



# CRUISER 41

12.06.2013 For internal and dealer network use only  
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## CERTIFICATES

Stability Cert. & Curves

CE Decl. of Conformity

**HOW TO USE THIS PRESENTATION:**  
Switch into presentation mode.

Or simply flip through the pages and see or read about the  
Cruiser 41 – as so many details of EVERY new Bavaria!  
Plus helpful information in addition and detail!

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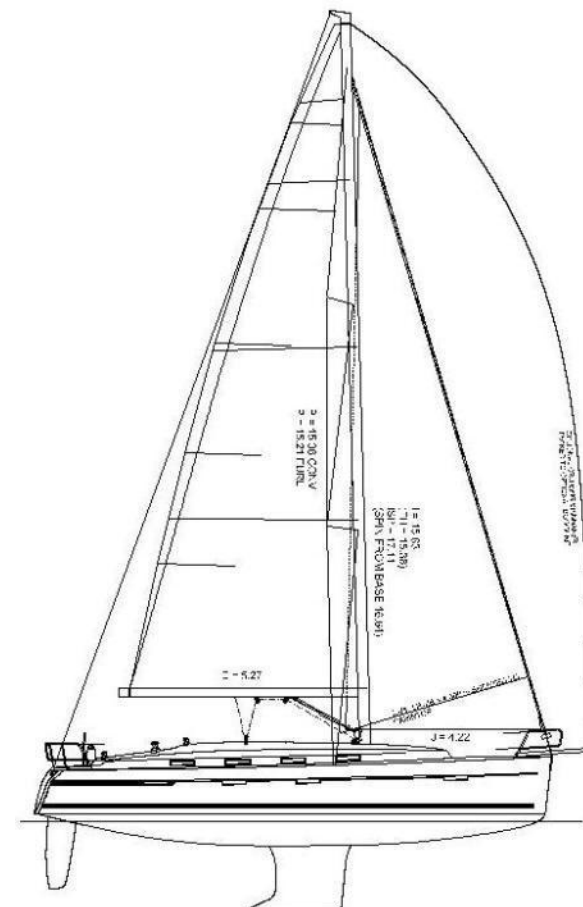
# “40 Cruiser” Model Year -08.2013.



Gesamtlänge	12,35 m
Rumpflänge	11,99 m
Länge Wasserlinie	10,75 m
Gesamtbreite	3,96 m
Tiefgang Standard (Option)	2,05 m (1,65 m)
Leergewicht	8.680 kg
Motor	Volvo Penta D1-30
Motorleistung	21 kW (29 PS)
Kraftstofftank	210 l

Wassertank Standard (Option)	210 l (360 l)
Kabinen	2/3
Kojen	4/6
Stehhöhe im Salon	1,97 m
Großsegel und Rollfock Standard	82 m²
Masthöhe über Wasserlinie	18,68 m
Personen	8/14
CE-Kategorie	A/B

Alle Daten vorläufig und ohne Gewähr.





# The Bavaria CRUISERs Preposition

## The CRUISER RANGE IS:

1. Highly engineered in structure – engineered for stiffness and ruggedness
2. Complex construction in production
3. Designed to be a unique silhouetted boat featuring modern shape, techniques, materials and equipment – in close relation to Farr Yacht Design & Design Unlimited
4. Engineered for an easy but efficient and different sailplan in the market
5. Seriously competitive priced placed in the market – for the yacht customers do sign a contract for!
6. A high quality product range, which is build in one of the most efficient ways in the world!
7. And last but not least, this quality level is insuring the price stability of the second hand market . Your investment will not be lost!

## **BE PROUD AND PASSIONATE about our yachts!**

As we all are in the yard about our products!

Some yards do advert with “sailing yachts made by and for sailors”.... JOIN THE CLUB! We’ve got no reason to hide ourselves! NO REASON! A product in a quality level where we should not compete against the cheapest! But we still can on price. But spot the quality differences and communicate it to the marketplace!

Our aim is to get you the very best product for the very best value – and we are well on track to get there! In case you don’t believe us, just come along and we will make sure that you get the point! Personally. And passionate!

**The BEST Bavarias EVER built are NOW in production!**



# Master Plan



The Cruiser 41 is designed within the product line of the New Cruisers as Cross-Over between the Cruiser46 at the bigger & Cruiser37 at the smaller level also combining sailing performance with practical and modern designed interior - a 3 cabin yacht considering functionality, comfort and easy handling combining special features from both size ranges: High Standards at a more than competitive price level! Another complete new but logic yacht design within the "Cruiser Line" range of Bavaria Yachtbau GmbH!

Cruiser 41 key facts in short:

- Interior & Exterior design following the signature and logics of Bavaria's Cruiser Facelift Design
- 3 comfortable cabins - real master's cabin
- 2 comfortably sized heads (one aft on port including an optional shower plus separation, one owners head on starboard in foreship including an optional shower)
- Huge swim platform as all Cruiser Facelifts do feature, easy manual operation
- Single Rudder but twin wheel steering for moderate load on the wheel's rim even in higher air utilizing the Wide Angle Geometry for perfect steering
- Modern sailplan for easiest boat handling at best possible performance under sail with most less possible line handling
- Wide selection of sails plus EPEX membrane sails optional for owners with higher demand for reliable long living and best performing sails
- Full selection of options for entertainment, navigation, comfort, ... basically laid out for best possible and efficient specification of the yacht to meet exactly the customer's demand! You will be impressed by checking out the options list! The best quality products in the correct spec for sailing yachts.
- Full and wide selection of different upholstery fabric colors and leatherettes to make our yachts YOUR PERSONAL Bavaria Yacht.
- ...

Portfolio Logics				5 Cabin	5 Cabin
			4 Cabin	4 Cabin	4 Cabin
	3 Cabin	3 Cabin	3 Cabin	3 Cabin	3 Cabin
2 Cabin	2 Cabin				
Cruiser 33	Cruiser 37	Cruiser 41	Cruiser 46	Cruiser 51	Cruiser 56



# Technical Facts Design



Technische Daten	Technical Data	
Gesamtlänge	Length overall	12,35 m
Rumpflänge	Length hull	11,99 m
Länge Wasserlinie	Length waterline	10,75 m
Gesamtbreite	Beam overall	3,96 m
Tiefgang Standard (ca.)	Draft (approx.)	1,65 / 2,05 m
Leergewicht (ca.)	Unloaden weight (approx.)	8.680kg
Ballast	Ballast (approx.)	2.736 kg
Motor	Engine	Volvo D1-30, D2-40, D2-55
PS	Hp	30 – 40 – 55hp
Kraftstofftank (ca.)	Fuel tank (approx.)	210 l
Wassertank	Water tank (approx.)	210 + 150 l
Kabinen	Cabins	3
Kojen	Berths	6
Stehhöhe im Salon (ca.)	Height in cabin (approx.)	1,97 m
Großsegel und Genua, Standard (ca.)	Mainsail and Genoa, standard	82m²
Masthöhe über Wasserlinie (ca.)	Height of mast above water line	18,68m
Passagiere (max.)	Persons, max. CE B	10
CE Kategorie	CE Category	A8
Grundpreis	Base price	124900€ - excl. Mwst



# Comparison Bavaria - Competition



Hanse VK fehlt.

	Bavaria Cruiser 41	Beneteau Oceanis 41	Hanse 415	Janneau Sun Odyssey 409
<b>Technical Data</b>				
Length overall	12,35 m	12,43 m	12,40 m	12.34 m
Length hull	11,99 m	11,97 m	11,99 m	11.98 m
Length waterline	11,19 m (approx.)	?	11,40 m	?
Beam overall	3,96 m	4,20 m	4,17 m	3.99 m
Draft (approx.)	1,69 / 2,09 m	1,55/ 2,05 m	1,72 /2,10 m	2.1 m
Unladen weight (approx.)	8818kg	8777kg	8900kg	7860 kg
Ballast (approx.)	2.409kg	?	2900kg	?
Engine	Volvo D1-30, -40, D2-55	Yanmar 40 HP POD 60	Yanmar 38 HP	Yanmar 40 HP
kw / hp	30 – 40 – 55hp	40hp	27,9 kW / 38 hp	40hp
Fuel tank (approx.)	210 l	200 l	160 l	200 l
Water tank (approx.)	210 l + 150 l optional	570 l	320 l + 200 l optional	330 l
Cabins	3	3	3	3
Berths	6	6	6	6
Height in cabin (approx.)	1,97m (min)	1,94m	?	?
Mainsail and genoa, standard	78,9m²	83,8m²	87,00 m²	78.9 m²
height of mast above water line	18,71m	18,85m	19.60 m	?
Persons, max. CE A	8	?	?	9
CE category	A	A	A	A
Base price	124.900,-€	148 200,-€	?	141400,-€



# USPs Bavaria Cruiser 41





# USPs Bavaria Cruiser 41



Increased natural light,  
giving a more spacious  
feel

Fixed chart table with  
additional panel and locker  
space



Optional saloon table folds to  
create coffee table  
Longer seating area

## New Interior Style

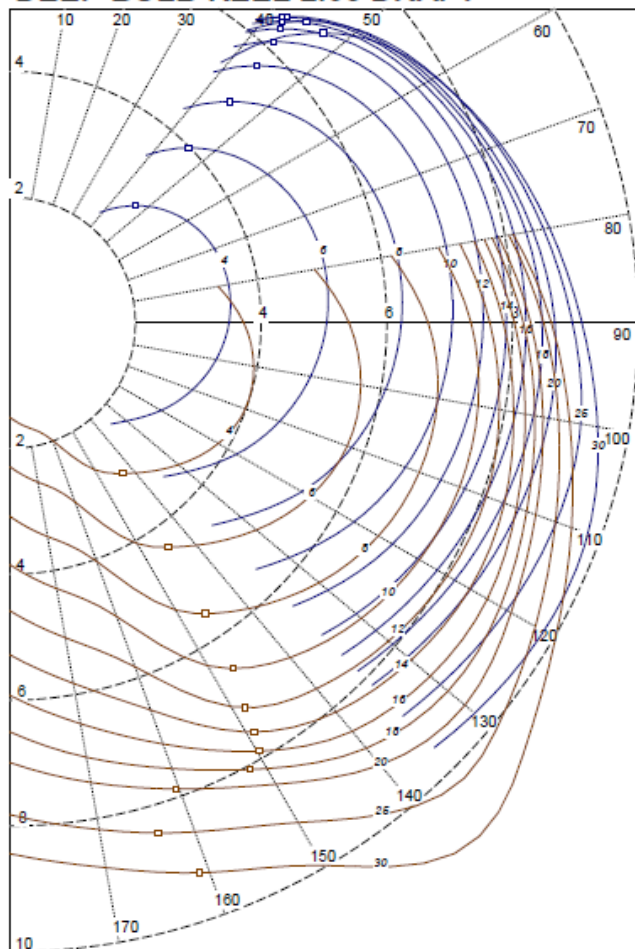
- AGM batteries
- 2 & 3 Cabin Layout
- new floor concept (Access to all structural grid regions)

New hatch/skylight orientation  
to provide excellent through  
flow ventilation

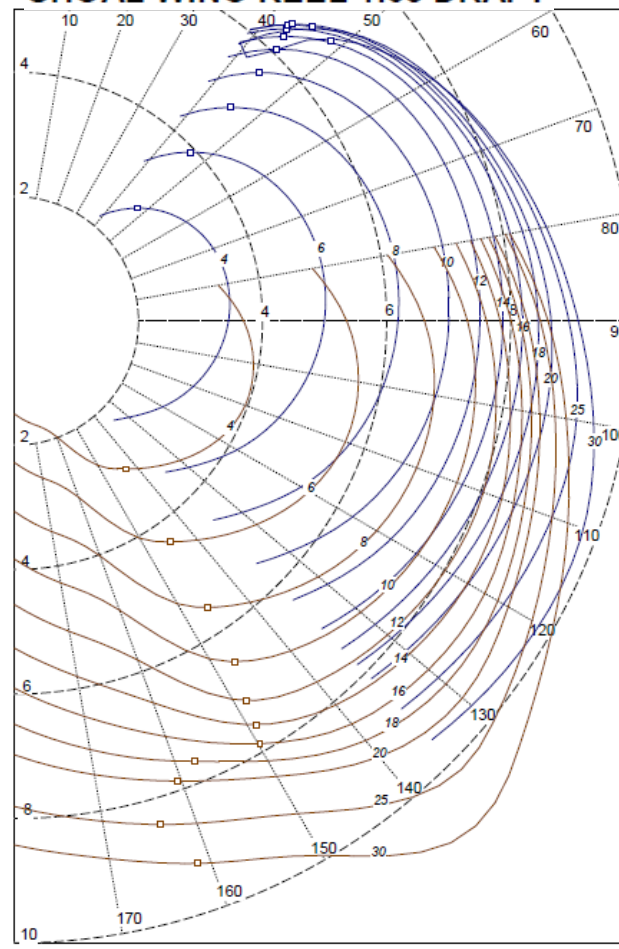
# Polar Diagrams. VPP.



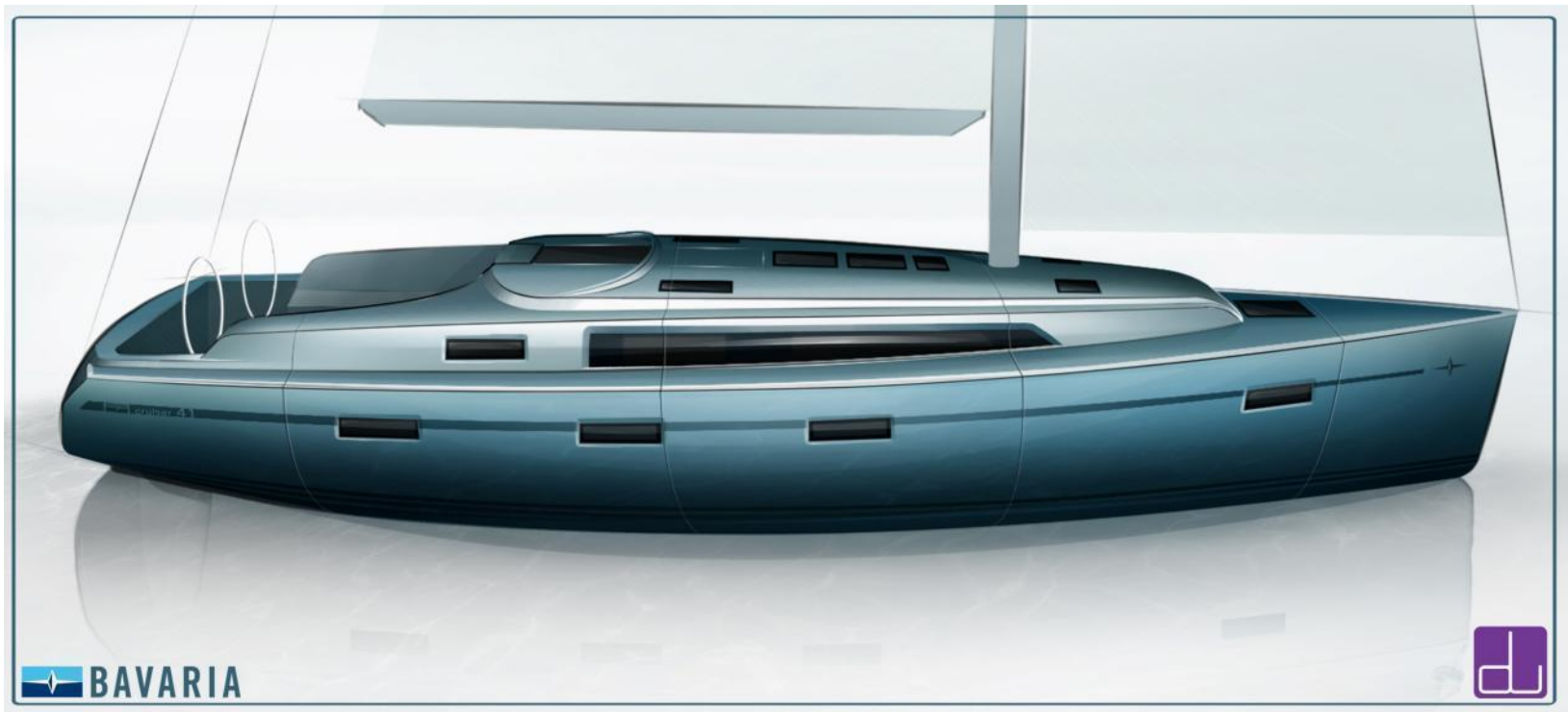
**DEEP BULB KEEL 2.05 DRAFT**



**SHOAL WING KEEL 1.65 DRAFT**



# Sketch Rendering



# Rendering. Topview.

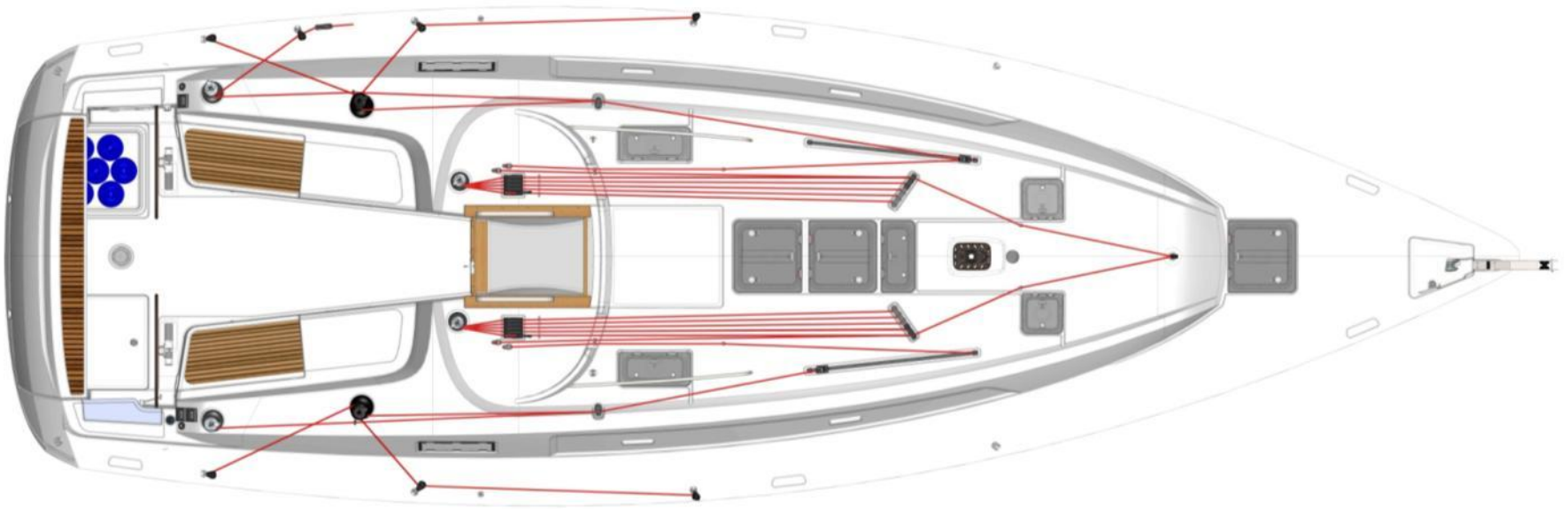
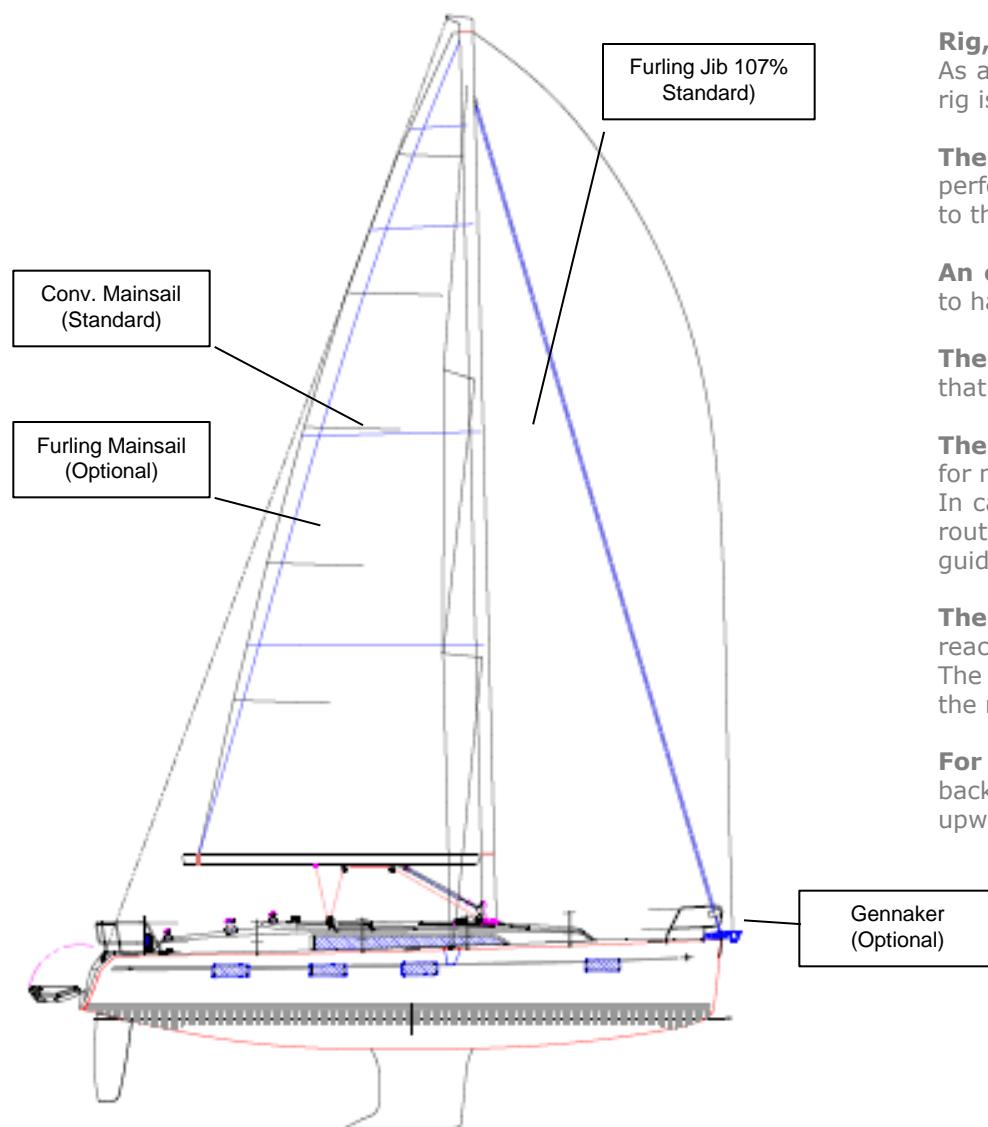




Photo. The Real Stuff.



# Rig & Sails



## Rig, Sails & Handling:

As a key feature of the new Bavaria Cruiser Range, the modern rig is allowing the most easy sail handling.

**The 107% jib** (Genoa 2) is really efficient in respect to performance as so for handling the sheets while tacking – due to the short lines to move when maneuvering.

**An outside jib sheeting** (on sheer) jib for a light reach down to half wind courses. Optional fit by the owner.

**The mainsail** is featuring a „Split Bridle System“ which means that the main is trimmed without the use of a traveler.

**The splitted mainsheet** allows the best possible mainsheeting for mid-boom position – resulting a better upwind performance. In case owners want to change this, they can change the sheet routing to either an continuous mid-boom sheeting, or even guiding the sheet aft to the optional Gennaker sheet winches.

**The optional Gennaker** offers the best performance while reaching or for downwind sailing.

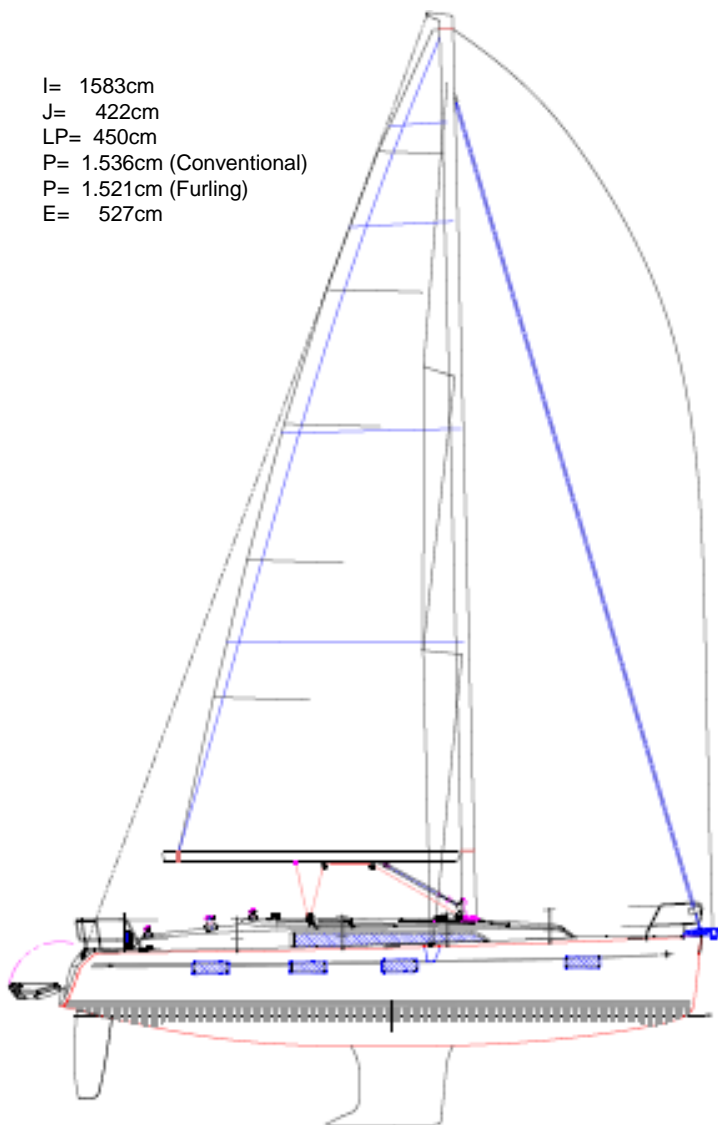
The optional Gennaker is featuring a snuffer hose inclusive for the most efficient but easy sail handling for short handed crews.

**For easier rig handling** Bavaria offers an optional hydraulic backstay adjuster. Quick and easy in handling for the best upwind performance and easing of the rig after sailing.



# Sailplan

I= 1583cm  
 J= 422cm  
 LP= 450cm  
 P= 1.536cm (Conventional)  
 P= 1.521cm (Furling)  
 E= 527cm



## **SAILS available:**

### ✓Conventional Mainsails

- ✓Dacron Cross Cut
- ✓Dacron Cross Cut Full Batten
- ✓DC-Laminate Radial Cut Full Batten
- ✓EPEX Membrane Full Batten

### ✓Furling Mainsails

- ✓Dacron Cross Cut
- ✓DC-Laminate Radial Cut Vertical Full Batten
- ✓EPEX Membrane vertical Full Batten

### ✓Jib:

- ✓Dacron Cross Cut
- ✓DC-Laminate Radial Cut with E-Foam & UV-Guard
- ✓EPEX Membrane with E-Foam, UV-Guard and vertical aft leech battens

### ✓Gennaker:

- ✓Including Snuffer hose
- ✓Including Gennaker Furler (Furling Gennaker)

Bezeichnung	Fläche m²	Layout	Tuch
9/10 Standard Großsegel	47,80	Cross Cut	Dacron 380
9/10 Latten-Großsegel	47,80	Cross Cut	Dacron 380
9/10 Latten-Großsegel Exklusiv	47,80	Trioptimal	DCX Laminat
Rollgroßsegel, einfach	40,00	Cross Cut	Dacron 380
Rollgroßsegel EMS Exklusiv	46,00	Trioptimal	DCX Laminat
Vorsegel			
Rollfock 106 % Standard	34,00	Cross Cut	Dacron 410
Rollfock 106 % Exklusiv	34,00	Trioptimal	DCX Laminat
Gennaker			
Gennaker für Bugsprit	102,00	Trioptimal	Nylon 1.5 oz
Lattengross EPEX	48,00	Membran	DT Technora
Rollgross EMS MAX EPEX	47,30	Membran	DT Technora
Rollfock 106% EPEX	34,60	Membran	DT Technora



## Riq data no. 11525: BAVARIA 41 CR CONV (13-)

## Rig data no. 11526: BAVARIA 41 CR FURL (13-)

Technical drawing of a spreader. The side view (top) shows a vertical shaft with a total length of 16825 (0-1285-15210-4400). The shaft has a diameter of  $\phi 8$  at the top and  $\phi 10$  5/8" at the bottom. The end view (bottom) shows a spreader with a spreader angle of 25°. The spreader has a total length of 16825 (0-1285-15210-4400). The shaft has a diameter of  $\phi 8$  at the top and  $\phi 10$  5/8" at the bottom. The spreader has a spreader angle of 25°. The spreader has a spreader angle of 25°.

# Furlex Length.



## Ablängmaße

(entspricht Furlex-Montageanleitung Seite 13)

## Cutting measurements

(See Furlex Manual page 13)

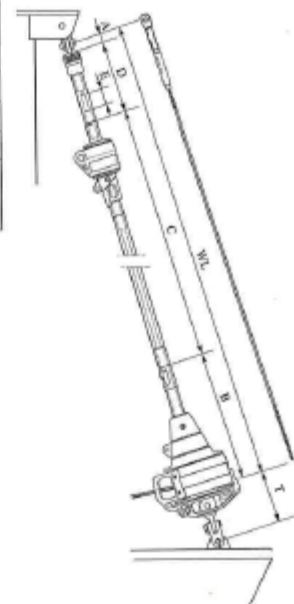
Boot:	Bavaria CR 41 (13-) S+F	Furlex Kit No.	FLX-8027
Boat:			

Drahtseillänge WL:	15865 mm
Wire length WL:	

	Profilängen: Extrusion lengths:	Stückzahl: Quantity:
	1000 mm	1
C	2400 mm	5
	2000 mm	1
D*	500 mm	1
E	140 mm Distanzrohr Distance tube	1

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

\*Forestay length FL=16125 mm  
including extension link.



 **SELDÉN**

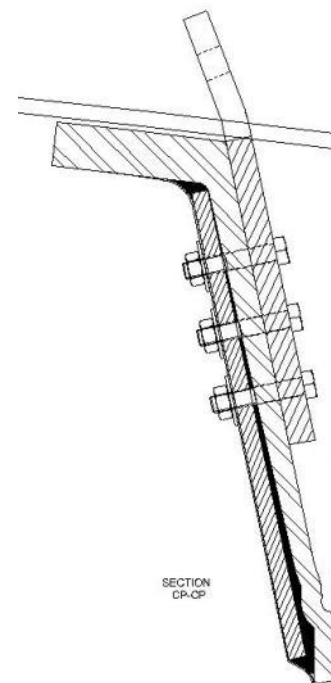
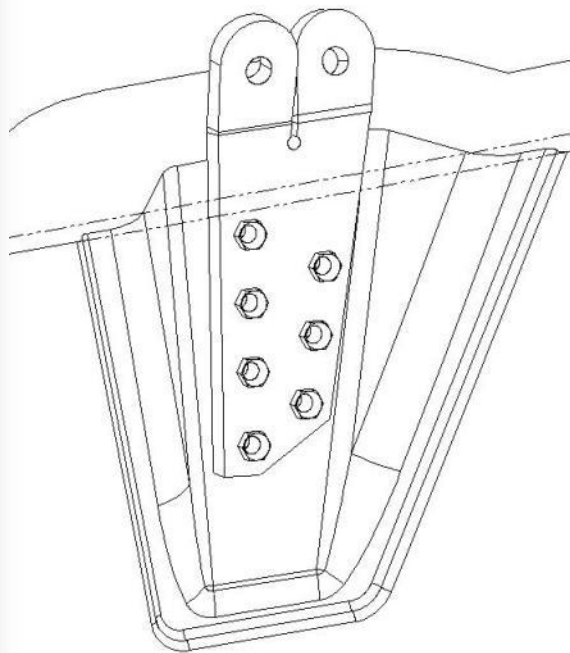
[www.seldenmast.com](http://www.seldenmast.com)



# Outboard Chainplates.



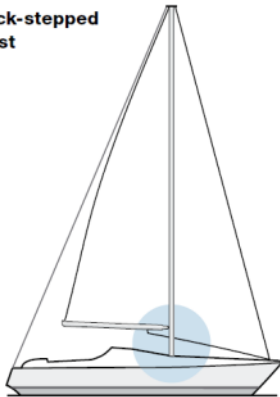
# Outboard Chainplates.



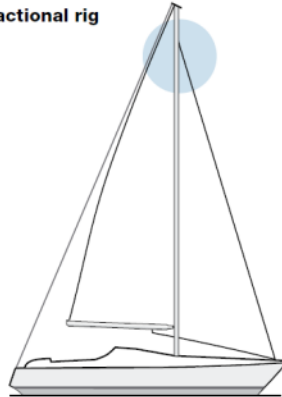
# Rig Characteristics.



**Deck-stepped mast**

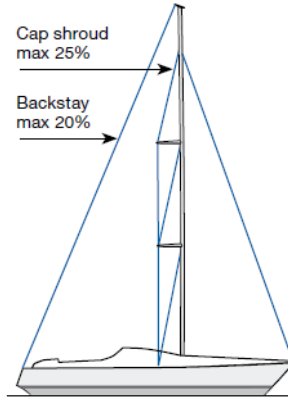


**Fractional rig**



Cap shroud  
max 25%

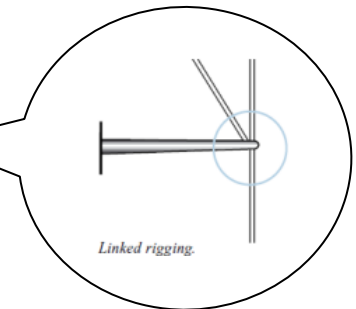
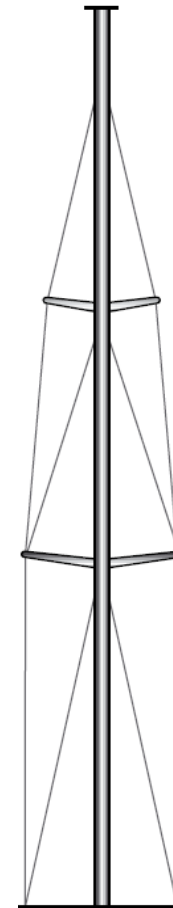
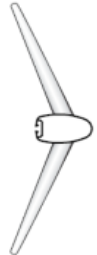
Backstay  
max 20%



## **RIGG features (both Conventional & Furling):**

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

**Swept spreaders**



*Linked rigging.*



# Rig Trim.



Due to the design of the rig featuring swept back spreaders & 9/10<sup>th</sup> 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 Cruiser 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!

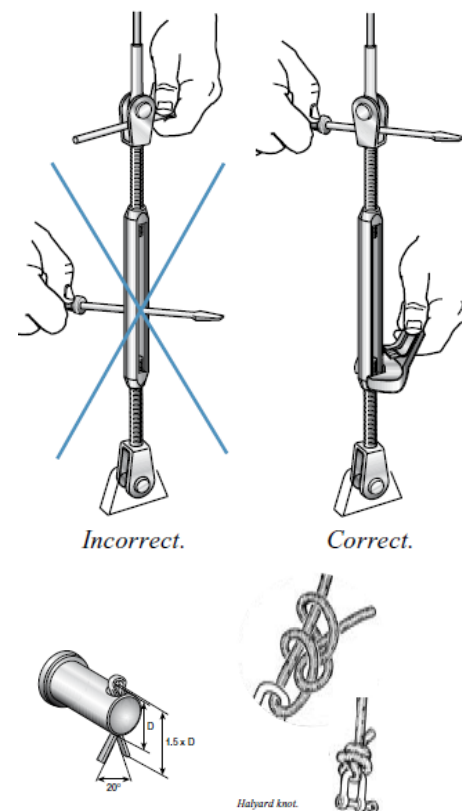
For full rigging instructions please refer to the supplied manufacturers manual.

