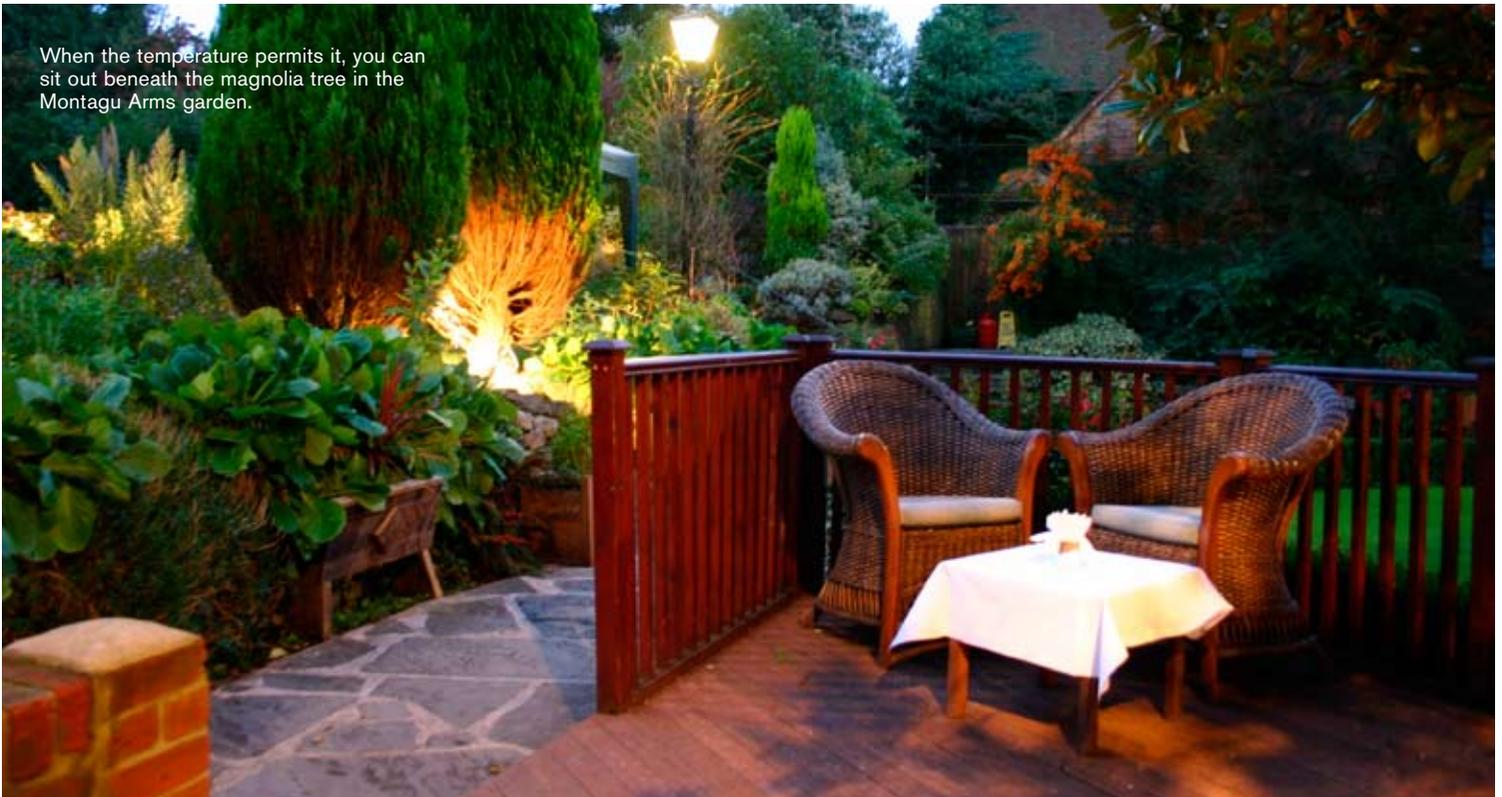
Vintage cars

Lord Montagu is greatly interested in vintage cars. In the 1950s he started putting cars in the castle's entrance hall, but it got too crowded, so he had a museum built in the grounds. This has grown over the years, until it has become Britain's National Motor Museum. Today it has a large number of cars, primarily British, as well as many racing cars and motorcycles. There is also Donald Campbell's marvellous 12 metre long Bluebird, which broke the world land



Among the many vehicles at Beaulieu's motor museum is Donald Campbell's world record breaker from 1964, Bluebird. Campbell also broke many water speed records, but died in a record breaking attempt in 1967.

