Bavaria 40CC Ocean

€75,000 Tax Paid

Lefkas, Greece

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Boat Details

Manufacturer:	**Bavaria**	Model:	**Bavaria 40CC Ocean**
Hull Material:	**Monohull**	Year:	**2001**
Length:	**40.9 feet**	LWL:	**35.9 feet**
Beam:	**12.99 feet**	Draft:	**6.4 feet**
Engine Manufacturer:	**Volvo Penta**	Engine Fuel:	**Diesel**
Price:	**€75,000**	Location:	**Lefkas, Greece**

Boat Description

Bavaria 40 Ocean Centre Cockpit – 2001 | Privately Owned • Never Chartered • VAT Paid • Mediterranean Based

A well-maintained and extensively equipped Bavaria 40 Ocean Centre Cockpit, one of the most respected cruising yachts in her class. Built by Bavaria Yachtbau in 2001 and configured in the highly desirable owner's version layout, she combines comfortable liveaboard accommodation with proven offshore capability, making her ideal for Mediterranean cruising, extended voyages and long-term life afloat.

Privately owned throughout her life and never chartered, she has benefited from continuous maintenance and thoughtful upgrades. Offered VAT paid and currently located in the Mediterranean, she represents an excellent opportunity to acquire a genuine cruising yacht ready for immediate use.

The Bavaria 40 Ocean is renowned for its secure centre cockpit design, spacious interior and practical sailing characteristics. Below deck, the owner's layout provides exceptional comfort, featuring a forward double guest cabin and a large aft owner's stateroom with a queen-sized berth. The bright saloon, upgraded with suede upholstery in 2016, offers a welcoming living space, complemented by a well-equipped galley, dedicated navigation station and a heads compartment with separate shower.

Under sail, she is easy to manage and well suited to short-handed cruising. Her fractional sloop rig incorporates in-mast furling, while standing rigging and the Furlex furling system were renewed in 2015. The genoa was replaced in 2016 and the mainsail in 2017, both remaining in very good condition. Quality Harken self-tailing winches complete an efficient and dependable sail-handling package.

Power is provided by a Volvo Penta MD22L 50hp diesel engine with approximately 3,604 hours. The engine underwent a comprehensive overhaul in 2017, including new injectors and cambelt, while the saildrive seal was renewed in 2012.

The yacht is particularly well equipped for independent cruising. A modern electrical system renewed in 2021 includes Victron AGM batteries, Victron monitoring and inverter systems, Alpha Pro charging regulation and upgraded wiring. Two 150W solar panels with MPPT controller provide excellent energy generation, allowing the vessel to operate with minimal reliance on shore power.
Navigation equipment includes a B&G Vulcan 7 chartplotter, AIS transponder, Garmin GPS, Raymarine wind, speed and depth instruments, Raymarine autopilot, DSC VHF radio and Garmin inReach Mini 2 satellite communicator.

Tankage comprises 230 litres of fuel, 380 litres of fresh water and a 60-litre holding tank, supporting extended cruising without compromise. Ground tackle includes a 33kg Spade anchor, secondary anchors, 80 metres of galvanised chain and a Lofrans electric windlass with cockpit remote.
Additional equipment includes a bimini, sprayhood, cockpit cushions, passerelle, deck shower,

winter cover, heating systems, liferaft, PLB, safety gear and an Aquafax inflatable tender with Tohatsu outboard.

Construction

Builder/Model: Bavaria Yachtbau 40 Ocean (Owner's 2-cabin layout)
Built: April 2001
Hull Construction: Solid GRP below the waterline with foam-sandwich deck and topsides.
Type: Monohull, centre cockpit, fractional sloop with fin keel and wheel steering.
CE Category: A (Ocean), certified for 8 persons.

LOA: 12.48 m (40'9"), survey records show 12.18 m.
LWL: 10.92 m (35'10").
Beam: 3.99 m (13'0").
Draft: 1.95 m (6'4").
Displacement: Approximately 8,300 kg.
Ballast: Approximately 2,850 kg.

