

V I K I N G Y A C H T S



5 6 C O N V E R T I B L E

Finer Things

From the raked stem and generous bow flare to the custom oval exhaust ports in the transom, to the propeller pockets, which reduce draft to a modest 4 ft. 10 in., the Viking 56 Convertible represents the culmination of more than 39 years of marine evolutionary design.

The salon is finished with hand-crafted teak joinery and lush designer furnishings, including a home-theatre entertainment system. In the galley, cabinetry is abundant and undercounter refrigeration provides deep-drawer capacity, while allowing the area to remain open to the salon and dinette.

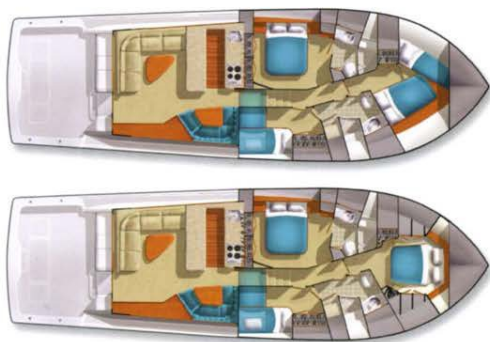
Staterooms are generously proportioned and designed for privacy and comfort. A combination of layouts affords maximum flexibility for tournament fishing, as well as family cruising.



Commitment to Excellence

The flying bridge provides superb visibility and impressive stowage for custom electronics. Power-assisted hydraulic steering responds with a touch. The engine room is a work of engineering art. Engines are mounted on powder-coated structural-steel web-frame beams, which hang on dedicated transverse bulkheads to insure drive-train alignment for a seamless transfer of power and to isolate vibration for smooth operation. A range of power choices delivers mid-30 knot cruise speeds to over 40 knots depending upon load, engines and sea conditions.

We cordially invite you to contact your Viking Yacht dealer and arrange a sea trial and a visit to our 550,000 square-foot modern facility on the beautiful Bass River near Atlantic City, NJ.



56 Convertible Specifications

Length, Overall (L.O.A.)	57 ft. 6 in.	(17.53 m)
Beam	18 ft. 2 in.	(5.53 m)
Draft	4 ft. 10 in.	(1.47 m)
Displ. (wet)*	79,326 lbs.	(35,981 k)
Fuel	1,500 gals.	(5,681 l)
Water	240 gals.	(908 l)
Cockpit	157 sq. ft.	

*average weight





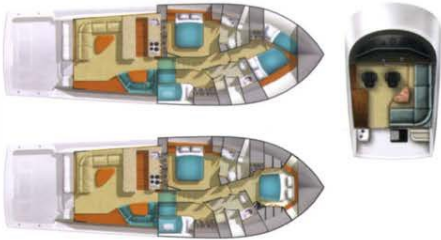
For those who demand the best.

Route 9, On the Bass River, New Gretna, New Jersey 08224 U.S.A. • Tel (609) 296-6000 • Fax (609) 296-3956 • www.vikingyachts.com
For full details and the name of the Viking dealer nearest you, contact Viking Yacht Company.

The right is reserved to make changes, without notice, at any time, in equipment, materials, prices and specifications. Accommodation drawings and photos may show some optional equipment.

VIKING 56 ENCLOSED BRIDGE





SPECIFICATIONS

*average

Length, Overall (L.O.A.)	57 ft. 6 in.	17.53 m
Beam	18 ft. 2 in.	5.53 m
Draft	5 ft. 0 in.	1.52 m
Displ. (wet)*	79,326 lbs.	35,981 k
Fuel	1,501 gals.	5,681 l
Water	240 gals.	908 l
Cockpit	157 sq. ft.	14.59 sq. m



POWER & MOTORYACHT

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PERFORMANCE ISSUE –
Exclusive: Viking 56

