

2007/EN

NIMBUS



EXPERIENCE FOR ALL SENSES

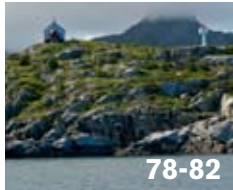
World







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NIMBUS MODEL RANGE 2007

NOVA



30 NOVA S



30 NOVA S



35 NOVA



35 NOVA



42 NOVA



230 R



250 R



300 R

NOVA R

COMMANDER



340 COMMANDER



380 COMMANDER



410 COMMANDER



475 COMMANDER

COUPÉ CRUISERS



320 COUPÉ



350 COUPÉ



380 COUPÉ



380 CARISMA

NIMBUS MAX II



MAX II COUPÉ



DNV-certified



NIMBUS BOATS



EXPANSION IN FOCUS

NIMBUS GROUP

During the past season we have had the pleasure of delivering more new boats to satisfied customers than ever before. Every single customer and every single delivery means a great deal to us at Nimbus. The relationship we have with our customers is the most important thing for us to nurture and develop. We are constantly stepping up our efforts to develop new products, accessories and services. Together with our suppliers, importers and dealers, we have built a strong team of partners we can be proud of. Our aim is to always have the strongest market offer within our segments.

Not only have we delivered more boats than previously, we have also had the pleasure of seeing our new products Nimbus 42 Nova, Nimbus 30 Nova S and Maxi 1300 get a fantastic reception from both customers and the press. At their launch, all three represented something completely new, and we can confirm that the reactions of the market exceeded our highest expectations. The flagship, 42 Nova, clearly showed that the market was ready for a large boat with all the characteristic features a real Nimbus Nova can offer. The innovative 30 Nova S showed that it is possible to combine a performance hull with comfortable accommodation and the functionality we have grown accustomed to in our Nova boats. The Maxi 1300's combination of design, sailing performance and groundbreaking solutions for sailing comfortably with a small crew brought her the distinction of being named "Sailboat of the show" in Sweden as well as several international nominations as "Yacht of the Year".

A lot has happened in the past year. Nimbus Group ownership has been expanded and strengthened thanks to Altor Equity Partners, who bring both competence and capital to the company. Combined with the experience of the previous owners, this gives us an extremely stable platform for future expansion. For myself, I am very pleased to be able to take over as Managing Director, with responsibility for developing Hans and Lars Wiklund's life work, after having acted as chairman of the board for several years.



We are implementing major changes in our organisation and in our industrial system in order to raise our capacity and improve efficiency. We have introduced a shift to "Lean Manufacturing" and developed a new "Nimbus production system". We are continuing to develop our production technology, such as vacuum injection, which has now been introduced at all factories. This is a superior technology for manufacturing fibreglass-reinforced plastic from the viewpoints of both environmental and performance considerations.

Our new 300 R and our new 30 Nova S HT (hard-top) are now in full production. The 300 R, which is presented elsewhere in this magazine, is a further development within our R-series. True to our usual Nimbus spirit, we have developed both design and function. In design terms, the boat has been given a brand new interior, with new and modern materials and shapes to emphasise the R-series' elegance and performance. In functional terms, the boat has been given a brand new cockpit solution.

The new version of the 30 Nova S HT design also has a number of unique solutions. The ability to almost completely open the roof and the wall to the aft-deck in one simple operation makes the boat a fantastic combination of sheltered and cosy when the weather is bad and open when the sun shines. We have managed this by means of an advanced soft roof hatch made of a new material together with a new canvas wall to the aft-deck. I can testify that this works extremely well, from the tests we ran during the winter. It's a very special feeling, to be sitting warm, dry, safe and snug in a 30 Nova S on a January day at 20 m/s wind in lashing rain. It is an enormous pleasure to be able to present this new boat to all our customers.

Welcome to the world of Nimbus!

Lennart Svantesson
Managing Director



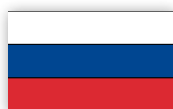
Book about the Nimbus story Swedish & English

A must for all boat-lovers. Here you can read the complete story of Nimbus, the company, its employees and, of course, the boats themselves. Order online from www.nimbusboats.com or call +46 (0)31-69 77 00. For further information, please see page 83.



Expansion in Russia Sweden Boats

Nimbus importer Sweden Boats continues to expand its activities on the Russian market. Over the past year, the company signed agreements with a further three dealers in Irkutsk, Anapa and Togliatti.



30 Nova S in a new shape! Now available with a roof



At the Göteborg Boat Show 2007 the Nimbus 30 Nova S will be premiered in a new design - as a hard-top version. The 30 Nova S, the latest addition to the Nova series, was launched in 2006 and one year on we now have a further development of the concept. Further information will be available later in the year.

Visit www.nimbusboats.com for further information and images.



Award winner! 340 Commander Motorboat of the Year

This boat won the best motorboat under 40 feet prize at the top boat fair, the London Boat Show. Nimbus has now won top



prizes at several European boat shows over the last year. Five boats were nominated for the final and were assessed according to five criteria: design, originality, area of use, price/performance and environmental consideration. The M.C., UK radio star Steve Ancsell, summarised the jury's reasoning at the prizegiving: "She's not flashy, but if expert sailors want to buy a boat with their own money then they should buy the 340 Commander." The prize was awarded by the UK's Princess Anne. The Nimbus 340 Commander was launched in autumn 2004 and has been a great sales success.

See www.nimbusboats.com for further information.



NIMBUS NEWS



Hungarian police choose Nimbus Max II Coupé

In 2006 the Hungarian police force ordered two specially-equipped Max II Coupés. The order was taken by Nimbus dealers Magoss és Magoss, and delivery is expected to take place sometime in April 2007.



Spareparts and accessories directly on the Internet

Browse the catalogue at
www.nimbusboats.com

New this year! Now you can view and browse our accessories catalogue directly on the Internet. The whole catalogue is set out as a flash document, making it faster and more convenient to browse through. Visit www.nimbusboats.com and place your order.



Prince Carl-Philip on a visit to Långedrag Test run for 30 Nova S

In August Nimbus Boats HQ was visited by Prince Carl-Philip and his entourage. The visit consisted of a tour round the development unit and display hall, as well as a test run in a 30 Nova S. During the test run it wasn't long before the prince took his place at the helm so he could really see and feel what the boat can do.



Time for a test run outside the GKSS harbour in Långedrag.



Lars Wiklund shows off the boat's fine features.



Prince Carl-Philip seemed very happy.

Nimbus on show at a fair in **Australia** Sanctuary Cove

Nimbus exports have now made it as far afield as fairs and boat shows in the southern hemisphere. Premier Motor Yachts exhibited a 340 Commander at Sanctuary Cove. The boat then acted as an escort boat in the Sydney Hobart Yacht Race.





Mr Yajima at the wheel

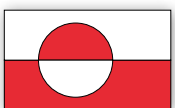
Completely satisfied Commander in Japan Mr Yajima

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



The Danish Navy's patrol boats Storebro 90E

During 2006 the Danish Navy took delivery of some Storebro 90Es intended for patrolling Greenland waters. These specially-equipped boats will primarily be used to carry out inspections in Greenland's coastal waters, though they will also help in rescue and ambulance work.



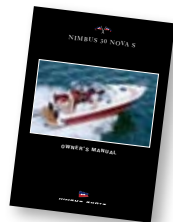


Maxi 1300 named "Sailboat of the show" at the Scandinavian Boat Show Also nominated for several international accolades among tough competition

The jury awarded the Maxi 1300 this prestigious prize, saying: "The Maxi 1300 is a real hit for modern European design trends. Sailing yachts are for sailing in, and great attention has been paid to making the Maxi 1300 functional while sailing. She has a generous, comfortable and carefully designed cockpit. The helmsman has perfect control of the steering and the sheets. Below deck the interior is also of a very high quality. The Maxi 1300 is a cruiser/racer that combines performance, function and comfort in a most commendable way." Read more on page 102.

Improved documentation and manuals for the boats Quality in all forms

Bo Berle, who works at the Nimbus development unit, has accomplished a massive task - reviewing and revising the current documentation and manuals. It is an ongoing process that will be developed even further. This is essential for us if we want to maintain our high level of quality and meet DNV's (Det Norske Veritas) requirements.



Annual boat show is a popular tradition

Open house in Långedrag

In August it was open house as usual at Nimbus Boats HQ in Långedrag. An excellent opportunity to take a closer look at boat models from Nimbus Boats - Storebro, Ryds and Maxi Yachts - something that most boat-lovers value.



New collection of **Nimbus accessories**



Jacket

SEK 1,895:-

Nimbus jacket made of a high-resistance membrane. The jacket is waterproof yet breathable for maximum comfort.



Bath sheets

SEK 325:-

Supersize bathing towel 180x100cm with interwoven logo. Available in blue or red.



Set of cushions

SEK 1,150:-

Exclusive set of cushions for your Nimbus boat (includes three cushions). The cushions are of a very high quality.



Barometer, clock, thermometer

SEK 1,350:- each

Now available in a new, modern design. Made of stainless steel.



Wristwatch

SEK 1,195:-

Nimbus watch, blue steel. Supplied in a smart gift box.



Belt

SEK 195:-

Canvas belt. Metal buckle with embossed "N" for Nimbus. The length of the belt can be adjusted.

NIMBUS **NEWS**



Much-visited Nimbus stand at the London Boat Show ...



The year's round of boat shows started off as usual in London, where the boat show began on 8 January. The Nimbus stand was a popular "watering hole" for thirsty boat-lovers.

... and even more nominations in 2007!



The pictures show the 42 Nova and 340 Commander, which were nominated for "Boat of the show". The 340 Commander had won this distinction the previous year, and this is the first time the same boat model has been nominated two years in a row.





Go golfing by Boat

Welcome to Wermdö Golf & Country Club



The 35 Nova and 300 R at the jetty.



Delightful al fresco service and exquisite food.



A 30 Nova S moored in the pool.

Just east of Stockholm, but still in the inner part of the extensive Stockholm archipelago, lies Wermdö Golf & Country Club. The name suggests that the facility offers slightly more than just standard golf, and that is in fact the case. Just thirty or so kilometres from the centre of the capital, Wermdö Golf & Country Club unfolds in this historical archipelago setting. It boasts 18 holes on an extremely beautiful par 72 parkland course that winds around in the delightful natural surroundings.

Up near the clubhouse there is also a heated swimming pool and tennis courts, and down beyond the grassy slope leading to the water, members and their guests have access to the club's own harbour and jetty. In addition, there is, of course, a practice area, with driving range, putting green and everything else you need to practice your short game. All in all, the facilities offer fantastic opportunities to relax and enjoy

yourself, something which many Nimbus owners have already discovered. Who wouldn't want to start and finish an active day at Wermdö Golf & Country Club with a trip in their own boat?

Golf competition for boat owners

Fredrik Bergström from Nimbus Maxi Center is one of Stockholm's Nimbus dealers. He is also chairman of the Wermdö Golf & Country Club's marketing committee, so when it's time to organise the annual Nimbus golf tournament, choosing the course is easy, as there is an obvious candidate:





"Yes, of course it will be held here at Wermdö," he laughs, and tells us that he has sold a lot of boats to club members who live nearby.



"I don't see the same conflict between boating and golf that many other people seem to do; in fact I think that the two occupations complement each other perfectly," he points out.

And when Nimbus Maxi Center holds a golf competition the whole course knows about it! Partners such as insurance companies and others man many of the holes, where they hand out information and sweets. One of the Ryds boats is anchored in a water hazard, and in another the competitors have to chip the golf balls down into a little dinghy with great



accuracy. Sensationally, a Nimbus 30 Nova S is moored right in the swimming pool, where it can be seen by everyone in the restaurant:

"We hoist it in there using a mobile crane the night before," reveals Fredrik with a smile.

Can I have the recipe for that?

Normally, of course, guests don't moor in the swimming pool, but it is possible to moor overnight at the Wermdö Golf & Country Club jetty if you are

planning activities at the facility over more than one day, or you are just planning a late dinner. The clubhouse restaurant Le Golf, which is one of Sweden's finest of its kind, has a gorgeous view out over the glittering water and offers both simple meals and full gourmet dinners. Le Golf is run by restaurant partners Stefan Hummelgren and Fredrik Westerlund:



"We often have visitors coming to the restaurant by boat," confirms Fredrik, bringing out a grilled pike fillet to a waiting couple. "But getting a space at the jetty isn't usually a problem," he quickly adds so as not to deter visitors.

The grilled pike fillet looks delicious enthroned as it is amidst the delightful sauce, and Fredrik is happy to share the recipe:

"The simple things are often the best, and this dish is no problem at all to prepare on board a boat for those who would rather cook their own food than eat here," he laughs and quickly writes down what is needed and how to prepare the dish.

Restaurant Le Golf's grilled pike fillet with dill, mushrooms & tomato cream

Ingredients:
(serves four)

- 1 kg pike fillet, descaled
- 500 ml cream
- 2 beefsteak tomatoes
- 100 g mushrooms
- 1 bunch dill
- 100 ml white wine
- 1/2 lemon
- 1 pack spring onions
- Salt & pepper



Method:

Grill the pike fillet on the skin side. Quarter the mushrooms and cook them in the wine. Add the cream. Add deseeded and chopped tomatoes, dill and chopped spring onions. Squeeze the lemon and add its juice together with salt and pepper. Reduce. Serve with fresh potatoes.

Bon appetit!



Nimbus in Art

Each year it is a Nimbus tradition to invite a new artist to contribute to the ambience of the boats by means of a framed painting mounted in the forward bulkhead. This year's man behind "Nimbus in Art" is Carl-Michael Ström of Galleri Strömmen, Marstrand on the Swedish west coast.

A man who has made a name for himself by means of his large, detailed paintings of boats, lighthouses, buildings and houses using copies of old charts as backgrounds. His pleasant, half authentic and half artistic style, that the artist tells us is achieved using a mixed technique using watercolour and gouache, is now highly favoured.

Carl-Michael began his career as a marine artist by painting the boats of his friends - then finding that many more people were asking him for similar pictures for anniversaries, various other events or to decorate their homes and offices.

His breakthrough came when his paintings of boats, lighthouses and flags became so numerous as to amount to an own exhibition. Owing to his position at that time, as an immigrant Stockholmer and a good friend of coastal photographer Reijo Ruster, he put on his first show in Sandhamn, in the Stockholm archipelago, at his studio beside the Ångbåtsbryggan (Steam Boat) quay.

After training at the Gerlesborg art school, the new marine artist Ström, worked as a scene painter at the Royal Dramatic Theatre and The Royal Swedish Opera for many years. But gradually the lure of Marstrand and the Swedish west coast became too much for his artistic soul. The Ström family had spent many summers here in Carl-Michael's younger days. With his gift for painting boats, coastal houses and the sea, it seemed natural to move to this renowned historic seagoing and sailing town when the opportunity arose.

Our 2007 Nimbus artist has lived, painted and entertained at his gallery, appropriately named Strömmen (The stream), since 1996 in a gingerbread yellow house on Långgatan a little way up from the quay. Carl-Michael's paintings are created here in his cosy, cluttered, lived in studio. His many prestigious commissions include a recently finished painting for the New York Yacht Club, a work of which he is extremely

proud. This will be hung in the Yacht Club library to embellish the commitment of the club and the passion of members in their chosen sport. In similar fashion to the Carl-Michael Ström work that hangs in the entrance to the Royal Gothenburg Yacht Club clubhouse in Långedrag.

Many are those who have been presented with a painting from Gallery Strömmen for their anniversary or birthday etc. Few artists have Carl-Michael's ability to

capture a sailor's, an event's or a project's life and soul on canvas so colourfully.

