

A GENTLEMAN FISHERMAN

Bertram 800

With the introduction of the new 800 sportfisherman, Bertram, without straying too far from its legendary fishing pedigree, has embraced the motoryacht world, where owners can have as much fun diving, cruising, as they do fishing.

STORY Shaw McCutcheon

PHOTOS Forest Johnson (running), Shaw McCutcheon (interiors)





Bertram consulted numerous customers to find out what they wanted to see in a larger version of the company's traditional sportfisherman, and many of their answers are illustrated on these pages. They wanted a boat the whole family could enjoy, a vessel meant to entertain friends and clients, a vessel big enough to carry a nice tender; a practical layout with a day head near the stern. Some even mentioned a laundry room. The hull is classic Bertram, while Zuccon International Project, the design firm that has designed many vessels for the Ferretti Group, Bertram's corporate parent, designed the superstructure. Ferretti's Advanced Yacht Technology engineering division made further

design modifications and tested the 800 to ensure it performed to specifications. A refinement of the propeller shafting, first seen on the Bertram 540, is designed to reduce cavitation (which over time damages propellers). Air injected into the prop stream at the tail end of each shaft improves fuel economy and engine performance, Bertram says. The yacht also features underwater exhaust (again first seen on the 540), which helps the boat run more quietly and improves top-end speed. The bottom is a modified V with a shallow 12-degree deadrise aft. The wide 22-foot beam and two Mitsubishi ARG 4000 anti-rolling gyros, strategically placed

CLOCKWISE: The main deck is an open space with a modern galley, comfortable lounge and a dining area; the Italian connection is obvious in the design of the master stateroom's portholes

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on Jones, Bertram's director of sales, calls the 800 a "gentleman fisherman". "The people looking to buy this kind of boat aren't the hard-core fishing people," Jones says. "We built a boat that can be both [a fisherman and a cruiser]." This strategy was already in place with the launch of the 540, but the 800 is a bold step in that direction. It also is the largest yacht ever built at Bertram's historic Miami shipyard. Die-hard fishermen have long found the physics of a 40' to 60' fishing boat to be optimal – big enough to handle half a dozen anglers comfortably – yet small enough to maneuver quickly in a fight with a fish. But a trend has emerged with builders trying to find a happy medium for yachts able to fish and able to take along the family. There is, inevitably, some sacrifice of agility for the sake of creature comforts, but Bertram has minimized this compromise on its new flagship. There's still a huge cockpit with all the proper fishing accoutrements – a live bait well at transom, fish boxes, rod holders, a transom gate and a large rod locker – but the company also offers a smaller bait well and even optional bench seating along the transom that transforms the cockpit into a party arena.





ABOVE: A nice VIP and two additional cabins, including a twin, are one of several possible layouts

in the bilge area between two 2,400 hp V-16 MTU diesels, help achieve stability. The bottom also incorporates shallow propeller pockets to help the boat maneuver in fishing situations. The yacht's top speed at three-quarters load is 36.5 knots, which gives it a 435-nm range at its 30-knot cruising speed. An optional upgrade to two 2,600-hp MTU diesel engines could add up to two more knots. There is only one 3,000-gallon fuel tank, located just forward of the engines, and with a 186 gph total fuel use at cruising speed, the boat can run up to 16 hours without a stop.

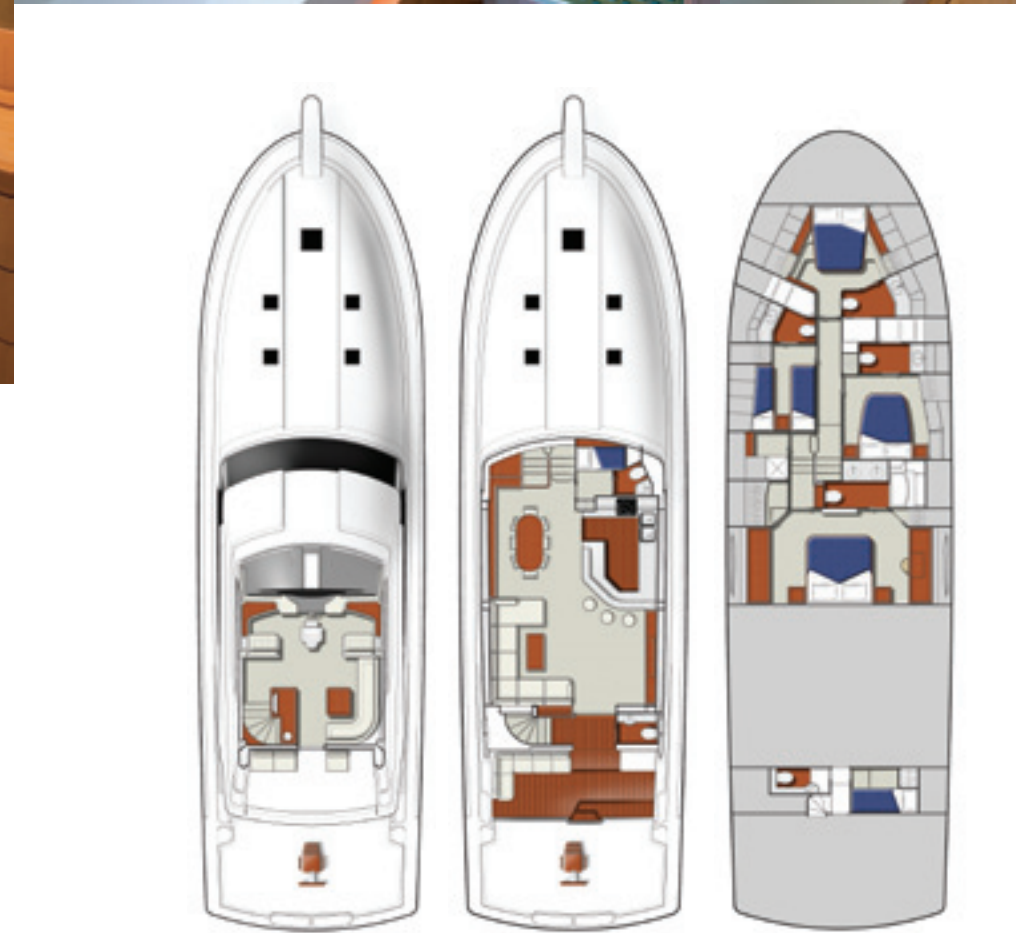
Richard Lamarre, Bertram's director of engineering, said the vessel was designed to weigh 185,000 pounds. When it was complete, however, it was more than four tons away from the target weight, largely because of the extra attention paid to squeezing out excess resin during the layup process, the light sandwich-cored interior and meticulous attention paid to the weight of interior materials.

