



Bavaria 29 Sport

By Michael Slater

Pictures courtesy of Wiltel and Bavaria Yachtbau

It was the beginning of a new week. The thought of having to spend the entire Monday confined to the office on a near perfect day in Cape Town would have been as tiresome as the temperatures that had seen the mercury soar to record-breaking highs on the preceding weekend. A fresh south-westerly breeze had picked-up over the course of the morning, which made conditions just right for stepping out of the office and onto a boat – the perfect remedy for what otherwise could have been the Monday blues.

Upon arrival at the Waterfront I was met by Erik and led to where Willie Truter, managing director of Wiltel, was waiting onboard the striking Bavaria 29 Sport. Moored behind the Victoria and Alfred Hotel and eager to get going, Willie radioed the harbour-master and arranged passage through the bascule bridge and drawbridge, respectively, at the Clock Tower. Soon we were on our way to Table Bay.



The aft cabin with convertible double-berth, storage locker and wardrobe.

Meanwhile I embarked on an inspection of the interior of the boat and immediately felt right at home in the comfortable, classy and spacious cabin. The main cabin interior is furnished in mahogany wood and veneer finishes, with a locker and shelves, ceiling lights, and loads of storage space – both under-seat and in a large storage compartment. The cabin is also equipped with a stereo radio/CD player. The U-shaped seating towards the bow easily converts into a double berth for additional resting space when not acting as a saloon area.

The aft cabin is spacious with loads of storage room in the form of a locker and wardrobe. It contains a double berth and is also fitted with ceiling lights and an AC outlet.

A fully equipped Galley, including a stainless steel sink with cover and pressurized water, a two-flame cooker, a 12V DC refrigerator, and cutlery drawer ensure that all basic catering and culinary requirements are met. AC/DC outlets make provision for the use of other appliances.

The marine head is fitted with a lockable door, wash basin, hot/cold shower with electrical pressure pump, a sea toilet with manual pump and storage compartments.



U-shaped cabin bunk converts into a spacious berth.



Above: The forecabin functions as both a saloon area and berth.

Left: Fully-equipped galley with refrigerator, hot/cold water sink, two-plate stove and cutlery drawer.



The head has a flushable marine toilet, hot/cold water basin and shower.



The helm area has a full range of analogue instrumentation, including: speedometer, rev counter, log, oil pressure, fuel level, hour counter, illuminated compass, and depth finder. Steering wheel and bucket seat are height adjustable.

As impressive and homely the interior was though, it was not the sort of day to hang-around inside. Besides, this sports cruiser is the type of boat for one to be seen in – its immaculate lines, lengthy bow with fully-railed walkaround and clip-on sunbed made it a simple decision for me to make my way to the foredeck in order to maximize the experience. My vantage point from the foredeck was excellent and I soon spotted a young Southern Right whale cruising along just behind the harbour wall. Willie ensured that we remained well clear

of the large mammal, in compliance with the marine regulations, but what a magnificent experience to have observed the mammal so soon after leaving the harbour!

The swell was surprisingly high but was dealt with effortlessly by the deep-V hull and slickly groomed deadrise, working magnificently in tandem with the twin Volvo Penta D4-210/DP 4-cylinder diesel engines. In fact, the Bavaria 29 Sport sliced through the swell so smoothly and swiftly, that my stay on the foredeck was fairly short-lived as the cool breeze began to feel a bit more like a polar wind on the skin.

I made my way from the foredeck down to the cockpit and positioned myself beside Willie at the helm area. While I enjoyed the sights and sounds from there, he talked me through more of the boat's features. The helm area consists of a dashboard with analogue instrumentation, including log, depth finder, voltmeter, fuel gauge, oil pressure gauge, rev. counter, engine temperature and hour counter, illuminated compass, and height adjustable carbon design steering wheel. Above the dash, is a shatterproof, stainless-steel framed windshield, with wiper.

The cockpit is self-draining and its primary features include a hot/cold shower at the stern, a tinted glass cabin sliding door, and its heavy-duty

The aft seat is fully reclinable into a spacious sunbed.





The cockpit is spacious and adaptable, with reclinable aft seat and retractable saloon-style aft table. Slip-proof teak floors are an optional extra.

upholstered seats which convert into a sunbed and have underseat storage. The cockpit is illuminated by lights fitted to the radar arch and the speakers are splash-proofed. The cockpit also has a sink, as well as stainless steel drink holders and hand-railings.

