

# Maxum 2900 SE

Focus groups helped shape this cruiser, which sports Axius docking.

BY HEATHER FRECKMANN

Maxum, the Knoxville, Tennessee-based boatbuilder, has made a serious commitment to updating its cruising boats. Its newest sport cruiser, the 2900 SE, features MerCruiser's IBEX Innovation Award-winning Axius System. The adjustable helm and dual forward passenger seats rotate 180 degrees, and the companion and aft L-shaped seating both convert to sun lounges. At the transom, an aft seat reclines to lie flat with just two handles. "We wanted it to be easy, not like moving heavy furniture," says Matt Guilford, director of marketing.

Similar user-friendly features include a gas-assisted engine-access hatch and the rear storage compartment, also gas-assisted, which sports storage dividers. "Everything loose in this boat has dedicated storage," Guilford says.

The cockpit boasts an entertainment center with a molded-in sink, a cold-water faucet, self-draining storage and a built-in cooler.

Moving belowdecks, Maxum's new focus on interior design is evident. "We used a lot of focus groups," Guilford says. "Women's groups came in for the interior. Now we offer designer interiors, and we have a new partnership with Sunbrella for our interior fabrics."

The helm seat's pedestal provides a pop-up with two opening portlights. Sleeping accommodations include a large forward berth and a second berth aft. The cherry dining table drops to create another berth.

The galley incorporates a stainless steel sink with pull-out faucet, a Norcold refrigerator, a single-burner electric stove, a microwave, cabinets and drawers. Dedicated trash storage is found beneath the companionway steps.

Boaters also will appreciate the ease of maintenance in the head, which is seamless, apart from one cabinet, making wipe-down less of a headache.

Returning topside, the helm boasts a mahogany steering wheel and dash panels, a non-glare console, SmartCraft instrumenta-

tion, side-mount engine controls with an in-handle tilt-and-trim switch and a JBL stereo. "We had airline pilots weigh in on the helm," Guilford says. "There's a greater separation between individual systems." SmartCraft ties together the boat's systems, which "means a better warranty," he adds. "And the key to performance is control. Everything on this boat is plug-and-play. Cars have been doing it for a long time. Most vehicles, like airplanes, are digitally controlled."

Motoring out into the channel, I had the opportunity to try my hand at the Axius system, a package that uses independently articulating MerCruiser Bravo Three sterndrives to provide joystick docking. "In docking mode, the boat's at 50-percent power," Guilford says. "You can't go too hard or fast in those close-quarters situations." I quickly discovered that the system is, indeed, intuitive. With the slightest touch, the 2900 SE slid sideways. Then it smoothly pivoted in a circle. Best of all, joystick operation didn't reverse itself when the boat was in reverse. Just for fun, we crabbed forward and back diagonally. This model comes standard with twin 220-hp 4.3L MPI Bravo Three sterndrives.

With Axius, Mercury's Digital Throttle and Shift technology, power-assist steering and its user-friendly design, the Maxum 2900 SE is contributing to a revolution in cruising. This entry-level twin-engine cruiser makes boating more accessible than ever.

## Specs

LOA .....	30'
Beam .....	9'11"
Draft .....	2'3"
Weight .....	10,187 lbs.
Fuel capacity .....	125 gals.
Base power .....	T/MerCruiser 4.3L MPIs w/Bravo 3 (220 hp)
Base price .....	\$131,022
Power as tested .....	T/MerCruiser 5.0L MPIs w/Bravo 3 (260 hp)
Price as tested .....	\$186,154

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