

A tall bow, forward-raked bridge windows, a Portuguese bridge and a large boat deck all speak to the explorer nature of the Bering 145



Let's say your idea of a good time is a tough ocean passage followed by nights in a remote subarctic location, fishing, hunting and hanging out with friends. Or perhaps it's long stretches anchored at a remote tropical island with nothing but the fish and stars for company. But you're not quite ready for a 100-metre yacht. Bering Yachts' new 44-metre flagship B145 may be an option to consider. It's built just for these types of purposes.

Russian-born entrepreneur and Bering Yachts co-founder Alexei Mikhailov named his yacht brand after the Bering Sea – a treacherous body of water known for sudden storms, strong currents and difficult waves. His reasoning is straightforward: boats should be built to go wherever you want; one shouldn't need a big boat just for the ability to go anywhere.

"The main idea is freedom – you're free to go wherever the boat can go," says Mikhailov, who spent his youth in the Russian Far East. "It doesn't matter how far away it is. Berings can reach virtually any point on earth that you can reach by sea. The concept is no limits; even the smallest Bering can cross the ocean."

In Magadan, Russia in the early 1990s, Mikhailov trained as a hydrogeologist and later founded a successful consultancy business in the mining sector that enabled him to get into boats. He later moved to the US, where he purchased an 11-metre fibreglass fishing yacht. In 2002, the boat caught fire and was lost, convincing him that a truly durable boat had to be built in steel.

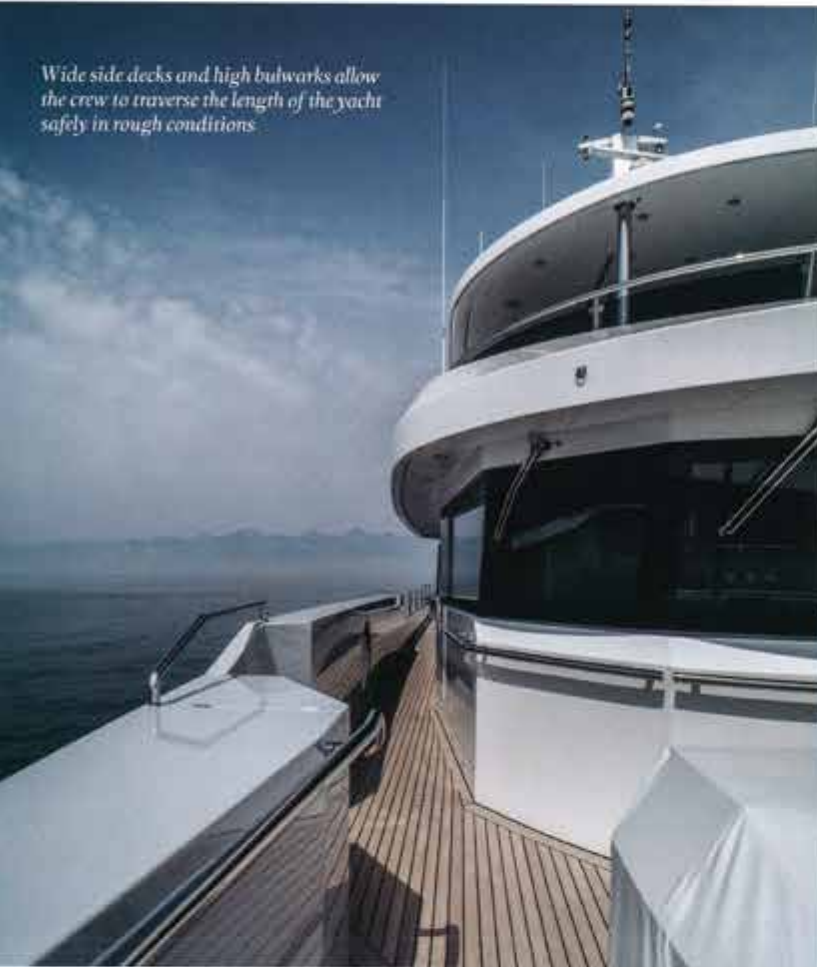
"I do not understand fibreglass for the application of expeditions or exploration," says Mikhailov. "Both call for long-range boats that work in heavy seas. I don't think plastic is a suitable material."

