



SWEDEN

Nimbus 405 Flybridge

Excellent long-distance cruising properties



NIMBUS

NIMBUS 405 FLYBRIDGE

BUILT FOR KNOWLEDGEABLE BOATING PEOPLE

The 405 Flybridge is a Nimbus Coupé model built for knowledgeable boating people who enjoy social activities, comfortable living quarters, ease-of-handling and excellent long-distance cruising properties.

The flybridge has been constructed to harmonise fully with the design of the new coupé series. The roof has light, sweeping lines and incorporates the characteristic folding mast. A large, fixed skylight makes the saloon very light and airy despite the superstructure. The flybridge features several cleverly functional and social spaces.

'We have put an extraordinary amount of work into layout and design in order to ensure an optimal flybridge. Not only to create a beautiful boat, but also to provide multifunctional social spaces with the right ambience,' said Joacim Gustafsson, head designer at Nimbus.

The flybridge includes a wet bar, with sink, grill and fridge, sun bed, large sofa and a twin helm seat. The twin seat can be turned through 180 degrees and thus

form a roomy social seating group together with the sofa. If required the sofa can be easily converted into an additional sun bed. All functions on the flybridge have been designed to allow the boat to pass beneath bridges after a few simple adjustments.

Thanks to the "sidewalk" deck layout, walking space is maximised on the starboard side, making it very easy to get on and off the boat and to spend time on deck, while allowing generous space in cockpit and cabin.

The Nimbus Coupé series has been built since 1969 and more than four thousand of these boats have been sold worldwide. The 405 Flybridge is built in Mariestad at the Nimbus boatyard.







SIDE WALK

DESIGN

"Sidewalk" is an asymmetrical deck layout where the side deck along the starboard side is extra wide and provides generous freedom of movement. It becomes convenient and enjoyable to move about on-board from bow to stern, and easy to get on and off the boat along the entire starboard side. Maximum use is made of the interior volume, allowing the cockpit, saloon, lower deck and cabin to be larger than would otherwise be the case in a boat of this size. An important feature of the Nimbus sidewalk concept is the large flush fitted sliding door to starboard. The sliding door provides quick access when laying alongside and enables manoeuvring the boat from a standing position on the side deck. The sidewalk concept also allows the use of the aft deck for various activities. And on the foredeck the extra space is used to integrate a large sun deck as a natural feature of the boat's design.

The boat has a generously sized and comfortable aft deck with an extra-large, L-shaped sofa. The electrically powered folding table converts into a sun bed. The after deck shares the same level as the bathing platform and saloon.

The large, sturdy bowsprit is combined with a stainless steel pulpit for safe and easy boarding and/or loading. Anchor box hatch in the bow. Integrated bow and stern windlass in stainless steel frame. Easy to get at and reduces the risk of stubbed toes.



SUPERSTRUCTURE AND SALOON

Polyurethane glued windows in the superstructure and a large wrap around windscreen provide a very contemporary look, exceptional stability and a quiet saloon. Visibility is exemplary owing to uncluttered surfaces (nothing gets in the way), matt finish anti-reflecting materials and integrated folding wipers. Large flush-fitted sliding door at the helm and large sliding glass roof with integrated sun blinds.

Seating for four to five facing front. Divided into two seats at the helm and two-three seats at the reversible passenger sofa (the reversible passenger sofa was developed in the seventies for the Nimbus 26 and has been constantly developed and refined ever since).



The saloon has an open Scandinavian layout with large flat surfaces and is light and airy, roomy and modern, but made cosy at the same time by special lighting, wood fittings and attractive seating and cushion covers. The beautifully finished joinery in the saloon and cockpit exude a wonderful feeling of hand craft and quality. The large U-sofa seats 6-8. The dining table folds down into a cocktail

table with glass holders, making the saloon a handy place for socialising.

The module designed galley (60CC) allows customised installations such as micro, electric hob, dishwasher, choice of ovens (electric or LPG). The galley is fitted with a fan that can be installed in the upper kitchen cupboard above the hob.

PROPERTIES AND FUNCTIONALITY

The boat have several interesting aesthetic and functionally integrated details. These include twin touch screens at the helm, room for five to ride facing front, a new D-pillar with integrated ventilation, wholly glazed

aft deck door, electric powered table on the aft deck and a "granny hatch" that conceals a mains power plug on the stern. Engine room ventilation in the hull sides with powered extractors, galley with ceramic gas hob and

dark composite worktop, 120 litre capacity fridge plus extra cool storage in pull-out drawers beneath the saloon sofa.

