

The **MILLION DOLLAR** Club



Viking 72: All-New Flagship Combines Sportfishing Power and Motor Yacht Grace

sportfisherman

Viking elevates seakeeping, fishability, and high sustained cruising speeds to a new level with its elegant 72 Convertible. Intended for yacht owners who prize luxurious vacation cruising, entertaining, and sport fishing ability in one design, the new Viking 72 exhibits the kind of engineering and attention to detail only long yachtbuilding experience can provide.

Viking's trademark hull features a sharp, deep entry for authoritative wave parting, pronounced bow flare for dry running, and wide reverse chines with a moderate deadrise aft for stability and improved planing. Major machinery is kept low, and tanks are placed low on the centerline to reduce rolling. Twin Detroit Diesel 1,450-hp



16V92 DDEC diesels are standard propulsion, with Deutz 1,850-hp MWM TBD 616s available.

Well crafted and appointed living areas are carefully fitted into this powerful design. Satin-finished golden Burmese teak cabinetry and bulkheads in every cabin are pleasing to the eye and touch.

In the salon, a custom L-shaped sofa of supple calfskin hides prized rods and reels.

An entertainment center to starboard houses a wet bar with icemaker, a surround-sound stereo VCR/CD, and a 27" television in a custom hideaway cabinet.

The full-beam amidships master suite and the guest accommodations forward are of motor yacht-class, as well, featuring king and queen-sized berths, full closets, and ensuite private head compartments with spacious



PHOTOS BY DAN FORER

Viking's 72 Convertible makes an opulent cruising/fishing machine with uncompromising technical details.

showers. The starboard guest cabin doubles as an office.

Viking Yacht Company, Route 9, New Gretna, NJ 08224. Tel. 609 296 6000, fax 609 296 3956.

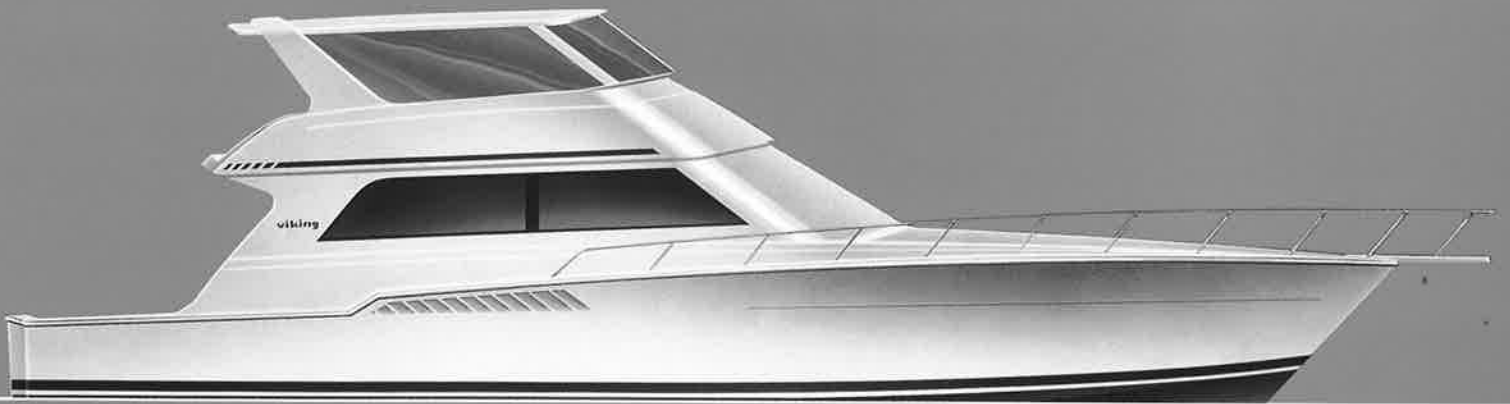
specifications

LOA: 71'7" (21.8m)
 Beam: 19'4" (5.9m)
 Draft: 5'10" (1.8m)
 Displ.: 115,000 lbs.
 (52,164 kg)
 Standard power: 2x 1,450-hp
 Detroit Diesel 16V92 DDEC
 Price: \$2.7 million (turnkey)

