

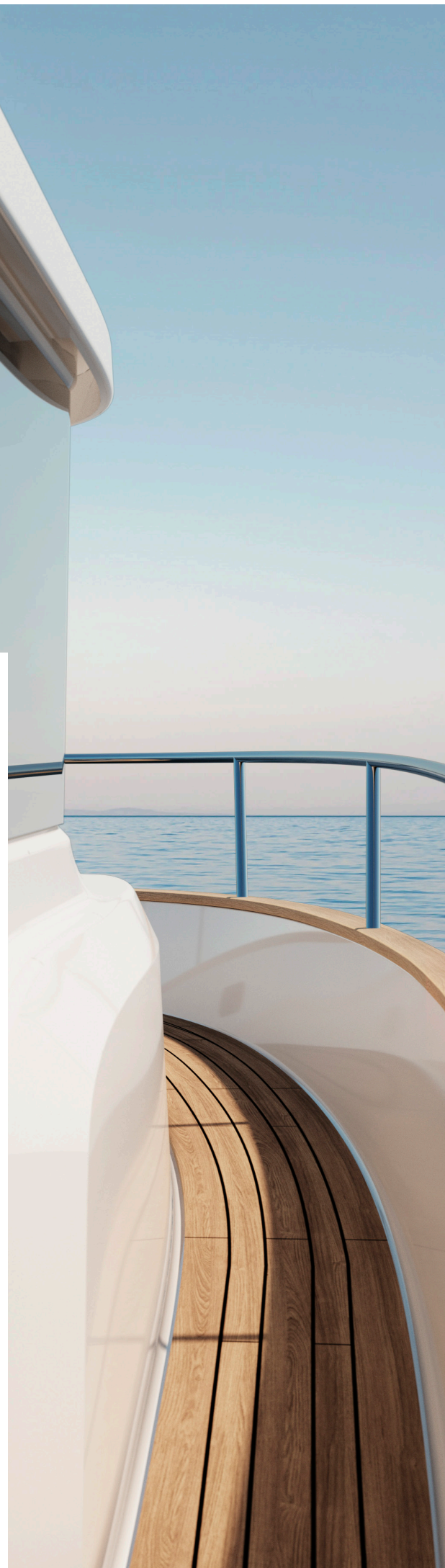


*Introducing the new*

# Nimbus 465 Coupé - The Voyager

The 465 Coupé has been developed with the idea of being able to cover all imaginable needs today and in the future. A boat for longer voyages that exudes Scandinavian style and living that function optimally in all waters, in warm and cold climates.

MADE IN SWEDEN by Nimbus Boats





GRAND  
COUPÉ



*We introduce the*

# The New Nimbus 465 Coupé

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*A boat is about identity*

## Our lives as stories

The boat has been part of our communication with other people throughout time. It has connected peoples, nations, continents and economies. From the hollowed out log to the Viking longship, boats and ships have been vital for our development.

Today's modern leisure craft are also about communication – as a connecting link between people and experiences. They are a meeting place for socialising and mingling and a platform for travelling with others to new landscapes.

We create and organise our lives in the form of stories that are born along the way. From the shortest daily trip to work – to the long ones that become part of our common identity. A boat is that kind of story. It says something about ourselves – to ourselves. And it says something about us – to others.

A boat is also about identity.

Nimbus is one of these stories, just like Volvo and SAAB. And these stories create new journeys that become new stories. Once we have finished our story about the Nimbus 465 Coupé – you and your family will begin a new journey and add new passages to the story of your own lives.









*Scandinavian Lifestyle*

## So close to the person

Imagine a boat that is a means of transport to the experience, not an objective in itself. But if you fill the boat with dreams and the willingness to get close to people and nature then you can have every hope of getting close to those living on the outer edges.

Imagine an almost untouched Scandinavian coastal landscape. Unembellished, close and genuine. For us seafarers, this landscape becomes part of our life, part of our identity. Ever since 1968, Nimbus has created boats that have given families the opportunity to explore new archipelagos, meet new people and see new sunrises. When we are on our way across a new fjord towards the next headland, it becomes very obvious that it is not first and foremost horsepower, top speed or design that gives meaning to the journey – it is function. It is in fact the people we share the experience with or those we meet in villages and on islands in the Nordic coastal landscape. The skippers, fishermen, islanders, the strong characters. The smell of sauna smoke in your nose, the view of the starry sky in a dark winter archipelago, a calm sea and the

full moon above islets clad in fresh snow, crackling night ice in forgotten bays, cotton-warm air hanging over bare islets, rain in your face and the sound of drowsy waves against a pebble beach. The Baltic has a voice of its own. So too does the Skagerrak.

The Scandinavian lifestyle has always been characterised by level-headedness. Boats, houses, furniture and textiles are primarily characterised by functional requirements. That is why “Scandinavian design” has become an expression all over the world, known for getting as close to the purpose and requirement as possible, free of superfluous factors. Pure, simple forms and permanent solutions have become a hallmark of Scandinavian handicraft and aesthetics to an extent that means that the aesthetics become a function of the design.

Some of the best and safest boats in the world, the boats built for sea rescue companies, explorers and those for whom the sea is their workplace, always have their own aesthetics – because experience and ideas lie behind every small detail.







The boat is an extension of our needs, it is a tool that builds a bridge between the need for the safety of the people in the boat and the task to be performed – whether this be saving people in distress, bringing the pilot out to a ship approaching the coast or carrying supplies out to an oil rig.

Imagine a leisure craft based on the same seaman-like way of thinking. Where the need for safety and comfort have been thought out down to the smallest detail with the aim of bringing people together – and conveying them safely and comfortably across the sea to the experience. A boat that becomes a seamless bridge between social gatherings, everyday needs – and big experiences. A boat with a design adapted to the surrounding elements and people in the boat, a boat where someone with lengthy experience has adapted the design to those who will be on board so that they, as users, can focus on the journey.

*Short and sweet, a boat that is close to the person.*





*The Nimbus Heritage*

## Without an expiry date

THE NEW NIMBUS. The 465 Coupé

When we study the basic functional principles of traditional Scandinavian boats, there is an unbroken family relationship between the Viking ships of more than a thousand years ago and the early Norwegian freighters with an elevated deck (a small cabin at the rear where the chieftain had his berth) via the typical traditional boat from the Baltic (breechloader, snipa (a Norwegian open boat) or Norwegian “snekke”, a traditional wooden boat) with a wheelhouse at the rear - to the Nimbus Max II. The transition from the displacing Baltic “snipa” with a shaft to the planing Nimbus Max II with Aquamatic drive and the cabin that has grown forwards is a short one in terms of both time and function.

We also see the same family ties in the greater perspective between the Norwegian Viking ships with an elevated deck (a cabin) and the Nimbus Max II – the major differences being that one is made of wood and the other of plastic and one is propelled by a sail and the other by an engine. One of the explanations for this is undoubtedly that water has the same prop-





erties today as in the Viking age – and that our boats are the result of a unique environment: The Nordic archipelago landscape.

“The water hasn’t changed” was the answer a boat manufacturer received from boat designer Jim Wynne, known for, among other things, having designed the Aquamatic drive for Penta at the end of the 1950s. The question was why the development of the deep V hull had apparently been so modest in the years that had passed since the designer Ray Hunt – also known as “the father of the deep V-hull” – lay the foundations for what we know as today’s planing boats. Combined with the use of GRP (glass fibre reinforced plastic), the deep V hull formed the basis for the entire commercial expansion of the leisure craft culture in the western world, particularly here in the Nordic countries, from the 1950s up to the present day.

Visually and aesthetically, there have been considerable developments – particularly over the past 20 years.

The requirements for a design with an “expiry date” are increasing in tandem with the need for sales to increase. The style element, which has been an ever increasing driver of growth since the industrial revolution 200 years ago has left clear traces in the aesthetic design. But there is a clear common thread running through the functional design over hundreds of years: Experience-based solutions that were improved over generations. It turns out that what worked well 1,000 years ago works well today. The look, in terms of form, changes but the basic functionality has undergone very little development. This is largely due to the fact that the water itself is exactly the same – and that the design is what is developed from the inside outwards and not from the outside inwards and is sustainable over time.

The Nimbus 465 Coupé is a result of this design tradition.









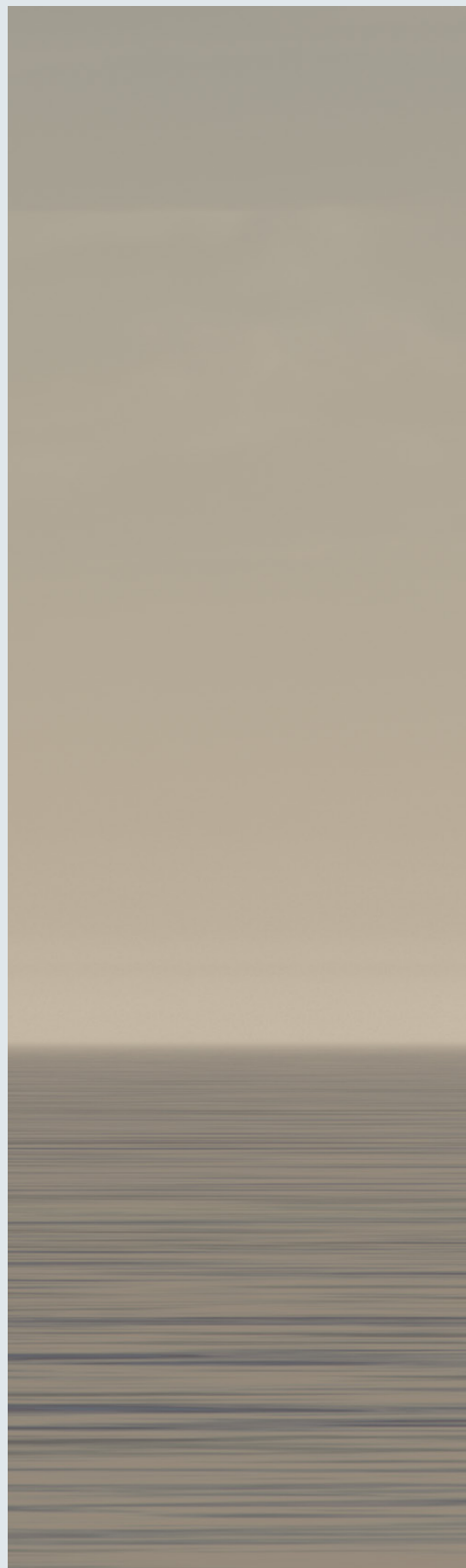
THE NEW NINBUS. The 465 Coupé

*The 465 Coupé - The Voyager*

# Welcome to the Nimbus 465 Coupé

The Coupé boat has a very special place in the history of Nimbus. The closed, safe and functional boat adapted to the Nordic coastal climate and topography of the archipelago. In this landscape, it is just as important to be able to shut out the forces of nature as to let the sun and heat in on nice days.

There is something about the Nimbus feeling that it can be difficult to put your finger on. In an international context, Nimbus can be perceived as a bit simple, a bit difficult to understand. That is perhaps because we put the core values first: the clever things, the secure things, the safe things. The aesthetic design is something you discover through use and experience. A design that is timeless and rooted in thinking that goes beyond just needing to be appealing, but that is appealing because it fulfils a function. When, as a pure reflex, you stretch out your hand to grasp something, it is where you expect to find it, whether this be a handrail or a light switch.







02. THE 465 COUPÉ







We have based the 465 Coupé on all these core values – and on more than 40 years' lengthy experience of developing Coupé boats for some of the world's most fascinating and challenging coastal landscapes. With the Nimbus 465 Coupé we have scaled up all the characteristics that have become central to Nimbus's identity so that we achieve more space for comfort, more Scandinavian function and greater safety for those who wish to make their journey longer and experience more things.

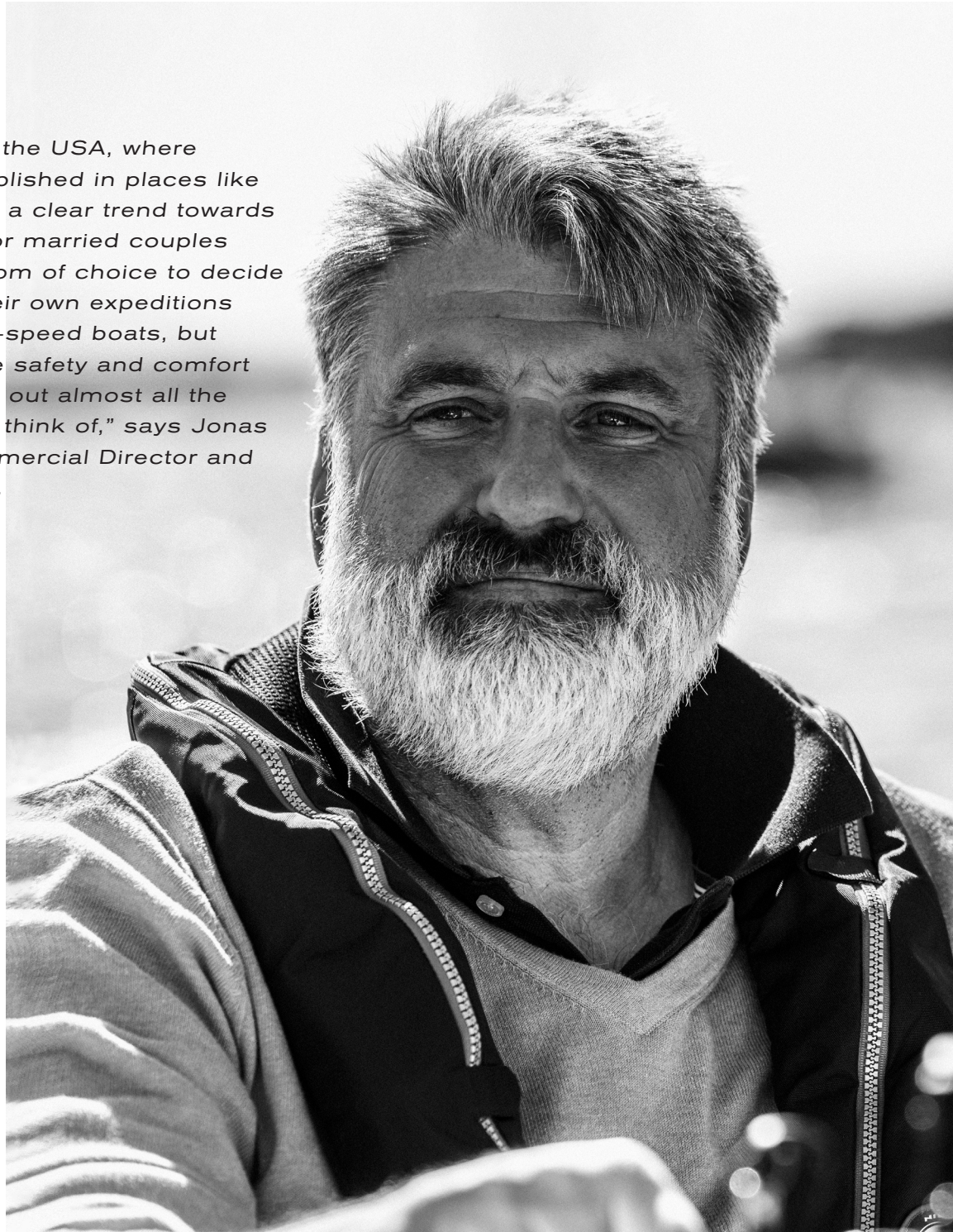
A functional and safe deck layout that makes it easy to move from boat to land, from foredeck to afterdeck, from cabin to bathing platform has been the driving force in the development of our biggest Coupé boat so far. Another key element is the extremely social saloon where you can socialise and mingle effortlessly and where we have, based on good Nordic tradition, ensured a clear and unobstructed view through large glass surfaces. The boat has a seamless connection between the saloon and the large afterdeck, which, together with a large, robust bathing platform turns the boat into a floating island.

