

On board



coamings. The helm position is efficient and has angled sides to the footwell to give a good footing. Unfortunately, the split backstays restrict sitting space in the wings but visibility is good over the low coachroof.

The big-diameter wheel is mounted on a substantial pedestal which also contains the sailing instruments and supports a fold-down table on its forward side.

Stowage is varied, with shallow trays under the seats, a deep lazarette and a small gas locker. The locker lids are very heavy. The escape hatches to the aftercabins, while an excellent safety feature, can catch the toes when they are open. There are useful lockers in the coamings for rope tails – no fewer than twelve need to be accommodated, including spinnaker downhaul and mainsheet – but a shortage of cubby holes for binoculars, etc.

The rig is well described as 'sports touring'. The tall, masthead rig is supported by the split backstay, swept shrouds with double spreaders and a removable inner forestay. Check stays were fitted but are now optional. The mainsheet is taken to a track on the coachroof to keep the cockpit clear, too far forward for the helmsman to operate, but the fully battened main with lazyjacks and roller reefing genoa are all designed to ease shorthanded sailing. Winches are powerful and self-tailing, while good quality blocks and deck fittings bring all lines aft, leaving just the luff cringles to be handled at the mast. The genoa sheet cars have remote control lines fitted. She had a powerful rod kicker but no backstay adjuster.

Under sail

The light and responsive helm made the Bavaria a pleasant boat to handle on all points and she also showed a reasonable turn of speed in the conditions of our trials – winds from 13-15 knots true and a mixture of calm and choppy conditions inside and outside Chichester Harbour.

To windward she remained well balanced and tractable under full sail up to apparent winds of 20 knots (say 15 knots true) when the angle of heel exceeded 30 degrees and she broke away quite suddenly. This is the moment for the first reef, though we could delay the decision by feathering the fully battened main.

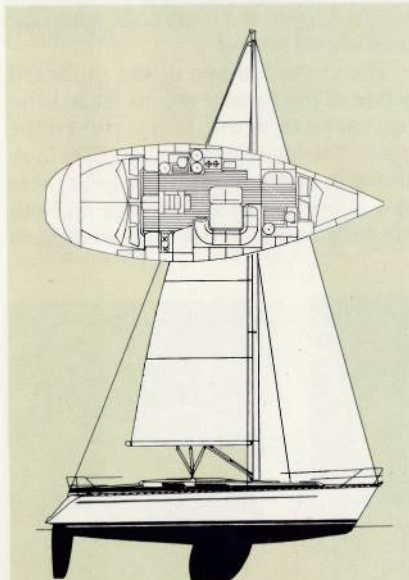
She tacked through less than 80 degrees in flat water and made 6-6.5 knots. The rigging on our trial boat was slacker than we would have liked, and it could be that she would perform

marginally better when properly set up. Off the wind she sailed straight and fast, recording 7 knots on a close reach and 7.5 knots on a beam reach in 13 knots true wind.

The powerful winches made light work of sail handling, though the coachroof-mounted mainsheet did mean that two people are needed in the cockpit to handle her. Reefing is straightforward once the luff cringle is hooked on.

Under power

The 28hp Volvo 2003 is the standard engine, with the 43hp turbocharged version available as an option. Our boat was actually fitted with the equivalent Yanmar unit. The engine is



Specifications

LOA 11.36 (37ft 3in)

LWL 9.75m (32ft)

Beam 3.8m (12ft 6in)

Draught 1.80m (5ft 11in)

Displacement 7,100kg
(15,620 lb)

Ballast 2,500kg (5,500 lb)

Sail area 54.5m² (586sq ft)

Price £91,595

Engine Volvo 2003 28hp

Water 390 lit (85.5 gal)

Fuel 130 lit (28.5 gal)

Batteries 1 x 66ah starter,
2 x 135ah service cells

Design Axel Mohnhaupt

Builders Bavaria

Yachtbau GmbH

UK Agent Opal Marine Ltd,

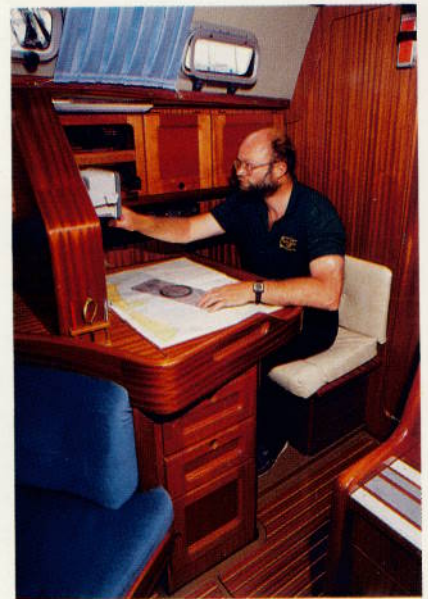
Camper & Nicholson Marina,

Mumby Road, Gosport,

Hampshire PO12 1AH

(Tel: 0705 583242;

Fax: 0705 581028)



The woodwork round the large chart table typifies the substantial, well-finished standard throughout the yacht

linked to a Saildrive unit mounted well forward of the rudder.

Noise and vibration levels were low at all speeds and the installation appeared to be good from all points of view including access.

We found the 27hp Yanmar delivered a perfectly adequate performance, and would suggest that a larger engine was unnecessary. She made just over 6 knots at a comfortable cruising setting, with a top speed just over 7 knots. Close quarters handling revealed no particular faults. She turned tightly ahead and astern once she started swinging, but the Saildrive causes an inevitable delay before the prop wash reaches the rudder.

Conclusions

This yacht is an interesting blend of values which add up to a good all-round family cruiser with a wider appeal to charter users and club racers. The accommodation, though dark, will be comfortable in harbour but less effective at sea. She has a good performance and showed all the signs of having a comfortable motion in a seaway, though the high cockpit may prove a bit exposed. The rig has been designed to combine easy handling with some tunability for racing. In some ways it works well, in others it falls between the two camps.

She is unquestionably well put together with assiduous attention to detail. A good inventory completes an attractive package in financial terms. JJ