

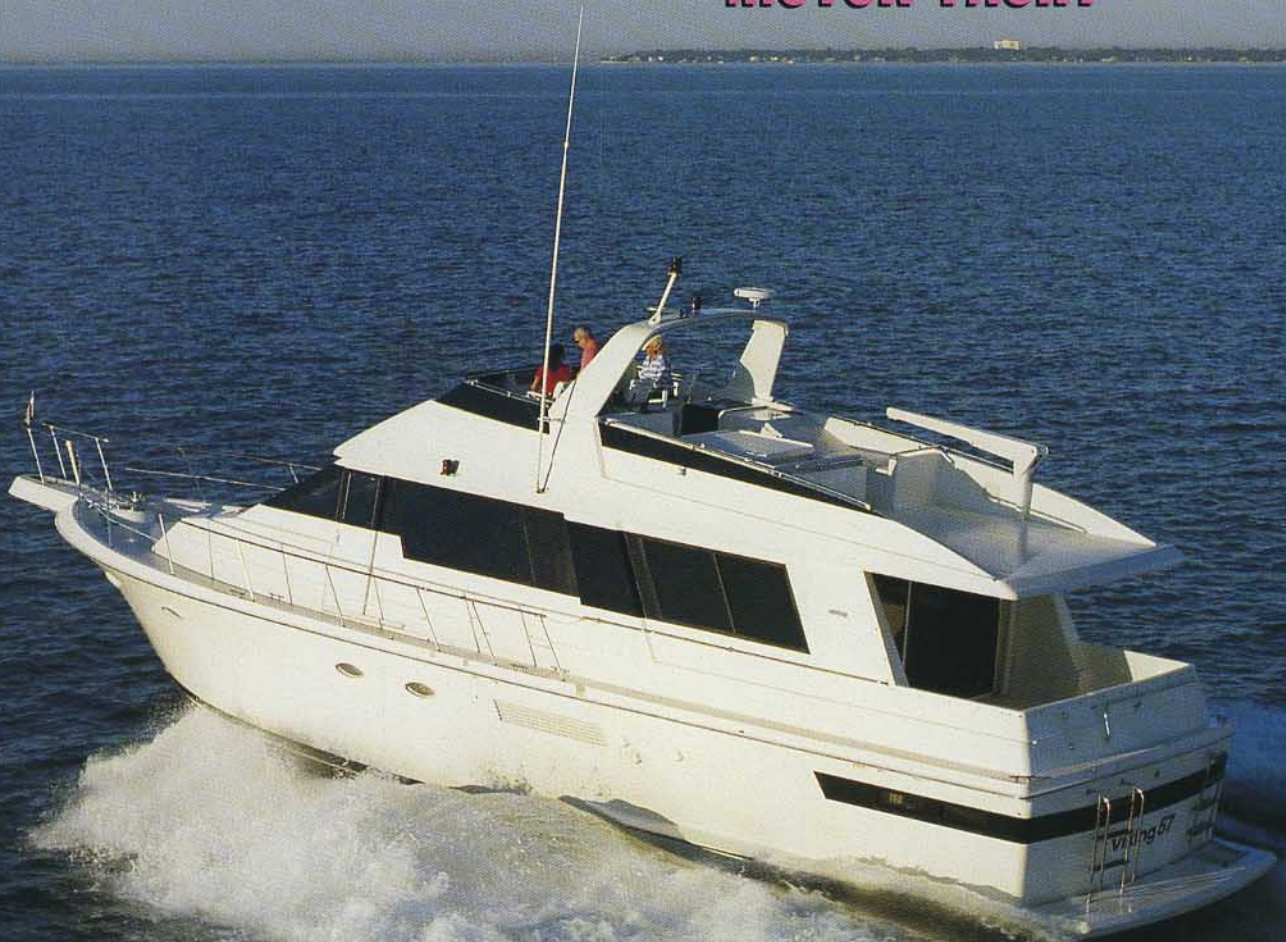
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# BOATING

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**THE VIKING 57'  
MOTOR YACHT**





# MISS BIG STUFF

*The Viking 57: This motoryacht doesn't skimp on anything.*

BY DEX HART

A BIG BOAT DESERVES a big name, and this big boat has one: *The Viking 57 Extended Aft Deck Motor Yacht*. I am happy to report, the quality of this vessel is as impressive as its name.