Our aim behind the 465 Coupé is not to create a design studio, but a floating home where all the solutions we have chosen have a well thought out function for making life on board so easy, comfortable and safe that you feel embraced and want to live there - for a long time. That is why the core value of the Scandinavian home, "ombonat" (often translated as cosiness), is also part of the DNA of the Nimbus 465 Coupé'.

*Jonas Göthberg, Commercial Director*

## The 465 Coupé – The Voyager

— “If we look at the USA, where Nimbus is established in places like Seattle, there is a clear trend towards many families or married couples that have freedom of choice to decide to set off on their own expeditions in relatively low-speed boats, but that have all the safety and comfort needed to seek out almost all the waters you can think of,” says Jonas Göthberg, Commercial Director and Brand Manager.





“The Coupé boat has been a speciality of Nimbus ever since the Nimbus 26 came onto the market in 1968,” Jonas Göthberg explains, while elaborating: “The Nimbus group has solid experience of fully or partly covered family boats that are tailor made for long sea journeys in the Nordic coastal landscape. Since the launch of the Nimbus 4000 back in 1984, we have seen our biggest coupé boats being used actively over great distances and over a long season. Many of our customers travel from the north of Norway to the Baltic in their boats, but also along the Mediterranean coast, the USA and all the way up to Alaska. We have customers who travel through the canal system in Europe or make the trip from Gothenburg to England. And they are often out for many weeks at a time. This trend is increasing and we feel this points to a trend whereby individuality, physical activity and outdoor experiences are important values,” Göthberg tells us.

“We are also noting that this kind of active boat life is also appealing to increasingly younger customers. They value their private life and they value being outdoors in nature. Traditionally, our coupé models, particularly the 405, have had a more mature audience. Over the past few years, we have recorded a clear trend towards younger customers wanting this type of boat, but with even more space and maximum comfort so that they can be independent and stay out for a long time.

“Our ambition behind the Nimbus 465 Coupé is to expand the opportunities for our customers to have experiences, in both time and space. That is why the project also includes a slower version of the boat, which will have a very long cruising range and will also provide the possibility of reaching even more exotic destinations,” says Göthberg. In the Nimbus 465 Coupé, the manufacturer combines experiences from a number of market segments.

In particular the need for good, social areas on board where everyone can mingle effortlessly over a long period of time – but also take time out to spend time on their own in a natural manner.

– The social element is becoming increasingly more important, as our experience with the Nimbus T8 and T11 tender boats shows. As boat users, we want to share a fine experience at sea and we want to take as many people with us as we can in the boat. That is why we have put great emphasis on the social areas in the 465 Coupé, where there are seamless transitions between outside and inside and where there are generous and comfortable seating units in the saloon, on the afterdeck and flybridge. And everyone should be able to enjoy the experience and view regardless of where they are on the deck. At the same time, the boat should be easy to handle, even if there are only two people on board.

“A general premise for the entire deck layout is that it should feel safe and easy to travel in this boat with the minimum crew and under varying conditions.

“Nimbus has a large customer base across the entire world, established over many years. We want to continue to cater for this customer base and, in tandem with the size of the boats increasing in almost all segments, we also want to be involved in the journey. “Very many of our customers are so happy using their boats that they want to move up a size so as to be able to take more family members or friends on longer journeys. That is why the combination of good social areas where you can mingle effortlessly and spacious cabins for your private life is extra important. And, in order to be able to enjoy the journey without stress, but also get a real experience of freedom and independence, extra space is necessary for home comforts such as a washing machine, dishwasher, power supply etc., “ Jonas Göthberg concludes.



*Freedom to go anywhere*

## 465 Coupé - An island of its own

*The changes in travelling patterns and holiday habits over the past few years have reinforced many people's need for their own free zone, a sanctuary with all the comfort and safety needed to be able to spend the holiday in your own homeland or own continent.*

Boats are like small worlds – society in miniature – with people and stories travelling from one harbour to the next. The sea is an element that both connects and separates people.

The primary objective of the Nimbus 465 Coupé has been to create an expedition vessel – a “voyager” if you like. For this reason, the tank capacity has been dimensioned in order to be able to cover great distances but also to be able to rest calmly in a natural harbour for a long time without worrying about the electricity supply, a source of fresh water or “black water capacity”.

The Nimbus 465 Coupé provides the potential to go anywhere and live on board comfortably for many weeks – whether you want to set off on a great ad-

venture or holiday in your own cosy archipelago. One of the key properties of the boat's design is that it is just as easy and forgiving to handle for two persons in a demanding Nordic archipelago as it is comfortable and safe for a couple or a family who want to head off on a long voyage of discovery in the Mediterranean or the east coast of the USA. That is why we have also referred to the boat as “an island of its own” in the development work.

Since a boat like the 465 Coupé caters for a certain customer group with much experience, clearly defined requirements, wishes, dreams and needs, we will be able to carry out extensive adaptations to the boat's solutions in partnership with the customer and in line with the customer's specifications. So says Joacim Gustavsson, Chief Designer at Nimbus.





THE NEW NIMBUS. The 465 Coupé



THE NEW NIMBUS. The 465 Coupé





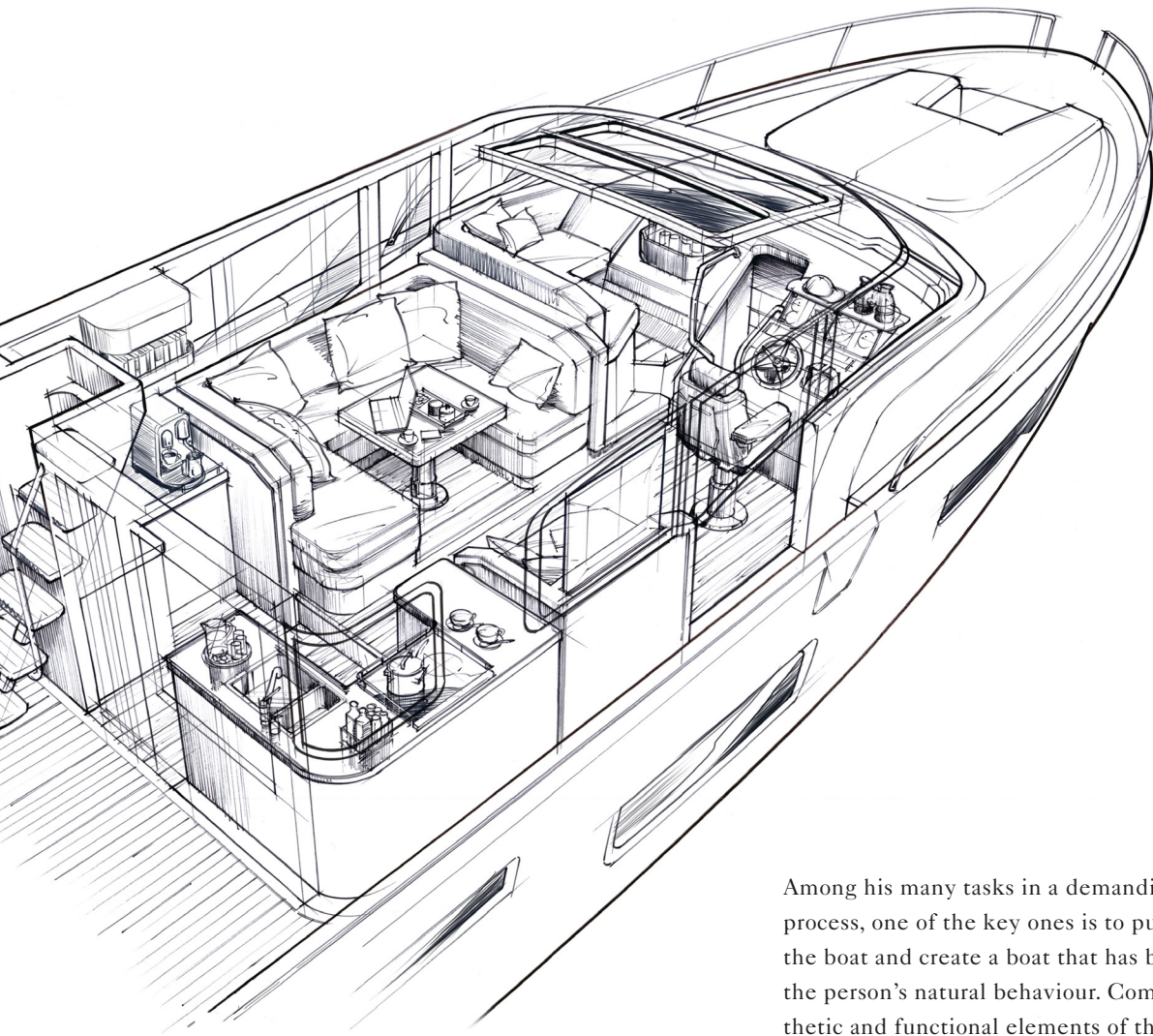


— The 465 Coupé caters for a certain customer group with much experience, clearly defined requirements, wishes, dreams and needs.



*Joacim Gustavsson, Chief Designer*

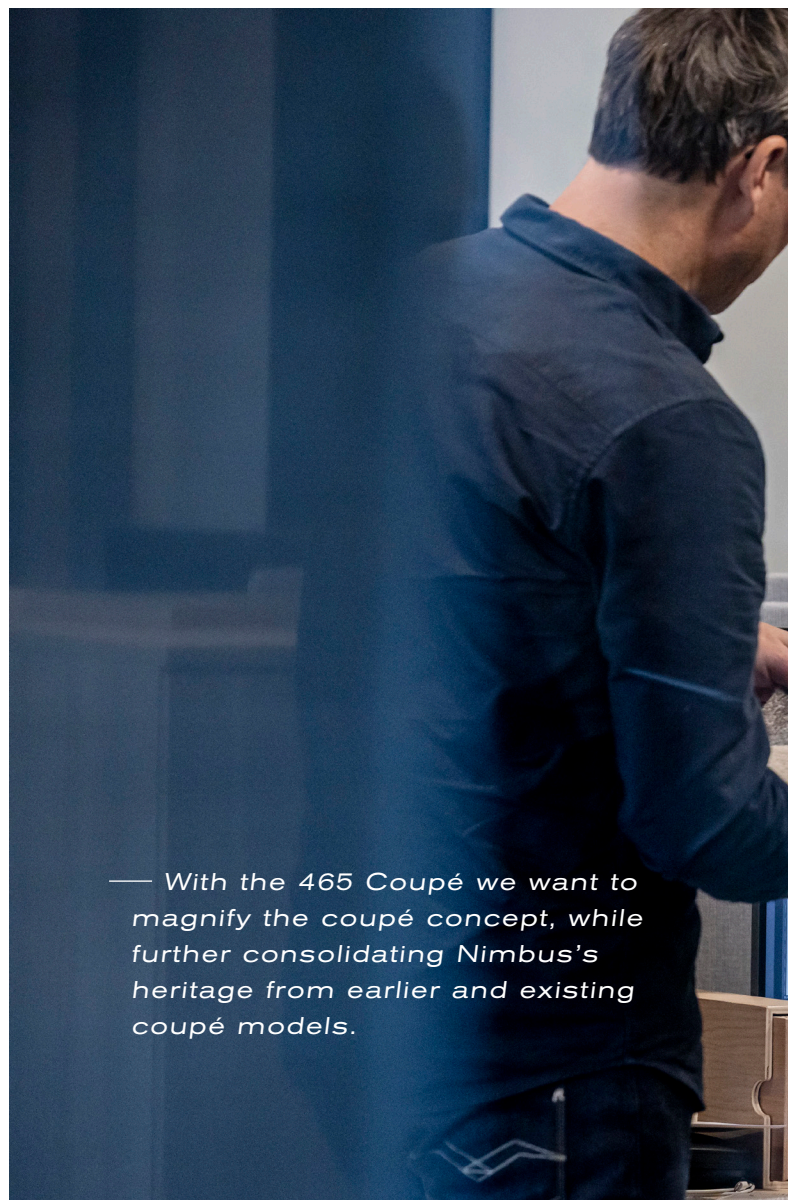
# Designing for the greatest voyage



Among his many tasks in a demanding development process, one of the key ones is to put the person in the boat and create a boat that has been adapted to the person's natural behaviour. Combining the aesthetic and functional elements of the boat design is a vital prerequisite for the often unconscious perception of quality, comfort and safety on board.

People have a physical memory that adapts to the surroundings. In a boat, space is limited and the design and location of solutions and functions should be carefully thought through and be based on a deep insight into the purpose the boat needs to fulfil as a safe and functional vessel, but also as a dwelling and platform for the experience. Nimbus has established and refined this insight for 40 years.

### 03. THE DESIGN



— With the 465 Coupé we want to magnify the coupé concept, while further consolidating Nimbus's heritage from earlier and existing coupé models.





“The basic concept of the Nimbus 465 Coupé has a heritage it needs to follow. We want to take certain form elements with us as recognition of this,” says Joacim Gustavsson.

“But even if we include form elements in order to create a recognisable identity, they need to be replenished and adapted to a new concept. The forms need to be well proportioned in relation to each other. In the design process, it has been important that neither the hull nor the deck superstructure becomes too dominant. In order to substantiate the boat’s properties through the visual experience of safety and stability, it is essential that it does not get too high – that the actual body is in proportion to the intuitive perception of what is seaworthy. This kind of approach is a challenge in relation to a different dimension of the boat, i.e., the fact that it must have a large internal volume. These considerations are some of the compromises a designer faces

and then they need to emphasise and subdue different elements of the design.

“Part of the heritage from the existing coupé models is the long ranges, combined with very clearly defined, boldly designed surfaces. When you have such a big surface, you define it by the edges, which you can make more or less sharp. When surfaces meet each other at sharp edges, you get a very strong impression. We have decided to tone down the 465 Coupé using a softer edge even although the surfaces are still there. By introducing elements of round forms, we make the boat a bit more human. In so doing, the boat comes across as more friendly to the user. By choosing an organic form, combined with clear ends and boldly designed surfaces, we achieve a look that emphasises that the boat has an attitude, while, at the same time, feeling more friendly. We make the boat a bit more human – because there is nothing sharp about the body,” says Gustavsson.



