

2006/EN

**NIMBUS**



THE BEST AND NOTHING BUT THE BEST

# World



# WELCOME TO THE WORLD OF NIMBUS

[WWW.NIMBUSBOATS.COM](http://WWW.NIMBUSBOATS.COM)





# Contents



18-22



24-26



40-43



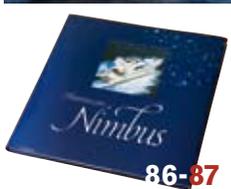
50-53



64-69



76-78



86-87

Nimbus model range 2006 ..... 4

Introduction ..... 5

Nimbus News ..... 6 - 11

42 Nova - Perfection herself ..... 12 - 17

Quality - The best and nothing but the best ..... 18 - 22

Coupé - a lasting concept ..... 24 - 26

Coupé Classics - 280 Coupé and Familia ..... 28 - 29

Fantastic all-round boat - 320 Coupé ..... 32 - 36

Commander series - The Yachtsman's Yacht ..... 38 - 39

We fell for her looks - 340 Commander ..... 40 - 43

The best boat I ever had - 410 Commander ..... 44 - 49

Leading the Nimbus league - 10 boats in ten years ..... 50 - 53

Nimbus Nova - The original ..... 54 - 57

Nova á la carte onboard 42 Nova - Salt & Sill ..... 58 - 63

The new generation - 30 Nova S ..... 64 - 69

Nimbus R-series ..... 70 - 71

300 R - Better at everything ..... 72 - 75

250 R - The favourite among match race  
professionals ..... 76 - 78

230 R - Economic performance, Volvo Penta D3 ... 80 - 82

The history of Nimbus Boats ..... 86 - 87

Boat building - true craftsmanship ..... 88 - 89

Navigation with Raymarine E-series ..... 90 - 91

Nimbus Original - Spareparts & accessories ..... 96 - 98

The limitless beauty of the Dolomites ..... 100 - 101

Quality Suppliers ..... 107



12-17



32-36



44-49



58-63



72-75



80-82



96-98



# NIMBUS MODEL RANGE 2006

THE BEST AND NOTHING BUT THE BEST

NOVA



26 NOVA



30 NOVA S - NEW



35 NOVA



35 NOVA



42 NOVA



230 R



250 R



300 R

NOVA R



340 COMMANDER



380 COMMANDER



410 COMMANDER



475 COMMANDER

COMMANDER



280 COUPÉ



280 FAMILIA



320 COUPÉ



350 COUPÉ

COUPÉ CRUISERS



380 COUPÉ



380 CARISMA



MAX II COUPÉ

NIMBUS MAX II



DNV-certified

NIMBUS BOATS



# STRONG FOR THE FUTURE

## THE NIMBUS GROUP

Last year our product development centre in Långedrag was busy developing three entirely new models. Fifteen highly skilled people work with product development at our company. To these we must add the chief engineers at our various yards. In addition we have several collaborative partners on the engineering side, including Semcom, developers of several Volvo Ocean Race boats.

Last spring and summer three Nimbus 42 Nova prototypes were tested. One fitted with straight drive shafts, one with Aquamatic and one with the new IPS drive. All systems powered by D-6 diesel engines from our partner and primary supplier, Volvo-Penta. There is a market demand for a larger Nova, i.e. a boat that is easy to board, with large open areas and superb manoeuvring ability. Side doors from the helm and passenger seats, a spacious after-deck and three separate double cabins contributed to the immediate success of this model when she was launched.

The new 30 Nova S is to be presented to the market in the spring 2006 and is oriented primarily at customers looking for a sporty weekend boat. Ocke Mannerfelt, one of the world's most prominent hull engineers, has worked with Rolf Eliasson over the design of this boat. She features three "world first" attributes you can read more about further on in this magazine.

The third entirely new model is the Maxi 1300, developed at our new Fårösund yard and engineered and designed by Pelle Petterson. An elegant, fast sailing yacht and easy to handle despite her size.

The Nimbus Group invest significant sums in producing as environmentally friendly products as possible. We are the largest single manufacturer of glass fibre laminate in Scandinavia and preside over cutting edge professional skills in areas including vacuum injection. We use own produced sandwich cores for building our strong, light-weight and well insulated hulls.

The Nimbus group continues to grow and all our yards are being expanded and modernised to accommodate the required increases in production volume. We continue to focus on our core value in building comfortable, elegant and

functional boats of the highest quality. The high frequency of our repeat customers provides strong evidence that our customers appreciate our products. Our most important resource is our brand name which we maintain in the best possible manner and has resulted in our boats fetching the highest used prices on the market. Boats of which you can be very proud!

Welcome to Nimbus World.



Hans Wiklund & Lars Wiklund



## Nimbus 35 Nova The latest in law enforcement.

During the fall of 2005 the Zürich police in Switzerland launched their newly delivered police boat, a fully equipped Nimbus 35 Nova with two Volvo Penta D4-260 diesels.



## 35 Nova fitted with a single engine – the Volvo Penta **D6-350**.

The new Volvo Penta D6 350 hp engine has become a highly prized engine in many Nimbus models. 35 Nova has now been tested for the first time with this engine installation and the results, as can be seen from the table, were very good.

RPM	Speed/knots	Litres/hr	Litres/NM
1000	5,6	3	0,54
1500	7,8	9	1,15
2000	9,6	23	2,40
2500	17,2	34	1,98
3000	26,0	45	1,73
3580	33,3	74	2,23



42 Nova and 410 Commander together with the rest of the model range.



The 2006 Ryds models on display.



Maxi Yachts model range and Nimbus HQ.

## Yet another successful exhibition at Nimbus **Open House 2005.**

The 2006 Open house exhibition at Nimbus Boats headquarters in Gothenburg, proved just as successful as last year. All models lined up for inspection along the quay.





Front row seat in Vigo with Ericsson Racing Team.



Where there is action  
**There is rrRRR**  
230 R in Vigo.

The place to be! Where else ...

**VOLVO**  
**OCEAN**  
**RACE**

2005 - 2006



**30**

**NEW! 30 Nova S**  
**The new generation.**

Once again it's time for Nimbus to show the rest of the boating world how it's done. The latest addition to the model range is the 30 Nova S. Innovative design and maximum quality with some "world first's" make this model very interesting. The boat will be available from 2007.



**Successful Boat Show in Berlin.**

Many boats found their new owners at the Berlin International Boat Show.





## Nimbus Boats expands worldwide.

With more than 40 authorized dealers throughout the world Nimbus Boats continuous to expand with two new dealers in Russia and Australia.

### St Petersburg, Russia



#### Sweden Boats

Authorised dealer for Nimbus Boats and Storebro. Twelve boats have already been ordered, delivery during 2006.



### Mudgeeraba, Australia



#### Premier Motor Yachts Pty Ltd

Authorised dealer for Nimbus Boats. Located in Queensland on the Gold Coast.



## 410 Commander success in both China and Japan.

The first 410 Commander was delivered to China during spring 2005. Soon after an order was placed from Japan. The purchaser had fallen in love with the looks and characteristics of the Commander.



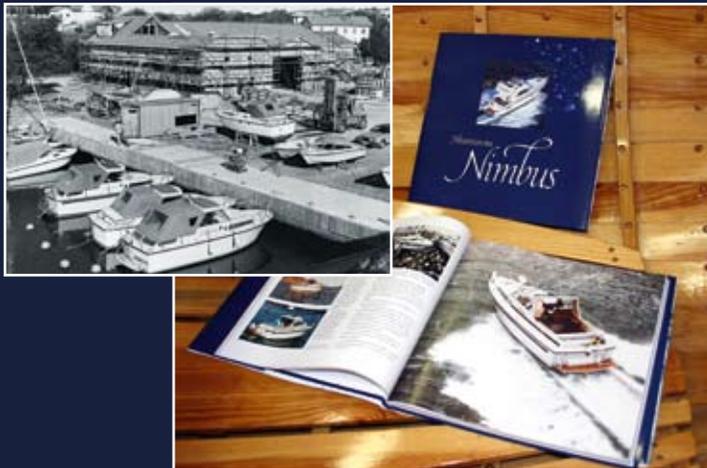


## 340 Commander - **Supertest!** Top score by Motor Boats Monthly.

Article/test featured in October 2005 edition.



"Swedish builders Nimbus have performed something of a conjuring trick with this smart, stylish vessel. They have packed in so many features, yet created such a sense of space, that you will struggle to believe it's a 34-footer."



## *The history of Nimbus*

The book about Nimbus history now in english.  
Find out more on page 86 - 87.



## Royal donation restores Thai fishing fleet.

Many fishing boats were destroyed by the tidal wave catastrophe in Thailand, an occurrence



that left entire populations in these coastal areas without a livelihood. The King of Sweden, having understood this situation, made a personal donation of 1.1 million Swedish crowns for the purchase of 100 fishing boats. Some friends of the King, including Nimbus Boats, donated an equal amount, providing a further 100 fishing boats.

The royal couple visited the Nam Khem fishing village situated north of Khao Lak in late February to present the donation. Half the inhabitants of the village had perished in the tsunami, and every single fishing boat had been destroyed. The Thai princess Soamsavali attended the visit.



The new factory at Fårösund, Gotland is opened.



## New Maxi 1300 yacht no. 1

The new and much awaited model from Maxi Yachts - a completely new generation with many innovative and ingenious solutions and designs. The yacht will be tested during early spring of 2006.

For more information visit [www.maxiyachts.com](http://www.maxiyachts.com) during spring.



## Ryds Boats receives prestigious award for factory environment policy

Ulf Hansén, CEO of Ryds Boats, receives the award at the factory floor in front of a 23 WA.



## Storebro deliver 90E patrolboats to Danish Naval Material Command in Greenland.

The boats will be used for coastal inspections, transportation of personnel, survey of harbours and entrance routes, rescue missions and ambulance transports.



SRC 90E is also used by the Swedish Navy, Coastguard and Swedish Sea Rescue Society.



Cockpit



Main cabin and storage

## Newly updated documentation and **owner manuals.**

As a step to further assure the renowned quality of Nimbus and to meet the high standards set by DNV, Nimbus has revised all handbooks and owner manuals for the 2006 model range.



## The new generation of **Volvo Penta** diesel engines - D-series.

Available for the Nimbus 2006 model range. Engine alternatives depends on the model.



**D6-350/DPH**  
257 kW (350 hp)



**D4-260/DP**  
191 kW (260 hp)



**D3-190/DP**  
140 kW (190 hp)

42 NOVA

# PERFECTION HERSELF

Big, strong, ingenious, classic are some of the targets Pelle Petterson set up for the Nimbus 42 Nova when he took on the job of perfecting the Nova concept. The result is a well-balanced combination of comfortable holiday boat and powerful all-weather boat.





Initially, the concept with the Nimbus 42 Nova was to meet the demands of 33 and 35 Nova owners for more comfortable accommodation with the same character. But as is his habit, Pelle Petterson took this opportunity to develop not only the accommodation but also style and functions.

#### **Perfect balance**

"The goal with the 42 Nova was to balance her content correctly. The success of the Nova concept hangs on her advantages being favourably divided. When I was asked to design a larger Nova I knew that style, if this is possible, was going to be even more important; to avoid exaggeration, to create a boat that emits the right signals, that is a typical Nimbus and has her own identity.

My task was to base her design on these frameworks and on a pre-defined beam measurement – in practice taken from across the gunwales.

Most of my thoughts on the subject were the weighing up of pros and cons, being concerned how much deck space and how much interior room the boat was to have. Because I had faced the same problem with the 33 Nova and thought that the design had resulted in a generous volume of space, I chose to apply a similar balance to the 42 Nova".

#### **Getting it right**

The ability to give boats the "right" proportions is one of Pelle Petterson's special gifts. He presides over an instinctive sense of measurement; you could describe him as having 3D vision resulting in all spaces being preconceived in volumes. However, Pelle calls this "pottering about", which means in practice that he measures, draws and gets the feel of things, whereupon the boat starts to take shape on his drawing board.

**"comfortable holiday boat and powerful all-weather boat"**



“You have to feel your way. The measurements I take tell me what compromises have to be made in order to fit in all the requirements. The most difficult thing about Nova boats is creating sufficient standing room below decks. The deck has to be deep set and feel safe to walk around on, and this means it steals volume from the cabins. On the 42 Nova we solved the problem by building concave inner sides to the gunwales. In this way we obtained room to turn around in without the cabin sides taking too much off interior volumes”.



### Function before pretension

Another important goal was to design the swimming platform in correct proportion to the rest of the boat. The premise was to avoid exaggeration, otherwise an unfortunate tendency in large boats. The 42 Nova is built to reflect the ideals of Scandinavian boating people – function before pretension. Pelle Petterson chose to include a relatively short swimming platform and make the cockpit a superb area for socialising. Boating life is considerably enhanced by an open space where family and friends can socialise comfortably. Consequently the 42 Nova has a roomy cockpit, with one

large and one small table, fixed sofas along the sides and plenty of room for deckchairs. The roof protrudes a little, providing a certain amount of protection from the weather. A canvas cover over the aft section of the cockpit furnishes the crew with shade and shelter from the wind and rain.

“The objective was to create the feel of an open boat between cockpit and saloon. 42 Nova is fitted with a three part sliding door, glazed from floor to ceiling. This can be opened by half or one third. In practice this means it still feels like being outside, even when sitting in the saloon.”

### The concept of the saloon layout was to create space.

“Maximum use of the beam was one of my objectives. This resulted in the galley being fitted along the starboard side, L-shaped sofa with folding front opposite and a two-seat helm to starboard. Four people can travel facing front simultaneously, while the passenger seat can be placed facing aft. This allows six-seven people to sit around the table.



The 42 Nova features large hatches above the helm and passenger positions, designed to be barely visible. Pelle Petterson built in slight protrusion

sions towards the sides and towards the bow, a device that conceals the hatches very elegantly”.

