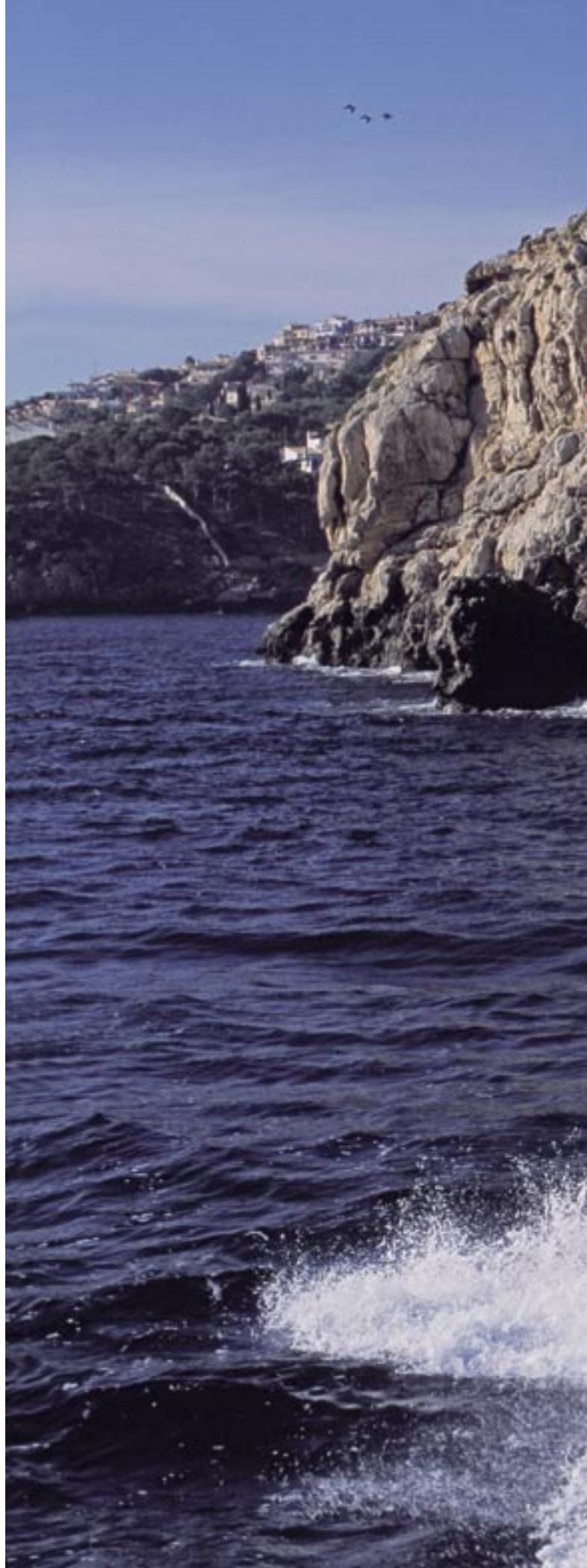


It's **not** the size that counts

When I was told that the new Bavaria 27sport slept four people, I have to admit I was more than a little sceptical. To look at, the craft is as compact and concise as they come, and looks far more like a boat you'd spend the day on rather than an entire weekend. As I was to discover, looks can be deceptive.