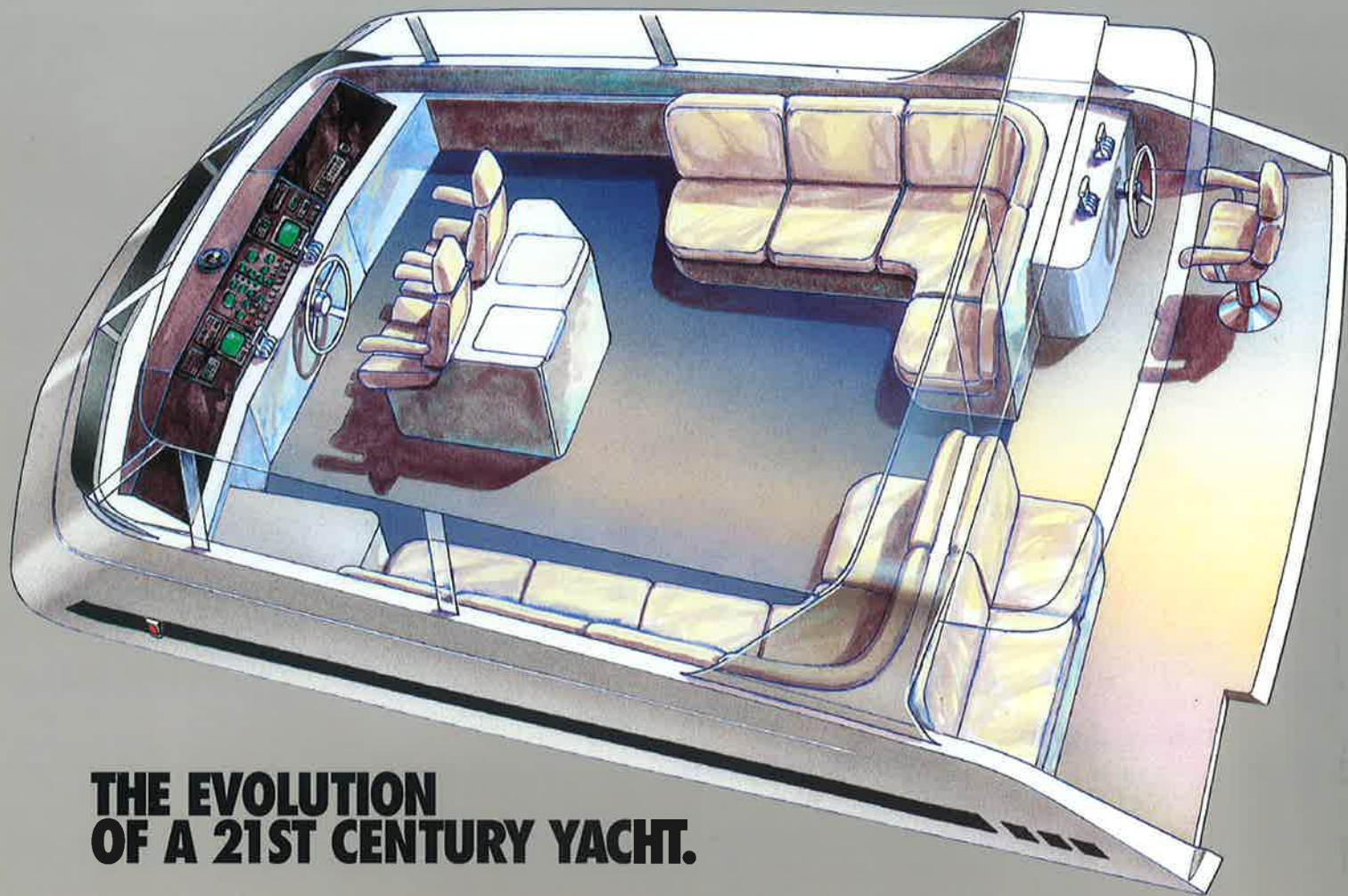
Editor's Choice

VIKING 72' CONVERTIBLE
PRELIMINARY

THE LUXURY YACHT FROM THE PERFORMANCE BUILDER



 **viking**
yachts



THE EVOLUTION OF A 21ST CENTURY YACHT.

IT TAKES EXPERIENCE TO EVOLVE

Experience, challenge, commitment. These are the elements Viking Yacht Company's design, engineering and manufacturing groups incorporate into each and every yacht they build. The new Flagship of the Viking Fleet, the 72' Convertible, is a culmination of everything Viking stands for. It represents the Viking legacy of building 3,500 world class, high-performance luxury yachts in 32 years. All delivered the Viking way.

Headed by President Bill Healey, Viking's team of naval architects, designers and engineers continues to refine the art of building world class yachts. New Viking models recently designed and built by this talented team include the 54' Sports Yacht, 60' Cockpit Sports Yacht, 43' Open Sportfish and 43' Express Yacht, and the 47' and 58' Convertibles. Prior to production, each model's engineering is refined by using up-to-the-minute Computer Aided Design (CAD) and Computer Integrated Manufacturing (CIM), and by building a full-scale mock-up of its interior and engine room. Further, to ensure the highest product quality, Viking manufactures 95% of each yacht's components in-house.

WINTER 1996 PREMIERE

As Viking prepares to launch the 72' Convertible to the market during the Winter of 1996, building the 72' Convertible is an exciting design challenge for this talented team. It is the culmination of the lessons learned through the techniques and modifications Viking has developed over the years. Viking's modified V-hull configuration has continually evolved and has earned Viking the reputation for consistently delivering high-performance yachts with maximum fuel economy and range. As one Viking dealer said during a recent Boat Show, "When you look at our fleet, you realize that they're all great running boats. So, when Viking takes yacht design from 60' to 72', you know you have the best performer available on the market."

True yachtsmen want a performance vessel that offers speed and range, seakindliness and maneuverability. Space and comfort are also of importance. Fitted in a style that is both sleek and classic, the 72' Convertible's aerodynamic exterior and Viking's interior accommodations are superior even to custom yachts. Whether you cruise or sportfish or enjoy a combination of the two, you and your guests will experience the best that the art of boatbuilding has to offer.

OWN A MAGNIFICENT HOME AT SEA

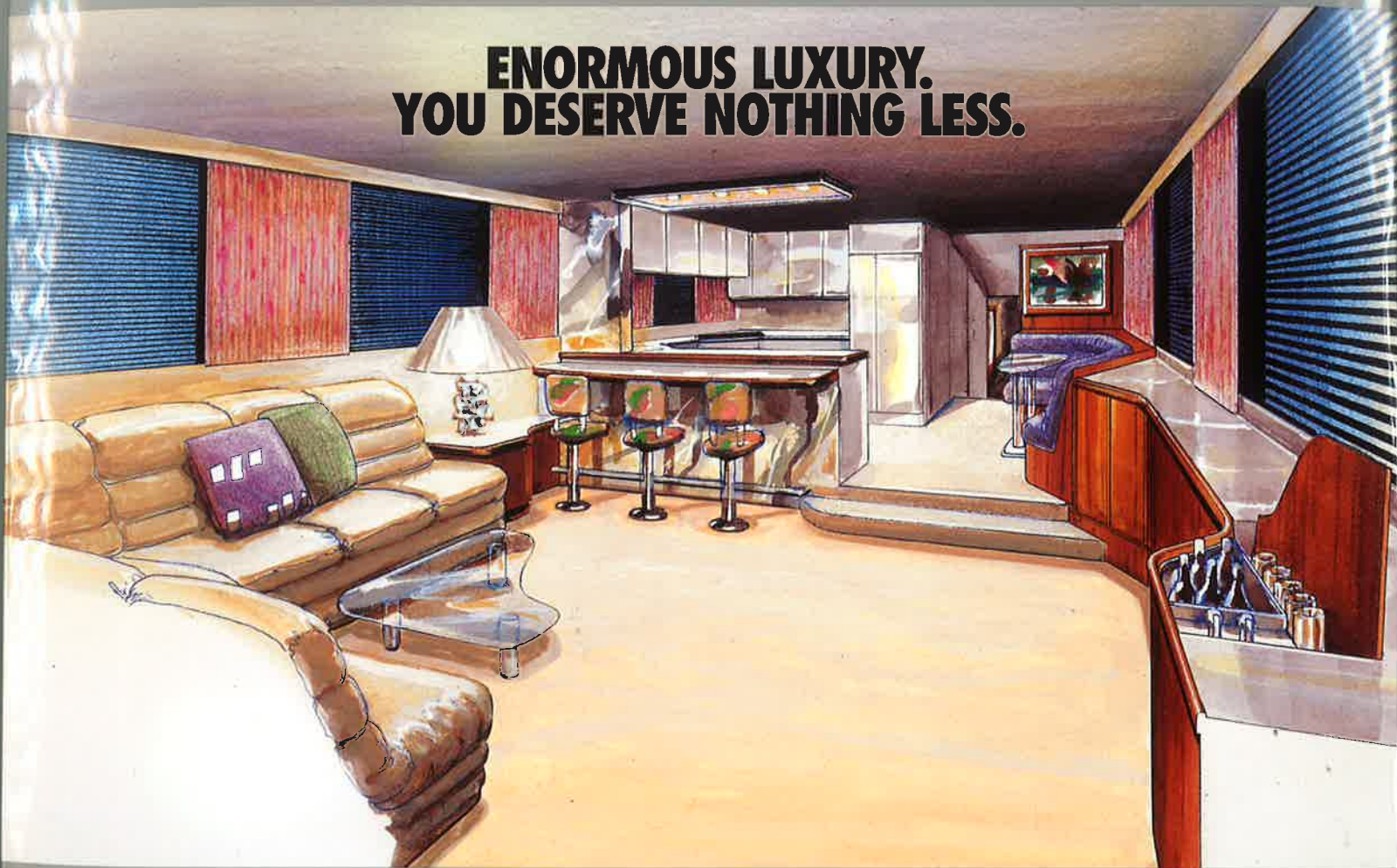
The 72'C's impressive interior includes 4 staterooms and 4 heads, with a full beam master suite, an enormous open salon, galley and dinette and an expansive enclosable flying bridge lounge. All are planned to provide more living area than any similarly-sized flush deck motor yachts can offer. Add the sporty excitement of her cockpit and the Viking 72' Convertible will answer every yachtsman's dream.