“It took quite a lot of thought to puzzle out how to make the hatches look like part of the roof. The problem was they need to be pushed upwards to be opened. The easiest solution would have been to just let them slide back, but we did not think this would guarantee water-tightness or a solution sufficiently elegant to suit such an exclusive boat as the 42 Nova.

#### **Advanced and elegant**

The end result was to build small guards along the front edge of the roof. These efficiently stop rain and spray from finding their way inside. The electric motor pulls the hatch down to fit flush with the roof, making the fitting still more watertight. Alternatively we could have fitted a single large hatch, but in part we assessed this solution as being less efficient and I concluded it would be more convenient with two medium sized hatches than one very big hatch. The helmsman and passengers can choose if they want their hatch open or not. The design is both advanced and elegant, and befits the added value I have tried to create for the 42 Nova”, explains Pelle Petterson.

The side doors are the same as those fitted to the Commander series and are another example of the ingeni-

ousness that goes into the 42 Nova. The doors simplify handling the boat, and make it fully possible for a single person to manoeuvre this 8.8 ton craft alone in harbour.

The helmsman can get out on deck quickly, walk to the bow and jump ashore. Plus a guest can get out on deck just as quickly when making fast to port.

#### **Added value**

The forward cabin is another example of “added value”. Wide, spacious and airy as befits a cabin in a large boat, with a queen-sized bed at a comfortable height, wardrobes, two large drawers and plenty of headroom between bed and roof, the latter a brilliant result of Pelle Petterson's sense of measurement and dimensions. The same applies to the heads, where the portside head is unusually roomy and has a separate shower compartment, the starboard side has a shower fitted together with the washbasin.

“We spent a lot of time discussing how best to design the accommodation. Owners of the 33 and 35 Nova boats had asked us to install more comfort and this led us to conclude







Top speed over 35 knots.

the 42 Nova should have two heads – and double guest/extra cabins. However, we did not want the latter to encroach on the existing cabins or the heads, so I realised that a compromise was unavoidable and chose to build-in two different sized cabins. One, a very comfortable cabin for guests or children with two wide berths and the other, somewhat smaller, a good reserve cabin. Six berths on the 42 Nova allow a large family to live aboard”, asserts Pelle Petterson, himself a grandfather and accustomed to boating working as an integral part of family life.

**Excellent performance**

In deference to owners of 33 and 35 Nova boats being people who use their craft frequently and require good performance, top speed has been set at about 35 knots. To attain this impressive turn of speed for an 8.8 ton boat, the 42 Nova is fitted with twin Volvo Penta D6 engines, each producing 350 hp. Early tests showed that the targeted top speed could be reached with a comfortable margin.

**“The 42 Nova shows us who is boss.” Others with extensive experience of boats say merely - perfection!**



One of two bathrooms.

“What is most exciting about her performance is that she can be fitted with two alternative drive systems – straight prop-shafts or stern drives. Those who prefer stern drive, the alternative that provides the least engine noise and the highest speed can choose that. While those that prefer traditional



One of three comfortable cabins.

straight prop-shafts and the feeling of safety and security that usually accompanies this kind of installation, can choose accordingly.

**Exclusive in all her features**

Having heard Pelle Petterson describe the Nimbus 42 Nova, it is not difficult to understand the pride with which the boat has been embraced internally. At Nimbus we are usually excited by and then proud of our new models, so when we see the dignity and the style Pelle Petterson has built into the 42 Nova, with all her exclusive features and choice of drive alternatives, it is easy to understand why she provoked the following heading in the boating press: “The 42 Nova shows us who is boss.”

Others with extensive experience of boats say merely - perfection!



## NIMBUS 42 NOVA

TECHNICAL SPECIFICATION

L.O.A.	12.50 m
BEAM	3.90 m
DRY WEIGHT	approx 8 800 kg
BATTERIES	8x12V-75 Ah
FUEL CAPACITY	2 x 500 l
WATER CAPACITY	400 l
REFRIGERATOR CAPACITY	85 l

Powered by 2 x Volvo Penta D6 engines from 228 kW - 272kW x 2 (310 hp - 370 hp x 2)



# Quality

## THE BEST AND NOTHING BUT THE BEST

The well known motto adopted by Nimbus “the best and nothing but the best” is far more than a slogan. The message stands for the important goal of not leaving a single detail to chance. Not in the development process itself, nor in the job of getting engineering solutions to harmonize with countless standards. We take a lot of trouble in earning our reward of being recognised as the best value on the market.

For chief Nimbus engineer Lars Alklind, trying to explain in brief what “quality according to Nimbus” stands for is a thankless task, for him. His definition of how this concept ought to be tackled and interpreted is more suitable material for a university lecture than an informal chat at the product development centre in Långedrag.

“Our motive is seeking advanced engineering standards is simple – we must be sure what we are doing, we must be sure all our boats are what we say they are. And this applies to design, safety and quality,” says Nimbus’s thinking engineer.

In the latter area Nimbus has always maintained a high standard using what Lars Alklind terms as keys.

“No matter where you go in and assess a boat, quality is measurable. To do this we employ processes that enable us to see if the level we have decided upon is actually in

place. We must have control; we must be able to check what we do. Our slogan is our sworn duty.”

Being the modern chief engineer he is, Lars Alklind can hardly get enough of the concept of quality and how to achieve it. He likes to draw parallels between the automobile industry and asserts that a Nimbus boat is what people in the automobile industry call a Premium Brand, i.e. a prestige make.

“The importance of craftsmanship is a favourite subject of discussion in the Swedish boat building industry. But according to my way of thinking, craftsmanship is based on the expertise and motivation of the builders. Results can vary; a boat built on a Thursday might not be the same as a boat built on a Tuesday.

“On the Continent people often talk about industrialised boat building, entailing production lines and automatic processes.





But these things leave no space for the boat-builder's own judgement, faults multiply and as the line keeps rolling so the costs of putting deviations right keep on rising.

"A Nimbus is built by means of industrialised craftsmanship. We make use of both the craftsman's expertise and industrialised thinking. By means of the calculations I talked about just now, we keep control to minimise deviations from the level decided upon and our boats are identical – every time."

For the Nimbus enthusiast this kind of reasoning might be found very abstract; it is first when Lars Alklind mentions that it costs money to stay on top, that the quality in a Nimbus is the result of a long process made in very small steps; that the extent of the concept begins to clarify. Especially when he points out that quality includes constant improvements to existing models – in addition to the production of entirely new boat models.

"The automobile industry has come a long way in controlling development of quality in existing and new models. It is only natural we should use similar procedural methods. Just like

**"The objective is to build boats better, more rationally and more easily,"**

them, Nimbus are building for the future, making sure that quality assurance routines meet present and future standards set by the authorities and by Det Norske Veritas.

"The objective is to build boats better, more rationally and more easily," explains the Nimbus engineering expert. "A tangible case in kind regarding future improvement, simplification and rationalisation, is the Nimbus electrical system. Throughout the years this has been based on a simple 12 volt system, that we at Nimbus, like others, have built our-

elves and succeeded in making work satisfactorily, while not really understanding the possible consequences. Now we are getting modern, prefabricated electrics made by subcontractors. Modern builders of electrical systems can get their systems to produce more and accommodate more facilities. At present, searchlights can only be fitted after the fact. But shortly we will be able to include these on our new instrument panels.

"Our helms too, are deliberately designed like the driving position in a car. Our boat owners are experienced car drivers and in our opinion they have the right to expect an



Lars Alklind

environment in which they feel familiar. We adjust the helms accordingly, making sure these are equally comfortable and efficient. Many car drivers and most boat

helmsmen use plotters, and so we design the dashboard to accommodate these. In regard to engines and drive systems, Nimbus work with high quality as our guiding star. We test each new model at an early stage – on the drawing board – to find out if we can develop the installations satisfactorily. Our ambition is for the engine to take up as little accommo-

operation. After all, a boat is a complex product, necessitating many different production stages such as handcraftsmanship, laminating, assembly of interior modules, engine installation, automatic milling of joinery parts, making holes for windows, attaching fittings etc.

“In a situation where demand exerts pressure on production we must constantly assure ourselves that quality stays at the top, nothing can be left to chance and it is not enough to trust in our own controls to make sure our products are up to scratch that would be like correcting our own examination papers.

“In practice DNV (Det Norske Veritas) norms control the



dation space as possible and to make as little noise as possible, to enable the crew to socialize and to sleep while the boat is under way.

“Our boats shall meet the new noise level standards set by EU coming into effect as from the 1st January 2006. From 25 metres away noise levels shall not exceed 75 decibels for single engines and 78 decibels for twin installation. A Nimbus boat shall cause a minimal amount of disturbance to her surroundings. These are tough demands, but they give the boat owner added value and are in line with our ambitions to be the best and unrelentingly continue to improve ourselves,” explains Lars Alklind.

One pleasant aspect of Nimbus production is that capacity in being fully exploited. The Nimbus yards are operating at full speed, the demand for existing models is greater than the supply, although this does not prevent improvements being made to each new season’s models or to new development.

Building more boats, building them better and simultaneously producing new models might sound a lot to take on for any

**“Patience and lots of perseverance are involved in Nimbus quality thinking.”**

standards of our boats, this being a very serious and dedicated organisation, totally incorruptible and extremely careful over their inspections. They might go so far as to point out that an arrow on a drawing in a manual is not pointing at the correct part. This might seem excessive, but we regard it as being a blessing. “We need a “policeman” to oversee our production; otherwise vigilance might slacken and we might fail to maintain standards.

Quality policy includes the random control of boats. DNV turn up unannounced and ask for proof that we are building according to their norms.



Christer Winberg and Lars Wiklund inspects a 320 Coupé.

Should we happen to miss something out, despite all our care and attention, then we are reprimanded and their inspectors start to examine us down to molecule level. This tells us that those who do not work like us, cannot really guarantee the same kind of quality.”



One example of the standards met by Nimbus are the 57 different ISO standards according to which Nimbus boats are built. To make sure these standards are met, the company has installed someone with special skills within company walls. Bo Berle's job is to maintain contact with DNV over certification matters, make sure manuals for the boats are drawn up according to the prescribed templates and check that all standards are being met.

Patience and lots of perseverance are involved in Nimbus quality thinking. For other boat experts it seems a mystery that only Nimbus operate this professionally.

"Those who are trying to work out how we find the energy to

her building have requested, she has a good chance of living a long life – an important ingredient in the agreeable policy that is Nimbus.

Or to return to Lars Alklind's opinion about the future: "At Nimbus we shall continue to retain our top position, we have everything under control, and that means we shall continue on our path of success. We shall be able to furnish our customers with still higher quality and still more added value in design, in perfection of detail, in comfort and function." In addition to all these good intentions and controlled processes, his final word on quality; "de-bugging", sounds good to the layman's ears. It means that the first example of a new model out of the yard is scrutinized when in the water. Lars



Nimbus 320 Coupé in production at Visby production plant.



work like this should know that development is our passion and that new boats are already being produced under even stricter controls. We make large investments in powerful software, in structuring the work process and in going through everything in a new boat in a virtual environment – before pressing the start button.

"We put in an extreme amount of time in analysing the boat we have decided to introduce but we reap the advantages of this later on, because we don't need to make any major changes to the prototype, and this saves large sums of money and masses of time."

Despite all the computers, processes and preparations, it is comforting to know that those involved in building a new boat have opportunities to express their views. A new Nimbus first appears in the shape of a mock-up, a full-scale model of the interior. Here it is possible to get a physical idea of proportions and if, for example, there is enough room in the head. Changes decided upon are then inserted, and the milling machine that builds the plugs, i.e. the hull and the deck, to full scale is started up. Because the new boat now fulfils all the functions and requirements those involved with

Alklind never hesitates to set out to sea for the sole purpose of making sure that there is nothing amiss, that the boat is exactly as intended.

"It can happen that the colour of the cushions in the sun, the position of the rail, vibrations from the engine – little things, need adjusting. You can never say this too often – if you want to be best – then you had better make sure you're just that.

### Lars Alklind's passion for quality

Still more resources at DNV

Combining craftsmanship with industrial thinking

Structure in development work

Comprehensive analyses in computer environment

Mock-up to ensure good ergonomics

De-bugging – test driving



# The sign of Quality Control

The plate shown below is mounted in every Nimbus and guarantees that the boat is built according to the highest quality standards. Below are the instructions on how to read the information.

Clear identification of manufacturer/company name. Quality certification from Nimbus Boats.

Certified and approved by DNV – Det Norske Veritas. Tests conducted by DNV together with the National (Swedish) Administration of Shipping and Navigation.

A Nimbus is both CE approved and DNV certified. A sensible choice for those concerned about safety, quality and second hand value.

HIN code: boat identity number to be visible from the helm.



Boat type and model designation.

Construction category. Maximum number of persons.

Maximum load.

The HIN code indicates: Country, manufacturer, series number, year and month of manufacture and model year.

Maximum engine power and number of engines in kW.



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380 COUPÉ

# COUPÉ

## a lasting concept

Among the Nimbus models, the Coupé boat series occupy a special place in the company's heart. There is nothing nostalgic about this; the 280, 320, 350 and 380 are right on the button in terms of boating as a lifestyle. These are boats deeply rooted in the Scandinavian archipelago, built to keep families comfortable in both good and bad weather.

Good ideas should be allowed to grow, they are born and they mature as their concept becomes established.

This is common practice in the world of creative people, and the process is entirely relevant to Nimbus. As can clearly be seen from the success of these five favourites; 280 Coupé, 320 Coupé, 350 Coupé, 380 Coupé and 380 Carisma.

These are the logical result of the general Nimbus philosophy of building boat models of a type and design that manage to live long lives – nowadays a rather unusual policy when rapid model changes are legion.



