



VISION 46 CONCEPT BOOK

05.04.2012

vision
FORTY | SIX



VISION 46. Click-Index.

General	Interior	Deck	Rigg	Systems	Systems	Options	Additional
Main Data	Interior Layouts	Launch Tour Cockpit	Sailplan	Deck Equipment	12V Electric	Heating	VPP Curves
Structure	Launch Tour Foreship	Launch Tour Deckhardware	Halyards & Lines	Freshwater	220V Electric	Multimedia Layouts	GZ Curves
Keel Information	Launch Tour Flex-Settee	Launch Tour Hatch, Portlight, Ventilation	Sail Qualities	Gas / LPG	Hull Break Through	Multimedia Fusion Parts	Steering System
Hull & Deck Joint	Launch Tour Flex-Nav Station	Halyards & Lines Coachroof & Cockpit	Rig Characteristics	Light, Switches, Plugs	Drains & Grey-/Blackwater	Cabin Cushion Dimensions	Quality Management
COMPETITION CHECK OUT	Launch Tour Pantry	Winch Spec & Packages	Rig Trim	Emergency Exits	Main Engine	Cockpit Cushions	Garmin Network Schematic
	Launch Tour Aft Cabin	Cockpit Concepts	Rig Datasheet & Layout	Fire Extinguishers		Floor Panel Colors	RIG TRIM: Folding Rule Method
	Launch Tour Head & C' way			Floor Lights / LED Stripes		Interior Color Combinations	
	Launch Tour Cockpit Locker & 3rd Cabin			Navi Lights		Deck Facing	
				Water Tanks		Cockpit Table Concepts	DOCK CONTROL
				Sub Floor System			TRIM CONTROL

VISION 46. THE YACHT.

The New Vision Line's Development is based on:

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



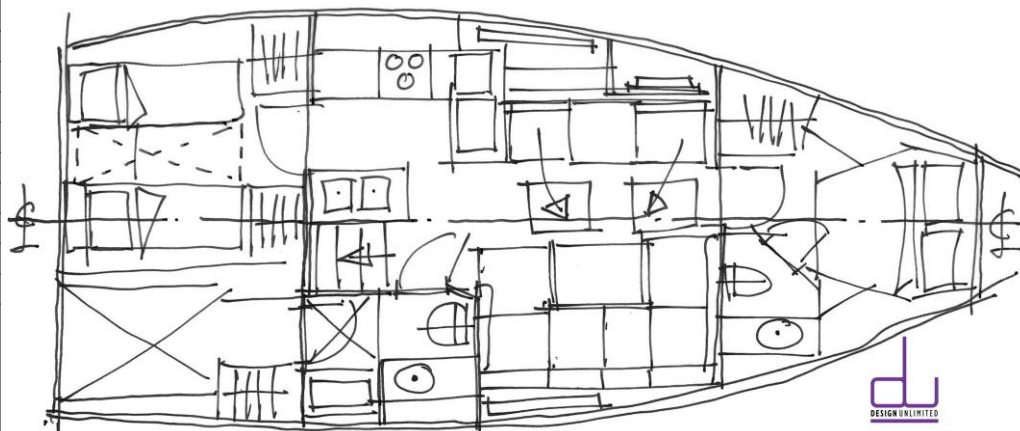
FACTS. New Vision v/s Competition.

VISION 46	Competition	PRO Bavaria
9 Flush Hatches	Jeanneau 45DS = 3 Hatches Sense 43 = 8 Hatches	Best possible deckventilation
Big Sidewindows featuring integrated Opening Sections	Jeanneau 45DS = None Sense 43 = Portlights screwed in acrylic (leakage)	Safest & sexiest possible crossventilation of main cabin
Headsail Furler recessed in Anchor Locker	Jeanneau 45DS = Above Bow Roller Sense 43 = Above Bow Roller	Sexiest Foredeck
Optional electric Cockpit Table switched at port pedestal	Jeanneau 45DS = No Option Sense 43 = No Option	Unique (optional) comfort feature
Designated Lounge Cockpit	Jeanneau 45DS = No Sense 43 = Not as detailed	Most comfortable Cockpit Concept
Rocksolid swim platform linked with s/s wire rope	Jeanneau 45DS = No designated fold down platform Sense 43 = No designated fold down platform	Unique: Safety due to closed aft cockpit while on sea - best possible swim comfort, no flexing when stepping on
Swim ladder sidemounted in platform	Jeanneau 45DS = Classic (& long) fold down ladder Sense 43 = Longitudinal pull out type ladder	Unique: Perfect to moor the dinghy without blocking the swim ladder
Shower post integrated in byway lid astern	Jeanneau 45DS = Classic handheld showerunit Sense 43 = Classic handheld showerunit	Unique: Most comfortable Shower Concept
DOCK CONTROL - Full Monitored System	Jeanneau 45DS = 360 Docking Sense 43 = Dock & Go	Unique: FULL MONITORED SYSTEM of status & condition on chart plotter. Approved reliable components. Less possible moving parts. Number of safety features. Eliminates also mechanic engine control. No too slow moving pod!
TACK CONTROL - Push Button Auto Tack	EXCLUSIVE	UNIQUE FEATURE for the world market! Push Button Superyacht Feeling on a production yacht!

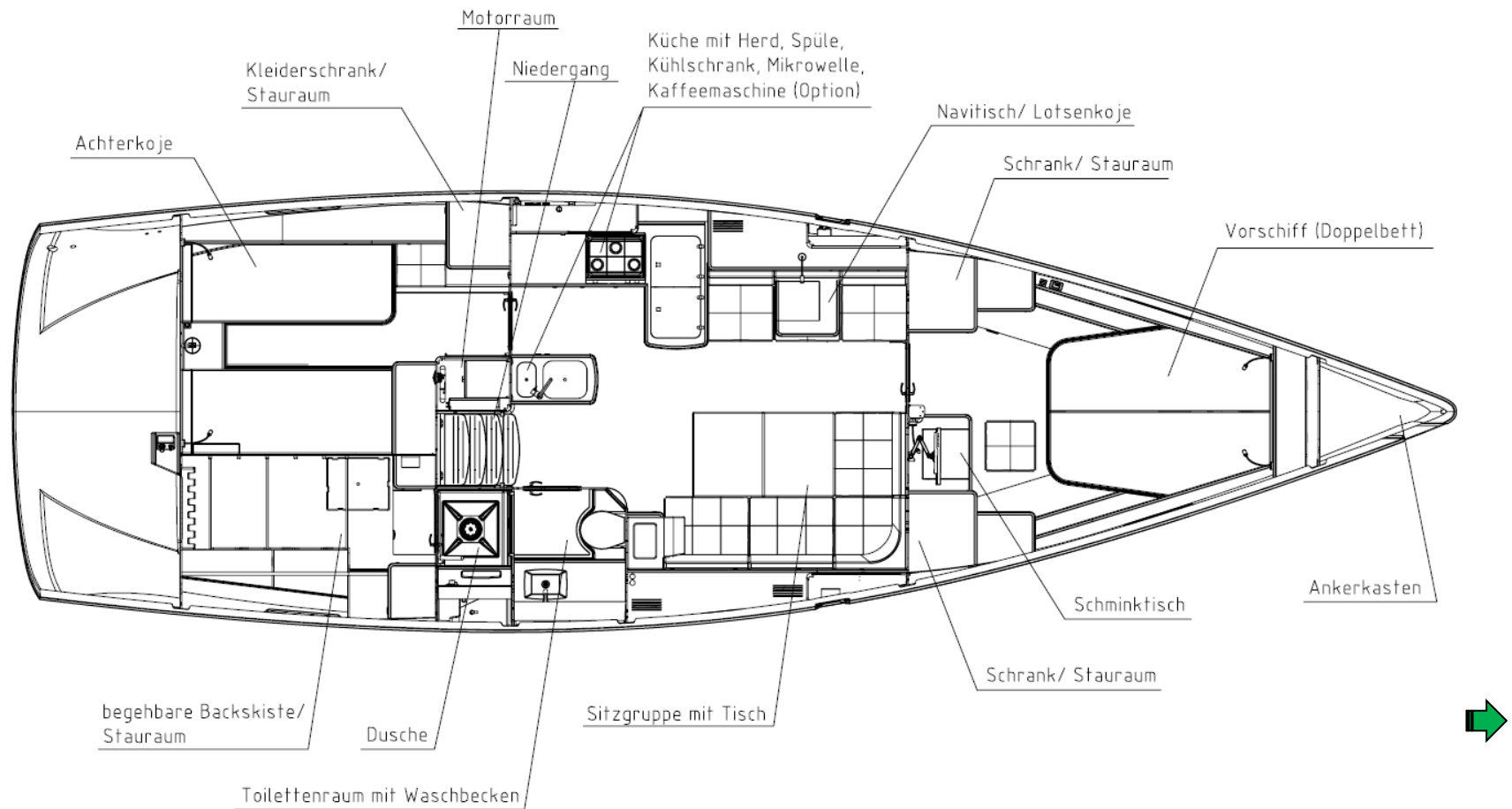
DATA. Main Data.

	Standard	Option
Length Over All	13,99m	
Hull Length	13,99m	
Length Waterline	13,70m	
Beam Max.	4,19m	
Draft	2,14m	1,70m
Empty Weight	12.300kg	12.550kg
Keel Weight	3.450kg	3.700kg
Engine	Volvo D2-55	Volvo D2-75
Engine Performance	41kW / 55PS	55kW / 75PS
Diesel Capacity	210L	
Water Capacity	580L	
Cabins	2	3
Berths (fix)	4	6
Standing Height in Salon	2,0m	
Mainsail	60m ²	
Jib	43m ²	
Gennaker	144m ²	
Height Mast above water	20,10m	
CE Category	A10 / B16	

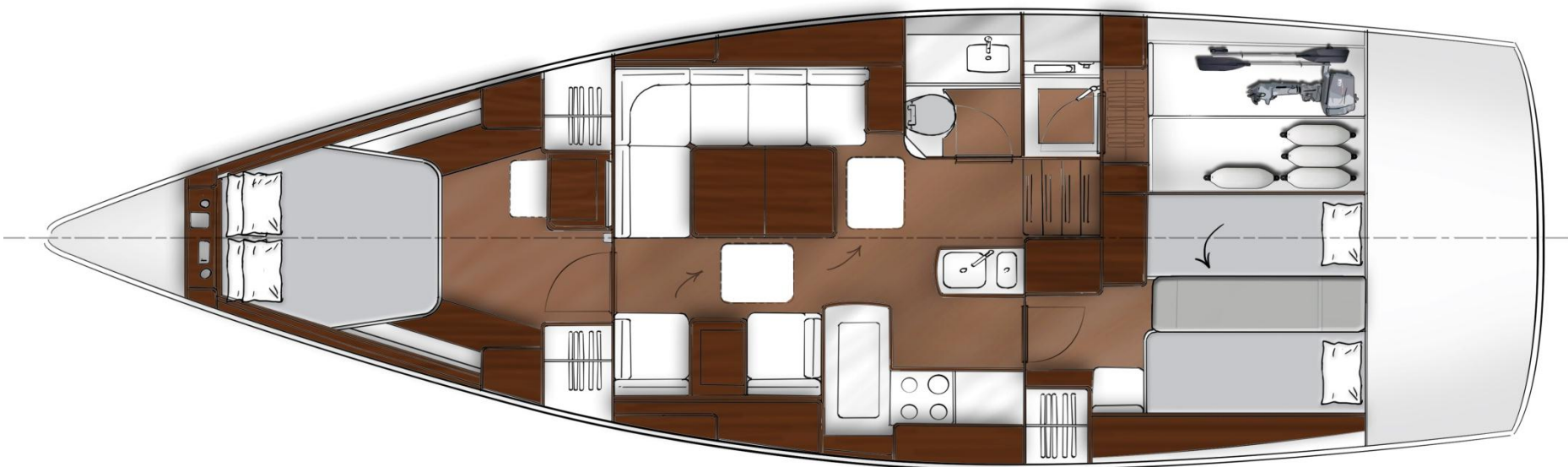
I	17,20m	
J	4,79m	
P	16,71m	(Furling Mast) 16,56m
E	6,05m	



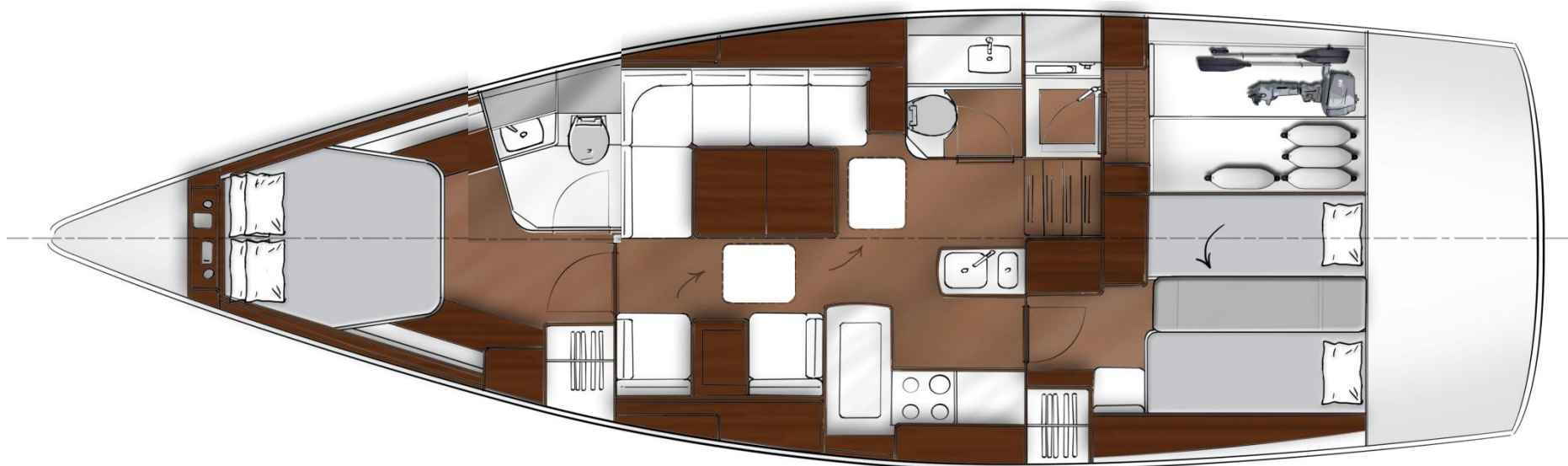
Test Yacht. 2/1 – Layout Boat #1.



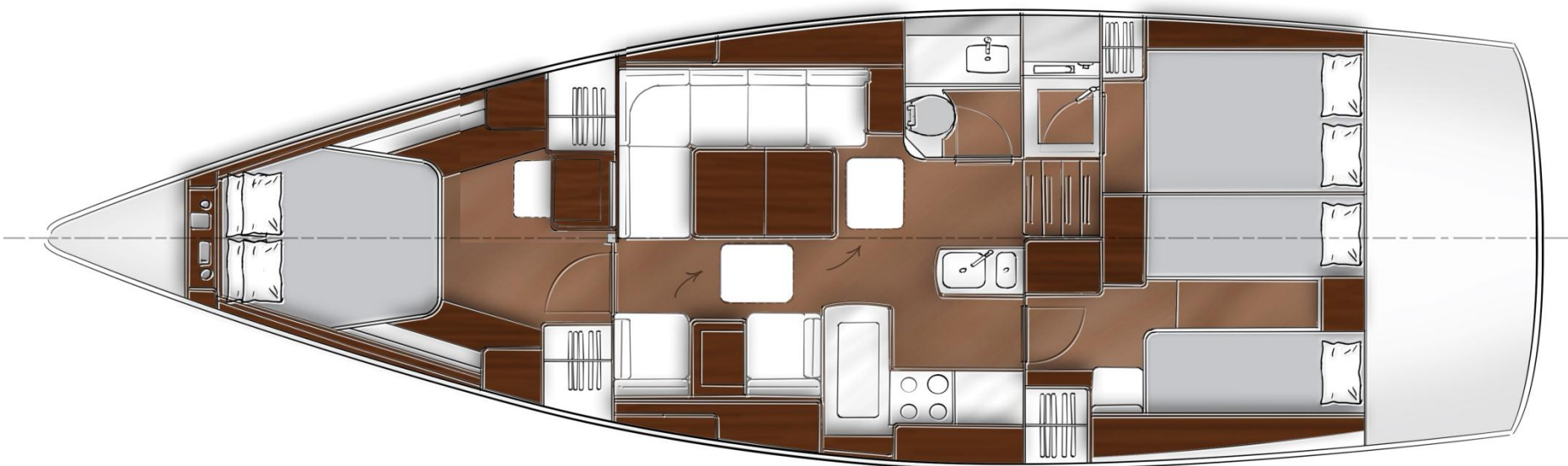
LAYOUT. 2/1 - Standard.



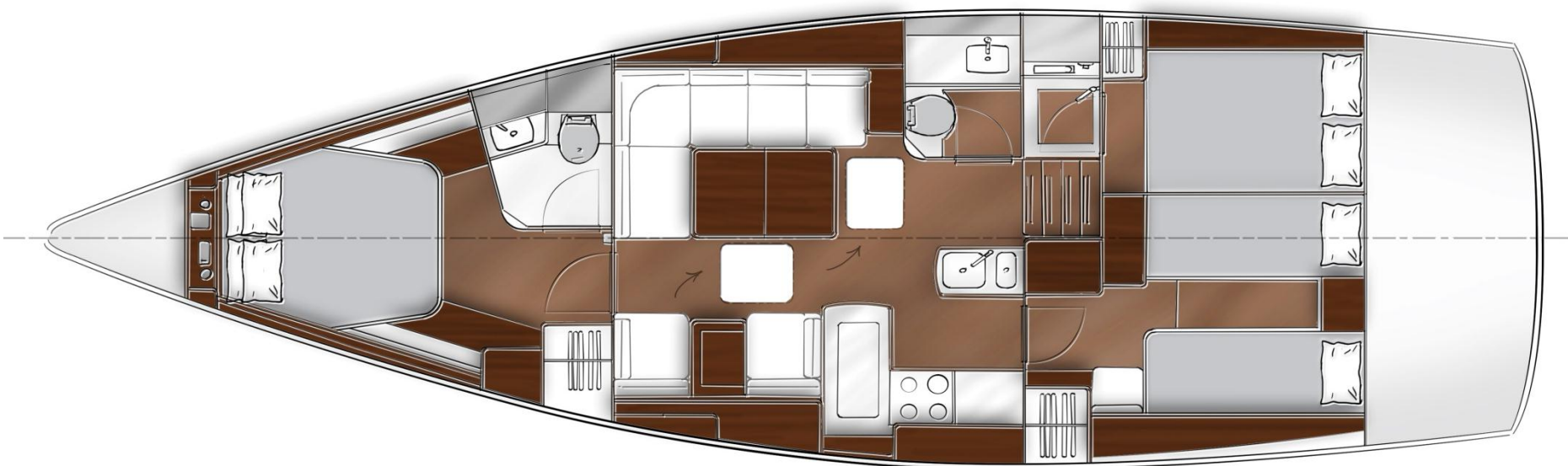
LAYOUT. 2/2 - Optional.



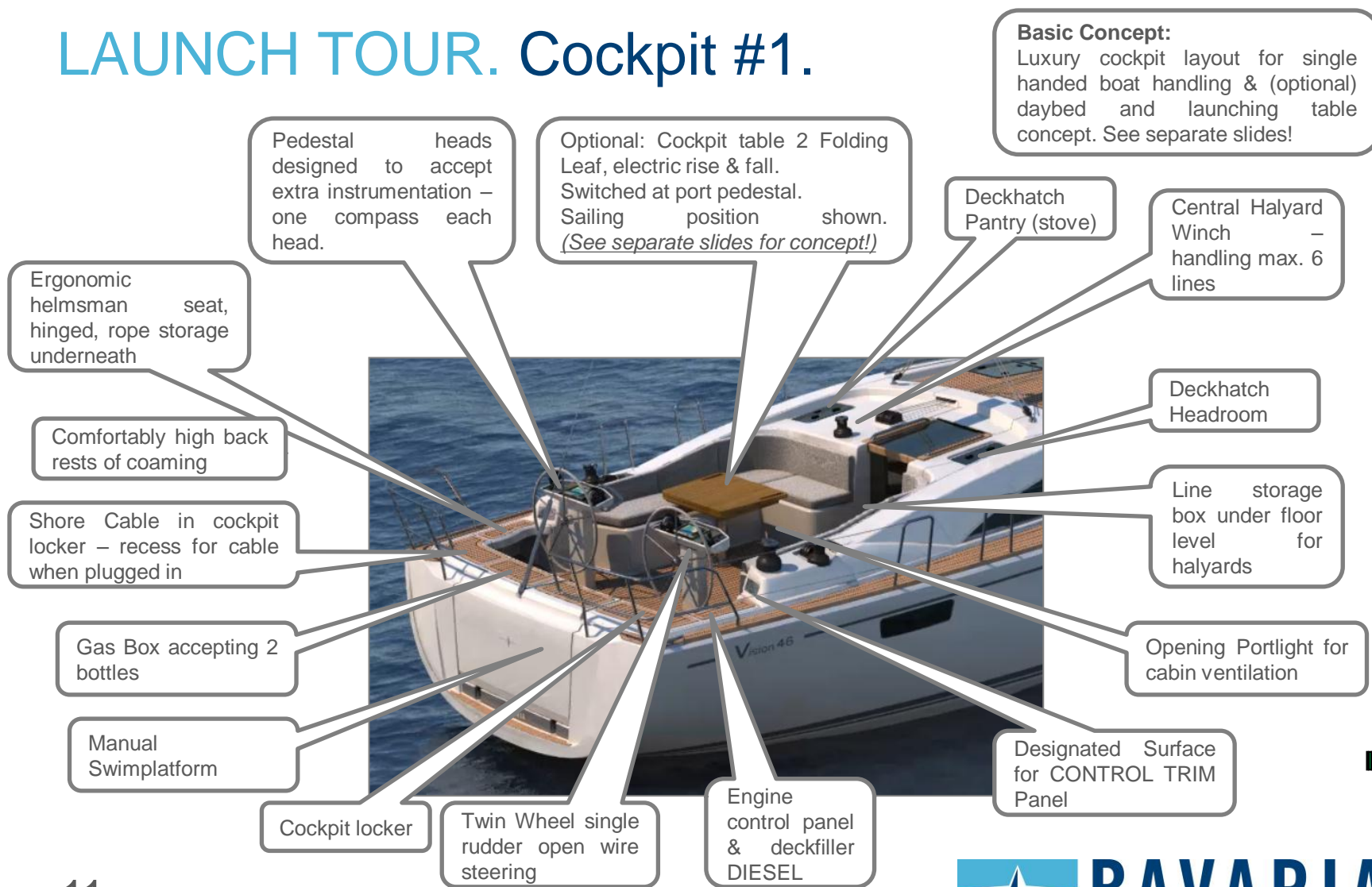
LAYOUT. 3/1 – Optional.



LAYOUT. 3/2 – Optional.



LAUNCH TOUR. Cockpit #1.



LAUNCH TOUR. Cockpit #2.

(optional) Shower post integrated to stern seat (shower unit mounted in cockpit)

Storage in aft ship (life raft)

Fold-Out Step to platform / cockpit



Lid to rudder stock for emergency tiller

Swim Ladder side-mounted – slide-out

Cockpit table folded out – Dining Table.

Optional electric Rise & Fall Table for lounging & daybed in cockpit (*see separate slides!*)



Optional Lounge Seats



LAUNCH TOUR. Single Hand Sailing Cockpit.

SINGLE HANDED SAILING ?

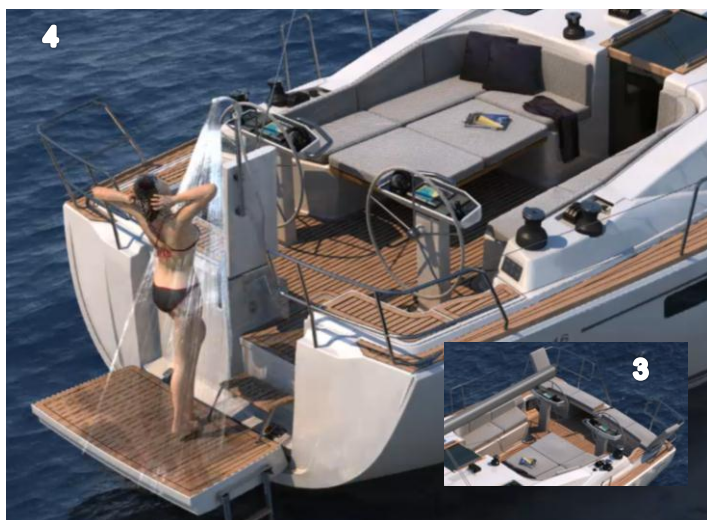
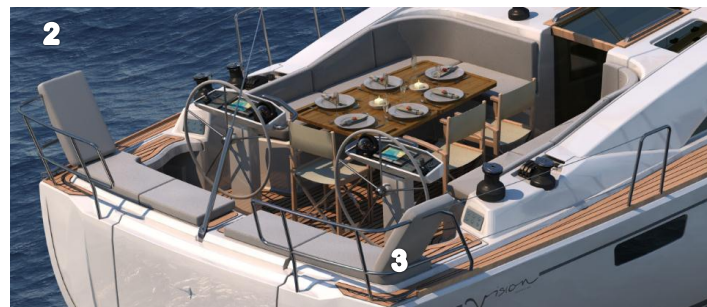
The most consequent and unique Cockpit Concept of the VISION 46 is offering exactly that!

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

Another UNIQUE benchmark!



