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Valhalla 55

The latest milestone in the evolution of Valhalla Boatworks.

(April, 2023) – As the new V Series flagship, the Valhalla 55 is poised to become the industry's leading center console over 50 feet, delivering unbeatable performance, range, engineering, fishability and luxury accommodations.

"This is a statement boat – and there is nothing like it on the market," says Viking Yachts President and CEO Pat Healey. "We're setting a new standard by bringing together the qualities of a large center console and a luxury sportfishing yacht."

Valhalla Boatworks (VBW), owned and operated by Viking Yachts, burst onto the scene in 2019 with the premiere of the first three V Series center consoles – the V-33, V-37 and V-41. The Valhalla 46 followed 18 months later, solidifying VBW as the top choice for high-performance premium center consoles from 33 to 46 feet. And now Valhalla is pushing the envelope once again, conquering new ground in the Viking tradition with the revolutionary V-55.

Pat announced the new Valhalla flagship February 4, 2022, at the Viking Yachts and Valhalla Boatworks VIP Boat Show at the Viking Yacht Service Center. The news spread like wildfire, with all major marine media outlets reporting on the V-55, its long list of attributes and qualities and the excitement the Valhalla brand has once again brought to the marine industry. Hull No. 1 made its world premiere at the 2023Miami International Boat Show.

With orders already exceeding 50 boats, the newest Valhalla has quickly staked its claim in a market segment that consumers cannot get enough of. The V-55 sets a new standard of excellence for center consoles over 50 feet with an unbeatable combination of engineering achievement, unique design traits and build specifications and next-level equipment and accessories.

The V-55 combines the speed, maneuverability, 360-degree on-deck access and convenience of an outboard-powered center console with the engineering, accommodations and amenities of a Viking convertible. The V-55's overall size – particularly its 15-foot 6-inch beam – allows for more fuel capacity, cockpit space, on-deck seating and interior living accommodations than any other center console in its class.

"We're providing all the strengths of our Valhalla design – everything from the style and aesthetics to the ride quality and fishability – in a center console large enough to accommodate a private stateroom, head with

separate shower and overnighting space for additional crew," says Viking Design Manager David Wilson. "We wanted to give our owners the ability to spend more time on board with family and friends – to go farther, stay longer and bring along more guests."

Performance and Quality

The V-55 will thrive in a variety of roles, from offshore tournament contender, fish-and-cruise family center console to high-speed sport yacht. Our new flagship was designed and built specifically for Mercury's innovative V-12 600-hp outboards (four or five engines). The quads push the V-55 (with a gap tower) to a top speed of 64 mph, and 68 mph with a hardtop and no tower. With quints, the boat (with hardtop and no tower) hits 73-74 mph at WOT. And with a 1,200-gallon fuel capacity – about 200 to 300 gallons more than competing models – the Valhalla 55 delivers greater range than other center consoles in its size range. The boat is also engineered with an electrically operated fuel management system, providing increased reliability and utility by allowing each engine to draw from designated fuel tanks.

The Valhalla 55 rides on the patented Stepped-V Ventilated Tunnel (SVVT) from Michael Peters Yacht Design. "We've seen great performance with the other V Series models in all aspects – from excellent ride quality and efficiency to maneuverability and helm visibility," David says of the double-stepped, deep-V running surface. "The V-55 is the largest center console on the market to utilize what we believe is the most advanced and effective stepped-hull design currently available."

The V-55's ride is so smooth, stable and dry – even in rough conditions – its speed is deceptive. "People have been amazed," says Viking's Ryan Higgins, who has conducted more than 30 sea trials with owners. "It may feel like you're going 35 mph, but you're actually running well over 50 mph. They don't believe it until they look at the GPS."

Like a Viking sportfisher, the hull is being manufactured with fiberglass and carbon fiber/E-glass hybrid fabrics for optimal strength and weight savings. The structural stringer grid, deck, liners and hardtop are resin-infused. The stringer grid has been engineered for the installation of a gyro stabilizer and is accessible through a watertight cockpit sole hatch. "We incorporated the space and the structure for a Seakeeper 9," says Lonni. "A smaller gyro would be sufficient, but we wanted to offer maximum comfort for our customers." Valhalla 55 owners also have the option of adding the ElectroSea CLEARLINE cleaning technology for the boat's seawater-cooled plumbing systems.