Machinery

Original Volvo Penta MD22L four-cylinder diesel engine 50 hp (36.5 kW), based on the Perkins Prima engine.
Volvo Penta 120S-E saildrive with 2.20 reduction and a three-blade propeller.
3,604 operating hours.
Full engine overhaul was carried out in 2017, including replacement injectors and cam belt.
Saildrive seal was renewed in 2012.

Electrics

House battery bank comprises two Victron AGM deep-cycle batteries rated at 220 Ah, installed in 2021.
Engine starting is provided by an Exide EM1000 battery.
Charging and distribution equipment includes Quick ECS MOSFET battery separators, an Alpha Pro III charge regulator, a Victron Phoenix 12/1200 inverter rated at 1200 VA (approximately 1000 W continuous output), a battery selector switch and a recently rewired busbar system.

Electrical system was substantially upgraded in 2021.
Power generation is supported by two 150 W solar panels installed in 2018 and managed through an MPPT controller. Additional equipment includes an Enerdrive smart charger, Victron battery monitor, Adverc battery management system, inverter, galvanic isolator and 230 V shore-power connection.
Solar installation allows the yacht to operate largely independently of shore power.

Tankage

Fuel: 230 litres
Water: 380 litres carried in two tanks
Holding: A 60-litre Vetus holding tank is fitted.
Pressurised hot and cold water is supplied to the galley, heads and shower.

Accommodation

Accommodation: Two cabins and one heads compartment with separate shower.
Headroom: 1.90 m (6'3").

Desirable owner's layout with a forward double guest cabin and a spacious aft owner's stateroom with queen-sized berth. The saloon benefits from suede upholstery renewed in 2016. The interior also includes a fully equipped galley, dedicated navigation station and a heads compartment with separate shower enclosure.

Domestic

Hot water is supplied through a 25-litre calorifier installed in 2018.
Refrigeration is provided by a Frigoboat refrigerator with renewed insulation and digital controls.
Heating is available through a Trumatic hot-air heating system and an additional gas cabin heater.
The galley is equipped with a two-burner gimballed cooker and oven installed in 2018 together with a double stainless-steel sink.

Deck

Ground tackle consists of:
33 kg Spade anchor,
Brittany/Danforth anchor.
Fortress anchor and 80 metres of 10 mm galvanised anchor chain installed in 2016.
Anchor handling is assisted by a Lofrans Cayman 88 electric windlass with cockpit remote control.
Deck equipment includes a passerelle, bimini, sprayhood, spray screens, cockpit table, cockpit cushions renewed in 2016, winter cover, stern swim ladder and deck shower.

Navigation

Navigation equipment includes a B&G Vulcan 7 chartplotter installed in 2018 and a Garmin GPS128.
AIS capability is provided by a Vesper Watchmate XB-8000 transponder.
Wind, speed and depth data are supplied by Raymarine ST60+ instruments
Steering assistance is provided by a Raymarine ST6000 autopilot.
Communication equipment includes a Garmin GX750 DSC VHF radio installed in 2018, a Standard Horizon HX891BT handheld VHF and an Icom IC-M31 handheld VHF.
Additional equipment includes a magnetic compass and a Garmin in Reach Mini 2 satellite messaging and emergency SOS device.

Tenders

Aquafax inflatable tender purchased in 2018
Tohatsu 3.5 hp outboard engine purchased in 2016.

Safety

Six-person liferaft, fire extinguishers, fire blanket, automatic and manual bilge pumps, personal locator beacon (PLB), lifejackets, safety harnesses, drogue, lif- ring, flares and emergency tiller.

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.

Additional Information

Hours: 3,604

Comments

Key Facts on Bavaria 40cc Ocean:

The Bavaria 40 Ocean was introduced by Bavaria Yachtbau in the late 1990s as part of the company's Ocean range, designed specifically for sailors seeking a comfortable, capable cruising yacht rather than a performance-oriented coastal cruiser. The model quickly became one of Bavaria's most successful centre cockpit designs and remains highly regarded in the second-hand market.

