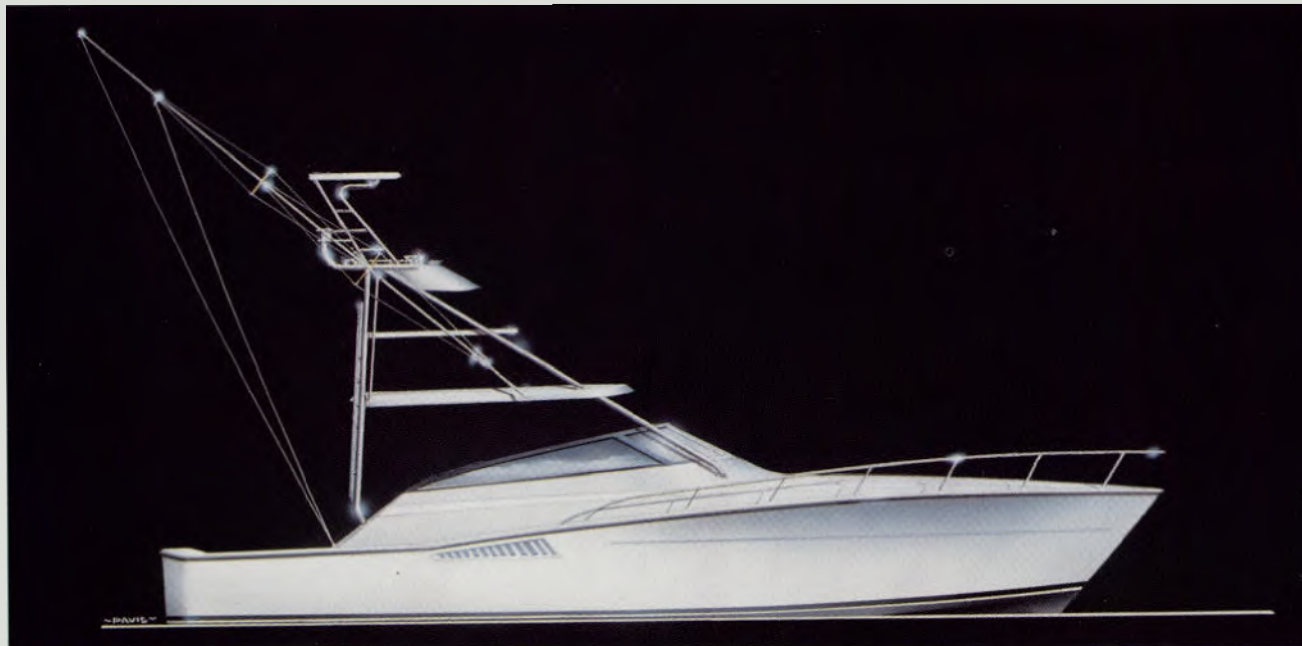


DESIGN PORTFOLIO



Viking 43 SF/Express

One of the key attributes of a good production hull design is versatility. And few yachts can claim to be more versatile than Viking Yachts's two new 43-foot models, an express cruiser and a tournament-ready sportfisherman.

The hull has deep-V sections forward for a smooth ride in choppy seas. To reduce drag, the V-form flattens out to 151/2 degrees at the transom. Near the stem, the hull is flat for about 15 inches to either side of the centerline, fairing into the V-form farther forward. This 30-inch flat combined with the 6-inch flats at the chine reduces drag at higher speeds.

In the forward sections, spray rails are molded into the hull about 10 inches above the chine, adding about 7 inches to the beam above the waterline. This increases interior hull volume without increasing either wetted surface or form drag.

Topside, both designs feature a command bridge just two steps up from the generous (116-square-foot) cockpit. The raised helm station is directly on centerline, offering excellent visibility. The height of the bridge and helm station also provides nearly full standing headroom in the engine room below, which will make maintenance easier than in many boats of this size.

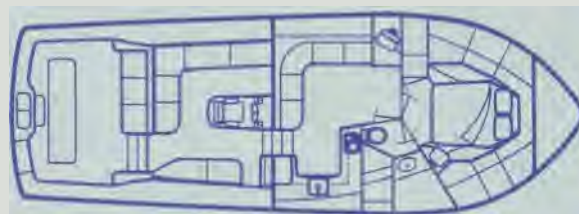
Both models feature a spacious interior layout with good headroom. The sportfisherman version has a single stateroom forward with double berth, head, and shower. The galley and open saloon are in the fullest section of the hull. The lounge converts to two single berths, giving a sleeping capacity of four. The express cruiser offers an optional two-stateroom layout.

The hull is hand-laid, molded fiberglass. Hull sides, decks, and cabin top are laid up over end-grain balsa core for stiffness with minimum weight. Sullslantial athwartship timbers in the

hull prevent lateral twisting, which can torture the secondary bonding in a fiberglass hull. The engines are mounted on four 6"x4" steel beams tabbed into intermediate bulkheads.

Standard power is twill Detroit Diesel 6V-92TAs rated at 535 hp each, which should provide a top speed of about 31 knots. LI

George L. Petrie, a professor of naval architecture at Webb Institute in Glen Cove, New York, provides consulting services on boats of various sizes.



Length overall	43'0"
Waterline length	37'6"
Beam	15'3"
Draft	4'3"
Displacement	34,500 lbs. (full load)
Fuel capacity	525 gal.
Water capacity	115 gal.
Standard power	21535-hp Detroit Diesel 6V-92TAs

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