

Maxi 1000

Maxi 1000

It's said that if a yacht looks right it probably is. With this in mind, Simon Jinks stepped aboard a five-year-old Maxi 1000 with high hopes

The Maxi 1000 was designed by one-time Olympic sailor Pelle Peterson. His concept was for a fast, well-mannered yacht that could be comfortably sailed short-handed. The Maxi 1000 is actually an update of the successful Maxi 999, the major differences between the two being the 1000's enlarged transom (it was stretched by 30cm [12in] to make way for a sugar-scoop stern and boarding ladder) and the modernisation of deck and windows. Nimbus Boats of Sweden has built nearly 1,000 Maxi 1000s since 1992.

The Maxi 1000 definitely looks right. She displays a classically pretty sheer that runs to a raked but slightly pinched transom whilst retaining wide, clear decks with a low coachroof. Below the waterline she has a surprisingly deep forefoot, preventing excessive slamming to windward. Two keels were available: a standard bulb of 1.7m (5ft 6in) and a shorter, 1.5m (4ft 11in) wing keel.

We sailed *Orinocco*, a 1997 deep-draught version owned by Tony and Victoria Edwards. They have owned her from new and sail from Dartmouth with their three-year-old daughter, Jessica. They cruise the West Country, Brittany and the Irish Sea. Tony brought his experience gained by teaching sailing to help choose the Maxi. He wanted a fast cruising boat that would stand up well to offshore sailing and beat to windward if the breeze got up, but still have comfortable accommodation below decks.

She sports a deck-stepped, single spreader, fractional rig with adjustable backstay, with all sailing control lines led aft. Common throughout the Maxi range is the self-tacking jib, which simplifies single or short-handed sailing and makes tacking up a river child's play. Tony opted for a larger headsail to improve her off-wind performance. This can be used on the roller-furling system and sheeted through the standard genoa tracks. Adequately sized winches

are by Lewmar, though the halyard winch would benefit from being self tailing. Tony opted for Whitlock Cobra wheel steering instead of a tiller to give greater room in the cockpit while still retaining some feel.

As with many Scandinavian yachts, the anchor well at the bow houses the gas bottle. There seems, though, to be little stopping the anchor and chain wrapping themselves around the bottle, and the simple addition of a gas box would protect the associated piping.

The cockpit is well designed, with two deep lazarette lockers plus another deep locker to starboard. The lazarette holds the water tanks, which Tony says are too small (he has added extra tankage, doubling the capacity to 180 litres [40 gals]). Even with the extra tanks there is still enough space for fenders and a dinghy. The cockpit well is a comfortable size for bracing yourself when the boat is heeled, and you can walk sure-footedly on the moulded non-slip deck. If the spinnaker was used often, an extra couple of winches would help control sheets and guys.

Down below

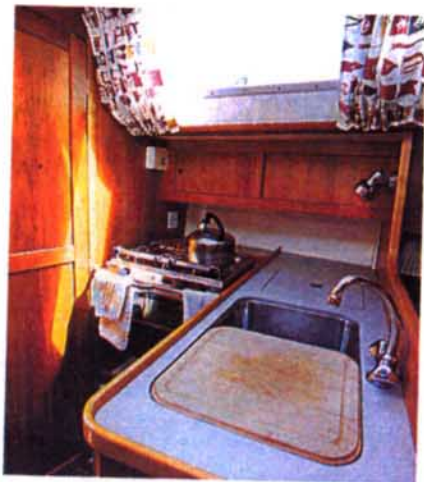
At first glance the Maxi seems smaller down below than other yachts of similar length, but this is because all spare room has been given over to stowage. Her woodwork is attractively finished in American cherrywood, giving the cabin a rich, warm feel. Headroom is good (six foot plus) around the chart table, galley and saloon, but reduces forward of the mast as the coachroof angles to the deck. The saloon is a conventional layout, with single settee berth to starboard and a convertible double berth to port, both measuring 1.98m (6ft 6in). Above the settee berths there are deep shelves and sliding-door cupboards, and below there are cupboards accessing the lockers.

The heads compartment has a shower and good-sized cupboards above and below the washbasin. There is a hanging locker at the rear.

The berth in the aft cabin has a minimum length of 1.93m (6ft 4in) and a width of 1.57m (5ft 2in). There is a wooden handhold to help you in and out of the berth. Plenty of shelves run the length of the cabin, and there are two cupboards.



Above: American cherrywood gives the cabin a warm feel. Right: along with plenty of handholds and crash bars, the galley has excellent stowage, as does the chart table (far right)





Photos: Graham Sirook © 2002 Photo

The forward cabin has 1.78m (5ft 10in) headroom and a double vee berth measuring 2.08m (6ft 10in). Lining the cabin are four large shelves with fiddles, and below the berths are cupboards accessing the lockers.

An Admiralty chart folded once fits snugly on the chart table and a folio of charts will fit inside. Once again there are plenty of lockers, shelves and, best of all, drawers surrounding the navigation area for stowage. The area would benefit from a strap or foot support to keep the navigator secure on a starboard tack. Behind the chart area is a wet locker for waterproofs that drains into the bilge.

The galley is well designed, having a double-drainer sink and plenty of handholds and crash bars to keep the galley slave safe at sea. As usual with this boat, there is good storage, in the eye-level, sliding-door cupboards and stowage areas under the sink.

Under sail

There can be few better places to sail than Dartmouth Harbour entrance on a sunny day. Although we did not have much wind for our test, even in the lightest of breezes the Maxi showed her speed. In just nine to ten knots apparent we comfortably sailed to windward at 4.5 knots and made 30° to the apparent wind. As expected, off the wind what little breeze was left was hardly enough to fill the sails. The wind then dropped away to nothing. On a later occasion I sailed another Maxi 1000 in stronger winds in the Solent, and in 25-30 knots of breeze I found that with two reefs in the main and a furl of the self-tacking jib she sailed effortlessly and tracked well, with hardly any weather helm. Off the wind she accelerated to eight knots.

Under power, the three-cylinder Volvo MD2020S gives her a speed of six knots comfortably and seven knots at a squeeze. The two-bladed prop on the saildrive gave very little prop-walk and

was easy to drive astern. Access to the engine is generally good below the companionway steps.

I found the build quality very good and finished to a high standard. The woodwork was reassuringly solid and mostly real, not the veneered, moisture-resistant MDF that is all too often found these days. The insides of the lockers were nicely finished with a gelcoat finish and try as I might I could find no GRP splinters. It was good to sail a boat that satisfied the designer's original concept. It was also refreshing that the designer has built in cupboards and drawers instead of trying to get a big feel to the yacht at the cost of having anywhere to stow your gear.

Expect to pay between £65,000 and £75,000, depending on age, inventory and condition. ▲

MAXI 1000: TECHNICAL SPECIFICATIONS

LOA	10.20m (33ft 6in)
LWL	8.20m (26ft 11in)
Beam	3.30m (10ft 10in)
Draught	
Deep	1.70m (5ft 6in)
Shallow	1.5m (4ft 11in)
Displacement	4.5 tonnes
Ballast	1.5 tonnes
Fuel	78 litres (17 gals)
Water	90 litres (20 gals)