The V Series has been recognized for its meticulous fit and finish, and the workmanship on the V-55 is equally impressive. All hatches have deep drain channels and gaskets that fit into molded channels to keep them in place and functioning as designed. Doors and lids are gelcoat-finished on both sides using Light Resin Transfer Molding. All insulated boxes include lids that are also insulated for maximum cold retention. The V-55 utilizes premium hardware from Gemlux throughout the boat.

Beam Matters

At 15 feet, 6 inches, the V-55 has more beam than any other center console from 50 to 60 feet. That width brings a host of advantages on deck and in the cabin. Dual 65-gallon live wells anchor an immense cockpit, comparable to a convertible's business end. Flip-down transom seats can be integrated into the cockpit corners. Port and starboard standard dive doors give you the flexibility to dock the Valhalla on either side. The doors provide anglers an easy way to bring a fish awboard or keep it in the water for release; each door also has a recessed bracket for a stainless steel dive ladder.

The twin insulated 110-gallon fish boxes – which can be refrigerated – flank the centerline Seakeeper hatch and the lazarette – both finished with a white gelcoat for better visibility and maintenance. Fuel filters; bilge pumps and switches, live well and fish box pumps; live well manifolds; the Hooker Sea Chest System; Reverso

automatic outboard freshwater flush system and other components are expertly installed, neatly labeled and readily accessible in the lazarette.

The forward seating module is home to four Release Marine chairs (with electric slides for adjustment) and a fold-down step for the captain, if needed. The helm layout is clean, straightforward and operator-friendly with excellent visibility in all directions. A ProCurve solid glass enclosure with custom fiberglass frame provides weather protection and a gin-clear view ahead. A recessed black acrylic dash is home to three large multi-function displays, with a row of Bocatech switches beneath. The Edson steering wheel is mounted on a custom faux teak or solid teak helm pod, with the engine controls and standard Mercury joystick to starboard. The V-55 also comes standard with the Zipwake Dynamic Trim-Control System, which can be mounted on the lower helm area or in the above pod.

Seating Versatility

The V-55 is offered with two different second-row seating layouts for maximum cruise-and-fish versatility. The standard configuration may cater toward the cruising crowd, with a U-shaped lounge (with a power-actuated hi-lo dinette table that coverts to a two-person berth) serving as a social hub.

Alternatively, fish-focused owners may prefer the optional second row seating module with five Release Marine teak chairs and its additional tackle storage and cooler space. With each arrangement, the second row's fiberglass seating module includes an aft-facing mezzanine seat with refrigeration underneath, a row of rod and cupholders, tackle storage, a drink box to port and a sink to starboard with the availability of an optional grill. Also available with the five-chair module is an optional 24-inch multi-function display, located on centerline that lifts up and faces the cockpit.

Wide sidedecks lead to the bow. A lounge (with armrests and cupholders) is integrated into the console and comfortably seats three guests. There's an additional seat on the forward end that can hold an available live well. A pair of forward seats with optional teak backrests are to port and starboard, allowing a clear path to the 186-gallon in-deck fishbox, centerline step-up casting platform and access to the anchor locker, windlass and ground tackle.

The optional power-actuated twin bow tables are perfect for lunch or drinks, and can be lowered to create one large sunpad. "In this area, we've added a versatile cruising amenity while still providing accessibility forward," says David. "The split design allows egress to the step-up platform, anchor locker and bow cleats without having to remove the tables."

The V-55 benefits from Viking's vertical integration, including the ability to outfit her with a custom Palm Beach Towers (a Viking company) gap tower. The hardtop package comes with a slew of fishing and navigational features and equipment, including an integrated electric teaser reel box; a six-rod rocket launcher; and molded-in pods for spreader lights, overhead electronics and radar antenna. VBW offers factory-installed electronics packages from Garmin or Simrad; custom installations of navigation, communication and entertainment systems from the Viking subsidiary Atlantic Marine Electronics – another example of vertical integration at work – are also available to owners.

An array of color choices and options allows owners to personalize their V-55; popular options include faux teak for the transom and toe rail and custom outboard and antenna colors to match the hull. Color compatibility can be taken to an even higher level with custom outboard paint packages and gelcoat options for the deck liner, console, seating modules and deck boxes.

