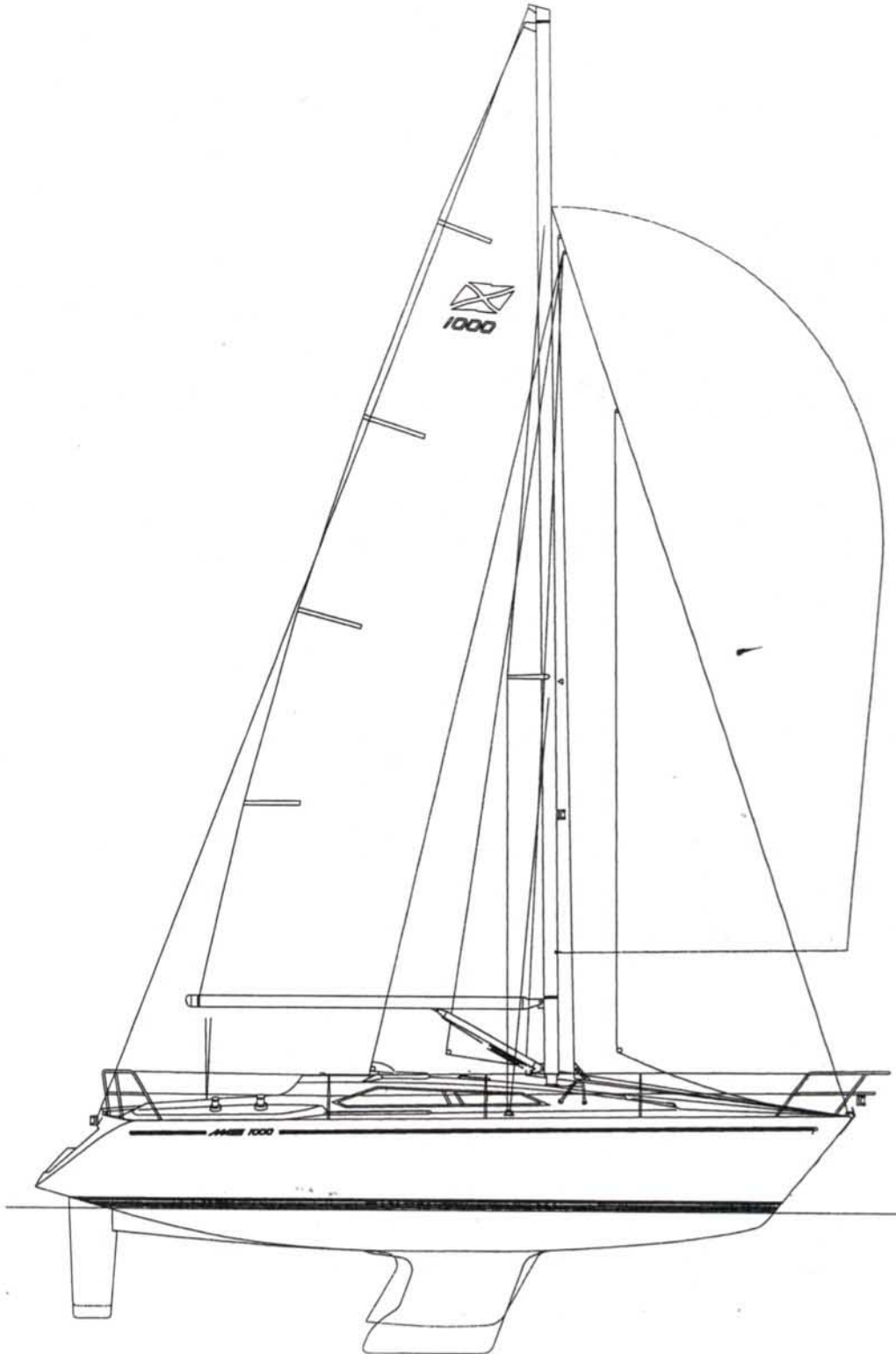


MAXI 1000



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When we launched the Maxi 1000, we said that we had designed her to be sailed with pleasure. This proved to be very apt as since then the Maxi 1000 has won many races and made both crews and owners very happy.

