



YACHTING LIFE TEST REPORT

MAXI 1000



THE SELF-TACKING JIB MAKES FOR SIMPLER HANDLING

SPARKLING SWEDE WITH THE S

IN THE 30-35ft cruiser racer market, most buyers keen to balance a good level of accommodation with meaningful performance would have you believe there are few alternatives to the good old British marques or they would suggest you check out the mainstream French alternatives. With a few exceptions the Scandinavian brands are seen as that bit more esoteric, probably on the basis that they're not seen around so often.

Maxi Yachts' reputation was founded on the popularity of their slab sided offerings of the late 70s and early 80s which found tremendous popularity in the UK. They still retain a strong market value and are sought after around the entire coast, but only recently has their contemporary range of Maxis started to make a real impact on the British market.

Fairlie YC past commodore Alistair Orr achieved a substantial measure of success with his Westerly, Orrkid and it would have seemed like a natural progression to move up to another Westerly or indeed a traditional British marque such as a Moody, but the Maxi 1000 caught his eye at a winter boat show and he confesses it was love at first sight: 'I suppose the alternative was something like a Sigma but we wanted a bit more accommodation and a yacht we could cruise more.'

The new Orrkid arrived and was tuned up for The Rover Series but an unfortunate T-bone encounter on the start

Andi Robertson appraises the new-look Maxi 1000 built in Sweden, berthed at Largs.



PLENTY OF ROOM ON THE BATHING PLATFORM

line at Gourock precluded any further competition and the boat has spent the last two months at Silvers yard on the Gareloch being repaired. It is gratifying to report that the repair is entirely invisible and the yard have completed an exemplary repair.

Since being relaunched, Alistair and his crew have sailed the Maxi 1000 down to Northern Ireland for an extended summer holiday and competed at Scottish Nuclear Largs Regatta Week. He has been particularly impressed with the boat's all round performance in the brisker winds and has already given notice of his new boat's potential to reach

the prizelists in the Largs area, just as Robert Macleod's identical Maxi 1000 Mishnish collected a fistful of prizes at Tennent's West Highland Yachting Week last month, finishing second overall.

It was with a degree of anticipation then that we caught up with the new boat and owner at Largs Yacht Haven last month and enjoyed a brief but enlightening sail aboard the Maxi 1000.

Against the conventional backdrop of the Westerlys, Moodys and Sigmas, the Maxi manages to combine a modern contemporary appearance with traditional hallmarks. The moderate

freeboard is cleverly disguised, while the wide teak sidedecks and by comparison with modern trends, smaller coachroof are borrowed from a boat much larger than this 34 footer. The coachroof sides are wide and flat making for large windows which afford a superb level of natural light below.

The cockpit is secure and dry with comfortable high backed coamings. There is room enough for four adults with a decent footwell and good, reasonably secure working areas. Orrkid, unlike the standard boat, is wheel steered. It's a personal preference, but I always feel that unless the boat can be comfortably steered from a secure position on the cockpit coaming then the wheel is too

MAXI 1000

LOA	10.20M/34FT
LWL	8.20 M/27FT
BEAM	3.25M
DRAFT	1.70M
KEELWEIGHT	1.5T
DISPL	4.5T
STAND HEIGHT	1.90M
MAINSAIL	28M ²
SELF TACK JIB	19M ²
GENUA I	31M ²
GENUA II	25M ²
STORMJIB	9M ²
SPINNAKER	75M ²
FUEL TANK	78L
FRESHWATER TANK .	90L
ENGINE	VP MD2020S
VOLVO PENTA	13.8KW(19HP)



SILVER FINISH

small and the boat is better tiller steered.

The substantial sugar scoop stern is an obvious trademark of the 1000, and it utilises a fold down bathing ladder, an essential accessory in getting back on board even from swimming.

The rig is a 7/8ths set-up using a single set of swept back spreaders. The main is sheeted to a short track which crosses the cockpit about one third from the aft seats. Aside from the standard main, Orrkid has a new Saturn No 1 genoa and a spinnaker. There is a self tacking working jib which Alistair reports is a complete boon, looking after itself entirely when beating in a stronger breeze.

