

# Finely TUNED

Viking  
couldn't leave  
well enough alone,  
and the 65  
Cockpit Motoryacht  
is the result.  
Liz Segre reports.

Photos: John Wisdom



AlliNgenic

The flying  
bridge is a  
**great place to**  
entertain,  
with a huge  
table, angler'  
sunlunge, and  
seating for a  
crowd.

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The well-designed galley is spacious, functional, and open to both the

saloon and the helm.

the Viking yard in New Gretna, New Jersey, where I took a ride on the 65 Cockpit Motoryacht. Apparently, Viking is as perfection-oriented as my father, and the 65 is the result of gradual rethinking, respecting,

and fine-tuning the entire Viking line ever since its first wooden sportfisherman was launched 28 years ago.

Everywhere you look on the 65 you'll see evidence of it, starting with the 92-square-foot cockpit and a swim platform so big you can truly sunbathe on it; fender lockers, the tops of which are wide enough to serve as comfortable seating, and a stair-

way—not a ladder—leading up to the main deck, properly angled so you don't have to be Tarzan to climb it.

**H**eadling into the saloon through big sliding doors, you plunge into a plush new world, with L-shaped settee to port, sculptured carpeting, clear acrylic dining and cocktail tables, and silky smooth teak wet-bar with fridge. An entertainment center hides behind a mirrored door, while a handy dayhead to starboard allows guests and crew to answer nature's call without having to go below. A mirrored bulkhead separates the galley, with a counter-high cutout to ease food service and let the cook join the socializing.

The settee offers padded stowage space under the cushions—a good place to put breakables on long cruises. The wallcovering is a high-quality vinyl whose cleanability I inadvertently tested by marking it with the pen I was using to take notes (oops). The ink was gone with a wipe (thank goodness). All woods used in the saloon cabinetry, and indeed throughout the boat, are grain-matched and perfectly finished.

#### POWER PROFILE: MAN 284111

As part of an agreement announced last year, many Vikings, including the 65 we tested, will come standard with MAN diesels. The engines offered on the 65 are the 1,000-hp 28421X V-12s, one of four 28-series engines. Available in 8-, 10-, and 12-cylinder configurations, 28-series MANs are characterised by a 128mm bore and 142mm stroke, producing a per-cylinder displacement of 1.83 liters. Yet while the 2842 displaces nearly 22 liters, it weighs just 3,483 pounds, for a weight-to-horsepower ratio of only 3A8:1.

The 2842, a four-stroke design, employs two valves in each individual cylinder head. While the block is of cast iron, the oil sump and flywheel housing are cast in aluminum to save weight. Cylinder liners are wet and replaceable, and the crankshaft features bolted-on counterweights. Like other MANs, this model features the company's unique cylinder cut-out feature that is integral with the Bosch injection system. At idle, fuel is cut off to selected cylinders, which reduces fuel



consumption and smoke, and keeps cylinder temperatures high enough to effect complete combustion. Also contributing to maximum efficiency are two water-jacketed turbochargers and a seawater intercooler.

For more information, contact MAN, Dept. PHY, 6555 NW 9th Ave., Suite #306, Fort Lauderdale, FL 33309. Et (305) 171-9092. fax: (305) 7719162. (Or circle Reader Service No. 246)



Viking created space in the saloon by narrowing the outer walkways amidships and pushing the maindeck forward.

Further forward in the galley are big double sinks, tons of counters and stowage, full-size appliances, and smoked acrylic see-through cabinet doors for handy access to most-used items. I was impressed with the amount of space in the galley—it was bigger than my kitchen at home.

Forward of that is the lower helm with a well-cushioned double benchseat and well-placed controls. The instrument panel is faced with a black plastic laminate, and that, along with the tinted windows, makes running the boat easy on the eyes even on the brightest days. The windshield can be covered with a pleated shade that stretches from the bottom to attach at the top, instead of the other way around, keeping visibility clear at the top.

Steps to starboard lead below to the guest and crew quarters. The bow stateroom has a double pedestal berth, while the one to port has two twin berths that can slide together to form a double—pretty ingenious. The guests share a head with a stall shower and a surprising amount of room to maneuver. To starboard is the crew's cabin with over-under bunks and complete head with shower en suite. Every stateroom onboard has reverse-cycle A/C and stereo volume controls for individual

comfort. And for convenience, all electrical switches are discretely labelled.

The master is aft, reached from the saloon through a winding stairwell. With a king-sized berth, mirrors overhead and behind it, buttery teak cabinetry, an entertainment center with TV, stereo cassette, CD player, and receiver, and lots of cedar-lined hanging lockers with mirrored doors, you could hole up here all day without a care. A nice touch is the overstuffed seat to starboard where you can sit when you're putting on your socks.

As you've noticed, Viking uses mirrors extensively throughout the 65, not to please its more narcissistic customers, but to lighten and enlarge the living spaces. While that's not a new idea, it really does work, and it's better than the old trick of using solid white panels, which in the end don't really make the area look bigger, just drab.

The master head to starboard is not palatial, but it has a huge amount of stowage space, a luxuriously wide vanity, and an oversized shower stall. (You can also opt for one less locker and replace the stall with a bathtub.)

One of the most well-thought-out features on the 65 is a small utility room that

separates the engine room from the master. It holds the over-under washer and dryer and a convenient stowage locker for cleaning supplies or engine items. It also serves as a -mudroom- so you can clean up or change clothes before you leave the engine room.