When the temperature permits it, you can sit out beneath the magnolia tree in the Montagu Arms garden.



speed record at 649 km/hour in 1964.

A fantastic museum you can spend hours in! The palace too is well worth a visit, as is the abbey church and the abbey ruins. Beaulieu Palace was originally built in 1204 as a lodge for the abbey, but has been extended several times since then.

Not cheap

After all natural, cultural and vehicular experiences, it feels good to be so close to our hotel, the Montagu Arms. But you have to have a pretty good credit card, as a double room starts at about £130 – per person. However, this does include a three-course dinner and breakfast. But when you start off with afternoon tea and scones, beneath the magnolia tree in the leafy garden, you stop thinking about money. Delicious!



The chef at the Montagu Arms, Scott McKenzie Foy.

The hotel dates from the 16th century, but got its present name in 1742. In terms of comfort, it of course meets most requirements – it is on the AA motoring organisation's list of the country's 200 best hotels.

The cuisine is also of the highest international level, and we ask the young chef Scott McKenzie Foy to compose a suit-

able 3-course menu. Restaurant manager José Garcia is entrusted to select suitable wines for the meal.

To be honest, traditional English cooking doesn't have a particularly good reputation in the outside world. So it's with great anticipation that we take our places at table in the subdued, pleasantly lit dining room with its comfortable furniture and oak wall panels. It feels so very British.

Perfect combinations

As an appetiser Scott has chosen olives and some canapés – a duck terrine with onion marmalade, a cheese biscuit and rolled salmon with aioli. A perfect mix. With this and the coming starter, a light Italian wine is served – Dolcetto d'Alba from the producer Ausario in Piemonte. Fresh and elegant with a distinct hint of cherry and an almond aftertaste.

On an afternoon visit to the kitchen we had noted that there was a basket containing fresh mushrooms of various kinds.

"Throughout the autumn I pick my own mushrooms



A focused culinary artist.



What we ate, from left: Afternoon tea with scones, appetiser canapés, cep tart, loin of venison and banana soufflé.

in the woods of the New Forest," says Scott. "We always strive to use as many local ingredients as possible, obviously depending on the season. Look at the menu – ten local suppliers are represented. So I am making a starter from fresh mushrooms."

And how well he does it! The dish, which is called "cep tart", is a superb crisp shortcrust pastry base with mushrooms on top and fresh vegetables on the side. Seasoned with garlic and parmesan. Fantastic!

Earthy wine from Cahors

Time for José Garcia to select the wine for the main course. We urged him to bring out his favourite (which is by no means the most expensive wine on the list). From the cellar came a bottle of Chateau de Cèdre from Cahors in southwest France. The grapes are typical for that region: 80 per cent Malbec and 10 per cent each of Merlot and Tannat. Fruity, powerful, almost black and very "earthy". Clear plum and oak qualities with mature, rounded tannins. Excellent!



Restaurant manager José Garcia recommends Chateau de Cèdre from Cahors.

Although there are unusually few people in the dining room when we visit, some people are eating in separate rooms, or in Monty's, the hotel's less formal brasserie (but with excellent food from the same chef). Scott therefore has all six of his staff with him in the kitchen. This is necessary when ten main courses have to be dished up simultaneously, elegant in the light from the lamps above the serving table.

Scott says that the hot dish is also local, as it consists of lightly fried loin of venison from a New Forest deer. With the meat is served a goats cheese tart and "semolina gnocchi", as well as beetroot.

The meat melts in the mouth, while the finely chopped gnocchi has a fine acidity, as do the beetroot chunks. Fantastic!

A quivering soufflé

We could have stopped here, satisfied and content, but it was supposed to be a three-course meal and Scott had chosen his banana soufflé for dessert. It actually quivered, and the banana flavour was so delicate it was hardly noticeable. The sweetness of it was perfect in spite of the "cola sauce" in the base. A little chocolate ice cream lay next to it on a wafer. Simple yet excellent.

With the dessert we had a glass of Muscat from the Rhône district Beaumes de Venise – light, fruity and with precisely the right sweetness to balance out the soufflé.

British cooking really takes its revenge on its reputation in Scott McKenzie Foy's kitchen at the Montagu Arms in Beaulieu! Sated and content, we went for a little evening stroll through the village and along the dammed-up river. It feels so good, but soon you just long for your comfortable bed back at the hotel.