Still more have seen the C-M Ström signature on the menu covers of such popular restaurants as Utö Vårdshus, Grand of Marstrand and Peterssons Krog, Kåringön island.

The painting to be hung in Nimbus models this year Carl-Michael calls "Fyr El Lyse". This depicts a lightship and a lighthouse, beacons and navigation markers. It so happens this is the second time Carl-Michael's work has decorated Nimbus boat models. The first being in 1992, when the motif was the Vinga lighthouse, pennants and a classic Nimbus boat.



Carl-Michael Ström at the porch of Galleri Strömmen.

1938

Beolit 39 The first of our Beolit radios was compact, capable of dialing through several radio bands, and became famous for its powerful sound.



2007

BeoCenter 6 Our newest radio is also a television, able to receive signals all kinds of video sources as well as from FM and DAB-radio transmitters.



Our newest radio has a few surprising extras

Bang & Olufsen has made quite a few outstanding radios in the past. Our new BeoCenter 6 lets you listen to FM or DAB radio, but you can also watch TV or add a variety of video sources to its 23" or 26" LCD screen. The active loudspeakers will deliver picture perfect sound no matter what you wish to watch or listen to. All you need to do is decide whether you want BeoCenter 6 on a stand, wall mounted or placed on your desk.

Experience the surprising versatility of BeoCenter 6

BANG & OLUFSEN





The original
Nimbus Nova





30 NOVA S



30 NOVA S HT



35 NOVA HT



35 NOVA



42 NOVA





There is only one **original**

NIMBUS NOVA

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 sea-going qualities. A boat for an active life at sea. 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 greater 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 are constantly developing the Nova concept – a source of pride for both Nimbus and the owners of our boats.



42 Nova

spreading around the world

The Nimbus 42 Nova brilliantly combines the safe and easy-to-work walkaround design with the highest level of comfortable accommodation. The largest Nova is valued on many markets and has achieved extensive international distribution in just a short time.

Since the Nimbus 42 Nova was launched a couple of years ago, the boat has attracted enormous interest, and new owners have flooded in from boats of all sizes:

"We have had a number of customers who swapped their big, heavy 55 – 60-footers for a Nimbus 42 Nova. They have done this to acquire a boat that is easier to handle, yet offers a high level of comfort and excellent performance," says Hans Andreasson, marketing manager at Nimbus Boats.

Even some owners of boats such as the smaller Nimbus 33 and 35 Nova wished for a larger boat offering even higher levels of comfort. When designer Pelle Petterson set to work, his intention was to extend the Nova concept with a boat designed to house double cabins and double heads. And these were to be in addition to the generous fore cabin, where a large double bed lies between double wardrobes and light streams in from the deck hatch in the ceiling:

"The extra cabins were made different sizes, a compromise in order to minimise the impact of the heads and the large cabin in the bows," says Pelle, going on to explain: "One of them, with wide bunks, is an excellent cabin for any young people on board or for a visiting couple, while the second

"We have had a number of customers who swapped their big, heavy 55 – 60-footers for a Nimbus 42 Nova."

one functions as a smaller spare guest cabin. Altogether they offer six bunks, plenty of room for a large family or for a lot of guests," he points out.

Accessibility is a matter of course

Pelle Petterson has designed the majority of the most sought-after Nimbus boat models and, more recently, several of the extremely popular Nova models, with their large and uncluttered deck areas perhaps their foremost characteristic. The 42 Nova is the largest Nova to date, but that does not mean it deviates at all from the successful concept – on the contrary. From the wide and easily accessible bowsprit at the







bow, bordered by solid, secure and elegant stainless steel guard rails, generous gangways lead aft on both sides of its sleek superstructure.

Through the large sliding doors on both sides guests can quickly access the sheltered saloon, or the helmsman or the "boy" can easily get out to tie up when mooring. Thanks to such carefully planned solutions it is completely possible for a solo helmsman to smoothly manage a boat of Nimbus 42 Nova's weight and size. It is otherwise far from obvious that we are talking about a 12.5 metre boat weighing almost ten tons fully stocked with fuel and water.

Good-sized social areas

Aft, the passageway between the saloon and the roomy aft-

"The floor surface in the saloon and on the aft-deck are on the same level with no threshold..."

deck consists of a magnificent three-panel sliding glass door, which, when fully opened, provides a delightful airy feeling of space. The floor surface in the saloon and on the aft-deck are on the same level with no threshold and together provide

a wonderful spacious area either for relaxing or for exciting activities. The open-plan solution is equally suitable for an improvised cocktail party, preparing for water-skiing, or why not a spontaneous dance? At the back of the aft-deck

there is plenty of room for seating. Also, stowage compartments beneath the seats are a welcome new feature. Furthermore, the passageway to the bathing platform has not been obstructed; it is just as easily accessible as when the central section on the earlier models consisted of more



A 42 Nova on its way to Port Grimaud, French Riviera.



separate seats instead of a whole sofa. The bathing platform is truly quite another story; elegant, with smooth, rounded corners, and practically integrated into the boat's lines, it offers plenty of space for numerous swimmers or sunbathers.

The partially projecting roof provides some shade from the hot sun or from pouring rain. The roof can also be supplemented by an aft canopy for added protection from wind and rain if required, thus creating an extra "outdoor room". The fixed seating can be easily extended by means of loose deckchairs around the tables, for convivial parties playing games or eating together.

Saloon bathed in light

Even with the sliding doors closed, the saloon has a real outdoor feel to it. Along the starboard side is a well-equipped galley, with a two-ring cooker and a large oven as well as a spacious stainless steel fridge, and hot and cold water, of course. Thanks to the large windows, the saloon is bathed in light, and the smooth electrically-operated double glass roof hatches naturally add to this. Two generous hatches instead of one large one allow the helmsman and passengers to decide individually how much wind or sunshine they want to let in.



"... Four people can sit comfortably, facing forwards."

With the double seats on each side of the companionway, four people can sit comfortably, facing forwards. At the same time the L-shaped sofa at the saloon table offers everyone a cosy place inside in chilly weather.

Impressive performance

The hull is the same as on the Storebro 410 Commander, but in all other respects Pelle Petterson was largely given free rein when designing the Nimbus 42 Nova:

"It was a challenge to fit as much as possible into the existing hull, particularly with the Nova concept, which does not have quite the same width inside as a traditional boat. I designed the deck, the layout and the interior," says Pelle, displaying his sketches.

"The Nova 42 is a comfortable and well-equipped boat, attractive to look at and with lines that consistently mark her out as belonging to the same family as the smaller Nova boats. I don't like overstyled Italian boats; I prefer something a bit more conservative. A boat with a cruising speed of about 25-30 knots doesn't necessarily need to look like she can do double that," Pelle remarks, pointing out that the helmsman has a fine overview and excellent manoeuvrability.

With twin Volvo Penta D6 engines with a total of 620 to 700 horsepower, the Nimbus 42 Nova can reach up to 38 knots with an Aquamatic drive, and cruising speed is around 32 knots. If instead you choose traditional straight prop-shafts, the figures are 31 and 25 knots respectively.



International distribution

Since its launch a couple of years ago, both Swedish and international customers have discovered the advantages of the Nimbus 42 Nova, and the boat has been

"42 Nova is an open, functional and uncomplicated boat that suits a lot of people"

"It's always a good thing if a boat attracts so many different markets. The 42 Nova is an open, functional and uncomplicated boat that suits a lot of people.



given a warm reception all over the world. From the north of Norway right down to Spain, including Russia and the British Isles, people have rushed to buy them. The German dealer Boote Polch, for example, sold a Nimbus 42 Nova to Port Grimaud on the French Mediterranean coast:

Quite simply, it's what people want," concludes Hans Andreasson.



NIMBUS 42 NOVA

TECHNICAL SPECIFICATION

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

Engine alternatives stern drive:

2 x D6-310/DPH 228kW (310 hp)

2 x D6-350/DPH 257kW (350 hp)

Engine alternatives straight shafts:

2 x D6-310 228kW (310 hp)

2 x D6-370 272kW (370 hp)





"There's only one original"

That is what they say about the Nova concept. Of the 35 Nova models, we could also add: "an original that has everything a Nimbus owner could want". Very few boats ring the right bells or press the right buttons in the way this model does in the boat enthusiast's mind. In the eyes of its fans, the 35 Nova is the ideal combination of neat design, elegant style and comfortable functionality.





35 Nova



A boat that has it all

What characterises the 35 Nova is its excellent hull width, which provides pleasing buoyancy and a basis for good driving properties, something that discerning owners appreciate. Safety is a major feature, and safety levels are particularly good for a fast boat with ocean-going aspirations.

Pelle Petterson employed his well-known creativity when he drew the lines, giving the hull a medium-deep V-shape at the stern end equipped with characteristic foils in order for it to run well at sea. The width at the water line ensures that the 35 Nova behaves well in a head sea and even more so in a following sea – owners can rely on the boat steering well even if the bow seems to want to dive down.

"... ideal combination of proper design, elegant style and comfortable functionality."

The lines of the 35 Nova are eye-catching. Maestro Petterson has produced extraordinary harmony between cabins, windows and roof. "She feels just right", he has said of one of his most subdued boats.

The success of the lines is why the 35 Nova works equally well as an open model as with a fixed roof. The long, smart wraparound window in the open version gives the crew the same sporty yet comfortable driving experience as in a large day cruiser. In addition, the spacious cockpit provides a sunny spot for a long sofa. A canopy gives protection from inclement weather or from the sun. Meanwhile, the roofed version provides a sleek and powerful image. Epithets such as sturdy and stylish are used when describing the Nimbus 35 Nova with roof.

The Nimbus 35 Nova also has a number of built-in qualities that people familiar with good construction standards will be able to appreciate. These include the fact that the hull is constructed using vacuum technology,

a method that results in a strength exceeding that of most boats. Nimbus technicians can happily describe advantages such as high glass content, great point strength, superior rigidity and double resistance to rough contact with jetties.

Among the laudable functions of the Nova is the design of the wide, lowered deck round the cabin. On the 35 Nova the width is enough to enable anyone who needs to get on or off the boat to do so safely. Even if you have your arms or hands full with a baby or luggage, the practical walkaround solution is an attraction of the concept. And boat lovers with dogs also appreciate the solution, as the family's best friend can walk around on board or go ashore. Comfort is well provided for by means of seat-





ing on the port side, the galley immediately opposite and an excellent passageway to the forward cabin. The sensation of sitting outside even when you are inside is unique



to the Nova and is particularly good on the 35 Nova simply due to the size of this model. In the hard-top version, a large, electrically-powered roof hatch, the large side windows and the door to the aft-deck are responsible for this.

As is usual on a Nimbus, the cushions on the 35 Nova are well-stuffed, well-structured and equipped with attractive edge stitching.

In the fore cabin the Nimbus offers excellent, refined style, with an elegant and classic design featuring mahogany, jointed floors and navy blue cushions. Nimbus enthusiasts can delight in well-shaped rounded corners, strong edging strips and a ceiling with classic panels. In other words, the Nimbus 35 Nova lives up to its title - the Nova with everything.



NIMBUS 35 NOVA

TECHNICAL SPECIFICATION

L.O.A.	11,45 m
BEAM	3,35 m
DRY WEIGHT	5 800 / 6 300 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	600 l
WATER CAPACITY	120 l
REFRIDGERATOR CAPACITY	65 l

Engine alternatives from Volvo Penta:

D6-350/DPH 257 kW (350 hp)

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

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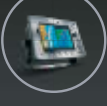
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Sporty and practical beauty

The Nimbus 30 Nova S was a success in the year of its launch, 2006. This new generation Nimbus is both sporty and practical, while its design and functions appeal to a wide range of people. Nimbus World has taken a close look at this new creation.

A new Nimbus 30 Nova S is moored alongside the service jetty below the Nimbus office in Långedrag on the west coast of Sweden. With her clean, wonderfully smooth lines, she is a delight to behold, even if, perhaps, her beauty only shines through most clearly when the canopy is removed. And that's what happens as soon as we climb on board... It's a quick and simple operation, and most of the canopy is taken completely off and stowed away, while the rest is folded and covered on the hoops lashed to the targa with straps.

The boat is equipped with strong mooring cleats fore and aft, and for mooring along the sides. If you are going to lie alongside, it must be with the starboard side against the jetty. That is the best place to board the 30 Nova S, as the passageway is wider here. The narrower side-deck on the port side certainly also offers the possibility of boarding, but it requires a better sense of balance. Pointing the bow in towards a jetty or a rock slab, where the slight overhang from the bowsprit makes things much easier, or loading heavy luggage on board directly via the bathing platform also works well. And

"... design and functions attract ..."

there are plenty of stowage compartments. The deep area in the bow could house a forward capstan if you want, but otherwise provides plenty of room for storing mooring gear, rock wedges and other items that are handy to have available for the person who jumps ashore to tie up. In the stern there are stowage compartments in the bathing platform and beneath the small sofa on the port side of the outdoor area, as well as in the giant space under the starboard edge of the aft-deck. This has to be the roomiest stowage space of any 30-footer on the market! Even beneath the galley there is a hatch that you can lift up to reveal a shallower stowage space above the fuel tank.

Dull rumble of 310 horsepower

We cast off in the warm September wind and steer out towards the inner channel of Göteborg's southern archipelago. The plan is to do a bit of water-skiing near Kullavik and then go ashore on some island or other. But the warm wind is actually a bit stronger than it seemed in Långedrag, where it was a bit more sheltered... Immediately south of Donsö we turn towards the southeast, and once we are out past the



Fjordholm islets it feels like the whole Skagerack is tossing about in the southerly breeze. Waves at least a metre high to the side prove to be no problem at all for the Nimbus 30 Nova S, which is CE classified as category B. Of course there's some spray, but the closely fitting windshield blocks most of the splashing. It feels safe and warm once the trim tabs are adjusted and we can continue steadily on with our speed barely reduced at all. Inevitably we experience some roughness in the waves, but there's no creaking, grating or jarring to be heard at all.

The 310 horsepower Volvo Penta D6 engine rumbles dully in its well-insulated engine compartment beneath the aft-deck. The engine can be accessed conveniently from all sides once the gas spring cover is opened, and the hot water heater is also located here, on the port side.

Rapid planing

Once we have found a more sheltered bay and the water-skier has got into position in the water behind the boat, the qualities of the engine and the drive package are even more apparent. Pulling on the throttle lever results in a marked increase in revs, but hardly any of the typical "turbo threshold" is noticeable. And there doesn't seem to be any large planing threshold, either. Despite being almost four tons fully fuelled and with passengers and luggage on board, the





Nimbus 30 Nova S gets quickly up to planing and the right water-skiing speed, to the delight of water-skiers. And there's no problem for him to be in the wake, despite the waves.

The bathing platform is absolutely superb for all kinds of water activities – it's spacious and easily accessible even without the lowerable ladder, which has now been provided with higher hand grips to make it easier to pull yourself up. It's really more of a safety ladder than a bathing ladder. The detachable stern sections can be smoothly folded away, making the openness even more evident. The water-skier can use the hot water from the freshwater shower to rinse off himself, his wetsuit and his equipment in comfort before stowing the gear away.

Social gatherings under the open sky

We head westwards again, back towards the Fjordholm islets, where we put in to have a coffee in a sheltered bay. There's room round the table for all four of us, and in fact there's room for more. Under the sofa is a stowage compartment, and the passenger seat can be turned round from facing the direction of travel so it's facing the table instead.

