

New Design:

BAVARIA 38 CRUISER

by Zuzana Prochazka

German engineering has been a concept admired for decades and a buzzword in the auto industry for years. These days, the concept is applied to Bavaria, one of Europe's largest production boatbuilders, both for the product they build as well as their method of manufacturing. For over 25 years, Bavaria has been turning out up to 2000 boats a year from a state-of-the-art facility tucked up in northern Bavaria, far from the nearest coast. This year, they introduce the 38 Cruiser, a very livable family cruiser that offers a lot of comfort in under 40 feet.

More than a foot longer and half a foot wider than its predecessor, the 38 is engineered to handle a variety of conditions in control and total comfort. The J&J design group has created a boat that is not long and lean by any standard but does maximize interior volume and offers a roomy and comfortable cockpit. The 38's clean lines and low cabin top belie the volume within.

Topside, the side decks allow for easy movement and sheeting angles are fairly good. The fractional double spreader rig comes with a deck stepped Selden spar and a choice of a fully battened or furling main. Furllex headsail furling is standard as is a Selden pneumatic boom vang. The cockpit is comfortable with angled seat backs, teak seats and sole, a teak folding table with storage beneath and two seat lockers. All lines are led to the cockpit for easy sail handling and there is even an electric swim platform for good water access.

Structurally, the Bavaria is conservative, sturdy and built to German Lloyds requirements. The hull is made from solid fiberglass below the waterline and an Airex-cored sandwich above, stiffened by a glassed-in framework. In the bow area, Kevlar reinforcement improves impact resistance. The cast-iron ballast keel is attached to the hull

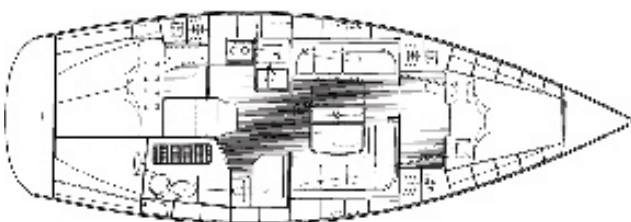
with stainless keelboats with double-nuts and washers. The performance keel is available as a standard shoal draft (5'1") or a deep draft (6' 4") and the redesigned hull form provides smoother sailing in rough water.

Below deck, the open floor plan and light varnished mahogany woodwork give a feeling of brightness and spaciousness and is a departure from the dark interiors and straight line galleys that have been popular in Europe but not so much in the US. The storage is excellent with numerous drawers, lockers and enclosed shelving that make good use of every space. The 12 opening hatches and ports, two fixed ports and two skylights provide ample natural light as well as excellent cross ventilation.

The 38 Cruiser is offered in a two cabin or three cabin layout, with an island berth in the bow. The drop-leaf table in the saloon and wide doorways to the cabins and head make for easy movement throughout the boat. The large head on starboard has a separate shower area with the terrific signature Bavaria space to hang wet gear. The ergonomically designed navigation station has a large chart table with plenty of drawers and storage beneath the seat. The open galley to port includes a microwave, 12V refrigerator, gimballed two-burner propane stove and oven.

The 40-hp Volvo Penta D2-40 engine is mounted beneath the companionway with easy access from all sides for oil changes and maintenance. There is a separate engine starting battery and a 140 Ah house bank. A 40-gallon diesel tank and two water tanks with a total capacity of 95 gallons make for good range and family comfort.

In recent years, Bavaria has improved significantly in incorporating dealer and owner feedback and truly understanding the North American market in terms of identifying key features and aesthetics that are



marketable here. But it's their focus on production that sets them apart and brings value to the buyer. Building boats beam-to-beam, they have revolutionized how boats are made. Rather than the traditional bow-to-stern production method, Bavaria incorporates 31 stations on the assembly line, with fewer functions at any one station. This limits employee overcrowding and installation problems and means that boats of various lengths can be built at the same time on the same line. For the boater, this means more consistency, better quality and reduced manufacturing costs which translate to greater owner value.

For more information on this boat or other Bavaria models, visit their website at www.bavaria-yachts.com. ↴

BAVARIA 38 CRUISER

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| Length overall: | 38' 6" |
| Length of hull: | 37' 7" |
| Length of waterline: | 32' 6" |
| Beam: | 12' 10" |
| Draft standard: | 5' 3" |
| Draft (deep option): | 6' 5" |
| Displacement: | 15,840 lbs |
| Ballast: | 4,620 lbs |
| Sail area: | 745 sq. ft. |
| SA/D: | 17.8 |
| D/L: | 215 |
| L/B: | 2.94 |
| Water capacity: | 95 gallons |
| Fuel capacity: | 40 gallons |
| Mast above waterline: | 50' 8" |
| Engine: | Volvo D2-40, 40 hp |