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october 2007

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# Bavaria 33HT

Words and pictures by Scarlett Steer

Go big or go home 



*Bavaria Yachtbau never ceases to amaze. Just when you think you've found your favourite, another craft pops out of the factory that turns out to be even more fine-tuned than the one before and, as well as having a newfound pet, you're left wondering if the guys at the Bavaria drawing boards ever get any rest. Each new model that comes out is a nipped-and-tucked version of the previous one, and is evidence of the company's ever-evolving technology and absolute dedication to bringing out the best boat that they possibly can. If Bavaria motor boats were men, I'd give Elizabeth Taylor a run for her money.*

### **Big up, Bavaria!**

The first thing you'll notice – especially if you see her lying alongside craft of a comparable size – is just how big the 33 Hard Top (HT) is. From her cockpit to her bow suntanning area to her interior accommodation with its impressive headroom of around 1.9 metres, there's just so much living and breathing space. The next thing you'll probably appreciate is how many extra added features the boat comes with as standard. Hidden costs are arguably one of the most annoying things that come with purchasing a boat, and with Bavaria these are limited. The self-draining cockpit (with removable carpet) is a highly sociable area and is decked out with generous seating upholstered in heavy duty marine fabric. The aft cockpit seats transform into a massive sunbed which fellow guests can share in absolute comfort. A mini wet bar with sink and stainless steel drinks holders comes in handy when entertaining, as does the cockpit table in GRP. A radar arch with cockpit illumination and stainless steel safety hand rails adds a sporty air to the overall package. Storage is, as always, plentiful. We particularly loved the massive storage area under the aft sunbed, as well as the warm/cold stern shower. A safety glass windscreen set into a stainless steel frame shelters the skipper and his analogue instrumentation from the elements. Standard gauges include a log, depth finder, voltmeter, fuel gauge, oil pressure gauge, rev counter, engine temperature display, hour counter, illuminated compass and height adjustable carbon design steering



wheel. Although the sprawling sunbed comes in a close second, I reckon that the helm is the best seat in the 33HT house; before we get onto the handling I'd best finish with the finer details.

A sliding door in tinted glass leads below to the saloon, galley and cabins. Cool cream and balmy buff tones coupled with gleaming mahogany and veneer create a super soothing and plush environment to escape the heat of the day or to retire to at night. The betterment of small specifics like the extra portholes (five in the hull), deep storage compartments, a great galley cutlery drawer and fantastic headroom are bound to be appreciated. The galley comes standard with a two-flame cooker, 12 volt DC refrigerator, 230-volt/110-volt microwave, AC/DC outlets and a pressurised water system. The aft cabin boasts a great big double berth, plenty of hanging lockers and a wardrobe. The foreship cabin also has a double berth and plenty of shelving and wardrobe space.

When nature calls or you're in need of some freshening up, the sizable marine head will not leave you wanting. It comes with a washbasin, warm/cold shower with electrical pump, AC outlet, sea toilet with manual pump (disposal via deck suction), holding tank and storage compartments. The door's interior has been lashed with over seven coats of varnish so you can shower without worrying about warping the woodwork.

## Hull and fittings

As with the 33HT's interior, the hull and fittings are constantly being improved upon. The stainless steel theme is pretty central as far as fittings go – bow rail, fitting with anchor roller, six cleats, and foredeck drink holders. A self-draining anchor locker and 1 000 W electrical windlass with anchor and chain complete the bow package. At the stern, a bathing platform with built-in teak and bathing ladder will please avid aqua-babies.

Although details have been altered, Bavaria's legendary technology remains steadfast, and the group use only sophisticated GFK-technology for building their craft, making the

construction far better than required by classification companies. This benefits the passive safety at sea and makes living on board comfortable. Sandwich laminates – an approved technology used in the aviation industry and in the construction of ice breaking ships – are used along the waterline of the hull and in the deck. The sandwich layer is made of water repellent, closed porous foam which ameliorates the stiffness in the hull. Low heat conductivity prevents condensation and makes the living atmosphere more pleasant. The collision-endangered front part of the boat and the keel flange are protected by a layer of the material bullet-proof vests are made from. ▶



A mini wet bar in the cockpit comes in handy when entertaining.



## All decked out

It is not just the furniture production that is executed by CNC machines with multi-fold retooling at Bavaria. This construction method is also used for the preparation of the deck installations. Basically the millings and drillings have to be executed prior to the installation of all fittings and hatches. In order to automate these tasks, some years ago Bavaria developed a CNC-device which is unique in the shipbuilding industry. The deck layout of each yacht type, as well as the hole pattern, are stored via CAD/CAM. For this, some hundreds of single operations are necessary. These are already laid down in the period of the yacht's development and are optimised afterwards. The aim of this automating was to reach a consistently high quality and improve overall production at the same time; the precise arrangement of the deck openings is crucial.