LAUNCH TOUR. Cockpit. Social Area.



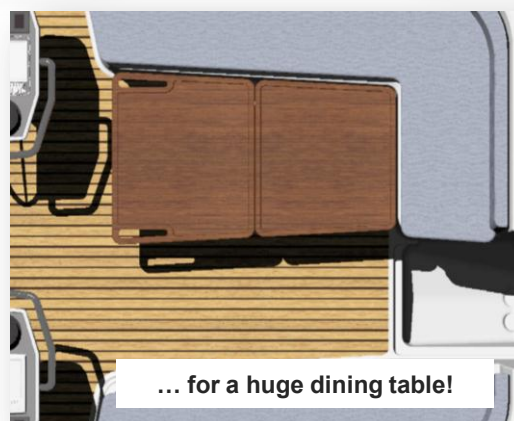
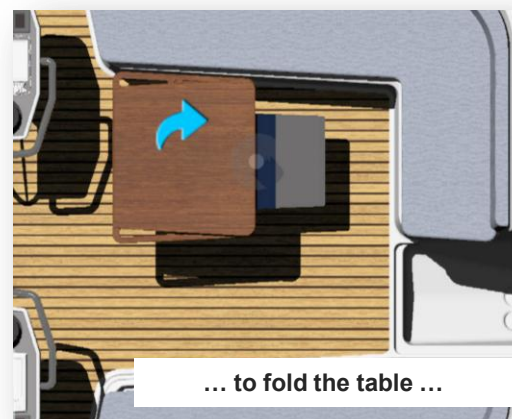
Unique for the world's market is the designated Social Area role of the cockpit concept:

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

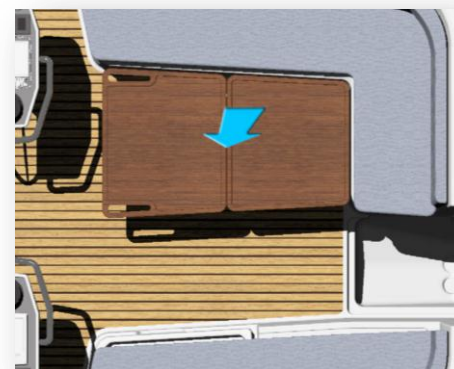
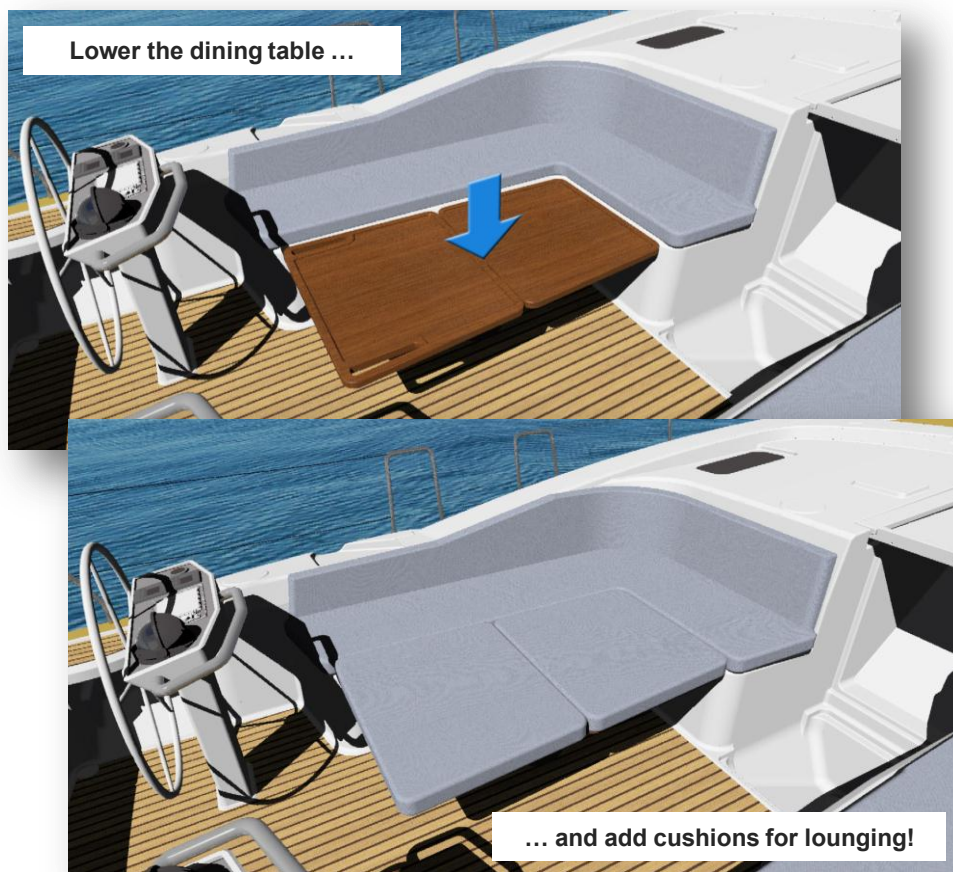


NO OTHER BOAT is offering such a luxurious comfort level!

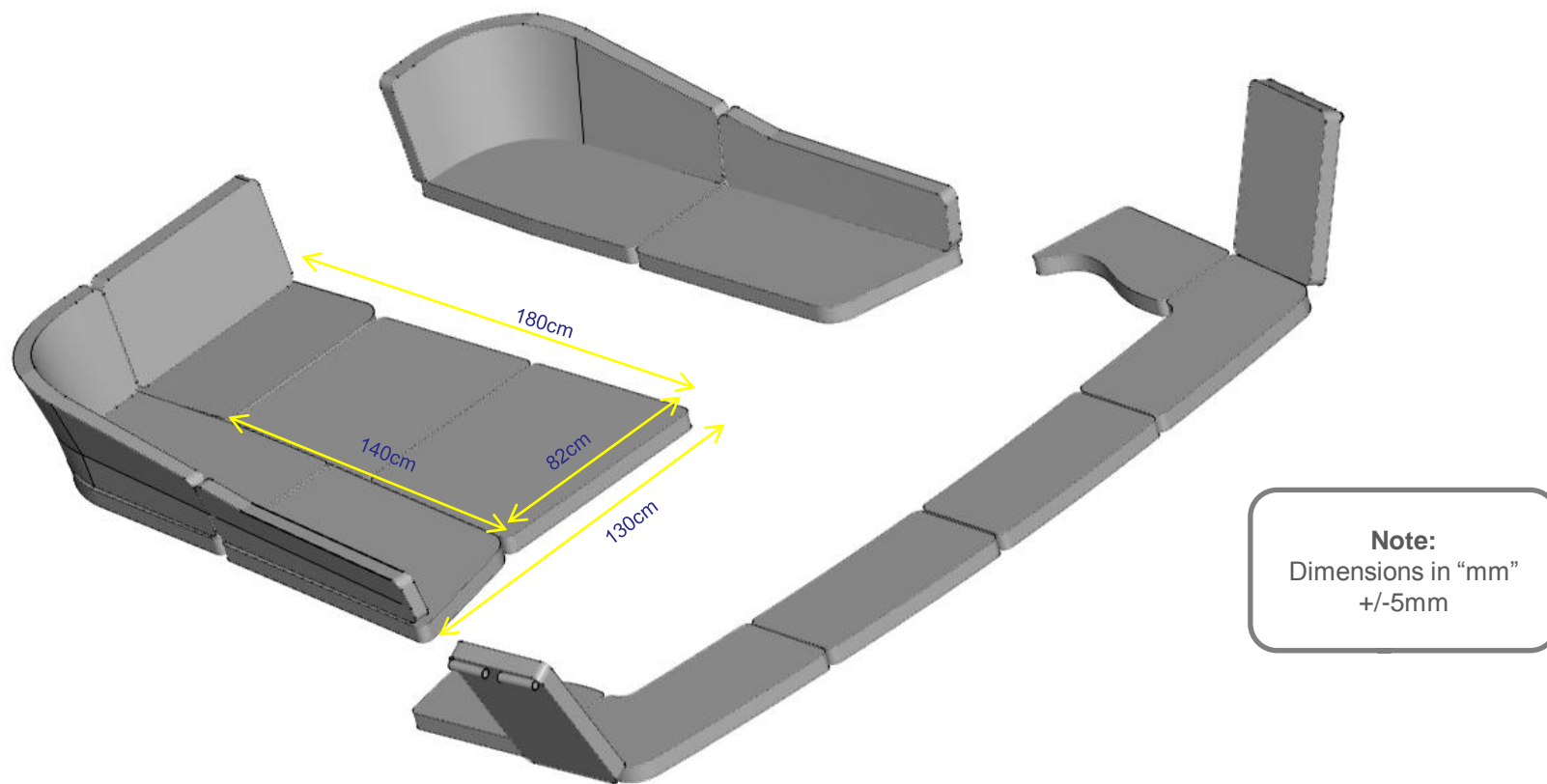
LAUNCH TOUR. Cockpit Table – Sailing / Dining.



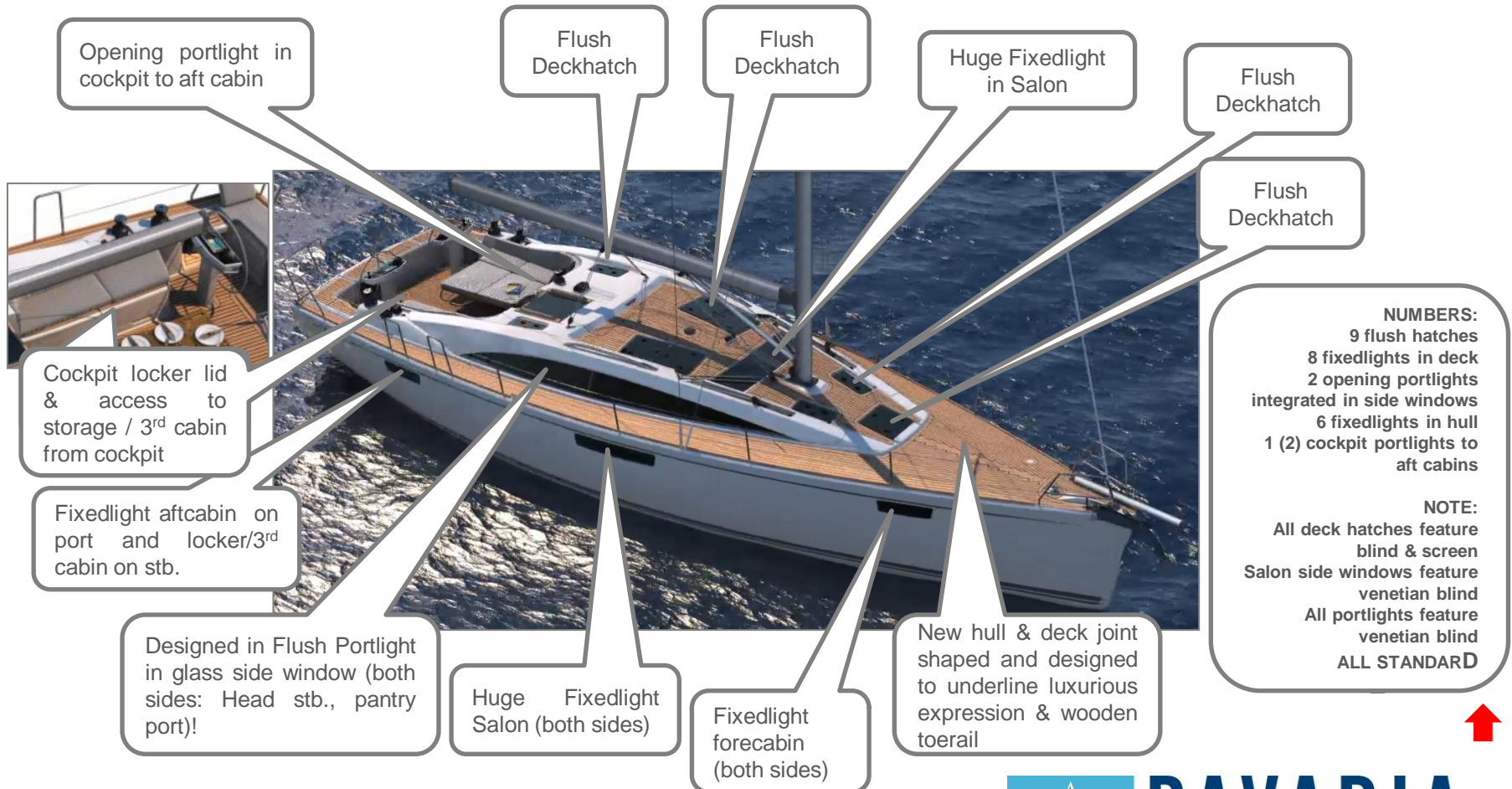
LAUNCH TOUR. Cockpit Table – Lounging.



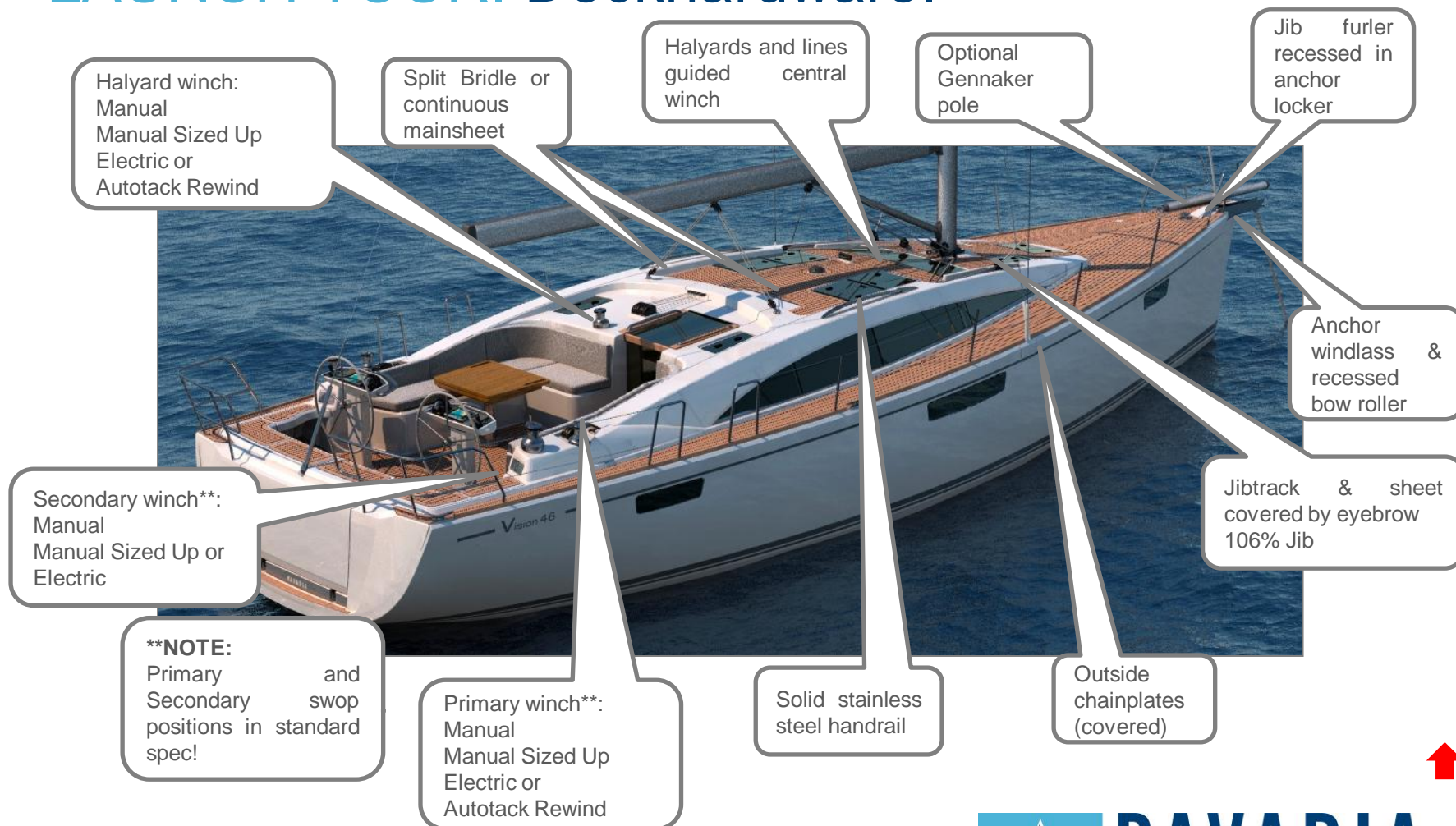
OPTION. Cockpit Cushions.



LAUNCH TOUR. Hatch, Portlight, Ventilation.



LAUNCH TOUR. Deckhardware.



LAUNCH TOUR. Foreship Cabin.

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



Shoe storage
Accepts 6 pair of shoes



Seat & desk featuring storage (and mirror under desktop)



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



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

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



Locker and closet on both sides

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

LAUNCH TOUR. Flexible Navstation.



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

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



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



LAUNCH TOUR. Flexible Settee.

Glass, dishes and
Bottle Locker

Note: No fridge!



L-Settee in standard
layout utilizing
Navstation seats

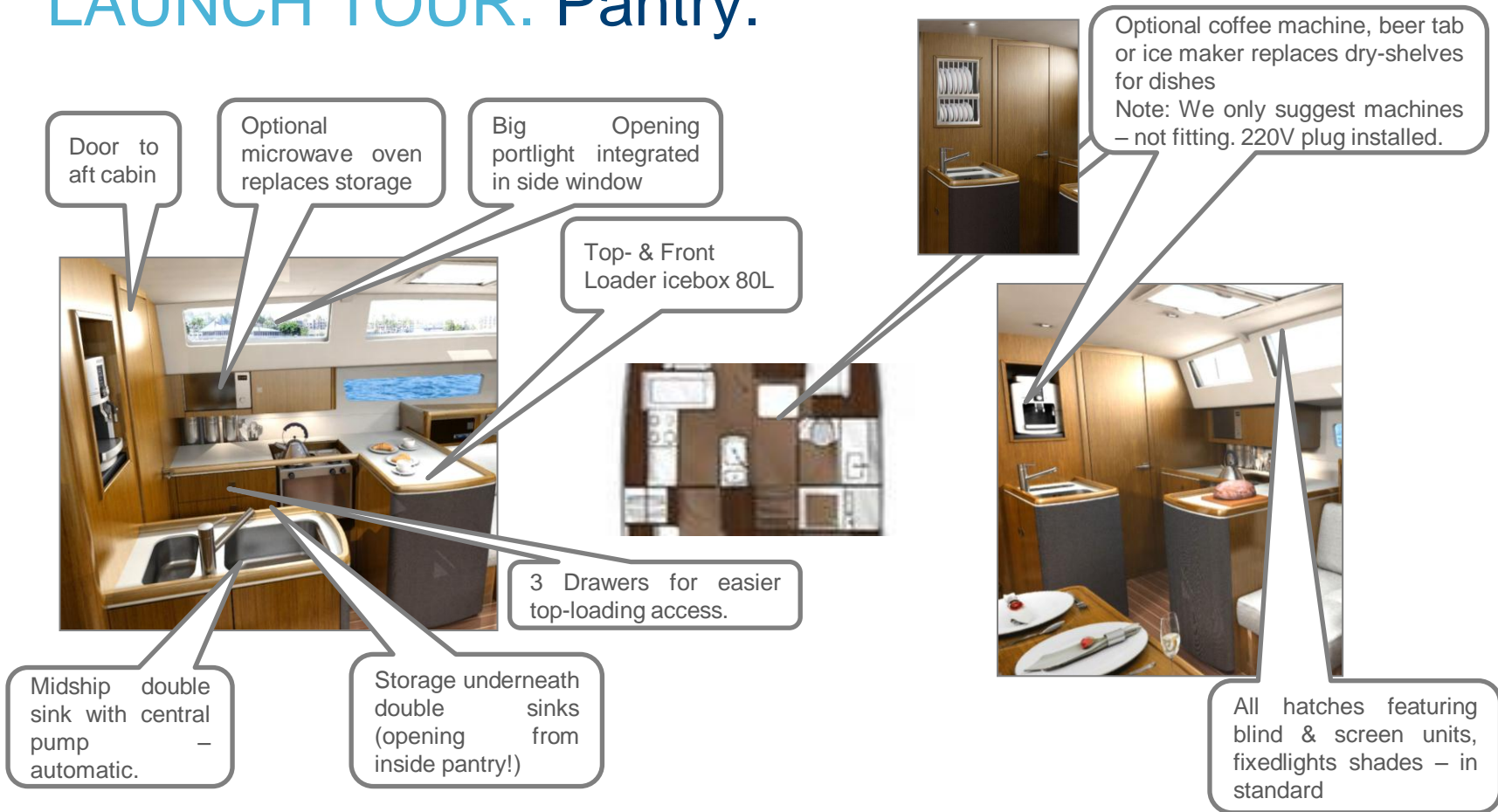


Optional Lift & Lower
Table (electric)
**converts settee into
Coffee Table**

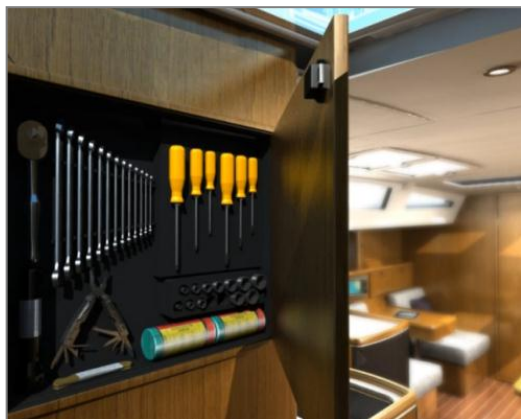


Optional Rise & Fall Table
(electric) **converts settee into a
lounging area and/or additional
double bed – for i.e. unexpected
overnight guests.**

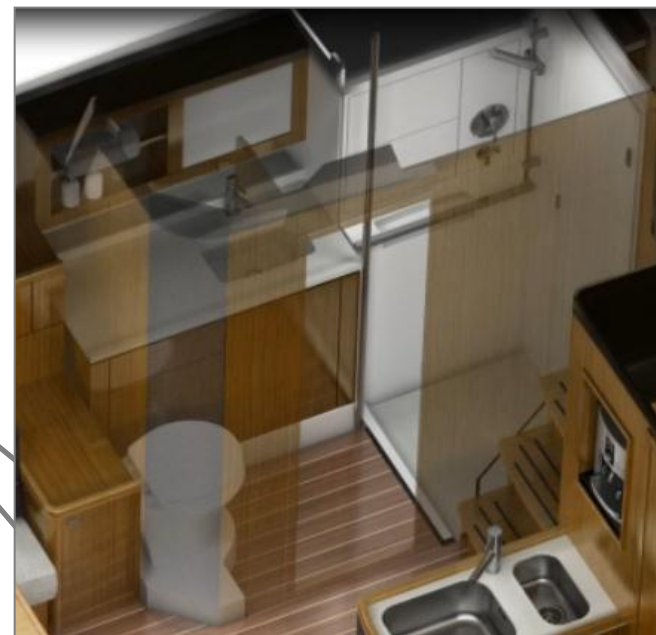
LAUNCH TOUR. Pantry.



LAUNCH TOUR. Heads & Companionway.



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

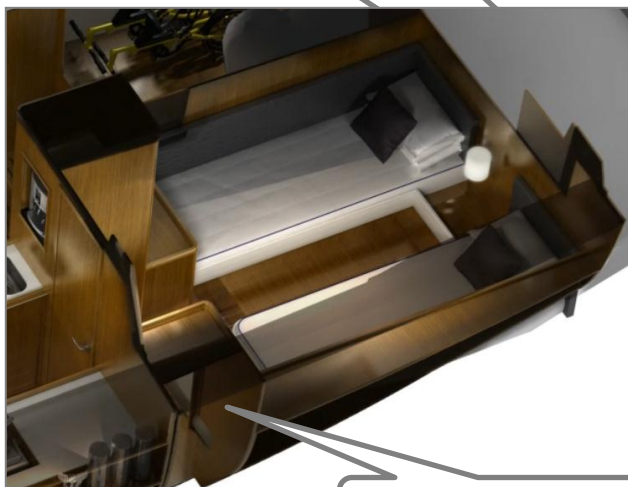


Separated and full equipped shower cell (lowered floor) – walkthrough to walk able cockpit locker / to optional 3rd cabin



LAUNCH TOUR. Aft Cabin Port.

2 separate berths – combinable with filler piece to a king size bed (vertically stowed to midship bulkhead)



Big closet with hangers and shelves



Inspection Hatch & access to main engine.

Book shelf and lockers



Seat



LAUNCH TOUR. Cockpit Locker & opt. 3rd cab.