**Better and better with age**

But we feel that boats, like good ideas, are supposed to get better and better with age. Boats are not always easy to perfect from the start, and tastes changes constantly and equipment develops/become better and easier to use. Consequently, boats designed to live a long life, allow their loving owners to regularly change them for an upgraded and developed version of the same kind of boating life, but refined, improved and simplified.

**Suitable for both the North and the Mediterranean**

Take Nimbus 320 Coupé as an example. This model has long been a big favourite with Nimbus enthusiasts throughout Europe. A boat that is equally well suited to the west coast islands as to the crowded marinas of Majorca, or the beautiful and bare Dalmatian coast. In the Nordic countries she is prized for her spaciousness, for her coupé, that permits the crew to enjoy being aboard even in cold weather, and in the Mediterranean because the coupe provides effective protection from the burning sun.

**“the toughest boat critics around find these models to be perhaps the most highly developed and contain the best workmanship”**

Most of those who ride in a Nimbus Coupé Cruiser become sold on her. The comfortable speed range allows the boat to be driven at three quarter speed and 20 knots without the crew being disturbed by engine noise. The layout, with a perfectly positioned after deck, a large, light and airy saloon, a fore-cabin one set of stairs down and an extra cabin down below the saloon provides plenty of room for all the family.

**Exquisite interior and workmanship**

But the jewel in the crown of a Coupé Cruiser is probably her workmanship. People with a craze for detail, for a perfect relationship between wood and plastics and beautiful wood panelling, for choice materials on surfaces and cupboard doors, with an eagle-eye for trim, wallpapering, painting, quality upholstery and for everything hanging together in a perfect match, will be mightily satisfied in a Coupé. The fact is the toughest boat critics around find these models to be perhaps the most highly developed and contain the best workmanship that can be found in any boat.



## COUPÉ CRUISERS

- Extraordinary comfort
- Superlative design
- High quality
- Excellent safety

Such praise is particularly applicable to the 320 Coupé. Anyone who has followed Nimbus' progress for a while knows that nothing is left to chance and that much hard work has been put into getting the 320 Coupé to be the fine boat she is today. It sounds easy to gather viewpoints, requests and observations from owners and melt all these down with Nimbus' own ideas into a single list of desiderata, but making changes in an ongoing process like series production can easily become too big a job and too expensive. So all these requirements are carefully sifted and sorted, they are prodded about and dissected at meetings, before the decision is made to adopt a certain number of refinements.

Visiting Nimbus at the Open House event in August and looking at the latest refinements is always exciting for a member of the Nimbus 320 Coupé Fan Club. Sometimes it must be admitted, we manage to exceed even the expectations of these devotees in what can be achieved by way of improvement to an already perfect boat. Making the grand tour of the 320 Coupé last time, visitors were regaled with beautiful mahogany joinery, new upholstery design, the life-buoy now tucking neatly away into the coaming aft, longer teak shades for lanterns, room for a colour plotter above the helm, china and cutlery fittings in all drawers, a new holder for the boathook, new deckchairs and new door frame linings for softer opening and closing.

Beneath the floor, sound insulation had been thickened to accommodate the new Volvo Penta D 4 engine and stowage space was now a little more generous because the new engine takes up less space. Controls have been replaced by new finger-tip control electronics and super-smooth transmission. Along with improvements being made to the 320 Coupé, all other coupé series models have received their own particular improvements. All models now have mahogany joinery while the same general look has been retained. All the hallmarks of the series remain intact – extraordinary comfort, superlative design, high quality and excellent safety standards. A Nimbus Coupé is built to keep, both in her promises and her life length. "Nordic boat building at its very best" say those who know of what they are talking.

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# COUPÉ CLASSICS

Nimbus 280 series  
passes 2,000  
boat mark!

The Nimbus 280 series is by far the company's most sold model, with over 2,000 boats built, making the 280 one of the most popular long distance cruisers in the world. In recent years the Nimbus 280 Coupé has been the only version filling this spot, but with the introduction of the 280 Familia with aft cabin in 2004, interest in the model revived markedly.

Families looking for a safe and comfortable long distance boat with sleeping accommodation for a whole family in three separate areas, now had a favourite.

The new Volvo Penta D-3 engine introduced that same year, provided a very low noise level and extremely good fuel economy.





## 280 COUPÉ/FAMILIA

### TECHNICAL SPECIFICATION

L.O.A.	8.60 m
BEAM	2.85 m
DRY WEIGHT	approx 3 000 kg
FUEL CAPACITY	250 l
WATER CAPACITY	180 l
REFRIGERATOR CAPACITY	65 l

Powered by Volvo Penta  
D3-160 120 kW (160 hp)



# Vi ser till att du snabbare kommer ut igen

För de flesta båtägare är en skada illa i sig. Men ännu värre är att vänta på sega skadereglerare eller överbelastade varv och mekaniker innan båten är fixad och skadan ersatt. Mardrömmen är att inte kunna använda båten medan semestertiden rinner iväg.

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en båtfantast till skadereglerare, som verkligen förstår att du snabbt måste komma ut på sjön igen. Och som har fina kontakter med reparatörer runt hela kusten. Dessutom är skadejouren öppen för dig dygnet runt, året runt.

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# Fantastic all-round boat

When this family of seven motorboat enthusiasts made their choice, they chose a Nimbus 320. Ulf Steffenburg, with his wife, children and the family dog think the 320 is a fantastic all-round boat.

Sometimes, one of the best things about choosing a boat is that it is such a long and enjoyable process; thoughts and discussions as to what would be most suitable need to mature. Perhaps this does not make the choice any easier, but it results in a lot more fun and the final choice is bound to be sound. This is an approximate description of the process when Ulf Steffenburg and family in Göteborg chose their Nimbus 320 Coupe for 2005.

## The choice was easy

"The decision to acquire a Nimbus was not difficult. My criteria were briefly; good performance, plenty of space, reliable quality, good service, a well-known brand and no cover.

"That the final decision came to rest on a 320 is because we are a large family and the coupé style suits us very well. The fact is that we had been looking at the 320 for several years; we had always thought her to be dreamboat in every aspect.

"Our last boat was a Nimbus 28DC with a V8 engine and covered cockpit. In 2004 we found she was growing too small for us and I was getting tired of the covered cockpit. It was too much work having to unbutton it all, fold it up and stow it away every time we wanted to go somewhere. We put her on the market and sold her far quicker than I had expected. What's more, for ten percent over the price than I paid for her in used condition in 2000!"

**"For family sailors like Ulf Steffenburg, security in the form of good used value ranks high."**

For family sailors like Ulf Steffenburg, security in the form of good used value ranks high. When he receives solid proof that the Nimbus claim to build boats that are here today and still very much here tomorrow is a reality, the decision is easy to make: to continue with Nimbus was a foregone conclusion.

## Everyone wants to tag along

"One of the big advantages with the 320 Coupé is that she accommodates us all. Me, my wife and our youngest child sleep in fore cabin, two children in the midships cabin and two children in the saloon with the dog. The table can be pushed down and converts into a large and comfortable berth. Moreover I appreciate the generous headroom, the spacious berths and being able to stand upright in the saloon, being 195 cm (6' 5"), is a big plus on the comfort side".

"Perhaps the most fun of all about this boat is that everyone wants to tag along. Those with teenage children know how difficult it can be to tempt them to accompany their parents on holiday. But in our case the opposite has occurred, everyone wants to come with us and I assume this has something to do with them liking the boat".



### Extending the season

“Another factor might be that I’m a former dinghy sailor and at that time none of the children cared to accompany me”. When asked how they use their boat, Ulf Steffenburg replies they use her both for day trips and long cruising holidays.

“The coupé style extends the season. I put her in the water in March and took her out at the end of October. It’s wonderful to go down to the boat after work, open the door, turn the ignition key and take a ride. At the weekends we go out to the island beaches of the Göteborg archipelago. Meet up with my sister and my brother-in-law, who also run a Nimbus by the way. Even if it’s raining or middling weather we still go out. Sitting in the saloon we can still enjoy it all. The saloon is light and airy and the view through the windows and doors is so good you almost feel as if you are sitting outdoors”.

“This holiday we spent two weeks sailing through the West

**“Wonderful finish. She feels luxurious and is very elegantly designed.”**

Coast islands up to Strömstad where we put in to shelter from a storm. Although the Nimbus is a sturdy enough boat and well equipped, there is no real point in going to sea in rough weather. As a former sailor I love the sea, it’s in my blood, but I have respect for it and if you have a comfortable boat like the 320 Coupé it’s more pleasant to be in harbour than out to sea in a storm.

### Suitable for long distance cruising

We are planning for some longer voyages next summer; probably over to Denmark and then down to Germany. Prospects of taking voyages like that sound good in this kind of boat because she is economical, quiet and runs very smoothly at medium revs”.

### High quality interior and finish

Asking what the family think about the interior of their 320 Coupé is a directly motivated question. This boat is one of the most highly developed of all the Nimbus models.



“Wonderful finish. She feels luxurious and is very elegantly designed. Extremely well thought out inside, take something like the stowage drawers where cutlery and crockery are slotted into special insets, not a big thing, but so thoughtful!”

**Service as it should be**

“Just as fantastic as the boat. As soon as we bought the boat we received quantities of good advice and tips about what to choose and once the boat was in the water I stayed on it in the Nimbus harbour to get to know her better. For the first time in my life I found that a salesman meant what he said when he announced that if I wanted anything explained all I had to do was get in touch”.

“I had heard other people say this about other products, but at Nimbus it seemed so natural for them to listen to their customers and to help us. The boat has lived up to our expectations entirely, but like many boat enthusiasts, we are always interested in the expertise on hand at the company. So it has been unfailingly enjoyable to meet up with Nimbus sales and service people”.

As is often the case when boat enthusiasts are looked after well, trust in those who have sold them their boat is established. This has already led to Ulf Steffenburg considering trading his boat in for a roomier model. She will be a Nimbus of course, as we need hardly say. But exactly which model, Ulf is still unsure.



### Nimbus - the family's dog

As was the case when acquiring the 320 Coupé, any decision will take time to grow and mature. Perhaps if the family's Chihuahua, fittingly called Nimbus, wags its tail especially enthusiastically one day and puts its head at an extra acute angle when looking at a certain model, this might help the rest of the family in making up their minds.

For others about to acquire a family boat, the Steffenburg's choice must seem to be extremely sensible. Their choice of a 320 being a demonstration of how much a good family boat can contribute to family life.

Perhaps this is going over the top, but it is tempting to say that those who choose a Nimbus 320 Coupe are acquiring a high quality lifestyle and benefiting family unity simultaneously.



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## NIMBUS 320 COUPÉ

TECHNICAL SPECIFICATION

L.O.A.	9.50 m
BEAM	3.20 m
DRY WEIGHT	approx 3 700 kg
FUEL CAPACITY	340 l
WATER CAPACITY	180 l
REFRIGERATOR CAPACITY	65 l

Powered by Volvo Penta  
D4-225 165 kW (225 hp)  
D4-260 191 kW (260 hp)

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# COMMANDER

## *The Yachtsman's Yacht*

When you know what you want!

The Commander matured into its present excellence precisely like a Grand Cru wine. Through knowledge, care and lessons learned from previous years, the Commander has taken shape and developed; and the result is a boat for the real connoisseur.

The Commander has the unmistakable characteristics of a workboat, with a low flying bridge, a sheltered companionway to the same and not least a safe and comfortable motion, so essential to the seaworthy long distance cruiser. This is a boat for those who understand and appreciate carefully planned and tried and tested solutions. Such as the pilot house with proper navigation areas for both helmsman and passengers, a snug saloon and a well equipped galley, fitted in the correct places, i.e. in the roomiest part of the boat. This is a boat for those who recognise the significance of quality down to the smallest detail; Volvo Penta diesels with straight shafts for extremely quiet running, minimum planing threshold and, not least, outstandingly stable behaviour in the water. It goes without saying that the design tends towards the classic.

After all, a connoisseur knows that a good boat should look like a good boat.



## 340 COMMANDER

*The Yachtsman's Yacht*

# We fell for her looks

Choosing a boat is easy when you fall in love with her. As did Lars Olin and his wife Irene when they saw the Nimbus 340 Commander for the first time.

As in the case of Irene and Lars Olin, boat enthusiasts frequently fall for Nimbus looks at the drawing board stage. Functionality and engineering arguments are all very well, but if the boat awakens “must have” feelings, then the step from requirements to decision becomes that much shorter.

### **The nicest boat we'd ever seen**

“We got to see the new Nimbus drawings in the autumn 2004 and thought she was the nicest thing we'd ever seen in the way of motorboats. At the time we had a Nimbus 320, a boat we like very much, but because we are not getting any younger, we started looking for an even more comfortable model. The new boat appeals to our sailing instincts with her seaworthy look, layout and separate cabins. We lost no time in making contact, registering our interest in making a purchase and agreeing on a delivery date and then began to look forward to a new seagoing epoch in our lives”, says Lars Olin.



Lars Olin

We found Lars Olin's reasoning about the seaworthiness of the 340 Commander an interesting point and when we asked him about his boating background, it turned out he is a former racing sailor.

### **History as a professional sailor**

“I did a lot of ocean racing in the Fifties and Sixties, but then

I chose to take things easy and got myself a sturdy motor-sailing yacht. After some years I exchanged her for a 36 foot Orust built boat that we sailed for many years and held in high esteem for her beautiful lines. In other words we were a bit fussy when the time came to change over to a motorboat. It is an undeniable fact that the desire for comfort increases along with age and a motorboat becomes a natural choice”.

“We decided to buy a Nimbus and that the 320 Coupé would be the boat best suited to our needs. The reason for us choosing Nimbus might seem somewhat irrational and perhaps even surprising for those who ask, but our choice is



a reflection on my running my own business and believing in the spirit of enterprise”.

“I run a marine electronics company in Göteborg and it felt right to make a contribution to other entrepreneurs in our city. By buying a Nimbus, I could also contribute to jobs in Gotland where the boats are built.

