

BAVARIA
sport
SERIES



BAVARIA
33sport



Technische Daten

Technical data

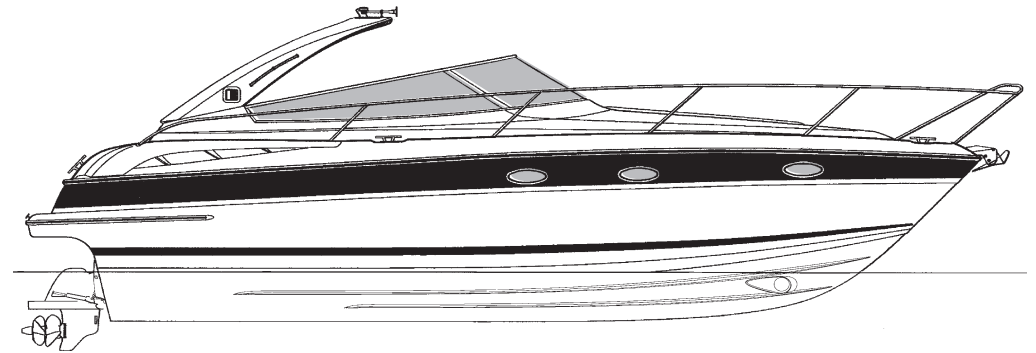
Gesamtlänge	10,40 m	Length overall
Rumpflänge	9,96 m	Length hull
Gesamtbreite	3,45 m	Beam overall
Höhe über Wasser, ca.	3,05 m	Height above waterline, approx.
Tiefgang, Antrieb angehoben, ca.	0,70 m	Draught, drive raised, approx.
Tiefgang, Antrieb abgesenkt, ca.	0,90 m	Draught, drive lowered, approx.
Leergewicht, ab ca.	5.800 kg	Unladen weight from, approx.
Kraftstofftank, ca.	520 l	Fuel tank, approx.
Wassertank, ca.	120 l	Water tank, approx.
Personen, max. nach CE B	8	Persons, max. CE B
Kabinen	2	Cabins
Kojen	4	Berths
Stehhöhe in Kabine, ca.	1,90 m	Height in cabin, approx.

Motorisierung / Motorization

2 x MerCruiser 5.0 MPI, DTS	194 kW / 260 PS/hp	optional with
2 x MerCruiser 350 Mag, DTS	224 kW / 300 PS/hp	optional with



2 x Volvo-Penta 4,3 GXI	168 kW / 225 PS/hp
2 x Volvo-Penta 5,7 GXI	239 kW / 320 PS/hp
2 x Volvo-Penta D3 - 190	134 kW / 182 PS/hp



BAVARIA
33sport HT



Technische Daten

Gesamtlänge	10,40 m	Length overall
Rumpflänge	9,96 m	Length hull
Gesamtbreite	3,45 m	Beam overall
Höhe über Wasser, ca.	3,20 m	Height above waterline, approx.
Tiefgang, Antrieb angehoben, ca.	0,70 m	Draught, drive raised, approx.
Tiefgang, Antrieb abgesenkt, ca.	0,90 m	Draught, drive lowered, approx.
Leergewicht, ab ca.	6.100 kg	Unladen weight from, approx.
Kraftstofftank, ca.	520 l	Fuel tank, approx.
Wassertank, ca.	120 l	Water tank, approx.
Personen, max. nach CE B	8	Persons, max. CE B
Kabinen	2	Cabins
Kojen	4	Berths
Stehhöhe in Kabine, ca.	1,90 m	Height in cabin, approx.