### 03. THE DESIGN





## The epicentre of the boat

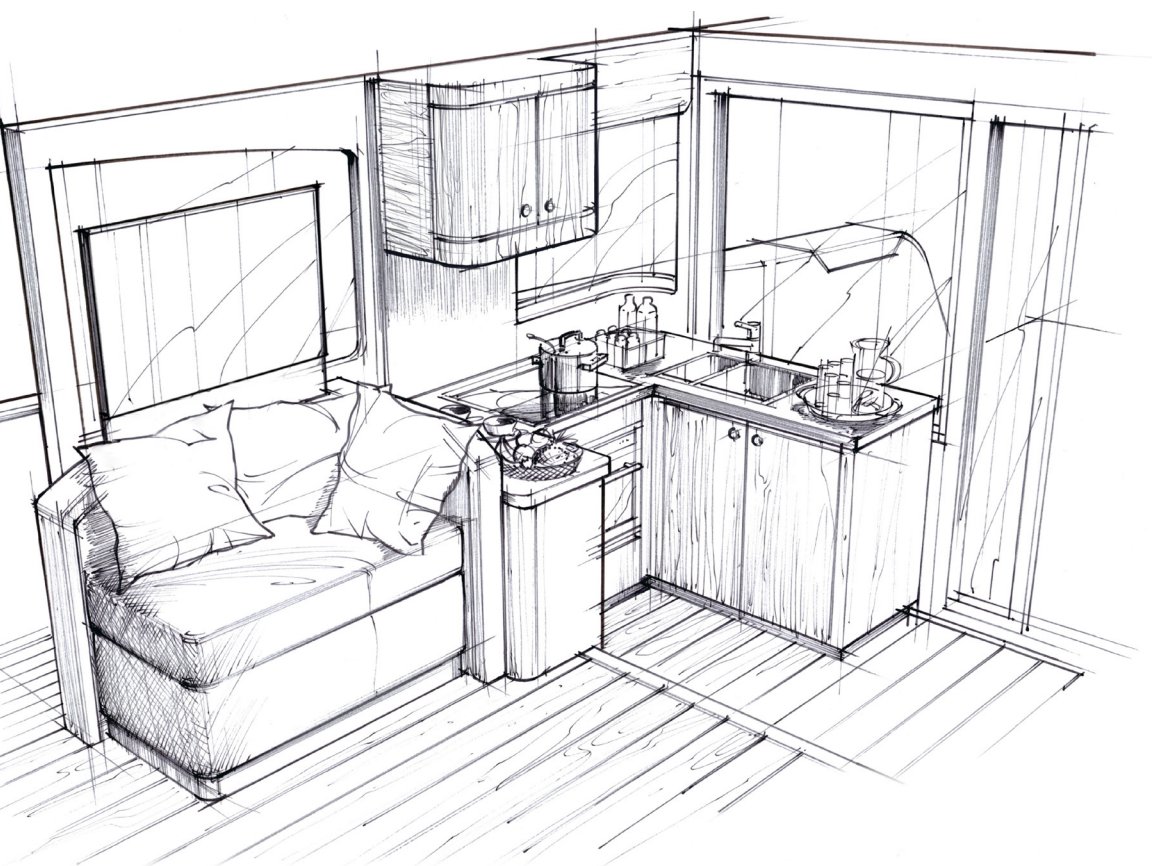
“The saloon, which is the actual epicentre of the boat is the heart of the coupé boat,” Joacim Gustavsson continues.

“That is where we live on board. This is where we have the cockpit, dining area, the social saloon and the kitchen. Since the boat is deeply rooted in a modern, Nordic design tradition, it has been essential to also let nature in visually. Then it is important for those on board to have a good view outside – to achieve a seamlessness between inside and outside. That is why the glass surfaces in the saloon are big, while, at the same, adapted to two key prerequisites in purely functional terms: Internal volume and the physical climate around the boat. As a consequence of this, the windscreen is arched. By choosing this design, we maximise the saloon, something that has also allowed space for a further seat in the form of a large corner sofa facing the cockpit. By choosing this windscreen solution, we also extend the roof of the boat, giving the feeling of a great internal volume and contributing to us being able to utilise the area in front of the flybridge for a large skylight that can be opened. An arched windscreen also has advantages in both warm and cold climates. Here in the north, the form contributes to better visibility in heavy seas, snow and darkness, while in the Mediterranean and other sunny waters the angle provides protection from the sun,” says Gustavsson.

The design of the boat is governed by the desire to optimise the functional elements, something that also lies behind the large rear windows in the saloon. They are there so that it becomes more pleasant being in the kitchen, which is an open, seamless and integrated part of the entire social area on the afterdeck and in the saloon.

“While many competitors maximise the roof to accommodate the biggest flybridge possible, we have chosen to reduce it. There are two reasons. The large glass surfaces and opportunity to open up the saloon provides a more airy indoor environment. The solution of a large sunroof in front of the flybridge is a well thought out compromise. This means the flybridge being a bit smaller in comparison with our competitors’ but we have prioritised the large sunroof precisely to give the feeling of being close to nature for everyone on board, whether they are on the flybridge or in the saloon. We have also reduced the size of the flybridge so as to be able to prioritise surfaces for solar cells at both the front and rear, which further reinforces the unconscious perception of independence.

“In order to be able to fully appreciate a boat like the 465 Coupé, we feel that it is important to understand the boats overall design. It is closely linked to the element of the sea and that is why it looks the way it does,” says Joacim Gustavsson.



The saloon, which is the actual epicentre of the boat is the heart of the coupé boat.







*The 465 Coupé - The Voyager*

## Maximisation of opportunities

A successful boat is about maximising opportunities and reducing the number of bad compromises to a minimum. The Nimbus 465 Coupé has a number of social areas where many people can get together but also areas to which you can retire. The flybridge, afterdeck and foredeck are all social oases. We have also attached importance to the connection between these areas being as seamless, safe and unobstructed as possible. Embarkation via the bathing platform and entrance at the side of the cockpit have been made as easy as possible. When you are on board, you can move unobstructed from the bathing platform forward to the foredeck at the same deck level almost the entire way on a wide, safe side deck on the inside of the high freeboard.

The 465 Coupé has been developed with the idea of being able to cover all imaginable needs in its segment today, but we have also exerted ourselves to integrate solutions for needs that will arise a good bit further forward in the future. And the boat needs to function optimally in all waters, in warm and cold climates.





#### 04. DETAILS







## The foredeck

The foredeck needs to fulfil several functions. When mooring and anchoring, the skipper or crew can get here quickly and in a safe manner. The deck is big and safely surrounded by a high rail and you have immediate access to fenders and mooring lines in big deep storage rooms via clever hatches. What is unique for a boat of its size is that the 465 Coupé also has an open rail in the bow, which underlines the boat's Nordic DNA. On the port side there is also a wide gunwale connecting the afterdeck and foredeck. There is a large sun lounger on the foredeck that can easily be converted into a comfortable U-shaped seating unit around a table by folding down two backrests. A perfect place to enjoy both breakfast and sunsets or to relax under the unique sunroof that is easily extended between four carbon fibre rods.

#### 04. DETAILS

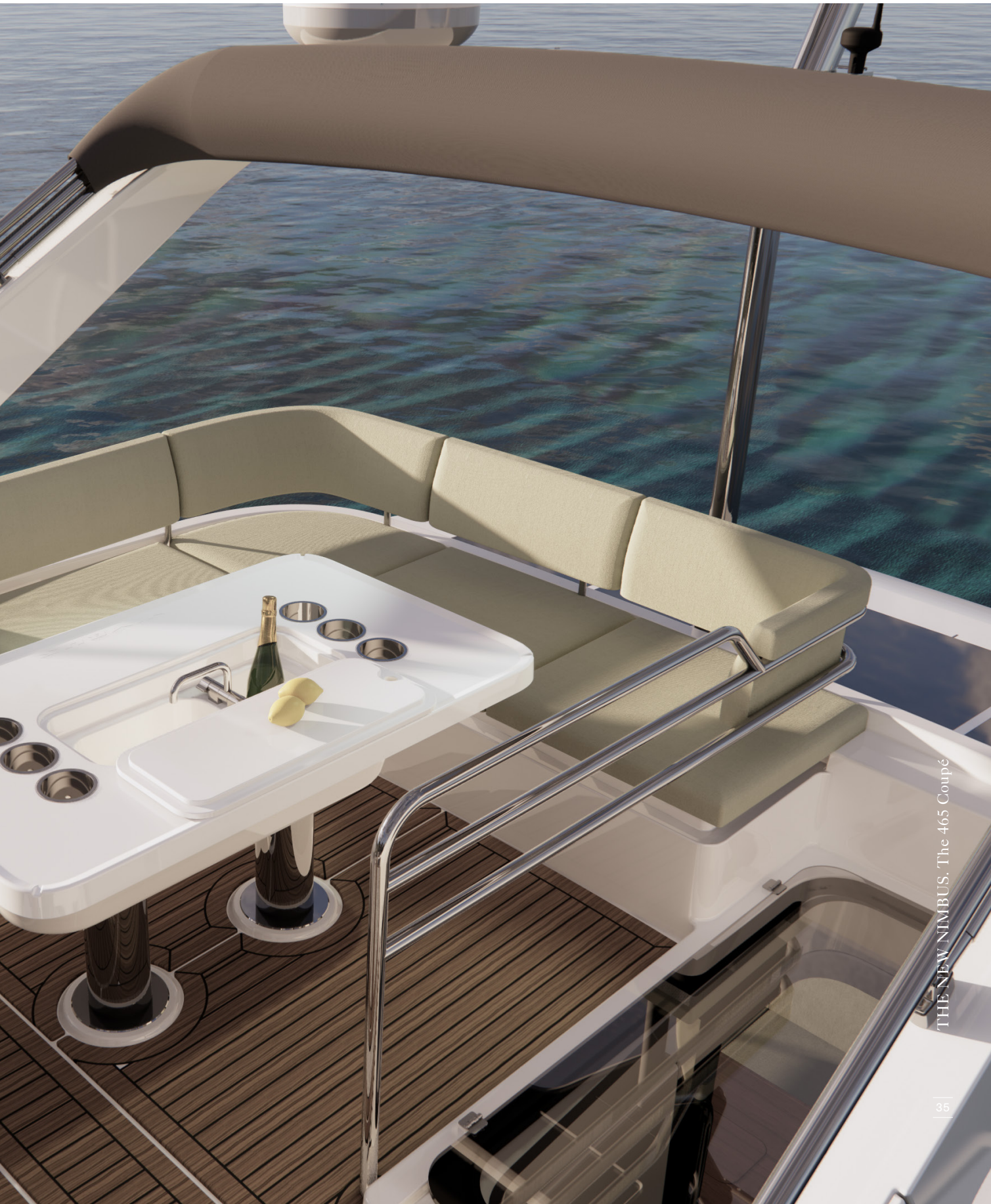


### The flybridge

In addition to the social sections on deck, the Nimbus 465 Coupé also has a flybridge with easy and safe access from the afterdeck. Here there are a passenger seat and driver's seat in the direction of travel, a corner sofa on the starboard side that is integrated with a wider chaise longue solution that extends forward past the cockpit. At the corner sofa, there is a large table with an integrated sink and mixer tap, icebox and cup holders, while the chaise longue is a permanent sun lounger in which the passengers can sunbathe while remaining in direct contact with the skipper. The driver's seat can also be turned towards the table while the boat is moored and many people are gathered for a social occasion on the top deck.