The day, free from all everyday concerns and filled with culture and wonderful food, is at an end.

Gullholmen

a jewel on the west coast



After an hour and a half's journey we glimpse Gullholmen, which is 35 nautical miles north of Göteborg. The closely-packed settlement looms gently up and there seems to be an aura of harmony over this jewel of the Bohuslän islands.

In mid October, there are almost no leisure craft in the archipelago along the west coast of Sweden. Most people have put their boats away for the winter and are thus missing many fine autumn days.

As we approach Gullholmen, which lies next to the channel between Mollösund and Lysekil, we can see even more clearly that the houses are closely packed. The fact is that on this tiny island there are no fewer than 137 houses. That is more houses per square metre than anywhere else in Sweden. The roofs almost touch, and some houses are so close together that you can hardly walk between them.

To understand why the houses were built so close together, we have to go back to the start of the 20th century. At that time herring fishing was very important in the area. A few enterprising skippers on Gullholmen started to get involved in freight work and mackerel fishing instead. They bought some straight-prowed and capacious english smacks and began to fish for mackerel out on the Dogger Bank. This was so successful that "the mackerel fishermen from Gullholmen" at that time became an expression. By 1913 as many as 57 smacks had the island as their home port, and as most of them lived there too, there were over 800 inhabitants. Prosperity was the order of the day and houses were built ever closer together. As the state/crown owned the land,



they were exempt from tax, but it was unthinkable to have grounds around your house. Instead just the area taken up by the house itself was leased, and it was possible for the next builder to place his house right up to his boundary.

A good way to see what it's all about is to go on a guided tour. Gullholmen's extremely knowledgeable guide, Sune Johansson, happily recounts how the ship's captains were the ones who chose the sites for their houses first. Then it was the turn of the crew, and last, the fishermen. The skippers built the biggest houses, with two or three floors, on the highest ground. They painted their houses white, the same colour used in the Mediterranean. The crew members, living lower down, built smaller homes, which they painted red or yellow, while the fishermen built the smallest homes, closest to the water and often unpainted. Today none of them are

unpainted. On the contrary, great attention is paid to each house, however small it is, and many people with an interest in houses get very emotional at the nostalgia of it all.

Gullholm residents have been offered the opportunity to buy the ground their houses stand upon, but at market price. As the area is so popular, most of them opt to continue on non-freehold property, which is what it is called when leased out by the state. Of the 137 houses, just 10 are inhabited all year round. However, on Hermanö on the other side of the bridge, 150 people live all year round. They commute every day to their work on the mainland.

Of all the skippers on Gullholmen, Albert Arvidsson was the most driven. Not satisfied with fishing for mackerel with one smack, he soon bought another one. While the fish wintered

"... there seems to be an aura of harmony
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in deep water Albert sailed freight along the coast, always making a good profit. Things went particularly well for him when he learned that bars in America would pay well for dried salt mackerel as a snack to accompany whiskey. Albert fished, salted and then freighted his catch to norwegian harbours for transport on to America.

Things went well for Albert, and in order to display his status and success, he bought various ornaments and fine items of furniture. He and his wife Andriette were extremely proud of their home and looked after their status symbols well. They loved their belongings so much that in their will they stated that their daughter Anna was not under any circumstances permitted to throw anything away or change anything. When Anna eventually became too old to remain living in the house she was advised to set up a foundation to preserve everything and make the house open to the public. Thus the house of Albert, Andriette and Anna came to be Gullholmen's skipper museum, which is visited on all four floors with feelings of great nostalgia.

Gullholmen is under a preservation order and absolutely no building work is allowed. The smallest of extensions is carefully scrutinized. Boat visitors appreciate the absence of fences, tin roofs, bright colours and "keep out" signs. You can walk freely between the houses and enjoy the "gingerbread house" style, the timbered sheds, the sloping roofs, carved gableboards or the magnificent skipper houses. As a visitor, you have to, in fact, walk along the narrow passages between the houses. There are no proper roads. The asphalted paths often end right in front of a house or jetty. In summer you can go down to the steamer jetty to watch

the traffic between Halsar on Gullholmen and Islandsberg. In the course of an hour in July, hundreds of boats pass by, many of them close to land. It isn't easy to cross the channel to Malö Strömmar on a day like that, and it's quite a spectacle to see how boats both large and small seem to

be pulled towards the calm of Gullholmen.