All the principal halyards and controls are led back to a single set of winches, while there should be two sets of sheet winches set outboard of the cockpit. There is plenty of stowage space in the cockpit with large capacious stern lockers and a big sail and accessories locker to starboard.

Moving around the deck area felt secure, with a short handrail on the outboard edge of the coachroof. The mooring cleats looked a little

insubstantial, but should prove sturdy enough. There is a twin stainless bow roller as standard and a modest sized anchor well inbuilt.

Although there was little breeze when we set out, in a matter of minutes a pleasant north westerly fanned down the Largs Channel and in no time we had ideal conditions for a quick appraisal.

If it was love at first sight for Alistair, it was more a case of love at first sail for us, for this proved a beautifully balanced, quick and forgiving boat which seemed very stiff and easy to sail. A good sized rudder blade gives finger light steering even when fully powered up. Even in the brisker gusts it was very easy to power the nose off and simply sail for speed.

Speeds achieved seemed fairly accurate and we had little difficulty in tramping up wind in the mid to high five knot speed band. The boat really liked to track itself and required absolutely no attention from the helm once set on her way, simply picking up more speed as the breeze freshened.

Off wind under spinnaker the Maxi was equally keen to please and really was a joy to

steer. It responds well to the helm even when overpowered under spinnaker on a tight reach. That this Maxi will be a threat to similar size boats competing in this area seems in little doubt.

The interior is equally impressive. The finish of North American cherry wood gives a warm but austere appearance while as mentioned earlier the level of natural light in every cabin is a detail we particularly liked. In the forecabin the all wood finish is a welcome reminder that this is a quality investment, there's a good

sized V twin or double berth, full length shelving and plenty of stowage. The saloon basically comprises a good, well proportioned U shaped settee to port and a full length settee to starboard. Outboard on both sides there are book racks and additional shelving while there are plenty of cupboards and stowage space above the seatbacks.

To starboard as you descend the companionway, the nav station is sensibly proportioned with a decent chart table and stowage below, while there is a large cupboard which has



S. D. Marine Ltd.
 Hamble Point Marina
 School Lane, Hamble,
 Southampton SO31 4JD



additional wet locker space behind. Overall, there is probably enough room for the mounting of the more electronic navigation aids.

Behind the nav station to starboard is the heads, which is simply fantastic for this size of boat. Finished in white easily cleaned laminate with a light wood trim it's spacious and ergonomically sound, again with echoes and features of a much larger boat. There's a good wet hanging locker behind the toilet.

To port is the aft cabin which is also very comfortable and generously proportioned, while the galley is to port. It offers twin stainless sinks, a double burner cooker with oven and grill, a good big icebox and a full range of stowage.

If you are in the market for this size of cruiser racer then the Maxi 1000 offers a high standard of workmanship and an excellent all round performance across a broad range of windstrengths. Well worth checking out on your next boat show visit, or leave a message for Alistair at Largs.



MAXI 1000

LÜA		SELBSTWENDEFOCK	
LOA	10.20 M/34 FT	SELF. TACK. JIB	19 M ²
LWL		GENUA I	
LWL	8.20 M/27 FT	GENUA I	31 M ²
BREITE		GENUA II	
BEAM	3.25 M	GENUA II	25 M ²
TIEFG.		STURMFOCK	
DRAFT	1.70 M	STORMJIB	9 M ²
KIELGEWICHT		SPINNAKER	
KEELWEIGHT	1.5 T	SPINNAKER	75 M ²
DEPT.		KRAFTSTOFFTANK	
DISPL.	4.5 T	FUEL TANK	78 L
STEH. HÖHE		BRAUCHWASSERTANK	
STAND. HEIGHT	1.90 M	FRESHWATERTANK	90 L
GROSSEGEL		MOTOR	
MAINSAIL	28 M ²	ENGINE	VP MD2020S
		VOLVO PENTA	13.8 KW (19 HP)

S.D. Marine Ltd
 Hamble Point Marina
 School Lane, Hamble
 Southampton, SO31 4JD
 Tel: 023 8045 7278
 Fax: 023 8045 7308