Comforts of Home

A companionway leads to the air-conditioned cabin. Its location – on the console's starboard aft end – and its

sliding door are similar to a Viking express yacht, providing easy access and the ability to run safely with the door open or closed.

The V-55's accommodations below expand the use of wood and amenities, bringing an enhanced level of yacht-like luxury akin to a Viking interior. A Bomar overhead hatch and two portlights on each side of the cabin usher in an abundance of natural light, heightening the appeal of the horizontal grain walnut.

The cabin has ample headroom and is appointed with a feature-rich galley to starboard and an L-shaped lounge on the port side with a drop-down dinette table for conversion into a bunk. A standard 32-inch HD TV faces the dinette. The forward area is dedicated to the private stateroom with its raised walk-around queen bed (with storage underneath); 24-inch HD TV; port-side ensuite head with vanity and sink; and separate enclosed shower on the stateroom's starboard side. The layout also makes the head accessible from the cabin interior. Moving aft, there's a bunk area with a pair of single berths, each 6 feet, 3 inches long – perfect for a couple, kids or anglers.

With the V-46, VBW was the first to design and engineer a large designated dry space for mechanical and electrical components – a "machinery room." Accessed through an aft bulkhead door in the bunk area, the V-55's machinery room contains the batteries and battery chargers, fire and ventilation systems, water heater, battery switches, generator, access to the electronics, fuel management systems as well as optional systems including a watermaker, Spot Zero water purifier and sonar tube. A 15 kW genset was chosen as standard equipment to ensure ample power for air conditioning, refrigeration and operation of a Seakeeper 9.

"In every way, this boat goes above and beyond," says Pat. "We've raised the bar in this market segment of 50-plus-foot center consoles by leading in every important aspect for this size and style of boat – fuel capacity, beam, hull design, engineering, equipment, fishability and Viking-yacht accommodation levels."

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Specs
Length 55' 7"
Beam 15' 6"
Draft Engines Up (full load) 37"
Draft Engines Down (full load) 48"
Weight
  dry: 38,904 lbs.
  half load: 44,539 lbs.
  full load: 49,873 lbs.
Deadrise 22.5 deg.
Fuel Capacity 1,200 gal.
Fresh Water 125 gal.
Waste 31 gal.
Diesel 50 gal.
Max Engine HP 3,000
Live Well (2) 65 gallons each

Note: Draft and weight with quad 600 HP engines; half load, 50% liquids; full load, 100% liquids; no passengers, gear, or tower.

Leading the Charge

An accumulation of engineering achievements, unique design traits and build specifications, and next-level equipment and accessories all combine to make our new Valhalla Boatworks V-55 the new standard of excellence for center consoles over 50 feet. Here are 15 facts that separate us from the rest.

1. Built by Viking Yachts: the world's No. 1 semi-custom boat manufacturer, established in 1964 with an unwavering commitment to building a better boat every day.
2. Fishability/Vertical Integration: Palm Beach Towers gap towers, Atlantic Marine Electronics customized installations, engineered for omni sonar.
3. Biggest center console that utilizes the ground-breaking Michael Peters Yacht Design Stepped-V Ventilated Tunnel.
4. Beam: 15' 6" (widest from 50-60 feet).
5. Fuel: 1,200 gallons in five tanks (highest standard capacity from 50-60 feet).
6. Electrically operated fuel management system.
7. Generator: 15 kW (largest standard generator output from 55-60 feet).
8. Comfort: Seakeeper 9 (largest from 55-60 feet).
9. Seating layouts that maximize cruise-and-fish versatility.
10. Yacht-class accommodations; private stateroom with head and separate shower; feature-rich galley; horizontal grain walnut interior.
11. Machinery room: designated protected area for mechanical and electrical components, akin to a Viking engineroom.
12. Power: Designed and engineered from the onset to be powered with four or five Mercury 7.6-liter V12 600-hp Verados (cutting-edge outboard technology).
13. Best helm visibility and ergonomics.
14. Two standard dive doors, port and starboard.
15. Construction: hull manufactured with fiberglass and carbon fiber/E-glass hybrid fabrics for optimal strength and weight savings; industry-best fit & finish.