



Bavaria has a new selection of cruising yachts that will appeal to anyone who wants to go to sea in head-turning style. **Simon Kent** went to Palma, Majorca, for this exclusive report in words and pictures.

Think big

THE NEW BAVARIA CRUISER series leaves the modern sailor in no doubt about its intentions. Each model is big, comfortable, well fitted and dedicated to the enjoyment of life afloat. The new designs come in 42', 46' and 49' versions.

Walking through the crowded marinas that fill the Spanish port of Palma, Majorca, it was easy to see for myself just why this market is so popular.

There was line after line of production cruising yachts: big and small, they all appeared to pay no heed to the demands of the racecourse. Rather, with their plush cabins, big galleys, multiple freezers, air conditioning units and on-deck areas, they were screaming out to be sailed across the Mediterranean with a shipload of leisure seeking holidaymakers.

All clear to sea: The old port provided a majestic backdrop for our cruise along the Palma, Majorca coast.

All pictures by Simon Kent.



ON TEST/BAVARIA 46 CRUISER

Approaching the new Bavaria 46 Cruiser from afar, I could see where this new model fitted into this scenario. The twin wheels at the stern may initially appear to be a nod towards high performance, but as any charterer knows they mean easy access from the dockside to deck. A look skywards reveals the simplest of twin-spreader rigs with fractional forestay, cabin-top mainsail track, minimal overlapping headsails and standard furling gear.

Looking forward the side decks and coach roof have practical anti-slide finishes with teak on all major seat thwarts and cockpit floor. The pulpit, pushpit and guardrail with openings on both sides are ample for the largest of crew. Deck gear reflects the demands of the long term cruiser or charterer. Onboard kit includes bow fitting with anchor roller, four cleats with fairlead (aluminium), two spring cleats amidships (aluminium), four self-tailing working winches, two-speed, two winch handles, tensioners and lines led to the cockpit, self-draining anchor locker, double locker seat in the wide cockpit, and a self-draining gas cylinder container.

That's not all that comes fully standard. There's a cockpit shower, boarding ladder, deck vent, electric bilge pump, manual bilge pump, navigation lights, deck light and that last vital piece of kit that every cruising sailor covets, an electric anchor windlass.

All this is delivered standard from the factory. As we motored out through the crowded Palma marinas to the open sea beyond I asked Tony Kirby from North South Yachting in Australia the obvious question: how does Bavaria do it?

"We have the advantage of being a manufacturer delivering to a global market," Kirby said, "and with that comes the possibilities of taking advantage of the economies of scale. Basically, big is beautiful. The buying power that Bavaria generates through the sheer volume of its production means that savings can be passed on to the buyer without compromising quality."

I'd seen plenty of evidence myself just a few days earlier when I visited the Bavaria works in Germany. Innovation, modern-manufacturing methods, computer-aided manufacturing processes and highly skilled craftsmen all combined at the Giebelstadt factory in a seamless 24/7 operation.

Feature Focus



ABOVE: Twin wheels are fast becoming a favourite of the cruising crowd.



ABOVE: The navigation area has everything the long distance cruiser would desire.



ABOVE: The main saloon has a big head and shower cabin to port.

Every year approximately 2,500 yachts between 32 and 50-feet leave the yard, which employs more than 600 people. It is one of the most modern series production facilities for sailing yachts in the world. Bavaria's worldwide network of competent sales partners guarantees professional delivery and high quality service with

dealers in direct and close contact with the owners of the yachts.

Design work is left in the capable hands of the J&J Design team that has been busy re-working all the models in the Bavaria Yachts range. Over the past year it has helped oversee the expansion of the racing Match series and now it's turning attention to the Cruiser series. To my mind the Bavaria Cruiser 46 is the ultimate example of their philosophy.

Below decks

Stepping below decks the finish was first class. Tony Kirby explained that you face almost unlimited choices in setting up the Cruiser 46 with the most popular expres-

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sion being four cabins with eight berths plus saloon. If that doesn't appeal then go for the three cabins with six berths plus saloon. The latter comes with comfortable settee as standard along with a luxuriously styled saloon table, sideboards with stowage space and lockers.

Headroom is ample. I measured at least 6-ft plus in the old scale, carried from the main saloon through to all cabins and heads.

