Bavaria 40

£63,950 Tax Paid

Lefkas, Greece

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Boat Details

Manufacturer:	**Bavaria**	Model:	**40**
Hull Material:	**Fiberglass**	Year:	**2001**
Length:	**40 feet**	LWL:	**37.7 feet**
Beam:	**13.09 feet**	Draft:	**13.09 feet**
Engine Manufacturer:	**Volvo Penta**	Engine Fuel:	**Diesel**
Price:	**£63,950**	Location:	**Lefkas, Greece**

Boat Description

Bavaria 40 (2001) Aft cockpit cruiser to J&J design. Fin/bulb keel, wheel steering. Powered by 50hp Volvo (2,360 hrs) sail drive to 3 bladed fixed prop. (full service winter 2024/5). Sidepower bowthruster, Victron smart charging systems (controller new 2025), battery charger, solar panels. Lofrans 100w windlass to 20kg Rocna anchor.

Accom for 6/8 in 3 double cabins + saloon, 2 Jabsco heads/showers, 2x holding tanks. 25/30 ltr calorifier. Inmast furling Main & Genoa by North Sails (2007) (age of standing rigging unknown) 4x Harken 2spd 40 & 44 winches.

More than ample Nav (predominantly Raytheon) Incl 7”Axiom Chart Plotter (2025) & Safety gear + 2.4m RIB (2023), Comprehensive cruising history available, comfortably equipped for cruising. Private British ownerships since 2012. Was launched and in full sailing commission Spring 2025, now ashore.

VAT paid £63,950

Construction

Built by Bavaria Yachts, German 2001To Bavaria J&J design Aft cockpit cruiser White GRP hull, deck & structure.Fin/bulb keel – Cast IronSpade rudderWheel Steering

For 2025 season, keel was sandblasted and epoxied plus usual layers of antifoul/paint

LOA: 40’11 (12.4m) LWL: 37’7 (11.5m) Beam: 13’1 (3.9m) Draft: 5’6 (1.7m)

Displacement: 7,902 kgs Ballast: 2,850 kgs

Machinery

Volvo Penta MD22L 50hp (original with service records, last full service winter 2024/5)Hours – 2,360 (May 2025)Sail drive unit (seal changed Feb 2024)3 blade fixed prop(Spares incl – fuel filters, oil filters, impellers, alternator

Sleipner Sidepower bowthruster

Electrics

2 x 140a/h Nova Exile domestic batteries (March 2024)1 Engine start battery, 80 a/h (2020)12v & 220v systemsShore power 230vCharging from engine, solar and shore power.Victron invertor Smart 1600Victron smart solar charge controller 100-30 (new 2025)Bordlader Pro battery charger 70 ampEpever solar panels 180a x 2 (360w)

Tanks

Fuel: 1 x 150 ltr plastic tankWater: 2 tanks total 300 ltrs plastic tanks (150/150)Holding: 2 tanks total 120 ltrs S/S tanks (60/60)

Rig & Sail

Sloop riggedStanding rigging age not known, assumed original (not replaced in this ownership)Aluminium spars

Inmast furling main, white by Northsails (2007)Furling Genoa, white with blue UV, Northsails (2007)Storm jib, 2012 (orange)

2 x Harken 2 spd 44’s Genoa winches2 x Harken 2 spd 40’s Halyard winches

Accommodation

Accom for 6/8 in 3 double cabins + saloon, 2 Jabsco heads/2 showers.Dark/Teak wood joineryUpholstery from 2015Approx head room 1.9m/6’5

Domestic

Calorifier (hot water) 25/30 ltrBavaria Oven2 hobs2 sinks s/sDanfoss BD35F FridgeAssorted cooking utensils

Eberspacher heating

Equipment

Lofrans, Cayman 1000w electric windlass20kg Rocna anchor with 80m 8mm chainSpare Fortress anchor 15kgAssorted warps/lines (4)Various fenders (9+2 balls)Swim/boarding ladderStern swim platform with deck showerBoarding plank/passerelle

SprayhoodBimini/shadeCanopy cockpit enclosure with sunshade.

