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FEBRUARY 2015



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Viking's 92 crossover sportfish  
Baglietto's new-generation 46m

# SCOOTER

SUCCESSFULLY STRADDLING THE SPORTFISHER AND MOTOR YACHT WORLDS, VIKING'S NEW 92 IS A FITTING FLAGSHIP.

TEXT BY CHRIS CASWELL

PHOTOGRAPHY BY FOREST JOHNSON



*There's usually a backstory* behind the creation of every great yacht. The genesis of the Viking 92 starts with Viking president Pat Healey aboard a 115-foot motor yacht whose owner used it as a mothership for his Viking sportfisher.

Healey was impressed when a large group of guests gathered around the country galley while others were enjoying the main salon, and yet there remained a spacious aft deck for dining or relaxing. Also aboard were Viking's design manager, Dave Wilson, as well as Viking's southeast sales manager, Ryan Higgins, and the Viking 92 Enclosed Bridge was hatched.

Since that moment, Viking has invested more than \$14 million in a project that has resulted not only in the largest Viking ever built, but also the largest resin-infused sportfisher in the world. With 50 years and more than 4,600 Viking yachts launched, the 92EB has earned the company flagship title.

Customer loyalty has always been a strong suit for Viking, and the owner of the first 92, *Scooter*, has had so

many Viking sportfishers that she's lost count. She ordered the 92 after seeing the first artist's renderings, a clear sign of her faith in Viking Yachts. While the base model is technically the Viking 92 Convertible, the first few yachts will be built with the enclosed bridge version. And when you see it on *Scooter*, you will certainly know why.

The enclosed bridge is the command center, with a forward helm as well as a docking station on the aft deck. Viking has built more climate-controlled enclosed bridge sportfishers than any other company, and this bridge is quite spectacular. It stretches 37 feet (longer than the first Viking fiberglass boat in 1971!) from a trio of Stidd helm and doublewide companion seats to a comfortable lounge on the aft deck to watch the fishing action or the sunset.

An L-shaped settee inside the bridge faces a pop-up TV, and a low console hides a fridge for snacks. Surrounded by oversized windows, the enclosed bridge is, in essence, a second

salon with both inside and outside stairs to the lower decks.

The main salon clearly fulfills Healey's vision of a gathering place for family and friends. A spacious galley with wrap-around counters dominates the space, providing room for five pedestal stools. Whoever gets to play chef aboard the Viking 92 is in for a treat, with an array of professional appliances including a Miele cooktop with oven and rows of refrigerator/freezers under the Cambria stone countertops. Adjacent to the galley is a dedicated dining area with ample room for six guests around a beautifully inlaid table.

The salon's leather couch seems to stretch forever to the aft bulkhead, and the large windows allow guests to enjoy the view even while seated. The couch is so long, in fact, that it needs two Cambria-topped coffee tables as well as an "end table" mid-couch. Two upholstered barrel chairs complete this social area. But all of this is dwarfed when the 65-inch pop-up TV rises from the long console to starboard.





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The enclosed bridge (second from top) is used as a secondary salon, opening to a deck with aft-facing observer seating. The huge galley has wraparound granite countertops and five pedestal stools (bottom); it is open to the main salon's generous leather couch and inlaid dining table (opposite top). Offering no shortage of space, the full-beam master and its en suite showcase the use of walnut and marble (opposite bottom).

The interior is by William Bales & Company of New Jersey, which does many Viking interiors. In this case, walnut was chosen for the primary joinerwork and, with a satin finish, it is both warm and light. I have to admit that I would have thought walnut would have the gloominess of a British library, but this turned out to be exactly the right choice.

In the aft starboard corner of the salon (and handy to the aft deck) is a wet bar tucked under the stainless stairs from the bridge. Extra-wide sliding doors open the salon to the mezzanine deck, which, bucking tradition, is not dedicated to aft-facing seats overlooking the fishing cockpit. But, as Healey noted, it is a lovely place for an al fresco meal and it is fitted accordingly with a long dining/cocktail table and an equally long settee. Add a few loose chairs, and you can host everyone for dinner or drinks, all shaded by the bridge overhang.

Fishermen needn't worry, because there is a second "mini-mezzanine" three steps down, but still above the fighting cockpit, and this is where another couch provides room for fishing kibitzers.

The cockpit, all 238 square feet of it, is surrounded by a teak covering board, a live baitwell in the transom and a fighting chair fit to land record-size fish in the center.

Like many of the 92s on order, a crisply designed tuna tower from Palm Beach Towers, a Viking subsidiary, tops the yacht. I say crisp, because it used a minimum of crossbeams that often make these towers seem bulky as well as adding windage. With a view from more than 43 feet above the water, the skipper has both a third helm station and an unsurpassed vantage point for spotting fish.

If you're used to the small cabins often found on sport-fishers, often with bunks or multiple berths to handle a covey of fishermen, then you're going to be disappointed. The accommodations on the Viking 92 are distinctly un-sport-fishermanlike and, in fact, more akin to those on that big motor yacht that gave Healey his inspiration.

While Viking Yachts is notable for flexibility in layouts, *Scooter* has no less than five staterooms, including three with king- or queen-size berths. There are no short straws to be drawn on this yacht unless you were hoping for the master suite, which is immense. Spanning the full 24-foot beam, the master has a centerline king berth facing a large flat-screen TV above a built-in eight-drawer bureau. To port is a comfortable couch perfect for curling up with a good book, while a pair of bureaus to starboard frame a vanity/desk with matching chair. I can barely bring myself to call the spacious maple-lined walk-in closet a "hanging locker," because it's sized more for a luxury penthouse. Just aft of the berth is a his-and-hers head with inlaid mosaics and a central shower to separate the sides.

