



# Bavaria E40 Sedan

€259,000 • Wanssum Netherlands • Used • 2017

## Presented by

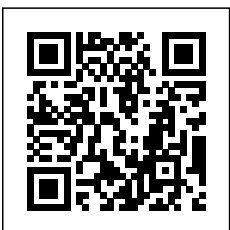
Bram de Groot  
Phone: 0031(0)478450015

**GrandYachts BV**  
Geijsterseweg 10  
5861 BL Wanssum  
Netherlands

**GRANDYACHTS®**

## Details

Make:	Bavaria
Model:	E40 Sedan
Year:	2017
Condition:	Used
Hull:	Fiberglass
Engine:	Volvo Penta D3-150 2017
Engine type:	Inboard engine
Fuel type:	Diesel
Fuel tank:	540 l (142.65 gal)
Length:	12.29 m (40.32 ft)
Beam:	4.2 m (13.78 ft)
Cabins:	0
Berths:	3
Watertank:	420 l (110.95 gal)



GrandYachts BV



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# Description

Boat location: The Netherlands / inside GrandYachts showroom

142 Pictures on our website [grandyachts.eu](http://grandyachts.eu) and upon request in high-resolution by email.

## EU-VAT-PAID

Bavaria says the 'E' prefix stands for efficiency, economy and extra space. A tour through the boat quickly corroborates this, but to my mind the 'E' might better be attributed to 'evolution' – and a healthy lot of it. Mainly because the design concept is fairly progressive – a significant switch in direction from Bavaria's earlier launches. She's an interesting boat, and one that's obviously resonated with the discerning European boating fraternity – she was recently voted the 2017 European Powerboat of the Year. The first clue to the concept change is the spec sheet – and it's quite a departure from the conventional planing speedsters typically fitted with twin, high-horsepower engines. Instead, this is a displacement hull. It has a 10.5-tonne dry weight, a single, 150hp engine delivering a nine-knot cruise speed, 12 knots top speed and a superb accommodation for four or six with an additional two if six is not enough.

These specs underscore her purpose – a comfortable, round-bilged sea-wothy vessel providing a sedate cruise. The clearest example of the E40's purpose though, is her interior layout. And you don't have to go any further than the salon to appreciate it. Here you will find a midships helm station located right at the aft end of the saloon.

This causes an immediate double-take – aren't helm stations meant to be at the forward, starboard end of a saloon? Well, generally they are. But the benefit of the E40's helm location becomes apparent when you slide back the enormous windows/doors in the rear bulkhead. Closed, they separate the saloon from the cockpit – but when they're open there's an instant connection to the cockpit. Very good news is that the captain can accompany the cockpit whilst navigating since the Garmin autopilot has a handheld remote for steering this spacious vessel.

That free-flowing space and easy interaction between saloon/cockpit is very appealing. It makes for 'inclusive' conversation with the skipper – and he might even get to sample an occasional glass of his wine. Even better is the view from the helm station. You'd imagine maneuvering the E40 into a tight berth would be difficult seated so far back. In fact, the opposite is true – thanks in the main to the glorious 360 degrees panoramic views through the massive windows surrounding the saloon. The view from the saloon is, I think, the vessel's stand-out feature – it's certainly my favorite.

The curved, one-piece front window deserves special mention. Free of mullions, it accentuates the sense of space and, at the risk of sounding delirious, there's an element of the 'environment being brought inside'. Just Superb!

## Engine

**The E40** comes with a very balanced 150hp Volvo D-series and even with this amount of power the vessel is more or less overpowered. I've reached a top speed of 21.8 km/h (11.7 knots) and the engine was burning 26.3 litres of diesel per hour only!! (see my picture 134 and 135 for this)

Cruising at 7.5 knots all day long the consumption is at a scary low level of only 5 litres per hour. As a mechanically-minded man, I was particularly impressed by the size of the engine room. Even with the D3-150 it's an expansive space – filter replacements and general engine TLC will be easy and a pleasant change from the more usual skinned-knuckle cursing

that marks most oil-change projects.

It's also worth noting that the engine's mounted exactly halfway along the hull – and this carries two important benefits: the hull's aft area, usually occupied by a launch's engine/s, is freed up for two large aft cabins; and second, with the engine and fuel tank so far forward, the boat's well-balanced and rides nice and level. The other important choice to consider is that our E40 has the number of cabins. Ours has the three-cabin configuration – a master cabin up in the forepeak with separate shower/toilet nestling just aft, and two, near-identical stern cabins. They share a starboard bathroom, with an integrated shower.