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 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 Trim.

## “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.

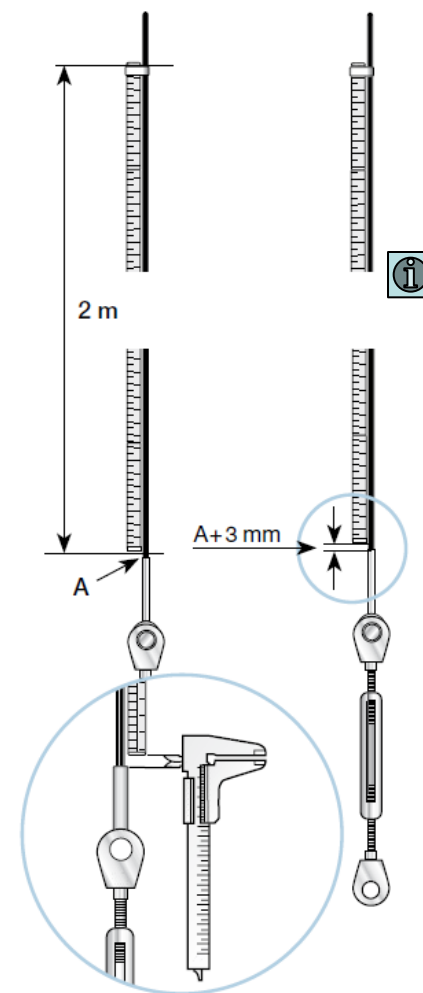
1. Rig unloaded from upper end of swage terminal on the stay upright.
2. Tape and secure the measure at the top end.
3. Tension the stay as described above to the load required (4mm stretch over 200cm distance).

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!





## Info. Sails. Optional Dacron®



Fully battened  
mainsail with  
MDS-system  
and lazyjacks,  
incl. 2 reefs,  
offshore-quality



Mainsail furling  
system incl.  
reefing mainsail  
with UV-  
protection,  
offshore-quality



# Info. Sails. Optional “High Tech”. Laminate.



reefing jib with  
UV-protection,  
e-foam, tri-  
radial



battened main incl.  
MDS & lazyjacks,  
sandwich/laminate  
cloth; bi-radial;



furling main, EMS-  
system, sandwich  
laminate cloth

## “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.

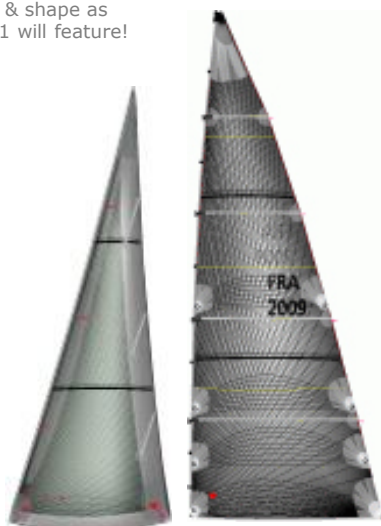
Conventional sails do not feature an additional UV-guard! By the use of the boom cover, the sails are safe from UV when stowed on the boom.



# Info. Sails. EPEX Membrane.



Photo shows Cruiser 45  
Design & shape as  
Cruiser 41 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 , 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?



# Info. Sails. Gennaker.



Photo shows Cruiser 45  
Design & shape as  
Cruiser 41 will feature!

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



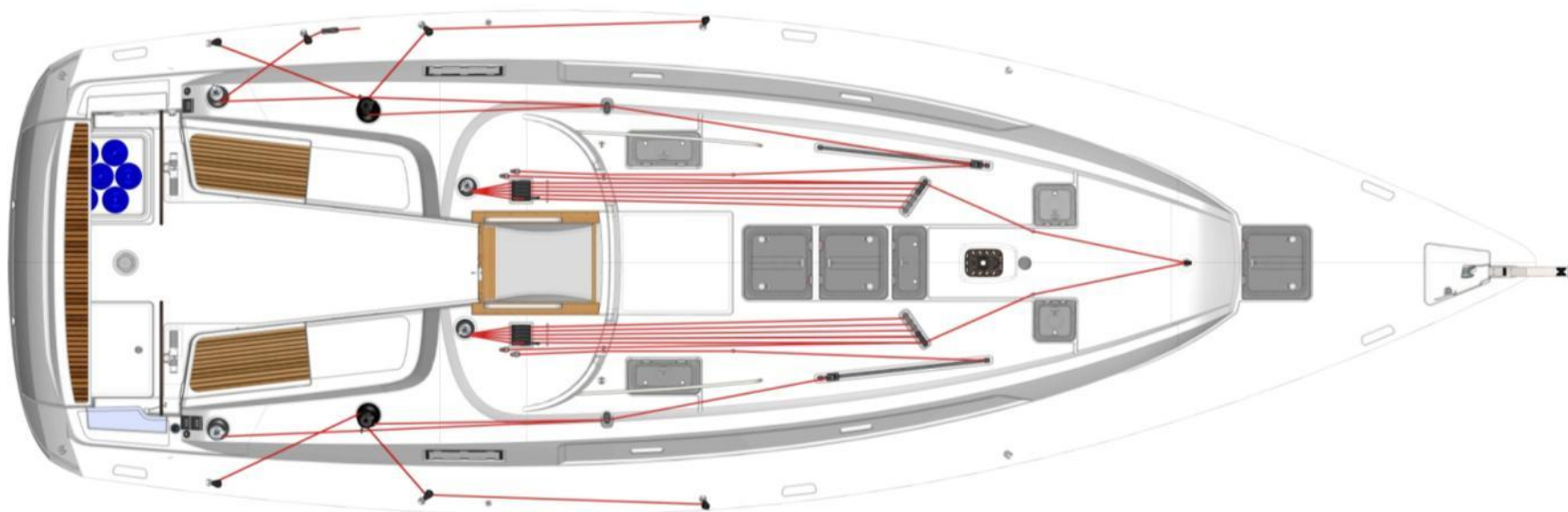
The optional Gennaker is designed and laid out as a Downwind Gennaker. Designed for courses from 85° down to 170°AWA.

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.

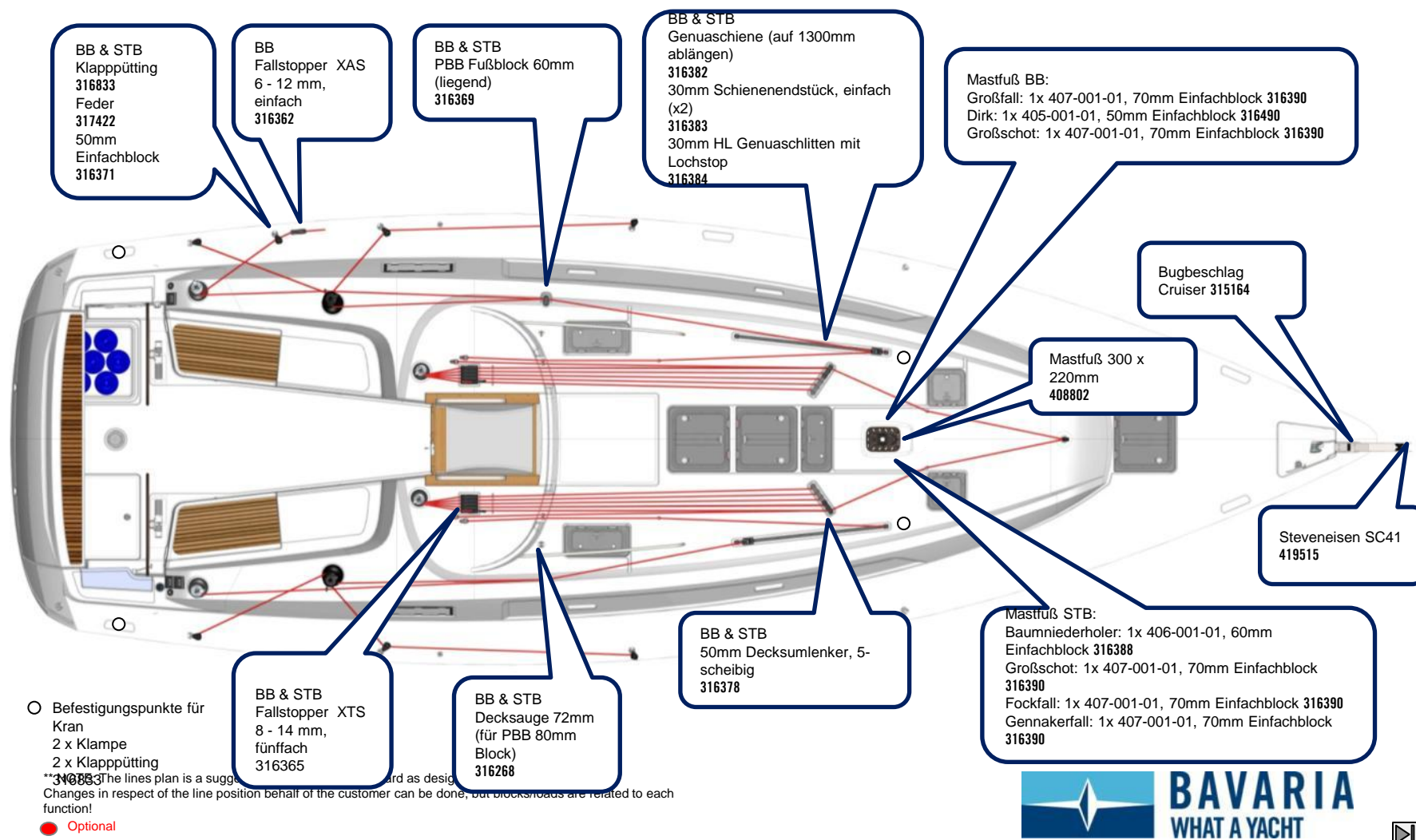
The Gennaker Kit includes the sail, snuffer hose, halyard, all blocks required, an anchor roller with gennaker fittings & a sheet set.

# Decklayout.

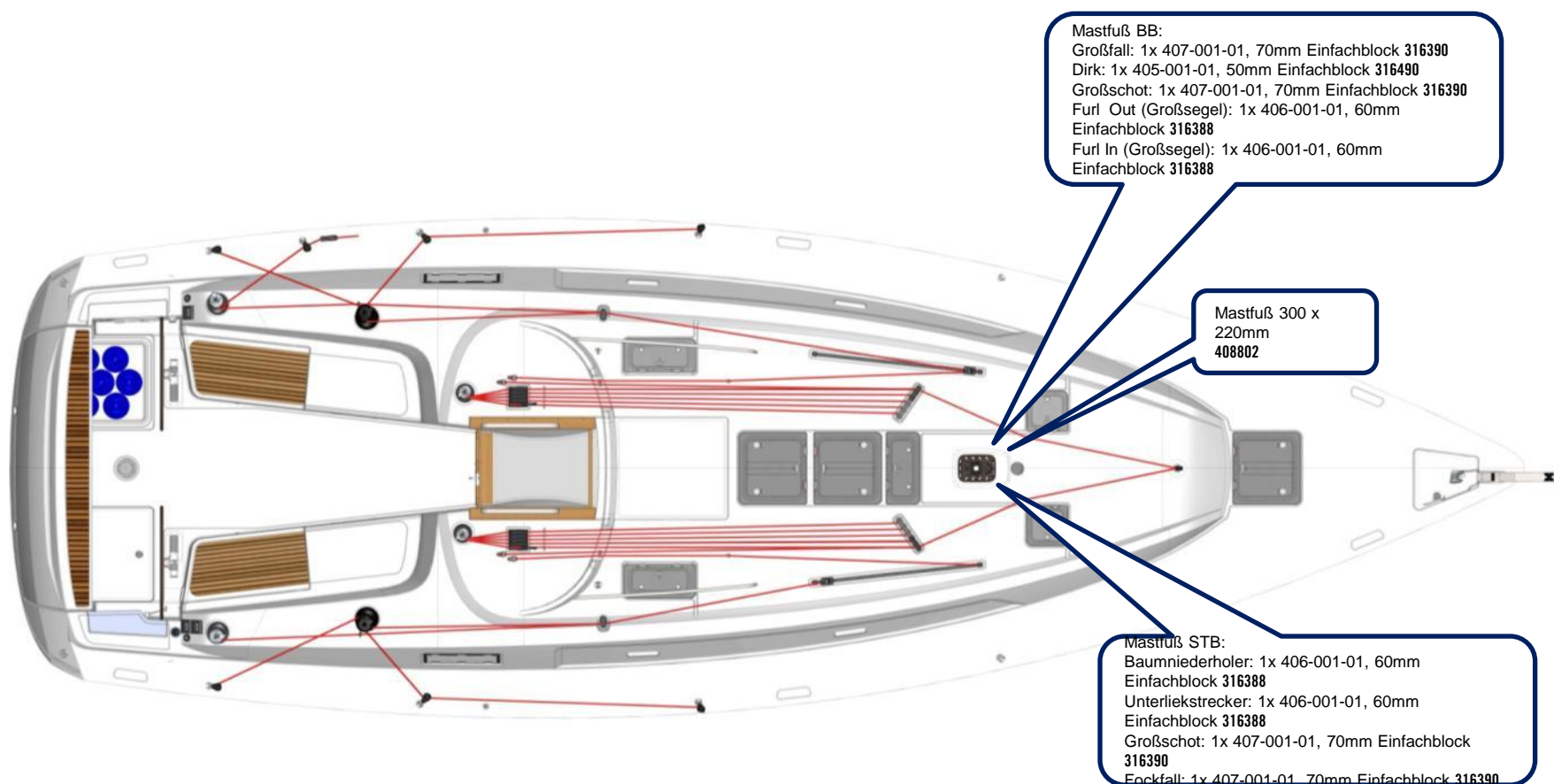




# Blocks & Hardware Seldén. Sport Rig.



# Blocks & Hardware Seldén. Furlin Rig.









**\*\* NOTE:** The lines plan is a suggestion! Standard spec ex yard as designed.  
 Changes in respect of the line position behalf of the customer can be done, but blocks/loads are related to each function!





# Halyards & Lines. Colors. Both Rigs.



	Genuafall / Genoa Halyard Fockschoten / Jib Sheets Groß Reff 1 / Main Reef 1 Furling Mast: Endlosreffleine Furling Mast / Continuous Main Furling Line
	Großfall / Main Halyard Dirk / Topping Lift Baumniederholer / Vang / Kicker Unterliekstecker, Ausholer / Outhaul
	Großsegel Reff 2 / Main Reef 2
	Großschot / Mainsheet
	Reffleine Furlex Laufdeck / Reefline Furlex On Sheer
	Gennaker Schot / Gennaker Sheet Gennaker Fall / Gennaker Halyard

Anmerkung:

Die Tabelle oben dient nur zur Farbrichtlinie! Durchmesser sind unterschiedlich je Funktion!

Farbcodierung bleibt erhalten.

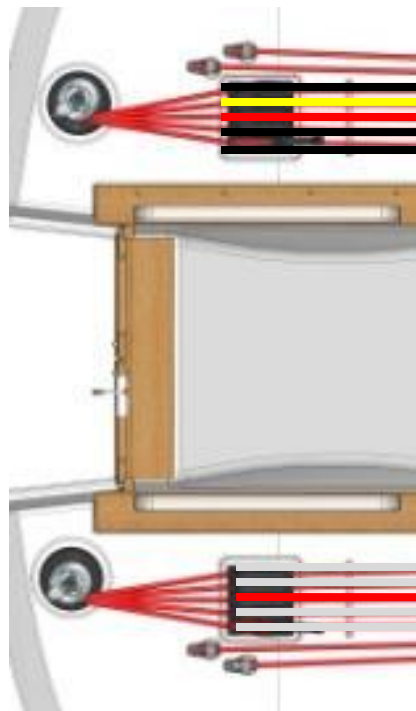
Note:

This table above is just a color guideline! Diameters are different for the functions!

Color codes do stay as shown.

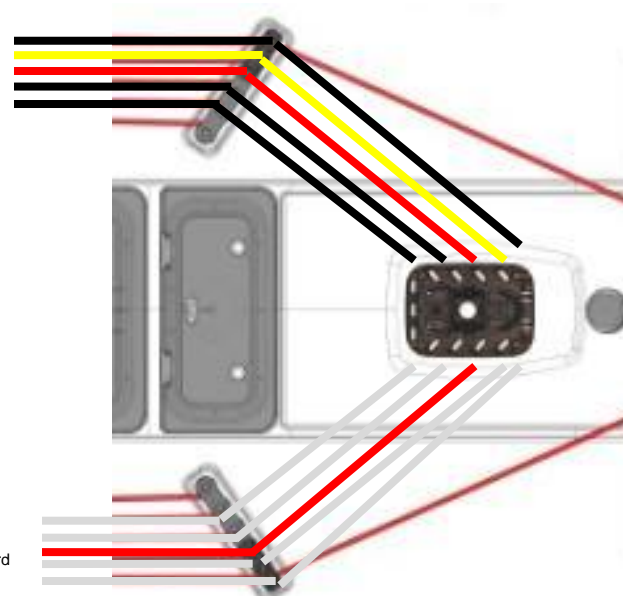


# Halyards & Lines. Furling Rig.



Genuafall / Jib Halyard  
Gennaker Fall / Gennaker Halyard  
Großschot Backbord / Mainsheet Port  
Reffleine Groß AUS / Main Furl OUT  
Reffleine Groß EIN / Main Furl IN

Bitte nochmals  
Belegung prüfen.



Großbaum Niederholer / Vang  
Ausholer / Outhaul  
Großschot Steuerbord / Mainsheet Starboard  
Dirk / Topping Lift  
Großfall / Main Halyard

## Anmerkung:

Dieses Leinenlayout dient als Richtlinie! Änderungen nach Kundenwunsch selbstverständlich möglich.  
Alle spezifizierten Blöcke (und Fallenstopper Groß & Fock ab Cruiser 33) dürfen je nach Funktion NICHT verändert werden!

## Note:

Please see this layout as a guideline only! Adjustments to meet customer's demand are possible.  
All specified blocks (and clutches Jib & Main from Cruiser 33 on) can not be changed!



# Halyards & Lines. Sport Rig.



## Anmerkung:

Dieses Leinenlayout dient als Richtlinie! Änderungen nach Kundenwunsch selbstverständlich möglich.  
Alle spezifizierten Blöcke (und Fallenstopper Groß & Fock ab Cruiser 33) dürfen je nach Funktion NICHT verändert werden!

## Note:

Please see this layout as a guideline only! Adjustments to meet customer's demand are possible.  
All specified blocks (and clutches Jib & Main from Cruiser 33 on) can not be changed!



# Mainsheeting. Standard.

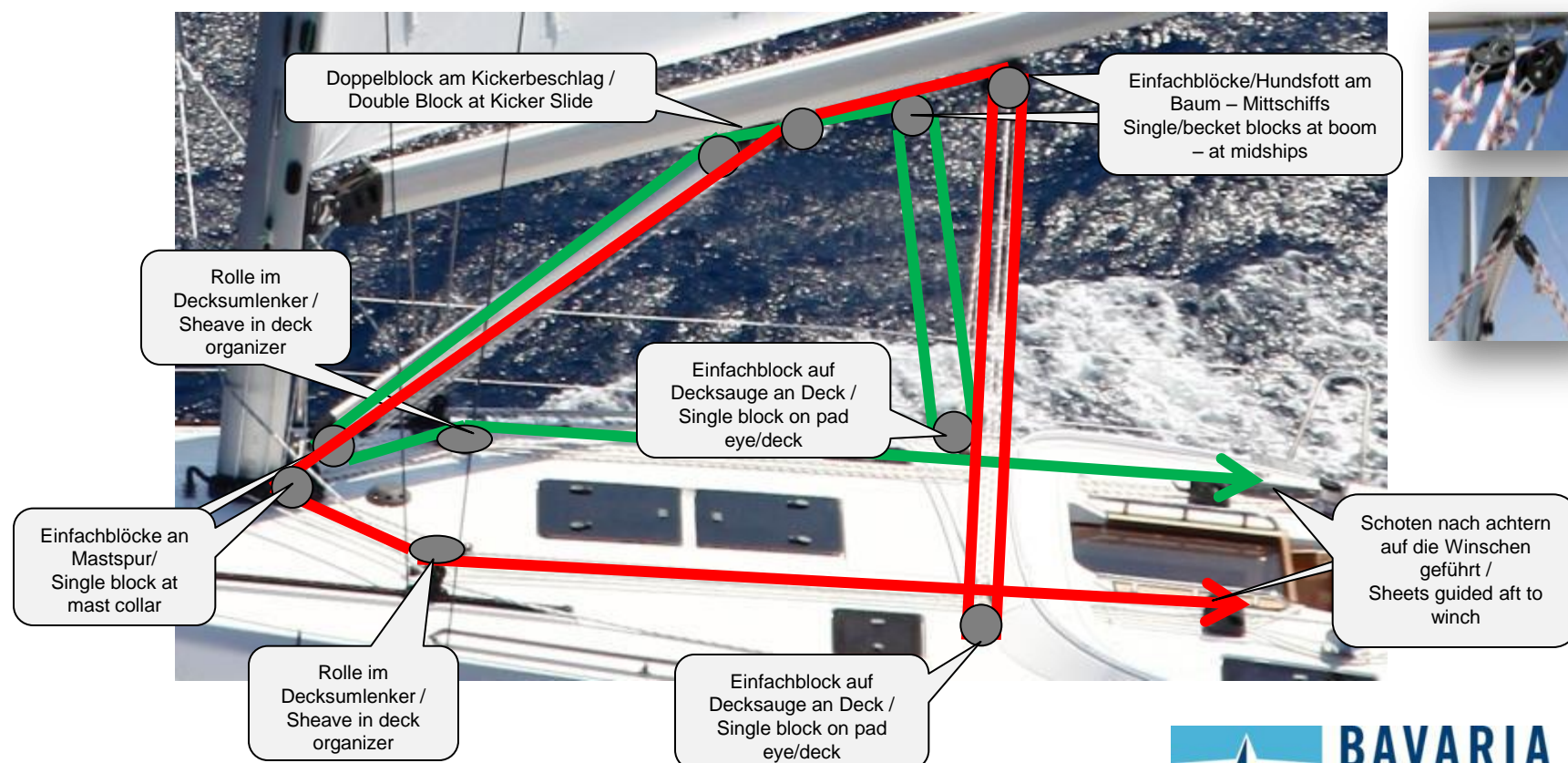


Das abgebildete System verdeutlicht die Großschotführung ab Werft. Dieses "Split Bridle System" ermöglicht einen effizienten Mittschiffstrimm des Großsegels am Wind. Bevor Sie über eine Änderung des Systemes mit Ihrem Kunden sprechen, versuchen Sie dieses System. Es funktioniert & ist effizient!

**WICHTIGE ANMERKUNG:** Ändern Sie niemals die von der Werft spezifizierte Blockgrößen pro Boot! Die Belastungen sind sorgfältig kalkuliert! Weitere Informationen dazu finden Sie im Concept Book auf den Seiten der Decksbeschläge! Eventuell notwendige Blöcke zur Änderung des Standard sind NICHT im Lieferumfang der Schiffe enthalten!

The system shown here declares the specified mainsheeting supplied with the boat ex yard. This split bridle system offers an efficient midship sheeting while heading upwind. Prior to any change dealers & customer s are thinking about, a good try of it will show how simple it works! And it is efficient!

**IMPORTANT NOTE:** Never change the specified block size per boat! Loads are carefully calculated! Further details on specification see page Deckhardware. Eventual needed additional blocks &/or longer lines are NOT included in the boat's spec and can not get ordered!





# Info. Mainsheeting. Option #1

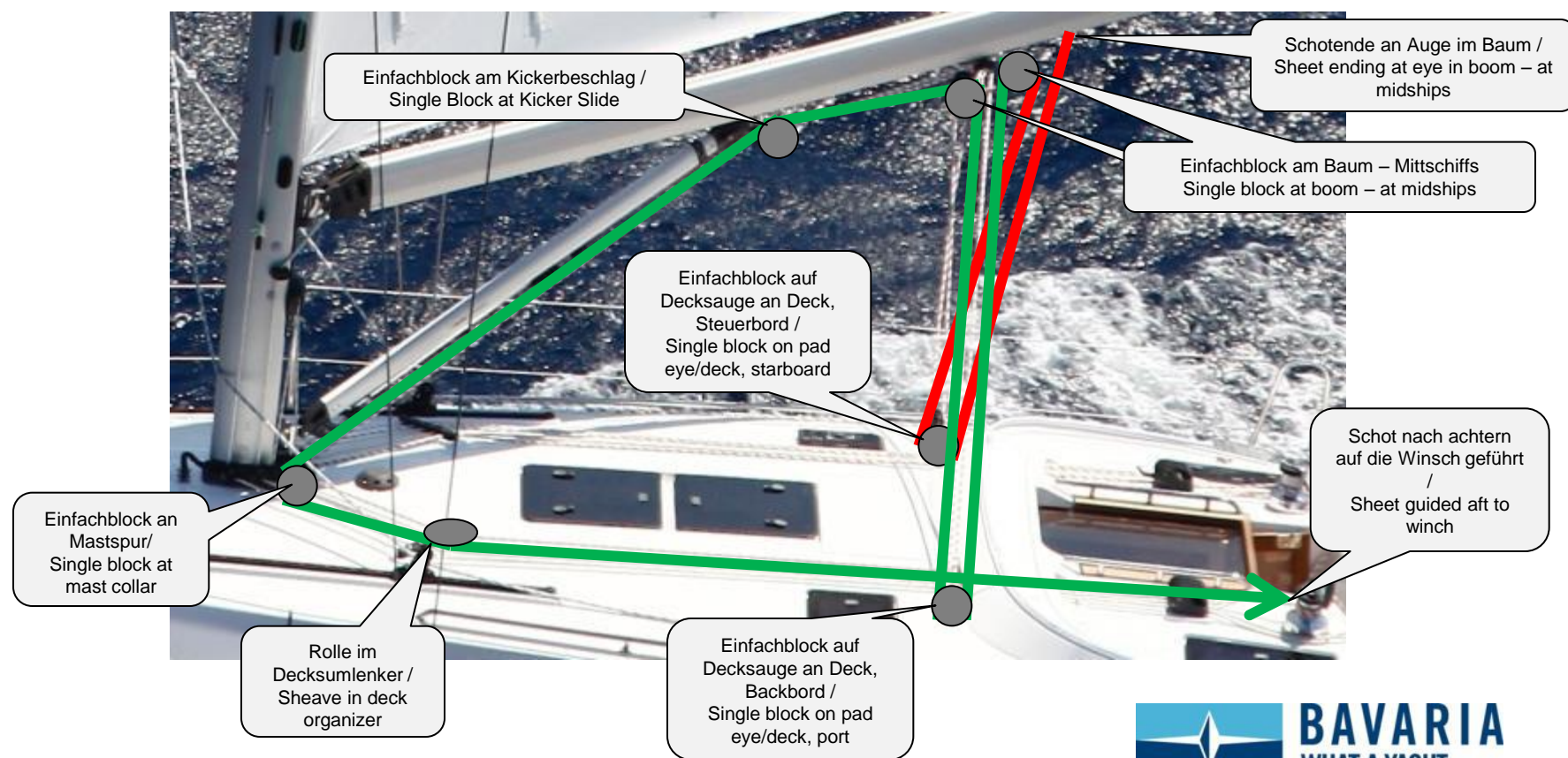


Die Option #1 zeigt die Möglichkeit, ein Einleinen-Schotsystem (endet einseitig) zu scheren, ohne die montierten Decksbeschläge zu ändern. Lediglich zwei Blöcke am Baum müssen geändert werden.

ANMERKUNG: Ändern sie niemals die spezifizierte Blockgröße und deren Belastbarkeit! Blockgrößen sind im Concept Book spezifiziert.  
Eventuell zusätzlich notwendige Blöcke und längere Schoten sind NICHT im Lieferumfang enthalten und können nicht bei der Werft bestellt werden!

Option #1 is showing the possibility to run a Single-Line-Mainsheet (ending on one side) without any change on the mounted deckhardware. Only two blocks on the boom need to get changed.

NOTE: Never change the specified block size and loading! Block sizes are specified in the Concept Book.  
Eventual needed additional blocks &/or longer lines are NOT included in the boat's spec and can not get ordered!

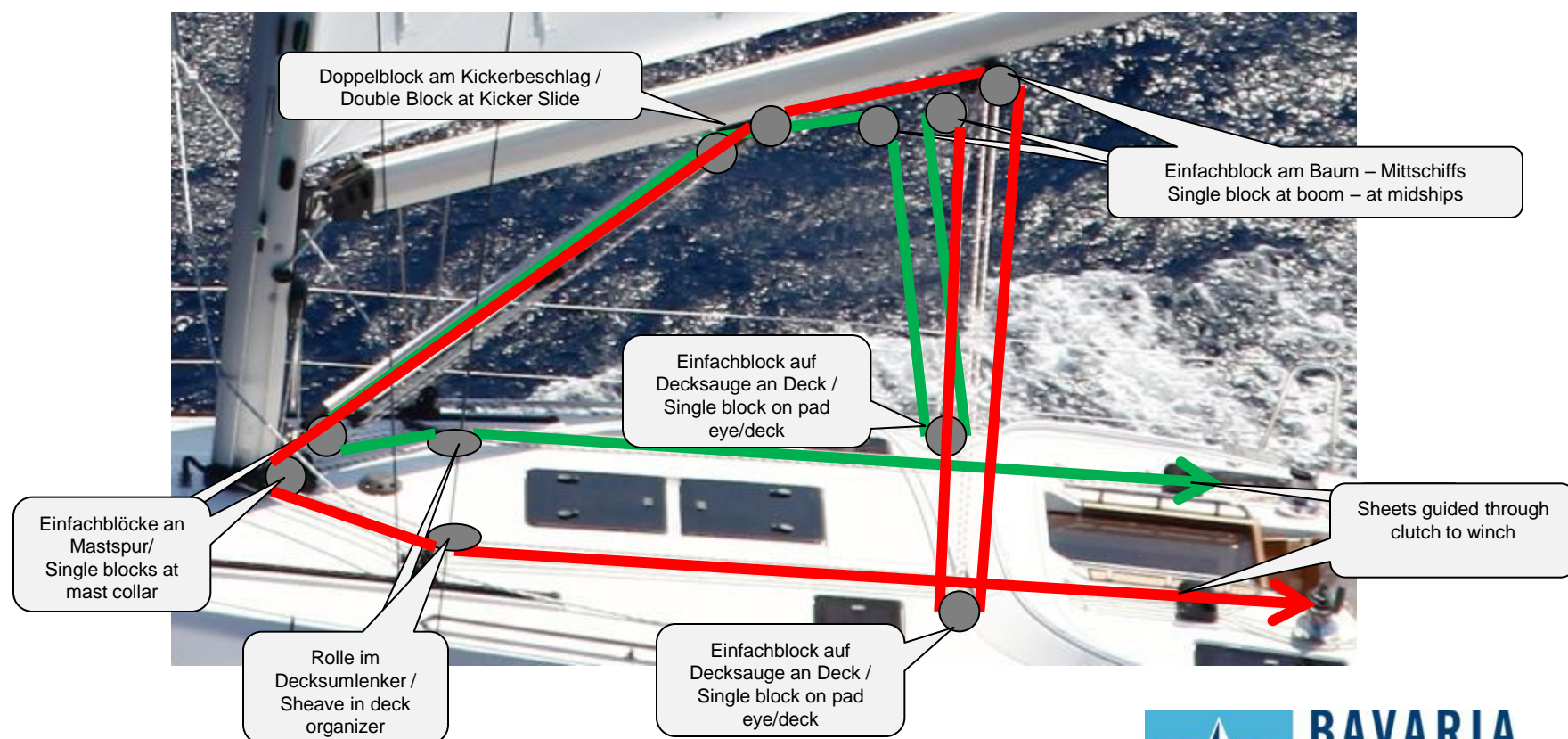


# Info. Mainsheeting. Option #2



Die Option #2 zeigt die Möglichkeit, ein Endlos-Schotensystem (endet beidseitig) zu scheren, ohne die montierten Decksbeschläge zu ändern. Lediglich zwei Blöcke am Baum müssen geändert werden.  
 ANMERKUNG: Ändern sie niemals die spezifizierte Blockgröße und deren Belastbarkeit! Blockgrößen sind im Concept Book spezifiziert.  
 Eventuell zusätzlich notwendige Blöcke und längere Schoten sind NICHT im Lieferumfang enthalten und können nicht bei der Werft bestellt werden!

Option #2 is showing the possibility to run a Endless-Mainsheet (ending on both sides) without any change on the mounted deckhardware. Only two blocks on the boom need to get changed.  
 NOTE: Never change the specified block size and loading! Block sizes are specified in the Concept Book.  
 Eventual needed additional blocks &/or longer lines are NOT included in the boat's spec and can not get ordered!



# Info. Mainsheeting. Option #3



## ANMERKUNG:

Die Option #3 zeigt die Möglichkeit, ein Endlos-Schotensystem (#2, endet beidseitig) auf die optionalen Gennakerwinden zu scheren. Um die Option #2 so zu erweitern, muss auf den vorhandenen Fallenumlenkern ein 2scheiben Umlenker zusätzlich montiert werden, wie auch der Genuaschotumlenker auf einen Doppelblock geändert werden. Zusätzliche Bohrungen sind NICHT notwendig!

Ändern sie niemals die spezifizierte Blockgröße und deren Belastbarkeit! Blockgrößen sind im Concept Book spezifiziert.

Eventuell zusätzlich notwendige Blöcke und längere Schoten sind NICHT im Lieferumfang enthalten und können nicht bei der Werft bestellt werden!