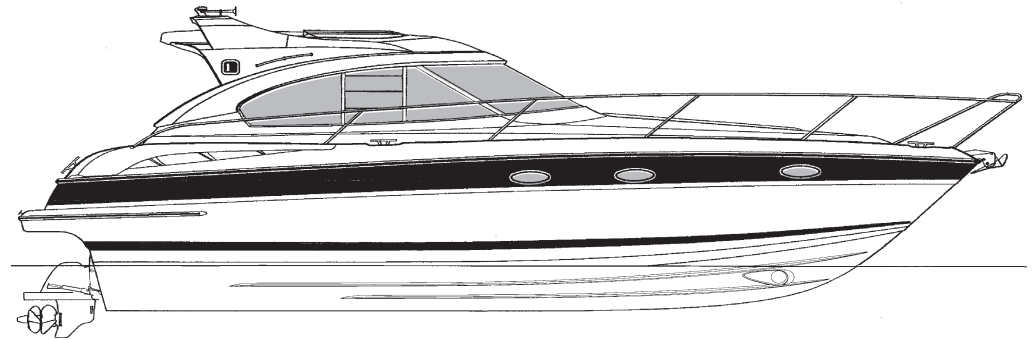
Motorisierung / Motorization

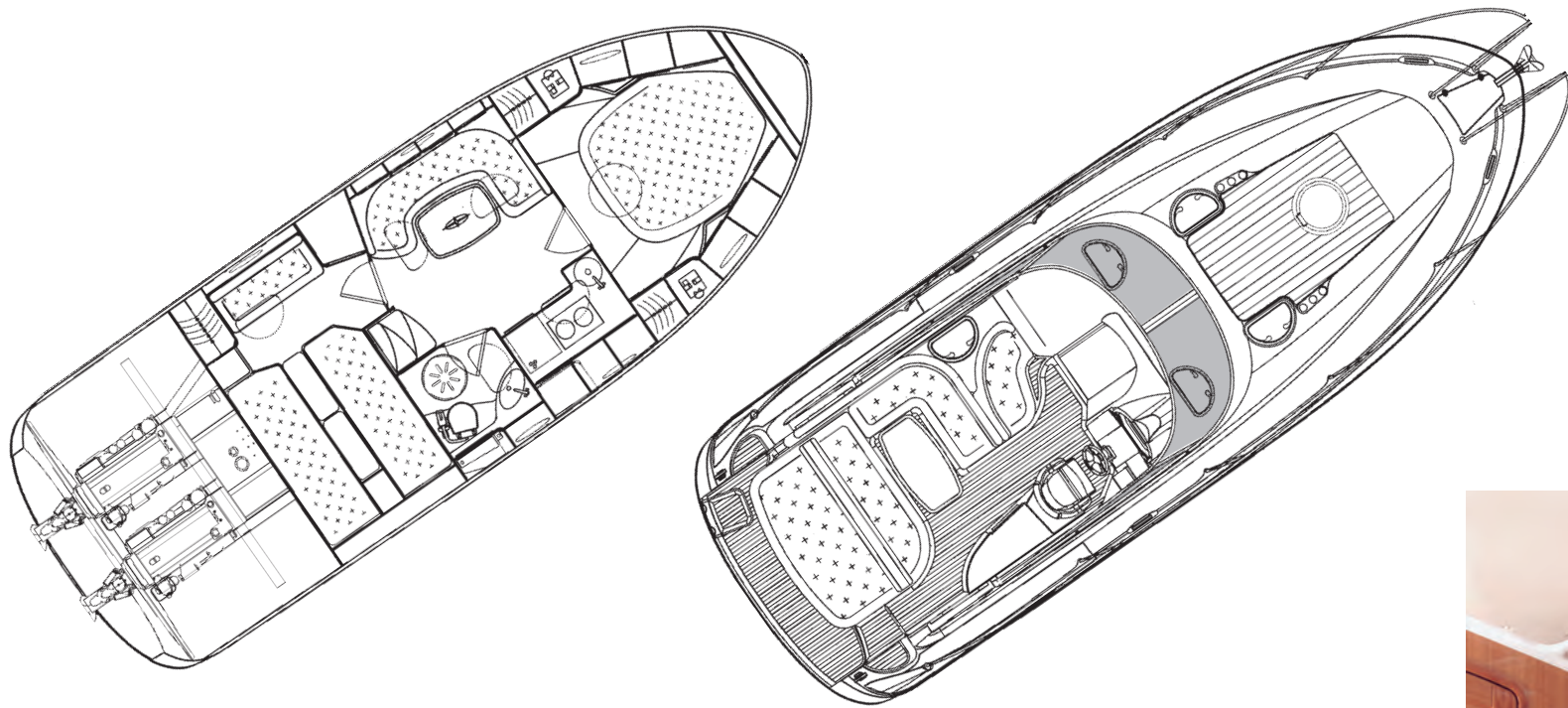
2 x MerCruiser 5.0 MPI, DTS	194 kW / 260 PS/hp optional with
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2 x Volvo-Penta 4,3 GXI	168 kW / 225 PS/hp
2 x Volvo-Penta 5,7 GXI	239 kW / 320 PS/hp
2 x Volvo-Penta D3 - 190	134 kW / 182 PS/hp

