



Bertram 630 Enclosed FB



Make:	Bertram	Hull Material:	Fiberglass
Model:	630 Enclosed FB	Draft:	5 ft 3 in
Length:	66 ft 9 in	Number of Engines:	2
Price:	USD 2,200,000	Fuel Type:	Diesel
Year:	2008	Number:	4336875
Condition:	Used		
Location:	United Arab Emirates		

Description

The Bertram 630 Enclosed FB is an ideal sport fishing yacht, yet not compromising on luxury and comfort. Interior stairs lead safely and securely to the spacious flybridge. The interior layout is spacious with an ergonomic design. The Bertram 630 is designed to increase manoeuvrability and operate with a cleaner wake at different speeds. Powerful engines are housed in the cleanly designed engine room (boasting custom designed ventilation systems to reduce moisture and salt). This is a great performing sport fishing yacht with a comfortable, well designed and well finished interior.

Measurements

Cruising Speed:	36 mph	Fuel Tanks Capacity:	1849 gal
Max Speed:	41 mph		
Range:	350 mi	Fresh Water Tanks Capacity:	350 gal
LOA:	66 ft 9 in		
LWL:	55 ft 6 in		
Length on Deck:	63 ft 2 in		
Beam:	18 ft 1 in		
Max Bridge Clearance:	20 ft 1 in		
Max Draft:	5 ft 3 in		
Dry Weight:	90672 lb		

Propulsion

Engine #1

Engine Make:	MTU	Engine Year:	2007
Engine Model:	12V M93	Hours:	560
Primary Engines:	Inboard	Power:	1825 hp
Drive Type:	Direct Drive		
Location:	Port		

Engine #2

Engine Make:	MTU	Engine Year:	2007
Engine Model:	12V M93	Hours:	560
Primary Engines:	Inboard	Power:	1825 hp
Drive Type:	Direct Drive		
Location:	Starboard		

General

The fastest and toughest member of the Bertram fleet, the 630 Bertram, is a step-up in speed, comfort and spaciousness. This vessel represents an expansion and modification of the sleek lines and profile of her incredibly successful predecessor, the Bertram 60, and she does her little sister proud.

The 630's deep-V hull carries on the lineage of the Bertram 60 and the awesome 54. These boats opened up the offshore world of big-game fishing by making the long runs to far fishing sports safer and more comfortable.

Bertram's new models no longer maintain a constant deadrise. A deep forefoot enhances the 63's head-sea ride, but the slightly warped hull form, which holds 14 degrees of V at the transom, maintains steady tracking on down-sea runs.

Construction

The Bertram 630 boasts a solid-fiberglass hull, along with composite hull sides and superstructure made with a high-density foam core. Structural bulkheads and web members are also constructed of vacuum-bagged composites. The flying bridge and decks feature molded hand-laid and vacuum-bagged fiberglass composites to provide strong, yet lightweight parts that are well-finished and easy to clean.

Deck Fittings

Large swim platform

Transom Door

Large live belt in transom

Teak Release fighting Chair

Salt water wash down

Cockpit Shower with hot and cold water

Cockpit freezer

Ladder leading to Flybridge

Cockpit sun cover

Handrail on walkaround and foredeck

Outriggers

Lewmar electric windlass

Upper stb docking station with helm, engines micro commands and Bow Thruster joystick

Interior

The salon interior is first-class with real cherrywood cabinetry and teak and holly galley soles.

Grab rails in the salon and in front of all doors are first class - there are never too many places to acquire a steadying handhold in rough weather. An elegant wood grab rail down the salon overhead sports a molded fiberglass insert to protect the fabric of the overhead itself, a functional addition of which I took note.

The galley is a cook's delight, especially if the cook likes to fish. Bertram designers deliberately left an unobstructed line of sight in all directions, from the four-burner undercounter cooktop to the two fridge and two freezer Sub Zero pull-out drawer units, the dishwasher, the compactor, or the microwave/convection oven. Your mate can easily make a sandwich assembly line and still watch the baits or keep an eye out for birds and tailing fish.

The most outstanding design feature of the Bertram 630 is the amount of storage space in the living quarters. Under the master stateroom, which is to port and properly located as far aft as possible, there is an enormous amount of lazarette storage that's usually overlooked or inaccessible in most boats. This is in addition to the many hanging lockers, drawers and cabinets found throughout. There are even six mirrored lockers over a 7-foot-long countertop and hand basin in the head. The mirrored panels seem to make the head look even bigger than it actually is, and the amount of space for necessities and personal effects surpasses that of a lot of onshore accommodations.

The bridge access is via a unique circular stairway offering quick and easy ascent or descent and is more secure and easier to navigate than almost any bridge ladder.

Electronics

EPIRB

2 x MTU 12v M92 engines, 1,800 HP each at 2,450 Rpm

ZF Engines micro commands

Diesel Center engines LCD Displays

2 x Icom IC-M604 Marine VHF

Side Power Bow Thruster

Simrad AP25 Autopilot

Northstar 8000i Nightvision camera and LCD TV

Northstar 6000i LCD Screen

Furuno RD-30 GPS

Furuno Navnet Radar

Furuno Navnet GPS Plotter

Machinery

Easily accessed thru cockpit hatch

A single athwartship fuel tank, which actually forms the forward engine room bulkhead, is perfectly positioned so as to preserve a uniform center of gravity regardless of fuel loads. Aft of the engine room is a machinery space that allows easy servicing of the two 23-kW Kohler gensets and all air-conditioning and refrigeration compressors. A Leeson pump allows easy oil changes with either an oil reservoir or 5-gallon plastic containers. Oil and fuel filters are inboard of the big engines for ease of maintenance. The entire engine room sparkles with easy-to-clean Awlgrip surfaces.

There are fuel sight gauges with Lexan tubes and a protective outer shell of aluminum. All the freshwater plumbing is color-coded - blue for cold and red for hot. The batteries are heavy-duty, lead-acid and placed in a spot for easy servicing. And speaking of service friendly, the engine room's overhead hatches allow an "undressed" main engine (with some bits and pieces removed) to be lifted out for major overhaul or repair.

Bertram adds an interesting shut-off mechanism for the raw-water intakes - not the usual marine seacock, but a heavy-duty, industrial butterfly valve and a "crash valve" for emergency induction bilge pumping from either main engine.

2 Mastervolt 24/2500 Transformers

Quicksilver Ignition Protected Galvanix Isolator

Cruisair cockpit freezer compressor

A/C compressors

Glendenning Mastercable

Raccor Filters

2 Kohler generators, 23kw each

2 Dolphin 24v/100A Battery Charger

Dolphin 12v/10A Battery Charger

Vanner 60Amp Voltmaster High Efficiency Battery Equalizer

FCI Aquamizer Water Maker

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Photos







