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As a Viking owner, you know your boat really well, but even the most experienced owners can't boast about knowing it all when it comes to Viking Yachts.

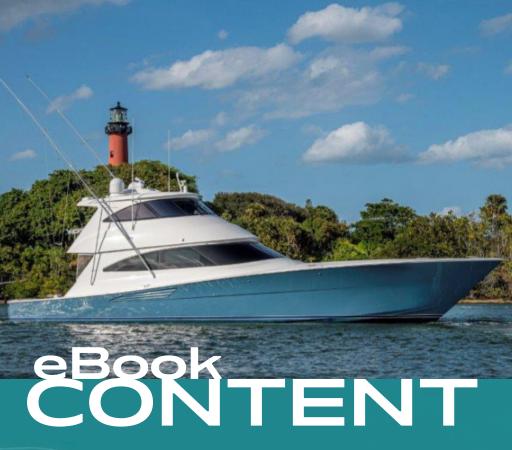
That's why HMY is here is help you deepen your knowledge about the best yacht brand in the world.

HMY's Viking expertise is well-known and we want to pass it on to you.

Let's get started.







- Meet the New Viking 64
- From the Flybridge Podcast Episode #3 The Healey Brothers
- Our Magic Kingdom Wonder in New Gretna
- Viking Yachts Below Deck What's Really Under There?
- Virtual Tours
- Viking Service Center
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Meet the New Viking 64

The 64's unbroken S-shaped sheer flows gracefully from bow to stern. The swept-back black-masked windshield, pronounced hull and deckhouse feature lines and distinctive hull-side vents give the 64 an unmistakably Viking profile that is recognizable and revered around the world.

The running surface on the 64 has been optimized to achieve the best performance possible. Viking's in-house CFD allows the team to run numerous virtual sea trials to fine-tune the shape of the hull bottom for increased efficiency.

World Premiere at 2021 Fort Lauderdale International Boat Show



64 C



The observation mezzanine is designed to keep guests cool and dry thanks to the flybridge overhang, as well as clear of the crew working in the cockpit. For those in warm climates, Viking offers mezzanine air conditioning.

To starboard, freezer and cooler space are provided under the mezzanine seating. A centerline hatch opens with stainless steel gas pistons for excellent access to the engineroom. The port side holds more cooler storage and a tackle cabinet with drawers.

The flybridge mirrors other new generation Vikings with a space-saving streamlined walk-around center console. The beautifully crafted fiberglass module neatly holds a recessed black acrylic panel for flushmounted all-glass electronics displays.



For more information visit HMY.com

SPECIFICATION HIGHLIGHTS

Length Overall	63' 7.5" 19.39 m
Length w/ Bow Pulpit	67' 8" 20.62 m
Length Waterline	54' 11.5" 16.75 m
Beam Overall	18' 10.5" 5.75 m
Beam Waterline	16' 2" 4.93 m
Deadrise at Transom	12.0 deg
Draft	5' 7" 1.70 m
Freeboard Forward	7' 5" 2.26 m
Freeboard Aft	2' 11" 0.89 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	20' 10" 6.35 m
Height Waterline to Top of Flybridge Hardtop Radar Pod	18' 7" 5.66 m
Height Waterline to Top of Flybridge Console	15' 0" 4.57 m
Displacement	99,738 lbs. 45,240 kg
Fuel Capacity Standard	1,850 gal. 7,003 l
Fuel Capacity Optional	2,201 gal. 8,330 l
Water Capacity	302 gal. 1,143 l
Holding Tank Capacity	152 gal. 575 l
Cockpit Area	180 sq. ft. 16.7 sq. m

Standard Power: Twin MAN V12 1550CRM (1550 MHP) diesels.



