



Forty Feet of Fun

A nearly plumb bow maximizes the waterline length of the German-built Bavaria Cruiser 41, a spritely sailer with lines conceived and rendered by Farr Yacht Design in Annapolis, Maryland.

The straightforward Bavaria Cruiser 41 is a midsize production yacht that covers all of the bases. By Herb McCormick

THE ONGOING COLLABORATION between Farr Yacht Design, based in Annapolis, Maryland, and Bavaria Yachts, the German builder with an ever-expanding worldwide reach, continues to produce smart, sensible, solid production cruisers. The latest example of this fruitful partnership is the Cruiser 41, introduced to the U.S. market last fall.

Bavaria now builds two lines of sailboats. The Vision series is highly stylized, specifically targets couples and has the amenities and comforts of a second home. The Cruiser line, alternatively, is a collection of whole-

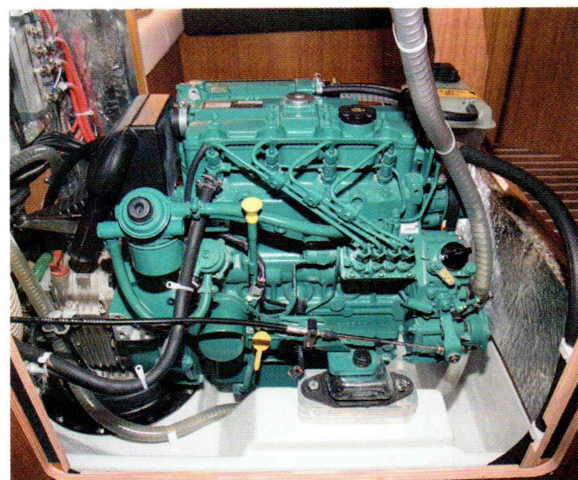
some family cruising boats with more traditional layouts and accommodations. This new 41-footer perfectly fits that design brief.

Let's start in the beamy cockpit and work forward. Contemporary production cruisers, like this Bavaria, have a series of what have become almost standard features, including a drop-down transom with a wide swim and boarding platform, and twin wheels. Check and check. Farr has specified a split backstay that really opens up this space. A central cockpit table also serves as the mount for the nice Garmin chartplotter, which is visible from the helms. There's a pair

of good-size lockers beneath each of the cockpit benches.

The headsail sheets are run to a pair of Lewmar self-tailing primaries on the coamings. The double-ended mainsheet system terminates at another set of Lewmar winches atop the coachroof (though owners can also opt to have the mainsheets run aft near the wheels, where the helmsman has better access). All the halyards and reefing lines are also led to the cabin top, and everything there is organized and tended through banks of Spinlock rope clutches.

All the rigging and related hardware is first rate, and includes a deck-stepped



U.K.-based interior-design firm Design Unlimited is responsible for the contemporary and attractive belowdecks layout and accommodations plan of the Cruiser 41. A trio of overhead hatches, and opening ports in the coachroof windows, provide abundant natural light and ventilation (above).

For maintenance and oil changes, the access to the 38 hp Volvo diesel engine is outstanding (left).

BAVARIA CRUISER 41

LOA	40' 6"	(12.34 m.)
LWL	35' 4"	(10.75 m.)
Beam	13' 0"	(3.96 m.)
Draft	5' 5"	(1.64 m.)
Sail area	883 sq. ft.	(82 sq. m.)
Ballast	6,030 lb.	(2,735 kg.)
Displacement	19,135 lb.	(8,679 kg.)
Ballast/D	.31	
D/L	194	
SA/D	19.7	
Water	96 gal.	(363 l.)
Fuel	56 gal.	(212 l.)
Holding	37 gal.	(140 l.)
Mast height	61' 3"	(18.65 m.)
Engine	38 hp Volvo, saildrive	
Designer	Farr Yacht Design/Design Unlimited	
Price	\$250,000	

Bavaria USA
410-990-0269
www.bavariayachts.com

SEA TRIAL

Wind speed	2 to 4 knots
Sea state	Calm
Sailing	
Closehauled	3.0 knots
Motoring	
Cruise (2,200 rpm)	6.2 knots
Fast (2,700 rpm)	7.2 knots

Seldén spar with furling main (a traditional main with full-batten sails is an option) and a solid boom vang (the winch-handle-controlled backstay adjuster is also by Seldén). The double spreaders are swept aft to facilitate tight sheeting angles — as are the jib tracks, which are located on the cabin to keep the side decks free of encumbrances — for the 106-percent jib, which is set and stashed off a Furler 300S headsail furler. Our test boat had a Delta anchor on a single roller.

The companionway entrance comprises fixed, swinging doors with windows, with an overhead hatch fashioned with clear Plexiglas. Classy! A five-step ladder descends into the main saloon. At the foot of the stairwell, to port, is a large, enclosed head opposite a nice, proper navigation station to starboard. In the three-cabin version we sailed, the

generous beam in the cockpit translated to a couple of big aft cabins below.

Moving forward, the straight-line galley, with a three-burner stove and oven, and double sinks with handy covers, is to port. To starboard, a long U-shaped settee wraps around the generous dining table; there's also an "island" seat in the middle of the boat. The owner's cabin is in the bow, and includes a large double berth, a second enclosed head, lots of storage space and a bench seat for dressing. The Bavaria representative claimed this "master bedroom" was the biggest in its class of recent 40-footers, and he's probably right. It's certainly a comfortable, spacious compartment.

The hull and deck of the Cruiser 41 are hand-laid laminates with E-glass reinforcements and a polyester resin, with an outer layer of protective vinyl-ester resin. High-load areas have been

specially reinforced, and coremat and PVC foam are employed in other parts of the laminate. Below the waterline, a one-piece E-glass liner, or grid, has been bonded in place and post-cured with the hull. Above the waterline, the interior components themselves provide strength and support. The iron keel is bolted directly to the grid to disperse loads evenly.

Under power, the Cruiser 41 handled with authority in both forward and reverse. Unfortunately, on the day of our test sail, the breeze was but a zephyr, though the boat still managed to record 3 knots of boat speed in about the same amount of wind. Still, the Farr office is renowned for boats that sail well, and there's no reason to doubt that the 41 will also be a steady and able performer.

Herb McCormick is CW's senior editor.