Immediately forward on the passageway at the base of the stairs is the captain's cabin with a full-size berth and a private head.

Tucked across the passageway is a laundry with full-size washer and dryer, as well as storage for supplies. Forward to starboard is the first guest stateroom, with queen berth and en suite head. Like the master, all the guest cabins feature



Handcraft innerspring mattresses, with gas lifts to reveal the cedar-lined storage compartments underneath. A twin-berthed cabin is to port, and the bow is devoted to yet another guest cabin with queen berth; both are en suite. *Scooter* is run by the captain alone so the crew cabin abaft the engine room can be used by teenagers or by occasional crew as needed.

Standard power for the Viking 92 is a pair of Caterpillar C32A diesels of 1,925 horsepower but *Scooter*, like several of the Viking 92s on order, has the optional 2,635-hp MTU Series 2000 V16 diesels, which set new benchmarks for low emissions. These turn the 92, in Healey's words, into a "hot rod" with a top speed of a bit more than 37 knots, a fast cruise of 32 knots and a normal cruise of 30 knots.

***Scooter* also has a Seakeeper M35 gyro stabilizer in a very tidy installation under the cockpit sole, which keeps the engine room clear and also gives the gyro good leverage to keep the yacht stable at rest or underway at low speed.**

While the 92 weighs in at a solid 200,000-pound displacement, she draws only five feet, 11 inches, making her suitable for thin-water operations in The Bahamas or elsewhere. This reasonable draft is a result of two very deep prop pockets in the modified-vee hull, which has a transom deadrise of nearly 12 degrees for a soft ride.

Viking may well have tapped into an unexpected market with the 92, as discussions at her recent Fort Lauderdale boat show debut suggest. Several of the orders already in for the Viking 92 are from current Viking sportfish owners, but there were visitors who, like Healey's friend who set the 92 in motion, are considering trading down from larger motor yachts because the Viking 92 has all the luxurious accommodations and space of a motor yacht, with the nimbleness, speed and water-level fighting cockpit of a pure sportfisher.

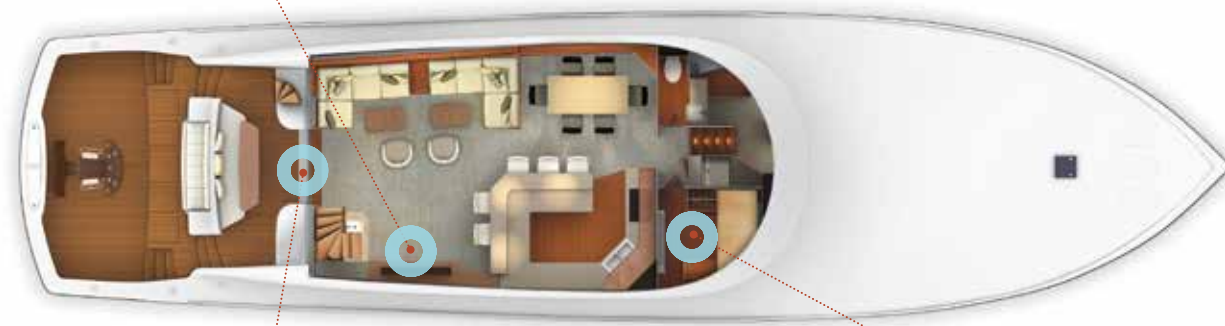
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**POPPING UP:** A 65-inch flat-screen TV rises from the walnut cabinetry of the custom-designed home theater system.

**ON THE LOOKOUT:** The 37-foot-long enclosed bridge features a prominent command center as well as comfortable lounge.



**DOUBLE MEZZANINE:** The salon's sliding doors open to a settee, dining table and barbecue, while another mezzanine is a few steps below.

**MORE ROOM:** An immense walk-in pantry forward of the galley also can be configured as a cabin for the chef or stew.



**FISHERMAN'S HAVEN:** A raised couch for onlookers to view the action is just aft of the fighting chair and live baitwell in the cockpit.

**SLEEPING PRETTY:** The captain enjoys a good-size berth in his cabin just steps from the salon. Another crew berth is aft.

**Specifications:**

**Builder:** Viking Yachts  
Rt 9  
P.O. Box 308  
New Gretna, NJ 08224  
(609) 296-6000  
[www.vikingyachts.com](http://www.vikingyachts.com)

**LOA:** 93' 3" (28.4m)  
**LWL:** 81' 10" (24.7m)  
**BEAM:** 24' 1" (7.3m)  
**DRAFT:** 5' 11" (1.8m)  
**DISPLACEMENT:**  
205,000 pounds  
**POWER:** 2 x MTU  
V16 2000 M96

**SPEED (MAX/CRUISE):** 37/32 knots  
**RANGE:** 522 nm @ 30 knots  
**FUEL CAPACITY:** 4,015 gallons  
**THRUSTERS:** Hydraulic Sidepower  
**STABILIZERS:** Seakeeper M35 gyro  
**GENERATORS:** 2 x 55kW Onan  
**FRESHWATER CAPACITY:** 485 gallons  
**OWNERS & GUESTS:** 8

**CREW:** 3  
**CONSTRUCTION:** Resin-infused fiberglass composite  
**CERTIFICATION:** ABYC  
**NAVAL ARCHITECTURE:**  
Viking Yacht Design Group  
**INTERIOR DESIGN:**  
William Bales & Company