INTERIOR AND CABINS

The interior of the lower deck is a surprisingly spacious and well-fitted area. The bulkhead is upholstered in light fabric that increases the feeling of space while absorbing sound. There are three two berth cabins,

one master cabin with en suite bathroom, the other two cabins sharing a shower and head. Light flows in through the master cabin skylight and provides a feeling of space. The light flowing down between the ins-

trument panel and windscreen is a new feature of the 405 and lends the lower deck area a light and roomy ambience. An extra wardrobe is fitted on the lower deck.

DRIVE-TRAIN AND ENGINE COMPARTMENT

The drive shaft with tunnel system is a well proven technology and has several advantages. The straighter shaft angle makes for a more efficient power line and thereby lower fuel consumption and more speed.

Better course stability at low speeds and shallower draught.

"Boat Trim System" is standard and offers higher efficiency and speed. An upgrade to Humphree Interceptor

System is also available.

Generous sized, strongly constructed aft stowage, aluminium lined and fitted behind the engines.

INSULATED, STRONG AND LIGHT

All laminate in the boat is vacuum injected at the Nimbus boatyard in Mariestad, Sweden. Everything from hull, deck, superstructure, interior laminated surfaces and hatches. "Divinycell" is used in the sandwich laminate, providing excellent insulation

properties from both heat and cold and transports condensation away very efficiently. "Inner liner" and "head liner" are built entirely of glass fibre. The result is easy-to-clean, smooth surfaces in the stowage lockers, stowage areas, sides and ceiling. The

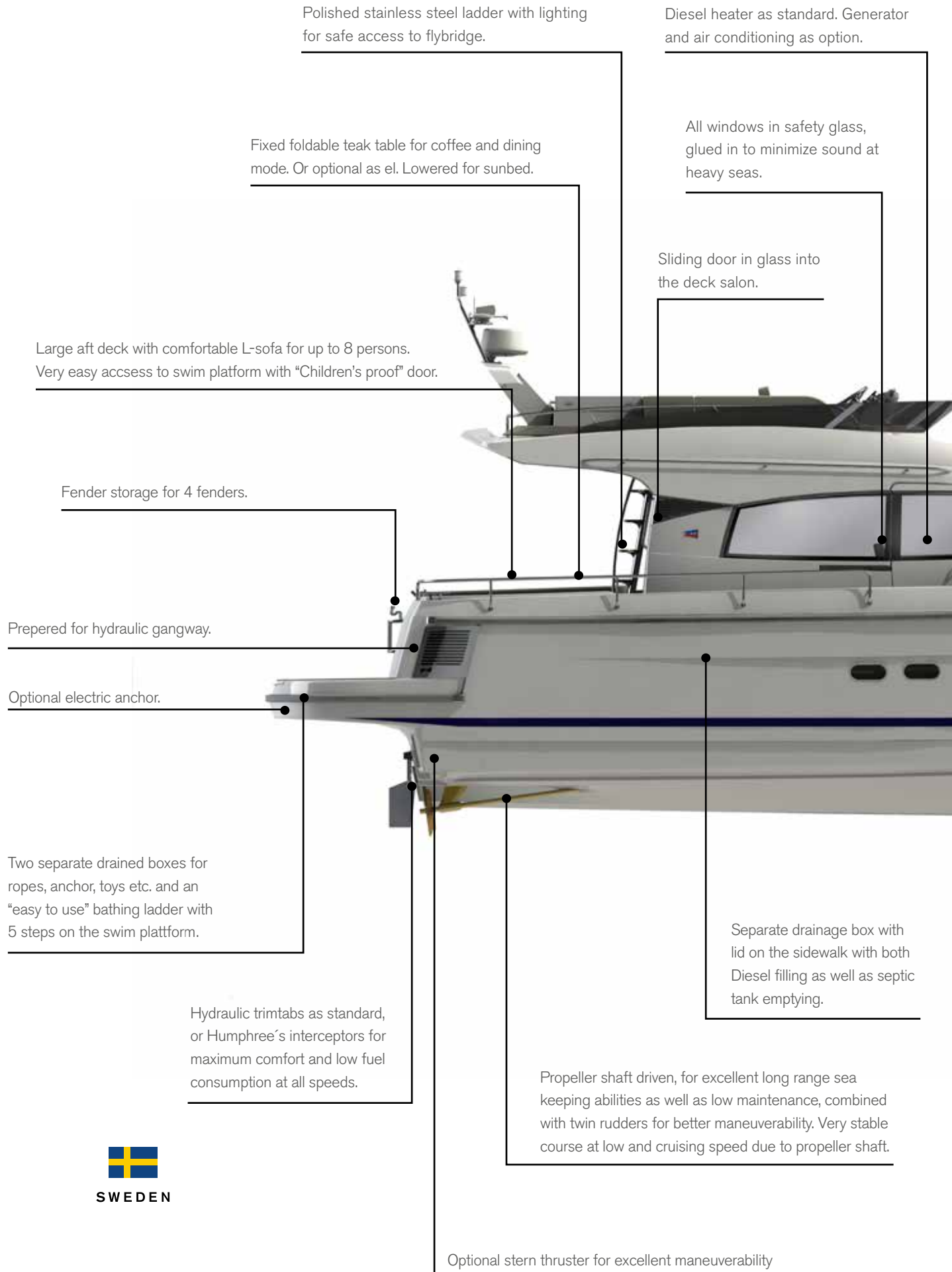
vacuum injection method, in combination with high quality material and multilayer woven glass fibre matting, result in a hull and laminate that is insulated, strong and light.