Cockpit Locker
Adjustable storage splitter, step in/out of locker, stainless steel rope/line hanger astern.
Inside trigger for lid latch



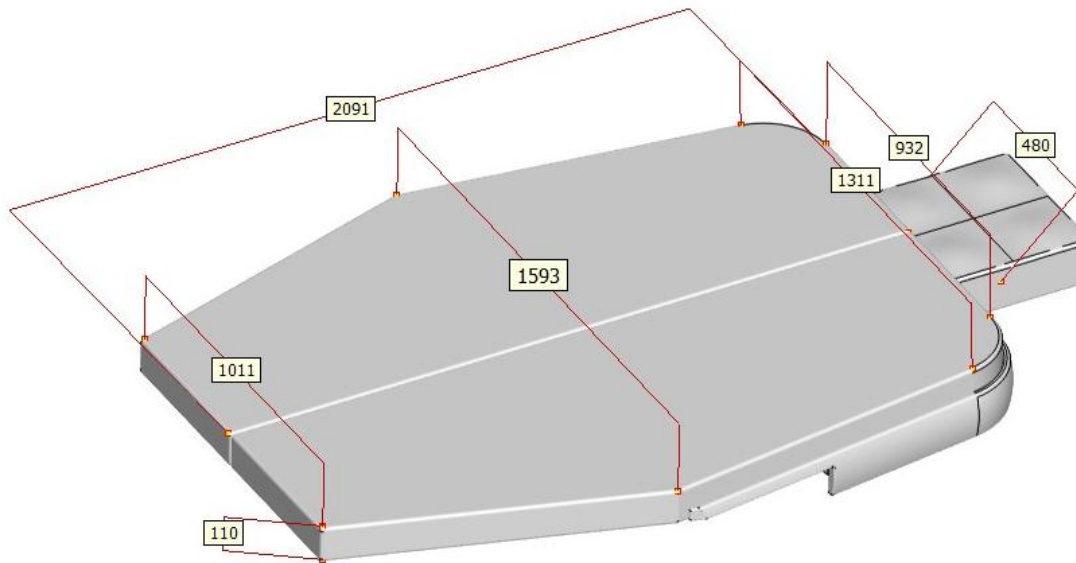
OPTIONAL
3rd Cabin replaces cockpit locker!

Access via cockpit locker lid or through the head & shower cell on starboard.

Full Double Bed, closet, lockers & shelves



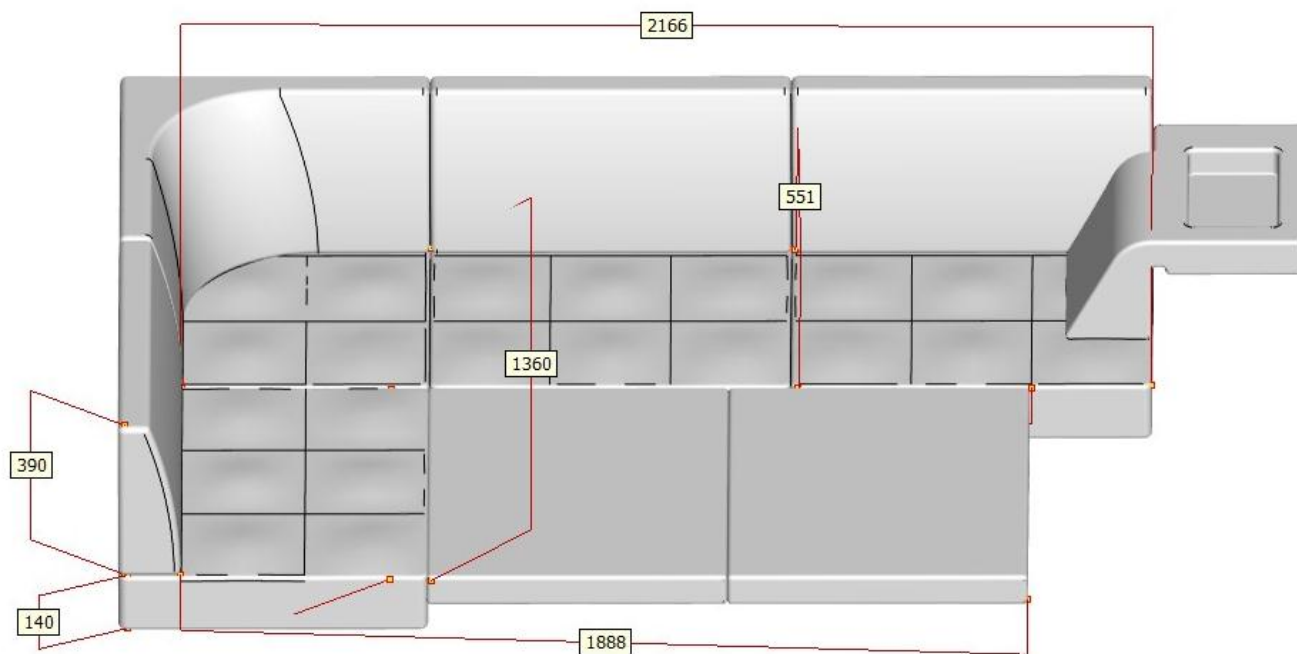
CABIN CUSHIONS. Forward cabin.



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



CABIN CUSHIONS. Salon Settee.



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



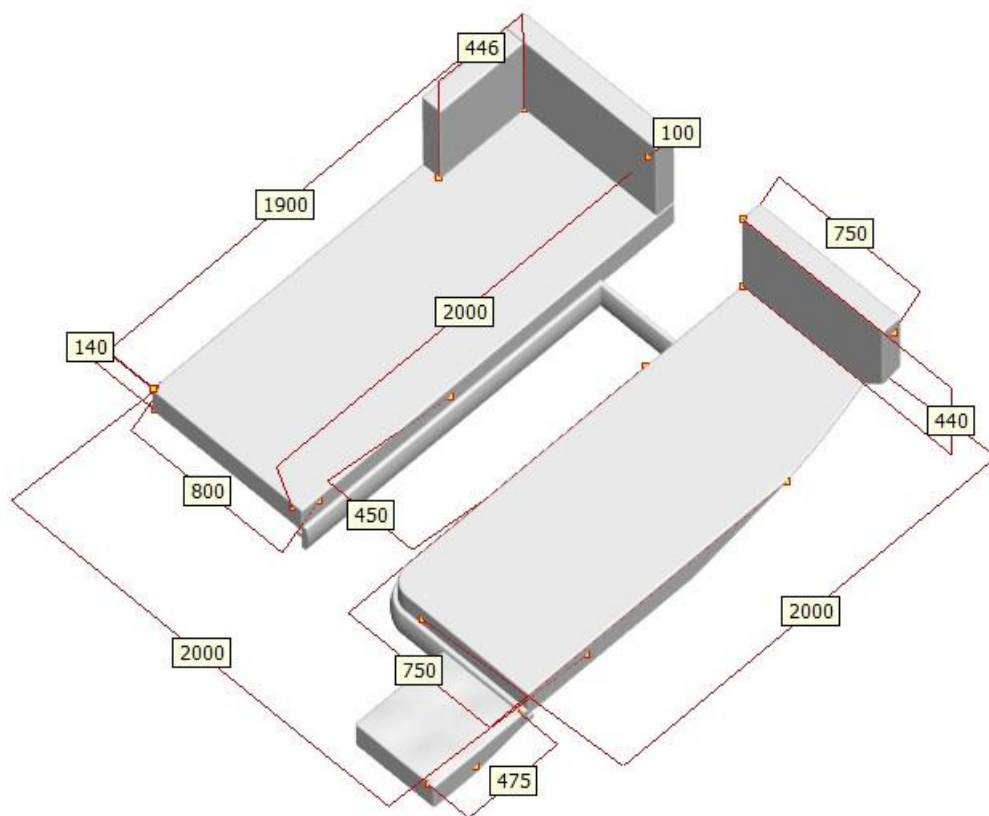
CABIN CUSHIONS. Nav-Sofa.



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

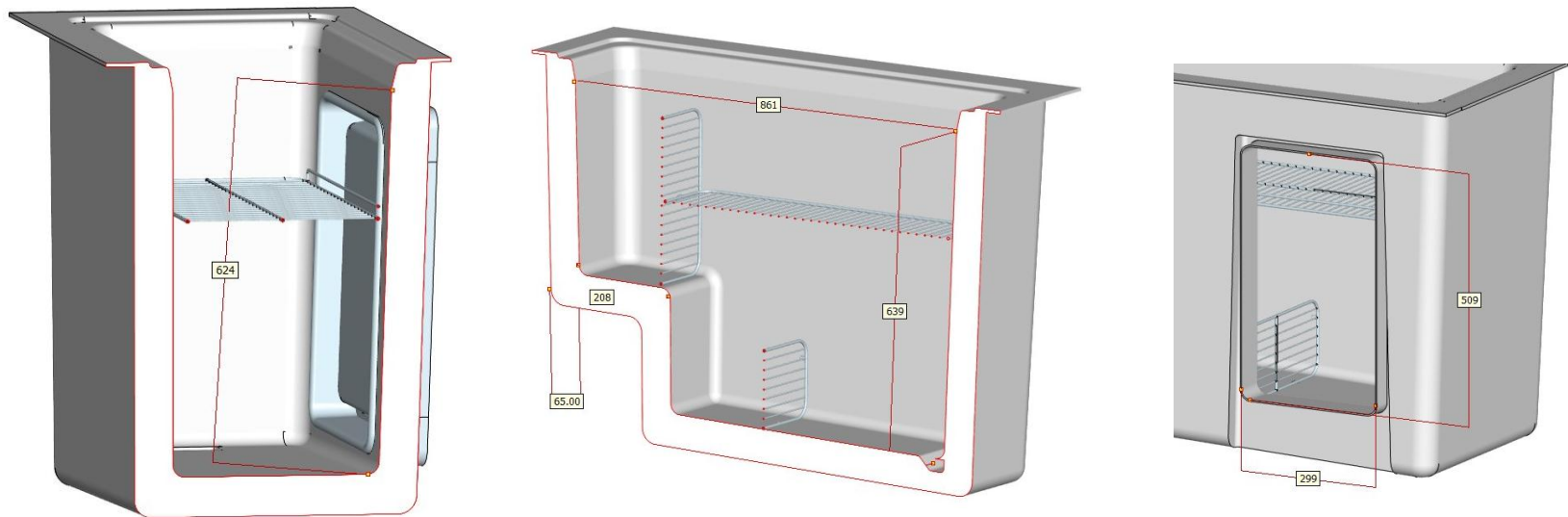


CABIN CUSHIONS. Aft Cabin.



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

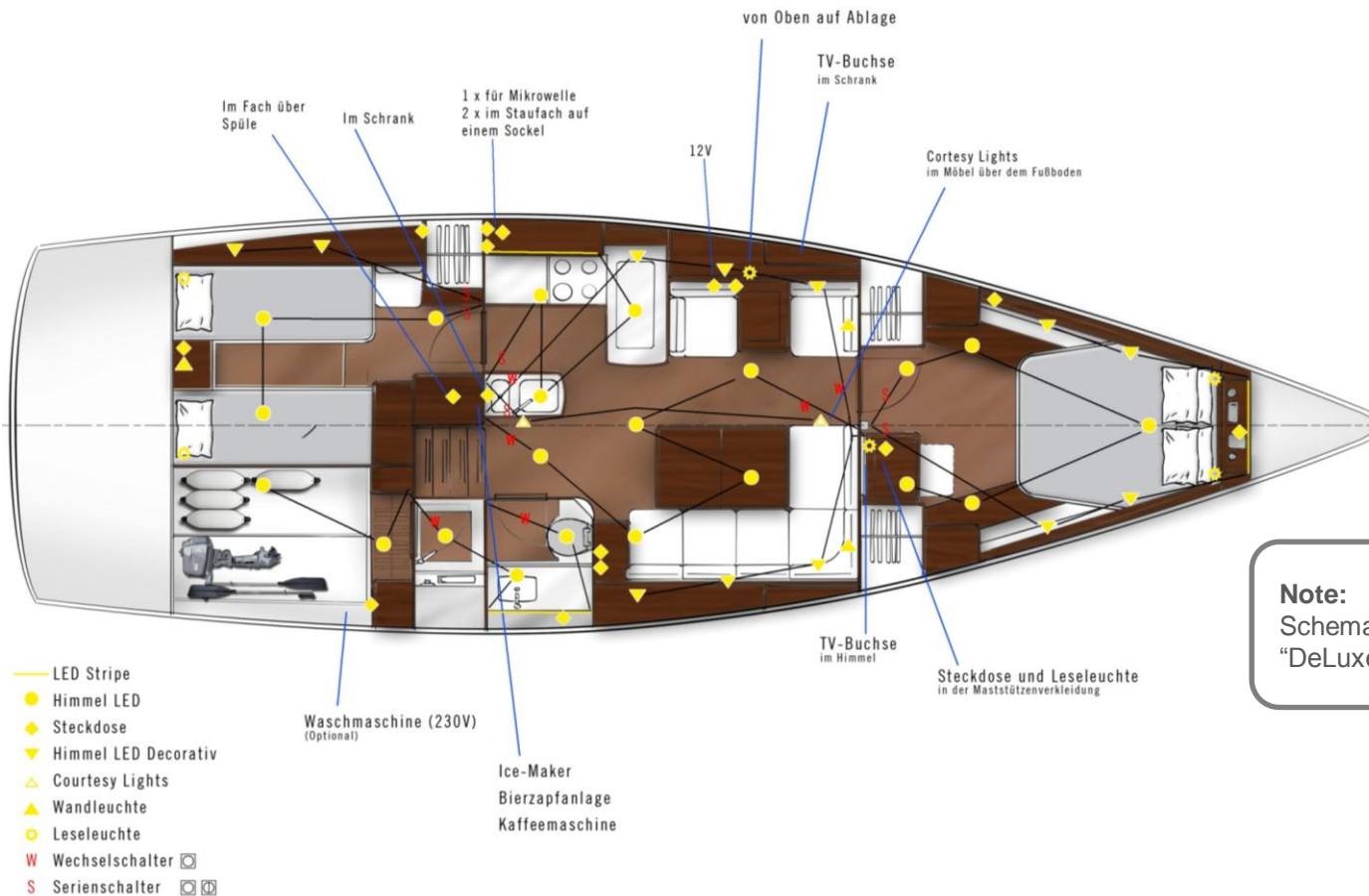
ICE BOX. Dimensions.



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

Capacity: **150l**

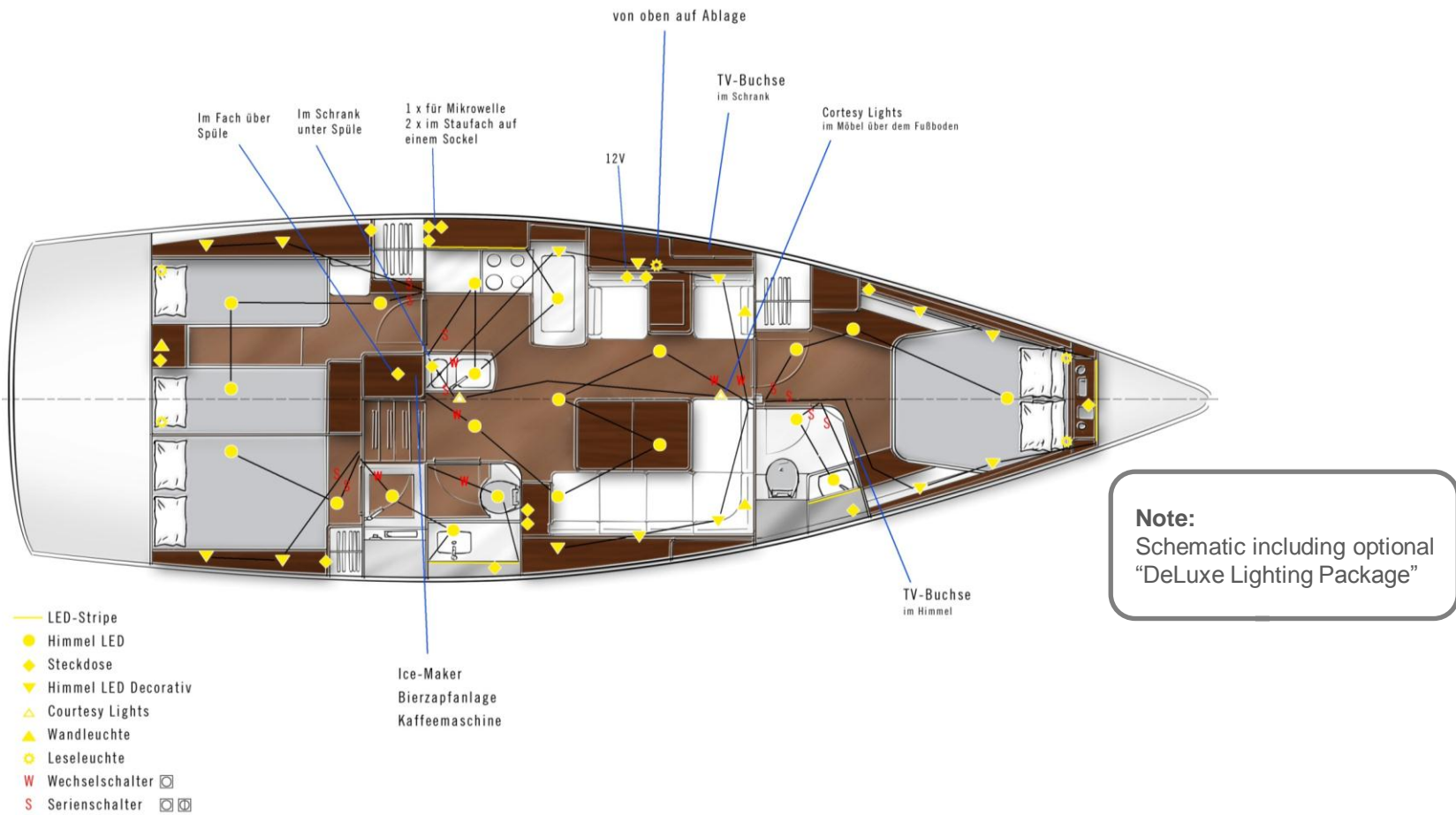
SYSTEM. Lights, Switches, Plugs. 2C.



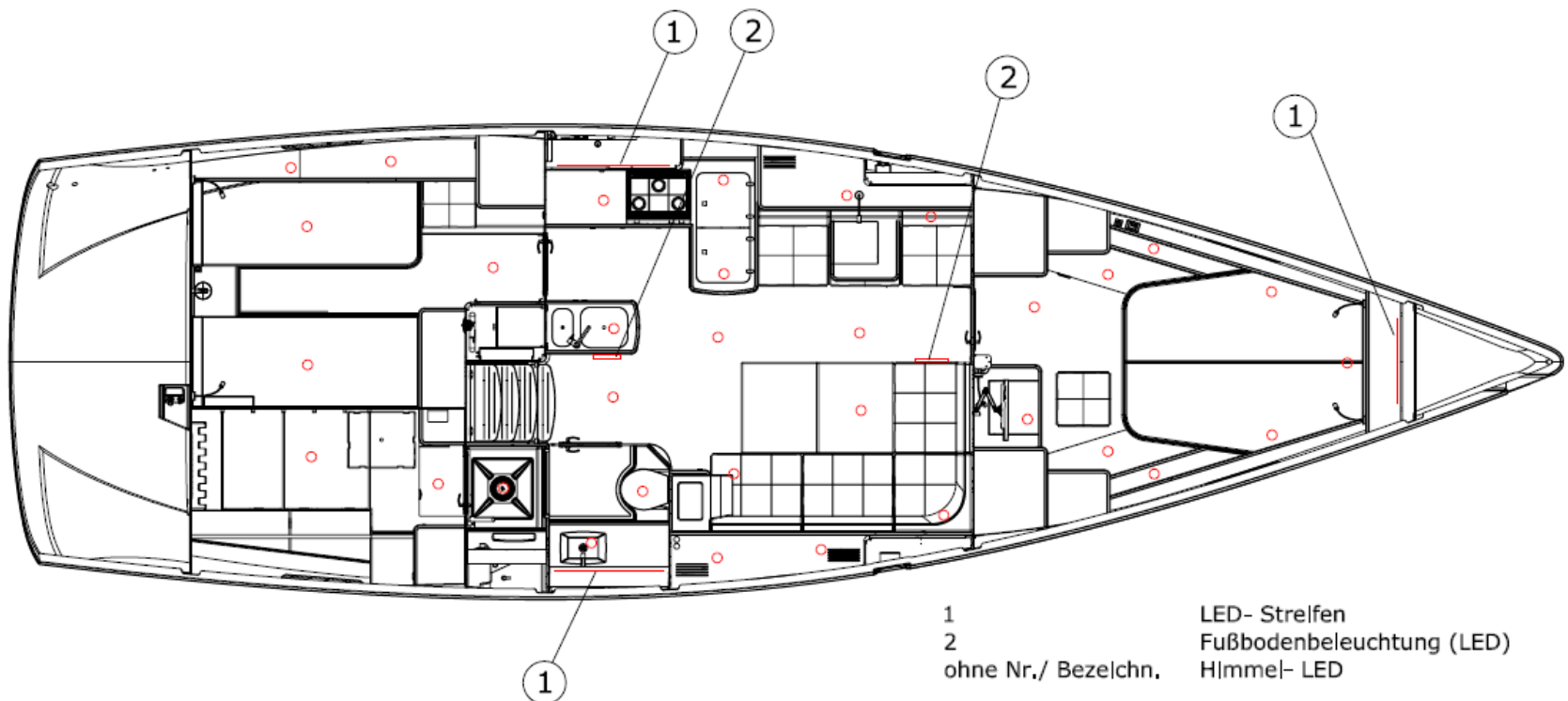
Note:
Schematic including optional
“DeLuxe Lighting Package”



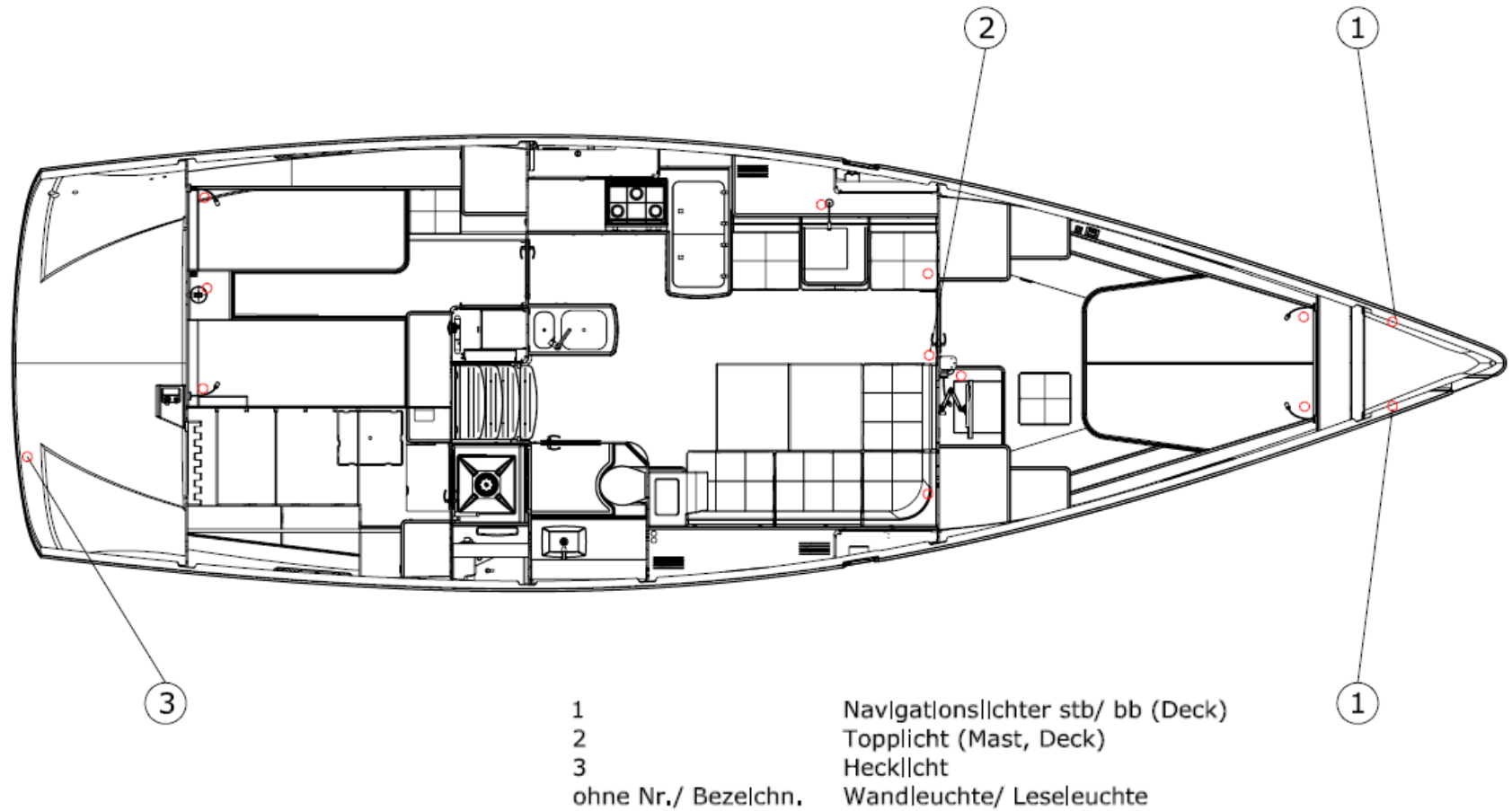
SYSTEM. Lights, Switches, Plugs. 3C.



SYSTEM. Floor Lights/Indirect LEDs.



SYSTEM. Navigation-Lights.



SYSTEM. Gas/LPG System.

