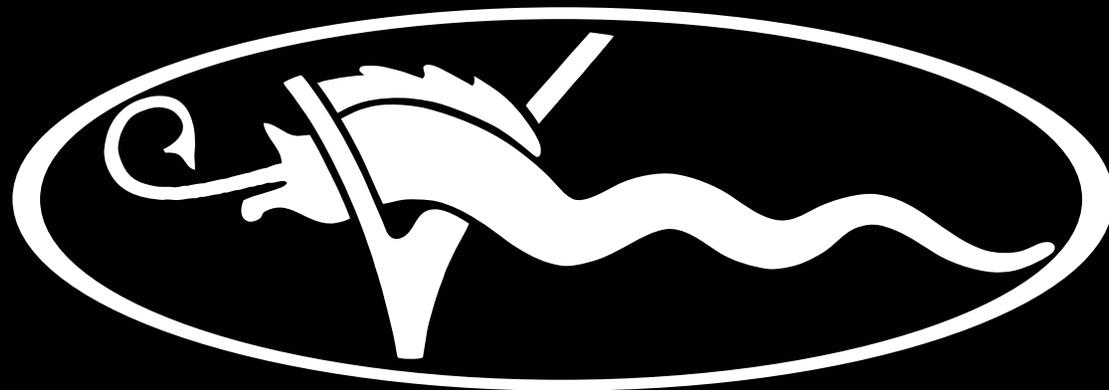

VIKING 70 CONVERTIBLE



70|C

 **viking**[®]
yachts

MEET THE NEW VIKING 70

The second-generation model is poised to advance Viking's legacy of innovation and performance.

Viking Yachts is proud to announce another game-changing addition to its industry-leading lineup – the second-generation Viking 70 Convertible. This four-stateroom, five-head bluewater battlewagon marks the next evolution in a lineage of tournament-winning boats defined by performance, craftsmanship and fishability.

The 70 reflects decades of experience from the same core group – a collaboration among Viking's Design and Engineering, R&D and Production teams, along with senior leaders who fish the boats and guide product development firsthand. Together, they've shaped Viking's evolution through experience, teamwork and a shared drive of building a better boat every day.

"We have the best team in the business," said Pat Healey, Viking President and CEO. "Every time we challenge them to create a new model, they deliver. Together, this group has designed more than 80 models over three decades – an incredible accomplishment by any standard. And there's a lot more to come."

DESIGN EVOLUTION

Viking's design heritage includes milestone models such as the 55 Convertible introduced in 1997, followed by the 61 and 65 in the early 2000s that helped shape the modern sportfishing convertible. The 65 marked Viking's breakthrough with a large sportfisher, proving it could compete and win on the tournament circuit, and set the stage for the next generation of performance-driven designs.

Viking has delivered 220 yachts from 68 to 72 feet, underscoring a long tradition of innovation and tournament-winning success. The 70 also benefits from the proven DNA of Viking's latest three convertibles – the 90, 82 and 74.

"Each hull and running surface played a part in shaping this boat," said Viking Design Manager David Wilson. "We started fresh, looking at what we did in this size range last time and how we could make it even better."

ALWAYS REFINING

Wilson and his team continued the length-to-beam progression established with the 74, 82 and 90, creating a hull that runs clean and efficient while delivering a spacious interior. The new 70 is three inches narrower than the Gen II 68, further enhancing ride quality. Subtle adjustments to deadrise, chine placement and strake geometry result in a smooth, dry ride with improved efficiency.

"Our goal was to optimize performance while providing spacious and comfortable living accommodations," Wilson said. "We achieved this by taking small amounts from multiple areas – a half inch here, an inch there – and when you step aboard, you will realize how large it feels inside, and you will really notice it when you run the boat."

COCKPIT AND MEZZANINE

The 70's cockpit has been lengthened to give the crew more working room during the heat of battle. That extension was engineered into the hull and machinery layout from the start, ensuring the yacht's running attitude, trim and sightlines remain balanced.

"You can't just add length to a cockpit and call it a success," Wilson said. "Every change in weight, structure and geometry affects how the boat runs – and it all has to be balanced from the keel up."

FLYBRIDGE

The flybridge provides excellent aft visibility, with a reshaped overhang and a repositioned helm console. The center console helm is fitted with flush-mounted electronics displays; controls, monitors and switches are arranged for access and visibility. Three helm chairs line the console, joined by a forward lounge with storage (freezer optional) and dual lounges to port and starboard with shared backrests – one facing forward, the other aft. Forward, a sink and freezer are built into the brow.

INTERIOR ACCOMMODATIONS

Entering from the cockpit, the dayhead sits immediately to starboard

– a feature owners value during long days offshore. Forward are the electrical panel, bottle storage and a pop-up HDTV. The salon includes a portside L-shaped settee with a walnut table, a raised dinette to starboard with rod storage below and a galley.

The galley can be configured with either a peninsula or island design. The peninsula extends to port with two bar stools, adding counter space and creating an end table between the galley and the L-shaped lounge. The island layout features three bar stools, allowing access around the galley and creating an open feel in the salon.

The interior is built inside Viking’s in-house woodworking facility known as the Mill, where craftsmen shape every cabinet, stateroom, headliner and molding. Horizontal-grain walnut defines the interior.

Below, the accommodations are arranged for comfort and privacy, with a large master stateroom, forward VIP and well-appointed guest staterooms. The crew stateroom is positioned aft with private access to the engine room, supporting extended trips and tournament use.

POWER AND SYSTEMS

The new Viking 70 will offer two primary propulsion options: the MAN V12X 2200 (2200 MHP) and the MTU 12V2000 M96Z (2222 MHP). Performance goals match the latest Viking 68 demo, which reached a top speed of about 43 knots with twin 2200 MHP MAN engines and flow-aligned rudders and struts. This hydrodynamic running gear, combined with propeller pockets and electronic power steering, is part of Viking’s Advanced Propulsion System.

In addition to the powerplants, the engine room houses systems that improve the boating experience, such as the Spot Zero Double Pass watermaker and purification system, the ElectroSea raw-water treatment system and Viking’s engine room ventilation and fire suppression systems. All components are accessible and designed for easy maintenance in an engine room painted in Snow White Awlgrip for better visibility. The 70 is engineered for a Palm Beach Towers (PBT) tuna tower, outriggers and omni sonar integration.

LEGACY CONTINUES

From the 55 of 1997 to this new 70 Convertible, Viking’s legacy has been built on refinement, innovation and the dedication of the same hands that have shaped its boats for generations. The Viking 70 Gen II Convertible – an open bridge model with a PBT tower – will make its world premiere at the 2026 Fort Lauderdale International Boat Show. The 70 is also available as an Enclosed Bridge or Sky Bridge models.

70|C

SPECIFICATION HIGHLIGHTS

Length Overall	70' 10"	21.59 m
Length w/ Rub Rail	71' 2"	21.69 m
Length w/ Bow Pulpit	75' 7"	23.04 m
Length Waterline	62' 1"	18.92 m
Beam Overall	18' 11"	5.77 m
Beam Waterline	16' 2"	4.93 m
Deadrise at Transom	12.3 deg	
Draft	5' 6"	1.68 m
Freeboard Forward	7' 11"	2.41 m
Freeboard Aft	3' 1"	0.94 m
Height Waterline to Top of Flybridge Hardtop	18' 9"	5.72 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	20' 9"	6.32 m
Height Waterline to Top of Flybridge Console	15' 7"	4.75 m
Displacement Standard Fuel Load	118,500 lb.	53,751 kg
Fuel Capacity Standard	2,027 gal.	7,673 l
Fuel Capacity Optional	2,530 gal.	9,577 l
Water Capacity	345 gal. 1,306 l	
Holding Tank Capacity	229 gal. 867 l	
Cockpit Area	194 sq. ft.	18.0 sq. m

For the most up to date information on the new 70 Convertible, scan this QR Code.