White oak paneling against white carpeting and wall coverings dominate the yacht's bright interior (an African mahogany is also available as an alternative). The salon continues a trend increasingly seen in sportfish-

ing boats: forward windows that substantially brighten the salon and allow 360-degree visibility. Until recently, yacht windows were installed as framed units that were subject to leaks. Today's windows are made of multi-layered tempered glass embedded in the fiberglass structure, as strong as a solid wall of composite.

In this open interior is a dining area (either a stand-alone table or a banquette arrangement – owner's choice) facing a stateroom with a single berth, good for either an additional guest or a crewmate (owners can use the space for storage if they prefer). The stairwell leading to the enclosed flybridge is conveniently placed portside aft, where it doesn't interfere with interior sightlines. Space under the stairs is used for rod stowage, accessible from the cockpit. A day head is located near the door to starboard. The main salon settee faces cabinetry with a pop-up flat screen television. Three countertops and shelves surround the chef in the galley where a half-height refrigerator/freezer combination, set under the countertops, respects the deck's open feel.

Bertram will offer the 800 both in open and enclosed flybridge versions. The enclosed model shown here provides substantial additional interior space. A large



ABOVE: The upper deck, in the enclosed flybridge version, effectively is a second lounge area; Bertram offers three power options for the twin MTU 16v series 2000 engines

Bertram 800

LOA (WITH BOW PULPIT): 82'8" (25.2 M)
 BEAM (MAX): 22'0" (6.7 M)
 DRAFT: 5'8" (1.7 M)
 FUEL CAPACITY: 3,000 GAL. (1,355 L)
 DISPLACEMENT: 185,240 LBS. (84 TONS)
 FRESH WATER CAPACITY: 400 GAL. (1,515 L)
 ENGINEERING: BERTRAM YACHT / AYT FERRETTI GROUP

STANDARD ENGINES:
 2 x MTU 16V SERIES 2000 @ 2,000 HP
 OPTIONAL ENGINES 1:
 2 x MTU 16V SERIES 2000 @ 2,400 HP
 OPTIONAL ENGINES 2:
 2 x MTU 16V SERIES 2000 @ 2,600 HP
 DESIGNER (SUPERSTRUCTURE AND INTERIOR):
 ZUCCON INTERNATIONAL PROJECT
 BUILDER: BERTRAM



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ABOVE: Yes, you can still fish; the cockpit has all you need from rod holders to bait wells and fish boxes

L-shaped settee aft faces another pop-up television, effectively creating a second salon. Large window treatments, including two overhead hatches, brighten the interior and reduce the sense of separation with the outdoors. The helm station includes two bench seats on either side of the helm chair, and an additional station is available for docking and fishing on the aft deck, equipped with bench seating.

The lower-deck living quarters include four staterooms accommodating eight, or nine with an optional Pullman bed. The spacious master stateroom aft is full beam. It features a king-size bed flanked by two large closets. Additional storage is available in under-counter drawers lining both sides of the room. A lift-up mirrored vanity is nestled into the starboard counter space. The Italian connection is evident in certain design features, such as the large shapely windows that significantly brighten the room. The mas-

ter head includes a stylish sink – a large rectangular depression in an otherwise flat countertop. The VIP stateroom, forward on the lower deck, can have one large or two single V-shaped berths. This is one of many options available, as Bertram intends to give owners the option to customize the layout. The 800 also makes room for a crew of two (not counting the stateroom forward of the galley) in quarters located aft of the engine room.

It is a testament to Bertram's forward-thinking outlook that the 800 was built; the model was developed before the recession, and its new flagship announces this company is not planning to go away. The market for the 800 is global and goes far beyond the specific interests of the hard-core fisherman, and one shouldn't be surprised to see this yacht somewhere in Bali or the Med, dispensing scuba gear, trolling lures and hors d'oeuvres to satisfied guest the world over. ■