



VISION 42 SALES MANUAL

vision
FORTY | TWO



06.11.2012

VISION 42. Click-Index.

| General | Interior | Deck | Rigg | Systems | Systems | Options | Additional |
|-------------------|------------------------------|---|------------------------|----------------------------|---------------------------|--------------------------|-------------------------------|
| Main Data | Interior Layouts | Launch Tour Cockpit | Sailplan | Deck Equipment | 12V Electric | Heating | VPP Curves |
| Structure | Launch Tour Foreship | Launch Tour Deckhardware | Halyards & Lines | Freshwater | 220V Electric | Multimedia Layouts | GZ Curves |
| Keel Information | Launch Tour Flex-Settee | Launch Tour Hatch, Portlight, Ventilation | Sail Qualities | Gas / LPG | Hull Break Through | Multimedia Fusion Parts | Steering System |
| Hull & Deck Joint | Launch Tour Flex-Nav Station | Halyards & Lines Coachroof & Cockpit | Rig Characteristics | Light, Switches, Plugs | Drains & Grey-/Blackwater | Cabin Cushion Dimensions | Quality Management |
| | Launch Tour Pantry | Winch Spec & Packages | Rig Trim | Emergency Exits | Main Engine | Cockpit Cushions | Garmin Network Schematic |
| | Launch Tour Aft Cabin | Cockpit Concepts | Rig Datasheet & Layout | Fire Extinguishers | | Floor Panel Colors | RIG TRIM: Folding Rule Method |
| | Launch Tour Head & C-way | | | Floor Lights / LED Stripes | | Deck Facing | DOCK CONTROL |
| | | | | Navi Lights | | Cockpit Table Concepts | TRIM CONTROL |



VISION 42. ADDED TO THE RANGE

The New Vision Line's Development is based on:

1. Excessive Customer Clinics in a market research program: End-Customers actually told Bavaria how they see „their modern Cruising Yacht“ as a today's owners yacht. Specified by owners for owners.
2. Based on this, Bavaria has specified the genes of the new line parallel to the existing Cruiser Range aiming for new market segments & shares in the “Owner Market Segment”:
 1. Classic Modern
 2. Special care for Comfort:
 1. Unique Cockpit Living Area & features
 2. Unique Cabin Living Comfort & features
 3. Easy to handle (featuring UNIQUE benchmarks)
 4. New production ways for the product
1. New Interior & Exterior DESIGN partnership with DESIGN UNLIMITED
2. Well-known and established boat performance & structure ENGINEERED by FARR YACHT DESIGN



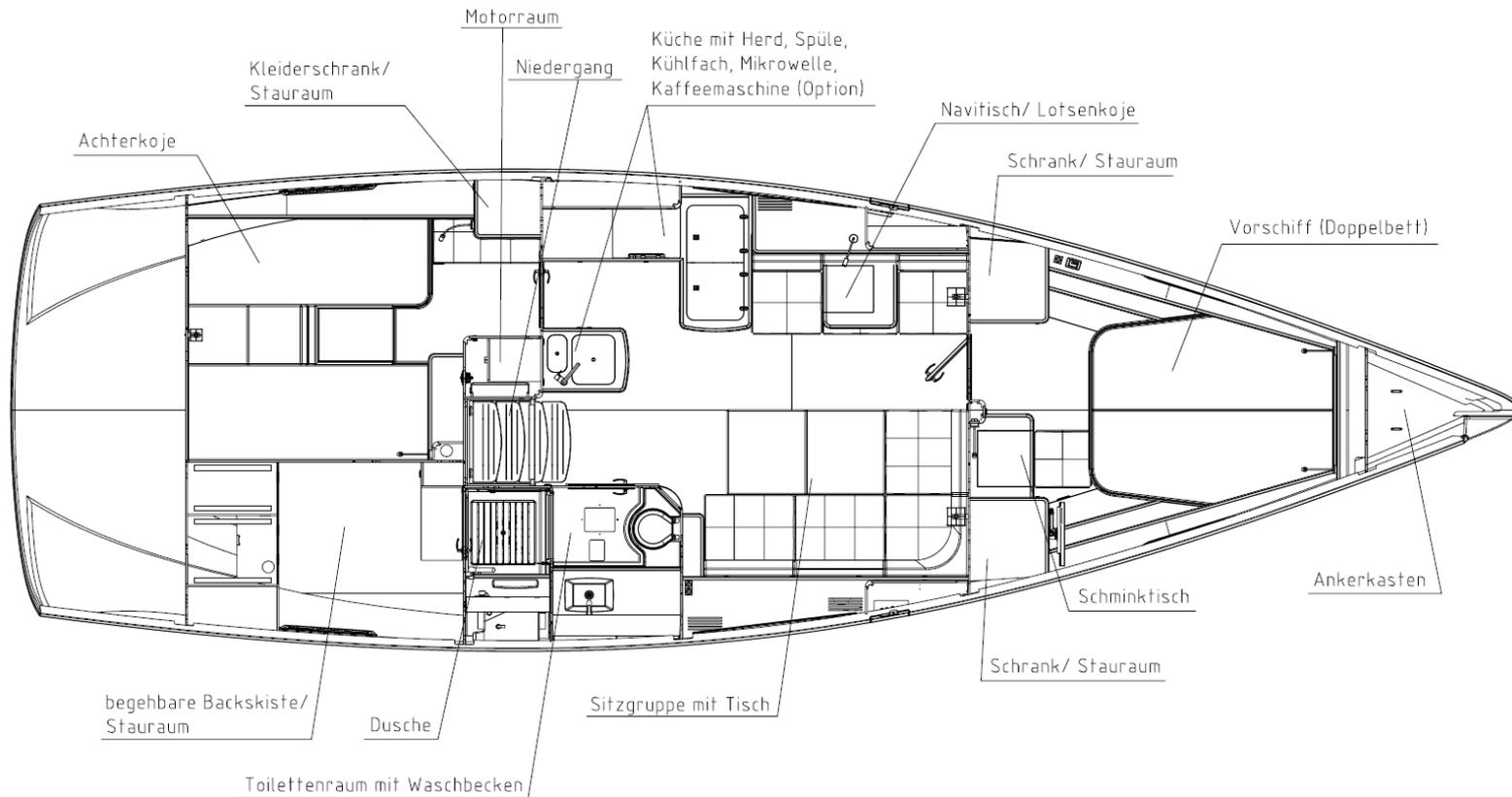
DATA. Main Data.

| | Standard | Option |
|--------------------------|-------------------|-------------------------------|
| Length Over All | 12,80m | |
| Hull Length | 12,50m | |
| Length Waterline | 11,78m | |
| Beam Max. | 4,05m | |
| Draft | 2,13m | 1,69m |
| Empty Weight | 10085kg | 10354kg |
| Keel Weight | 2767kg | 3033kg |
| Engine | Volvo D2-40 | Volvo D2-55 |
| Engine Performance | 29kW / 40PS | 41kW / 55PS |
| Diesel Capacity | 210L | |
| Water Capacity | 210L | 360 |
| Cabins | 2 | |
| Berths (fix) | 4 | |
| Standing Height in Salon | 2,0m | |
| Mainsail | 50m ² | Furling Mast 48m ² |
| Jib | 38m ² | |
| Gennaker | 125m ² | |
| Height Mast above water | 18,93m | |
| CE Category | A10 / B16 | |

| | | |
|---|--------|---------------------|
| I | 16,01m | |
| J | 4,38m | |
| P | 15,25m | Furling Mast 15,30m |
| E | 5,54m | |



Test Yacht. 2/1 – Layout Boat #1.



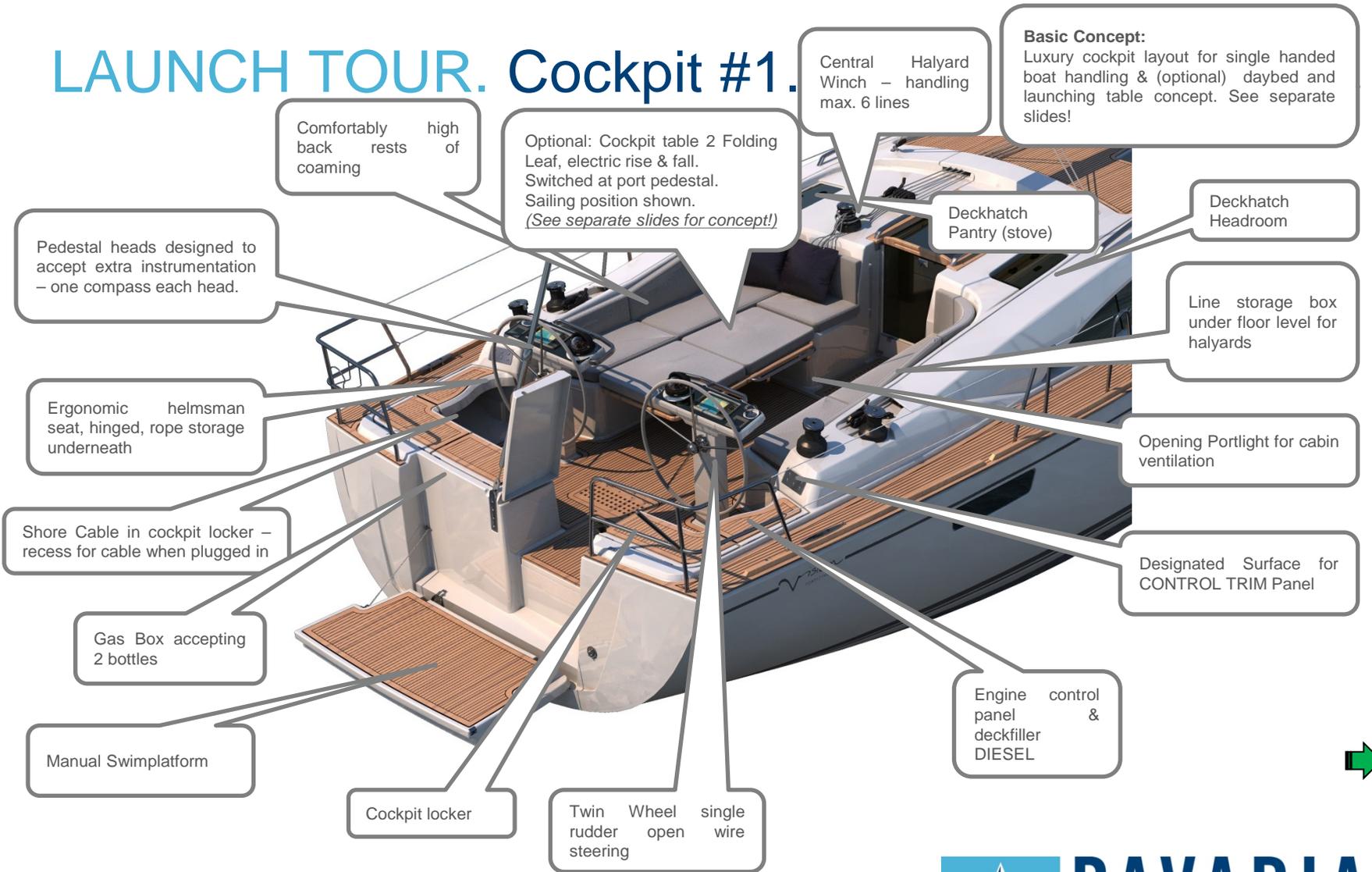
LAYOUT. 2/1 - Standard.



LAYOUT. 2/2 - Optional.



LAUNCH TOUR. Cockpit #1.



Basic Concept:
Luxury cockpit layout for single handed boat handling & (optional) daybed and launching table concept. See separate slides!

Central Halyard Winch – handling max. 6 lines

Optional: Cockpit table 2 Folding Leaf, electric rise & fall. Switched at port pedestal. Sailing position shown. *(See separate slides for concept!)*

Comfortably high back rests of coaming

Pedestal heads designed to accept extra instrumentation – one compass each head.

Deckhatch Headroom

Line storage box under floor level for halyards

Deckhatch Pantry (stove)

Opening Portlight for cabin ventilation

Designated Surface for CONTROL TRIM Panel

Ergonomic helm'sman seat, hinged, rope storage underneath

Shore Cable in cockpit locker – recess for cable when plugged in

Gas Box accepting 2 bottles

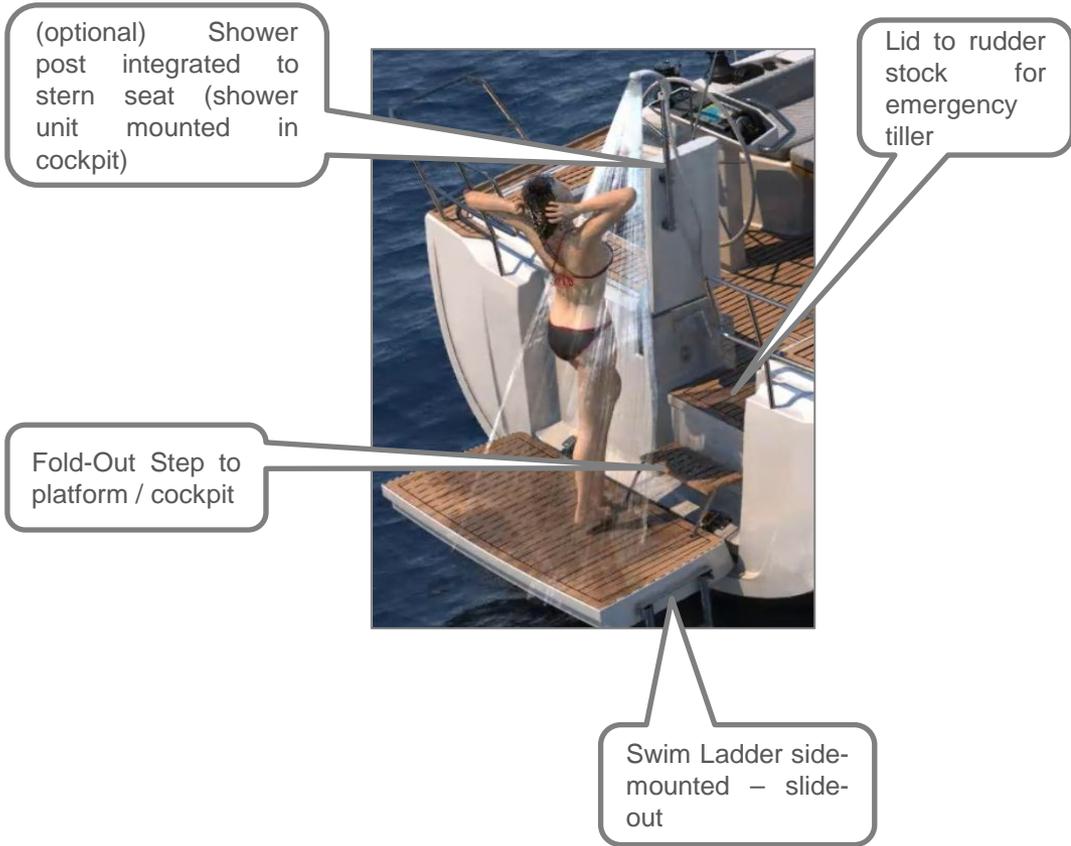
Engine control panel & deckfiller DIESEL

Manual Swimplatform

Cockpit locker

Twin Wheel single rudder open wire steering

LAUNCH TOUR. Cockpit #2.



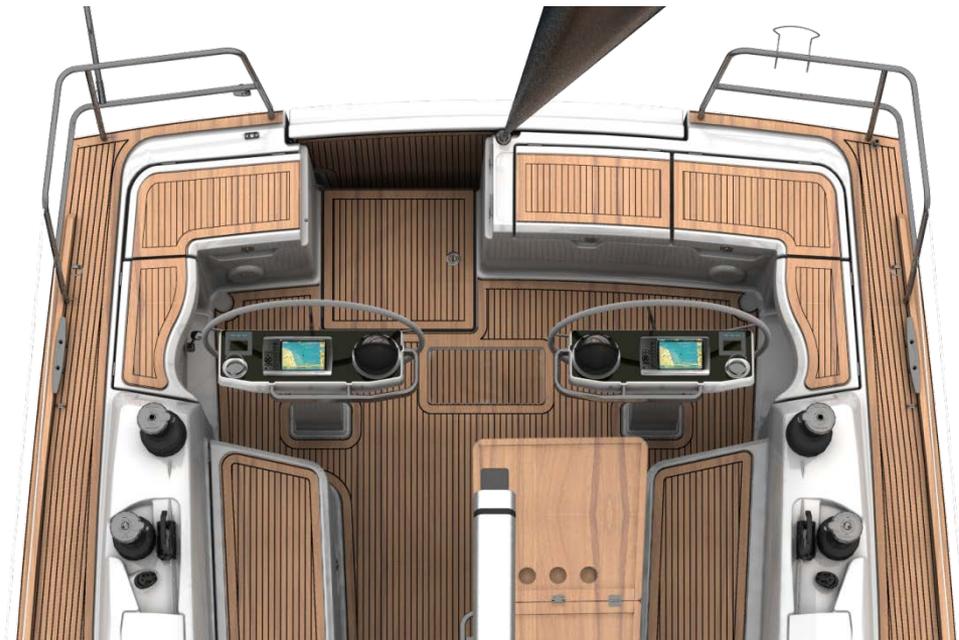
LAUNCH TOUR. Single Hand Sailing Cockpit.

SINGLE HANDED SAILING ?

The most consequent and unique Cockpit Concept of the VISION 42 is offering exactly that!

1. Most ergonomic seating
2. Sitting behind, beside and around the wheel possible
3. All winches and major lines in easy reach when sitting
4. In last consequence all trimming while sailing by push-button – Option
5. Comfortable `social area´ around the helmsman stand for two
6. Most comfortable coaming height in perfect angle when sailing
7. Most comfortable cockpit benches for stretching legs even when sailing
8. ...

Another UNIQUE benchmark!



LAUNCH TOUR. Cockpit. Social Area.



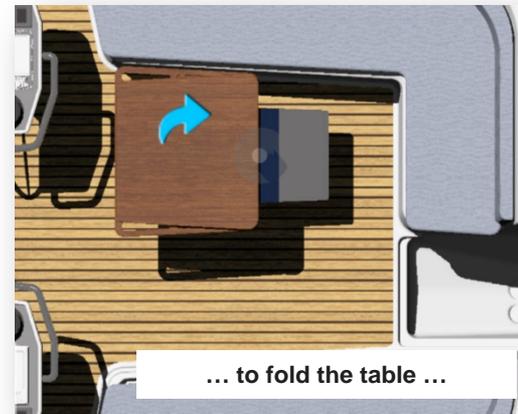
Unique for the world's market is the designated Social Area role of the cockpit concept:

- 1 Coffee table flair for a relaxed time with friends and guests sitting in the unique L-Shape bench.
- 2 Dining Table sitting 6 persons comfortably
- 3 Lounge Seats at the stern (part of the optional cockpit cushions) featuring solid backrests for maximum comfort.
- 4 Lounge & Daybed when the table is lowered – maximum comfort for sun bathing, relaxing after a hard sailing day – or just after a swim and shower on the platform. The veranda and private beach with side mounted ladder to keep the stern free for a dinghy.

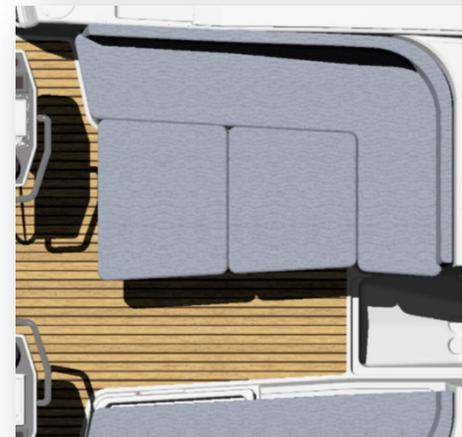
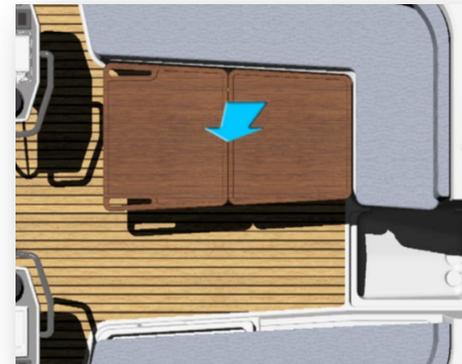
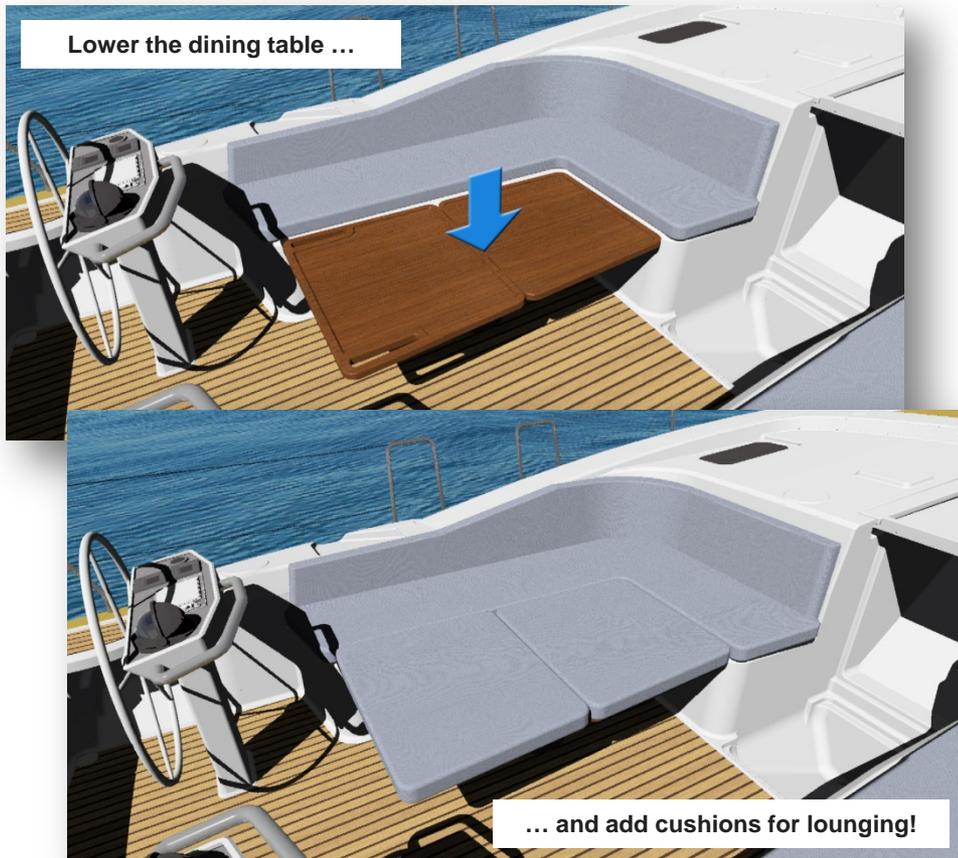


NO OTHER BOAT is offering such a luxurious comfort level!

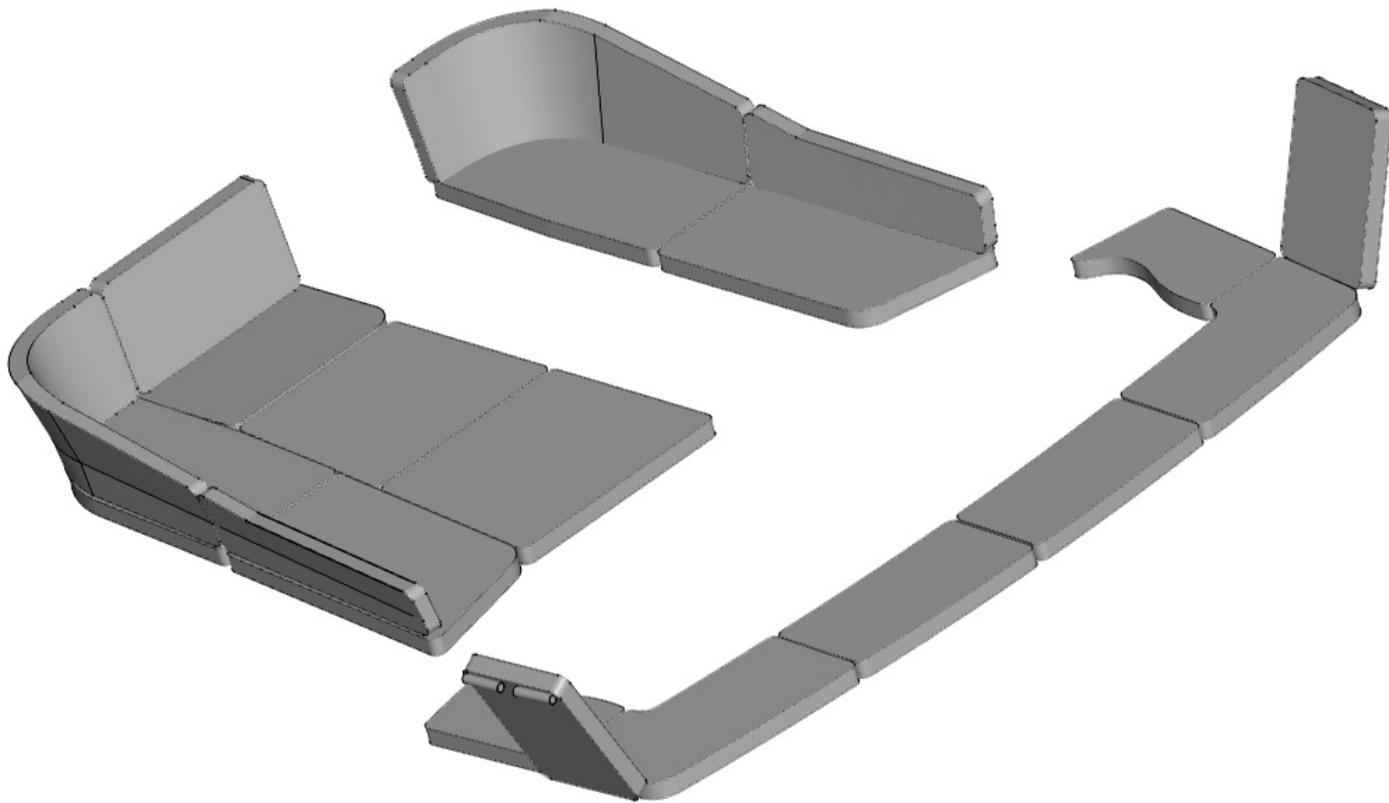
LAUNCH TOUR. Cockpit Table – Sailing / Dining.