The yacht was conceived as a true cruising platform, offering a secure centre cockpit, generous tankage and spacious accommodation suitable for extended voyages. Unlike many production yachts of similar length, the Bavaria 40 Ocean was designed with long-term liveaboard comfort in mind, making it particularly popular with couples planning Mediterranean cruising, Atlantic crossings or retirement afloat.

At 12.48 metres (40ft 9in) overall length with a beam of just under 4 metres, the Bavaria 40 Ocean provides an impressive amount of interior volume. One of its most distinctive features is the large aft owner's cabin, accessed from the main saloon and extending beneath the cockpit. This private stateroom offers standing headroom, extensive storage and a centreline or offset double berth, depending on layout, creating accommodation more commonly associated with larger yachts.

The yacht was built to CE Category A (Ocean) standards, indicating suitability for offshore passages and demanding sea conditions. Construction consists of a solid GRP hull below the waterline with a sandwich-constructed deck and topsides, providing a balance between strength, durability and weight control. The fin keel and spade rudder arrangement deliver predictable handling under sail and power.

Under sail, the Bavaria 40 Ocean is known for being forgiving, easily managed and comfortable rather than highly performance focused. Most examples feature a fractional sloop rig with in-mast furling mainsail and roller furling genoa, making sail handling straightforward for short-

handed crews. The yacht tracks well, remains balanced in moderate conditions and is capable of respectable passage-making speeds.

Engine installations typically comprise Volvo Penta diesel engines in the 50-horsepower range coupled to saildrives. The combination provides reliable propulsion and excellent manoeuvrability in marinas and anchorages.

A key attraction of the model is its suitability for extended cruising. Fuel capacity is typically around 230 litres and freshwater capacity approximately 380 litres, allowing significant autonomy between marina visits. Large storage lockers, practical deck layouts and substantial anchor lockers further support long-distance cruising.

The Bavaria 40 Ocean developed a particularly strong following among liveaboard sailors due to its comfortable accommodation, separate shower compartment, generous galley and excellent ventilation. The elevated centre cockpit also provides a secure seating position and good visibility while underway.

Today, more than twenty years after production, the Bavaria 40 Ocean continues to enjoy a strong reputation among cruising sailors. Well-maintained examples are actively sought after because they offer genuine bluewater capability, comfortable living space and straightforward maintenance at a price considerably below many comparable centre cockpit yachts from premium Scandinavian and British builders.

For many owners, the Bavaria 40 Ocean represents one of the best compromises between cruising comfort, offshore capability, ease of handling and value for money available in a 40-foot production yacht. It remains a proven and respected choice for Mediterranean cruising, liveaboard life and long-distance sailing adventures.

Title Documents

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

Current British Flag
Copy – Bill of Sale to current owners 2019
Copy – Unlimited Transit Log
Copy -RYA Bill of sale to current owners 2011
Copy – SSR registration
Copy – original bill of sale from Cosmos Agents, Greece to first British owners Oct 2002
Copy – Greek importation document confirming EU tax paid Oct 2002
Copy – EU conformity certificate
Evidence of TEPAI cruising tax paid

Disclaimer

The Company offers the details of this vessel in good faith, in this case we are acting as Brokers only. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part. This vessel is offered subject to prior sale, price change, or withdrawal without notice. Please contact us to book an appointment to inspect any yacht before you book flights or pay for travel. This is to ensure you have a confirmed booking in our diary with the right amount of time allocated to inspect the yachts you want. Our yachts are not all in one marina, yard or harbour and in season do change locations. To avoid disappointment, call or email before you make travel plans. By contacting Williams & Smithells Ltd from this yacht portal or our website direct you are agreeing to providing us with your contact details relating to your interest in purchasing a yacht. We will use these details to contact you offering suitable yachts in the future. If you no longer wish to be send yacht details or promotional information please send an email stating you wish to opt out and be removed.