EXCLUSIVE

PMY TESTED: VIKING 56 CONVERTIBLE

TWO FER

CAN A SHAPELY, SUPREMELY EQUIPPED BATTLEWAGON DOUBLE AS A COMFY

By Capt. Bill Pike

When Viking Yachts intro'd the popular 55 Convertible about a half-dozen years ago, I was way more intrigued than I usually am when a manufacturer splashes a new vessel. The size was right, for sure—I can't think of a more sensible envelope for a practical sport-fishing machine than a LOA in the mid-50s range. The boat was chock-full of the engineering virtues that are typical of Viking—the ones that make sense to folks who extensively use and cruise their boats. Furthermore, the offshore fishing essentials

were there. If memory serves, the 55 had a large, savvily accoutered cockpit with a sole close enough to the waterline to facilitate hauling a fish aboard, and her flying bridge, with Palm Beach-style steering console and extended hardtop option, was a tournament skipper's dream.

But there was something else that tickled my fancy about the boat—the same something that hallmarks Viking's new 56 Convertible, a successor to the 55 in some respects, albeit a slightly longer and substantially beamier one. Call it class perhaps,



PHOTOS COURTESY VIKING YACHTS

CRUISER? OH YEAH!



Main photo: Top speed was 47.7 mph during our sea trials. Inset photos, left to right: The Viking has electronics lockers at the helm with clear, watertight hatches. The Bluewater fighting chair is optional. And check out this seat on the bridge; the back flips around so you can face forward or aft.

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if what you're attempting to describe is a certain solid, uncompromising air of distinction. Or call it style, if it's curvaceousness and sleekness you're shooting for, infused with just enough tradition to make the boat look like a boat, not a swoopy chunk of abstract art. One way or the other, I'd probably agree, although I'd have to add

for that matter, the 55) fit so squarely into this latter camp I can't say, although a few thoughts came up on the trail to Lauderdale.

For one thing, there was the assured steadiness of the ride, an aspect of performance that proceeds from two sources: rock-solid construction and a balanced, sea-splitting hull form. On the first score, Viking integrates and secures everything that goes into the 56, from the foam-cored fiberglass stringers to the custom-fabricated bracket that immobilizes the water heater in the engine room. When the boat moves, whether it be sterning into a slip or rocking the Gulf Stream, she does so as a cohesive unit.

On the second score, the 56's running surface is the product of one of the oldest boatbuilding heritages in America. Viking, with manufacturing facilities in New Jersey and a growing service center in Florida, just celebrated its 39th anniversary. While empirical factors like broad, reversed chine flats, a transom deadrise of approximately 15 degrees, and a beefy, resin-and-silca-filled keel all contribute to a comfortable—and comforting—ride, the fact that Viking has been building boats since the glory days of Elvis Presley is a part of the picture as well.

Then there was hands-on performance. At one point during our run, I put the 56 into a series of tight S-curves, which I hoped would test her agility and give me a thrill. It did both. Thanks to a Hynatic hydraulic

steering system with two engine-driven power-assists, both the wheel—and, of course, the boat—were ultra-sensitive to the touch and instantaneously responsive. More to the point, I found I could make quick, controlled turns by simply giving the wheel a momentary push with a finger, allowing it to spin quickly or slowly through the palm of my hand (depending on the intensity of the push), and then adjust or stop the turn with the same finger.

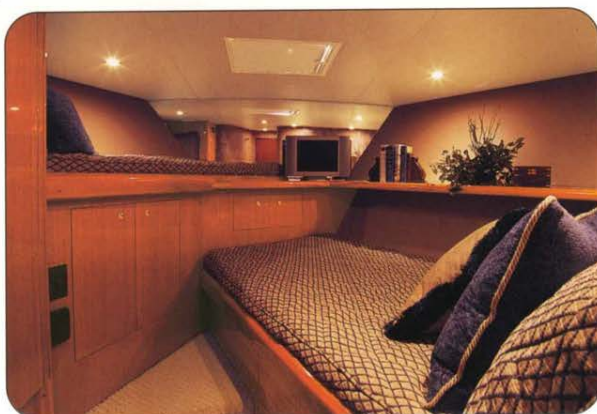


The master stateroom offers a walkaround queen berth, an overhead hatch with screen and shade, and a cedar-lined hanging locker. The mirrors "open" the room up, too.

an important observation, based solely on a little offshore trip I recently did on the 56, a prototype optionally outfitted with a matched set of 1,480-hp MTUs.

