

Nimbus C11 (2021-)

Brief Summary

The C in Nimbus' new C11 is for Commuter. She can carry 9 people in the protected confines of the salon and convert easily to a family yacht for day boating. Belowdecks, she sleeps four and has a full galley and private head. She's available with outboard or inboard power.

Price

Base Price

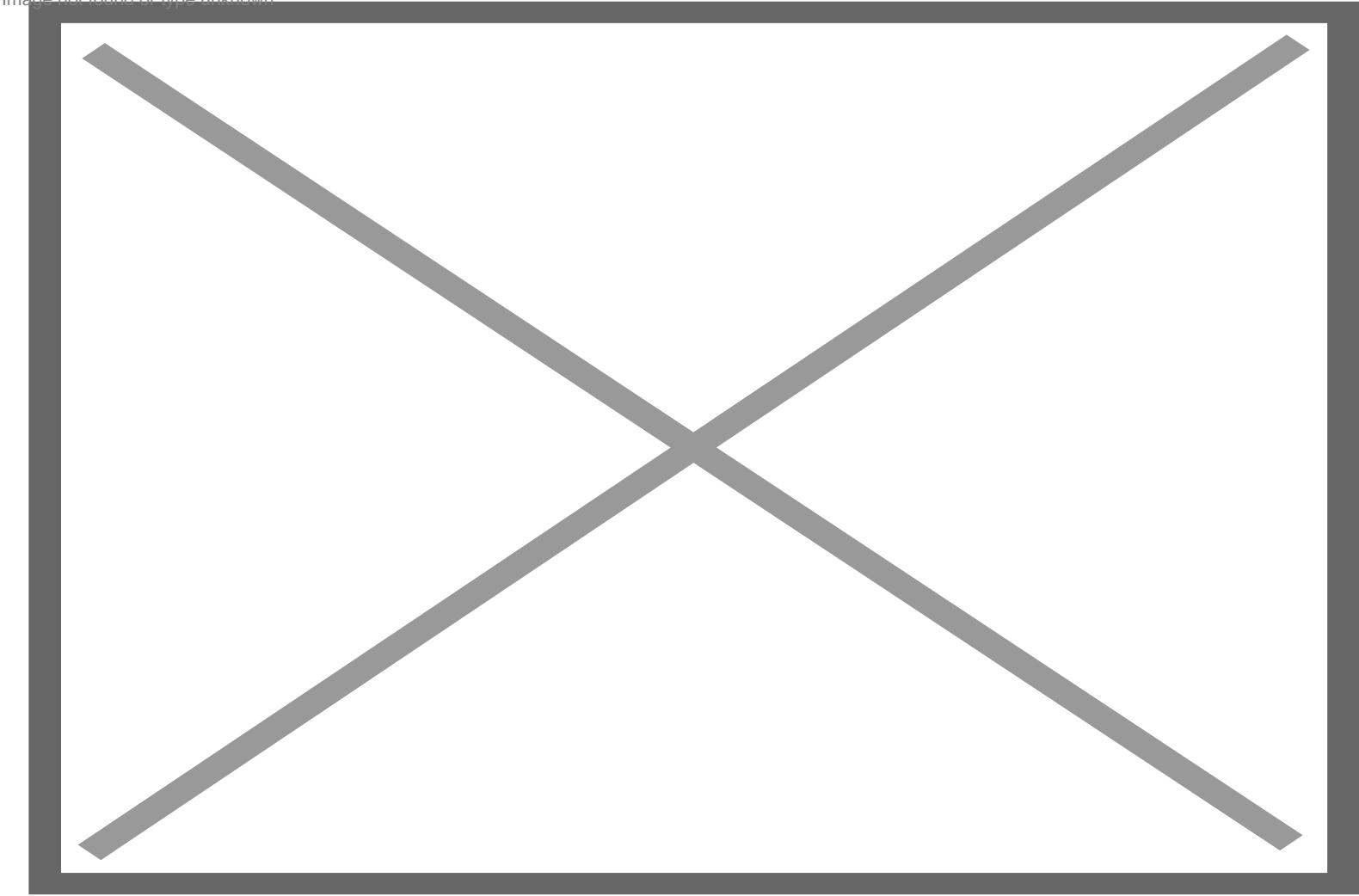
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	2.8	2.4	1.3	2.1	1.8	426	370.8	48.7
1000	3.6	3.1	2.4	1.5	1.3	309	268.6	47.2
1500	5.7	4.9	3.7	1.5	1.3	312	271.4	57.8
2000	8	6.9	5.7	1.4	1.2	284	246.7	56.1
2500	9.4	8.2	9.4	1	0.9	202	175.3	57.3
3000	13.7	11.9	14	1	0.8	197	170.9	64.5
3500	16.7	14.5	18.6	0.9	0.8	181	157.3	68
4000	19.9	17.3	22	0.9	0.8	183	158.9	68.3
4500	24.6	21.4	27.2	0.9	0.8	183	158.8	69.9
5000	34.5	30	33	1	0.9	211	183.3	74.1

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
5500	45.9	39.9	43.6	1.1	0.9	212	184.6	74.3
6000	50.7	44	61	0.8	0.7	167	145.6	77.7

[View the test results in metric units](#)