PRELIMINARY



70 CONVERTIBLE



70 CONVERTIBLE



PRELIMINARY



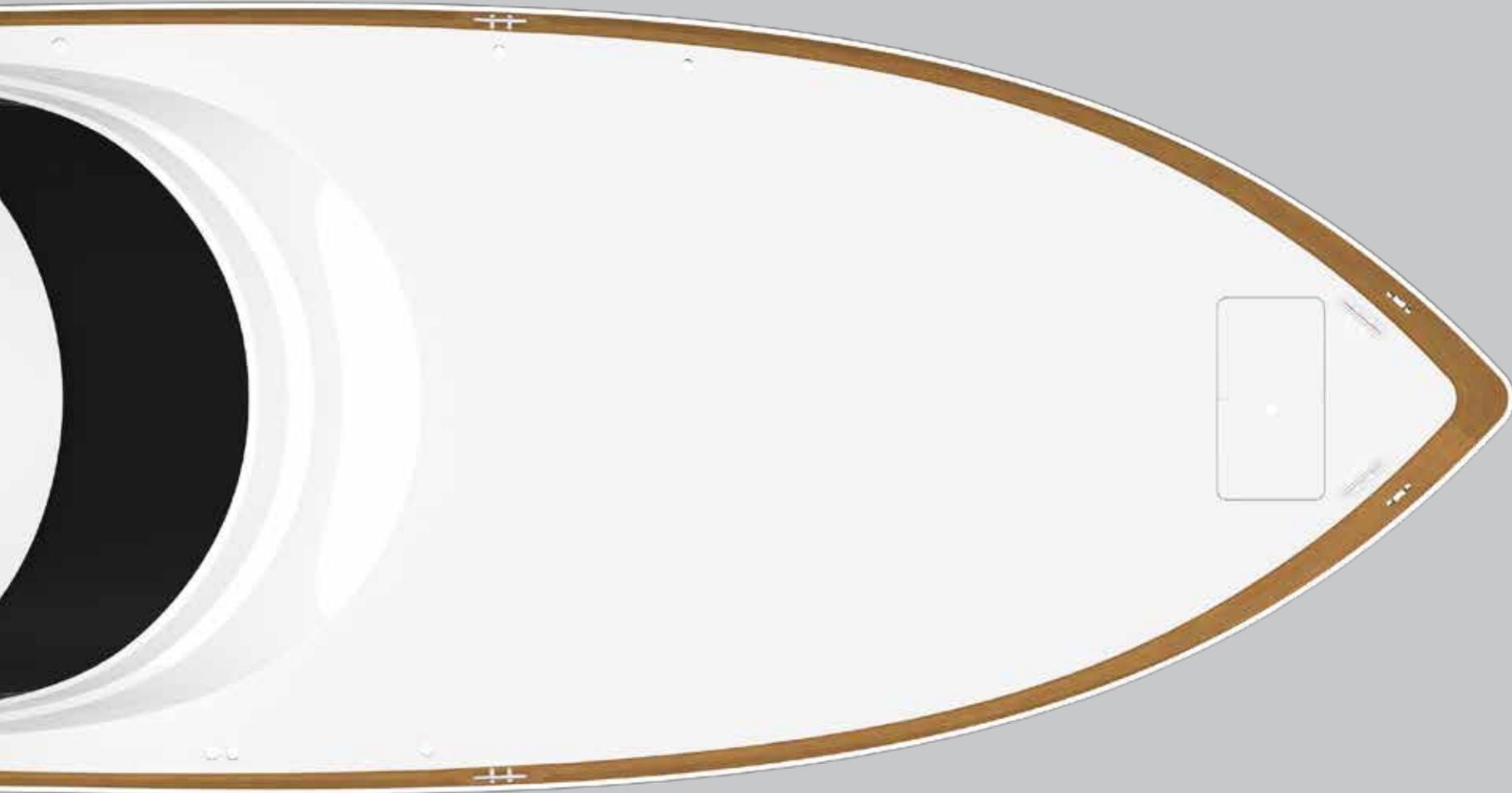
viking
NEW GREYNA

PRELIMINARY



PRELIMINARY

70 CONVERTIBLE

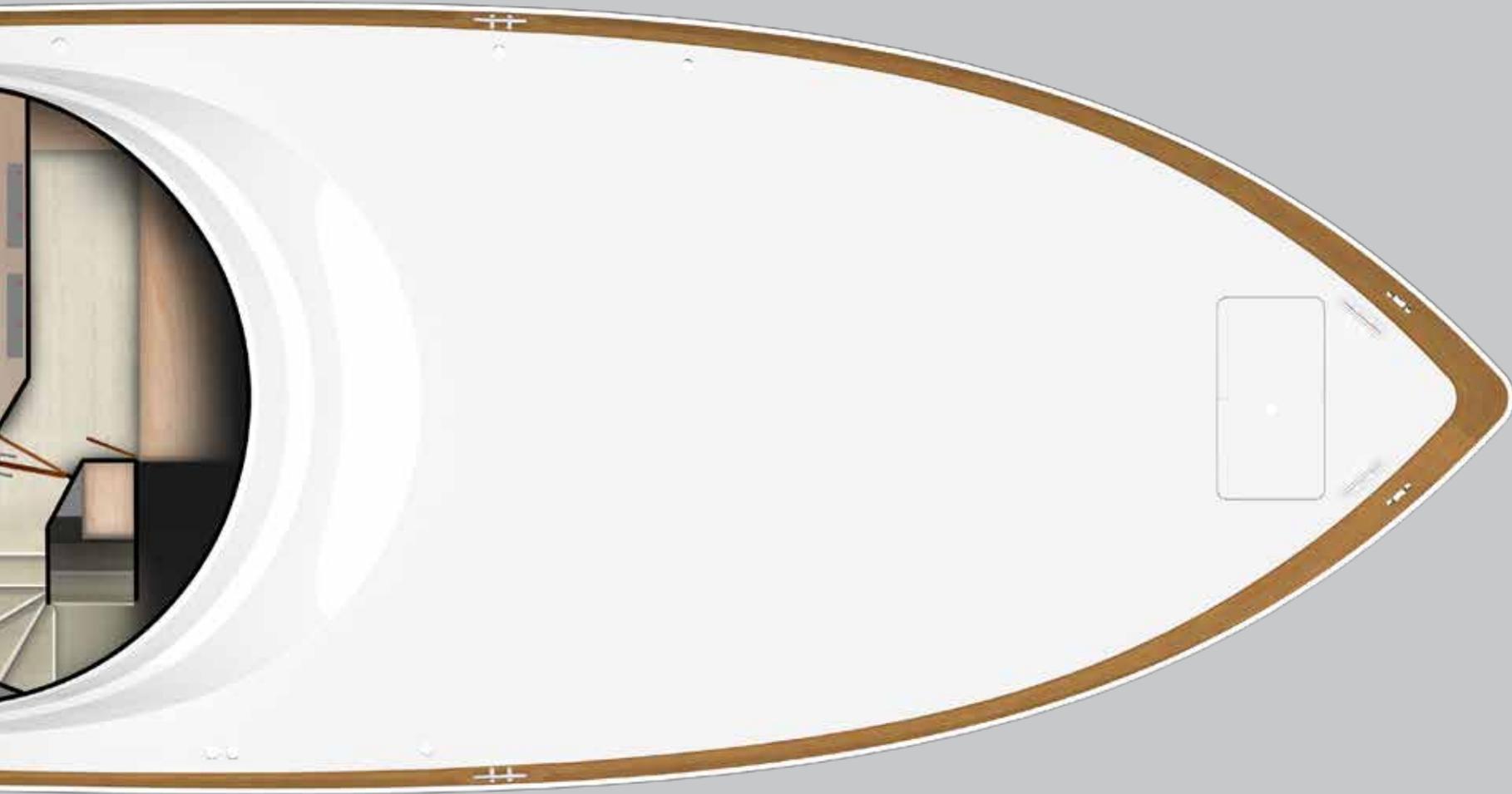


Open Bridge

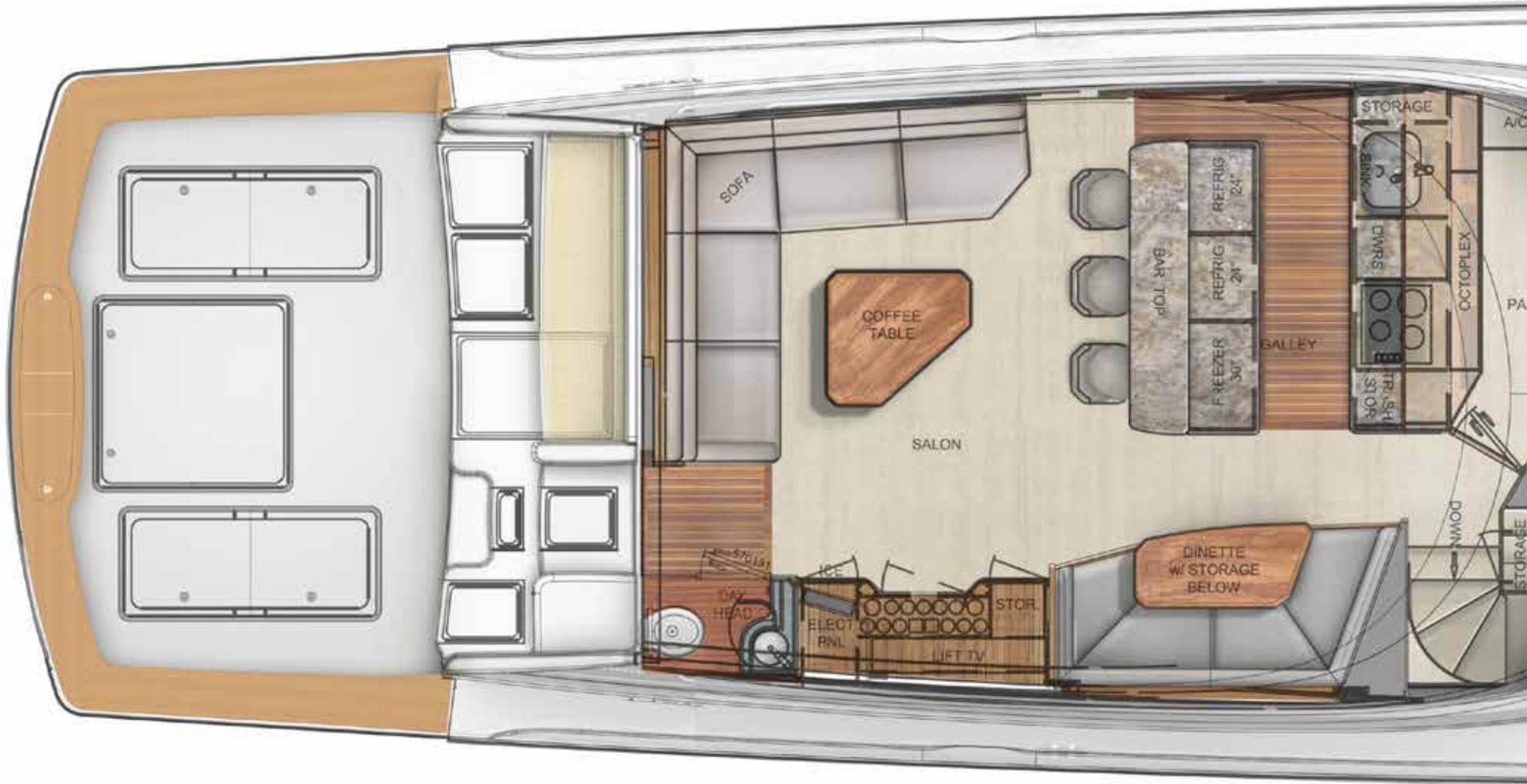


PRELIMINARY

70 CONVERTIBLE