The day was a pretty one. We departed Miami about mid-morning and made our way up the coast to Fort Lauderdale at a cruise speed of maybe 33 or 34 knots, arriving a little before noon. The velocity with which we covered the 20-some NMs from one spot to the next was not in itself astounding—Vikings are wave-chompers for the most part and fast, and the mellifluous sea state the day we made the run was hardly a challenge to a boat of the 56's capabilities. What was astounding, or at least seriously attention-getting, was the utter confidence the boat inspired en route, both in me and, I think it's fair to say, everybody else onboard.

Confidence is an ephemeral quality, of course. Although you'd think it would have something to do with a boat's size, it often does not. I've test-driven vessels that were so small, I expected them to perform with aplomb, for example, but nope—they were untrustworthy. On the other hand, I've test-driven boats that were so big, I expected them to perform like lumber wagons, but again, nope—they felt so staunch and constant, they gained my confidence immediately. Exactly why the 56 (and,



Our test boat featured a layout option for the VIP stateroom—instead of a walkaround queen, there's a crossover arrangement with a double berth to starboard and a single to port.



There's a home-theater system in the 56's salon. Our test boat had an optional Sony plasma TV that retracts into the credenza (far right).

The savvy, robust way the helm area was protected from the elements was the last place I figured my sense of confidence was emanating from. The optional hardtop was secured with tree-trunk sturdiness, and although we had the three-sided enclosure (also optional) deployed for the entire run up the coast, there was never a hint of blowout, even at top speed. Watertight, gasketed Lexan hatches covered all electronic nav aids at the steering station, keeping everything dry inside dedicated lockers. Moreover, an Icom VHF was installed in a locker under a gasketed, waterproof hatch, and a set of dial-type emergency engine controls (throttles and shifts) were protected in the same waterproof environment. Does Viking try to cover every contingency? You bet.

Once we hit Lauderdale, Viking's marketing rep Pete Frederiksen and I spent the afternoon examining the 56 dockside. The interior's layout is much like the 55's on the main deck: a saloon and galley to port, stocked with top-shelf appliances and equipment, including a home-entertainment system with an optional, pop-up plasma TV. The lower deck's been changed considerably, although the three-stateroom, two-head basics remain. The queen-size berth in the amidships master has been reoriented from fore-and-aft to athwartships. Sculpted teak vanity fronts have been added in

the heads, along with a solid-granite option for countertops and soles. And by moving the Kenmore washer and dryer from the companionway nook it occupied on the 55, Viking's been able to add a sizeable hanging locker to the starboard stateroom as well as extra space to the starboard head.



Above: That's solid granite you see in the galley, since Viking says cored granite can crack under high speed. Inset: These four slide-out drawers come in handy.

The engine room was what put the finishing touches on my impressions of the 56, though—it was flat-out spectacular. From the companionway-style entry forward, everything was either powder-



coated or Awlgrippd white, including the overhead, the underside of a four-inch-thick layer of fiberglass composite that supports the saloon sole. Lighting was ample—ten lights overhead. Batteries—each being a Delco, replaceable just about anywhere in the world—were ensconced in fiberglass boxes with lids. Engine mounts were gutsily installed atop steel-beam engine bearers gusseted into dedicated, intermediate bulkheads, the point being to maintain bulls-eye drive-train alignment, improve under-engine access, and reduce the transmission of vibration. Delta T demisters guarantee clean, dry intake air.

"Given the level of engineering I'm lookin' at here," I noted as

Left: Check out the engine-driven bilge suction with screens and jam-proof, gate-valve shutoffs. Center: The electronics area beneath the steering console. Right: This water heater ain't goin' anywhere!