Ingenious and functional

Up here there is also a galley, with a two-ring butane gas cooker, a single sink with hot and cold water and a 65-litre stainless steel fridge, allowing pleasant opportunities for social gatherings under the open sky. Or under the canopy in more inclement weather. In the broom cupboard there is a bucket with a lid, and holes have been made in the drawers for Nimbus' own dinner service and glassware, as well



NIMBUS 30 NOVA S

TECHNICAL SPECIFICATION

L.O.A.	9,05 m
BEAM	3,10 m
DRY WEIGHT	approx. 4 200 kg
BATTERIES	4x12V-75 Ah
FUEL CAPACITY	300 l
WATER CAPACITY	130 l
REFRIDGERATOR CAPACITY	49 l

Engine alternatives from Volvo Penta:
 D4-260/DP 191kW (260 hp)
 D6-310/DPH 228 kW (310 hp)



as saucepans and a coffee pot. The top drawer is for cutlery and small items. The galley unit is compact, but still maintains "home" standards.

The helm is adapted for electronic navigation, with room for a plotter in the centre above the wheel. The beautiful chrome throttle lever is within easy reach to the right, and all buttons are clearly and logically arranged beneath, together with the controls for the bow propeller, trim-tabs and ignition. And naturally there is also a fire extinguisher. The helmsman has an excellent view, particularly if he positions himself on the adjustable footplate. On the passenger side there is room for sea charts beneath a cover, and there is also a firm stainless steel grab rail to hold on to. There is a sliding door leading to the companionway that covers the opening fully without any need for a bulky top hatch.

Spacious and well-laid-out interior

The head, which is located to starboard, just in front of the helm, seems very spacious for a nine-metre boat. An ingenious curved sliding door closes tightly when the shower is in use, yet it disappears out of the way, offering an amazing amount of space otherwise. A steady stainless steel bar has a double function, as a handrail and as an attachment for the

splashscreen in the shower.

Just across from head is the double cabin, where two adults can sleep comfortably. Rounded corners, plenty of light and a well-balanced mix of dark wood and white plastic surfaces provide a solid yet cosy impression. The wardrobe can contain clothing and equipment for several days spent on board, and next to it there is a seat with stowage beneath.

"The boat is easy to steer and easy to handle and it has a very effective hull ..."





The forepeak, which is accessed via a folding door, contains double bunks and is high enough to allow standing. Right at the front, under the bunks, is the bow propeller, and further back there is a stowage compartment that is accessible without even needing to lift the cushions. The shelves running all along the sides are padded and serve also as a backrest. The forepeak also contains a small wardrobe, with automatic lighting that comes on when the door is opened, and double drawers below the storage area in front. Recessed in the wardrobe is a 12 V socket and the control panel for the heater.



Double halogen lights in the ceiling and two adjust-

able reading lamps, along with the opening hatch, ensure there is plenty of light in this space. Double-layer curtains function both to darken the room and to keep insects out. A framed print showing Kullen Lighthouse hangs next to the construction certificate. Typical Nimbus details.

Darkness no problem

By September the light summer evenings are gone; so although the evening is warm, we are surprised by the rapidly falling darkness. But the wind has subsided and the sea is now calmer, so our trip back to Långedrag is very pleasant by the light from the moon and the lighthouses. The instruments are perfectly visible without straining. The discreetly located yet elegant stair lighting makes it easy to move around on board.

The firm stainless steel rails feel safe and secure to hold on to. And when it is time for additional lighting, the adjustable electric floodlight up on the targa proves to be just the thing.

A fine autumn day is over, and in summing up our impressions, we can say that Nimbus have got it right again. The Nimbus 30 Nova S is well qualified to be a trendsetter.



230 



250 



300 

In a **class** of its own

Design, quality, sea-going qualities and performance

Some people want their boat to have everything, while others want to get everything out of their boat. For the latter group we have developed the Nova R-series. Three models that allow their owners to enjoy all the comforts of life while at sea and to do so in a way that they themselves have chosen. Boats with excellent sea-going qualities that allow them to challenge the elements without lowering our standards of absolute control and safety. The largest of our three models in the R-series has been awarded a prize for its 'Excellent Swedish Design' with the justification 'Carefully-planned design combines elegance with safety and comfort'. A distinction of which both we and owners of R-series boats are proud and which encourages us to take our development work even further. We leave it to our boats' owners to decide what the R stands for...





NEW

300



ENHANCED FEELING OF EXCLUSIVITY AND SPORTINESS

The Nimbus 300 R was launched in 2002 as the largest of the R-series models. Manoeuvrability, performance and design were distinct characteristics – then as now. In 2007, the 300 R will have a facelift both inside and out, a procedure that will further enhance the feeling of exclusivity and sportiness. Welcome to the new 300 R!

Nimbus has again listened to a discerning market and met its requests. A large number of viewpoints and ideas have been collected via dealers and from direct contact with customers. Many customers have been interviewed about how they would like to see the 300 R refined. Then the clever development team at Nimbus Boats took over, and added their own opinions and experience:

"After the preliminary study we worked out a concept for the areas that were to be changed. Only then did we start on design and construction," says development manager Lars Alklind, explaining that the work was far more thorough than the usual annual upgrade of a model.

External help as well

Nimbus did not just use its own highly-skilled internal resources for design and construction. To gain new influences and guarantee an extraordinary end result, outside help was also called in:

"Some girls from the design college in Visby were assigned a project involving going through the interior, primarily around the galley," explains Lars as an example, praising them for how well they succeeded in their task.

"... better functionality in the form of compartments and stowage space, as well as a considerably more exclusive design."

"Based on a fixed and very limited space in the cabin they achieved far better functionality in terms of compartments and stowage space, as well as a considerably more exclusive design. Sliding doors and indirect lighting, combined with new materials – such as a two-colour Corian work-top – help to enhance the

impression considerably," he also points out.

More exclusive interior

After the preliminary study it was clear that the relatively simple cabin in the R-series flagship did not live up to the high demands for exclusivity. But the changes to the galley are just part of the improvements now being carried out on board. The most obvious is probably that the 300 R has been equipped with headliner in the cabin. The headliner is a thin shell of fibreglass plastic that lines the whole of the inside,



with grooves for wooden panelling to create a design effect. Functionality has also been improved as follows:

"Previously we screwed portlights directly into the deck, with wooden strips and curtains visible, which was a simpler construction. Now portlights are recessed inside a panel for a depth effect, and we have been able to integrate and conceal the curtain rail. It is far more elegant," thinks Lars, adding that the headliner also provides a very nice soft surface and potential for better distribution of the lighting points.

The Nimbus product development centre has also adapted the Nimbus 30 Nova S shower unit, so the same ingenious solution using a curved sliding door is now also available in the 300 R. They have also combined the cocktail cabinet and storage cupboard in the cabin just in front of the head, refined with more separate compartments, more lighting

"... the changes to the galley are just part of the improvements..."

points and roll fronts for opening and accessing the compartments.

Systematic process control Lars Alklind points out that there are two main areas that contribute to a boat getting considerably better each time it is modified: opinions from the market being reviewed so that the Nimbus people learn more and get better at what they do, and people employing process control more than in the past:

"Previously there was a small number of really skilled people with the knowledge and an eye for changes who worked out the new features. Now we involve more employees in more process stages that have to be gone through. This is a more systematic way - to get detailed information from the market, and refine it," he explains.

"Then of course it is a challenge to design things so that



they fit with the "image", while at the same time there must be a high level of functionality and efficiency in construction," he says with a smile.

"The Nimbus 300 R is designed for people who want a striking and exclusive boat."

Ingenious folding seats for more seating

Different markets have different requirements when it comes to functionality and appearance of the Nimbus 300 R, and the development department has had a tough job balancing out all the parameters so they suit as many people as possible. In the Oslo area, the 300 R is used more as a powerboat, while other markets want comfort and more seating in

the front of the cockpit. Nimbus has managed to achieve this on the new model:

"As well as upgrades to the interior, the seating arrangements and the instrument panel have also had major facelifts," says Lars.

Instead of two single seats on either side of the cabin companionway, the new Nimbus 300 R now offers a comfortable two-seater by the helm. On the port side of the cockpit there is a brand new structure with two folding seats with their backs to port and facing sideways to the direction of travel. **When the folding seats are not in use they are concealed under a cover.**



"If you want to have just three people sitting in the cockpit, the rear folding seat can also be equipped with a swing-out back rest, so everyone can sit facing forwards," explains Lars, pointing out that these are not just ordinary folding seats. "If we are to have extra seats they must be invisible when not in use, yet at





"As well as upgrades to the interior, seating arrangements and the instrument panel have also had major facelifts..."



the same time they must be so sturdy that even a well-built person could in principle stand on their front edge without breaking them."

...and a better used aft-deck

Previously at the stern there was a folding seat flap on the back of each seat. Now these aft folding seats have been moved together and integrated with the back of the seating on the helm side. At the same time the table has been made more rounded, almost drop-shaped in order to make optimum use of the space available:

"Several people can sit on the U-shaped sofa and on the folding seats without blocking the passage to the cabin. Half of the people shouldn't need to stand up," says Lars.

Instead of the old wooden folding door, which opened out towards the cockpit, the companionway to the cabin now has a complete door panel that opens inwards towards the head unit. And the wooden folding cover above the door opening has been replaced by an attractive louvred hatch that blends in with the other materials.

This brings us to what is perhaps the most radical aspect of the facelift, and definitely the one that affects the helmsman most – the instrument panel and the area around the person who sits at the helm position.

Ergonomics and harmony

Electronic technology has developed rapidly and customers have ever larger plotters and other instruments. So the design of the instrument panel has to incorporate very different requirements than was the case just five years ago, when the Nimbus 300 R was launched:

"The instrument panel has changed completely to include the new instruments. Now there is room for a large-size plotter at the side of the helmsman, angled towards him. But if two people are there, one can drive and one can navigate, as the plotter can be reached and handled by the other person sitting beside the helmsman," says Lars, revealing that ergonomics were given great emphasis when the helm was designed.

"The throttle lever has been moved to a console that is integrated into the instrument panel to the starboard of the wheel. All buttons are like piano keys. We have grouped them to help prevent the helmsman pressing the wrong one."

At the top of the instrument panel there are several storage compartments, including space for the new smaller boating charts, which, despite all, can still be useful to have along. A number of compartments on the starboard side can hold a wallet, a mobile phone, keys and other small items, much the same as in a car:



"We have striven for uniformity in our use of lines and materials, with structured ABS plastic in colours and shades that go well together. A number of grey shades harmonise into a single whole," thinks Lars.

Top marks

Finally, Nimbus has also put a lot of effort into refining all the stainless steel details on board the new 300 R. The bowsprit is now ready for a forward capstan and the lines have been smartened up:

"There is in fact no surface we haven't looked at. We have done all we can to go through all the functions of the boat, such as driving, eating, sleeping, cooking, bathing, tying up, sunbathing and anything else people do on board," summarises Lars, and says that serial production of the boat is now under way.

"Though we did have a prototype running throughout the summer of 2006, in order to check functions and structures. Many customers who got to see it ordered one straight away. That certainly sounds like top marks for the Nimbus development department and the Nimbus 300 R facelift.

Test results



Boat model: Nimbus 300 R
 Engine: Volvo Penta D6-350 DP-H
 Power: 257 kW (350 hp)
 Propeller: G7

RPM	Speed/knots	Litres/hr	Litres/NM
1000	5,6	4	0,70
1500	7,8	13	1,65
2000	13,5	24	1,75
2500	23,0	35	1,50
3000	31,0	51	1,65
3500	38,0	72	1,90

230 R and 250 R

Outstanding little sisters



-series

The Nimbus 230 R and 250 R are certainly the babies of the large Nimbus family, but these superb little sisters' range of use is practically limitless. For day trips or weekend trips, transporting things out to your summer cottage in the archipelago, all kinds of water sports or as a tender for racing sailing yachts – the list can go on and on; your imagination is the only limit...



When, at the turn of the millennium, the Nimbus 250 R was the first of the new R-series to appear, she got a great reception from discerning purchasers. Never before had anyone seen a boat with such a fantastic combination of unparalleled manoeuvrability, showy elegance and practical application. The 250 R has been refined regularly since then, and she also has both a big sister – the 300 R – and a little sister, the 230 R. So now enthusiastic Nimbus buyers have got a number of sisters to choose between for their active lives on and around the water. And the areas of use, particularly for the little sister, are pretty much limitless...

"... its areas of use are pretty much limitless."

The racers' favourite

Let's start off with racers, who have found in the 230 R and 250 R their clear favourites as tender boats at regattas. The walkaround solution, which has become Nimbus' special characteristic, is probably what sailors fall for first. It provides a degree of mobility and unique accessibility on board that is almost a requirement when you have to lug around or store items such as heavy or bulky sail bags, an extra rudder or perhaps a spare spinnaker boom. Food and drink for hungry crew members also take up space, and in the 250 R the sailors can even be spoiled with hot food and cold drinks from the carefully-planned compact galley. The gently rounded bathing platform at the stern is a detail that





is of course not only valued by racers but also by anyone who needs to approach and service an adjacent dinghy, as it also forms a perfect work platform. And here too access is phenomenal; the bathing platform can be easily accessed through the opening doors on the 250 R or over the slightly raised engine cover on the 230 R.



Captains of large racing yachts have other reasons for appreciating the rounded bathing platform – they want to protect their precious racing finish when the tender boat comes alongside. The

fact that the bathing platform is a fully integrated part of the hull contributes to the elegant lines and to the boat's ingenious functionality. It's both attractive to look at and extremely practical.

Stable and easy to handle

Rounded corners alone are not enough for coming smoothly alongside a sailing yacht between races out on the course. It's also important that the tender be stable, easy to handle and quick to respond to the slightest touch from the helmsman. In this respect, Nimbus' smallest boats are in a class of their own!

Designer and racing driver Ocke Mannerfelt summarises stability and manoeuvrability in the concept "drivability", a word that describes what it's all about. Ocke's racing designs have won 14 world championship medals to date, and experience



gained from these has led directly to the air-lubricated hull with its characteristic "steps" on which the Nimbus R-series concept is based:





"When the boat planes, air is admitted to lubricate the bottom. This idea actually appeared back in the 1930s and 40s, when motors were less powerful, but the idea of creating a 'ball bearing' of air bubbles under the boat works just as well today," says Ocke, comparing it with seaplanes.

"The surface of the water would cling and the planes would be unable to take off without air channels under their pontoons," he points out.

Economical performance

Rapid response? It achieves this through a number of well-balanced, tried and tested engine options from Volvo Penta, which also contributes greatly to the unsurpassed running

economy. From a 190-horsepower D3 or any of the 270 or 320-horsepower petrol engines in the 230 R. In the Nimbus 250 R there is the 260-horsepower D4 or the 320-horsepower 5.7 litre petrol engine as an alternative. All engines provide more than sufficient performance for the boats to be able to do what their owners want – regardless of whether it's taking a couple of families to a restaurant, towing racing yachts home when it's calm, getting a water-skier planing or perhaps transporting all you need for a good crayfish party out to your summer cottage in the archipelago. The Nimbus R does it all!

Volvo Penta is at the forefront of developments, and the engines installed in the Nimbus boat models have much of the latest in engine technology. The excellent properties of the engines, in combination with the air-lubricated hull, guarantee extremely attractive running costs.

Fuel consumption is extremely efficient, and regardless of the driving conditions, the engines always receive just the right amount of fuel, which contributes to the very modest exhaust emissions. No one wants to have more of an impact on the environment than necessary, and most people probably don't consider that refuelling facilities are what appeals to them most about owning a boat...



Refinement

The Nimbus boat models are continually being refined, and the R-series is no exception. For 2007, big sister 300 R is the one that has had the biggest facelift, while only details are being changed on the smaller ones. A new light under the bowsprit and a level sensor for the septic tank (optional) are new to the 230 R, as is the EVC MC system for the petrol engine. The EVC MC system, which provides all data from the engine and full control of operation, will also be installed in future in the 250 R's petrol alternative.



