



NEW Valhalla Boatworks V55



55' (16.76m) 2024 Valhalla Boatworks V-55
Anna Maria Florida United States

OVERVIEW

Call for Price

Manufacturer:	Valhalla Boatworks		
Engines:		Hull Material:	Fiberglass
Engine Model:		Cruise Speed:	
Engine HP:		Max Speed:	
Beam:	15' 6"	Cabins/Heads:	1 / 1
Max Draft:	3' 1"	Fuel Type:	Gas/Petrol
Water:	125 G (473.18 L)	Fuel:	1200 G (4542.49 L)



Data Sheet

Category: Center Consoles

Subcategory: Sport Fishing

Condition: New

Model Year: 2024

Beam: 15'6" Max Draft: 3' 1" LOA: 55' 7"
(16.94m)

Cabins: 1

Heads: 1

Fuel Type: Gas/Petrol

Deadrise: 22.5°

Hull Material: Fiberglass

Dry Weight: 38904 lbs

Stabilizers: Zero Speed

Stabilizer Brand: Seakeeper

SeaKeeper: Yes

Fuel Tank: 1200 gal (4542.49 liters)

Fresh Water: 125 gal (473.18 liters)

Holding Tank: 31 gal (117.35 liters)

HIN/IMO: V55-TBD

Stock #: V55-TBD

Engines/Generators

Summary/Description

For Sale

Setting a New Standard

Twelve months after rocking the center console world with the introduction of the revolutionary V-46 center console, Valhalla Boatworks has stolen the spotlight again with the announcement of the all-new Valhalla 55.

The latest flagship of the V Series is poised to become the industry's leading center console over 50 feet, delivering unbeatable performance, range, engineering, fishability and luxury accommodations.

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 conveniences 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.

The V-55 will thrive in a variety of roles – offshore tournament contender, high-performance sport yacht, fish-and-cruise express or tender to a Viking or superyacht. Quadruple or quintet Mercury 7.6-liter V12 600-hp Verado outboards power the new Valhalla.

The Valhalla 55 holds a total of 1,200 gallons of standard fuel – that's 200 to 300 gallons more than competing models. 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.

The new Valhalla is also the largest resin-infused center console of its kind. And 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 also resin-infused. The stringer grid has been engineered for the installation of a gyro stabilizer and is accessible through a watertight cockpit sole hatch.

The V Series has been recognized for its meticulous fit and finish, and the workmanship on the V-55 will be 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, and the Gemlux hardware is top-shelf.

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.

Twin insulated fish boxes 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; the freshwater engine flush and other components are expertly installed, neatly labeled and readily accessible in the lazarette.

The new Valhalla is designed for up to nine forward-facing chairs (with armrests and flip-up bolsters) in two rows under the hardtop. The fiberglass seating modules sit on a raised teak-clad platform for increased visibility; the aft unit includes a four-person aft-facing mezzanine seat with refrigeration underneath and a grill (starboard) and sink (port). The center of the backrest folds down to reveal tackle storage with Plano boxes and a large drawer. Rod holders and cupholders line the top of the module. The second row has designated refrigerated drink boxes in the deck, as well as footrest and cupholder areas. Owners can choose a standard Costa Marine bench or four or five Release Marine teak

chairs for the second row. The forward row holds four Release Marine chairs (with electric slides for adjustment), and a fold-down step for the captain (if necessary).

In the Viking and Valhalla tradition, 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 boat comes standard with the Optimus Electronic Power Steering and the Zipwake Dynamic Trim-Control System. The Edson steering wheel is mounted on a custom faux teak or solid teak helm pod, with the engine controls and optional joystick to starboard.

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 centerline step-up casting platform and access to the anchor locker, windlass and ground tackle. The optional bow table is perfect for lunch or drinks, and can be lowered to create one large sunpad.

The V-55 benefits from Viking's vertical integration in many ways, including the ability to outfit her with a custom Palm Beach Towers (a Viking company) gap tower or fold-down marlin tower with removable sunshade. 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.

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 pair of 24-inch Bomar overhead hatches 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 boasts 6 feet, 10 inches of 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) and 32-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, electrical distribution panel, generator with 50-gallon diesel tank, access to the electronics, fuel management systems, and much more. A 15 kW genset was chosen as standard equipment to ensure ample power for air conditioning, refrigeration and Seakeeper operation.

Manufacturer-provided photos, videos & description

Engine Options

- Quadruple or quintet Mercury 7.6-liter V12 600-hp Verado Outboards













































