

Nimbus T8 (2023-)

Brief Summary

The Tender series of Scandinavian builder Nimbus boats started out life as megayacht tenders. By adding a few family features, the line has become more popular as a family dayboat along with, as in the case of the T8, casual overnighting in a two-person berth. These boats have well-thought-out solutions that add so much functionality to a comfortable and safe day on the water.

Price

Base Price

Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.

Specifications

Length Overall	26' 2" 7.93 m
BEAM	8' 4" 2.54 m
Dry Weight	5,070 lbs. 2,300 kg
Tested Weight	
Draft	3' 2" 0.96 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	

Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	63 gallons 240 L
Water Capacity	13 gallons 50 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
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	
0 to 20	
Ratio	
Props	
Load	
Climate	

Nimbus adds to its versatile lineup.

Nimbus T8 or type unknown

The Nimbus T8 is a boat that seamlessly crosses over from a megayacht tender to a family day boat and overnighter.

Mission

The T8 is the smallest of the three Tender models, and it offers a platform for a myriad of day boating activities. She brings a large number of versatile features to her layout that makes her so well suited for whatever the task may be.

Nimbus T8 or type unknown

The T8 offers large deck space with multiple social zones. Below there's a two-person berth for overnighting.

Major Features

- Multi-position aft sofa converts from a bench to a chaise and again to a sunbed.
- Full walkaround design.
- Single outboard power from 200 to 300 hp
- Aft side storage for lines and fenders
- Air-lubricated stepped hull design
- Forward daybed with backrest
- Large forward cargo hatch for easy loading of items into the cabin
- Oversized helm panel can accommodate 12" (30.48 cm) plotters
- Standard bow thruster

Performance

Due to the prevailing winds on test day, we weren't able to get our own test numbers. The design team at Nimbus has done extensive testing on this model and here's what they report.

With the single 300-hp Mercury turning a 19-pitch Rev 4 prop and run up to 5980 rpm, their speed topped out at 46 knots. Best cruise came in at 4000 rpm and 26.1 knots. At that speed, the 9.9 gph (37.6 lph) fuel burn translated into 2.6 nmpg and a range of 149.8 nautical miles. All this while still holding back a 10% reserve of the boat's 63.4-gallon (240 L) total fuel capacity.

Handling

When discussing handling, we must remember the purpose of the boat. It's a tender and a family cruiser, so it's most comfortable at cruising speeds. That way she goes right through the waves and has time to penetrate those waves. If you push this boat to get it up to top speed, then she's going to be opposing the waves and hitting hard. Slow things down, take it easy, keep it your cruise speed and everybody will be comfortable on board. With 4 ½ turns from lock to lock, she's responsive to the helm.

Boat Inspection

Cockpit

The cockpit is really the central gathering area on the T8. There's a forward-facing bench seat that is 60" (152.4 cm) across and it faces a collapsible table mounted just behind the helm and observer's seats.

It is here that the versatility begins on the T8. This forward-facing seat has a flip seatback that allows it to convert into an aft-facing chaise lounge and, by dropping the seatback all the way, even convert to a large sunbed. The aft section lifts to reveal a storage bag snapped into place around the perimeter and when unsnapped it reveals the mechanical components such as bilge pumps and steering pump.

Nimbus T8 or type unknown

A refrigerated drawer is just underneath the forward edge.

Nimbus T8 or type unknown

Even with the larger footprint of the sunbed conversion, there's still full walkaround capability to three sides. We measured 12" (30.48 cm) between the seat and the bulwarks that come up 28" (71.12 cm) with rails that top out at 31" (78.74 cm).

Nimbus T8 or type unknown

Under the bench cushion, there's storage. The hatch is held open with a gas support strut, its gasketed all the way around and the opening has a channel to direct water away from the interior.

Nimbus T8 or type unknown

Inside the under-seat storage, there's an electrical panel that includes the battery switches, the crossover switches, main breakers, a gauge for the water tank and a gauge for the 11-gal (41.64L) diesel tank that powers the Webasto cabin heater and the hot water heater.

The table just ahead flips up into the usable position. It's solid teak with a satin finish. Beverage holders are integrated into the leading edge of the table. We can also rotate the two forward seats to join the alfresco meal. All this can be enclosed in Isinglass for three-season comfort.

Nimbus T8 or type unknown

Decking is standard molded non-skid but owners can choose from teak decking or this Flexiteek. Notice the bracket to hold a canvas enclosure.