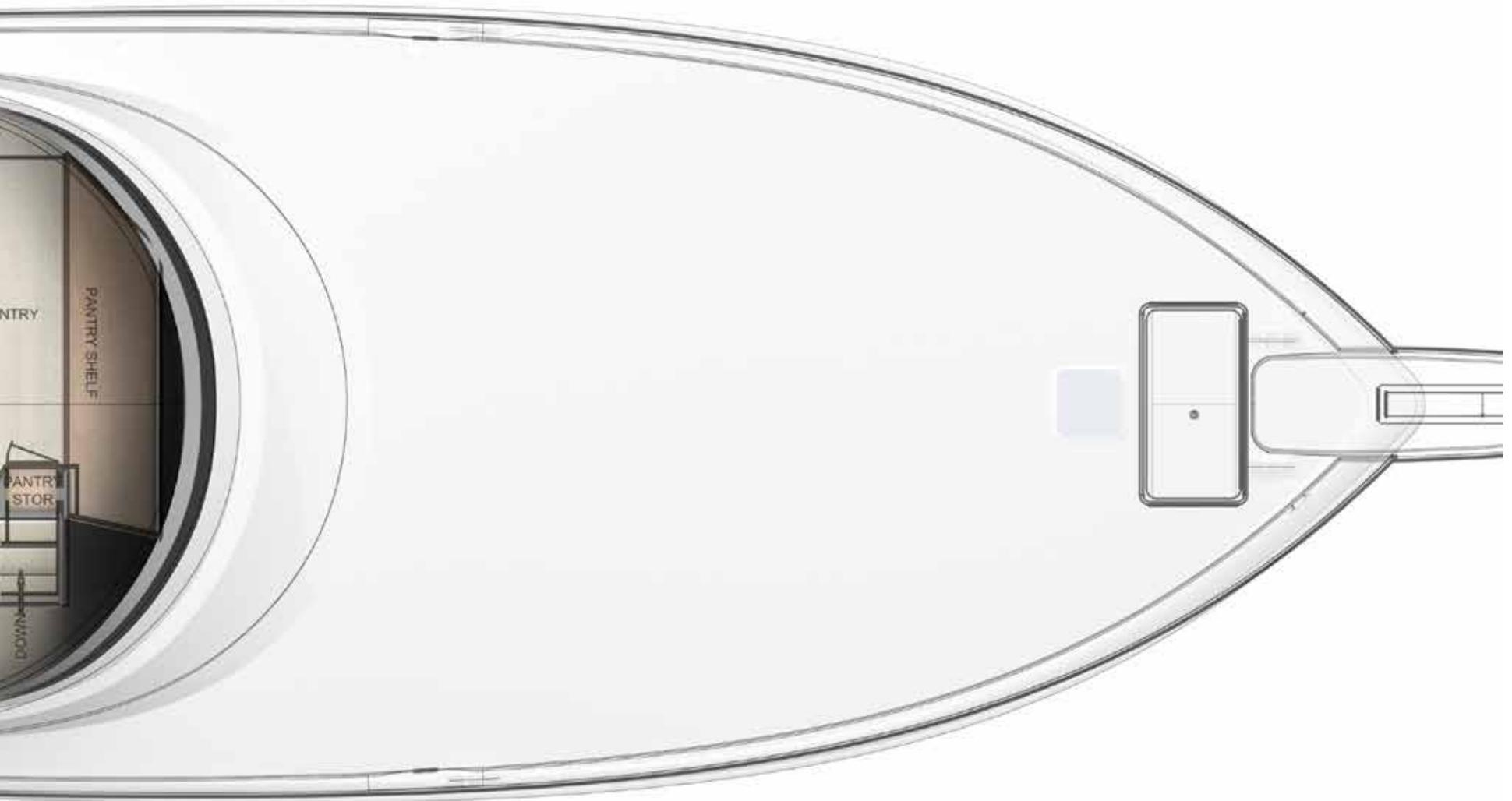


Open Bridge Salon
Peninsula Galley



PRELIMINARY

70 CONVERTIBLE



Open Bridge Salon
Island Galley

PRELIMINARY



70 ENCLOSED BRIDGE



70 ENCLOSED BRIDGE



PRELIMINARY



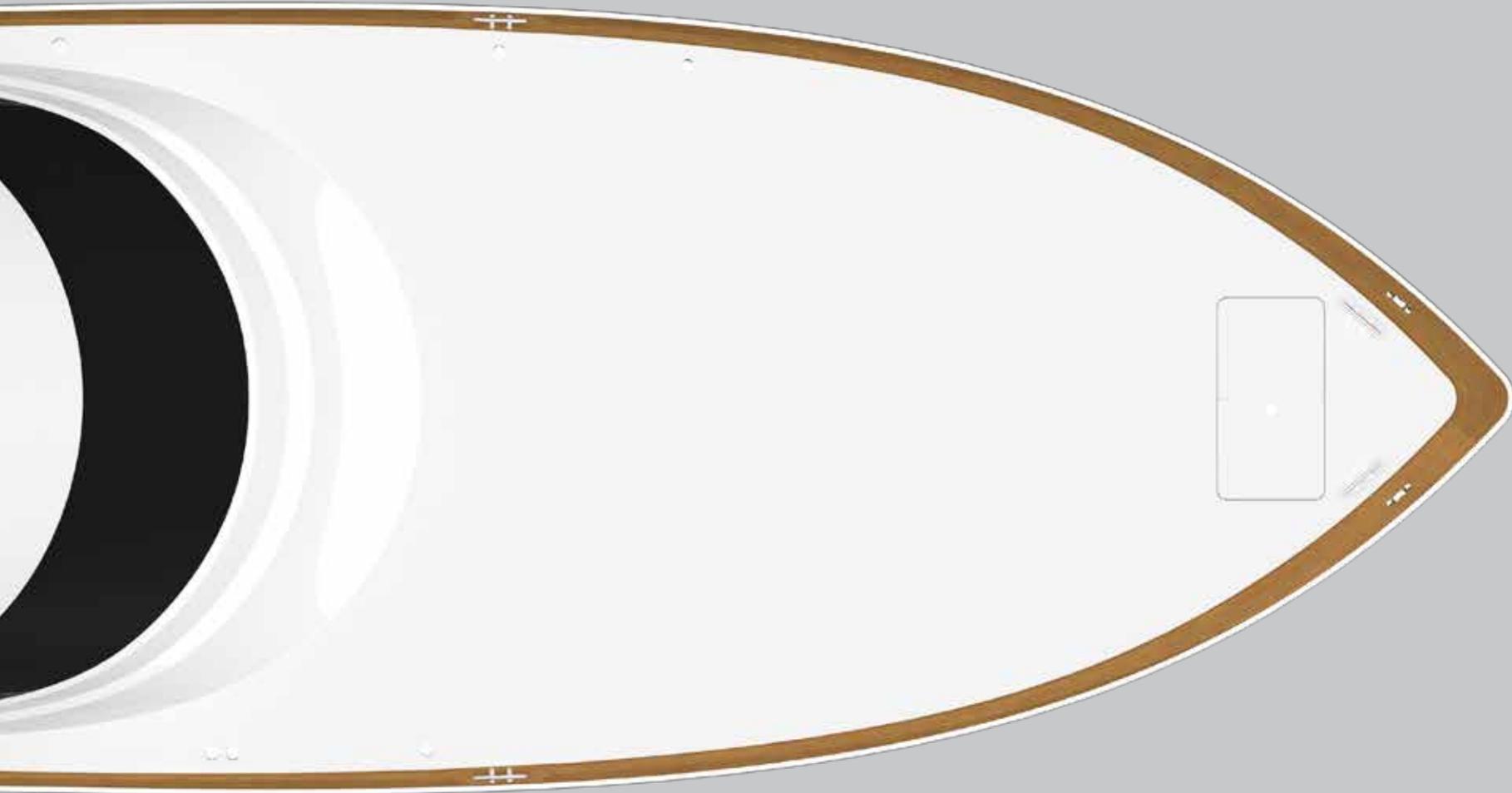
viking
NEW GRETA

PRELIMINARY