The chart table has a large compartment for nautical charts and navigation instruments with more stowage underneath the seat.

Now, any yacht that's being pitched at the cruising market must have a workable galley. Even though during daylight hours the topsides are the focus for passengers, on the mooring or in the marina pen it's imperative that there is space to store and prepare food.

The 46 has a marinised cooker and oven. There is an insulated cooling box with electrical refrigeration and a 12V refrigerator within easy reach. The sink is stainless steel, complemented by stowage in drawers with drop doors and simple push locks. There are two marine heads with easy-care synthetic surfaces, two pump toilets with holding tank aft (disposal via seacock) and electric shower, water-disposal pump and pump filter to ensure no blockages. Four fire extinguishers are strategically placed in the main cabins and galley area.

A critical requirement demanded by



Forward of the mast there's nothing but deck space and plenty of it.

Australian cruisers is good ventilation. Be it in the tropics or anywhere else on the coast, the extremes of our local weather means we need plenty of air circulating below to keep things cool and comfortable. To that end the 46 has eight main opening hatches along with eight opening side windows streaming daylight. There are another six non-opening windows and two saloon panorama-windows.

All this light reaches the soft wood panelling to promote an open, spacious

Specifications

LOA: 14.20m
Hull: 13.99m
LWL: 13.20m
Beam: 4.35m
Draught: 1.85m
Unloaded weight: 11,000kg
Engine Volvo-Penta: 41/kw
Fuel tank: 210l
Water tank: 460l
SAILS AND RIGGING
Mainsail: 117.80 sq m
Mast height: 19.20m

feel. Gone are the days when European yachts seemed to be universally finished in dark, heavy tones, more reminiscent of a public library than a modern sailing boat.

Speaking of things modern, the boat's power supply switchboard comes with automatic fuses and control lamps, voltmeter, engine circuit 1x55 Ah, boat circuit 2x140 Ah. There is AC shore supply, AC-socket at switch board, galley and marine head, aft DC-socket at the switchboard.

Sitting at the main saloon table and settee it doesn't take too much imagination to see eight or ten friends easily seated around together and enjoying a yarn about the previous day's sailing. If you or your guests felt like a wine or two, there are bottle stowage compartments hidden throughout to keep wine safe during passage.



Clear topsides are ideal for lazy days.

ON TEST/BAVARIA 46 CRUISER

When it comes time to retire the cabins are all spacious enough to defeat the notion that life on the water is simply one step removed from camping. I especially liked the big hanging lockers in each cabin: enough space to empty the duffel bag and hang the sailing and shore-side rigs along with the odd piece of wet weather gear.

Under sail

So how does she sail? Easily. After an hour or so on the wheel I had a pretty good understanding of the boat. She is high pointing, courtesy of a cast iron keel shaped in a modern lateral profile. The draught is a sensible 1.58m and the rudder streamlined and fore balanced.

As mentioned earlier, there are two good-sized steering pedestals, each wheel with standard stitched leather cover. You can therefore sit to windward and keep an eye on approaching wind and weather or sit to leeward for a good view of the head-sail tufts. Helm was negligible.

On the day of our sail we had a team from Elvstrom aboard to pull the strings. Truth to say they were pretty underworked. Two people easily manage the gear, and that includes getting the mainsail up and down. When it came time to reach off the breeze we popped the reacher and took off. Although we were only getting around 8-10 knots across the deck we could always boast around 10-12 knots through the water if we all did the racing thing.

But who wants to do that when the cool, calm waters off Majorca beckon? The long, comfortable wave pattern rose to meet us and we cruised along with the stunning, ancient backdrop of the old port providing an ever changing view.

All sheets and halyards meet at the cabin top so changing gears was a simple task. When we went looking for more height it only took a soft tug on the mainsheet traveller to get the main hooked up to windward so the big roach could do its work. As we tacked the main went easily from side to side without the

“The comfortable wave pattern rose to meet us as we cruised along with the stunning, ancient backdrop of the old port providing an ever changing view.”



A tall rig is an advantage both on and off the breeze.

hassle of having somebody in the stern sheets flicking the same roach through the centreline and away from the adjustable backstay.

When it came time for a refreshing drink, the cockpit table served as a bar and footrest combined – which sure beats sitting on the windward rail dangling the Topsiders over the passing tide. Comfort on deck was assured with the moulded backrests lining the cockpit coaming.