Technical data





BAVARIA
33sport/HT

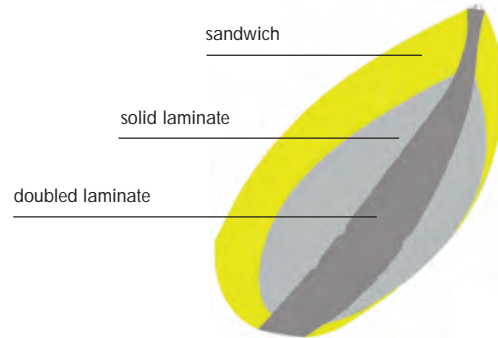


Laminate and stringers are the backbone of a first class Bavaria sailing yacht

Our lamination halls make possible an unprecedented, quality assured and rationalised production of hulls and decks. Moulds pass a standard production cycle.

Air-conditioned lamination halls with permanent humidity and temperature control guarantee a consistent lamination process.

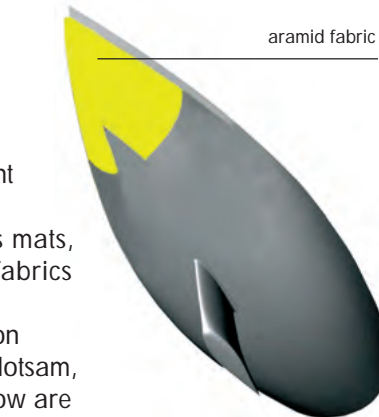
Hardener volumes are automatically added by so-called applicators. Chopped strand mats cut for the specific order guarantee a lamination structure according to its specification. This provides the durability of the shapes, a steady curing and therefore the quality of the ship body. After the gelcoat has been applied, the outerlayer of the laminate structure is put in as a conjunction of isophtalic acid resin and powderbond chopped strand mats. This procedure ensures an effective water sealing as well as protecting against osmosis. The laminate strength of the construction requirements is partially doubled by overlapping in the keel area.



Above waterline and in the deck a sandwich laminate with cross-linked PVC-foamcore is used. The foam stability and the right material features are confirmed by independent certification agencies. The foam core provides the insulation and reinforcement of hull and deck.

Besides conventional glass mats, there is multiaxial roving fabrics used in the laminate, too. In order to minimize collision damages, for example by flotsam, endangered areas in the bow are protected by aramid fabric with impact strength.

For the cure-time the moulds with the laminated decks and hulls are transported into the tempering hall. Floor timber and stringers are basically glassed in at Bavaria.



stainless steel frame to increase the stability in each stringer grid

reinforced and glass in floor timbers

Furniture production

At Bavaria Yachtbau furniture parts are pre-produced to exact specifications by CNC systems. Millings, drilling and groove tasks are carried out precisely. All wooden parts are given a uniform multi-layered varnish in an automated varnishing line with a 2-component varnish and additional UV drying. Furniture modules are designed for easy production and service so that the hull/deck joint is accessible from every position.

Deck production

It is not just the furniture production that is executed by CNC machines with multi-fold retooling at Bavaria. This philosophy can also be found within the preparation of the deck installations.

Basically the millings and drillings have to be executed prior to the installation of all fittings and hatches. In order to automate these tasks, some years ago Bavaria developed a CNC-device which is unique in the shipbuilding industry.



The deck layout of each yacht type, as well as the hole pattern for series and extra equipment, are stored via CAD/CAM. For this, some hundred of single operations are necessary. These are already laid down in the period of the yacht development and are optimized afterwards. The aim of this automating was to reach a consistently high quality and production improvement at the same time. For the later tightness, the precise arrangement of the deck openings is crucial.

Conveyor assembly- production instead of workshop

Bavaria produces yachts by means of assembly lines. Hulls and decks are transferred by a rail transport system to the specific assembly station.

The actual conveyor production of our yachts already starts with the installation of the deck fittings. Deck fittings, hatches and winches are fully mounted and the later "wedding" of hull and deck is prepared.

Parallel to this, corresponding hulls are fitted on the assembly line. The procedure on the line is scheduled down to the smallest detail and divided into assembly volumes that can be surveyed.

