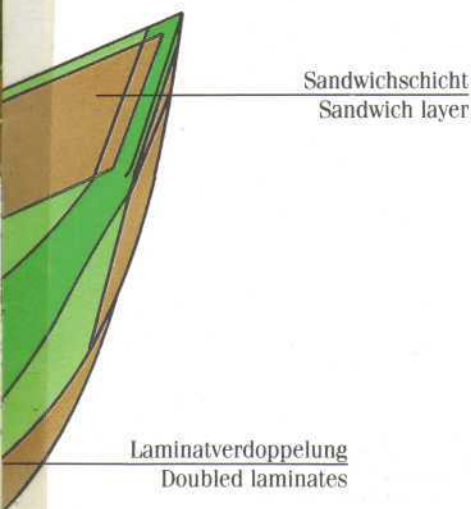


High Tech Put to Sensible Use

Bavaria Yachtbau has been closely following the current trend towards increasing use of modern plastics technology in the regatta yacht building sector.



As new processing techniques become increasingly mature, a wide range of useful discoveries have been adopted gradually for use in the construction of sporting and touring yachts.

As a result of these improvements, today Bavaria yachts are equipped with scantlings which exceed the requirements laid down by Germanische Lloyd as regards extended series construction monitoring according to class index 100 A 4 Y.

This serves exclusively the interests of passive safety at sea, increased retention of value of our yachts and increased comfort and convenience on board.

Sandwich laminate

Sandwich laminate, a material with a comprehensive history of testing in practical application behind it — for example in the aeronautics industry, and in mine-sweepers and ice-breakers constructed according to stringent military specifications — has been used in Bavaria Yachts in above-water applications and for the deck.

Despite the sandwich insert, the glass weight of the overall laminate in this sector is in compliance with

the requirements of Germanische Lloyd for solid laminates.

The intermediate sandwich layer is additionally inserted, considerably increasing the buckling resistance of the outer skin. The low heat conductivity of the inserted core material also prevents the build-up of condensation water, making our yachts more comfortable.

Kevlar fabric

The increasing number of reports of yachts colliding with heavy flotsam at night prompted us to consider the possibility of an effective penetration protection for our hulls.

In Bavaria yachts, the use of *Kevlar fabric* in the outer laminate of the foreship above and below the water level has achieved a level of penetration resistance usually only possible using considerably thicker glass laminate. Kevlar is well known for its use in the production of bullet-proof vests.

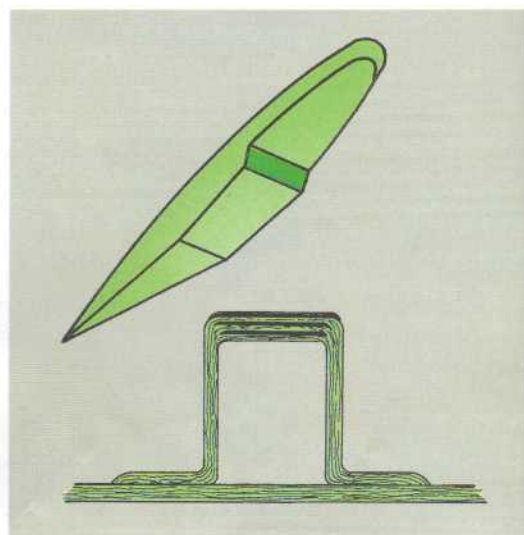
The first layer of laminate in all Bavaria Yacht hulls — after the fine isophthalic acid gelcoat — is produced from isophthalic acid resin in conjunction with powderbonded glass matting.

The combination of isophthalic acid resin and powderbonded glass matting creates a waterproofing layer which seals the laminate against the absorption of water, and pre-

vents the occurrence of damage by osmosis.

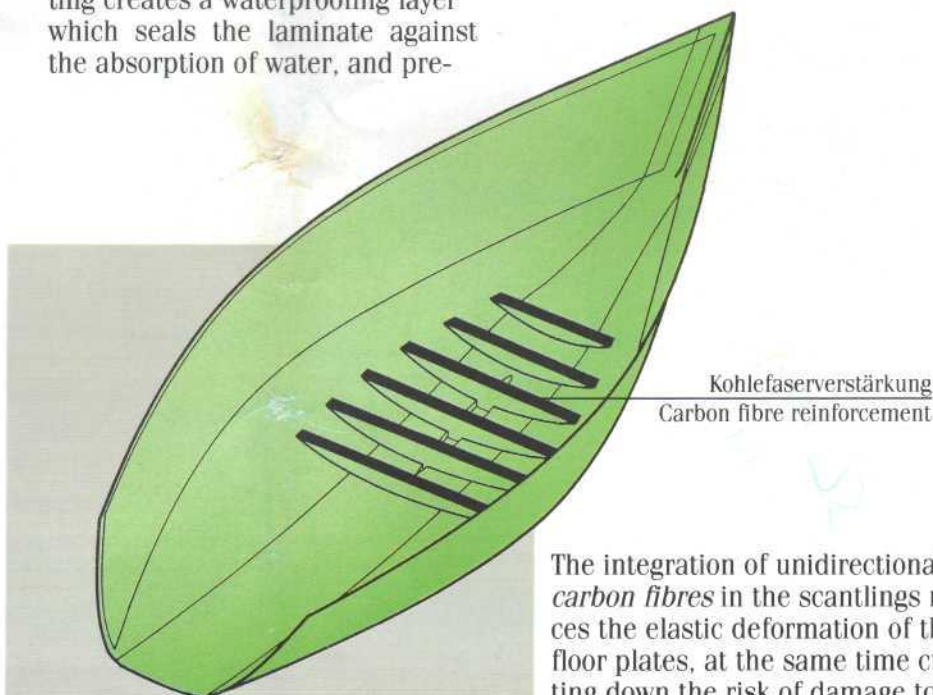
Impact Edge

The keel flanges of all our yachts are laminated to double the requirement specified by Germanische Lloyd and are also fitted with an *impact edge*. This construction triples the crucial impact speed safety factor, cutting out costly repairs.



Carbon fibres

We have also minimized the dangers involved in running aground, with reinforced floor plates which more than fulfill the stringent requirements of Germanische Lloyd.



The integration of unidirectional *carbon fibres* in the scantlings reduces the elastic deformation of the floor plates, at the same time cutting down the risk of damage to the interior fittings.