#### **Pleasure at sea**

Basically of course, I wanted to continue my seagoing activities and to do so in a good boat. The seagoing life is very important to my wife and me; all year round. Those unfamiliar with boating life might think three months a year is a very short time in comparison to what a good boat costs, but I enjoy looking after the boat and working out future voyages. For me, it is all pure pleasure”.

#### **A “must have” feeling**

When asked about the properties of the 340 Commander that generate the “must have” feeling, Lars Ohlin said it had been the total impression.

“The layout of the 340 Commander makes her feel like a small ship. We like the separate saloon, the small platform with room for guests facing the direction of travel, the forward cabin for two and the guest cabin. We appreciate the after-deck; we have chosen to have a cover for this and like to fold up one side and watch the sun go down. The fly bridge is a wonderful suntrap. Actually it’s difficult to understand just how Rolf Eliasson has squeezed in so much while succeeding so well with her proportions”, opines Lars Ohlin.

In his capacity as a former supplier of electronics to the merchant marine he was especially interested in the navigation room, particularly in what this could accommodate by way of instrumentation. He found that Nimbus had prepared spaces for a GPS plotter, that the log and echo-sounder were standard and that the panel had room for a radar screen.

#### **A very tasteful interior**

When asked about his opinion of the interior of the 340 Commander as a former sailing yachtsman, Lars Olin says proudly: “I liken the 340 to a small Storebro – mahogany panelling, well made components and good quality joinery.

“The layout of the 340 Commander makes her feel like a small ship.”





The interior of the 340 is the most tastefully done of any boat Nimbus has built. It makes owning this boat a real pleasure”.

The feature of the wheelhouse door leading directly out onto the lowered deck makes it easy for Lars Olin to handle the boat himself. To deal with complicated situations in harbour he has installed propellers both bow and stern.

Nimbus has worked hard to lower engine noise, and it was interesting to ask Lars Olin, as an owner, how successful this work had been.

“The noise is not at all intrusive. The encapsulated engine runs very quietly, we can converse normally under way even at high speeds. For the most part we prefer to sail along at around 2500 revs, this providing us with a comfortable 14-15 knots and at this speed engine noise is very barely noticeable”.

“How she rides? Amazingly good. I’m surprised and impres-

**“The interior of the 340 is the most tastefully done of any boat Nimbus has built. It makes owning this boat a real pleasure”.**

sed over the boat lacking a planning threshold. She is very stable in heavy seas, but needs to be driven sensibly if the ride is to be comfortable. What’s most important for me is that the 340 feels safe and is easy to drive. She is remarkably economical to run. There is a difference between running a motorboat and a sailboat that only needs filling up a couple of times per season, but nevertheless, for a motorboat the 340 Commander is very thrifty, especially considering we have 310 hp below deck. I like the straight prop-shafts too, that makes me feel instinctively safe”.

Voyages taken with “La Sirene” stretch to Anholt and Läsö in Denmark, Sörland in Norway, and all along the West Coast of Sweden (the Bohus coast). Additionally the Olins spend many weekends aboard and Lars Olin feels that the 340 is appreciated by both yachtsmen and other motorboat owners. “We receive compliments on her elegant lines and well-planned layout. For my part I like the 340 because she is in no way pretentious or intrusive and the elegant exterior styling is reflected in the high interior quality”.



Lars Olin makes one last comment about their purchase of the 340 Commander and that has to do with Nimbus after-service.

"We have always experienced a friendly reception and always been given first-class assistance and good advice. On one occasion I sailed to the Nimbus Centre in Långedrag to repair the after-deck cover and it was very pleasant to visit, soak in the service spirit and find that you are important". Before we part Lars tells us that the boat's name; "La Sirene" means mermaid and is a play on words involving their names of Lars and Irene.

Unlike Odysseus who was tempted by the singing sirens of mythology, there is no risk of the 340 Commander succumbing to the watery depths. The very exacting standards imposed by Det Norske Veritas make sure of that.

#### Main advantages

- Easy to handle
- Well proportioned
- Quiet running
- Tasteful design



## 340 COMMANDER

### *Specification*

Length	10.30 metres
Beam	3.40 metres
Displacement approx.	approx. 5 300 kg
Fuel capacity	400 litres
Water capacity	200 litres
Refridgerator	85 litres
Engines	Volvo Penta D6-310
Output	228 kW (310 hp)
Design	Nimbus Boats



## 410 COMMANDER

*The Yachtsman's Yacht*

# THE BEST BOAT I EVER HAD

For Hans Zackrisson it was logical to choose a Storebro 410 Commander. He uses his boat frequently and requires good running economy, good socialising amenities and ease of manoeuvring.

### **The choice of a genuine boat enthusiast**

His choice never wavered for a second over the Storebro 410 Commander. No other make or model was even considered. His only concern was choosing which engines the boat ought to have – the standard twin Volvo Penta D6 310 hp installation or the next size up, the twin D6 at 370 hp each. Hans Zackrisson is a Gothenburger, former yachtsman and a genuine boat enthusiast.

“The choice was easy. I have run a Nimbus 4000 and a Storebro 380 previously and I feel right at home with them. When Storebro presented the 410 I was quick to see she would suit me perfectly. My boat life is a bit unusual because I sail from March until November and I don't hesitate to go out, even when the weather is not good. So I need a boat to give me an extra special experience.

### **A handsome and elegant boat**

My wife's spontaneous reaction to the 410 was “the finest boat I've ever seen”, and this tipped the scales. She thought the 410 would fit well with us. She loved the lines, and says

**“The 410 Commander gives me the right impression and reflects the right impression of me.”**

the boat is handsome, elegant and strict all at the same time. And when we went aboard and discovered such a big difference between her and our last boat in regard to the socialising amenities, we became even more convinced the 410 Commander was the right boat for us.

Listening to Hans Zackrisson talk about “Lady C” is quite inspiring. Not only because he loves his boat, but because he is a good example of how discreet and considerate people with in-depth experience of boats think when they get the chance to choose exactly the boat they want. Making a big splash by means of extravagant design is not part of their way of thinking. Nor does the need to impress enter the equation. When the overall idea of boating concerns quality of life, general comfort and security and being able to enjoy a well-built boat, there is no alternative to Storebro.

### **Easy handling**

“The 410 Commander gives me the right impression and reflects the right impression of me. The boat can be seen as being a small ship, Storebro style. A common comment I get

410 COMMANDER





in harbour is that she is "grim", in the positive sense, and this might have something with being able to handle her alone. I usually lay alongside the quay, open the side door, go out on deck, make fast the centre cleat and then moor. I like being able to practice this kind of seamanship, I consider it a must to be able to handle your boat by yourself."

#### Pleasant socialising onboard

Apart from all the practical aspects of the boat, Hans

**"There's a big difference between sitting in the saloon of this boat and our previous."**

Zackrisson has one or two other good things to say about the reception areas.

"There's a big difference between sitting in the saloon of this boat and our previous. We now have views out through the side windows and through the doors aft. The space is light and airy and you don't feel at all closed in, even when the doors are shut tight. Plenty of room, an excellent galley and a comfortable sofa group make for pleasant socialising aboard.



"Further contributions to pleasant socialising are made by the layout forward,

with large berth, own head with shower and WC and a guest cabin with own entrance and two separate berths, one on each side of the cabin. This means my wife and I, and two guests, can live together for a few days without tripping over



each other's toes. The guest cabin is perfect for sleeping in when the weather is hot because it remains cool, I fact that I discovered one hot day in the summer 2005."

### The finish is of absolute top quality

Our traditional Storebro owns can be forgiven for wondering if the quality of the 410 Commander is equal to that of the old Storebro boats. Once more, Hans Zackrisson has the answer ready:

"The joinery is definitely as good as in my old 380. I have noted such details as a 4 mm veneer when I was installing equipment, that surfaces are varnished both back and front and that all the surfaces in the engine room are top coated with an entirely smooth finish. Any oil spill is easier to remove when surfaces are smooth. These little things add up to giving me the feeling the finish is of absolute top quality."

There is another interesting fact that Hans Zackrisson would like to mention; fuel consumption.

"The 410 uses about 30 percent less fuel than my old

Storebro 380 at a cruising speed of 21 knots/2500 rpm – even though the weight and engine power output are about the same. The new Volvo Penta engines have a powerful quantity of torque and good acceleration from standstill.

This and the fact that the hull has low resistance,

means that fuel consumption is around 3.3 litres per nautical mile, compared with 4 litres at the same speed in the other boat. More range and

lower fuel costs are advantages when you want to voyage around the Kattegat and up to Norway.

**"Another property I set value on is the low noise level aboard."**

"Another property I set value on is the low noise level aboard. Not that I understand entirely how Storebro have managed to succeed in this, but the difference from my other boat is remarkable. We can converse in normal tones when under way and that's very convenient."



“The great advantage with this boat is that I can stand at the helm.”

He continued by adding a word or two about her sailing properties.

“She is stable and easy to drive. She planes up well through the speed range; actually she has no planning threshold because the propellers are fitted at a more horizontal angle than in older boats. In bad weather I like the feel of the weight of the 410 under way; she’s docile and buoyant.

The great point about this boat is that I can stand at the helm. For me it is quite unthinkable to sit at the helm in heavy seas. I want to stand up, look into my extra powerful radar and feel I have a small ship in my hands. Her straight drive shafts add to the enjoyable and important experience that is the 410 Commander.”

The seagoing preferences that Hans Zackrisson mentions reflect his solid background as a competition sailor. In earlier days he raced both Snipe and Soling.

When, as has the owner of “Lady C”, you have sailed a good deal, you know enough to insist on good seagoing properties in your boat. Hans considers this requirement is fully met by the Storebro 410 Commander. And we could comfortably expect his expectations to be realised. But it is possibly less predictable that after-service always works so well.

“I’ve had no problems with the boat, but I’ve had the opportunity to make use of Storebro service in Långedrag and found it to be good. Some of the sales personal are former racing sailors, and that makes things even more pleasant.”

### Main advantages

- Small ship design
- Saloon windows at seating level
- Stand up helm
- Quiet running / well insulated
- Solid sailing properties





## 410 COMMANDER

### *Specification*

Length	12.50 metres
Beam	3.90 metres
Displacement approx.	approx. 9 000 kg
Fuel capacity	2 x 500 litres
Water capacity	400 litres
Holding tank	150 litres
Engines	Volvo Penta 2 x D6
Output	2 x 228 kW (2 x 310 hp)
Design	John H V Lindblom / Storebro

*Profile*

# Leading the Nimbus league

10 boats in ten years





# 1996/2006

1 2 3 4 5 6 7 8 9 10

For some people Nimbus has become a lifestyle, an essential part of the summer. Such is the case for Anders Skog, elegant Stockholmer and former sailing enthusiast who, after competing in Gotland Runt 17 times, said that's enough and chose Nimbus instead. This year he will be taking delivery of his 10<sup>th</sup> Nimbus, a grey 380 Commander.

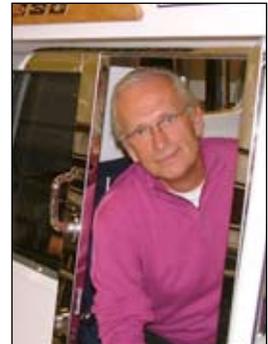
Actually, Anders Skog does not change boats like other people change shirts even if it might seem so when we find that he will be taking delivery of his tenth Nimbus this spring. Nor can these frequent changes be put down to rash behaviour, but to a logical consequence of the well-known and well-deserved Nimbus reputation for building "the best and nothing but the best".

### Different boats for different needs

"Most importantly, I'm in love with the Nimbus style. As an old sailor it suits me down to the ground. The boats are advanced and functional and the program is broad enough to have allowed me to change between large, fast boats to less powerful boats and now to a long distance boat. When the family had a summer cottage, the Nova was a perfect choice. When we had sold up and didn't know exactly how we were going to spend our summers, we bought a big, open 32DC Ballista"

"But the 380 Commander we have on order could be our last (?) Nimbus. It has everything we are looking for in a family boat, seaworthiness, a good layout and the right style for an ex-sailing enthusiast, not showy, not tame,

but substantial and handsome." In his next breath Anders starts to talk with enthusiasm about Nimbus used value, which according to him is the key to enabling such frequent change.



Anders Skog

### Got back what I paid

"Some I have sold privately, but most often I have traded in for a new boat. No matter what, I always got back what I paid, and that would not be possible with any other boat as far as I know".

**"Most importantly, I'm in love with the Nimbus style."**

"I have looked after my boats and refined them some for my own enjoyment, but it's Nimbus' constant rejuvenation of so many smaller details that generates my "must have that" motivation, plus these refinements have helped to enhance the already excellent used value of my boats," opines Anders Skog when we converge aboard a Nimbus 380 Commander at the big boat show in Stockholm.

It is not difficult to spot Anders Skog's delight in Nimbus and in his choice. He and the Nimax boat show men,



Fredrik Bergström and Peter Ehnemark, are good buddies and he gives the boat's lines a knowledgeable, not to say, loving look.

### Champagne and a full tank

"Part of the Nimbus secret lies in the attitude of the company. They always deliver with champagne and a full tank. Their after-sales is not just an empty promise. I have only ever tested it once. My little problem was with an ignition key that refused to turn back into place. The service team came directly. It turned out to be my own fault, but that didn't bother them one bit"

"The all-in-all result is an excellent relationship and an enjoyable dialogue chatting about possible refinements. It's always fun to be able to provide feed-back," says Anders Skog.

### Nimbus since 1985

Anders Skog began his relationship with Nimbus in 1985 with the arrival of children making his continued partnership in an old wooden twelve metre class racing yacht impractical. He sold his partnership and with money in his pocket searched the market for a medium sized, well built, open and fast boat.