Before I go on, it may be worth a moment to review what a motoryacht is and is not. A motoryacht is not a convertible (that is, not a sportfisherman). Compared to a convertible, a motoryacht has more enclosed space, is typically taller (more windage, higher center of gravity), and is

generally powered to achieve a lower top speed (but well over displacement speeds).

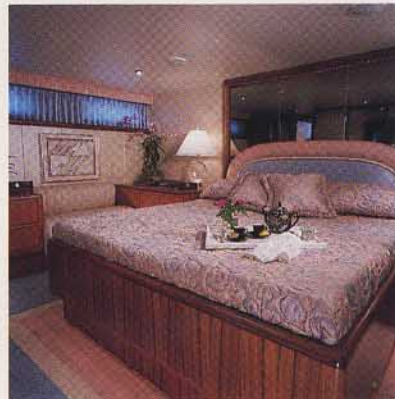
If it's possible to be more luxurious than today's convertibles, the motoryacht will be so. Many will think of a motoryacht as a faster, taller, more stylish, and more luxurious trawler (no letters, please).

The Viking 57 is designed to be cruised by a couple—that is, without requiring a paid crew. But with four staterooms there'll be lots of room for family or friends. The main deck is a

single level, from lower station, through the galley, into the big salon, and out onto the covered aft deck. Owners (if agile) can also move forward for line handling along the outside of the house without needing to pass through the interior, another practical touch.

The huge space (and impressive height) comes from a true three-level layout. Two companionways descend to the lower level: master stateroom, laundry room and engine room aft; three additional staterooms forward. A third

PHOTOGRAPHY BY SHAW MCCUTCHEON



*SIZABLE ACHIEVEMENTS—The aft bulkhead of the salon is glass. The master stateroom features a large head with tile sole and tub. The engine room (far right) is cavernous.*







side of the lower station. The forward-most stateroom head is a double-door setup, also accessible from the passageway. This head also serves the smallest stateroom (starboard; the only upper/lower arrangement). The port stateroom has its own private head (that makes three heads, four staterooms, two queens and a king, if you're counting). All mattresses are 7"-thick. The foredeck hatch is in the forward stateroom overhead. Every stateroom has its own digital thermostat.

All woodwork, hardware, draperies and fixtures are top Viking quality, meaning really good stuff. Shower door interiors are finished wood, but Viking says they live just fine without special babying.

#### Remember The Main (Deck)

The aft deck, 8½' deep by about 12' wide, is shaded by the bridge. On this boat, there was solid fiberglass below rail level, but buyers can make changes here if desired. The clear plastic enclosure is standard. Very roomy, very flexible; the classic motor yacht "back porch."

Salon entry is via a 3'-wide sliding glass door. The entire aft bulkhead of the salon is glass, making the after deck a visual addition to the salon, a "glasswall terrace." The salon itself is still large at 14' x 14½'. Plenty of furniture room. It could have been even larger, but most buyers will find this plenty large, and will appreciate the side walkways. A wetbar with ice-

maker is conveniently adjacent to the sliding doors opening onto the aft deck. Careful with the heavy, hinged Corian lid. Salon side windows ventilate. The entertainment center just forward of the companionway to the master stateroom has every audiovisual gadget you can think of, stacked neatly beneath the 20" TV. Angled, the TV can be seen from anywhere in the salon.

Stroll forward to the galley, and discover a very large dinette to starboard, and the U-shaped galley itself to port. Dishwasher, optional trash compactor, microwave, four-burner range top, Corian double-sink counter and a big vertical-door refrigerator/freezer. Big non-vent windows here.

Stroll forward again to the full-width lower station, with a great view in all directions except aft (look through the salon or peek out either sliding side door for that). Instrumentation is complete, but looks spartan since the panel space is so large. Adding the usual complement of electronics will fill some of the void. Pullout chart table plus top-counter space and chart stowage. Very classy electrical panel with the expected digital gauges and LED circuit indicator lights.

#### Up, Up and Away

The up-companionway is in the salon just forward of the companionway down to the master stateroom. Like the other two companionways, it curves. At the entry to the bridge, a lockable, L-shaped sliding door seals

the weather out when closed.