Aboard all Vikings, interior layout is a well-studied concept. Her deckhouse rake, graceful bow flare and a 19'+ beam add up to an interior with voluminous room. Unlike other yachts of this size, the Viking 72'C combines privacy with live-aboard comfort.

Available in a variety of styles for different tastes, Viking's interiors provide the opportunity for individual personal expression. A high-tech contemporary environment or a more traditional approach are available. Customization alternatives include sleek embossed leathers or imported brocades, monogram bedspreads, oil paintings and even a one-of-a-kind cast bronze Marlin sculpture.

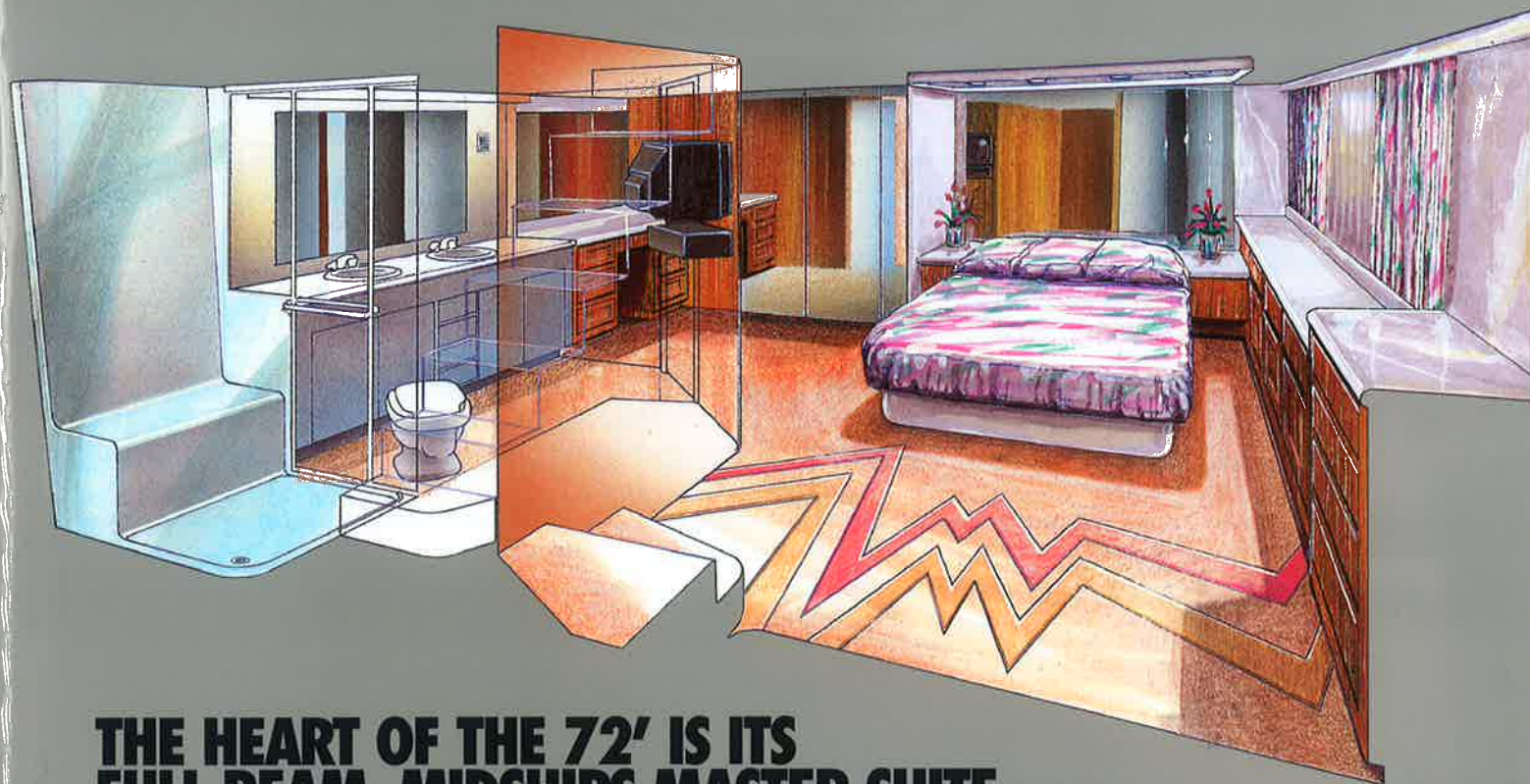
From salon to stateroom, the 72'C's exceptional interior proportions accommodate amenities unheard of in yachts of the same size or even larger. A serious, state-of-the-art fishing yacht, an elegant waterfront villa, or a combination of the two, the Viking 72' Convertible is truly a magnificent home at sea.