"I choose a 32DC. I liked that boat a lot, I thought then and still do, she's the most elegant on the market. We sailed her for two years and then we wondered



if it would be fun to have a summer cottage. We sold the 32 and bought a cottage with enough over for a 19 Nova. That was the first occasion I experienced the excellent Nimbus used value and I thought to myself that if I was ever to buy another big boat it would be a Nimbus," reflects Anders Skog.

### Training the family in a 19 Nova

At the summer cottage the family's 19 Nova worked well for waterskiing, transport and as a "school boat" for daughters Anna and Malin.

"That boat was so tough and so safe I had no second thoughts about letting them out in her by themselves. With a bit of help they eventually managed to take themselves off to Sandhamn and have fun as kids are supposed to do," Anders smiled at his young and beautiful daughters.

### Spurring the boating interest

Could it be that that Nimbus helped to awaken his daughter's interest in the boating life? Because they are very enthusiastic about sailing out to sea, they tell us happily.



With the summer cottage as a base and spurred on by his daughters' interest, this enthusiast soon changed up to a 22 Nova. Followed by two different 26 Nova's. When the 250 Nova came along she appealed so strongly to Anders' enthusiasm for powerful and luxurious boating that, following his instincts, he bought one in the spring and then traded it in for a new model in the autumn.

### Exceptionally good trade in value

Every time he got back what he had paid or with a small very acceptable loss, which was a deal that appealed very strongly to him as a businessman. Such advantageous used value has for Anders Skog, as it has for many other Nimbus enthusiasts – provided a method of successively being able to afford better and better boats.



"I sailed a 35 Nova up until 2005. When we sold the summer cottage we wanted to get out to sea again and we were attracted by the idea of a real boating holiday. The 35 is a wonderful boat, but we bought the open version – with a canvas cover. We found that our boating was very weather dependent and the cover rather complicated to keep putting up and taking down. This made



us realise we would prefer to go to sea in a covered boat next time”

“Once again I was surprised by the used value and I could never have changed up without it.” When everything is said and done, the cost of a boat has to be considered.

“At one time I briefly considered an American boat, but was put off when I found out about the low used value and the high new price. I understand that a boat costs money, but I was not willing to loose such a large sum, so I put that alternative from my mind very quickly”

**380 Commander replaces summer cottage**

And what are the attributes that have attracted old sea-dog Anders Skog to the 380 Commander? He points out that the boat fills a different position in his life than did the 35 Nova; she replaces the summer cottage.

“To tell the truth I have been looking at this Nimbus model since she came out. She’s very cunningly designed; I like the “small ship” style. The layout allows plenty of room for the girls and our friends to follow along and I like the long, low fly bridge. She is a little more boat than my last one, and from the seamanship point of view the door from the wheelhouse straight out onto the deck is very practical”

“We’re looking forward to making some long voyages this summer. Fårö, Gotland and the West Coast are on the agenda. The modest fuel consumption of the Volvo Penta engines makes travelling for hundreds of nautical miles quite feasible and if the weather turns nasty, well, that won’t matter so much. On the contrary, I’m looking forward to sailing her from the wheelhouse with the heater on and feeling that life at sea – that’s the real life! Especially in a Nimbus 380 Commander”



**380 COMMANDER**  
*Specification*

Length	11.50 metres
Beam	3.60 metres
Displacement approx.	approx. 6 800 kg
Fuel capacity	755 litres
Water capacity	430 litres
Refridgerator	130 litres
Engines	Volvo Penta 2 x D4-260
Output	2 x 191 kW (2 x 260 hp)
Design	Nimbus Boats



NIMBUS

# NOVA

the original





There is only one original

# THE NOVA CONCEPT

QUICK AND EASY TO BOARD  
WIDE SIDE DECKS  
MAXIMUM STOWAGE SPACE  
PERFECT ALL YEAR ROUND  
ECONOMIC PERFORMANCE

We know many boat enthusiasts 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 boat enthusiasts 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.





The Swedish archipelagos are not only the most beautiful in the world, but as an extra bonus, crawl with first class pubs, inns and restaurants.

We take a trip in a brand new Nimbus 42 Nova up to Klädesholmen, a few hours voyage north from Göteborg. Here we kidnap chef Daniel Nilsson, and persuade him to make us some west coast dishes from his new cookbook, Krogbok från Salt & Sill.



# Nova à la Carte

## Salt & Sill

When summer starts to slide into autumn, the Swedish coastal waters can be wonderful indeed. The morning fog in Göteborg had just lifted when we set course for Klädesholmen, a few hours to the north. The Nimbus 42 Nova is the largest boat built yet by Nimbus, but she feels really easy to handle. At 35 knots cruising speed over the sun drenched waves, it's no problem to talk in normal voices where we sit, four people in a row on the front seat enjoying the ride.

Suddenly Klädesholmen is there, straight ahead. A long line of houses, built snugly together. We sail in beneath the bridge to the island and find the sign immediately : "Salt & Sill, look to port". We pass by and read the back of the sign "Salt & Sill, look to starboard". The Salt & Sill restaurant cannot really be missed, right there on the quay in front of a whole row of the community's famous herring factories.

### 27 kinds of herring

It seems that many of these small factories are part of the same group, but they all make their special kind of pickled herring and together represent 40 percent of Swedish pickled herring production.

The restaurant specialises in herring and other seafood dishes and is not just a seasonal restaurant. Daniel Nilsson tells

us they serve a magnificent Christmas smorgasbord\* (called a julbord).

"We serve 27 different kinds of pickled herring in earthenware jugs for the julbord, buying in herring from our neighbours, the herring factories and using our own pickle recipes to suit every taste."

He is well prepared for our arrival and brings his raw ingredients with him to the boat.

"Wow! I wouldn't say no to a boat like this," he exclaims and



The restaurant



asks if he can catch a ride back to Göteborg.

### Meals for the galley

He examines the resources of the galley and finds that the dishes he has planned for today are ideal for cooking aboard.

"I have selected two recipes from our new cookbook, Krogbok från Salt & Sill, and I have put together my own variation of the traditional "gubbröra" (a kind of pickled herring salad), and today I'm calling it Nimbus herring.

He expertly picks out some pots and pans and soon delicious smells begin to waft out onto the sun drenched after-deck.

The cold starter – the Nimbus herring – looks good; he has set out several pieces of thin crisp bread on a plank, topped each piece with some gubbröra, and complemented with slices of mature hard cheese.

"My version of gubbröra is not so different from the original," says

Daniel, "I have added a little chopped sweet pickled cucumber. The base is a local onion pickled herring mixed with various tasty ingredients."

### Hot, spicy prawns

Now we come to that delicious smell, the hot prawns!

"Instead of eating cold boiled prawns, as half the Swedish people habitually do every Friday night in front of the TV, I've marinated whole prawns in oil and spices for a few hours before cooking them flambé in a deep pan."

For the flambé he does not ignite the prawns, but fries them quickly in a hot pan. Diners eat with their fingers as is customary and the prawns are very oily, so piles of paper serviettes are required. They taste incredible and our eager fingers are soon scrabbling for the last slices of garlic left in the pan...

The oven is ideal for the next course, Norway crayfish gratin with tonato sauce (tonato being tuna fish in Italian). Daniel has bought the biggest Norway crayfish he could find from a local fisherman, and he splits these down the middle and lays them in a roasting pan. He spoons a generous portion of tonato sauce (more like a purée, it being so thick) over each Norway crayfish half and then pops them in the oven. From where new delicious aromas are soon spreading.



On our way to Salt & Sill we took a quick detour through the beautiful harbour of Marstrand.



### Schnapps and highly flavoured wine

We will be drinking wine only with our lunch, but for herring dishes schnapps is more customary and so Daniel gives us some advice about both schnapps and wine.

that in his opinion would be a perfect match.

"I have travelled a good deal and when I was in South Africa I made friends with wine-grower Alex Dale, whose chardonnay is sold under the name of Redford Dale. A superb wine!"



"OP," he decides. "That's probably my favourite schnapps in all situations, although to the Nimbus herring a Gammal Norrlands would be excellent. This is very much a matter of personal taste".

"For the hot spicy prawns a highly flavoured wine is required, preferably tending towards the semi-dry. I suggest a gewürztraminer or possibly a pinot gris, the best would be from Alsace."

While the Norway crayfish are baking he shows us a wine

It went down a treat with the Norway crayfish – as did the table water for the skipper – and Daniel concluded by finding the galley of a Nimbus 42 Nova an excellent working environment for a leading west coast chef.

### New "restaurant book"

"I chose dishes that are easy to make in a boat. The recipes are in the book just completed by Sanna Hermansson, restaurant owner, and myself. The book is more than just a cookbook, and that is why it is entitled "krogbok" (approx. "Restaurant Book"). It contains facts and interesting snippets of information about salt and about herring – from the history of both salt and herring. And there are articles on local suppliers of strawberries, potatoes, eggs and fish".



“Our idea was to give people some idea of what happens at a restaurant, before, during and after the guest visits. We thought it might be a good idea to give people a little insight into what goes on in the kitchen”.

The sun goes to bed earlier now in the Indian summer and we sense that the fog might return. Well fed and satisfied we fire up our twin Volvo Penta sixes and set course southwards. Outside Marstrand it has begun to blow, with the waves coming at us from all directions, but our boat strides on firmly at 35 knots without much fuss. A smooth, safe ride – that’s the boating life at its best. And full of Nimbus herring, hot spicy prawns and crayfish on a Nimbus 42 Nova, who could complain.

When we wheel into Långedrag harbour the fog comes rolling in from the southwest archipelago...

*\*The Christmas smorgasbord (“julbord”) includes a selection of both hot and cold traditional Swedish Christmas dishes and is served for both lunch and dinner from mid-November until Christmas.*





# The Recipes

## Nimbus herring

(serves 6)

300 grams herring pickled in onions, well drained  
3 tablespoons chopped sweet pickled cucumber  
2 tablespoons mayonnaise  
1 teaspoon Dijon mustard  
½ finely chopped red onion  
1 spring onion, sliced  
2 boiled potatoes, diced  
1 hard-boiled egg, chopped  
Black pepper

Mix the ingredients for the dressing. Add egg and potato, fold in the well-drained herring. Serve with a tasty crisp bread and slices of mature hard cheese.

## Hot, spicy prawns

(serves 4)

400 – 700 grams prawns  
Oil:  
2 dl rape seed oil  
1 dl olive oil  
1 teaspoon hot chilli sauce  
1 teaspoon lemon juice  
1 tablespoon chopped chives and parsley  
1 tablespoon sliced garlic  
1 fresh chilli, sliced  
Salt and white pepper

Mix the ingredients for the oil. Put in the prawns and turn until well covered with the oil mixture. Allow to marinate for several hours. Fry quickly for maximum two minutes in hot pan. Serve with crusty white bread.

## Norway crayfish “Tonato”

(serves 4)

16 large raw Norway crayfish  
Herb and tuna purée  
1 dl mayonnaise  
1 tablespoon crème fraîche  
1 teaspoon capers  
1 tablespoon tuna in oil  
1 tablespoon lemon juice  
4 crushed cloves of garlic  
½ dl mixed herbs – basal, parsley and dill  
50 grams softened butter  
1 spice measure of ground chilli  
Salt and white pepper  
Parmesan cheese

Start by splitting the Norway crayfish in two lengthwise and laying them in a roasting pan.

Mix the ingredients for the herb and tuna purée in a mixer or food processor (or with a fork). Season to taste, possibly adding more garlic, salt and white pepper.

Spread purée over the Norway crayfish halves, cover with thin slices of parmesan cheese and bake under the oven grill at 225°C for about 5 minutes or until the lobsters have browned nicely and loosened from their shells.

*Suitable Wine*

Radford-Dale, Chardonnay, Stellenbosh  
Gwürstraminer Fleur, Alsace, Domaine Flumberger



# The New Generation



## NIMBUS 30 NOVA S

Once again, Nimbus have succeeded in standing preconceived ideas on end. The New 30 Nova S is not a new walk-around boat, not a Coupé, and not a DC. The new boat is an epoch-maker, a trend setter in family boating, incorporating the best ideas from the company's skilful designers in one and the same package.



### The new concept

The wide ranging Nimbus model program meets the demands of many boat owners. But that is still not good enough for Nimbus. Looking to the future and introducing new ideas and solutions- "World firsts", is essential to maintaining a lead. The new Nimbus 30 Nova S contains many interesting functions and new ideas. The goal when engineering the 30 Nova S was: design and function at a size and price that will enable many more to become acquainted with the boating concept that is Nimbus.

"The new concept is aimed at providing a boat that is both sporty and designed for family use, a boat that we think

**"The new concept is aimed at providing a boat that is both sporty and designed for family use ..."**

should prove attractive to a wide public owing to her attributes. Which include attractive lines, an effectively weather protected cockpit with room for a large family, a low resistance performance hull with plenty of stowage space and a boat that is easy to handle in all situations.

### Analysis of customer requirements

Chief Nimbus engineer Lars Alklind and his engineering team are deeply committed to the latest Nimbus model and enthusiastic over having created the most talked about boat of the year. He tells us the 30 Nova S is the result of a great deal of analysis of customer requirements and points of view.

By listening to loyal Nimbus customers and to what boating people are generally looking for in a sporty family boat, a number of criteria have filtered to the fore: good, stable performance – a top speed over 35 knots, low fuel consumption, low noise level, easy to board, easy to move around, easy to handle, roomy cockpit, head with WC and integrated shower cabin, twin seat sofa facing direction of travel, insensitive to knocks in harbour and all this at a reasonable

planing threshold, provide good stability and travel beautifully through the water. The boat is light on the helm, easy to handle and the very efficient hull means low fuel consumption”.

“According to my calculations the 30 Nova should turn out to be the most efficient, the most docile and the most thoroughly planned and production oriented motorboat ever built”.

From the outside – and from the side

price.

