

warmest summers day can become cold and the hardtop does have the advantage of sheltering you from the elements, keeping you both dry and warm. The reasonably sized roof opening may even allow you to top up your tan.

Boarding a Bavaria is a little precarious, as the wide aft flanks, which run all the way to the transom, need to be stepped over and, without handy grab rails, this make for an ungainly arrival. The cockpit comprises of an open four-seat U-shaped sofa, wet bar, single helm position and comfortable two-seater chaise to port.

The small section of sunbed aft can be doubled-up by moving the aft backrest forward, although this will take much of the seating area away. Underneath the sunbed is a cleanly finished locker, perfect for lifejackets, fenders, warps or even a small tender. Strangely, though, the shorepower socket is beside the helm instead of at the transom, which does mean that you will have the cable running over the teak cockpit floor while plugged in at rest. The idea behind this may be to prevent

the embarrassing moment of driving away with the shorepower still plugged in, but the tried and tested position on the transom, plus maybe a warning sticker on the helm, seems a neater solution.

Exterior

Well-proportioned and a cleanly finished exterior



Accommodation

The saloon encompasses a huge, comfortable 6ft-plus sofa, easily capable of seating four around a fiddled table. The galley comprises a good-sized fridge, microwave, twin sinks and adequate storage. The fact that it all seems so spacious is impressive, given that there is now that forward cabin bulkhead. In fact, it doesn't feel any smaller than the Bavaria 32 it replaces, a boat that had a completely open forward cabin, which is a remarkable feat as the new Bavaria 33 is only 20cm longer. The ability to close a door on the forward cabin is a real luxury at this size and although quite dark due to only two small port lights, the privacy gained moves you up into the next level of

FACT FILE
Bavaria 33
LOA: 34ft 1in
(10.4m)
PRICE: from
£127,297
TOP SPEED:
30 knots

“Whichever model you choose you get a lot of boat for your money”

are the order of the day? Using the same hull and interior, the new 33ft Bavaria offers both schools of thought an interesting and typically cost effective option.

Design & Build

Bavaria is certainly trying to move forward in terms of its styling and design and has made great progress in the last couple of years. One of its biggest assets is the ability to offer Sport and Sport HT models across almost its entire range. And we're not talking stuck-on, after-thoughts here, every HT version we have looked at has looked great outside and worked well from within and the 33 is no different.

Both boats share the same interior layout with a superb lower saloon and an even better midcabin. To get that separate forward master cabin, space is at a premium around the double berth but even so two proper separate cabins is a real boon.

With so much boat evidently on offer, how is Bavaria able to keep pricing so keen? Well, using common parts throughout the range is one way, the downside being that you get a good boat

that, for some, will just fall short on character. Below decks, the tiny ports and plastic hatch

surrounds might leave you feeling a little empty. In fairness, though, Bavaria are really trying hard, with teak decking, good stainless steel work and smarter interiors the proof.

Design & Build

Great hardtop/open option for buyers but still lacks charm



Exterior

After spending time aboard the open Sport model – albeit with its canvas down – the Sport HT (hardtop) feels more enclosed. With the electric roof opened out, you feel as though you're inside a car with a sunroof rather than out in the open with the top down on a proper convertible. But conversely this is where hardtops come into their own. Even relaxed cruising on the



We put the Sport and Sport HT versions of the new Bavaria 33 through their paces

MOTOR BOATS TESTED

Bavaria 33

Power for the People

The new 33 offers up a separate forward cabin and a hardtop option for the same money as its 30ft rivals. So, is there a catch?

REPORT BY JUSTIN OLESINSKI

With last season's showers still fresh in the memory and bimini covers tucked away somewhere under a deflated tender, the hardtop option might seem rather more

enticing than an open boat. But which way you go may decide on how you use your boat, and the type of boater you are. Do you venture out whatever the weather and enjoy cosy afternoons with rain hammering down, or do you only consider boating when sunglasses and factor 25



sophistication. At the foot of the bed there is a good 6ft of headroom and two can sleep well on the bed without too much fighting over space. Unfortunately, the distance between the foot of the bed and bulkhead is a diminutive 11in, but on the whole this is perhaps the 33's only real compromise. Having said that, remember to bear in mind that the competition struggle to offer two separate enclosed cabins full stop.

The spacious mid cabin really is superb with a sofa and good-sized wardrobe to port. The hatch and two ports introduce plenty of natural light. The toilet and shower are also a good size, with ample headroom and a full height mirror on the forward bulkhead gives a good impression of space.

Accommodation

Another superb mid but forward cabin is tight



Engine options & access

The Bavaria 33 is currently only available with twin Volvo D3-190s. These are accessed by a button at the helm, lifting the sunbed section on rams. With this up, you have to climb on the engines as there is no ladder provided. In itself, this won't damage the engines but a ladder would make access that much easier. The engine room is spacious with good access to all sides of the engines and systems. The inside hatch

Engine Options & Access

Good clean space but no ladder or sound insulation



Performance & Handling

Wet bar is standard fit

If you take a performance sportsboat and add a hardtop you would expect a slightly slower top speed and perhaps slower acceleration. Sure, the top speed was slightly less but what was evident from the start was the handling. In some reasonably sized swell the Sport HT was the first to be tested. The hardtop's screen and mouldings are much higher and larger than the soft top providing superb visibility. Running in a following sea she reacted

“The hardtop's windscreen sits higher, giving superb visibility”

well to our demands but on a couple of occasions the bow did dip a bit. Not by a worrying amount, but it's something to be aware of. Initially, I thought this was due to the hull not having much volume forward as the hull does cut through head seas very well. It was only after testing the open Sport version that the extra weight created by the hardtop housing came into question. This weight could mean that the hull sits a little deeper in the water and that forward momentum continues far longer after dropping down the wave face.