Standard Layout



Optional Layout



Brothers

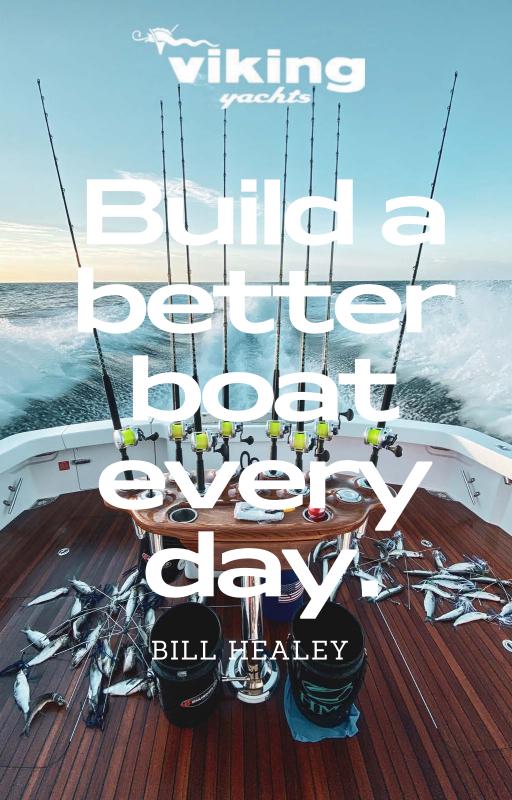
What better place to start than to give you a glimpse into the world of Viking.

HMY's podcast "From the Flybridge" hosted by Alexie Creary features brothers Sean and Justin Healey - the third generation of The Viking Yacht Company. These two young guns are carrying on the family tradition and building a better boat every day at Viking Yachts and Valhalla Boatworks. As we dive into the company's legacy, let's see what it takes to stay at the top and who they are inside and outside of boat-building.











As seen in Viking's "The Viking View", learn more about how Viking is an unmatched builder in the marine industry.

The Viking Yacht Company will build upwards of 70 yachts this year at its New Gretna, New Jersey, manufacturing plant.

The scope and diversity of our fleet remain unmatched in the industry. We offer 35 different models from 38 to 93 feet that include open, enclosed, and sky bridge convertibles; express and sport boats; the Billfish series; and motor yachts.

The Viking View over the next few months will take a close look at each of the four manufacturing lines. You'll see the boats being built, of course, but also meet our shipwrights and managers while getting some interesting inside info. Our boatbuilding facility is commonly referred to as a Disneyland for boating enthusiasts, so welcome to our Magic Kingdom.

Each
manufacturing
line is about a
quarter of a mile
long — that's the
length of nearly
4-1/2 football
fields!

Lines 1 and 2 are dedicated to our larger yachts from 62 to 93 feet, while boats from 38 to 58 feet are built on lines 3 and 4.

Each manufacturing department (such as Viglass, Mechanical, Electrical, Carpentry, Interior/Exterior Trim and the Make Ready Dock) is dedicated to a particular stage of the build process. The build begins in Viglass (our fiberglass department), where the hulls are fabricated using the resin infusion process and then pulled from their molds, as shown above with this 62 Convertible.







Viglass also builds many other large fiberglass structures, such as deckhouses, bridges, and fiberglass fuel tanks, as well countless small parts. Above: Shipwrights guide the deckhouse of a 68 forward on Line 1 from Viglass (left) into Mechanical (right), where it will be lowered onto its awaiting hull.





Each department is led by a supervisor (blue shirt), foreman (red shirt), and leadman (yellow shirt). Above left: On Line 4, Mechanical Supervisor Steve Rickards, Foreman Bill Langel, and a team of shipwrights install the first of two 1550MHP V12 MAN diesels into a 54 Convertible. Above right: Using a handheld control, Leadman Pete Skudalski Jr. (a second-generation Viking employee whose father worked here for 47 years) operates the overhead electric hoist to "fly" the second engine into the boat.





