



BERTRAM

We don't build boats for duffers.

People should buy boats they can use. Houseboats for housewives, etc.

So if you'll be tied up at the dock most of the time, don't waste your money on a Bertram. We invented the deep-V fiberglass hull to go faster, ride softer, stay dry and stable where those things come hard. In moderate to heavy seas. (Before Bertram, the Gulf Stream was pretty well left to deep-keel sailboats and slow boats to China.)

We build rugged boats. Our fiberglass can take the shock of ocean racing. Our hardware can hold in tornadoes. (A Bertram was caught dockside in one last June. The cleats held, but the pilings at the other end of the lines were ripped right out of the bay.)

To make sure a Bertram is ready to go places, we run sea trials that would loosen the liver of lesser boats. If it doesn't shape up, we don't ship it out.

The price is "ready-to-go" too. Example, our 35' Caribe Flybridge. Some companies might price it at \$29,951. But you wouldn't get far. Not without a generator, batteries, pilot seat and other necessities they call "extras." Not Bertram. Our price is \$37,600. And even our niceties like the deep-freeze and icemaker are standard equipment.

In short, Bertram doesn't play games with your money. Or our reputation. When you buy one it's designed, built, tested, equipped, and priced to get out and get going.

That's what Bertram is all about.