Our boat had the optional arch, with a Bimini that extended both forward and aft. Two companion seats flanked the standard helm seat. A wetbar/refrigerator also was installed here. Looking aft, there is a double-lounge to starboard, and a world-record-size table/U-lounge to port. The table is 4' x 4'3", complete with tall fiddles.

A hydraulic davit is starboard-mounted; about 11½' of space is available for a dinghy, in either direction. With some overhang, a somewhat longer craft could be fitted. An inflatable type is recommended for a location this high. Owners of this boat definitely will be looking down on other boats, with very few exceptions.

#### Standards And Options

Lots of top-quality equipment is standard on the Viking 57; a/c and generator for starters. A partial list can be found beneath the specification table. I noted the following principal options (and probably missed a few): Bimini, davit, arch, bridge bar/refrigerator, extra swivel seats on bridge, trash compactor, remote-control spotlight, VCR in master stateroom, full engine instrumentation in engine room and windlass.

A million bucks-plus is not a trivial amount. But offsetting the price tag, of course, is the fact that the Viking 57 is definitely not a trivial boat.



The 57's full-size eat-in galley doesn't intrude on the spacious, elegant salon.



companionway leads from the main deck to the flight-deck-sized bridge (no ladders here).

The modern styling speaks for itself. Note that the lower station is full-width, with deck-access doors to port and starboard and three big wiper/washers to make this station fully functional. Tabs are standard, but stabilizers are not. Thirty-five grand extra for stabilizers seems a small percentage increase for a big increase in comfort, especially when you've got this much boat high-up.

### Haute To Go

The day was mild, so my testing was not strenuous. The 57 did not roll to the outside of a sharp turn as some motoryachts do; neither did it bank like a smaller boat, but rather seemed to prefer the vertical. Quite stately. The boat turned well, and accelerated well for its size and type. Power was 8V-92TIB engines. These are the Johnson & Towers versions of the Detroit Diesel 8V-92TA; only the turbo setup is different. Viking is pleased with the J&T variant.

Water-lift mufflers are used, and the resulting lower sound level is noteworthy. At the upper helm we never quite reached 80 dB, most unusual. Dockside idle, even from the dock, is also impressively quiet.

Top speeds are typical for the type, at just over 22 knots (25.8 mph); a 2100 rpm cruise is just over 20 knots (23-plus mph). I consider this sprightly for a boat this size. At cruise, the 57 burns three gallons every nautical mile. Ease to just under 9 knots and that drops to about a gallon per mile. Probably a matter of indifference to the buyer who can make the initial purchase.

The Hynautic hydraulic steering was easy, and the boat turned quickly; lock-to-lock was 6 1/2 turns. The hy-

## PROPULSION AND PERFORMANCE

### Viking 57 Motor Yacht

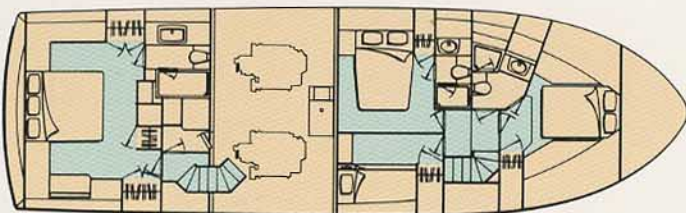
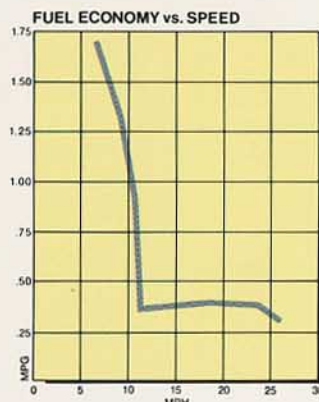
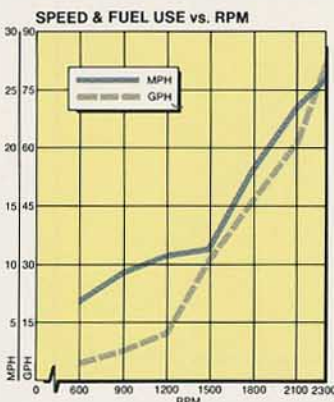
**Standard power:** twin J&T DDC 730-hp 8V-92TIB diesel inboards