Viking has a tremendous facility in terms of size and technology, but our people (1,225-strong) are the lifeblood of the company. "We're all pulling in one direction to build a better boat every day," says Sergio Fernandez, a painter in the Exterior Trim Department.

Sergio is shown (left) buffing the custom black mask of an 80 Convertible on Line 2. The black mask on a large Viking like this takes two to three days and entails the application of multiple coats of primer, base, and clear coats with extensive sanding and buffing. "Yes, it's hard work," says Sergio, who in his spare time designs automotive graphic art and enjoys photography.

Creating something beautiful that you're proud of is never easy.

With that job behind him, literally and figuratively Sergio transitioned over to Line 1 to work on our next 75 Motor Yacht shown to the right.

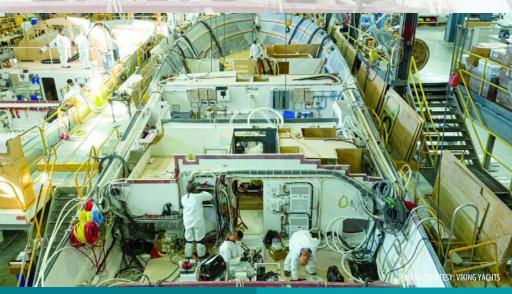




Manufacturing plant in New Gretna stretches nearly a quarter of a mile, with four production lines building Vikings from 38 to 93 feet.



Viking Yachts below deck - what's really under there?



Building a Better Boat Every Day.

Viking Yachts' well-known five-decades-old philosophy has propelled them to the pinnacle of the yachting world. An unquestioned industry leader in performance, innovation, engineering, and luxury, they constantly strive for more.

This doesn't just apply to their striking exterior and interior designs, but also to everything under the hood, or more appropriately, below deck. What makes these award-winning sportfishing yachts, motor yachts, and luxury center consoles so revered and coveted? What enables that powerful propulsion, smooth ocean ride, and stability?



The build process, quality control, and meticulous craftsmanship that goes into building some of the world's finest yachts and luxury center consoles is their secret sauce. More than 90% of every Viking is built in-house. Except for components such as engines, transmissions, air conditioning units, and electronics, virtually everything else is produced by Viking or a one of their subsidiary companies.

Driven by an unrelenting desire for continuous innovation and development, and with a massive 800,000+ square foot manufacturing facility loaded with advanced machinery as a playground and testing lab, Viking's engineers never stop tinkering.

The ultra-modern facility is equipped with the latest technology, including multiple CNC routers for cutting composite and wood parts and a \$1 million fiveaxis profiler, which creates foam plugs to build complex molds.

Whether it's a fiberglass fuel tank, a wiring harness labeled every eight inches, or a hull-to-deck joint throughbolted every three inches, owners can be sure of incomparable quality.



A FIVE AXIS MILLING MACHINE FORMS THE DECK PLUG FOR A 42' VIKING. IMAGE COURTESY: PMY

And with a Viking, all the components you don't see are equally as important as everything you do.

Let's take a peek.



The build process starts with Viking's Design and Engineering Department, where more than 56 years of experience is used to persistently push naval architecture boundaries.

A recent big advancement in computer design now includes Viking's use of Computational Fluid Dynamics (CFD) software, which allows Viking to conduct virtual tank tests. Having this software in-house is an enormous benefit, as it gives the Design and Engineering team the ability to constantly test and iterate through numerous virtual trials, greatly helping to optimize running surfaces for better performance on new models.



Viking's interiors are known for their beautiful hand-crafted wood cabinetry. But there is much more to them than what meets the eye.

To reduce overall boat weight and achieve better performance and efficiency, Viking uses every conceivable modern construction method to eliminate wasteful burning of fuel by designing lightweight, yet strong, components. This includes on the cabinetry.

Behind those elegant wood finishes are cutting-edge composite cores. Because when you have as many custom crafted cabinets as these yachts do, this construction method adds up to more efficiency, longer range, and faster speeds.