This dip didn't occur on the open Sport version. Weighing 5% less, the Sport performed and reacted as if it was running on different engines and easily felt the more dynamic. The open boat beat its HT on acceleration while turns could be made just that bit tighter. There may be a psychological aspect to this feeling, with the open Sport model instilling the blood and thunder of 'wind in your face boating'. And, as the photos show, we did get wet in

Clearance around the berth is tight



the open Sport boat. If the weather had closed in we most certainly would have preferred to be inside the hardtop. For all the open Sport's better feedback at the helm, the actual performance figures for both boats are pretty close. Fully powered up, the Sport made 30 knots with the Sport HT only a knot or so down which, considering the extra weight and windage, is quite impressive. Both boats preferred -2 on the leg trim and cruise comfortably at 3500rpm



Toilet and shower compartment



Separate forward master means this 33ft boat is one of the smallest and cheapest two cabin cruisers on the market today



With no ladder fitted, getting into the deep engine bay could be easier. Once inside there is decent space



Safe decks but Bavaria style makes boarding hard



Another 'best in class' mid cabin from Bavaria



The huge midcabin even boasts a sofa



Even with the forward cabin bulkhead in situ, Bavaria has still managed to deliver an impressive saloon

BOAT REPORT

BAVARIA 33

achieving an effortless 22 knots.

As expected, the enclosed hardtop did suffer on noise levels. At cruising speeds, the twin-Volvo's let out a high 90db scream, trapped by the solid GRP above, whereas the softtop fared better.

Performance & Handling

Open Sport version proved the more dynamic performer



Finally, with a strong wind blowing, a more powerful bow thruster would have been nice to keep you off a pontoon but for everyday cruising the standard fit thruster is adequate.

Specification & Value

Value for money is where Bavaria usually score highly and these 33's continue the trend. Ancasta is trying hard to put together a strong standard UK specification with 'on the water' prices. So while the base prices shown may look a little higher than some, they do include delivery, full fuel tanks, antifoul, fenders and a one day handover. Plus, you get a holding tank, tri-data, QL trim tabs and an electric windlass, and the bow thruster already mentioned, as standard.

With the Sport HT £13,000 more, the decision to 'upgrade' is more about whether you actually prefer it, rather than whether you can afford it. Actually, the difference in price is even closer than that, as you will still have to pay £3500 for the

open boat's, admittedly impressive, UK-made canvas pack. Whichever way you decide to go, you won't be disappointed and you'll certainly get a lot of Bavaria for your money.

Specification & Value

£130k base price for two cabins is exceptional value



Verdict

Two identical layouts and two good looking boats. We thought that the verdict would simply be based on your intended use, but as it turned out the open Sport version really shone on test with a far more dynamic ride. The hardtop makes a lot of sense, but if you're a thrill seeker there really is only one choice – Sport.

SPORT 8/10

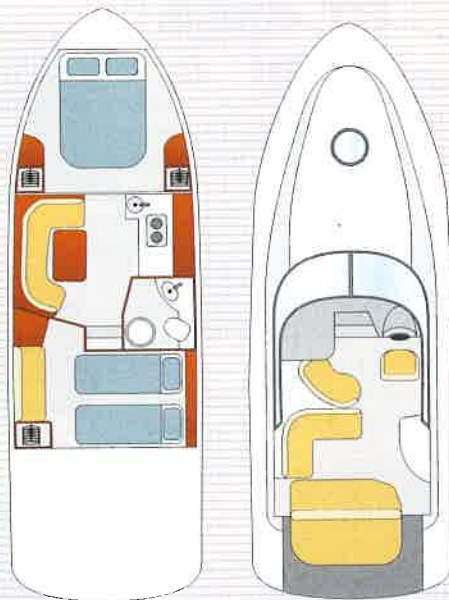


SPORT HT 7/10



MBM rating

Bavaria 33 technical data



specifications

BUILD	GRP
RCD	Category B
LENGTH OVERALL	34.1ft (10.40m)
HULL LENGTH	32.6ft (9.96m)
BEAM	11.3ft (3.45m)
DRAUGHT	2.9ft (0.90m)
DISPLACEMENT	5800kg soft-top / 6100kg hard top
FUEL CAPACITY	123gal (560l)
WATER CAPACITY	26gal (120l)

key dimensions

WIDTH OF SIDEDECKS	8in (20cm)
HEADROOM IN SALOON	6ft 2in (1.8m)
MASTER BERTH	6ft 2in x 5ft 0in (1.8 x 1.5m)

performance

Engines	Twin Volvo D3-190		
Configuration	5cyl 2.4lt 190hp @ 4000rpm		
Conditions	wind Force 4 sea state moderate		
Load	fuel 50%, water 50%, crew 2		

Rpm	knots	gph	lph	mpg	range	noise
3000	17.4	8	36	2.15	211	86
3200	22.5	10	45	2.25	221	85
3400	24.5	11.5	52	2.13	209	86
3600	26.8	12.5	57	2.13	209	87
4000	30	18	81	1.66	163	89

Figures shown are for the open Sport version of the Bavaria 33

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings in dB(A) were taken at the helm.

prices

STANDARD BOATS	inc VAT
with Volvo Penta D3-190	33 Sport £127,297
with Volvo Penta D3-190	33 Hardtop £141,685
BOW THRUSTER	standard
TRIM TABS	standard
CANOPY (SPORT)	£3557
TEAK COCKPIT	£2711
HOLDING TANK	standard

BOATS AS TESTED	33 SPORT £134,597
	33 HARDTOP £146,937

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the rivals



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