

INTREPID — MAXI YACHTS



Builder: MAXI YACHTS

Year Built: 1999

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 33' 5" (10.19m)

Beam: 10' 7" (3.23m)

Min Draft: 5' 6" (1.68m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **INTREPID — MAXI YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **INTREPID — MAXI YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

A late example of the extremely popular Swedish built aft cockpit fast cruising yacht. Launched in 1999 and boasting a very high spec including wheel steering, single-line reefing with stackpack & lazyjacks, self-tacking jib plus genoa and jib tracks, electric anchor windlass, heating, and radar/plotter. In essence, the perfect coastal cruising yacht.

Basic Information

Category: Cruising Sailboat

Model Year: 1999

Year Built: 1999

Country: United Kingdom

Dimensions

LOA: 33' 5" (10.19m)

LWL: 26' 10" (8.18m)

Beam: 10' 7" (3.23m)

Min Draft: 5' 6" (1.68m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

Displacement: 9920.80179 Pounds

Water Capacity: 23.77548468 Gallons

Holding Tank: 13.2086026 Gallons

Fuel Capacity: 18.49204364 Gallons

Accommodations

Total Cabins: 2

Total Berths: 7

Total Heads: 1

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Designer: Pelle Pettersen

Engine Information

Engines: 1

Manufacturer: Volvo

Model: MD2020

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

A late example of the extremely popular Swedish-built aft cockpit fast cruising yacht. Launched in 1999 and boasting a very high spec including wheel steering, single-line reefing with stackpack & lazyjacks, self-tacking jib plus genoa and jib tracks, electric anchor windlass, heating, and radar/plotter. In essence, the perfect coastal cruising yacht.

Owner's Comments

INTREPID has been a super boat to own & sail. She is very light to handle and very responsive, well built (as is the model's reputation) but safe, which was a key requirement as she was bought as a family boat, and our first boat.

With a third reef she has been out in a Force 8, with no concerns whatsoever. INTREPID is also a delight to manoeuvre under engine. As acknowledged by numerous reviews the Maxi 1000 experiences minimal prop walk and goes astern incredibly easily.

INTREPID is being sold with much regret. She has been very lightly used as we haven't been able to find the time to do her justice i.e. we have only sailed her once in the last 24 months. She deserves better and I have no doubt she give her future owner/owners hours of safe but exhilarating enjoyment, as she did us, when we were actually able to sail her".

Builder's Comments

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 (7 including converting

double in saloon) contributes still further to comfort, even on longer voyages.

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

Construction

Overall Measured Length: 34'5"

RCD Status: As a yacht constructed and placed in use within EU waters after 16th June 1998, it is our understanding that she is therefore compliant from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive)

Hull, Deck & Superstructure Construction:

- Hull, deck, inner-liner in glass fibre reinforced plastic (GRP).
- The deck features sandwich construction with a core of Divinycell.
- GRP inner liner offers a maximum rigidity, minimum weight and smooth practical surfaces that are easy to keep clean.
- Transverse GRP beams for optimum keel mounting
- Integrated bathing platform with storage for anchor, bathing ladder, base for aft kedge anchor winch.
- Blue gelcoat finish
- Hull epoxy coated - 2010

Keel & Rudder:

- 1.7m Cast iron fin keel with bulb externally bolted with acid resistant stainless steel bolts
- Rudder in GRP with acid resistant stainless steel shaft

Machinery

Engine & Gearboxes:

-
- 1 x Volvo MD2020 3-cylinder diesel engine producing 18hp
 - Volvo 120SE saildrive gearbox (gasket replaced 2006)
 - Fresh water cooling via raw water intake and heat exchanger
 - Single lever throttle control in cockpit
 - Engine control panel with rev counter, voltmeter, oil pressure, water temperature and charge alarms

Maintenance & Performance:

- Engine Hours: Estimated 1,700
- Engine comprehensively overhauled & rebuilt – May 2012 (1hr run since)
- Cruising speed: approx 6 knots
- Maximum speed: approx 7knots

Propulsion & Steering:

- Wheel steering with helm pedestal and hide-covered stainless steel wheel
- 3-bladed folding prop - 2006

Electrical Systems

Voltage Systems:

- 12vDC domestic systems with 220vAC from shorepower

Battery Banks:

- 1x 12vDC engine start battery
- 3x 12v DC service batteries joined in parallel
- Battery level gauge at chart table

Battery Charger / Inverter:

- Mobitronic 25Amp automatic 220vAC/12vDC battery charger

Alternators:

- 12vDC 50Amp engine-mounted alternator for battery charging

Shore Power:

- 220vAC shore power system with RCB unit and 8x 220vAC sockets within interior

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised fresh water system via 12vDC pressure pump
- Hot water generated by engine-driven calorifier in Isotherm 17 litre hot water tank or via 220vAC immersion heater element.