ENORMOUS LUXURY. YOU DESERVE NOTHING LESS.



MAIN DECK LIVABILITY

- ◆ *Expansive living space: luxurious salon, contemporary galley and dinette on one level.*
- ◆ *Salon entertainment: 27" TV, VCR, stereo and CD player, wet bar and ice maker, sofa with storage, coffee table and bar.*
- ◆ *Fully-equipped galley: TV, microwave, oven, four-burner cooktop, side-by-side refrigerator/freezer, dishwasher, trash compactor, abundant storage space, enhanced by the open, comfortable U-shaped dinette with storage.*
- ◆ *Convenient day head forward of the dinette.*
- ◆ *Walk-in storage compartment forward of the galley.*



THE HEART OF THE 72' IS ITS FULL BEAM, MIDSHIPS MASTER SUITE.

LOWER DECK PRIVACY

The Viking 72'C's plush four-stateroom, three-head lower deck accommodations have more standard features and space than yachts many feet longer. Each stateroom has climate controls, cedar-lined hanging lockers and plentiful drawer storage.

- ◆ Full beam luxury master suite: walk-around king-sized bed, "his" and "hers" full-sized closets, credenza and vanity, an entertainment center and ensuite head featuring vanity and full stall shower with seat.
- ◆ Forward VIP suite: walk-around queen-sized bed, a full-sized hanging locker, a half hanging locker and three drawer chest. Its ensuite head is spacious with shower, vanity and cabinet storage.
- ◆ Port guest stateroom: twin berths and access to port guest head.
- ◆ Starboard guest stateroom: upper and lower berths.

TRADEMARK PERFORMANCE AND STYLING

The Viking 72' Convertible's ability to perform superbly in rough water is the product of unique hull design and construction. Built for comfort and high speed, it combines a sharp entry with an aft-planing fairbody that yields quick takeoffs, and produces high speeds with maximum efficiency. Full length reverse chines and a solid keel provide excellent tracking and stability at both cruising and trolling speeds. Completing this fine-tuned and proven formula, a well-flared bow and stepped chines keep the bridge and deck dry. Furthermore, the 72'C's entire superstructure – pulpit, foredeck, deckhouse, cockpit and tackle center – is one solid component.

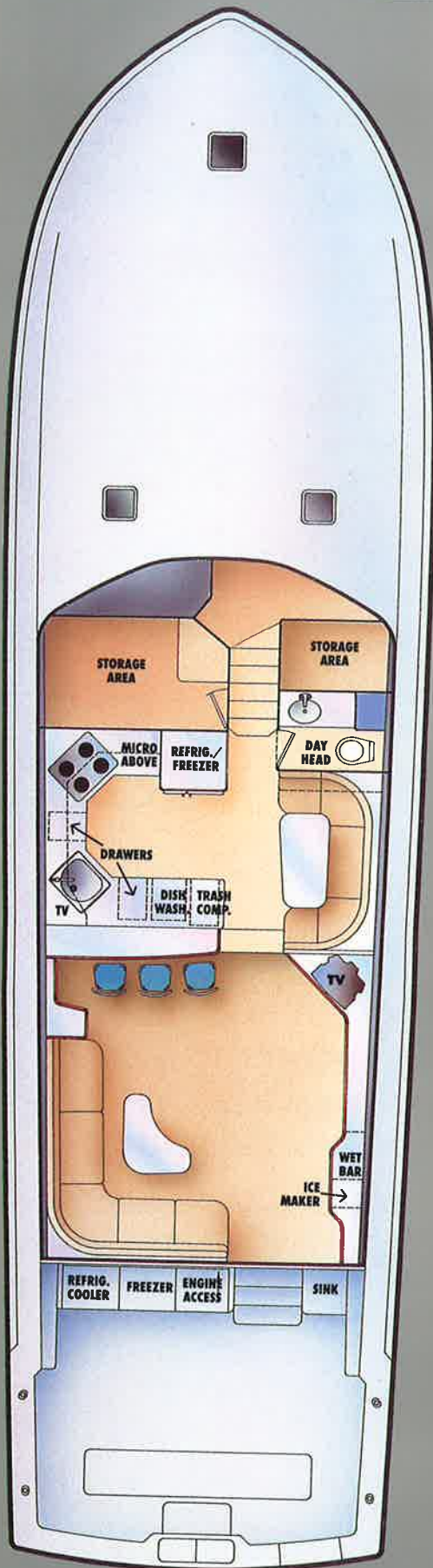
From any angle, the 72'C's exterior is striking. Her beauty is personified by her sweeping sheerline, flared bow, unobstructed cockpit with low freeboard, wide walk-around sidedecks and sleek bridge.

WORLD CLASS ENGINE ROOM

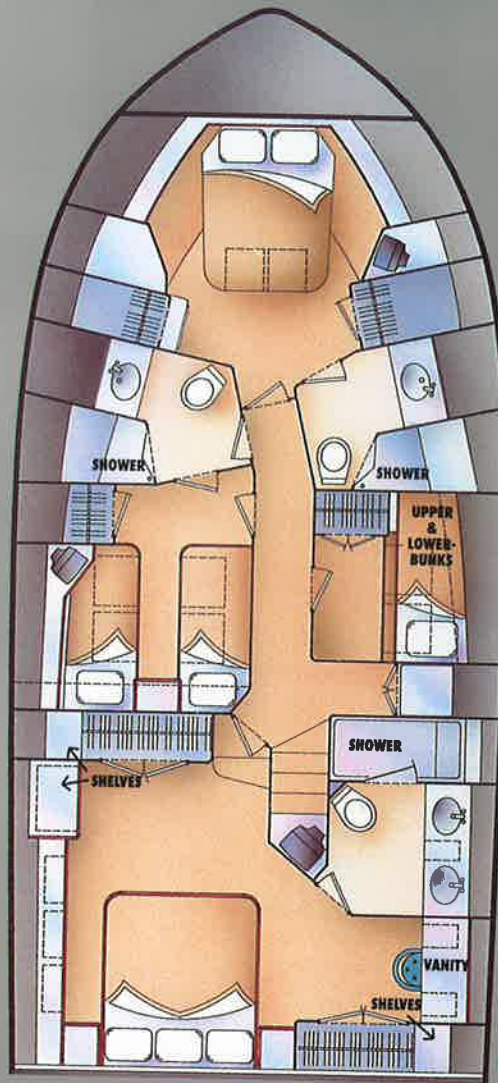
Whether you cruise or race to the tournament fishing grounds, you require not only real speed and handling, but the comfort of knowing that all's right in the engine room. What's more, you don't want to hear performance, you want to experience it. By design, Viking's 72'C's power options, engine room layout, and sound insulation answer your demands.