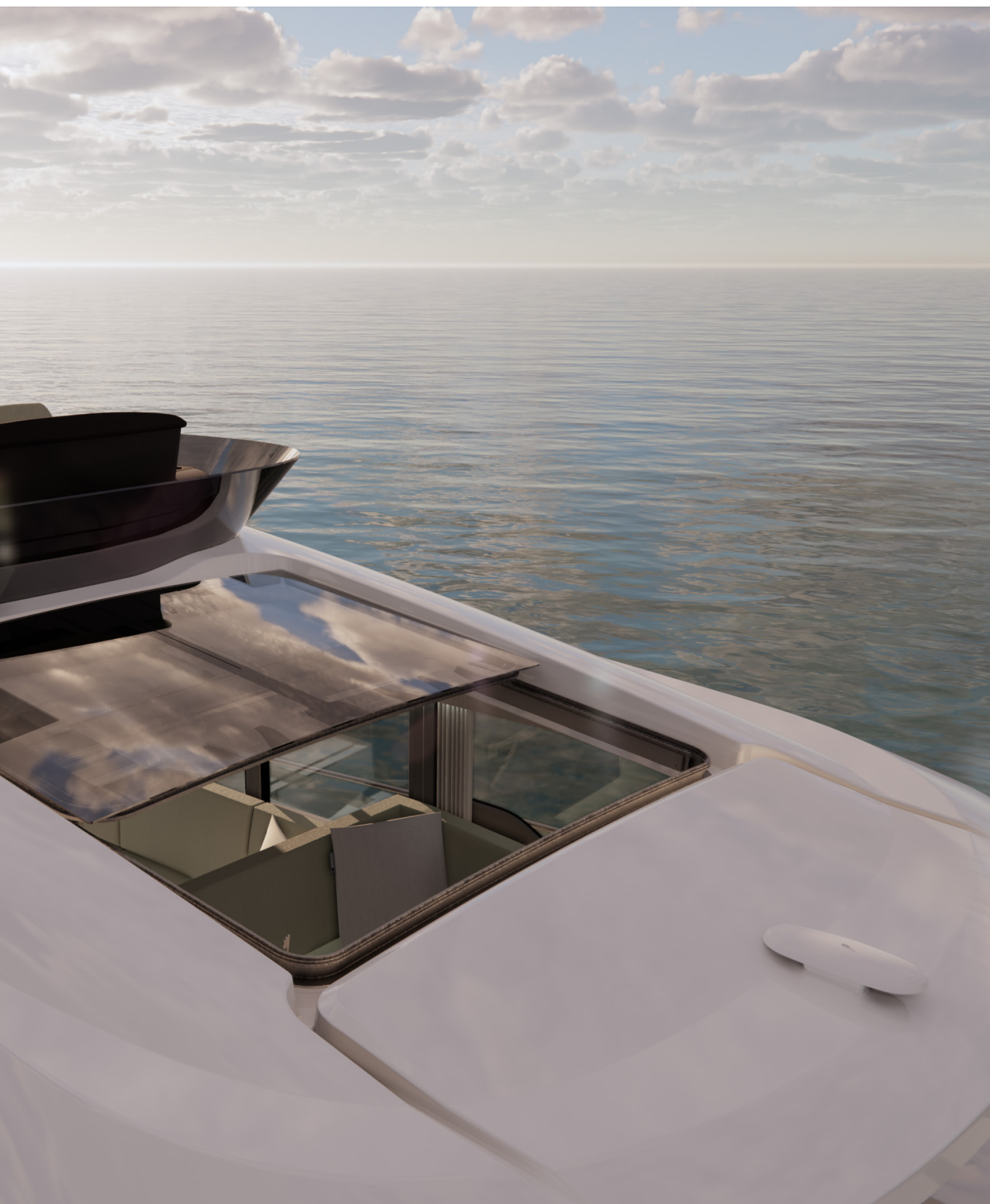








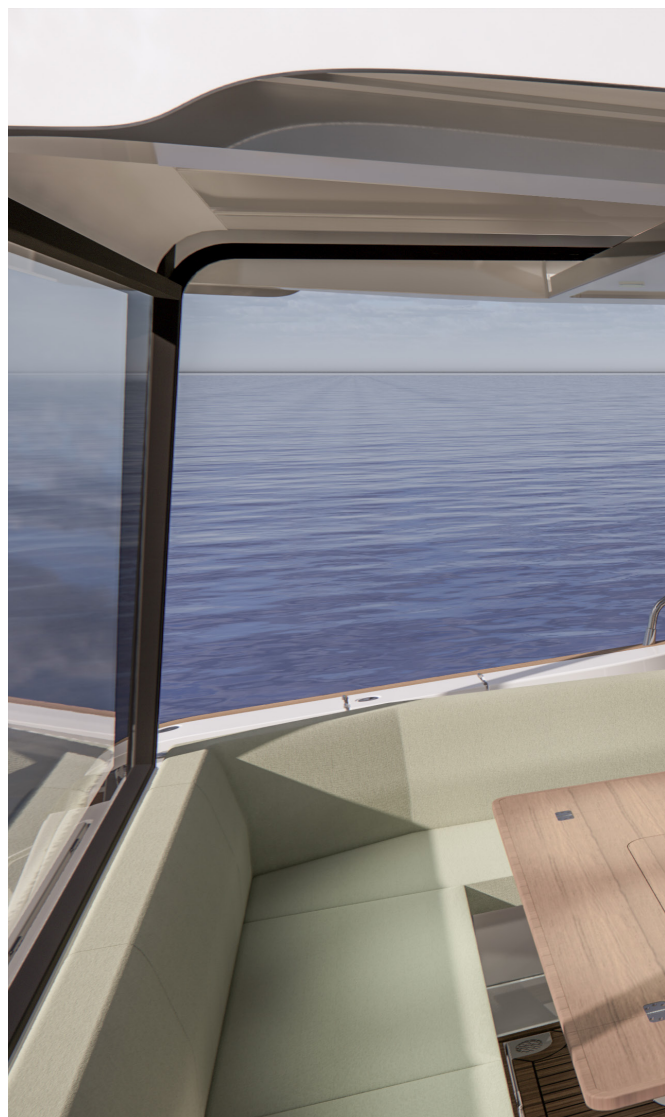
THE NEW NIMBUS. The 465 Coupé





#### 04. DETAILS

— *integrated hawse hole and cleat at the rear with a small winch*



### The afterdeck

The feeling of safety has been at the absolute centre of the development of the Nimbus 465 Coupé. In good Nimbus tradition, the well is at the rear surrounded by a high freeboard. Those sitting in the corner sofa feel embraced and secluded even while sitting out here while travelling at speed. The well is the place where you gather around a generous table. The spacious corner sofa is supplemented with two extra deckchairs. This frees up space to move freely and unobstructed when there are not many people at the table. The large dining table can be raised and lowered and, above the afterdeck, the flybridge forms a roof that has abundant integrated lighting, + vertically adjustable aft window including blinds instead of a cover for optimal protection against wind and rain while providing good visibility. The window pane is supplemented with a side cover that runs on rails to allow quick and easy handling. The simple

cover solution makes it possible to shut out wind and bad weather in seconds. From the afterdeck, a solid staircase leads to a deep, integrated footboard up to the flybridge. The large door in the aft wall into the deck saloon can be fully opened to achieve a seamless transition between inside and outside and creates a natural, open and social connection between the deck saloon, galley and afterdeck. A wet bar including a grill on the bathing platform will be available as an option connected to the galley, which is also a natural wet bar towards the afterdeck. In order to make mooring as safe and easy as possible, the boat has an integrated hawse hole and cleat at the rear and a small winch that makes it easier to adjust the mooring lines + lid that hides pieces of rope etc. once safely moored.



## The platform

A large door leads out to the bathing platform from the afterdeck. In the stern, there are hatches opening to a well dimensioned storage room for fenders, mooring lines, water toys and other equipment. When you lower the bathing platform an integrated stair automatically adjusts to the height of the platform so that you can move effortlessly from the sea via the platform and into the afterdeck. In addition to this optional solution, the platform can also be equipped with a cradle for a dinghy that can be launched easily by lowering the platform.

In many harbours, particularly in southern Europe, where you moor with the aft end towards land, you need a passarella. That is why we have created an integrated solution where the passarella goes in below the deck and is therefore not in the way when not in use.



04. DETAILS



THE NEW NIMBUS. The 465 Coupé





## The saloon

The deck saloon is the heart of the boat. This is also split into different zones, with a large U-shaped seating unit around a table as its natural centre. In the same way as the deckchair solution on the afterdeck provides unobstructed freedom of movement, the saloon has seat modules in the sofa on the starboard side that are pulled towards the table when required. Behind the back of this seating unit, a large TV that can be lowered down into its own storage space when not in use can be integrated. The table can be elegantly folded out to become a large dining table or serve as a more compact cocktail table outside dining hours. + Large windscreen with rounded corners and a large skylight mean that the passenger corner sofa offers extraordinary visibility.

The choice of materials gives a cosy atmosphere, deeply anchored in the Scandinavian design tradition where simplicity and natural materials combine individuality and function. Aft of the saloon on the port side there are cabinets and a storage area. With the galley, saloon and lounge area in relation to the driver's seat on the same level, the entire saloon offers a social whole with discretely defined zones. The combination of all seating being at almost the same level and the large window surfaces gives everyone in the saloon a perfect view. Oval, curved panes in the corners of the covered stern further erase the visual borders between inside and outside. The big glass panes in the roof at the front, where there is a remote controlled electric glass roof hatch at the front, provide generous quantities of overhead light and views. All windows and glass panes can be mixed with Persian blackout curtains or when privacy is desired.





THE NEW NIMBUS. The 465 Coupé









#### 04. DETAILS

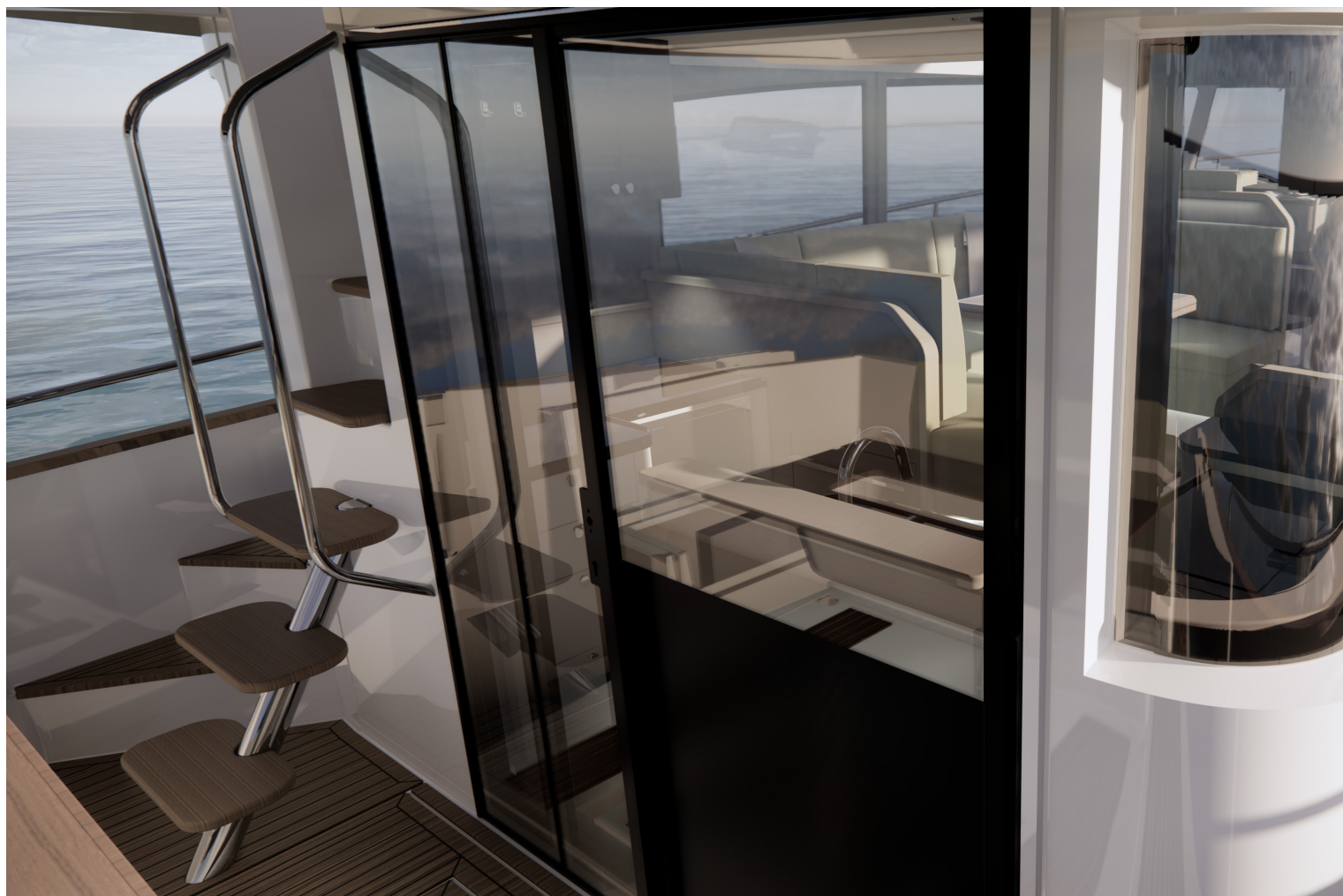


THE NEW NIMBUS The 465 Coupé

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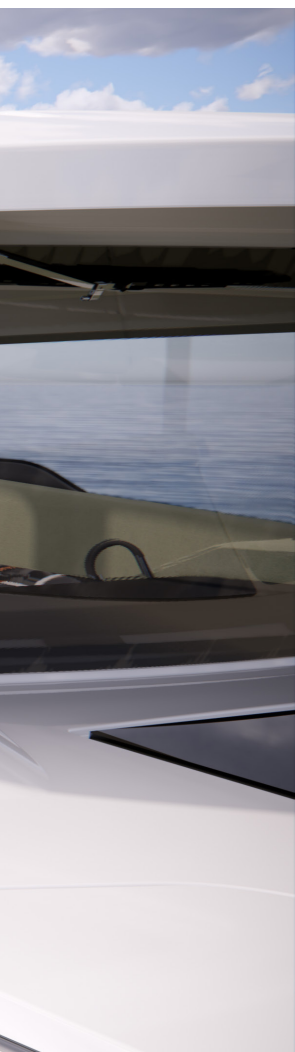






THE NEW NIMBUS. The 465 Coupé





THE NEW NIMBUS. The 465 Coupé

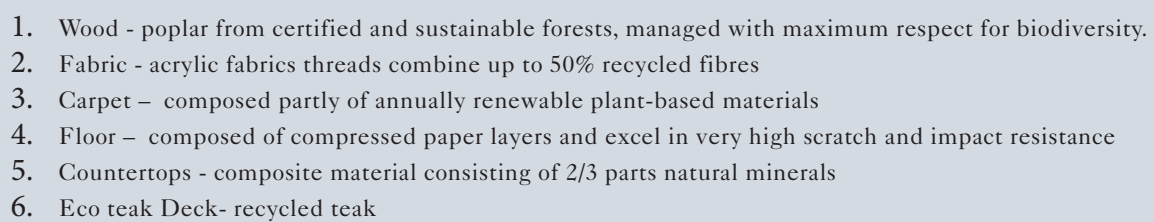


*The 465 Coupé - The Voyager*

## Choice of materials

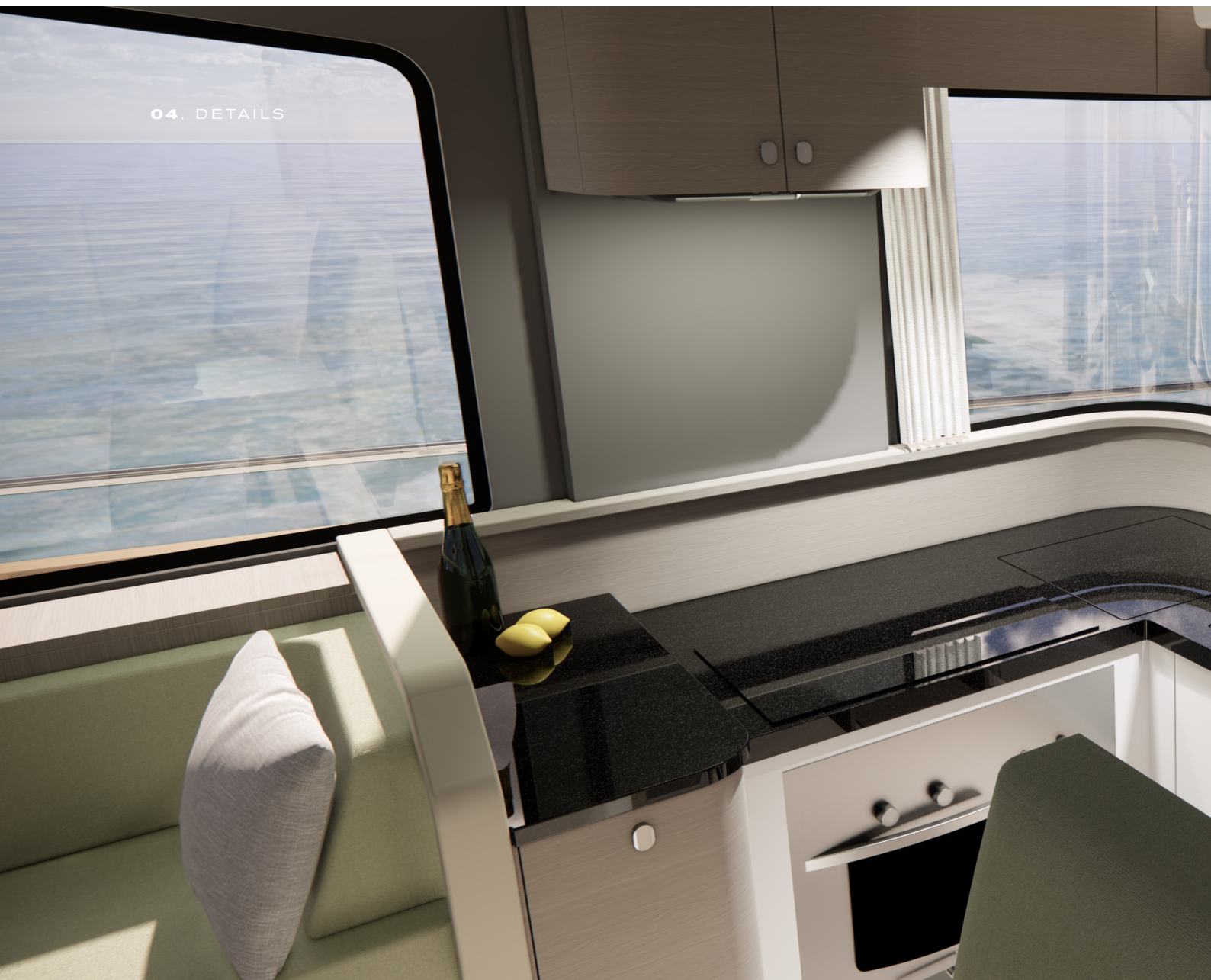
Scandinavian design is characterized by a minimal, clean approach that strives to combine functionality with beauty. This also characterizes the choice of materials in the Nimbus 465 Coupé. The materials are chosen with care and based on the idea that they should be durable and suitable for the marine environment but also ecological. The structure, texture, color and tactile properties are all individually and collectively important to the Nimbus 465 Coupé's tonality. Neutral colors with roots in nature create a pleasant and harmonious environment. The Nimbus 465 Coupé has three different color themes to choose from - fresh light green, modern warm white and classic natural blue.