With that experience behind him, Mikhailov went in search of a small expedition boat built in steel. Failing to find one, he started building one, then another. Friends noticed and asked him to build more. He built the first boats in China and later in Turkey. And thus, Bering Yachts was born in 2007 with the CEO's focus initially on smaller but tough trawler-style boats.

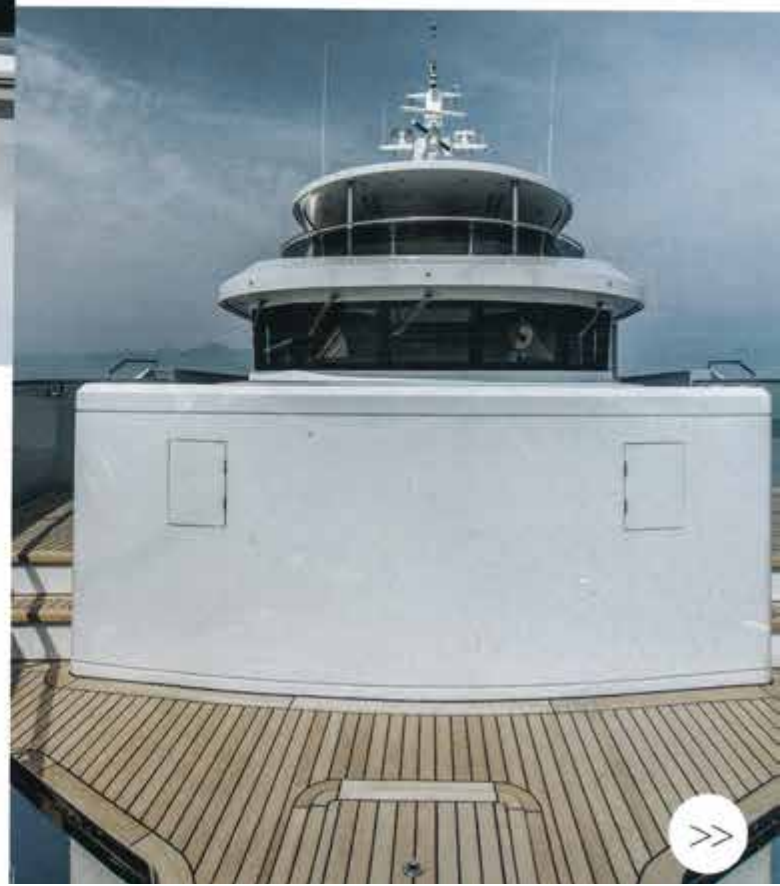
"My goal is to build boats under 24 metres because I think it's enough for everything. You can reach by this boat any point on the planet, with the same safety as a big boat. However, people have different ideas," Mikhailov says.