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

Winkel-Schottverschraubung
WSVL-X8x8 Edelstahl

Schottverschraubung/ Adapterstück gerade
Nr.07 354 06 verzinkt

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

Winkel-Schottverschraubung
Nr.07 371 06 verzinkt

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

Gaskocher/ Backofen
(Option)

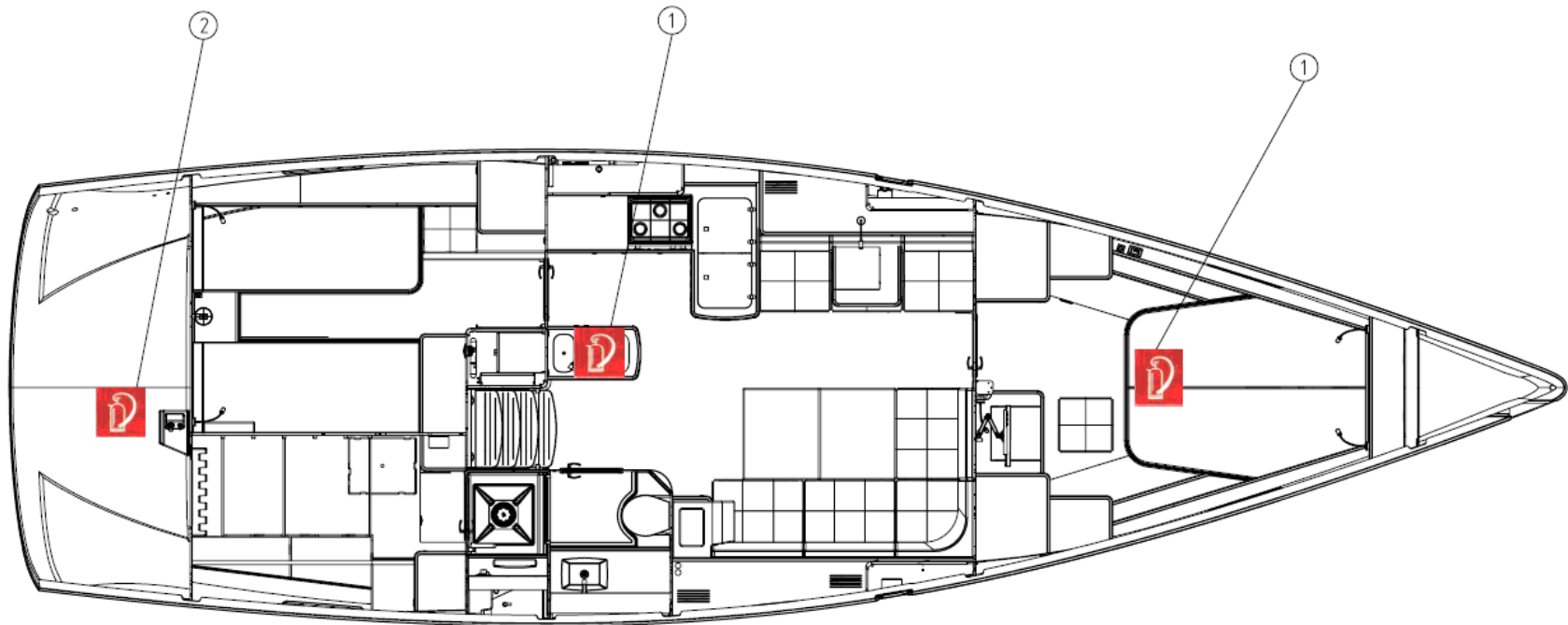
Gaskasten

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

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



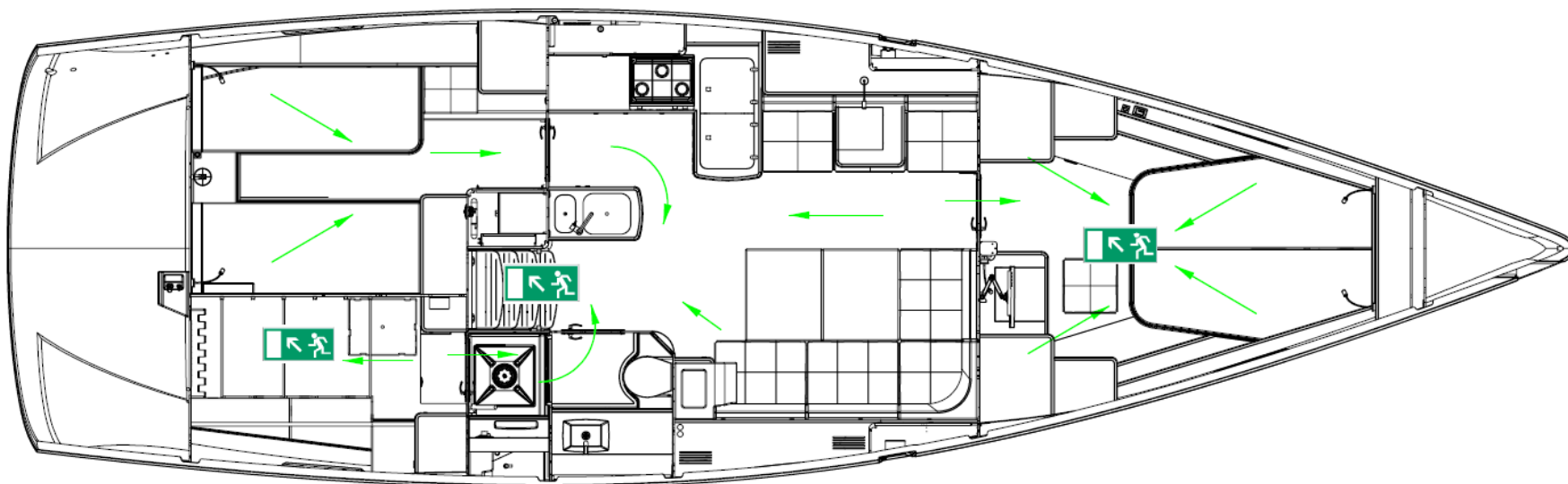
SYSTEM. Fire Extinguishers.



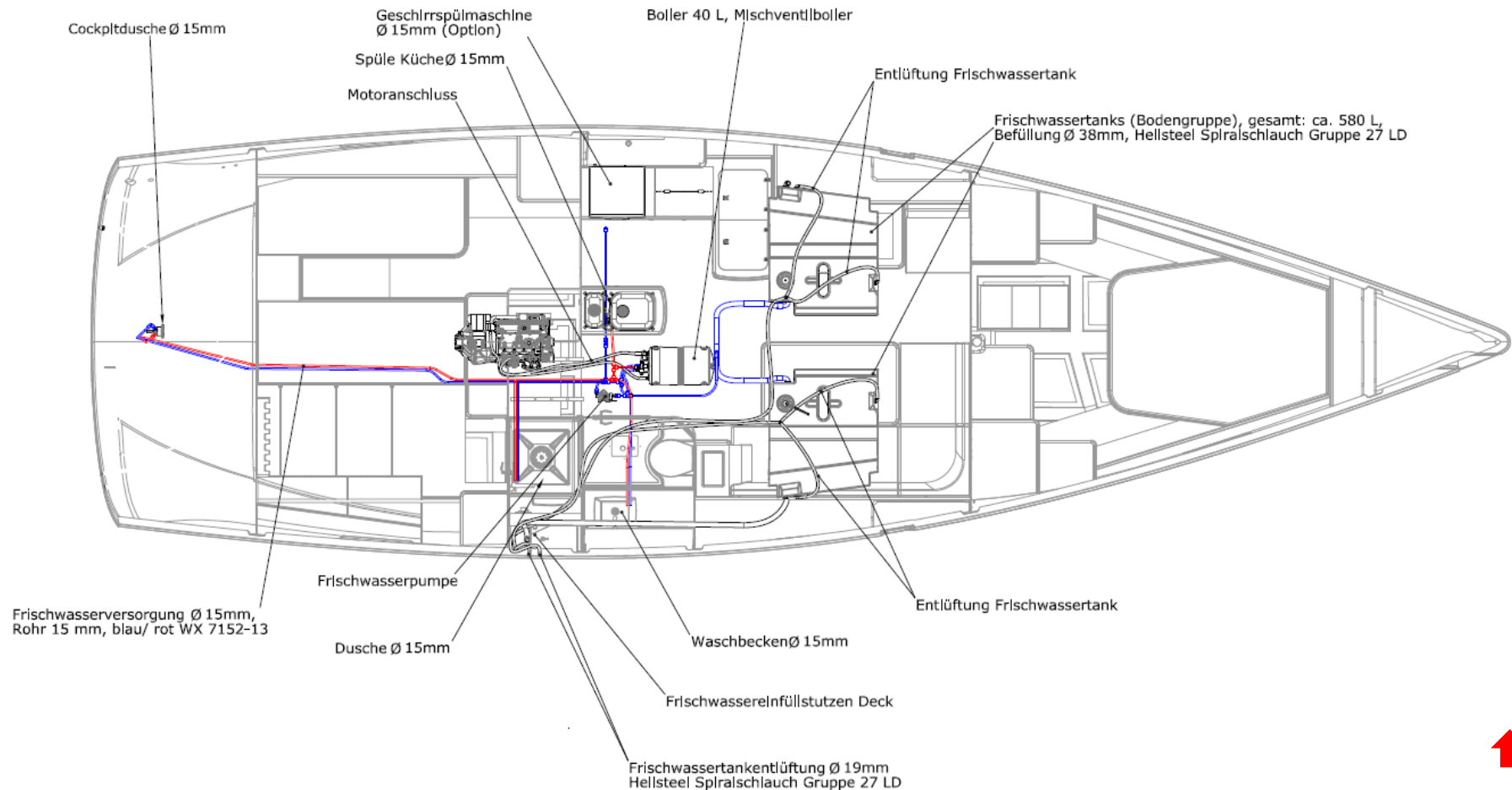
- 1 Feuerlöscher unter Deck: in Küche unter Spüle und Vorschiff unter Matratze
 Gloria 2 kg ABC Pulver 89 B
 Löschmittel SP 152/ 07
 15 bar Stickstoff
- 2 Feuerlöscher auf Deck: im Cockpit (Backskiste stb. bzw. Stauraum)
 Gloria 2 kg ABC Pulver 89 B
 Löschmittel SP 152/ 07
 15 bar Stickstoff



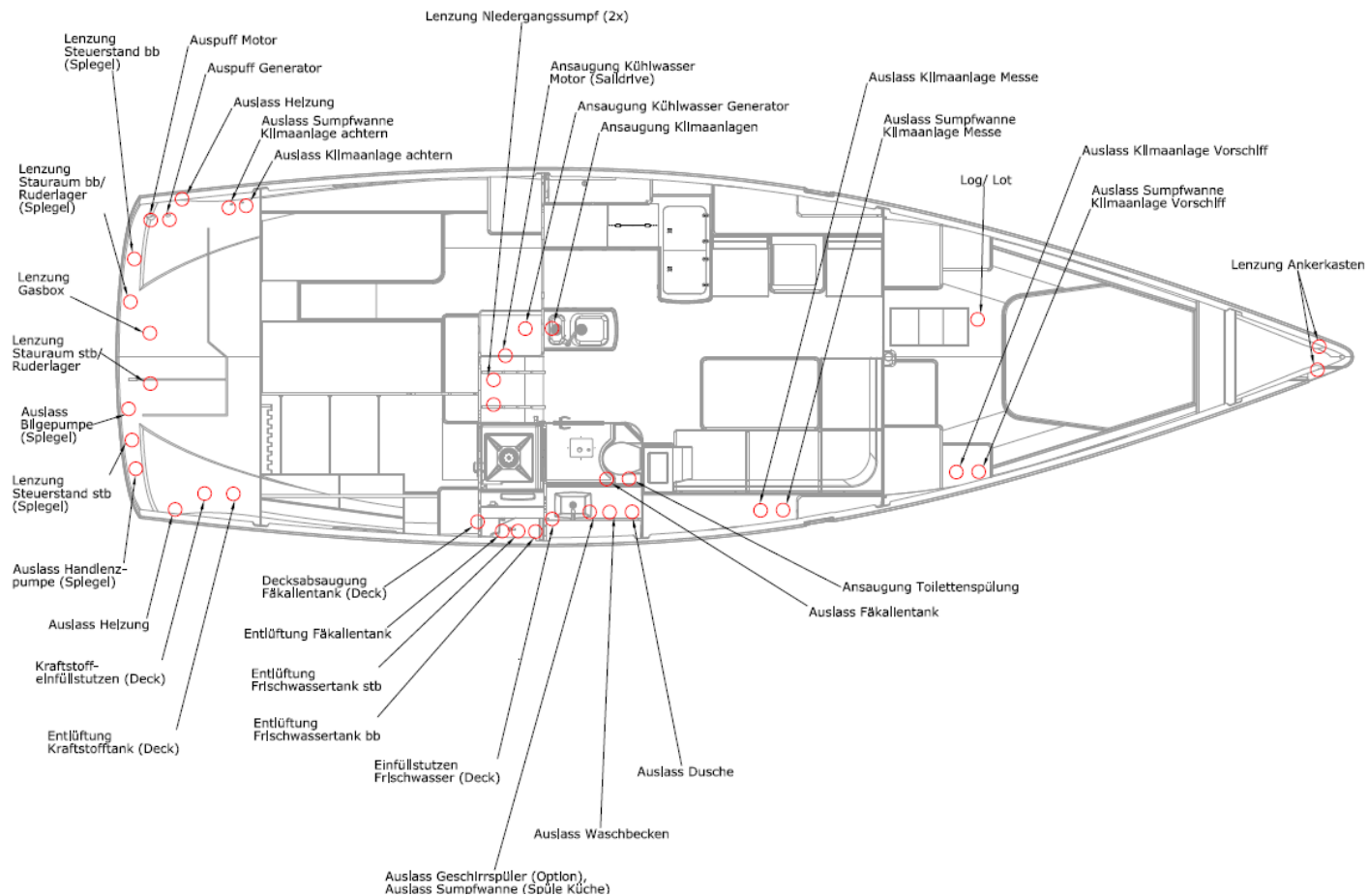
SYSTEM. Emergency Plan.



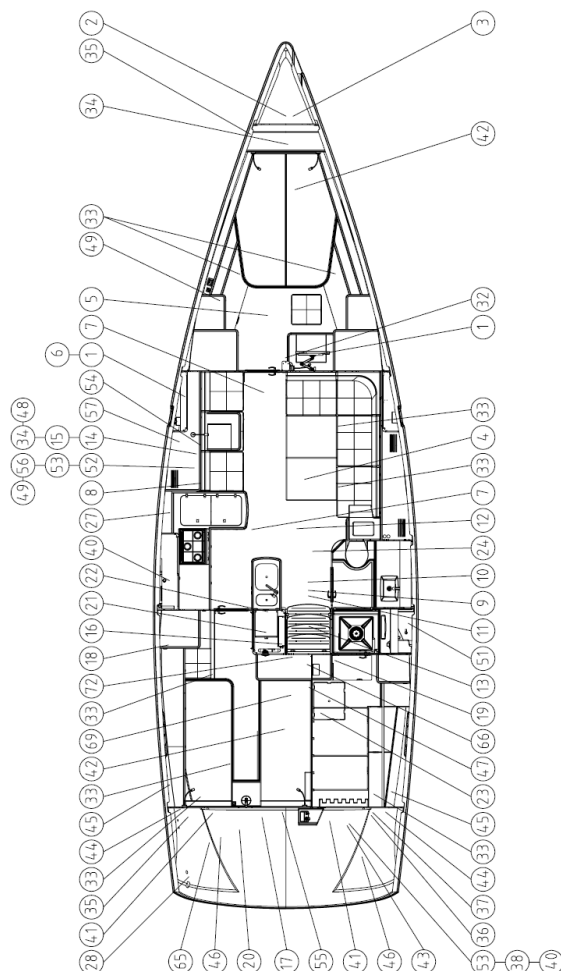
SYSTEM. Freshwater. 2/1



SYSTEM. Hull Break Through.

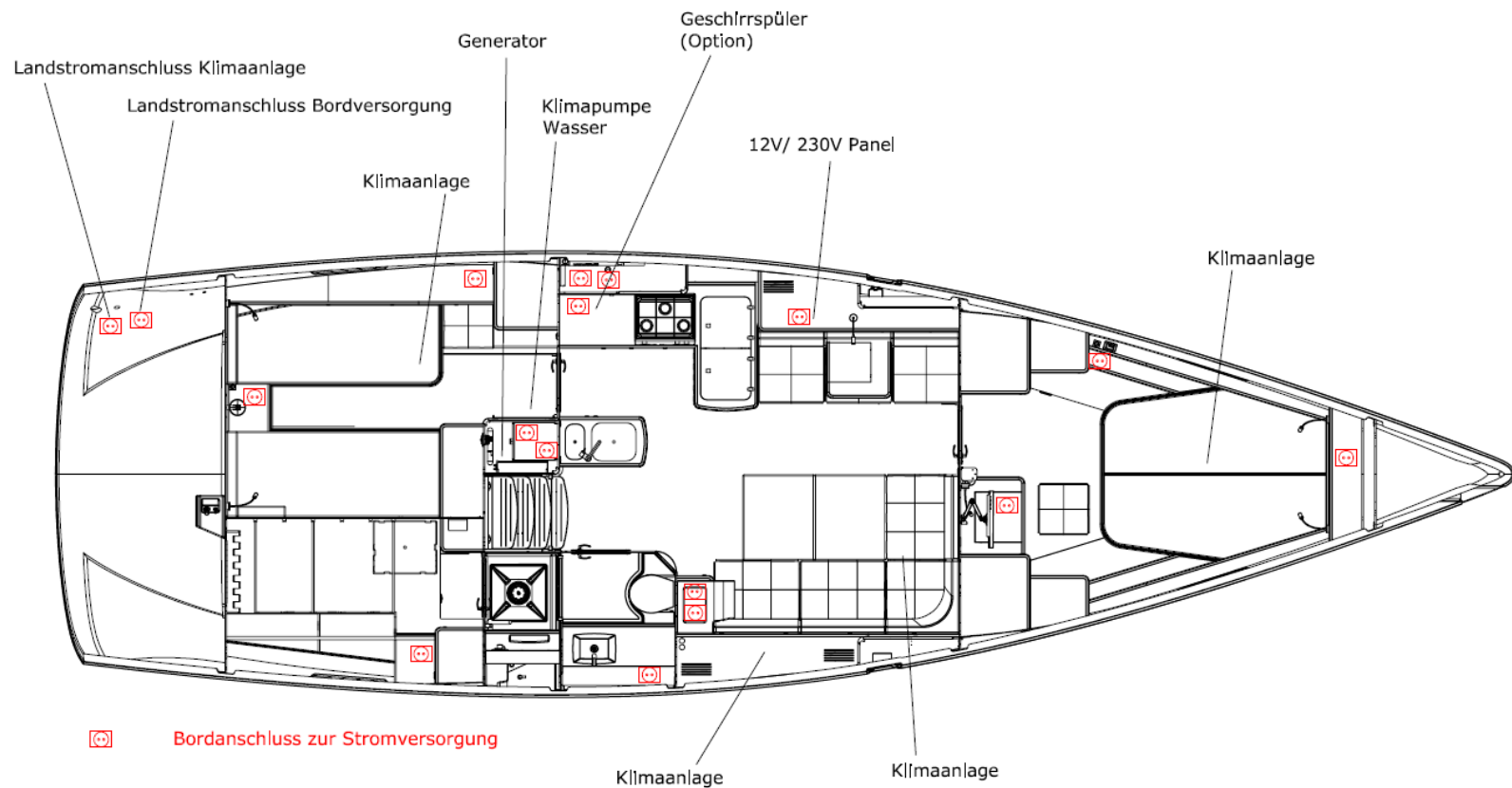


SYSTEM. Electric. 12V.

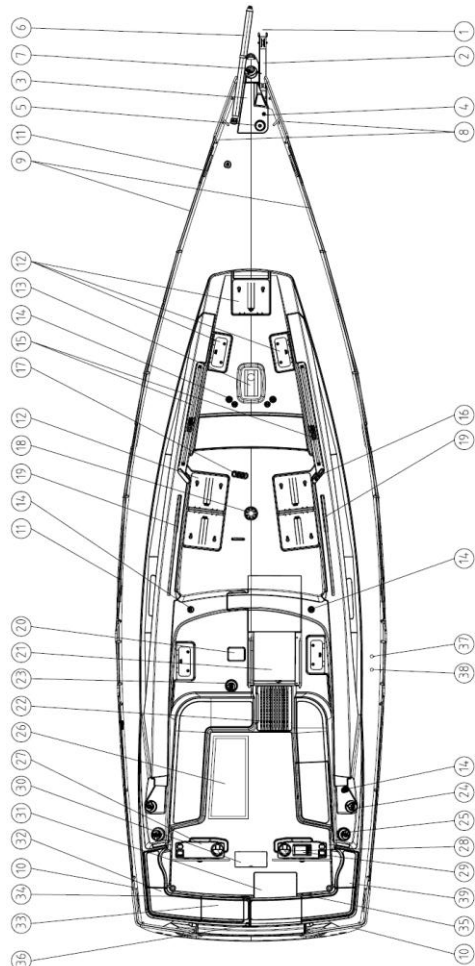


Pos.	Bauteil	Pos.	Bauteil
1	Fernseher	41	Kompass
2	Elektr. Ankerwinde (Deck)	42	Bug-/Heckstrahlruder motor (Option)
3	Bedienteil Ankerwinde / Steckdose	43	Steuerung Bedienteil Bugstrahlruder motor (Option)
4	Frischwassertankgeber	44	Elektr. Genuawinsch Bedienteil (Option)
5	Echolot / Sumlog Geber (Option)	45	Elektr. Genuawinschen Motor (Option)
6	iPod- Station	46	Heizung (Option)
7	Verbraucherbatterie (teilweise Option)	47	Dieselpumpe Heizung (Option) (2 Stk)
8	Hauptschalter Verbraucher/Bugstrahlruder (Option)	48	Thermostat Heizung (Option) (2 Stk)
9	Frischwasserpumpe	49	Fühler Heizung (Option)
10	Duschpumpe (teilw. Option)	51	Fäkalientankgeber
11	Sumpfwanne mit Lenzpumpe	52	Sicherung Ankerspill / E - Winden (Option)
12	Elektr. Lenzpumpe	53	Sicherung Verbraucher/ Heizung/ Bugstrahlruder/ Autopilot
13	Starterbatterie (Motor)		Verbraucher
14	Batterieladegerät		Heizung
15	Elektropanel 12V/ 230V		Autopilot
16	Hauptschalter (Motor)	54	Kartenplotter (Option)
17	Autopilot EVC Garmin (Option)	55	GPS Antenne (Option)
18	Kompass Autopilot (Option)	56	Sicherung Ladegerät (Option)
19	Batterie Bug-/ Heckstrahlruder	57	Ankerspill Relais
20	Motor Autopilot (Option)	61	Mikrowelle (Option)
21	Anlasser Motor	65	FI - Schutzschalter (Stauraum)
22	Gleichrichter	66	Lüfter Motor
23	Dieseltankgeber	69	Erdungsanode
24	Boiler (Option)	72	Masse Motorblock
27	Kühlaggregat		
28	Landanschlußsteckdose 230 V (Deck)		
32	Kabeldurchführung (Deck)		
33	Lautsprecher (Option)		
34	Radio (Option)		
35	Antennenkabel Radio (Option)		
36	Motorpanel (Deck)		
37	Tankuhr (Deck)		
38	Garmin GMI10		
40	Garmin GHP12		

SYSTEM. Electric. 220V.

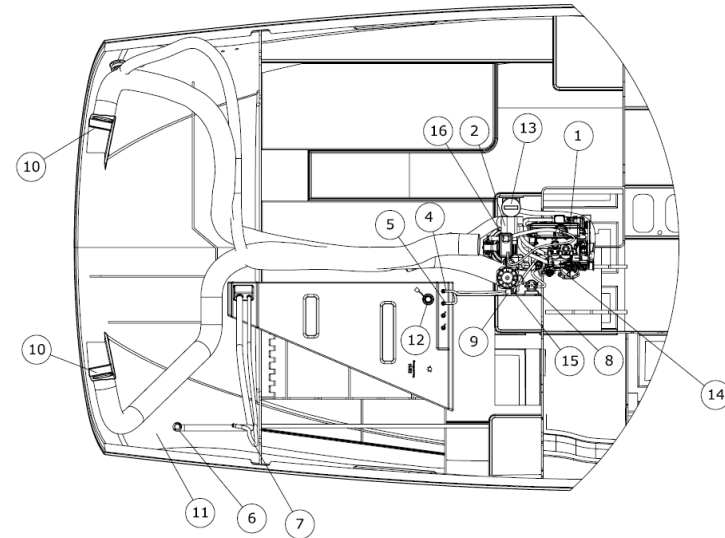
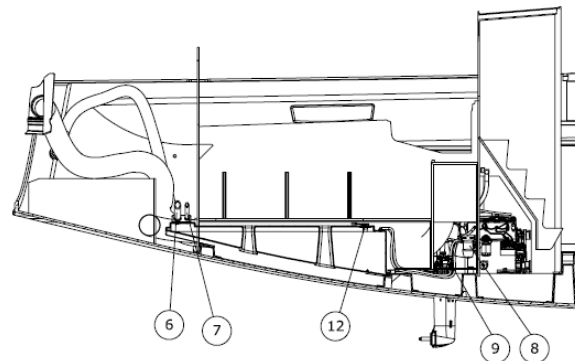
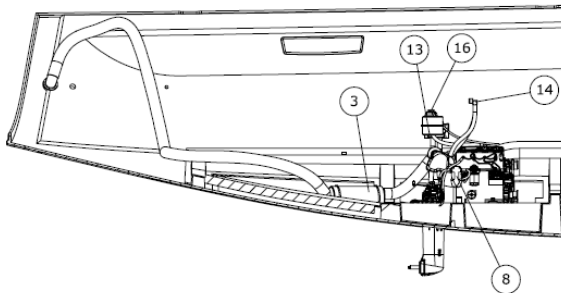


SYSTEM. Deckequipment.