HIGHLIGHTS



Polished stainless steel ladder with lighting for safe access to flybridge.

Diesel heater as standard. Generator and air conditioning as option.

Fixed foldable teak table for coffee and dining mode. Or optional as el. Lowered for sunbed.

All windows in safety glass, glued in to minimize sound at heavy seas.

Large aft deck with comfortable L-sofa for up to 8 persons. Very easy access to swim platform with "Children's proof" door.

Sliding door in glass into the deck salon.

Fender storage for 4 fenders.

Prepared for hydraulic gangway.

Optional electric anchor.

Two separate drained boxes for ropes, anchor, toys etc. and an "easy to use" bathing ladder with 5 steps on the swim platform.

Hydraulic trimtabs as standard, or Humphree's interceptors for maximum comfort and low fuel consumption at all speeds.

Separate drainage box with lid on the sidewalk with both Diesel filling as well as septic tank emptying.

Propeller shaft driven, for excellent long range sea keeping abilities as well as low maintenance, combined with twin rudders for better maneuverability. Very stable course at low and cruising speed due to propeller shaft.

Optional stern thruster for excellent maneuverability

Sliding side-door with access to deep side deck from the helm. Also easy and safe step-off from boat with opening in the pulpits.

Wide deep gang board running from stern to bow for safe passage. The deck is illuminated with LED- courtesy lights.

The complete boat is produced with the most modern vacuum infusion technic, The Hull, deck hardtop and the bulkhead are all vacuum infused with a core of divynycell.

- A vacuum infused laminate with divynycell grants maximum strength lightweight and good insulation both for warm and cold climate.
- Low noise through the hull from both waves and engine noise
- Higher speed = Less consumption
- Low overall emissions both while producing as well as using the boat.

Standard with 12mm solid teak deck. All teak deck mounted at Nimbus are FSC marked to secure the origin.

Sleipner SE100 Bow thruster as standard.

VOLVO PENTA

Modern hull with tunnels for the propellers with Volvo Penta 2xD4 4 cylinder or 2xD6 6 cylinder common rail dieselsengines available. Best performance for comfort and consumption.

Mid ship mooring cleats close to side door so that you can maneuver yourselves and also very easy when trawling trough locks.

HIGHLIGHTS

- Wetbar with grill as option
- Refrigerator as option
- Large L-sofa on flybridge and turnable driverseat, L-sofa comes with an easy handgrip turn into a large sunbed.
- Full instrument panel

Openable side window on portside.

Polished stainless steel top mast with place for radar, search light tv antella VHF antenna etc. Its foldable for going under bridges.

Extended roof covering the aft deck with "Glass veranda" style canopy.

Ventilation in D-Pole for kitchen fan.

Heavy duty fender list around the boat and bating platform.

Large panorama side-windows in deck-salon with curtains and designed blinds.

Modern galley with ceramic cock top with gas. Large working area and lots of storage for groceries. The kitchen modules is made in size of 60 cm witch allows large flexibility to build your own galley. Large 135 liters of refrigerator as standard with option of extra freezer (29 l), refrigerator (36 l) and coffee machine. Full set of crockery and cutlery for 6 persons is always included.



Ergonomic driver seat with stand up function, and place for two persons.



Large U-Sofa in deck salon. The front passenger seat is with an easy handgrip foldable to host to passengers facing forward while driving. Big dinner table in varnished mahogany.

Large flush mounted panorama glass roof for an light and open cabin

Panoramic front screen with hidden windscreen in the hardtop. Interval wiper, window washer and defroster on screen is standard.

Interior in varnished mahogany with textiles in light Scandinavian beige or marine classic blue. All light in LED and with several points of curtesy lights.

Skylight inside the boat for light to separate shower and toilet in owners cabin.

El operated TV lift with LCD TV, good visibility from deck-salon

Easy entering through an intergrated pike with open railing, and built in electric anchor as standard.

