

POWER AND MOTORYACHT



FEBRUARY 1989

Queen of the

A large white yacht is shown from a side profile, moving through choppy blue water. The yacht has a dark horizontal stripe along its side and a radar scanner mounted on the upper deck. The background is a clear, light sky.

The 72 has a realistic
cruising speed of 23
knots with just 1,800 hp.

Fleet

The luxury of a 90-footer, the quick moves of a 42-footer—the Viking 72 is full of surprises, discovers Richard Thiel.

Biologist P. B. Medawar observes that the average human mind treats a new idea the way the body treats a strange protein—it rejects it. Although I've never run it past him, I suspect that Dick Lazzara heartily agrees. Lazzara, whose mind is nothing if not receptive,





The main salon (opposite) is abaft the galley and connected by a unique louvered pass-through (above). The TV in the crew's quarters (right) rotates.



has little time for those recreants unwilling to consider new technologies and designs; every yacht he has drawn from the original Gulfstar sailing auxiliaries to the new Viking 72 has bristled with innovations.

My fav'orite example, and a design that I think reveals his willingness to apply new solutions to old problems, is the Gulfstar Sailcruiser designed in 1987. A sloop with sufficiently fine sailing manners to satisfy the purist, she also offered twin diesel power *and an* aft cockpit to lure back sailors who had switched to power. Not surprisingly, she worked—and sold—quite well.

While you won't find anything as radical as sails or a winged keel on the new Viking 72, you will find a stunning admixture of



INTERIORS BY DAN FORER/RUNNING SHOT BY CLINT CLEMENS





The master stateroom (opposite) includes his-and-hers baths flanking a whirlpool tub (above)—an unusual touch on a yacht this size. A built-in desk (right) of Scandinavian maple.



technologies. Indeed, it's easy to become overawed by all the high-tech buzz words surrounding this yacht: pre-impregnated fiberglass, Kevlar, Nomex, carbon fiber, S-glass, unidirectionals, bi-directionals, vacuum bagging, stress analysis, balsa core, foam core, and resins with names that can be pronounced only by engineers and salesmen.

But what is actually more impressive is the fact that Lazzara designed this, the largest vessel yet from Viking Yachts, around a simple, practical premise: Technology is justifiable when it allows major reductions in weight without corresponding loss of strength, and so makes possible good speed and range with smaller engines. Thus, smaller fuel tanks are required which, in turn, allow additional living space per foot of LOA. Or, as more concisely put by the Viking copywriters, you get the luxury of a larger yacht with the performance of a smaller one.

Consider how many modern, fully-found 72-foot motoryachts can manage a *realistic* cruising speed of 23 knots (at 2150 rpm)





with just 1,800 total horsepower. Fuel capacity has indeed been reduced, yet even with a moderate tankage of 1,270 gallons, this Viking can still cruise 450 miles and maintain a 10% reserve. Or put another way, she can run for 18 hours at cruise between fuel stops.

Moreover, this is one of the few world-class motoryachts of *any* size that is really a joy to operate—so much so I predict many a captain will be consigned to varnishing brightwork and waxing fiberglass once the owner gets his hands on the wheel. Imagine a yacht this size planing in less than three boat lengths, turning 180° in about twice her length at top speed, and answering helm input with the alacrity and exactitude of a mid-sized convertible. The Viking 72 is proof that when properly conceived and applied, advanced con-

The engine room has over 6' of headroom, and enough lighting to stage an appendectomy.

striction techniques and materials can justify their added cost and bother by producing real user benefits, not just grist for the ad men.

It is also proof that, given the freedom to decrease the size of engines and tankage, a designer can really stretch out the scale of living quarters. Aboard the 72, there are three full-scale staterooms, each with a private head, a full-width, full-height engine room, and crew's quarters so comfortable they can easily double as a third stateroom once the owner decides this yacht is too enjoyable to let someone else run.