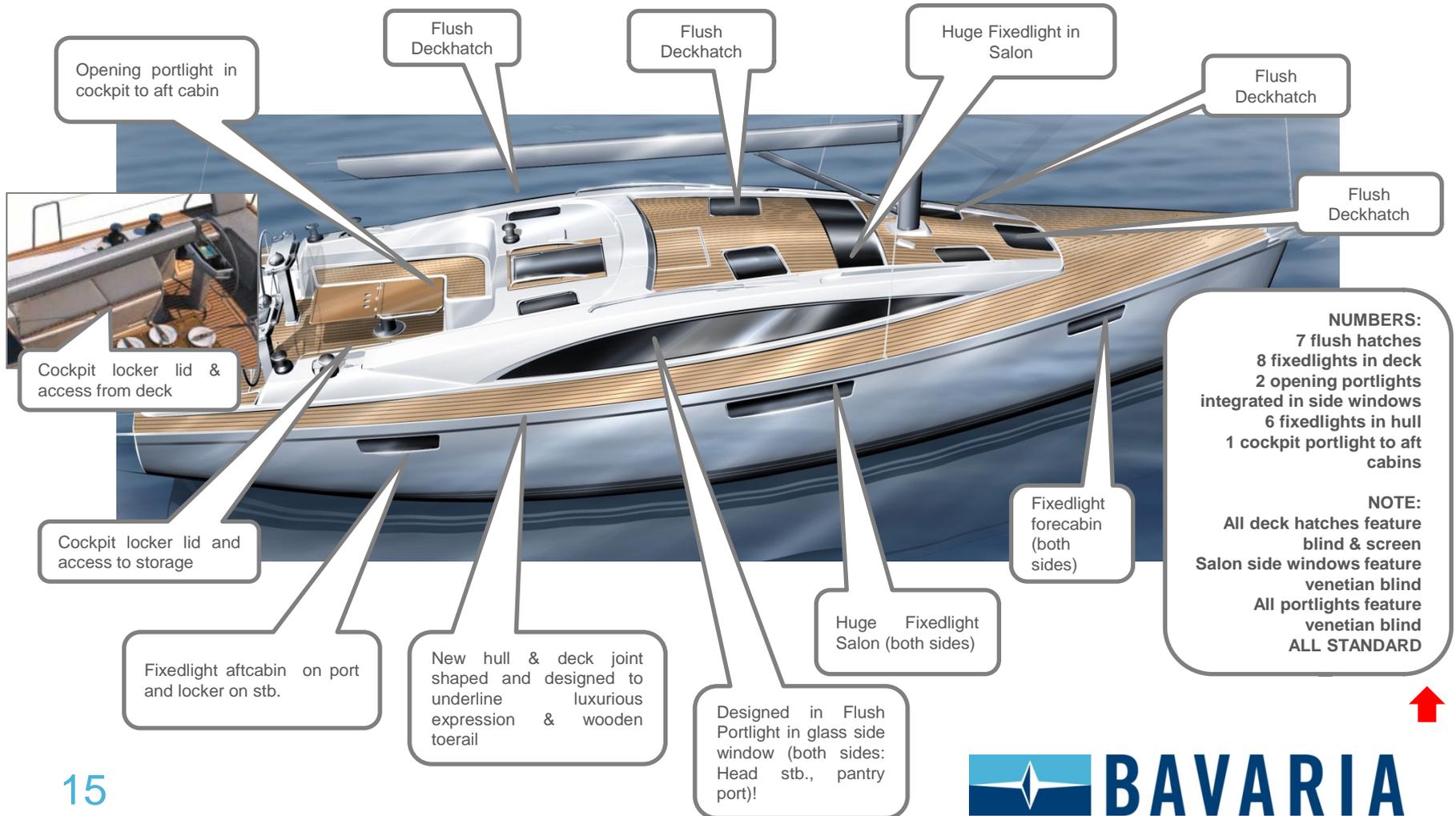
LAUNCH TOUR. Cockpit Table – Lounging.



OPTION. Cockpit Cushions.



LAUNCH TOUR. Hatch, Portlight, Ventilation.



LAUNCH TOUR. Deckhardware.

Halyard winch:
Manual
Electric or
Autotack Rewind

Secondary winch**:
Manual
Manual Sized Up or
Electric

****NOTE:**
Primary and Secondary
swop positions in standard
spec!

Split Bridle or
continuous
mainsheet

Primary winch**:
Manual
Manual Sized Up
Electric or
Autotack Rewind

Optional
Gennaker pole

Jib furler
convention
al rigged

Anchor windlass
& recessed bow
roller

Jibtrack & sheet covered by
eyebrow 106% Jib

Outside
chainplates
(covered)

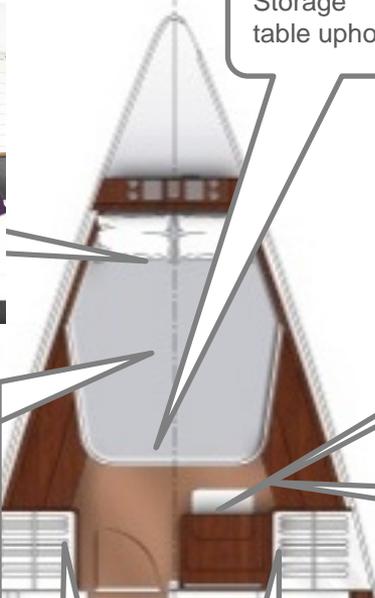
Solid stainless
steel handrail

LAUNCH TOUR. Foreship Cabin.

Shelf and storage at forward bulkhead featuring bookshelves, glass holder, reading lamps. Optional: iPod Docking, Fusion Multimedia



Storage for nav table upholstery



Seat & desk featuring storage (and mirror under desktop)



King Size island bed, top loading storage under mattress for daybed upholstery / salon table



Note: Bed frame & side panels changing colors according chosen general color of wood.

Storage underneath designated to hold main cabin & nav table upholstery.

Optional 2nd headroom (sink, WC, locker - replaces starboard locker closet, seat & desk)



Locker and closet on both sides

LAUNCH TOUR. Flexible Navstation.



Rise & Fall nav table with storage allows full nav station & sofa when lowered.

NOTE: Nav table is moved on a mechanic integrated in the furniture – no post!



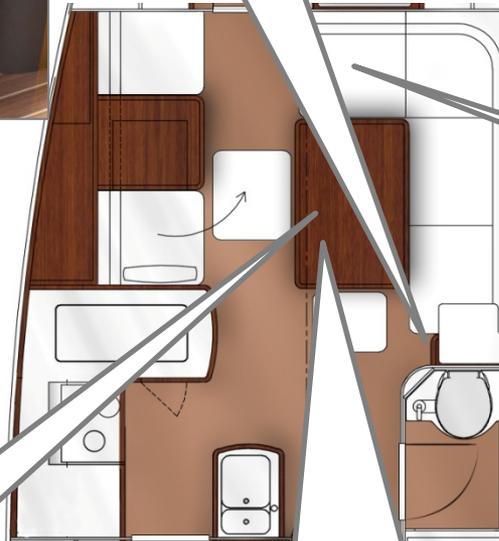
Both seats can be separately moved between nav station & settee to add seating to the settee around the table.

LAUNCH TOUR. Flexible Settee.



Glass, dishes and
Bottle Locker

Note: No fridge! Pic
from V46 - V42
open shelf



L-Settee in standard layout
utilizing Navstation seats

Optional Lift & Lower
Table (electric)
converts settee into
Coffee Table

Optional Rise & Fall Table (electric)
converts settee into a lounging area
and/or additional double bed - for
i.e. unexpected overnight guests.



LAUNCH TOUR. Pantry.

Door to aft cabin

No microwave in V42!

Big Opening portlight integrated in side window

Top- & Front Loader icebox 150L

3 Drawers for easier top-loading access.

Storage underneath double sinks (opening from inside pantry!)

Midship double sink with central pump - automatic.

Optional coffee machine, beer tab or ice maker replaces dry-shelves for dishes
Note: We only suggest machines - not fitting. 220V plug installed.

All hatches featuring blind & screen units, fixedlights shades - in standard



LAUNCH TOUR. Heads & Companionway.

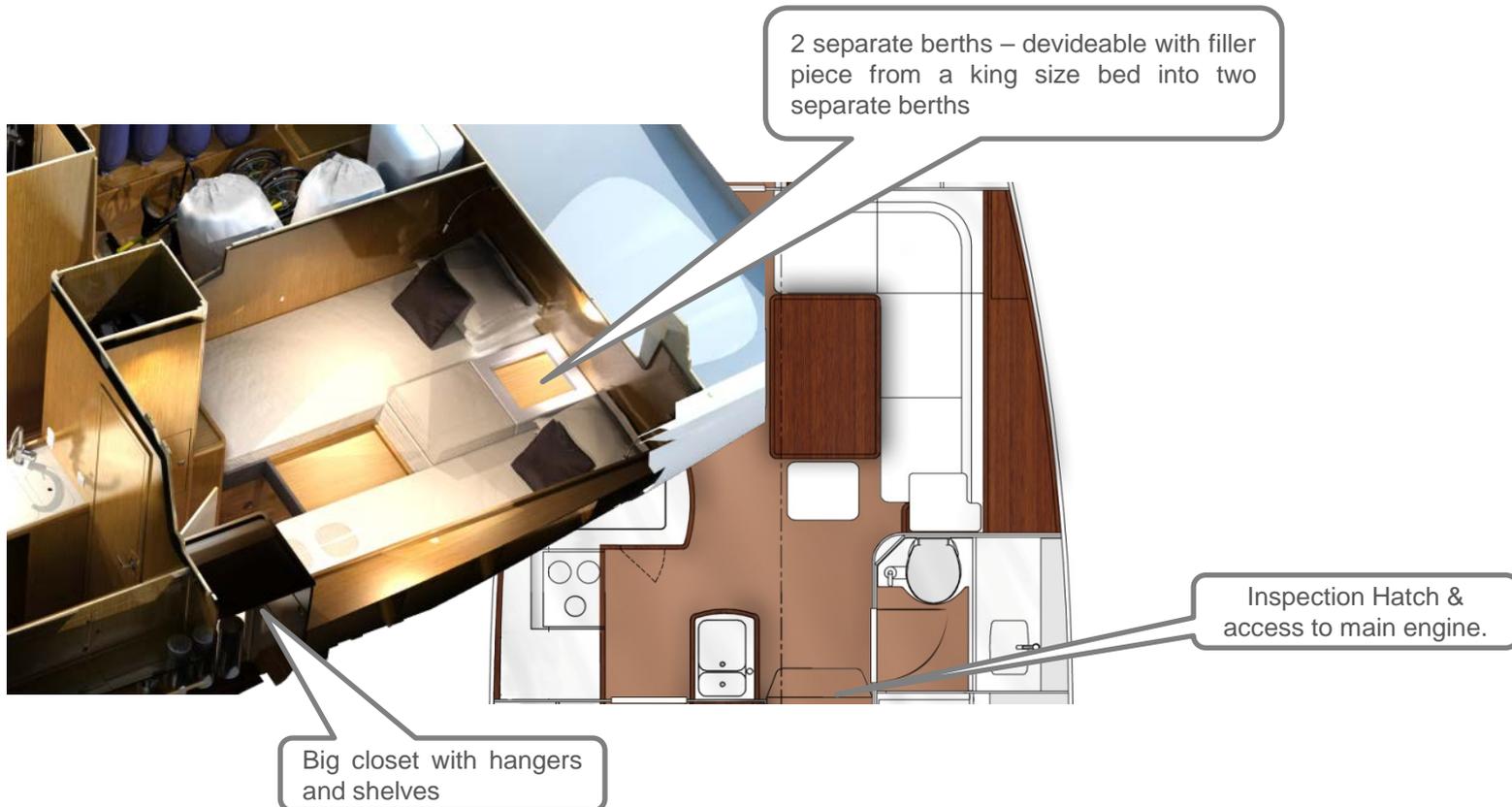


Toolbox and access to main switches engine, service and optional thruster battery!

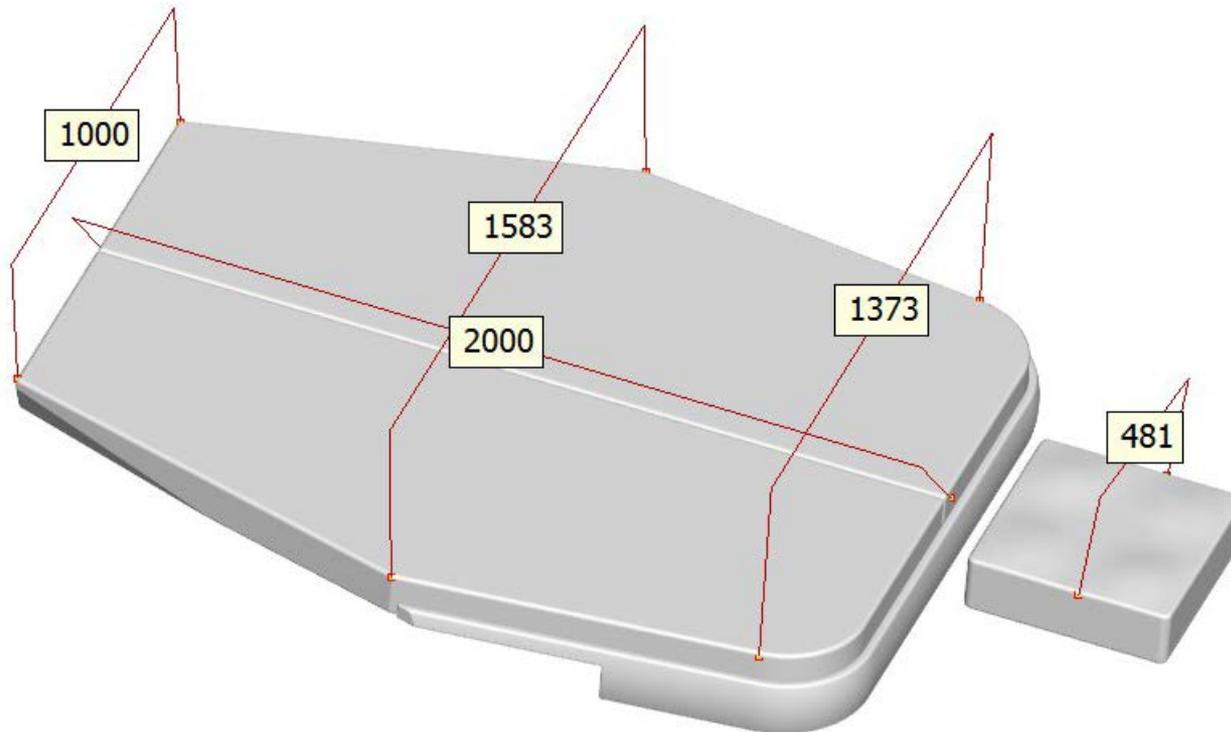


Separated and full equipped shower cell (lowered floor) – walkthrough to walk able cockpit locker

LAUNCH TOUR. Aft Cabin Port.



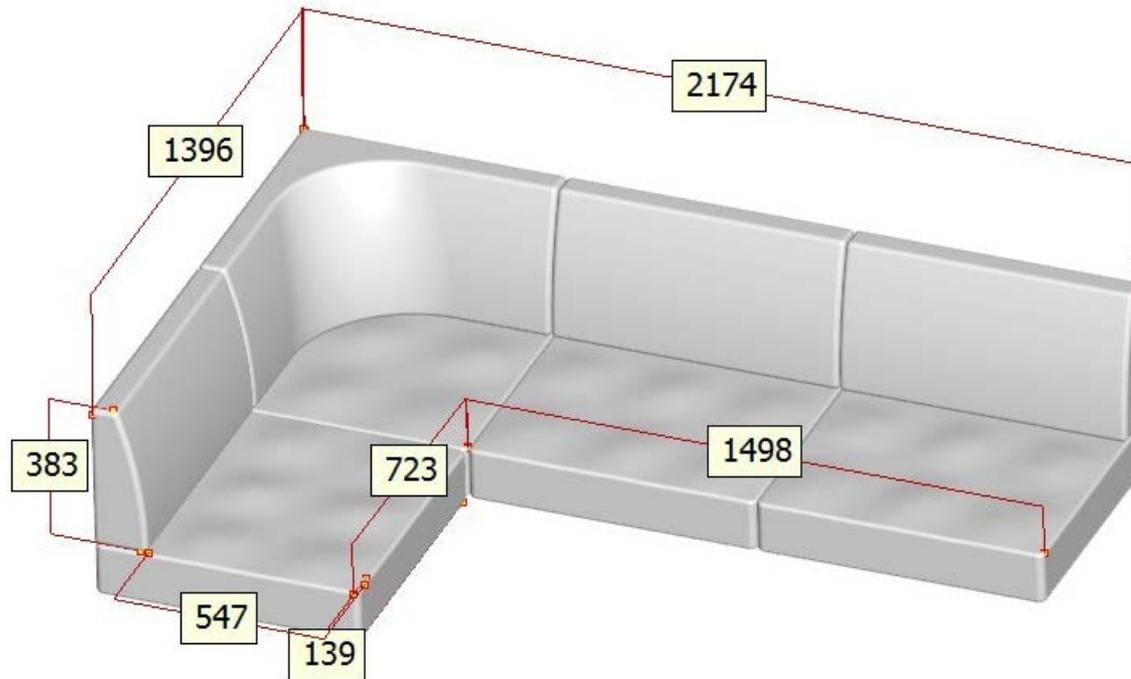
CABIN CUSHIONS. Forward cabin.



Note:
Dimensions in "mm"
+/-5mm



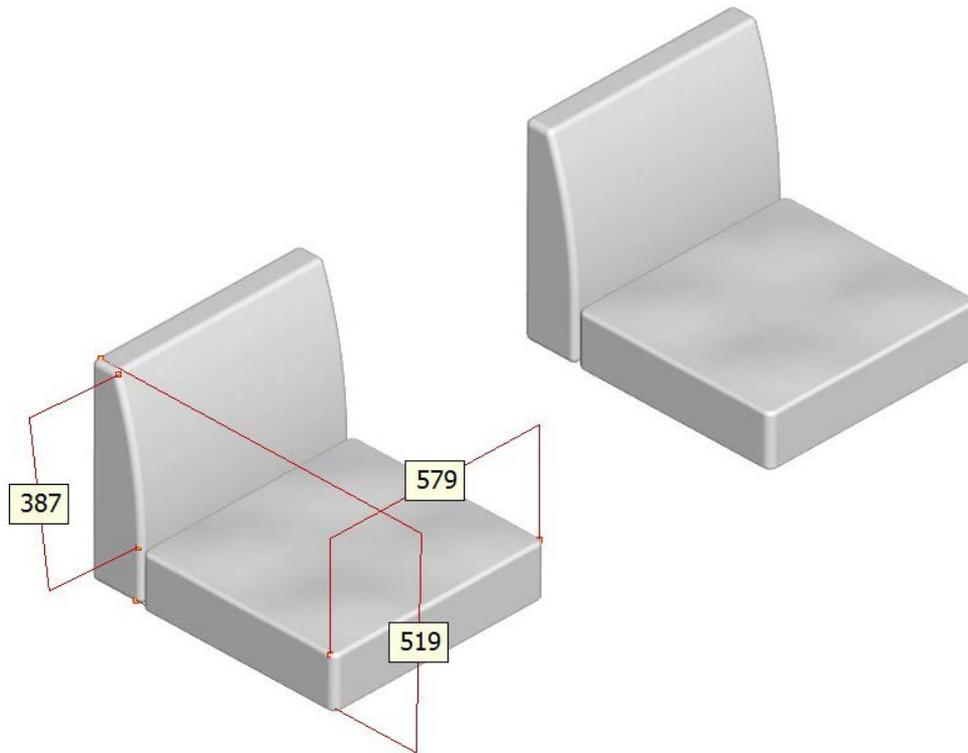
CABIN CUSHIONS. Salon Settee.



Note:
Dimensions in "mm"
+/-5mm



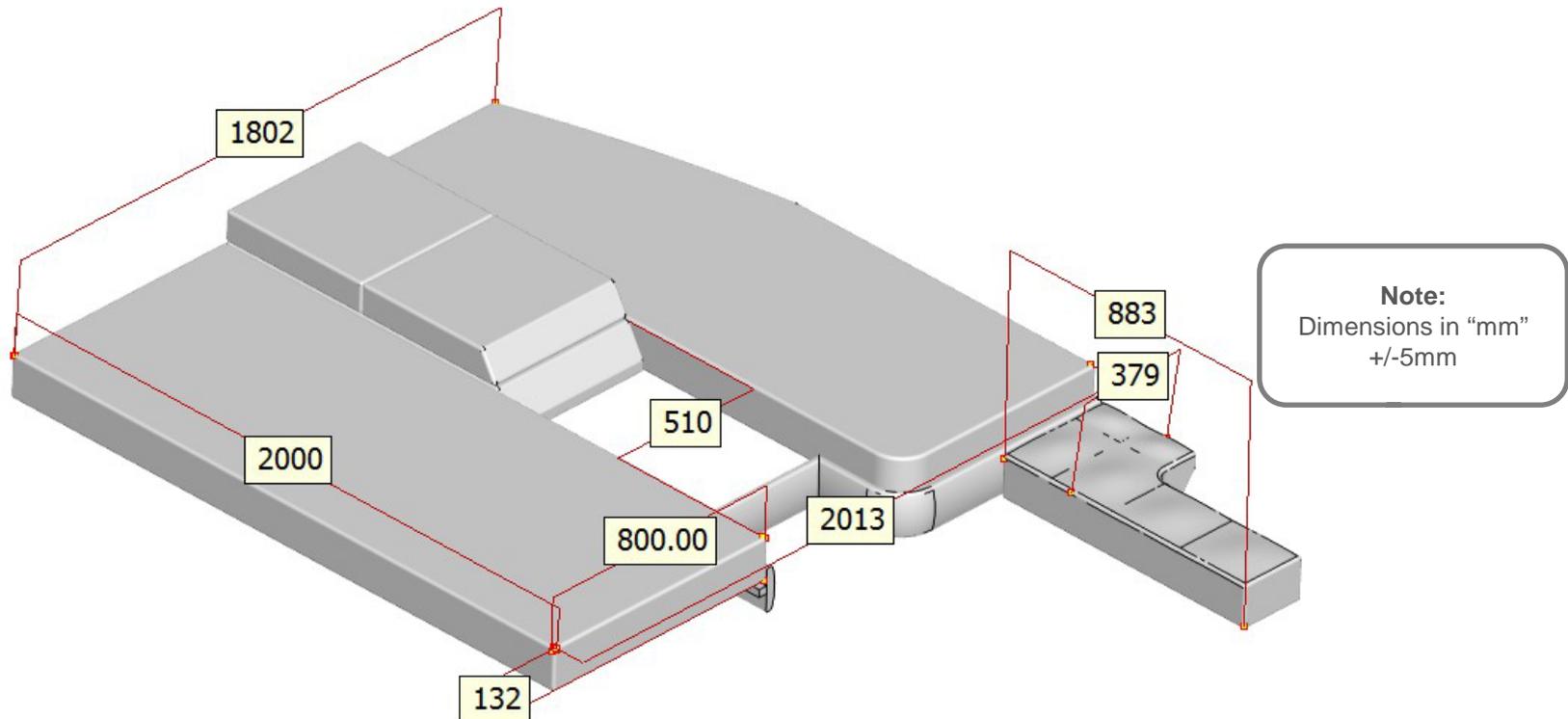
CABIN CUSHIONS. Nav-Seats.