Navigation

CompassRaytheon – Speed log, wind, depthRaytheon radar7” Axiom Chart Plotter (2025) Raytheon AutopilotRaytheon Navtex (not used)VHF – Simrad RD68Victron energy network

Clock barometerNav lightsHand held horn

Tenders

Fourwind RIB 2.6mSuzuki 2.5hp outboard (service 2024)

Safety

6 person life raft (new 2022)Approx 4 fire extinguishersFire blanketElectric bilge pumpManual bilge pump EPIRBJack staysLife buoysDan buoyGrab bagGas alarmEmergency tillerRadar reflector

The condition or level of safety equipment on board is not to be negotiated on following survey. It is likely to be listed by most surveyors but is not structural or an integral working part of the vessel and is not to be used to further negotiate the price down after survey. We strongly suggest that for your own personal safety that when purchasing a yacht you provide new safety equipment rather than relying on second hand gear.

Should you become the new owner of this yacht then the responsibility to re-register or update official bodies for items such as EPIRB, VHF, MMSI or AIS becomes yours.

Cruising History – Summary

Purchased by the current owner in 2024, sailed locally for a season, then stored ashore. Only for sale now as owner wanting to move to a bigger yacht again.Previous owners purchased in the UK December 2012 with the intention of taking her to Greece their preferred cruising area. Kept her in Portsmouth in the UK while some improvements made and cruised around the Solent. Sailed to Corfu in the spring of 2014 with a professional skipper and volunteer crew. Since arriving in Corfu sailed her mainly around the Greek islands. In 2017 sailed her up the Italian coast and across to Croatia, overwintered in Monfalcone Italy and in 2018 sailed her back to Greece via Venice, Croatia and Montengro. Keep her out of the water when not sailing her and apart from the one winter in Italy have kept her in Cleopatra boatyard in Preveza.

Cruising History – Year by Year Detail.

Engine hours on purchase 579. 2013/14. Cruised the Solent in UK. 32 days, 496 miles 114 engine hours.2014. April. Passage from Portsmouth UK to Corfu Greece via Gibralter, including day sailing from Gibralter to Alicante. Followed by passage from Alicante to Corfu. 35 days, 2645 miles, 322 engine hours.2014 June to October. Cruising North and South Ionion. 101 days, 757 miles, 166 engine hours.2015 May to October. Passage through Corinth Canal, Cruising around Saronic Islands, return through Corinth to Preveza. 117 days, 1161 miles, 250 engine hours.2016 May to September. Cruising Ionion Islands. 95 days, 549 miles, 145 engine hours.2017. May to September. Passage from Preveza to Croatia including day sailing up Italian coast to Vieste Cruising in Croatia. Overwintering in Monfalcone Italy. 95 days. 737 miles, 164 engine hours.2018. May to September. Cruised Italian coast south to Venice then, cruising Croatia and Montenegro and passage back to Corfu/Preveza. 947 miles, 197 engine hours.2019. May and June. Cruising in Ionion. 40 days, 273 miles, 77 engine hours.2020. Due to a mix of family commitments and Covid travel restrictions we did not launch the boat but I did visit to ensure the boat was in good order.2021. June and July. Cruising in the Ionion. 54 days, 268 miles, 69 engine hours.2022. May and June. Cruising the Ionion. 52 days, 256 miles, 75 hours.2023. June to September. Cruising Gulf of Patra and Gulf of Corinth and southern Ionion. 59 days,362 miles, 94 hours.2024 – Purchased by current owner who has sailed locally in the Ionian

Title Documents and Tax

Listed below are the documents/or copies of what we have seen on listing this yacht.

Current British Registry Certificate (Part 1)Copy – Bill of Sale (2024)Copy – Bills of Sale (2001, 2004, 2010, 2012)Copy – Builders Certificate (2001)Copy – Tonnage Survey (2012)Copy –

Brexit Letter confirming location in Greece 31st Dec 2020Copy – UK VAT invoice (2001)Copy – T2L EU Form (2017)Copy – Declaration of ConformityEvidence of TEPAI cruising tax paid 2025

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Additional Information

Hours: 2,360

Disclaimer

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