Beginning at the stern, the owner's stateroom takes up roughly one-quarter of the yacht's LOA. Accessible from a private stairway in the saloon, it is dominated by a queen-sized berth on the after bulkhead, while the port half of the forward bulkhead is devoted to a cedar-lined closet. The entry from the stairwell sits just to starboard of centerline, and to starboard of that is a floor-to-ceiling cabinet-faced in mirrored and smoked glass that includes entertainment center, wine and glass stowage, and a 4 'A-cubic-foot refrigerator. The remainder of this bulkhead and about 6' of the starboard side is devoted to yet another cedar-lined hanging closet and, somewhere in this area (Viking won't say where), a safe.

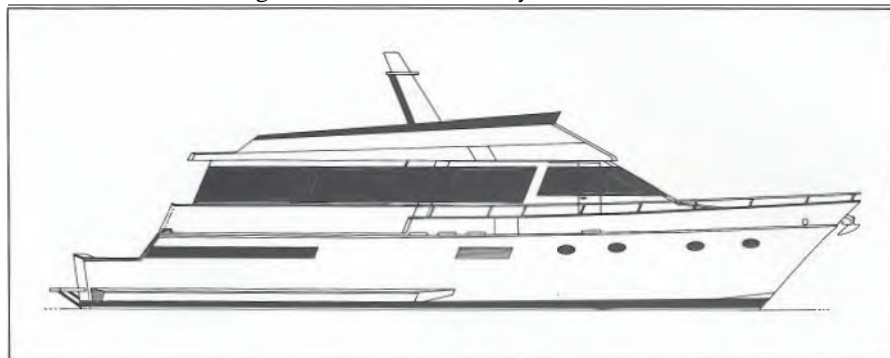
The closets are designed to be his and hers, and indeed the principle of equality

of the sexes dominates this stateroom. There is also a built-in bureau on either side, and abaft the after bulkhead, in either corner, virtually identical bathrooms that flank a large whirlpool tub. Directly above it are three-tiered towel racks that also serve as rungs to the overhead emergency hatch.

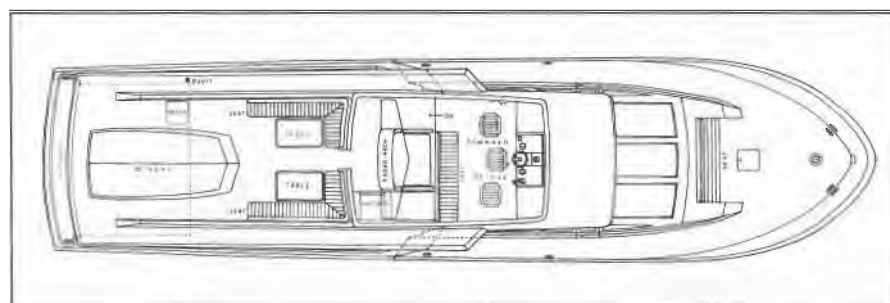
lies forward of the master and abaft the engine room, the noise level which the owner has to endure while under way is considerably reduced. Our decibel meter indicated a level of just 89 dB-A at cruise speed, quiet enough to carry on normal conversation. Things were, of course, louder in the guest stateroom (93 dB-A), but still not objectional. Credit also the extensive acoustical engineering and widespread use of damping materials on this yacht.

Quiet By Design

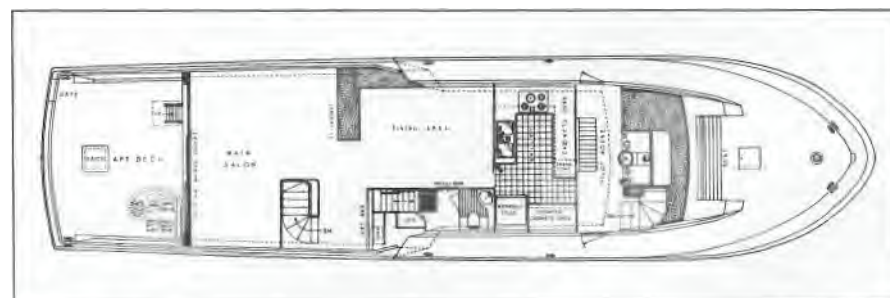
Since one of the two guest staterooms



This is a first peek at a new cockpit motoryacht version of the Viking 72—she may be introduced later this year. Interior plans (below) are for the 72.