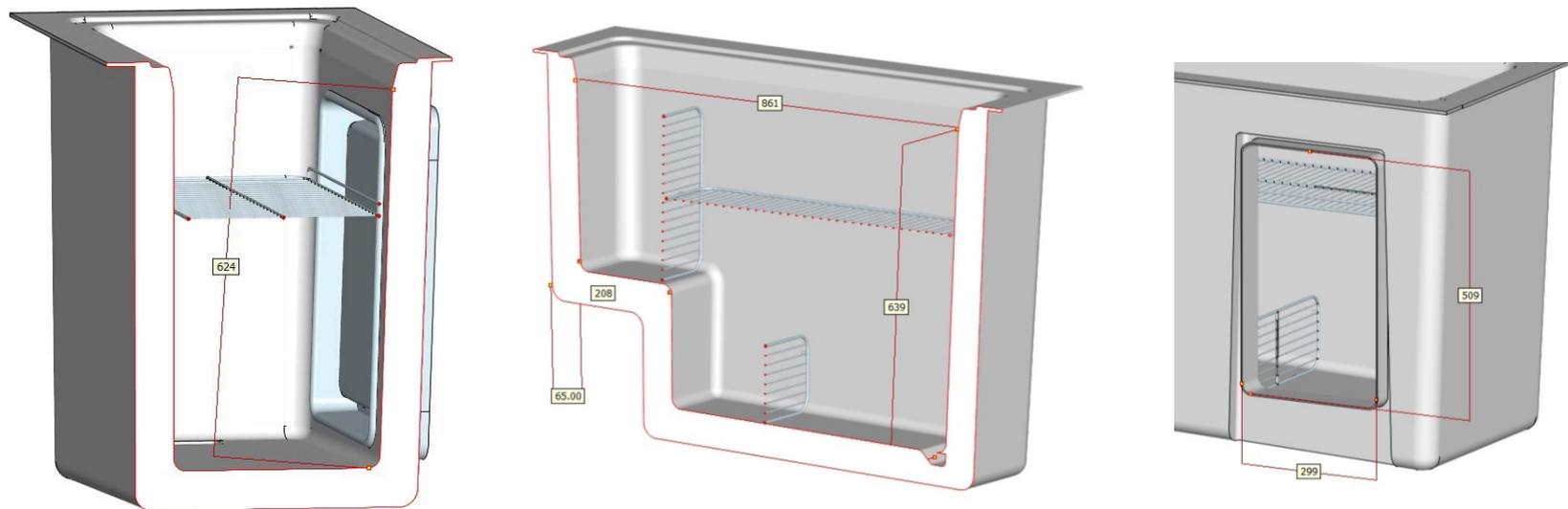
Note:
Dimensions in "mm"
+/-5mm



CABIN CUSHIONS. Aft Cabin.



ICE BOX. Dimensions.

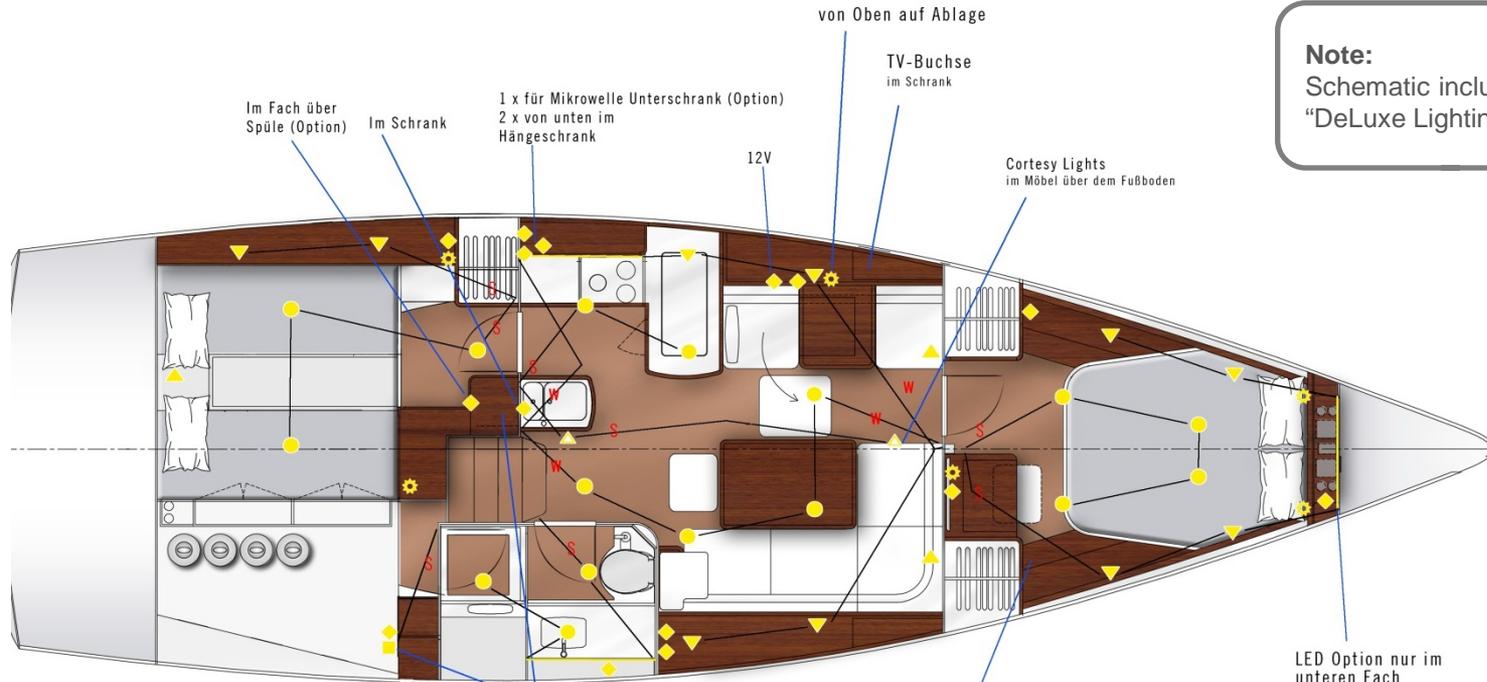


Hardware:
DOMETIC Compressor Cooling
Unit
Twin Leaf top-loading,
single door front loading

Capacity: **150l**

SYSTEM. Lights, Switches, Plugs. 2/1.

Note:
Schematic including optional
"DeLuxe Lighting Package"



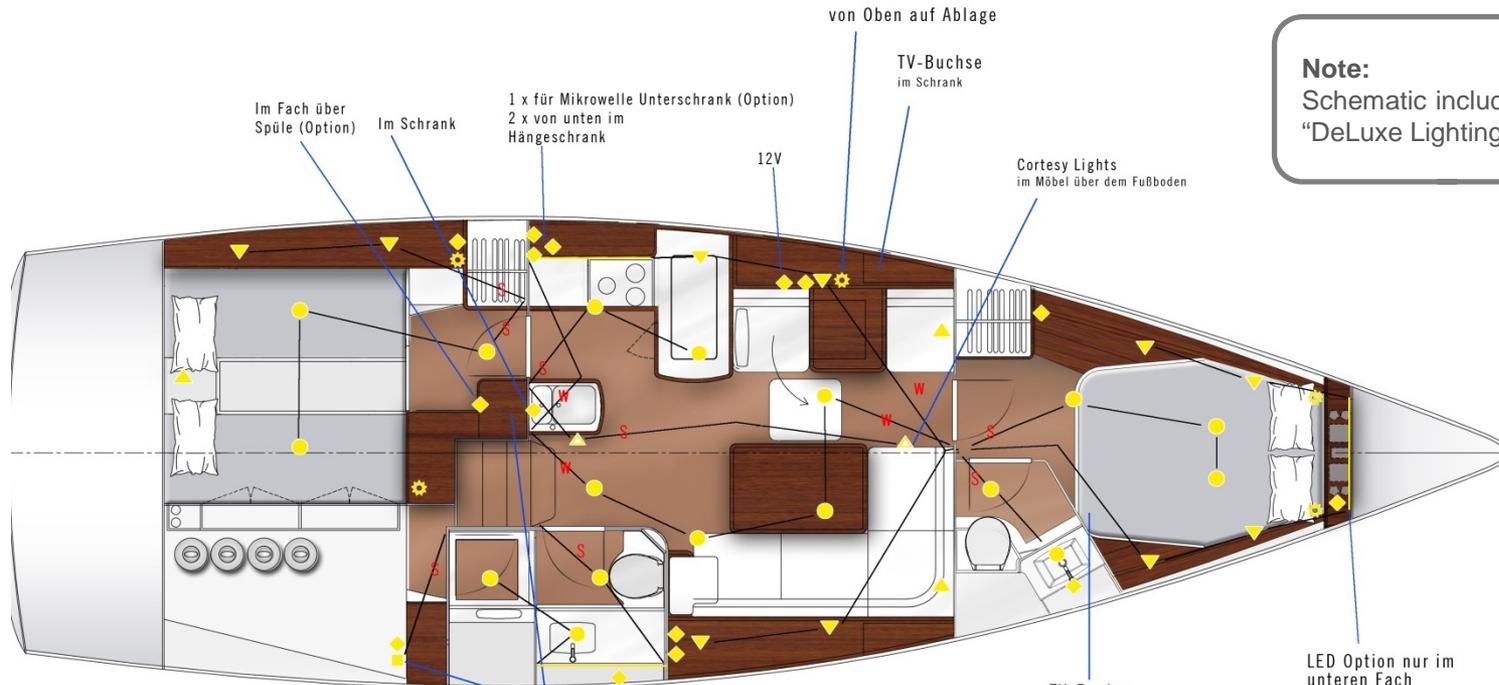
- LED Stripe (Option Lichtpaket)
- △ Courtesy Lights (Option Lichtpaket)
- Himmel LED
- ◆ Steckdose
- ▲ Wandleuchte
- ⊙ Leseleuchte
- ▼ Himmel LED Dekorativ
- W Wechselschalter
- S Serienschalter

Ice-Maker
Bierzapfanlage
Kaffeemaschine



SYSTEM. Lights, Switches, Plugs. 2/2.

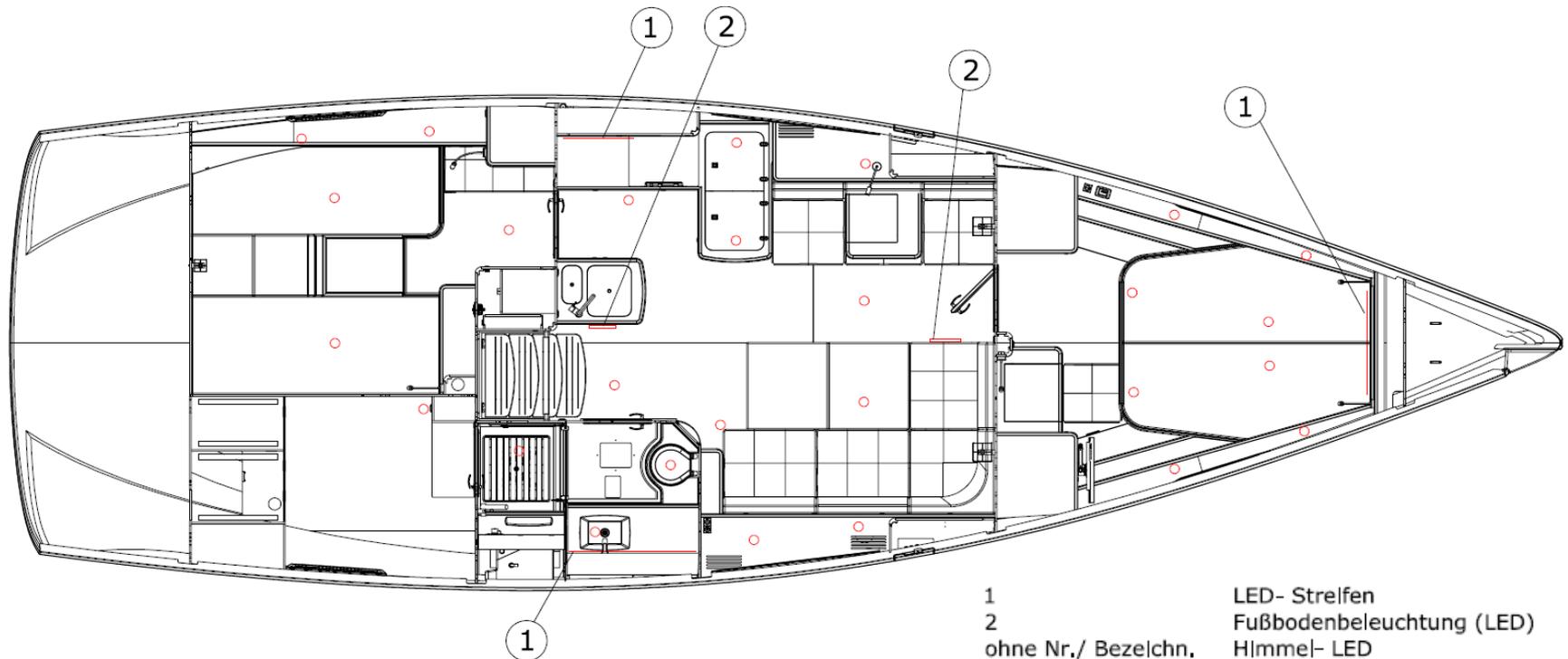
Note:
Schematic including optional
"DeLuxe Lighting Package"



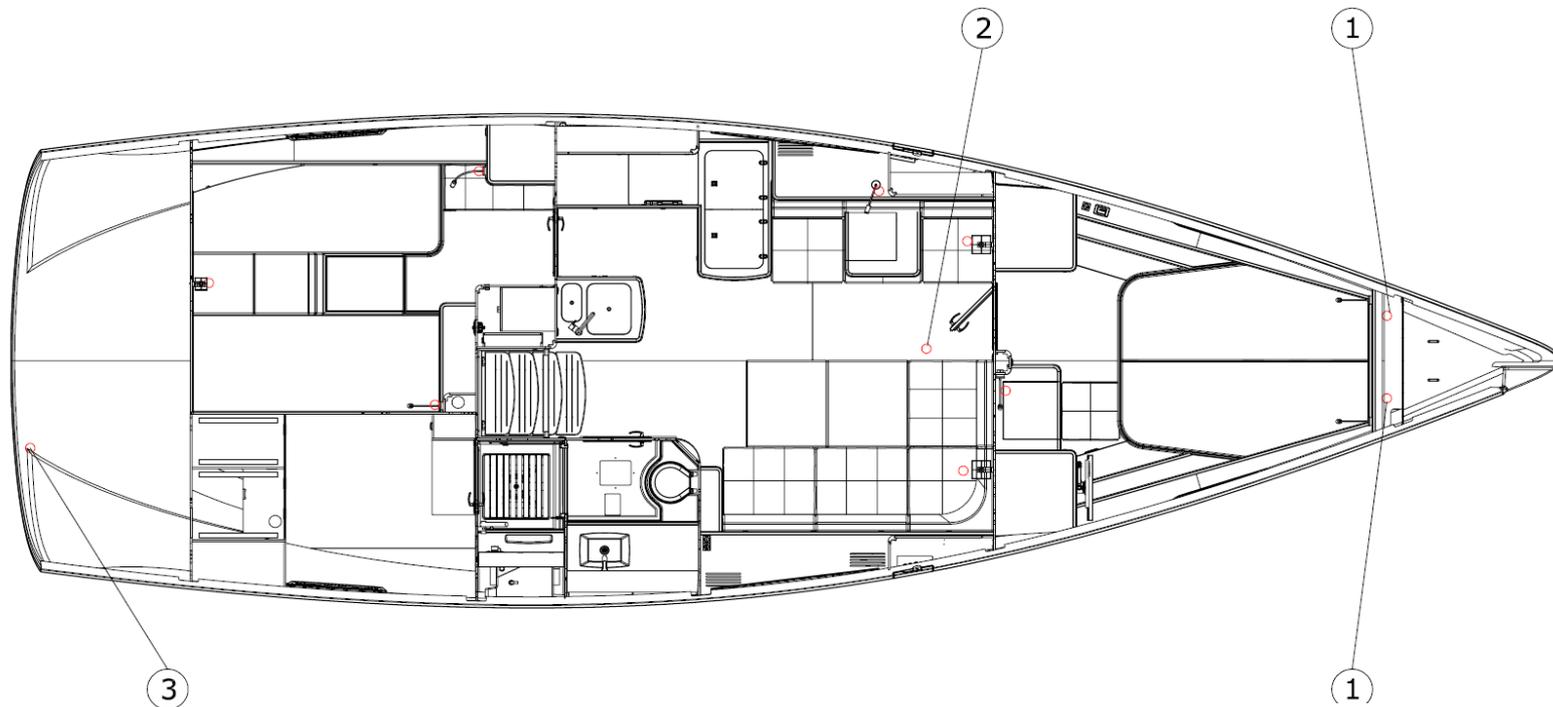
- LED Stripe (Option Lichtpaket)
- △ Courtesy Lights (Option Lichtpaket)
- Himmel LED
- ◆ Steckdose
- ▲ Wandleuchte
- ⊙ Leseleuchte
- ▼ Himmel LED Dekorativ
- W Wechselschalter
- S Serienschalter

- LED Aufbauspot
- Ice-Maker
- Bierzapfanlage
- Kaffeemaschine

SYSTEM. Floor Lights/Indirect LEDs.



SYSTEM. Navigation-Lights.



- | | |
|---------------------|-----------------------------------|
| 1 | Navigationslichter stb/ bb (Deck) |
| 2 | Topplicht (Mast, Deck) |
| 3 | Hecklicht |
| ohne Nr./ Bezeichn. | Wandleuchte/ Leseleuchte |



SYSTEM. Gas/LPG System.

Gummischlauch (Gaskasten- innen),
GOK LPG DIN- DVGW NG- 4603 AN 0149 PS, 6 bar,
kältebeständig bis -30 °C (MD- Schlauch 8x400mm
Nr. 04 440 00)

Winkel-Schottverschraubung
WSVL-X8x8 Edelstahl

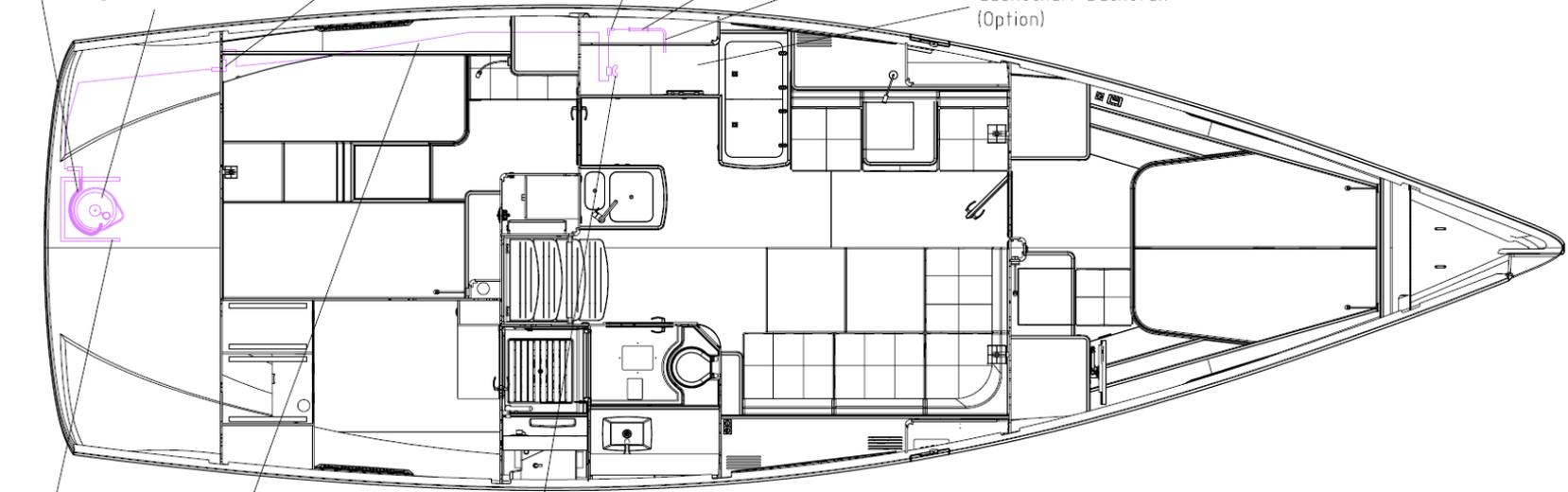
Schottverschraubung/ Adapterstück gerade
Nr.07 354 06 verzinkt

Gasflasche mit GOK- Niederdruckregler
nach DIN EN 12864/M "Marine"
U-KLF x G1/4 LH-KN
0,8 kg/h LPG 30 mbar

Winkel-Schottverschraubung
Nr.07 371 06 verzinkt

Gummischlauch
GOK LPG DIN- DVGW NG- 4603 AN 0149 PS, 6 bar,
kältebeständig bis -30 °C

Gaskocher/ Backofen
(Option)

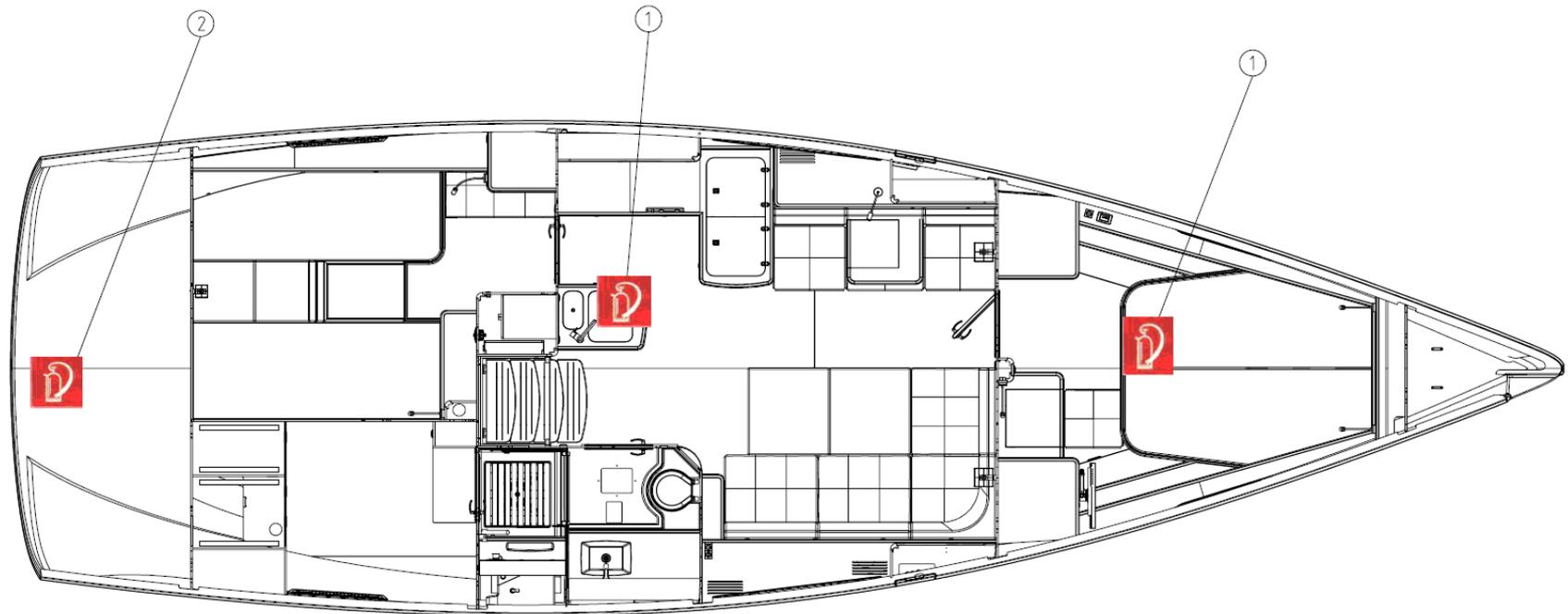


Gaskasten

Kupferrohr 8 mm, verkleidet mit
Leer- Rohr schwarz (FBY-EL-F16)

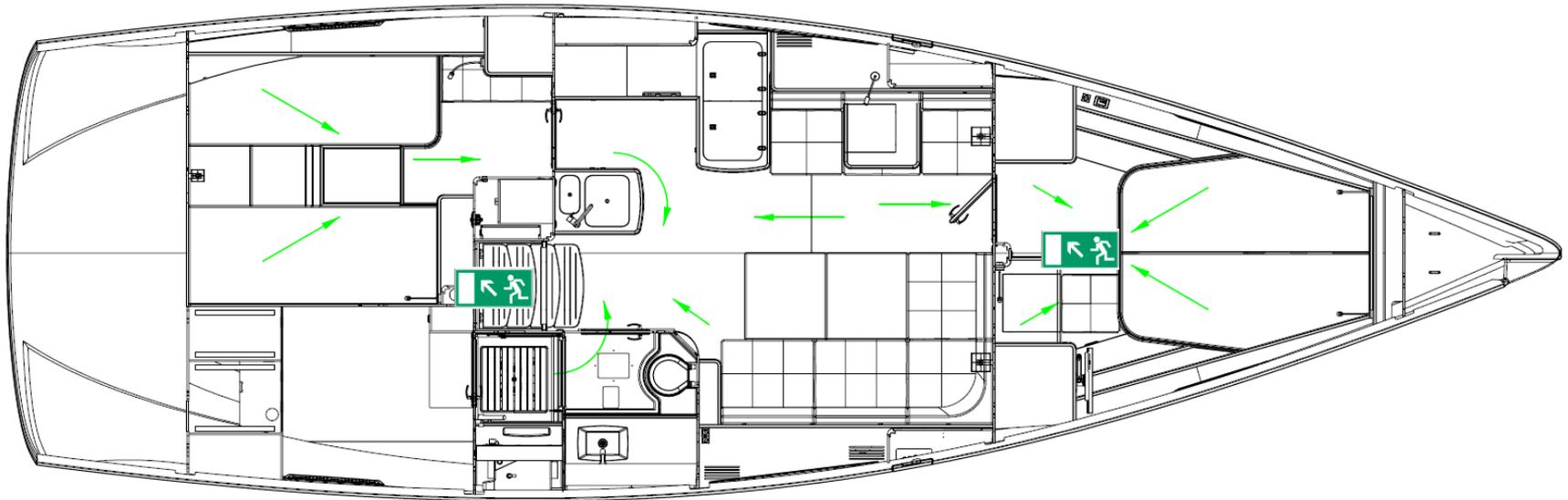
Gaskugelhahn TRUMA PN- 16
(im Schrank) (Nr. 03 199 06)

SYSTEM. Fire Extinguishers.