PRELIMINARY

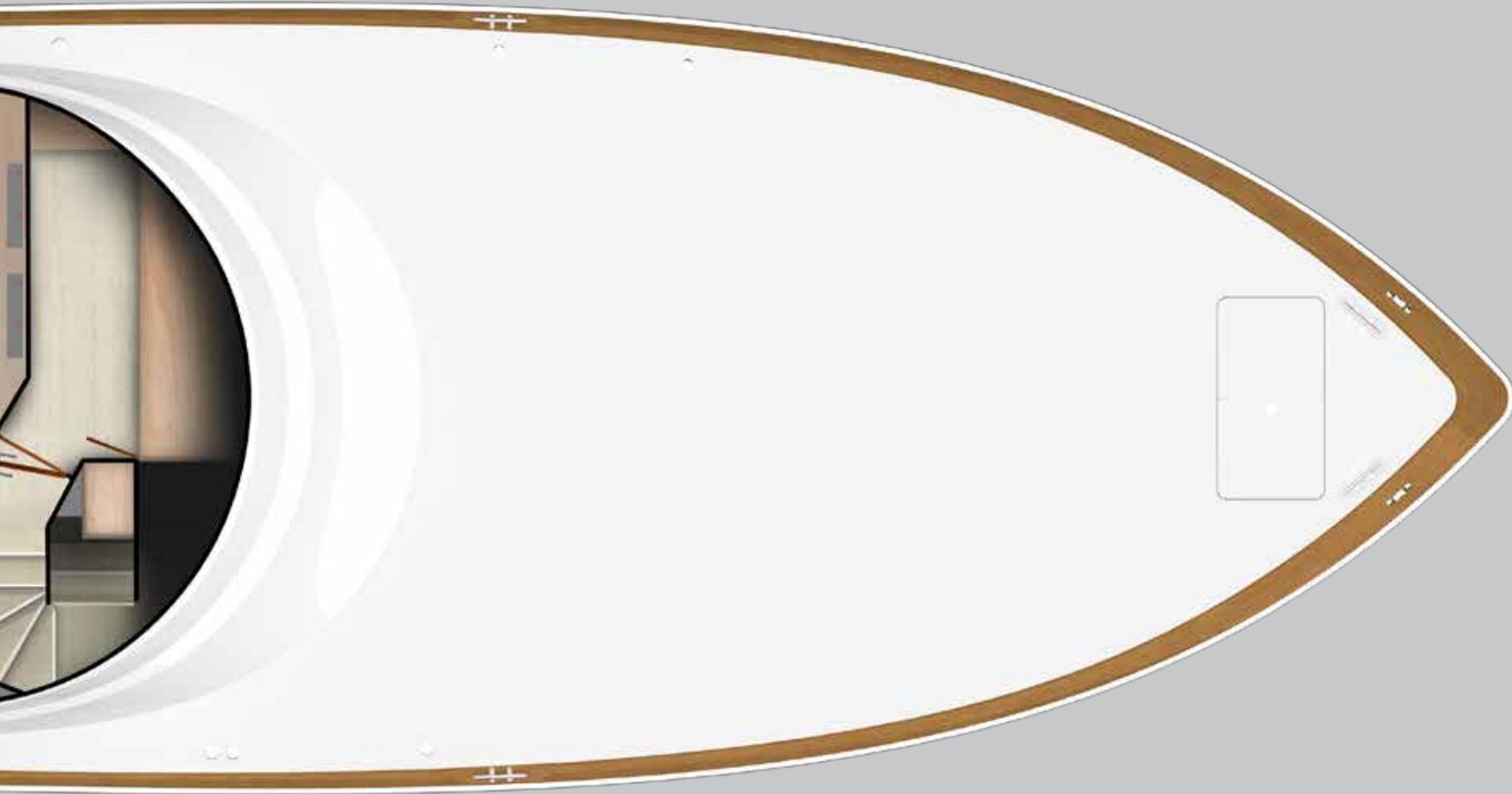
70 ENCLOSED BRIDGE





PRELIMINARY

70 ENCLOSED BRIDGE



PRELIMINARY



70 SKY BRIDGE



70 SKY BRIDGE



PRELIMINARY



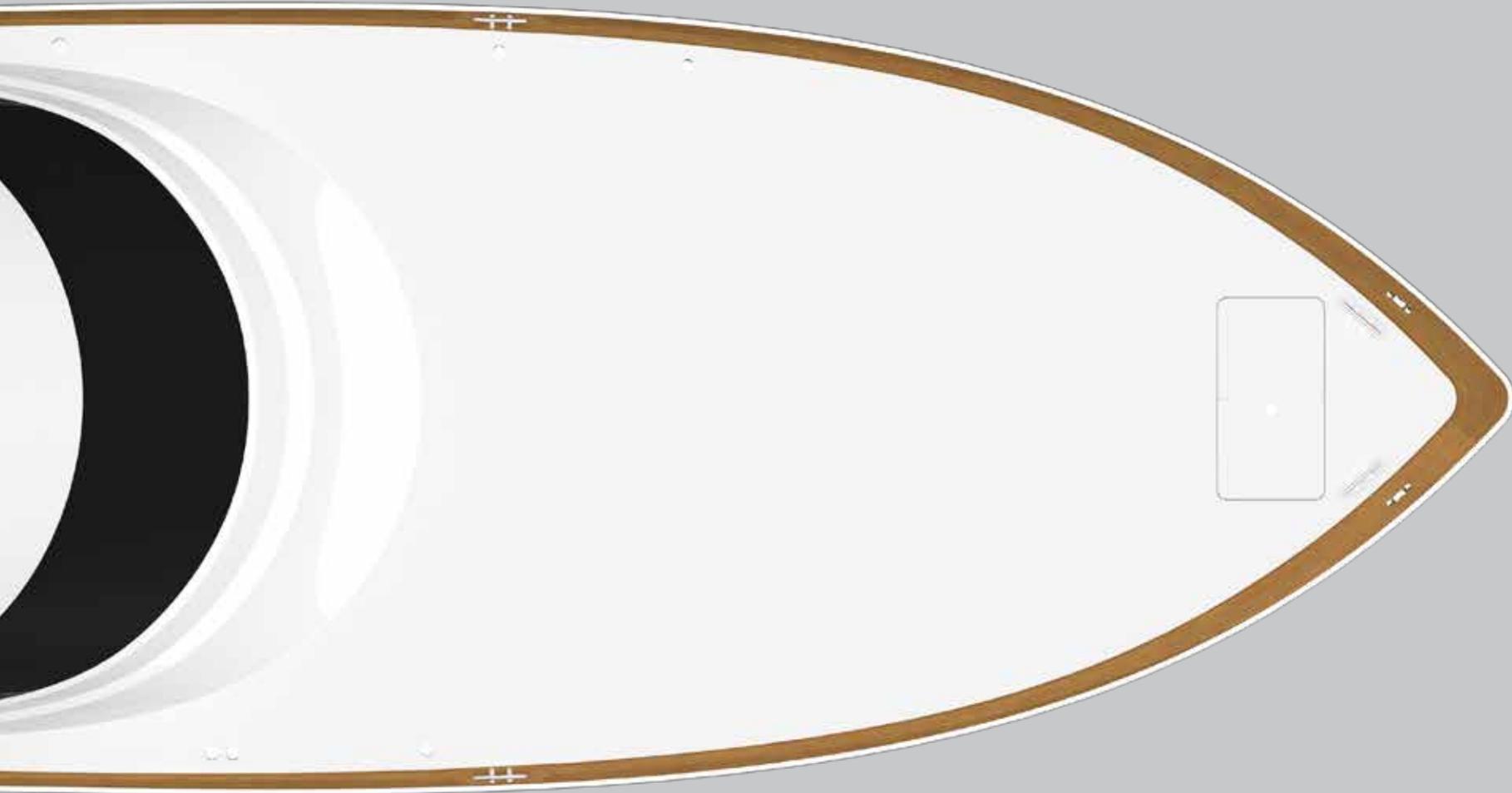
viking
NEW GREYNA

PRELIMINARY



PRELIMINARY

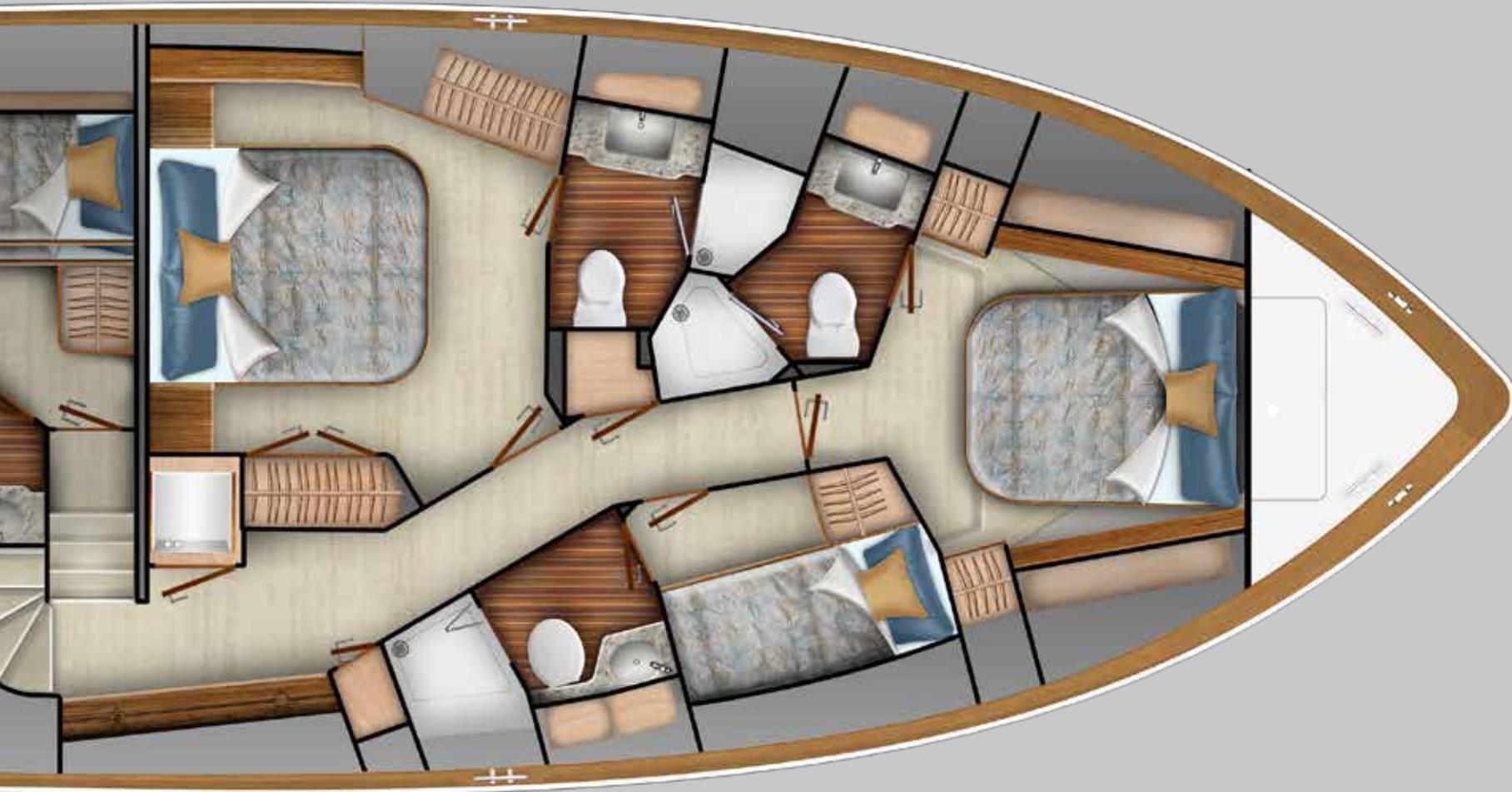
