



Really original lines for an attractive cruising catamaran...

The large cockpit will be much appreciated both at sea and at anchor.



# MAVERICK 400

## The multi-space

When we asked Rudi Pretorius, the creator of the Maverick brand, what the name means, he hesitated between ‘non-conformist’ and ‘goes beyond the frontiers’. In fact, both assertions seem to fit this catamaran perfectly. It is from the Antipodes and really worth a look; both inside and outside it has everything to make it stand out from the standard fare offered by a number of its colleagues.

Here is a new boat from the prolific South African builders, which stands out in a production which is often quite classical. Although for us this is a new discovery, the project was actually launched by Rudi in 2007. A repeat-offending businessman with the build of a Springbok scrum half, he carries the project with vigour and enthusiasm, but is humble enough to surround himself with the right people, and generous enough to make it into a social project, which is always welcome in a reviving South Africa. Since then, the famous Table Mountain which watches over Cape Town bay has seen ten of these boats leave the Maverick yard. The tenth was even a version lengthened to 44 feet...but we'll come back to that.

With exterior lines straight from a science fiction film, heads turn when this original cruising catamaran passes. Its rockered hulls and the two huge portlights in the hull sides have up until now appealed to a private international clientele (Brazil, USA, United Arab Emirates...). They all appreciated the care taken with the many details and the possibility of customising the accommodation. Finally, no two examples of the Maverick are identical. The one we had the opportunity to visit at the last Miami International Boat Show was particularly appealing. As much through the choice of the species of wood as the organisation of the areas, it breathes modernity and originality as well as a lot of practicality, with notably systems (plumbing and electricity)

which are always easily accessible. And what a lot of volume for a 40-footer! Everywhere inside is bright, with a view over the sea, for the pleasure of the whole crew.

Once past the sliding coachroof door, the general arrangement of the saloon contrasts strongly with the classicism prevalent on most of its neighbours on the pontoon. A huge U-shaped lounge to starboard, which is extended forward to potentially form a double berth. Then the huge L-shaped galley which starts at the entrance and extends to the front of the bridgedeck, with household equipment ‘just like at home’. A moment of doubt: are all kitchens ashore as spacious as this ? To starboard of the

entrance, the chart table seems almost 'normal', however it is without a doubt bigger than most of the current offerings, which have become much smaller. The wide flat-screen television which can receive all the navigation information, is perfectly integrated and thus gives a first glimpse of the care taken with many details aboard

Although the port hull, with its two cabins and central heads is certainly spacious and appealing, it doesn't revolutionize the concept. On the contrary, the starboard hull, dedicated to the owners, will not fail to surprise you, aboard a 40-footer. The cabin itself measures no less than six metres by two and accommodates a queen-sized bed, two metres long and partially accessible from the sides. With lots of stowage space and its reading chair, whose careful design adds to the comfort, life aboard can start to be seriously envisaged. But what can we say about the adjoining bathroom, which is very opportunely named 'en suite' ? Huge! Double washbasin and bath-shower – 5-star comfort!

From a technical point of view, the architect Phil Southwell has taken care with the bridgedeck height, so that this boat (which, given its programme, is inevitably homologated in Category A) passes comfortably through the seas. Note that whatever the version, 400 or 440, the Maverick can be beached quite safely on its stub keels, which however are not structural and will act as a 'fuse' in the case of a violent impact with an unidentified floating object. The dummy which served for the deck mould was milled digitally, guaranteeing a remarkable quality of finishing, even in the slightest details. The builder's expertise in polyester construction under vacuum (Divinycell foam sandwich) has allowed it to lay claim to rather flattering target speeds in its category, despite it not being a featherweight. The two 30hp engines (choice of Volvo or

Yanmar) will in any case have no trouble propelling it in flat calms or getting it back to its berth whatever the weather. For the organisation of the deck, comfort, safety and shorthanded sailing have guided all the choices. Most of the control lines are returned to the steering position, and the mainsail is controlled by a double tackle, safer when cruising than a traveller, which can without warning cross a cockpit which is above all dedicated to pleasure: as proof, the double deck chair in Batyline, in position between the davits ? The double helmsman's seat, which could have a Pullman label attached, or again the pulpit seats with above average ergonomics, reinforce the idea that this boat has benefitted from a lot of attention, which will give its owner a very pleasant feeling of serenity. A feeling which will not be disappointed by the standard equipment supplied (autopilot, plotter, radar, 2 fridges, inverter, windlass, generously-sized 1000-litre water tanks and 800 litre fuel tanks...).

Elected '2010 Boat of the Year' in South Africa by its colleagues, the Maverick 400 is quite different and never ceases to surprise. In the 400 version, the sugar scoops have been lengthened by four feet: no doubt longitudinal stability, comfort and performance will all benefit. To be discovered through a sea test we hope to carry out soon...

 TECHNICAL SPECIFICATIONS:

Architect: Phil Southwell
Length: 12 m
Beam: 7.45 m
Displacement: 9,300 Kg
Draft: 0.90 m
Mast length: 16.90 m
Mainsail: 59.4 m2
Genoa: 36 m2
Water tanks: 2 x 500 l.
Diesel tanks: 2 x 400 l.
Engines: 2 x 30 CV
EC Cat: A
Price: from 415,000 \$ US (400 Std) to 522,852 \$ US (440 Executive)



This wide canvas deck chair stretched between the davits is particularly nice...



Inside, the arrangement is also original, with this huge U-shaped lounge, extended forward to form a double berth.



The galley is also more than generous for a 40-footer, with equipment 'just like at home'...

- ◆ The owner's hull
- ◆ The (too) original exterior lines
- ◆ The bridgedeck fit-out
- ◆ A few finishing details
- ◆ The access to the systems
- ◆ Passage from the steering position to the deck