

Maxi 100

YEAR 1984 | £10,000 | NEWCASTLE OFFICE



Summary

Manufacturer: Maxi 100

Price: £10,000

Location: Newcastle OFFICE

Year: 1984

ID no.: 14242

DIMENSIONS

- **LOA:** 30' 10" (9.40m)
- **Beam:** 10' 7" (3.23m)
- **Draft:** 5' 1" (1.55m)
- **Keel:** Fin keel

ACCOMMODATION

- **Berths:** 7
- **Cabins:** 2
- **Heads:** 1
- **Showers:** 0

PERFORMANCE

- **Top Speed:** 6-7 Knots
- **Cruising Speed:** 5-6 knots

TANKAGE

- **Fuel:** Diesel
- **Fuel Tank Size:** 50 Litres
- **Water Tank Size:** 200 Litres

MACHINERY

- **Engine Make:** Volvo MD11B
- **Horsepower:** 18
- **Drive Type:** Shaft drive



Maxi 100

Broker Remarks

The Maxi 100 was a natural progression from the very popular maxi 95. Built by Maxi Yachts of Sweden to a Pelle Peterson design, the Maxi 100 was offered with and without a half dog house. This is the cruising version and offers comfort, sturdy construction and a turn of speed synonymous with Swedish yacht builders. The yacht can sleep 7 persons over two cabins and the saloon. The interior woodwork is warm, welcoming and to a high standard. The cute aft cabin offers privacy and the galley is well equipped for long range cruising. Large secure cockpit with wheel steering mounted to a drop leaf table. All lines are led aft making short handed sailing very easy indeed. Under water areas were epoxy treated in 2003 and the hull has been re-antifouled in July 2017. Vessel powered by a reliable and economical inboard Volvo Penta MD11B 18hp diesel engine. Comprehensive electronic navigation package including chart plotter, wind speed and VHF



Accommodation

Below deck is warm and welcoming thanks to the teak faced bulkheads and teak cabinet work.

The furnishings are covered in a smart grey/blue material which compliments the wood beautifully.

The original companionway doors have been replaced with perspex allowing greater light into the cabin.

On entering the main saloon you will find the galley to port. This features a gas fuelled, stainless steel SMEV oven with 2-burner hob and grill. There is a stainless steel sink with foot operated fresh and sea water pumps. The water is stored in 2x100 litre tanks providing decent capacity when cruising.

Stainless steel lined cool box for perishables. Plentiful drawer and cupboard storage.

Forward of galley is the saloon with settee berths port and starboard of engine housing/table. The starboard settee is U-shaped and will convert to a double berth if required. There is plentiful storage thanks to the hull mounted lockers.

Lots of natural light from the deck hatches and port lights.

Forward cabin in bow with double berth and deck hatch. 12V lighting throughout.

Moving aft and on the starboard side opposite the galley is the large heads with sink, cupboard storage and Jabsco sea toilet. There is a holding tank available if required.

Returning to the cockpit and moving aft is the stand alone aft cabin with double berth. This has an infill cushion and is fitted with 12V lighting.

Boat benefits from programmable Eberspacher cabin heating.

Mechanical and Rigging

Construction:

GRP constructed yacht with 1.55M draft cast iron fin keel.

This allows the shallower areas of our coastline to be explored without compromising on performance.

Wheel steering with skeg mounted rudder.

Underwater areas were epoxy treated in 2003 and the hull has been well maintained.

Most recent antifoul was in July 2017.

Deep safe cockpit with locker storage port and starboard.

Binnacle with incorporated drop leaf wooden cockpit table. Cockpit cubby holes for handy storage.

Raised aft deck essentially makes this a "centre cockpit" yacht making her very dry to sail.

Wide side decks make moving forward safe and easy.

Further protection from stainless steel stanchions and double set guardwires.

Large capacity anchor locker with strong point.

Stainless steel and teak bow fitting with anchor roller.

Deck hatches and solar vents allow light and ventilation.

Engine & Electrics:

Vessel powered by an economical and reliable inboard Volvo MD11B.