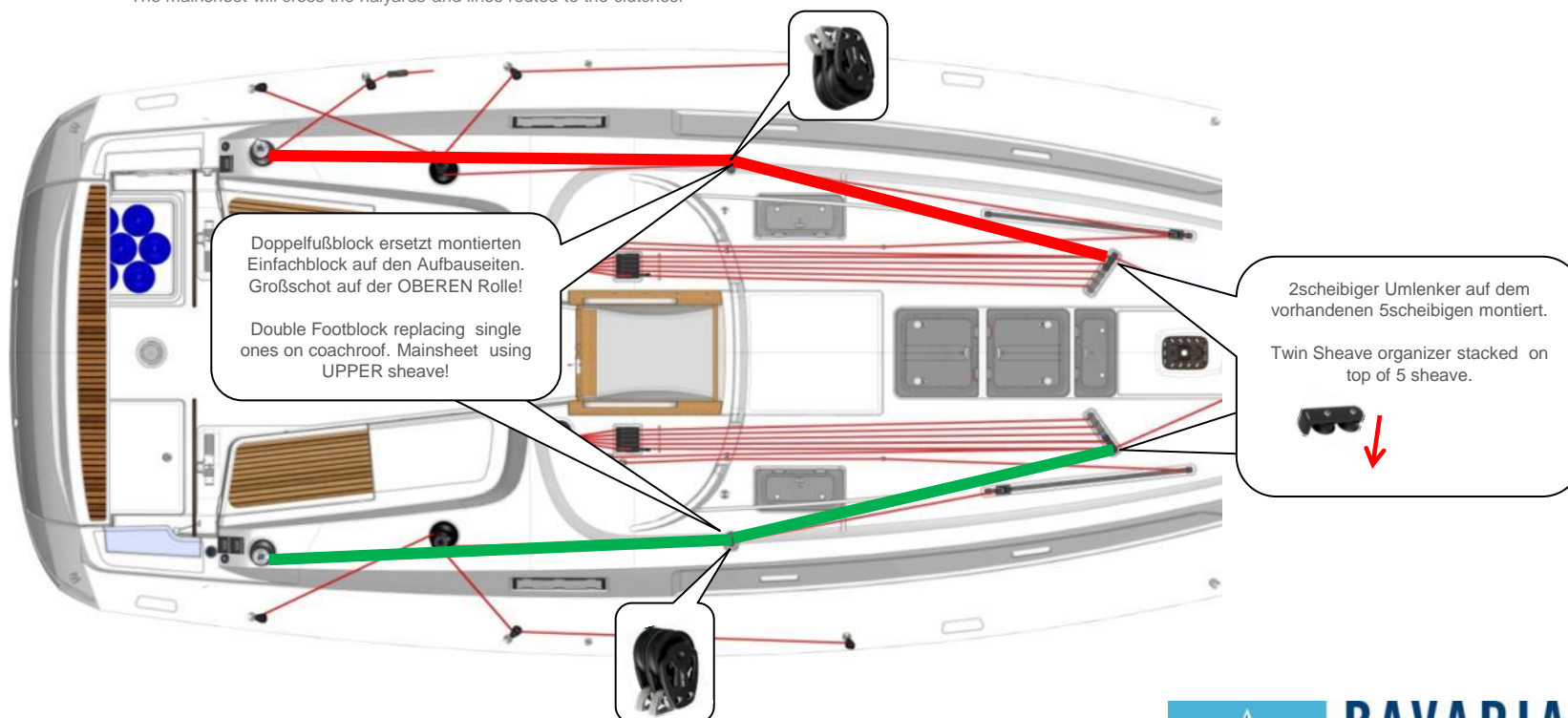
Die Großschot verläuft dann schräg über die vorhandenen Fallen und Leinen nach achtern!

## NOTE:

Option #3 is showing the possibility to run a Endless-Mainsheet (#2, ending on both sides) back to the optional Secondary Winches. To upgrade Option #2 to this, two additional double sheave organizers need to get stacked on top of the fitted organizers plus a change to a twin sheave footblock at the genoa sheet.

Never change the specified block size and loading! Block sizes are specified in the Concept Book. Eventual needed additional blocks &/or longer lines are NOT included in the boat's spec and can not get ordered!

The mainsheet will cross the halyards and lines routed to the clutches!





# Info. Seldén Deckhardware.



Bavaria Yachtbau is the first OEM Boatyard using Seldén's new deck hardware range on all new Cruiser Yachts!

Bavaria & Seldén have approved to be reliable and innovative partners. Based on this, the supply & equipment for the Cruiser Yachts is set to standard specification.

In standard Bavaria Yachtbau is fitting the  
-Slide Rod Genoa Cars and 'PBB' Block range on the new boats.

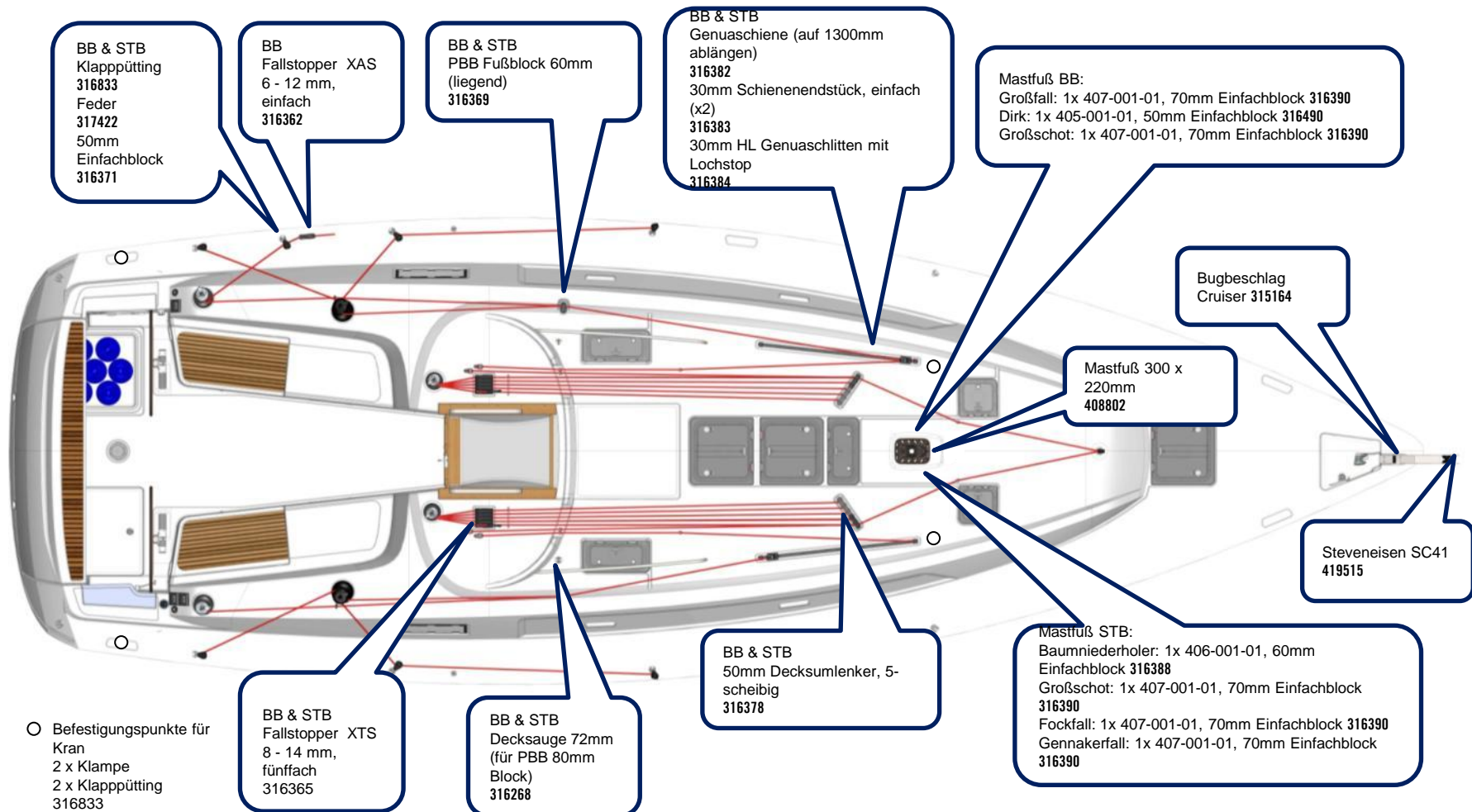
Some customers may ask for a higher spec of equipment in respect to an adjustable car system.

This can now easily be achieved by swopping the standard specification into the 'BBB' Ball Bearing Block and car range in the after market.



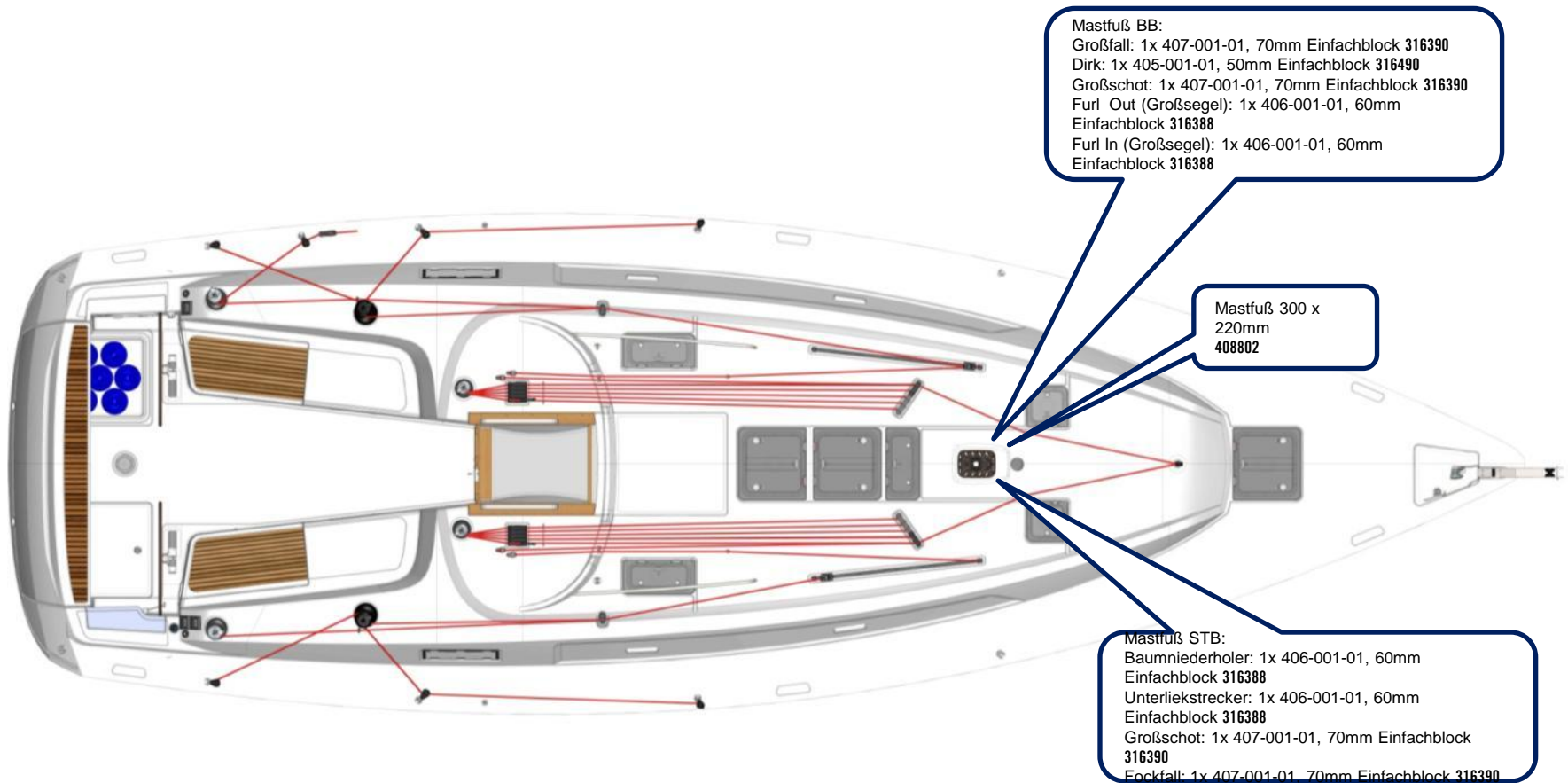
# SC41

## Blocks & Hardware Standard



# SC41

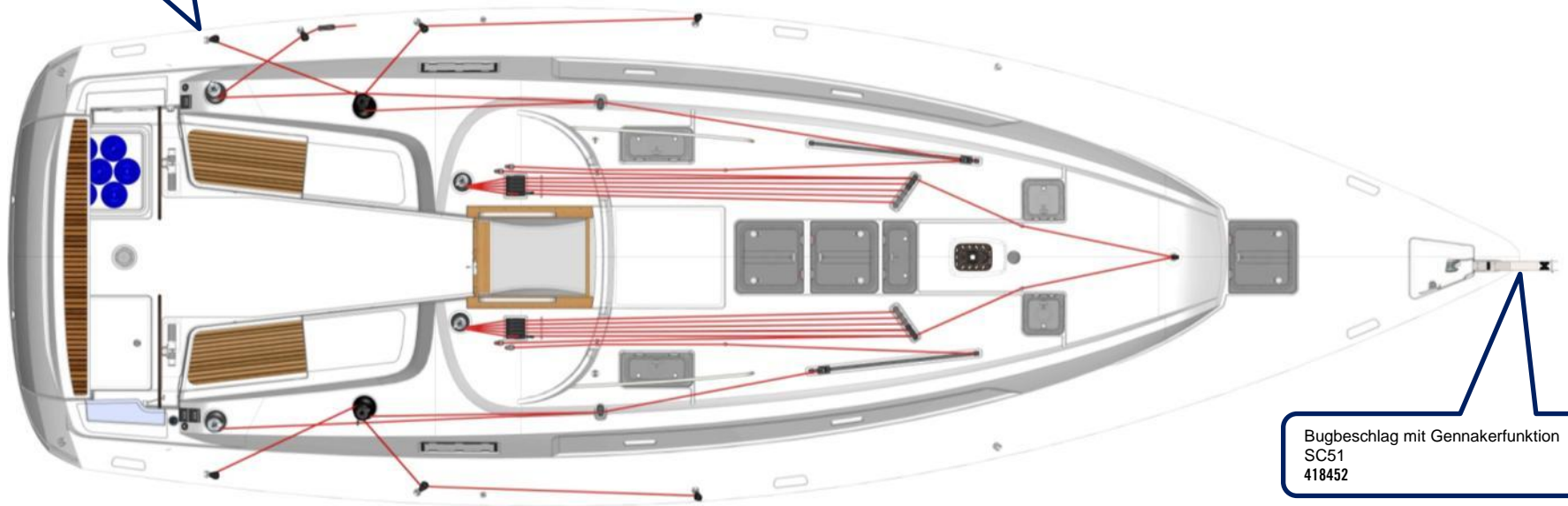
## Blocks & Hardware Seldén Furling Rig.



# SC41

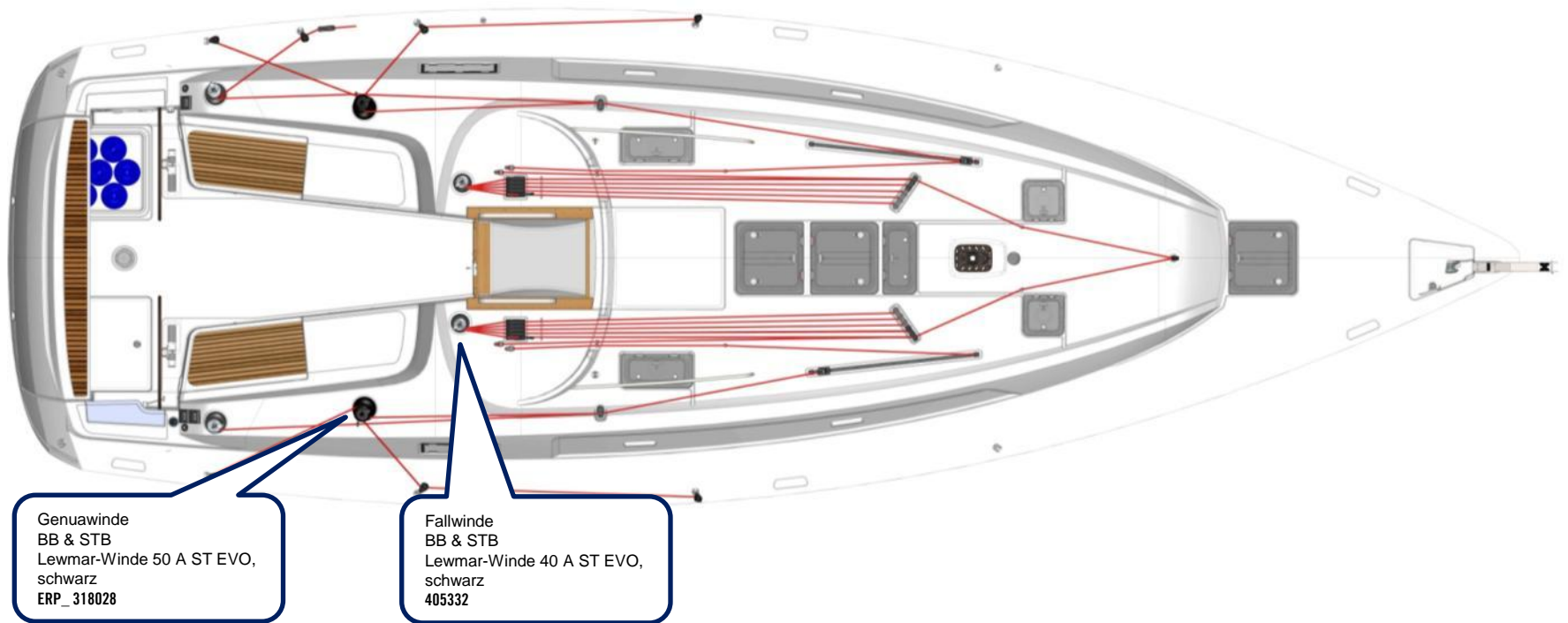
## Gennaker Option

BB /STB  
Decksauge Ø60 zu PBB60  
316372  
PBB Einfachblock mit Hundsfott  
60mm  
316389  
Feder für Decksauge 60mm  
317423



