



In Tahiti, even the best mechanics may have better things to do than fix your boat.

Which may explain why Bertrams are a three to one favorite there over any other glass boats their size. Because they work.

So Papeteans are willing to pay 7,000-mile freight bills, and duty that would give coronaries to men less at ease with life, just to own a Bertram.

Two thousand miles further out, in



New Caledonia, it's the same. The "must-have" boat is a Bertram.

The fact that we're very big in the boardrooms proves something. When you want a boat that holds together, runs better longer, and brings you more of your bucks after you've had your years of joy, you buy a Bertram.

The soft ride from our meaty deep-V, the drumtight integrity of the hull, even the way we mount the engines and align the shafts give everything in the boat its best chance to keep running right.

The one in the back of the photo is Rene Quenot's 31' Bahia Mar. He runs it from Tahiti to Moorea and back every

weekend he can. For three years now, "we're no problemes."

Our 25's are another Polynesian favorite. Very agile. Very broad. Very compact. Very dry. Very flexible, with models from wide open sports types to mini-hotels with dinette, full galley and sleep-four options.

She's a *boh-nani-nani* (small boat) you can take out in big seas. Which may be why she is the most popular government patrol boat in the world.

So whether you're shopping for any of six Bertram sizes all the way up to our new 46' floating palace of a motor yacht, remember one thing. The Bertram you buy is built to outlast, outrun and outrun anything its size.

Just ask the guys in the boardrooms.



BERTRAM YACHT

A SUBSIDIARY OF **Whittaker**