The Nimbus development team found that many customers wanted more boat for their money and this last requirement has had a considerable influence on the boat's design and size.

“Once we had sorted out the required product properties we presented our list of desiderata to Rolf Eliasson, who is outstanding at creating maximum use of space in a strict and handsome exterior. In our eyes he is a master at getting maximum use out of all component functions”, says Lars Alklind.

#### **R-series hull design**

Once the exterior dimensions and the functions had been decided upon, the weight of the entire package including all fittings and equipment was calculated. The next station along the line for the phantom boat was run by Ocke Mannerfelt, father of the Nimbus R models, thought to possess what might be the best hull in the world. The question was: can you design a hull that can manage to host all these functions and travel at 30-35 knots carrying the calculated weight?

“It was no easy task to build a hull providing the desired performance while containing the required interior measurements and components. But thanks to my experience of the staged bottom and my ideas about boat hulls being low resistant, I believe that the hull of the 30 Nova will prove very successful. She will plane out directly, i.e. she has no

– The Nimbus 30 Nova looks like a high sided speedboat, with the same typical staged bottom from Ocke Mannerfelt and the same stylish exterior so typical of Rolf Eliasson. However, a closer look reveals four world firsts: the swimming platform is fitted with a bumper instead of the usual rail, providing the same protection as a fender and making allowances for the boat to impact to the stern without damage to the boat.

#### **Lots of space onboard**

The after deck and the saloon are built in at the same level as the swimming platform, where the engine room has been made as small as possible; there is an enormous stowage space beneath the floor. There is enough room here to stow





# First testdrive of the 30 Nova S

"The new boat is an epoch-  
maker, a trend setter in  
family boating ..."





bulky equipment, including an inflatable dinghy; everyone who has a boat knows you can never have too much storage room.

### Seating for six in the saloon

The 30 Nova cockpit is roomy for the size of the boat, because the family needs to be able to enjoy sitting here in both fine and middling weather. Fitted with a two seat sofa on one side and the helm chair on the other, the sofa is foldable, as in the 280 and 320 Coupé and a total of three persons can ride facing the direction of travel and up to six people can sit at the saloon table. The galley with cooker or oven and drawers, features the customary first class joinery and attention to detail as in other Nimbus models.

Down inside the boat, the new Nova has four berths, two in the bow and two in a guest cabin/extra cabin below the cockpit. In addition, the cockpit sofa converts into a berth and perhaps most important of all – she is fitted with the best head, with WC and shower, ever seen in a 30 footer. The shower forms its own space integrated with the WC, while the washbasin and storage space are partitioned off by the rotating shower cabin door.

In accordance with the Nimbus tradition of never being satisfied but of always pursuing perfection, the 30 Nova design

includes practical side decks. To starboard there is a passage leading past the cabin, wide enough to accommodate larger skippers. The deck has concave gunwales on the inside, a trick that provides useful extra space without being noticeable from the outside, and positions the railing at a convenient and safe height.

### Advanced engineering and teamwork

Despite all our good ambitions and advanced computer technology, the development unit still insists on making sure it all works in practice, and so the entire boat is built into a full scale mock-up, whereupon the sales team, management and service engineers, together with the development unit, are given the opportunity to make sure all our ideas work properly.

**“... one of the most carefully planned, most appealing, owner friendly and comfortable boats ...”**

In order to be able to put the boat on the market at a tempting price, the Volvo Penta D4 delivering 260 hp and a top speed of 33 knots is a perfect installation. The low weight and efficiency of the engine, combined with Ocke Mannerfelt's experience in building performance hulls and the masterly exterior elegance and ingenious interior design that mark the work of Rolf Eliasson, make the Nimbus 30 Nova S one of the most carefully planned, most appealing, owner friendly and comfortable boats that have ever seen the light of day at Långedrag.



### Characteristics

- Length Overall, LOA 9,20 metres
- Length Hull 8,13 metres
- Displacement 3 400 kg
- Fuel capacity 300 lit
- Range 185 NM (Estimated)
- Water capacity 130 lit
- Engine Volvo Penta D4-260  
191 kW (260 hp)
- Speed flat out 33 knots

### Product attributes

#### Deck

- Immersed foredeck
- Extra wide immersed sidewalk on starboard
- Aft cockpit deck leveled with cockpit
- Storage extra large stowage aft deck
- Windscreen in safety glass

#### Bathing Plattform

- Levelled with aft deck
- Bumper for easy handling

### Deck Saloon

- Galley with butane stove & 65 lit refrigerator
- Separate driver position
- Bed convertible L-sofa (U-sofa) with table
- 2-seat sofa in driving position
- Sliding hatch to cabins
- Top & rear canopy

### Cabins

- Fore cabin with v-bed & wardrobes
- Side cabin with double bed & wardrobes

### Head

- Integrated shower cabin with acrylic door & WC
- Wash basin with lockers

### Electrical System

- 12V - battery capacity 4 x 75Ah (Std)

### Design

#### Nimbus Design Team

- Rolf Eliasson, Head designer
- Ocke Mannerfeldt, Hull design
- Design Category B
- Certification: CE & Det Norske Veritas Type Approval

NIMBUS -SERIES

# Feel the Difference









# Better at everything

## NIMBUS 300 R

### an unbeatable feeling

"We need a new boat that's better at everything." That was the task Nimbus assigned to well-reputed powerboat racing driver and designer Ocke Mannerfelt, an assignment that would result in the R-boats, since then hugely in demand. Top-notch seaworthiness, tasteful and innovative design, performance far above the ordinary and not least the amazingly good operative economy are factors contributing to the huge success for the now three sisters in the series – the 230 R, 250 R and the 300 R:

– This was an exciting assignment, but not altogether easy, Ocke Mannerfelt laughs, and reveals that the R-boat design is now protected. This is to stop the plagiarism that has previously been a problem when less scrupulous individuals tried to exploit Nimbus's and his own innovations.

Ocke keeps returning to a few concepts during our conversation about the Nimbus R-series, namely manoeuvrability and performance. He also points out again and again how important it was, and still is, to give these vital characteristics top priority, while at the same time not letting that infringe on seaworthiness and fuel economy:

– It used to be that you could simply mount bigger engines to increase performance, but with modern environmental

awareness and demands for good fuel economy, completely different and much more sophisticated solutions are necessary to achieve the desired results, Ocke explains.

#### Heritage from Racing Powerboats

A characteristic such as manoeuvrability is a direct heritage from the racing powerboats Ocke Mannerfelt has fathered. His experience from these advanced and perfectly balanced vessels would come in handy in the design and development process with Nimbus's highly potent R-boats. Ocke's racing

**"... a new boat that's better at everything."**

designs have won all of 14 world championship titles – so far... – and even though there are many differences between these

boats and the Nimbus R-boats, there are even more striking resemblances. It is just like when the car industry applies technology from the racing circuits to the mass-produced vehicles:

– The channels – or steps – in the hull profile, which suck in air to lubricate the hull when the boat is planing, is an obvious and very important detail which comes directly from the racing designs, Ocke Mannerfelt says, and goes on to explain its origin.

– The idea was introduced back in the 1930s and '40s, when the engines weren't as powerful, but the idea of creating a "ball bearing" of air bubbles for the boat to run on



works just as well today. For example, seaplanes would get sucked to the water and not be able to lift off at all without air channels on the underside of the pontoon floats, he points out.

By manoeuvrability, Ocke Mannerfelt means that even the average driver, without any special knowledge or racing experience should be able to feel safe and secure behind the wheel of one of the Nimbus R-models. The boats are easy to handle and invite active, offensive driving in all honesty – without resorting to trim planes or powertrim:

– I'm not afraid to say that you can quite simply drive the R-boats in a totally different way. They're extremely easy to handle, he says.

**"... you can quite simply drive the R-boats in a totally different way. They're extremely easy to handle ..."**

**Economic Performance**

Normally, better performance goes hand in hand with higher cost, but as far as the Nimbus R-boats are concerned, the reverse is true. Despite the fact that they are considerably faster than the corresponding conventional boat, the fuel consumption is up to 15 percent less, due to the fact that they glide much more easily through the water. Not even a sloppy bottom painting will cancel the hull's fairly amazing performance, but it requires all the more delicacy in the design process. If the air channels are too small, the result is a dead stop instead of lubrication, and if they are too large, the boat will behave much like a car with worn out summer tires on a slippery winter road – no stability or steadiness at all:

– You can't just let air in underneath any old how, you have to maintain the necessary manoeuvrability while doing it, Ocke Mannerfelt points out.

**300 R – The Flag Ship**

In the Nimbus 300 R, the flag ship of the R-series, introduced in 2002, all these distinguishing qualities are probably most noticeable. Like in the other R-boats, Mannerfelt has spent much time and care on the interior and the passenger

areas. According to Ocke, it is mainly all about trying to figure out what those riding in the boat really want:

– The passengers want to sit comfortably and feel nice and snug. It may seem obvious, but it's not all that easy to achieve when you're going as fast as the R-boats tempt you to do, he laughs.

A 300 R reaches more than 40 knots with Volvo Penta's 350 hp D6-engine, despite the fact that the boat in that version weighs more than four metric tons. The acceleration power is enormous, even when you are already travelling at about 30 knots. And with two brutally strong KAD 300 mounted

side by side aft, you can generate 570 hp, enough to send the boat soaring to 45 knots! With a speed capacity ranging from 40-50 knots, it is easy to understand Ocke's concern for the passengers:

– You want plenty of leg-room, there must be properly placed and designed rails or bars to hold on to, openings in the railings need to be placed in the right spots. These are all really just fine details if you look at it separately, but together they make up a whole which is typical of the R-boats, he points out, and wants to draw our attention to another design feature typical of the R-boats in general and the 300 R in particular:

– The bathing platform! he cries enthusiastically, and explains that the elegantly rounded tail end of the boat owes its shape not only to esthetical design, but also has a practical purpose.

– The bathing platform is fully integrated into the hull; it's not attached afterwards. It's rounded so that you don't risk ramming the aft corner into the jetty when putting in to or out of berth. Even so, it offers full protection from backing the prop drive into a concrete pier, and you can also use it to keep dirty gear – such as the anchor and anchor line – aft, not having to bring it into the boat.

We fully agree; the solution – like most things on a Nimbus R-boat – is good looking as well as ingenious.

300 R



### Economic Performance



Boat model: Nimbus 300 R  
Engine: Volvo Penta D6-350 DP-H  
Power: 257 kW (350 hp)

RPM	Speed/knots	Litres/hr	Litres/NM
1000	6,3	5	0,79
1500	8,4	14	1,67
2000	14,7	25	1,70
2500	24,9	33	1,33
3000	32,7	49	1,50
3400	38,5	68	1,77
3530	40,4	72	1,78

# 250

# The favourite

## among match race professionals



G  
KSS

In the year 2000, the middle sister was the first of the R-boats to be launched. She has gained exceptional popularity among sailors, but perhaps not from the reasons that leap to mind – her outstanding stability of course, her exceptional manoeuvrability or her otherwise excellent performance in the water.





No, what won the sailors' hearts was the practical deck layout with Nimbus's walkaround-design, soon almost as classical as it is pioneering. The fact that the 250 is a miracle of accessibility from all sides is naturally appreciated by most people, but it certainly carries extra weight for those who need to carry long, heavy sail-bags, a spare spinnaker-boom or any of the other gear associated with the noble arts of sailing and sail racing.

### A Suitable Tender

The middle sister in the family quite simply combines the best of her smaller and larger siblings in the Nimbus R-series. The solid stainless rails around the deck is perfect for the crew to hold on to, as well as for securing the gear being loaded onboard, while its precisely placed openings or depressions provide excellent accessibility. From the rounded bathing platform, dinghies or smaller keel-racers are easily serviced, especially with the centre-pillows in the comfortable U-shaped sofa's back section easily removed. The absence of sharp protruding corners from the bathing platform also makes the Nimbus 250 especially easy to handle when approaching larger sail-racers with high finish. And imagine not having to queue up for a hot shower after a hot day on the race course, and instead using the on-board facilities on the bathing platform.

"...what won the sailors' hearts was the practical deck layout with Nimbus's walkaround-design ..."

### Unbeatable!

The open and easy to work layout in combination with superb manoeuvrability and the prospect of excellent surround view are the qualities that make the Nimbus 250 R especially well suited as a tender boat. When you quickly and easily need to get close to a sailing boat to pick up or hand over gear or perform some important task, these characteristics are crucial. If the winds make it necessary to give the salty sailors a tow, the Nimbus 250 R has more than enough power to live up to the occasion. The same is true if the entire crew needs a fast transport; up to eight well-built crewmen have ample room, and will not keep the Volvo Penta engine from pushing the vessel to more than 30 knots, regardless of whether you choose the 5,7 litre 320 hp gasoline engine or the powerful 260 hp D4 diesel.

### Envious Eyes

Change of clothes, sensitive electronics, camera equipment or other gear that needs to be kept absolutely dry have their obvious place in the roomy two-bunk cabin below decks. Here, you will also find a compact yet fully equipped galley, enabling the support team to spoil the sailors with a hot meal between races. A fully furnished head where you can shut the door on your privacy facilitates long days at sea on the race course, without having to resort to emergency visits to shore.



The Maxi SM40 fleet at port during lunchbreak.

A visit to shore, on the other hand, is something you do not want to miss during the match racing competition in Marstrand, held the first week of July every year – an absolute necessity for any European sail-racing fan. The Royal Gothenburg Yacht Club has counted an all-time-high of 150,000 spectators, making the races one of Sweden's largest annual public events. On the densely peopled spectator cliffs the crowds are not only commenting on the visiting sailing stars' close duels and spectacular manoeuvres. Many are also casting envious eyes on the Nimbus boats on show on the glittering waters of the southern inlet to Marstrand.