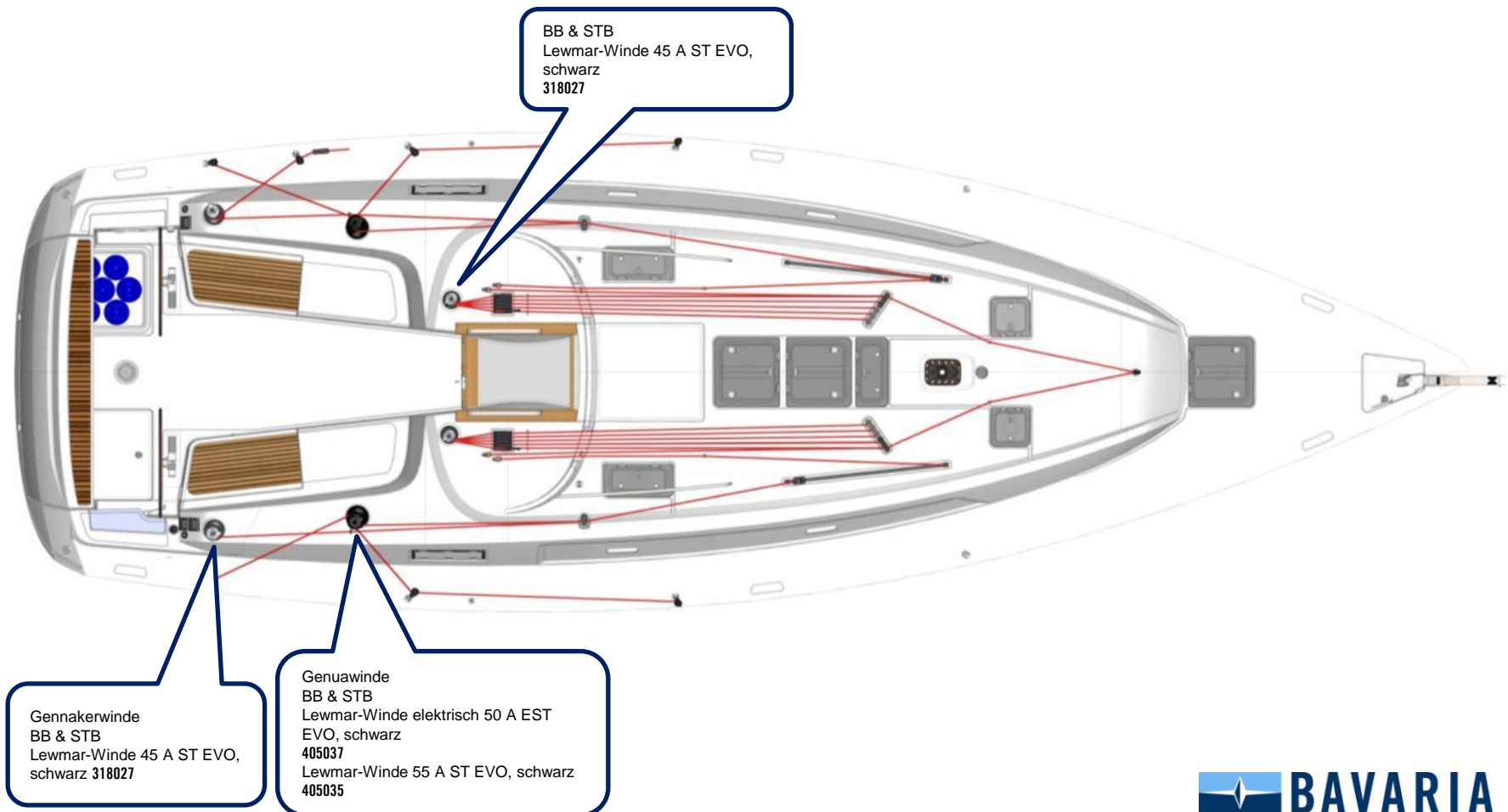
# SC41

## Winden Standard



# SC41

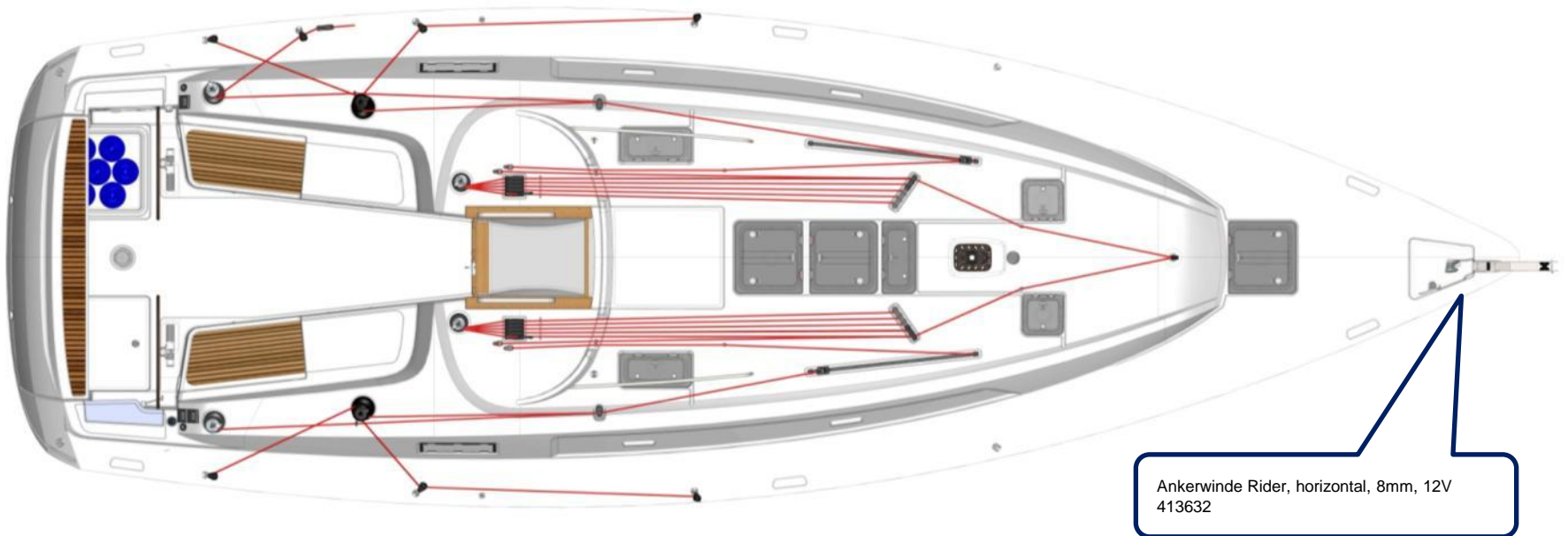
## Winden Optionen





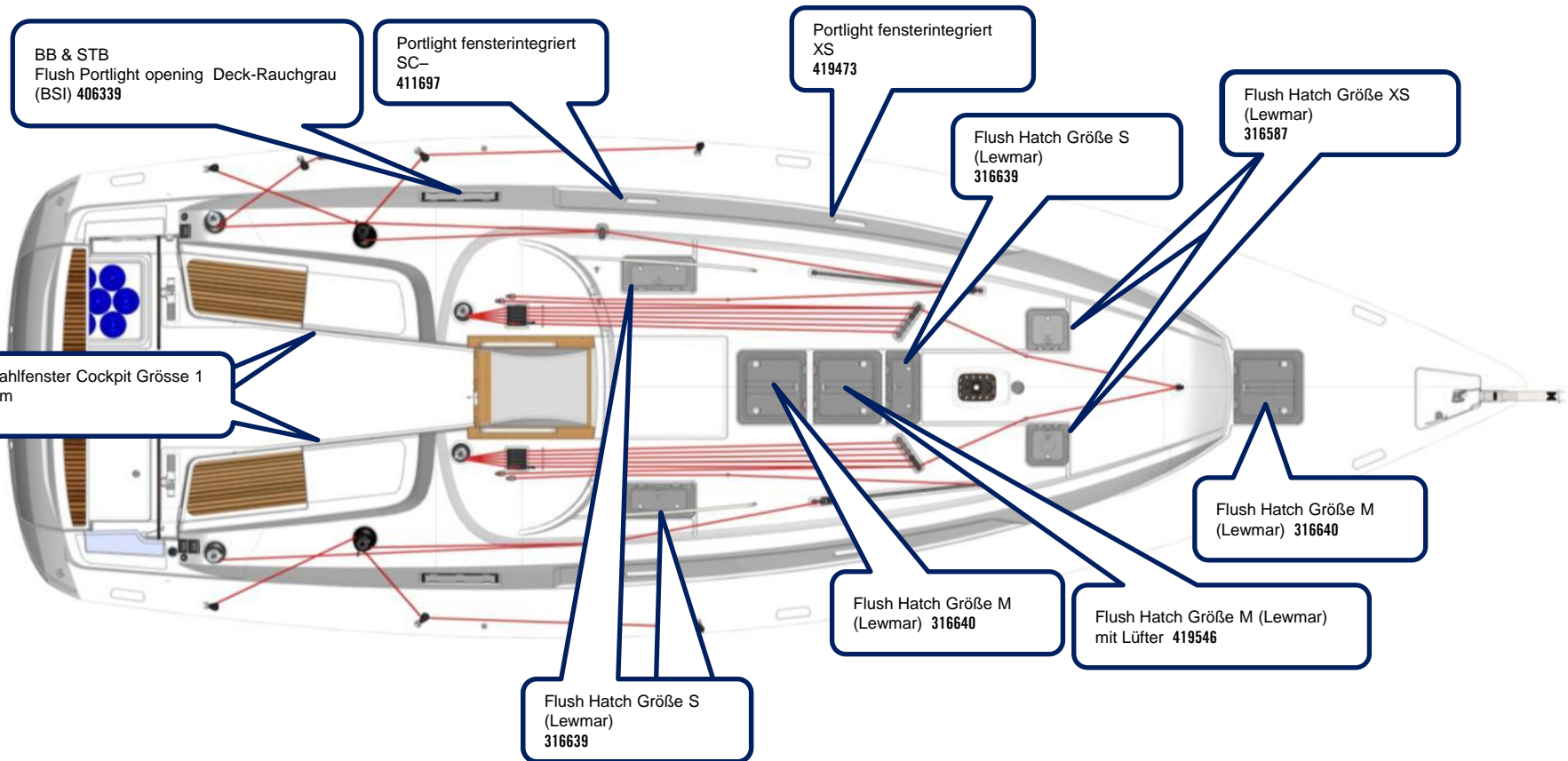
# SC41

## Ankerwinde Option



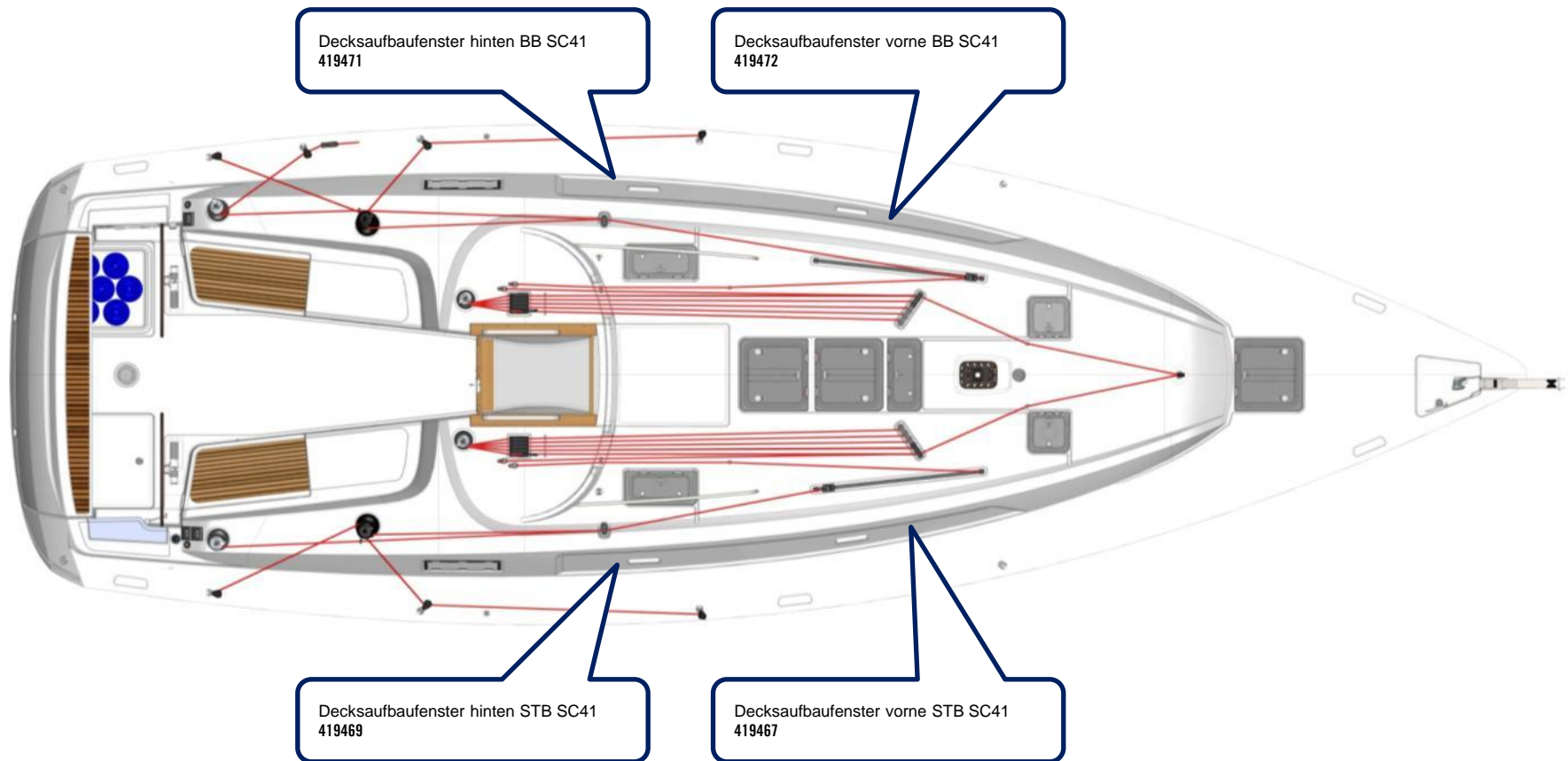
# SC41

## Luken & Fenster



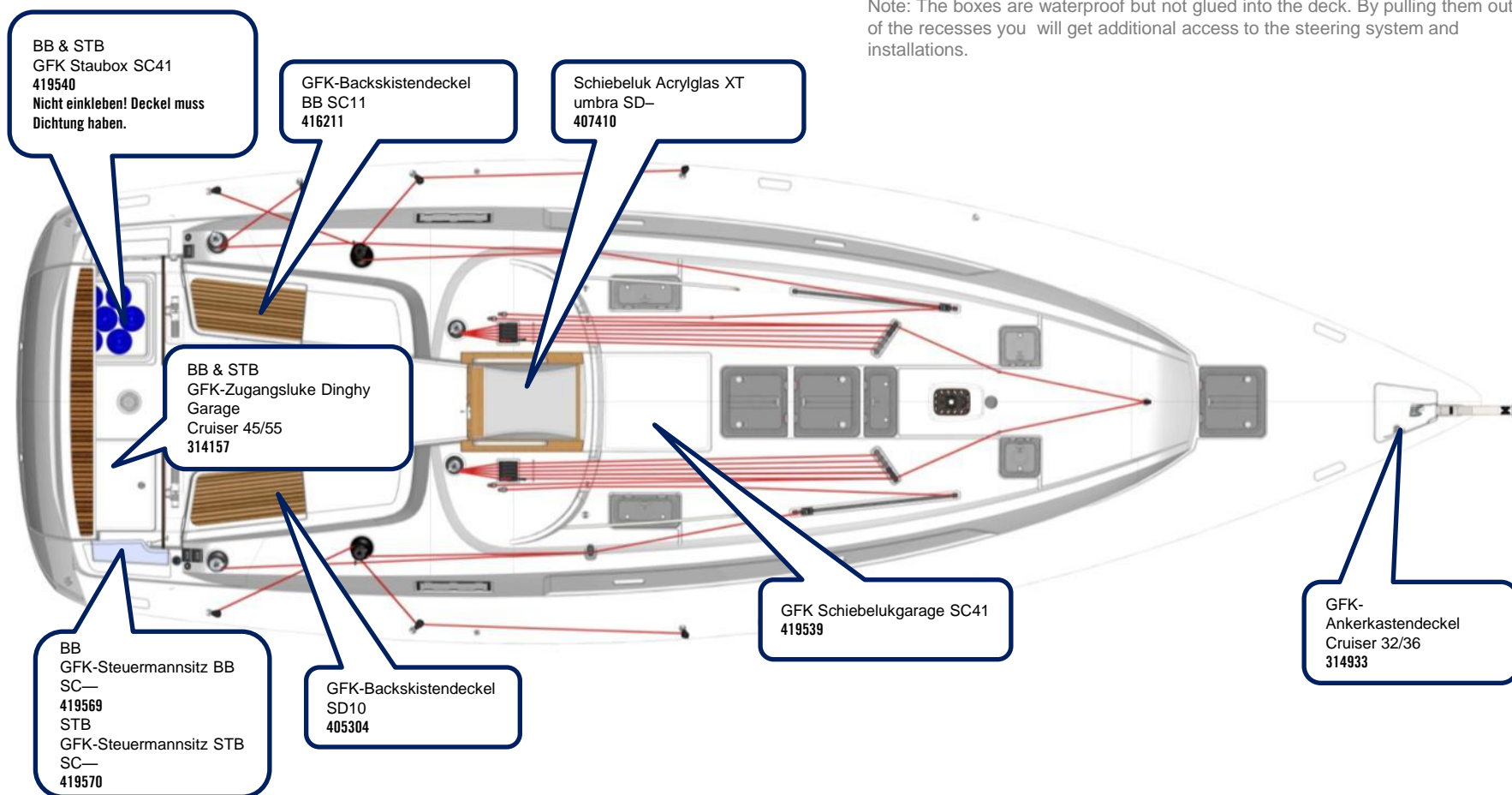
# SC41

## Seitenscheiben



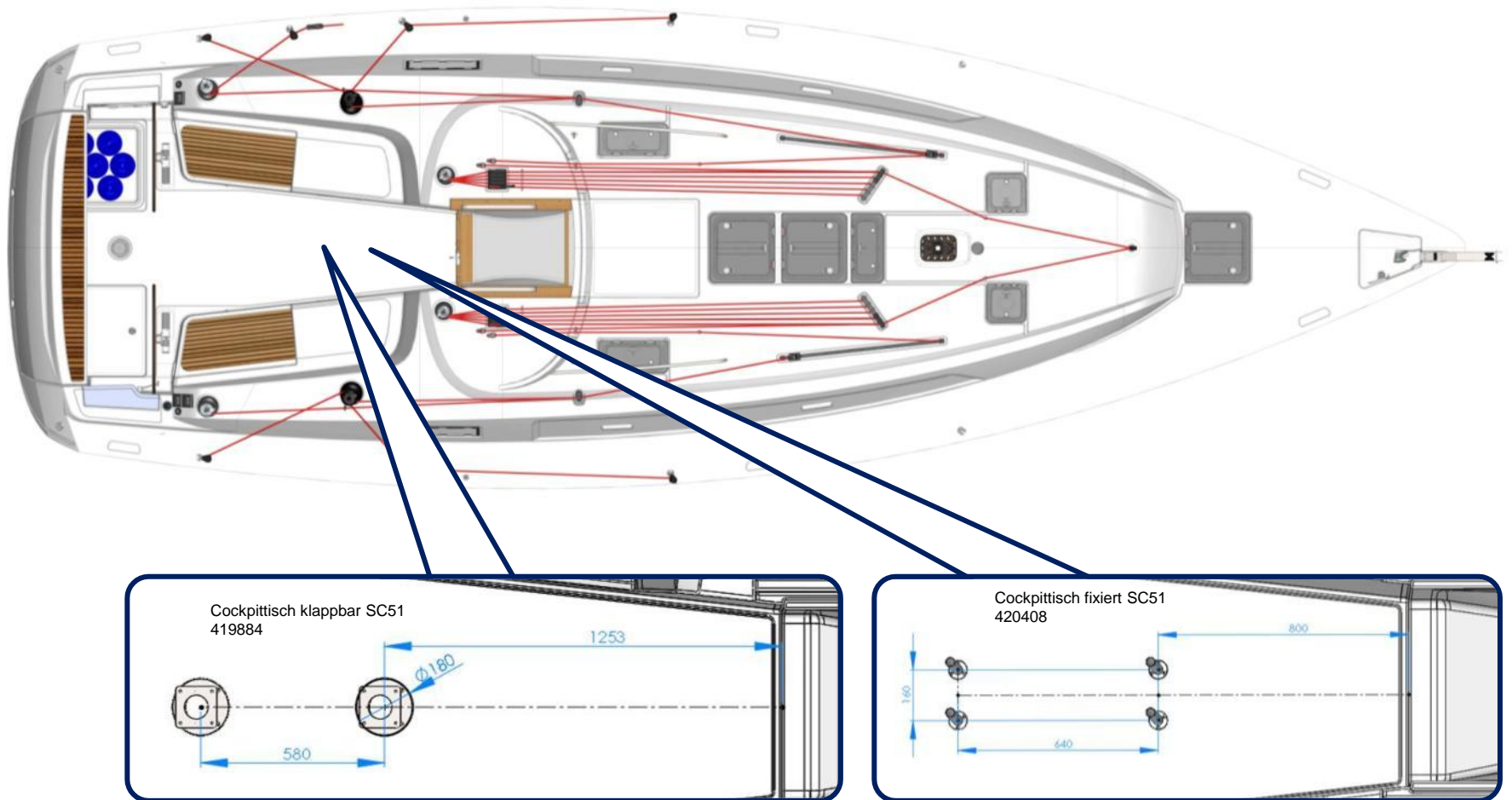
# SC41

## Niedergang / Cockpitdeckel



# SC41

## Cockpittisch Standard/Option



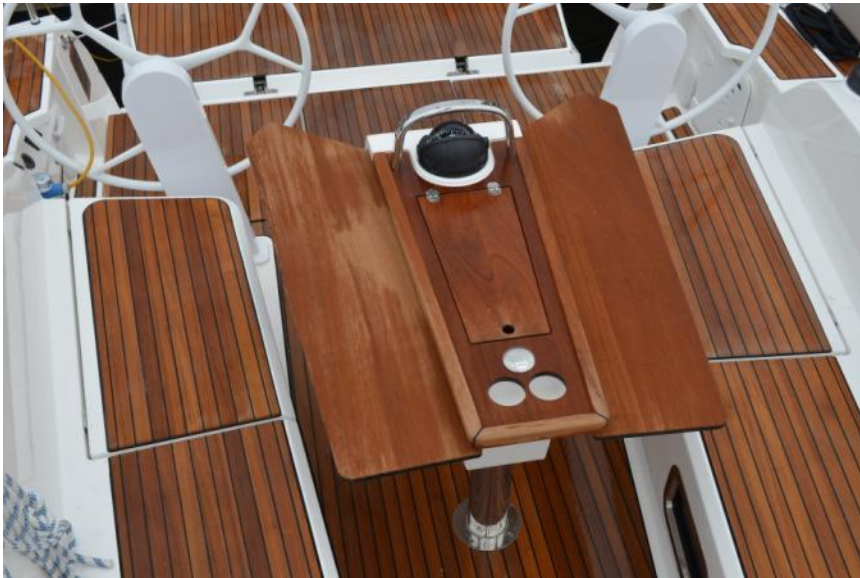


# SC41

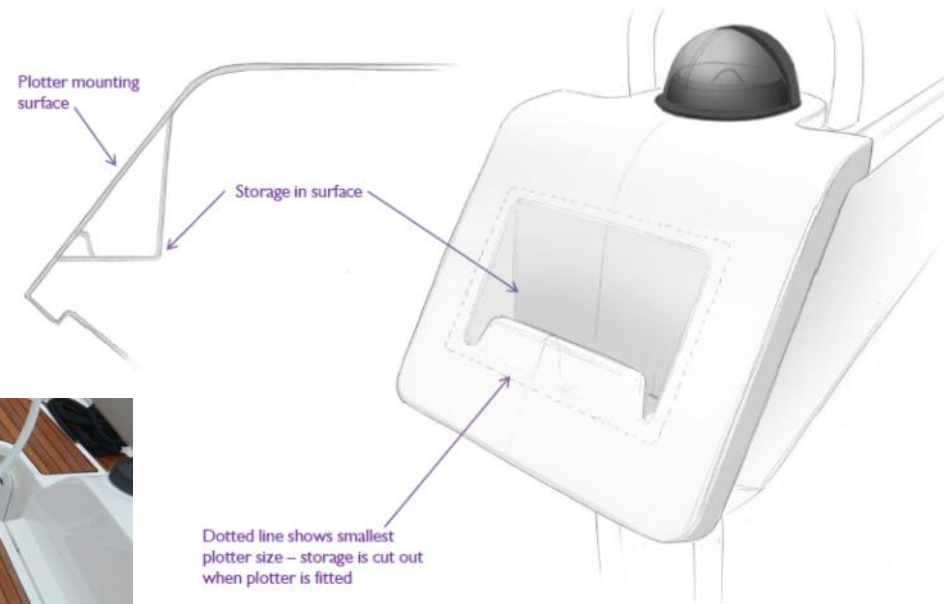
## Cockpittisch Option

### PRODUCT FEATURES:

- Big storage box with drainage
- Detachable lamp for pleasant lighting in the cockpit
- Smart plotter integration (optional) or extra storage space reachable from the helm.
- Integrated compass unit for optimal viewing conditions from both port and starboard helm
- Stiff and easy to lift table wings.



4 Option Table – Aft Surface



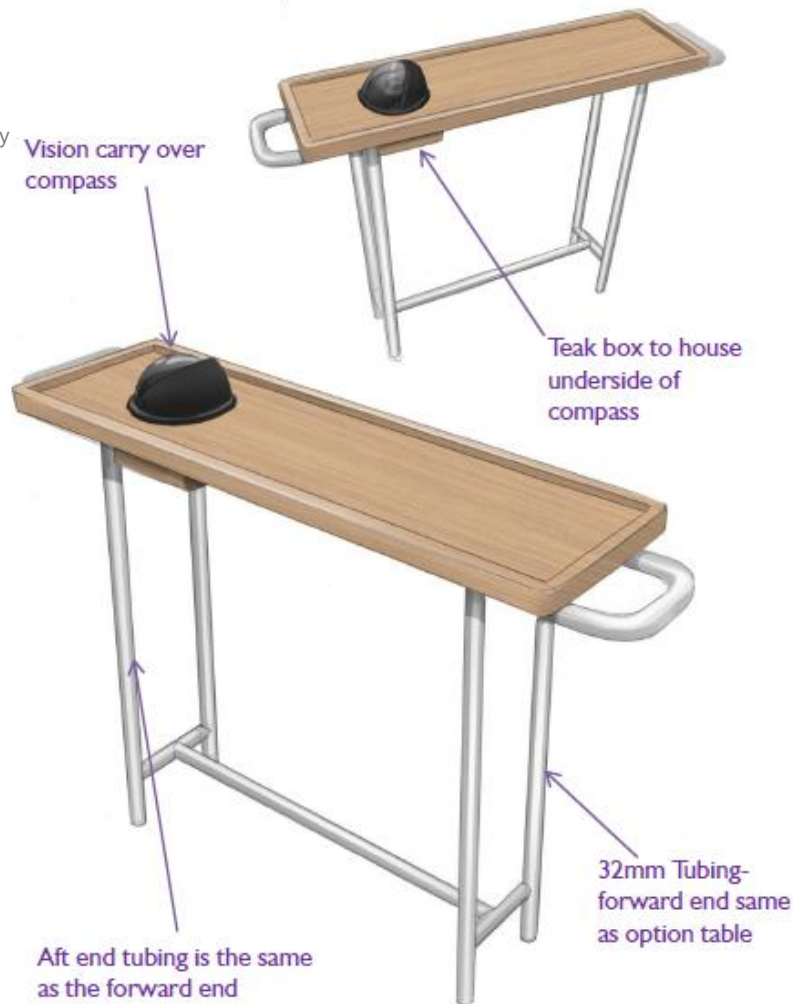


# SC41

## Cockpittisch Standard

### PRODUCT FEATURES:

- Stable and durable construction
- slender design to offer easy pass through in the cockpit area
- Integrated compass unit for optimal viewing conditions from both port and starboard helm



# Hatches & Ventilation.

Bavaria is using the Lewmar "Flush Hatch 2G" on all their new Cruiser Boat Models, as well as on the new powerboat range, as the exclusive hatch product – basically custom sized to match Bavaria Yachts philosophy.

## PRODUCT FEATURES:

- Recessed in deck for a sleek look and no stubbed toes while walking on deck
- Based on the rugged 'Low Profile' range – used on the former Cruiser range.
- Tough & tinted acrylic lens
- Adjustable handle and lid support
- Strengthened, extruded aluminum lower frame (welded)
- Water drains by the recessed ways



## VENTILATION

EACH cabin is featuring as a minimum one deck hatch for comfortable ventilation – even in extreme warm climate zones (in direct combination to the large number of opening portlights – see following page).

The lockable vent-position of the lid also allows a safe ventilation when moored and the crew ashore.

This vent-position is also rain-approved which means a long term position which can be chosen when being off the yacht for longer time but preventing rain water to enter the interior.

The additional Lewmar mushroom vent behind the mast in the salon ceiling is allowing a ventilation even on sea & while sailing also in higher waters.

## FLYSCREEN & BLIND

All hatches are featuring an OCEANAIR® Blind-Screen-Unit which allows either a bug-free ventilation by pulling out the flyscreen, or use the opposite side for blinding the interior. – heat reflecting by marine coating of the fabric.

All included in standard package!



## Hatch counter:

**Lewmar M-Hatch : 2**

**Lewmar M-Hatch with integrated ventilation: 1**

**Lewmar S-Hatch: 3**

**Lewmar XS-Hatch: 2**



# Portlights. Ventilation.



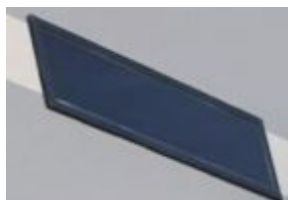
Bavaria is using the Lewmar "Flush Miltre Portlights" on all their Cruiser Boat Models, as well as on the powerboat range, as the exclusive Portlight product.

## PRODUCT FEATURES:

- Acrylic nearly flush with the Deck
- Flat outer frame
- Powder coated frame finish – UV & scratch resistant
- Adjustable self-supporting hinges (opening portlights only)
- Quick Act lockers (opening portlights only)



**Opening Portlight**  
In coachroof & cockpit



**Fixed Portlight**  
In hull

## VENTILATION

In combination with the deck hatches, the opening portlights allow the best possible ventilation – especially in the aft cabins, where an efficient exchange of the air is wished in warmer climates.



## BLINDING

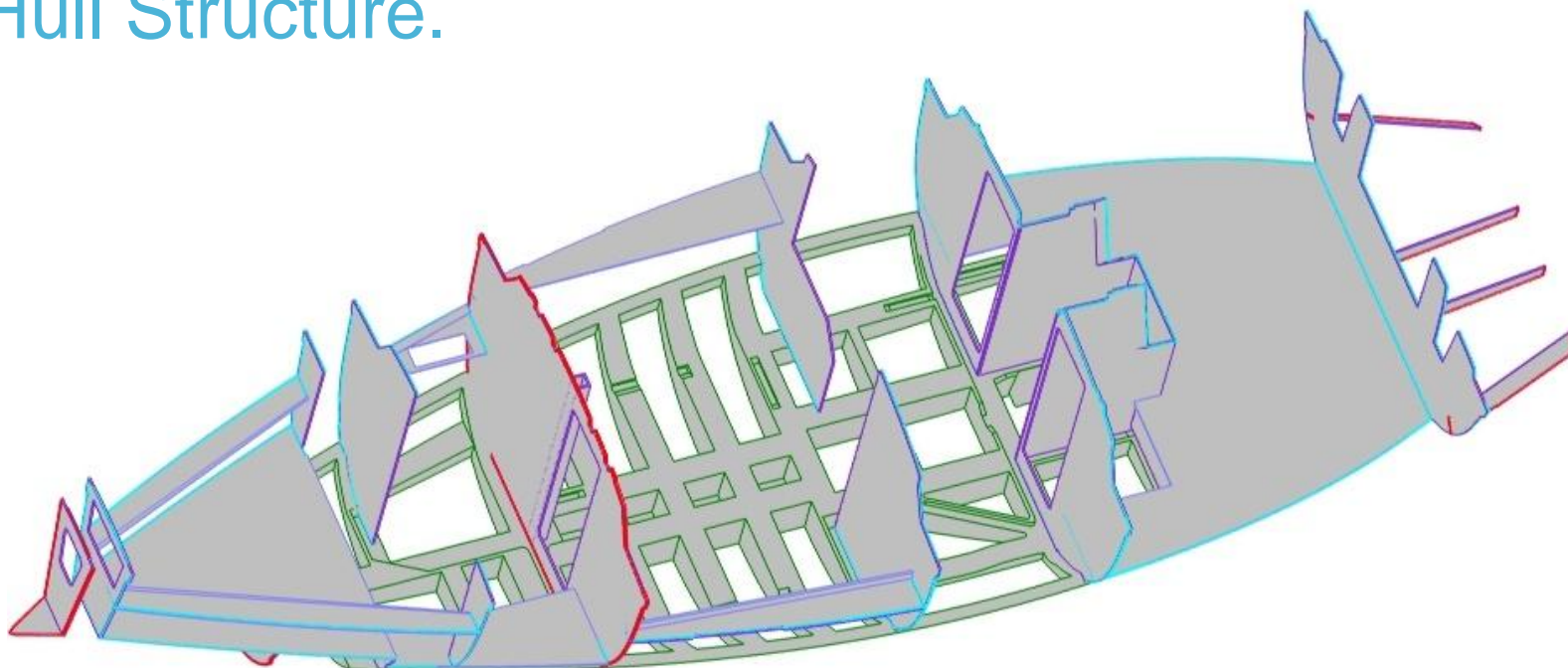
Each Portlight is featuring a roller blind "Portshade" made by Oceanair® - using marine grade materials and fabrics of highest standards for marine application.



## Portlight counter:

Forecabin	0 Opening 2 Fixed
Owner`s Head	0 Opening 0 Fixed
Main Cabin	1 Opening 2 Fixed
Nav Station	0 Opening 1 Fixed
Aft Head Port	1 Opening 0 Fixed
Aft Cabin Port	2 Opening 1 Fixed
Aft Cabin Starboard	2 Opening 1 Fixed

# Hull Structure.



Together with the grid, the internal structure of the boat is carefully engineered to even exceed the highest stiffness standards!

**Red** lines are showing double side taping to hull or bonding to grid and deckliner – **light blue** lines are showing the single side taping of components to grid or hull and bonding to deckliner.

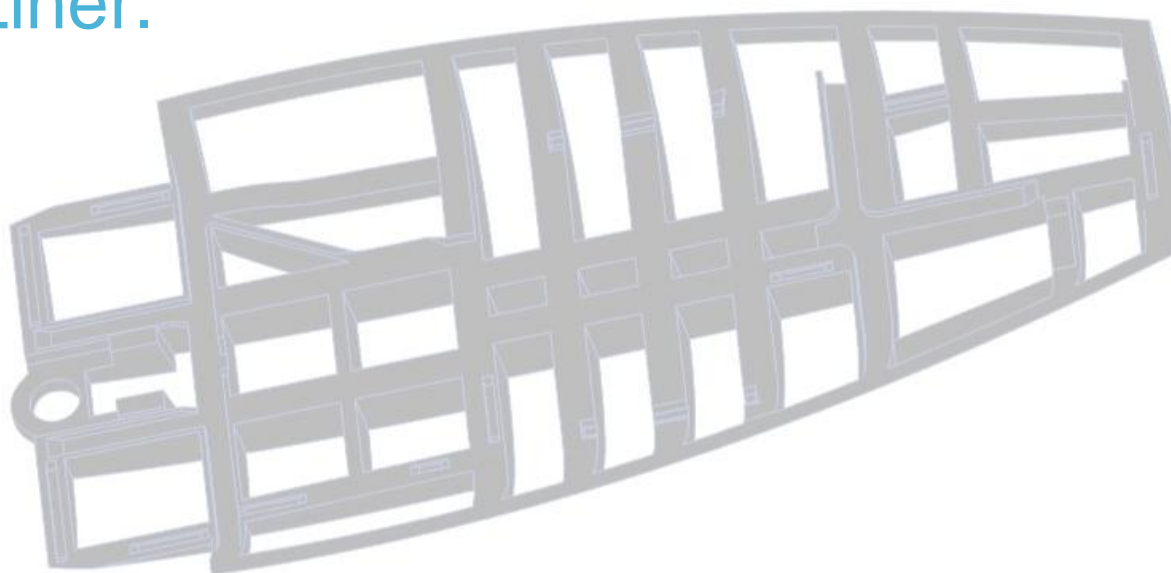
This picture is so able to clearly show the internal structural stiffening up the hull to the very high level of stability we build our yachts today.

In addition to this, the deck liner is completing the cage on the top side – see following slides.

Just to give you a feeling about the new `static-cage´ of Bavaria's CRUISER RANGE!



# Hull Liner.



The Hull Liner (Grid) is designed to transmit the loads of the keel into the mast and return. Together with the entire superstructure of the yachts, the structural components of the interior, the deck grid (beams) and the unique construction of laminate & sandwich combinations of deck and hull, the result is a 'structural cage'. Another durability and quality feature of the All Bavaria Cruiser Range.

The impressive statics of this component is showing its maximum stability in example in a grounding situation.

The keel is linked to the grid which is linked to the hull surface.

So the major loadings will get absorbed by the grid but transmitted into the hull structure – but spread over a wide surface and into the cage.

The grid is bonded at the keel bolt section to the hull for a higher accuracy when building the boat.

The longitudinal and square stringers are laminated to the hull – taping the classic and manual quality boat building way.

Moving keel positions are banned! The way hull and liner are getting joined is unique for a production boatyard!

CNC applied locating pins and drillings in the liner do set the position repeatable for the entire production.





# The Bavaria CRUISERs



Hull Liners are the back-bones of each and every yacht. Working together with bulkheads, beams & core sandwich constructions.

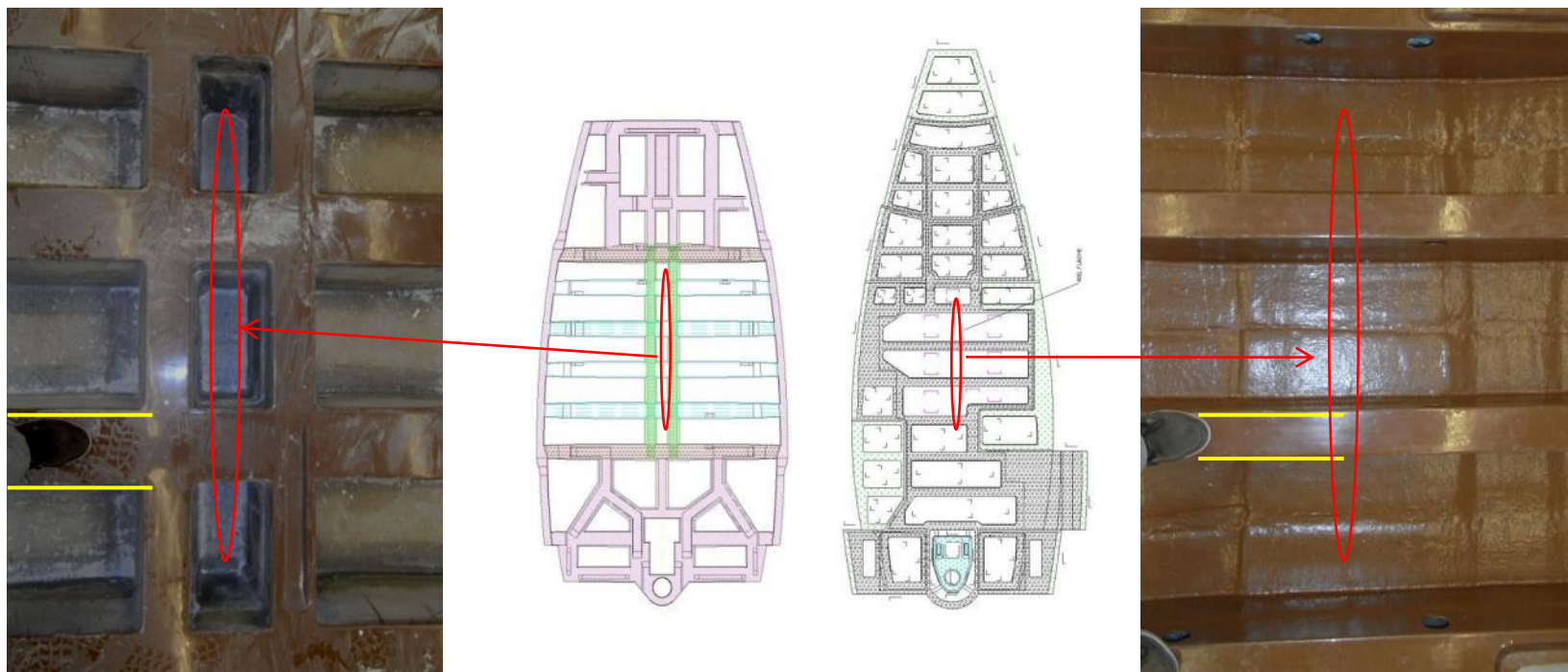
To give an indication about the strength of the New Cruiser Range, just compare the construction and purely width of liner beams as marked on the photos.

Also take a closer look on the structure logics in respect of square & longitudinal beams of the liner/grid!

The left drawing and photo is taken on board a Cruiser 45 – while the right drawing and Photo is expressing the dimensions on the 43 Cruiser.

Comparing apples to apples in respect to boat size!

The pure strength and stability – in a grounding situation especially! – must also be clear to you while checking and comparing the 2 versions.





# The Bavaria CRUISERs

## Grid / Hull Liner Installation

The hull liner of the New Cruiser Range is located absolutely accurate in place due to 2 important features:

By using the locating frame – which is a CNC-cut and welded to length unit – we are lining up the horizon of the top surface of the hull liner to the hull flanges – and so to the designed CWL.

In addition to the this 2 drilling bushes are located in the mould, where the most forward and aft keel bolts are modeled in in 3D and have to be to meet the keel bolts.

As so the tolerance around the keel washers - transferring the load from the keel in a spreaded way into the hull liner construction – is set to +/- 2mm.

The result of this complex production step is an absolutely repeatable accurate location of the hull liner in relation to the designed keel position.

This is also necessary due to the hull liner being bonded at the keel prior to laminate the liner flanges to the hull.

The days are gone by far, when keel positions could vary.

Talking about quality of the Cruiser Range.



Picture shows a Sport Series Hull liner installation similar to the Bavaria Cruiser Series.



# The Bavaria CRUISERs

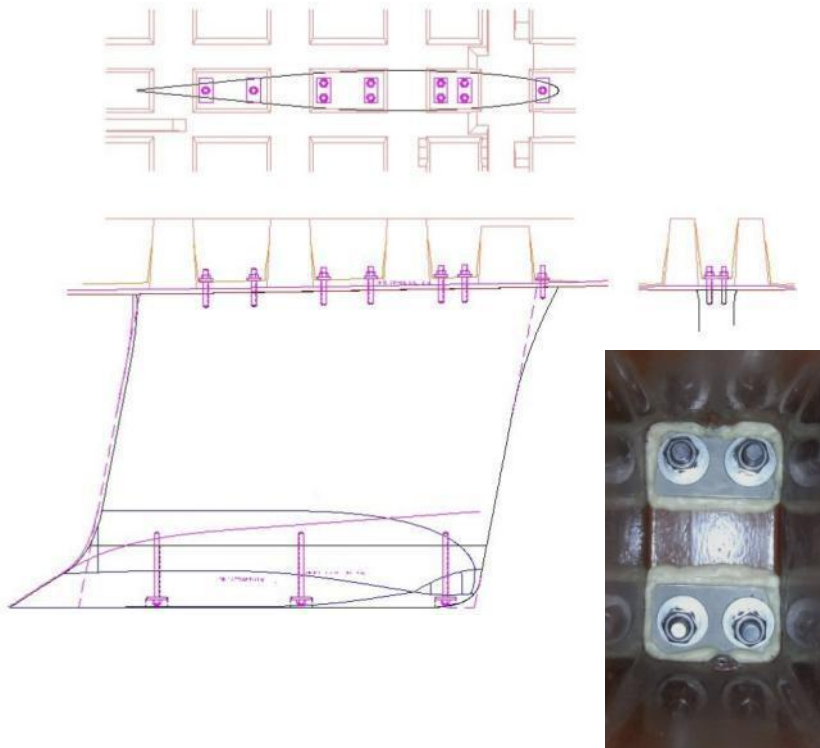


## Example Cruiser 45

The keel is bolted to the complex construction of the massive hull liner.

The liner is transferring the loads into the superstructure of the yacht as so into the hull over a wide spreaded area.

Here the hull liner is carrying the keel.

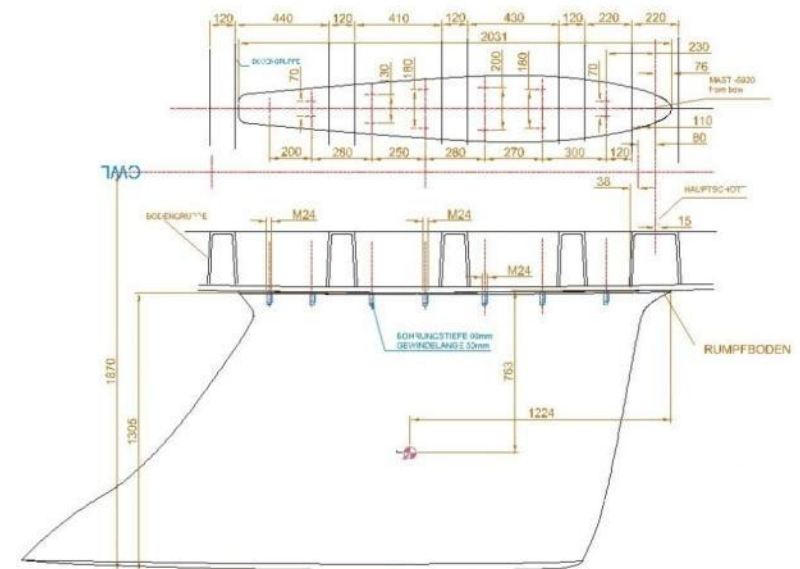


## Example 43 Cruiser

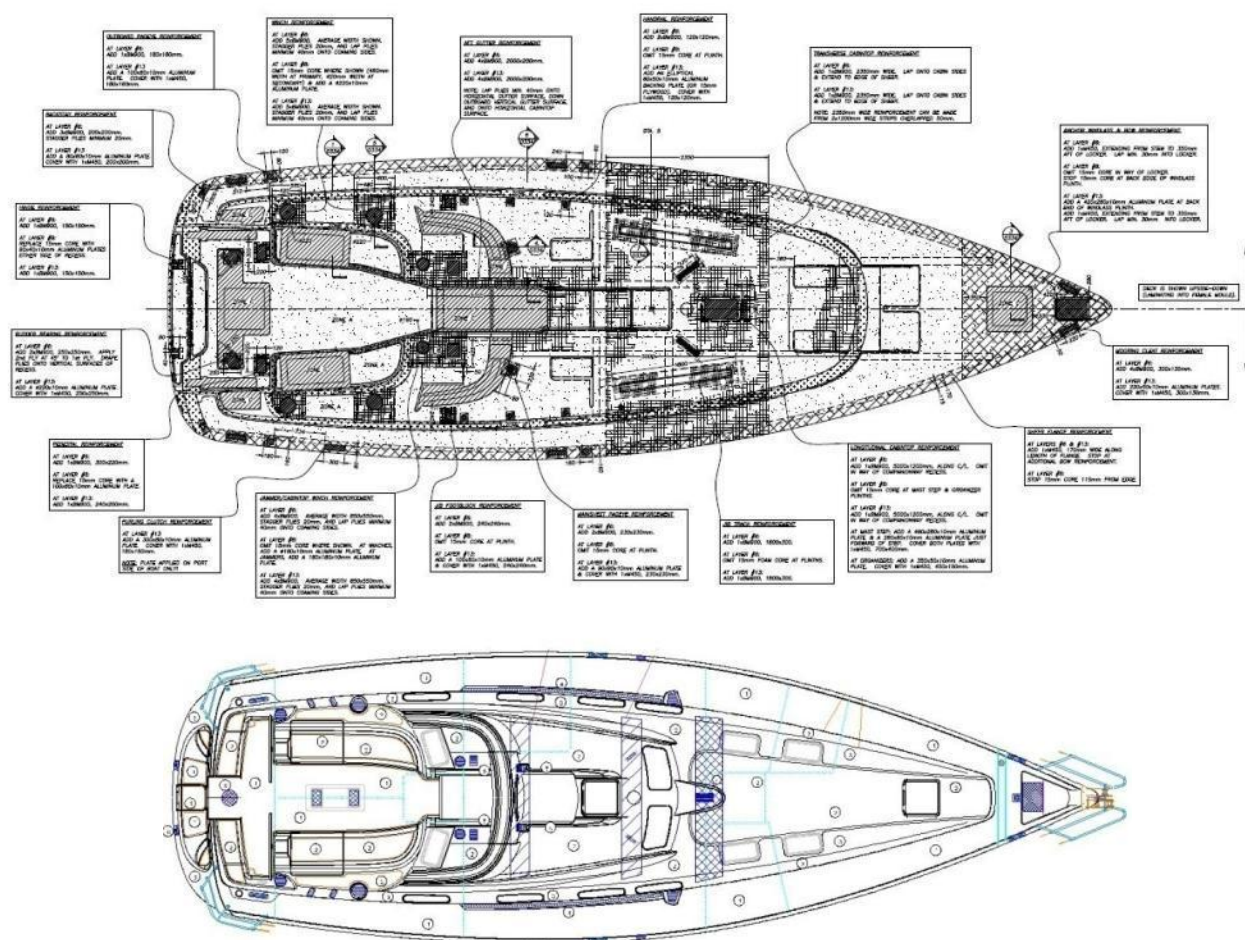
The keel is bolted to the hull shell.

Eventual shockloads (grounding i.e.) are then transferred via the hull surface into the superstructure and the hull beams.

Here the hull is carrying the keel.



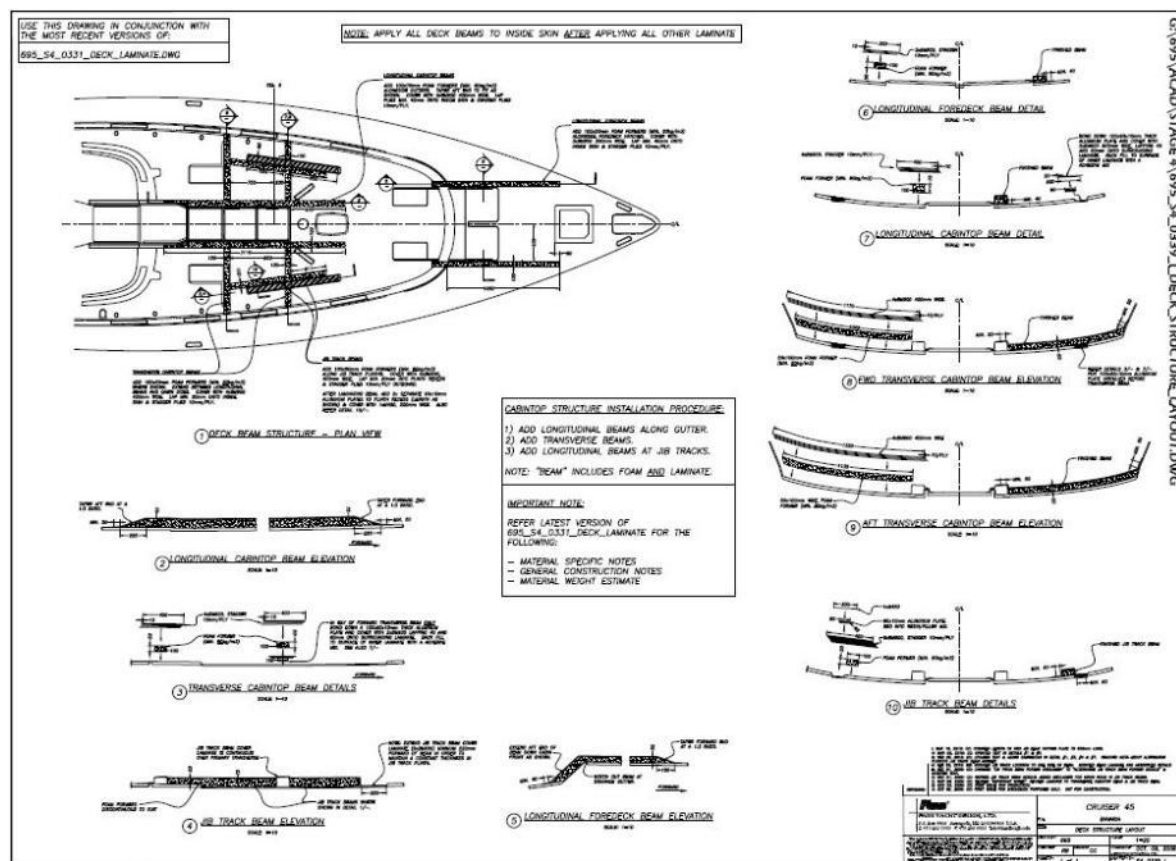
# The Bavaria CRUISERs



Just note the complexity of structural details in the Farr Design(ed) yachts compared to the previous design – also following modern and recently changed to a higher demand by CE.

Note: The old boats have not been bad! Not at all! BUT the legal rules of CE and the way of a Farr Design yacht are leading Bavaria into the 'upper' segment in yachting!