Cruising with six is easy and you'll like the classy hull windows integrated into the cabin sides. You'll also like the 'feel' the boat presents – a very clean, contemporary décor with soft charcoal upholstery, light oak furniture and grey woolly carpets – and the clutter-free surfaces are designed for easy cleaning. Overall, it's a bit like living in a modern, well-designed yet cosy apartment, with subtle LED lighting to enhance the vibe.

**Entertaining** For me, the E40's raison d'être is about observing life supported by good food, great wine and best friends – and she's admirably equipped for this. The cockpit, in particular, is fitted with expansive surround-settees, and I wager they'll serve as slumber couches when the skipper's cabernet-induced ramblings become too obscure to follow. There's a fold-out table in the corner for al fresco dining, and easy access down a set of sculpted steps to a large boarding/sunbathing platform. And speaking of sunbathing, there's a really neat possie on the large foredeck – complete with fitted loungers and drinks holders.

It's an easy step from the cockpit to saloon – past the helm station – where you'll find the dinner space segmented lengthwise: a well-equipped galley (port) running the full length of the saloon, with a long table and L-shaped settee dominated the starboard side. Plenty of gear is included in the chef's arsenal – a two-burner cooker with oven below, a large top-loading fridge, and a spacious bench-top. It also comes with microwave (below the bench-top) – and while this boat does have a 3000 Watts inverter, you have plenty of 230VAC power all the time. The entire vessel is riddled with 230-volt outlets. Bavaria appreciates that wine chilled to the perfect temperature is something dear to its target market's heart – ergo, the fridge/wine chiller fitted under the forward end of the saloon settee. Whoever's sitting at that end has only to reach down to replenish the table. There is a third fridge/freezer on board. It's tucked under the companionway stairs leading down to the aft cabins. So – lots of space for extended-cruise provisioning.

The E40's layout – the seamless transition between cockpit and saloon, the ability to enclose the saloon quickly if the weather's uncooperative, the convenient catering with the galley close to the saloon table – offers easy entertainment options. And I don't want to belabor the point, but the uninterrupted views from the table really are spectacular. I also like the way the designer has optimized locker space on the E40 – these utilize nooks and crannies all over the vessel. One of the most useful is the large locker under the companionway stairs leading down in the forepeak. It's vast!

**Performance** As suggested, the 150hp Volvo is a happy running mate for the E40 – and a low consumer. At cruise speed (7 – 8.5 knots) the D3 is turning over at around 2,300rpm consuming about 5 litres an hour. Top speed maxes out at just under 12 knots, with the engine revving at around 3,200rpm. This boat has been equipped with larger fuel tanks, and the twin 270-litre capacity provides a healthy cruising

range. She's also equipped with a bow and stern thruster-with remote - very useful for shoe-horning a single-screw vessel into a tight berth.

Helming is a pleasure - the Seastar gear is single-finger stuff - smooth and effortless and, with the raised seat (a bench seat that accommodates three in comfort) the vistas are excellent. All the engine and performance vitals are clearly represented on Volvo instruments and the large Garmin MFD. Great for matching engine load to sea conditions. More data = optimum fuel efficiency! I liked the E40, you'll probably enjoy this vessel for the elegance she brings to your cruising lifestyle.

She just is in an absolute gorgeous condition! Comes fully loaded with factory options for a very exceptional price.

#### Main features

- Bow thruster
- Stern thruster
- Electric anchor winch
- Opening bathing platform
- Double Webasto Heating
- Garmin Navigation Suite
- Garmin Autopilot
- Garmin Chartplotter
- Garmin radar
- Garmin depth sounder
- Garmin Volvo Penta integration
- Satellite TV antenna
- 3000 Watts inverter 12-230 VAC
- Fusion sound system in salon
- Fusion sound system in cockpit
- Digital boat control panel
- Cockpit cover
- Cockpit cushions
- New antifouling

#### Tanks:

- Fuel: 540 litres
- Fresh water: 420 litres
- Black water: 120 litres
- Grey water: 40 litres

#### Dimensions:

- Length:12.29m
- Beam: 4.20m
- Draft: 1.10m
- Air draft: 3.40m
- Headroom inside: 2.05m
- Weight: 10.500 Kg empty
- Weight loaded: 12.000 Kg

GrandYachts offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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Engine type:	Inboard engine
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Fuel tank:	540 l (142.65 gal)

#### Measurements

Length:	12.29 m (40.32 ft)
Beam:	4.2 m (13.78 ft)
Deep:	0 m (0.00 ft)

#### Accommodation

Cabins:	0
Berths:	3
Watertank:	420 l (110.95 gal)
Holdingtank:	120 l (31.70 gal)