Asymmetric Side-deck gives you good and safe access on starboard side.

Optional sun-cushions on front deck.
Easy access via Side walk.

Flush mounted panorama glass roof, for a light and open front cabin.

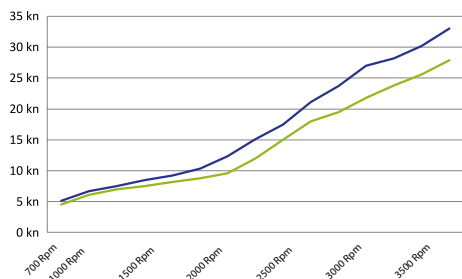
16" or twin 12" chart plotter from Simrad optional. 1x 12" as Std.
Bow and stern thruster for easy mooring, reachable from side door so that you can maneuver the boat yourselves.

Side-door for easy access to side walk deck, very comfortable when mooring. And a second exit out, gives a feeling of space.

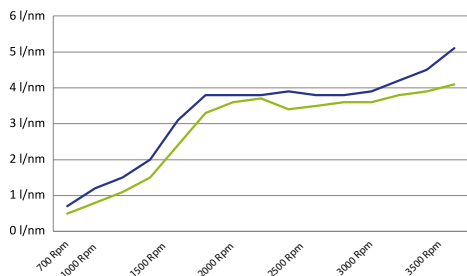
TECHNICAL SPECIFICATIONS



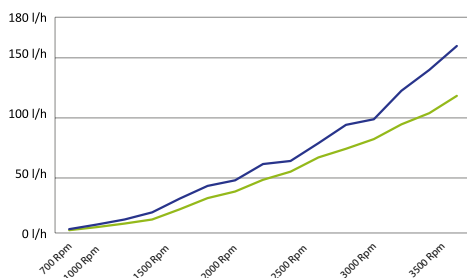
SPEED/RPM



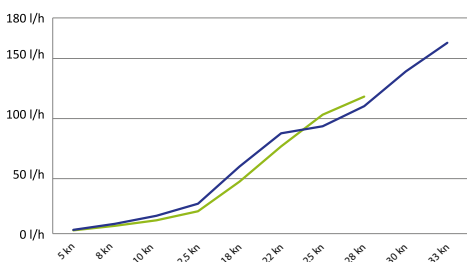
LITER/NAUTICAL MILE



CONSUMPTION/RPM



CONSUMPTION/SPEED



MASS AND WEIGHT

Lmax, Overall length	13,33 m / 43,8 ft
Lh, Length of hull	13,16 m / 43,2 ft
Bmax, Overall beam	3,86 m / 12,7 ft
Bh, Beam of hull	3,75 m / 12,3 ft
Ha, Air draught	4,82 m / 15,8 ft
Air draught, folded mast	3,50 m / 11,5 ft
Th, Transport height	4,35 m / 14,3 ft
Thc, Transport height in cradle	4,55 m / 14,9 ft
Tmax, Draught	1,1 m / 3,6 ft
CoG, Centre of gravity	3,87 m / 12,7 ft
MLDC, max weight allowed (2 x D4/2 x D6)	12590 kg / 12840 kg - 27756 lbs / 28307 lbs
MLCC, Weight	9655 kg / 9905 kg - 21285 lbs / 21837 lbs
MMTL, Max total load	2935 kg / 6471 lbs
Max People	12 Pers.
CE Category	C12 / B8
Cabins	3
Berths	6

CAPACITY OF TANKS

Fuel Capacity	2 x 500 l / 2 x 132 US gal
Water Capacity	2 x 200 l / 2 x 52,8 US gal
Hot Water Capacity	40 l / 10,57 US gal
Waste Capacity	135 l / 35,7 US gal

ELECTRICAL SYSTEM 12V AND 230V

Start battery	1 x 12V x 77 Ah
Service battery	7 x 12V x 80 Ah
Service battery Heavy Duty (extra)	3 x 12V x 77 Ah
Frequency	50 Hz
Shore power	230V AC
Battery charger	12V 50 A

ENGINE ALTERNATIVES

**VOLVO
PENTA**

Volvo Penta 2 x D4-320 470 kW (640 hp)	V-Max 28 kn
Volvo Penta 2 x D6-380 558 kW (760 hp)	V-Max 32 kn

Nimbus Boats AB is constantly developing products so that the information in this brochure may differ from one boat to another. Differences in equipment, loading conditions, etc. can affect speed and fuel consumption. The figures for the range are intended only as indicators and are based on a filling of 84% of the maximum filling quantity and optimal conditions. The range is largely influenced by wind, waves, current, driving style, condition of the boat, etc. Some of the items shown are optional and some are not.