# The Bavaria CRUISERs



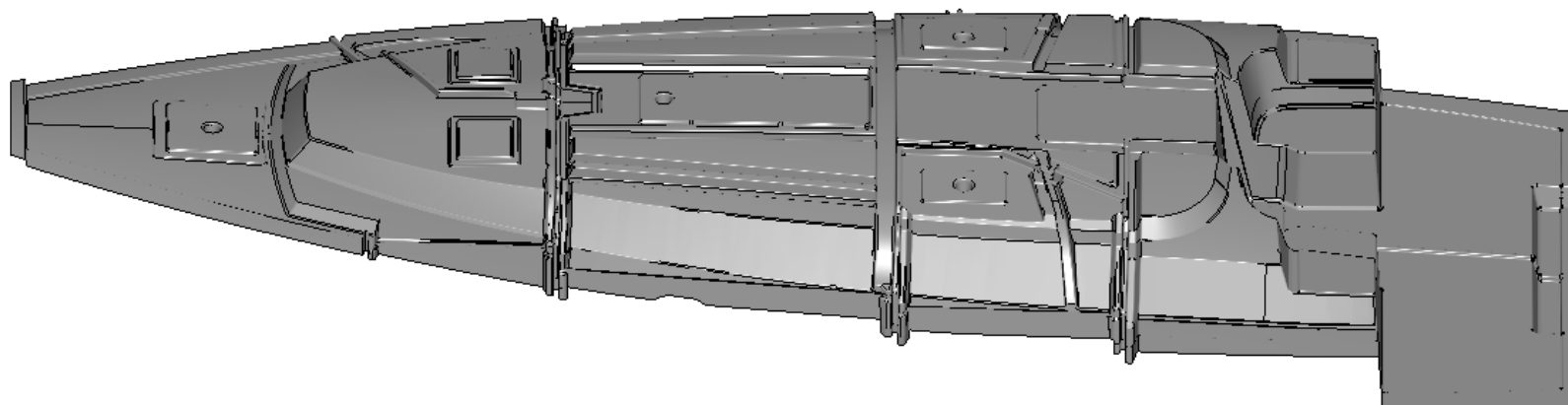
Just note the complexity of even more structural details in the deck of a Cruiser 45!

And there are actually 4 detail construction drawings ruling each detail in lamination and construction.





# The Bavaria CRUISERs. Deck Structure.



Together with the hull liner, the internal and hull & deck structure of the boat is carefully engineered to match the highest stiffness standards of the Germanischer Lloyd – ranking even higher than CE!

This picture is showing the internal structural component which we call the “structural Deckliner”. This separate manufactured construction is a “one piece” unit which is bonded to the deck structure exactly positioned by cone-shaped pins. By applying this part, it is taking the same structural function as the manual laid up beams as shown on the previous page and additionally guarantees a high quality inner deck house surface – but the way a modern boatyard should do it.

This enables us to use the most accurate way of stiffening the deck by the use of integrated beams but the most efficient way for production. So basically 2 huge benefits either the yard as so the customer & product do take their Plus.

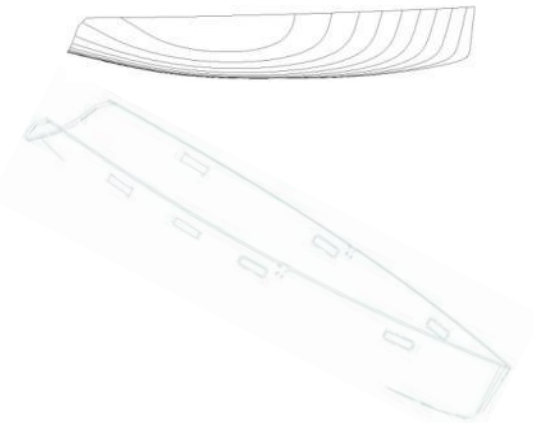
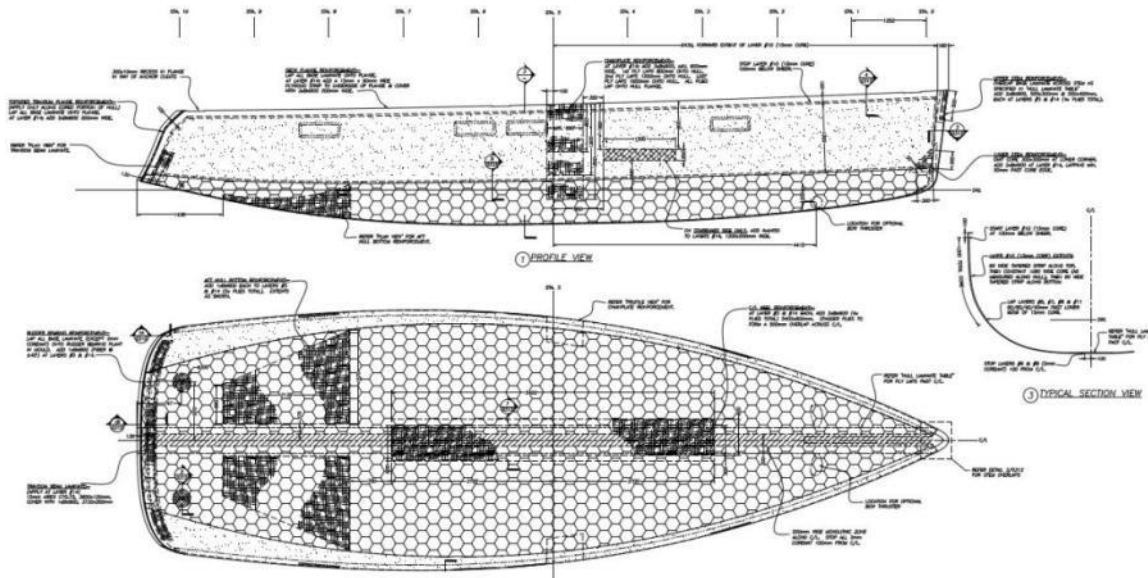
The use of modern glass layer constructions and materials, this unit allows also to reduce the physical weight of such a complex structural part.

Application to the deck is based on the use of the latest and state of the art bonding technologies.



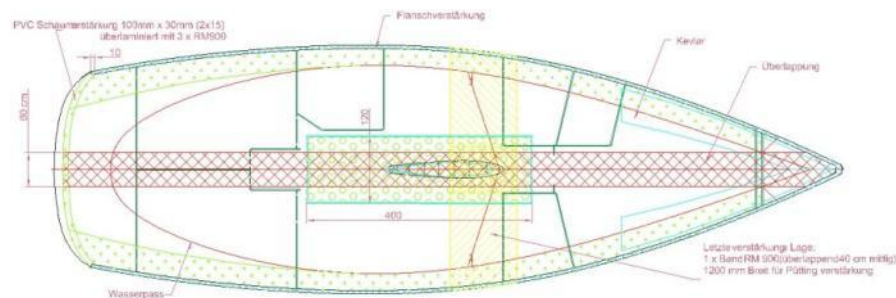


# The Bavaria CRUISERs



The new construction does not have too much in common with the previous range of yachts.

Obviously.



# The Bavaria Quality Management.



Now as you got a little taste about what all has been changed and up rated on the product side, you also should get a little taste how we work on keeping the quality level on this high level.

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 and step as so is running the final quality check running from the 4<sup>th</sup> 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!



# Info. Sandwich Construction.



## THE BASIC CONCEPT

Advanced core materials, when used with high strength skins, provide the ideal combination of strength, stiffness and toughness. Structural cores and composite sandwich solutions work by increasing the performance of composite parts while optimizing weight.

In principle a sandwich consists of two skins or facings with a core material in between. The skins take up normal stresses and give the structure a hardwearing surface. The core material absorbs the shear stresses generated by loads, distributing them over a larger area.

Compared to single skin laminates, the sandwich concept provides substantial improvements in both flexural rigidity and flexural strength. By doubling the thickness of the core, the improvements are even greater yet the weight increase is negligible.

## KEY BENEFITS:

### High Strength to Weight Ratio

The higher strength-to-weight ratio of the sandwich concept can be used in a variety of ways - higher speeds, longer range, greater payload capacity or reduced power demand – all of which give better operating economy. Sandwich composites also offer:

### Good Dynamic Strength

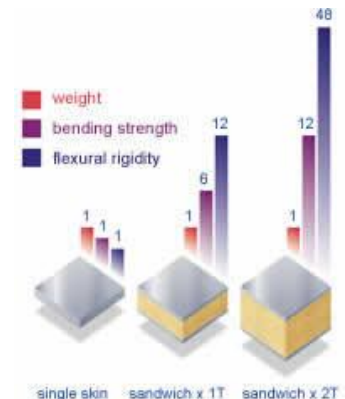
Core materials have good dynamic properties making them ideal for applications where shock and impact loads could be experienced.

### Low Water Absorption

Divinycell® core materials – as used by Bavaria Yachtbau GmbH – are closed cell materials and are therefore virtual impervious to the ingress of moisture.

### Excellent Insulation

The good insulation and acoustic properties of core materials eliminate the need for additional insulation materials that normally add extra weight to the structure.



# Concept. Steering System.



1. The system is mounted onto a solid stainless steel frame construction which guarantees the accuracy of lign-up of the cable sets.
2. The bracket is laminated to deck for maximum rigidity – already carrying all the steering components under deck
3. The new cable guided Steering System has been develop in a Bavaria & Jefa Cooperation.
4. The result is a precise, efficiently designed, stiff and easy to handle Steering system offering a comfortable maneuvering in every situation.



The technical drawing illustrates the construction of a rudder assembly. It includes three main views: a side elevation, a top plan view, and a detailed cross-section of the keyway.

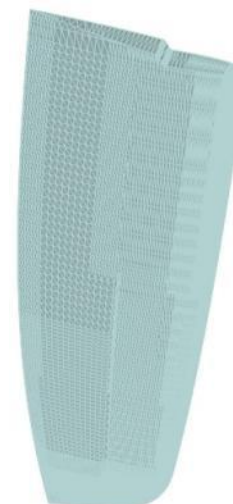
- Side Elevation:** Shows the rudder's profile with a stock number B36-B40. Key dimensions include a total length of 1844mm, a base width of 751mm, and various internal offsets like 1093mm, 1259mm, 928mm, 612mm, 296mm, and 75.82mm. The rudder blade has a thickness of 360mm at its base and tapers to 84mm at the tip. A 10x40mm pin is shown for emergency tiller operation.
- Top Plan View:** Displays the rudder from above, showing four vertical support struts. Dimensions include a total width of 417mm, a central section of 300mm, and a distance of 673mm between mounting points. A detail callout labeled "DETAIL KEYWAY" points to a specific area.
- Detail Keyway:** A circular inset providing a close-up of the keyway mechanism. It shows a 10mm pin for emergency tiller operation and two pieces of keyway (16x6x100mm). Other dimensions here include 160mm, 150mm, 138mm, 154mm, 256mm, 20mm, 30mm, 60mm, and 9.35mm.

**Component Labels:**

- BA316475:** Washer Ø84,5x4,5mm; 84mm Bearing with nut; Gaiter 110x60mm; Alu. tube ø110x300mm.
- BA314888:** Alu washer with M8; 50mm Bearing; Washer ø50,5x4,5mm; Clamping nut M48.

Number on the rudder stock: <b>B36-B40</b>	Project: Bavaria NC36 NC40 Rudder and bearings Scale: 1:10 Material: Alu6082 Filename (Eng): Bavaria NC36 NC40 rudder Drawn by: KJ	Date: 2010-05-06 Drawing no.: BA316398	JEFA Rudder SYSTEMS JEFA MARINE A/S NIMBUSVEJ 2 2670 GREVE, DENMARK Tel: +45 - 6615 5210 & Fax: +45 - 6615 5208 E-mail: info@jeferudder.com
---	--	---	--

As so both rudder bearings – upper & lower – are utilizing the same units.

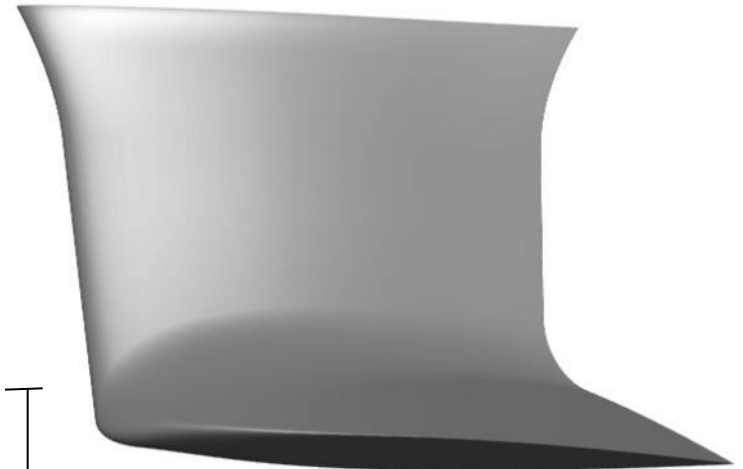
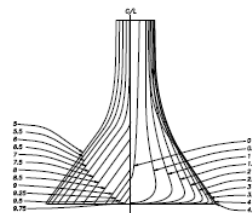
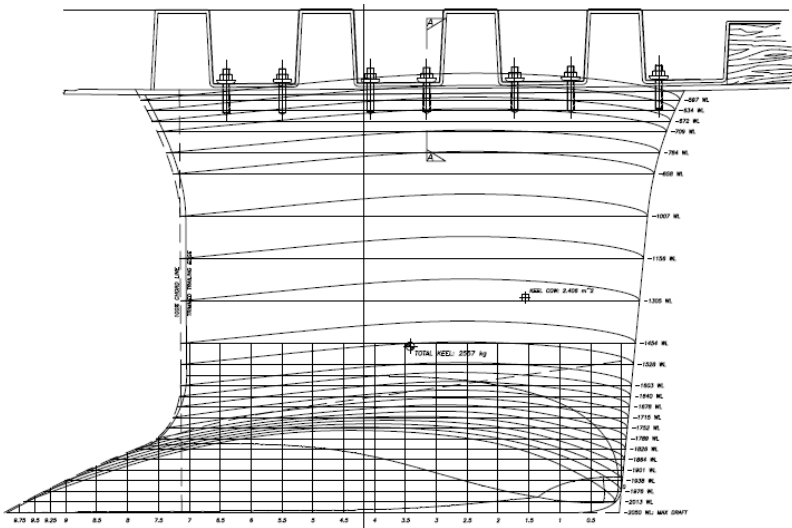




# Concept. Deep Keel.



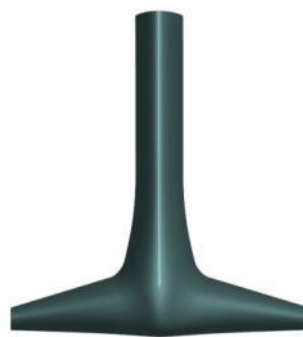
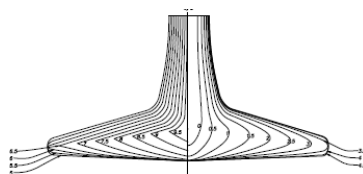
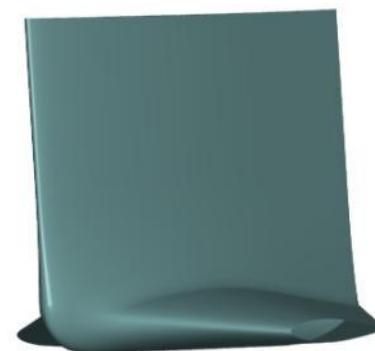
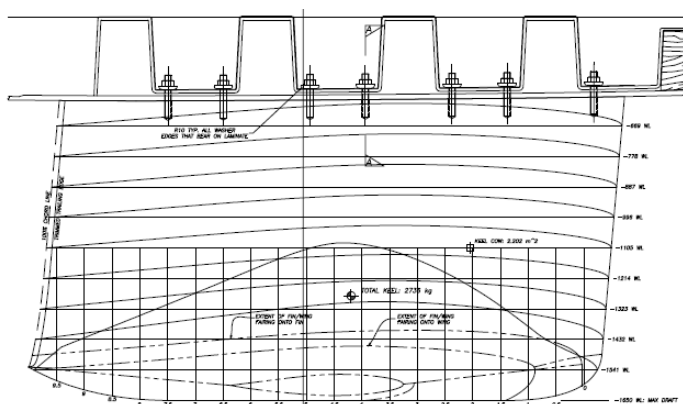
Standard Draft 2,09m  
Weight 2.557kg



# Concept. Shallow Keel.



Option, Draft 1,69m  
Weight 2.736kg



108cm

# Concept. Colors. Upholstery.



## Standard



## Option



# Concept. Colors. Mattress.



## Standard

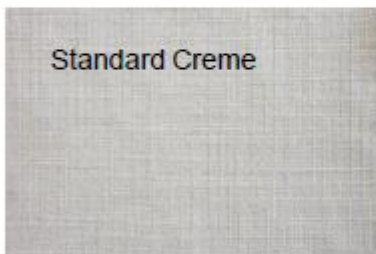
New Drell



Sophia High VL, Dess.: 103295, nature

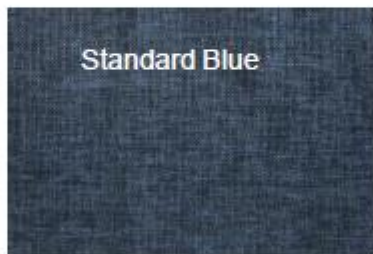
## Option „Living“

Standard Creme



Urban , ecru, 102

Standard Blue



Hopper, navy, 49

Matratzenstoff graubraun



Break\_liver\_10



# Concept. Colors. Matress “Option Living”.



## Standard

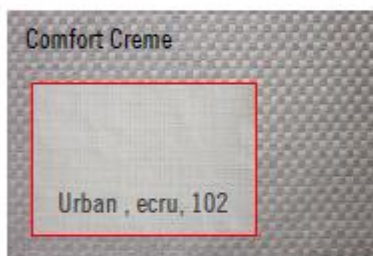


Urban , ecru, 102

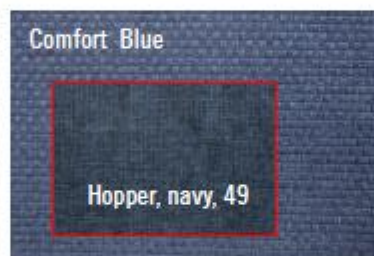


Hopper, navy, 49

## Option



Link, beige, 5 + LTX



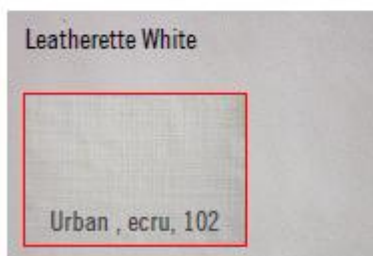
Link, navy, 49



Link, grey, 65



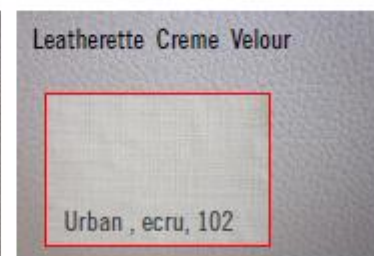
Break orange, 25



Joy, D70, 001



Joy, D70, 111



New Feeling, 522

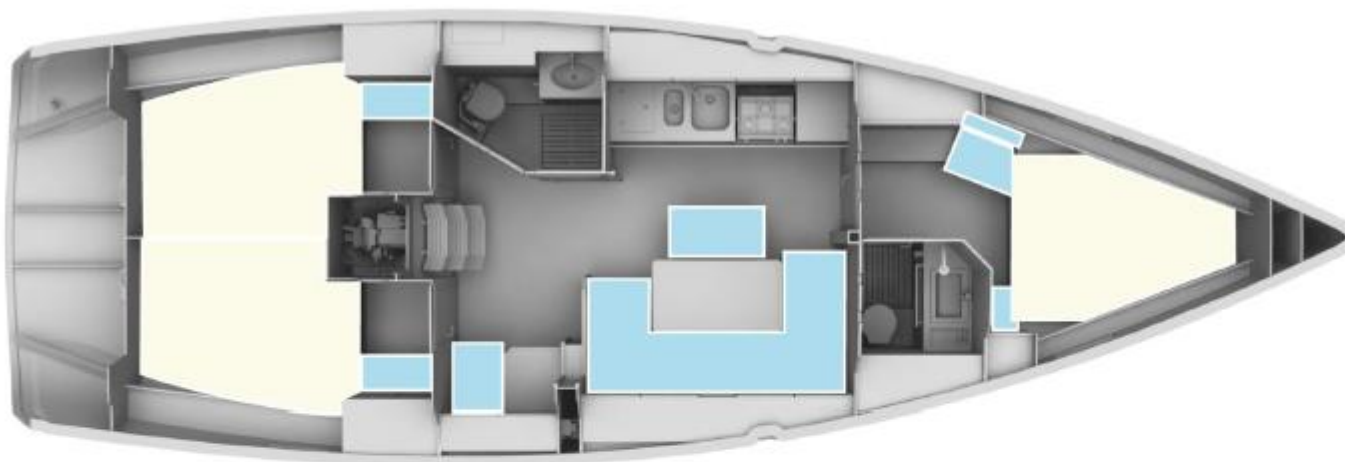




# Concept. Colors. Upholstery Logic



# Concept. Colors. Upholstery Logic



Standard Fabric



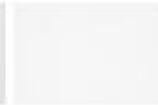
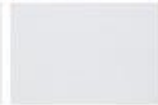
Option Fabric



New Drell



Mattress Option



**BAVARIA**  
WHAT A YACHT



# Concept. Colors. Upholstery Logic



# Concept. Colors. Upholstery Logic



# Concept. Upholstery. Exterior.



Sitzpolster auf Cockpitbank  
Schaumkern 6 cm





# Concept. Upholstery. Exterior.



## Sitzpolster + Wurfkissen

1. Kissenformat ohne Fahne: 540mm x 460mm

Stofffahne 4cm

- 2. Ziernaht (ähnlich Stofffarbe)
- 3. Schlaufen für Kordel auf Rückseite (alle Kissen)
- 4. Klettschlaufe für Heckkorb/Steuersäule (2Kissen)

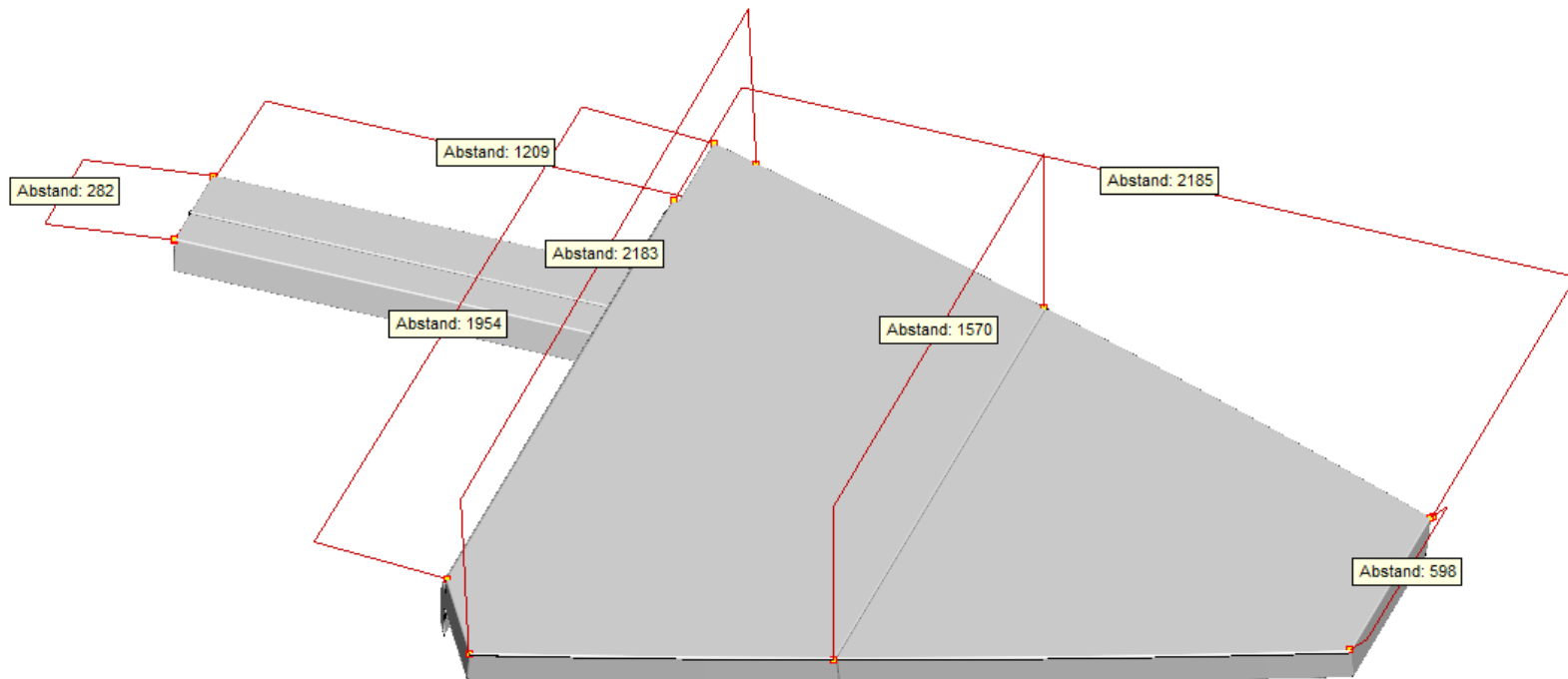


# Concept. Upholstery. Measurements.



## MASTER CABIN

Foam Thickness All Panels: 100mm



# Concept. Upholstery. Measurements.



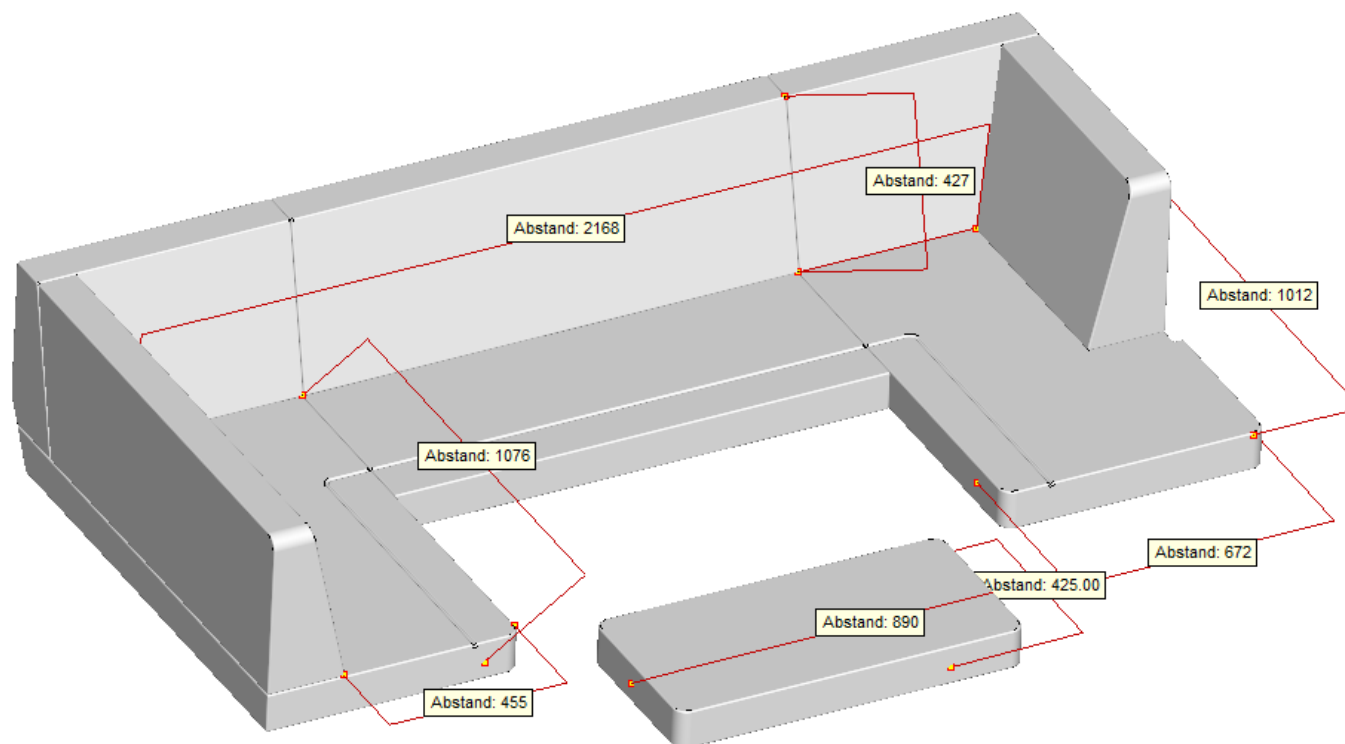
## SALON SETTEE

Foam Thickness

Seats: 100mm

Backrest Top: 100mm

Backrest Foot: 200mm

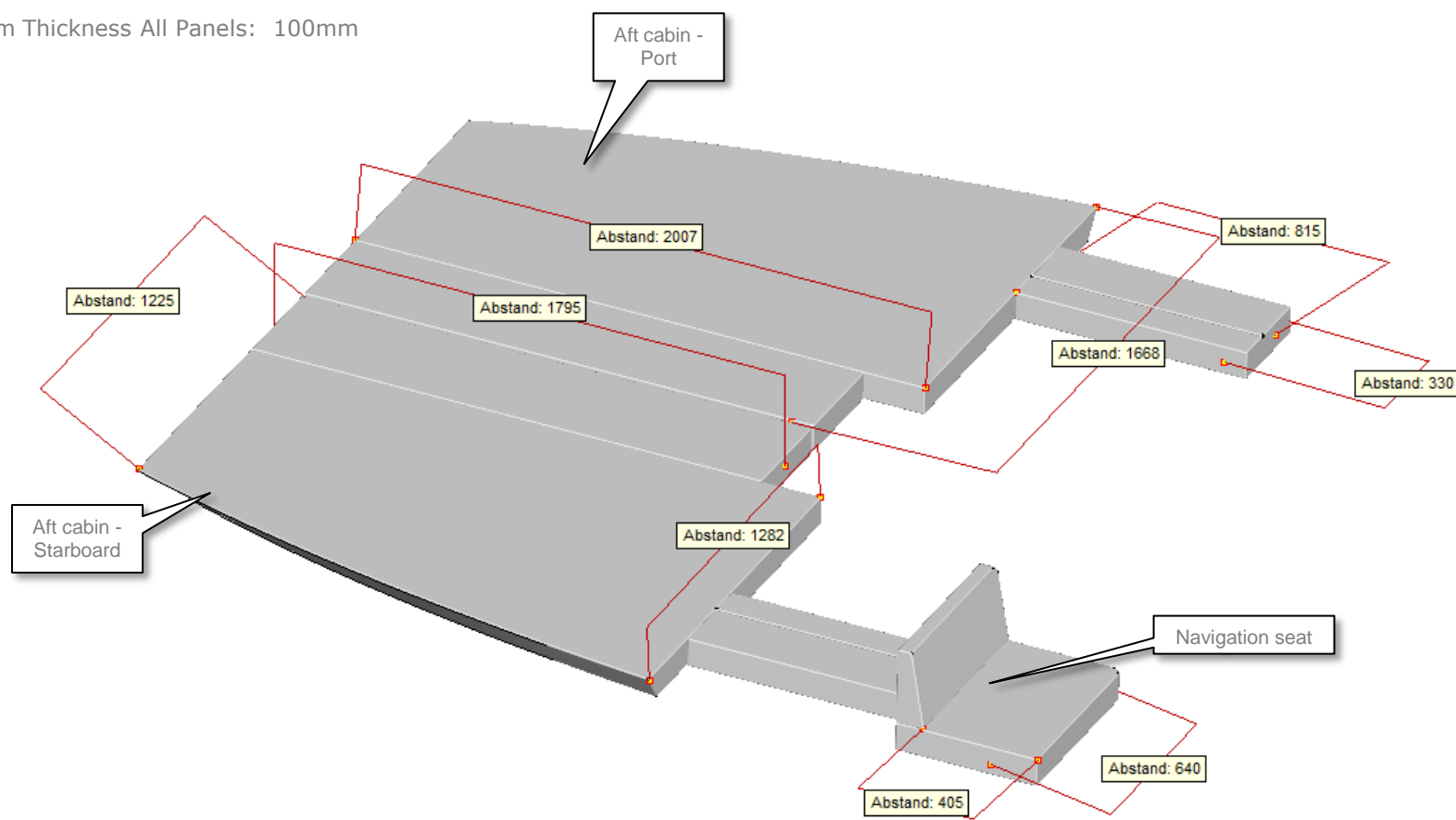


# Concept. Upholstery. Measurements.



## AFT CABINS & NAV SEAT

Foam Thickness All Panels: 100mm



# Concept. Furniture/Upholstery Logic



Holz: Eiche  
Silvertex 122-4024 meteor



Holz: Bosse  
Silvertex 122-0005 mocca



Holz: Teak  
Silvertex 122-0005 mocca



- Polsterkragen entsprechend Polsterstoff
- Polsterkragen entsprechend Silvertexzuordnung





# Concept. Nav-Station(s).



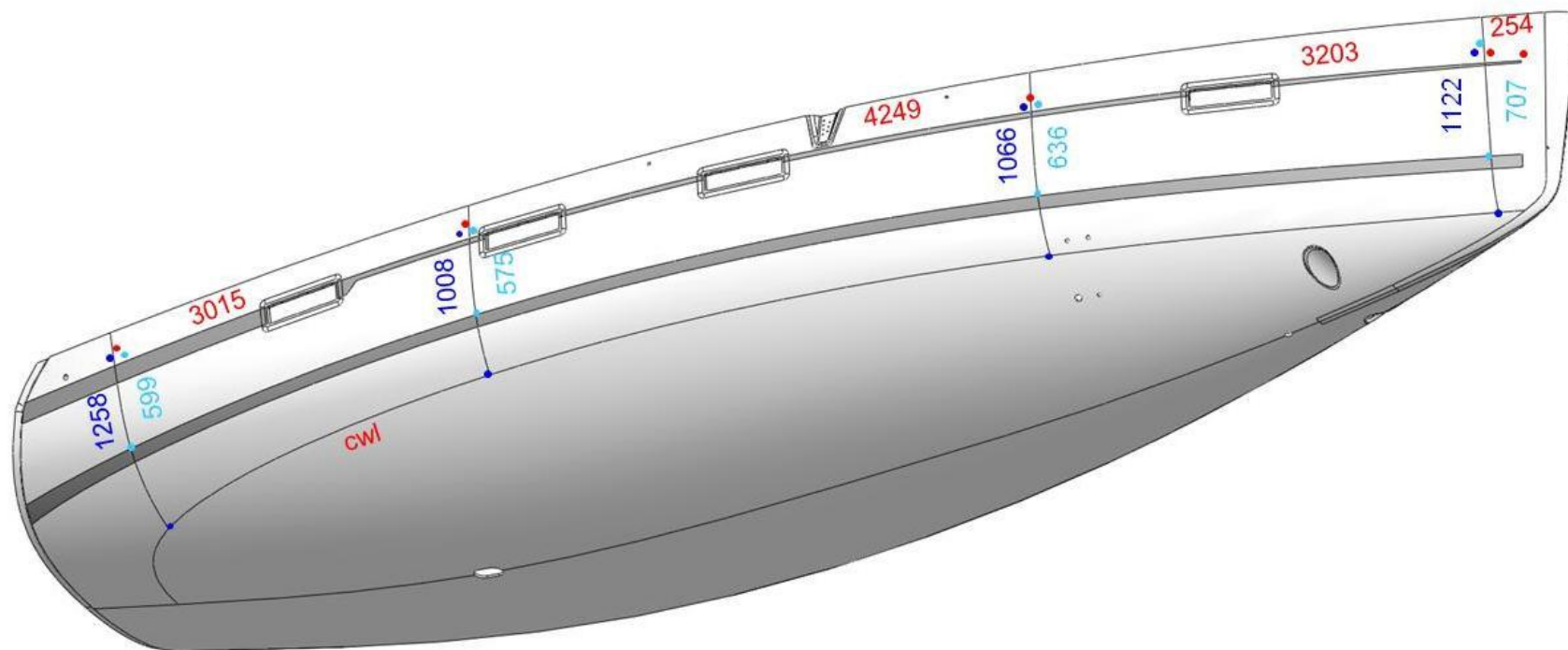
Nav-Station on Starboard



Additional electronics in cockpit at the cockpit table.