70 SKY BRIDGE



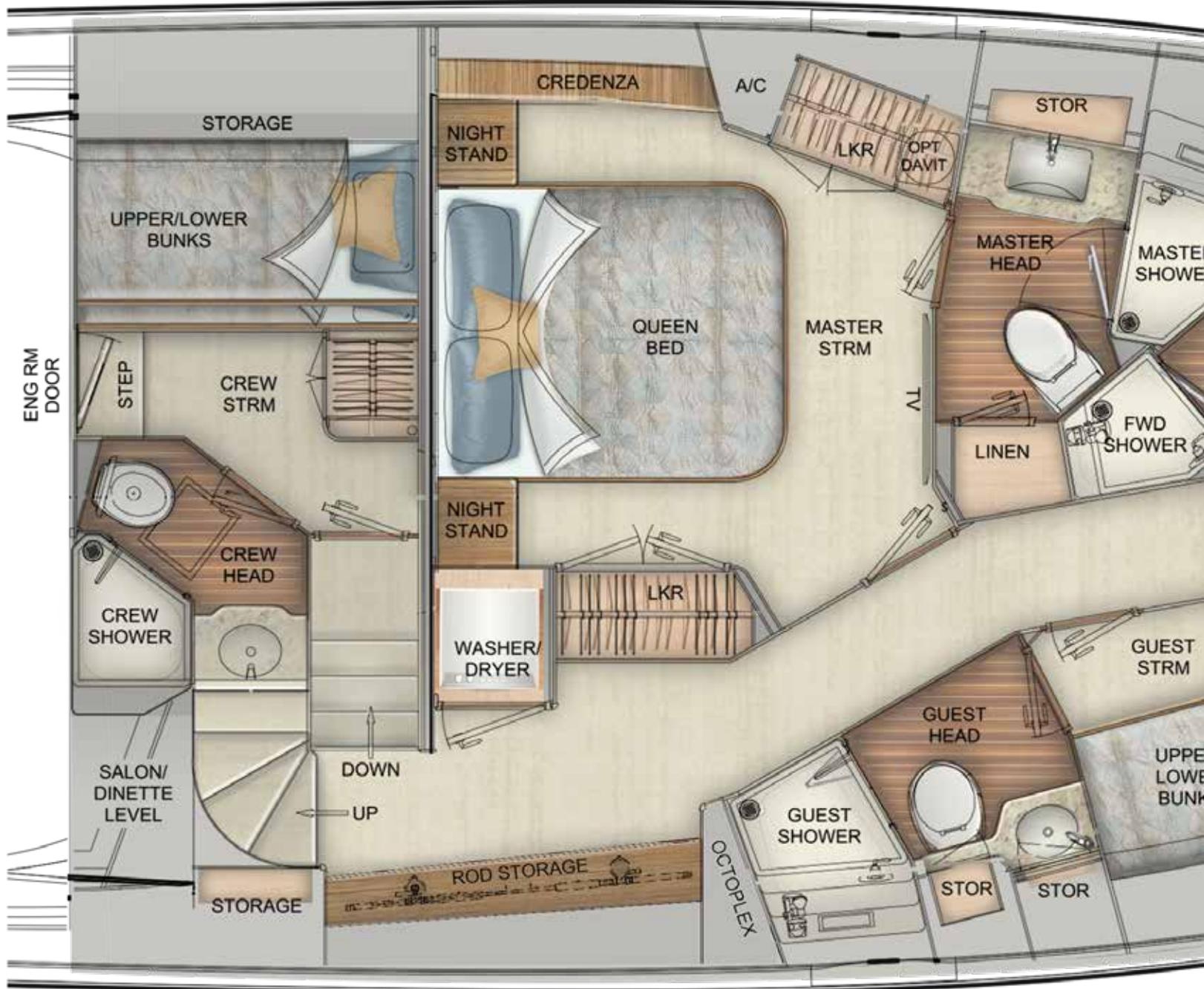


PRELIMINARY

70 CONVERTIBLE

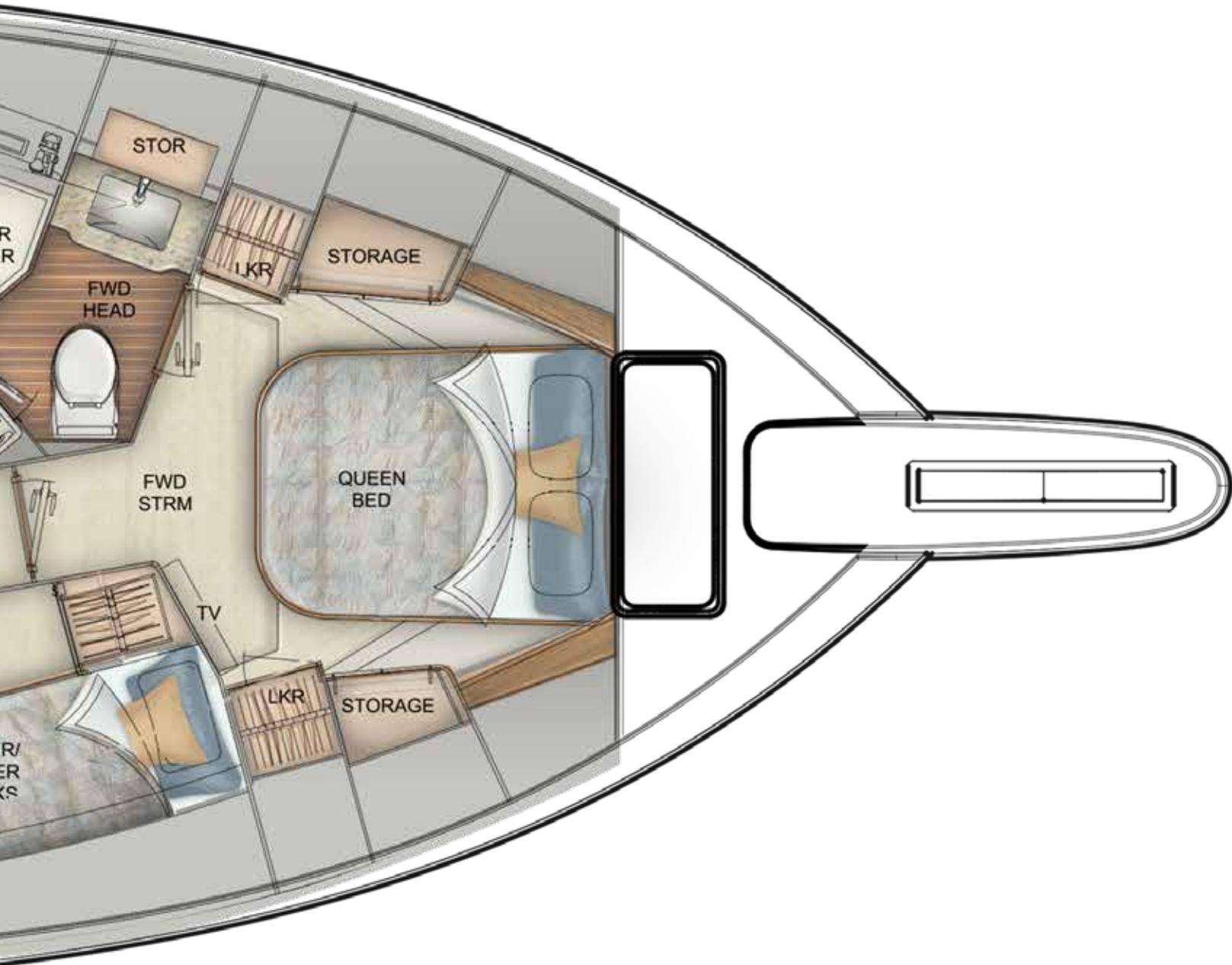


Lower Accommodations
Four Stateroom Standard Queen Forward



PRELIMINARY

70 CONVERTIBLE

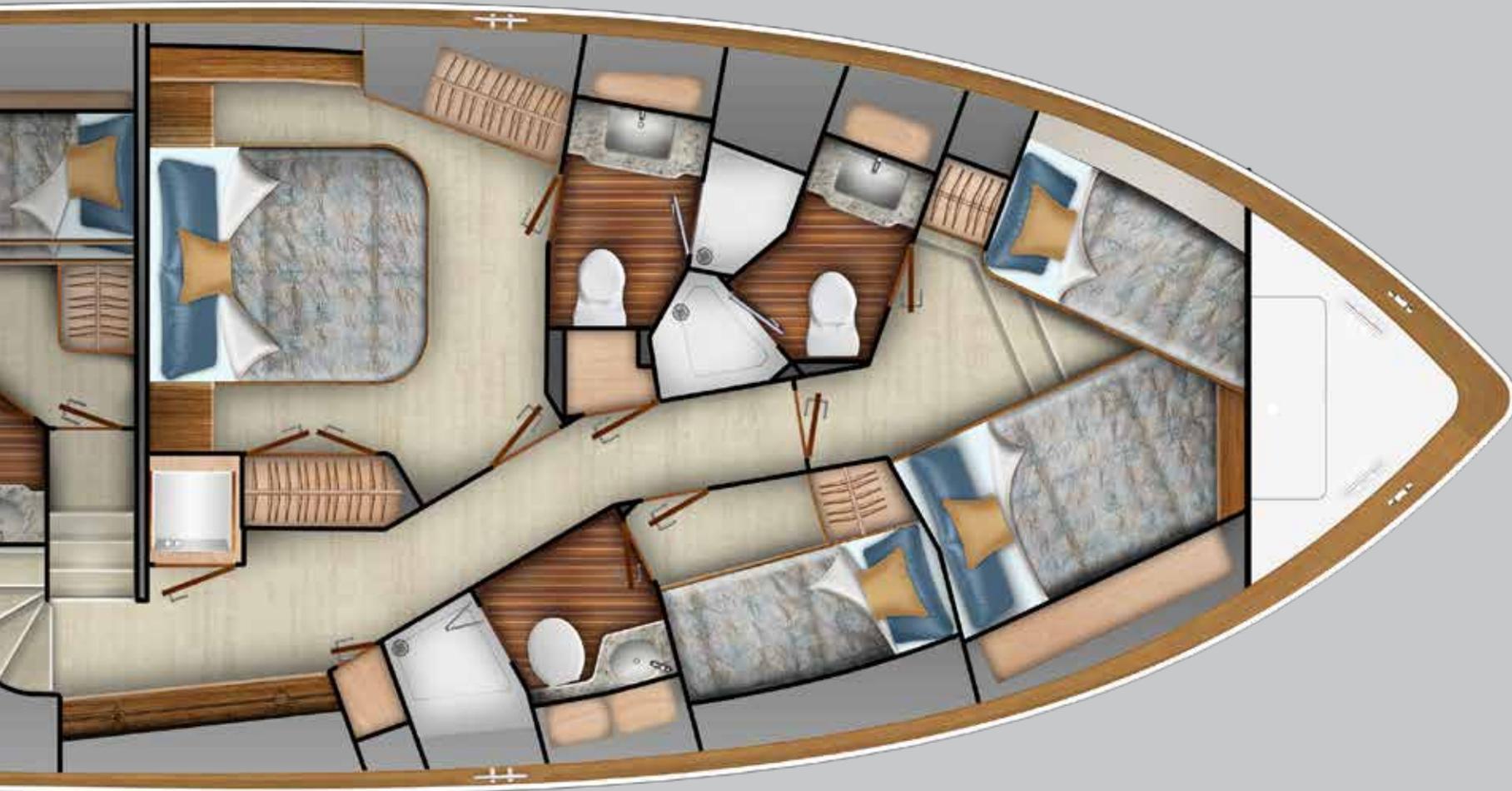


Lower Accommodations