The 250 R is getting the new light under the bowsprit and the level sensor for the septic tank too, but it is also getting a new installation solution for the compass. In the galley on the 250 R a brushed stainless steel rail will replace the earlier polished one, a solution that does not change its function at all but is more pleasing to the eye.

Clever functions, extraordinary aesthetics, powerful performance and racing properties. Nimbus R!



Test results 230 and 250

Test results *

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

RPM	Speed/knots	Litres/hr	Litres/NM
1500	7,5	6,0	0,80
2000	13,0	13,0	1,00
2500	21,0	18,0	0,80
3000	28,5	24,0	0,85
3500	34,0	35,0	1,00
4000	37,0	40,0	1,05

Test results *

Boat model: **Nimbus 250 R**
Engine: Volvo Penta D4-260 DP
Power: 191 kW (260 hp)
Propeller: G9

RPM	Speed/knots	Litres/hr	Litres/NM
1000	6,0	4,0	0,70
1500	8,0	11,5	1,45
2000	17,0	16,5	1,00
2500	25,0	28,0	1,10
3000	33,0	37,0	1,15
3500	40,0	50,0	1,25

* Tests have been conducted by staff at Nimbus Boats development and test centre in Långedrag.



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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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CHRIS

Faithful to Nimbus for 25 years

The Solent – the sound between the mainland and the Isle of Wight – are classic sailing waters. Chris Harridge competes in regattas every week and has a 1996 class victory to his credit in the Around the Island Race with his beautiful "Simba".

"Sailing definitely teaches you about the sea, even when you sell motorboats", says Chris, who is the British Nimbus representative for the entire British Isles.

Southampton is renowned for its major sailing events and for its impressive floating boat show held in September.

Otherwise the town is very commercialised, says Chris Harridge. He recommends travelling down south a few miles, to Lyminster. A very attractive little town with two very good marinas.

His company, Offshore Powerboats, is established at one of these. A whole row of beautiful Nimbus models are on dis-

play alongside the first jetty.

When Nimbus World visited Chris we were fortunate enough to meet Mr and Mrs Murdoch and their son-in-law, who were on the point of collecting their newly acquired Nimbus 380 Commander; an exciting moment for them, this being their very first boat.

Successful show

Chris Harridge tells us the Southampton boat show in





September 2006 was a great success.

"All six boats we had on display were sold at the show with several more sales made directly afterwards."

Most boating life in Great Britain is about sailing. 60-70 percent of the boats moored at the marinas here are sailboats and the small town of Lymington, with 15,000 inhabitants, hosts two yacht clubs, one of them having 3,000 members. Sailing is a tradition, and local waters are highly suited to this purpose.

"I race every week on the Solent in my wonderful "Simba", a beautiful gaff cutter built in 1939", says Chris Harridge proudly. "I won The Old Gaffers Class with her in the Around the Island Race in 1996. It's important to demonstrate that a motorboat salesman can sail and love sailing."

"Coupé cruisers like Nimbus 320, 350 and 380 ... suit our climate and our kind of boating best.."

Long season

Chris Harridge says that boats here are used nine months of the year and sailing trip destinations, apart from sailing along the coast and around the Isle of Wight, include the Channel Islands and France.

"Our company, Offshore Powerboats, is the sole Nimbus outlet in the British Isles, including Ireland. But I don't find distances to Scotland, Ireland or the Channel Islands to be a problem because communications are so good. A customer can fly here in an hour or so, try out a few boats and fly back home after lunch. Internet too, plays an important sales role today."

He founded the business in 1979. The company was given its present name in 1982, and in 1984 he obtained sole rights to sell Nimbus.

He founded the business in 1979. The company was given its present name in 1982, and in 1984 he obtained sole rights to sell Nimbus.



Oldest but one

"We have been operating almost 25 years and are the oldest but one Nimbus authorised dealer. At that time there were at most 10 Nimbus boat models in this whole area. Now there are more than 400, of which 144 owners are members in the active Nimbus Owners club.



"There are five people working here – Lyn Parker, our secretary and who keeps an eye on the money, Steve Lane



”Returning customers are frequent and among customers at least 15 are on their third Nimbus and one customer is on his 6th.”

who looks after the customers and service, Adrian Hamilton, our engineer, and Chris Sings, who prepares the boats for sale.

“And Chris himself”, whispers Lyn,. “We really are a family here!”



Many return customers

“Many of our customers have changed over to motorboats from sailing, and these people appreciate the tradition built into Nimbus, the beautiful classic Nordic design”, says Chris Harridge.

- “Returning customers are frequent and among customers at least 15 are on their third Nimbus and one customer is on his 6th”.

Chris says that, apart from Southampton, a boat show is held in London each year in January.

“Indoors, during the winter and nothing like as much fun, but at the same time its fantastic how sales are now spread over practically the whole year. We sell mostly Coupé cruisers like Nimbus 320, 350 and 380. These suit our climate and our kind of boating best. The cruisers are often used for really long voyages – someone actually sailed all the way to Göteborg to see where his boat came from.”

”... people appreciate the tradition built into Nimbus, the beautiful classic Nordic design.”

“You get to be friends with the customers quickly, but when we’re talking sales we’re all business up until the sale is signed and sealed. Then the fun starts. Buying and selling boats is a very personal thing. Former sailing yacht owners especially, make big demands of a boat and expect us to be true experts. First time customers can be a little nervous and there will be lots of questions, but the second time around things tend to go far more smoothly”, opines Chris Harridge.

He walks down to the jetty, where a whole row of Nimbus boat models are moored, to watch the Murdocks step aboard



their 380 Commander for the first time, under the professional eye of Steve Lane. They have not decided on a name for their boat and their little dog is not especially used to the seagoing life.

"But she soon will be", says Mr Murdock jovially with a big smile as he picks her up and carries her, protesting sharply, aboard for their maiden voyage out on the Solent.



NIMBUS 320 COUPÉ

TECHNICAL SPECIFICATION

L.O.A.	9,80 m
BEAM	3,20 m
DRY WEIGHT	approx. 3 700 kg
FUEL CAPACITY	340 l
WATER CAPACITY	180 l
REFRIDGERATOR CAPACITY	65 l

Engine alternatives from Volvo Penta
 D4-225 165 kW (225 hk)
 D4-260 191 kW (260 hk)



380 Carisma flybridge proves enticing in Denmark

Søren Jensen, owner of Shipcenter Denmark, is both pleased and worried. Sales broke all records during 2006 after a buying rush in December. So they don't have enough new boats to sell during 2007. He hopes that Nimbus can increase production, for there are many potential customers in Denmark, particularly for the larger models such as the Nimbus 380 Carisma.

More boats needed

"The rush at the end of 2006 made it a record year for us," says Søren Jensen with a broad smile. "But at the same time, it means we have already used up some of our allocation for 2007 and now all we can do is hope that Nimbus and Storebro can make even more boats this year."

Shipcenter Danmark is in Ishøj, a municipality south of Copenhagen. Out towards the sea there is a long sandbank with a wonderful beach that protects the harbour at Ishøj. This harbour currently has berths for 800 boats, but

the municipality plans to expand this by adding 600 berths around artificial islands, where housing is also planned.

Large total selection

"We hope that the plans will come off," says Søren. "Then we can implement our own plans. Our existing building is far too small – every last inch gets used when we have five boats in the exhibition hall. So we need a new administration building and a larger display hall. Eight kilometres from here we have a hall measuring 1,700 m² for storing about 15 boats in all, both our own and customers' boats. There is also a box for



environment-friendly antifouling of boats, but people actually buy the boats in Ishøj."

He says that the harbour has three boat dealers

"It's good that there are several in the same place, because that brings more customers to the harbour," Søren thinks.

"Together we have perhaps 200 boats for sale.

"Shipcenter Denmark is a dealer for Nimbus and Storebro. In terms of numbers we sell around 20 new motorboats every year. In addition, I myself act as a dealer for Simon Lerwick Theisen.

"We only became a dealer for Storebro as recently as September 2006 and were allocated two boats. Both were sold before the end of the year and of course we hope to get more boats from Storebro."

"They have a high opinion of the quality and second-hand value of our boats ..."

380 Carisma proves enticing

"Our customers are generally comfortably-off people over 50. Denmark has a strong economy, with high house prices and I think that quite a few people mortgage their houses in order to buy a boat. Financing is never something we have to discuss with our customers. They have a high opinion of the quality and second-hand value of our boats and some people expect to get more for their 5-10-year-old boat than they originally paid for it.

Denmark does not have as many boats per capita as, for example, Norway and Sweden, where there is one boat for every six to seven people. Here the figures are 26 people per boat, but the numbers are increasing, and it generally seems to be for larger boats.



"We are mostly selling Nimbus 320 Coupé at the present. The 380 Coupé and Carisma are also popular models," says Søren. The 380 Carisma in particular attracts buyers with its flybridge that can be enjoyed on any fine summer day.



The Nimbus 380 for family and friends

He says that the Nimbus 380 is a spacious boat with extremely comfortable accommodation. Convenient seating, a large galley and great furnishing details make the Nimbus 380 a delightful boat for socialising and living on for a few weeks at sea with family and friends. This well-insulated boat is perfect even on cooler spring or autumn days. The aft-deck functions well as an extra cabin even in bad weather, with the canopy raised. The hull, together with the quiet dou-

ble engines, makes your trip pleasant even in difficult seas, and the location of the engines at the stern allows excellent stowage compartments under the deck.

"The season in Denmark lasts from 1 April to some time in November, and our customers have lovely waters to travel about on – especially in the archipelago around southern Funen, but it isn't far to Bornholm, or to Sweden or Norway or even Germany or Poland."

Gearing up for the boat show

Shipcenter Danmark consists of seven people, three sales staff, one economist and three technicians. The company is, of course, a member of the trade association Danboat, but it is also a member of the European network for used boats, EYB-Boats.




Søren Jensen, owner of Shipcenter Danmark, is very pleased with record year 2006.



When we visit Shipcenter one rainy and blustery winter's day, it's just before the big boat show of the year. Danboat decides on the location and this year it's in Fredericia in Jutland.

"We will have six Nimbus boat models on display, including one 42 Nova and three sailing yachts. It will be exciting and, of course, we hope to be able to sell even more boats in the future."



380 CARISMA & COUPÉ

TECHNICAL SPECIFICATION

L.O.A.	11,50 m
BEAM	3,60 m
DRY WEIGHT	approx. 6 800 kg
FUEL CAPACITY	755 l
WATER CAPACITY	300 l
REFRIDGERATOR CAPACITY	85 l

Engine alternatives from Volvo Penta
2 x D4-260 191 kW (260 hk)





COMMANDER

The Yachtsman's Yacht





COMMANDER

The Yachtsman's Yacht

THE COMPETENT BOAT CONCEPT

Boating folk who view the choice of a boat from a deeper perspective - from both the heart and the brain - find harmony when they purchase a boat from the Commander series. Function, powerful lines and elegant style come together to form one of the most competent concepts in the boating world.

Ask anyone who has bought a boat from the Commander series about the reasons for their choice and he or she will have a number of reasons, for example, the carefully-planned layout of the wheelhouse, saloon, sleeping areas, stern cockpit and flybridge. Or the economical speed resources, in other words, the boat's excellent range for its size. Or the excellent sea-going qualities that make a Commander extremely suitable for longer trips.

But once emotional reasons emerge, there are plenty of superlatives about the boats' style - "features of a professional boat" and so on. Younger owners call the style smart, while more mature owners prefer to call it competent or practical with appealing elegance.

The concept's numerous advantages include such things as making the wheelhouse a pilothouse.

This solution means the



helmsman or navigator can climb out through the sliding side doors before berthing the boat or during the process. On the way into harbour they can stretch to hang the fenders out without



needing to go out on deck. When the boat reaches the quayside they can quickly get out through the door and tie up. Anyone driving alone or who likes doing everything himself can in this way calmly handle the boat, manage to plan everything and then carry it out quickly.

Another appealing argument in favour of the Commander concept is the design of the flybridge. It is low and merges with the line of the superstructure. Since the helm is set back slightly compared with a conventional flybridge yacht, the crew can sit with an excellent windshield in front of them. And the view is first class.

There is of course plenty of room for sofas or chairs. In both cases the crew can sit in the direction of travel. Passengers don't need to turn round to see where they're







going. There are two ways for the crew to get to and from the flybridge - either from the pilot-house or via the steps in the stern.



The strengths of the Commander series also include the saloon - the social area of the boat. No matter which model people look at, the galley and seating groups follow the same plan, allowing good accessibility and increasing the feeling of space on board.

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



On the larger models - 410 and 475 Commander - the size of the boat allows room for double side cabins and double heads, which easily increases scope for socialising and seclusion as required.

To elaborate on the "feelings" side a little more, those interested can inspect the finish of a boat in the Commander series, which is lavish. Lavish in terms of both choice of material and workmanship. The mahogany in the boat's internal fittings is specially chosen to have the same colour and structure in bulkheads, bench fronts and hatches. The "secret" is that the veneer in a Commander is sliced exactly the same as for classic quality boats. To complete the competent aspect of the concept, all the wood on board is given a base coat, sanded, given a gloss coat, sanded again and then finally given a coating of a special Commander lustre.





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

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





Scotland

boating life at it's best

The Trainer family from Glasgow are six in number, all of whom love being out at sea in their boat “Kylie” – a Storebro 410 Commander. From April until November they explore the beautiful and majestic archipelago of western Scotland, they swim and fish and get the very most they can out of their boat.

“We love being out at sea in this beautiful boat,” says Lisa Trainer, and her smile comes straight from the heart, as she describes a boating life that could hardly be bettered.

Three years ago Chris and Lisa Trainer visited the London boat show with a friend and his Swedish wife. “You have to look at Nimbus,” said their friends. “There's no better boat!”

“Because we live in Glasgow, and because we have a weekend cottage by the sea, we had been thinking about getting a boat,” says Lisa Trainer. “And we soon saw that Offshore Powerboats, the Nimbus Boats importer in the UK, were offering the best boats of the show and immediately fell in love, firstly with a Nimbus

380 Carisma, but after a few months we realised we needed something bigger and traded her in for a Storebro 410 Commander.

More space needed with new baby

“At this time our children were aged 9, 7 and 6 and the boat was perfect for the first two summers. But when the next baby came along at the beginning of 2006 the boat began to feel a little cramped and we are now considering changing up, perhaps to a 475 Commander. Then of course, I'm thinking that little Mikey might like a brother or sister closer to his own age than his big brothers and sister...”

We meet up with Lisa Trainer at the well-organised Kip Marina in Inverkip, 20 kilometres west of Glasgow. Her husband Chris had suddenly been called away to

“We love being out at sea in this beautiful boat”



Copenhagen to plan and develop the football ground display advertising there for a Celtic match in Champion's League.

The marina's most beautiful

"He works with advertising and property," says Lisa Trainer. "But just like everyone else in the family, he loves to go out cruising with "Kylie" as often as possible, weekends, any free week he can get off and of course, our six week summer holiday."

The marina has 670 berths, and is to be expanded. At least 60 percent of the boats are sailboats and it takes a while before we spot Kylie among all the masts. The water never freezes here, so many people keep their boats in the water

"She really is the most beautiful boat!"

all year round. The rain pours down - there will be no boat trip today.

Lisa Trainer gazes at Kylie and says spontaneously: "She really is the most beautiful boat!"

"And after three years constant use, we've never had a single problem".

Many favourite spots

She shows us the outline of the Scottish coast on the chart, with bays, fjords, lochs and many islands.