The legendary Viking deep V hull is another place where technology helps reduce unnecessary weight.



Resin infusion technology and precisely patterned and fitted laminate and coring materials provide superior tensile strength and rigidity resulting in larger fuel capacities, longer range, and faster more efficient cruising speeds.

The vacuum suction in resin infusion works by drawing out air from the materials while pulling the resins in to replace the empty space, which allows for the resin to be evenly pulled into every pore of the materials, resulting in stronger hulls and superstructures with dramatically less chance of delamination issues or weight inconsistencies.

In order to do the jobs they're built to do, Viking's motor yachts, sportfishing yachts, and center consoles need to have the structural strength to handle it. Viking has spent decades perfecting their stringers to handle the loads in stride by adding rigidity where it counts, including using structural steel beams over the stringers for precise alignments and secure mounting of the engines.

Viking also uses advancements in resin infusion in the creation of tankage (fuel, water, and waste tanks), propeller boxes, engine-room vents, and other components. And all tank bottoms mirror the shape of the hull bottom itself, maximizing capacity and draw.



After the hull is molded, fiberglass encapsulated stringers, bulkheads, and egg crating are installed and bonded to the hull, adding strength, internal structure, and support.

Viking is a diehard believer that the engine room needs to be squeaky clean and easily accessible. They simply do not play around here, building in ample headroom and space to move around the engines.



To safely and securely handle the thousands of pounds of wiring needed to operate the hundreds of onboard systems, <u>Viking's</u> <u>electrical department</u> creates a custom harness for every yacht.

As the Healey family likes to say, "We are at the top of the mountain, we enjoy the view, and that's where we're staying.".



That commitment is clear in the investments they've made in technology and the constant innovation. And it's reflected in every inch of every yacht that rolls off their production line.





Viking Virtual Tours

Explore Viking models through the lens of an interactive virtual tour.



93 MOTOR YACHT



92 ENCLOSED BRIDGE



82 MOTOR YACHT





80 ENCLOSED BRIDGE



80 ENCLOSED BRIDGE



75 MOTOR YACHT



75 MOTOR YACHT



72 ENCLOSED BRIDGE



72 ENCLOSED BRIDGE



72 CONVERTIBLE



68 CONVERTIBLE





62 ENCLOSED BRIDGE



SS CONVERTIBLE



The Viking Yacht Service Center (VYSC), another key component of "The Viking Difference."

Viking is the only boat manufacturer to provide its owners with a convenient, strategically located satellite facility dedicated to the service and maintenance of their yachts.

PHOTO COURTESY: VIKING YACHIK

You never go to sea alone when you own a Viking. Located on the Intracoastal Waterway just minutes from the Palm Beach Inlet, the Viking Yacht Service Center is staffed with Viking-trained personnel, like HVAC technician Andres Requera who are intimate with onboard systems and committed to delivering the best service experience possible. Andres is busy inspecting a Dometic system in the engine room of a Viking convertible.



Carpentry is another area of expertise for the VYSC, thanks to experienced craftspeople like veteran Garry Denison (above, left), who is preparing a template to work on the aft exterior bulkhead of a Viking 82.

The gentlemen in blue shirts -Bill Holmes (left) and Osvaldo Cal (right) - are re-covering the overhead enclosed bridge electronics panel.



The <u>Service Center</u> has the facilities, the manpower, and the machinery to get the job done. Left: A crane truck (which is shared with sister company Palm Beach Towers) is used to install a Seakeeper SK 26 gyro in a Viking 70. Much of the VYSC's work is done inside the immense 18,750-square-foot work facility shown here. Right: Across the yard in the mechanical shop, another Seakeeper is being prepped for installation. VYSC also utilizes the Viking International Yacht Center a block and half away. This facility, referred to as the "I Yard," is also used by PBT and Viking subsidiary Atlantic Marine Electronics.