With the deckhouse so far forward, the 72's bridge is massive.



The cockpit version will offer only a marginally smaller saloon than this 72.



Both the owner's stateroom and engine room are full-beam.

One of the problems in laying out guest accommodations is how to configure the sleeping arrangements. Here, Viking offers yet another innovative solution: twin beds whose headboards ride on a common track, allowing them to be quickly pushed together to form a double berth if the guests so desire. Other features in this stateroom, also accessed via the aft stairway, is a large portside hanging locker, built-in bureau, and private head with stall shower. As with all staterooms aboard the 72, this one has its own television and stereo radio/cassette/CD.

There is another stairwell in the wheelhouse which leads to a landing on the lower level. Forward lies the second, larger guest stateroom while aft lies the captain's stateroom and crew's galley. Although scaled down a bit, they are nevertheless fully outfitted, right down to TV, microwave oven, two-burner stove, 4%-cubic-foot refrigerator, and separate electric panel serving just those items in the galley. Engine-room access is through the after bulkhead, so both crew and mechanics can enter and leave the yacht from her wheelhouse, without passing through the saloon or disturbing the owner in his stateroom.

Perhaps it's just my orientation, but I found the Viking 72's engine room one of the most pleasing venues on the yacht. With well over six feet of headroom, 3600 engine access, and an array of 12v and 120v lighting sufficient to stage an appendectomy, it is eminently practical. Completely swathed in a rigid accousticat insulation that is faced with a hard, high-gloss white finish, the room provides a bright, pleasing work space.

Details like a rock maple workbench, heavy-duty coolant recovery bottles with integral sight gauges, easily removeable engine air filters (thanks to Covington), Dipstick tank monitoring system, and the enclosure of virtually every strand of wire in protective conduit reflect the professionalism of the design and designer. Access to the twin, acoustically shielded Onan 20-kw gensets (one abaft each 12V-71TA), Sea Recovery watermaker, six Racor fuelwater separators, manual bilge pump, fuel priming panel (there's another in the wheelhouse), and Cruisair air conditioning compressors is superb.

There are also some interesting construction details here, including the rubber-clad decking that spans the top of each stringer yet removes quickly for access, the slick hand-built side exhaust system with custom-built mufflers, and massive

In spite of her sleek appearance, the Viking 72 offers uncommon interior headroom.

athwartships structural framing that rises from the bilge and travels halfway up the hull sides to ensure structural rigidity in this, the most heavily stressed portion of the hull.

Open Space

For the main deck, Viking chose a simple, uncluttered plan. The saloon and dining area, although partially separated by a built-in credenza, are basically one continuous space. With the large aft slider open, the 12'-long afterdeck, with its own

Twin 12V-71TAs push the Viking 72 to over 24 knots.



wetbar, refrigerator, and canvas enclosure, becomes, practically speaking, an integral part of the interior plan. Furnishings are simple but elegant.

The dining area is dominated by a table suitable for a party of eight, while the saloon carries a large L-shaped settee to port and twin occasional chairs and matching table to starboard. A complete wetbar with black onyx-like counter, overhead glass racks, and full-sized color TV is just forward of the stairway to the lower deck. Taken together, they give this yacht the ability to accommodate large parties or entertain an intimate group of friends.

On the same level and directly forward is the galley, which spans the entire width of the yacht. Fully equipped, it offers a Whirlpool dishwasher, Kitchen Aid compacter, White-Westinghouse 4-burner Eurostyle blacked-out cooktop, Panasonic microwave and Jenn-Air convection ovens, Whirlpool refrigerator, and ISE in-

stant hot water spigot. The sink is a beautiful three-compartment design crafted of highly polished stainless steel and serviced by imported Grohe plumbing fixtures, and there is a louvered pass-through to both the dining area and wheelhouse. Direct access forward is available via a pocket door.