When the match racing elite are in the midst of practising their art, they are intensely focused, and show a special appreciation for the waterborne spectators in Nimbus R-boats, because their innovatively designed hull makes their planing threshold so low that they cause a minimum of disturbing wake. In a close match between these top-class helmsmen in their Nimbus-cousins – the boats used are the advanced Swedish Match 40 racing machines from sister company Maxi Yachts – an unexpected wave from the wrong direction may make the difference between victory and defeat.

### Gilmour Hit The Gas...

Several of these sailing giants have taken the chance to test drive a Nimbus during the Marstrand match races. One memorable moment occurred a few years ago, when six-time Marstrand champion Peter Gilmour from Australia was taking a Nimbus R-boat out to drive himself and his Japanese crew to the waiting test-run of the Swedish Match 40 prototype. Before the designated boat-driver realised what was happen-



ning, Gilmour himself took the helm, and gently steered the boat out from Marstrand harbour. Handling a potent Nimbus R requires judgement and an awareness of the power at your disposal, something Mr Gilmour knew how to take into account.



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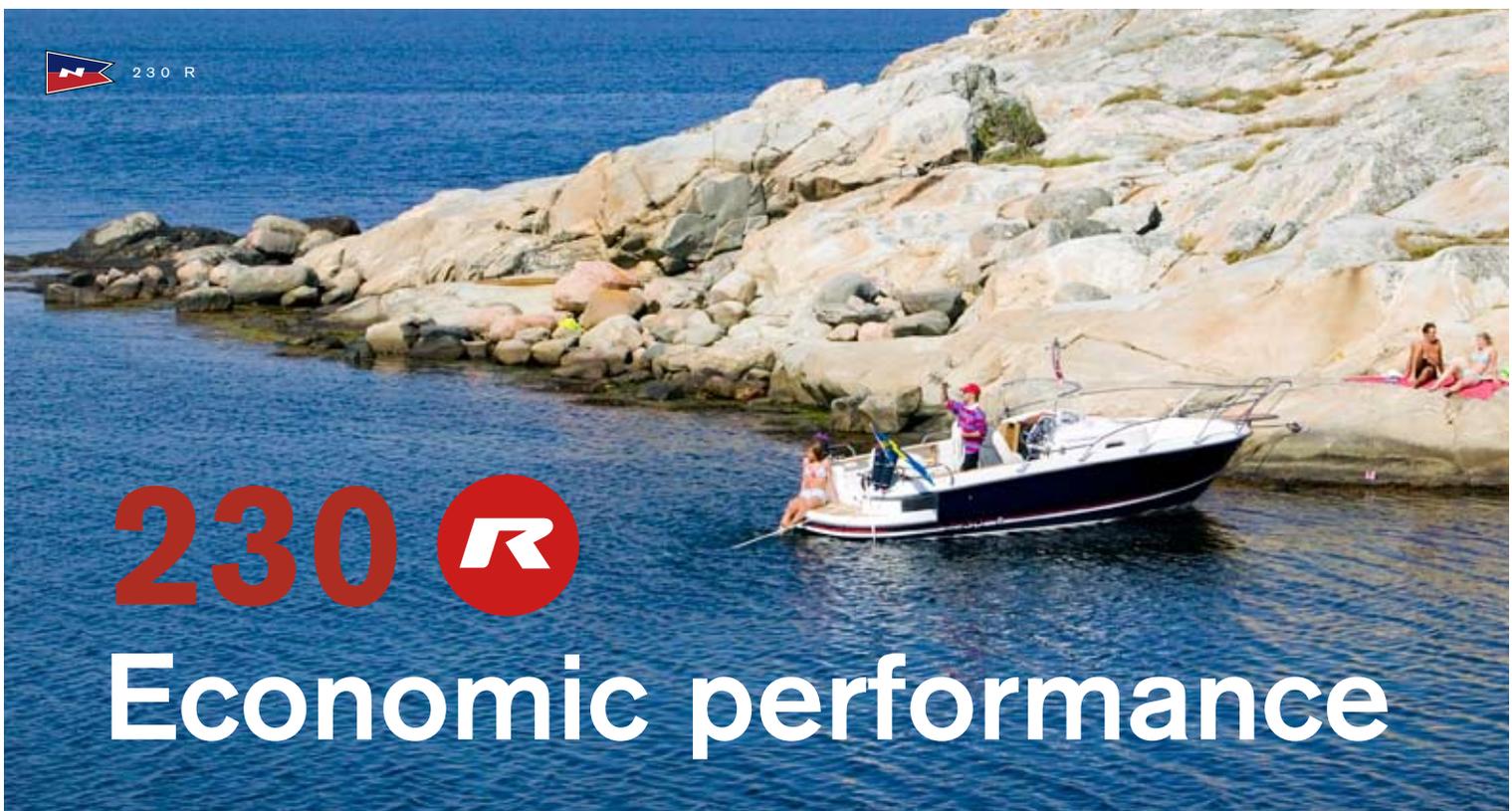
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# 230

## Economic performance

### R-series baby sister with a new engine

The Nimbus 230 R may be the baby sister in the R-series, but she nevertheless has the same outstanding behaviour in the water and fuel economy as her bigger sisters do. In appearance, too, the family resemblance is striking, with familiar eye-catchers such as the stainless air vents and the gleaming railings, the comfortable sofa at the stern and the attractive elegantly rounded bathing platform. The intelligent design of the air-lubricated hull, with its trademark air channels (or steps), guarantee the lowest possible fuel consumption and absolute top performance – a combination as hard to achieve as it is to beat. This is especially true for the top model with Volvo Penta’s newly launched five-cylinder sports diesel, delivering no less than 190 hp. The new engine reads like a checklist for the very latest in engine technology, or how about this:

- All aluminium base engine.
- Five in-line cylinders.
- Electronically controlled common rail fuel injection system.
- Variable geometry turbocharger.
- Four valves per cylinder.
- Double overhead camshafts.



The technology buffs get their dreams fulfilled with a Volvo Penta D3-190 in the boat, and the sheer joy of how the boat behaves is not lost on the rest of us:

– The Nimbus 230 R and the 190 hp Volvo Penta D3 is a terrific combination, providing more than sufficient capacity for speed, R-designer Ocke Mannerfelt says.

#### Excellent Fuel Economy

The fuel system, with electronically controlled common rail and variable geometry turbocharger, guarantees highly efficient combustion. Regardless of the circumstances, the engine always receives exactly the right amount of fuel at any given moment. Together with the exceptional properties of the hull, this results in low fuel consumption and very modest exhaust emissions:

– We work closer together with Nimbus than with many other customers, sharing confidential information in order to co-operate in meeting future customer demands, says Håkan Carlsson, in charge of customer support for Nimbus Boats at Volvo Penta, and points out that



## Preliminary Test Results\*



Boat model: Nimbus 230 R  
 Engine: Volvo Penta D3-190 DP  
 Power: 140 kW (190 hp)

RPM	Speed/knots	Litres/hr	Litres/NM
1000	6,50	2,58	0,40
1500	8,85	6,09	0,68
2000	15,40	9,73	0,63
2500	23,65	14,00	0,65
3000	27,50	20,37	0,76
3500	34,80	30,25	0,91
4000	37,80	38,47	1,07

\* The test result above is subject to change.



environmental awareness is an important variable to be reckoned with.

– Nimbus is definitely a product we want to be identified with, which makes our close co-operation in development very important, he goes on, adding that the daily communication between the two companies' representatives ensures consensus on issues such as changes in the line of products.

The new sports diesel suits the Nimbus 230 R like a hand in glove. A powerful torque of 400 Nm provides instant response to the driver's actions through the mechanical shift and throttle system. The boat behaves just as excellently as the larger boats in the R-series. To illustrate, when crossing a wave diagonally at high speed there is no need to wiggle the steering wheel, the boat will cut across the crest crisply and precisely – just as the driver wishes:

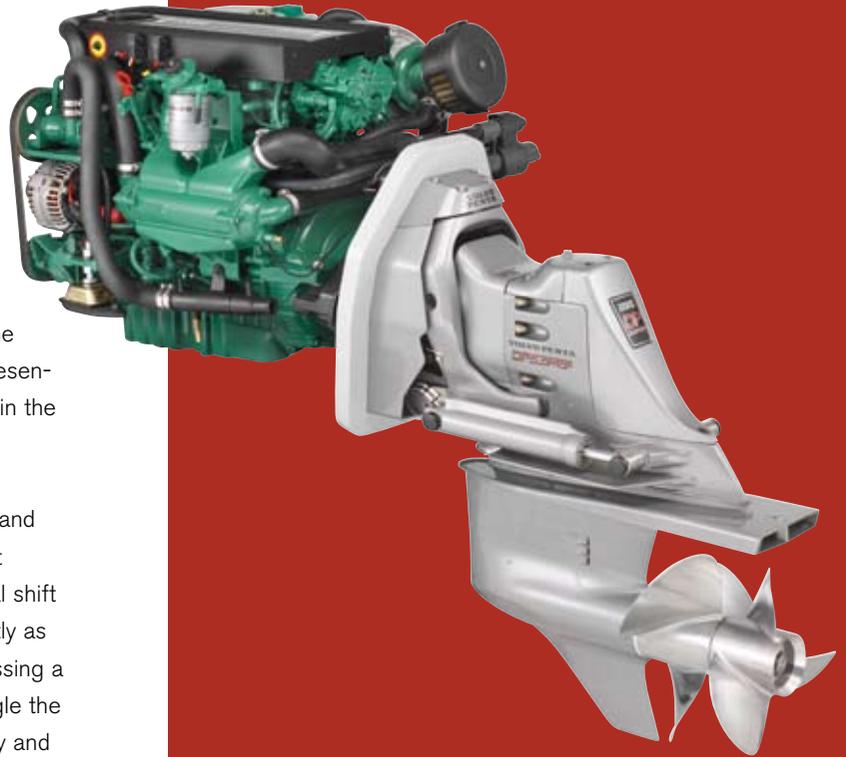
– There are some who think the R-boats' steering is too direct, but that is simply part of the active driving experience, Ocke Mannerfelt clarifies.

#### No vibrations

The passengers also have a pleasant time on board a Nimbus 230 R. Despite the fact that the comfortable sofa sits almost right on top of the engine room, there is no annoying noise or vibrations, thanks to the engineers at Nimbus's development centre in Långedrag. Together with Volvo Penta, they have dedicated their time and ingenuity to engine mountings, sound proofing and other details in order to minimise these unwanted elements of power boating:

– Once we even developed an entire new exhaust system together with Nimbus, Håkan Carlsson says, and adds that the pace of development is not going to slow down in the future – rather the reverse.

In other words, we can look forward to more innovative engine designs in Nimbus boats in the future!



#### Technical data Volvo Penta D3-190 DP

Engine	D3-190
Crankshaft power	190 hp at 4,000 rpm
Maximum torque	380 Nm at 1,700 rpm
Configuration	In-line 5-cylinder diesel with electronically controlled common rail, 4-valve design, variable geometry turbocharger and charge-air cooler
Cylinder volume	2.4 liters
Transmissions	SX single-propeller drive, DP-S Duoprop drive, hydraulic reverse gear with straight and angled shaft, V-drive
Weight, excl trans.	232 kg
Emissions	Complies with the emission requirements introduced in the EU and USA as from 2006 and the local requirements for Lake of Constance (BSO).



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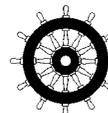
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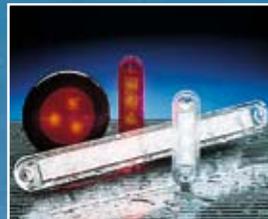
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# The Story of Nimbus Boats



The story of Nimbus is really two histories running in parallel – the history of a fantastic boat and the history of a dynamic company and the people working there.

In the Sixties, Volvo Penta had problems with the marketing of their engines. A suitable pleasure boat was needed and head of Volvo Penta, Harald Wiklund, ordered the perfect boat from design engineer Pelle Petterson.

Pelle named his drawings “Nimbus”. The first test runs were made over the waves of Lake Vänern in September 1969...

The Nimbus 26 became “Boat of the Year” in 1970 and has never looked back since. A very long list of boats have born the Nimbus name for more than thirty-five years, a name synonymous with beauty, seaworthiness and the highest quality – boats to dream about.

On the eighth anniversary of the Nimbus 26, brothers Hans

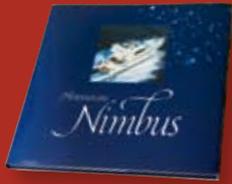
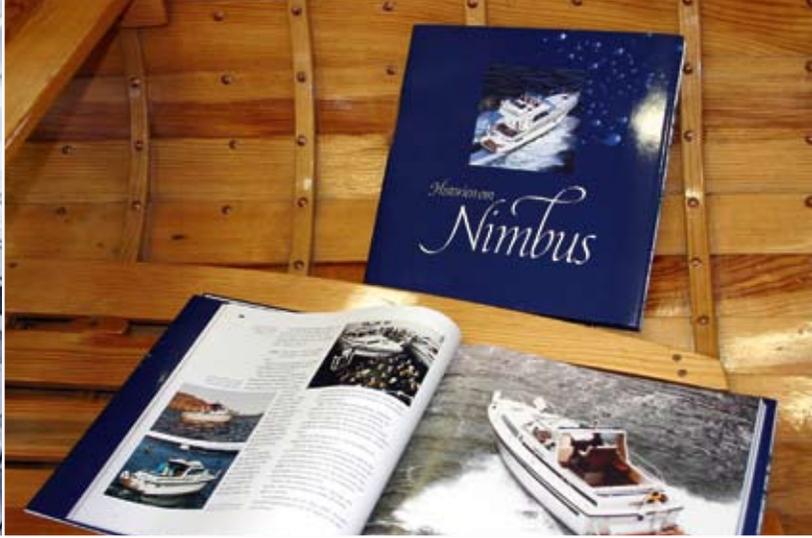
and Lars Wiklund started the company now known as Nimbus Boats. Over a period of three decades, and with the assistance of the most knowledgeable and loyal people in the Swedish pleasure boat building business, they have built up their company into one of the largest boat building companies in Europe.

