

# BOATS IN BRIEF NIMBUS 22CC NOVA



SWEDISH builders Nimbus now offer three versions of their 22-footer: a fully open cockpit style with a reasonably spacious underdeck forecabin, a coupé version incorporating a hard top to afford greater protection, and this latest centre-console model, complete with a walkaround console extension and a raised foredeck which allows a small cabin to be tucked away within.

There is plenty of headroom here for changing or sitting around for a natter, should the weather close in and the cockpit's occupants be driven below; the internal moulding forms a vee-berth, with storage bins and stowage space for a Porta-Potti beneath.

Also in deference to the vagaries of the weather, we were interested to find that a framed canvas wheelhouse can be supplied by the ever practical Swedes to enclose the helm area. Here the skipper is assuredly looked after, with a comprehensive layout of instruments, ready-use switches, log and compass. A lower portion of moulding is fashioned to accept a VHF and one or two other gauges, while the upper area is usefully angled (and well protected by the high windscreen) for a folded chart.

The screen itself appears a little on the flimsy side, as does the perspex access hatch assembly to the cabin, although the former is in fact ably supported by a substantial frame-cum-handhold. Similarly engineered handholds and guardrails find their way around the rest of the craft

including, we were glad to see, to the enginebox seat sides.

The backrest of this affair can be altered to make an upright seat or a more laid-back sunbed. The fore part of the console structure is also sculpted for seating. There is plenty of stowage, the chain locker being supplemented by a larger separate area under the foredeck well.

On the safety front, we were pleased to find self-draining decks, a manual bilge pump to back-up the electric one, and a no-nonsense extinguisher all coming as standard.

The Nova we tried had the sole diesel option of a 130hp AD31 Volvo with Duoprop, not exactly the most potent of installations for a 22ft boat. However, to imply any lack of performance would fail to do the combination justice; 31 knots flat-out and 26 knots at 3500rpm is all you need, and it comes complete with diesel economy of around 4.5gph (20lph) whilst cruising, and the inevitable greater peace of mind over and above what you get from a single petrol unit.

Handling was everything you expect from a Nimbus, the boat naturally taking care of itself and its occupants, although in truth we did find the helm seats a touch unforgiving — a padded bolster style would be preferable. Thanks to the snugly-fitting enginebox, sound levels towards the helm were considered good at 81dB(A).

As a memo to the editor, MBM's photographer and technical editor would gladly accept one to use as our future photoboot! □



**Loa** 22ft 1in (6.75m).  
**Beam** 9ft 9in (2.35m).  
**Draught** 2ft 3in (0.69m) with the drive up.  
**Displacement** 1.5 tons.  
**Fuel** 40gal (180lt).  
**Engine options** a choice of Volvo Penta outdrive installations, 205hp and 275hp petrol units or an AD31/DP diesel.  
**Price** from £25,486 ex VAT, or £28,901 as tested with 130hp diesel.  
**Enquiries** Offshore Powerboats Ltd, Lymington Yacht Haven, Lymington, Hampshire SO41 9QD. Tel: 0590 677955.