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Specifications

Length Overall	40'7" 12.36 m
BEAM	11'4" 3.46 m

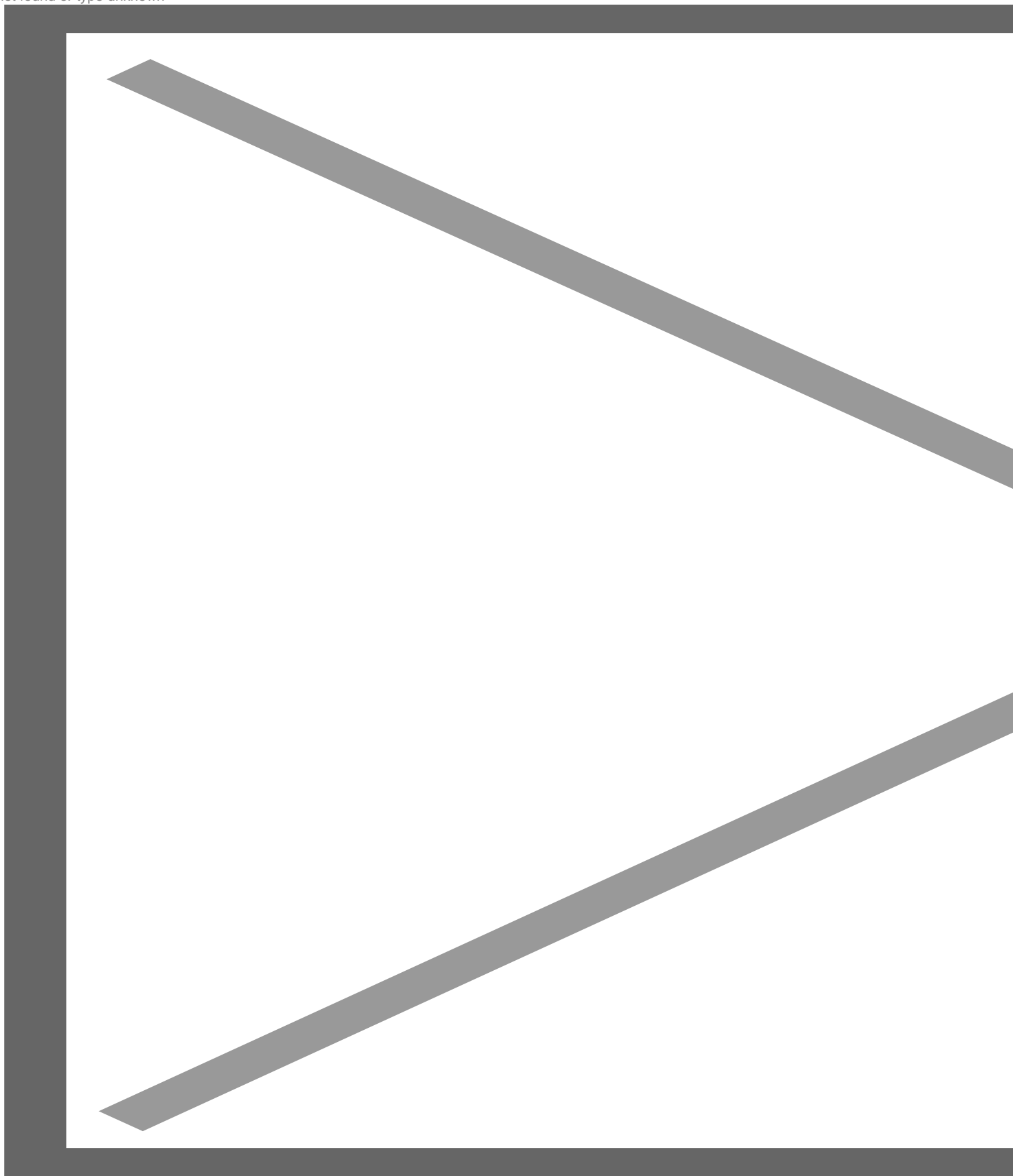
Dry Weight	12,345 lbs. 5,599 kg
Tested Weight	14,640 lbs. 6,640 kg
Draft	3' 0.9 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	224 gallons 850 L
Water Capacity	36 gallons 135 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	14,640 lbs. 6,640 kg

Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	4.4 seconds
0 to 20	
Ratio	
Props	16p
Load	5 persons; 128 gal. fuel; 50 lbs. gear

Climate	68 deg.; 45 humid.; winds: 5-10; seas: 0
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The Nimbus C11 measures 40'7" (12.36 m) with an 11'4" (3.46 m) beam and is available with outboard or inboard power.

Captain's Report by Eric Colby

Mission Statement

Nimbus C11 is a commuter intended for use by families who travel between the mainland and a second home on an island or similar destination. The captain and eight passengers can travel in protected confines all facing forward when necessary, but Nimbus also designed her to be versatile and comfortable for a day or weekend on the water. In the salon, she has convertible lounges and there are outdoor gathering areas fore and aft. Below, she sleeps four in privacy and she has a full galley and private head with a separate standup shower. The twin-stepped hull can be equipped with twin outboards or inboards.

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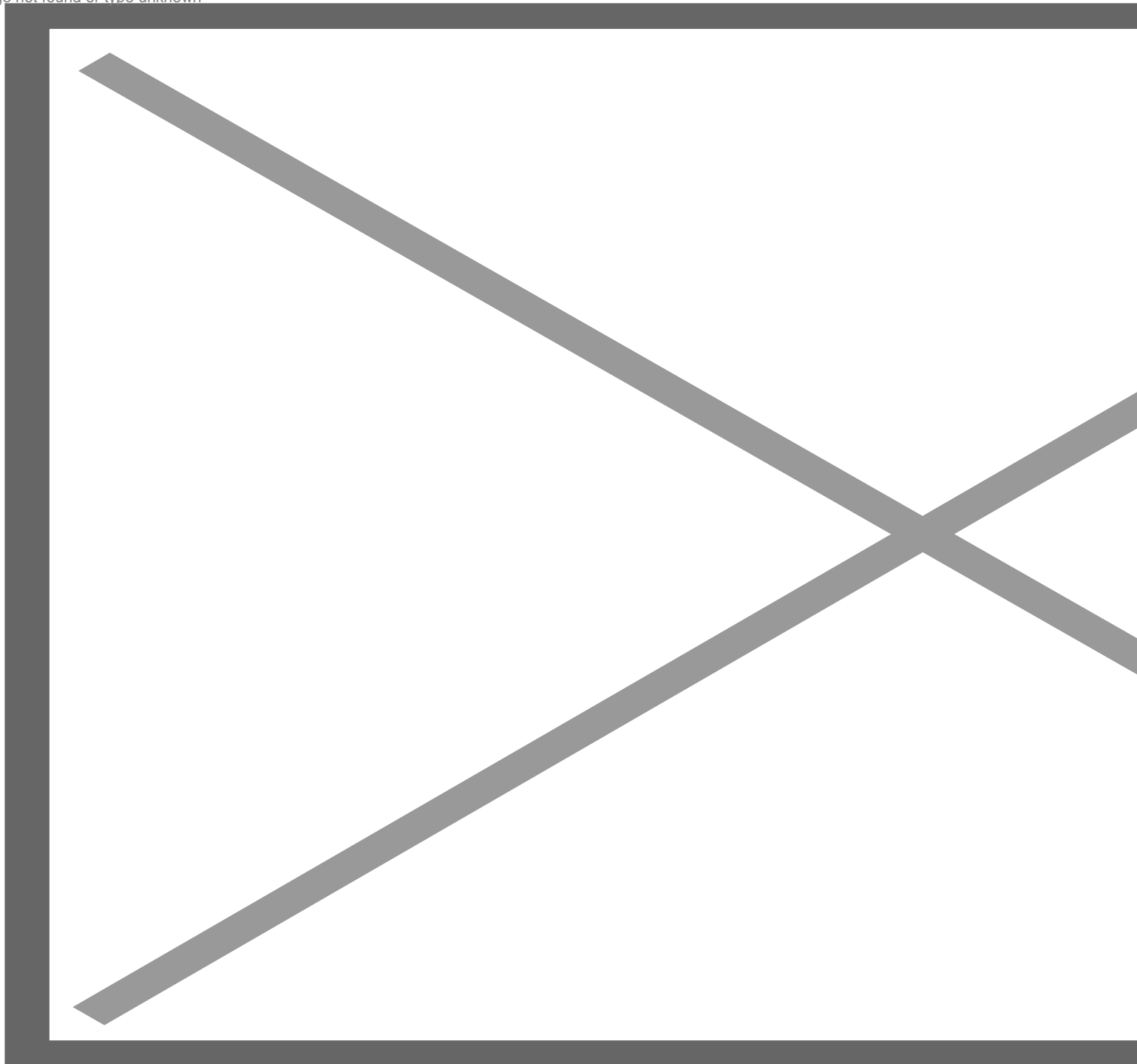
The C11 is designed for easy — and safe — passage from bow to stern.