- ◆ Power Options (twin): Detroit Diesel 16V92DDEC (1450 BHP); Deutz MWM TBD 616 V16 (1850 BHP).
- ◆ Cockpit entry to the stand-up, well-lit and well-ventilated Awlgrip™ finished engine room.
- ◆ Centerline fuel and water tanks create the lowest possible center-of-gravity.
- ◆ Vertical aqualift mufflers and molded composite sound-deadening materials isolate noise.

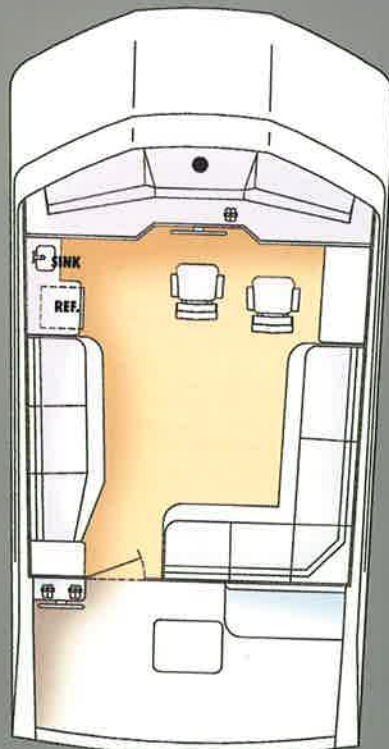
THE STANDARD BY WHICH ALL OTHERS WILL BE JUDGED.



MAIN DECK



LOWER DECK



ENCLOSED FLYING BRIDGE

VIKING 72' CONVERTIBLE

SPECIFICATIONS

| | | |
|---|-------------------------------------|---------|
| LENGTH, overall (L.O.A.) | 71'7" | 21.8m |
| LENGTH, overall (including bow pulpit) | 76'2" | 23.2m |
| BEAM | 19'4" | 5.9m |
| DEADRISE AT TRANSOM | 15.5° | 15.5° |
| DRAFT | 5'10" | 1.8m |
| FREEBOARD, forward | 7'4" | 2.2m |
| FREEBOARD, aft | 3'8" | 1.1m |
| HEIGHT, waterline to top of hardtop flying bridge | 20'0" | 6.1m |
| GROSS WEIGHT, approx. | 115,000 lbs. | 52,164k |
| FUEL CAPACITY | 2,088 gal. | 7,904l |
| WATER CAPACITY | 300 gal. | 1,136l |
| POWER OPTIONS: (twin) | | |
| | Detroit Diesel 16V-92DDEC: 1450 BHP | |
| | Deutz MWM TBD 616 V16: 1850 BHP | |

The lessons Viking has learned in building exceptional convertibles is clear in the superb design and practical engineering of the flying bridge and the cockpit.

COMMANDING FLYING BRIDGE

- ◆ Ergonomic wraparound helm.
- ◆ Refrigerator, wet bar and lounge seating for 12 people.
- ◆ Optional enclosure of the flying bridge with dual stations and climate controls.

TOURNAMENT-PROVEN COCKPIT

- ◆ A 216 square foot non-skid, all-fiberglass uncluttered cockpit.
- ◆ Bait-prep center with sink, waterproof drawers, freezer, rod holders, dual cablemasters, fresh and saltwater washdowns, and centerline walk-in engine room access.
- ◆ Walk-through transom door, removable oversized recessed fish box and optional live bait well.



VIKING WELCOMES YOUR VISIT

The Viking 72' Convertible is the Flagship of the Viking Fleet. While preparing to launch this outstanding yacht, Viking Yacht Company invites you to tour our plant to see first-hand how design, engineering, technology, and craftsmanship work together to create a 21st Century yacht. Already being heralded as the answer for the knowledgeable yachtsman who is satisfied with only the best yacht available on the market, the 72' Convertible is proof-positive of Viking's reputation for quality and owner satisfaction. For more information on Viking's 72' Convertible, or to schedule your personal preview, please contact your Viking dealer, or call us at (609)296-6000.



For those who know better

Route 9 and The Garden State Parkway, New Gretna, NJ 08224 Tel: (609) 296-6000, Fax: (609) 296-3956

Debuting at Lauderdale, Viking's All-New Flagship 72' Convertible



T H E 7 2 ' C O N V E R T I B L E



The beauty and power of the 72' are obvious from a distance. But just take a tour of her magnificent Great Room salon, 4-stateroom, 4-head accommodations with a full-beam master suite, and 216 sq. ft. tournament-tuned cockpit.

And listen to some of our 72' owners: "When we're cruising along at 28 knots, it's as quiet as a living room on the enclosed flying bridge. Her ride is unbelievably smooth, and she turns on a dime. She just dances."

And "no other yacht this size has anywhere near the interior volume of the Viking. The joinery is the best in the business. There's really nothing else out there like it."

Don't miss out. See what's making the rest of the yachting world so animated. At the end of D-dock, slip 448, Oct. 31 through Nov. 4.

While you're there, see the full line of 1997 Viking models on display. You'll see nine more reasons why Viking is the best there is.



Route 9, New Gretna, NJ 08224
Tel (609) 296-6000 • Fax (609) 296-3956

See the full line of 1997 Viking Yachts at the Fort Lauderdale Boat Show.