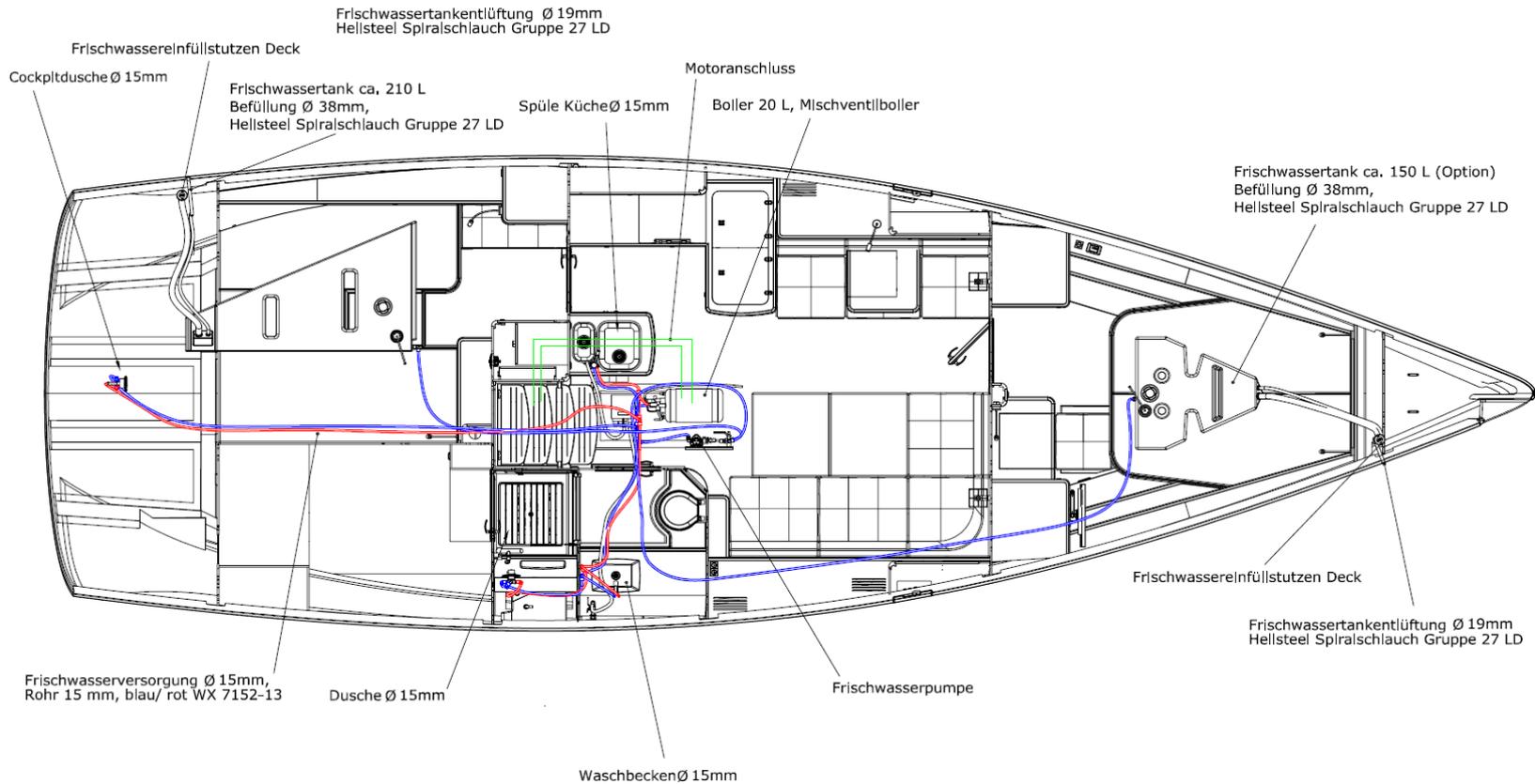


- 1 Feuerlöscher unter Deck: in Küche unter Spüle und Vorschiff unter Matratze
Gloria 2 kg ABC Pulver 89 B
Löschmittel SP 152/ 07
15 bar Stickstoff
- 2 Feuerlöscher auf Deck: im Cockpit (Backskiste stb. bzw. Stauraum)
Gloria 2 kg ABC Pulver 89 B
Löschmittel SP 152/ 07
15 bar Stickstoff

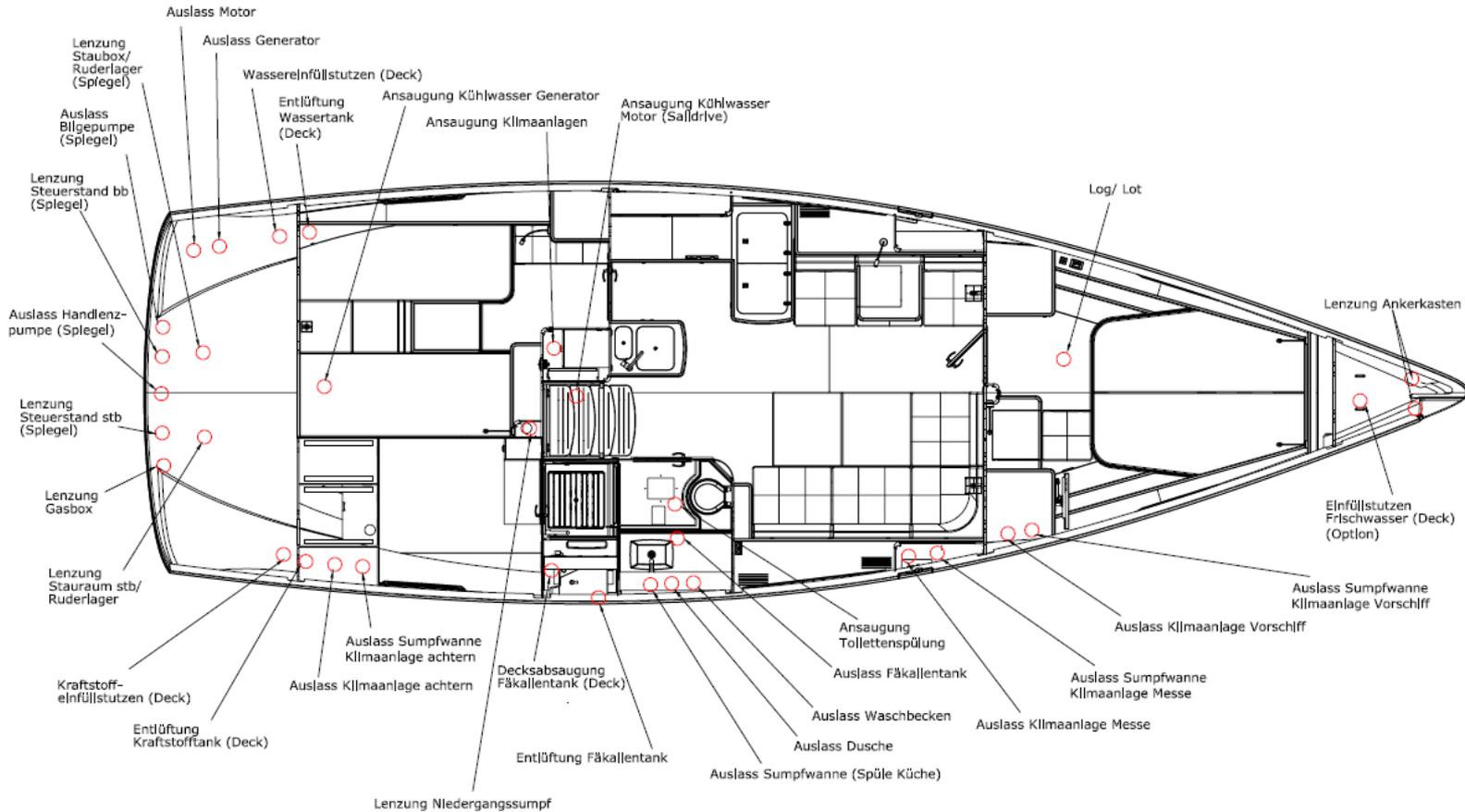
SYSTEM. Emergency Plan.



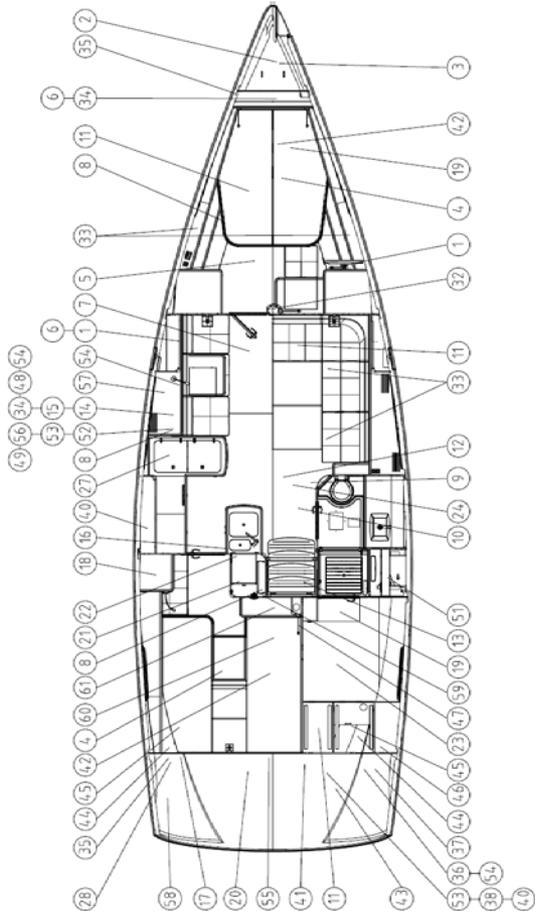
SYSTEM. Freshwater.



SYSTEM. Hull Break Through.

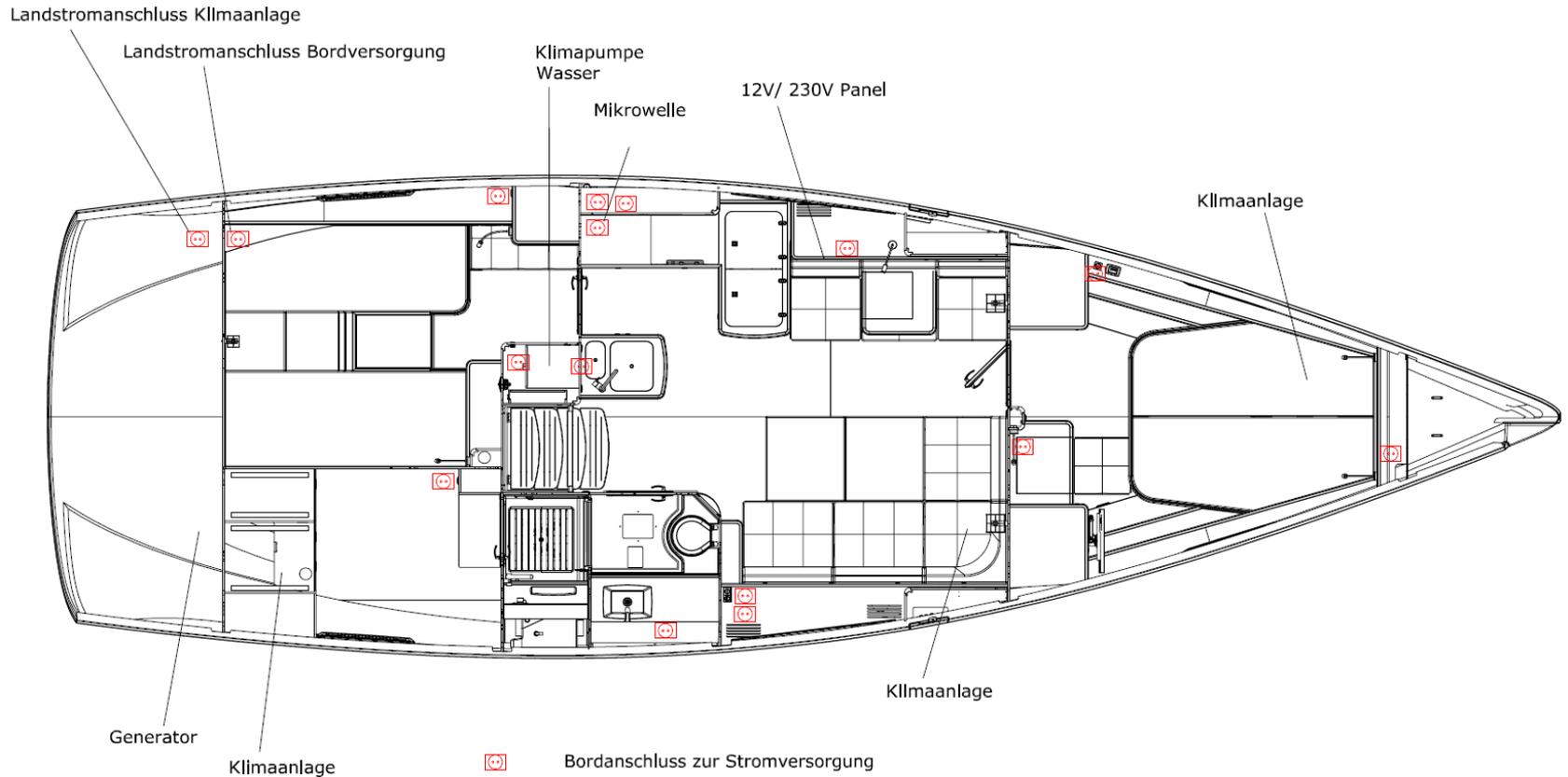


SYSTEM. Electric. 12V.

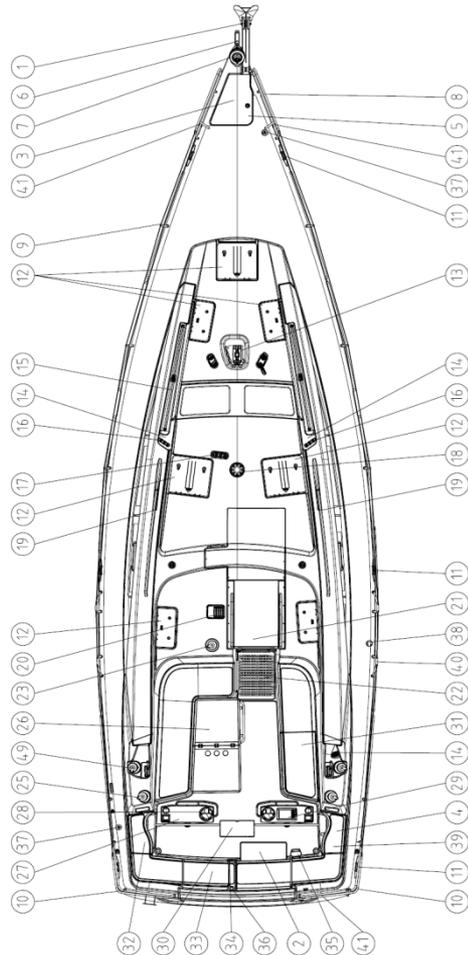


| Pos. | Bauteil | Pos. | Bauteil |
|------|--|------|---|
| 1 | Fernseher | 32 | Kabeldurchführung (Deck) |
| 2 | Elektr. Ankerwinde (Deck) | 33 | Lautsprecher (Option) |
| 3 | Bedienteil Ankerwinde / Steckdose | 34 | Radio (Option) |
| 4 | Frischwassertankgeber (teilw. Option) | 35 | Antennenkabel Radio (Option) |
| 5 | Echolot / Sumlog Geber (Option) | 36 | Motorpanel (Deck) |
| 6 | iPod-Station | 37 | Tankuhr (Deck) |
| 7 | Verbraucherbatterie (teilweise Option) | 38 | Garmin GM10 |
| 8 | Hauptschalter Verbraucher/Bugstrahlruder (Option) | 40 | Garmin GHP12 |
| 9 | Frischwasserpumpe | 41 | Kompass |
| 10 | Duschpumpe (Option) | 42 | Bug-/Heckstrahlrudermotor (Option) |
| 11 | Sumpfwanne mit Lenzpumpe (teilw. Option) | 43 | Steuerung Bedienteil Bugstrahlrudermotor (Option) |
| 12 | Elektr. Lenzpumpe | 44 | Elektr. Genuawunsch Bedienteil (Deck) (Option) |
| 13 | Starterbatterie (Motor) | 45 | Elektr. Genuawunsch Motor (Option) |
| 14 | Batterieladegerät | 46 | Heizung (Option) |
| 15 | Elektropanel 12V/ 230V | 47 | Dieselpumpe Heizung (Option) |
| 16 | Hauptschalter (Motor) | 48 | Thermostat Heizung (Option) |
| 17 | Autopilot EVC Garmin (Option) | 49 | Fühler Heizung (Option) |
| 18 | Kompass Autopilot (Option) | 51 | Fäkalientankgeber |
| 19 | Batterie Bug-/ Heckstrahlruder (Option) | 52 | Sicherung Ankerspill / E - Winden (Option) |
| 20 | Motor Autopilot (Option) | 53 | Sicherung Verbraucher/ Heizung/ Bugstrahlruder/ Autopilot |
| 21 | Anlasser Motor | | Heizung |
| 22 | Gleichrichter/ Diodenverteiler | 54 | Kartenplotter (Option) |
| 23 | Dieseltankgeber | 55 | GPS Antenne (Option) |
| 24 | Boiler (Option) | 56 | Sicherung Ladegerät (Option) |
| 27 | Kühlaggregat | 57 | Ankerspill Relais |
| 28 | Landanschlußsteckdose 230 V (Deck) (teilw. Option) | 58 | FI - Schutzschalter (Stauraum) |
| | | 59 | Lüfter Motor |
| | | 60 | Erdungsanode |
| | | 61 | Masse Motorblock |

SYSTEM. Electric. 220V.



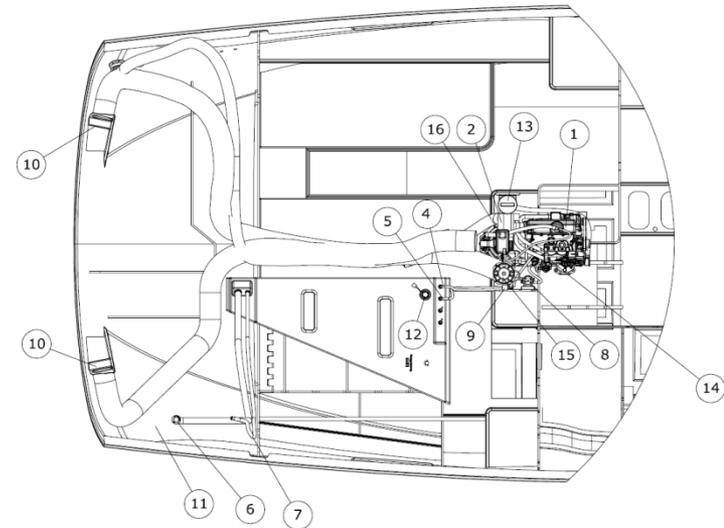
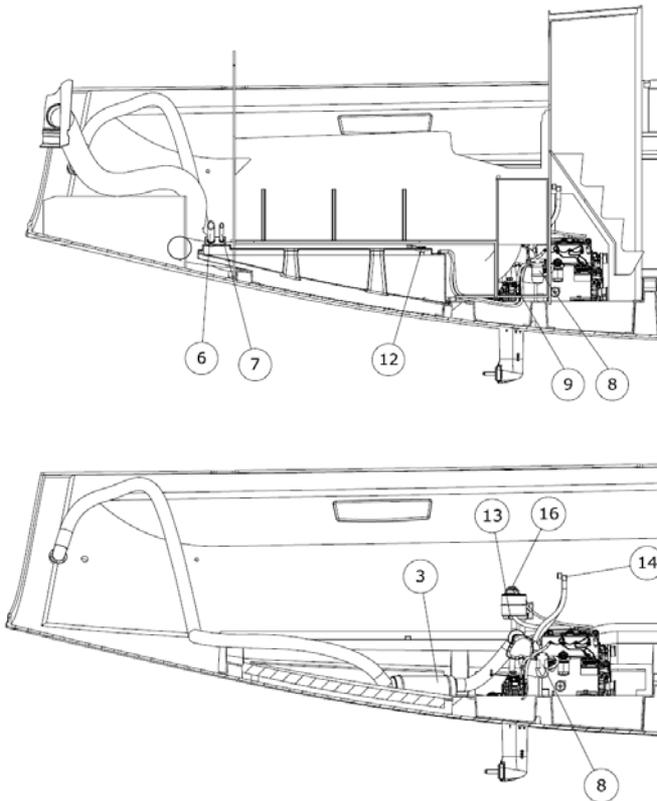
SYSTEM. Deckequipment.



| Pos. | Bauteil |
|------|----------------------------------|
| 1 | Bugbeschlag mit Anker (Option) |
| 2 | Staufach mit Notpinne |
| 3 | Ankerkastendeckel mit Verschluss |
| 4 | Motorinstrumente |
| 5 | Ankerwinde |
| 6 | Steveneisen mit Gennakerlasche |
| 7 | Furlex (Option) |
| 8 | Bugkorb |
| 9 | Reling |
| 10 | Heckkorb |
| 11 | Klampen |
| 12 | Decks Luke |
| 13 | Rigg/ Mastfuss |
| 14 | Umlenkblock einfach |
| 15 | Genuaschiene |
| 16 | Umlenkblock zweifach |
| 17 | Umlenkblock dreifach (2x) |
| 18 | Deckslüfter |
| 19 | seitlicher Handlauf |

| Pos. | Bauteil |
|------|---|
| 20 | Fallenstopper |
| 21 | Niedergang mit Steckschott und Schiebeluk |
| 22 | Niedergangssumpf |
| 23 | Fallenwinde |
| 24 | Genuawinde |
| 25 | Großschotwinde |
| 26 | Cockpittisch |
| 27 | Steuerkonsole |
| 28 | Kompass |
| 29 | Kartenplotter (Option) |
| 30 | Ruderlager |
| 31 | Backskiste mit Rettungsinsel (Option) |
| 32 | Landanschlusstecdose (teilw. Option) |
| 33 | Gasbox |
| 34 | Heckdusche |
| 35 | Handlenzpumpe |
| 36 | Achterstagpütting |
| 37 | Wassereinfüllstutzen (teilw. Option) |
| 38 | Fäkalientankabsaugung |
| 39 | Dieseleinfüllstutzen |
| 40 | Relingdurchstieg (Option) |
| 41 | Navigationsbeleuchtung |

SYSTEM. Main Engine.