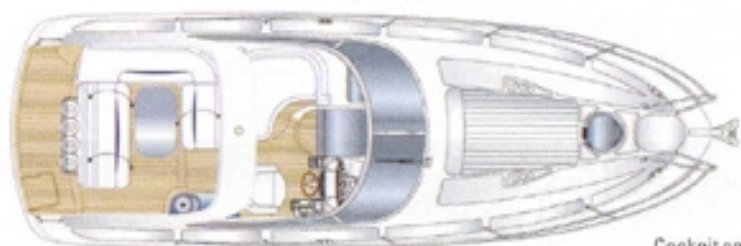
The Volvo Penta D4-210/DP uses the latest diesel technology and employs a common rail fuel injection system, double overhead cam shafts, 4 valves per cylinder, a turbocharger and aftercooler. The common rail fuel injection is controlled by an Electronic Vessel Control, featuring virtually smoke-free, low emission torque that enables impressive acceleration and load carrying capability. It also features a Duoprop drive, which has become synonymous with Volvo Penta's. What this all equates to is that a reliable, sporty engine fitted to a durable, sporty cruiser, is a package that holds a lot of promise for the fun-loving, motor boating enthusiast seeking thrill and adventure of the highest order. But that's not all...

"Bavaria's ideology is to make motorised boating in the 25 to 37-foot range more affordable. They achieve this through cutting costs primarily in two ways," explained Wille.

"Firstly, by standardizing production and reducing overheads caused by excessive customization, and secondly by making use of a proven line-production rail-conveyor system for construction and quality control."

Considering that the Bavaria 29 Sport retails in the range of R1.4m to R1.7m

(depending on optional extras) you get a whole lot more boat for a whole lot less than you'd expect to pay. There is also a "fractional ownership scheme" option to make an investment in luxury boating even more tangible for those who have deemed it beyond their means in the past. What's more is that for Willie and Erik it's not just a matter of offering a quality, value for money product, but also to guide investors through the process of becoming adept ☺



Cockpit and fore deck



Cabin layout



Side view



The aft platform offers easy access to the boat.

at the art of boating – ensuring that the boat is appropriately maintained, safely and efficiently operated and thoroughly enjoyed. For further peace of mind, Bavaria boats meet all the SAMSA safety and floatation requirements and are CE Category B certified, have a CE fire extinguishing system and two fire extinguishers fitted as standard.

Whilst we were out in the Bay the wind had been steadily increasing in strength, and by the time it came to mooring the Bavaria 29 it was strong enough for Willie to point out that he had opted for a bow thruster to be fitted to the boat.

"With the strong winds in Cape Town, the heavy-bowed boat is not always easy to bring to dock but

the bow thruster makes it child's play", were the words of the proud helmsman.

My experience of the Bavaria was both exhilarating and unforgettable. Its handling, power and sporty elegance rank it among the best boats in its class and what's more is, its readily available for testing in Hout Bay harbour. For further information, contact Erik at 072-688-1444.

Standard specifications

Hull and fittings

- Stainless steel bow rail
- Stainless steel bow fitting with anchor roller
- Anchor locker, self-draining
- Six stainless steel cleats
- Stainless steel drink holders at the foredeck
- Bathing platform built into the stern, with bathing ladder
- Teak on bathing platform
- Stainless steel fenderholder
- Five hull windows

Electrical systems

- Electrical trim flaps
- Domestic battery, 140 Ah
- Starter battery
- Main switch for domestic battery
- Main switch for starter battery
- Sonar/Echosounder, Bideka
- AC Shore supply
- Warm water boiler, 20 l
- Navigation lights (BDI)

- Engine compartment ventilator
- Check-control-panel by diesel engine
- Bilge pump
- Horn

Options

Additional boat circuit
140 Ah
Bow thruster, SP 55
Camper Cover
Cabin carpet
Button on
Cockpit carpet
Button on
Disposal via deck suction
For holding tank
Sun Upholstery
for foredeck
Teak-laid cockpit floor
Teak-laid side-deck
Electrical switch
For each engine
(Standard with D4 and D6-engines)
Autopilot

Smart Pilot I
Chart-plotter Raymarine
Raychart 520 b/w
Refrigerator in Cockpit
12 V
Microwave
230 V/110 V
Hot-air heating
Webasto Air Top 32 S
For gasoline
Hot-air heating
Webasto Air Top 3500
General specifications
Length overall 9.28 m
Beam overall 2.98 m
Height above waterline, appx. 2.75 m
Draught, drive raised, appx. 0.65 m
Draught, drive lowered, appx. 0.85 m
Weight from, appx. 4 300 kg
Fuel tank, appx. 500 litres
Water tank, appx. 110 litres
Persons, max. CE B 8
Cabins 1
Berths 2/4
Height in cabin, appx. 1.88 m