“These waters are very well protected from the open sea,” she says. “This is nice to know when we take trips of several days to our favourite spots – around Arran Island, in the Kyles of Bute fjords, where we have our weekend cottage, up the long Loch Fyne fjord and out to our favourite seaside town destination of Tarbert on the Kintyre peninsula.

“We swim a lot, especially when we had such a fantastic summer as this last one, and we do a lot of fishing – mostly

mackerel and cod – that we cook onboard. The kids think all things to do with boating life are wonderful. But when little Mikey starts to walk – will we manage to stop him from falling overboard?...”

Sailing upbringing

Her smile says that she is not really all that worried. Their children have gone through a thorough grounding of seagoing principles and the three eldest have been attending sai-





ling school for the past two years. Lisa and Chris have also completed motor cruising courses.

“Really perhaps we should have bought a sailboat, but they travel a little too slowly. The main problem is that we can’t get from the marina up to our cottage in Tighnabruaich quickly enough, when we can drop anchor within sight of the cottage.”



She stands on the jetty in the rain and admires the boat carrying Mikey in her arms, and explains that the name of the boat, Kylie, is a play on words; a mix of the eldest child’s name, Kelly, with their favourite place, the Kyles of Bute.

In love with the boating life

We go aboard and Lisa Trainer tries a glass of Nimbus Ale while she talks. For the picture she takes the helm, with com-



plete confidence.

"We all take the helm sometimes, except possibly for Mikey," she says with her customary smile.

Going by their photo album, the family is definitely in love with the boating life and it's refreshing to hear how much time they manage to spend at sea.

"We keep on right up to the last week in October – wonderful, even if it does rain sometimes," says Lisa Trainer. "At that time it is quieter than in the summer and fantastically relaxing. Our coastal islands are so incredibly beautiful at that time!"



410 COMMANDER

Specification

L.O.A.	12,50 m
BEAM	3,90 m
DRY WEIGHT	approx. 9 000 kg
BATTERIES	4x12V-185 Ah
FUEL CAPACITY	2 x 500 liter
WATER CAPACITY	400 liter
REFRIDGERATOR CAPACITY-	130 liter
SEPTIC TANK	150 liter

Engine alternatives from Volvo Penta:

2 x D6-310 228 kW (2 x 310 hk)

2 x D6-370 272 kW (2 x 370 hk)

Main advantages

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



340 COMMANDER

The Yachtsman's Yacht

From Långedrag to the North Cape

In the summer of 2006, Börge Johansen did what several Nimbus-mad Norwegians have done before him – he took his whole family to Nimbus in Långedrag and then drove his 340 Commander home himself. 1,450 nautical miles! And Nimbus dealer Skjalg Hundstad in Bodö also does a lot of driving in his boat.





Almost as far north as you can go in Norway, in Havöysund in Finnmark, that's where Börge Johansen lives, with his wife Anne-Karin Olli and their children Henrik and Nora Olli Johansen. They can practically see the North Cape from their kitchen window, and it takes about three quarters of an hour for them to get there in their own boat:

"But the North Cape isn't a very good boat destination; we prefer to go down the fjords or out to our cottage in Rolvsöya. It's just ten nautical miles away, so it's easy to get to," says Börge. Nimbus' northernmost outpost is further

Delivery by water

Nimbus dealer Skjalg Hundstad has himself been to Långedrag a number of times to collect boats for delivery to northern Norway, and on several occasions he has been accompanied by customers who then took their boats home themselves. It was just like a queue of vehicles following a snow plough through the mountains in the winter: "With all the tunnels, bridges and tight bends we have to deal with on the way home, it's practically impossible to transport large boats by road, so it's better to leave the boats in the water instead and transport them that way. It's good for on board



340 Commander at Skjalgs cabin.

south, in Bodö, 335 nautical miles away, where Skjalg Hundstad of Norbåt A/S has been the Nimbus dealer for the past seven years. 335 nautical miles is an impressive distance for most of us holiday sailors, but when Börge set off to go to Norbåt – which was going to sell his old boat for him

– it was a Thursday morning, and he arrived around midday on the Friday:

"And by Monday the boat was sold – to someone in Bergen," he laughs, and says that amazingly enough they came across his old boat while they were on their way home in the new Commander.



Skjalg at the wheel of the 35 Nova.

"... driven close to 20,000 nautical miles since becoming a Nimbus dealer."

safety to have tested the product properly," he says.

Skjalg's district stretches all the way from Statt/Ålesund in the south, northwards all the way along the coast up to the Russian border. As the crow flies it's about 650

nautical miles, but in reality, of course, it is much further, with all the bays and fjords that lie along the way: "And the people are fairly scattered throughout the area, so it can be difficult to show them new boats. So I usually get new demonstration boats every year, which I take to various places to display them," Skjalg explains.

"In 2007, we will be taking a whole display convoy, with the 30 Nova S, 320 Coupé, 35 Nova and 340 Commander, from Florö to Hammerfest in May and August. Each tour will take a month, so there will be a lot of driving," he laughs, and works out that he has probably driven close to 20,000 nautical miles since becoming a Nimbus dealer.



"Then I sell the demo boats in the late autumn, once they have done 170 – 180 hours. The Norwegian market looks on that as just the right amount of running in," he says and laughs again.

We'll get our money back

Before 2006 the demo boat was a Nimbus 340 Commander, so it's no coincidence that Börge Johansen and his family chose one of those:

"Well, I think it's got a lot of practical solutions on board, and it's very roomy for its 34 feet. And Nimbus is something of a Rolls-Royce for us, with its high quality," says Börge.

"Of course, it's a lot of money for a family, but I consider this purchase to be an investment. If we look after the boat properly we'll get our money back some day, and maybe even a little more than that," analyses Börge, who works as a finance manager for a fish-processing company.

"So far we are really happy with it. For a boat with a flybridge it has nevertheless a low centre of gravity, which makes it very stable, and that's important for us up here in Finnmark," he says.



"If we look after the boat properly we'll get our money back some day, and maybe even a little more than that ..."

"Another good feature is that it has several natural compartments on board, so we can get a little solitude when the whole family is on the boat for weeks at a time. Two outside areas and double seating groups inside are not bad," Börge also points out.

Holiday trip along the coast

Börge and his family came to Långedrag to collect their new 340 Commander one Saturday at the start of July. They moved into the boat straight away, but the delivery presentation was on the Monday. The obligatory visit to Liseberg amusement park took up the whole of the Sunday:

"We set off from home on Saturday morning around six o'clock, and drove the 200 kilometres to Alta airport. In Oslo we changed to a rental car to drive to Långedrag," explains Börge.

The 1,450 nautical miles from Nimbus' home harbour back to Havöysund took three to four weeks, but they took it easy on the way:

"Well, the whole point of collecting the boat ourselves was to have a holiday trip along the coast. Marstrand, Smögen and Sydoster were excellent Swedish places, and the Soten canal really fascinated us. In Norway we liked the southern towns



Familjen Johansen.



of Arendal, Mandal and Egersund," remembers Börge, who watched the World Cup final in Risør. "It's great to have a TV in your boat when it's horrid and rainy outside. But all the way from Långedrag to Rörvik in Trøndelag we were able to wear shorts and go barefoot. After that we had to get the long trousers and socks out!"

192.2 nautical miles in one day!

Börge leafs through his carefully-kept log and confirms that the longest distance they covered in a 24-hour period was 192.2 nautical miles, from Stavanger to Florø:

"The children sleep in the middle of the boat and further down, so they sleep soundly even when I'm driving. I started

early in the morning so I had already done most of the day's journey before they even woke up. "We went quite slowly along the Swedish coast, but in Norway we did more real driving," remembers Börge, revealing that the fuel consumption for a 310 horsepower Volvo Penta D6 was around 2.4 litres per nautical mile at a cruising speed of 20 knots.

"For a boat with a flybridge it nevertheless has a low centre of gravity, which makes it very stable ..."

Spending long periods of time in a boat seems to be more of a rule than an exception for these northern Norwegians. For example, Skjalg Hundstad visits Europe's largest fisheries fair in Trondheim every autumn,

a return trip of around 700 nautical miles. There, thanks to the excellent relations he has with his customers, he can borrow boats from customers who think it's fun to show off their own boats. Börge has also been able to show off his new boat, but that was a bit more spontaneous:

"When we got to Ålesund there was a boat festival there, mostly 40 – 50 foot larger luxury boats, but we were able to berth there anyway. We ended up with people coming on board to take a look at our boat," says Börge.

Main advantages

- Easy to drive
- Well-proportioned
- Low engine noise
- Tasteful design



Boat used all year round

He assumes there will be a certain amount of interest in the boat back home in Havöysund, where their 340 Commander will be the first Nimbus in that little island region. The island they live on is 7.2 km², with 1,200 inhabitants, and pretty much everyone has a boat:

"We go to nearby islands, taking food with us to barbecue, weather permitting. But thanks to the Gulf Stream the sea never freezes, so we can use our boat all year round.

The engine has done 90 hours and has had its first service on the way through the agency of Skjalg Hundstad. When they put out from the jetty after a stopover in Bodö, there are just over 300 nautical miles still to go on their journey home:

"There is so much equipment on board that it can take a little while to learn how to use it all, so it's good that there is still a little way left to go. I've gradually learned how to use the electronics, so by the time we get home I think I'll have worked most of it out," concludes Börge with a smile.



340 COMMANDER

Specification

L.O.A.	10,30 m
BEAM	3,40 m
DRY WEIGHT	ca 5 300 kg
BATTERIES	6x12V-75 Ah
FUEL CAPACITY	400 l
WATER CAPACITY	200 l
REFRIGERATOR CAPACITY	85 l

Engine alternatives from Volvo Penta:
D6-310 228 kW (310 hp)

AVAILABLE IN SWEDISH
AND ENGLISH!



The Story of Nimbus

The story of Nimbus is really two parallel stories – the story of a fantastic boat and the story of an exciting company and the people involved in it.



In the 1960s Volvo Penta was having problems finding a market for its engines. A suitable pleasure boat was needed and the manager, Harald Wiklund, ordered a “perfect boat” from designer Pelle Petterson.

Pelle called his drawings "Nimbus", and in September 1969 the first test run was carried out on lake Vänern...

The Nimbus 26 was "Boat of the year" in 1970 and things have gone from strength to strength since then. A long list of boats have borne the name



Nimbus over the course of more than 35 years, and they have made the name synonymous with beauty, seaworthiness and top quality – boats to die for.

When Nimbus 26 was nearly eight years old, brothers Hans

and Lars Wiklund started up the company that is now known as Nimbus Boats AB. They took over responsibility for the boat, and for three decades, with the help of the most skilled and loyal people in the boat manufacturing industry, built their company up into one of the largest in Europe in this field.



The boat industry has had its ups and downs, but

Nimbus Boats has had increased turnover since the founding of the company and the company has grown into a group owning brands such as Maxi, Ryds and Storebro.

Read "The story of Nimbus boats" to find out how the legacy of the Nimbus 26 has been managed and developed into a company that has seen a lot of interesting events over the years.



Happy reading!

Order your copy from www.nimbusboats.com or contact Nimbus Boats AB by telephone +46 (0)31-69 77 00.



Popular with the Swedish Sea Rescue Society

The Storebro 90E is one of the commonest boat types in the Swedish Sea Rescue Society's large fleet. The boat was developed for the armed forces, but is now used for essential civilian services. "**Sturdy, fast and practical** together with our Rescue Runners".

The background to the Storebro 90E being used as a rescue boat by the Swedish Sea Rescue Society is that in 2002 the armed forces' Stridsbåt 90E (single installation) became surplus to requirements in the organisation. But instead of selling the boats, they passed them on to the Swedish National Administration of Shipping and Navigation, who in turn loaned them to the Swedish Sea Rescue Society (SSRS).

Anders Jönsson, operational manager at SSRS, explains how it was that a naval combat boat could become a sea rescue boat:

"The 90E was offered to us when this type no longer formed part of the military organisation. We have been given 15 boats as part of the rapid establishment of new archipelago stations. Twelve 90Es are in service and three in reserve at our stations, which are manned by professional volunteer lifeboatmen.

"The 90E is very suitable for inshore use, particularly as it maintains a very high quality and was originally constructed for military operations in archipelago situations. We got the boats as they could be quickly transferred to new stations and help to save more lives. The people who have the boats are happy with them and think they can make good use of them," says Anders. At SSRS, Pär Ivarsson is in charge of the Stockholm patrol, which includes three 90Es - Rescue 90Es in SSRS colours.

"Their speed makes them suitable for patrolling the inner archipelago. Our Rescue 90Es have a Rescue Runner on board, and this concept has proved to complement the fixed stations brilliantly. We had many cases in the summer of 2006 when the Rescue 90E got to an alarm position quickly, launched the Rescue Runner and rescued people. The robustness of the boat, its shallow-draught manoeuvrability using water jets, and the fact that it is stable and strongly built of carbon fibre composite, makes it ideal for the purpose."

The idea comes from London, where an accident on the Thames showed that the sea rescue units were too far away. The British RNLI then set up an organisation that is always ready to step in and help on the Thames.

On the initiative of Anders Jönsson at the SSRS, the concept was transferred to Stockholm, where there are a lot of boats every summer, and therefore also a lot of incidents. Two Rescue 90Es with Rescue Runners on board patrol the bays and docks between Stockholm and Grinda, and one on Lake Mälaren.

And they are needed. Last summer the first alarm came just 15 minutes after the Rescue Boats were launched - a boat with engine failure was about to go on the rocks at Danvikstull. It was quickly rescued and towed to a boatyard.

To optimise its efforts in the archipelago, the Rescue 90E has towing devices for pulling oil booms, equipment for sea ambulance transport, systems for picking people up out of the water, rescue ladders and solutions for bringing a Rescue Runner up onto the aft-deck.

SSRS is also considering a fender of the same type as on their 12 and 8 metre boats, which provides a gangway all



round the boat and round the wheelhouse. As an example of what a Storebro-constructed Rescue 90E can do, these log extracts from the Rescue boat "Skandia Future", in Vaxholm, provide a good picture.

Journal extract from the Rescue boat "Skandia Future"

4 June. Received an alarm about a pleasure boat circling in Torsbyfjärden. Possibly someone hanging over the rail. Went at top speed. Found a gig. Began to search in the water together with police boat. After ten minutes received a report of an unconscious person on board the gig. Took charge of situation and towed the gig to nearest jetty where ambulance took over.

25 June. Daycruiser aground west of Sandkullen lighthouse. Boat was firmly aground and the crew had been helped to



leave their boat. Pulled boat free sideways after further lifting the drive.

26 June. Motorboat with three people drifting off Lidingö. Towed to Gåshaga. Another boat had a fuel blockage two nautical miles from its home harbour. Towed.

20 July. Wooden motorboat with air in the fuel pipes. Removed air and got engine going. Very satisfied member.

24 July. Message about day cruiser with water in the fuel. Two adults and three children on board. Towed to Viggbyholm. Helped 36-foot sailboat to re-moor. Starting problem. The reason why a Rescue 90E goes out to minor alarms is explained by Anders Jönsson: "They prevent sea rescue operations by helping before a situation becomes acute. The SSRS membership fee includes free assistance for pleasure boats with engine failure, rudder problems, etc. It's our way of thanking everyone who wants to help us continue to save lives at sea."

STOREBRO RESCUE 90E

TECHNICAL SPECIFICATION

L.O.A	11,90 m
BEAM	2,90 m
DEPTH	0,70 m
DRY WEIGHT	approx. 6 500 kg
SPEED	34 knots
MAX SPEED	40 knots

Engine alternatives from Scania:
DSI 14 M75 466 kW (625 hp)

Quality à la Storebro

Below-freezing temperatures and gales mean nothing to the Storebro operators responsible for final checking of boats leaving the boatyard. They carry out tests from the time the ice melts until it returns.