**Optional power:** none

**Test boat power:** twin J&T DDC 730-hp 8V-92TIB diesel inboards with 736 cid, 4.84" bore x 5.00" stroke swinging 32" x 34" four-bladed propellers through 2.0 ZF model 350 hydraulic reduction gears.

rpm	speed			fuel use		efficiency			operation	
	knots	mph	% of max.	gph	% of max.	naut. mpg	stat. mpg	n. mi. range	angle	sound level
600	5.9	6.8	26	4.0	5	1.47	1.69	990	0.5	66
900	8.0	9.2	36	7.0	8	1.14	1.31	771	0.6	70
1200	9.2	10.6	41	11.8	14	0.78	0.90	527	1.5	71
1500	9.7	11.2	43	31.0	38	0.31	0.36	212	4.5	71
1800	15.8	18.2	70	47.0	57	0.34	0.39	227	5.0	73
2100	20.3	23.4	91	62.2	75	0.33	0.384	221	5.1	78
2300	22.4	25.8	100	82.4	100	0.27	0.31	183	5.8	79

Advertised fuel capacity 750 gal. Range based on 90 percent of that figure. Performance measured with six persons aboard, approx. 750 gal. fuel, no water, no cruising gear, with trim tabs. Sound levels measured at the helm, in dB-A.



<b>LOA</b>	57'7"	<b>Bridge clearance</b> (top of arch)	21'2"
<b>Beam</b>	17'4"	<b>Fuel capacity (gal.)</b>	750
<b>Draft</b>	4'5"	<b>Water capacity (gal.)</b>	350
<b>Displacement</b> (lbs., approx.)	78,000	<b>Designer</b>	Viking Design Team
<b>Freeboard forward</b>	7'7"		
<b>Freeboard aft</b>	6'7"		
<b>Max cabin headroom</b>	6'4"		

**Standard equipment (major items):** A/c—5 units, 83,000 total Btu; dual-control stations; Hynautic hydraulic steering and controls; 3 windshield wipers/washers; foredeck lounge seat; Glendinning engine synchronizer; 2 isolation transformers; Onan 20kw generator w/sound shield; Bennett trim tabs; side-by-side

refrigerator/freezer; dishwasher; central vacuum system; washer/dryer; salon entertainment center, (TV, VCR, CD, AM/FM/cassette); 2 KVH fluxgate digital compasses; swim platform with ladder; anchor pulpit & roller; Halon fire extinguishing system; shorepower (100 amp).

draulic controls were also a pleasure, and the Glendinning synchronizer set-up made them even more so.

### Nuts And Bolts

The Viking is built with lots of high tech. Sandwich coring just about everywhere. End-grain-balsa core in the hull and other key locations; foam-coring in decks and bridge. The foam com-

posite salon sole is built with a unique aluminum stringer structure that allows engine replacement in that unlikely event.

The engine room is a walk-in, walk-around space. Headroom is 6'4". I'm big, and I could walk around the front and outboard sides of each engine. Even the air conditioning compressors and generator were easy to access. The only tight spot was the entry door itself, rather skimpy at just under 13" wide. Tankage and batteries are mounted low, working with the wide beam to increase stability and offset the height. Batteries are the no-maintenance type, which Viking loves and so will owners. All hardware is first-class, including a pair of huge isolation transformers.

From the aft lower-deck passageway you pass through a separate door to the laundry and through the laundry to the engine room door; across from the Frigidaire laundry stack is a built-in vacuum-cleaner system. All this machinery is behind cabinet doors. With the door to the laundry closed, the principal use of this passageway is to reach the master stateroom.