Cabinets are finished in ivory high-pressure laminate edged with Conan synthetic marble finger pulls to ease clean-up and enhance durability. The overhead is covered in synthetic suede, while the floor shines with the luxury of real marble (whose weight must have sent a shiver up Lazzara's spine).

As you'd expect, the interior furnishings of a yacht like this are semi-custom in nature, tailored to each buyer's taste. But a word of praise for this inaugural 72 must go to Viking's interior designer, Susan

Nice. Selecting lightly stained Scandinavian maple as the dominant wood, and blending in a variety of fabrics of various shades of blues and pinks for accent, she has come up with an elegant yet inviting living space and a yacht with a thoroughly American ambience.

Directly forward of the galley is the wheelhouse, with doors on either side providing principal hoarding access. The helm is simple, emphasizing large, unobstructed expanses to accommodate built-in electronics. All gauges and electrical switches are clustered around the wheel, which is served by a business-like pedestal seat. There is additional seating port and aft on a two-person bench, beneath which is chart and miscellaneous stowage. Visibility forward is excellent, although with the house mounted so far forward, a helmsman will probably do all his docking from the bridge. The deck is covered in oak parquet, and there are two massive electrical distribution panels in

the stairwell leading forward. One practical feature is crawl-in access to the back of the helm for the installation of electronics.

Reaching the bridge requires traveling through the wheelhouse into the dining room, and onto a small landing (with a nicely finished day head) via a starboard door. Relatively steep steps lead upwards, protected at the top by a sliding hatch. Unfortunately, although there is a catchment pan on the landing, there is no

This is one of the few motoryachts of any size that is really a joy to operate.

drain-so if you leave the hatch open during a downpour, your crew may have some mopping-up work to do.

Once on the bridge, you'll find triple pedestal helm seats, a virtual duplicate of the lower helm station controls and instrumentation, and plenty of room for both electronics and chart work. Additional seating is available on a large bench abaft the pedestals and in front of the radar arch. Aft and below it is a console containing another Jenn-Air grill, small Raritan refrigerator, and a lot of stowage. Aft that are identical L-shaped couches with center tables, one to either side, and then the boat deck, about 15' long by 10' wide and serviced by a PipeWelders davit.

A paradigm of yacht design, the Viking 72 offers plenty of thoughtful "little" features that show she comes from an experienced builder. A sail track with cars runs full-length on the underside of the rubrail to make hanging fenders easier. All cleats are oversized and mounted on built-up pads to ease line handling. There is complete electrical, CATV, and telephone service available on either side of the yacht, and the panels fit into sealed metal boxes to prevent leaks.

In spite of her sleek appearance, the yacht manages to offer uncommon interior headroom. A sampling: 7' 1" in the forward stateroom, 6'8" in the crew's quarters, 6'3" in the engine room, and 6'7" in the saloon. And finally the doorways throughout the yacht use laminated jambs to maintain their shape. Lazarra says he borrowed this technique from Nautor Sailboats, who developed it because their door jambs kept deforming as the deck and hull differentially flexed.

We could go on, for the list of innovations is endless-or at least it seems so.

But space precludes an exhaustive listing, and besides, the most important thing is not the individual pieces but the overall puzzle. You need only look at our photographs and performance numbers to see that Viking put them all together just right.

For more information, contact Viking Yachts, Dept. PMY, Route 9 and The Garden State Parkway, New Gretna, NJ 08224. Telephone: (609) 296-6000.

VIKING 72

Boat type: motoryacht
Base price: \$1,350,000 (effective 1/89)
Standard power: twin 900-hp Covington/DDC 12V-11TA diesel inboards

Optional power: none
Notable standard equipment: engine-driven bilge pumps port and starboard; electric fuel primer pumps (2); fuel/water separators for engines and generator; mechanical engine gauges; 6 fender holders; fender tracks; aft-deck shower; swim platform; fresh- and saltwater foredeck washdowns; windlass w/wilduat; Glendinning Cablemaster; boarding ladder w/pori and starboard mounts; electric davit; Bimini top; telephone jacks in staterooms, wheelhouse, saloon, and aft deck; CD players in saloon and all staterooms; Perma-Pub; instant hot water in galley; trash compactor; refrigerator, safe, and VCR in master stateroom; crew's galley; central vacuum; VHF, depthsounder, and knotmeter in lower station.