Bilge Pump:

- Manual diaphragm bilge pump

Grey/Blackwater:

- Grey water discharges overboard
- Blackwater discharges to holding tanks and then overboard via manual pumps

Other plumbing:

- Pressurised cold water shower at transom

Tankage

Fuel:

- 70 litres (15.4 gallons) in 1x tanks
- Fuel tank gauge at chart table

Fresh water:

- 90 litres (20 gallons) in 1x tank

Blackwater holding tanks:

- 50 litres (11 gallons) in 1x stainless steel tank

Navigation Equipment

In cockpit:

- Raytheon ST4000+ autopilot
- Raytheon ST60 speed/log display
- Raytheon ST60 depth display
- Raytheon ST60 wind display
- Raytheon ST60 multi-instrument at companionway
- Steering compass

At Chart table:

- Raymarine TL70CRC+ radar / chart plotter
- Closed array radar scanner on mast
- Garmin GPS128 GPS display (requires screen replacement)
- USB interface for connection to laptop PC
- Clock & barometer on main bulkhead

Communications Equipment:

- Simrad RS8400 VHF with DSC – 2006

Domestic Equipment

Galley:

- Twin stainless steel sinks with thermostatic hot & cold pressurised supply
- Optimus gimballled 2-burner gas cooker with oven
- Top-loading 12vDC fridge with Isotherm ASU controller

Heads/Showers:

- Jabsco manual marine heads
- Hot & cold pressurised showers in heads compartments

Heating & Ventilation:

- Ardic diesel-fired hot-air cabin heating with outlets throughout interior
- Opening deckhead hatches in forward cabin and saloon.

Entertainment:

- Sony FM/MW/LW radio with CD and MP3/USB player with speakers in saloon and cockpit.

Lighting:

- Deckhead mounted lights throughout
- Reading lights in accommodation cabins
- Chart lamp in navigation area.

Accommodation

Summary of Accommodation:

- Up to 7 berths in two double cabins plus further 2 settee berths in saloon, one converting to a double
- Woodwork in solid teak and teak-faced marine ply coated in marine varnish.
- Formica counters in galley and heads
- Blue cloth upholstery in saloon and accommodation cabins
- Furniture fabric treated with Scotchguard
- Teak & holly laminate soleboards
- White vinyl headlinings to deckhead in saloon heads and galley areas
- Cloth curtains for side-ports

Forward Cabin:

- 2 spacious bunks, 2 x 1.90m. Stowage under bunks, shelves along the sides. Wood finish to hull sides

Saloon:

- To port 'U' shaped sofa that easily converts into a double bunk, 2 x 1.20m. To starboard sofa/single bunk, 2 x 0.80m, lockers over bunks, stowage under bunks. Wood finish to hull sides. Saloon table with folding leaf. Headroom 1.90m. Dorade ventilators.

Chart table area:

- Forward facing chart table with chart stowage beneath. Space for navigation instruments. DC panel beneath chart seat. stowage beneath chart seat. Wet locker outboard. 12v pump out for shower tray.

Galley area:

- L-shaped galley Two stainless steel sinks. Gimballed gas stove with cover. Top opening fridge. Ample stowage in lockers, cupboards, drawers and shelves.

Aft cabin:

- Large double berth (2x1.65m) with stowage below. Hanging locker. Shelving above berth along hull side. Opening port to cockpit

Heads:

- Manual marine heads with holding tank. Sink with pressurised hot & cold water supply. Cupboards. Mirror. Teak gratings. Wet locker.