Four Stateroom Standard Queen Forward



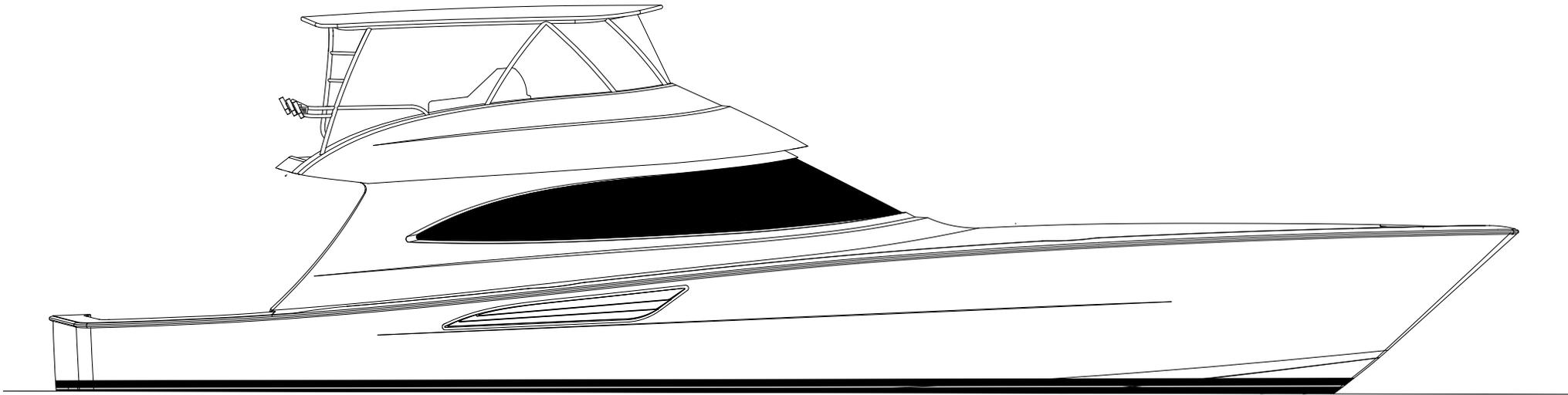
PRELIMINARY

70 CONVERTIBLE



Lower Accommodations
Four Stateroom Optional Crossover Forward

PRELIMINARY



COCKPIT

+10" to cockpit length forward of fishboxes
-3" beam = -1.5" deck
outboard of fishboxes P&S