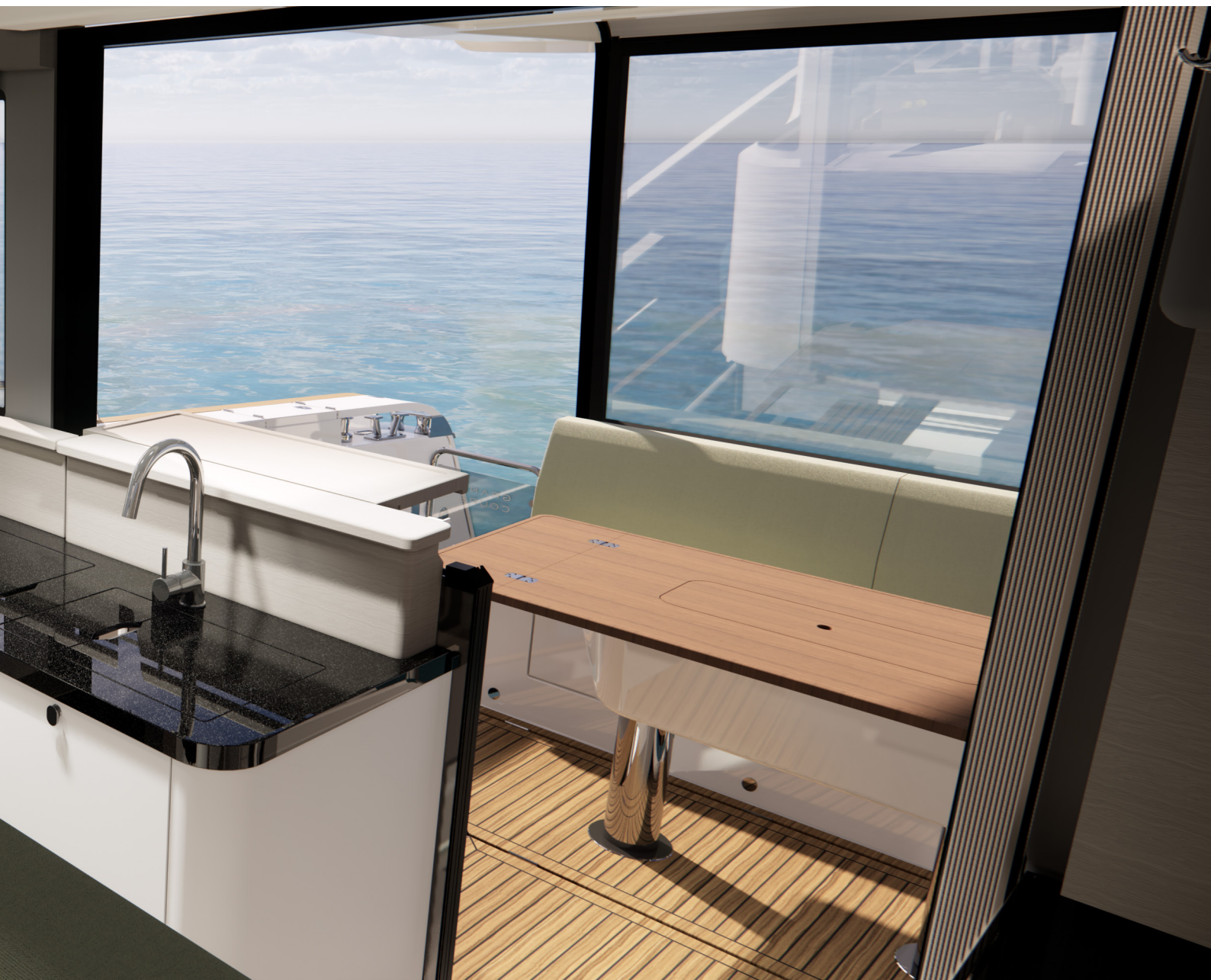






04. DETAILS





## The galley

In order to serve the afterdeck as well as the dining area in the deck saloon, the galley is located on the starboard side in the aft section of the saloon. The U-shaped galley worktop allows direct contact with the guests on both the afterdeck and in the deck saloon when preparing food and the solution has ample storage space when serving or entertaining the

guests with refreshments. In this way, the aft section of the galley also fulfils the function of a wet bar. The galley contains all the white goods, such as washing machine, fridge, oven and hob, as well as ventilation. The boat has a complete service with fitted storage space in the galley worktop.



## The cockpit

The cockpit is a natural, integrated part of the environment in the deck saloon. When designing the navigation environment, account has been taken of the fact that the skipper needs to experience great comfort and ergonomically functional solutions during long crossings. That is why this section has a captain's

chair on a pillar, two 16-inch multifunction displays and every available electronic aid. With a view to easy handling of the boat in the harbour, there is also a good passageway behind the captain's chair out through the door to the side deck. The door is so wide that two people can pass each other in the opening.



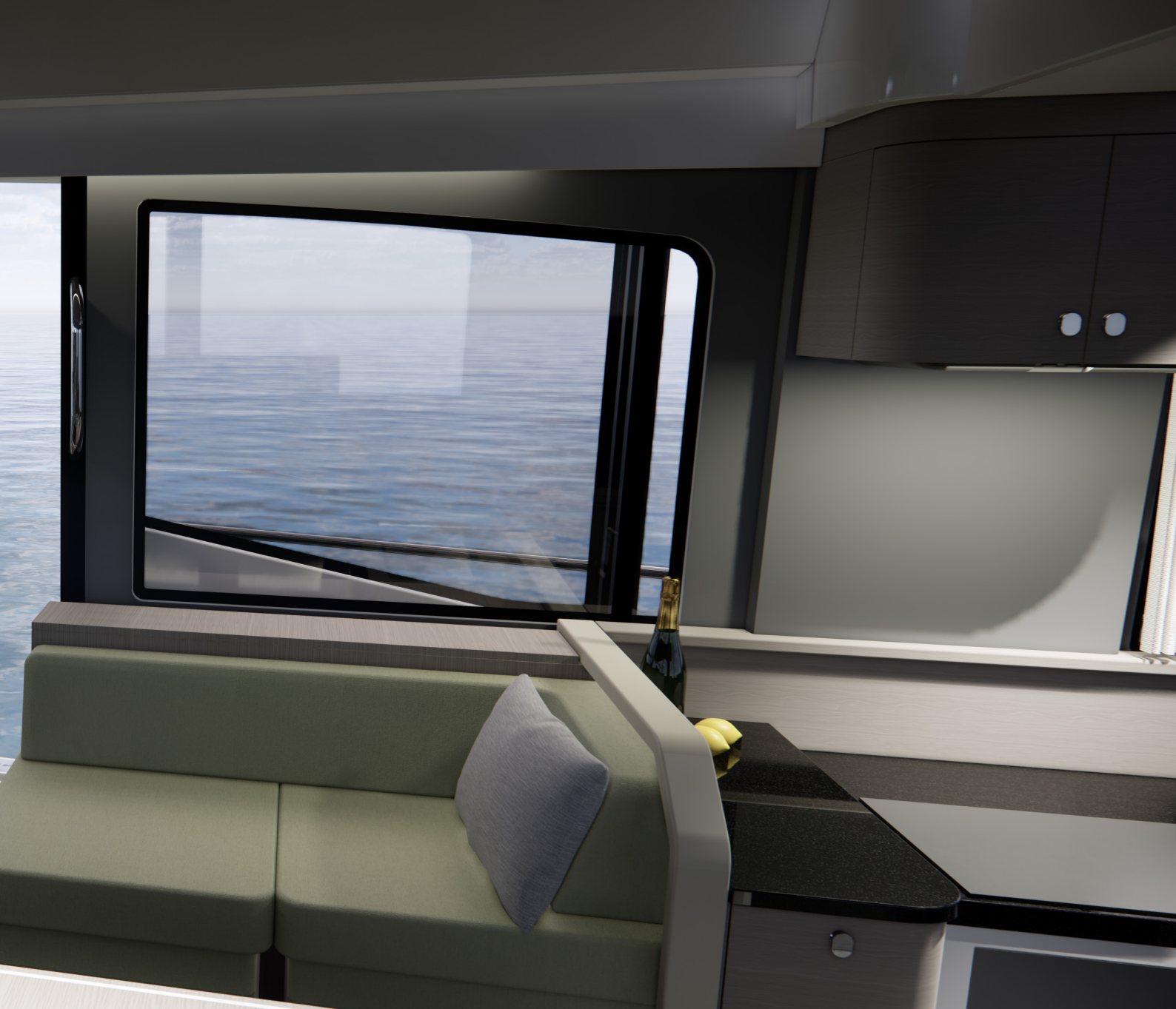


THE NEW NIMBUS. *The 465 Coupé*





THE NEW NIMBUS. *The 465 Coupé*



THE NEW NIMBUS. *The 465 Coupé*



#### 04. DETAILS



### Owner's cabin

The floor plan of the Nimbus 465 Coupé can be adapted to the customer's circumstances, needs and patterns of use. The owner's cabin is located amidships in all versions. It utilises the entire boat's width with full standing height in large parts of the cabin. The Owner's cabin has the appearance of a suite with natural light entering from large glass panes on each side of the hull. In the centre of the cabin, there is a large comfortable bed with lots of space to move on each side. On the starboard side of the cabin, there is a daybed where you can read a book, watch TV or simply enjoy the view through the large hull window.

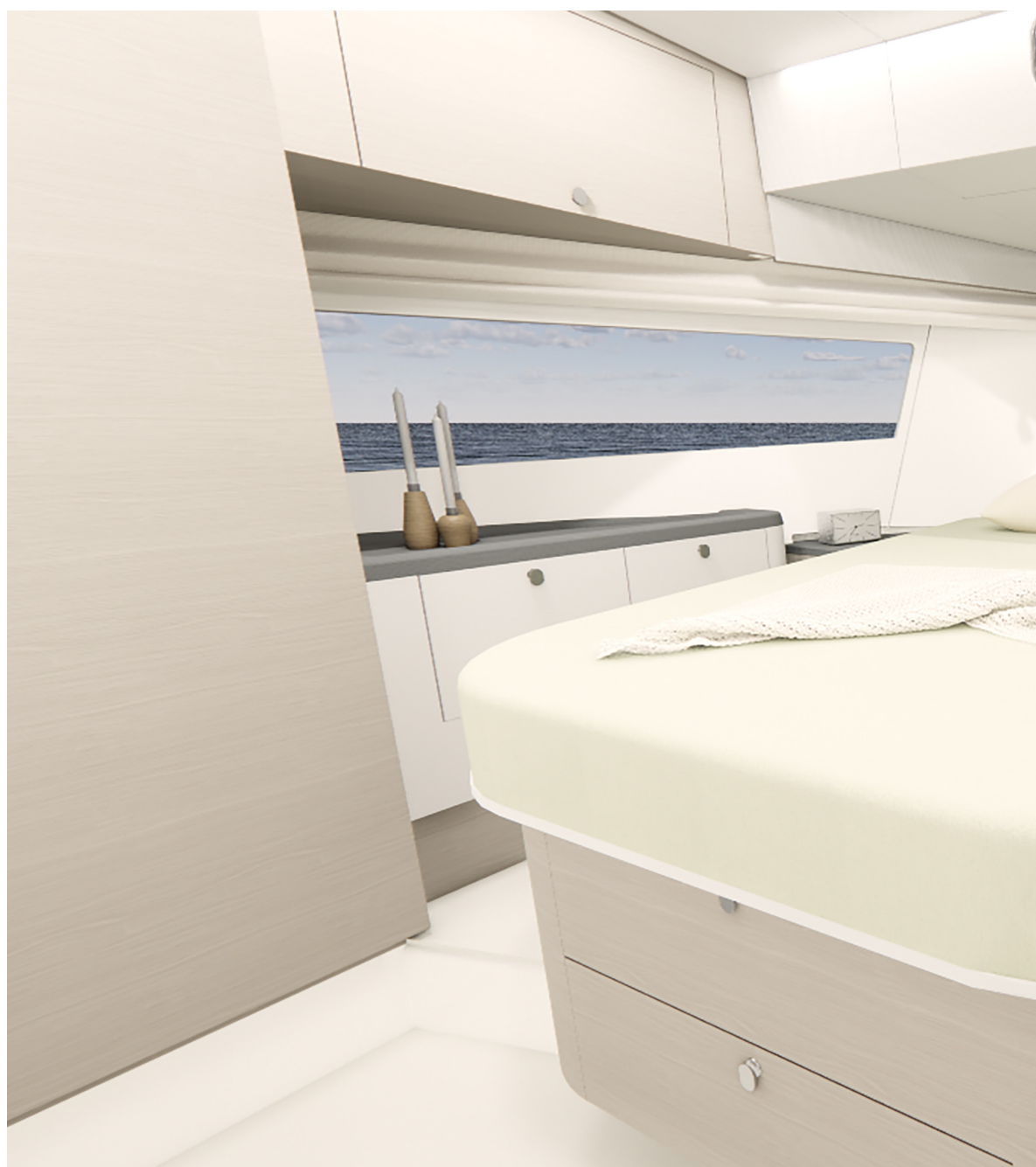
Along the bulkhead on the starboard side, under the hull window, there is also a practical bench connected to a worktop with large cabinets.

In a boat like the 465 Coupé, which invites long stays on board, there is a great need for functional storage space. That is why the cabin has easily accessible storage space in a large number of cabinets and drawers that are delicately and discreetly integrated into the interior. We have placed extra importance on good lighting in the form of indirect LED lighting and an ample number of functional reading lamps.





#### 04. DETAILS



## VIP cabin

The 465 Coupé has a very comfortable cabin in the fore for specially selected guests. It offers the same level of exclusive comfort as that in the Owner's cabin. This cabin also has ample storage space for guests taking part in longer trips. The double bed is situated

in the centre with easy access from both sides. Like the Owner's cabin, the VIP cabin enjoys natural light and it is possible to enjoy the view of the surroundings from the bed. The same delicate lighting is also integrated into the interior of this cabin.







### Side cabin / Utility room

On the starboard side, between the VIP cabin at the front and Owner's cabin amidships, the customer can personally influence the layout based on needs, requirements and family situation. There is a separate room here that can be furnished with either bunk beds or with a writing desk and bookshelves for those who need some time on their own to work.