POWER & MOTORYACHT®

EXCLUSIVELY FOR OWNERS OF LARGE POWERBOATS

First Test: Viking's
New 72' Convertible

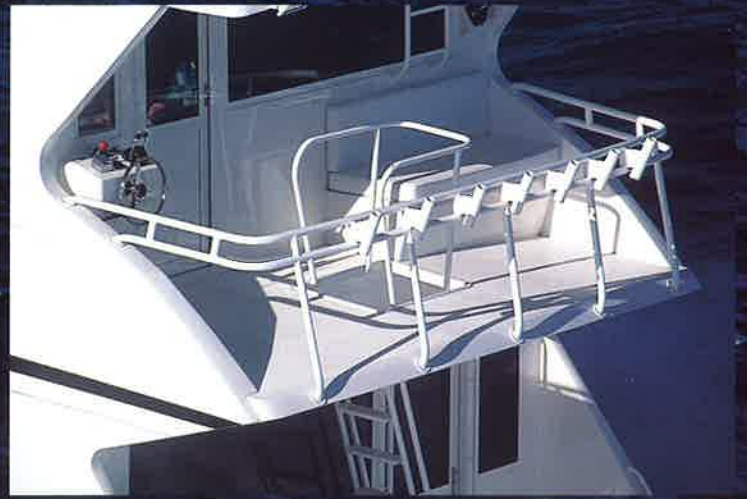


Viking's Long-Awaited
72' Takes Center Stage


viking
yachts



The 72's optional enclosed flying bridge complements the steeply raked deckhouse profile.



An athwartships ladder makes for easy access to the observation deck and flying bridge.

Work In Progress

Power and Motoryacht tested

*For Bill
and Bob Healey,
the search for the
perfect yacht never ends.*

There are really only two things you need to know about the Viking 72. The first is illustrated by a story about the Viking 68, which is what the 72 started out as. The second is the story of a wild ride aboard her during this year's Miami Boat Show.

When I say the 72 started out as the 68, I don't mean line drawings or even as a plug; the 68 had actually launched, and delivery to her owner and her debut at the 1995 Fort Lauderdale Boat Show were imminent. As he has been with every Viking over the last 32 years, President Bill Healey was deeply involved with development of the 68, from concept through working drawings, hull

By Richard Thiel

and deck, to “finished” yacht. When she slid into New Jersey’s Bass River, everyone oohed and ahed with approval—everyone but Bill Healey. When he finally spoke, his message was simple: The 68 was beautiful, but only 99 percent beautiful. She wasn’t *quite right*. A demonic perfectionist who’s extraordinarily passionate about the boats he builds, Healey then made an incredible decision, but the only one he was capable of: Haul the 68 and add four feet to her cockpit.

In most boatbuilding companies, such a decision would never have been contemplated because it *couldn’t* be contemplated. No one would have the authority. But Viking is owned by the Healey family, and the only person (other than his customers) Bill Healey really has to answer to is brother Bob, Viking’s chairman. Bill and Bob have a pretty simple corporate philosophy, which Bob once described to me thus: “I’m the money guy, and Bill’s the boatbuilder.” So when Bill told Bob he wanted to perform cosmetic surgery on the company’s already-sold, multimillion-dollar flagship—a yacht customers, press, and one very anxious owner had been promised for the Fort Lauderdale Boat Show—Bob basically shrugged his shoulders and said, “Whatever you think is right, Bill.”

As you can imagine, such obsessive perfectionism doesn’t come cheap. I asked Tom Carroll, Viking’s vice president of sales and marketing, what this decision cost. He winced as if someone had stepped on a gout-ridden toe and said, “Well, there’s tooling and labor, carrying costs, maybe the loss or postponement of sales from Lauderdale...” After massaging his temples, he looked up and said simply, “Let’s just say it wasn’t cheap.”

Now the other story. It’s 7:00 a.m. on Saturday, February 17th, right in the middle of the 1996 Miami Boat



Although it's amidships, the galley is only a step above the salon, making the main deck seem bigger.

Show. I’m walking down a dock at the Biscayne Bay Marriott toward the 72, which Viking had officially unveiled two days earlier. I’m up at this hour because Viking’s Advertising and Promotions Manager, Kathy MacCausland, has invited me to join “a couple of foreign dealers” on the first public sea trial of the 72.

When I arrive at the appointed slip, I notice two things: About 25 people are already standing around the 72, and the wind is blowing at least 20 knots, dead out of the north. I am sure of two things: All those people aren’t here for a ride, too, and no one is going to take a brand-new, \$2.5-million yacht out in these conditions anyway.

Twenty minutes later the 72—with everyone aboard—clears the Government Cut jetty and noses up into seas so big, the freighters anchored out

here are *bobbing*. Standing in the cockpit I look up and every now and then see a wave top go by—maybe four feet over my head. I figure we’re doing at least 20 knots. Occasionally I feel the 72 shoulder into an especially big roller, then watch as seconds later a wall of exploding spray goes by. But back here things are so smooth and dry, I feel like I’m sitting in my living room watching *Victory At Sea* on TV.

Everyone knows the cockpit has the best ride, so I head inside to see how things are farther forward. I sit down at the midship dinette; not much difference from the cockpit except it’s a lot warmer and quieter and from this higher perspective the waves look even bigger. I ask myself, is this really a good thing to be doing to this boat? Yet I hear no creaks, squeaks, or rattles. I keep thinking

The yacht is unimpressed with the conditions. The 72 blasts through wave after wave, the tops of which are being blown off by the gusting wind.

we're Earl Campbell and the next wave is some poor, 170-pound cornerback.

I figure things have got to be uncomfortable up on the bridge, so I easily scale the athwartship cockpit ladder and walk into a climate-controlled cocktail party without cocktails. There must be 20 people in this fully enclosed penthouse, chatting blissfully over the distant sound of the engines, apparently unaware that we're the only pleasureboat for miles in any direction. MacCausland arrives and asks if I want to take the wheel. Can I take her in any direction I want, I ask? Absolutely. Any speed? Sure.

Upsea. Downsea. Seas on the port quarter to see if they'll catch the chines. Seas on the aft quarter to see if she'll bow steer. Tabs up. Tabs down. Part throttle. Full throttle. The yacht is as unimpressed with the conditions as the partiers, some of whom

are actually beginning to look worried that such a magnificent vessel is in the hands of a boob who insists on going in circles. The 72 blasts through wave after wave, the tops of which are now being blown off by the gusting wind. I look at the knotmeter. It says 27.6 knots.