Bavaria 27sport



bavaria 27sport



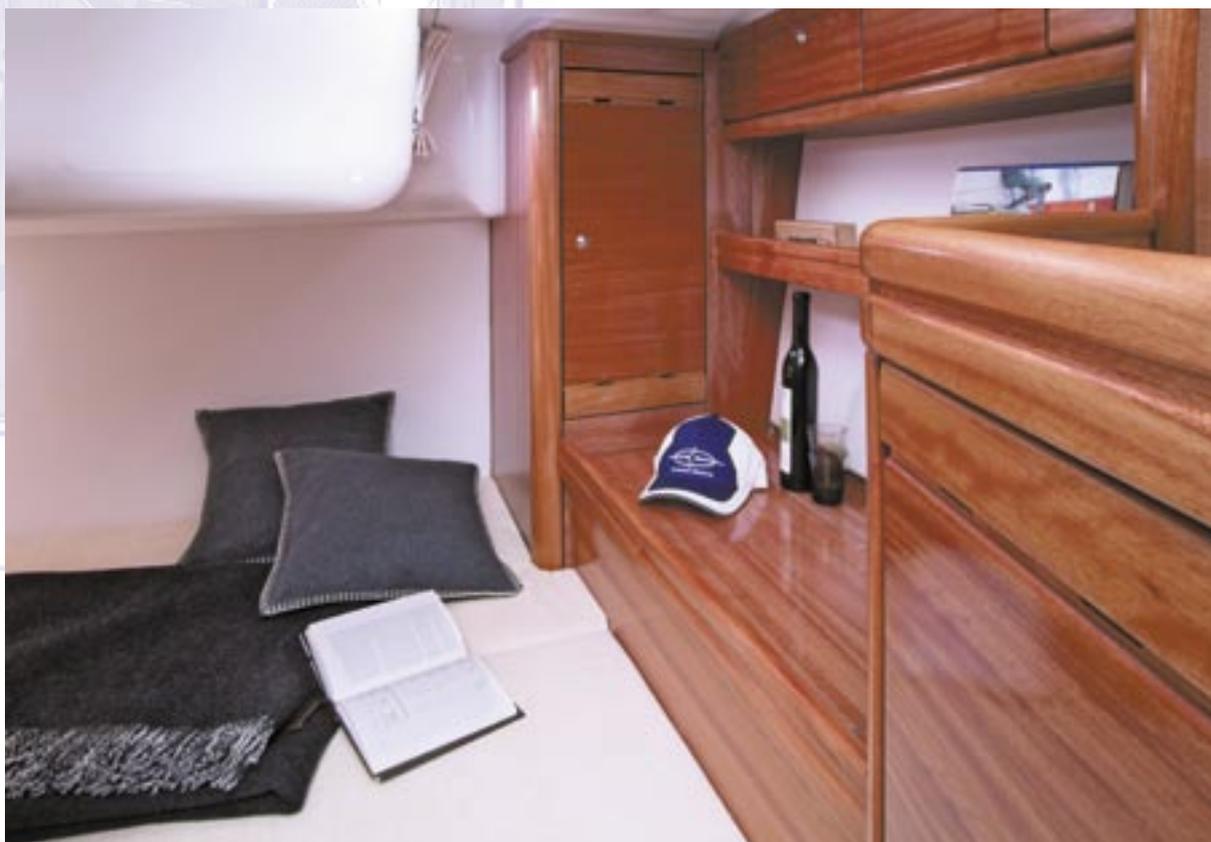
When it comes to engineering, the Germans seldom tend to get it wrong, and it's easy to see why Wiltel is so excited about their latest addition to the South African Bavaria family. Seeing as my most lasting impression was the surprising interior, that's where we shall start. Mahogany steps lead from the cockpit straight into the galley, a neat and polished affair with a single flame cooker, refrigerator, stainless steel sink and pressurized water system, as well as plenty of storage space, all smoothed off with a standard finish of gleaming mahogany wood and veneer. A cool, cream V of bench, complete with under seat storage, curves around a mahogany table at the bow, and is surrounded by enough cubby holes to store all sorts of dining and cooking paraphernalia. This dining space converts into the main V-berth



A neat and polished galley contains all the mod cons to whip up a delicious family meal.

after meals or for a sneaky afternoon nap. Another double berth sits more towards the stern, and when I say it's spacious, I am telling the truth. Both "cabins" have nice sized hanging cupboards, and share a lockable,

good sized, well lit head. This totally sealed off head is made up of a sea toilet with manual pump, washbasin, hot and cold shower with electrical pump, storage compartments, and a holding tank. If you are over 5'11"



Interior storage is ample and includes two hanging lockers.



The head is totally sealed off and contains a sea toilet, washbasin and hot and cold shower.



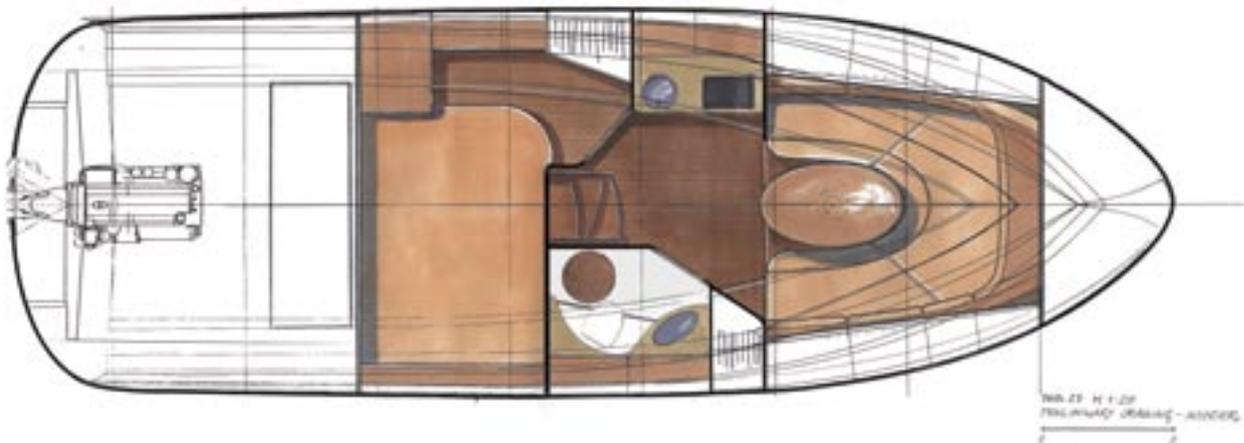
The aft sun bed opens up to reveal a huge storage compartment and a ventilated engine room.

