

# MARK CAMERON YACHTS

Mark Cameron Yachts, The Braes, Inverneill, Ardrishaig, Argyll, PA30 8ES, UK

Tel: +44 (0)7988 763 254 | info@mcyachts.co.uk



## Maxi Yachts Maxi 95

**£19,950 GBP**

**United Kingdom**

Manufacturer/Model	Maxi Yachts Maxi 95
Designer	Pelle Peterson
Year	1978
Category	Sail
New or used	Used
Status	Available
Price	£19,950 GBP
Lying	Balvicar, Argyll & Bute, United Kingdom, United Kingdom
Reference	1362891

## Specifications

Length overall	9.50 m
Length waterline	7.80 m
Beam	3.20 m
Draft	1.50 m
Displacement	4,100 kg
Keel	Fin keel

## Propulsion

Fuel	Diesel
Fuel capacity	55 litres

## Description

During its production run the Maxi 95 gained the nickname 'the Swedish Tardis' around the boat shows, the volume of living space provided in the sleek hull design was significantly greater than other designs of the time. From the board of the Swedish Olympic sailor Pelle Peterson the design for the Maxi 95 came hot on the heels of the successful 77. With a practical cruising layout out, spacious interior with separate aft cabin underpinned with a sleek hull including heavily raked ballast keel and skeg hung rudder she was an appealing offering for both cruising sailors and club racers. The design's appealing attributes stand them in good steady today and they offer great spacious family cruisers at very sensible prices.

Tilty Too is a nicely presented example of the class which has been sensibly upgraded throughout. Wintering ashore in Argyll she is available for viewing by appointment.

## Construction

The Maxi range in the late 70's and early 80's had an easily identifiable style with the silhouette immediately identifying the boat as a Pelle Peterson design. Both hull and deck mouldings are constructed of heavy weight hand laminated GRP mouldings finished in and off white gelcoat with styling stripe and saloon portlights below deck level breaking up the then relatively high topsides.

Below the waterline the hull is shaped for great sailing performance with a modern fin and skeg type arrangement. The encapsulated ballast keel is of lead construction with the skeg hung rudder at the aft end of the hull. The boat was given a West Epoxy preventative osmosis treatment below the waterline in 2015.

## Spars & Rigging

The boat is fitted with her original spars, rigged as a mast head sloop with all spars finished in a black anodising. All standing rigging was replaced with new in 2007 with all standing rigging of 1x19 stainless steel wire with roll swage type terminations and chrome plated, bronze bodied rigging screws. All running rigging has been replaced during the current ownership.

## Sails & Covers

### Sails

- **Mainsail** - Slab reefing. Dacron (2005)
- **Genoa** - Roller reefing. Hydronet (2005)
- **Spinnaker.**
- **Cruising chute.**

### Covers

- **Sprayhood.**
- Mainsail Cover - Stackpack type.

## Ground Tackle

- **Main Anchor** - 15kg Rocna on 60m, 8mm chain rode.
- **Kedge Anchor** - 19lb CQR.
- **Windlass** - Simpson Lawrence SeaWolf electric with chain gypsy and warping drum.

## On Deck

As with all the Peterson designed Maxi's of this era forward of the cockpit the deck line is essentially flush making moving around the deck very easy. The deck is finished with very little in the way of timber fittings, all those present being within the cockpit making routine maintenance and protection very easy.

On the foredeck the electric anchor windlass is fitted with the anchor chain self stowing into the large top opening, self draining chain locker. The decks are clear; apart from the small foredeck hatch aft to the mast step. Aft of the mast step there is gentle rise in the deck around the centre line with the sprayhood spanning almost the full width of the deck.

Access to the cockpit is around either side of the sprayhood with the cockpit being the full width of the hull and no distinguishable raised coamings. The deep cockpit is however well protected and provides a very spacious and safe area for the crew with the wheel mounted at the aft end of the centrally mounted cockpit table. Wide companionways are provided at the forward and aft ends of the cockpit to access the separate aft cabin and main below decks accommodation space.

## Navigation Instruments

- **Depth Sounder** - Autohelm ST50
- **Log** - Autohelm ST50
- **Wind Instrument** - Autohelm ST50
- **VHF** - Icom DSC type.
- **GPS** - Magellan, hand held type.
- **Autopilot** - Autohelm 3000
- **Plotter** - Garmin 720S with depth sounder transducer.

## Electrics

- **Inverter** - Sterling 1800W
- **Battery Monitor** - Mastervolt Lite
- **CD Player**

## Domestic Equipment

- Heads - Jabsco
- Cooker - Techimpex gas type with 2 burners, grill and oven.
- Fridge - Frigoboat system.

## General Equipment

- **Fenders** - Selection, with fender step.
- **Mooring Warps** - Selection of 3 strand nylon lines.
- **Manual Bilge Pump** - Whale Gusher 10
- **Electric Bilge Pump** - Automatic 500LPM
- **Cockpit Speakers**
- **Tender** - Waveline 260
- **Outboard** - Yamaha Malta 3hp 2 stroke.
- **Outboard Storage Bracket**
- **Boarding Ladder** - mounted on transom.

## Accommodation

For a design built in the late 1970's the design and construction of the accommodation space was well ahead of its time and doesn't look dated against modern boats today. The interior is constructed with an internal GRP moulding creating the bases for all units with varnished teak veneered plywood being used to complete the construction.

The forepeak provides two single berths in the traditional V-berth formation with an infill section creating a spacious double when required. Storage is provided in an overhead locker forward with some locker space beneath.

Concealing the mid mounted engine the centrally mounted drop leaf saloon table unit dominates the living saloon space. Bench style settees are provided along both port and starboard sides of the space. Both settees convert to generously sized single berths. Storage is provided around the saloon in a mixture of overhead lockers and beneath the settees.

Located to port of the living space aft is the galley appointed with gas cooker, single sink, top loading fridge. A good selection of storage is provided within the galley area.

A separate heads compartment is provided to starboard with Jabsco marine toilet, sink and vanity unit.

Accessed via its own companionway at the aft end of the cockpit is the separate aft cabin. This cabin space provides two spacious single bunks.

## Safety Equipment

- **Liferaft** - 4 person, canister.
- **Lifejacket** - 4 off Auto Inflate type.
- **Horseshoe Buoy** - with light
- **MOB Recovery Sling.**

## Engine

A design feature from Pelle Peterson's eye for performance the engine is mounted further forward than you may expect with the engine weight kept in the middle part of the boat over the keel. The engine is housed in a sound insulated box which also forms the saloon table. With the table easily dismantling and its central position excellent access is provided around the whole engine and gearbox assembly.

Stern gear is of the conventional shaft type with a traditional packing type stern gland and bronze fixed 2 blade propeller.

## Ships Batteries

- **Domestic Bank** - 2 off 100Ah lead acid type.
- **Engine Bank** - 1 off 95Ah lead acid type.

Battery charging is via engine driven alternator which is fitted with an Adverc smart charging regulator to optimise performance.

## Outside Equipment

Electric windlass

## Other Equipment

Tilty Too





