

PassageMaker®

THE POWER CRUISING AUTHORITY



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BLUE WATER PROFILE

Bering 65



BLUE WATER PROFILE

Bering 80



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We are proud to announce our new Bering 80' "Veda". This full displacement steel hull is the flagship of the Bering fleet and the fourth vessel in the Expedition Class series. As the heaviest boat in her class, she displaces over 470,000 pounds and has a fuel capacity of over 10,000 gallons.

BERING YACHTS

Bering Yachts specializes in classic and contemporary styles from 50' to 115'. Bering features 10 models, two in the Exploration series, seven in the Expedition series and one in the Yachtship range. By combining proven designs that have stood the test of time in the commercial marine industry with the ultimate in layout flexibility thanks to the use of structural steel hulls and

PMM: Can you describe the capabilities that makes your vessel an ideal platform for long distance cruising?

BERING: Bering Yachts subscribes to specific build principles to create what we feel is the most capable and reliable motor yacht possible. Our hull designs are based on those that have stood the test of time in the commercial marine industry.

Bering bottom plates utilize 3/8-inch (9.5 mm) thick Lloyds certified A-36, laser-cut, sandblasted, and epoxy-coated steel, while hull sides employ 1/4-inch (6.4 mm) thick steel of the same alloy. Combined with the internal support structure, this provides for a virtually indestructible hull isolated and compartmentalized by watertight steel bulkheads. Integral tanks are an important aspect of the hull design; acting as a "double bottom," providing watertight integrity in the unlikely event an outer hull plate is pierced.

A tapered, vertically-oriented bulbous bow helps reduce pitching in heavy seas, resulting in a "slicing capability" that ensures a comfortable motion in a seaway, with the forward watertight bulkhead acting as a secure, independent forward collision compartment. The two substantial skeg gondolas provide natural stability, reduce roll, and increase directional stability while protecting the running gear.

Bering yachts are heavy, full displacement vessels designed with a hard-chined hull; this is the most common hull form in commercial fleets. This type of hull shape, unlike those with rounded chines, helps minimize roll and increases the stability of the vessel at rest and while

underway. We are proud to say that our boats are heavy. When we are speaking of vessels that will go to sea for extended periods, thus being exposed to potentially dangerous and uncomfortable sea conditions, weight quickly becomes your ally.

In order to maintain the highest possible reliability and seaworthiness, Bering designs feature twin propulsion engines, dual generators, inverters and redundant steering capability, while hydraulic systems include dual windlasses and robust proportional control bow and stern thrusters.

PMM: Considering the time spent aboard for those who are cruising extended distances, what amenities and safety features have you included to make distance cruising as enjoyable and comfortable as possible?

BERING: While at sea, one's peace of mind is of utmost importance, which is why in addition to the hull & structural design, Bering puts great emphasis on the reliability of all the ship's systems. Many builders use

"recreational" grade components on board their boats for obvious reasons; they are less expensive and their customer's use profile simply doesn't demand top level commercial quality components be installed. Bering feels that any boat that is marketed as being "ocean going" needs to have only the best most proven equipment



Bering 65 Pilothouse

and components on board. To this end, Bering specifies only commercially rated and internationally sourced equipment on board all of their yachts. This strict adherence to professional grade equipment ensures the most trouble free experience possible while out cruising,



Bering 65's Namaste 19'7" spacious saloon

decks, we can offer you a truly unique and extraordinary (long range) motor yacht second to none. All of our luxury yachts are built on the rugged and reliable Scandinavian trawler design. The result is a bold, seaworthy and comfortable passage-maker that fits commercial safety standards.

and in the rare case that you do experience a component failure, parts will be readily available regardless of your locale. And, in keeping with our belief in redundancy, Berings are equipped with twice the needed liferaft capacity included in the specifications.

Controlling noise and vibration on a long-distance passagemaker is also extremely important as the crew will be exposed to ambient noise while underway for long periods of time. Bering goes to great lengths to ensure that its vessels are quiet by using cutting-edge insulation technology for suppressing the high frequency noise.

Bering trawlers are built with Seatorque shafts, one of the most quiet and most vibration-free running gear systems available. The decibel reading in the pilothouse of a Bering 65 is 48 dB while running at 1200 rpm and traveling at 8 knots, while the engine room is 91 dB. On a Bering Yacht, it's quiet enough to hear the water passing by the hull, rather than the sound of machinery. All of our boats are built with two massive gondola skegs which act as passive stabilizers, reducing roll, increasing course stability, and protecting the propellers

and rudders. They'll also allow the vessel to sit upright, if beached, giving the Bering hull the ability to rest on her own bottom if needed for hull inspections or simply bottom cleaning. Several Bering vessels have been built with no stabilizing system and the boats behaved very good underway.

PMM: Any stories of your customers voyages where your vessel proved worthy of the aforementioned capabilities and features?

BERING: The Bering 65 is a rugged and classic looking steel yacht capable of any ocean crossing. She is quiet, strong and leaves a graceful wake underway. Her displacement is over 203,000 pounds and with 4,500 gallons of fuel you can easily cruise for thousands of miles burning a combined 8 gallons an hour at 8 knots.

Leonardo Brea is an experienced seaman with years of experience, both, as a Navy Officer and later as first officer on board big ships in the Merchant Marine. He purchased his Bering 65 Expedition series in 2012 after an exhaustive search of all similar options, looking for a boat which could navigate open ocean routes, rather than coastal weekend short cruises.

Leonardo undertook the delivery personally cruising his new Bering 65 over 10,000 nautical miles and completing over 2000 hours cruising since that time. His route took him from Hong Kong to Philippines, Singapore, Malaysia, Thailand (Phuket), Indonesia (Bali and many Islands on the Java Sea and the Sea of Flores), to then cross to Darwin in Australia from Timor. He went all

the way to the East from Darwin, crossing the Arafura Sea and the famous Gulf of Carpentaria to later cross the Torres Strait to enter the Great Barrier Reef stopping in Cairns on his way to the Gold Coast. From there in did all the way back to the Kimberly in North Western Australia on his route back to Singapore, for a period of over 2 years.

Bering 65 "Namaste" encountered rough waters on many occasions having proven she is a vessel designed to cruise for long periods regardless. 3, 4 and 5 meters waves became usual on many occasions. Safety was never compromised.



Bering 65 owner Leonardo Brea and his Australian crew onboard Namaste

"I chose Bering because I was looking for a steel boat capable of crossing the ocean. The yacht has proven to be excellent. I have been feeling safe since Namaste's maiden voyage. She is quiet, strong and leaves a graceful wake underway. My future cruising plans include the Caribbean and crossing the Panama Canal and then cruising the West Coast of Central America and the USA up to Alaska. My Bering is not just a yacht, it is a lifestyle. Many thanks to all the team at Bering Yachts."



Bering 65 - Namaste on her maiden voyage in Thailand