Pos.	Bauteil	Part
1	Anker	Anchor
2	Bugbeschlag	Bowroller
3	Ankerkastendeckel	Anchor Locker Lid
4	Ankerkastendeckelverschluss	Anchor Locker Lid Latch
5	Ankerwinde	Anchor Windlass
6	Gennakerbaum (Option)	Gennaker Pole (Optional)
7	Furlex	Furlex
8	Bugkorb	Bow Rail
9	Reling	Lifeline
10	Heckkorb	Stern Rail
11	Klampen	Cleats
12	Decks Luke	Deck Flush Hatch
13	Rigg/ Mastfuss	Rigg / Mast Step
14	Umlenkblock einfach	Turning Block single
15	Genuaschiene	Genoa Track
16	Umlenkblock zweifach	Turning Block double
17	Umlenkblock dreifach	Turning Block triple
18	Deckslüfter	Deckvent
19	seitlicher Handlauf	Handrail
20	Fallenstopper	Rope Clutch
21	Niedergang mit Steckschott und Schiebeluk	Companionway with Washboard and sliding hatch
22	Niedergangssumpf	Companionway Sump
23	Fallenwinde	Halyard Winch
24	Genuawinde	Genoa Winch
25	Großschotwinde	Mmainsheet Winch
26	Cockpittisch	Cockpittable
27	Steuerkonsole	Steering Pedestal
28	Kompass	Compass
29	Kartenplotter	Chartplotter
30	Ruderlager	Rudderstock Bearing
31	Staufach (Rettungsinsel)	Storage (Liferaft)
32	Staufach mit Landanschluss	Storage wit Shore Connection Plug
33	Gasbox	LPG Box
34	Heckdusche	Stern Shower
35	Handlenzpumpe	Manual Bilgepump
36	Achterstagpütting	Backstay Chainplate
37	Wassereinfüllstutzen	Deckfill WATER
38	Fäkalientankabsaugung	Deckfill BLACKWATER
39	Dieseeinfüllstutzen	Deckfill DIESEL

SYSTEM. Main Engine.

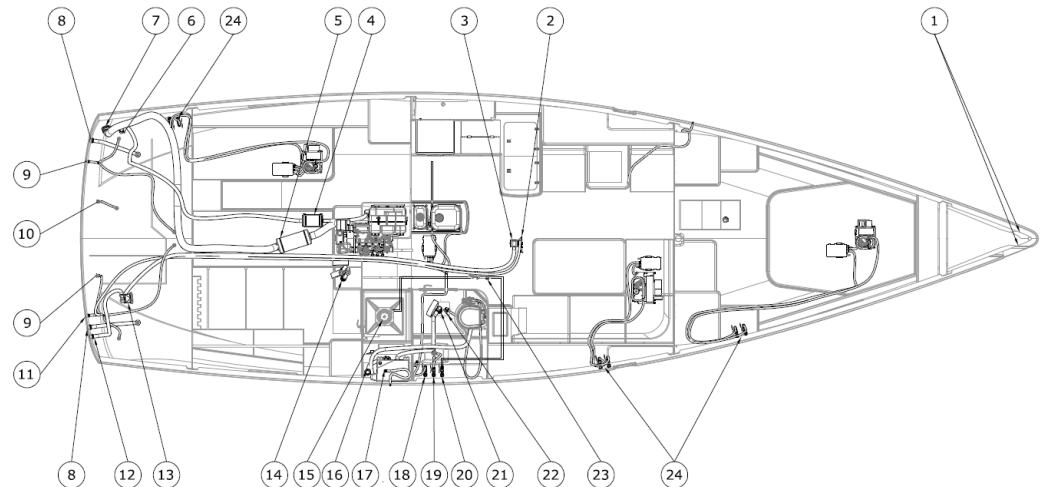


1	Motor Volvo D2- 75	engine volvo D2- 75	
2	Motor- Auspuffsystem	engine exhaust system	Motor- Auspuffsystem Volvo
3	Auspuff- Wassersammler	exhaust waterlook	
4	Kraftstoffzuleitung	engine fuel intake	Kraftstoffzulaufschlauch DIN 7840 38 mm
5	Kraftstoffrückführung	feed back fuel	Kraftstoffrücklaufschlauch Hutchinson CM6-ISO7840 A1 Ø 10 mm SAE1 1527 R1 CLASS 2
6	Diesel Einfüllstutzen	fuel tank filling hose	
7	Tankentlüftung	fuel tank ventilator	
8	Kraftstofffilter	fuel filter	Kraftstofffilter Volvo
9	Kraftstoff- Kugelhahn/ Magentventil	fuel cock	
10	Belüftungsgrost Motorraum (stb/ bb)	ventilation fitting	
11	MotorInstrumententafel	engine panel	
12	Vorratgeber für Kraftstofftank	fuel gauge	
13	Wasserfilter/ Seeventil Motor	water filter	Seewasserfilter/ Seeventil Motor, Ø 19 mm
14	Vacuumventil Motor	vacuum vent	Vacuumventil Motor, Volvo Ø 19 mm
15	Lüfter Motorraum	ventilator engine room	
16	Kühlmässigkeit: Ausgleichsbehälter	coolant expansion tank	

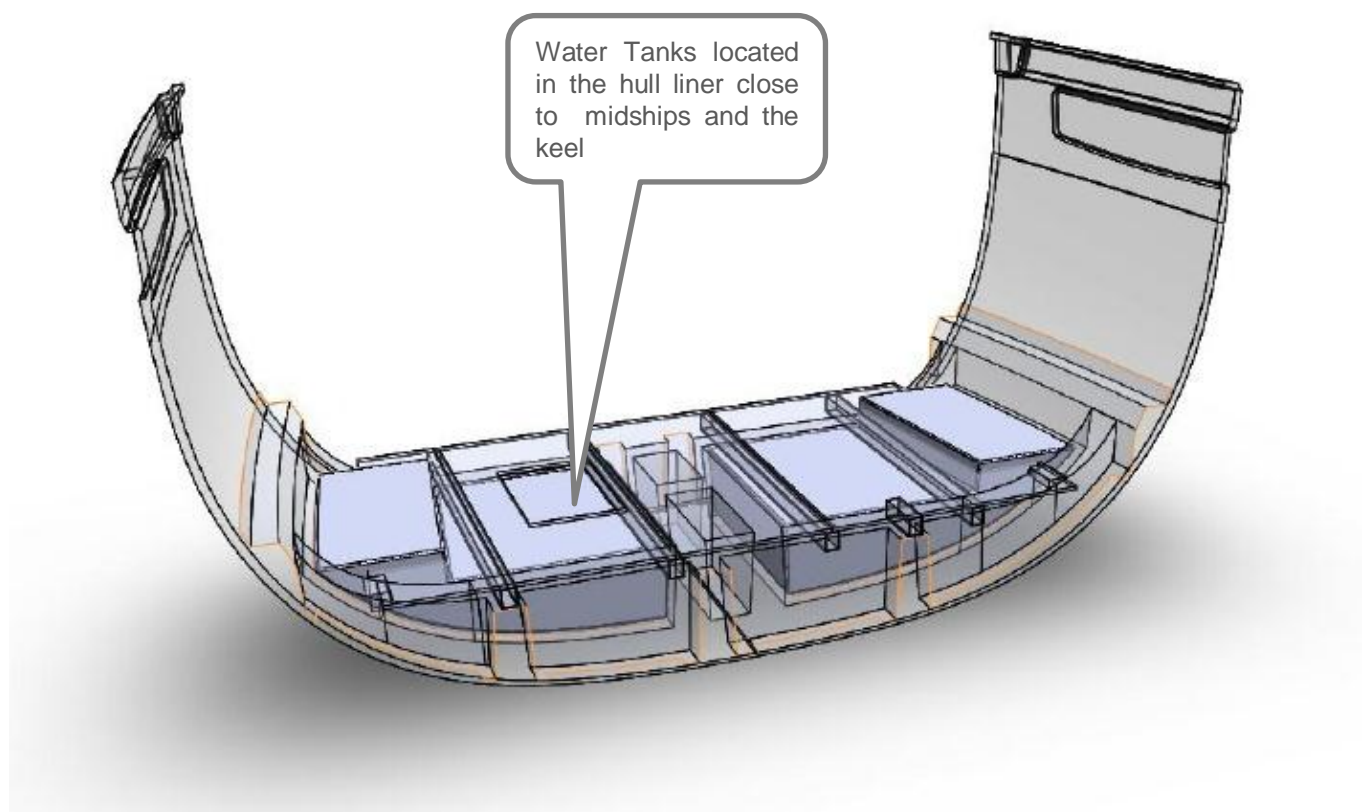


SYSTEM. Drains & Grey-/Blackwater.

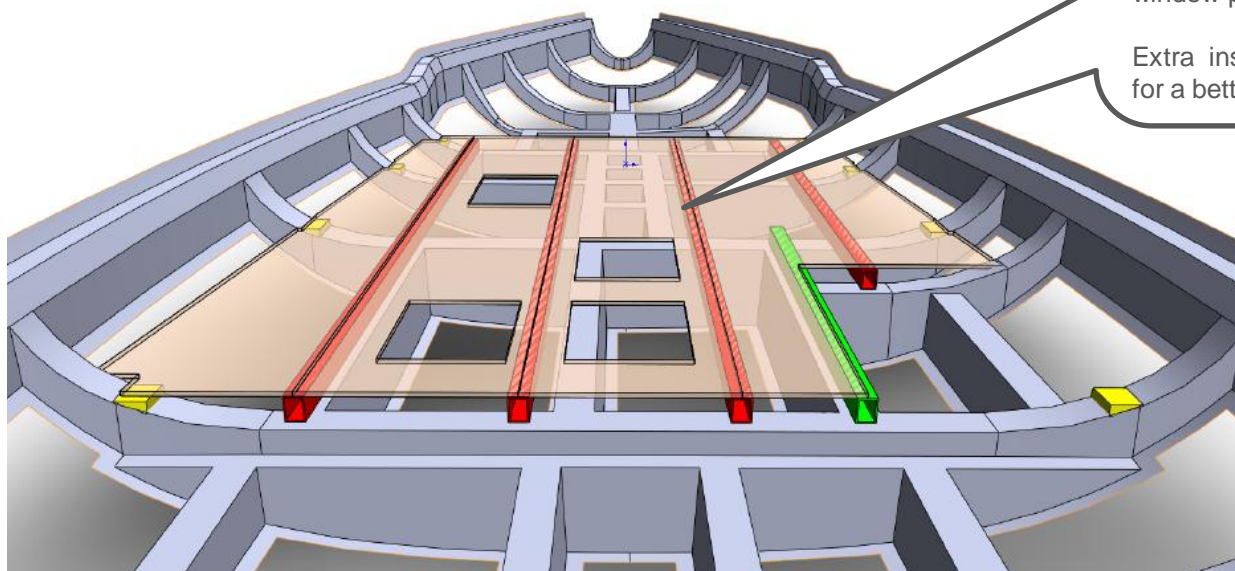
Pos.	Bauteil/ Funktion
1	Lenzung Ankerkasten
2	Bilgepumpe
3	Saugkorb Handlenzpumpe
4	Wassersammler Generator
5	Wassersammler Motor
6	Auslass Generator
7	Auslass Motor
8	Lenzung Steuerstand stb/ bb, Ø38 mm, Helisteel Spiralschlauch Gruppe 27 LD
9	Lenzung Staibox und Ruderlager stb/ bb, Ø19 mm, Helisteel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



SYSTEM. Freshwater Tanks.



SYSTEM. Floor Panels.



Floor panels in main cabin mounted on a sub frame for higher accuracy of floor level.

Perfectly leveling the standing height to window position.

Extra inspection hatches are integrated for a better access to hull liner / bilge.

SYSTEM. Steering.

Steering System:

Twin Wheel Single Rudder Open Wire Steering

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

Emergency tiller is applied through the lid covered access from the cockpit floor.

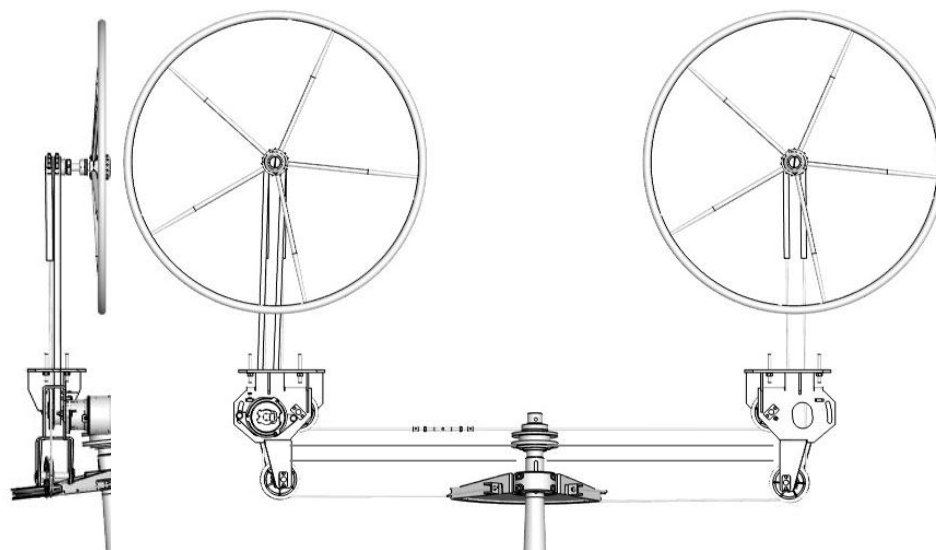
Emergency tiller is stowed in the aft storage kept at the bulkhead.

Rudder Bearings:

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

Autopilot Drive (optional):

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



STRUCTURE. General Information.

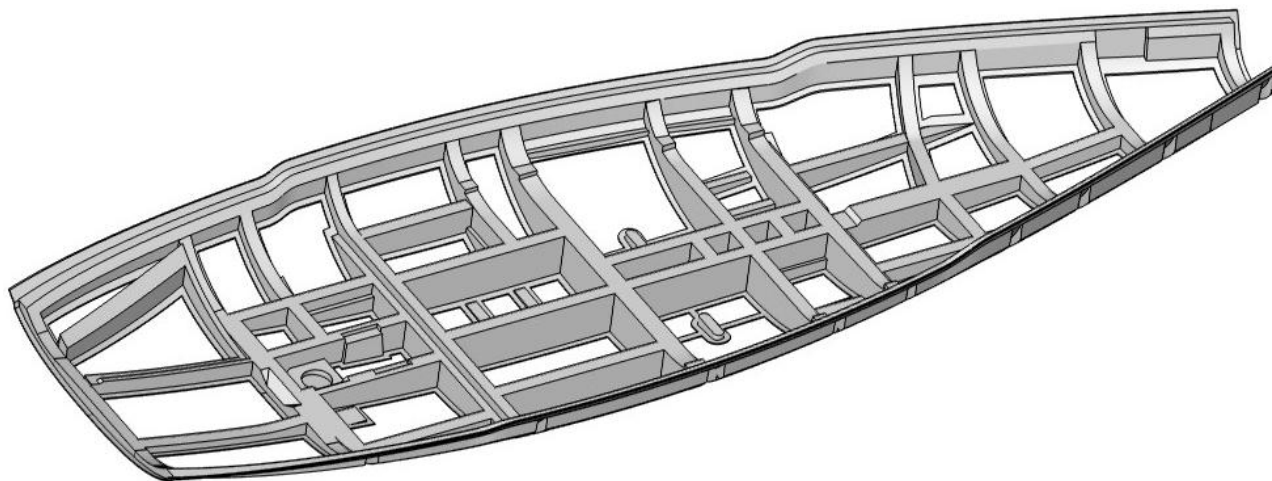
Following the Farr Engineering and highest stability standards and exceeding the CE requirements dramatically (applies also for all Bavaria Yachts) – with special care taken to grounding situations – resulting in the most solid structure of a production yacht on the market. Another benchmark Bavaria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

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

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

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

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

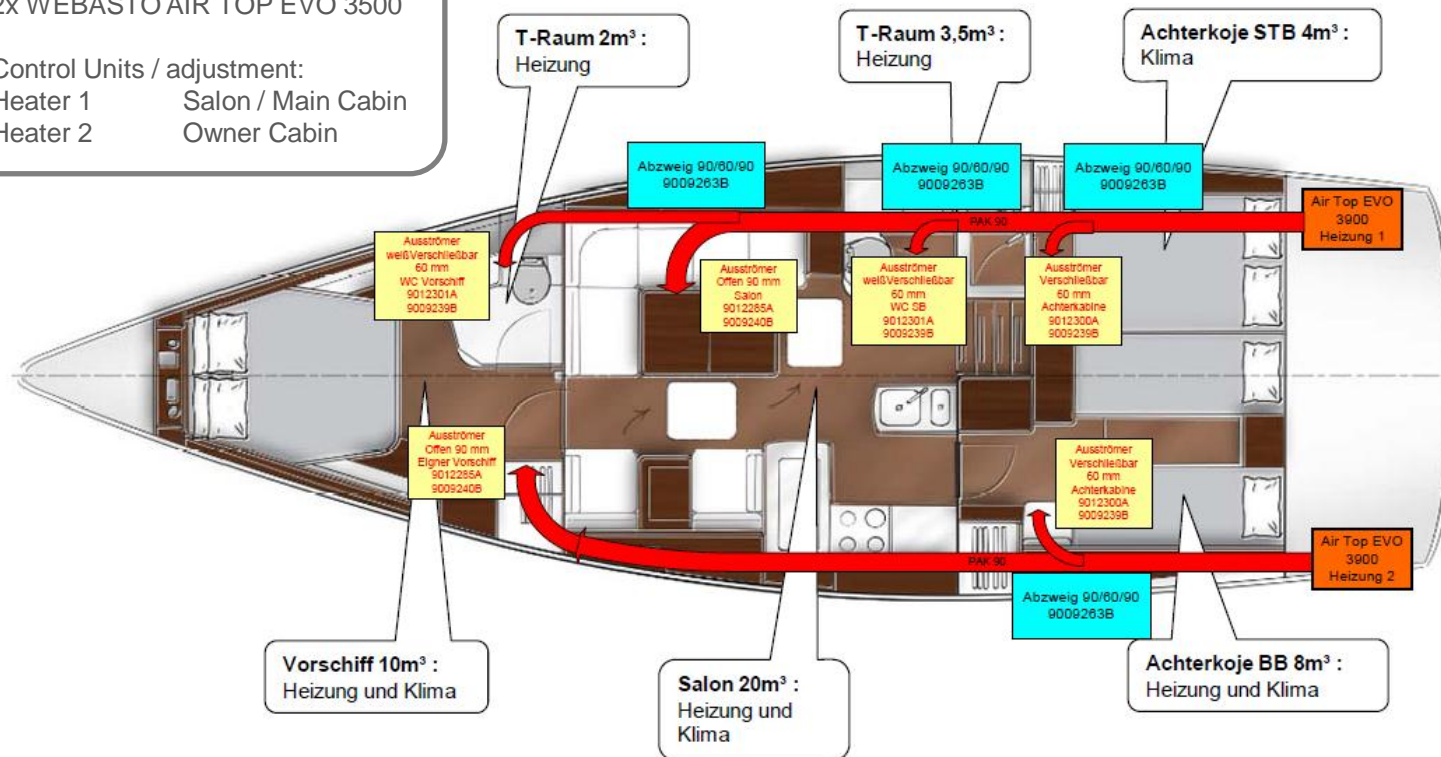


OPTION. Heating, 3/2.

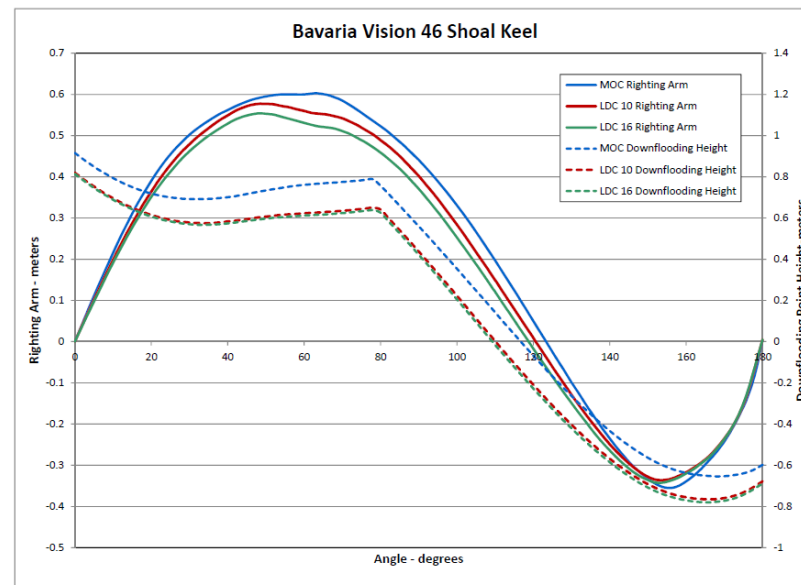
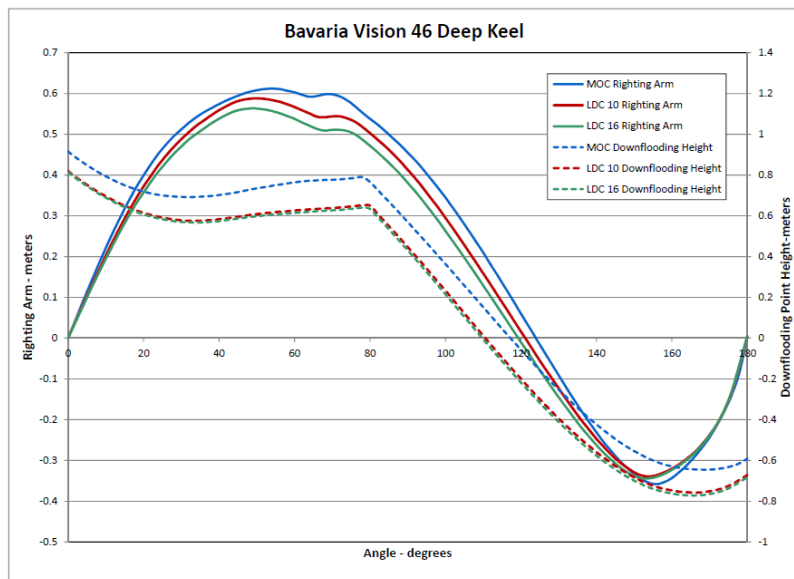
Heizung		Leistungsbedarf		Geräteauswahl	
Raumbezeichnung	Volumen Netto[m³]	Erforderliche Heizleistung		Gewählte Heizleistung	
Vorschiff incl. WC	12,02	2,01 kW			
Salon	20,06	2,99 kW		7,80 kW = AT Evo 3900 12V + AT Evo 3900 12V	
WC SB	3,50	0,46 kW			
Achterkabine BB	7,99	1,04 kW			
Achterkabine SB	4,00	0,64 kW			
Summe Heizen	47,58	7,14 kW			
Summe Frischluft		0,00 kW			
Summe total		7,14 kW			

2x WEBASTO AIR TOP EVO 3500

Control Units / adjustment:
 Heater 1 Salon / Main Cabin
 Heater 2 Owner Cabin



CERTIFICATION. GZ Curves.