#### 04. DETAILS

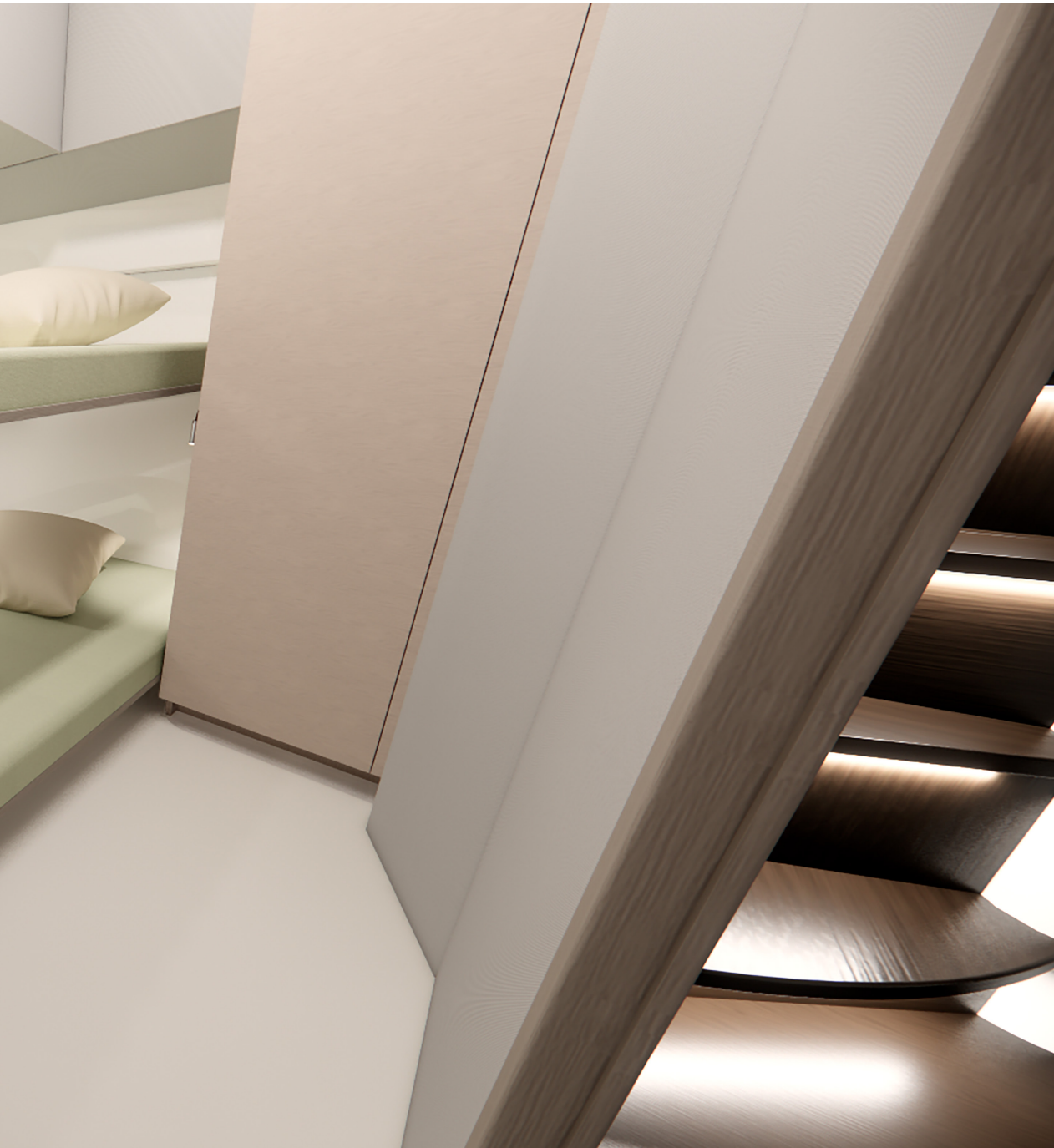


THE NEW NIMBUS. The 465 Coupé



## Side cabin / Utility room

There is a separate room here that can be furnished with bunk beds. This cabin can also be furnished with a writing desk and bookshelves for those who need some time on their own.



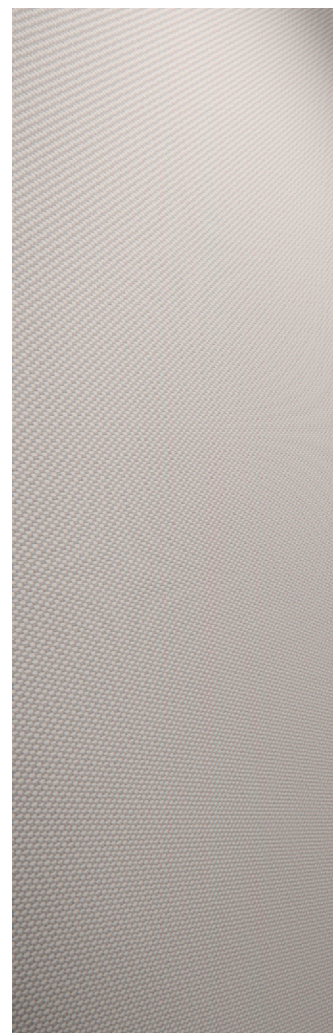


#### 04. DETAILS



### Toilet

Both the Owner's cabin and VIP cabin have separate toilets with their own shower sections. Both the wet and dry areas have a generous amount of space and are dimensioned to offer the same level of comfort as experienced in the cabins. If you choose the deck layout with three separate cabins, the front toilet serves the guests in the VIP cabin and the smaller guest cabin.

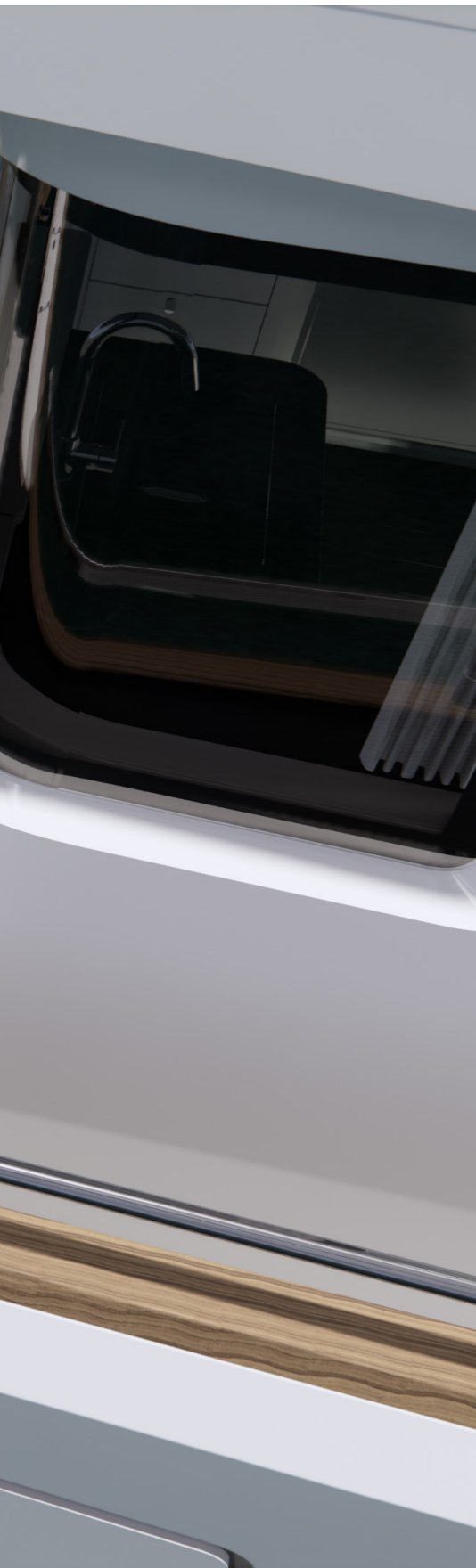






#### 04. DETAILS





## Engine room

The Nimbus 465 Coupé is a vessel with many technical installations. For this reason, the engine room is designed to provide optimal access to all service points for the boat's different systems, such as gyrostabiliser, batteries, electrical system, heating, climate, plumbing and the boat's propulsion system.

The 465 Coupé is supplied with Volvo Penta IPS engines, providing a compact and service-friendly engine installation. The boat is also ready for hybrid drive and the Assisted Docking manoeuvring system.



*Mats Jacobsson, Chief Technical Officer*

## Travelling in harmony with nature

*When you choose to travel on sea you also make the journey part of the goal. says Mats Jacobsson, Chief Technical Officer at Nimbus Group AB. He has been responsible for leading the development of the 465 Coupé and preparing the project for encountering a period of technological challenges.*

As with all other developments, change is part of modern boat life. Trends come and go. What we as boat users look for in one era may be different in another. And as a boat manufacturer we often have to navigate the uncharted waters of the Future in order to cater for tomorrow's needs. With the Nimbus 465 Coupé, our ambition is to meet these needs.

If we split leisure craft culture into eras of twenty years, you can see some clear trends over the course of 60 years of modern leisure craft culture. The technology available at any particular time has had a large impact on the developments in each era.

For a long time, wooden cabin cruisers with small petrol and diesel engines dominated the designs amongst Nordic boat manufacturers. The introduction of glass reinforced plastics and the Aquamatic drive in 1959, opened up new markets. And when compact diesel engines came on the market in the late "70s", they formed the basis for new generations of planing family cruisers.

The shift in technology that we are facing over the next few years is greater than at any time in the history of leisure craft. History has taught us that, with each generational change, completely new opportunities have opened up to develop boat types that have pushed the boundaries of experiences and comfort. The really big changes, such as the introduction of Chart plotters, assisted docking, automatic trim-systems and seamless drive trains have redefined whole segments of boats.

Mats Jacobsson of the Nimbus Group believes that we are at such a crossroads in history now, where new technology is creating new opportunities, and where a changing world is also affecting what we attach importance to in our free time.



THE NEW NIMO Coup

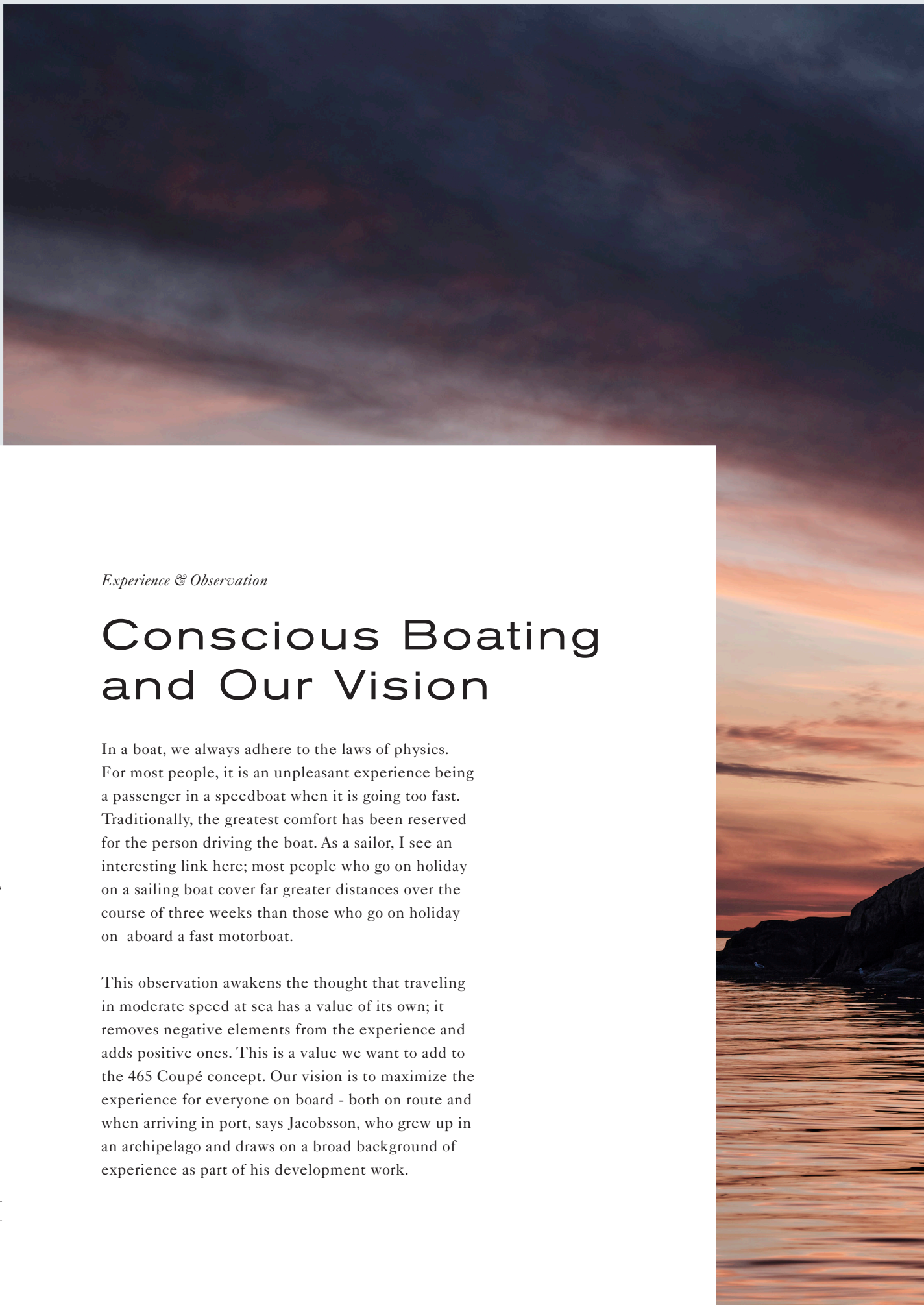


*Experience & Observation*

## Conscious Boating and Our Vision

In a boat, we always adhere to the laws of physics. For most people, it is an unpleasant experience being a passenger in a speedboat when it is going too fast. Traditionally, the greatest comfort has been reserved for the person driving the boat. As a sailor, I see an interesting link here; most people who go on holiday on a sailing boat cover far greater distances over the course of three weeks than those who go on holiday on board a fast motorboat.

This observation awakens the thought that traveling in moderate speed at sea has a value of its own; it removes negative elements from the experience and adds positive ones. This is a value we want to add to the 465 Coupé concept. Our vision is to maximize the experience for everyone on board - both on route and when arriving in port, says Jacobsson, who grew up in an archipelago and draws on a broad background of experience as part of his development work.









*Our concepts*

# Conscious Boating and Sustainability



I grew up in an archipelago and, from an early age, got used to slowing down if I saw that I could cause problems for others, such as boats moored at a jetty. This led me to reflect on the fact that there are so many environmental aspects involved in driving a boat, and that this consideration for others is a central value when traveling on the sea. Traveling in a considerate manner is quite simply a more sustainable way of driving a boat - for both others and yourself. Sustainability, also in a more extended sense, has therefore been a central value in the work on developing the Nimbus 465 Coupé.

Our vision has been a boat concept that combines excellent liveability with a long range, and which makes it possible to travel far to new destinations with a small crew, while also allowing the journey itself to be part of the experience.

We wanted to create a "world within the world", an "island of its own", with optimal conditions so that you can enjoy the journey in an effortless and carefree manner, but also live "off -grid" in natural harbours for longer periods.

When we developed the Nimbus 465 Coupé, our vision was to create an explorer yacht. Traditionally, the driveline in such boats has been shaft drive, a solution that runs like a common thread throughout the entire Coupé history at Nimbus. Shaft drive is a proven, stable and reliable technology that requires little maintenance. However, the demand for Easy handling has led to the need for other propulsion solutions, such as fully integrated pod systems.

If you want to be able to travel far and comfortably, then the speed must be adaptable. In the first concept drafts, we defined the speed range of the Nimbus 465 Coupé at 14-16 knots, with a maximum speed of 20 knots. During the development process, we saw that the demand for autonomous docking systems was so great that we adjusted the target and designed the hull for Volvo Penta's IPS and a cruising speed of 20-25 knots. However, we did not let go of the idea to create a low-energy boat with a considerable range and "off -grid" capabilities. It was therefore a natural thing for us to prepare the boat for hybrid propulsion.



