



Bavaria 29 Sport DC

Words by Scarlett Steer. Pictures by Scarlett Steer and courtesy of Wilite/Bavaria



A cold, crisp and bright winter's morning set the scene for my first date with the newly landed Bavaria 29Sport DC, and my initial reaction upon seeing her was surprise. In comparison with the rest of her family, she can almost be described as the odd one out. She still bears the unmistakably strong lines and handsome curves of her Bavarian brothers and sisters, but there's something that gives her an edge and immediately sets her apart from the rest. At first I put it down to her outward appearance, but then we hit the high seas and I realized just how wrong I'd been.

One of the questions I get asked a lot on the subject of imported boats is: "It looks good, but is it suited to South African waters?" And, let's be honest, not all are.



When not in use, the bimini frame folds into its own nifty aft storage compartment.



The boat's interior is built for comfortable entertaining and lazy lounging in the sun.

So that's where I think we should start with the Bavaria 29Sport DC. She might handle beautifully on a glassy European lake, but can she stand her own in heaving swell and aggressive chop? Absolutely. Based on Category of Design B (Offshore), the craft has been IMCI inspected and is manufactured for offshore voyages with conditions often reaching wind force 8 (gale force) on the Beaufort scale and significant wave heights of up to four metres. Not only is she CE rated, but also CE certified, meaning that she has been manufactured to

CE specifications and has physically been put to the test by the European authorities. Weighing in at a hefty four tons, she is super-solid with a hand-laid hull built extra strong for long-lasting durability. I expected such a heavy craft to perhaps be on the sluggish side. Wrong again. The 29Sport lived up to her athletic title by proving fantastically responsive, delivering a velvety ride in some nasty winter swell. I also found her easy to handle and manoeuvre, with a noticeably tight turning circle for a craft of her size. She's a big, heavy



Wind protection comes in the form of a safety glass windscreen set into a stainless steel frame.

boat, yet somehow feels compact and controllable, putting a less experienced skipper at immediate ease. Her manoeuvrability in tighter spaces can be attributed to her twin Volvo duoprop drives and bow thruster, a feature seldom found as a standard on 29-foot craft.

Built primarily as a day cruiser, the 29Sport boasts a wonderfully sociable cockpit that can be partially or fully enclosed with bimini top and see through covers, depending on the weather. A full wet deck houses spongy bench seating for

eight adults, a wet bar, a fresh water basin, a removable table, a great-sized tanning bed at the stern (with an option of adding one to the bow), a teak swim platform built into the stern (which stayed amazingly dry whilst we were playing around out at sea), a hot and cold shower at the transom, stainless steel grab rails and cleats – oh, and did I mention loads of storage space? It's enough to make any competitor sick. Although not meant for overnight trips, the 29Sport's cabin provides more than enough to make do if the occasion

should arise, including a full head with toilet and sink, compact galley – fitted out in mahogany and corian – with one-burner electric stove and fridge, removable table, and seating that converts into a double bed. Our test craft was fitted with removable carpets, which are optional extras but do give the interior space a well-finished-off look. The only thing that I struggled with was the lack of head room in the cabin, but considering the boat's primary purpose and the great above-deck space, I think I could live with it. The 29 DC's sister craft, the 29 Sport, has 1.88 m of cabin head room if that's what you're after.

The helmsman and his or her co-pilot get separate chairs to recline in, and both have a flip-up bolster for maximum visibility over the windscreen if needs be. Wind protection comes in the form of a ▶



New age digital instrumentation makes craft operation super slick and easy.



Store away the removable table and the dining area converts into a cosy bed for two.



safety glass windscreen with wiper, set into a stainless steel frame. The dashboard is home to a comprehensive range of analogue/digital instrumentation, including a log, depth finder, voltmeter, fuel gauge, oil pressure gauge, rev counter, engine temperature display, hour counter, and illuminated compass. Optional Electronic Vessel Control (EVC), which runs through the entire engine the minute you turn the key in

the ignition, meaning that you don't have to wait until you're out of the marina and your engine's warmed up before realising there's a problem, was also fitted.

The power behind the 29Sport crouches beneath the stern sunbed and access is aided by an electric engine lifter. The engine room is really big, meaning easy pre-voyage checking and servicing, and appears more like a car engine with its absence

of wires. The craft in question was fitted with twin 4.3-litre GXi Volvo-Penta inboards – the recommended engine option if you're going to be using the boat for short day trips. If you're going to start looking at bigger or diesel motors, you need to think hard about whether or not you can justify the price hike, as well as the increased service costs. The boat comes equipped with four batteries, including a house battery from which you run all your lights and your sound system etc, without running down your engine start or bow thruster batteries.

Any more gushing and I may make myself quite nauseous. In case you've missed it, I am very excited about this boat. The Bavaria group has enjoyed great success on our local waters, but I get a very strong feeling that this may be their best addition yet. In my opinion, the 29Sport DC can best be



The cockpit can be partially or fully enclosed.

At a glance

LOA	9.28 m
Hull length	8.86 m
Beam	2.98 m
Height above waterline (approx.)	2 m
Draught, drive raised (approx.)	0.65 m
Draught, drive lowered (approx.)	0.85 m
Weight (approx.)	4 tons
Fuel capacity	500 l
Max. persons	8
Cabins	1
Berths	2
Height in cabin (approx.)	1.68 m

Engine options

1 x Volvo-Penta D6 – 310 EVC, 219 kW/
298 PS/HP

2 x Volvo-Penta 4.3 GXI, 168 Kw/225 PS/HP

2 x Volvo-Penta D3 – 160, 115 kW/157 PS/HP

2 x Volvo-Penta D4 – 225 EVC, 158 kW/
214 PS/HP

Standard electrical systems

Electrical trim flaps

Bow thruster SP 55

140 Ah domestic battery plus main switch

Starter battery plus main switch

Bidata Sumlog-Echosounder

AC-shore supply

20 l warm water boiler

Navigation lights (BDI)

Engine compartment ventilator

45 Ah 3-channel battery charger

Bilge pump

Horn

Electrical engine hatch lifter

Stereo-radio with CD player and 2 x
salon speakers

2 x cockpit speakers

Certification

CE category B

CE certificate

described as the Angelina Jolie of the family – an arresting beauty, but one I'd not like to mess with.

The Bavaria 29Sport DC starts (incredibly) at R950 000, including all safety equipment, an eight-man life raft and full certification. For more information contact Bavaria on (021) 790 4378, Erik 072 688 1444 or Geoff on 082 562 5145. ●