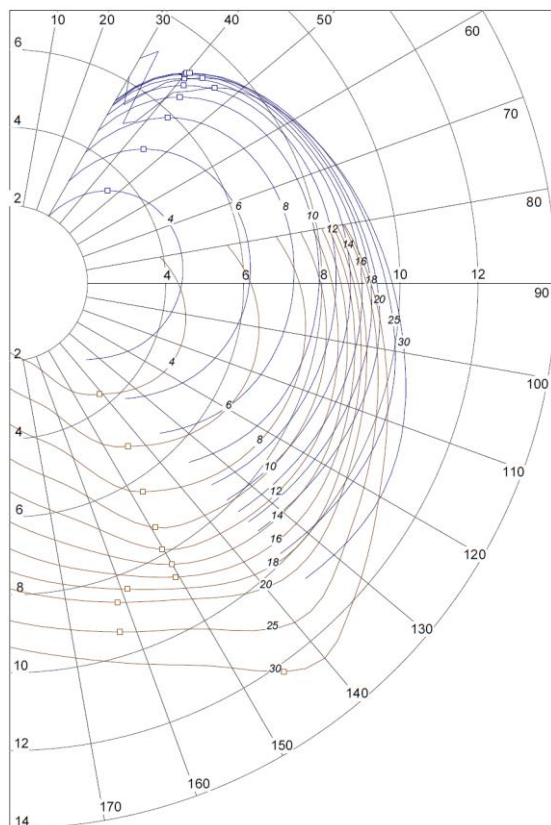


Bavaria Yachtbau GmbH Bavariastraße 1, D-97232 Giebelstadt		
Sailing Yacht "Vision46"		
Category	A	B
Max.	10	16
Max. +	2402kg	2851kg
CE		



PERFORMANCE. VPPs. Deep Keel, 2.15m

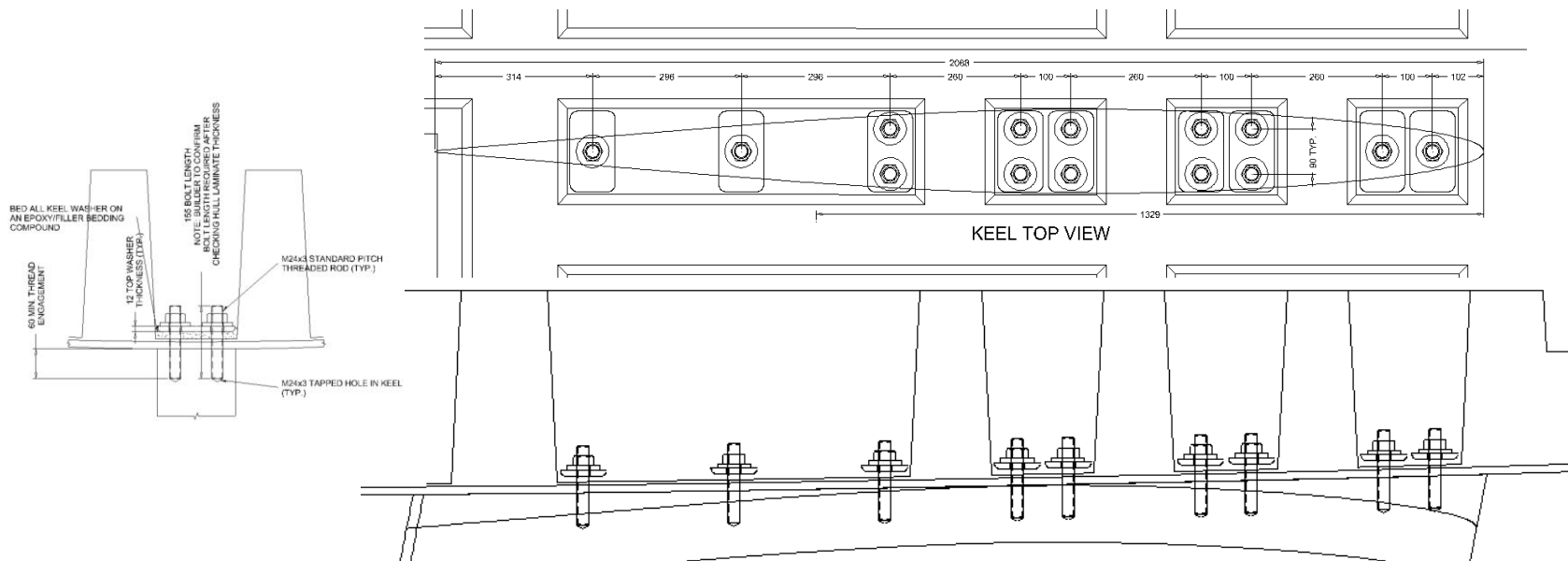
**BAVARIA VISION 46
SHOAL WING KEEL 1.70 DRAFT**



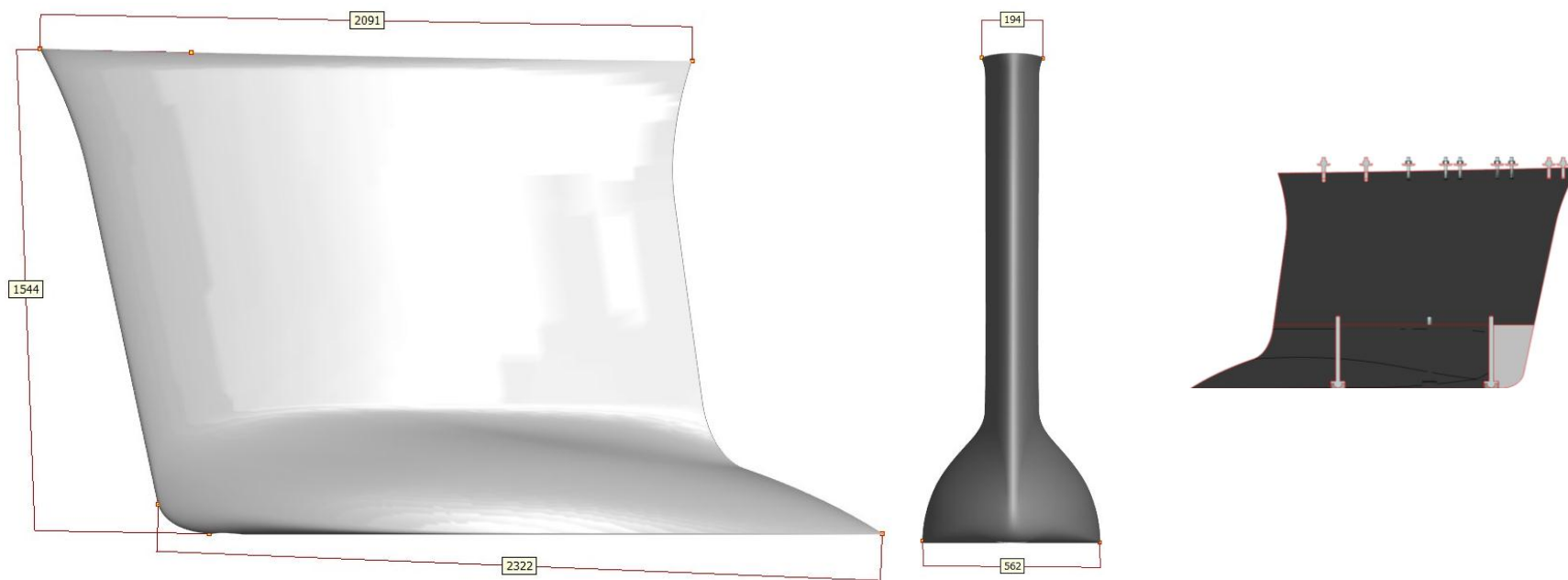
PERFORMANCE. VPPs. Shallow Keel, 1,70m

TBC

KEEL. Mounting.



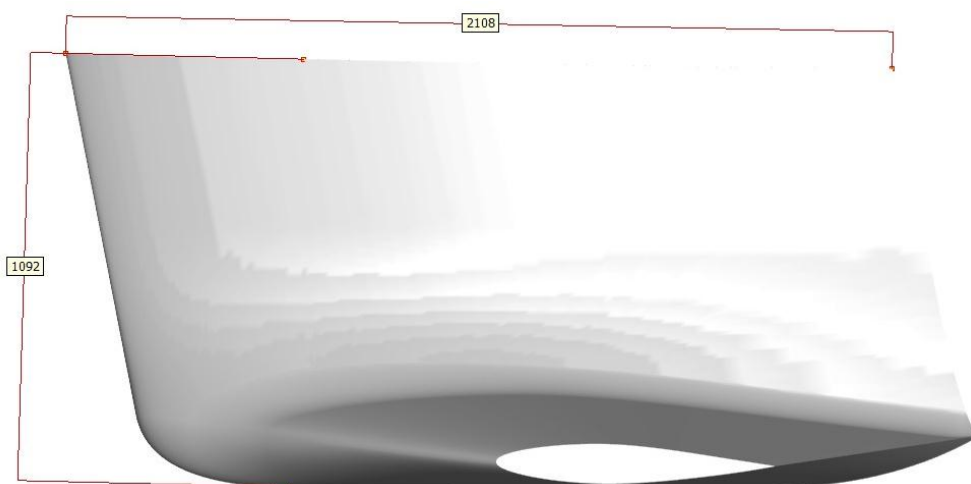
KEEL. Deep Keel - Standard.



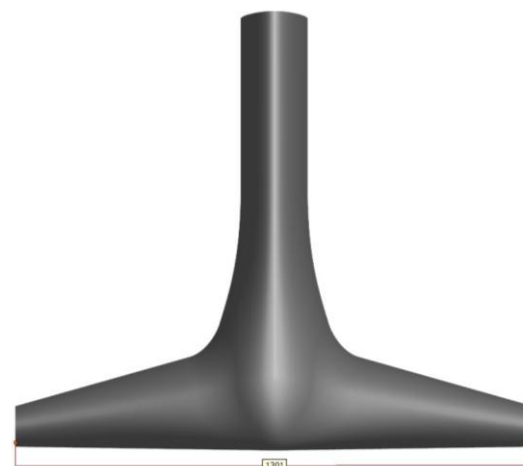
Keel weight 3.450kg



KEEL. Shoal Keel - Optional.



Keel weight 3.700kg



INFO. Quality Management.

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

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

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

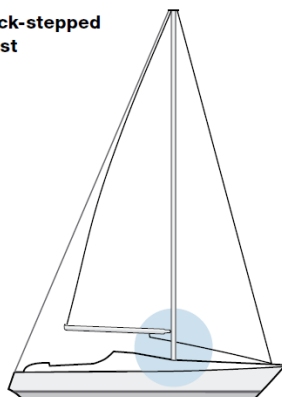
And, as mentioned before, we are proud of this additional hurdle for a production process but enabling us to get our yachts up to a quality level, where the designs and constructions need to be!

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

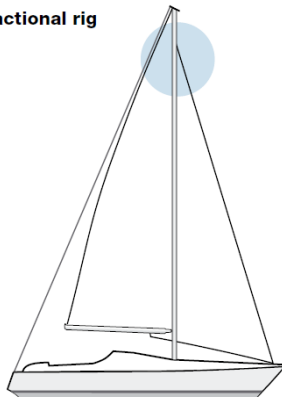


RIG. Characteristics.

Deck-stepped mast

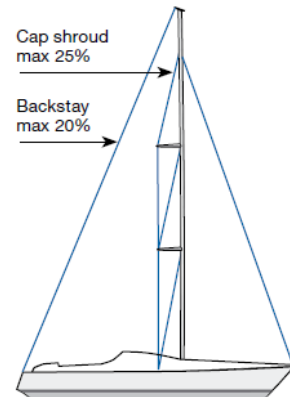


Fractional rig



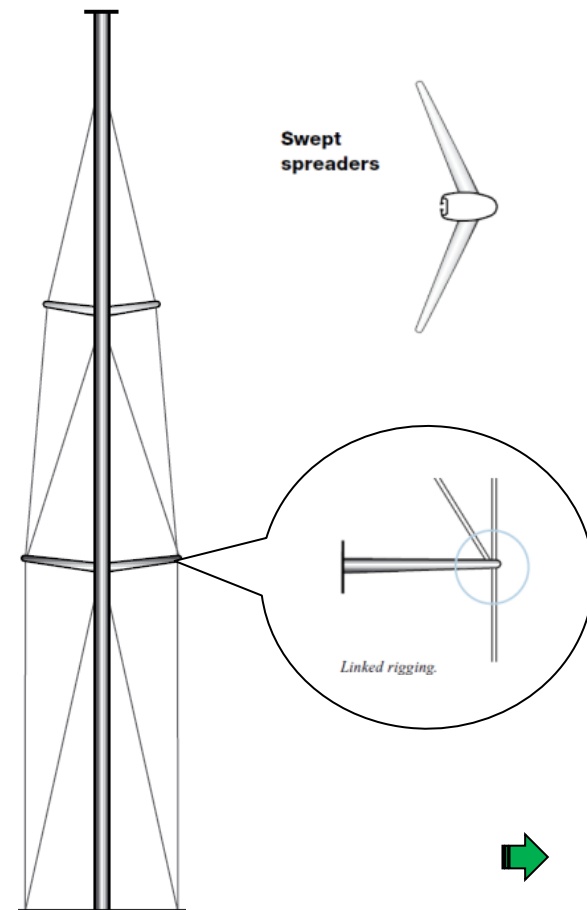
Cap shroud
max 25%

Backstay
max 20%



RIGG features (both Conventional & Furling):

- 9/10 Rigging
- Deck stepped
- Swept Spreaders
- Discontinuous ("linked") Rigging
- 2 Spreader pairs
- 400 Series Furlex headstay furler in Standard – recessed in anchor locker



RIG. Trim.

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

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

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

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

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

The All New 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!

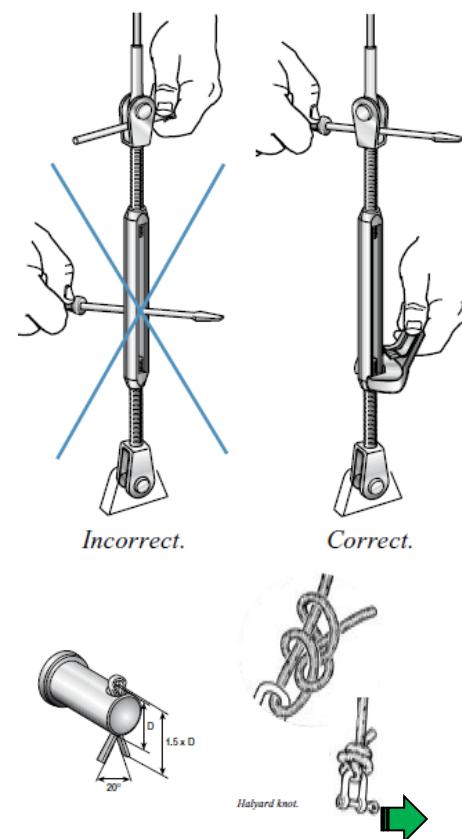
For full rigging instructions please refer to the supplied manufacturers manual.

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 new Cruiser Range Yachts by Bavaria!

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

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

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



RIG. Folding Rule Method.

“The folding rule method”

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

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

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

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

Regardless the wire diameter!

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

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

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

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

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

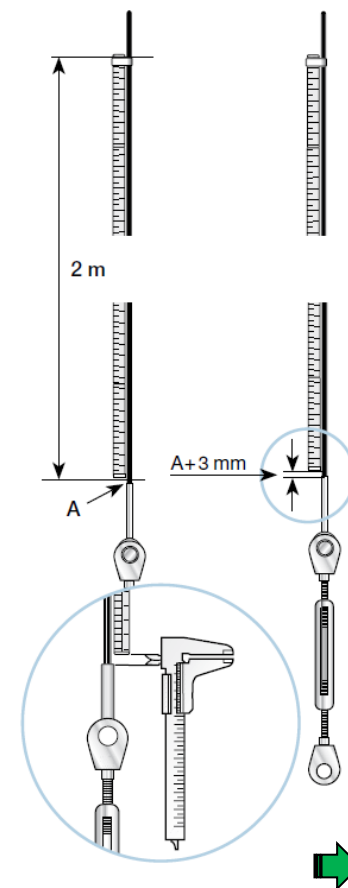
Depending on several facts it might be the case to fine-tune the mast while sailing by turning the slightly deloaded leeward shroud.

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

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

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

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



RIG. Preliminary Rig Datasheets.



Rig data no. 9484: BAVARIA 46 VISION CONV (11-)

Customer: BAVARIA
 Sales manager: Jonas Selsvik
 Date created: 11-02-25
 Latest revision: 11-12-21
 Approved: 11-12-21 by PE

Test production only

General rig description
 Conventional Fractional
 Deckstepped 2-spreader
 Untapered Sloop

Rig dimensions
 Forestay height FH: 16 720 mm
 Main sail luff length P: 16 710 mm
 Boom height above deck BH: 1 270 mm
 Main sail foot length E: 6 050 mm
 Main boom sheet pos S: 3 098 mm
 Foretriangle width J: 4 680 mm

Chainplates dist. from c/mast

Lateral Long
 Cap shrouds: 1815 788 mm (23,5°)
 Aft lowers: 1815 719 mm
 Deck above chainplates: 445 mm
 Deck above waterline: 1978 mm

Hull and righting moment

Length: 13 700 mm
 Beam: 4 190 mm
 Draft: 1 700 mm
 Displacement: 14 230 kg
 Ballast: 3 780 kg
 Conventional keel, Equipped boat
 Designers RM: 71,7 kNm @30°

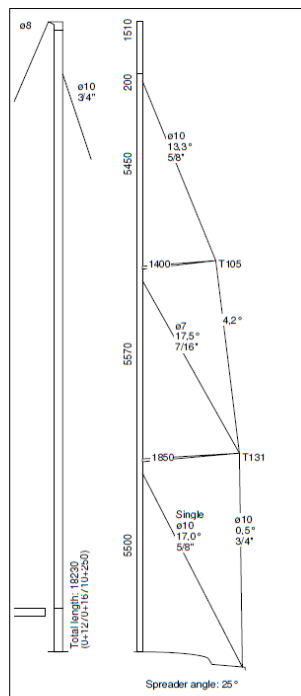
Spar sections

Mast: C264
 Boom: B250

Max spin/genaker height: 17 870 (1150mm above FH)
 Max code zero height: 17 530 (810mm above FH)
 2:1 purchase system for code zero halyard

Furler

Forestay: 310



Rig data no. 9507: BAVARIA 46 VISION FURL (11-)

Customer: BAVARIA
 Sales manager: Jonas Selsvik
 Date created: 11-03-08
 Latest revision: 11-12-21
 Approved: 11-12-21 by PE

Test production only

General rig description
 Furler Fractional
 Deckstepped 2-spreader
 Untapered Sloop

Rig dimensions
 Forestay height FH: 16 720 mm
 Main sail luff length P: 16 560 mm
 Boom height above deck BH: 1 270 mm
 Main sail foot length E: 6 050 mm
 Main boom sheet pos S: 3 098 mm
 Foretriangle width J: 4 680 mm

Chainplates dist. from c/mast

Lateral Long
 Cap shrouds: 1815 788 mm (23,5°)
 Aft lowers: 1815 719 mm
 Deck above chainplates: 445 mm
 Deck above waterline: 1978 mm

Hull and righting moment

Length: 13 700 mm
 Beam: 4 190 mm
 Draft: 2 150 mm
 Displacement: 13 900 kg
 Ballast: 3 450 kg
 Conventional keel, Equipped boat
 Designers RM: 71,7 kNm @30°

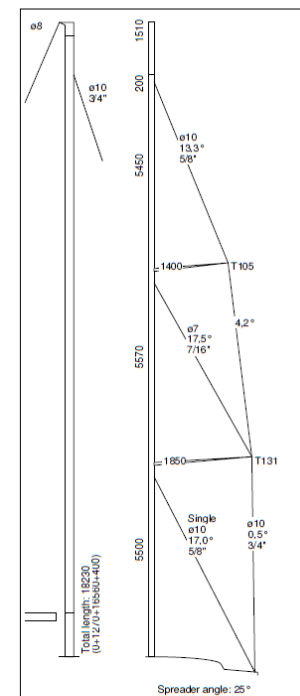
Spar sections

Mast: F265 Furling gear type: FB
 Boom: B250

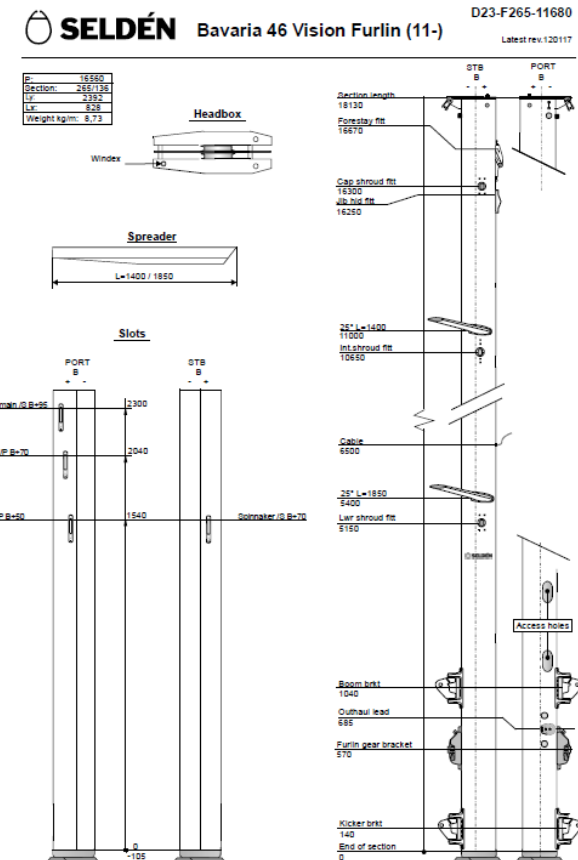
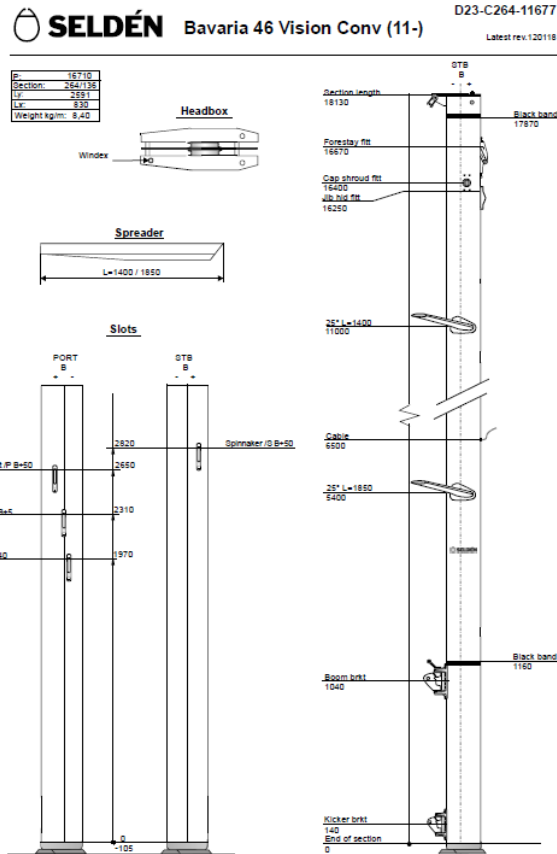
Max spin/genaker height: 17 870 (1150mm above FH)
 Max code zero height: 17 530 (810mm above FH)
 2:1 purchase system for code zero halyard

Furlex

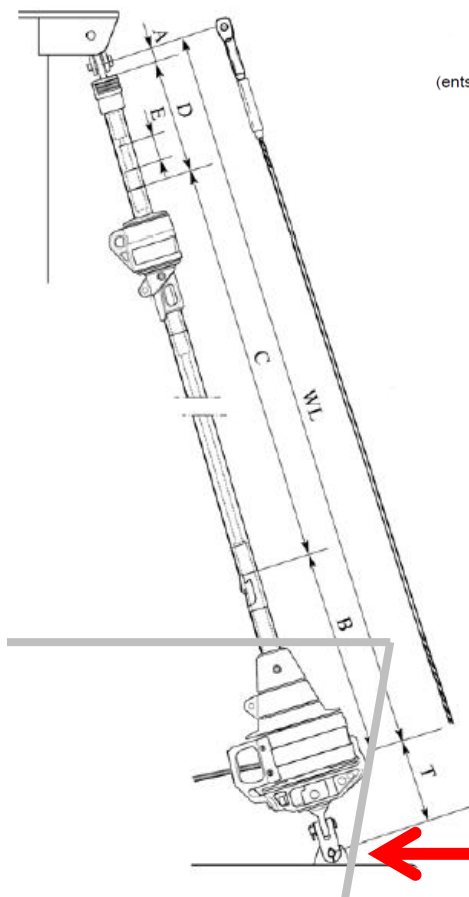
Forestay: 310



RIG. Mast Layouts. Furling & Conventional.



RIG. Furlex. Cutting Measurements.



Ablängmaße

(entspricht Furlex-Montageanleitung Seite 13)

Cutting measurements

(See Furlex Manual page 13)

Boot:	Bavaria Vision 46
Boat:	(12-) S+F

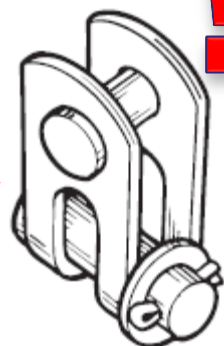
Furlex Kit No.	039-027-97
-------------------	------------

Drahtseillänge WL:	17940 mm
Wire length WL:	

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

*Forestay length FL=18070 mm
(no extension link used).

	Profillängen: Extrusion lengths:	Stückzahl: Quantity:
	1000 mm	1
C	2400 mm	6
D*	2160 mm	1
E	1875 mm Distanzrohr Distance tube	1



Toggle NEEDS TO
get fitted upside-
down – as drawn!

Fitting the stem
fitting in the
anchor locker!

SAILS. Dacron®.



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



Furling Main
Dacron Cross-Cut

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



SAILS. „High Tech“ Laminate, radial.



High Aspect Jib
Radial Laminate
Vertical Batten

NO Trim Stripes!



Full Batten Main
Radial Laminate

NO Trim Stripes!



Furling Main
Radial Laminate
Vertical batten



“High Tech” or “Exclusive Sails”

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

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

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

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

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

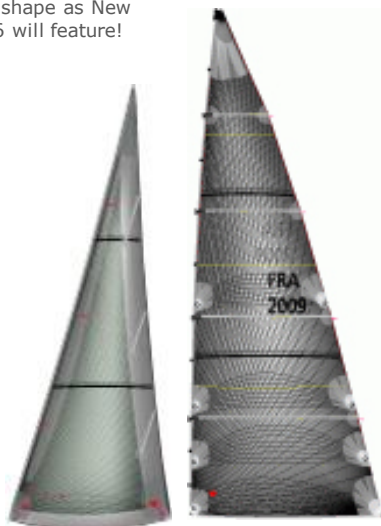
Conventional sails do not feature an additional UV-guard! By the use of the boom cover, the sails are safe from UV when stowed on the boom.



SAILS. EPEX® Membrane.



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



EPEX Technology

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

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

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

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

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

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

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

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

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

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



SAILS. Gennaker.



Photo shows Cruiser 45
Design & shape as New
Vision 46 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.