# Central Water Line. For Antifouling Application



# Info. Examination Report. GL. Stability.



## Examination Report

on examination subject to the Directive for Recreational Craft (94/25/EC), amended by 2003/44/EC, as per June 2003

Record-No.: 88011354/1  
 Manufacturer: Bavaria Yachtbau GmbH  
 Bavariastraße 1  
 97232 Giebelstadt  
 Manufacturer's marking: Bavaria Cruiser 41  
 Description: Sailing Yacht,  $L_{\text{st}} = 11,99 \text{ m}$ ,  $B_{\text{st}} = 3,95 \text{ m}$   
 $T_{\text{deep keel}} = 2,114 \text{ m}$ ,  $T_{\text{shallow keel}} = 1,720 \text{ m}$   
 Boat design category: B - "Offshore"  
 Module: Aa - „Internal production control plus tests“, Annex VI of the Directive  
 CE Marking: CE marking  
 Basis of examination: EN ISO 12217-2  
 Number of persons recommended: 14  
 Loaded displacement mass (mLDC), kg: 11839 (deep keel), 12016 (shallow keel)  
 Maximum load (mMTL), kg: 3021  
 Maximum rated engine power, kW: 41

### Results of examination:

The product described above meets the essential safety requirements of Directive 94/25/EC, amended by 2003/44/EC, Annex I

A.3.2 Stability and freeboard  
 A.3.3 Buoyancy and floatability.

### Other documentation:

Examination reports Nos. 7/29 and 8/29 dated 2013-05-27 Ref. No. 13-050847/Rue and 13-053436/Rue including pertinent design documents.

Hamburg, 2013-05-31

Germanischer Lloyd  
 EU-Certification for Recreational Craft  
 Code-No. 0098  
 Head of Certification Body

  
 (Dirk Brügge)

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# Info. Examination Report. GL. Stability. B14.



## Examination Report

on examination subject to the Directive for Recreational Craft (94/25/EC), amended by 2003/44/EC, as per June 2003

Record-No.: 88011354/1  
 Manufacturer: Bavaria Yachtbau GmbH  
 Bavariastraße 1  
 97232 Giebelstadt  
 Manufacturer's marking: Bavaria Cruiser 41  
 Description: Sailing Yacht,  $L_{\text{st}} = 11,99 \text{ m}$ ,  $B_{\text{st}} = 3,95 \text{ m}$   
 $T_{\text{deep keel}} = 2,114 \text{ m}$ ,  $T_{\text{shallow keel}} = 1,720 \text{ m}$   
 Boat design category: B - "Offshore"  
 Module: Aa - „Internal production control plus tests“, Annex VI of the Directive  
 CE Marking: CE marking  
 Basis of examination: EN ISO 12217-2  
 Number of persons recommended: 14  
 Loaded displacement mass (mLDC), kg: 11839 (deep keel), 12016 (shallow keel)  
 Maximum load (mMTL), kg: 3021  
 Maximum rated engine power, kW: 41

### Results of examination:

The product described above meets the essential safety requirements of Directive 94/25/EC, amended by 2003/44/EC, Annex I

A.3.2 Stability and freeboard  
 A.3.3 Buoyancy and floatability.

### Other documentation:

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Hamburg, 2013-05-31

Germanischer Lloyd  
 EU-Certification for Recreational Craft  
 Code-No. 0098  
 Head of Certification Body

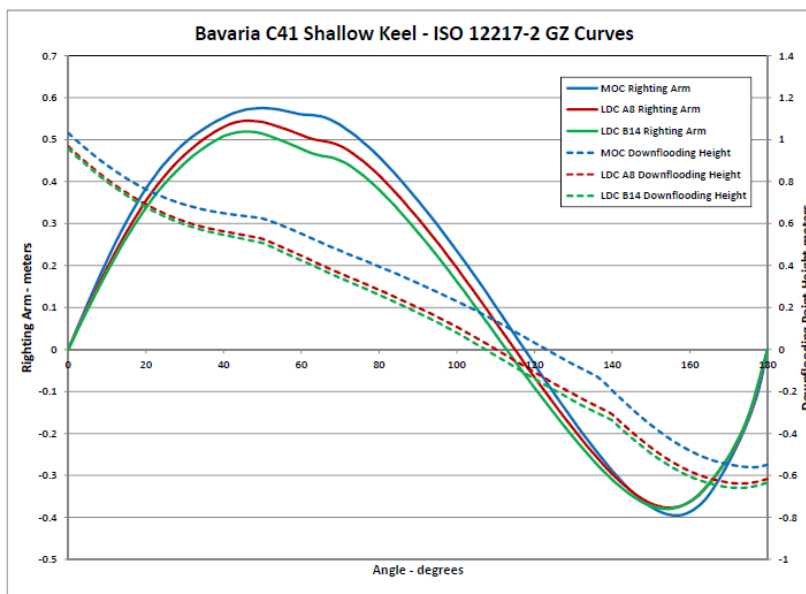
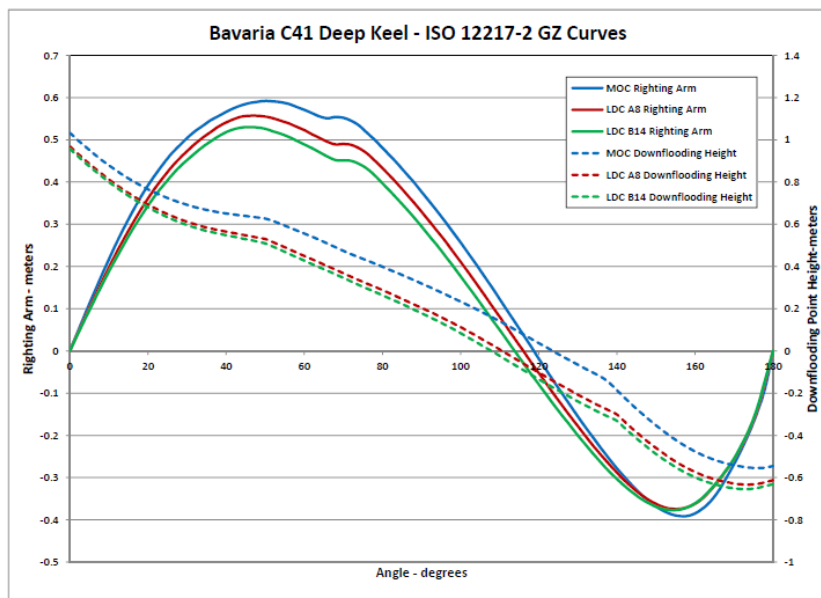
  
 (Dirk Brügge)

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# Info. Stability Curves.





Zertifizierung hat

Cruiser 41

Datei

Info. Declaration of Conformity.



# Concept. Windlass & Anchor.



## NOTE to Anchor Locker:

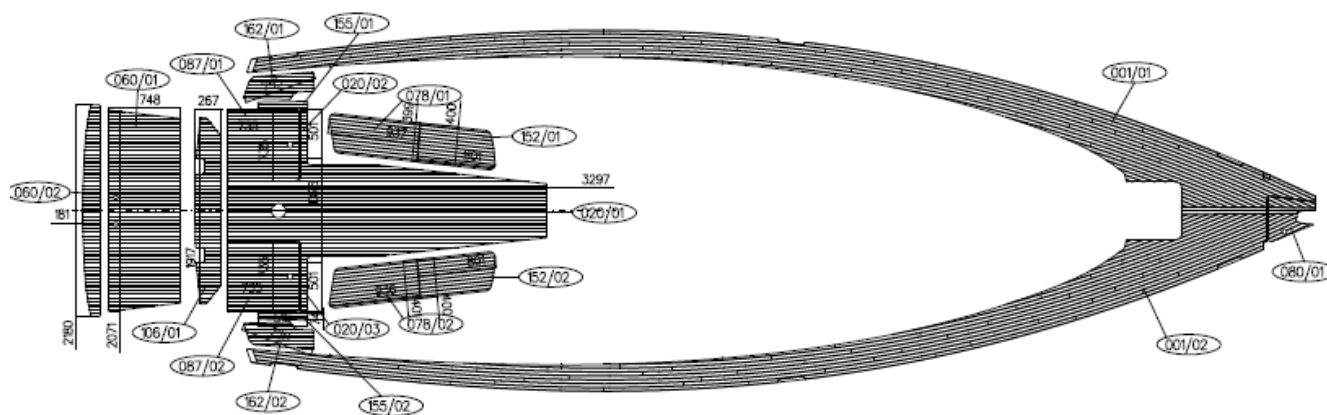
The Anchor Locker has been redesigned. The windlass itself is now horizontally oriented. The locker lid covers the windlass, remote control and an optional fresh water intake and guarantees a sleek and tidied up foreship area.

Standard version	Rider 1000 / 1000 D	
Motor power	1000 W	
Motor supply voltage	12 V	24 V
Maximum pull	2205 lb	2205 lb
Maximum working load	815 lb	992 lb
Working load	264.5 lb	330.7 lb
Current absorption @ working load <sup>(1)</sup>	140 A	80 A
Maximum chain speed <sup>(2)</sup>	130 ft/min	134.2 ft/min
Maximum chain speed @ working load <sup>(2)</sup>	67 ft/min	70.2 ft/min
Weight - Rider - [without drum]	37.7 lb	37.7 lb
Weight - Rider D - [with drum]	42.1 lb	42.1 lb
<sup>1)</sup> After an initial period of use		
<sup>2)</sup> Measurements taken with a gypsy for a 8 mm chain		

**IMPORTANT NOTE:** Anchor Roller is designed to accept a 12-16kg Delta Anchor



# Concept. Teak.

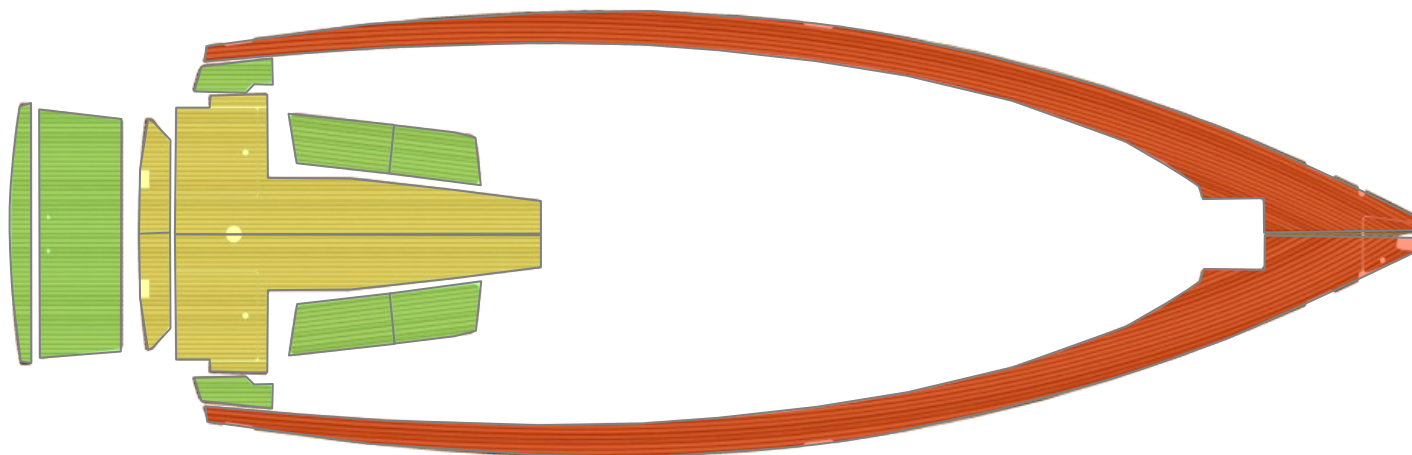
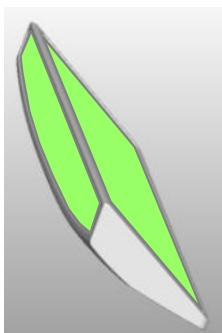


# Logic Teak-/Duradeck

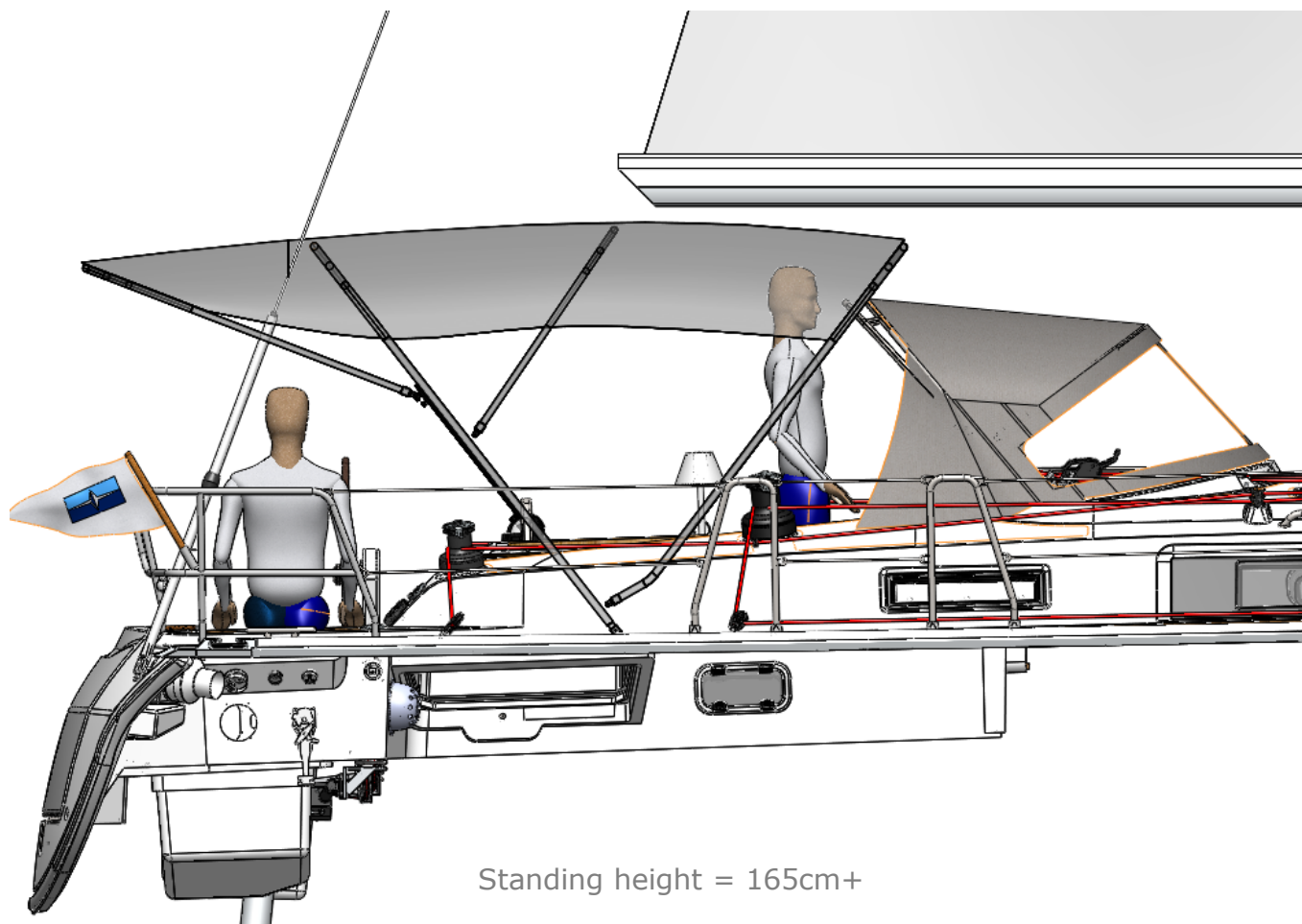
 Umfang Basissatz Sitzduchten und Badeplattform

 Umfang Cockpitboden

 Umfang Laufdeck



# Concept. Sprayhood.

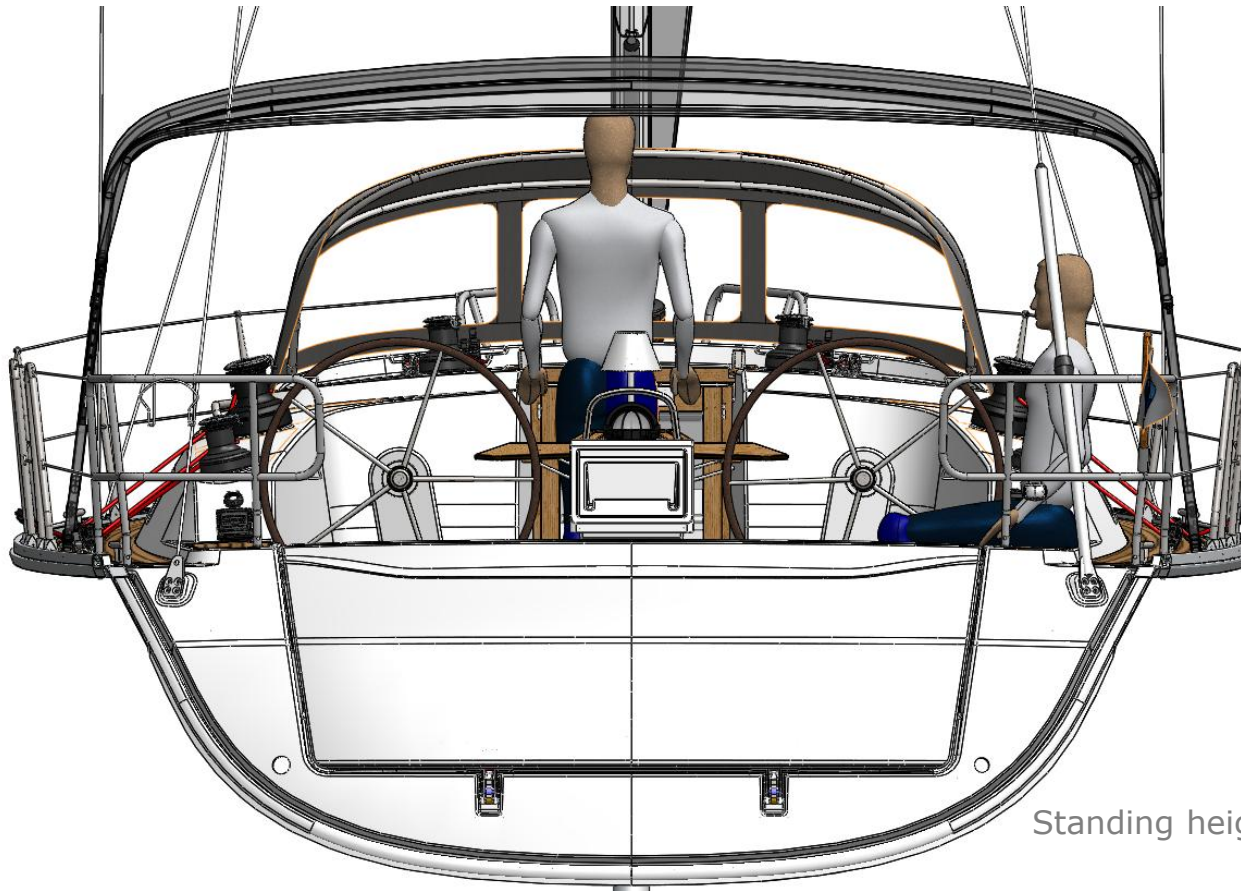


Standing height = 165cm+





## Concept. Full Size Bimini Top.



Standing height = 200cm+

# Concept. Swim Platform.

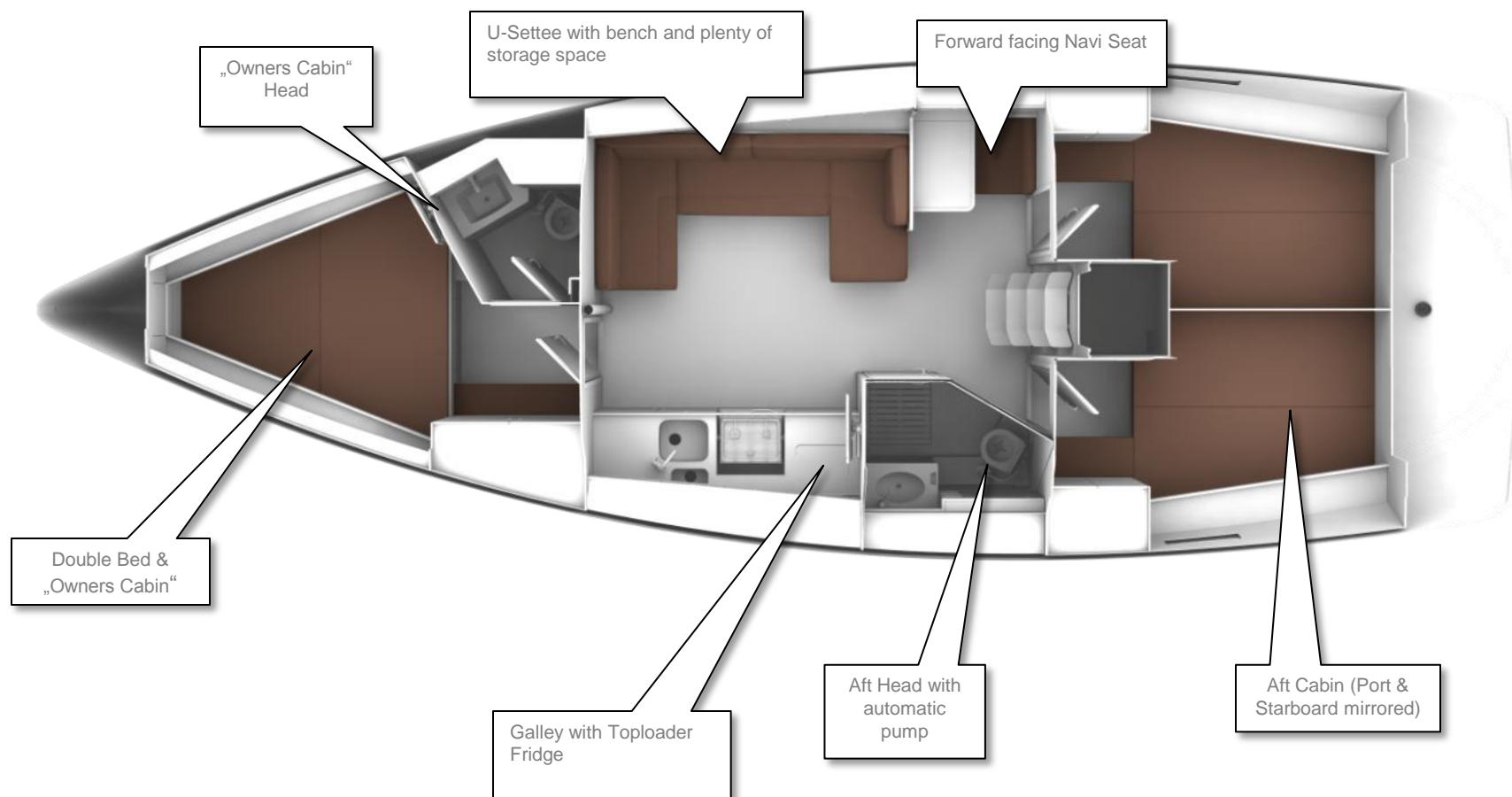
**NOTE to hinge:**

The successful Swim platform concept of the Cruiser 40 has been carried over to her successor .

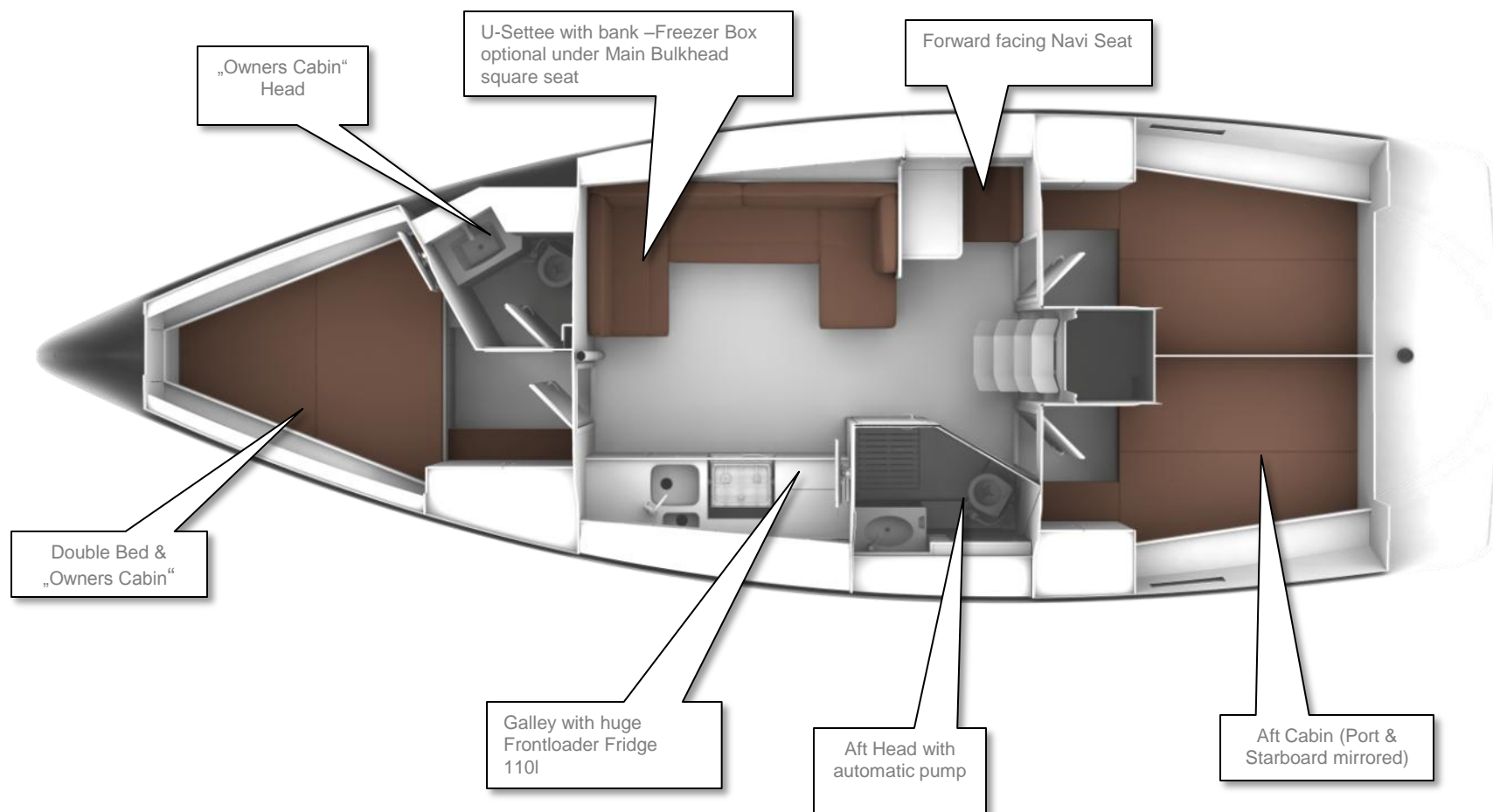
Strong and durable V4A hinges continuously guarantee easy handling and reliable functionality.



# Concept. Interior Layout 3 Cabin Version.



# Concept. Interior Layout US Version.

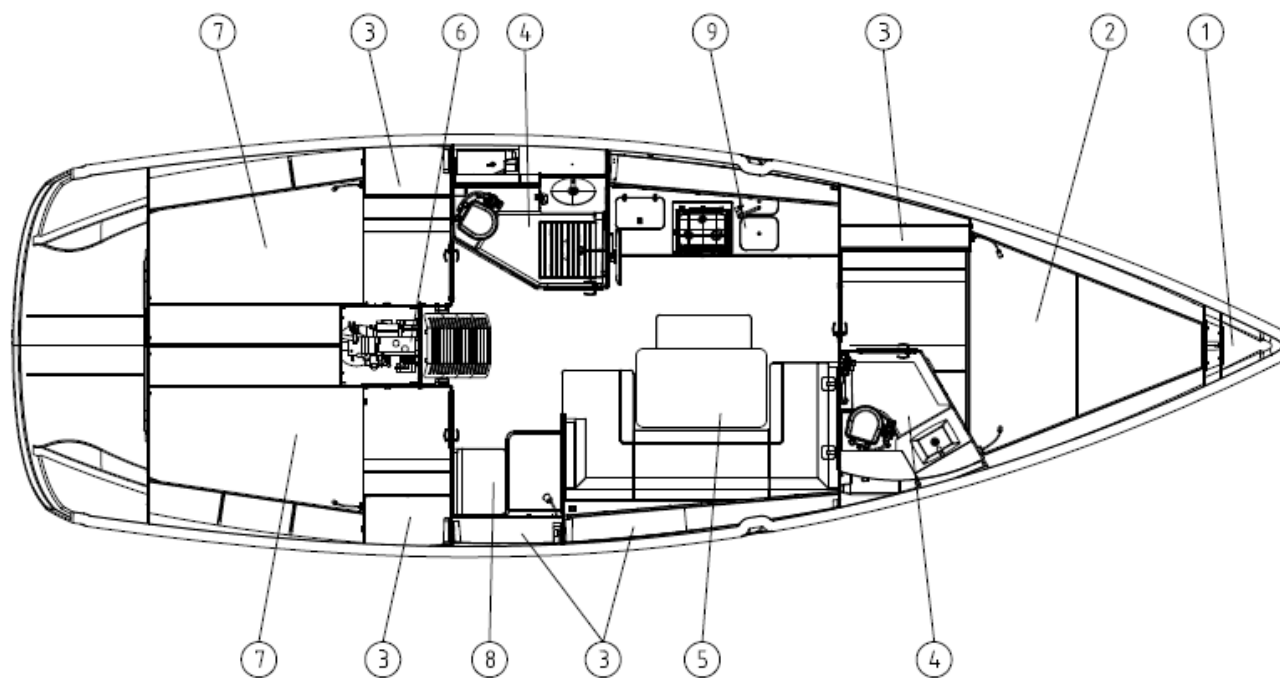


# Concept. Interior Layout 3 Cabin Version



Interior  
Cruiser 41

Pos.-Nr.	Beschreibung
1	Ankerkasten
2	Vorschiff (Doppelbett)
3	Schrank/ Stauraum
4	Toilettenraum mit Dusche, Waschbecken
5	Sitzgruppe mit Tisch
6	Niedergang/ Motorraum
7	Achterkoje (Doppelbett)
8	Navigationbereich
9	Küche mit Herd, Spüle, Kühlfach, Mikrowelle (Option)

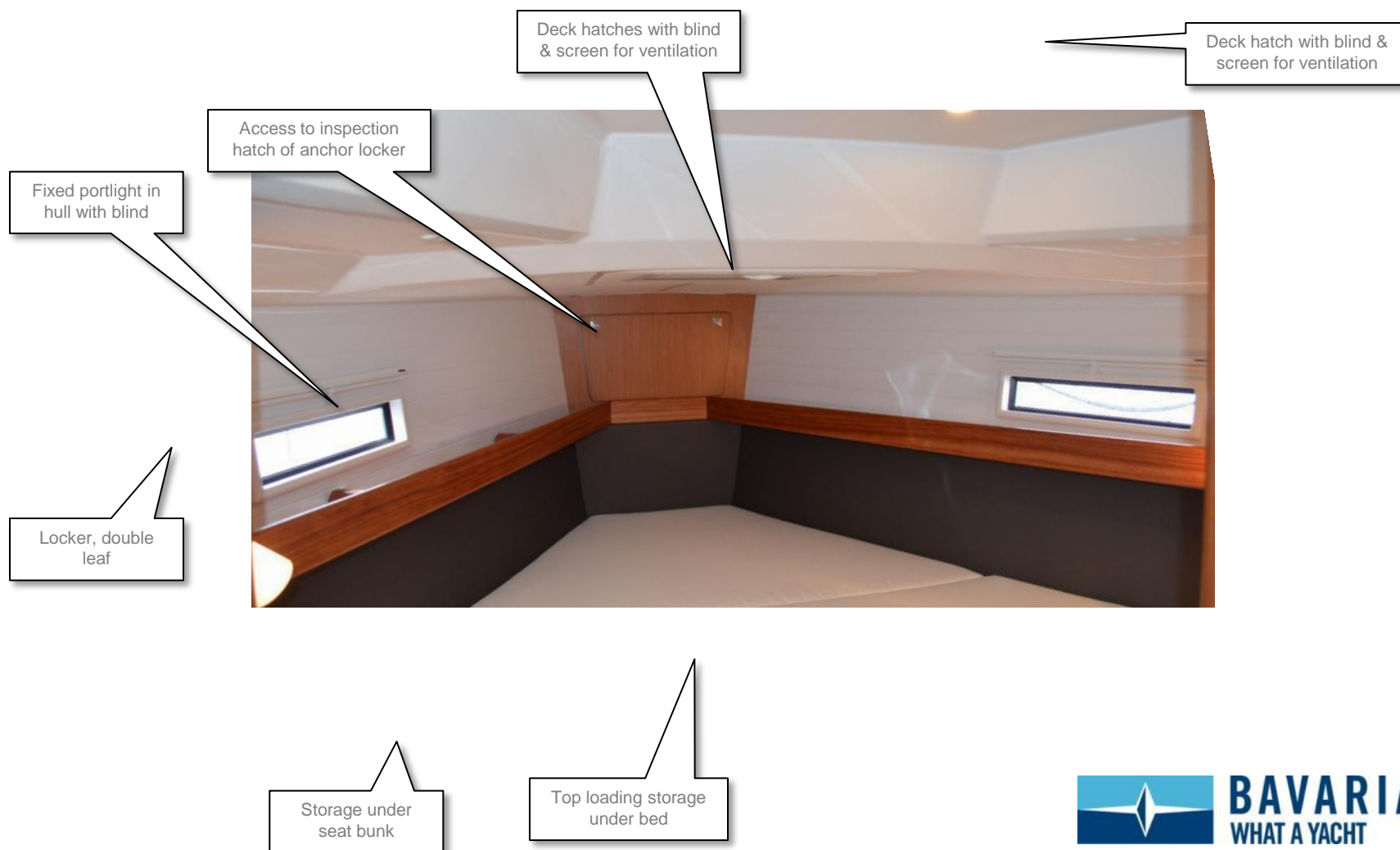




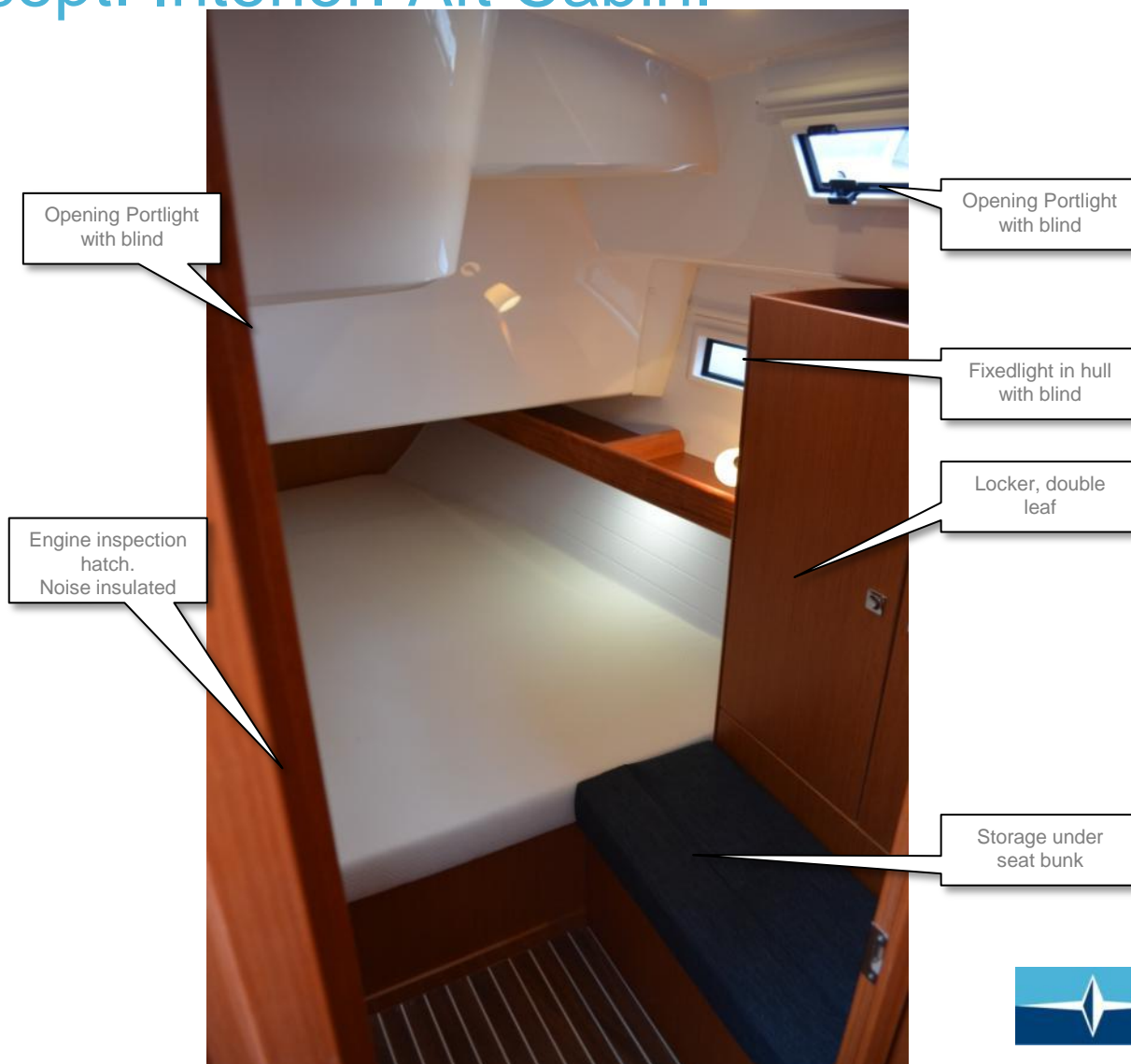
## Concept. Interior. Salon.