Nimbus C11 Features Inspection

- Indoor seating for 9 with all facing forward

- Aft salon lounge converts to dinette
- Forward and aft outdoor gathering areas
- Available with inboard or outboard power
- Joystick piloting and bow thruster
- Full-length raised bulwarks
- Private mid-cabin
- Full galley
- Private head w/standup shower

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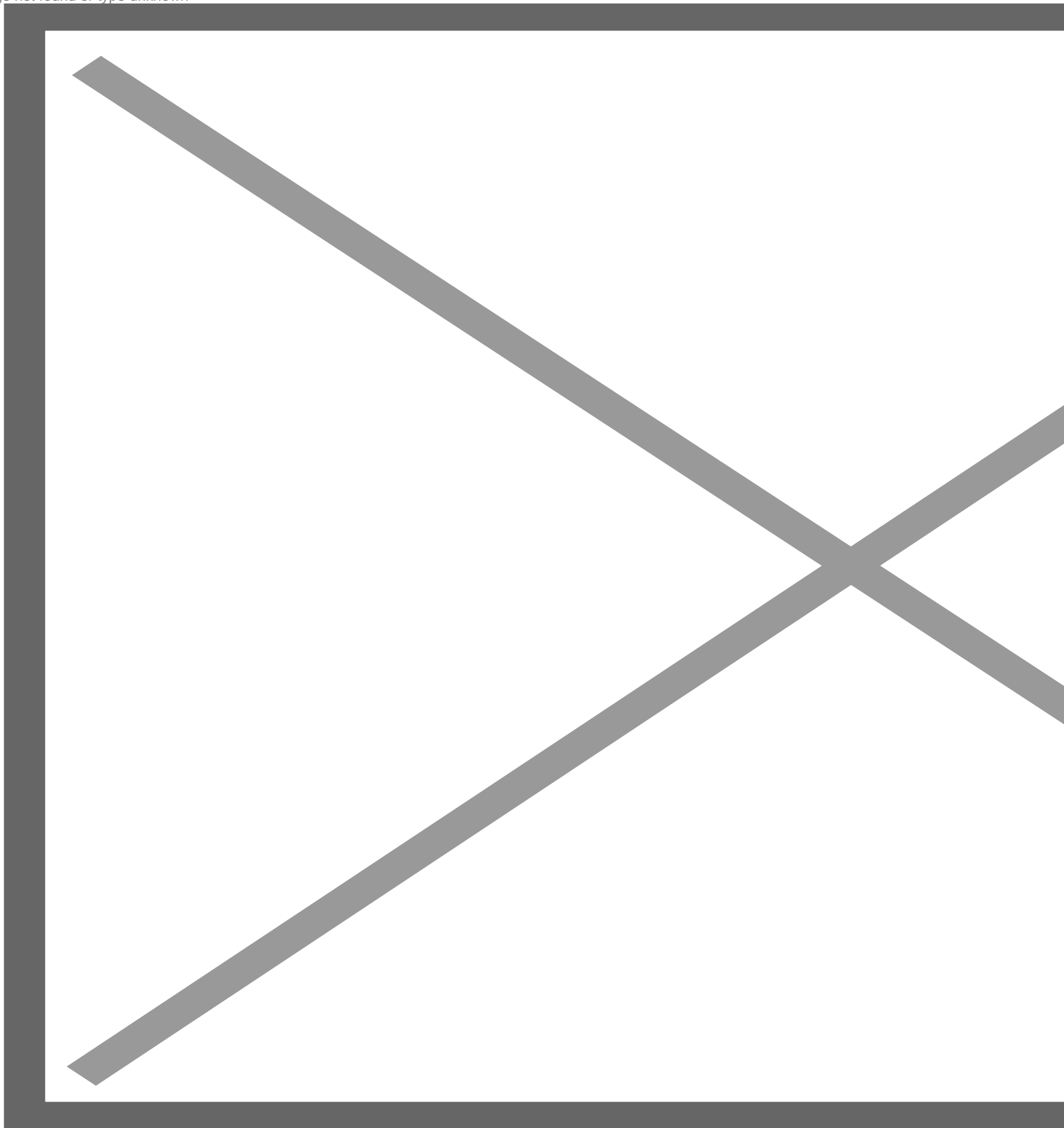
Don't let the commuter designation mean that the C11 can't cruise or entertain when the sun goes down.

The Salon. The heart of the C11 is the salon and the Swedish builder focused on providing outstanding views for everyone on board. The seating is configured in rows so nine people can travel facing forward. The aft lounges can be converted to create seating on three sides of the table or a booth-style setup with

the outboard bottom cushion removed. The table can also be lowered to create an extra berth.

In a nod to Swedish practicality, there are dedicated storage racks for the bottom cushions as well as snap-down vinyl storage pockets on the port inwale. There's also plate and glass storage in drawers in the seat base. Sliding doors on each side adjacent to the helm open 38" (96.52 cm) fore to aft. Overhead, there's a series of opening skylights and headroom is 7' (2.13 m). The C11 comes standard with heat and air conditioning.

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Here we see the aft salon seat filled in for maximum passenger capacity. The table folds to make it easier to enter and exit.

