



Boat Report

MAXUM 2300SC

This American-built 23-footer combines sportsboat styling with overnight accommodation, at a competitive price.

With its extremely sleek lines, the latest model upgrade from American builders Maxum clearly fits into the top end of their sportsboat range, contrasting with the bulkier styling of their sportscruisers although bridging the overnighting gap between the two.

The 2300SC is now available in the UK from new importers Russell Simpson Marine, rather than through an intermediate Marine Power agent as before.

Design

The hull itself errs towards a deep-vee rather than medium-vee form, with a deadrise from amidships to transom of 23°, so the 2300SC is no lake boat. The two sets of sprayrails and the chine are heavily radiused.

Above the waterline, careful attention to the styling of the quarters, and the tiered transom with its full-width bathing platform and built-in ski-locker,

works to good effect while maintaining a safe, deep cockpit coaming. The curved screen blends into the raised line of the coaming, raked keenly away from the gentle slope of the coachroof, which allows stooped standing headroom down below.

Exterior

Two cockpit layouts are offered. Our test boat had a deep transom bench and a set of back-to-back seats to port; the alternative offers a permanent sunpad aft, a bench ahead of this and a further single bucket seat to accompany the skipper's. The former layout appears to give more room, and with the back-to-back seats folding down to make a sunlounger and the bench itself long enough to lie on, a dedicated mattress seems unnecessary.

The stepped transom makes it easiest to board the boat from astern. To save feet soiling the upholstery, the seat cushion has a central removal section, and it can also be turned upside down to act



Above: the well bolstered bucket seat at the helm is almost an armchair. The back-to-back seats opposite can be folded down into a sunlounger. Below: the console is in grey rather than white, to cut down on glare.

as a small table with wipe-clean surface and drinks-holders.

Another thoughtful provision is the array of storage bins moulded into the side coamings. There is further stowage beneath the wood grating in the sole, and the voids on both sides of the moulded enginebox under the transom bench have been left open, rather than made into actual lockers, so that large items such as fenders can be tucked away without a lot of fiddling.

The upholstery and the coaming sides (with handholds) are well bolstered, and the skipper's adjustable bucket seat is more like an armchair.

The helm controls fall easily to hand whether you are sitting or standing, and the standard instrumentation is well laid-out in a two-tier moulded console, in grey rather than white gelcoat to reduce glare. There is a well-sited compass, although



additional electronics have to be positioned fairly low and vertical on the console, next to the wheel, making them awkward to view from a standing position. Ready-use switches are ranged along the outboard coaming and are easy to get at, albeit equally liable to be nudged inadvertently.

The split screen has no wiper. Moulded into the console are a couple of steps to help you up and through onto the coachroof, which is pretty flat and completely covered in a moulded non-slip, making it easy to traverse. There is no central grabrail, but those at the sides are convenient in any case.

The foredeck locker is sizeable enough to house the necessary ground tackle, but it will have to hang directly off one of the 6in (15cm) cleats as there is no bow-roller, and little chance of an owner being able to fit one, given that the combined sidelight unit is positioned smack on the bow. Similar-sized cleats are to be found amidships and on both quarters.

A cockpit canopy with side panels is provided as standard, and both the frame and the main portion could be left in-situ during our sea trials.

Interior

A supported hatch and a perspex door give access to the cabin. There is an additional opening just adjacent to this, we assume intended to give a measure of ventilation for the accommodation. To open the cabin more fully into the cockpit for a more spacious effect, a better solution would perhaps have been to combine the door and hatch.

Inside, immediately to starboard, is a covered but not completely separate compartment housing the toilet; on the test boat this was a portable affair, but a sea-toilet can be fitted as an option.

A further option, not fitted to our boat but obviously necessary for overnighting, is the galley. This uses the counter and locker space to port, beside the ventilation hatch. For an extra £500 you

get a fridge, a stainless steel sink with a pressurised cold water system, and a single alcohol burner.

The vee-seating in the bow is deep and comfortable, and an infill converts it into a 6ft 4in x 5ft 6in (1.93m x 1.67m) berth. Beneath the seat-bases are the usual painted-out lockers, whilst the shelves formed by the seat-backs will take all manner of bags. There is an opaque opening hatch in the deckhead.

Engines

As part of the giant Brunswick Corporation, the Maxum range are available only with Mercruiser petrol outdrive units, from 230hp to 330hp. Our test boat was fitted with the 5.7lt V8 on an Alpha leg, producing 260hp.

Removing the sectioned seat cushions and hinging back the insulated moulded box gives sufficient access for day-to-day checks and room to get at the usual service points. For increased spanner-room tight to the transom, a screwed-down upper section of the seat-back can also be detached.

An automatic bilge pump is fitted near the fuel tank to the front of the compartment, the battery tucked behind one of the adjacent hatches in the transom. Oddly, there is no battery switch fitted as standard, nor is there a fuel shut-off.

Performance and handling

For our short sprint along the Sussex coast from Newhaven to Brighton, the incoming spring tide was being pushed up by a following Force 3-4. There was nothing to worry this Maxum, except that the holes were sufficiently big and far apart to make life as rollercoaster-like as possible.

Even so, the keenness of the vee hull allowed us to press comfortably on at 23 knots, a relaxed 3000rpm. As soon as the wavelength spread a shade and the hard edge came off the crests, we throttled up to 3500rpm for an easy-running 30 knots. At these speeds, twists and turns can be conducted in as sporty a manner as you like, although the leg takes a little tweaking through the tighter ones.

On the return trip we found the seas had dropped as the tide peaked, and we opened the V8 right up,



to a no-messing 39 knots. At these revs, you can expect to draw something along the lines of a gallon every three and a half minutes, although cruising at 3500rpm consumes a rather more fuel-conscious 10gph (45lph).

Insulation within the engine bay is limited to thin foil-faced foam, which means noise levels are average at best, and start to intrude at over 3500rpm, running from 84dB(A) to 91dB(A) flat-out. At 3000rpm, however, they are much better, at 80dB(A).

Conclusions

This 23-footer is competent overnighter. We found a few items that need attention, but in fit-out, styling and performance it scores as a sound performer. And the price is keen. □

Maxum 2300SC

Loa 23ft 7in (7.19m).
Hull length 22ft 2in (6.79m).
Beam 8ft 4in (2.54m).
Draught 3ft 1in (0.94m) with drive down.

Displacement 2.0 tons.
Fuel capacity 52gal (238lt).
Water capacity 11gal (49lt) if optional tank is fitted.

Engine 260hp Mercruiser 5.7LX Alpha One.

Price from £17,432 ex VAT with 5lt 230hp Mercruiser; £18,538 as tested.

Builders Maxum Marine, PO Box 9019, Everett, Washington 98206, USA. Tel: (1) 206 435 6534.

Suppliers Russell Simpson Marine Ltd, The Yacht Harbour, Newhaven, East Sussex BN9 9BY. Tel: 01273 513458.

Above: inside, the comfortable vee-seating in the bow converts into a double-berth for weekenders. The galley is a £500 optional extra.

Below: styling is sleek and sporty, notwithstanding the provision of sleeping accommodation.

