

Bering Unveils Beastly New 77-Footer



Bering reports two previous Bering owners have ordered the all-new 77.

The freshly announced steel-built Bering 77 is the big sister to the Bering 65, adding 161,000 lb. of displacement alone, and has already been commissioned by two existing Bering owners. Among its specification changes, the new design adds 2,500 gallons of fuel and nearly triples the freshwater supply to 1,160 gallons.

Like all trawlers in Bering's expedition series, the 77's proud bow and freeboard scream long-range cruising with extreme comfort, as the hull shares her predecessors' bulbous bow design, twin-engine configuration, hard chines, and prop-protecting gondolas. When all that height is added up, the superstructure stands a whopping 35 feet, 8 inches off the water. The 77 is scheduled for CE Ocean A sea-state certification irrespective of her delivery destination.

Standard power gets an increase to twin Cummins QSM-11s, with a reported range dropping from 5,000 nm at an 8-knot cruise to 4,000 nm at the same speed. Fin or gyro stabilization is optional, but according to Steve D'Antonio's sea trial of the Bering 55 in

Florida waters last year, it would take a heavy sea to knock the 77 off balance.

On deck, the only significant design change from the 65 is that the Portuguese bridge has been merged into the foredeck, making a large, forward-facing seating area. The rest of the interior is traditional raised-pilothouse with a generous seating area in the saloon, and a few steps up to the galley and helm. Typical arrangements feature either five or six private cabins, but Bering hints at further customizations at the owner's behest.

If you're curious to read in depth about Bering, check out D'Antonio's 65 review, "Steely Contender," in the November/December 2014 issue.—*JC*