Below-freezing temperatures and gales mean nothing to the Storebro operators responsible for final inspection of boats leaving the boatyard. They carry out tests from the time the ice melts until it returns. Consistently and methodically, they follow a comprehensive schedule to track down any fault. The aim is simple – not one boat will be delivered to its owner until its appearance and functions have been fully checked.

"Some people might think we have a great job – driving nice boats around at sea. It can certainly seem like that when the sun's shining and the weather's warm. But for us it's all about being equally meticulous every time and doing what we have to do. I don't ever want to find out that I missed something, that an owner who paid so much money is dissatisfied with his boat because there is something wrong with it. That has never happened and it won't," explains Conny Tinglöv, final inspector of all Nimbus 42 Novas and Storebro 410 Commanders.

The methodology comes from an operator's manual, a thick file, two copies of which accompany each boat throughout its entire service life, one at the boatyard in Storebro and one on board the boat itself. Conny and his colleague use this to go through everything, point by point, patiently and critically. The day Nimbus World visits them they have yet another Storebro



410 and a Nimbus 42 Nova to go over. Despite this they are just as meticulous as ever. Their work begins as soon as the boat arrives at the testing station by lorry from the production facility.

Before the boat goes into the water, they check to make sure the propellers are properly tightened and secure. The bottom is then inspected for signs of any transport damage and the freeboard is checked for blemishes in the form of damage to the gelcoat.



If all is according to the book, the boat is put into the water and they start up the engines. But before they take the boat for a test run, the engines have to be left idling for at least an hour.



"The engines have been started at the factory, so they should work. But we know that modern electronics can play tricks some-



times. And since these are very fine, expensive boats, we always put safety first and check beforehand that they won't stall," Conny explains the quayside procedure. However, no time is wasted. While the engines are running, they check that all the pumps are draining properly. Water is put into various spaces under the floors and the efficacy of the pumps is assessed.

Leakage is also an element that is checked before departure. Some test days it can be windy, and on those occasions the rough seas test leakage automatically. And sometimes it rains, which is also to be welcomed, because rainwater is very good at finding its way into places.

But to ensure the interior furnishings are not damaged, all windows are sluiced using a hose before they weigh anchor, and one of the operators stands inside the boat to see whether any water gets in.



The bow propeller is also tested at the quayside. And not just for a brief moment - they are pressed for the maximum

period prescribed by the supplier - around 30 seconds. The aim is to ensure that the power does not drop, and that the battery capacity matches the output. The Nimbus 42 Nova and 410 Commander have large bow propellers.



It was after one such check that an extra battery was installed in the fore part of the boat in order to achieve optimum function from the bow propeller. In a report to the development department, the operators stated that power dropped due to the distance between the propeller and the battery bank in the stern.



After that they take the boat out on a test run. There are always two of them on board, they have checked that the anchor winch works, they have a portable VHF radio with them and a rope in case anything unexpected should happen.

During the test they are connected to the electronics on



board via a handheld computer, so they can read off all important data such as engine speed, temperature, fuel consumption, oil pressure, load, etc. The boat contains no personal equipment, and is not loaded to a corresponding extent, as that might damage the furnishings.

However, the tanks are filled with water in order to get a little closer to the usual holiday weight.



The operators listen to the sound of the engines and are on the alert for any noises or vibrations they do not recognise. Particularly when the boat is taken up to full speed, which happens as soon as they reach open water.

Via GPS they check that the top speed is as expected. At this speed they take the boat into a tight turn and immediately after that they steer the helm in the opposite direction. Although the boat will seldom or never be handled as roughly as this, Storebro/Nimbus want to know that the steering system can cope even in extreme situations. There must be no air. If the steering can cope with the operators' test, it can cope with pretty much anything.

"If the boat doesn't reach the defined top speed, we analyse the reason why, which could be that the propeller doesn't quite match the boat, with the equipment ordered. Fuel consumption is also measured at different engine speeds, with the acceleration. And we measure both with the wind and against it at least three times to be sure of reliable values. But always bearing safety in mind. We never put a boat at risk," Conny explains.



During the top speed test they also check that the instruments show the correct values compared with the computer that is linked directly to the engine. The instruments are calibrated if necessary. Radar, plotter and lights are ticked off the check list.

After half an hour they stop the boat in sheltered water, where they test the anchor function and go through the next part of the operator's manual, which prescribes that all thru-hull fittings are watertight and that they close and open. Even hose clips are checked to make sure they are tight. They do the same for the propeller shaft thru-hull fittings, and finally they look at the drive shields on the 42 Nova's drive.



Back at the harbour the checks continue

They check the butane system for leaks, switch all the lights on and off again, flush the toilet, and fill the greywater tank with water. Before this they check that all hoses are properly fitted. They open and close all drawers and doors to make sure they run smoothly and lock properly. They check the heater flow at all exhaust points, make sure no hoses are squashed, and also check the air conditioning where appropriate.

Although there is often a great deal of pressure on the operators, the boats' delivery dates must be adhered to; standards are always maintained. The comprehensive tests are maintained at the same level; not one point is ever left to chance on a Nimbus 42 Nova or a Storebro 410 Commander.



The concept of quality is what has guided Conny since he started working at Storebro. He also inherited this attitude from his father, whose work involves selecting wood for production. There's good evidence that quality is in the genes, and this is responsible for the high standard of the Nimbus 42 Nova and 410 Commander. This is how the high expectations of discerning boating folk – yachtsmen - are fulfilled.

Performance Cruising



RELIABILITY

All you need is good confidence in yourself and your boat. The rest is pure joy.

Situated in Sweden's principal sailing centre - Marstrand - Rutgerson has developed innovative high quality equipment for demanding yacht owners since the early's '70s. Rutgerson is today one of the leading manufacturer and distributor of marine equipment. Our segments are sail hardware, deck hardware, port lights and hatches.

Anyone can talk, especially on shore, but out at sea at the mercy of the elements, Rutgerson products don't need boasting about - they speak for themselves. They are at its best when it really counts - Best in action!

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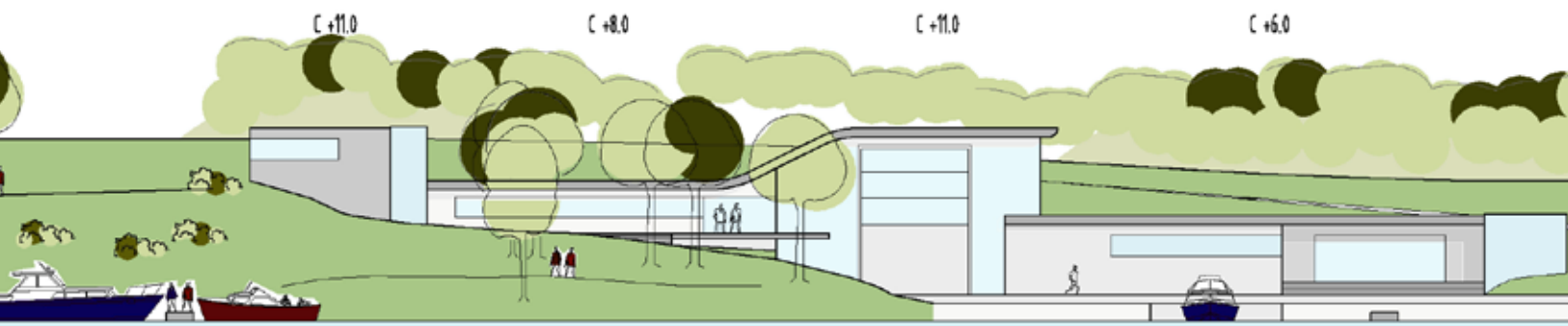
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Expansion in the Oslo region

When the boat-loving inhabitants of Oslo want to go out to their summer cottages, their "cabins", a **Nimbus 300 R** from the Oslo Båtsenter is just the thing. Marius Kragstad has taken over as MD following on from his father Sverre, who still continues to work there full time. The expansion is now proceeding at full speed, with 430 berths at a new marina a few minutes from the centre.

Sverre Kragstad has been selling Maxi boats since the 1970s, and since the mid-80s, apart from a brief interlude, he has sold nothing but Nimbus boat models. Or, more precisely, Ryds, Nimbus and Storebro. In 2002 his son Marius, now 31, took over as MD of the business he had more or less grown up with:

"Well, of course for me it was a summer job and a weekend job for many years, so naturally I have more experience than than my years of formal employment would suggest," he explains in pure Norwegian with a smile, and points out that he has also had jobs in IT and finance.

Oslo Båtsenter now sells Nimbus and Storebro boats to a total value of SEK 100 million each year, which is equivalent to around 60 boats. Its sister company, the Oslo Small Boat Centre, takes care of the Ryds boats. Norwegians in the Oslo region are attracted to the entire product range, from the 230 R to the 42 Nova and the larger models from Storebro, but they particularly like the Nova concept models:

"... sea-going qualities that are good enough for a trip to Faerder or Strömstad ... "

"Most Oslo people use a boat for going out to their cottages, rather than as a pure holiday boat. So the Nova boats suit them very well, and the 300 R in particular has been extremely popular," says Marius.

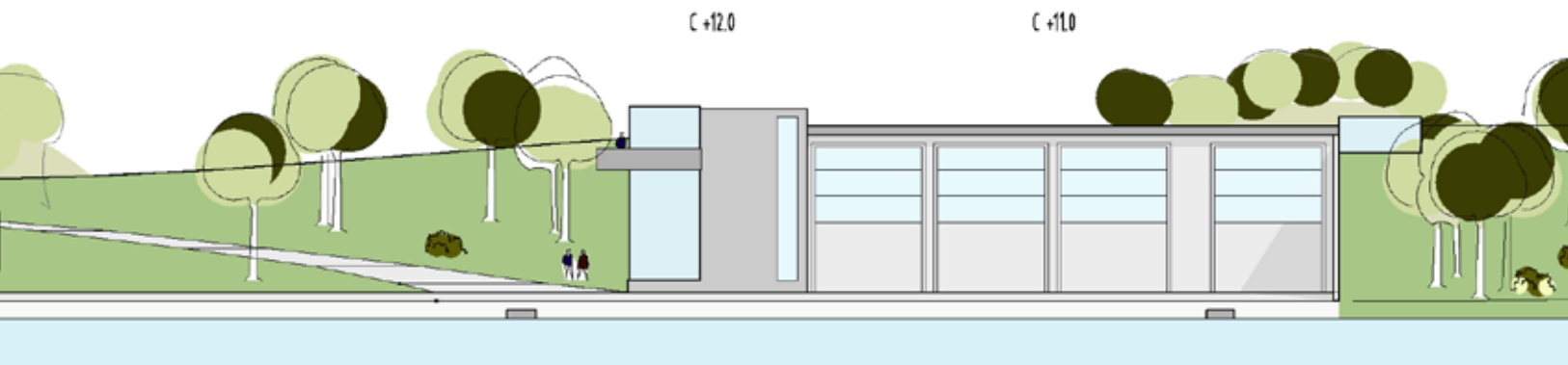
"The 300 R is a great boat with excellent manoeuvrability and a smart design, as well as good social functionality on-board. It also has sea-going qualities

that are good enough for a trip to Faerder or Strömstad if you feel like it," he continues.

Easy-to-handle archipelago jeep

According to Marius Kragstad, in the Norwegian archipelago things are not quite as organised and well-ordered as on the Swedish west coast further south. So the 300 R acts as a kind of archipelago jeep that can be easily handled by two people





without there being any special jetty structure by their holiday cottage. The larger 35 Nova is also popular, and Marius reckons that five out of every six of these open-plan design boats are sold via his company:

"But it does require better mooring facilities by the cottage," he judges.

As on other markets, Nimbus has an excellent reputation in Norway. Customers in the Oslo region are choosy people who know what they want and are also prepared to pay for it. The customers are

"Our customers in the Oslo area are choosy people who know what they want ..."



often slightly younger than they are in Sweden, for example, and it is not uncommon for Marius to find that the people buying his boats are the same age as himself. They also have good boating habits and are often buying on the recommendation of someone they know who already has a Nimbus.

430 berths and a new marina

Just as in the Swedish city areas, finding a berth near Oslo is not all that easy. Marius has realised that it is a huge competitive advantage to be able to offer berths to the people

who buy his boats, so now the company is part-owner of a newly-constructed marina with 430 jetty berths. Oksenöya Marina is a multimillion-crowns investment five minutes west of central Oslo, and within a few years Marius will move the entire company there:

"Oksenöya Marina has sought permission to build a boat display hall, service buildings, workshops and also, of course, indoor winter storage, so called

'dry stack'," he says, and reveals that the buildings will be bold and modern.



He is currently also running the sister company Oslo Boat Service, with seven employees, which provides winter storage for 200 boats, but with the new facility at Oksenöya, the service will be expanded considerably:

"Yes, absolutely. We focus on service and everything else associated with boat ownership in order to further strengthen our position. Among other things, we hope to become an authorised workshop for Volvo Penta," Marius says.



Coupé Cruisers most popular in Germany

BCM, or Bootscenter Münster, to give it its full name, is the largest Nimbus, Storebro and Ryds dealer in Germany. BCM is run by Dirk Michels, who has 30 years' experience of what German customers want:

"Nimbus 320 Coupé is our best-seller – a spacious family boat at an advantageous price," he says.

The head office of Bootscenter Münster is right beside the Dortmund-Ems canal and just outside Münster city centre. As well as selling new and used boats from Nimbus, Storebro and Ryds, Dirk and his colleagues also offer all services associated with boat ownership. Facilities include their own special crane for hoisting and launching boats weighing up to 15 tons, 2,000 square metres of indoor storage and double that for outdoor storage, and a fully-equipped workshop for service and repairs. They

also have their own harbour with a large number of berths for prospective buyers. And there are plenty of them! Dirk has to think for a moment, but after a bit of mental arithmetic

"The Nimbus 320 Coupé is our best-seller – a spacious family boat at an advantageous price ... "

he says that probably about 800 Nimbus boat models have passed through his company to satisfied German customers since they started.

"Of course we deal with the entire range of models, but customers have a preference for Coupés, which they can holiday in together with their whole family," says Dirk, adding that he has actually just sold a Nimbus 250 R.



"Most customers particularly like the 320 Coupé, which has been our best-seller for several years now. They like the sliding glass doors that can be closed or left open to provide a feeling of space, as required. In combination with the advantageous price, around EUR 200,000, the 320 Coupé is an attractive choice for many people."



Dirk with staff.

Two well-situated branches

In 2002, a couple of other dealers disappeared from the German market, and that opened up new possibilities for Dirk. He opened up a new branch in Neustadt, near Lübeck on the German Baltic coast, and a couple of years later he followed this up with yet another branch – in the capital, Berlin:

"All our units are near water, at any rate, which is good considering the product we are selling," he laughs.



The office in Neustadt.

In Neustadt the company is in the largest marina, which naturally they have to share with other boat companies, but the advantages of being near to Denmark and all the beautiful harbours of the former East Germany, outweigh this: "We have mooring places right in

front of the restaurant, and a heated boat display hall that allows us to welcome customers in comfort all year round. It's a fantastic place, and that's why we can accept having competitors right on our doorstep," says Dirk, laughing again.



The office in Berlin.

He says that they had certain difficulties in getting underway in Berlin, but that in 2006 things developed very well. They are located in Marina Lanke on the river Havel and they are the only boat company on site:

"Everyone knows this marina, so it is the best place to be in Berlin. In the last six months of the year alone we have taken orders for a 380 and a 410 Commander, and a couple of 320 Coupés – of course!"



