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New Boat: Vicem 78 Cruiser

By admin ~ October 25th, 2010. Filed under: [New Boats](#).

Redefining 'Classic'

Vicem Yachts shows its lighter side with

a modern interior look for its new 78 Cruiser.

Story by Dag Pike Photos by Alberto Cocchi



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Known for its beautiful Vintage Line of classically styled, wooden-hulled motor yachts, Turkish builder Vicem has introduced a lighter, more contemporary look with its 78 Cruiser, which makes its U.S. debut at the 2010 Fort Lauderdale International Boat Show. While the new model is still built in cold-molded wood and reflects the traditional exterior styling of its larger sibling, the 92 Classic – with a touch of tumblehome at the stern and a nearly vertical bow – the 78's interior décor is markedly different. Vicem's design team has replaced the elegant, dark mahogany interiors seen in earlier Vintage Line yachts with bleached woodwork and larger windows, creating a mood that is lighter and more open. In developing this new style, the builder's goal was to produce a yacht that is more suited to warmer climates such as the Mediterranean and Caribbean cruising grounds, and it is sure to be popular in Southern U.S. waters as well.





Below the waterline, the 78's hull is a well proven, hard-chine semi-displacement form that allows good seagoing performance at all speeds up to the 17-knot maximum with the standard 900-hp MAN V-8 common rail diesels.

Running at 10 knots gives the boat a range of up to 1,050 nautical miles burning just 27 gallons of fuel per hour. Higher speeds are available with the optional 1,100-hp MAN V-10s.

The flybridge helm provides a commanding view combined with guest seating. Farther aft is a bar, dining table, barbecue and even a four-person Jacuzzi, so all pleasure requirements are catered to in this enticing area. An optional Bimini hard top (not shown) provides shelter from the sun. The rear of the flybridge is used for tender stowage with a crane for launching.

The cockpit below is replete with a curved transom settee matching an oval mahogany table. A bar counter is built in to the corner. Covered walkarounds lead forward and up a few steps to the foredeck, which features a sun bed and a compact settee on the coach roof. Tradition returns in the bulwark capping, where dark varnished mahogany contrasts beautifully with the new creamy hull color and stainless steel rails.

Contact

Vicem Yachts – USA

Fort Lauderdale, FL

954-462-8828

sales@vicemusa.com

Vicemyacht.com

Specifications

LOA: 82' 0"

Beam: 21' 0"

Draft: 5' 10"

Displacement: 65.5 tons (dry)

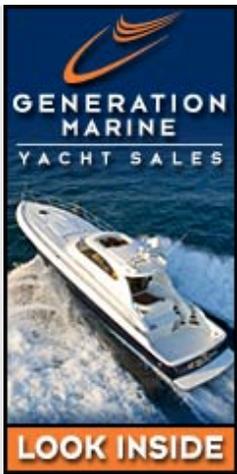
Fuel/ Water Capacity: 2,168 /430 U.S. gals.

Power: 2 x 900 hp MAN V8 900 diesels

Max/Cruising Speed 17/14 knots

Range: 1,050 nm @ 10 knots

Within the yacht's new contemporary interior, Vicem craftsmanship is still clearly apparent in the curves of the woodwork, but the finish is now a soft satin and the wood is anigre. The saloon has a wonderful intimacy with



settees on opposite sides, while a step up gives access to the more formal dining area. A sliding door allows this section to be sealed off from the area forward with its enclosed galley to port, day head to starboard and lower helm tucked away forward, allowing a separation between the owner's party and the crew, if desired. However, a settee to port of the helm provides a great location for guests to sit while under way.

Below is a four-stateroom layout with the usual VIP in the bow and the master amidships, leaving space for a twin and a queen stateroom in between. The full-beam master suite has its own private entrance from the dining area. To port of the aft-facing king berth, under the side window, there is a two-person settee, and to starboard is a desk/vanity unit. The well-equipped head is across the aft end of the cabin, providing good sound isolation from the engine compartment.

Vicem prides itself on its ability to customize its models, and long options list allows owners to personalize the yacht's interior appointments to their own particular tastes and requirements.

A nice touch is to see sections of the wooden framing exposed in the cabins, just to remind guests of the construction method used on the 78. Vicem builds its yachts in the cold-molded tradition using the WEST System. The first layer is cove and bead strip plank mahogany, followed by two layers of cross-laminated mahogany strips, all saturated and sealed with WEST System epoxy. A skin of fiberglass is applied, then fairing compound, and then the boat is painted, in this case in Awlgrip's San Mateo Wheat. The yacht's superstructure also is built from wood which is excellent at absorbing sound. This combined with a good insulation package ensures the low noise levels essential for comfortable long-distance cruising.

While the guest areas and staterooms all feature the new lighter look, the décor in the separate crew accommodations returns to the traditional style with dark varnished mahogany. There is a single and a twin cabin and small galley area with a crew mess. A watertight door gives access to the engine compartment where the twin diesels have a direct drive to the shafts and propellers. In the stern, a large lazarette contributes to the excellent stowage found throughout the yacht. A long-range cruising vessel that is sure to get admiring looks in the marina, the Vicem 78 ticks all the right boxes. This stylistic departure for Vicem shows the builder's willingness to reveal its lighter side.

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