MEZZANINE

+5" to lower mezzanine length
-3" beam from port freezer & cooler

ENGINE ROOM

+4" engine room length
-3" engine room beam

OPEN BRIDGE

+4" bridge & console length
-3" beam from helm console

SALON

+4" salon length, shown between sofa and outboard
bar stool, and added to dinette/entertainment center.
-3" beam from sofa aft section
-3" outboard of galley island

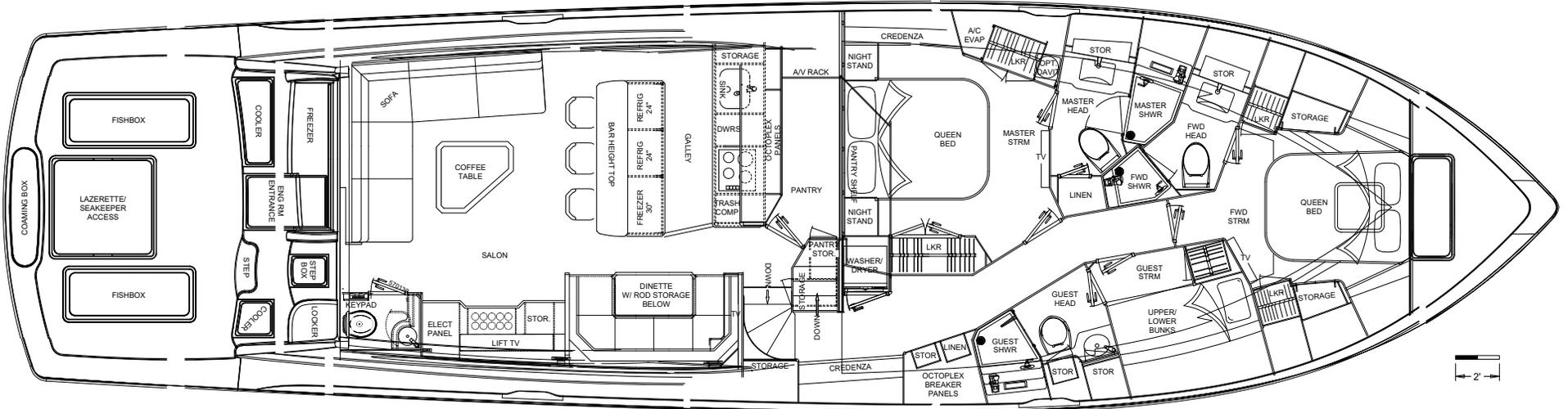
GALLEY

-1.5" beam from port outboard storage, -1.5"
clearance between dinette and trash compactor
space.

CREW SR

No length increase
-3" beam = -1.5" bunk width, head unit & stairs
move inboard 0.5" closer ER door, shower &
sink move 1.0" inboard taken from floor space.

70 CONVERTIBLE



70 2026 06JUN2025
 No Helm Step
 846.2" LOA (70'-6.2")

FOREPEAK LAYOUT

+5" of length, currently shown forward of MSR bed, longer inboard locker, longer companionway credenza for possible rod locker configuration.
 -3" of beam taken from the following: -1.5" MSR bed width, all outboard port side storage -0.5" depth, -1" outboard of MSR bed & OB night stand, port side sinks & shower moved inboard 1.0", stbd guest SR bunks -1.5" width, guest toilet & sink moved inboard 1.5".

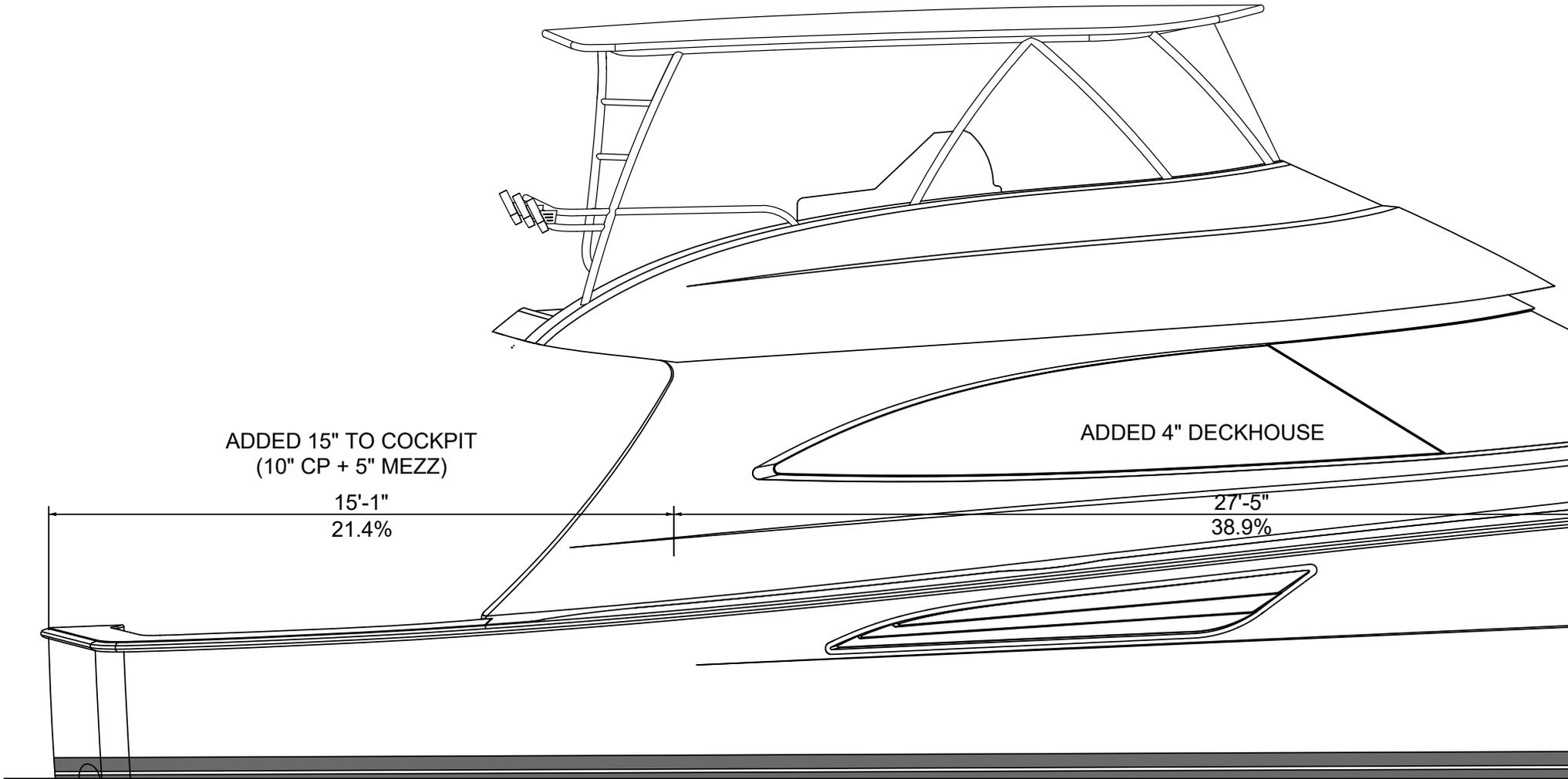
FORWARD SR

No length increase
 -3" of beam; bed tapers -1.5" per side, P&S locker & storage move inboard 1.5".