She owes her winning qualities first and foremost to a combination of long, sleek lines, generous rig and relatively low weight.

Below deck, the MAXI 1000 has many winning qualities. The elegant woodwork in teak gives the saloon, galley and cabins a warm feeling. Sleeping accommodation for 6 contributes still further to comfort, even on longer voyages.

Functional features such as the large cockpit and roomy bathing platform make the MAXI 1000 a winner, even when not under sail.

Hull, deck and keel

Hull, deck and innerliner are manufactured from glassfibre reinforced plastic (GRP). The deck features a sandwich construction with a core of Divinycell. A GRP innerliner offers maximum rigidity for the bottom and a base for all interior fittings. This gives maximum strength as well as hard-wearing surfaces that are easy to keep clean. Transverse GRP beams in the bottom for optimum keel mounting. Iron keel (1 500 kg). Rudder in GRP with acid resistant, stainless steel shaft. Integrated bathing platform with storage for kedgear anchor. Bathing ladder. Footstep alt. base for mounting of kedgear anchor windless.

Deck layout

Stainless steel handrails on superstructure. Decor lines in navy blue. Anchor locker forward with shelf for LPG bottles. 4 stainless steel mooring cleats. Aluminium framed skylight on foredeck. Non-skid surfaces on walkways. Cabin windows in toughened glass, aluminium framed. Sheet rails and blocks from Lewmar. Aluminium rail along deck/hull joint. Pulpit. Pushpit. Double lifelines in 4 mm wire.

Halyard winches on cabin roof
Genoa winches

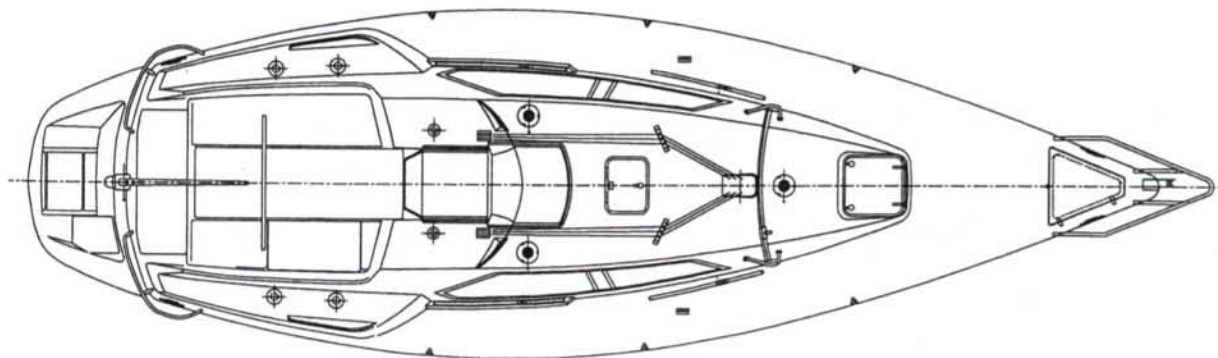
2 pcs 16 AST 1-speed ST
2 pcs 40 AST 2-speed ST

Cockpit

Self-draining, length 1,90 m. Stowage hatch on starboard side, giving onto 0.9 x 0.9 m stowage space. Large stowage in the lazarett lockers. Companionway hatches in smoked acrylic plastic. Sprayhood.

Rigging and sails

Mast and boom in natural anodised aluminium by Seldén. Airdraft 14.90 m. Halyards led back to the cockpit. Double inboard reeflines. Winches by Lewmar, 16 and 40 self-tailing. 8 halyard stoppers. Rail for self-tacking jib. Mainsail and self-tacking jib complete with battens and numbers as well as sailbags. Sheets. Cover for mainsail. All deck equipment from LEWMAR. All sails are manufactured by SYVERSEN from Dimension Polyant sailcloth.



Interior/woodwork

Woodwork in solid teak and teak plywood coated in marine varnish. All wooden fittings from our own carpentry shop. Covered mattresses for all bunks with Scotchguard-treated furniture fabric. Curtains and textiles in well matched colours. Deckheads and hull sides covered with white, easy-to-clean vinyl. Handrails at companionway, galley and along cabin sides. Framed picture.