Finally, it serves as an acoustic barrier to keep engine noise from reaching the master stateroom. The engine room itself is, as on all Vikings, humongous. Everything is easy to reach, meticulously labelled, and brightly lit—all signs of extensive forethought by Viking designers.

**A**fter my tour of the 65's interior, we climbed up to the flying bridge and took her for a spin. I was surprised at her quick acceleration and her maneuverability—we turned, if not on a dime, at least on a quarter, even at full throttle, and her DDC 12V-71TAs pushed her to 29.8 mph (Viking now offers



The 65's master stateroom is very quiet, as the head, utility room, and stairwell serve to insulate it from the engine room.

## VIKING 65 COCKPIT MY

**Boat type:** cockpit motoryacht  
**Base price:** \$1,328,000  
**Standard power:** 2/1,000-hp MAN 2842LX diesel inboards  
**Optional power:** N/A  
**Notable standard equipment:** NC w/reverse-cycle heat. 20-kW generator, hinged radar arch, wetbar w/ icemaker. TVNCR/FM/cassette/CD, central vacuum, washer/dryer

**Notable optional equipment on test boat:** sculptured carpet in saloon (por); cocktail table (\$2,075); Naiad stabilizers (\$41,440); H&C shower in transom (\$790); trash compactor (\$1,310)  
**Hull type:** modified-V, 15° deadrise  
**Designer:** Viking design team  
**Construction:** hand-laid, molded unidirectional fiberglass hull, deck, deckhouse, and flying bridge w/end-grain balsa core; solid keel and chines

### SPECIFICATIONS

**LOA:** 64'7"  
**Beam:** 17'4" **Draft:** 4'9"  
**Approximate displacement:** 91,000 lbs.  
**Bridge clearance:** 16'8"

(w/radar arch down)  
**Maximum saloon headroom:** 6'6"  
**Fuel capacity:** 1,030 gal.  
**Water capacity:** 300 gal.  
**Sleeping capacity:** 8

### DRIVE TRAIN

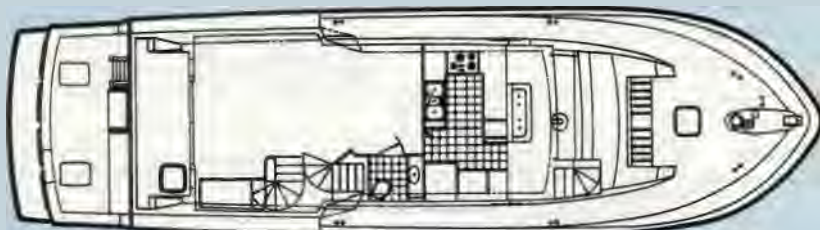
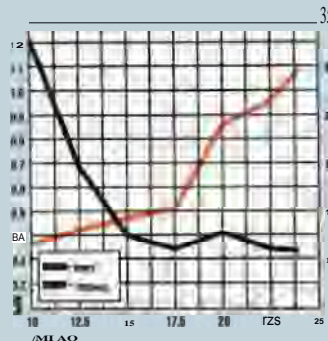
**Test engines:** 2/900-hp DDC 12V-71TA inboards  
**Transmission:** ZF 165  
**Reduction ratio:** 21  
**Propellers:** 34x33 4-blade

France Helices "S" Class  
**Steering:** Hynautic  
**Controls:** Hynautic  
**Stabilizers:** Naiad

**TEST RESULTS: Conditions:** temperature: 65°; humidity: 50%; wind: 7 knots; seas calm, load: full fuel, 1/4 water, 4 persons, moderate gear.

Indicated rpm	mph/ (knots)	Total gph	MPG (nmpg)	Range (miles)	Decibels at helm
1000	11.6/(10.1)	9.6	1.21/(1.05)	1,121	64
1250	13.3/(11.6)	19.2	0.69/(0.60)	639	as
1500	14.0/(12.5)	35.6	0.40/(0.35)	370	70
1750	15.4/(13.4)	45.6	0.34/(0.29)	315	72
2000	24.1/(20.9)	58.8	0.411/(0.36)	380	74
2250	26.5/(23.0)	78.8	0.341/(0.29)	315	75
2400	29.8/(25.9)	89.8	0.33/(0.29)	305	76

Speeds are two-way average, measured with Decatur digital radar gun. Fuel flow measured with digital fuel flow meter. Usable range is 90% of total advertised capacity. Decibels measured on A scale using GeoRad GR1555-B acoustical meter (60 dB is the level of normal conversation)



Though seas were calm that day, Vikings are known for their stability in rough water. Add to that the 65's raised bulwarks forward, pilothouse doors that latch securely, and heavy-duty

powder-coated aluminum rails, and you've got a boat that's safe for yachtsmen aged 0 to 100.

The 65 Cockpit Motoryacht is only two years old, but already Viking has modified it, changing the galley layout, the standard engines, and small details of the decor. The main reason Viking can fine-tune its yachts so much is that 90 percent of what goes into each one is built in house, including galley cabinets, light fixtures, railings, windshields, and acrylic tables. The yard even adds fiddles inside the refrigerators so food stays in place.

With such complete control over quality, Viking is able to make every boat better than the one previous. My dad still drives me nuts when he gets the urge to fine-tune. But while his efforts result in a dubious improvement in the quality of a TV picture, in Viking's case the result is an unquestionably better yacht. □

Contact **Viking Yachts**, Dept. PMY, Rt. 9, New Gretna, NJ 08224. 2T (609) 296-6000. Fax: (609) 296-3956.