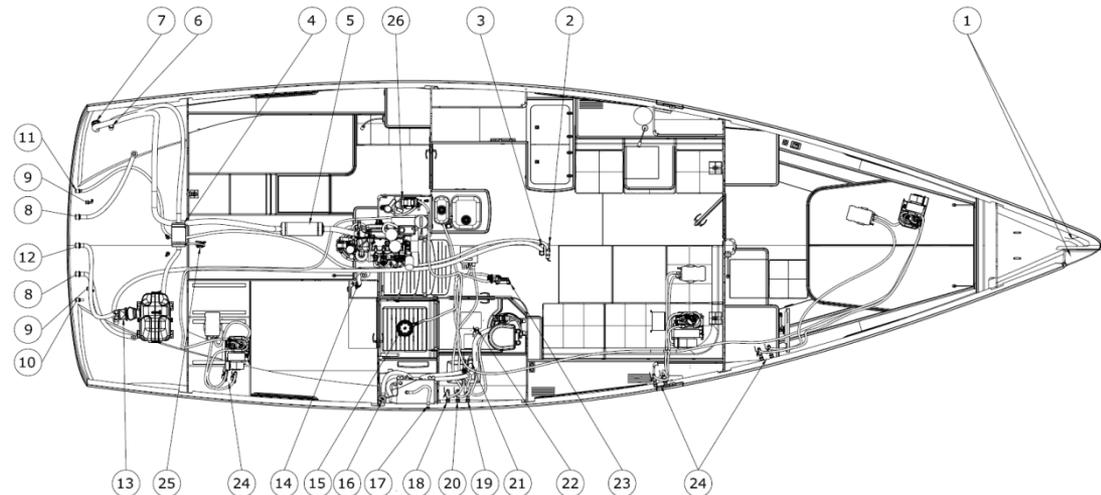


| | | | |
|----|-------------------------------------|------------------------|---|
| 1 | Motor | engine | |
| 2 | Motor- Auspuffsystem | engine exhaust system | Motor- Auspuffsystem Volvo |
| 3 | Auspuff- Wassersammler | exhaust waterlook | |
| 4 | Kraftstoffzuleitung | engine fuel intake | Kraftstoffzulaufschlauch DIN 7840 38 mm |
| 5 | Kraftstoffrückführung | feed back fuel | Kraftstoffrücklaufschlauch Hutchlnson |
| | | | CM6-ISO7840 A1 Ø 10 mm SAEJ 1527 R1 CLASS 2 |
| 6 | Diesel Einfüllstutzen | fuel tank filling hose | |
| 7 | Tankentlüftung | fuel tank ventilator | |
| 8 | Kraftstofffilter | fuel filter | Kraftstofffilter |
| 9 | Kraftstoff- Kugelhahn/ Magentventil | fuel cock | |
| 10 | Belüftungsrost Motorraum (stb/ bb) | ventilation fitting | |
| 11 | Motorinstrumententafel | engine panel | |
| 12 | Vorratgeber für Kraftstofftank | fuel gauge | |
| 13 | Wasserfilter/ Seeventil Motor | water filter | Seewasserfilter/ Seeventil Motor, Ø 19 mm |
| 14 | Vacuumventil Motor | vacuum vent | Vacuumventil Motor, Ø 19 mm |
| 15 | Lüfter Motorraum | ventilator engine room | |
| 16 | Kühlfüsslgkelt: Ausgleichsbehälter | coolant expansion tank | |



SYSTEM. Drains & Grey-/Blackwater.

| Pos. | Bauteil/ Funktion |
|------|---|
| 1 | Lenzung Ankerkasten |
| 2 | el. Bilgepumpe |
| 3 | Saugkorb Handlenzpumpe |
| 4 | Wassersammler Generator |
| 5 | Wassersammler Motor |
| 6 | Auslass Generator |
| 7 | Auslass Motor |
| 8 | Lenzung Steuerstand stb/ bb, Ø38 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 9 | Lenzung Staubox und Ruderlager stb/ bb, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 10 | Lenzung Gaskasten, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 11 | Auslass el. Bilgepumpe, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 12 | Auslass Handlenzpumpe, Ø38 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 13 | Handlenzpumpe |
| 14 | Lenzung Niedergangssumpf, Ø38 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 15 | Lenzung T- Raum/ Dusche |
| 16 | Decksabsaugung Fäkalientank, Ø38 mm, Vetus Sanitärschlauch geruchsdicht |
| 17 | Entlüftung Fäkalientank, Ø19 mm, Vetus Sanitärschlauch geruchsdicht |
| 18 | Auslass Sumpfwanne (Spüle Küche), Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 19 | Auslass Waschbecken, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 20 | Auslass Dusche, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 21 | Auslass Fäkalientank, Ø38 mm, Vetus Sanitärschlauch geruchsdicht |
| 22 | Ansaugung Toilettenspülung, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 23 | Duschpumpe, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 24 | Auslässe Klimaanlage, jeweils mit Sumpfwanne, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 25 | Ansaugung Generator, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |
| 26 | Ansaugung Klimaanlage/ Klimapumpe, Ø19 mm, Helisteel Spiralschlauch Gruppe 27 LD |



SYSTEM. Steering.

Steering System:

Twin Wheel Single Rudder Open Wire Steering

Following the principle of one continuous 7x19 stainless steel cable starting and ending at the radial quadrant on the rudder stock.

Emergency tiller is applied through the lid covered access from the cockpit floor.
Emergency tiller is stowed in the aft storage kept at the bulkhead.

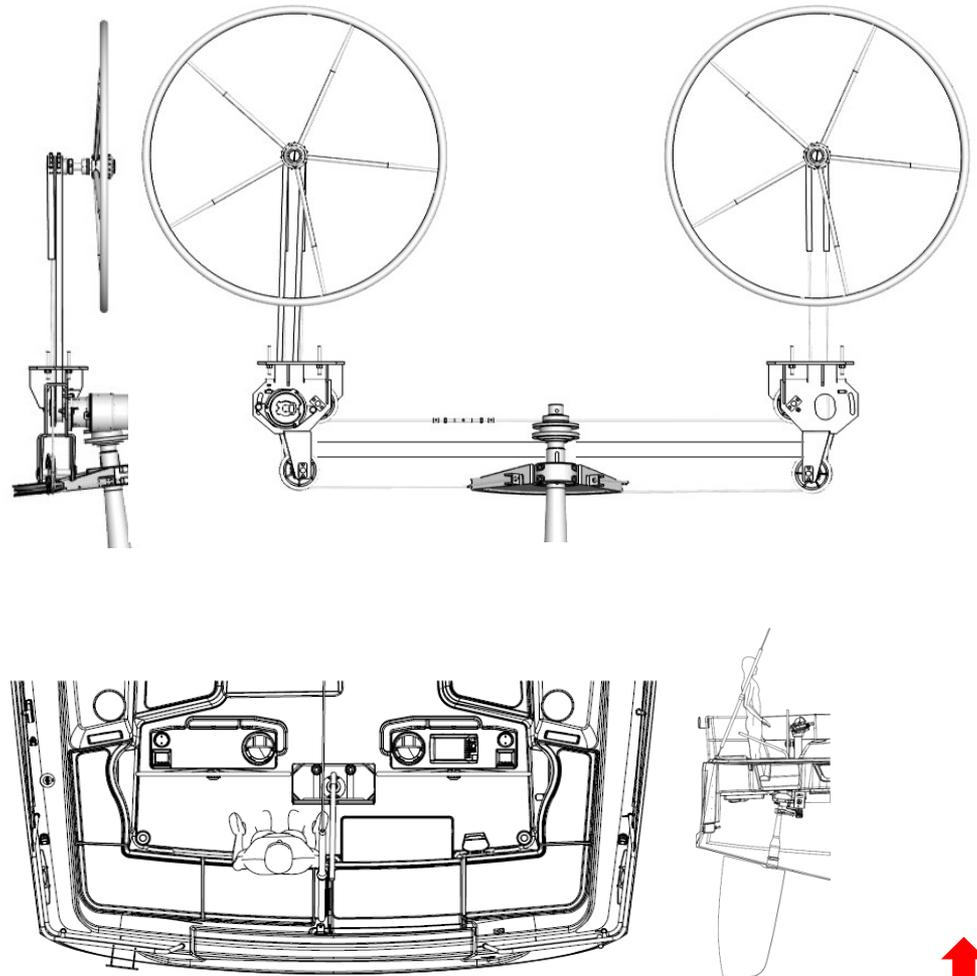
Rudder Bearings:

The bearings of the rudder stock are self aligning, roller bearing type units.

Autopilot Drive (optional):

Rotary Sprocket Drive fitted to the port side idler bracket running on a separate continuous chain loop to the port side steerer.

(Emergency Tiller drawn right below)



STRUCTURE. General Information.

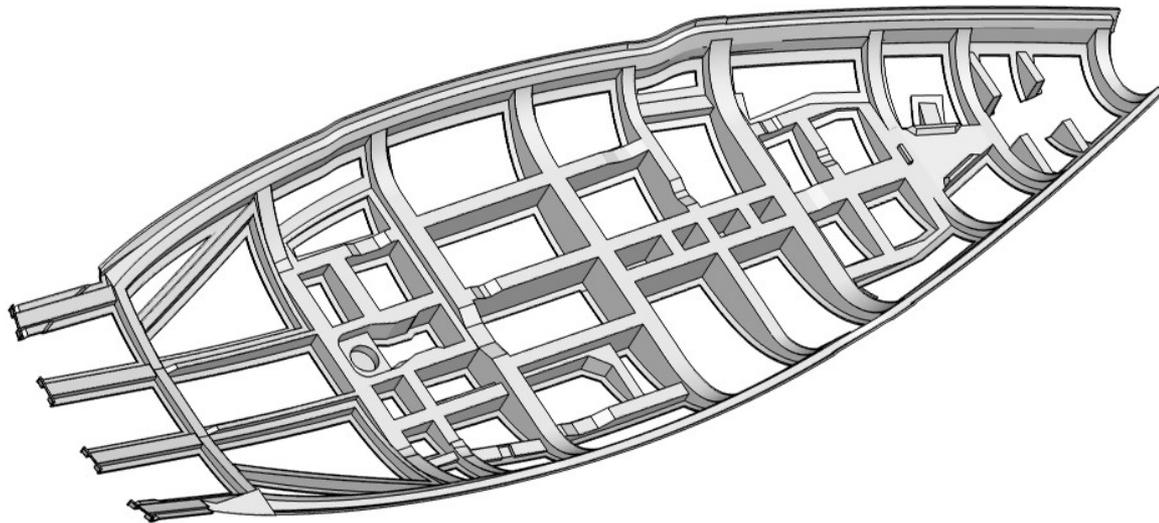
Following the Farr Engineering and highest stability standards and exceeding the CE requirements dramatically (applies also for all Bavaria Yachts) – with special care taken to grounding situations – resulting in the most solid structure of a production yacht on the market. Another benchmark Bavaria is setting!

The Deck, Deck Liner, Hull and Hull Liner do feature a new and special way of integrating structure and stability into the laminates and it's engineering.

Due to this the structural bulkheads are more efficient in transmitting loading and eventual shock loadings into the superstructure of the yacht – which is another unique way of a Farr Yacht Design engineered yacht.

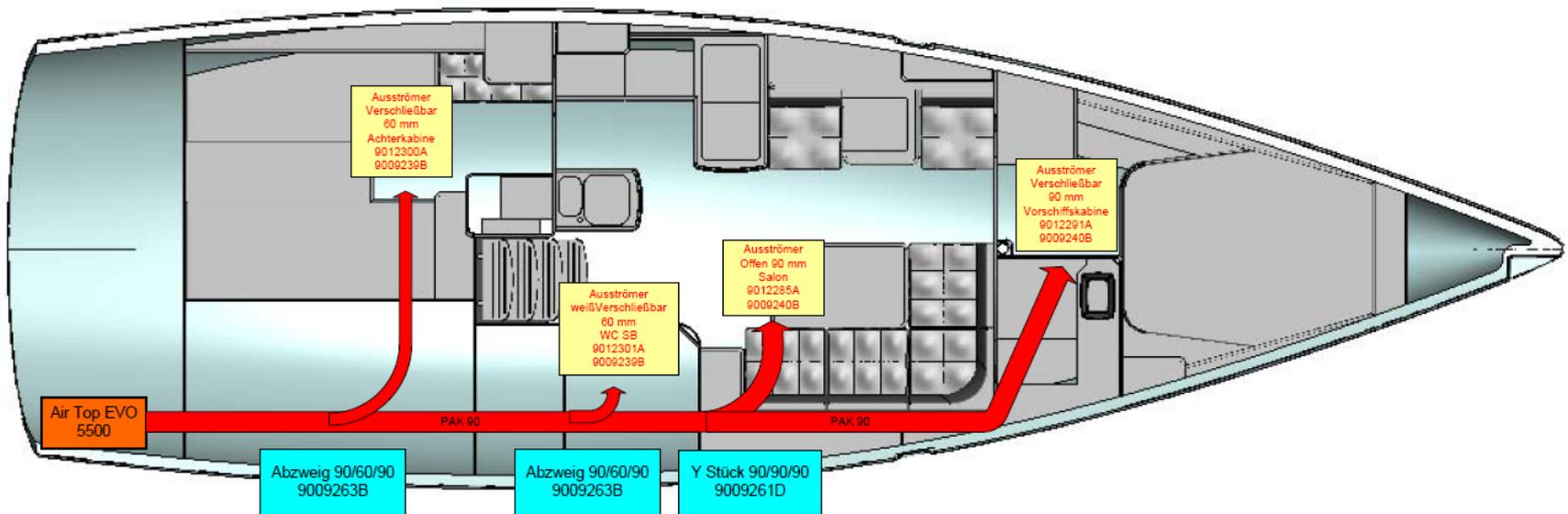
Several new materials and ways of production – such like split moulding for the hull allowing the shaped and designed sheer line – do allow Bavaria to create not only a new design or the bonded structure, which is surveyed from the Germanischer Lloyd and certified.

The New Vision is the start of a new production way in the yard allowing more flexibility in respect of design.



OPTION. Heating

1x WEBASTO AIR TOP EVO 5500

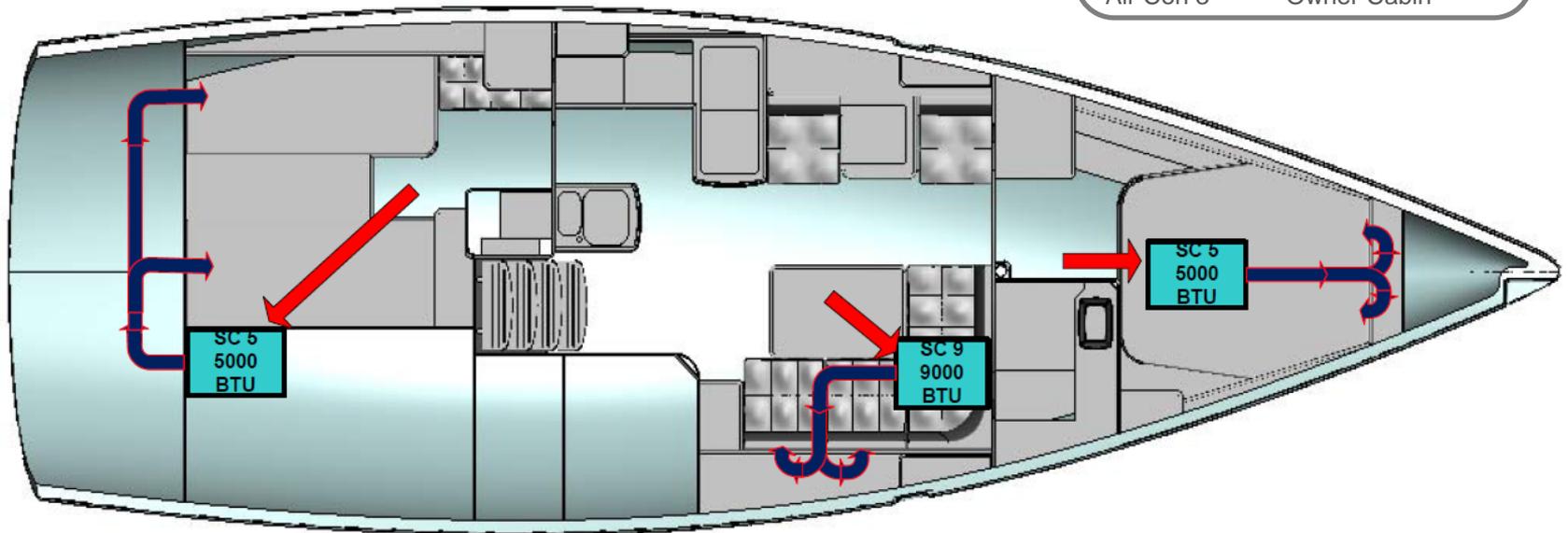


OPTION. Airco.

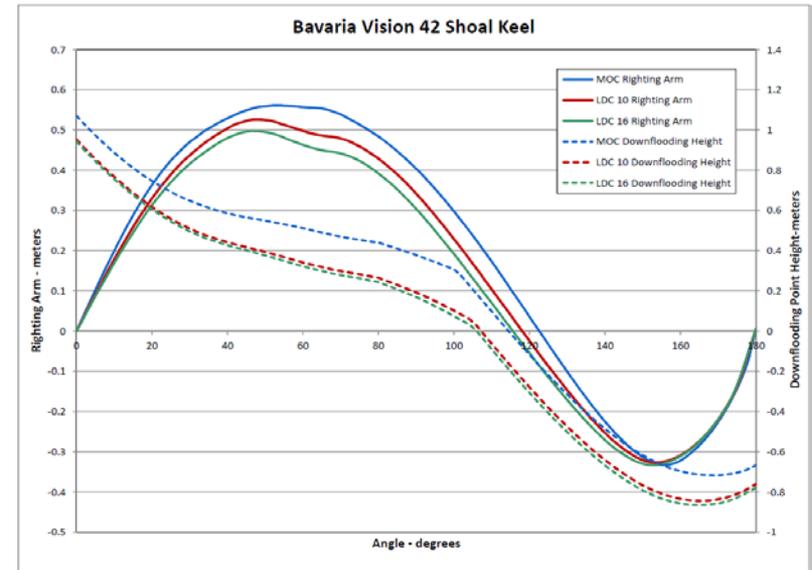
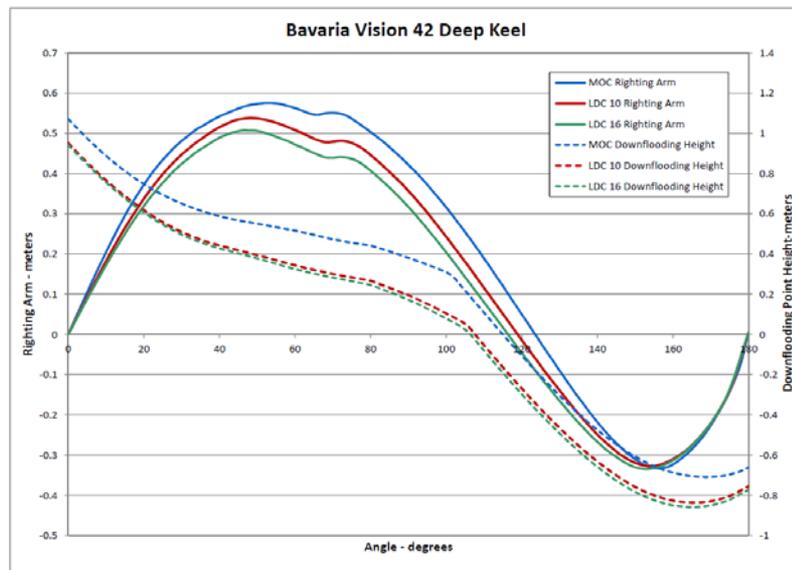
2x WEBASTO WBCC 5000 BTU
1x WEBASTO WBCC 9000 BTU

Control Units / adjustment:

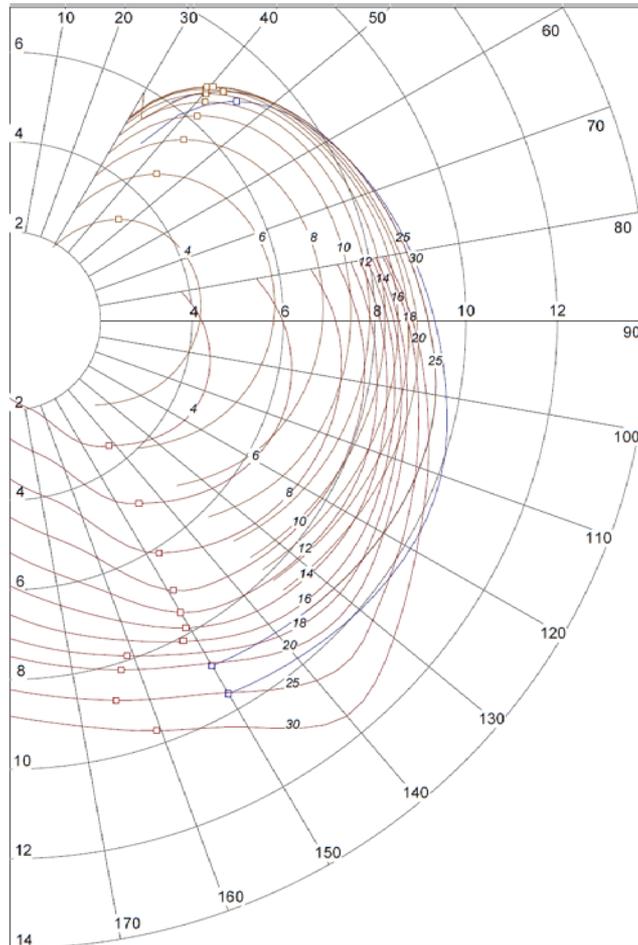
| | |
|-----------|-------------|
| Air Con 1 | Aft cabin |
| Air Con 2 | Saloon |
| Air Con 3 | Owner Cabin |



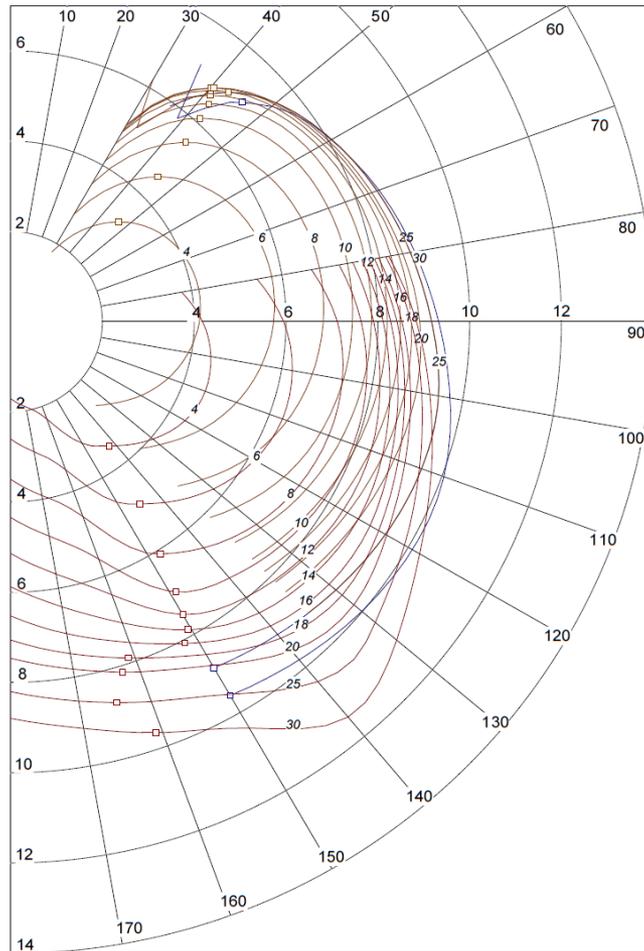
CERTIFICATION. GZ Curves.