A workforce of more than 100 proudly carries out the VYSC mission to take care of your yacht as if it were our own.



Two scissor lifts, a man lift, three forklifts, a yard sweeper and multiple service vehicles round out the VYSC's fleet of specialized vehicles and transport tools. Investment in such machinery allows Viking's southern arm to handle everything from bottom jobs, fiberglass repairs, engine replacement, air conditioning, painting projects and plenty more. And this is all done with attention to timeliness and budget.

PHOTO COURTESY: VIKING YACHTS



Viking Videos

Explore the world of Viking with videos showing many sizes and models.





- New Models
- Walkthroughs
- Used Models



Instagram Videos



Our manufacturing plant in New Gretna stretches nearly a quarter of a mile, with four production lines building Vikings from 38 to 93 feet. The final portion of those lines includes the <u>Trim Department</u>, which is responsible for finishing the major components of the build — both inside and outside of the yacht.

Interior Trim shipwrights install pretty much everything but the kitchen sink, including wall-to-wall carpeting, Amtico flooring, blinds, lambrequins, valances, and all of the furniture (dinette and enclosed bridge cocktail tables, chairs, lounges and bar stools).





They place the mattresses on their bunks, hang headboards and insert drawers into credenzas and end tables.

Installers work on wall-to-wall carpeting in a convertible and lay down Amtico flooring in a Billfish model.





Interior doors are first hung by the Carpentry Department, and then removed and stored in a protected area before final installation by the Trim Department. Gustavo (above), a 10-year Viking veteran, is one of 14 Interior Trim boatbuilders. The team is led by Foreman Jason Clark and Assistant Foreman Yunior Santiago. "These foremen have a combined 46 years of experience, so their level of expertise is off the charts," says Jason Wick. "They can handle anything."





Exterior Trim consists of 12 installers, a five-person window-and-bridge team, and five painters. They handle a myriad of parts in all shapes and sizes. The largest are the bridges — both open and enclosed units as well as the motor yacht pilothouses — and the window glass. Some of the smaller parts include latches, gas pistons, and gasketing for all exterior hatches. Above: Inocente Silva completes the installation of a pair of stainless steel gas pistons in a cockpit hatch; an enclosed bridge is lowered into position.



ExExterior Trim also installs the fish boxes, cockpit rod holders, flybridge ladders, anchor lockers, and tackle cabinets as well as the salon doors (and their power-activated mechanisms). They take care of the ground tackle, which includes anchor locker lids, and hardware, windlasses, and anchor installations.

The painters' primary jobs are applying the boot and accent stripes and the infamous Viking wraparound black masks. The responsibilities may seem daunting, but Senior Exterior Foreman Gary Kozlowski and the Exterior Trim team (which includes Foreman Bob Phillips and Assistant Foreman Al Capriotti) are armed with a steadfast focus on quality.

"We just keep plugging away until we get it done – and done 100 percent correctly," says Gary, who began his career at Viking in 1979. "I learned from Bill Healey. He taught perfection, and that's what we all strive for."



<u>Valhalla Boatworks</u> center consoles, which are all built at Viking Mullica, also go through a Trim boatbuilding stage. Foreman Obed Santiago has a team of 14 installers and one painter.

They install the consoles, seating modules, helm chairs, fish boxes, tackle cabinets, windlasses, anchors and anchor chutes, hardtops and many more vital components.



PROUCUALEST, VINING TACHTS

PHOTO COLIRTESY: VIKING VACHTS



"It's all about quality and attention to detail," says Obed, a 23-year Viking veteran. "Everything we touch

"Everything we touch must be done to the highest of standards. Every screw counts."

Viking Out of Production Models





HMY welcomes you to research and explore some of your favorite vessels that are no longer being built.

Many of these Viking models are still seen on the water today and are a tribute to Viking's innovation, quality, and craftsmanship.

Explore
Viking
Out of
Production
Models





Additional Featured Articles