# Concept. Interior. Master Cabin.



# Concept. Interior. Aft Cabin.



**NOTE:**  
Aft cabin on port and starboard are identical – mirrored!



# Concept. Pantry.



## Concept. Head-Room. Aft. Port.

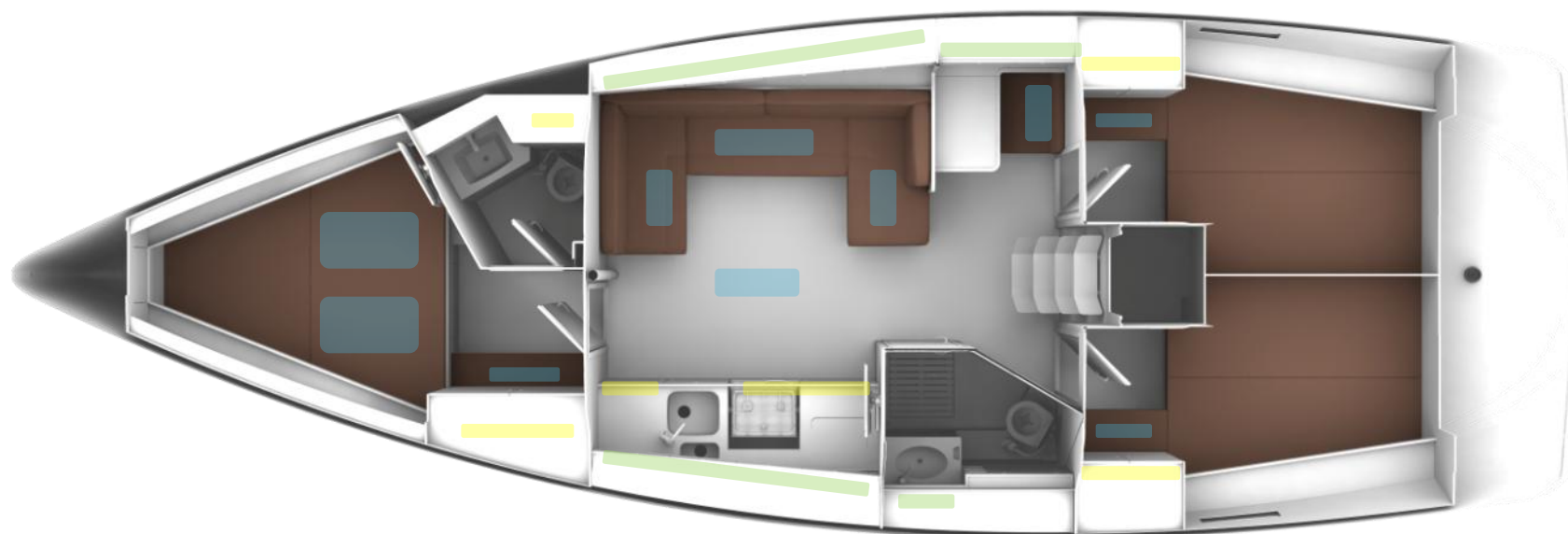







## Concept. Head-Room. Front. Starboard.



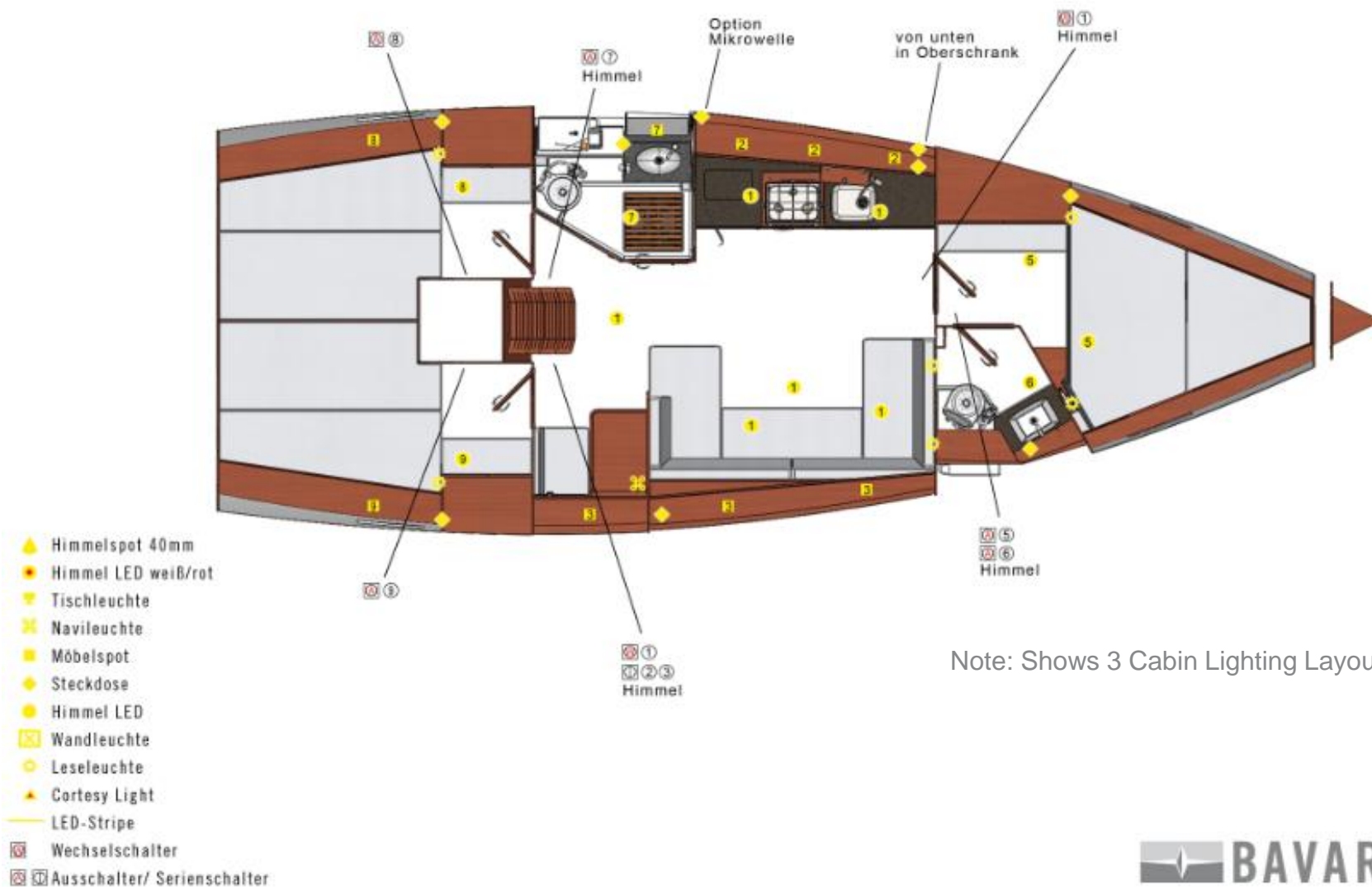
# Concept. Storage.



- GREEN =  Hanging Cabinet
- YELLOW =  Cabinet
- BLUE =  Toploader Storage



# Concept. Interior. Lighting.



# Concept. Fresh Water Tank.

Frischwasser  
Cruiser 41



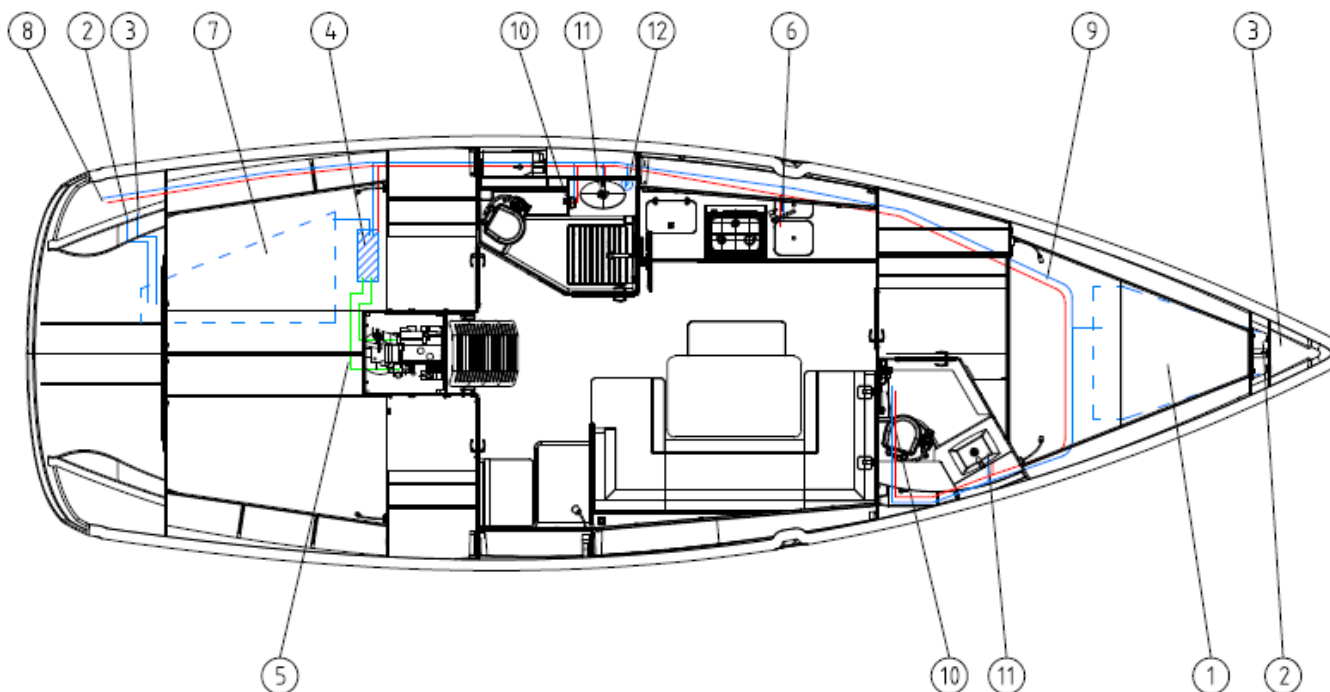
Pos.-Nr.

Beschreibung

- |    |   |
|----|---|
| 1  | KS - Frischwassertank Vorschiff, ca. 150 L  |
| 2  | Frischwasser einfüllstutzen Deck            |
| 3  | Frischwasser senkenleitung                  |
| 4  | Warmwasserboiler 20 L                       |
| 5  | Motorausschluss                             |
| 6  | Spüle Küche                                 |
| 7  | KS - Frischwassertank Achterkoje, ca. 210 L |
| 8  | Cockpitdusche                               |
| 9  | Frischwasserversorgung                      |
| 10 | Dusche                                      |
| 11 | Waschbecken                                 |
| 12 | Frischwasserpumpe                           |

Beschreibung

- |   |
|---|
| Befüllung $\varnothing$ 38mm, Helisteel Spiralschlauch Gruppe 27 LD |
| $\varnothing$ 19mm, Helisteel Spiralschlauch Gruppe 27 LD           |
| $\varnothing$ 15mm  |
| Befüllung $\varnothing$ 38mm, Helisteel Spiralschlauch Gruppe 27 LD |
| $\varnothing$ 15mm  |
| $\varnothing$ 15mm, Rohr 15mm, blau/rot, WX 71.52-13                |
| $\varnothing$ 15mm  |
| $\varnothing$ 15mm  |



# Concept. Grey/Black Water Tanks.



Abbildung  
Cruiser 41

Pos.-Nr.	Beschreibung
1	Leitung Ankerkasten
2	el. Bilgepumpe
3	Saugkorb Handienpumpe
4	Wassersammler Motor
5	Auslass Motor
6	Auslass Handienpumpe
7	Handienpumpe (Deck)
8	Auslass el. Bilgepumpe
9	Leitung T-Raum / Dusche
10	Decksaugung Fäkalientank
11	Entlüftung Fäkalientank
12	Auslass Spüle Küche
13	Auslass Waschbecken
14	Auslass Fäkalientank
15	Ansaugung Toiletten-spülung
16	Duschpumpe
17	Leitung Gasbox

## Beschreibung

ø 38mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 38mm, Vetus Sanitätschlauch geruchsdicht

ø 19mm, Vetus Sanitätschlauch geruchsdicht

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

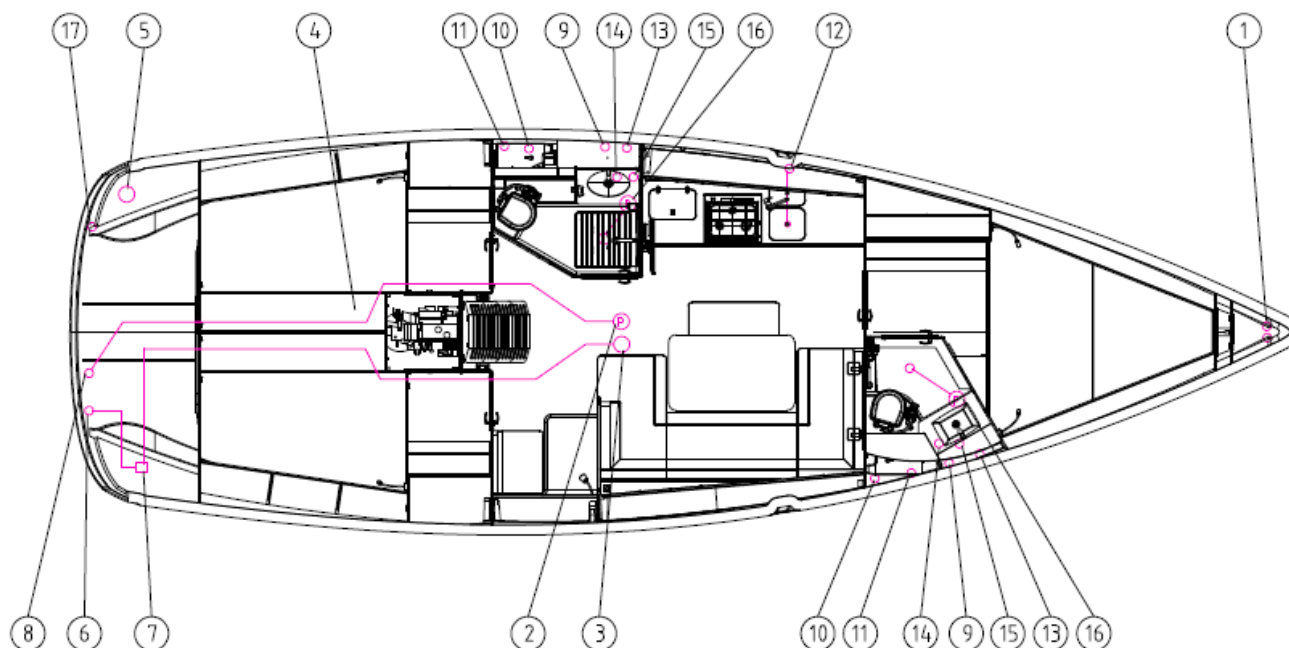
ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

ø 19mm, Helisteel Spiralschlauch Gruppe 27 LD

Grey/Blackwater Tank: 140l



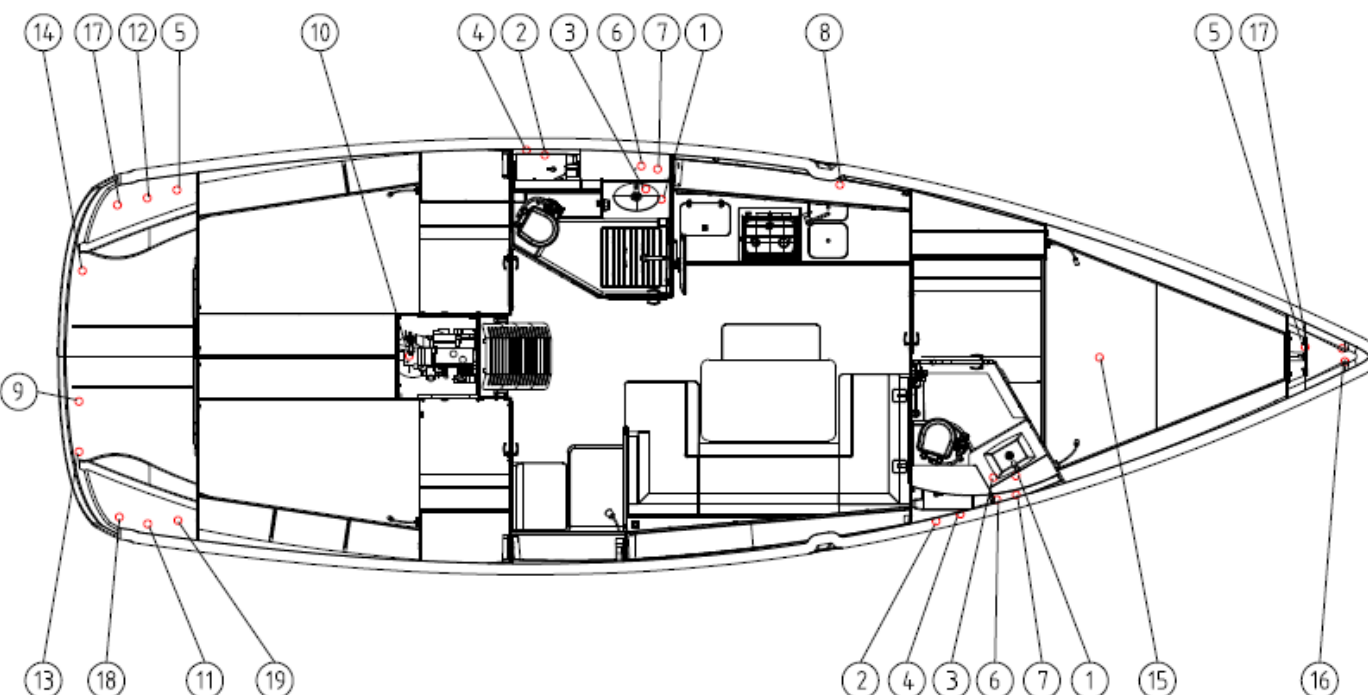


# Concept. Seacock & Deckfill.

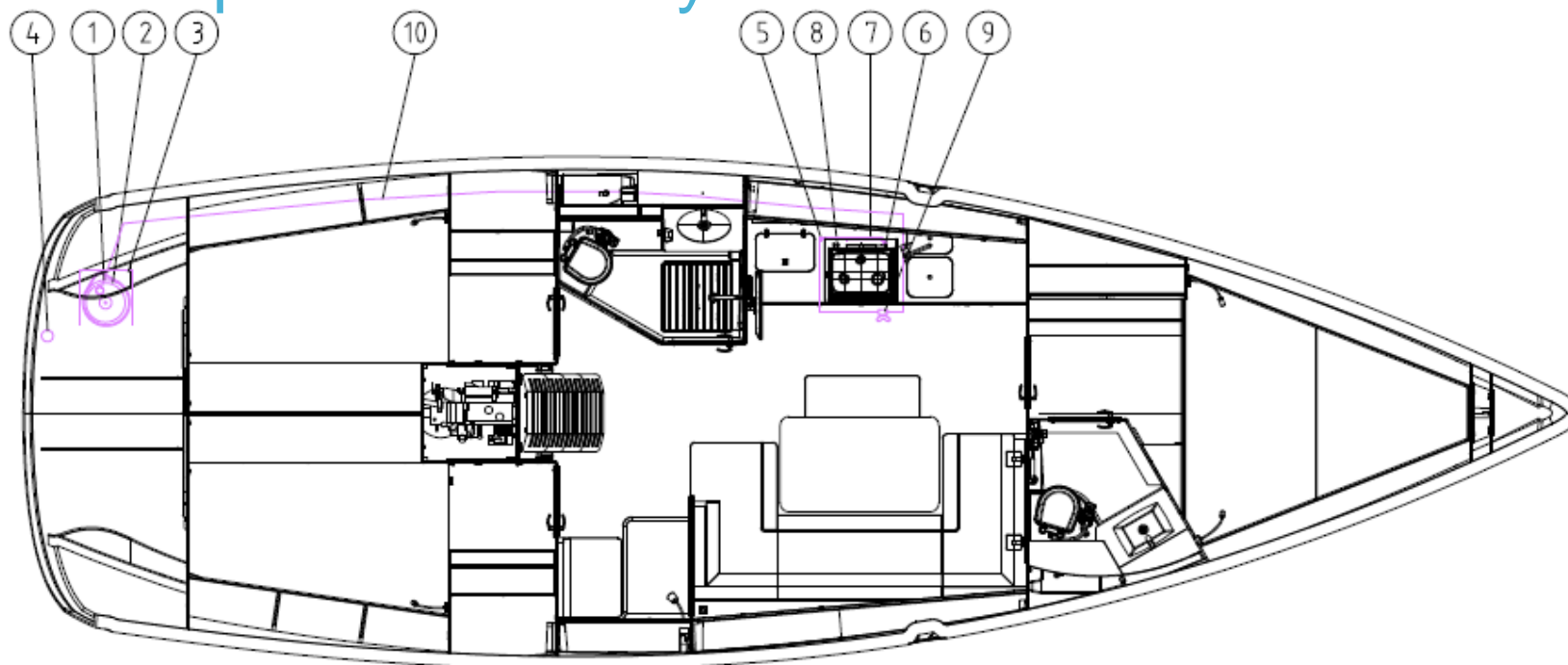
Borrdurchlässe  
Cruiser 41



Pos.- Nr.	Beschreibung
1	Ansaugung Toilette
2	Decksabsaugung Fäkalientank
3	Auslass Fäkalientank
4	Entlüftung Fäkalientank
5	Entlüftung Frischwassertank
6	Auslass Waschbecken
7	Auslass T- Raum/ Dusche
8	Auslass Spüle Küche
9	Auslass el. Bilgepumpe
10	Saildrive
11	Auslass Heizung (Option)
12	Auslass Motor
13	Auslass Handlenzpumpe
14	Lenzung Gasbox
15	Log/ Lot
16	Lenzung Ankerkasten
17	Einfüllstutzen Frischwasser
18	Einfüllstutzen Dieseldieseltank
19	Entlüftung Kraftstofftank



# Concept. Gas/LPG System.

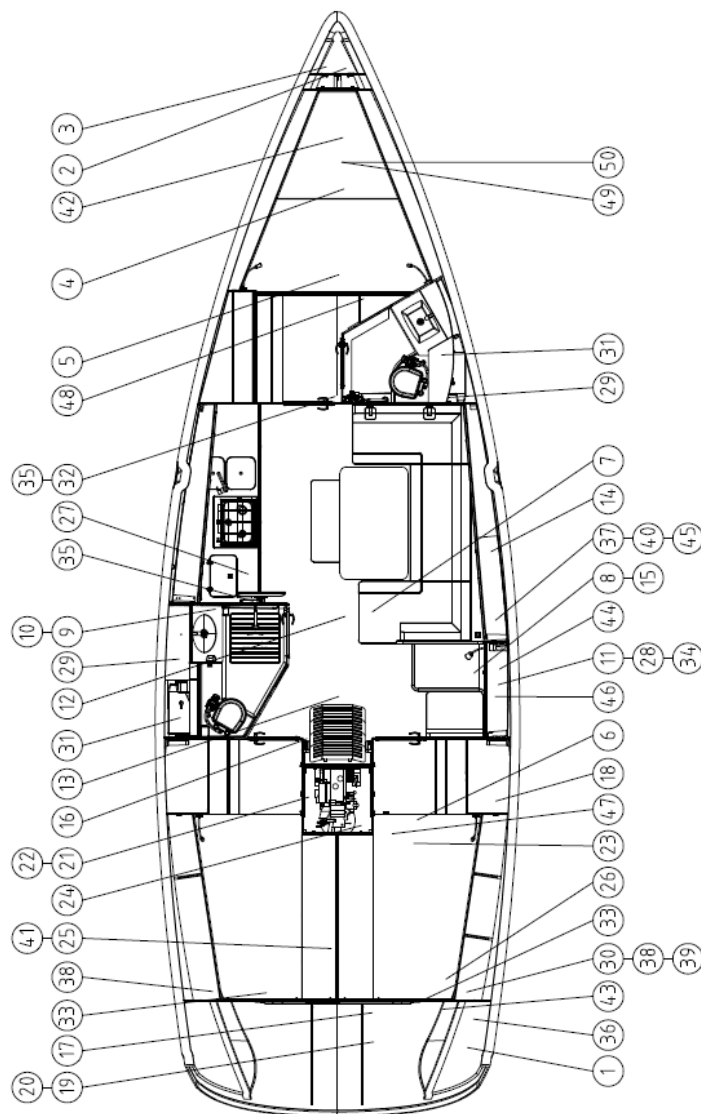


Gas  
Cruiser 41

Pos.-Nr.	Beschreibung
1	Gummischlauch (Gaskasten innen), GOK LPG DIN-DVGW NG- 4603 AN 0149 PS, 6 bar, kältebeständig bis -30°C (MD- Schlauch 8x 400, Nr. 04 400 00)
2	Gasflasche mit GOK- Niederdruckregler nach DIN EN 12864/ M "Marine"
3	U- KLF x G1/4 LH-KN 0,8 kg/ h LPG 30 mbar
4	Gaskasten, gelenzt
5	Lenzung Gaskasten
6	Winkel Schottverschraubung, Messing, Nr. 07 681 00
7	Schottverschraubung/ Adapterstück gerade, Messing
8	Gummischlauch GOK LPG DIN- DVGW NG- 4603 AN 0149 PS, 6 bar, kältebeständig bis -30°C
9	Gaskocher/ Backofen
10	Gaskugelhahn TRUMA PN- 16 Nr. 03 199 06 (im Schrank unter Herd)
	Kupferrohr 8 mm, verkleidet mit Leerrohr schwarz, FBY-EL-F16

# Concept. 12V System

Strom 12 V  
Cruiser 41



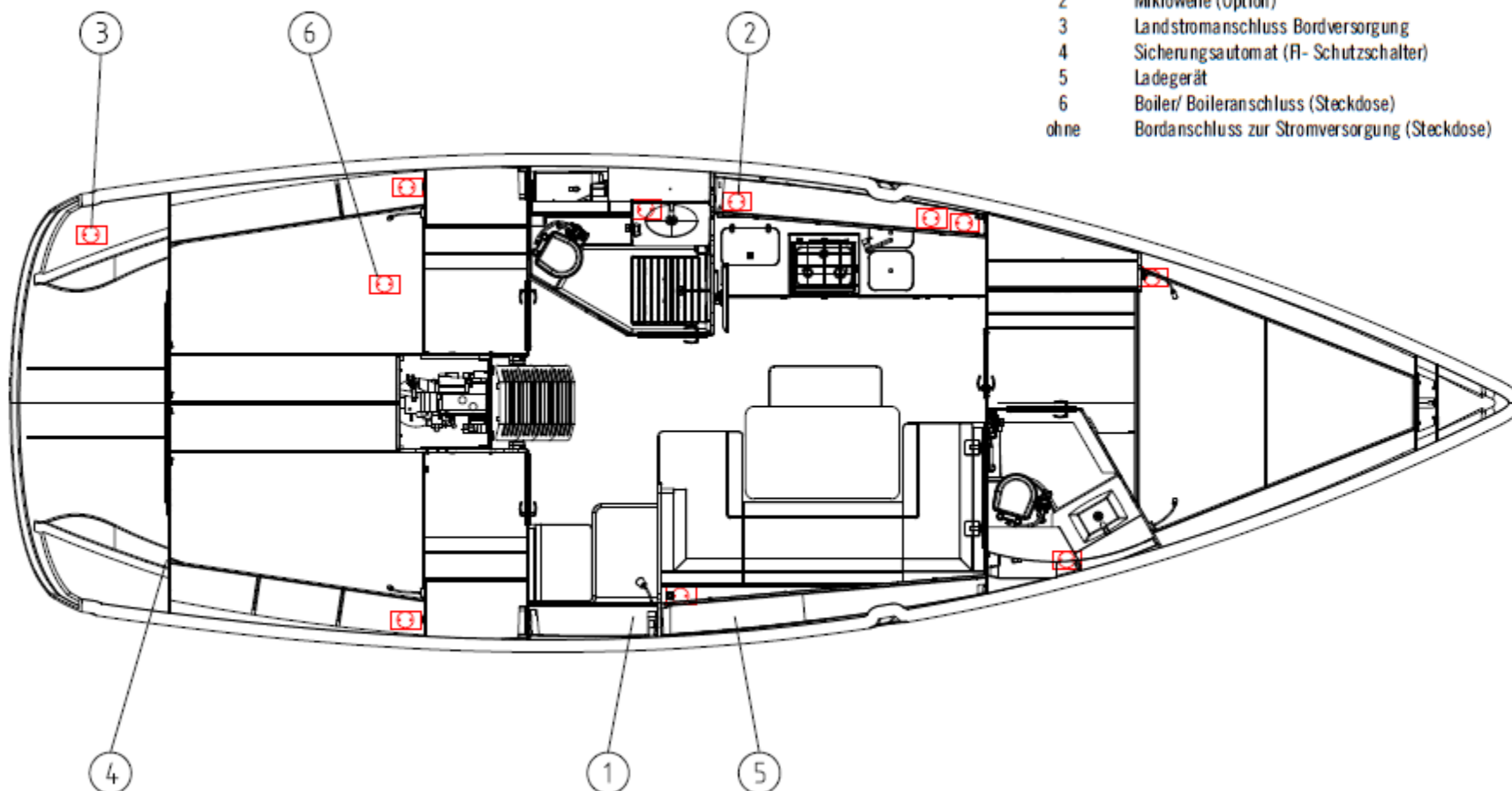
Pos.-Nr.	Beschreibung
1	Heizung
2	el. Ankerwinde
3	Bedienteil Ankerwinde/ Steckdose
4	Frischwasseranleger (Option)
5	Log/ Lot
6	Dieselpumpe Heizung
7	Verbraucherbatterie
8	Hauptschalter Verbraucher
9	Frischwasserpumpe
10	Duschpumpe
11	Thermostat Heizung
12	el. Bilgepumpe
13	Starterbatterie (Motor)
14	Batterieladegerät
15	Elektropanel
16	Hauptschalter Motor
17	Kurscomputer Autopilot (GHP 12)
18	Kompass Autopilot
19	Rückholgeber Autopilot
20	Motor Autopilot
21	Anlasser Motor
22	Gleichrichter
23	Dieseltankgeber
24	Lüfter Motorraum
25	Kartenplotter (Deck, Cockpittisch)
26	GPS- Antenne (Backskiste)
27	Kühlgregat
28	Fühler Heizung
29	TV- und Radioverstärker (Option)
30	Fernbedienung Radio
31	Fäkalientankgeber
32	Kabeldurchführung (Deck)
33	Lautsprecher (teilw. Deck)
34	Radio
35	Antennenkabel Radio und TV (Option)
36	Motorpanel, Tankuhr (Deck)
37	Sicherung Ankerwinde
38	Garmin GMI 10 (Option)
39	Garmin GHC 10 (Bedienteil Autopilot) (Option)
40	Sicherung Verbraucher, Heizung
41	Kompass (Deck, Cockpittisch)
42	Bugstrahlrudemotor
43	Steuerung Bedienteil Bugstrahlrudemotor
44	Relais Autopilot
45	Sicherung Ladegerät
46	Relais Ankerwinde
47	Erdungsanode
48	Hauptschalter Bugstrahlruder
49	Sicherung Bugstrahlruder
50	Batterie Bugstrahlruder