This 23hp unit is situated midships and housed in a sound proofed compartment that doubles as the saloon table.

This is of a "clam shell" construction which separates easily to allow access for servicing.

Reduction gearbox driving stainless steel shaft and 2-bladed bronze propeller.

Bank of 2X12V batteries providing engine start and domestic power.

These are fitted with isolators and are recharged via the 50A engine alternator or the wind generator.

Sails & Rigging:

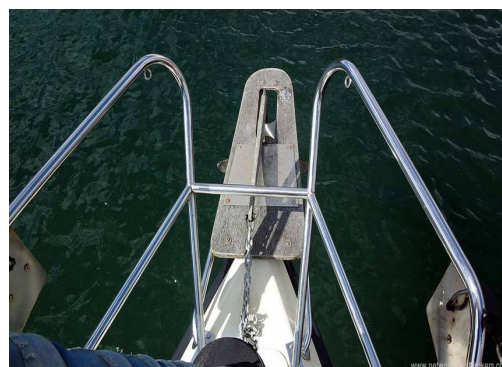
Deck stepped aluminium spars by Selden. Mast head rig with stainless steel standing rigging.

Slab reefing main by Kemp, mounted in lazy bag on boom. Barton boom strut.

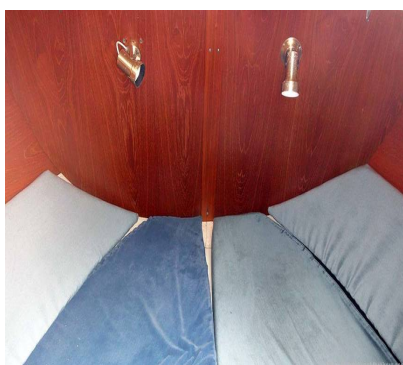
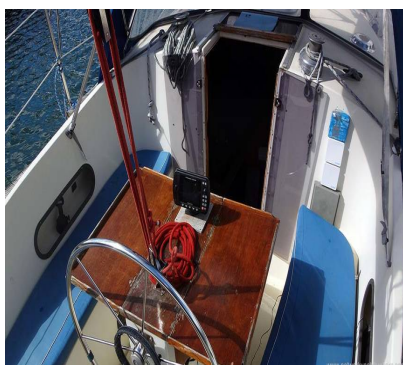
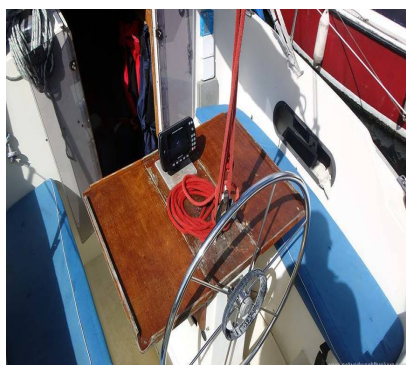
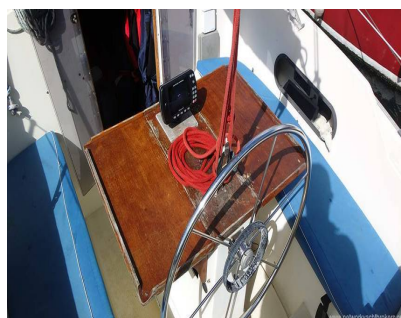
Furlex roller furling gear with Kemp roller furling genoa with UV strip.

Halyard and reefing winches are mounted on the mast.

The spinnaker sheet winches are mounted port and



Compass
Silva depth/speed
Garmin GPS72 mounted in saloon with
cockpit repeater
Simrad wheel pilot
Clipper Wind speed/direction
JRC Radar
Standard Horizon M3500 DSC VHF with
cockpit command mic.
Standard Horizon GPS chart plotter in
cockpit.
Navtex
Navigation lights
Warps and fenders
Sprayhood
Boathook
Cockpit cushions
Shore power cable
Jackstays
Clock & Barometer set
Fire extinguishers
Fire blanket
MOB throwing line
Anchor, chain and warp



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