Notable optional equipment on test boat: Robertson AP200DL autopilot; Northstar 800 loran; second 20-kw generator; radar arch; flying bridge wetbar; aftdeck wetbar; Scandinavian maple interior; remote control searchlight; 300' of chain for anchor rode.

Hull type: modified-V, planing hull
Designer: Dick Lauer®
Construction: hand lay-up, molded fiberglass hull, deck, deckhouse, and flying bridge with end-grain balsa core; solid keel and chines.

SPECIFICATIONS

LOA: 72'0" **Beam:** 17'5" **Draft:** 4'9"
Approximate displacement: 84,000 pounds
Vertical clearance: 23'2" to top of radar arch
Freeboard forward: 9'B"

TEST RESULTS

Test conditions: temperature: 79*; humidity: 56%; load: 1,100 gallons fuel; 100 gallons water, 5 persons, moderate gear

Indicated rpm	mph	(knots)	Total gph	mpg	mpg	Usable range (miles)	Decibel level at helm
1000	10.2	8.9	8.4	1.21	1.06	1,383	63
1250	11.0	9.6	20.2	0.54	0.48	617	67
1500	12.0	10.41	37.2	0.32	0.28	366	68
1150	19.6	17.01	45.8	0.43	0.37	491	74
2000	23.9	20.8	61.4	0.39	0.34	446	73
2250	28.2	24.5	82.8	0.34	0.30	389	75
2350	28.9	25.1	92.4	0.31	0.27	354	75

Speeds are two-way averages using trim tabs as appropriate, measured by Decatur digital radar gun. Fuel consumption measured with DZL Systems 150 TC meters. Usable range is 90% of total advertised capacity. Decibel measured on A scale using GenRad GR1565-B acoustical meter and, where appropriate, matching windscreens

Freeboard aft: 6'7"
Usable cockpit area: 172 square feet
Fuel capacity: 1,270 gallons in two tanks
Water capacity: 280 gallons in one tank
Sleeping accommodations: six in three staterooms, crew of two

ENGINES

Test engines: Covington/DDC 12V-11TA inboard diesels

Type: two-stroke cycle, direct injection, cast-iron deep-skirt block, four cast-iron heads, replaceable liner, cross-head pistons, twin-turbocharged, aftercooled
Bore and stroke: 4.25" x 5.00" (108mm x 127mm)
Displacement: 852 cubic inches (14 liters)
Weight: 4,508 pounds less gear

Compression ratio: 17.0:1
Fuel system: A low pressure positive displacement pump provides fuel through internal galleries in the block to one unit injector per cylinder which is responsible for timing and metering, and which is controlled by a mechanical governor

Gross power: 900 bhp (a) 2300 rpm
Hp-to-weight ratio: 5.01 lbs/hp

DRIVE TRAIN

Transmission: ZF 165
Reduction ratio: 1.97:1
Propeller shafts: 2W Aquamet 22 double-tapered stainless steel
Propellers: 4-blade, 34" naval bronze
Rudders: naval bronze or stainless steel shafts
Steering: Hynautic hydraulic
Controls: Hynautic hydraulic
Trim tabs: Bennett double-ram, standard



THE POWER AND THE GLORY OF THE VIKING 72.



THE CONVENIENCES AND STYLE OF A MODERN GOURMET KITCHEN AFLOAT.



PROOF THAT A THRILL OF OWNING A VIKING IS NOT CONFINED TO LUXURY.