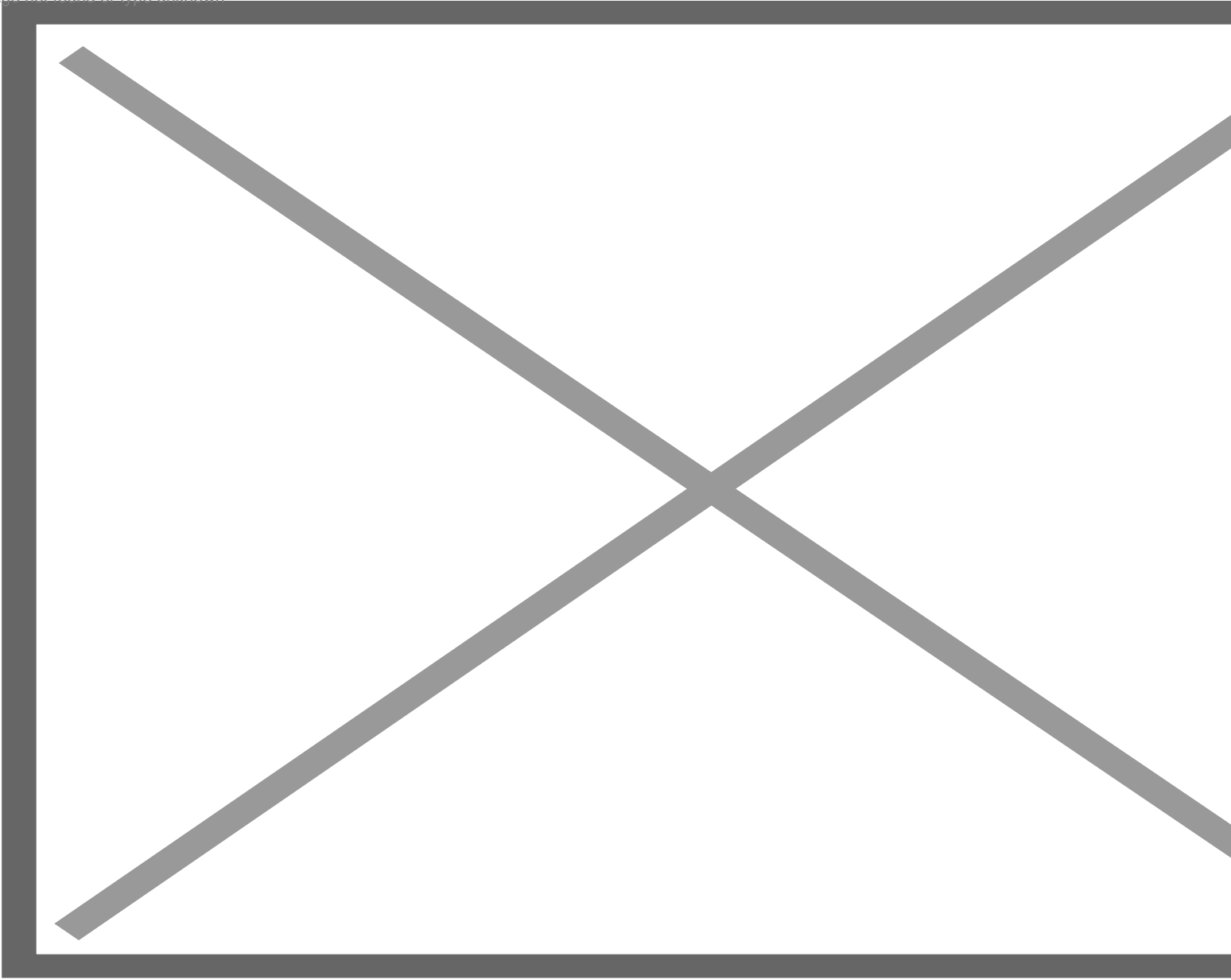
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Remove the outboard bottom cushion to open up some space to create a booth.

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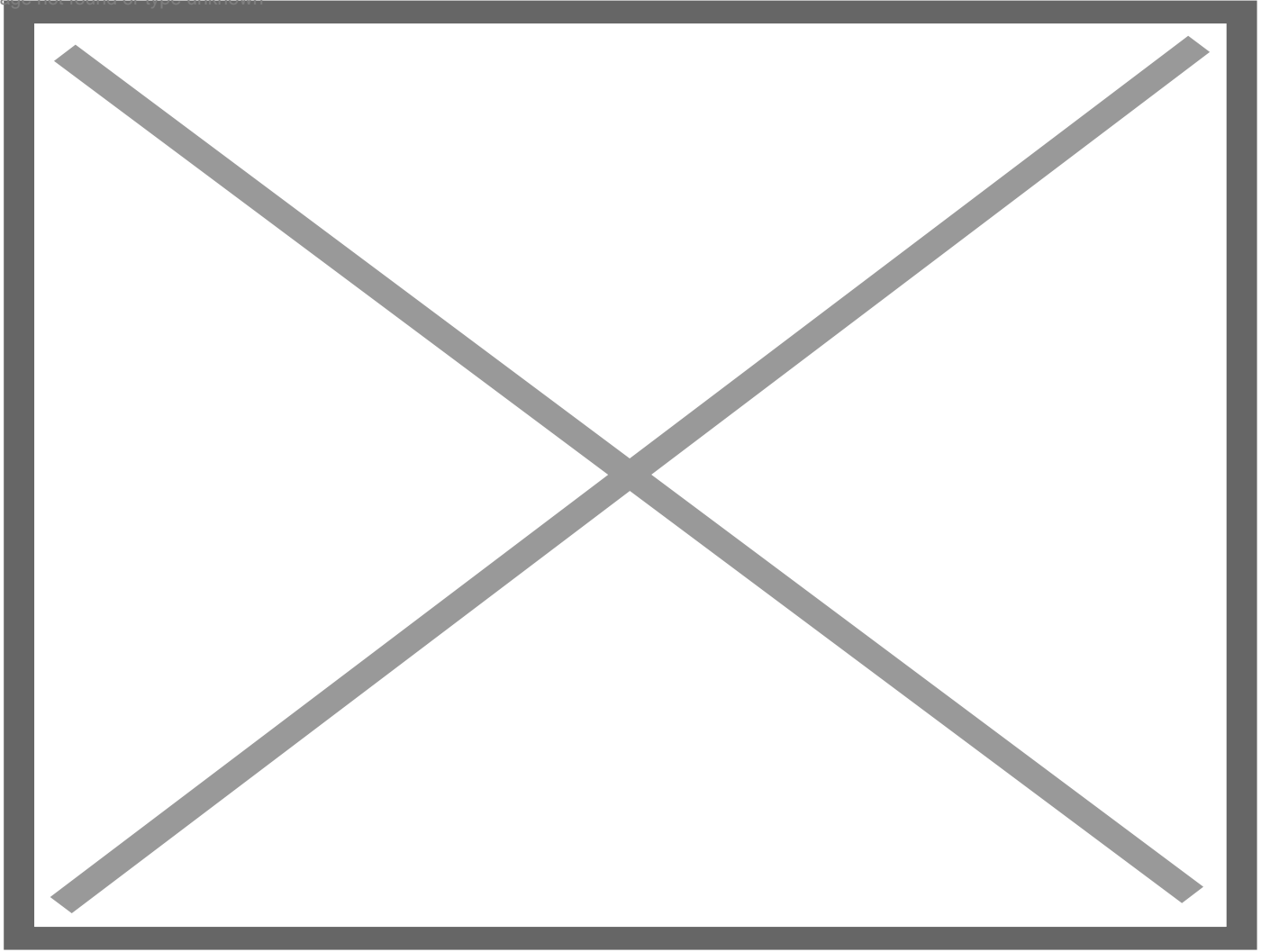
In the port inwale, there's dedicated storage for the lounge cushions below and expandable pockets above.

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Two drawers in the base of the helm seat have dedicated storage for plates, glasses and silverware.

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This photo gives an idea of the outstanding views offered by the salon. It certainly doesn't feel enclosed.

The Aft Deck. A sliding door opens a 27" (68.58 cm) wide passage to the aft deck where there's a 61" (154.94 cm) wide bench seat with a padded backrest. The bottom cushion for the seat folds up to provide more space for fishing and on the trailing edge of the hardtop, there are eight rocket-launcher style rod holders. A rack on the back of the seat has storage for six fenders. Stainless steel gates close off passageways to the stern. Swim platforms extend past about half of the length of the outboards.