Bavaria produces yachts by means of assembly lines. Hulls and decks are transferred by a rail transport system to the specific assembly station. The actual conveyor production of the boats begins with the installation of the deck

fittings. Deck fittings and hatches are fully mounted and the later "wedding" of hull and deck is prepared. Parallel to this, corresponding hulls are fitted on the assembly line. The procedure on the line is scheduled down to the smallest detail and divided into assembly volumes that can be surveyed. I've personally seen this assembly line in action and can therefore attest to its professionalism and huge efficiency.

Air-conditioned lamination halls with permanent humidity and temperature control guarantee a consistent lamination process. Hardeners are automatically added by applicators, and chopped strand mats that have been specifically cut guarantee a lamination structure according to specifications.

After the gelcoat has been applied, the outer layer of the laminate structure is put in as a conjunction of isophthalic acid resin and powder-bond chopped strand mats. This procedure ensures effective water sealing as well as protection against osmosis. The laminate strength of the construction requirements is partially doubled by overlapping in the keel area. Above the

waterline and in the deck a sandwich laminate with PVC-foam core is used. The foam core provides the insulation and reinforcement of hull and deck. The foam stability and use of correct construction materials are confirmed by independent certification agencies.

Besides conventional glass mats, so-called multiaxial roving fabric is also used in the laminate. In order to minimise collision damages, endangered areas in the bow are protected by aramid fabric with impact strength. The moulds with the laminated decks and hulls respectively are transported into the tempering hall for curing. Floor timber and stringers are basically glassed in at Bavaria.

All craft are built according to the sport boats directive 94/25 of the European Union, under the supervision of classification companies. It's important to note that every Bavaria is fully CE certified for Category B usage. The test centre for sailing and motor yachts in Marktbreit, situated at the waterside of the river Main, is located at close quarters to the yard in Giebelstadt and is used for testing prototypes and engines and for stability examinations on new Bavaria sail yachts and motorboats. ▶

*"a super soothing and plush environment"*



All furniture production is executed in-house by CNC machines with multi-fold retooling.



Twin 4.3-litre Volvo-Penta petrol engines are the recommended power package.

## Wrapping up

Bavaria has triumphed again. The new 33HT offers so much living and playing space that it's hard to believe she's actually only a smidgen over 34 feet in length. What's more, all the features mentioned in this article come included in the standard package. What's the catch? It's certainly not the price. With twin 4.3 litre Volvo-Penta petrol engines this beauty starts at a modest R1.995 million. Although also available in a Sport version, the Hard Top would be my choice as its design is so appropriate for South Africa's weather patterns and

allows one to get a few months extra out of the boating season. Although sapphire-skied and fresh, our review day was more than a little chilly, yet the Hard Top meant that we could enjoy several hours out on the ocean in comfort and warmth. What's the catch? Apart from the fact that our brand spanking new engines were a little noisy, I've yet to find one. Let me know if you do.

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## At a glance

LOA	10.4 m
Beam	3.45 m
Height above waterline (approx.)	3.05 m
Draft (approx.)	0.9 m
Weight (approx.)	5 800 kg
Fuel tank (approx.)	560 l
Water tank (approx.)	150 l
Max. persons	8
Cabins	2
Berths	4
Height in cabins (approx.)	1.9 m
Engine options	
2 x Volvo-Penta 4.3 GXI; 168 kW/225 PS/HP	
2 x Volvo-Penta 5.7 GXI; 239 kW/320 PS/HP	
2 x Volvo-Penta D3 – 190; 134 kW/182 PS/HP	

### Electrical systems

Electrical trim flaps  
 Bow thruster SP 55  
 2x domestic batteries, 140 Ah  
 Starter batteries  
 Main switch for domestic battery and starter battery  
 Sumlog-echosounder, Bidata  
 AC-shore supply  
 2-litre warm water boiler  
 Navigation lights (BDI)  
 Engine compartment ventilator  
 Check-control-panel with diesel engines  
 Battery charger 45 Ah, 3-channel  
 Bilge pump  
 Horn  
 Electrical engine hatch lifter  
 Stereo-radio with CD-player, 2 salon speakers  
 2 cockpit speakers

### Optional Extras

Camper cover  
 Aircon/heating-unit, 6000 BTU  
 Hot-air heating, Webasto Air Top 3500 ST, for gasoline  
 Hot-air heating, Webasto Air Top 3500, for diesel  
 Sun upholstery, for foredeck  
 Teak-laid cockpit floor  
 Teak-laid side deck  
 TV-preparation, incl. FM-antenna on radar arch and 230 V / 110 V socket  
 Electrical shifter, for each engine  
 VHF-cabling with antenna  
 Raychart, Raymarine C 70 with GPS  
 Refrigerator in cockpit, 12 V  
 Grill in cockpit