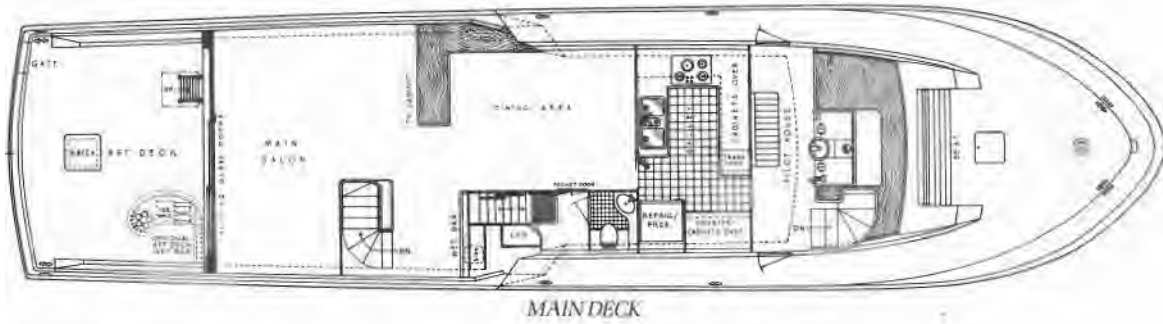


ENJOY THE LUXURY OF A SALON-SIZED ENTERTAINMENT AREA ON THE VIKING 72'S A F7' DECK.

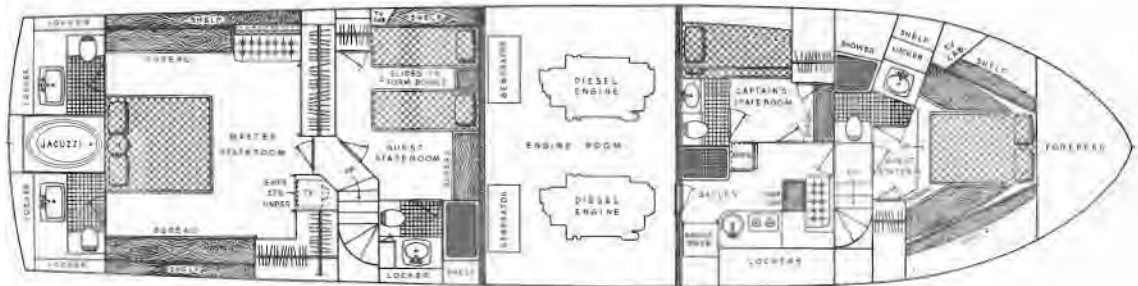


THE 72'S GUEST STATEROOM PROVIDES MASTER STATEPOOIVI SCALE LUXURY FOR YOUR GUESTS.

VIKING 72' MOTOR YACHT

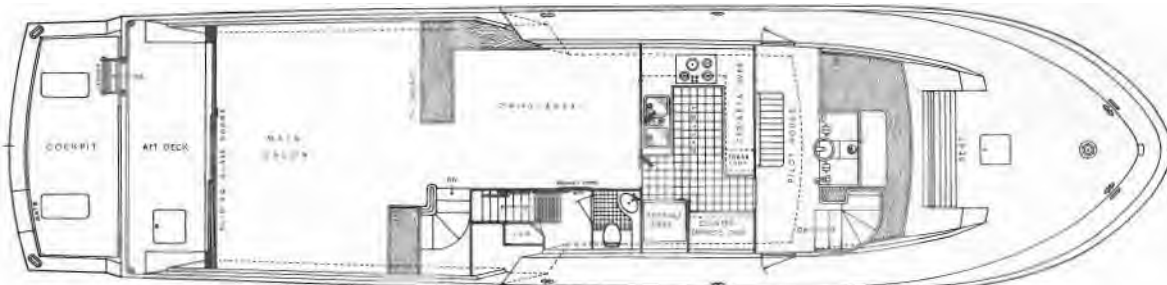


MAIN DECK



LOWER DECK

VIKING 72' COCKPIT MOTOR YACHT



MAIN DECK



LOWER DECK

Inking

Where luxury
assumes new meaning.

Viking Yachts, Route 9 and the Garden State Parkway, New Gretna, Nj 08824, 4609) 296-6000, Fax (609) 296-3956
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