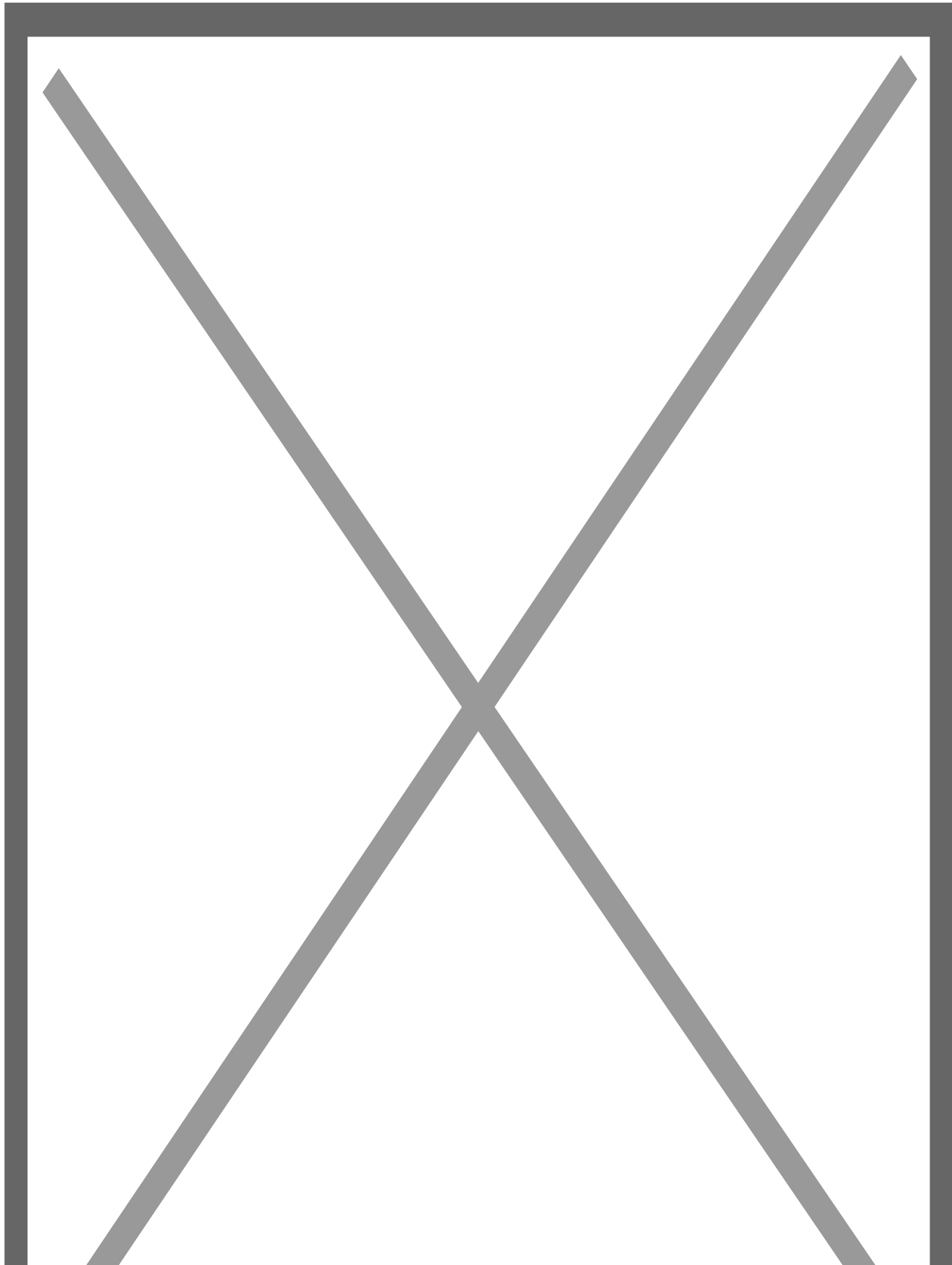
Our test boat had the optional second station and it is fully stocked with a joystick, digital controls, chartplotter, thruster controls, Zipwake panel and emergency lanyard.

Additionally, the C11 is available with twin Volvo Penta D4 320-hp diesels that would be beneath hatches in the aft deck. The benefit of the outboards is that this space is left open and creates a storage compartment

that measures 78" x 68" x 28" (198 cm x 172.27 cm x 71.12 cm).

When conditions allow, guests can gather on the aft deck and enjoy a snack on the lounge.

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It's an option, but we couldn't help but be impressed by the completeness of the second station. It has everything a captain needs to run the boat.

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Fold up the bottom cushion for the aft deck lounge to create a bolster to lean against while fishing. Fender storage doesn't get any better.

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Eliminate the inboards and there's a storage compartment that can handle a full stock of provisions for the island home.

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Swim platforms extend about halfway past the outboards on each side and there's easy passage forward of them. The transom is also configured for the engines to tilt all the way out of the water.

The Bow. At the aft end of the pilothouse, the side decks are 16" (40.64 cm) wide with bulwarks that are 29" (73.66 cm) tall and have rails that top out at 35" (88.9 cm). Just ahead of the sliding pilothouse doors on each side, two 8" (20.32 cm) steps lead up to the foredeck where the bulwarks are 17" (43.28 cm) tall with rails that top out at 22" (55.88 cm). On the inboard side, there are rails on top of the pilothouse and on top of the trunk cabin. Hinged stainless-steel plates in the side decks open to reveal the fuel and water fills and wastewater and pump out fittings. There are a total of six 10" (25.4 cm) cleats positioned appropriately on each side of the boat.

The top of the trunk cabin is covered by a thickly cushioned upholstered pad and fully forward is a two-person forward-facing lounge finished in the same material. The seat is 44" (111.76 cm) wide and just ahead is a table that folds down the middle.

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The bulwarks and rails provide safe passage to the bow.

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The double-wide sunpad on the trunk cabin secures in place with a track and bead system and there are handrails on each side.

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The two-person lounge and table in the bow provide another al fresco dining option.



All the fuel and water fills are below deck level to reduce the possibility of a spill.

The Ground Tackle. A hatch in the foredeck opens on a gas strut to reveal the Lewmar windlass that has an all-chain rode that connects to the 16 kg (35.27 lb.) stainless steel anchor via a swivel. The anchor passes through the stem on a roller. There are foot controls for the windlass to starboard and the bowrails are split to all for bow-in docking and boarding.

Nimbus keeps things simple by putting the windlass and all related equipment under a single deck hatch. This also provides an uncluttered walking surface for boarding from the bow.