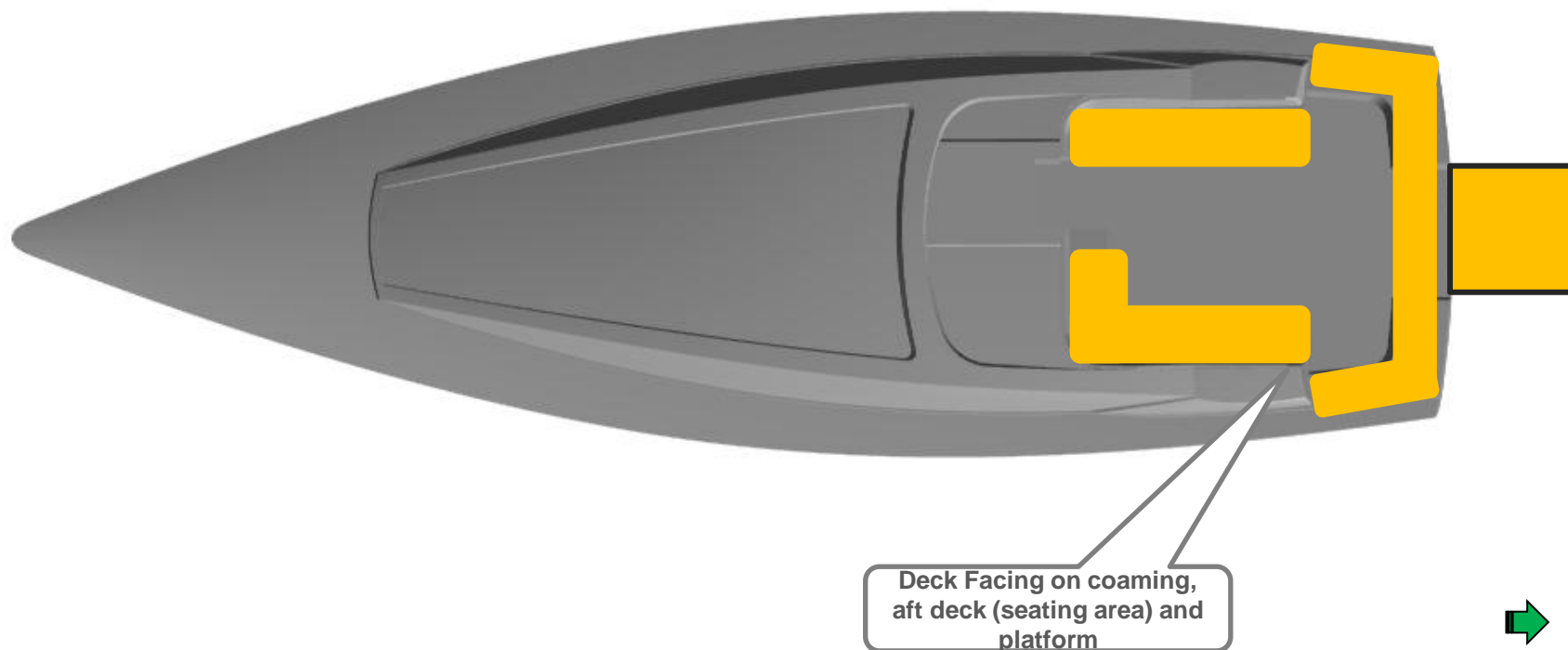
There are other sail designs on the market, but this particular shape is chosen for the best accomplishment of the concept of the new Cruiser Yachts by Bavaria Yachts.

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

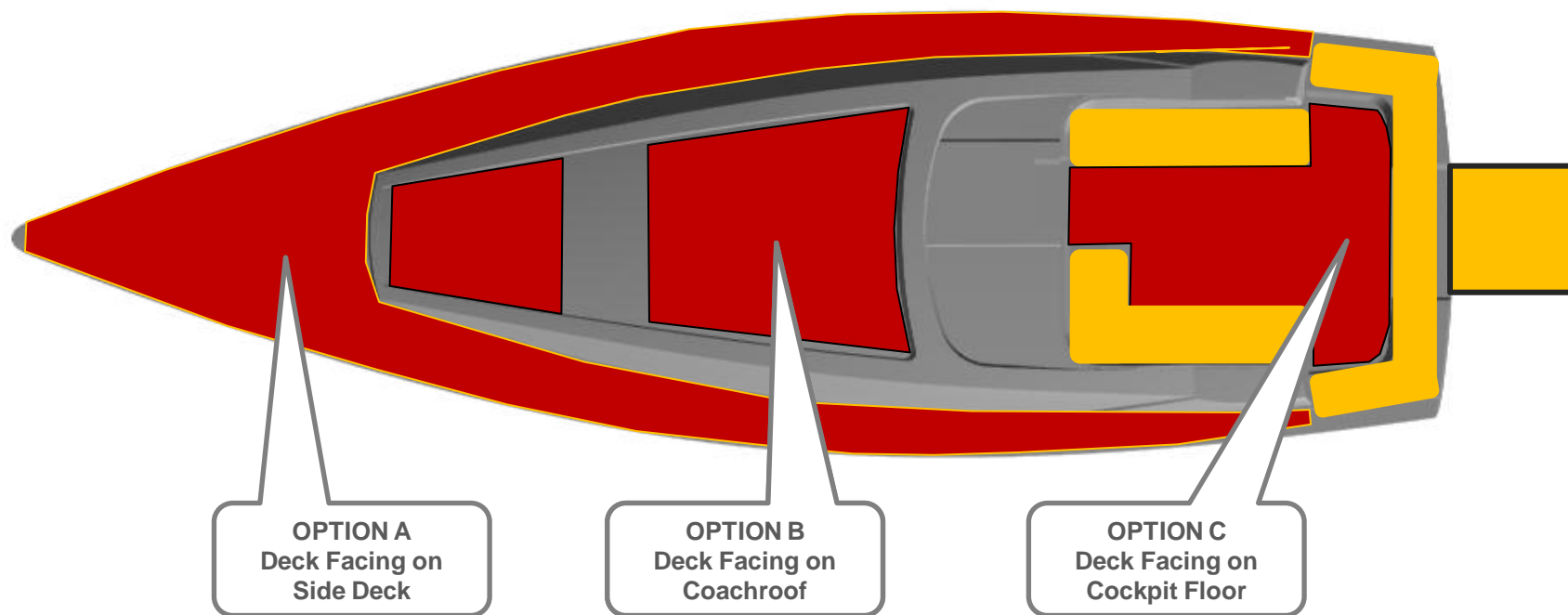
Make more fun out of the boat and use a Gennaker!



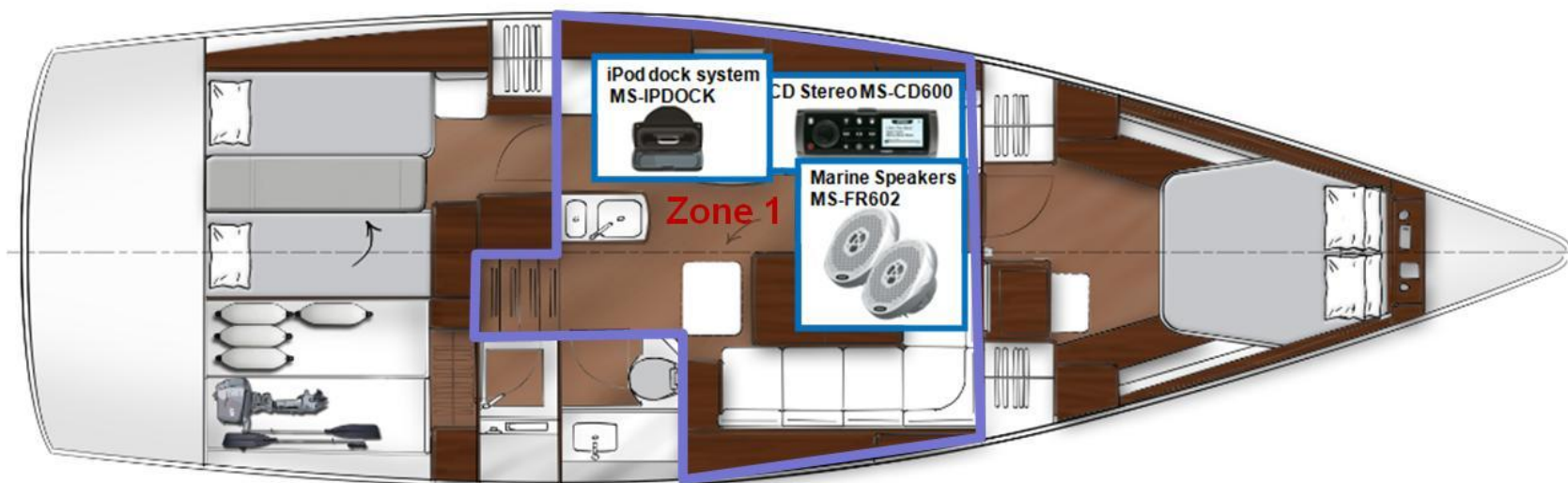
DECK. Standard Facing.



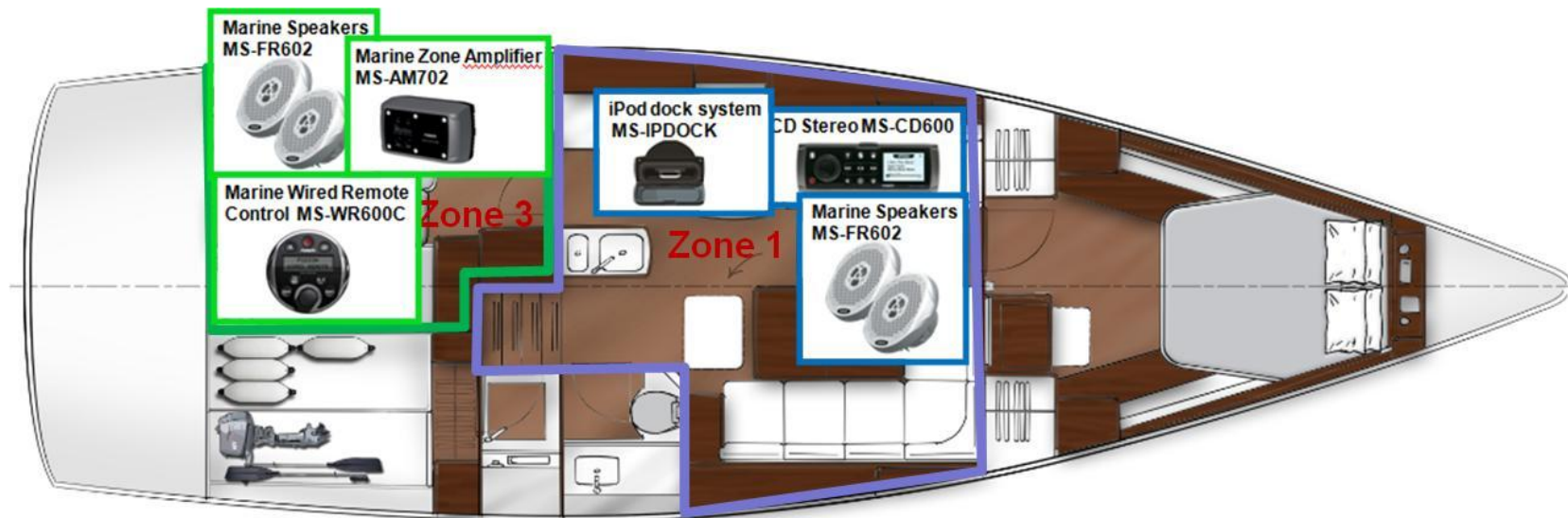
DECK. Optional Facing.



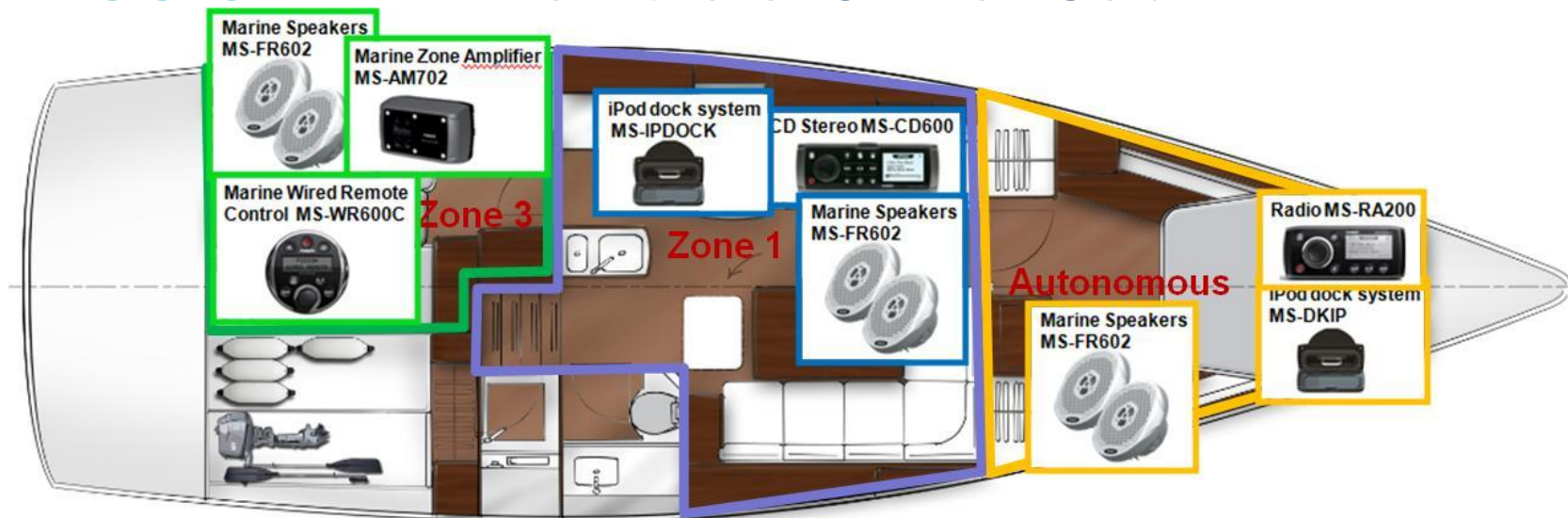
FUSION. MM Basic Package.



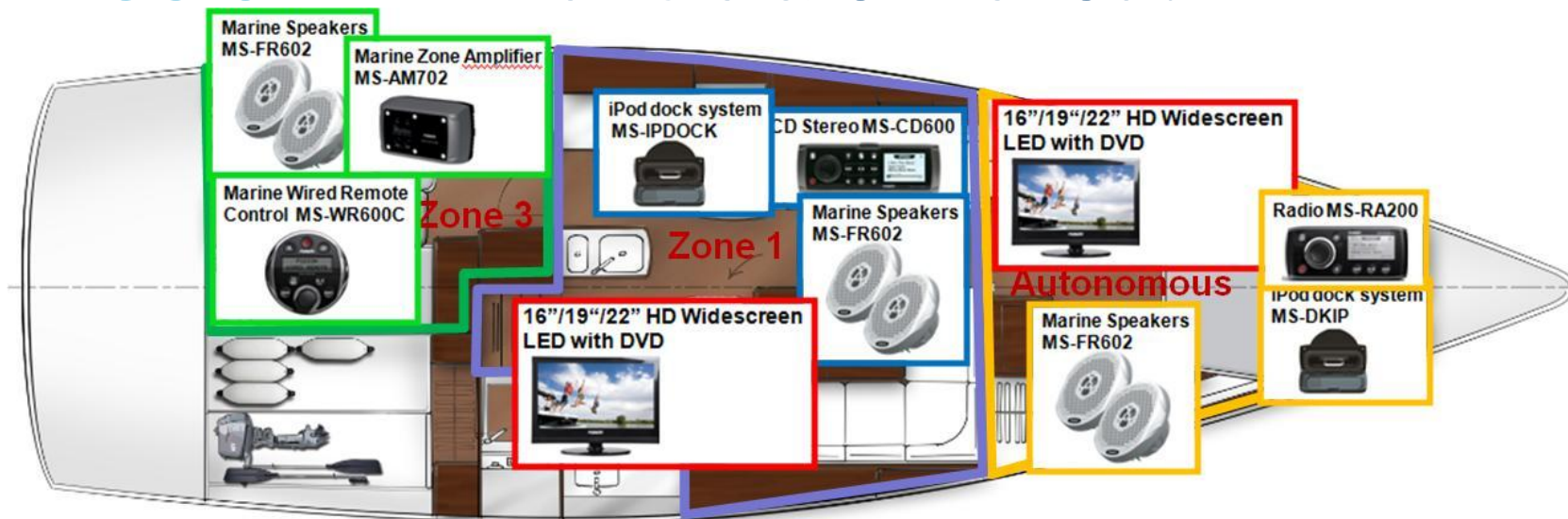
FUSION. MM Remote Cabin.



FUSION. MM Remote & Owner Cabin.



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



FUSION. Stereo & Speaker.

CD Stereo MS-CD600

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



Radio MS-RA200

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



Marine Speakers MS-FR602

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



FUSION. Remote & iPod Docks.

Marine Wired Remote Control MS-WR600C

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

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

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



iPod dock system MS-IPDOCK

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

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

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

Ships with all sleeves for iPods including iPhone.



iPod dock system MS-DKIP

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

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



FUSION. Amplifier & LED TV.

Marine Zone Amplifier MS-AM702

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

2 Channel

2 Ohm Stable

Water resistant design

Conformal coated PCB

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

Selectable high pass/ full range setting



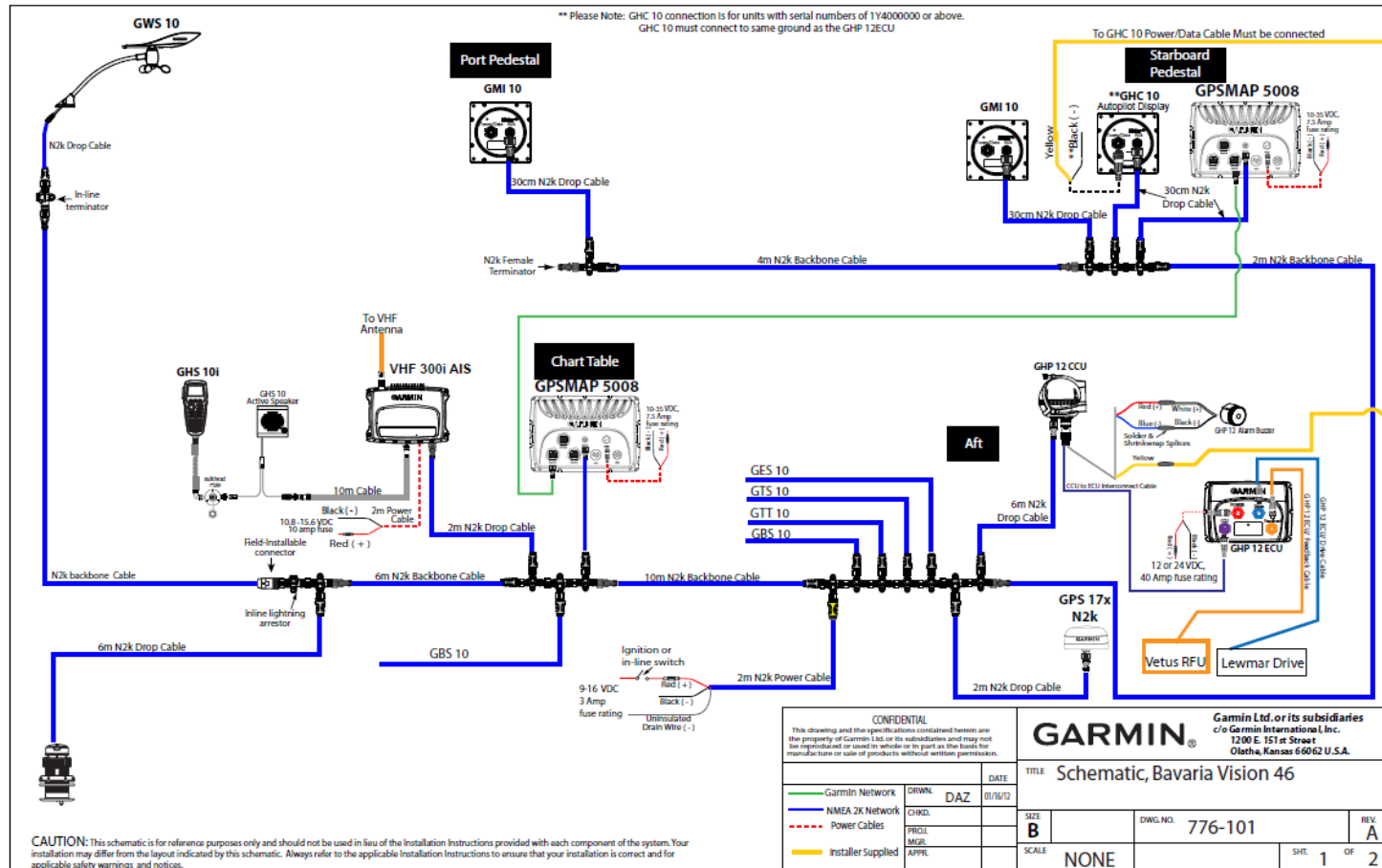
16"/19"/22" HD Widescreen LED with DVD

MS-TVxx0LED

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

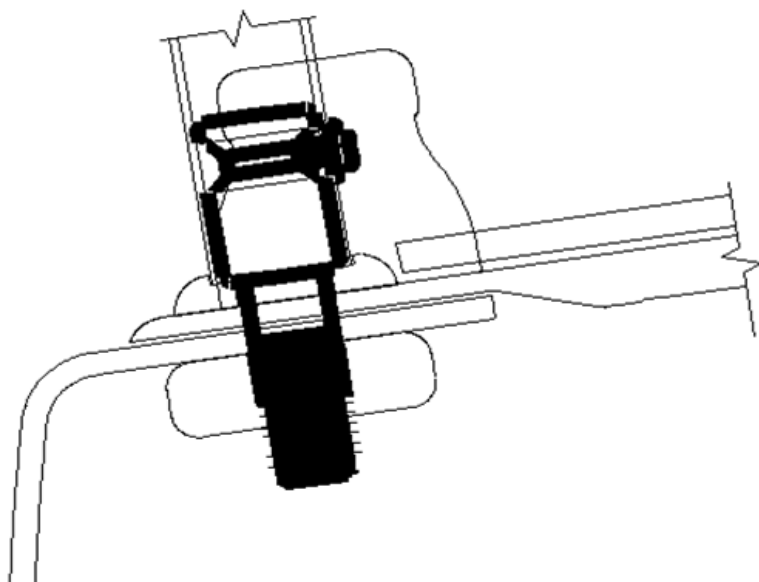


OPTION. Garmin Network. Full Option.

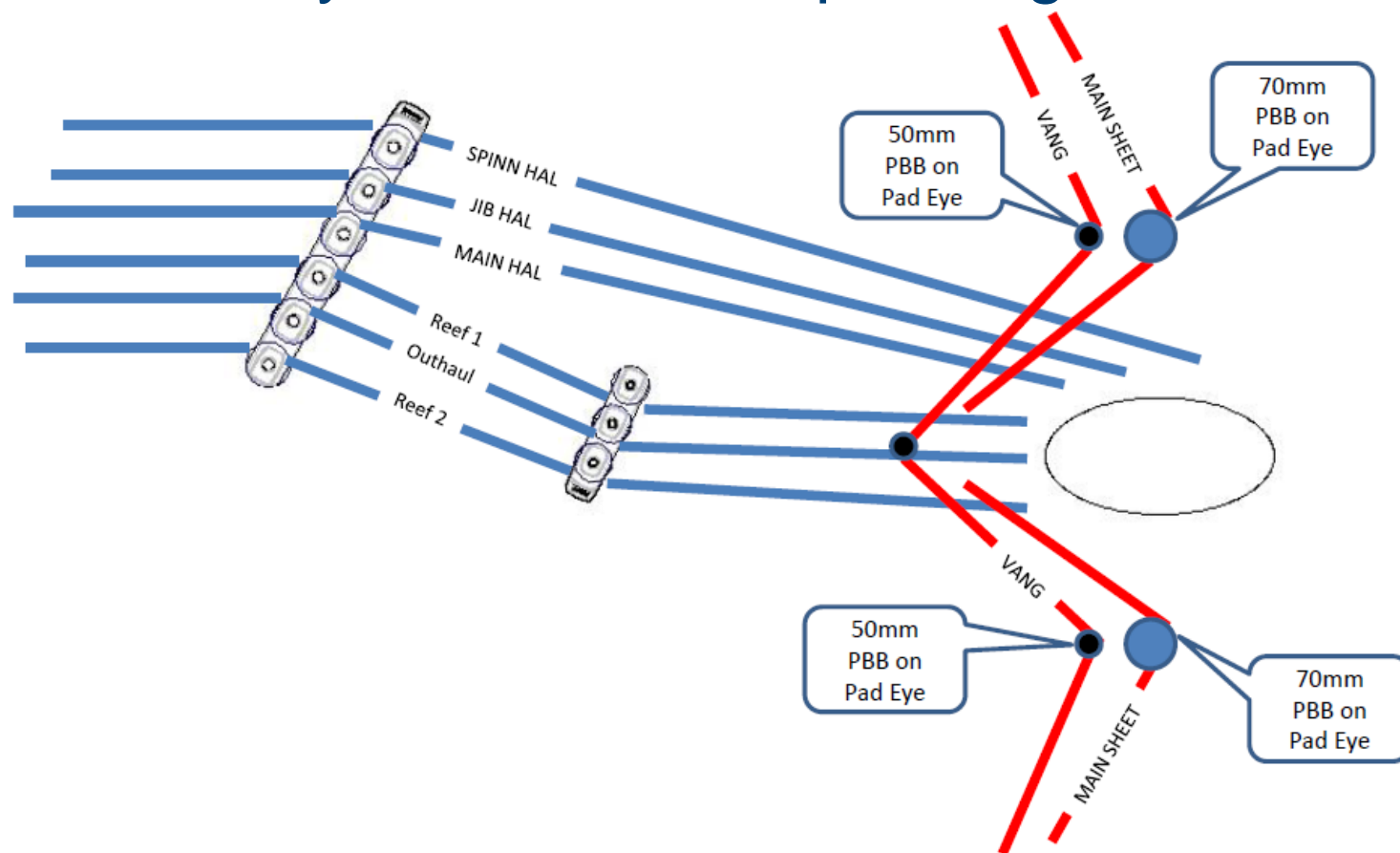


INFO. Hull & Deck Joint.

