



VENDOR PROFILE: **VEEM**

Turning the wheels of performance



Viking and VEEM's long-standing partnership drives innovation, precision and confidence across every model

Every Viking that leaves New Gretna carries more than horsepower – it carries history. Beneath the surface runs a partnership between Viking Yachts and VEEM Marine that has quietly powered every launch for more than two decades.

The Australian propeller builder supplies the precision blades that turn Viking's strength into motion. Each is cast and machined in

Perth, tested in New Jersey and fine-tuned until the boat runs exactly the way Viking wants – smooth, responsive, efficient and dependable.

What began as a straightforward supplier relationship has evolved into one of Viking's most productive alliances, built on shared standards and trust forged through years of testing, adjustment and proven performance.

A PARTNERSHIP TAKES SHAPE

Viking's drive for innovation runs deep. Since Bob and Bill Healey founded the company in 1964, every generation of boats has pushed ahead in design and performance. When Viking began building larger, faster yachts in the early 2000s, it needed a propeller maker that could keep pace. Viking and VEEM established their relationship during that time, and by 2003,





Opposite page: VEEM's Interceptor strips, which control pitch, can be changed within minutes. Above: The ultimate testing vessel: VEEM's 64 PowerPlay.



VEEM wheels were standard equipment on all new Viking models, says Lonni Rutt, Vice President of Design and Engineering. To date, VEEM has supplied 1,772 propellers directly to Viking and produced a total of 2,144 for Viking yachts worldwide.

VEEM, founded in 1968, was already known for precision – utilizing advanced patternless molding techniques, in-house NiBrAl alloying and CNC machining every propeller to hairline tolerances to guarantee performance. The match was natural.

A turning point came in 2006 when MTU introduced its 16V2000 M93 engines – 2,400 horsepower apiece. Viking wanted a boat that could harness that power with the same control and responsiveness owners expect offshore. “They wanted a boat that performed with the speed and agility of a Ferrari, yet could back down like a tractor,” says Brad Miocevic, Chairman of VEEM Ltd.

INNOVATION IN MOTION

To meet that challenge, VEEM engineers developed a new propeller series using advanced computer modeling and hydrodynamic testing. The company purchased a Viking 64 – later named *PowerPlay* – and shipped it to Perth, where the two teams worked side by side, testing, adjusting and re-testing until the performance numbers hit their mark.

According to VEEM, the Viking 64 has enjoyed a remarkable run, proving the durability and performance of its innovative propeller system. The boat has circumnavigated Australia twice, including the rugged Kimberley region, and completed demonstrations and endurance trials across the Mediterranean – from Rome to Malta, Venice and the Croatian coast – before continuing north to Rotterdam and the North Sea. Today, the Viking 64 stands as a testament to what collaboration, engineering precision and persistence can achieve on the water.

That collaboration produced the VEEMSportfish propeller and led to one of the most useful innovations in modern propulsion – VEEM's Interceptor system. The design allows engineers to adjust propeller pitch by swapping small composite strips at the blade edges, fine-tuning performance in minutes instead of days. For Viking, that breakthrough changed how sea trials are run.

“It's about collaboration and control,” says Lonni. “VEEM understands how we build our boats and what they need to perform as intended.”

The testing hasn't slowed. Joe Snodgrass, Viking's Naval Architect, now leads propeller development, working with Lonni and VEEM's engineers to dial in every new model. Joe and his team test multiple prop sizes, pitches and Interceptor settings until they find the perfect combination of speed, load and smoothness. “It's methodical,” says Lonni. “Joe and the team will run every



Viking Naval Architect Joe Snodgrass swaps out a set of Interceptor strips.

option until the data – and the feel – are right. There are no shortcuts.”

In Viking’s Engineering Department, Yasser Hassan focuses on the fine details of running gear – shaft alignment, strut geometry and rudder balance – making sure the system performs as one. Meanwhile, Rick Carroll, Viking’s Purchasing Manager, has been part of the collaboration from the beginning. For more than 20 years, he has coordinated the flow of product from Australia to New Jersey, ensuring every unit meets Viking’s standards before installation.

“It’s easy working with VEEM because we share the same values,” says Rick. “They take pride in what they build just like we do. The attention to detail is always there – communication is open, expectations are clear and the results speak for themselves.”

It’s not just new Vikings that run VEEM props. The Viking Yacht Service Center also sources VEEM propellers for boats in the field, replacing damaged wheels and keeping owners running at peak performance.



The Viking 56 was the first demo utilizing VEEM propellers.



Vice President of Design and Engineering Lonni Rutt has worked closely with VEEM since the early 2000s when the partnership between the two companies began.



The Viking 70 of 2010 brought together Viking's design expertise and VEEM's propeller technology to create a powerful, high-performance convertible.

IN THE HOUSE

The vast majority of every Viking is built in-house, and VEEM manufactures its propellers entirely under one roof in Perth. The result is consistency, accountability and performance proven on the water.

“Working with VEEM is never just about hardware – it’s about partnership and shared standards,” says Bill Gibbons, former Senior Project Engineer at Viking. “Both companies are perfectionists. We pushed each other because we believed that next-level performance is always within reach.”

The collaboration extends beyond the propellers themselves. Data from VEEM’s testing helps Viking engineers refine running surfaces, struts and rudders to reduce drag, improve balance and quiet vibration. “Throughout our history, we’ve given them feedback and they’ve given us

feedback,” says Lonni. “It’s a constant flow of information that leads to boats with optimized performance.” Every new model benefits from lessons learned on the boats that came before it.

For Brad, that shared pursuit defines the relationship. “Viking sets the bar higher than anyone,” he says. “They challenge us – and that’s what makes the partnership work. We both come from family-owned, hands-on companies where the goal is to deliver the best product possible, not just meet a spec.”

From the first Viking 64 tested in Australia to the latest flagship emerging from New Gretna, the two companies have built a record of precision that runs deep. The propellers may be out of sight, but the results are unmistakable – smoother, faster ride quality and confidence underway. 🚤



– Brad Miocevich
Chairman of VEEM Ltd.

“We’re driven by the same goal – building better products through collaboration and innovation.”