The Helm. The C11 has a symmetrical deck layout so it's easy to head aft on each side. Let's head aft to check out the helm. It's to starboard and on top has a compass in-line with the tilt steering wheel. All navigational and systems-monitoring data is provided on two 12" (30.48 cm) Simrad multifunction displays. Just below, the Mercury VesselView screen keeps an eye on the twin 300-hp Verado outboards. To the immediate left of the steering wheel are accessory switches that illuminate when activated with the controls for the Zipwake trim interceptors just below. Farther to port are the Fusion stereo and just above is a storage tray with 12-volt and USB plugs.

To starboard of the steering wheel are the optional Mercury joystick and the digital shifts and throttles. Just below are the remote control for the bow thruster and windlass, plus a fixed rocker switch for the bow thruster. To keep the dash uncluttered, the Simrad VHF radio is in a cutout in the starboard gunwale.

The captain and a companion travel in individual bucket seats with folding armrests and many adjustments can be made for individual comfort. Our test boat also had a shock-mitigating suspension system for both seats. There are angled footrests on the bottom of the console as well as fold-out footrests on the seat pedestals.

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Considering the expansive use of glass, Nimbus was smart to finish the fiberglass around the helm and upholstered dash in dark colors to minimize glare.

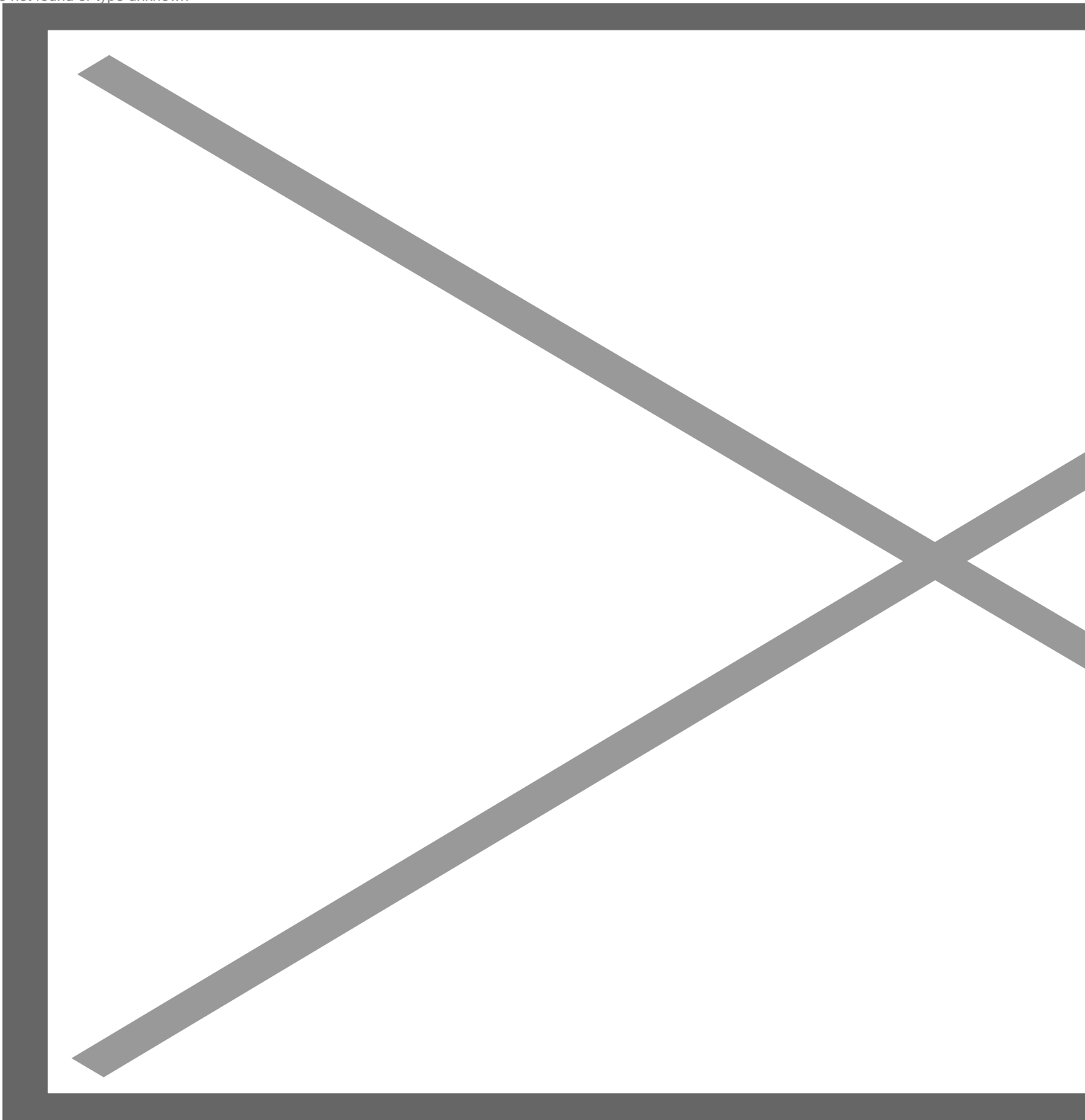
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Nimbus might consider switching the positions of the joystick and the shift/throttle controls. That way a captain could reach the joystick from the side deck with the salon door open.

The captain and a companion travel in high-backed bucket seats that adjust to myriad positions.

If the commute to the second home or work gets rough, Nimbus offers shock-mitigating suspension bases for the helm seats.