Impressed? I certainly was. But perhaps more noteworthy is the fact that as Vikings go, there's nothing particularly unusual about the 72 beyond her size. The 72's hull form is basically a repropportioned version of the one used on smaller Vikings. There are other similarities, too, like her unique I-beam engine beds, numerically machined propellers, wide use of composites like vacuum-bagged foam core to maximize strength and durability, "egg-crate" stringer-rib network for optimum hull support, flush-mounted windows, and powder-coated exterior railings and me-

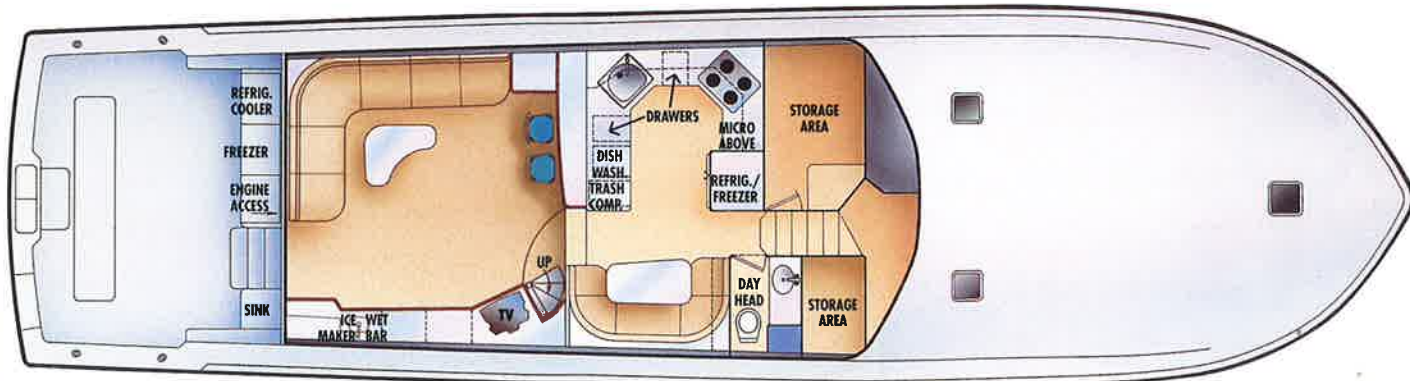
Clever space planning allows as many as 15 people to be seated comfortably in the salon.



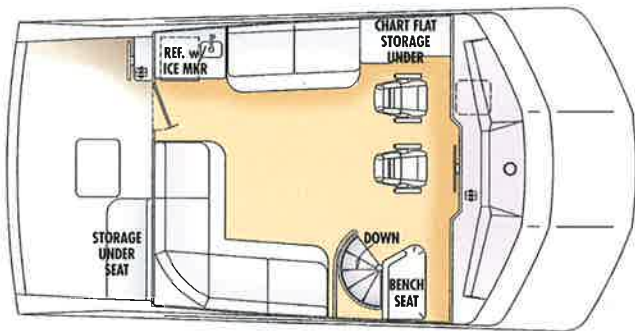
The 72' brings a new dimension of elegance and convenience to on-board entertaining.



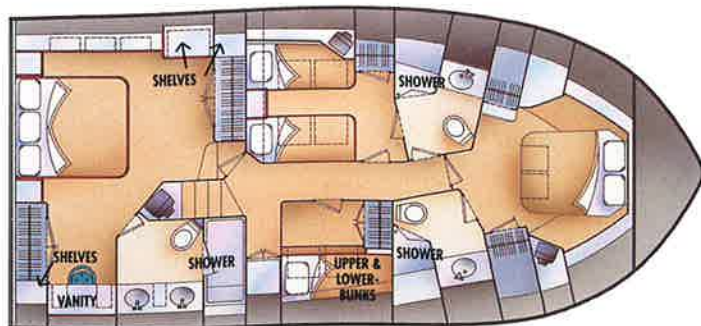
Surrounded by expansive windows, the beautifully integrated salon, galley and dinette create a wide-open feeling of megayacht proportions.



Main Deck



Enclosed Flying Bridge*



Lower Deck

*Open Flying Bridge Available

tal surfaces. Then there are the fuel tanks, built in-house (as are more than 90 percent of all components) of corrosion-free fiberglass that's molded to match the hull's contour. This not only increases their capacity but also puts more weight lower in the hull for better handling. Another similarity: Viking sands between each of the 72's fiberglass laminates to maximize adhesion.

ways in her deck have deep gutters that drain directly overboard, and below decks you'll find a huge lazarette finished in gleaming white Awlgrip that has its own bilge pump, fire-extinguishing system, and a built-up sole. Standard, molded-in cockpit components include a freezer, chill box, sink, and bait-prep station (along with the engine-room entrance) arrayed along the aft salon bulkhead.

the helm centerline but fully forward (to provide the kind of entertainment space and amenities that can accommodate 20 partiers), multiple auxiliary control stations are also available. These include dual-lever control units to port and (on our boat) starboard of the helm and also on the large observation deck at the aft end of the flying bridge (also on our test boat). Together they do a good job of compensating



The 72 is another step up the Viking evolutionary ladder. The company will never stop improving herself.

Located forward, this stateroom is large enough to be called a VIP suite.

So the 72 is really just another step up the Viking evolutionary ladder, albeit one that validates everything the company has been doing for more than three decades. And like all Vikings, she's a work in progress; the company will never stop improving her.

But beyond size, at least one thing about the 72 makes her different from other Vikings. Early in the design stage, her designers realized that regardless of who purchased her, a yacht of this magnitude would have to offer the best features of a convertible and a motoryacht. So the one-piece cockpit is patio-size—216 square feet—and features a well-cambered deck served by large scuppers, transom door, and saltwater washdown. All three hatch-

The 72 is truly a great platform for fishing, and the serious angler can order dedicated sportfishing gear like a round livewell, cockpit controls, and huge, removable, in-sole fishbox that can be refrigerated, or less hardcore stuff like a swim platform. To suit the widest possible range of use and taste, the 72 can be ordered with either the standard open flying bridge, in which the helm is centerline but well aft, or the eminently civilized, enclosed, climate-controlled version on our test boat. Since the latter positions



This guest stateroom easily converts to an onboard office.



The port stateroom pampers guests with built-in entertainment center, full length hanging locker, plentiful drawer storage and private head access.

The heart of
the 72'
is its
full-beam,
mid-ship
master suite.



Larger than the salons on many motoryachts, the 72's master suite includes a full entertainment center, generous storage including his-and-hers full-sized closets and make-up vanity.



The spacious ensuite master head includes a full stall shower with seat, vanity and storage cabinet.

for the diminished sightlines caused by the combination of a full enclosure and a 19-foot-plus beam.