# Transition technologies

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So what does the development manager see in his crystal ball? What does he think is the propulsion technology of the future for leisure craft, and how will Nimbus Group AB enter these uncharted waters?

The development of alternative energy carriers and drivelines is something that we at Nimbus have followed closely over many years and which has played an active part in a number of projects. By 2015 we were already carrying out tests involving methanol propulsion in the Paragon 31 and we have worked for over 15 years on various electric propulsion solutions, which enabled us to develop a 100% electric Nimbus 27 Nova E-power as early as in 2009 and launch the 100% electric Nimbus 305 Drophead E-power in 2015. We have worked widely and actively on opportunities related to alternative drivelines precisely because we realized at an early stage that we in the boat industry - like the car industry - will at some point make the transition from fossil fuels to other energy carriers.

The boat industry is at the very beginning of this transformation, and we will see different technologies side by side during a transition period until tomorrow's technologies crystallize.

Running on batteries – like passenger cars – can be very efficient. However, the disadvantage is that batteries are heavy, and carrying a lot of weight is not exactly compatible with the desire for energy-efficient hull design. So the challenge that all boat designers face today is that either you have to design a boat that goes slowly with a relatively large and heavy battery bank to get a good range, or you build a boat that goes fast with a limited range. If you want to achieve both speed and range, you need to significantly reduce drag, for example by foiling. Foiling technology cannot be transferred directly to today's boat life but will be dominant in some segments.

The ability to run on Fossil free fuel (E-fuel) in a conventional combustion engine is possible in today's market. However, the availability for this fuel is limited and very much dependant on investments in production capacity.

Additionally, there is great faith in hydrogen as a fuel and energy storage medium. And if you look at the truck industry, there is a clear trend that developments are moving towards fully electrical serial hybrid vehicles with fuel-cells in combination with batteries.

We can see that there is intensive development of energy carriers and major improvements will take place over the next few years.

For our part, we believe in all these technologies, but think hybrid drivelines are an essential step in the direction of this transition. Both serial hybrids with an electric drivetrain in combination with a range extender or parallel hybrids with conventional propulsion engine in combination with electric drive train.



As we have already established, the technology available has a significant impact on both current and future hull design. In the development of the Nimbus 465 Coupé, we have therefore chosen to work in parallel with both what is currently state-of-the-art technology, and also what we consider will be the driving technology over the next ten to twenty years. All of these paths that we have followed in the development of the Nimbus 465 Coupé are rooted in our vision of creating a smart-energy boat with an energy-efficient hull.

That is why Nimbus has chosen to develop two versions of the Nimbus 465 Coupé, each with its own underwater design; one for higher speeds and IPS propulsion (parallel hybrid as option) that provides a cruising speed of 20-25 knots, and a long-range version with Serial hybrid propulsion and a cruising speed of 8 knots, and a maximum speed of 12 to 14 knots. Both hybrid versions will have a considerable battery capacity in terms of both "off-grid" capacity and distance.

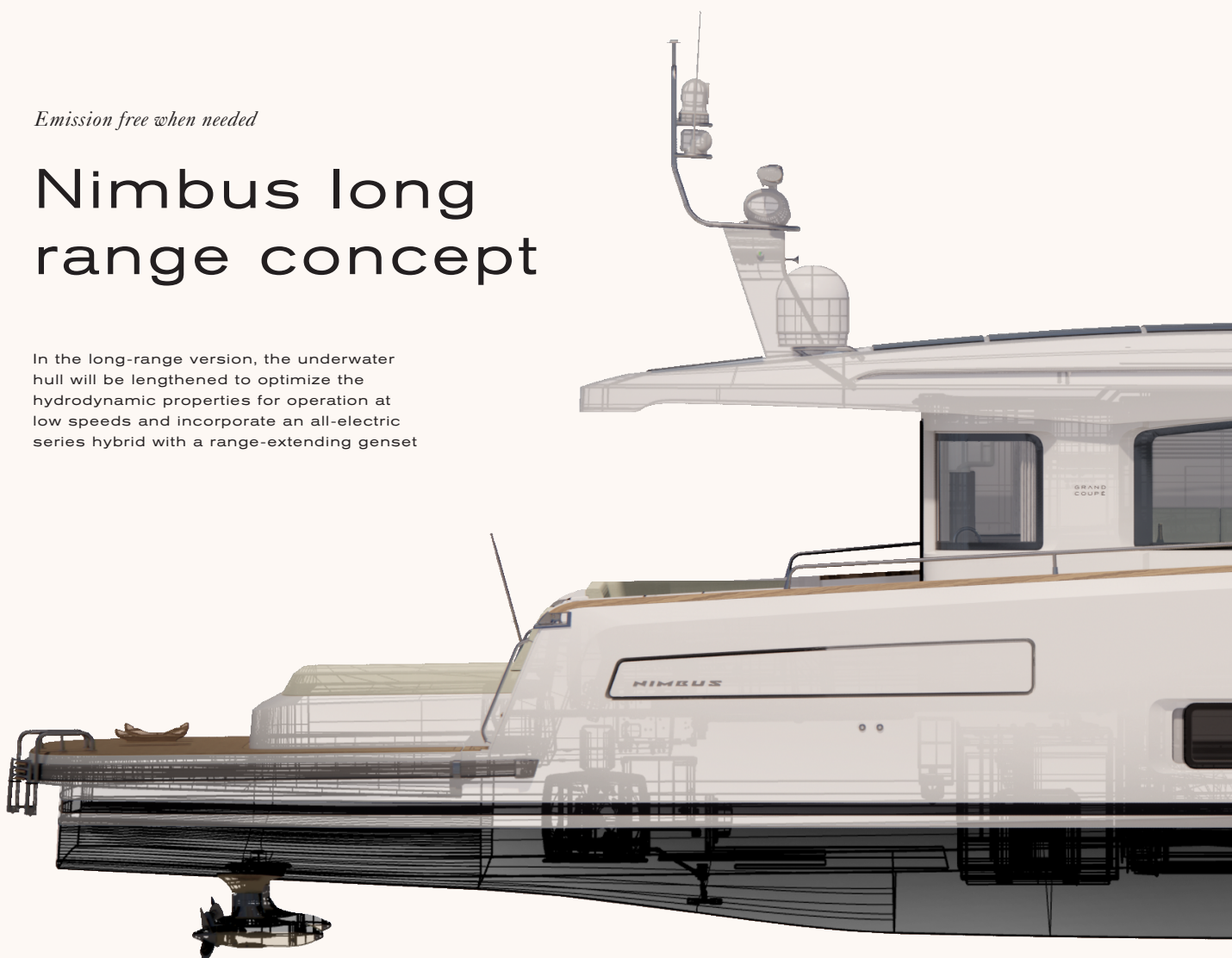
In the IPS parallel hybrid, you have a conventional propulsion engine and an extra electrical engine for low speed that allow you to go emission-free, for example in sensitive natural habitats



*Emission free when needed*

## Nimbus long range concept

In the long-range version, the underwater hull will be lengthened to optimize the hydrodynamic properties for operation at low speeds and incorporate an all-electric series hybrid with a range-extending genset



In the long-range version, the underwater hull will be lengthened to optimize the hydrodynamic properties for operation at low speeds and incorporate an all-electric serial hybrid with a range-extending genset.

With a serial hybrid solution, you get a very long operating time, but the boat will have a lower service speed. It follows that if you need a long range, then your speed must be reduced - regardless of which energy carrier and driveline you choose. The long-range version will have an enormous range with the possibility to reach distant destinations at 8 knots, and a maximum speed of 12 to 14 knots. The batteries will be dimensioned for electric propulsion in natural harbours and over shorter voyages, but if you

are going for long journeys, you will need to use the range extender. Once the technology is mature, we believe that it will be the fuel cell that will do the job of range extender.

A relatively slow boat is less sensitive to weight and has the capacity to carry a much larger battery bank than you usually have in a boat. Since the Nimbus Coupés are designed to spend long periods of time in, generally several weeks, this solution is optimal considering the boat's character. It provides extremely good capacity to be able to stay in a natural harbour for a long time and supply the cabin features on board with power from the propulsion package without the need to operate the genset. If you complement this set-up with ample solar cells, we see that a hybrid

— Model not available,  
Concept render only



boat not only benefits from the fact that it can drive short distances on electricity, but that it can also remain stationary fossil-free in natural harbours for long periods.

The major trend that has formed the backdrop to the entire product development is that more and more of our customers are attracted to the dream of setting out on an expedition.

The idea of having the freedom to seek adventure whenever you want - and to experience more water,



## Boating the Scandinavian way



We feel that there are fewer and fewer boats with experience-based designs and solutions adapted to local conditions. Nimbus has a long tradition of building coupé boats. We wish to fully realise this potential with the 465 Coupé.









In the Nordic region, we have a tradition spanning several thousand years of building boats for archipelagos and local adaptations. It gives us a sense of perspective of the experience on which we are basing things here in Scandinavia knowing that the timber for the “Oseberg” ship was felled in 819. The more than 1100-year old boats from Denmark and Norway are regarded as “phylogenetically” fully developed. This means that design and the art of building had come so far that there was hardly any room for improvement. Later scientific tank-testing of models has shown that the hull lines in the Viking boats were almost optimal and this kind of knowledge was not achieved overnight.

The modern traditional clinker-built boat shares its DNA with the Viking ships. Through the slow evolution from a straight keel to boats with sterns that turn upwards and outwards, the traditional boat acquired

what we now call its natural shape. And it turns out in practice that what appears natural, is very often the right things at sea.

It is our experience that boats built for a coastal landscape, with archipelagos, islands, islets, fjords and wave patterns and current conditions that can vary greatly within just a few nautical miles, have qualities that work in all waters. By translating all this experience into practice in our The 465 Coupé, it is our ambition to create a boat based on the best solutions that have been developed through experience of using boats in the Nordic coastal landscape. And for the 465 Coupé to be an ideal vessel for those who want to cover great distances and to be out at sea or in the archipelago for a long period of time.

With the 465 Coupé the Nordic coupé boat will become relevant in the international market, particu-



— We feel certain that  
boats that work in the  
archipelago will work  
anywhere



larly in the Mediterranean, the USA and the Nordic region. And with this, Nimbus is also undertaking a journey into another segment of boating. We can do this because we feel certain that boats that work in the archipelago will work anywhere.

The Nimbus 465 Coupé has the space, comfort and capacity to be a home on the sea for a long period of time. To be an island of its own.

THE NEW NIMBUS. The 465 Coupé



# 465 Coupé – Technical Specification

## General dimensions

Overall length .....	14,9- approx. 15,0m / 49'1" - 49'7"
Length hull.....	13,7 m / 44'8"
Overall Beam .....	4,60 m / 14'9"
Draft.....	1,20 m / 3'9"

## Displacements

Light displacement.....	14 600 kg / 32 120 lbs
Normal displacement.....	17 600 kg / 38 720 lbs
Full displacement .....	20 260 kg / 44 572 lbs

## Systems

Diesel tank.....	1700 l / 449 US gal
Water tank.....	520 l / 137 US gal
Grey Water tank.....	340 l / 90 US gal
Hot water heater capacity.....	80 l / 21 US gal
Black water tank .....	170 l / 45 US gal
Start battery 12V .....	2 x 95Ah (850 CCA EN)
Heavy Aux 24V .....	4 x 95Ah (850 CCA EN)
Aux 12V.....	660Ah

## Standard Equipment

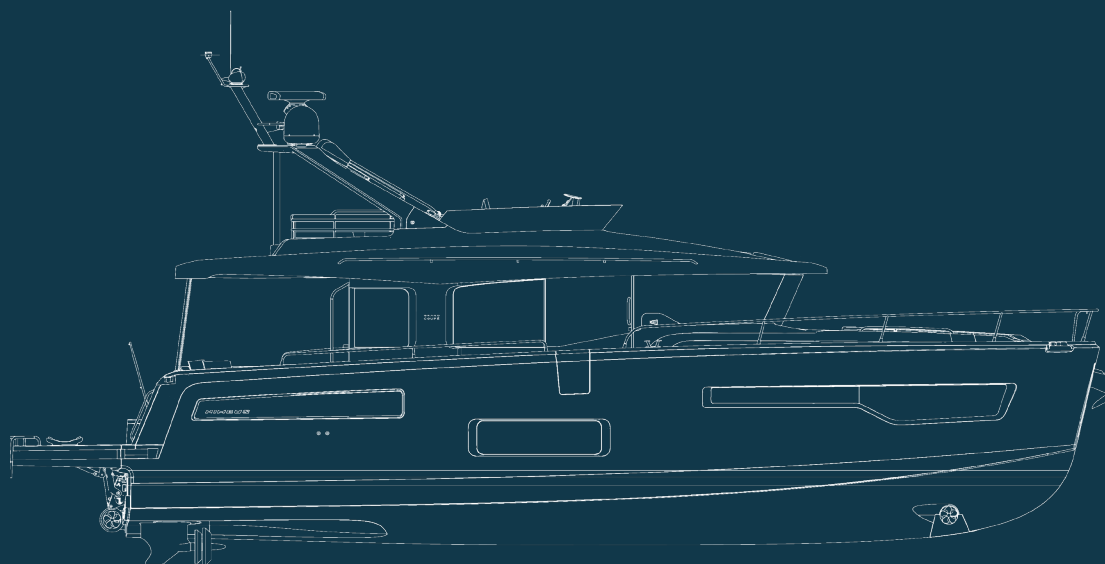
• White Hull in Gelcoat	• Kitchen fan	• Electric roof hatch
• Fixed Swim platform	• Fridge 130 l, 12V	• Electric toilet x 2
• Teak complete boat	• Defroster	• Blinds in deck salong, side windows
• Plotter 2 x 12"	• Hot water system 40 l	• Sunblind, internal roof
• Anchor winch, el front, incl foot control	• Air condition deck salong, mastercabin, VIP-cabin and SB cabin (Chilled water)	• Side door deck saloon
• Proportional Bow thruster	• Interval wipers 4 wipers	• Side door SB gunwale
• Shore power and battery charger	• Audio system salon/ aft deck	• Electric side window PS
• Diesel generator 230V incl. Battery, monitor and inverter	• Shower on transom, (Hot/Cold)	• Nimbus exclusive dinner set for 6 pers.
• Lithium-ion battery package 400 ah auxiliary power	• Interceptors incl auto trim and list	• Mattress topper, master cabin
• Solar energy 400 Watts	• Wood laminate floor inside the boat	• Mattress topper, vip cabin
• Electric hob 230 V	• Bollards bathing platform (Fixed platform)	• Grey water tank system
• Electric oven / microwave 230V		• El aft salong window for access to galley
		• Retractable aftdeck window