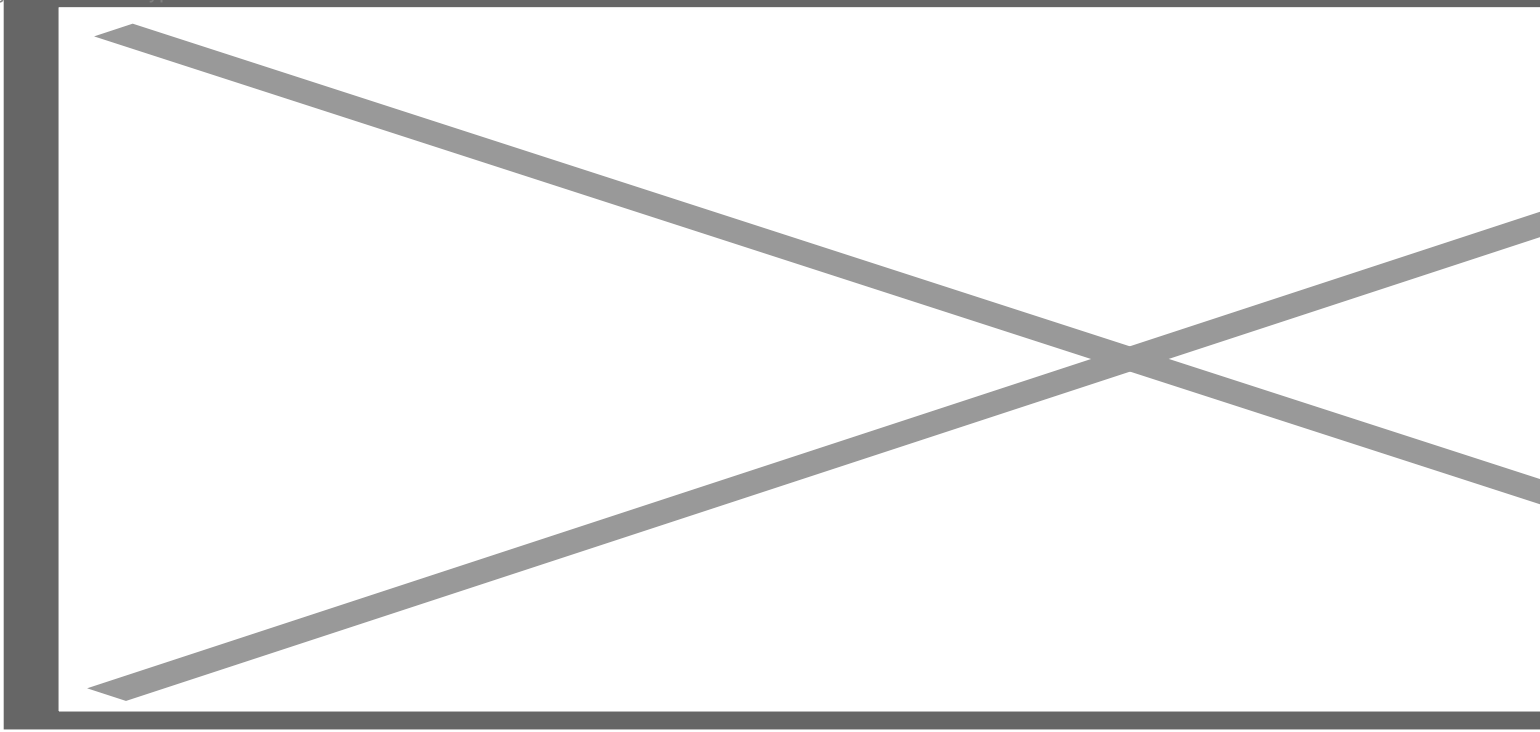
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There are angled footrests on the console, plus notice the folding footrest on the seat base (red arrow).

Nimbus C11 Accommodations Deck

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Compared to other similarly-styled yachts in class, the C11 has a spacious belowdecks area.

The Cabin. A sliding hatch to port of the helm opens to access the C11's cabin. There's 5'10" (1.78 m) of headroom at the bottom of the stairs. Immediately to port is the galley that has a two-burner stove, Corian counter and a double-basin stainless-steel sink, plus a small drawer-style refrigerator. A fiddle rail atop the counter contains any spills.

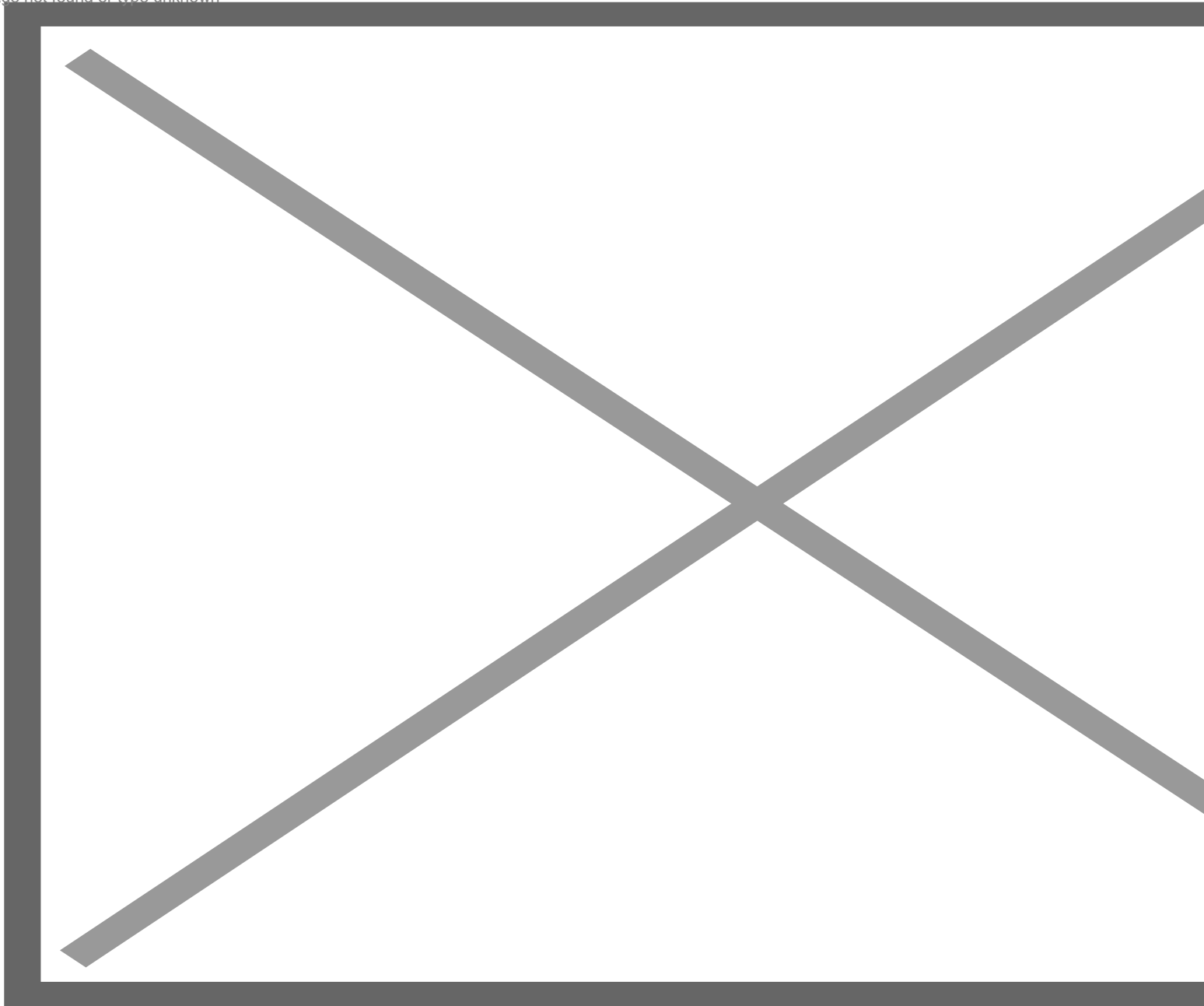


Because the cabin stairs have an offset design, enter with your right foot.

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The well-laid-out distribution panel is located alongside the cabin stairs so it's easy to reach from the cockpit.

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The port-side galley is fully equipped to support a weekend getaway.

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The teak fiddle rail on the galley counter contains spills and provides an extra handhold in rough weather.