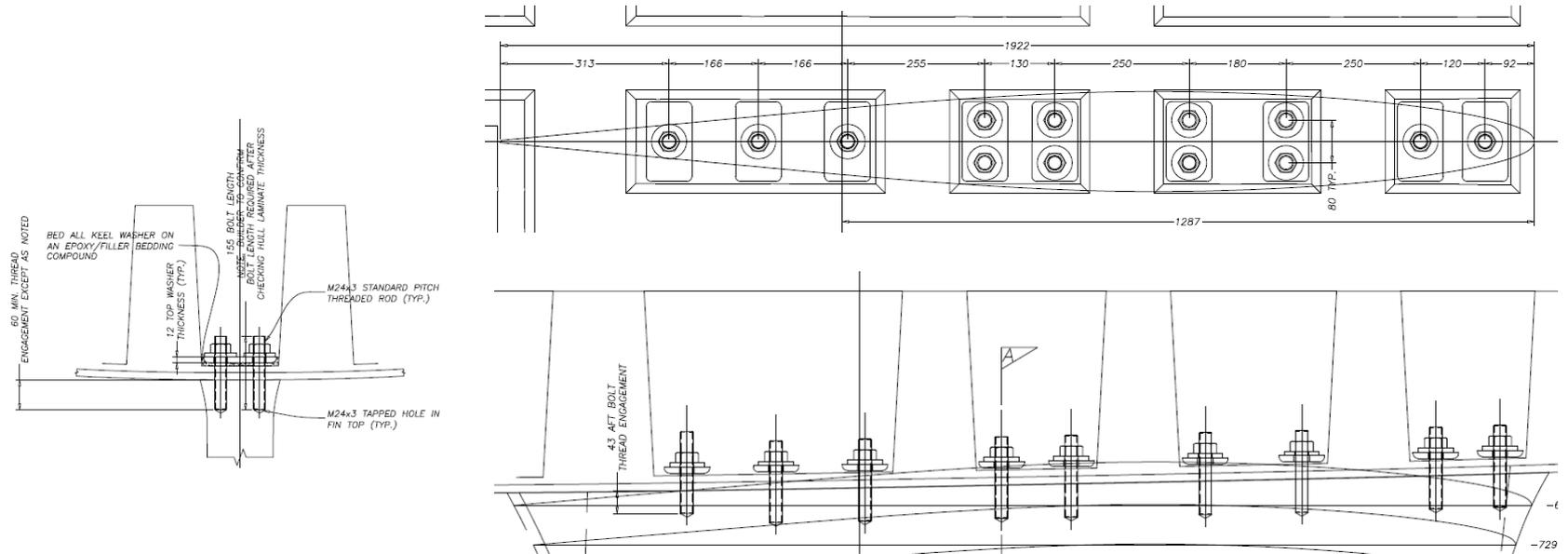
PERFORMANCE. VPPs. Deep Keel, 2.14m



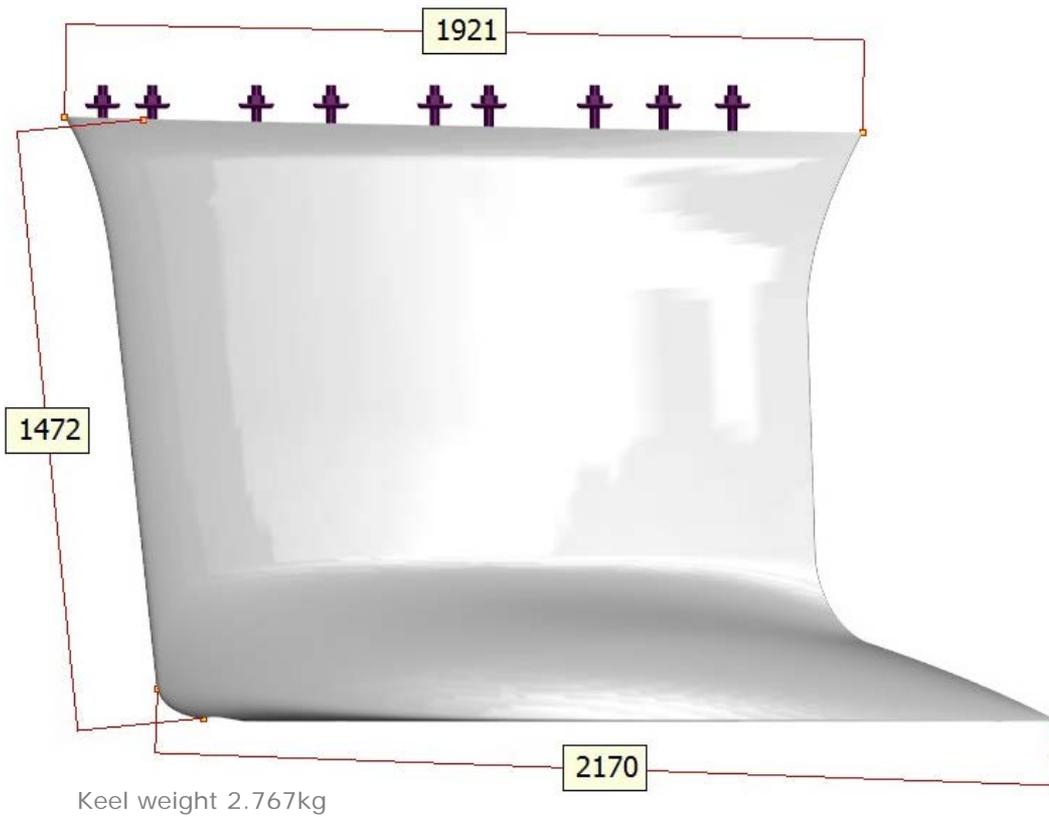
PERFORMANCE. VPPs. Shallow Keel, 1,63m



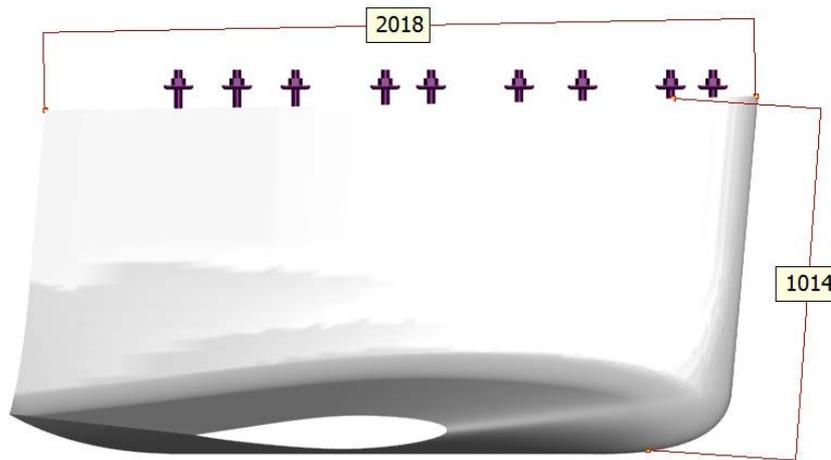
KEEL. Mounting.



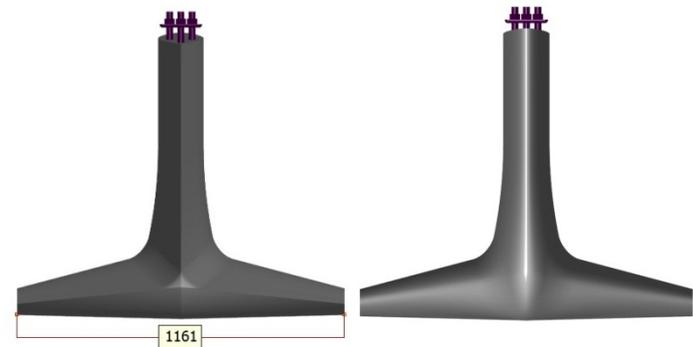
KEEL. Deep Keel - Standard.



KEEL. Shoal Keel - Optional.



Keel weight 3.033kg



INFO. Quality Management.

Beside the internal Construction Department, manned by 15 qualified Design Engineers working with the latest 3D Technology, the internal Interior Design Department and the Development Department, Bavaria has installed a complex and fully integrated Quality Control Management.

This department is involved in every production process & step as so is running the final quality check running from the 5th last production station up to the final commissioning of a new yacht prior to leave the halls.

The file of documentation of the production from each boat is impressive and contains all the information about each step from a roll of glass fiber up to the polished and shiny proud yacht. This allows us to reproduce the growth of each and individual yacht.

And, as mentioned before, we are proud of this additional hurdle for a production process but enabling us to get our yachts up to a quality level, where the designs and constructions need to be!

The Germanischer Lloyd is surveying the development and randomly checking the execution of the documented product specifications.



DATA. SAILPLAN.

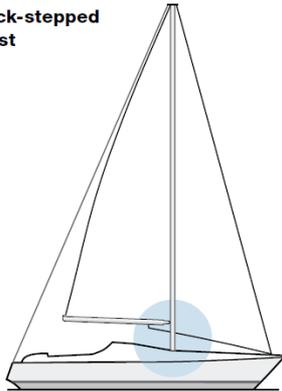


| | Standard | Option |
|--------------------------|-------------------|-------------------------------|
| Standing Height in Salon | 2,0m | Furling Mast 48m ² |
| Mainsail | 50m ² | |
| Jib | 38m ² | |
| Gennaker | 125m ² | |
| Height Mast above water | 18,93m | |
| I | 16,01m | Furling Mast 15,30m |
| J | 4,38m | |
| P | 15,25m | |
| E | 5,54m | |

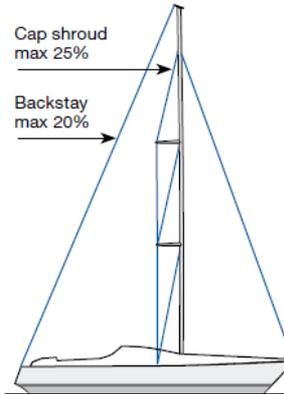
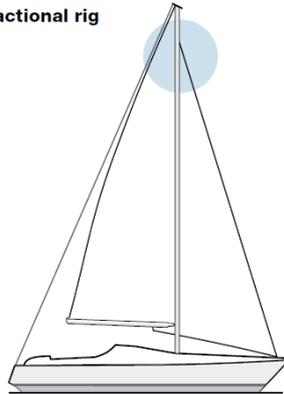


RIG. Characteristics.

Deck-stepped mast

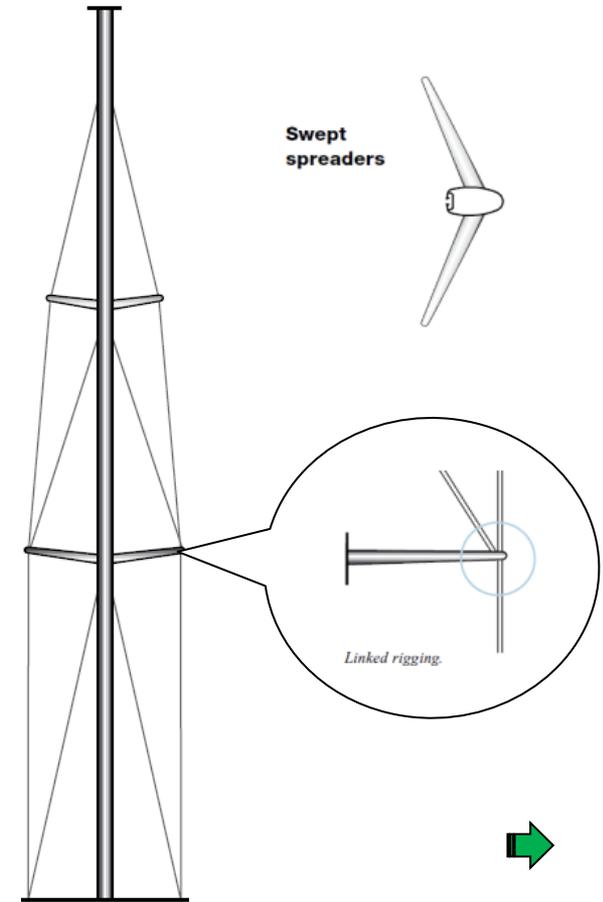


Fractional rig



RIGG features (both Conventional & Furling):

- o 9/10 Rigging
- o Deck stepped
- o Swept Spreaders
- o Discontinuous ("linked") Rigging
- o 2 Spreader pairs
- o 300 Series Furlex headstay furler in Standard



RIG. Trim.

Due to the design of the rig featuring swept back spreaders & 9/10th rigging, it is absolute important and necessary to adjust and tune the rig as it has to be.

With every boat & rig a manual is supplied showing the correct and right way of the perfect tuning of the entire rig. Please always refer to the Seldén Manual to trim and rig the mast correct.

Here we just want to point out, that the stays DO NEED to get tensioned right to achieve the best possible and most safe (!) rigging on our yachts.

You might be scared by the suggested load to apply, but don't worry! Trim the rig as described and you will feel the difference on sea!

And don't even think about the yacht being not stiff enough to take it!

The All New Vision Line is designed to take such loads easily – plus a seriously sound safety margin

IMPORTANT: The correct tensioning is just a fraction of important facts and safety issues to take care for!

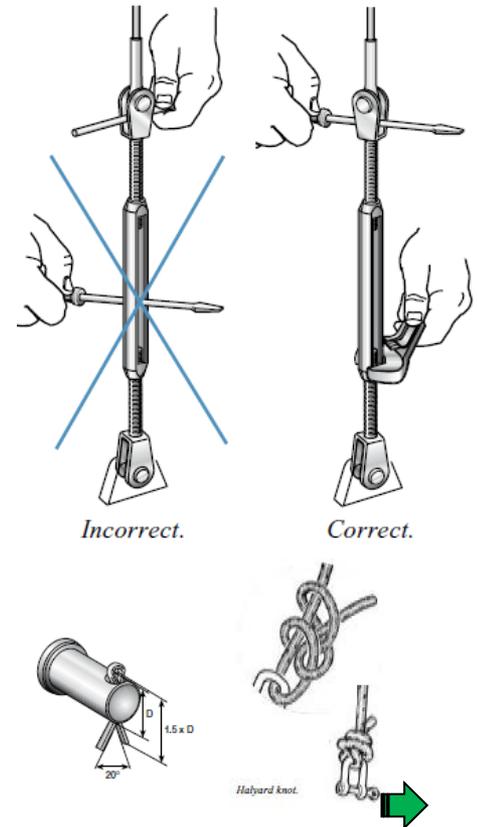
For full rigging instructions please refer to the supplied manufacturers manual.

On the following page we purely focus on loadings of stays & rig – as it is vital to understand this point to achieve the best sailing performance of the new Cruiser Range Yachts by Bavaria!

Prior to talk about the characteristic of tensioning our rigs, please note the sketch right showing the right way how to turn the rigging screw bodies!

A common mistake which can result in dramatic errors is shown as "incorrect"!

By disregarding this, a failure or damage to the rigging screw will be the result! The friction on the thread of the screws is huge. So the use of the supplied grease/oil and correct tools is important!



RIG. Folding Rule Method.

“The folding rule method”

Seldén has developed a very simple but efficient way of measuring the correct load applied to a stay.

The correct load applied to V1 & D1 (upper and lower shrouds) should be within 15-20% of the breaking load of the wire rope.

It is in the nature of stainless wire ropes (we use 1x19 construction for stays) that it stretches. And it is designed to do so!

For a 1x19 wire it is given that 5% of the breaking load results in a 1mm stretch over a distance of 200cm.

Regardless the wire diameter!

To achieve the min. 15% of the breaking load, the stay has to get stretched by 3mm measured over a 200cm length of the stay. As sketched right.

In respect to the new Cruiser Range we suggest 20% to stiffen the rig and headstay.

The maximum of 20% is resulting in 4mm stretch over 2m distance – which is relevant for our yachts.

This load application can simply get measured by the use of a Folding Measure taped to the shroud as shown on the sketch right.

1. Rig unloaded from upper end of swage terminal on the stay upright.
2. Tape and secure the measure at the top end.
3. Tension the stay as described above to the load required (4mm stretch over 200cm distance).

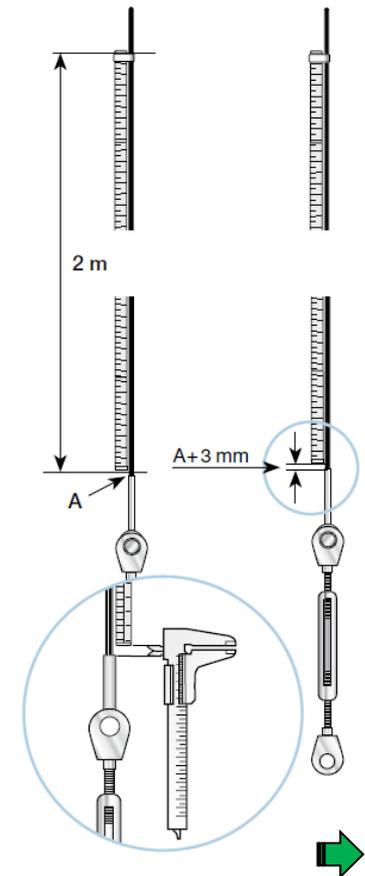
Depending on several facts it might be the case to fine-tune the mast while sailing by turning the slightly deloaded leeward shroud.

This is a fact to take care for while rigging the boat as usual – tuning the shrouds in the correct way.

Talking about facts: The little sketch is showing the correct way of using the turnbuckles! Please make sure you do turn the body of the rigging screw the right way – as sketched up!

If you follow this rule, the boat WILL sail very different! You will feel it on the helm while going upwind.

... not to forget the optional hydraulic backstay which allows a quick, easy and pretty efficient trim of the mainsail!



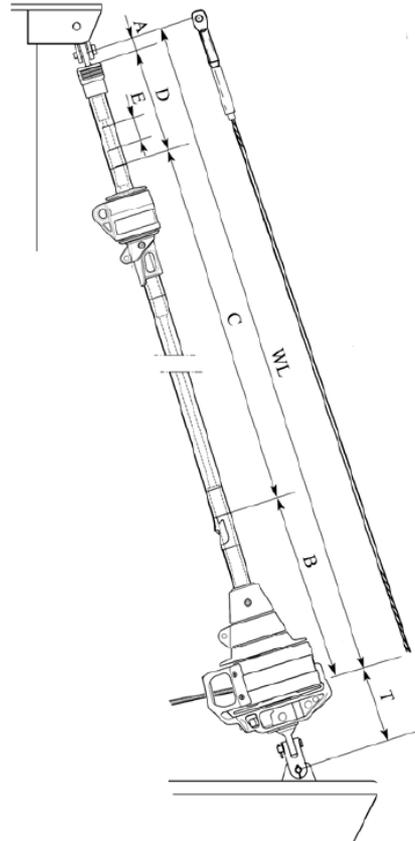
RIG. Furlex Cut Sheet.

| | |
|-------|-------------------|
| Boot: | Bavaria Vision 42 |
| Boat: | (12-) S+F |

| | |
|----------------|------------|
| Furlex Kit No. | 039-027-98 |
|----------------|------------|

| | |
|--------------------|----------|
| Drahtseillänge WL: | 16100 mm |
| Wire length WL: | |

| | Profillängen: Extrusion lengths: | Stückzahl: Quantity: |
|----|--|-------------------------|
| | 1000 mm | 1 |
| C | 2400 mm | 5 |
| | 2000 mm | 1 |
| D* | 720 mm | 1 |
| E | 375 mm Distanzrohr Distance tube | 1 |



Ablängmaße

(entspricht Furlex-Montageanleitung Seite 13)

Cutting measurements

(See Furlex Manual page 13)

*Abgeschnitten
von einem 2400 mm Profil.
*Cut from a 2400 mm extrusion.

*Forestay length FL=16360 mm
including extension link.

RIG. Preliminary Rig Datasheets.



Rig data no. 9500: BAVARIA 42 VISION CONV (12-)

Customer: BAVARIA
 Sales manager: Jonas Selsvik
 Date created: 11-03-04
 Latest revision: 12-04-13
 Not approved

For quotation only.
 Specifications may be changed in actual production

General rig description
 Conventional Fractional
 Deckstepped 2-spreader
 Untapered Sloop

Rig dimensions
 Forestay height FH: 15 550 mm
 Main sail luff length P: 15 450 mm
 Boom height above deck BH: 1 340 mm
 Main sail foot length E: 5 540 mm
 Main boom sheet pos S: 2 909 mm
 Foretriangle width J: 4 375 mm

Chainplates dist. from cl mast

Lateral Long
 Top shrouds: 1717 755 mm (23,7°)
 ft lowers: 1695 686 mm
 Leck above chainplates: 417 mm
 Leck above waterline: 1887 mm

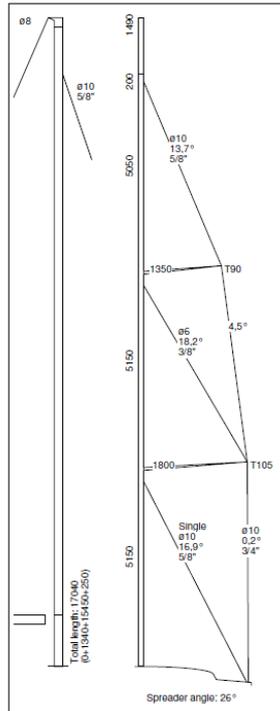
Luff and righting moment

Length: 12 500 mm
 Leam: 4 050 mm
 Draft: 2 070 mm
 Displacement: 12 300 Kg
 Tallest: 2 775 Kg
 Luffwing keel, Equipped boat
 Designers RM: 60,0 kNm @30°

Spur sections

Fast: C245
 Loom: B250
 Max code zero height: 16540 (990mm above FH)
 Max code zero height: 16240 (690mm above FH)
 Z1 purchase system for code zero halyard

Furlex
 Forestay: 310



GL For information only
 HPA
 Hamburg 2012-07-06 Ref.-No. 12-074711



Rig data no. 9505: BAVARIA 42 VISION FURL (12-)

Customer: BAVARIA
 Sales manager: Jonas Selsvik
 Date created: 11-03-08
 Latest revision: 12-04-13
 Not approved

For quotation only.
 Specifications may be changed in actual production

General rig description
 Furlin Fractional
 Deckstepped 2-spreader
 Untapered Sloop

Rig dimensions
 Forestay height FH: 15 550 mm
 Main sail luff length P: 15 300 mm
 Boom height above deck BH: 1 340 mm
 Main sail foot length E: 5 540 mm
 Main boom sheet pos S: 2 909 mm
 Foretriangle width J: 4 375 mm

Chainplates dist. from cl mast

Lateral Long
 Top shrouds: 1717 755 mm (23,7°)
 ft lowers: 1695 686 mm
 Leck above chainplates: 417 mm
 Leck above waterline: 1887 mm

Luff and righting moment

Length: 12 500 mm
 Leam: 4 050 mm
 Draft: 2 070 mm
 Displacement: 12 300 Kg
 Tallest: 2 775 Kg
 Luffwing keel, Equipped boat
 Designers RM: 60,0 kNm @30°

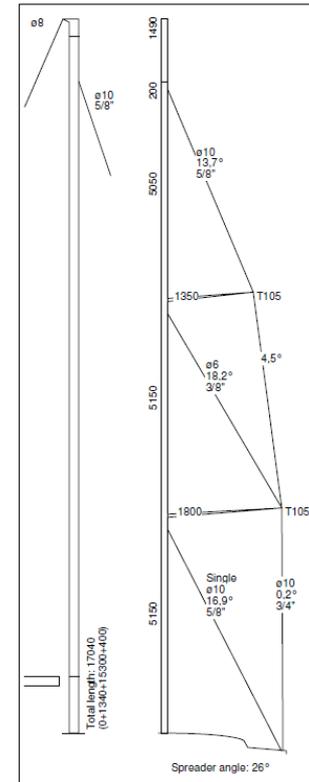
Spur sections

Fast: F246 Furling gear type: RB
 Loom: B250
 Max code zero height: 16550 (1000mm above FH)
 Max code zero height: 16250 (700mm above FH)
 Z1 purchase system for code zero halyard

Furlex
 Forestay: 310

Notes (3 lines)

Please note:
 Main Sail foot length 5540 mm exceeds the F246 mast's max E of 5400 mm.



GL For information only
 HPA



SAILS. Dacron®.



Optional: Full
Batten Main
Incl. MDS-Slides
NO trim stripes



Furling Main
Dacron Cross-Cut

Standard Sails:
Conventional
Mainsail with
Batten, Jib – Dacron
Cross Cut



SAILS. „High Tech“ Laminate, radial.



High Aspect Jib
Radial Laminate
Vertical Batten

NO Trim Stripes!

Full Batten Main
Radial Laminate

NO Trim Stripes!

Furling Main
Radial Laminate
Vertical batten



“High Tech” or “Exclusive Sails”

This cloth quality used is an upgrade from the normal and standard used Dacron material.

The main characteristic of this laminate cloth (Dymension Polyant “DCP”) is that several layers of different materials are laminated together to create the loadable cloth from where the radial cut sails are laid out, cut and sewn.

Compared to Dacron this cloth is strong, stable and keeps the shape of the sail for a much longer time than a Dacron® sail.

The New Cruiser sails do feature a grey UV-guard applied to the aft leech of the furling jib – also featuring vertical battens on the aft leech, upgrading this sail to a High Aspect Jib.

The furling mainsail does have a UV-guard applied on the clew to cover it from UV radiation when stowed in the mast / furled in.

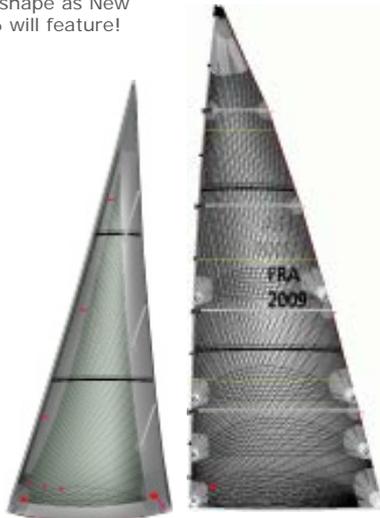
Conventional sails do not feature an additional UV-guard! By the use of the boom cover, the sails are safe from UV when stowed on the boom.



SAILS. EPEX® Membrane.



Photo shows Cruiser 45
Design & shape as New
Vision 46 will feature!



EPEX Technology

By talking about evolution in boat building and designs, Bavaria also offers a third quality level of sails – the upper end. EPEX.

EPEX is a patented manufacturing process from Elvström Sails offering the state-of-the-art MEMBRANE SAIL construction.

The basic idea is coming from the Grand Prix sailing circus. But as the characteristics of this quality is such a big step forward from the compared heavier Laminate cloth, that the principle is adopted to the Cruising market to offer the most durable sails, best and durable shape, best possible UV-resistance by keeping the sails as light as possible.

You might think `yee, we don't need a racing sail´ which also might be your point.

BUT by using this new technology, you will be able to even more improve the sailing ability of our and so your Bavaria Yacht! Production technologies are evolutionary as never before.

YES, the investment in such sails is higher than the Exclusive Sails we do offer.

BUT the lifetime is basically 3x+ higher compared to the DC Laminate cloth used for the Exclusive sails. And you get a 3 years warranty from Elvström Sails on the construction of this unique sail quality.

One out of so many pro's: The integrated UV-guard all over the sail – so called Tafetta (outside skins) and special equipment of the bonding material is blocking UV from damaging the cloth construction. Coming back to lifetime and durability! Unbeatable durability. And this is paying back the investment where you also improve your boat's ability quite a bit.

You are selling/buying one out of the best Bavaria Yacht ranges ever built.

Why not considering to use the best sails to power the yachts plus adopting the state-of-the-art appearance of the sailplan?

SAILS. Gennaker.

The optional Gennaker is designed and laid out as a Downwind Gennaker. Designed for courses from 85° down to 170° AWA.

Reason for that is that this design of a Gennaker is able to fully complete the cruising wardrobe of sails to cover ANY course by delivering the best sailing performance - but with most possible less sail handling close to hassle free.