The display hall in Münster.

Dirk concludes by sending a request to Långedrag – for a new boat measuring 45 or perhaps as much as 50 feet, which would be suitable when a customer comes in who wants to trade in his 410 Commander.

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New possibilities

New technology from Volvo Penta gives you more possibilities

In connection with the development of Volvo Penta's D series engines, electronics have been developed for these engines that provide undreamt-of possibilities for raising boat ownership to new levels, making it easy, convenient and, above all, more fun to use a boat. Volvo Penta's exclusive Electronic Vessel Control (EVC) is Volvo Penta's common electronic platform that regulates and monitors the engine and the transmission and communicates information to the helmsman. The EVC system is based on the same CAN-buss technology that is used in ships, planes and cars, where all information is distributed by means of a single cable. CAN means Controller Area Network and involves a means of communication between electronic devices in which serial data is distributed via one cable.

Volvo Penta's EVC C system comes as standard in all Nimbus and Ryds boats equipped with a 2007 model D3 engine. Maxi sailboat engines have a product-specific EVC system called MDI.

The EVC C system in its standard design is well-equipped with numerous functions that make it easier to use and monitor engines and transmission systems. Apart from the standard functions, the EVC C system can be supplemented with new software where you can add extra features that provide a new dimension in manoeuvring and handling the boat.

EVC SYSTEM FUNCTIONS

This system comes in two versions. The table shows the functions available for each model*.

	MC	EC
Electronic Controls (shift & throttle)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Engine protection**	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Engine monitoring	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Engine diagnostics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Engine synchronisation	-	<input checked="" type="checkbox"/>
Transmission protection	-	<input checked="" type="checkbox"/>
Engine alarms in text	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Plug-in instrument installation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
NMEA 2000 interface	<input type="checkbox"/>	<input type="checkbox"/>
Trip computer	<input type="checkbox"/>	<input type="checkbox"/>
Instrumentation dimmer	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Depth, seawater temp and speed	<input type="checkbox"/>	<input type="checkbox"/>
Low-speed mode (D6, D9,D12)	-	<input type="checkbox"/>
Power trim sync (AQ)	-	<input checked="" type="checkbox"/>
Power trim assistant (AQ)	<input type="checkbox"/>	<input type="checkbox"/>
Adjustable trim limits (AQ)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Autopilot interface (IPS)	-	<input type="checkbox"/>
Joystick (IPS)	-	<input type="checkbox"/>

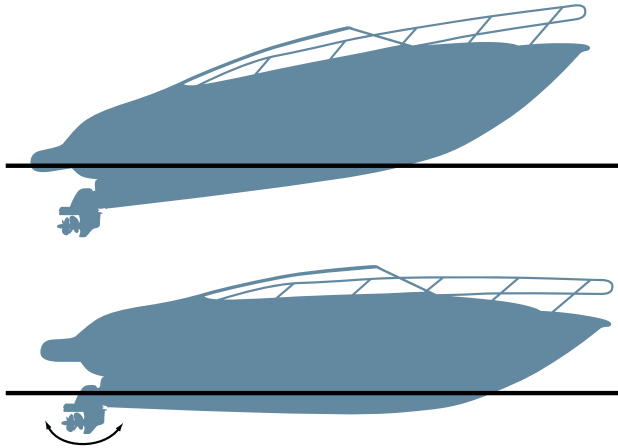
● Included in package ○ Option
- Not included □ Accessories
** Engine-model specific

* EVC/EC: D4, D6, D9, D12 and Volvo Penta IPS.
EVC/MC: gasoline engines (not 3.0) and D3.



EVC functions for new experiences

Power Trim Assistant



Power Trim Assistant automatically trims the drive at set engine speeds, which results in faster planing and improved comfort. You can improve your boat's acceleration, comfort and top speed, and you can concentrate fully on your driving. Manual adjustment is always possible.

Low speed for shaft installations



Low speed. With the low speed function you can regulate your boat from almost stationary up to full speed using the

same lever. This helps you when berthing in crowded marinas or when fishing. Idling speed can be reduced by up to 75% (50% standard). The function can be disengaged.

Trip computer



The trip computer function provides similar information to that for modern cars. The information appears in the function window of the rev counter. This function requires software information from GPS or Volvo Penta's multisensor, which provides speed, depth and water temperature.

NMEA 2000

NMEA 2000 is the interface for the transfer of information from Volvo Penta's EVC system for displaying in the boat's plotter. All functions can be factory-installed by Volvo Penta. Or upgraded by a Nimbus or Volvo Penta authorised service workshop.

TRIP COMPUTER BENEFITS & HIGHLIGHTS

- All info in one display.
- Safer driving with one display.
- Information is easy to find with the EVC Panel.
- Display most economic fuel consumption.
- Display speed, depths and watertemp with multisensor

NIMBUS ORIGINAL

At the Nimbus Boats aftermarket department we place great emphasis on always being able to supply important spare parts such as rudders and propellers. We know that every hour is valuable if an accident occurs during your holiday.

Last year we wrote about the new upgrade package for older classics, including the Nimbus 26 DC, Nimbus 28 DC, Nimbus 2600 and Nimbus 3003. We can also offer similar packages for newer models.

The upgrade package for one of our models includes the following: canopy, cushions, carpets and stripes.

This package has been put together to give a boat a fresh new look. Nimbus is synonymous with high-quality boat models that are both beautiful and timeless. It pays to look after your boat!

We have supplied upgrade packages to numerous boat owners, and at the end of the summer we will be presenting images of several of these boats, which look almost new despite being 15-20 years old. The upgrade package has been a success and the second-hand value of our customers' boats will be at a high level in the future.





Accessories

Our range of accessories for 2007 include a number of new items, including hi-tech jackets with breathable double membrane layers and taped seams for tough conditions. We also have a new range comprising a clock, barometer and thermometer as well as a number of new textiles.

The life-jacket we brought out a few years ago has been a success. It is already a classic, and it's great that it also symbolises safety at sea. Many of our customers and their children make use of it.

In order to increase accessibility for our customers we will in the future be presenting our accessories catalogue on the internet. It will be available in a new, user-friendly format that will enable you to "browse" the catalogue directly without needing to download it first. This will enable us to keep



"The upgrade package has been a success and the second-hand value of our customers' boats will be at a high level in the future."

it updated with new accessories and add offers and images of new products.

Quick and easy

The website includes a link to an order form so you can place your order directly.

Last but not least...

We always try to have the most important parts in stock in case of accidents or if something goes wrong. We can send accessories and spare parts anywhere in the world by surface mail or by air mail if required.



Barometer, clock and thermometer.

Remember to order canopies and cushions in good time so you can get your boat in order before the season begins.

Enjoy your boat this summer!
Jonas Göthberg



Nimbus on scottish mountain water

"Nimbus" is the glittering star, while "Latitude" and "Three Sisters" are more similar to traditional British lager and bitter.

Beer? O yes, in the Scottish highlands micro-brewery Atlas brews a hops-rich, strong golden brew from fresh mountain spring water and given the beautiful name of Nimbus.

We arrive at Kinlochleven in the late afternoon, after driving 200 kilometres from Glasgow on beautiful roads up to the Highlands. The dusk brings the cold with it, and smoke rises from most of the chimneys in the typical terrace houses of the village. The special, but rather pleasant, aroma of the smoke covers the entire community.

"That's coal," says young assistant brewer, Mark Wilson. "This is a depopulated area and we can't have district heating or other, more environmentally friendly alternatives like the big cities have in the south."

Kinlochleven began to boom in 1908. Furthest in, at the end ("kin") of Loch Leven, the river Leven hurls itself down from the surrounding majestic mountains with enough energy to create electric power for purposes of smelting aluminium. The company Alcan Smelting and Power UK was set up and it was expected that aluminium manufacture would continue far into the 21st century.

Fresh ideas

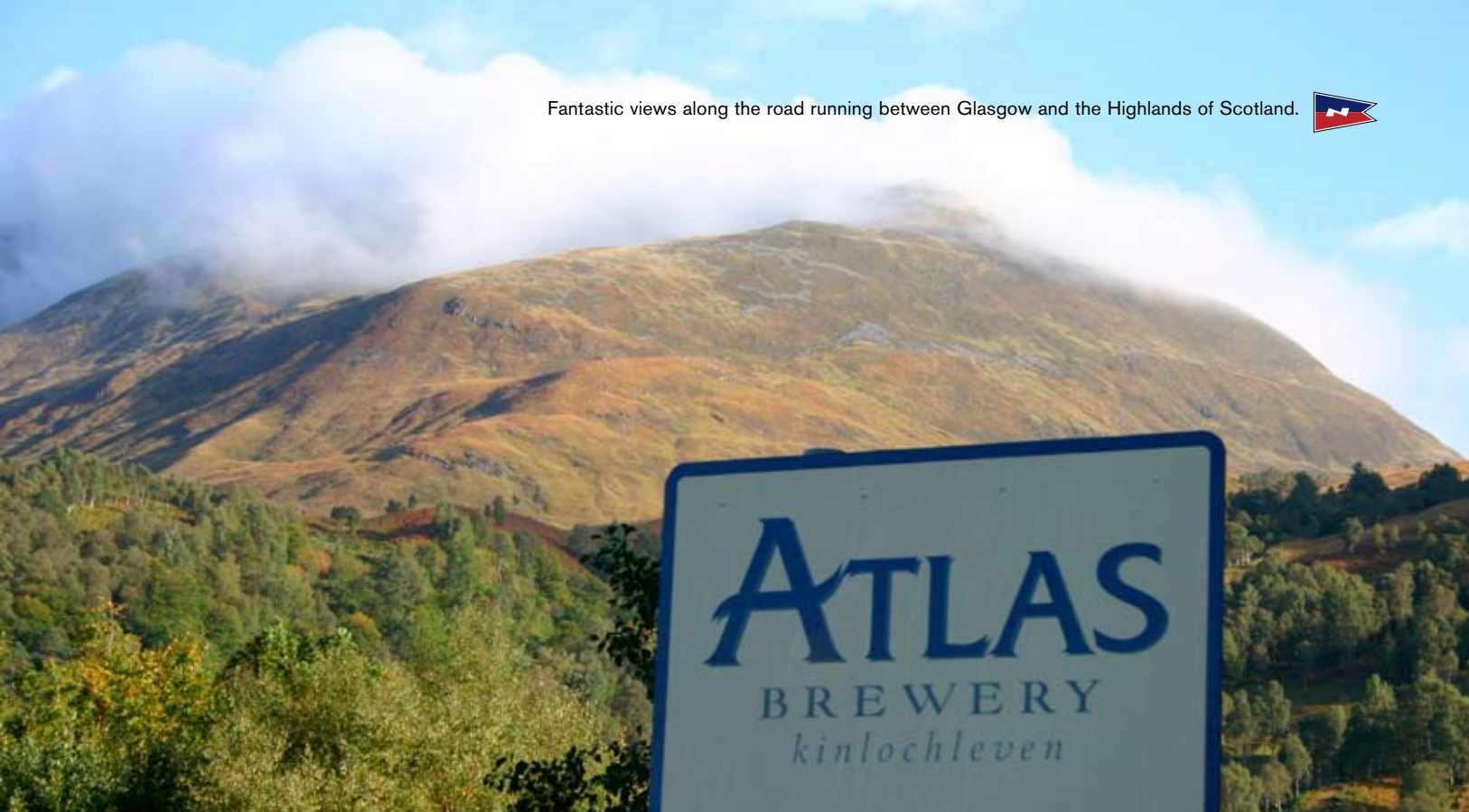
The over 20 kilometre long loch, that actually looks more like a fjord than a loch, was used for transport by water during the aluminium epoch. The tides on the west coast of Scotland are dramatic, and at low tide the loch is emptied of water while the sea runs into the lake at high tide.

In its heyday, the aluminium works employed 800 workers and the small community grew into a population of some 2,000 souls. But times changed, and aluminium smelting became less and less profitable. In 2001 the works finally closed down and the village found itself with a very precarious future. One quarter of the population left to look for work elsewhere.

There was no lack of fresh ideas however and EU funding



Norman Sinclair has fulfilled his dream of running a brewery – twice over.



was available. A project named "A Highland Village Reborn" was started up. Although it has not been possible to replace all the lost jobs, a good many have been generated by the project.

A new operation is now running, housed in two special high-rise buildings – now both protected. The larger contains a sports centre, including such features as several 13.5 metre high climbing walls. In the smaller building, which served as a coal store during the aluminium epoch, we find the micro-brewery named Atlas. Beside the brewery, the clear clean fresh water rushes down from the mountains in narrow ducts, and out into the river after having passed through the power station. This outlet is called a "Tailrace", and the term has been adopted by the local inn, The Tailrace Inn.



Nimbus – a beer distinctly flavoured by fresh hops.



The Atlas brewery is housed in the old aluminium works coal store.

A dream of a brewery

A local entrepreneur started up the Atlas brewery in 2002 with a handful of employees, a second-hand fermentation vat and other equipment used for beer production. They were soon producing beer that quickly found popularity, although the business itself failed to operate at a sufficient profit. In 2006 the brewery was sold to Norman J A Sinclair of Inverness.

"I'm born and bred on Orkney," says Mr Sinclair. "Although thirty years of my life have been spent working with our family hotel and its restaurant in Fort William near Kinlochleven, I have always dreamt of running a brewery. At home on Orkney, there is a far larger and somewhat older brewery that I bought at the same time as the Atlas brewery here in Kinlochleven. Both breweries are now part of Sinclair Breweries Ltd.



Fresh hops.



Nimbus – a "strong pale ale", inspired by German quality beer with a marked hops flavour.



Hops character

“The head brewer for both Orkney and Atlas, Andrew Foulton, has composed the recipes for our three standard brands at Atlas. “Latitude” lager and “Three Sisters” bitter are brewed according to British tradition, while “Nimbus” is a stronger (5%) golden pale ale brewed from wheat malt and with a marked hops flavour.

The Atlas assistant brewer Mark Wilson proudly shows us a sack of the high quality fresh hops used in the brewing.

“Nimbus pale ale is inspired by the best of German beers. We think this is by far our best beer and we are very proud of it. Apart from these three standard types, we brew a Christmas beer and several other seasonal beers.”

Mark stands on a ladder and looks down into the fermentation vat. He explains that fermentation takes place according to typical English surface fermentation, entailing higher temperature and a shorter fermentation time.

Rainiest place in Scotland

“Brewing takes seven days,” he says, and tells us the story behind the name of this beer:

“I was employed from start-up and we sat around one evening with the founder of the brewery and had a beer



The three standard Atlas brands; Latitude, Nimbus and Three Sisters.

while we thought up a name for our next beer brand. We are working in the rainiest place in Scotland, and we have plenty of clouds. One kind of cloud is called Nimbus, and the name appealed to us. We had no idea that Nimbus was

the name of a boat-building yard in Sweden, but it is an interesting coincidence.”

Norman Sinclair says that he has succeeded in placing a total of five brands from Orkney and Atlas with most of the supermarket chains in Scotland. “Latitude” and “Three Sisters” are also sold as draught beer in many pubs and restaurants, while “Nimbus” is available only as bottle beer.

“The brands are doing well and Latitude won a prize as one of the “world’s best 50 lagers” at a major beer trade fair in London recently. If we could export Nimbus to Scandinavia, your boat owners might enjoy being able to serve “Nimbus beer” aboard their boats...”



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Lets you drop and pull up anchor with complete ease. Won't break your back – or
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Performance, function and comfort in a beautiful union – the new Maxi 1300

It took some time but the results were exceptional. The development of the new Maxi 1300 involved a wide range of skills both within and outside the Nimbus Group. At the Scandinavian Boat Show in autumn 2006 she was named **Boat of the Show**. Soon a dozen or so boats will be out sailing, one with designer Pelle Petterson himself at the wheel.