## Misc.

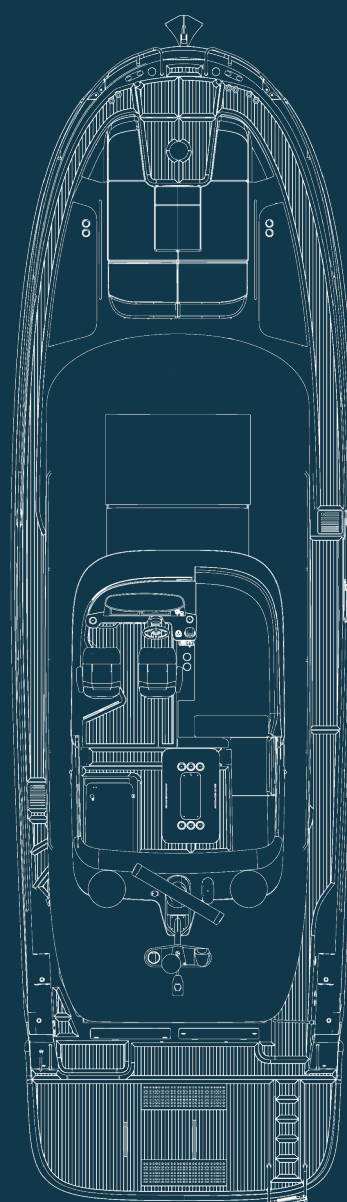
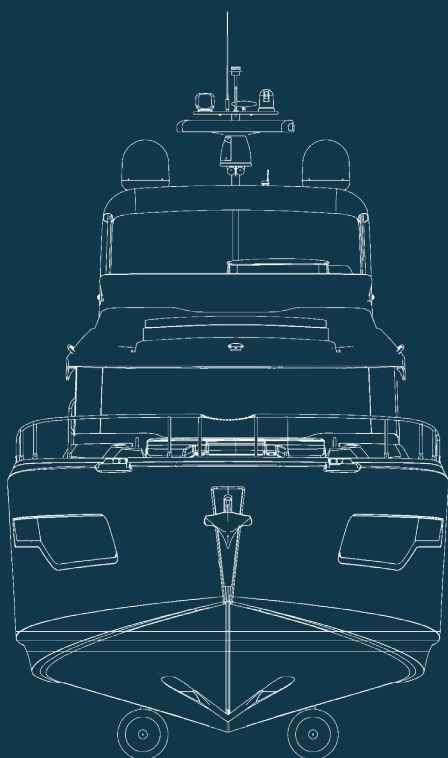
Category .....	B/C 10/12
Accomodation .....	2+2+2(+2) alt. 2+2(+2)
Cruising speed norm disp.....	20-24kn
Cruising speed full disp.....	20-24kn
Top speed norm disp. ....	27kn
Top speed full disp. ....	25kn

## Engines

Volvo Penta Pod, IPS650 .....	2 x D6 480 hk
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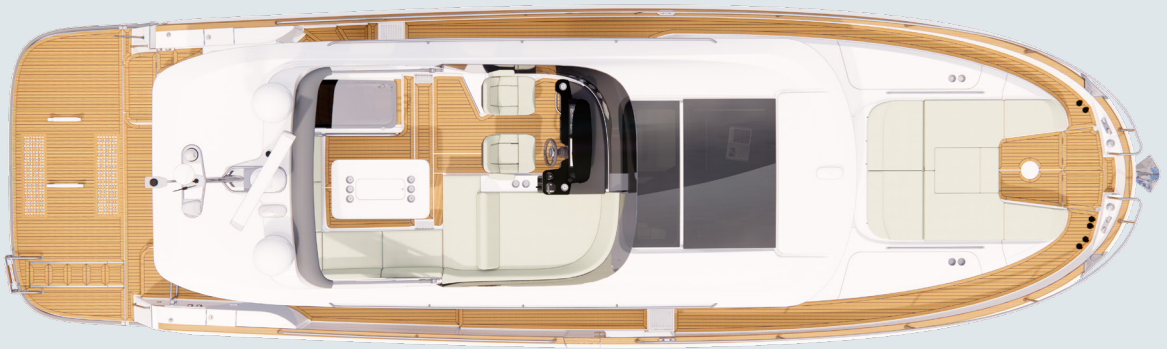
14,9- approx. 15,0m /  
49' 1" - 49' 7"



4,60 m / 14' 9"

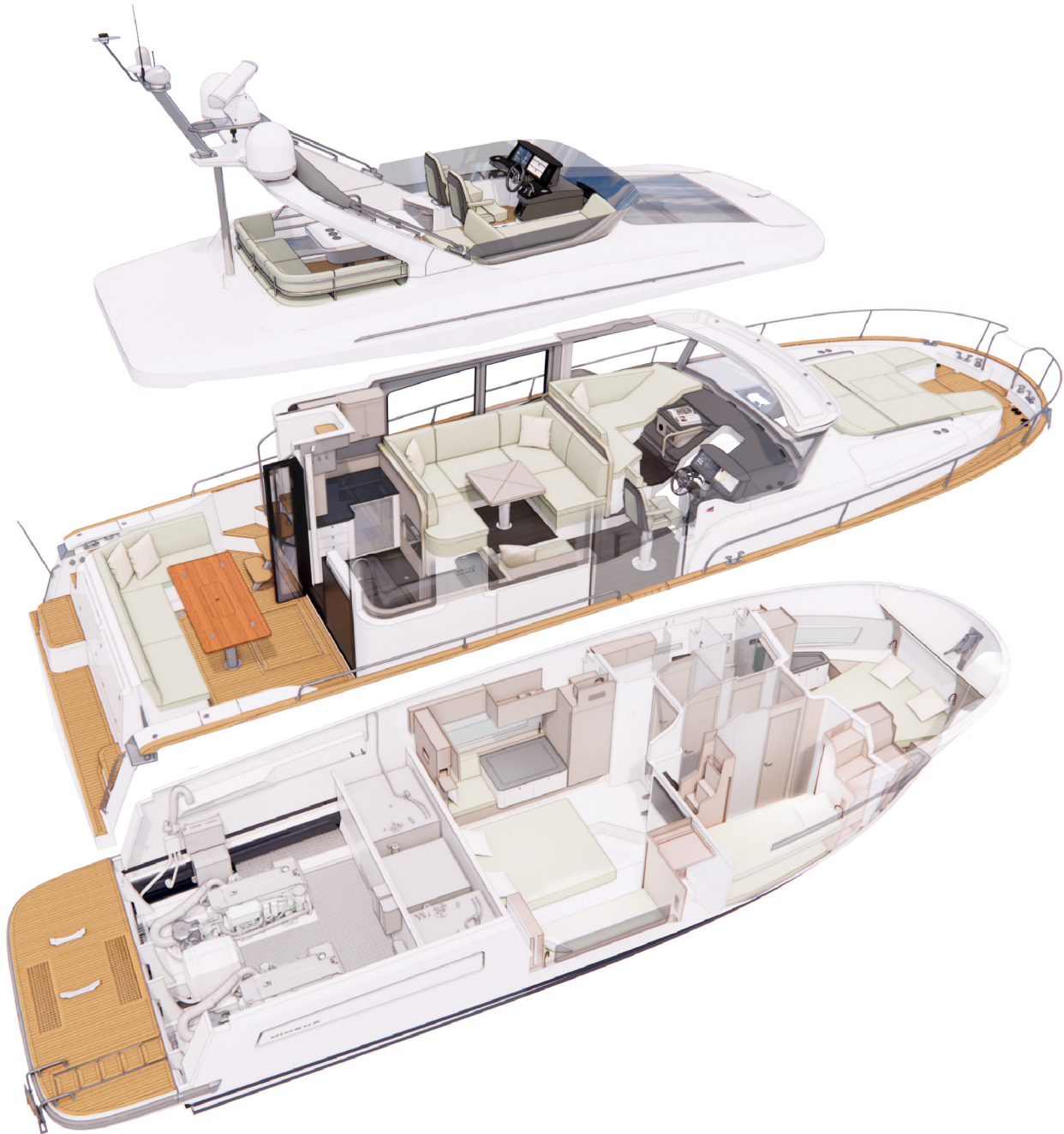


Nimbus 465 Coupé  
Floor Plans



THE NEW NIMBUS. The 465 Coupé

## Nimbus 465 Coupé Floor Plans



Exploded view with bunkbed option.

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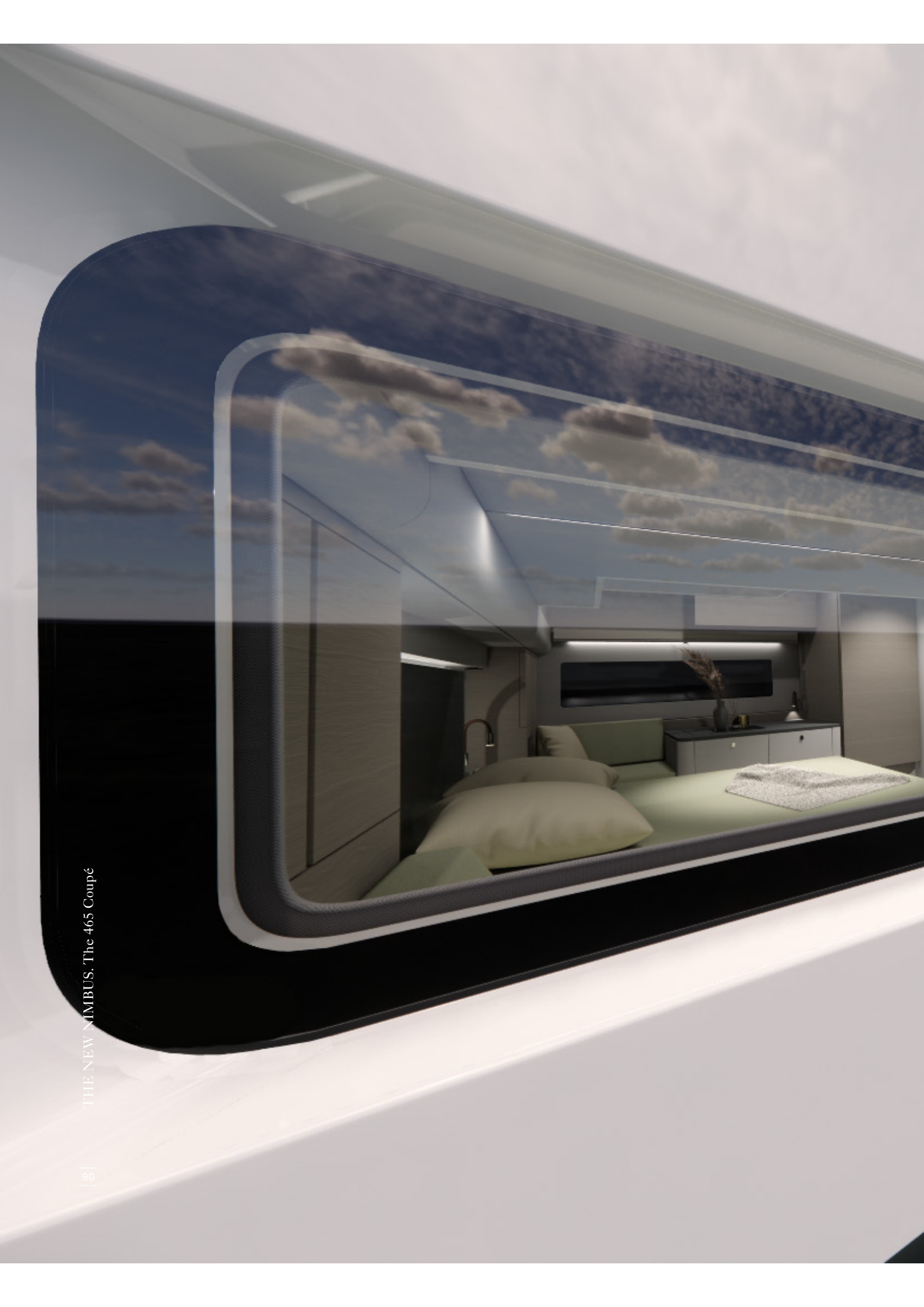
## Nimbus 465 Coupé

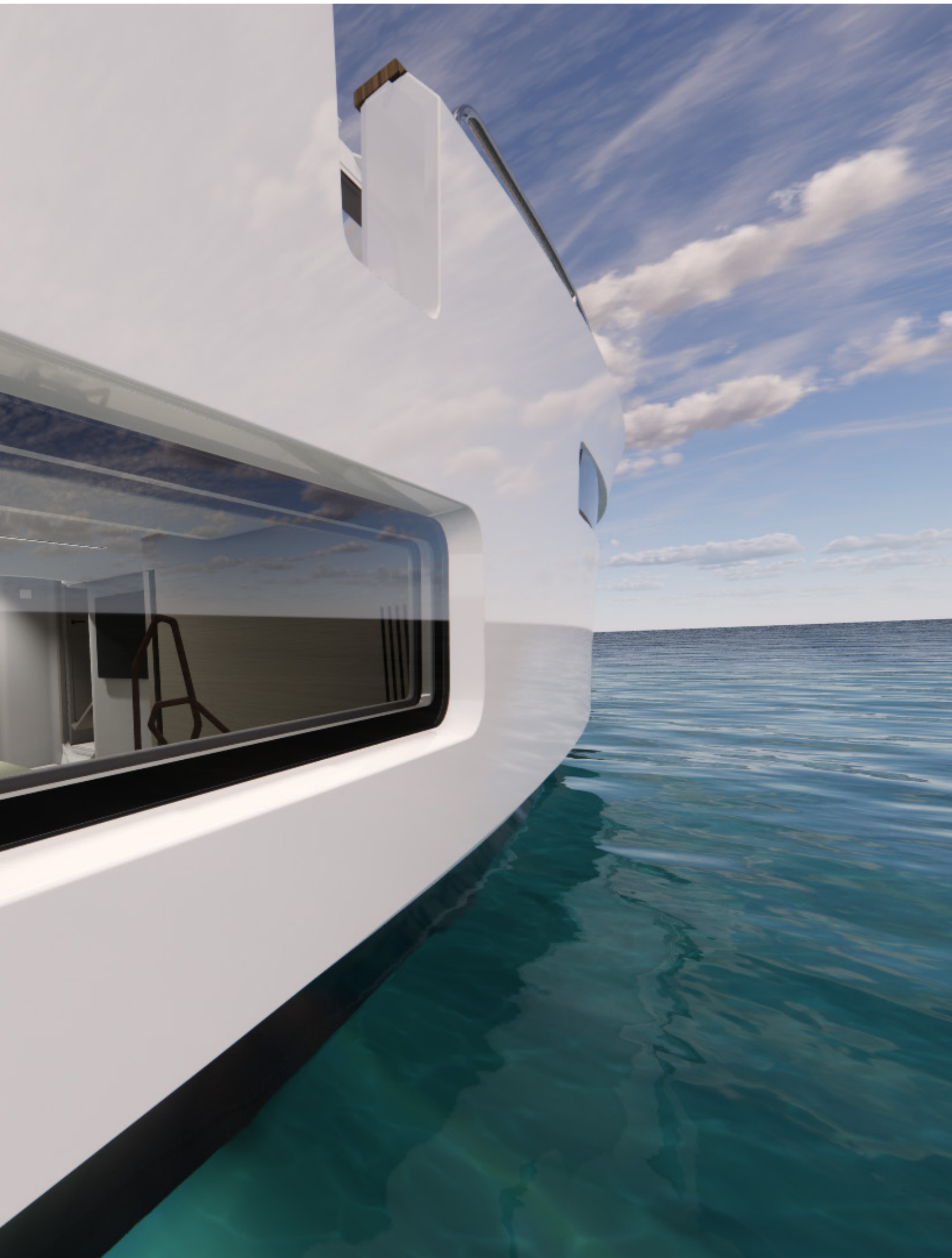


GRAND  
COUPÉ













Find more information:  
[www.nimbus.se](http://www.nimbus.se)