There are other sail designs on the market, but this particular shape is chosen for the best accomplishment of the concept of the new Cruiser Yachts by Bavaria Yachts.

The Gennaker Kit includes the sail, snuffer hose, halyard, all blocks required, the Gennaker pole with fittings & a sheet set.

Make more fun out of the boat and use a Gennaker!

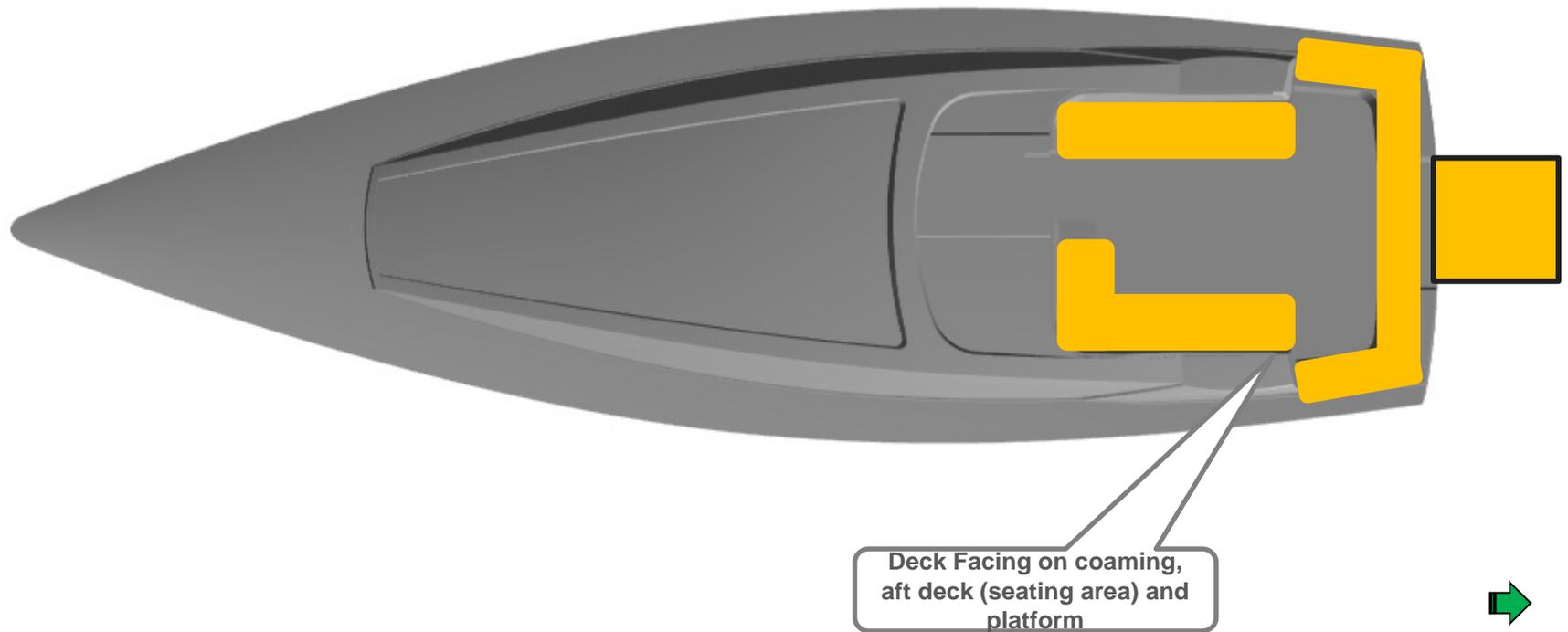


Snuffer Hose
For easy sail handling and downwind fun with safe speed by using such a kite!

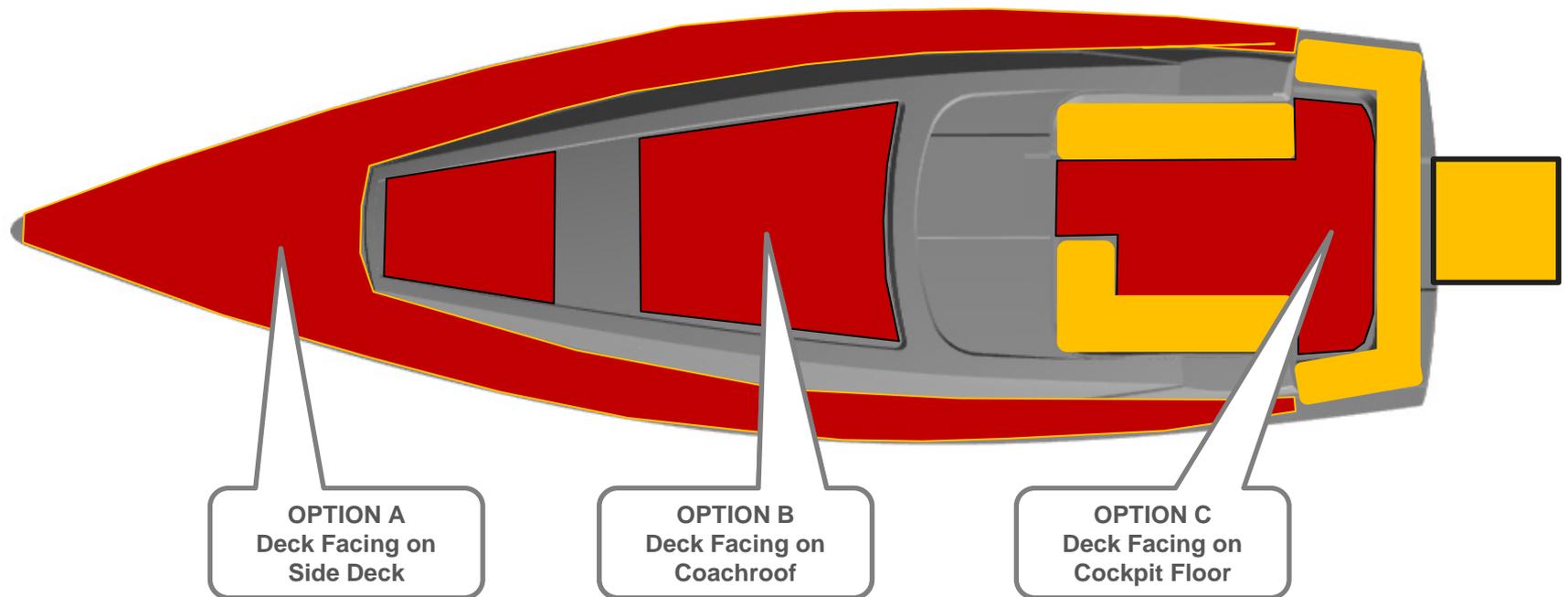


Photo shows Cruiser 45 Design & shape as New Vision 46 will feature!

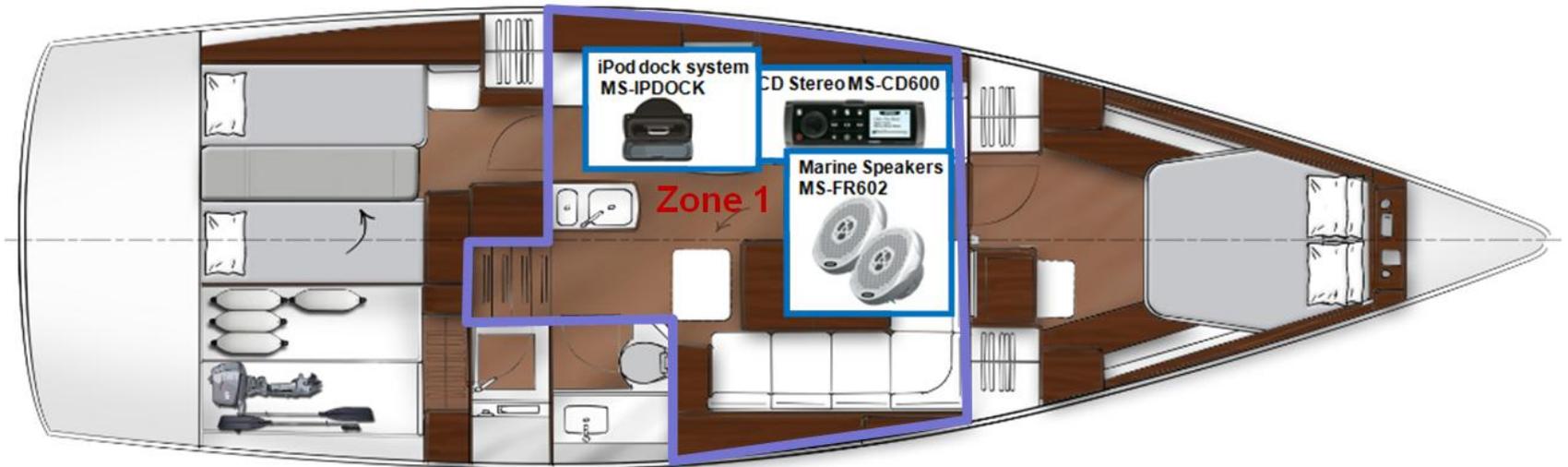
DECK. Standard Facing.



DECK. Optional Facing.



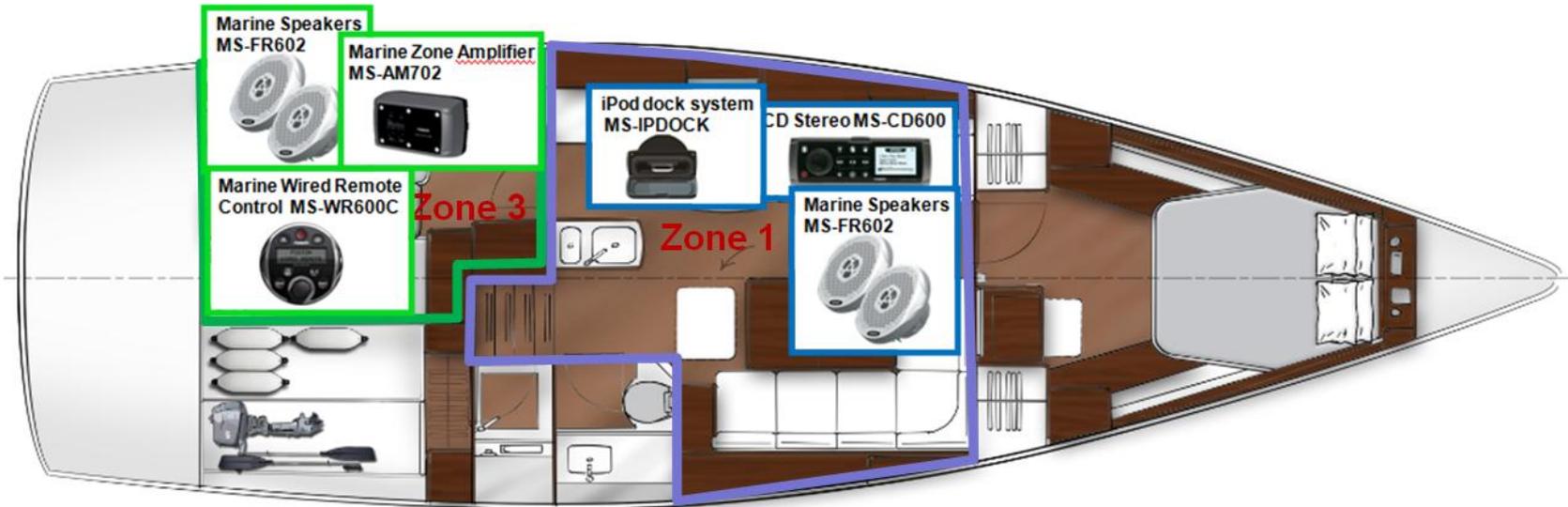
FUSION. MM Basic Package.



Layout shows Vision 46 – identical to Vision 42



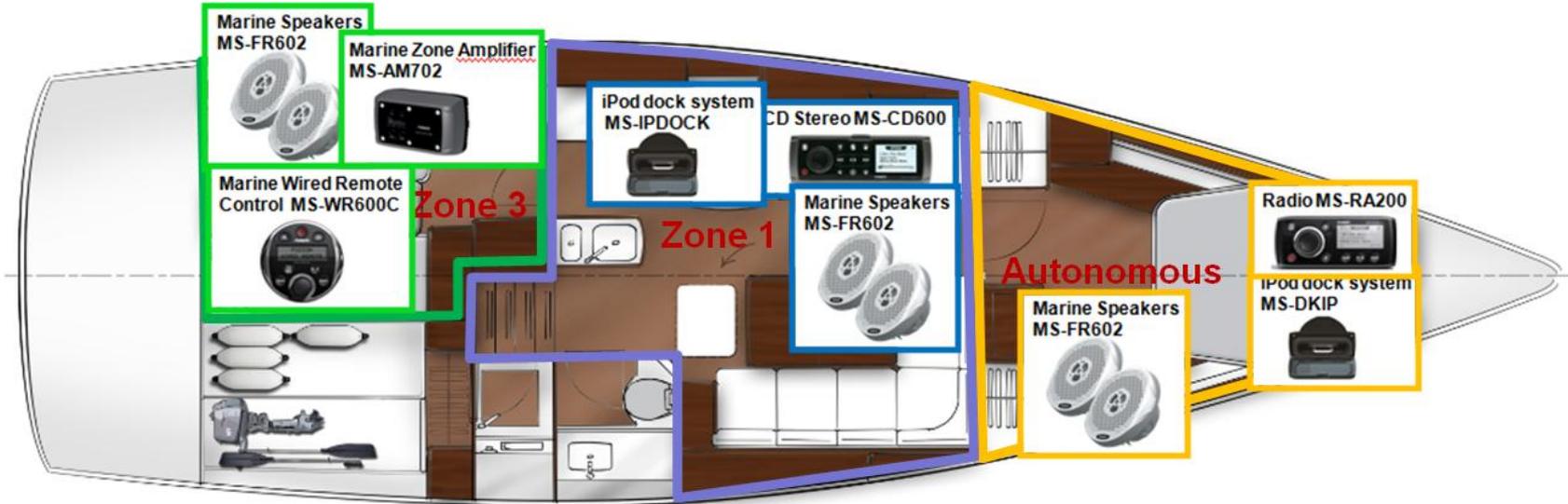
FUSION. MM Remote Cabin.



Layout shows Vision 46 – identical to Vision 42



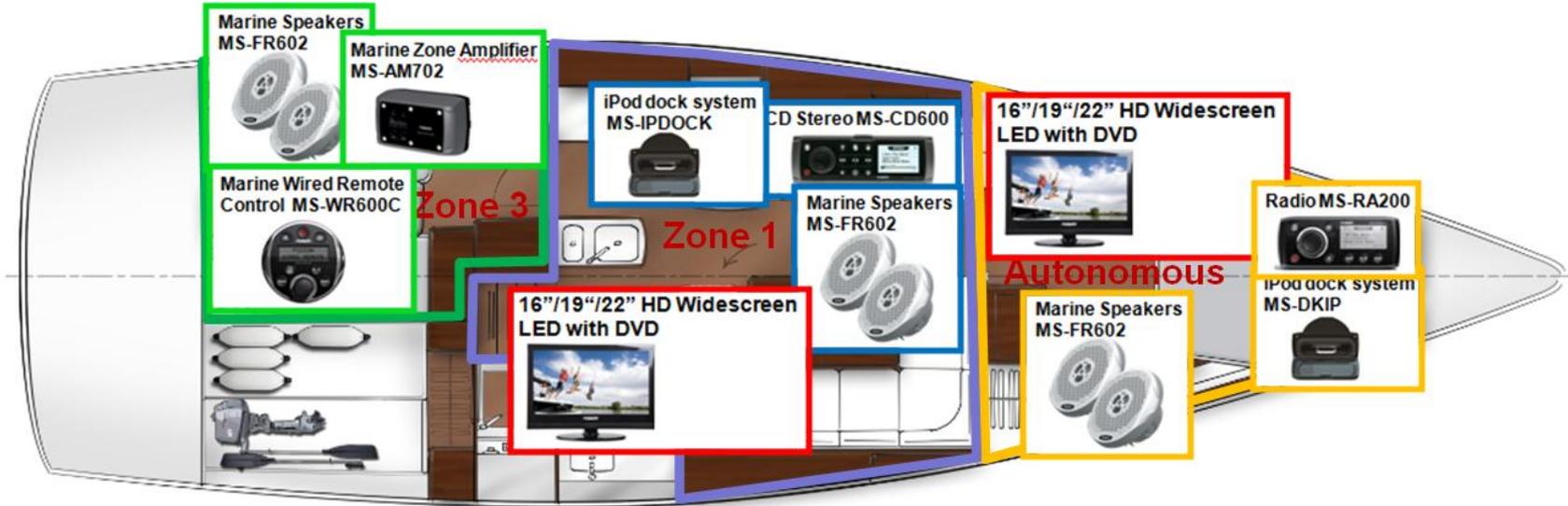
FUSION. MM Remote & Owner Cabin.



Layout shows Vision 46 – identical to Vision 42



FUSION. MM Remote & Owner Cabin + 2x TV.



Layout shows Vision 46 – identical to Vision 42



FUSION. Stereo & Speaker.

CD Stereo MS-CD600

CD / CD-R / CD-RW, MP3 Playback / 360 degree Waterproof
 3 Zones of Audio /AM/FM, Sirius Satellite Radio
 iPod Compatible /Aux Input /70 x 4 channels
 Class D amplifier for lower power consumption
 2.7" (240x160 pixel) LCD with adjustable backlight for night vision
 Wired Remote available
 Ships with Sun/Dust Cover

Radio MS-RA200

Shallow-Mount Stereo
 IPx5 rated when flush mounted
 45 x 4 channel amp.
 AM/FM/VHF and Sirius radio.
 Will play music off a USB flash drive
 iPod Ready
 Video from iPod when used with new dock
 Aux Input
 64x128 LCD with amber backlight

Marine Speakers MS-FR602

Max Power (Watts):200
 Efficiency (1W/1M):90dB
 Frequency Response:70-22 kHz
 Mounting Depth:75mm (inc. clearance)
 Impedance:4 ohms
 Extras:3 grills included



FUSION. Remote & iPod Docks.

Marine Wired Remote Control MS-WR600C

Extends the capabilities of the stereo unit by enabling local control of the audio in each zone of your vessel.

Up to four remotes can be linked to the Stereo Unit, via a CAN BUS network, providing true system flexibility.

Featuring a rotary encoder and large rubber buttons, the Wired Remote Control is very easy to navigate and control, even on a moving boat.



iPod dock system MS-IPDOCK

iPod Dock connects directly to MS-CD or AV600, offering full control and integration of your iPod through the stereo unit.

Easy connection and mount system designed for instrument panel or exterior installation.

When flush mounted, the front of unit complies with IP65 rating, protecting iPod from the harsh marine environment.

Ships with all sleeves for iPods including iPhone.



iPod dock system MS-DKIP

Connect FUSION's MS-DKIP Marine Dock for iPod to your MS-RA200 Marine Stereo to provide the additional benefit of an integrated housing for your iPod.

The dock connects directly to your MS-RA200 Marine Stereo, allowing full control and integration of your iPod through the Stereo. When bulkhead mounted the dock complies with IPX5 Waterproof Standards on the front of your unit, protecting your



FUSION. Amplifier & LED TV.

Marine Zone Amplifier MS-AM702

The Zone Amplifier is small, enabling discrete installation and when combined with the Marine Stereo Unit provides the platform for a True multi-zone audio system.

2 Channel

2 Ohm Stable

Water resistant design

Conformal coated PCB

Audio detect selectable function – the amplifier turns on when audio is detected and goes to sleep / low power mode when audio is not present

Selectable high pass/ full range setting



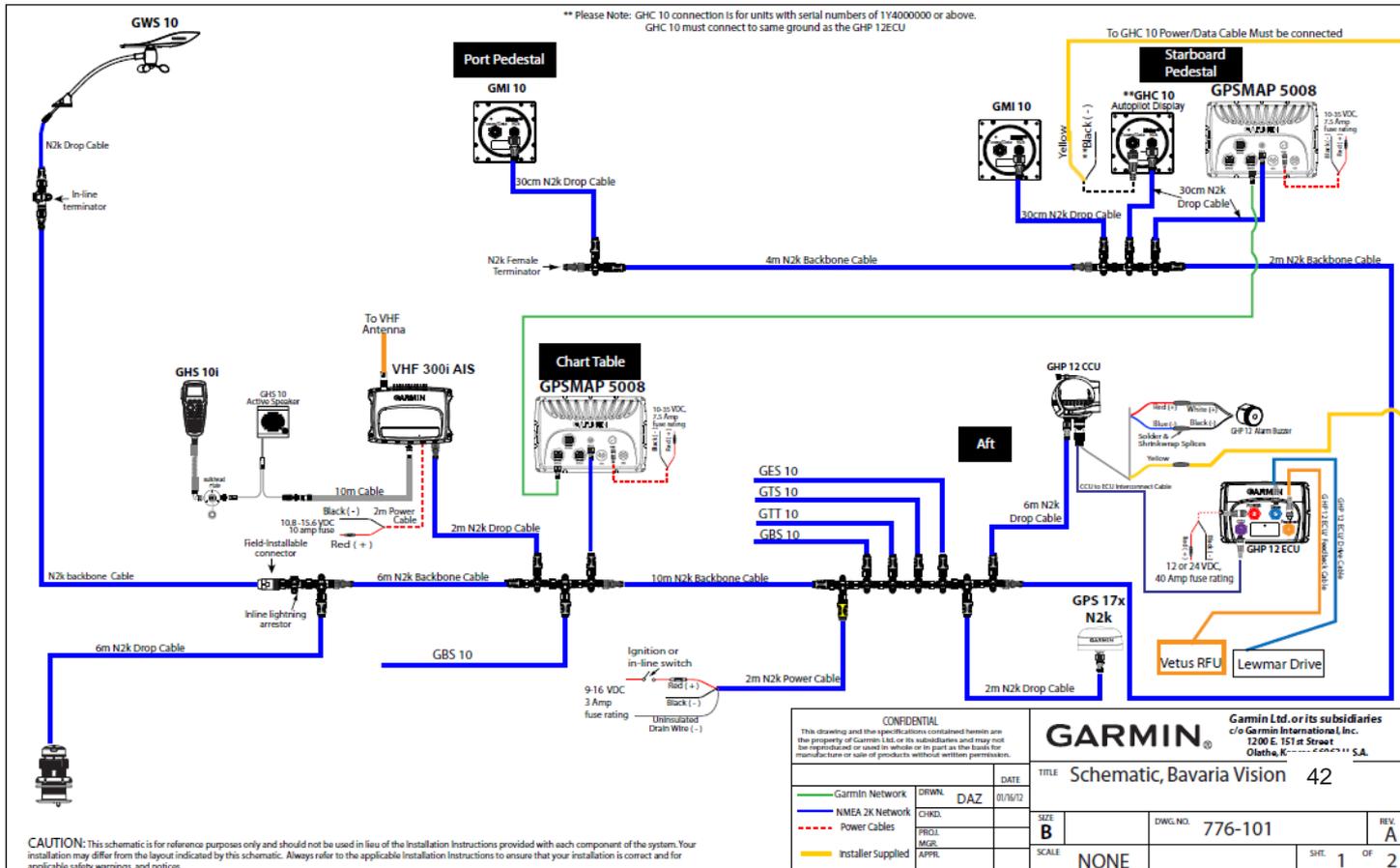
16"/19"/22" HD Widescreen LED with DVD

MS-TVxx0LED

FUSION's Marine High Definition Widescreen LED TV's are not just marine by name. The perfect complement to any FUSION entertainment system on-board your vessel, when you're on the water it's important to use electronics that are designed to handle the harsh marine conditions, reducing the risk of corrosion and failure. Internal PCB boards are protected by conformal coating. All TV's come with a 5 meter 12 volt DC power-cable and wall mount bracket.

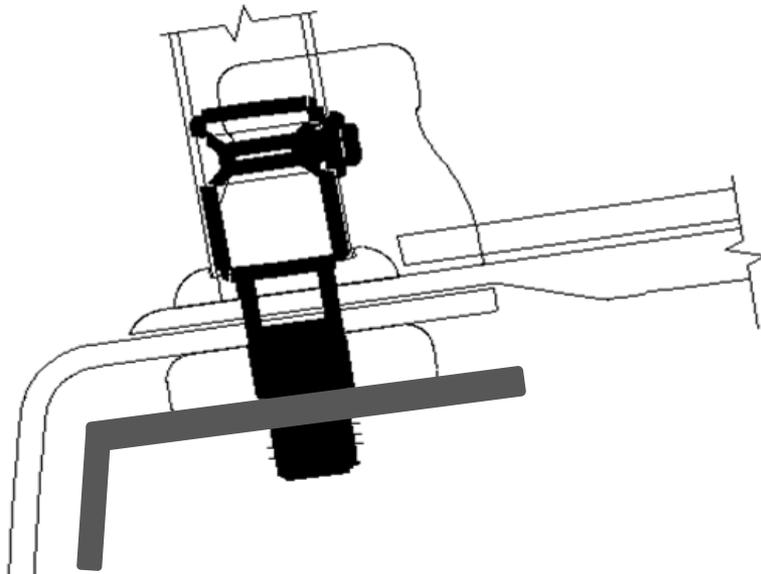


OPTION. Garmin Network. Full Option.