Frederiksen and I finished up, "it's no wonder this baby's so darn confidence-inspiring."

"Go a hundred miles offshore," he responded with a grin. "It gets even better." ☼

Viking Yacht Company ☎ (609) 296-6000. www.vikingyachts.com.

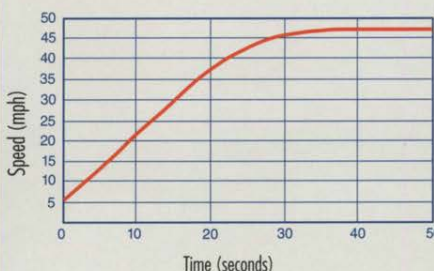
For additional photos, visit our Web site at powerandmotoryacht.com/webfeatures.



pmy tested: Viking 56 Convertible

RPM	MPH (KNOTS)	GPH	MPC (NMPS)	SH RANGE	NIN RANGE	DECIBELS	TRIM (DEGREES)
1000	14.0 (12.1)	26.0	0.54 (0.47)	719	626	77	2.5
1250	20.3 (17.7)	40.0	0.51 (0.44)	681	592	81	3.5
1500	27.6 (24.0)	62.0	0.45 (0.39)	597	519	84	5.0
1750	34.8 (30.2)	88.0	0.39 (0.34)	530	460	85	5.0
2000	41.3 (35.9)	110.0	0.38 (0.33)	503	437	87	4.0
2250	45.9 (39.9)	136.0	0.34 (0.29)	452	393	87	4.0
2360	47.7 (41.4)	162.0	0.29 (0.26)	394	343	88	4.0

Conditions: temperature: 81°; humidity: 84%; wind: 10-15 mph; seas: 1'-2'; load: 600 gal. fuel, 260 gal. water, 4 persons, 400 lbs. gear. Speeds are two-way averages measured w/Stalker radar gun. GPH measured with MTU fuel-monitoring system. Range: 90% of advertised fuel capacity. Decibels measured on A scale. 65 dB is the level of normal conversation. All measurements taken with trim tabs fully retracted.



Acceleration based on average of 4 reciprocal runs using Stalker ATS radar gun and OceanPC laptop.

Base price: \$1,688,000 with 2/1,300-hp MAN D2842LE404 diesel inboards
Optional power: 2/1,500-hp MAN D2842LE409 or 2/1,480-hp MTU Series 2000 V12 diesel inboards
Standard equipment: Icom M502 DSC VHF; 2/SubZero refrigerator drawers; 2/Sub-Zero freezer drawers; Kenmore 4-burner cooktop; 2/VacuFlush MSDs; granite countertops; 21.5-kW Onan genset; 24v Newmar 95-amp battery charger; 12v Newmar 45-amp battery charger; Isoboost isolation transformer; 57,000-Btu Cruisair A/C; 2/SeaTech water manifolds; 2/ engine-driven emergency bilge suction; 3/Rule 3700 bilge pumps; 3/Rule 1100 bilge pumps; 4/rod holders; recessed fishbox; tackle cabinet/freezer/bait center
SPECIFICATIONS
Length overall: 57'6"
Waterline length: 51'0"
Beam: 18'2"
Draft: 4'7"
Weight (dry): 74,400 lbs.
Fuel capacity: 1,490 gal.
Water capacity: 260 gal.
Test engines: 2/1,480-hp MTU Series 2000 V12 diesel inboards
Transmissions/ratio: ZF 2050/2.03:1
Props: custom 5-blade w/proprietary diameter and pitch
Steering: Teleflex SeaStar hydraulic with power-assist off port engine
Controls: Mathers MMC electronic
Optional equipment on test boat: hardtop; 2/additional Sub-Zero galley refrigerator drawers; 35-gal. livewell; Eskimo ice maker; spare props; High Seas electronics package; extra power-steering pump on starboard engine
Price as tested: \$2,094,695

TECHNICAL ILLUSTRATION: PAUL PERITO