# Concept. 230V System



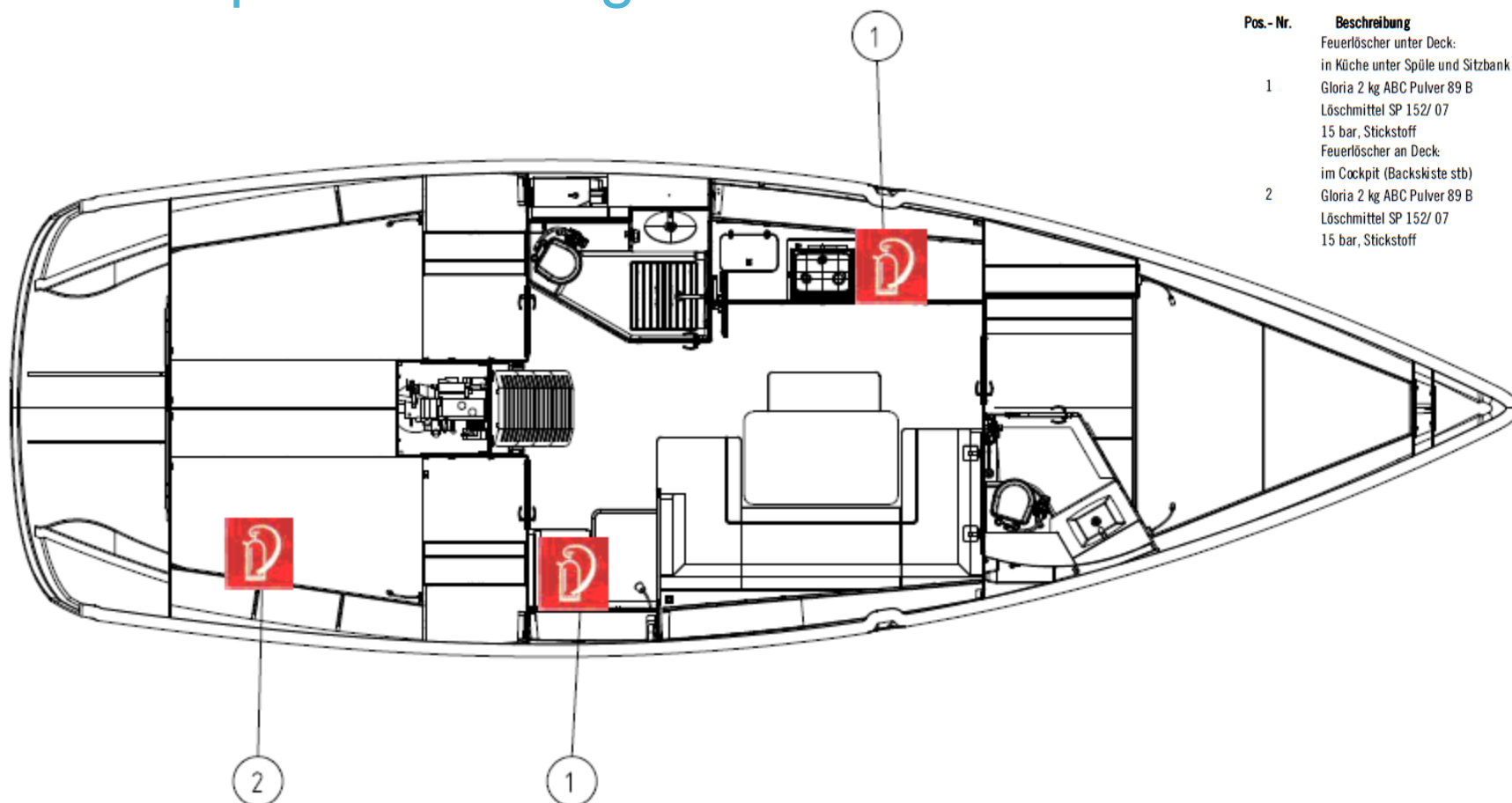
Strom 230 V  
Cruiser 41

Pos.- Nr.	Beschreibung
1	Elektro- Bedienpanel
2	Mikrowelle (Option)
3	Landstromanschluss Bordversorgung
4	Sicherungsautomat (FI- Schutzschalter)
5	Ladegerät
6	Boiler/ Boileranschluss (Steckdose)
ohne	Bordanschluss zur Stromversorgung (Steckdose)



# Neue System Zeichnung

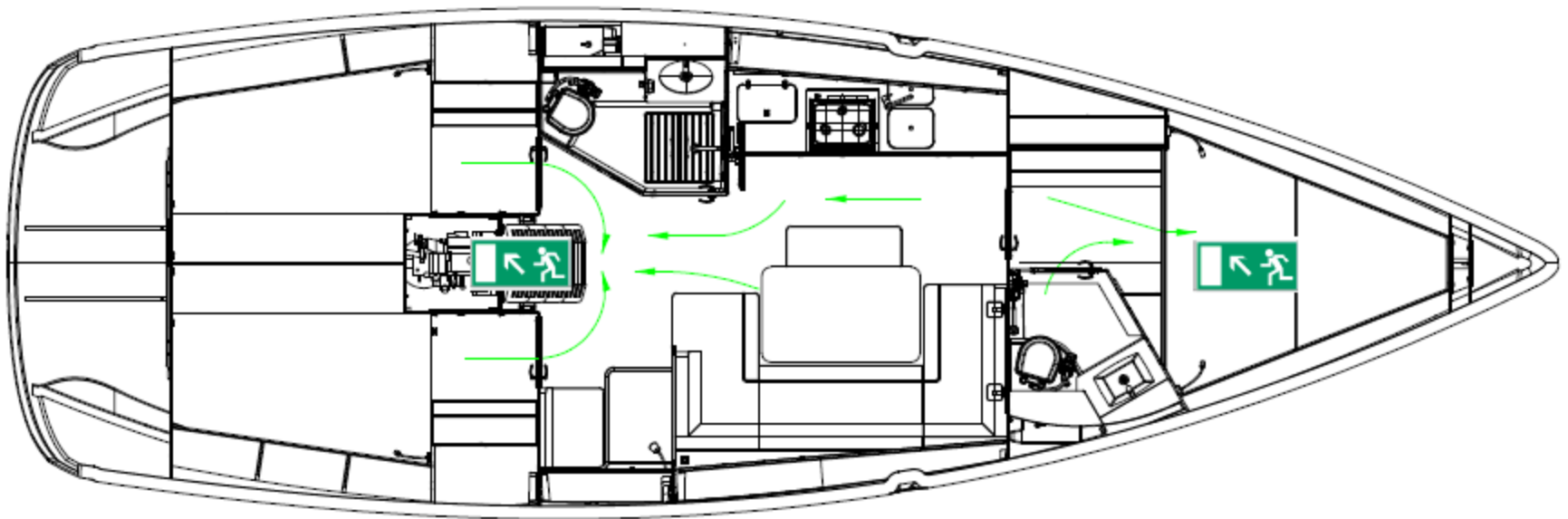
## Concept: Fire Extinguisher.



Feuerlöscher  
Cruiser 41

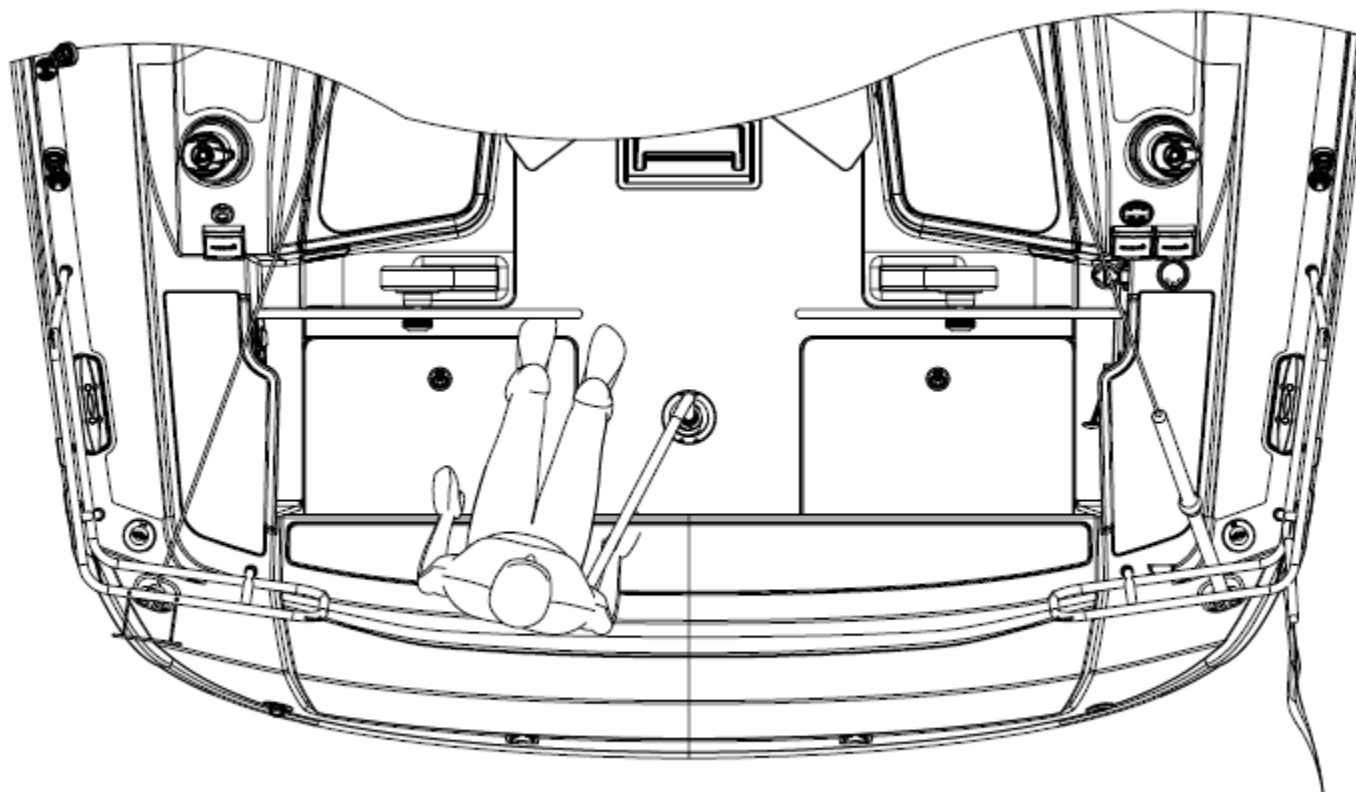
Pos. - Nr.	Beschreibung
	Feuerlöscher unter Deck: in Küche unter Spüle und Sitzbank bb
1	Gloria 2 kg ABC Pulver 89 B Löschmittel SP 152/ 07 15 bar, Stickstoff Feuerlöscher an Deck: im Cockpit (Backskiste stb)
2	Gloria 2 kg ABC Pulver 89 B Löschmittel SP 152/ 07 15 bar, Stickstoff

# Concept. Escape Plan.





## Concept. Emergency Tiller.



# Engines.



## VOLVO Penta Saildrive:

Volvo Penta D1-30; 20,1 kW (27 hp) STANDARD

Volvo Penta D2-40; 27,9 kW (38 hp)

Volvo Penta D2-55; 39,0 kW (53 hp)

Complex engine room ventilation according VOLVO PENTA certification! See separate slide



**VOLVO PENTA  
D1-30**

(Saildrive equipped!  
Photo shows different  
Gearbox fitted)



**VOLVO PENTA  
D2-40**

(Saildrive shown)



**VOLVO PENTA  
D2-55**

(Saildrive shown)



# Engine. Technical Data.



## Technical Data

Engine designation	<b>D2-40</b>
Crankshaft power, kW (hp)	29.1 (39.6)
Propeller shaft power, kW (hp)	27.9 (38.0)
Engine speed, rpm	2800-3200
Displacement, l (in <sup>3</sup> )	1.51 (92.1)
Number of cylinders	4
Bore/stroke, mm (in.)	77/81 (3.03/3.19)
Compression ratio	23.5:1
Dry weight with	
reverse gear MS15A/MS15L, kg (lb)	178/177 (392/390)
reverse gear MS15A/MS15L, kg (lb)	189 (417)

Duty rating: R5

Technical data according to ISO 8665. With fuel having an LHV of 42,700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

The engine is certified according to BSO, EU RCD and US EPA Tier 3.

## Technical Data

Engine designation	<b>D1-30</b>
Crankshaft power, kW (hp)	20.9 (28.4)
Propeller shaft power, kW (hp)	20.1 (27.3)
Engine speed, rpm	2800-3200
Displacement, l (in <sup>3</sup> )	1.13 (69)
Number of cylinders	3
Bore/stroke, mm (in.)	77/81 (3.03/3.19)
Compression ratio	23.5:1
Dry weight with	
reverse gear MS10A/MS10L, kg (lb)	145/144 (320/317)
reverse gear MS15A/MS15L, kg (lb)	157/156 (346/344)
Dry weight with saildrive 130S, kg (lb)	158 (348)

Duty rating: R5

Technical data according to ISO 8665. With fuel having an LHV of 42,700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

The engine is certified according to BSO, EU RCD and US EPA Tier 3.

## Technical Data

Engine designation	<b>D2-55</b>
Crankshaft power, kW (hp)	41 (55)
Propeller shaft power, kW (hp)	39 (53)
Engine speed, rpm	2700-3000
Displacement, l (in <sup>3</sup> )	2.2 (134.2)
Number of cylinders	4
Bore/stroke, mm (in.)	84/100 (3.31/3.94)
Compression ratio	23.3:1
Dry weight with	
reverse gear HS25A/MS25, kg (lb)	249/243 (549/536)
saildrive 130S/SR, kg (lb)	253 (558)

Duty rating: R5

Technical data according to ISO 8665. With fuel having an LHV of 42,700 kJ/kg and density of 840 g/liter at 15°C (60°F). Merchant fuel may differ from this specification which will influence engine power output and fuel consumption.

The engine is certified according to BSO, EU RCD and US EPA Tier 3.

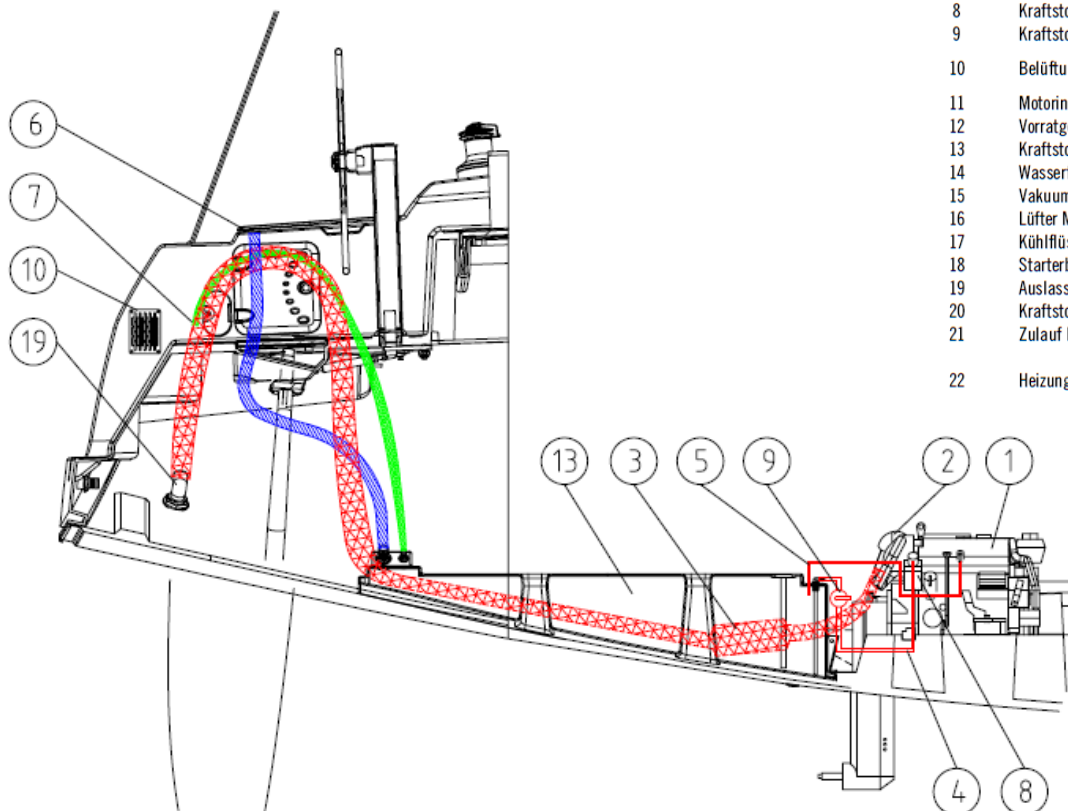


# Concept. Engine System.



Motor  
Cruiser 41

Pos.- Nr.	Beschreibung	
1	Motor	
2	Motor- Auspuffsystem	Motor- Auspuffsystem Volvo
3	Auspuff- Wassersammler	
4	Kraftstoffzuleitung	Kraftstoffzulaufschlauch DIN 7840 38mm
5	Kraftstoffrückführung	Kraftstoffrücklaufschlauch Hutchinson CM6-ISO7840 A1 ø10mm SAEJ1527 R1 Class2
6	Diesel- Einfüllstutzen	
7	Tankentlüftung	
8	Kraftstofffilter	
9	Kraftstoff- Kugelhahn/ Magnetventil	
10	Belüftungsrost Lüftung Motorraum stb/ bb (Deck)	
11	Motorinstrumententafel (Deck)	
12	Vorratgeber für Kraftstofftank	
13	Kraftstofftank	
14	Wasserfilter/ Seeventil Motor	Wasserfilter/ Seeventil Motor, 19mm
15	Vakuumventil Motor	Vakuumventil Motor, 19mm
16	Lüfter Motorraum	
17	Kühlflüssigkeit- Ausgleichsbehälter	
18	Starterbatterie	
19	Auslass Motor	
20	Kraftstoffpumpe Heizung (Option)	
21	Zulauf Heizung (Option)	Hutchinson CM6-ISO7840 A1 ø5mm SAEJ1527 R1 Class2
22	Heizung (Option)	

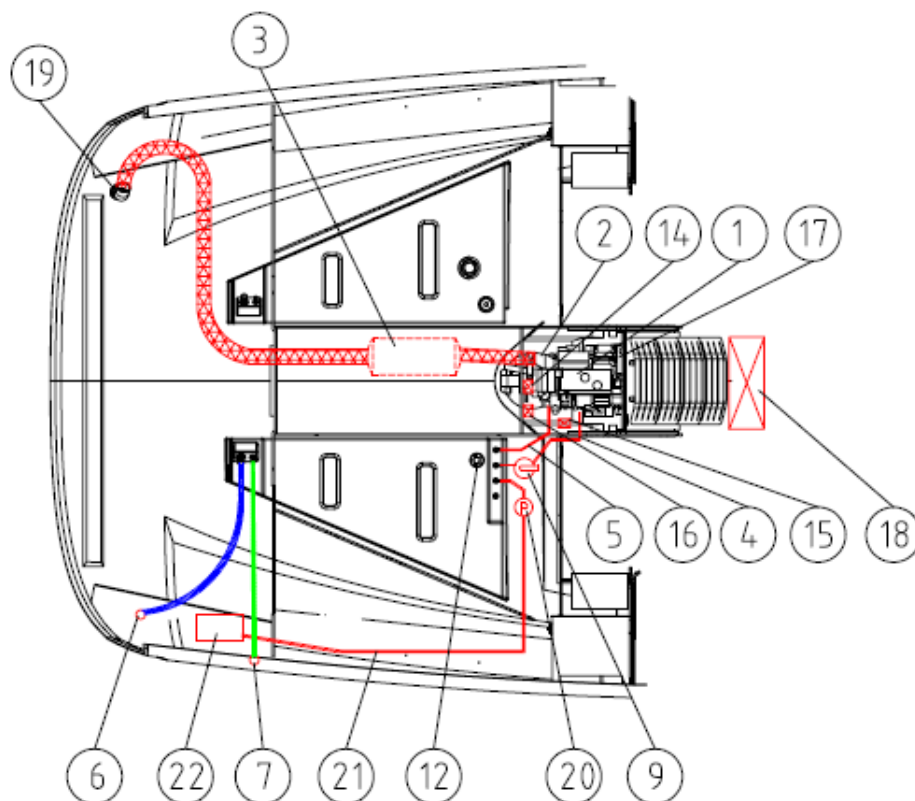


# Concept. Engine System.



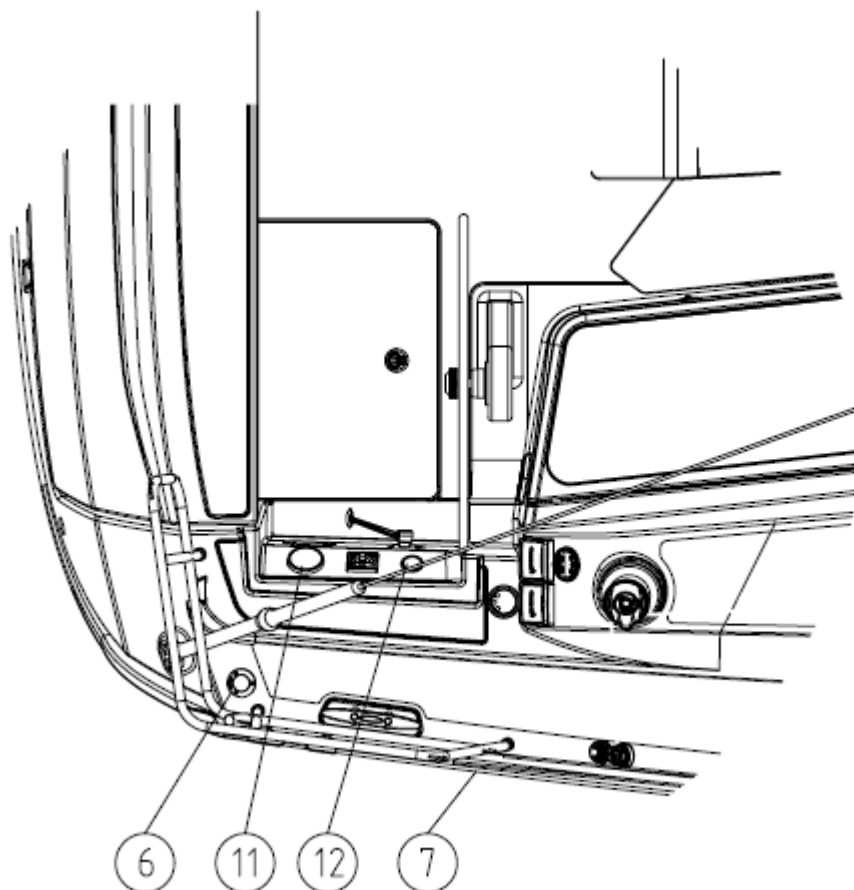
Motor  
Cruiser 41

Pos.-Nr.	Beschreibung	
1	Motor	
2	Motor- Auspuffsystem	Motor- Auspuffsystem Volvo
3	Auspuff- Wassersammler	
4	Kraftstoffzuleitung	Kraftstoffzulaufschlauch DIN 7840 38mm
5	Kraftstoffrückführung	Kraftstoffrücklaufschlauch Hutchinson CM6-ISO7840 A1 ø10mm SAEJ1527 R1 Class2
6	Diesel- Einfüllstutzen	
7	Tankentlüftung	
8	Kraftstofffilter	
9	Kraftstoff- Kugelhahn/ Magnetventil	
10	Belüftungsrost Lüftung Motorraum stb/ bb (Deck)	
11	Motorinstrumententafel (Deck)	
12	Vorratgeber für Kraftstofftank	
13	Kraftstofftank	
14	Wasserfilter/ Seeventil Motor	Wasserfilter/ Seeventil Motor, 19mm
15	Vakuumventil Motor	Vakuumventil Motor, 19mm
16	Lüfter Motorraum	
17	Kühlflüssigkeit- Ausgleichsbehälter	
18	Starterbatterie	
19	Auslass Motor	
20	Kraftstoffpumpe Heizung (Option)	
21	Zulauf Heizung (Option)	Hutchinson CM6-ISO7840 A1 ø5mm SAEJ1527 R1 Class2
22	Heizung (Option)	





# Concept. Engine System.



Motor  
Cruiser 41

Pos.- Nr.	Beschreibung	
1	Motor	
2	Motor- Auspuffsystem	Motor- Auspuffsystem Volvo
3	Auspuff- Wassersammler	
4	Kraftstoffzuleitung	Kraftstoffzulaufschlauch DIN 7840 38mm
5	Kraftstoffrückführung	Kraftstoffrücklaufschlauch Hutchinson CM6-IS07840 A1 ø10mm SAEJ1527 R1 Class2
6	Diesel- Einfüllstutzen	
7	Tankentlüftung	
8	Kraftstofffilter	
9	Kraftstoff- Kugelhahn/ Magnetventil	
10	Belüftungsgrost Lüftung Motorraum stb/ bb (Deck)	
11	Motorinstrumententafel (Deck)	
12	Vorratgeber für Kraftstofftank	
13	Kraftstofftank	
14	Wasserfilter/ Seeventil Motor	Wasserfilter/ Seeventil Motor, 19mm
15	Vakuumventil Motor	Vakuumventil Motor, 19mm
16	Lüfter Motorraum	
17	Kühlflüssigkeit- Ausgleichsbehälter	
18	Starterbatterie	
19	Auslass Motor	
20	Kraftstoffpumpe Heizung (Option)	
21	Zulauf Heizung (Option)	Hutchinson CM6-IS07840 A1 ø5mm SAEJ1527 R1 Class2
22	Heizung (Option)	





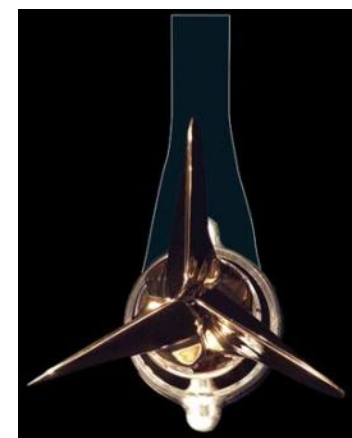
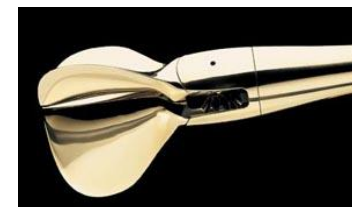
# Info. Optional Folding Prop.



Bavaria Yachtbau is offering the GORI 3blade Folding Prop as the option to choose when specifying a folding prop for the boats. This page is giving you an impression, what that product really is. On the following page you also get informed about the way the product works and is getting used.

## The 3blade GORI propeller:

- is the *most efficient* 3 blade sailboat propeller available, *under power as well as under sail*, due to some unique features.
- is the *only folding propeller* operating the *same pitch in forward and in reverse* (The blades turn 180°) therefore it has the same thrust in forward and in reverse. *In reverse it is actually more efficient than a 3 blade fixed propeller.*
- has an *Overdrive* – a second pitch which you can compare to the 5<sup>th</sup> gear in a car. You use it when *motoring in calm waters*, or when motor sailing, and it can *save you up to 20% in fuel, or extend your operating range.*
- has the *lowest drag of all 3 blade propellers*, fixed, feathering and folding. According to the test of the German “Yacht” magazine, the drag is 5 times less (!) the drag of the 3 blade Volvo folding propeller.
- does *not auto rotate*, *once it is folded*. One reason why performance multi hulls like GROUPAMA III and IDEC etc. chose the 3 blade GORI propeller



# Info. GORI Prop Function.



## How to operate the 3 blade GORI folding propeller.

The 3 blade GORI propeller, has 2 pitches. "Normal" and "Overdrive". "Normal" mode is used when motoring in rough waters or against the current, where you need the full horse power, and full rpm. "Overdrive" mode is used when motoring in calm waters, or when motor sailing (lower rpm.) – like the 5<sup>th</sup> gear in your car.

**DO NOT** go full rpm. In "Overdrive" for a longer period of time!

## NORMAL DRIVE

In order to start up in "Normal" the boat either has to be at a stand still with the propeller folded, (1<sup>st</sup>. manoeuvre), or be moving forward thru the water.

## OVERDRIVE

When the 1<sup>st</sup>. manoeuvre is going in "Reverse" (Boat is moored with bow towards to dock, and you back out the berth), the propeller automatically goes into "Overdrive" when switching to "Forward".

When manoeuvring switching between "Forward" and "Reverse", the propeller will always be in "Overdrive" when in "Forward"

## SWITCHING FROM OVERDRIVE TO NORMAL

When in "Overdrive", and moving forward thru the water, you switch to "Neutral", and due to the boat moving forward thru the water, the propeller will/should fold. Go back to "Forward", and the propeller will open in "Normal" mode. To make sure this happens, you can put the lever into "Reverse" just for a split second, before switching back to "Forward" while the boat is still moving forward thru the water. When stopping the shaft from rotating, the propeller will fold immediately, and open up in "Normal" mode when switching back to "Forward"

## SWITCHING FROM NORMAL TO OVERDRIVE.

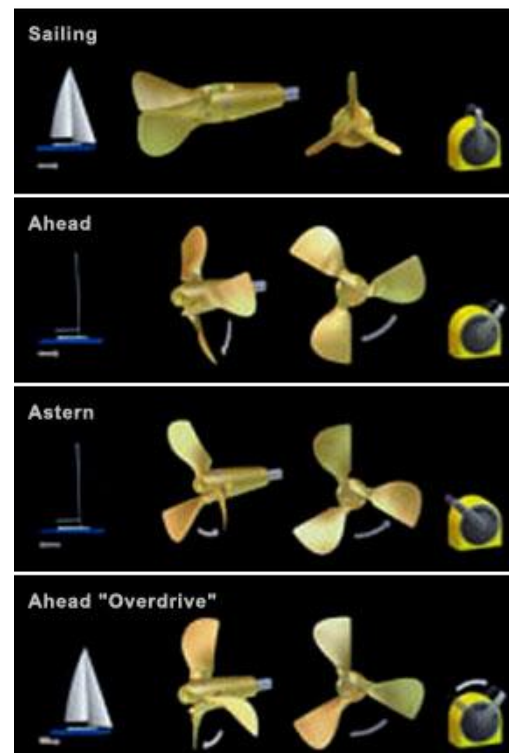
In order to open up in "Overdrive", the boat has to move backwards thru the water, before switching to "Forward", this means the boat has to come to a stop, and physically move backwards, before switching the lever back to "Forward"

## MAINTENANCE:

Keep the propeller clean, and make sure that the zincs are intact. Grease the gears before launch, just the secure that the blades move freely. Once in the water, the propeller is water lubricated.

For dissembling , please follow the "Instruction Manual" carefully.

Please note: You do not have to dissemble the blades to take off, or install the 3blade GORI propeller.



# Info. Hydraulic Backstay Adjuster.



Bavaria offers an optional hydraulic backstay adjuster.

The current choice is either the standard mechanic or the optional hydraulic backstay adjuster.

The main advantages of an hydraulic unit:

- Quick and easy use
- Gauge indicates pressure applied
- Powerful
- Safety valve prevents from overloading
- No extra oil tank required
- Easy de-loading of the rig when not sailing and for an easier jib-&mainsail furling
- Better upwind performance as the mainsail is quickly and very easily trimmed



# Concept. Multimedia.



Following the new Cruiser Multimedia Logic as listed below.

## Multimedia

### **FUSION Marine Soundsystem in salon and cockpit**

CD-receiver (AM/FM), 2 speakers in salon and 2 speakers in cockpit, Docking station for iPod, Remote control in cockpit

### **FUSION Marine Multimedia package 22"**

TV 22" in Salon with 2 x USB plug and DVD-device, CD-receiver (AM/FM), 2 speakers in salon and 2 speakers in cockpit, Dock for iPod, Remote control in cockpit, TV cabling digital + analog, incl. antenna with outlets



# Info. Multimedia. Fusion.



## Additional information to FUSION

### FUSION

#### 1 x CD Stereo MS-CD600

CD / CD-R / CD-RW, MP3 Playback / 360 degree Waterpr  
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 nigh  
Wired Remote available  
Ships with Sun/Dust Cover



Fusion is the only brand in the market supplying Marine Spec Audio Systems in high end quality.

The Stereo is also offering the option to listen VHF communication!

The USB/Ipod docking is also waterproof housed.

In the package included is a remote control fitted in the cockpit allowing the control of the stereo located at the chart table.

#### 2 x Pairs Marine Speakers MS-FR602

##### TECHNICAL SPECIFICATIONS

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  
Interior: schwarz, Exterieur: weiß



#### 1 x MS-IPDOCKG2 - iPod dock system

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



#### 1 x MS-WR600C - Marine Wired Remote Control

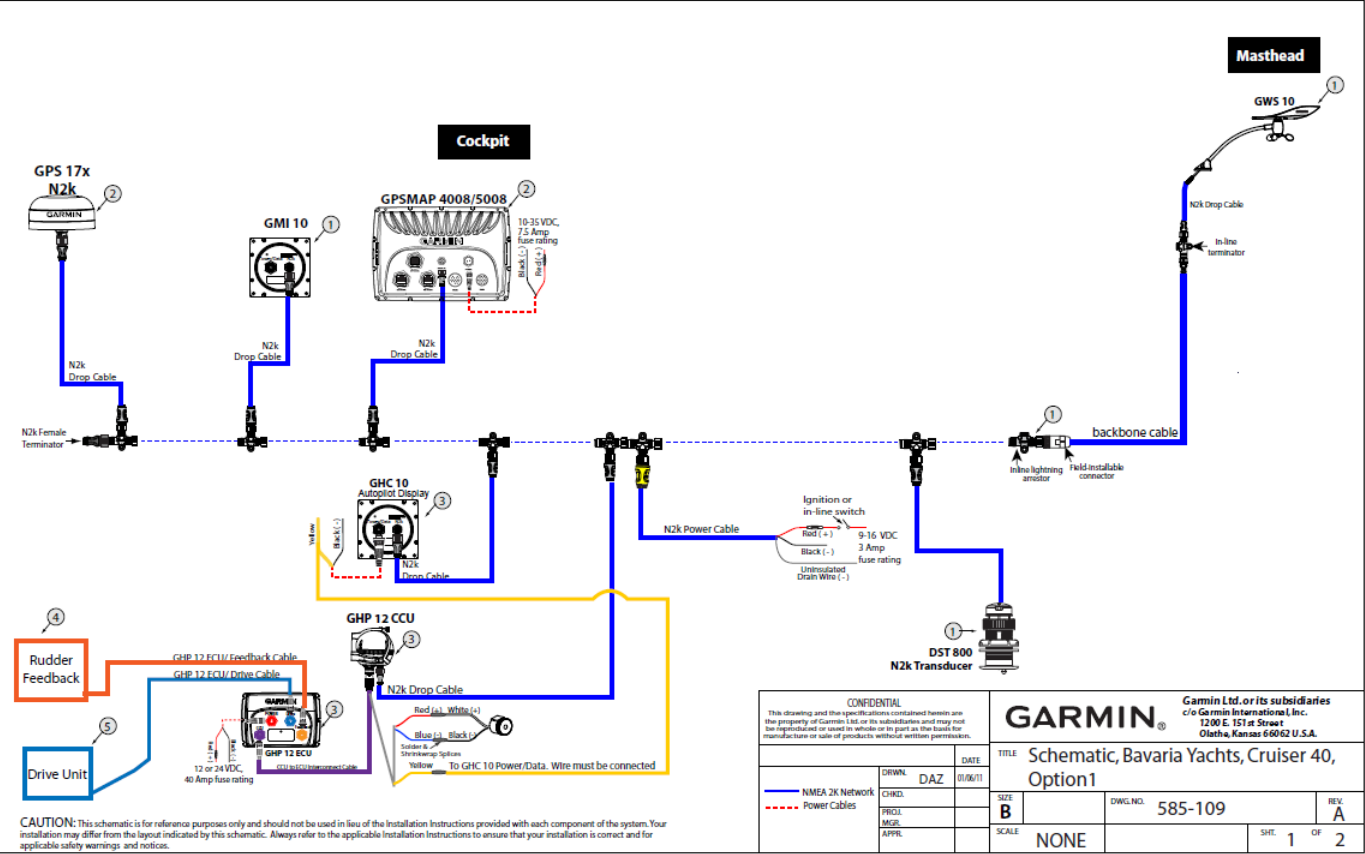
Extends the capabilities of the stereo unit by enabling local control of the audio in each zone of your vessel. Up to four remotes can be linked to the Stereo Unit, via a CAN BUS network, providing true system flexibility. Featuring a rotary encoder and large rubber buttons, the Wired Remote Control is very easy to navigate and control, even on



# Info. GARMIN Electronics.



## GARMIN Schematic Option 1





# Info. GARMIN Electronics.



## GARMIN Schematic Option 2