Fore cabin

2 spacious bunks, length 2.0 m. Max. width 1.90 m with infill cushion. Stowage spaces under the bunks, Shelves along the sides. Wood finish to hull sides.

Saloon

To port a U-shaped sofa/single bunk. To starboard sofa/single bunk, 2 x 0,80 m. Lockers over the bunks. Stowage under the bunks. Wood finish to hull sides. Saloon table. Navigation area. Headroom 1,90 m. Dorade ventilators.

Galley

Spacious galley with oven and grill. Insulated icebox. Double stainless steel sinks with mixer and pressurised water supply and chopping board. Lockers and drawers for kitchen utensils, crockery and cutlery. Refuse bin. Stainless steel handrail.

Head

Ventilation from openable window and ventilator. Marine head with 50 l. holding tank. GRP bench with wash basin and mixer. Pressurised water supply. Lockers above and below for toilet articles. Stainless steel handrail. Towel rail. Toilet roll holder, toothbrush glasses, mirror. Wardrobe for clothes. Self-draining deck with teak grating.

Aft cabin

Aft cabin with wardrobes and stowage area. Double bunk, 2 x 1,65 m. max width. Shelves along the sides. Portlight giving onto cockpit for light and ventilation.

Engine and electrical equipment

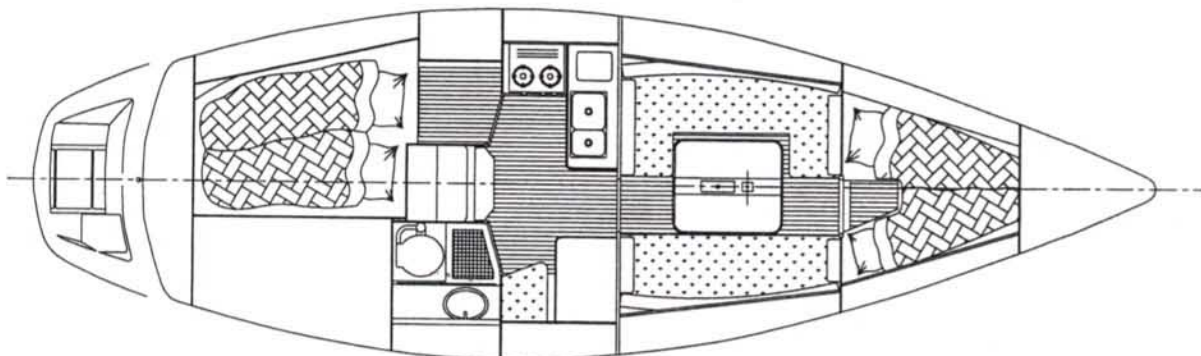
Volvo Penta MD 2020S diesel developing 13 kW (18 hp) with saildrive. Single lever controls from TX Controls. Stainless steel fuel tank, capacity 78 l. 14 V generator 50 A with charging distributor. 2 x 75 Ah batteries. 2 main switches. Electrical control panel in navigation area.

Water tank

Freshwater tank, capacity 90 l. Pressurised water pump with filter.

Miscellaneous

Fire extinguisher. Fixed manual bilge pump, lights, compass and lighting at all bunks. .



TECHNICAL DATA

MAXI 1000

LOA including bowsprit	10.70 m
LOA	10.20 m
LWL	8.20 m
Beam	3.25 m
Draught	1.70 m
Displacement	4.5 t
Weight of keel	1.5 t

Engine	Volvo Penta MD 2020S 13 kW (18 hp)
Max. speed under power	7.0 knots

Water tanks	90 l
Fuel tank	78 l
Holding tank	50 l

Mainsail, standard, 2- reef	28 m ²
Airdraft	14.90 m
Self-tacking jib, standard, 3-batten	19 m ²
Genoa 1 (E)	31 m ²
Furling Genoa. Goldstar (E)	28 m ²
Spinnaker (E)	75 m ²
Gennaker (E)	68 m ²

Design

Pelle Petterson

Manufacturer

Nimbus Boats AB

(E) = extra equipment

Nimbus Boats AB

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