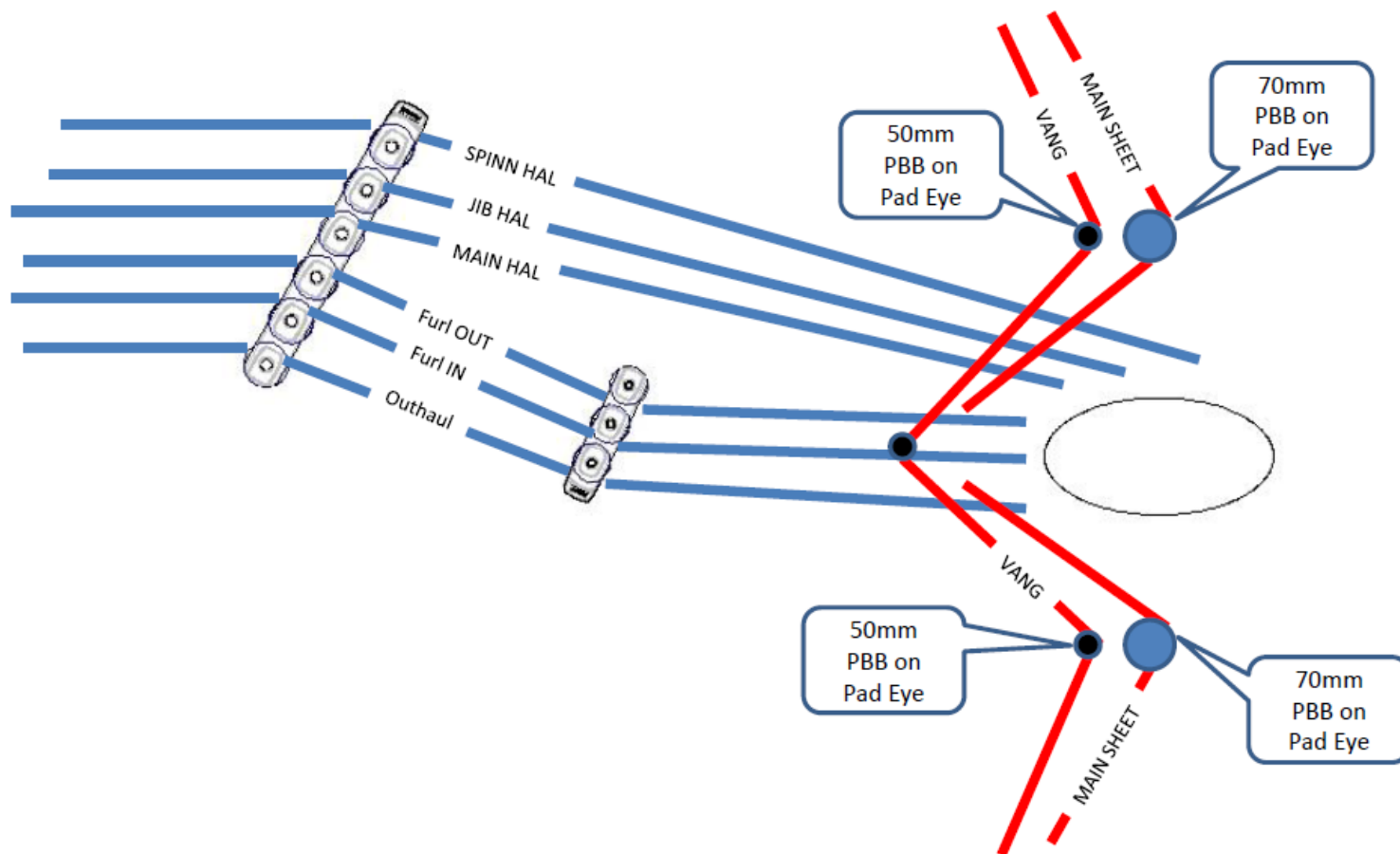
Typical conceptional cut of a detail from Hull & Deck Joint at a stanchion base .



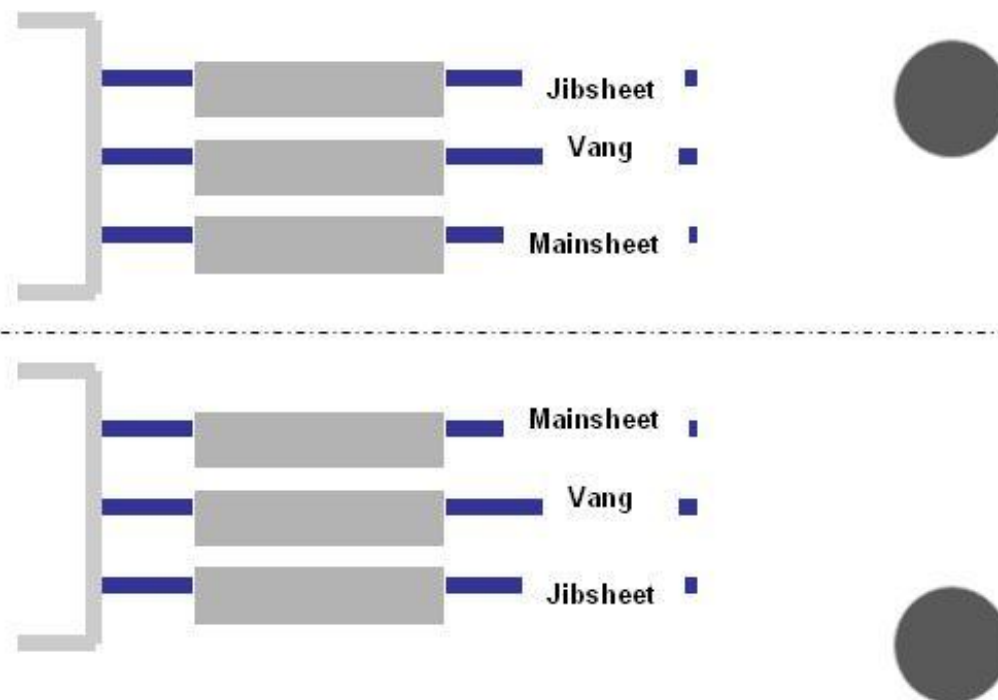
LINES. Halyards & Lines Sport Rig.



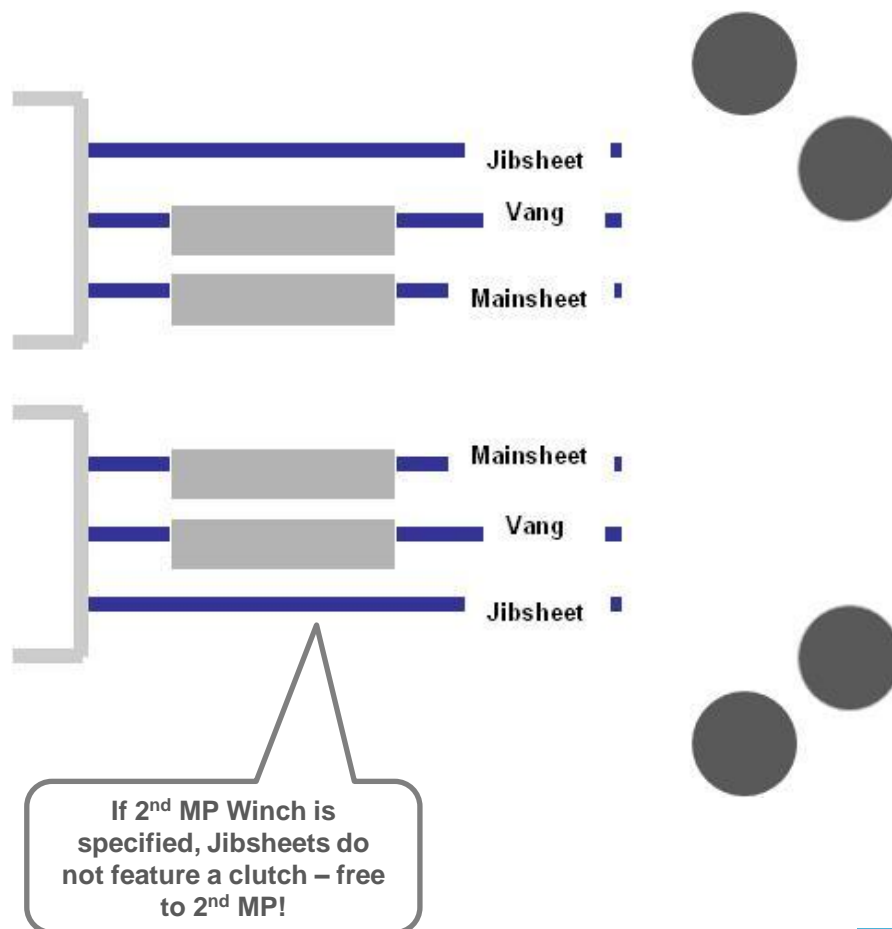
LINES. Halyards & Lines Furling Rig.



LINE. Halyards & Lines Cockpit. Standard.

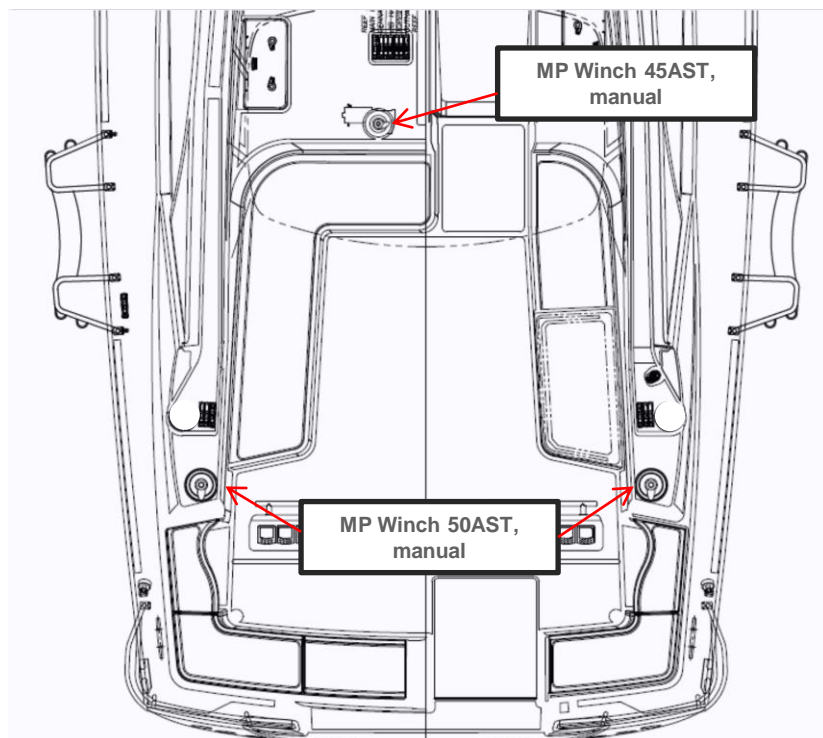


LINE S. Halyards & Lines Cockpit. 2nd MP Winch.

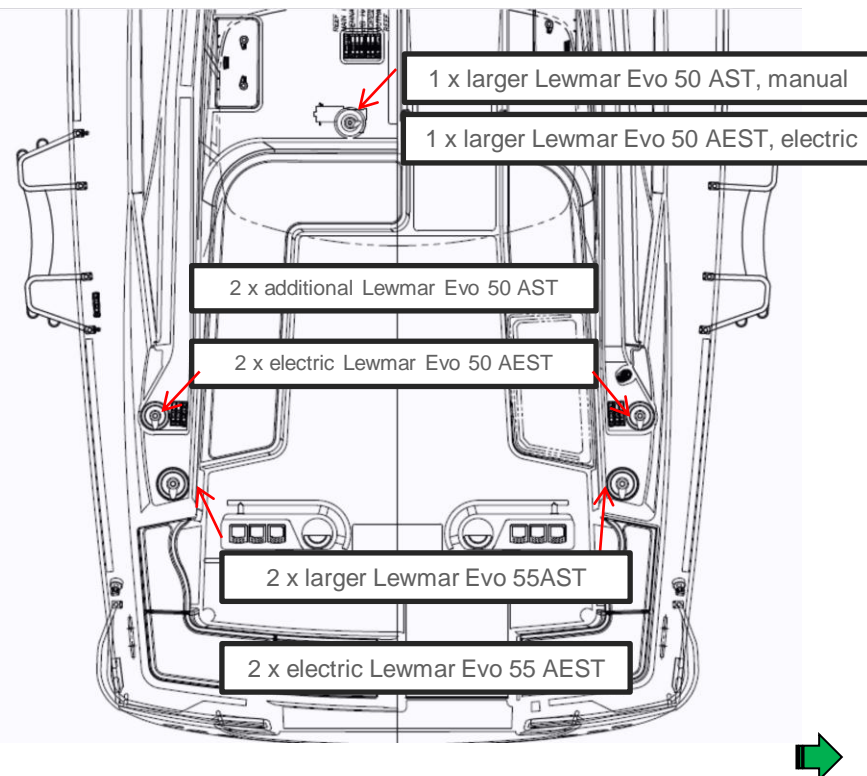


INFO. Winch Specs.

STANDARD Spec

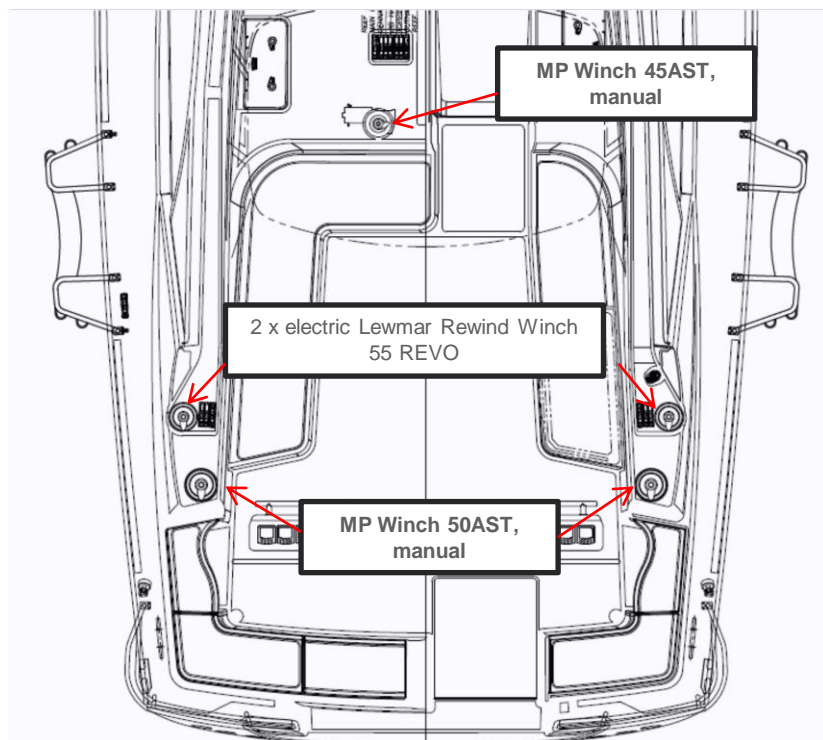


UPGRADE Options

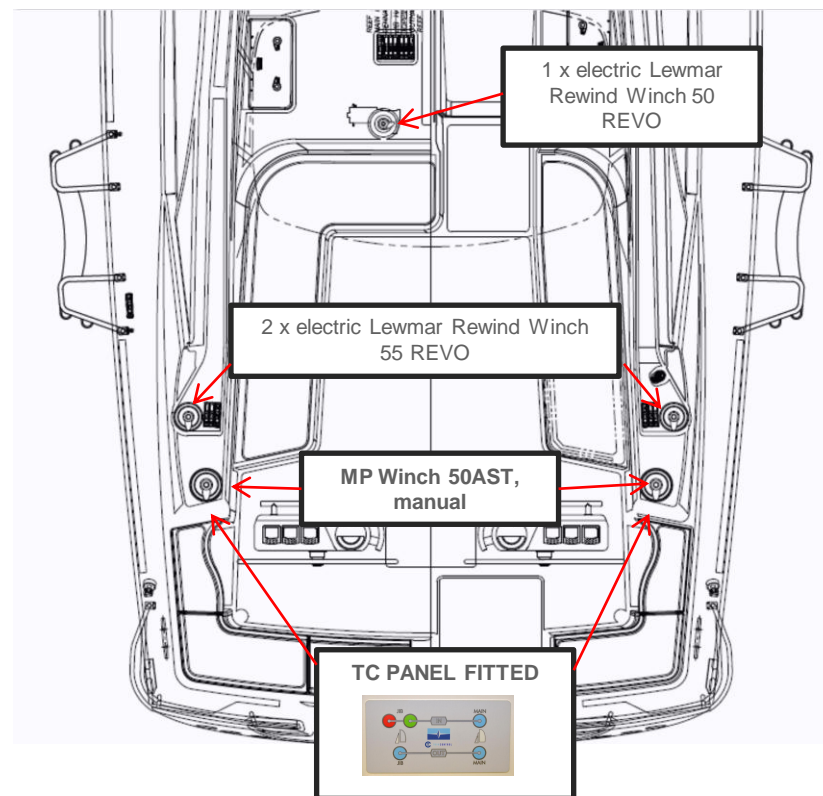


INFO. Winch Specs - Packages.

TRIM CONTROL



TRIM CONTROL & AUTOTACK



DOCK CONTROL. We do much better!

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

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

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

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

Boat control on your finger tips. No more worries in tight marinas or mooring in bad weather conditions.

Just use *2 fingers* and *move the boat intuitive* the most reliable and safest possible way!

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



DOCK CONTROL. Functionality.

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

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

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

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

The helmsman has the choice to clearly decide to:

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

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

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

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

BAVARIA DOCK CONTROL – the ultimate & unique docking system!



DOCK CONTROL. System Features.

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



TRIM CONTROL . System Features.

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

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

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

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

Trimming mainsail
Trimming jib on each tack

And:

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

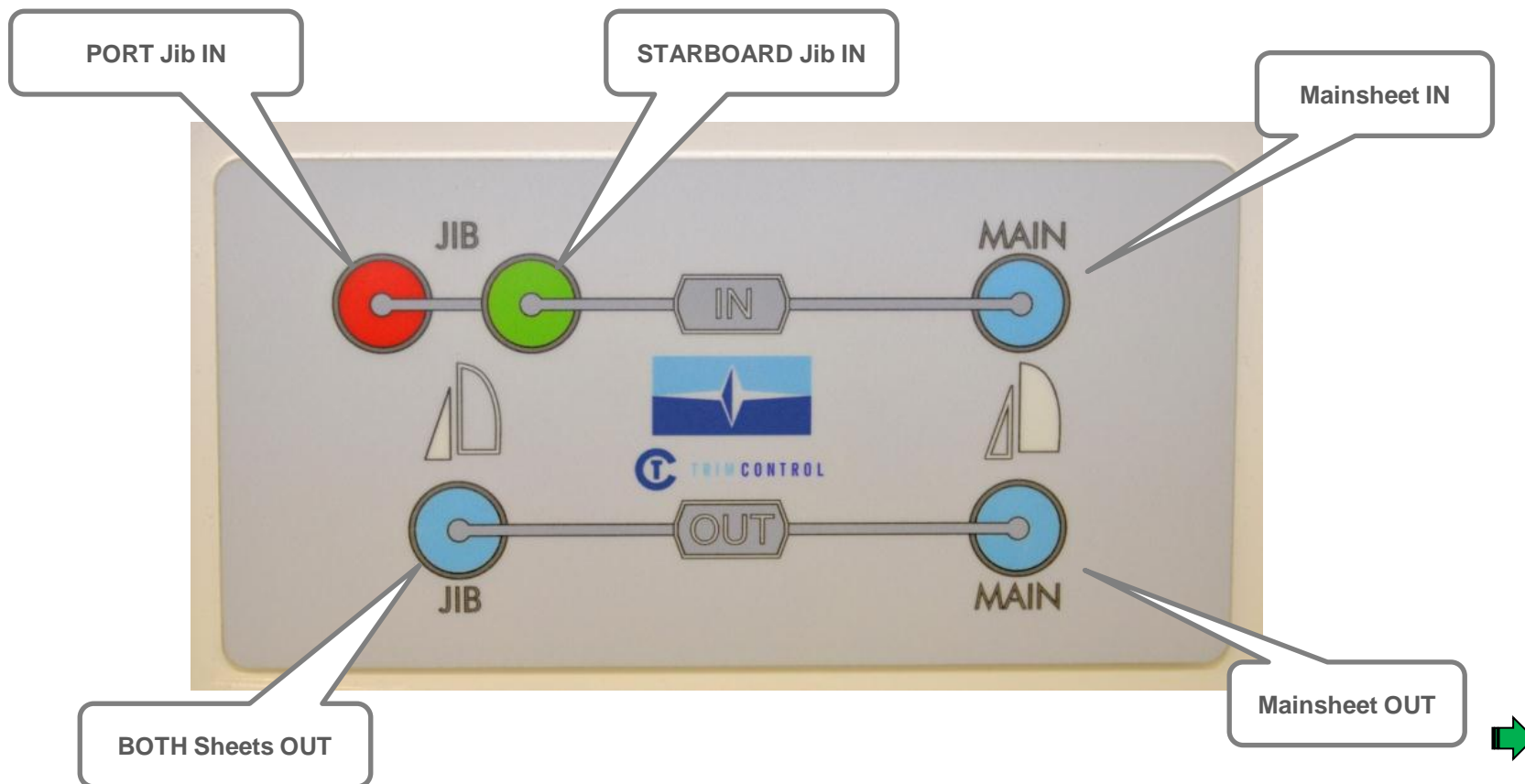
After setting sails lay the sheet lines onto the winches for Mainsheet (Coachroof) and each jib sheet onto the MP2 Winches in the cockpit at her side.

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

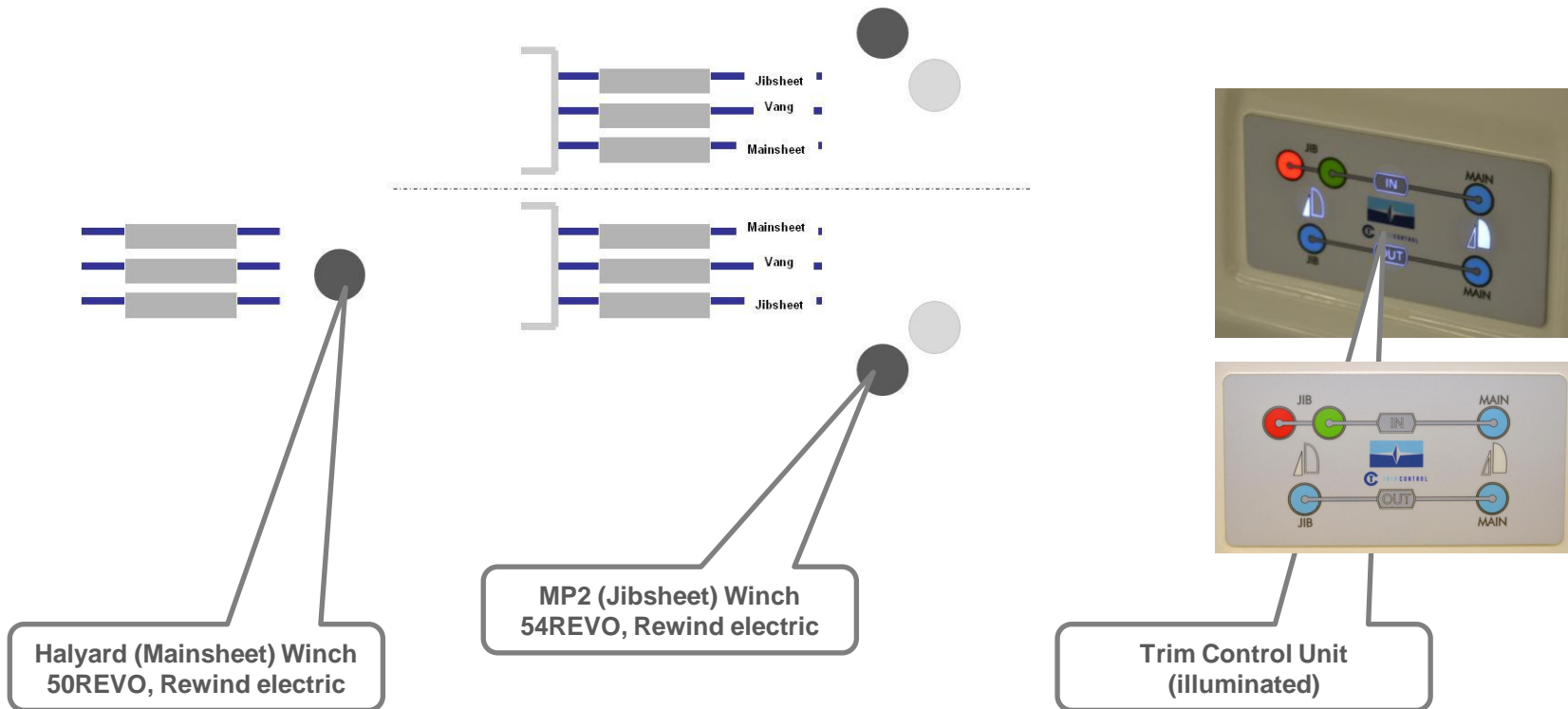
Simply SAIL!



TRIM CONTROL . Switchpanel.



TRIM CONTROL . Winchlayout.





THANKS FOR YOUR ATTENTION.