Nimbus T8 or type unknown

With the helm and observer's seats rotated around we can now sit for at the table.

Nimbus T8 or type unknown

Integrated beverage holders at the front of the table are a nice touch.

Stern

Just behind all this versatile seating are two “modules” that hold lines and fenders. The one to port also houses the shore power and the electric stern windlass. Over the outboard is a tow sport bar that also makes a convenient grab handle when transitioning across the stern. It’s also within reach of the three-step reboarding ladder to the starboard platform. The port platform supports the stern anchor.

There’s full walkaround capability around the engine, which can be a 200, 250 or 300-hp. A step is provided that leads to each of the swim platforms and the portside step utilizes a hatch that conceals a propane tank for the optional gas grill that mounts to the left-side bulwarks next to the helm.

Nimbus T8 or type unknown

The reboarding ladder includes raised grab handles to the sides. Notice how the sport tow bar is also within reach.

Nimbus T8 or type unknown

Deep storage compartments hold lines and fenders.

Nimbus T8 or type unknown

The port swim platform supports the stern anchor.

Nimbus T8 or type unknown

A grill can be mounted in this space to the port side of the helm. This keeps it out in the open air for safety.

Above, in the standard configuration, there is no overhead protection. Choose from a T-Top with a polycarbonate roof and canopy or the fiberglass hardtop with smoked plexi skylights that our test boat was equipped with. It’s 6’5” (1.96m) off the deck and even though it is angled down at the forward end, a step down at the helm brings it to 6’6” (1.98m). Heavy-duty supports serve as grabrails to the sides and a track holds a zipper so we can enclose the main deck area. Brackets in the deck secure the bottom of the enclosure. A rail to the trailing edge can accommodate optional rocket launcher style rod holders.

Nimbus T8 or type unknown

Rails, courtesy lights, enclosure support and skylights are all features of this impressive hardtop.

Nimbus T8 or type unknown

Racks at the hardtop support stand-up paddleboards. Notice the spreader light at the front.

Side Decks

With a symmetrical layout, there are 12" (30.48 cm) wide side decks to port and starboard. Bulwarks at the cabin sides are 15" (38.10 cm) high and rails top out at 20" (50.80 cm). An 11" (27.94 cm) step leads to the side deck and a 10.5" (26.67 cm) cleat is at midships, one of three to each side.

Bow

There's a lounge seat/sunbed at the bow that comes out 24" (60.96 cm) from a backrest. We can add a filler cushion to extend it to 54" (137.16 cm). The main cushion is on a hatch that lifts to access the berth below making a convenient way to load items into the cabin without having to negotiate the entry stairs.

Nimbus T8 or type unknown

The lounge makes a comfortable spot to relax at the bow. Notice the brackets that hold an extended platform.

The foredeck is on an 11" (27.94 cm) raised platform. A hatch is covered with Flexiteek making a non-skid boarding area through the spilt rails. Under the hatch is an available electric windlass leading to the through-the-stem anchor roller. Brackets at the caprails support an optional beach reboarding ladder.

Nimbus T8 or type unknown

The foredeck is set up for bow boarding.

Nimbus T8 or type unknown

The anchor locker can accommodate an optional windlass. In lieu of that, we'd like to see an anchor keeper installed here.

Helm

The helm is starboard mounted, and the panel can house up to a 12" (30.48 cm) display. Zipwake tab control is to the left of the screen. Electrical switches are below and to the left, and a small cubby ahead of the wheel includes connectivity. To the side of the console, there's a remote control for the bow thruster that is standard on all Nimbus boats, as well as the fore and aft windlasses.

Nimbus T8 or type unknown

SIMRAD is the display of choice for Nimbus. There's a separate VesselView display but all that information can be repeated on the main screen.

Cabin

The cabin entrance is via a smoked plexi door that opens 17" (43.18 cm). A 76" (193.04 cm) berth sleeps two. There's a place for an optional sink to the left of the entrance and just across is a head compartment.

Nimbus T8 or type unknown

The sink has counter space alongside and storage underneath.

Price

The Nimbus T8 has an MSRP of \$192,360

Observations

Probably the most attractive feature of the Nimbus T8 is her ability to transition from a yacht tender to a functional family dayboat that can also overnight. As a yacht tender, a boat also has to serve as a water toy for a myriad of activities and for that mission, she's well suited.