Another good place for watching boats is Skottarn, the little islet with the big house on in the middle of the harbour. There was formerly a cannery here but it was closed down and there is now a restaurant instead, with buffet lunches and music in the evenings, staying open until one in the morning. Upstairs there are flats, and on the ground floor there are various facilities for visiting leisure boats.



After looking at boats and houses, it's time for lunch at Fiskeboden in the food store before exploring further. A good, honest fish soup with a baguette warms our rumbling stomachs, and we reflect on the contrast between the calm of a day on October and what it's like on a sunny day in July. In 2007 4589 boats "overnighted" at Gullholmen, making the harbour one of the most visited in Bohuslän.



Although there is a lot of pressure on the guest harbour, there is a genuine attitude of helpfulness. The harbour master, who has previously sailed round the world but is now in a gig, is always welcoming

and willing to lend a helping hand whenever needed. Even the captains on the Hättan ferries accept the disorder at Gullholmen with equanimity. They moor furthest in near the shop, and always display patience when the skippers of leisure craft are manoeuvring around in the crowded harbour.



Gullholmen's most recent attraction is Sune and Ingemar Johansson's art museum. In an old but newly-painted barn behind the shop they show the work of artists, mainly from the local district. They have always collected art, and when their house became full of various paintings they had the idea of displaying them to the general public. So they started Bohuslän's first private art museum. In the unassuming barn they display fantastic works by Arvid Ahlberg, Karl Nordström, Inge Schiöler and other inspiring artists.

Gullholmen really offers a variety of experiences. It's open all year round, and if you visit the island at different times you will see different things each time. In summer it's all bustle and chaos, in autumn and early winter you get an impression of calm and harmony. But whatever time of year you decide to visit this jewel among islands, you will be struck by how both permanent and summer residents and other visitors welcome you with a helping hand. You will enjoy being here and come back again – whatever the time of year.

When culture has had its turn, nature awaits. You can get excellent views from the 29-metre pilot hill with its pilot look-out tower. In rough weather the spectacle is incomparable. At Hätterännan, the bottom of the Skagerak goes from a depth of 30–40 metres to just 3–4 metres, which results in dizzyingly high waves. You can then continue walking towards the Hermanö nature reserve. From the harbour to the southern point of Hermanö Huvud, the map says 6 km. But in reality it is more than twice that, as the path goes up hill and down dale. You need to be fit, but the walk offers meadows, freshly-mown hay and magnificent views. Going to Hermanö Huvud is quite hard and takes a whole day, but it's an enriching experience.





Facts about Gullholmen

- Fishing village south Lysekil
- 137 houses (built 1870 – 1940)
- 150 permanent residents
- Harbour with 50 visitors berths
- Two restaurants

Places of interest:

three museums, a church, pilots' lookout, national park and all extraordinary houses on the island.

For more information:

Association of Gullholmen, +46 304-574 57
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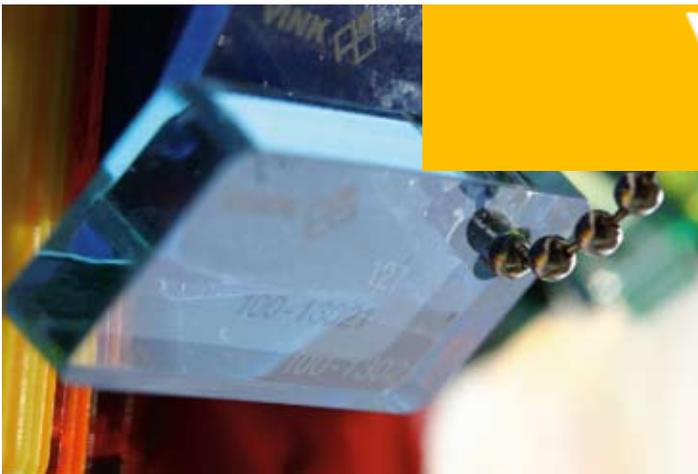
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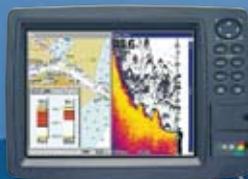
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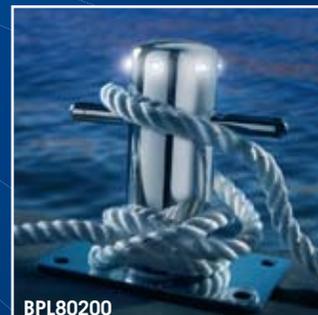
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