The Bow. Forward, the berth is 77" (195.58 cm) at its longest, 36" (91.44 cm) wide up front and 66" (167.64 cm) across at the foot. There's storage outboard on each side on long shelves and large hullside windows let in lots of light while opening ports bring in fresh air. At the foot of the berth is a locker with many shelves.

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The bow looks cozy and spacious at the same time with better headroom than other boats in class.

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A curtain pulls across to provide privacy for guests in the bow.

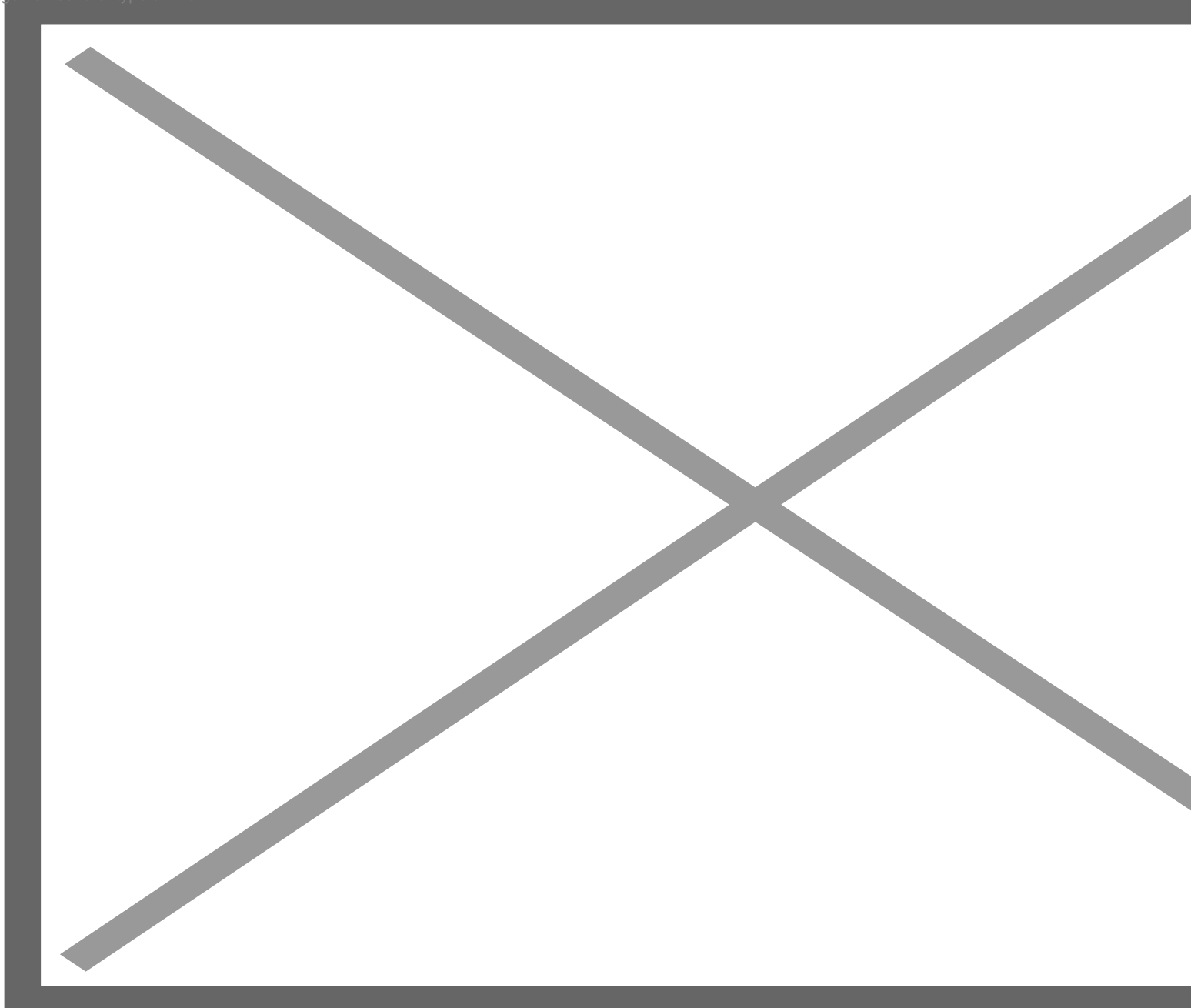
The Head. Opposite the galley, a door opens to provide access to the head that has a private shower, which is rare for a boat in this size and category. There's also abundant natural light that gives the compartment an open feel.

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Not only does the C11 have a separate shower stall, it's also quite spacious.

The door abaft the head opens the private owner's cabin that has 5'11" (1.8 m) of standing headroom at the entry. Above the 78" x 48" (198.12 cm x 121.92 cm) berth, headroom drops to 19" (48.26 cm), which is still plenty. There's a small seat at the foot of the berth in the taller aft section plus a full-length mirror on the inside of the entry door.

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The mid-cabin looks inviting for overnighting and could be a perfect spot for kids to nap during the run to the island home.

Nimbus C11 Performance

The Stats. The Nimbus C11 measures 40'7" (12.37 m) with an 11'4" (3.45 m) beam and she draws 3' (.91 m). With an empty weight of 12,345 lbs. (5,599.6 kg), 5 people, 128 gallons of fuel and 6.9 gallons of water, we had an estimated as-tested weight of 14,640 lbs. (6,640 kg).

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The C11 comes standard with twin 300-hp outboards and options can range up to 800 hp total. We tested with twin 350-hp Mercury Verados.

The Numbers. Testing in calm conditions, we wound up the twin 350-hp Mercury Verado outboards to 6000 rpm and hit a top speed of 50.7 mph on the C11's twin-stepped bottom. Backing off to just 5500 rpm gave us our best cruise. We recorded 45.9 mph and a fuel burn of 43.6 gph. That translated to 1.1 mpg and a range of 212 statute miles with 10 percent of the boat's 224-gallon (847.93 L) fuel capacity held in reserve. She held minimum plane at 10.2 mph. When we slammed the throttles forward, the C11 planed in 4.4 seconds and ran to 20 in 7.6 seconds and through 30 in 13.

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This photo gives a good look at the C11's twin-stepped bottom that enhances overall performance and efficiency.

Handling. From the helm, we appreciated the outstanding visibility that came courtesy of the narrow mullions and expansive wraparound glass. In wet weather, the side wipers will come in handy. In turns, put the C11 into a mild arc at cruise and she'll scrub minimal speed, maybe 5 to 10 mph. Put her hard over at 40 to 50 mph and the speed will scrub, but the only time someone will do that is likely to be in an evasive-maneuver type of situation.

Observations

She has all the ingredients that make her a qualified commuter, but clever ideas make her a fun family boat as well. The suspension bases for the helm seats are a worthwhile upgrade and if a captain plans to load her to capacity to bring provisions out to the second home, go with the most powerful engines possible. The choice of outboards versus inboards offers an owner choices. But again, if hauling provisions is in an owner's plans, it's hard to beat the under-deck storage capacity in the cockpit when the boat is equipped with twin outboards.