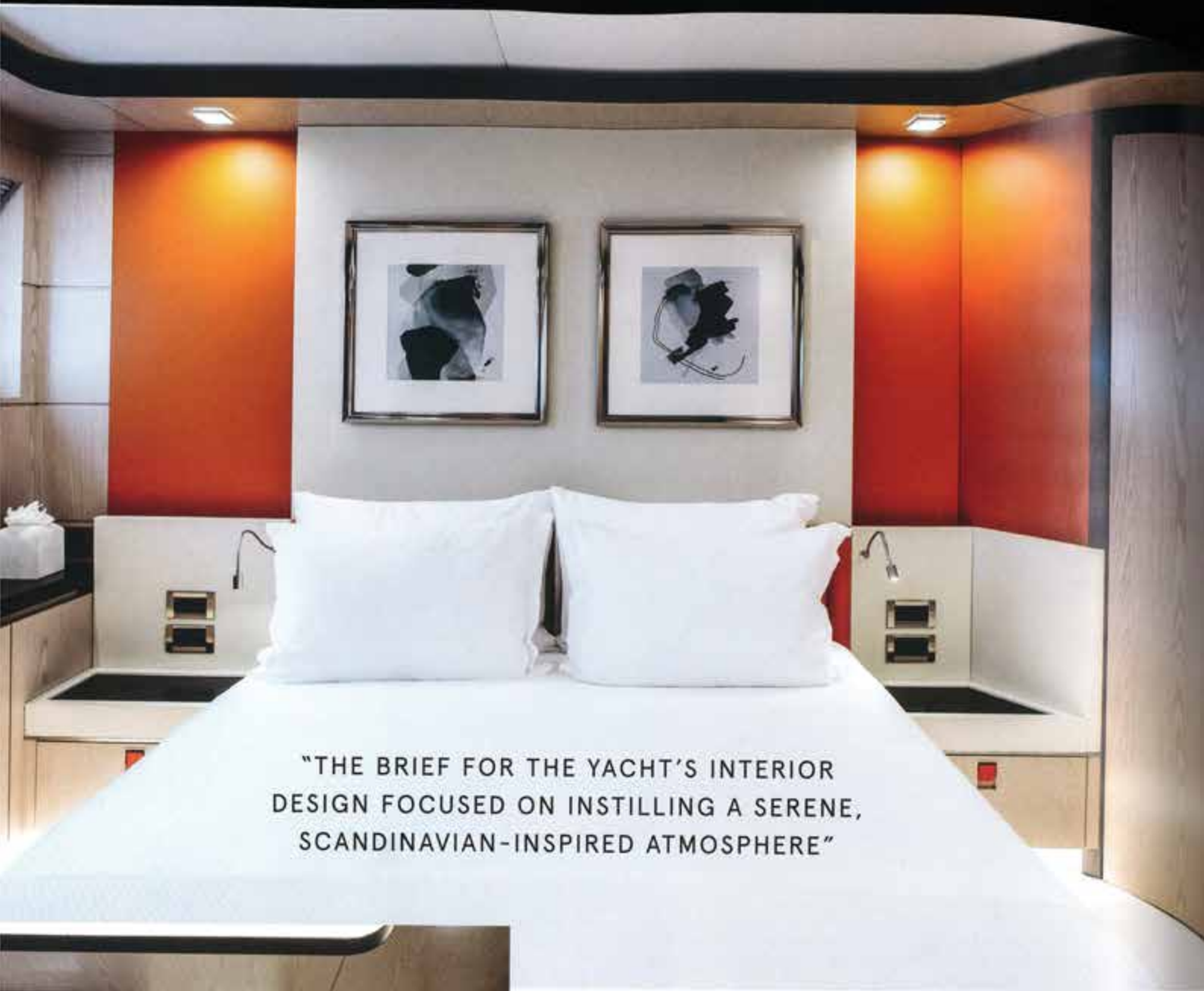
The first Bering 145, *Heeus*, launched last year and sea trialled in summer of 2022 before being delivered earlier this year. It is now available for charters with West

Wide side decks and high bulwarks allow the crew to traverse the length of the yacht safely in rough conditions.



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once cleared of tenders and toys, there is ample space for guests to enjoy sundowners after a tough day on the water.

The lower deck areas near the transom include a small hammam with room to spare for more water toys or scuba gear, depending on the owner's requirements. The arrangement also creates space for battery storage to power the hybrid propulsion system. A 40-square-metre beach club with a large terrace door connects to a swim platform with an integrated high/low platform for entering the sea.

Crew accommodations and crew comfort, which are vital for the success of any expedition yacht, are particularly important to Mikhailov. "The crew quarters are as good as the guest accommodations," he says. "It's the same mattresses, the same quality of toilets and faucets, everything. It's a good crew boat."

Mikhailov says the biggest challenge that Bering faces in building larger yachts is that some owners are moving up from pleasure yachts suited only for sunny cruising. "We're trying to teach the guy who runs a conventional Med yacht to be the captain of a Bering. But to me, that's like trying to teach the guy who pilots a Cessna to run a 737 with passengers."

On the other hand, if you want to head out beyond the horizon on a compact superyacht that's built for the long haul, then according to Mikhailov, you need to embrace the philosophy of steel. And it appears he's made a few converts along the way. ■