Quality and number of units

By specialisation for limited processes, the manual workers at each production station stay on a high learning curve to achieve the maximum reproducible quality and productivity.

Internal quality audits clearly show that the production of a high number of units results in good quality.

In fact this is logical.

Similar activities, repeatedly carried out, can be done more quickly.

Tasks which are occasionally or seldom practised are more time-consuming and statistically have a higher failure rate.

This knowledge particularly applies to a product as complex as a yacht.

Sale, service and guarantee performance

The distribution system of Bavaria Yachtbau GmbH is organized in such a way that the customer's contact partner on the spot must always be a qualified dealer.

This applies to sale, as well as after-sales service and processing of possible guarantee claims.

On selecting their partners, the yard's attention is focused on domain competence, the presence of a good infrastructure, the execution of after-sales service and guarantee work, the location of the operation itself and a sound financial situation.

All Bavaria Yachts leave the yard only after a detailed final quality control, in addition to the quality assurance inherent in the production chain.

One of the top-ranking and biggest yacht builders in Europe, Bavaria Yachtbau GmbH has developed a line of yachts that stand out for their solid and lasting value. This is the result of many years of intensive cooperation between Bavaria and the most renowned yacht-design firms in Europe.

Innovation, modern manufacturing methods, computer-aided manufacturing processes and highly skilled craftsmen all enable our yachts to be produced comparatively inexpensively. Bavaria Yachts is thus able to pass this competitive advantage directly on to its customers.

Every year more than 3.500 yachts leave the yard, built by approximately 650 employees in one of the most modern series production facilities for sailing yachts and motorboats in the world.

Our worldwide network of competent sales partners guarantees professional delivery and high quality service. Our dealers are in direct and close contact with the owners of our yachts.

Since 1978 Bavaria Yachts has been synonymous for sailing yachts that have an outstanding price/performance relation and since the year 2000 this also counts for motorboats.

