



Viking 54 Motoryacht

1 ave you ever wondered why convertible sportfishermen seem, on the whole, to have better-performing forms, while motoryachts are often handicapped by hulls that can't get out of their own wakes? Well, you're not alone. That question has, for some time, concerned Viking Yachts president Bill Healey and his in-house design team. Which is clearly one reason why the plans for their new 54 strive to blend motoryacht accommodations and comfort with convertible performance.

In the manner of a convertible, this latest addition to the Viking line will sport a wide-beamed, modified-V hull, a sharp entry, and accentuated forward flare. For planing efficiency, she'll have a moderate-deadrise afterbody; and for better tracking and maneuverability, her bottom will incorporate a reverse chine flat.

The 54's profile and accommodations will, however, remain quintessentially Viking motoryacht: she'll have a multi-level, triple-stateroom arrangement. And her layout, which exemplifies Viking's accumulated experience in the construction of more than 3,000 yachts, will include a large flying bridge control and lounging center, an exceedingly spacious saloon deckhouse, and a full-width master stateroom that's situated aft beneath a fully sheltered, flush lounge deck.

In line with Viking's goal of enhanced performance and efficiency, construction will emphasize strength at minimal weight. The 54's solid FRP bottom will be laminated with a sophisticated blend of hi- and tri-axial knitted glass fabrics with double-bias mat. Hull topsides, decks, and superstructure will be cored.

Extra attention has been paid to designing for quiet, vibration-free operation. The 54 incorporates Viking's specially developed

engine mount system, which is comprised of wide-flanged, structural steel beams fore and aft bolted to heavily bonded, dedicated transverse bulkheads. All noise-producing machinery—engines, generators, A/C compressors—will be isolated in the 54's acoustically insulated engine room. (The saloon sole above her engine room will be built of three-inch vacuum-bagged foamed-cored laminate.) And her main propulsion exhaust will be quieted by extra large, fiberglass vertical water-lift mufflers.

Bottom line is that Red Riding Hood yachtsmen had better watch out: the Viking 54 Motoryacht promises to be a pretty big, bad wolf, albeit in comfortable sheep's clothing.



Length overall 54'1"
Beam 17'11"
Draft 4'6"
Displacement **68,000 lbs. (approx. half-load)**
Fuel capacity 850 gal.
Standard power twin MAN D28401JCE diesels (820 hp each)
Designed by In-house design team
For more information, contact Viking Yachts, Dept. PMY, Route 9 and the Garden State Pkwy., New Gretna, NJ 08224. ^ (609) 296-6000. Fax: (609) 296-3956.