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

This was the verdict of the jury consisting of numerous well-known sailing journalists that named the new Maxi 1300 "Boat of the Show" at the Scandinavian Boat Show in Stockholm in November 2006. It provided an excellent summary of the new concept produced by Nimbus' development department in Långedrag, led by Maxi Yachts MD Pehr Edström and with outlines from Pelle Petterson's drawing board:

"The Maxi 1300 is one of the yachts I have been most committed to, both emotionally and personally. It's just what I myself would want as a dream yacht, so I'm going to get my own Maxi 1300 delivered soon," says Pelle, just home from the factory in Fårösund where he saw the interior being fitted and the deck being put on his own boat.

Design, comfort and simplicity

But the journey right through to the finished and launched yacht has at times been extremely interesting. You can see that from reading between the lines when Pehr Edström describes the process. As new MD of Maxi Yachts he initiated a study in autumn 2003 concerning the company's future. The study showed that there were two possible ways forward for Maxi: either volume production as for the Maxi 77

"Design, comfort and simplicity of use are the three fundamental concepts on which the new boat is based..."

in the 1970s, or to continue to move towards the prestigious of the market. Pehr recommended the latter, and the board agreed.

Design, comfort and simplicity of use are the three fundamental parts of the concept on which the new yacht is based, and while Pehr was working out the concept, Pelle P got out his pen and started sketching. In June 2004 the basis for the decision documentation was presented and the board gave their go-ahead:

"Then we built a full-scale mock-up of the boat and invited a reference group to go through it for functionality, design and layout," says Pehr.



A lot of people involved

From autumn 2004 it was full speed ahead for design and construction, with a wide range of specialist skills involved. Pelle's original drawings were refined by the Nimbus development department in Långedrag, and not only did the external consultants from CDE Danish Marine Design go through all the calculations and verify the boat's properties, they also performed structural assessments and strength calculations. The factories in Fårösund and Visby recommended adjustments for more efficient production. Pelle P's original proposal was given to interior designer Maya Iwdal. Her influences were further refined by the project group, with an excellent team of highly-skilled technicians and boat builders:

"There is quite clearly solid teamwork behind such a complex product," says Pelle humbly, and gets a nod of agreement from Pehr:

"This has been a process and a shared effort for the entire company, which now shows that we also concentrate on yachts," he says, pointing out that the Maxi 1300 represents the platform on which all future development of Maxi Yachts will rest.

"The Maxi 1300 is the first in a series of between 34 and 46 feet, based on the same concept," Pehr continues, and reveals that a preliminary study on yet another model has just commenced.

Easy solo sailing

Due to extra work in the

manufacturing of tools for laminate production, the start of production was delayed by about six months. The complexities of starting up the new factory at Fårösund resulted in a further few months' delay. But all things come to he who waits... By the beginning of 2006 the prototype was ready for launching among the ice floes in Långedrag harbour. Pehr sailed this yacht himself for much of summer 2006, and was able to confirm that the concept worked:

"I managed to handle it on my own without any trouble at all, so the family did not need be active in manouvering but could just relax while on board," he says.

One of the very first customers, Hans Ehrlinder, with his wife and three teenage children, agrees with Pehr that the Maxi 1300 is no trouble at all to handle and easy to sail:

"I'm really glad I waited for the new boat," says Hans, who looked at a Danish rival before deciding on the Maxi 1300. "My new 1300 has practical sails,





with a jib and an electric furling mainsail, which makes it so easy to sail that my wife Gunilla and I can happily go out for a whole weekend without a problem." I can reach everything I need from either of the two helm positions in the stern," he affirms.

Performance cruising

Ehrlinder's boat has all the standard cruising sails from North Loftet, but sooner or later he will need to get a small furling gennaker as well. With the retractable bow thruster positioned far forward in the boat, he turns about, generally speaking, in one boat length, a new experience: "This is my first boat with a bow thruster, but I've been pleasantly surprised. And because it's a retractable type, I don't have to put up with water slurping the whole time," he says.

By reason of age, Pelle Petterson has made a number of adaptations to his own Maxi 1300, all for the sake of comfort. For example, he has had several electric winches installed, which allow him to sit at the wheel and trim the

sails by pressing buttons. And, of course, he has a similar bow thruster to the one on Ehrlinder's 1300:

"It uses a bit of power, of course, but I think a mature man who has struggled enough with sails can indulge himself a little," he laughs, revealing that a furling mainsail is not enough for him:

"No, I've found a solution where the main can be raised electrically and then dropped down on a boom. And there's a furling gennaker for fetching and reaching. The boom vang and backstay will be adjusted hydraulically, but Pelle no longer has any plans for racing. He's just interested in comfortable cruising, without sacrificing good performance.

Never overtaken

When Hans Ehrlinder was young, he raced Ballads, and since then has cruised with the family, first in a Maxi 33, which he later traded in for a Maxi 38+. On that occasion

he transferred everything at the Långedrag jetty, but this time the 38+ was traded in in summer 2005, at the same time as he signed the contract for a new Maxi 1300:

"It was a boring summer without a boat, so we were really longing for our new 1300 by the time we got it, just in time for the 2006 holiday season," he explains, and says that the whole family immediately set off for a month's sailing in Bohuslän.

The light winds dominated the Ehrlinder family's holiday in the new boat, so they used the engine as well quite a bit. With a 55-horsepower Volvo Penta (40 hp is standard), the Maxi 1300 does almost nine knots at half its maximum rev's, and it runs very quietly. But naturally the Maxi 1300 functions best when sailing:

"As I have raced a lot, I wanted a proper sailing yacht, and actually I don't think I can remember us being overtaken by any other sailing yacht so far. The extensive aft cockpit with

twin wheels and all controls conveniently drawn to the helmsman makes it a delight to sail," says Hans.



"After the holiday we left the boat at Långedrag for a week while they made some minor adjustments. Bound for home later on, the stretch down to Torekov took nine hours, sailing in 20 knots of windspeed. Even though the wind turned for the last hour," he continued with a big smile.





"The ingenious details of the cockpit layout and the sail plan show that the concept was established by people who know about sailing," praises Hans, and says that the new boat attracted a lot of attention in the harbours last summer.

"It's beautiful and it stands out a bit from the crowd, so there was quite a lot of interest in it."

Carefully-planned details

The interior suits the Ehrlander family situation perfectly, with three separate and generously-proportioned sleeping areas:

"In the forward end of the yacht, the owners cabin is located furnished with its own head and shower for mum and dad, and then there are double cabins for the children further back. It is even possible to fit three beds in one of them, so it works well for people with a lot of little ones on board," Hans points out and gives examples of some of the many details that contribute to the impressive entity.

"There's the disposition of lockers and compartments in the head, minor details in the galley and things like the little folding storage area by the small couch facing the galley. That's where we have put the computer and shown films in the saloon. It all shows that clever people have designed this," he points out, and continues with his examples:



"The navigation table has double drawers so you can keep your laptop in one of them, and a cabinet for keeping files in is also extremely practical. There are plenty of wardrobes and practical shelves with well-ventilated baskets in the sleeping areas, so you can pack things up instead of having bags everywhere.

Top quality

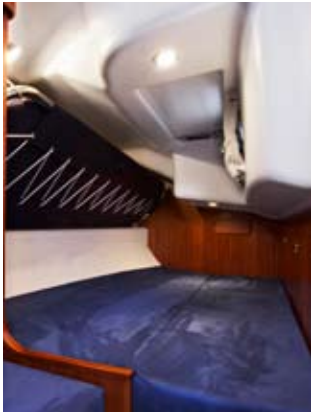
The modern design runs through everything and is extra clear with exciting solutions such as the large window made of special toughened glass running along the saloon ceiling. Well-positioned halogen spotlights and incoming daylight through sky- and portlights provide for a pleasant atmosphere in the saloon:



"Light makes a big difference," Hans affirms, and then delivers even more praise, this time for the joinery at Storebro.

"The woodwork is exemplary, something you can't take for granted these days. Without exception the finish and the design and the plastic work are very high quality," he thinks.

The Ehlinder family are particularly pleased with the excellent possibilities for socialising out on deck, where most of them actually spend much of the time. The cockpit is well laid out, with large areas that earlier central cockpit boats just didn't have:



"We have had eight people round the table and it worked well. Naturally, you want to be out in the open when you are on a sailing holiday!"



In Valencia full preparations are under way for the America's Cup 2007. Victory Challenge of Sweden is one of eleven syndicates challenging Swiss Alinghi for the coveted trophy, the most prized in the sailing world. To assist in training the crew, the Swedes have two 40-foot racing machines that have been specially designed by Pelle Petterson for match racing, and built by Maxi Yachts.





Maxi Yachts in preparations for the *America's Cup*

The ten Swedish crew members, five in each boat, are dripping with sweat. They are practicing some of the many special manoeuvres that are so common in match racing. Neither the turquoise water of the Mediterranean nor the mild wind is enough to cool them down in the burning hot sun. The black team kit does its bit towards making them even hotter, so the guys are glad that the boat is white and does not absorb the rays of the sun like many of the larger, carbon fibre America's Cup boats. The sails too are made of classic white dacron, and the rigging is the usual Seldén aluminium. No fancy exotic materials.

But the sailing experience is rather like being in a real America's Cup boat, 24 metres long, as many tons in weight and with a crew of 17. That's why Victory Challenge is one of the syndicates that chose Swedish Match 40 from Maxi Yachts in Långedrag as its training boat, to practice the classic cat and mouse games and hone the manoeuvres that are so typical of match racing at this level. The American BMW Oracle Racing and the Emirates Team New Zealand are other SM 40 teams, while the Italian Mascalzone Latino do extra training in a small 25-foot dinghy-like boat and their countrymen in the +39 Challenge have opted for a 30-footer:

"These boats are actually not all that suitable for match racing training before the America's Cup, as they are so small. They can turn on a sixpence, which means that the practices

are less realistic than in our 40-foot boats," thinks Stefan Rahm, Director (currently on leave) of the Swedish Sailing Association and now tactician for Victory Challenge.

Top of the world rankings

Stefan knows what he's talking about. He has a gold medal in sailing from the 1991 world championships and has been a hand in the Olympics. But more than anything, in recent years he has been at the side of Swedish helmsman Magnus Holmberg in the match racing arena. As tactician, it is Stefan who works out how they are going to play the course and whispers in the helmsman's ear what he should be doing. This was most successful in 2001, when Holmberg's crew topped the International Sailing Federation's world ranking and won the global match racing tour, then called the Swedish Match Tour.

Two years later, and over 30 years after their terrific success with the Swedish boat Maxi 77, Maxi Yachts took the definitive step into the sailing world's real performance segment. Designer and legendary sailor Pelle Petterson, together with Maxi

Yachts' development department, created a brand new match racing boat, which would be sailed by the world's foremost helmsmen. The SM 40 premiered at the well-attended match racing week at Marstrand 2003, and she was a definite success. A very satisfied Pelle Petterson commented on her sailing properties after her maiden voyage:

"... the sailing experience is rather like being in a real America's Cup boat..."



"She balances extraordinarily well and behaves just as I had hoped she would.

"We made use of my experience from match racing boats when we further developed the existing model range," confirms Maxi Yachts' MD Pehr Edström, who recently launched the prize-winning Maxi 1300.

ciency in match racing is not always obvious:

"With a smaller boat that offers the same patterns of movement, you can fit in many more situations during a training session. It could be prestart manoeuvres, turning positions or other fixed events that we know will occur out on the course when conditions are tight," Stefan explains.

Throughout the initial period with Victory Challenge, the SM



"The SM 40 has strengthened the emphasis on good sailing properties for Maxi Yachts. We must continue to build quality boats that are good value for money, modern and well equipped with a clear performance profile," he states.

Valuable shortcut

For Victory Challenge, the SM 40 boats have represented a shortcut to increased knowledge of match racing. Among the motley crew, most with a background in the Volvo Ocean Race and other advanced, top-level racing, their special profi-

40 boats were sailed frequently, but for the finishing touches and preparations before the closing sections of the Louis Vuitton Cup challenge series, two-boat training with the actual America's Cup boats took over. The SM 40 boats have done their job and are currently mothballed, and Holmberg & co are not able to take part in the World Match Racing Tour either. But in the most recent tour race, in Cascais in Portugal in summer 2006 in the SM 40, the Swedes finished in second place behind BMW Oracle Racing's New Zealand helmsman Chris Dickson and his crew.



A tenth of a knot

In winter 2006-07 more than 120 employees are participating in the Victory Challenge to keep two 17-men crews going on the two boats that are tough matches for each other on the waters off Valencia. From early morning to late evening the two crews practise, and then they evaluate the day's efforts on the water, so that together with the design team, sailmakers and mechanics, they can make the small changes that might perhaps ultimately make a tenth of a knot's difference. As usual, the America's Cup is all about the best the sailing world can offer, and about exciting developments in technology and materials that will eventually benefit the ordinary sailor.

In Göteborg they have finished the new boat that will become the Swedes' foremost weapon in the fight for valuable points in the Louis Vuitton Cup in spring 2007. The Swedish west coast is also where the apple of Stefan's eye is to be found when he's not sailing – a Nimbus 22 DC that's a few years old. He made his mind up when, many years ago, he got the chance to drive a 22 DC that belonged to a friend's father:

"I have loved it ever since then, and now that I have my own it feels like I'll have it all my life," he laughs and returns to his duties at the Victory Challenge base in the America's Cup harbour in Valencia. The clock shows almost 9 pm, but there's still a lot to do before he can rest for the night...



Facts about the SM 40:

- Length 12 metres
- Width 2.30 metres
- Depth 2.10 metres
- Weight 3.8 tons
- Mainsail 40 m²
- Genoa 32 m²
- Foresail 20 m²
- Spinnaker 100 m²
- Sailed by the world's foremost helmsman on the World Match Racing Tour
- Designed by Pelle Petterson and developed by Maxi Yachts in Långedrag



America's Cup facts:

This is the 32nd time the prestigious America's Cup is being held. The eleven challengers will meet each other first in the Louis Vuitton Cup challenge series, to determine which of the syndicates will get to sail against title defenders Swiss Alinghi in June 2007. The challengers are, ranked according to their positions after the challenger series in winter 2006-07:

- Emirates Team New Zealand, NZL
- BMW Oracle Racing, USA
- Luna Rossa Challenge, ITA
- Desafio Español 2007, ESP
- Mascalzone Latino – Capitalia Team, ITA
- Victory Challenge, SWE
- +39 Challenge, ITA
- Areva Challenge, FRA
- Team Shosholoza, RSA
- United Internet Team Germany, GER
- China Team, CHN



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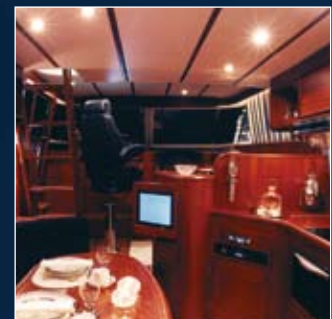
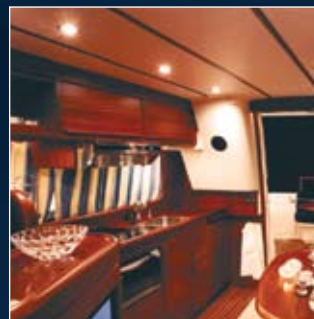
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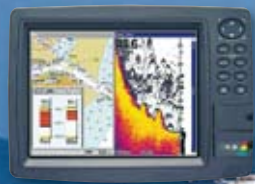
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