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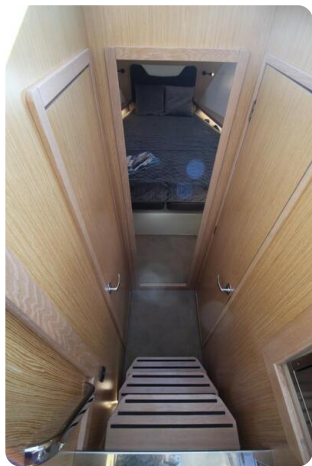


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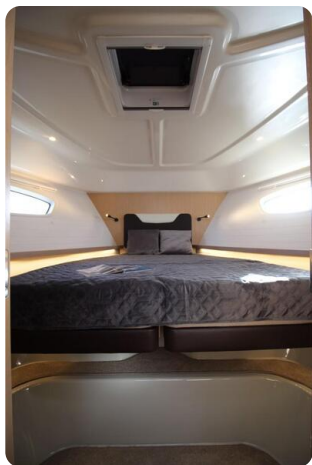
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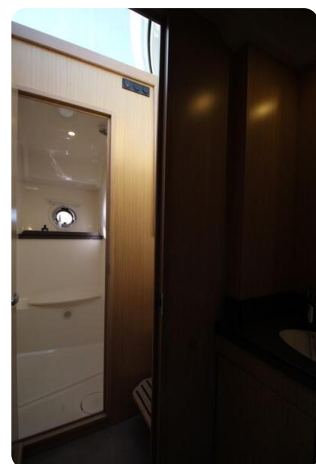
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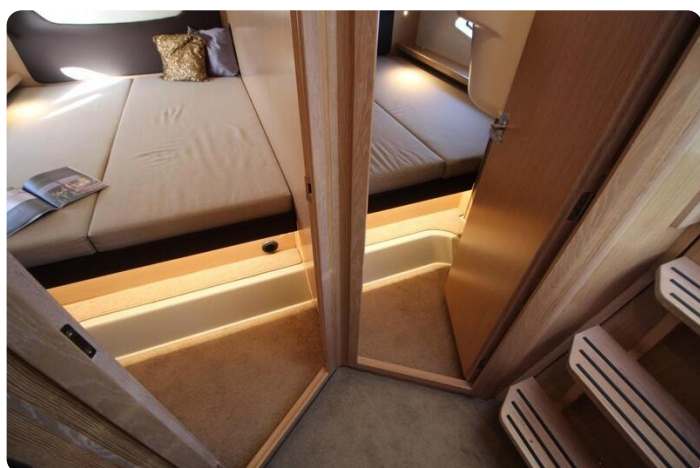
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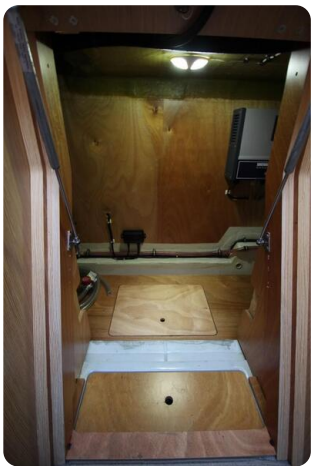
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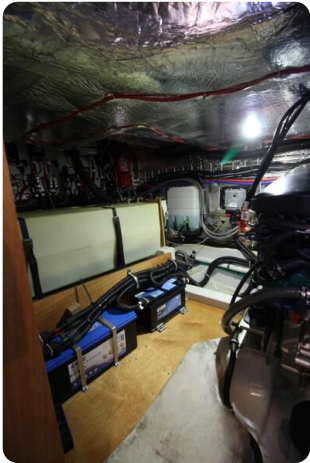




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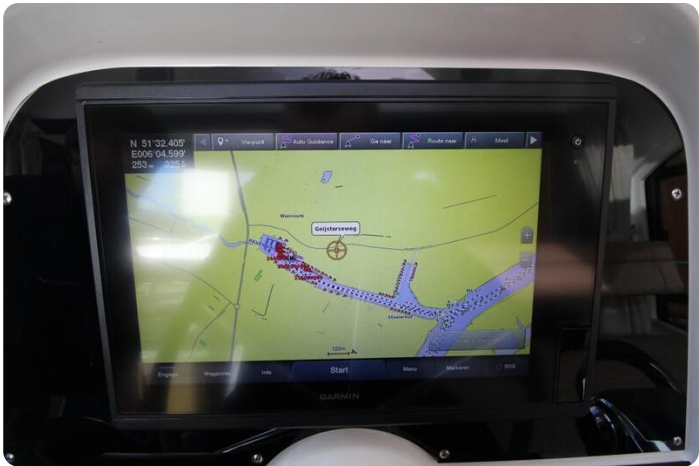


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