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1995 Viking 43 Open

Boat Type: Express Cruiser

Address: Long Beach, CA, US

Price: \$219,000



OVERVIEW

No matter how you look at her, the 43 open is a top-quality sport fisherman with a fit and finish to match. This is one terrific boat.

The Viking 43 Open is a smart, well-sized fishing boat with striking good looks and impressive performance. Throughout most of the 1990's the Viking 43 Open was known as the best selling express fisherman in her class. Over 70 were built during her production years.

SPECIFICATIONS

Basic Information

Manufacturer:	Viking	Vessel Name:	
Model:	43 Open	Boat Type:	Express Cruiser
Year:	1995	Hull Material:	Fiberglass
Category:	Power	Hull Type:	
Condition:	Used	Hull Color:	
Location:	Long Beach, CA, US	Designer:	
Available for sale in U.S. waters:	Yes	Flag of Registry:	

Dimensions & Weight

Length:	43 ft - 13.11 meter	Draft - max:	-
LOA:	43 ft - 13.11 meter	Bridge Clearance:	-
Beam:	15 ft 3 in - 4.65 meter	Dry Weight:	34000 ft - 10363.2 meter

Engine

Make:	Detroit Diesel	Engine Type:	Inboard
Model:	6V92TA	Drive Type:	
Engine(s):	2	Fuel Type:	Diesel
Hours:	1750	Horsepower:	550 (Individual), 1100 (combined)
Cruise Speed:	25 MPH - 21.73 KTS	Max Speed:	35 MPH - 30.42 KTS
Range:	-	Joystick Control:	No

Tank Capacities

Fuel Tank:	525 gallons - 1 tank(s)	Holding Tank:	30 gallons - 1 tank(s)
Fresh Water Tank:	128 gallons - 1 tank(s)		

Accommodations

Total Cabins:	1	Crew Cabins:	1
Total Berths:	-	Crew Berths:	1
Total Sleeps:	1	Crew Sleeps:	1
Total Heads:	1	Crew Heads:	1
Captains Cabin:	-		

DESCRIPTIONS

Overview

A True Thoroughbred

You may take the 43's stability and smooth ride for granted, but you'll always thrill to its stunning speed

and crisp handling. The centerline helm offers incomparable visibility and all-around control of the yacht from the raised bridge deck. Backing down on a prize fish or easing into a tight slip, the 43 responds beautifully to helm and engine commands. It all adds up to the 43 being the peerless, best in class performer.

The Luxury of Choice

Whether you fish the tournaments or cruise the faraway islands, Viking offers you the luxury of choice. The hard core sportfish has the same tournament tuned cockpit, raw speed and fishability as their renowned convertibles.

Fishing For Compliments

To the veteran angler, the 43's one piece, uncluttered 113 sq ft cockpit is testimony to Viking's long experience building tournament winning sportfishing boats. The grippy molded nonskid, wide side decks and high cockpit coamings are designed with safety foremost in mind.

A long equipment list includes built in tackle cabinet, bait prep center, walk-in engine room access and shore power cable handling system. There's also a marlin-sized removable fish box and cockpit bait tank.

Getting It Right The First Time

For Viking, this meant raising the bridge deck eight inches to give the captain a clear 360 degree view at any speed. Headroom in the engine room also increased, making an already accommodating space seem like an extravagance. A centerline helm design was selected for its inherently superior visibility, while also allowing optimum use of the salon by moving the companionway to starboard. The sturdy and attractive (that's function and form) aluminum and tempered glass windshield with opening vent window offers excellent protection from the elements without getting in the way of your seeing the next buoy.

After making dozens of other fussy changes, the perfectionists at Viking were ready to roll. And roll they did, with the Viking 43 open soon hailed as the industry leader in its class.

Why an Open Boat's

Viking refined the Open Express design to create an ingeniously fun and functional layout. The helm is just steps from the cockpit, so the captain can double as a mate when fishing short handed. With the salon, cockpit and foredeck just steps apart, two people will find the yacht easy to handle and simple to maintain.

Details, Details

The 43 Open's bridge deck features lounge seating for ten (with rod storage below) so the skipper can always have plenty of company at sea. Climate control is also intended to keep you comfortable year round. The optional swim platform makes for easy boarding while serving as the perfect staging area for water sports.

Expressly Accommodating

The luxury of choice extends to the accommodations with a single stateroom arrangement. The exquisite joiner work and luxurious amenities you'd expect of a Viking. The salon's huge wrap around settee (with rod storage below) converts to a double bed. Opposite is a fully equipped galley with electric range, garbage disposal, a microwave convection oven, refrigerator and teak sole.

The private master stateroom forward features an island queen size bed, cedar lined hanging locker and en suite access. The head has a separate stall shower, electric toilet and ample storage.

Viking Engineering

Viking keeps the peace (and quiet) by putting all noise generating machinery inside the acoustically isolated, ship like and brightly lit engine room. With centerline walk-in cockpit access, this is the heart of a Viking- and it shows in uncompromising attention to detail. Quite understandably, the major competitors always point to Viking engineering as the industry benchmark.

Keeping on Track

Pure Viking by design the 43' Open's time tested convertible hull form guarantees breathtaking performance and superb sea-keeping ability with a smooth riding, dry and stable hull. A well balanced hull form lets the 43' Open slice through head seas while tracking as if on hidden rails with seas abaft the beam.

With a superior hull design and moderate weight construction, achieving peak performance is assured by extensive sea trial program which results in the use of the best possible drive train components.

Detroit Diesel 6V92TA

The 92 Series Detroit Diesel 6V92 diesel engine is a 6 cylinder V configuration. With a bore of 4.84" and stroke of 5" (92 cubic inches per cylinder) and a total displacement of 552 cubic inches. The compression ration is 17 to 1.

The diesel engine is an internal combustion power unit, in which the heat of fuel is converted into work in the cylinder of the engine.

In the diesel engine, air alone is compressed in the cylinder: then, after the air has been compressed, a charge of fuel is sprayed and ignition is accomplished by the heat of compression.

In the two-cycle engine, intake and exhaust take place during part of the compression and power strokes respectively. In contrast a four-cycle engine requires four piston strokes to complete an operating cycle: thus, during one half of its operation, the four-cycle engine functions merely as an air pump.

A blower is provided to force air into the cylinders for expelling the exhaust gases and to supply the cylinders with fresh air for combustion. The cylinder wall contains a row of ports which are above the piston when it is at the bottom of its stroke. These ports admit the air from the blower into the cylinder as soon as the rim of the piston uncovers the ports.

The unidirectional flow of air toward the exhaust valves produces a scavenging effect, leaving the cylinders full of clean air when the piston again covers the inlet ports.

As the piston continues on the upward stroke, the exhaust valves close and the charge of fresh air is subjected to compression.

Shortly before the piston reaches its highest position, the required amount of fuel is sprayed into the combustion chamber by the unit fuel injector. The intense heat generated during the high compression of the air ignites the fine fuel spray immediately. The combustion continues until the fuel injected has been burned.

The resulting pressure forces the piston downward on its power stroke. The exhaust valves are again opened when the piston is about half way down, allowing the burned gases to escape into the exhaust manifold. Shortly thereafter, the downward moving piston uncovers the inlet ports and the cylinder is again swept with clean scavenging air. This entire combustion cycle is completed in each cylinder for each revolution of the crankshaft, or in other words, in two strokes: hence, it is a "two stroke cycle".

- Port Engine Hours 1750
- Starboard Engine Hours 1748

Disclaimer

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GALLERY



LOCATION MAP



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