you'll have to stoop a little while showering, but clever use of lighting and mirrors makes the space feel as airy and spacious as possible. The interior floor is mahogany, but can be replaced by carpeting if so wished.

Moving upstairs will take you back into the self-draining cockpit, which can be separated from the interior by a tinted glass sliding door. Cockpit seating is generous and comfortably clad in heavy duty marine vinyl. The aft bench seat is quite remarkable, and a clear example of just how effective proper planning and thoughtful design can be. Not only can you



Cockpit seating is upholstered in heavy duty marine vinyl.





Analogue instrumentation includes a comprehensive compliment of gauges and dials.

convert it into a wide sun bed by flipping forward the back rest, but the whole thing opens up to reveal a massive storage compartment neatly separated by removable compartments. Underneath this, is an enormous ventilated engine compartment that you can literally climb into if needs be. The rest of the cockpit is comprised of a sink, with stainless steel drink holders, picnic table in GRP, a radar arch complete with stainless steel handles, safety handrails and cockpit illumination, a wet bar and drop in fridge. The deck area is clad in removable carpeting with a full wet deck beneath. In more inclement weather, the cockpit's bimini can be extended and closed completely, offering full protection from wind, rain or sea spray. If it's a beautiful day, and you don't require an awning, the entire thing can be removed.



A suprisingly spacious interior is able to accommodate four adults overnight.



The Bavaria 27sport comes with a variety of engine options including single and twin, petrol and diesel.

The skipper mans the helm from a cushioned swivel seat and has all the necessary gadgets at his disposal to monitor the craft's every move. Analogue instrumentation includes a log, depth finder, voltmeter, rev counter, engine temperature display, hour counter, illuminated compass and gauges for fuel and oil pressure, with a carbon design steering wheel which is fully adjustable. A broad band of safety glass windscreen set into a stainless steel frame separates this area from the bow. The standard windscreen wiper will come in handy if you happen to be out in more turbulent conditions. The bow can be accessed by walkways along the sides of the craft, where you will find the anchor, anchor roller and self-draining anchor locker, as well as another entry point into the water. At the stern, a good sized teak swim platform, that I might add stayed noticeably dry during our run, offers enough room for a couple of bathers, and comes complete with a telescoping boarding ladder. There is also a hot and cold outdoor shower, a welcome relief after the chill waters of the Cape or warm, salty Indian Ocean.

The real excitement comes when you fire up the engines and get behind the wheel. The Bavaria 27sport comes with four engine

options, and your choice will depend largely upon whether you want single or twin, petrol or diesel. As Erik from Wiltel explained: "If you are going to be using your boat every day, then you should look at a diesel option, but I'd have to be using a lot of diesel to justify spending the money on installation of those motors, petrol is just more cost effective." Speaking of petrol, the 27sport can hold up to 520-litres of fuel, meaning that, with a petrol engine, you'd get about 30 hours of non-stop cruising. In terms of single versus twin, you need to think about where you'll be using your boat. A single motor is ideal for inland waters, a twin the best option for sea use. The 27sport comes standard with a bowthruster – a great help in terms of manoeuvrability. The craft itself is actually very easy to handle, especially with the duoprop system, which makes negotiating moorings and docking as easy as can be, even at slow speeds. The engines themselves fire out a highly satisfying throaty purr that brought a smile to all our lips. The craft is very responsive making for an exciting drive. She also tracks well and handles tight turns with aplomb. Although we took some tight turns at considerable speed, the 27sport has the handling of a small boat and

I therefore always felt quite safe and didn't have to cling on for dear life in fear of becoming a tragic man-over-board participant. She planes at 25 knots at 3 000 rpm and achieves a top speed of 40 knots in ideal conditions. For comfy cruising however, you'll want to stick to the 20 knot mark. Her semi-deep V allows for sound handling in choppy water and more aggressive swells, and her power steering makes her feel light, despite the fact that she must weigh about four tons fully loaded. When engaging the throttle there is a two second delay, which can be adjusted, but is actually a great safety feature in case of an accidental bump or nudge.

