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Editorial



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## BERING 65

Steve D'Antonio | February 18, 2015



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Alexei Mikhailov, the founder and president of Bering Yachts, is a larger-than-life personality and has dreams to match, including that of building the best steel trawlers in the business. The company's tag line, "Steel the Best" sums up the attitude of, and the force behind, this vessel and its builder. She's the marine equivalent of a luxury SUV.

### ACCOMODATIONS:

Stepping through the French doors from the cockpit into the saloon reveals a world of rich and finely crafted Swiss peach veneer and

tasteful trim. On the starboard side, the L-shaped dinette has room for six diners, and directly ahead of that is the 50-inch TV and entertainment system. A fore-and-aft settee is on the port side.

Forward and up three steps leads to the pilothouse. From there, the helmsman has a good view to the cockpit. The open arrangement enables easy interaction with the pilothouse and saloon. A pocket door and an electrically retractable partition isolate the pilothouse from the white light of the galley and saloon for nighttime running.

The rectangular galley includes Corian countertops and a full suite of Jenn-Air appliances—an induction range, a dishwasher, trash compactor, drawer refrigerator and freezer, an icemaker, oven and a microwave.

Belowdecks, the en suite master stateroom forward has an island queen berth, plus his and hers wardrobes and dressers. Like all the staterooms, shoji screens conceal the ports. All heads are finished in ceramic tile and include towel dryers and heated soles. Guest cabin beds are also queen size, and all bed frames are hinged and installed with gas shocks, so you can stow luggage under them.



#### **CONSTRUCTION:**

“Steel provides the strength, durability, fire resistance, abrasion resistance, and ease of maintenance and repair that makes it the natural choice for a serious offshore vessel,” Mikhailov says.

Building in steel requires no molds, enabling a builder to expand the line upward and downward, without a large investment, as Bering is doing.

Bering addresses rust concerns with two-part epoxy primers and proper dressing of components to prevent sharp edges where paint becomes too thin to offer protection. An important bonus—a steel yacht can be repaired nearly anywhere in the world. All Berings are built to CE Ocean A sea-state endurance standards, and they can be built to comply with other classification standards, upon request.

The 65 has four watertight bulkheads overall. Two large bilge keels provide ample passive roll damping, improve the hull’s rigidity, as well as improving tracking and protecting propellers. Integral tanks add to the hull’s stiffness and provide a double bottom at each location.

#### **PERFORMANCE:**

Because the vessel I visited at the yard in China was not yet complete, I sea trialed a similar hull, a Bering 55, in Florida. We had 15 knots of wind from the southeast, and closely spaced seas of 4 to 5 feet. The Bering’s motion could be described as steady and comfortable. This vessel was not equipped with active fin stabilizers, although they, as well as a Seakeeper gyro stabilizer, are options. Hard turns at cruising speed resulted in very little heel, and even quartering seas had little effect on her stability.

Bering Yachts, 919-260-0634, [www.beringyachts.com](http://www.beringyachts.com)