Deck Equipment

Rig:

- Selden silver-anodised aluminium alloy spars
- Deck-stepped fractional-rigged spar with single set of swept-back spreaders
- Selden rod-kicker
- Furlex genoa furler
- Stainless steel wire standing rigging - 2012
- Manually adjustable backstay
- Mainsheet system with adjustable track forward of helm pedestal
- Separate adjustable tracks for either genoa or jib sheets with further self-tacking option via track forward of mast
- All main control lines led aft to companionway winches
- Single-line reefing system for mainsail
- Stackpack system with lazyjacks for mainsail
- Lewmar deck gear

Winches:

- 2x Lewmar 40ST 2-speed self-tailing primary winches

- 2x Lewmar 16ST 1-speed self-tailing halyard winches at companionway

Sails:

- Banks Tri-radial Pentex mainsail with 2 full-length top battens and three reefs (2006)
- Banks Tri-radial Pentex furling genoa with UV protection (2006)
- Dacron self-tacking jib
- Sails laundered by Sanders Sails – Winter 2013/14

General:

- Stainless pulpit and pushpit and guardrail stanchions
- Top guardwire replaced - 2009
- Bow stern and mid ship cleats
- Stainless steel folding boarding ladder at transom

Anchoring & Mooring Equipment:

- Twin bow rollers
- Lewmar 12vDC reversing windlass
- Bruce anchor with 35m with chain and 20 metres of warp
- Fenders & extensive selection of warps

Covers, Canvas & Cushions:

- Blue canvas sprayhood on stainless steel frame - 2008
- Blue canvas stackpack for mainsail
- Blue canvas helm pedestal / wheel cover
- Blue canvas cockpit canopy

Tender:

- XM235 tender with oars and pump

Safety Equipment:

- Seago Liferaft stowed in stainless steel cradle pushpit (requires service)
- Horseshoe buoy with light
- Danbuoy with light
- KIM MOB revery sling
- Throwing line
- Webbing jackstays
- Tri-lens radar reflector at masthead

Fire-fighting equipment:

- Fire extinguishers throughout (requires service/replacement)
- Fire blanket at galley

Exclusions

Owner's personal belongings.

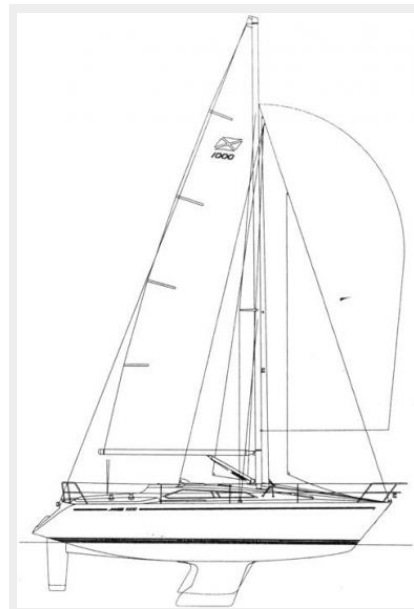
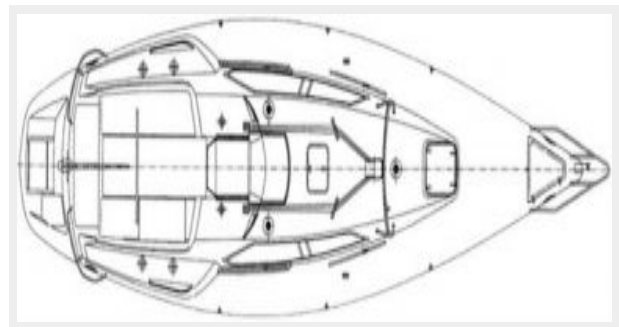
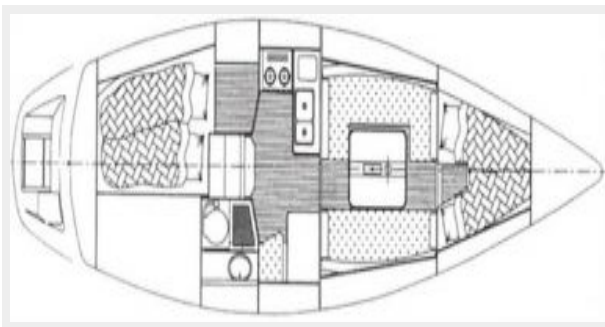
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PHOTOS







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