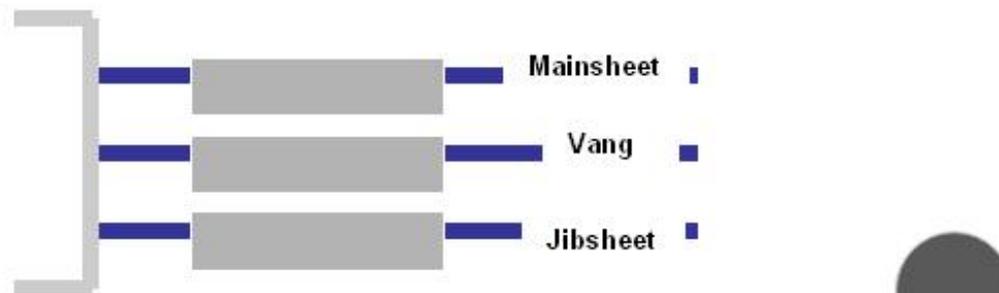
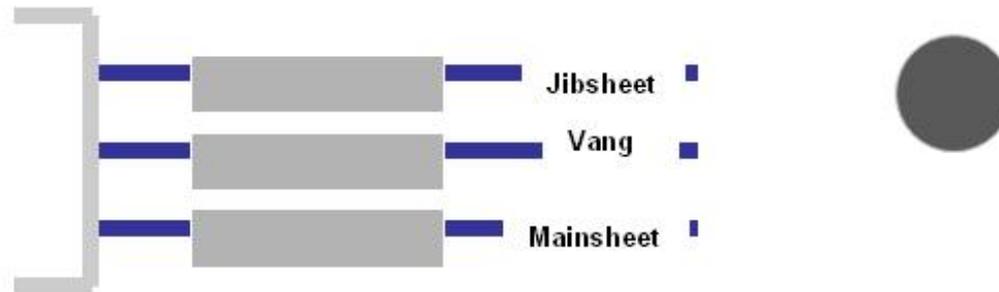


INFO. Hull & Deck Joint.

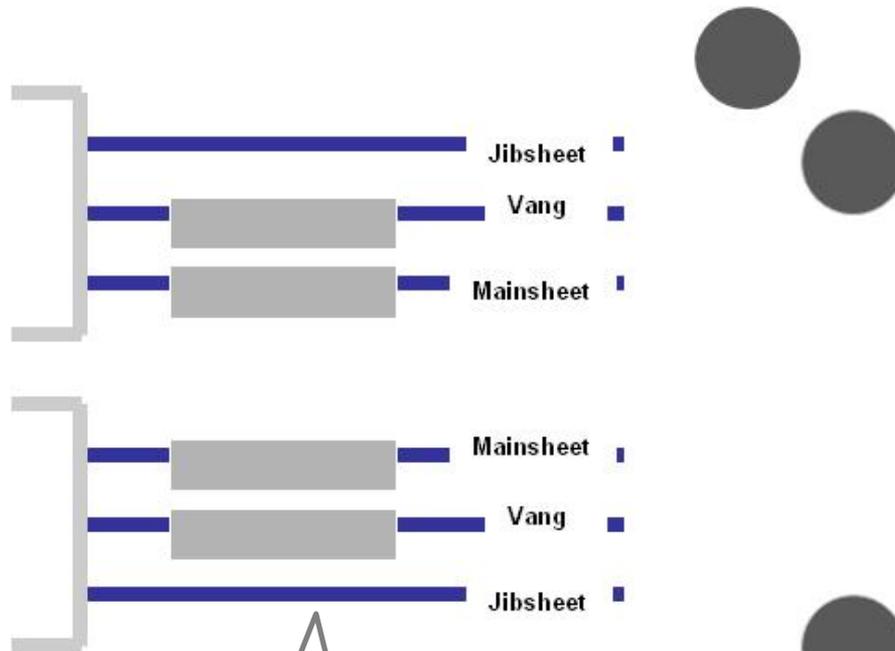
Typical conceptual cut of a detail from Hull & Deck Joint at a stanchion base .



LINES. Halyards & Lines Cockpit. Standard.



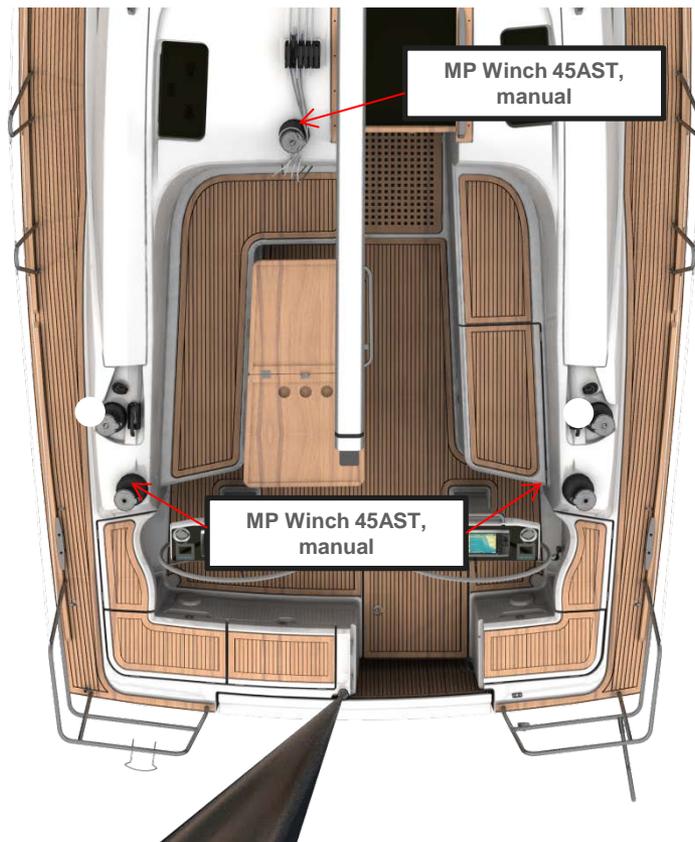
LINES. Halyards & Lines Cockpit. 2nd MP Winch.



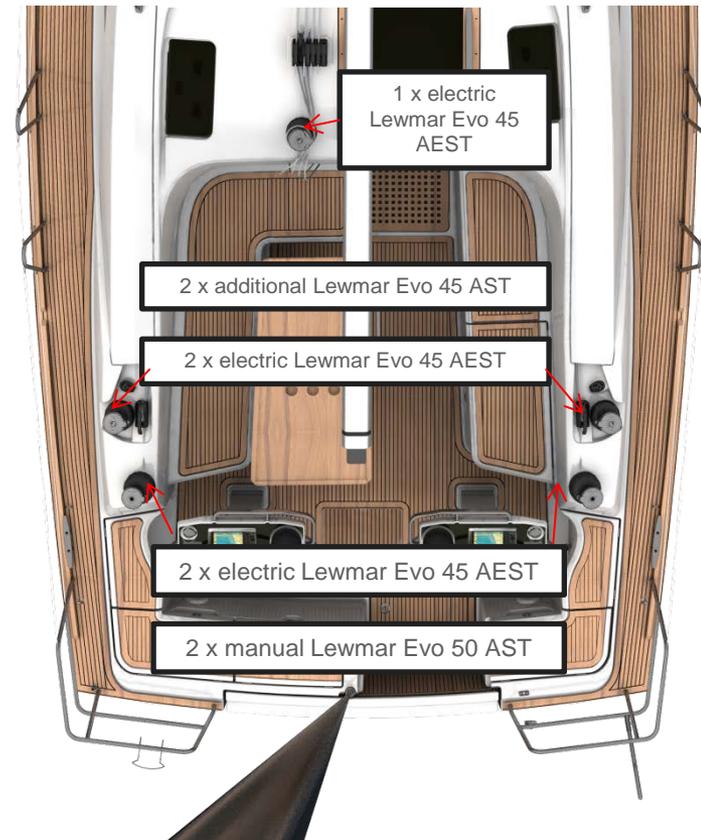
If 2nd MP Winch is specified, Jibsheets do not feature a clutch – free to 2nd MP!

INFO. Winch Specs.

STANDARD Spec

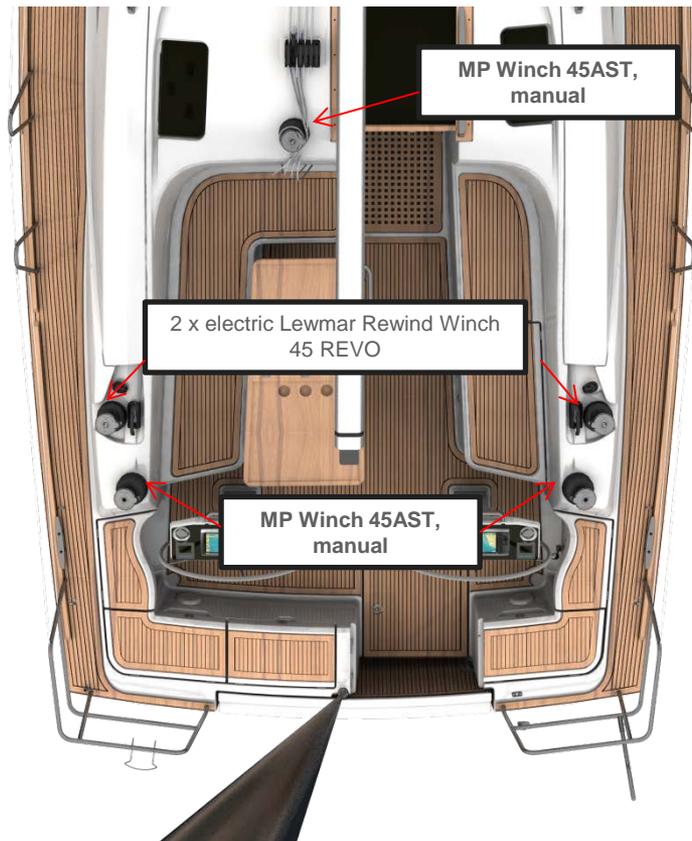


UPGRADE Options

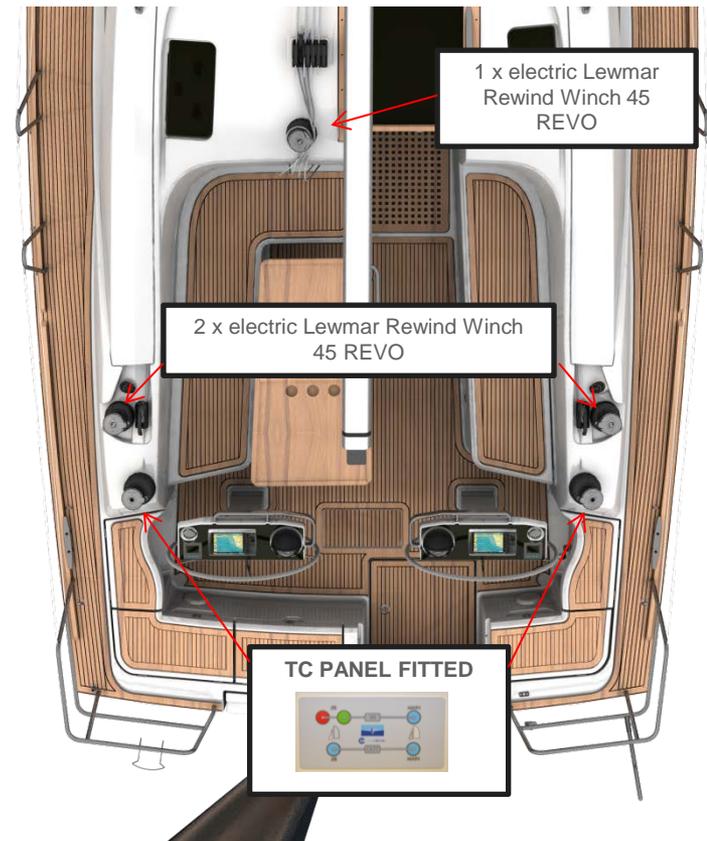


INFO. Winch Specs - Packages.

TRIM CONTROL



TRIM CONTROL & AUTOTACK



DOCK CONTROL. We do much better!

BAVARIA offers the *most powerful docking system PLUS UNIQUE FEATURES* for the world's market!

BAVARIA **DOCK CONTROL** features an *integrated Full System Monitoring* in combination with a GARMIN chart plotter – for a full overview about the system when in use! The helmsman ALWAYS knows, what the system does.

BAVARIA **DOCK CONTROL** is also *the SAFEST System in the market!* Most rugged RMC swing thrusters for the highest efficiency without compromises to stability and reliability of the thruster units.

BAVARIA **DOCK CONTROL** – *the ultimate Docking System on the market!*

Boat control on your finger tips. No more worries in tight marinas or mooring in bad weather conditions. Just use *2 fingers* and *move the boat intuitive* the most reliable and safest possible way!

BAVARIA Innovations initiating the basic system and unique for the market integration of products for a clean cockpit and state-of-the-art design of instrumentation.



DOCK CONTROL. Functi Functionality

When entering the marina in normal sailing mode under engine – using the joystick for engine control (no more bending and grabbing of the throttle).

Activation of the system by pressing the power button at the joystick – Plotter changes screen into docking monitor indicating

1. Gear (Forward, Neutral, Reverse – optimum shift speed certified by Volvo preventing gearbox damages)
2. Throttle (in % - set to Volvo max. rev)
3. Battery Capacity (in Volt both thruster batteries – low voltage alarm)
4. Thruster Status (retracted, moving, deployed – V46 features 2x 6kW)
5. Wheel Brake Status (allowing one more free hand or the wheel use for further mobility) – all while keeping the chart on screen too. UNIQUE in the market!

The helmsman now has the intuitive ability to move the boat by thruster support and using the main engine as a reliable forward and astern power source. Quick, efficient & RELIABLE.

The helmsman has the choice to clearly decide to:

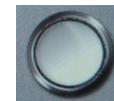
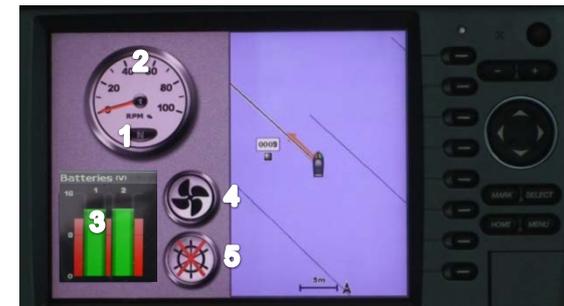
1. use forward, neutral and astern from the main engine – just press the top button of the joystick if/which gears are needed
2. block the steering wheels – depending on mentality of the helmsman it is very convenient to decide if you either want to have the steering wheels blocked or free for extra steering support.
3. course tracker to support maneuvering in the marine under heavy side winds for extra course keeping control.

If the boat speed exceeds 4 knots, the system will send a alarm signal to prevent damage to the thruster lids.

At 5 knots boat speed, the system automatically deactivates and retracts the thruster unit.

In normal cruising mode – system deactivated and thrusters retracted – the joystick takes over the engine control.

BAVARIA DOCK CONTROL – the ultimate & unique docking system!



DOCK CONTROL. System Features.

1. **Full System Monitoring** on a Garmin Plotter UNIQUE to the market:
 1. Gear – forward, neutral reverse
 2. Throttle – in % certified by Volvo Penta
 3. Battery Capacities – in Volt for both separated batteries
 4. Thruster Status – retracted, moving, deployed
 5. Wheel Blocking – activated / free
 6. Easy and intuitive engine control via Joystick in Cruising Mode. No conventional throttle and gear lever in cockpit required
2. **Intuitive Joystick Maneuvering** – just concentrate about where you are and not how to go where you initially wanted to go. Just GO THERE!
3. **RMC Swing Thrusters** for highest but silent efficiency of thrust – unique fitting to the hulls in the safest way preventing breakage and leaking!
4. **Highest thrust** power of systems in the market – in case of the Vision 46 Bavaria specifies 2x 6kW powered units. To give the confidence of a working system in bad weather – when you need
5. **Several Safety Features:**
 1. Joystick panel background illuminated for night use
 2. Clear decision for gear in use. Unique.
 3. Optimum gearshift speed certified by Volvo Penta to prevent gearbox damage but offering the quickest possible gear change. Unique.
 4. Clear decision for a blocked or free wheel. Unique.
 5. Speed Alarm – at 4 knots, retracting and deactivating at 5 knots – to prevent damage to the deployed thruster units when leaving the marina. Unique.
 6. Voltage Alarm – indicating an eventual low battery level giving the helmsman confidence about the system's status. Unique.
 7. All electronic components IP67 rated – including plugs



TRIM CONTROL . System Features.

Another and **EXCLUSIVE** benchmark BAVARIA Innovations have engineered and developed: The Bavaria TRIM CONTROL System.

Trimming the boat from both helmsman seats per fingertip & push button.
No more hassle while tacking, most easiest trimming of jib and mainsail.
Get the Superyacht feeling on board a Bavaria yacht!

The intuitive signatures of the panel are illuminated for best possible visibility even when enjoying sailing in darkest nights and bad weather.

Initiated from **BAVARIA Innovations** and developed together with Lewmar & Garmin, the result is an absolute **UNIQUE** feature Bavaria offers her customers and owners.

Trimming mainsail
Trimming jib on each tack

And:

TACKING the jib with no need to look for a winch handle and line hassle. Just turn the wheel to tack and press the new sheet button. DONE.

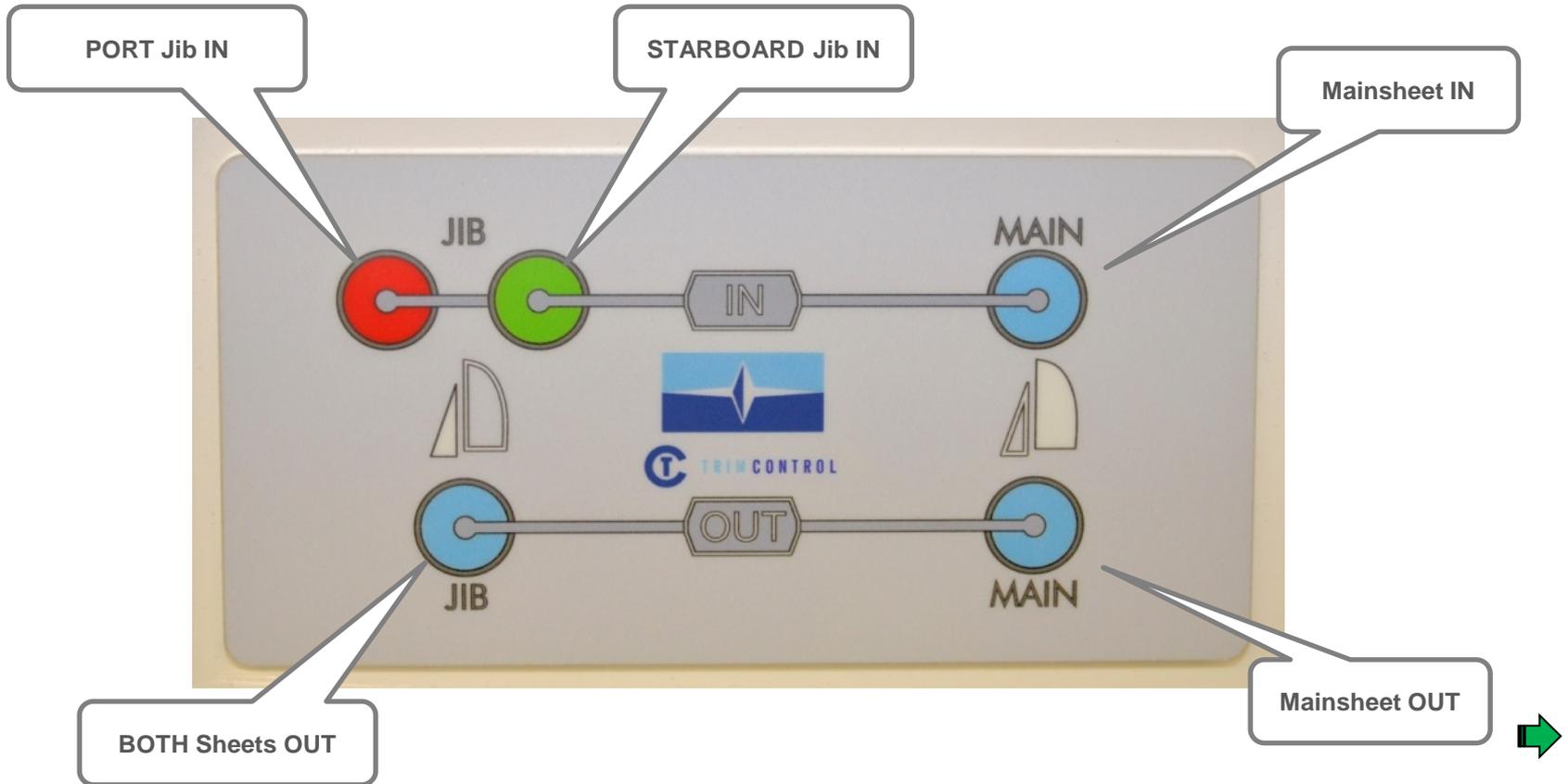
After setting sails lay the sheet lines onto the winches for Mainsheet (Coachroof) and each jib sheet onto the MP2 Winches in the cockpit at her side.

From now on just enjoy push-button-sailing at it's unique best.

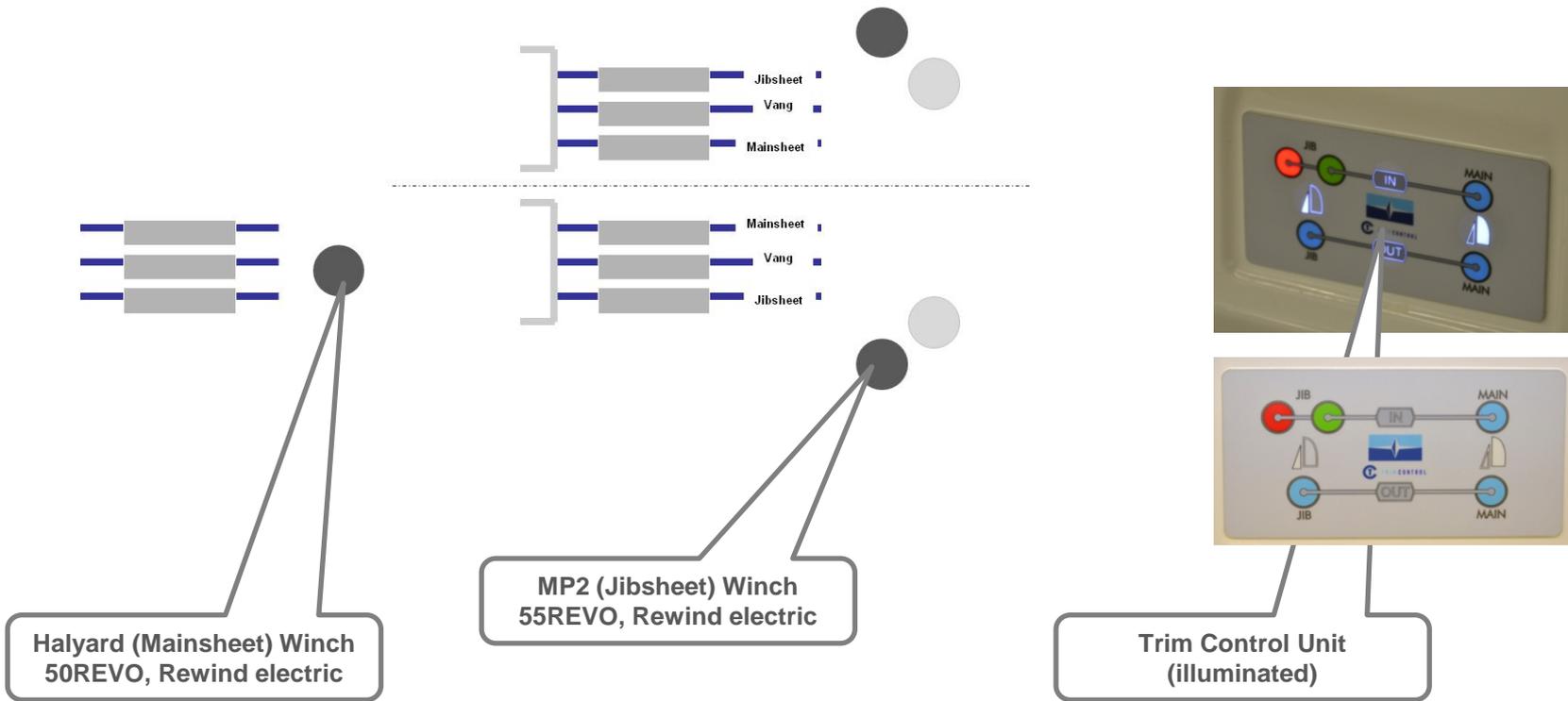
Simply SAIL!



TRIM CONTROL. Switc Panel.



GT TRIM CONTROL TROL. Winchlayout.



General Note.

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THANKS FOR YOUR ATTENTION.