This little beauty comes complete with all safety equipment and full certification, so when they claim this fully imported hottie can be yours for under a million, you can believe it. Prices start from R895 000 for a single petrol motor, and at R995 000 for a twin petrol motor. In my opinion, this is one of those boats you actually have to get aboard to really appreciate. Trust me – you'll love it!

Contact Erik Bjerring 072 688 1444 or (021) 790 4378, or Willie Truter 082 781 0689 for more information. Alternatively visit Bavaria's website on www.bavariaboats.co.za

Specifications

Length overall	8.95 m
Length hull	8.35 m
Beam overall	2.98 m
Height above waterline,	appx. 2.78 m
Draught, drive raised,	appx. 0.65 m
Draught, drive lowered,	appx. 0.90 m
Weight from,	appx. 3.800 kg
Fuel tank,	appx. 550 l
Water tank,	appx. 110 l
Persons,	max. CE B 6
Berths	2/4
Height in cabin,	appx. 1.82 m

Engine options

Single-Motorization with gasoline engine
1 x Volvo-Penta 5.7 GXI
DPS-Duoprop
239 kW
320HP at the propeller

Double-Motorization with gasoline engines
2 x Volvo-Penta 4.3 GXI
DPS-Duoprop
168 kW
225HP at the propeller

Single-Motorization with diesel engine
1 x Volvo-Penta D4 – 260 EVC
DPH-Duoprop
183 kW
248HP at the propeller

Double-Motorization with diesel engines
2 x Volvo-Penta D3 – 160 DPS-Duoprop
115 kW
157HP at the propeller

Standard Equipment:

Hull and fittings
Stainless steel bow rail
Stainless steel bow fitting with anchor roller
Anchor locker, self-draining
Electrical windlass, 500 W, with anchor and chain
Six stainless steel cleats
Bathing platform built into the stern with bathing ladder
Teak on bathing platform
Four hull windows to open

Windscreen and hood

Windscreen made of safety glass, with a stainless steel frame
Windscreen wiper
In-harbour cover
Transportation cover

Dashboard

Analogue instrumentation:
Log, depth finder, voltmeter, fuel gauge, oil pressure gauge, rev counter, engine temperature display and hour counter
Illuminated compass
Steering wheel in carbon design, height adjustable

Cockpit

Cockpit, self-draining
Cabin sliding door in tinted glass
Sink with stainless steel drink holders
Radar arch with cockpit illumination
Stainless steel handle and safety handrails at the radar arch
Cockpit seats
Sunpad
Cockpit table in GRP
Upholstery made of heavy marine fabric
Storage compartment under the sunpad
Stern shower, cold and warm water

Cabin interior

Furniture in mahogany wood and veneer
Ceiling lights
Locker and shelves
U-shaped seating, can be converted to a berth
Storage compartment under the seating areas

Aft cabin

Double berth
Hanging locker and wardrobe
Ceiling lights

Galley

Cutlery drawer
Stainless steel sink with cover
Pressurized water system
Single-flame cooker

Refrigerator, 12 V, DC
Outlets AC/DC

Marine head

Door with lock
Washbasin
Shower, cold and warm water, with electrical pump
Storage compartments, AC-outlet
Sea toilet with manual pump
Holding tank

Electrical systems

Electrical trim flaps
Bow thruster SP 30
Domestic battery, 140 Ah
Starter battery
Main switch for domestic battery
Main switch for starter battery
Sumlog-Echosounder, Bidata
AC-shore supply
Warm water boiler, 20 l
Navigation lights (BDI)
Engine compartment ventilator
Check-control-panel by diesel engine
Battery charger, 45 Ah, 3-channel
Bilge pump
Horn
Electrical engine hatch lifter
Stereo-radio with CD-player, 2 salon speakers
2 cockpit speakers

Certification

CE Category B, CE Certificate

Miscellaneous

CE fire extinguishing system, 2 fire extinguishers
SAMSA approval and safety equipment

Optional Equipment:

Camper cover
Disposal via deck suction for holding tank
Hot-air heating, Webasto Air Top 3500 ST for gasoline
Hot-air heating, Webasto Air Top 3500 for diesel
Raychart Raymarine, C 70 with GPS
Grill unit in cockpit, 230 V