### The Living Is Easy

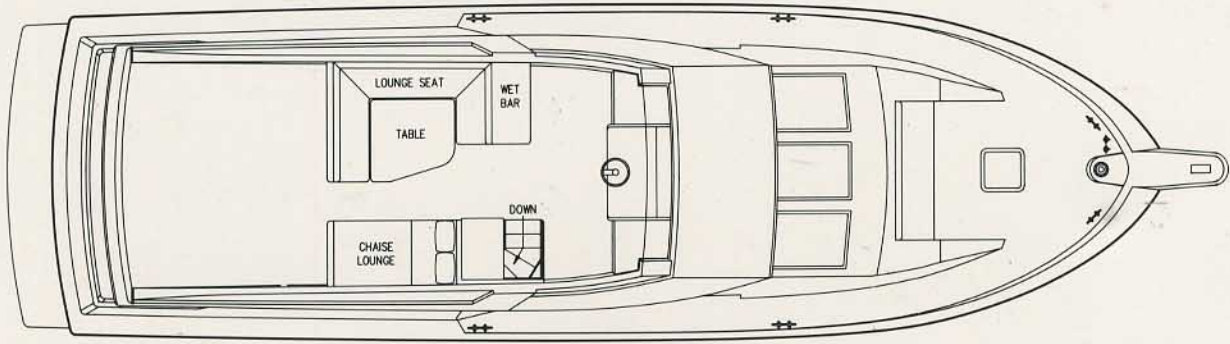
The master is big and classy with screened ports to either side. An escape hatch in the overhead leads to the aft deck. TV/VCR/CD player, huge cedar-lined wardrobes (okay, only two are huge—the third is just large). Mirrors

everywhere. Large head with tiled sole and shower/tub. Countertops and sinks throughout are heavy Corian with elegant fixtures. The three toilets are vacuum type, each with its own pump and reservoir for system independence.

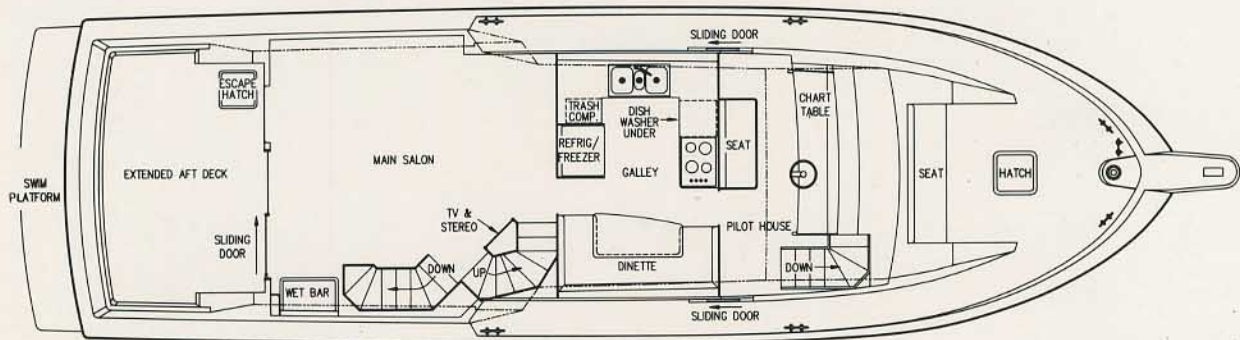
The other three staterooms are reached from the forward companionway, which starts at the starboard



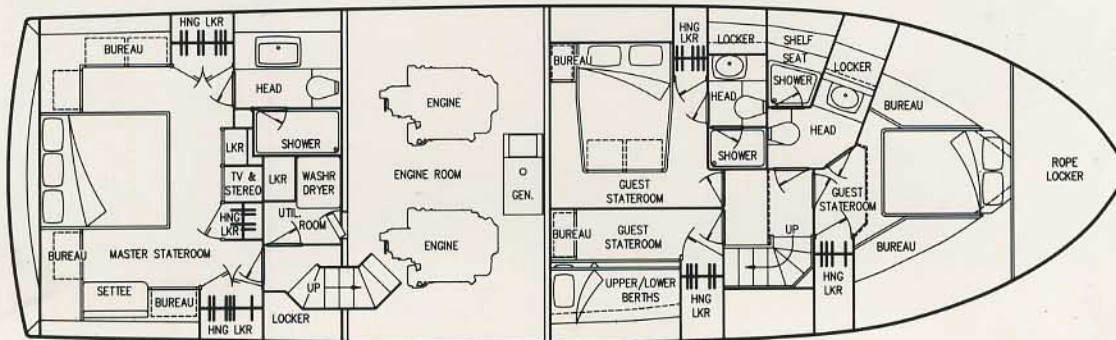
VIKING 57' MOTOR YACHT



FLYBRIDGE DECK



MAIN DECK



LOWER DECK