But if there is one place on the 72 where the line between luxury sportfisherman and motoryacht blurs, it's inside. Although the interior is finished in many of the same materials as other Vikings—satin-finish Burmese teak and deep-pile sculpted carpeting—there are also megayacht-class

PMY TESTED: VIKING 72

Standard equipment: Cruisair reverse-cycle chilled-water A/C; 35-kW Westerbeke genset w/enclosure; engine-room and lazarette fire-extinguishing systems; 2 Glendinning Cablemasters; bait and tackle center; central vacuum; Kenmore washer and dryer

Construction: hand-laid FRP with heavy-duty double-bias mat, bi- and triaxial fabrics, vacuum-bagged foam coring, solid keel and chines, and one-piece hull and deck/superstructure

SPECIFICATIONS

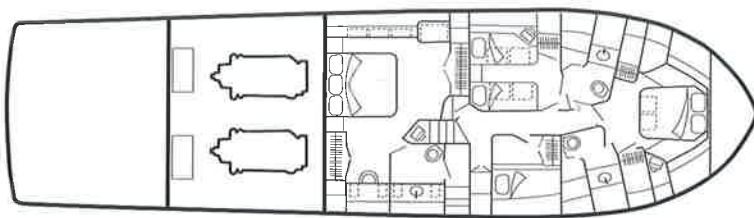
LOA: 71'7" **Beam:** 19'4" **Draft:** 5'10"
Maximum headroom: 6'10" **Weight:** 120,000 lbs.
Fuel capacity: 2,088 gal. **Water capacity:** 300 gal.

PMY TEST RESULTS

Engines: 2/1,850-hp Deutz-MWM diesel inboards; **Transmission:** ZF; **Ratio:** 2.5:1; **Props:** 38x46, 5-blade Michigan Nibral; **Steering:** Teleflex Sea Start hydraulic power-assist; **Controls:** Mathers MicroCommander; **Trim tabs:** Bennett; **Optional equipment:** climate-controlled, fully enclosed flying bridge; second Westerbeke 35-kW genset w/enclosure; Wesmar bow thruster; foredeck davit; Simpson-Lawrence windlass; 600-gpd watermaker

| RPM | MPH | KNOTS | GPH | MPG | RANGE | DECIBELS |
|-------------|-------------|-------------|-------------|-------------|------------|-----------|
| 750 | 10.9 | 9.5 | 9.3 | 1.18 | 2,212 | 59 |
| 1000 | 12.9 | 11.2 | 25.0 | 0.52 | 969 | 60 |
| 1250 | 15.3 | 13.3 | 50.8 | 0.30 | 566 | 62 |
| 1500 | 21.2 | 18.4 | 66.8 | 0.32 | 596 | 66 |
| 1750 | 28.9 | 25.1 | 93.6 | 0.31 | 580 | 68 |
| 2000 | 31.1 | 27.0 | 127.4 | 0.24 | 459 | 70 |
| 2250 | 34.9 | 30.3 | 169.2 | 0.21 | 387 | 72 |
| 2330 | 39.1 | 34.0 | 181.6 | 0.21 | 404 | 73 |

Temp.: 65°; humidity: 80%; wind: 10-15 knots; seas: 3-5 feet; load: 1/2 fuel, 1/2 water, 3 persons, light gear. Speeds are two-way averages, measured w/radar gun. GPH measured w/DZL diesel meters. Range based on 90% of advertised capacity. Decibels measured at helm on A scale. 60 dB is the level of normal conversation.



Optional Deutz-MWM TBD 616 V16 inboard diesels come with complete engine-room instrumentation to make servicing easier.

touches such as a bar and galley island with tops of inlaid jade marble, an embossed calfskin sofa, chilled-water climate control (two four-ton units), and Bose Acoustimass home-theater system. Of course, this is a semicustom yacht, so Viking is pleased to work with your personal interior designer.

The salon's proportions rival many megayachts. On the way back to Miami, 24 people milled about the salon of our 72, and no one rubbed elbows who didn't want to. Part of the expansiveness comes courtesy of the yacht's generous proportions, but some is the result of crafty space planning. The large and fully equipped, U-shaped galley to port and the six-person, U-shaped dinette to starboard are nearly on the same level as the salon. Not only does everyone occupy basically the same space here, but when you count the large, L-shaped salon settee and the two bar stools at the eat-



The 72's engine room looks like that of a much larger yacht. The space has six-foot-plus headroom.

**If you're familiar with Vikings, the 72's engine room is just what you'd expect.
If you're not, this may be where you want to start your tour.**

ing bar, there's seating for at least 15. The main-deck day head, just forward of the settees, is yet another practical touch found on many megayachts.

And then there's the lower deck with four staterooms and three baths. The owner's stateroom is directly forward of the engine room and at the point of maximum waterline beam so it easily accommodates a queen-size berth to starboard of centerline, two cedar-lined closets, three-drawer credenza, large chest of drawers, desk/dressing table to starboard, and, in the forward starboard corner, a large head with shower.

As you move forward out of the master, you pass a large stateroom with two twins and en suite head to port; to starboard is a laundry space and smaller stateroom with over-and-under berths. The top one folds away on hinges, converting this space into

a workable office. Fully forward is the V-berth, easily large enough to qualify as a true VIP stateroom. It has a queen-size berth, two hanging closets, six drawers beneath the berth, and head with shower. Both the master and VIP have their own entertainment centers, and all four staterooms have their own air-conditioning controls.

If you're familiar with Vikings, the 72's engine room is just what you'd expect. If you're not, this may be where you want to start your tour. Thoughtful engineering is evident everywhere. Hidden by square yards of gleaming white Awlgrip and lead-foam acoustical insulation space are details like the built-in fuel- and oil-transfer systems, centrally located 12-/24-volt distribution panel, 15-kilo-volt isolation transformer, freshwater spigot and hose, and dripless prop-shaft seals. Look closely and you'll also spot chaffing grommets wherev-

er the color-coded wiring passes out of traces and through bulkheads, Aero-quip fittings on all fuel lines, out-board tool-stowage racks, work benches, 12- and 24-volt battery chargers, and five separate battery systems for the generators, ship's service, each engine, and electronics. In each aft corner you'll also find something else Viking is famous for: highly effective, low-resistance engine mufflers.

Only a lucky few Viking owners will ever be able to step up to the Viking 72. But the rest can still take comfort in this simple fact: Just as the Healeys put everything they've learned building more than 3,400 Vikings into this yacht, so, too, everything they learn from building the 72 will eventually find its way into every future Viking. For Bill and Bob Healey, there never will be a perfect yacht, just the ones they're constantly perfecting. □



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