By definition the Cruiser 46 is not a racing yacht, yet that doesn't mean that speed is neglected. Smooth lines and a tall rig combine to give excellent port-to-port mobility for the cruiser and charterer alike.

As we all know, the faster the ocean passage the less time you're bound to be exposed to the weather and the more enjoyable your sail will be. For Tony Kirby this is what quality sailing time is all about.


“Nobody likes to go slowly, even cruisers recognise the benefits inherent in fast travelling. I think Bavaria puts its comfort into a sleek looking package that will find a home in any port anywhere in the world.”

Under power

Anyone who has entered a big European marina will tell you that you need power and maneuverability to keep clear of other

yachts and assorted mooring lines. The Bavaria 46 has plenty of grunt. There's a Volvo-Penta D2-55, 41 kw/55 hp with sail drive and fixed prop below the waterline to help you enter the tightest berth. The engine is complete, as you'd expect from Volvo-Penta. It has dual circuit cooling with seawater filter and engine hours counter and rev-counter serving the isolated engine compartment. The tank holds 210l with fuel level indicator and diesel filter in easily accessed spaces.

Conclusion

The Bavaria 46 Cruiser is the essence of the modern cruising yacht. It is fast and comfortable while being stable at all times. It will get you where you want to go quickly with a minimum of fuss. The good thing is that you don't have to fly all the way to Majorca to see one. You can test sail one today, courtesy of the people at North South Yachting, although I do recommend Majorca for those who like a bit to add a bit of spice to their journey. 

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Optional Extras

- Teak on side deck and coach roof
- Echo sounder/log – Raymarine ST 60, single units (surcharge)
- Wind gauge – Raymarine ST 60
- Autopilot – Raymarine ST 6001
- Global Positioning System (GPS) – Raynav 300
- Raymarine Raychart 520
- Rod kicker with gas pressure spring
- Fully battened mainsail (117,8 qm) incl. MDS & lazyjacks; reefing genoa
- High-tech sailset (123,4 qm) for battened main and reefing genoa, cut and surface optimized, sandwich/laminate cloth; battened main incl. MDS & lazyjacks, bi-radial; reefing genoa with e-foam, tri-radial
- Mainsail-furling system (110,6 qm), with mainsail and reefing genoa
- High-tech sailset (121,3 qm), for mainsail-furling system; furling main, EMS system, sandwich cloth; reefing genoa with e-foam, tri-radial, cut and surface optimized
- Double speed electric genoa winches
- Inner forestay with pelican hook, incl. holding device on mast and spreader
- Spinnaker gear complete with spinnaker pole and storage clips
- Downhaul with separate chain plate
- Ex-centre cleats for halyard and topping lift, stopper for downhauls, leading blocks at mast and rail stanchions
- All leading blocks
- Spinnaker-liftsystem
- Self-tailing spinnaker winches
- Second shower in marine head, disposal via electric diaphragm pump, pump filter
- Additional disposal via deck suction, for holding tank
- Additional holding tank, disposal via seavalue
- Hot-air heating, Webasto Air Top 5000, fuel supply from engine diesel tank, opening in saloon
- Additional opening for hot-air heating
- Battery charger 24 Ah, for AC-shore supply
- Battery charger 45 Ah, for AC-shore supply
- Fourth battery 140 Ah
- VHF cables, incl. antenna, installed in mast to chart table
- Stereo-radio, FM, AM, with CD player, speakers in saloon, antenna at backstay
- Zinc coated 22kg plough anchor with lock at bow fitting and chain guard
- Anchor chain, zinc coated, diameter 10mm, 50m length
- Bow thrust drive SP 75, electric (only in connection with fourth battery)
- Life-saving collar with holding device and life line, attached to pushpit
- LFS-safety package, Life-safety system
- Lead keel with antimony as deep keel (draught 2,05 m)
- Stainless steel clamps (4 pieces)
- Spring cleats, stainless steel (only in connection with stainless steel clamps)
- Stainless steel Wind indicator
- Cradle for sea transport.



ABOVE: The furling gear on the test boat was first class and matched by the Elvstrom sails.



RIGHT: The foretriangle provided heaps of power upwind.