*Bavaria Yachtbau
Trailblazing on all points of the compass*

Production process and material employment



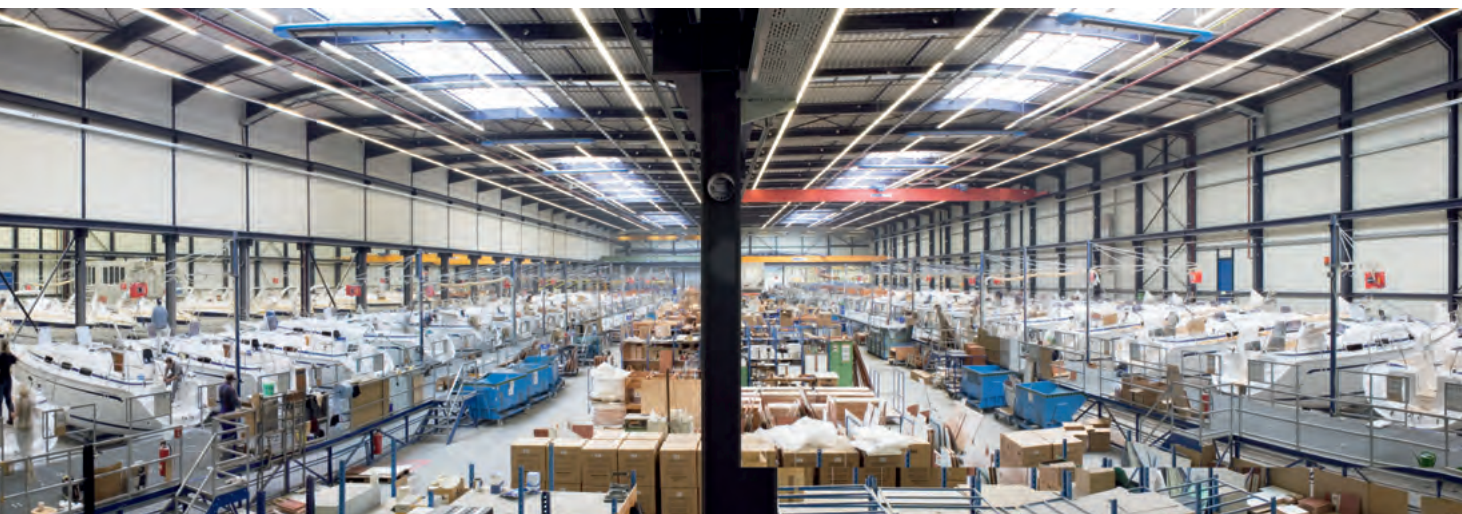
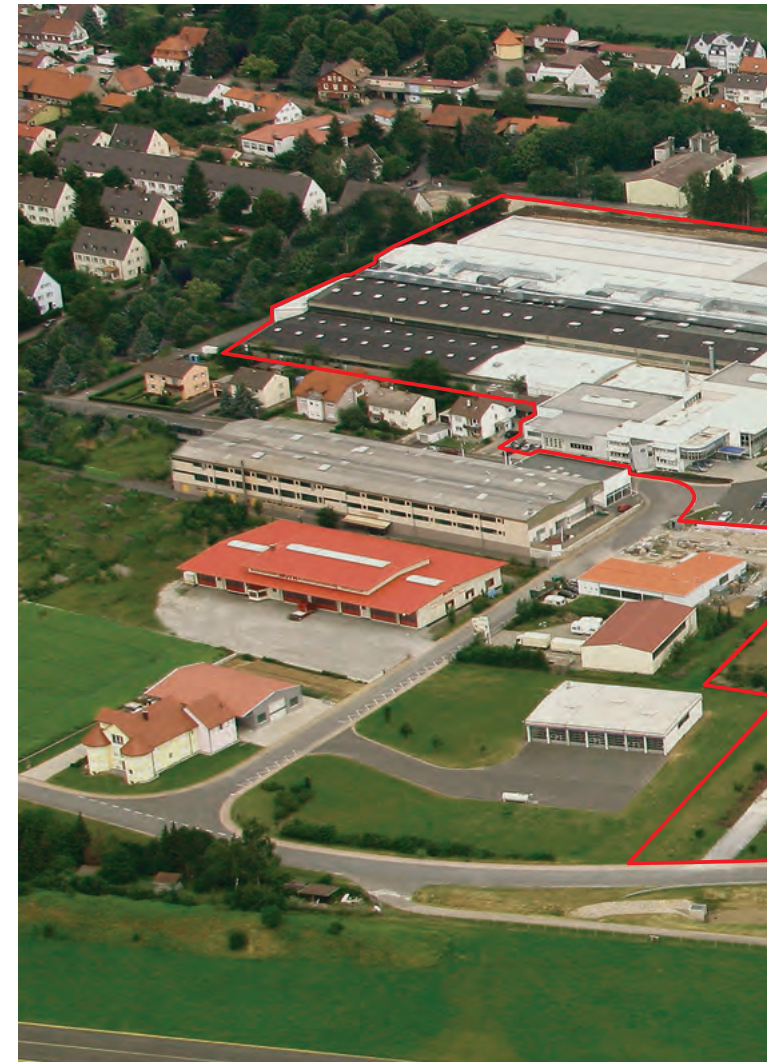


Die abgebildeten Yachten sind mit diversen Extras ausgestattet, die teilweise aufpreispflichtige Optionen darstellen. Maße, Gewichte und Betriebsverhalten eines jeden von BAVARIA hergestellten Yachttyps sind nach Konstruktionszeichnungen gerechnet und müssen mit der tatsächlichen Ausführung nicht übereinstimmen.

Ein Gleiches gilt für die Angaben über Segelflächen und Ausrüstung, Farbgebung und für die schriftlichen und bildlichen Inhalte von Werbeschriften und Verkaufsprospekten, welche zusammengenommen nur der Erläuterung und werblichen Anpreisung unserer Erzeugnisse dienen, ohne damit eine werbe- und/oder abbildgetreue Lieferverpflichtung von BAVARIA zu begründen. BAVARIA setzt bei Design und Konstruktion, der von ihr hergestellten und vertriebenen Yachten, die Seaway Group d.o.o. / J & J Design als Entwickler ein.

The shown yachts are equipped with various extras which may represent chargeable options. Dimensions, weights and actual performance of every yacht type produced by BAVARIA are calculated according to design drawings and must not necessarily coincide with the actual product.

The same applies to data referring to sail area fittings, colour schemes, and to the content in text and pictures of advertising literature and sales leaflets, which altogether only serve to explain and advertise our products, without obliging BAVARIA to deliver goods which conform to the text or illustrations.



BAVARIA YACHTBAU

Die Werft – The Yard