By tradition, the boat building business has always been beset by violent economic up and downswings, but the Nimbus Boat business has turned a good profit each and every year and the company has grown into a group containing famous brand names as Maxi, Ryds and Storebro.

Read “The Story of Nimbus”: a saga of how the legacy of the Nimbus 26 was cherished and developed and making fascinating history.

Enjoy your reading!

Order your own copy at [www.nimbusboats.com](http://www.nimbusboats.com) or contact Nimbus Boats AB, phone +46 31-69 77 00.



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## True craftsmanship at Storebro school

# Boat Building

Estonian boat builders – refugees from World War II – created an amazing boat building and joinery tradition in Storebro, deep in the forests of Småland province.

They taught a superior standard of craftsmanship, that a decade later was to provide the foundations for the district's unique school of boat building. The school has recently celebrated its 50th anniversary and is fully active, providing education at upper secondary level.

Håkan Phalén is a teacher at the Storebro School of Boat Building and his background is undeniably appropriate:

I went to this school myself," he says. "When I'd finished my training I worked at the Storebro Bruk yard for ten years. The yard was a good training ground, just as the school had been. I got to work with "everything" and then left to start my own business. But when I was offered a teaching position at the school I didn't hesitate."

He works at the school together with colleague Kenth Alexandersson on shaping these sometimes unruly youngsters into skilful boat builders.

They tell us that the school was founded by the yard in 1955, celebrating its 50th anniversary in 2005, and was taken over by the Vimmerby municipality in 1964. Since then the Storebro school of boat building has been one of the very few boat building upper secondary schools in Sweden, taking about a dozen new students each year from many



different places. The school includes an adult education curriculum.

The students study their regular syllabus subjects at the Vimmerby upper secondary school, ten kilometres to the north, while practical boat building education is conducted in Storebro.



"The students can work with their own projects – a dingy and a more advanced boat design – and they can renovate old boats," says Håkan Phalén. "In order to become

accustomed to working in wood, each student gets to begin by making their own beautiful toolbox according to our universal design".



The students learn to work with hand tools, they practice modelling, design and joinery and work in different woods such as oak, teak and mahogany.



In the centre of these spacious premises, immediately adjacent to the Storebro boat yard, we find student Pontus Gustavsson from the Tranås district, polishing the flooring of a Blekinge hunting canoe, his three year work project at the school.

He is concentrating very hard on getting every tiny detail absolutely perfect and mumbles something in the affirmative when we ask if he enjoys being at the school.



“All the students enjoy being here,” Håkan Phalén fills in for him. “They have something tangible to put their hands to and they learn how important it is to get

everything right from the start and always to work to achieve the highest quality workmanship.

The premises contain an old glass fibre motorboat, a wooden gig and a few dinghies.

“Private pets that people bring to us. Getting them back into new condition is excellent practice for the students, but by no means a free service for boat owners.”

It is not without pride that he tells us about several groups of students who participated in the boat building competition at the Göteborg boat show 2005.



“And brought home both first and third prizes,” he says, and adds that provided a student is sufficiently motivated, they usually (and there are one or two girls here too) become very skilful, as befits the Storebro tradition.

A large number of the 70 personnel at the Storebro yard have attended the school and last year six students were recruited. When the company needs to recruit a joiner, all they have to do is walk across the road. The skills and traditions of the founder Estonian boat builders and their special, rustic and beautiful rowing-boats are reflected by the joinery contained in Storebro, Nimbus and Maxi boats.





# Navigation



## Combining charts, pictures and data

The new **Raymarine E-series** represents a gigantic step forward in chart plotter development. For the first time, it is now possible to combine charts with radar and photographic information – simultaneously!

Previously chart pictures could only be combined with other information besides radar by means of special navigation programs in PC computers. Plotters have been oriented towards displaying chart information and supporting autopilots, course navigation etc. via functions of greater or lesser advanced levels. Photographic information has not been accessible, either on the charts or in combination with other information.

“Our two new E series plotters support a number of new functions. Including the very useful ability to combine up to three layers of visual information simultaneously,” says Andreas Leinsdorff, sales manager at Navship Sweden AB, the general agents for Raymarine in Sweden.

“The plotters providing these new functions are designated E80 and E120. We know that there is a large demand for this equipment among our customers, and we expect it to become very popular in both smaller and larger boats.

### **Super-fast processors**

E series chart plotters are based on a super-fast processor fitted in an instrument that combines plotter functions using award winning Navionics Platinum charts, with fishing echosounders, radar, instrument data and video. The units make up a genuine computer network that provides the exact information required by the boat owner.

“E80 and E120 represent a new way of thinking for boating people. Anyone can now take in much more and much clearer

information than ever before, using one and the same instrument. Additionally the plotter can be used as a TV repeater or display. For example, as a reversing view camera via its VGA connection

All the information used is put on the respective chart in the new Navionics Platinum series introduced in the spring 2006. The card capacity is up to 16 times greater than electronic charts obtainable from other suppliers. Contents include satellite pictures and colour photographs of harbours and sections of coastline. The card includes 3D information on sea bed and land contours for easier navigation.

### **Three adjustable layers**

Information can be combined in both the Raymarine E80 and E120 according to boat owner requirements or interests, allowing a chart to be combined e.g. with radar information and a satellite picture of the relevant area.

“Plotters can now handle three layers of information simultaneously. Transparency can be adjusted individually and information made to fit specific requirements.”

In addition to the two new plotters, all earlier E series Raymarine plotters can be upgraded with the new software, for full function with Navionics Platinum cartography.

“We are upgrading earlier E plotters free of charge to provide the same functions as the new plotters,” explains Andreas Leinsdorff.



## New functions

Chart plotter in combination with fishing echo-sounder, instrument data, photographs and onboard video. All-in-one navigation network.

Single station, twin station or multi-station installations.

Connections for video camera or DVD/TV games, for entertainment aboard.

Engine instrument data.

Immediate transfer of radar, chart plotter, fishing echo-sounder and navigation functions between E series screens.

Easy installation – “plug and play” network, no special IT expertise required.

Simple autopilot and instrument integration with Raymarine SeaTalk and SeaTalk<sup>2</sup>.

DSC VHF position reports on screen.

Compatible with SeaTalk, SeaTalk<sup>2</sup>, NMEA0183 and NMEA2000.

Bright, high resolution TFT display with 256 colours, legible in direct sunlight.

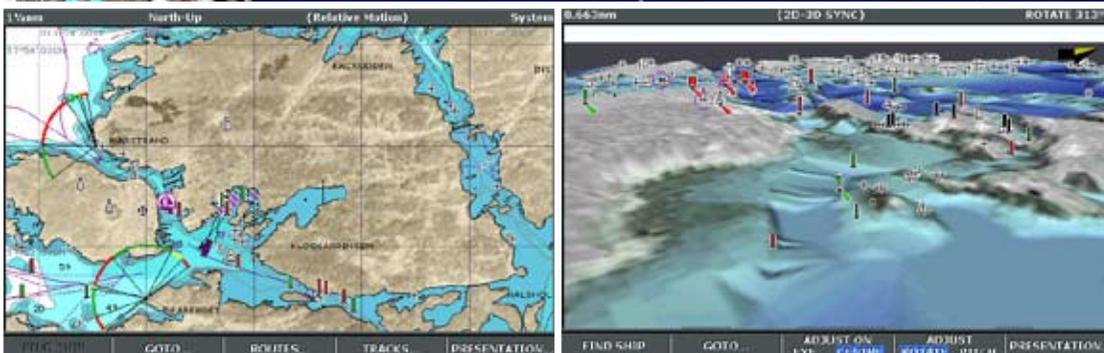
Ultra-fast screen updating and improved graphics.

Wide viewing angle.

Video inputs (composite or S video) for video camera or DVD/TV games.

Video output for connection to laptop or flat screen.

Navionics Platinum supply detailed chart information world-wide. Coverage area is the same as provided by Navionics Gold XL3 charts. For more information please visit [www.navship.se](http://www.navship.se)



## User friendly

Onboard application is as user friendly as ever. By means of logically designed push-buttons anyone can make use of the advantages provided by the Raymarine E80 (8.4" screen) and E120 (12.1" screen) and the new advanced charts.

“The new E plotters can be connected to an external screen to display chart information and radar on another screen, such as a LCD television or plasma screen. In this way the entire crew can benefit from the navigation information. Another plus is that external video connections can be connected up to the E series, a reversing view camera for example, or a DVD or Boxer via the VGA connection.

Functions are available for those who wish to receive VHF radio telephone information directly onto the plotter display. E80 and E120 have the capacity to receive DSC VHF position reports directly into their systems.

The new instruments from Raymarine are available for single installations, twin installations or multi-installations for boats with several helm positions. Navionics Platinum will be introduced in early spring, 2006.

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# NIMBUS ORIGINAL

The Nimbus Boats aftermarket department provides both essential spare parts such as rudders and propellers and a range of accessories for the Nimbus owner and the boat.



Nimbus pennant



Nimbus blanket



Nimbus cap



Nimbus pillow

Our ambition is for as many of our customers as possible to be able to keep their Nimbus updated and in immaculate condition. Because of the classic design of these boats it is pleasing to be able to provide modern replacements of original standard and in this way maintain and reinforce the high used value of your Nimbus boat. A service that enables the owners of older Nimbus boats to maintain their pride of ownership.

**Our new Internet Store is this year's big news! To make shopping more convenient for our customers worldwide**

Our range of accessories is designed to make your boat more attractive and to make your life more comfortable and pleasant both at sea and at home.

Accessories include everything from stylish marine wear to bags and a new series of sheets, towels, runners and nap-

kins. A new Nimbus comes with specially designed Nimbus crockery as standard and this is now on sale as an accessory for customers owning an older Nimbus.

We are pleased to see so many of our customers are wearing our popular and specially designed life-jacket at sea, a garment that is frequently used as a warm sleeveless jacket for going ashore.

These are just a small selection of the accessories available to Nimbus owners.

We are constantly looking for new products and hope to be able to present an elegant range of R-series accessories shortly; these will have a sportier look and include covers,



Nimbus Floating West  
Navy blue, size S-XXL

cushions and stripes.

This spring we shall be presenting a Nimbus update package. The N-26 DC pack for example, contains cushions, cover, mats and new stripes. The packs are on sale at very advantageous prices.

Our comprehensive range of accessories and parts are delivered all over the world, but mostly to the European countries.

Delivery times for parts important to the function of your boat are short because we maintain a large stock of essential parts and because customer time is valuable, especially when on holiday.

**This year's accessories catalogue features many new articles and can be ordered directly from the Nimbus website at [www.nimbusboats.com](http://www.nimbusboats.com)**



Nimbus webstore at [www.nimbusboats.com](http://www.nimbusboats.com)



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# The limitless beauty of the Dolomites

Are you contemplating a holiday afloat in the Adriatic or along one of the Rivas this summer? If so, why not take a few days to enjoy the opposite on the way down. Drive over the Brenner Pass for some hiking in the fantastically beautiful Italian Dolomites. Such wonderful relaxation and rejuvenation for both body and soul can come in handy at sea later on!

Not least of all, every Swede over the age of 20 must remember Val Gardena with a certain thrill – it was on these slopes that Ingemar Stenmark won several of his many spectacular victories. This immensely beautiful mountain region is busy all year round and in summer dazzling meadows of flowers are filled with happy hikers from the world over.

Irrespective of your holiday plans – boating in the Croatian or Greek islands, gadding about the Riviera marinas or singing your heart out in a gondola in Venice – a few days spent looking after body and soul on the way to the Med are always worthwhile.

## **Congenial surroundings**

Val Gardena is just one example among many beautiful valleys, with rolling meadows and impressive mountainsides in the Dolomites. And around the local 'capital', Cortina, there are myriad others.

This is an Eldorado for all things from the easiest 'pensioner's hikes' to advanced climbing. Each village contains numerous hotels of varying standard. All seem to have

one thing in common; they are all very hospitable and offer cosy and congenial accommodation. Demi-pension is the rule, with breakfast, a picnic lunch for the day's hike, and



with all guests sitting down to dinner at 7 p.m. on the dot. The gong bangs in the dining room and you descend from your room to dinner at your own table feeling really quite regal. The Italian three course dinner is standard and the wine is preferably from Valpolicella, Amarone or the Trentino valley, districts lining the way south to the sea.

Take the cableway from St Cristina to over 2 000 metres above sea level and hike all day with a light pack up in the clouds with guaranteed non-stop and ever changing magnificent views. Hardly a kilometre passes without there being a 'rifugio' to refresh you with food and drink. Many offer simple overnight accommodation if so desired.



### Like a summer's day on the west coast

The trails are easy to follow and good maps and guidebooks are on sale in the village shops, where you can stock up with clothes, footwear, backpacks and other necessities. People in the South Tyrol speak German and many speak English, so language is not usually a problem.

Hiking in the Dolomites provides you with the same memorable experiences as sailing the west coast in Bohus county on a summer's day, and mooring at a rocky islet with good visibility all round. Quite simply, both places are the most beautiful place in the world – each in their own way. Trying to describe the feeling of gazing out over the pointed Dolomite mountains cannot be done in words, nor can it be done entirely satisfactorily in pictures. You have to go there – just as you have to go to the archipelagos of the west coast of Sweden and Stockholm in a boat and find yourself a rocky islet with a good view.



### FACTS

Information about the Dolomites can be found on many Internet sites, here are some:

[www.gardena.org](http://www.gardena.org)

[www.val-gardena.com](http://www.val-gardena.com)

[www.valgardena.it/eng](http://www.valgardena.it/eng)

[www.cortina.dolomiti.com](http://www.cortina.dolomiti.com)

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