ANCHOR LOCKER

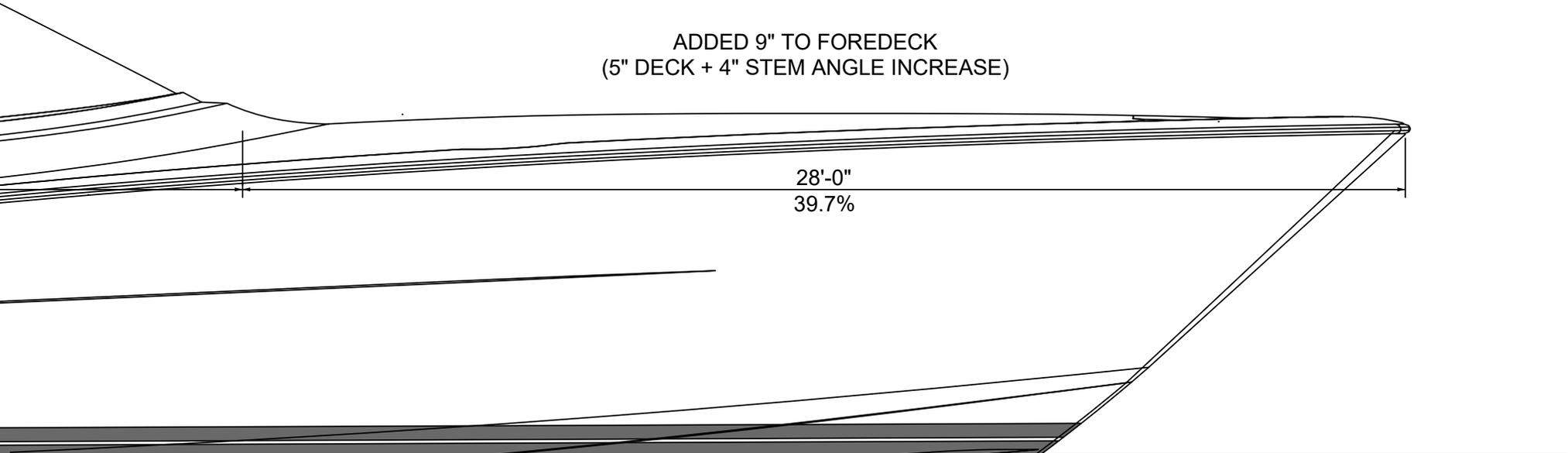
+4" of deck length, increasing stem angle.

PRELIMINARY



70 CONVERTIBLE

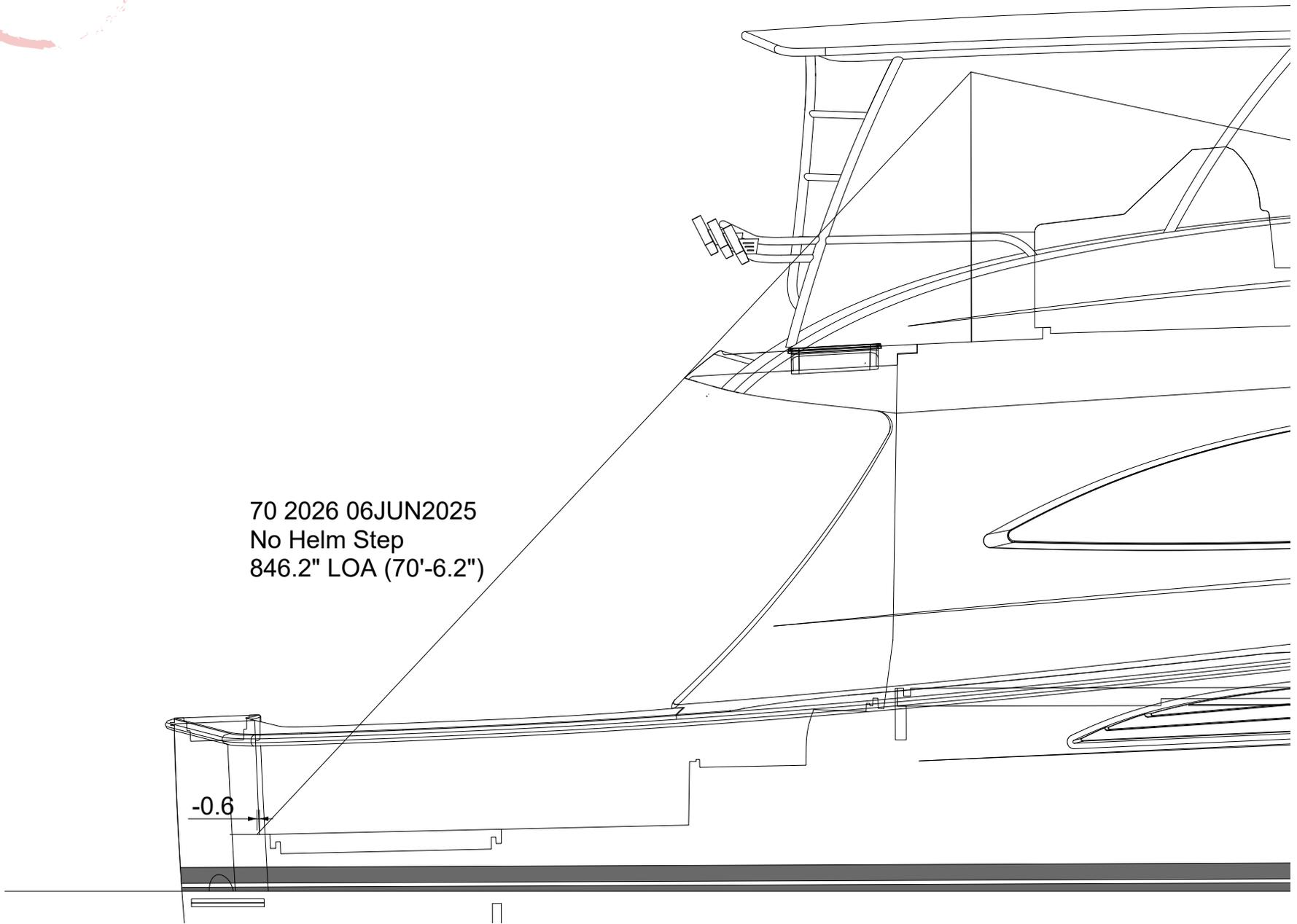
ADDED 9" TO FOREDECK
(5" DECK + 4" STEM ANGLE INCREASE)



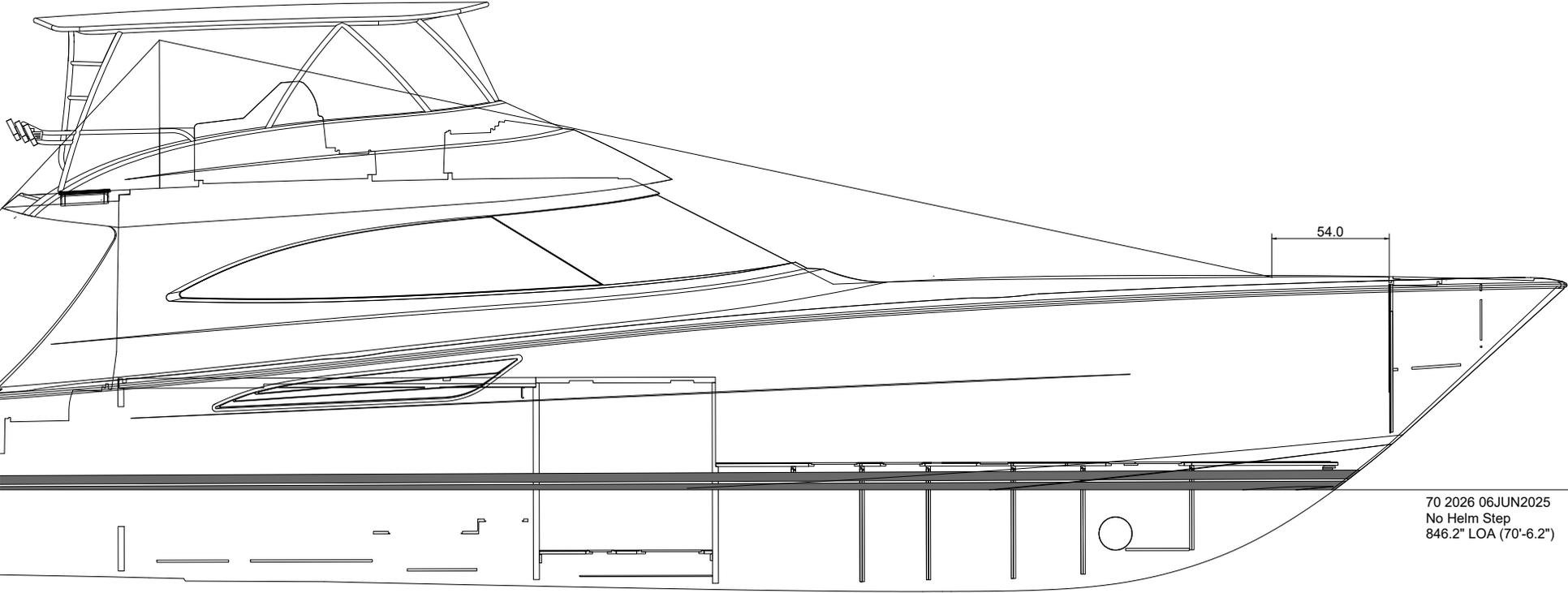
70 2026 06JUN2025
No Helm Step
846.2" LOA (70'-6.2")

PRELIMINARY

70 2026 06JUN2025
No Helm Step
846.2" LOA (70'-6.2")



70 CONVERTIBLE



54.0

70 2026 06JUN2025
No Helm Step
846.2" LOA (70'-6.2")





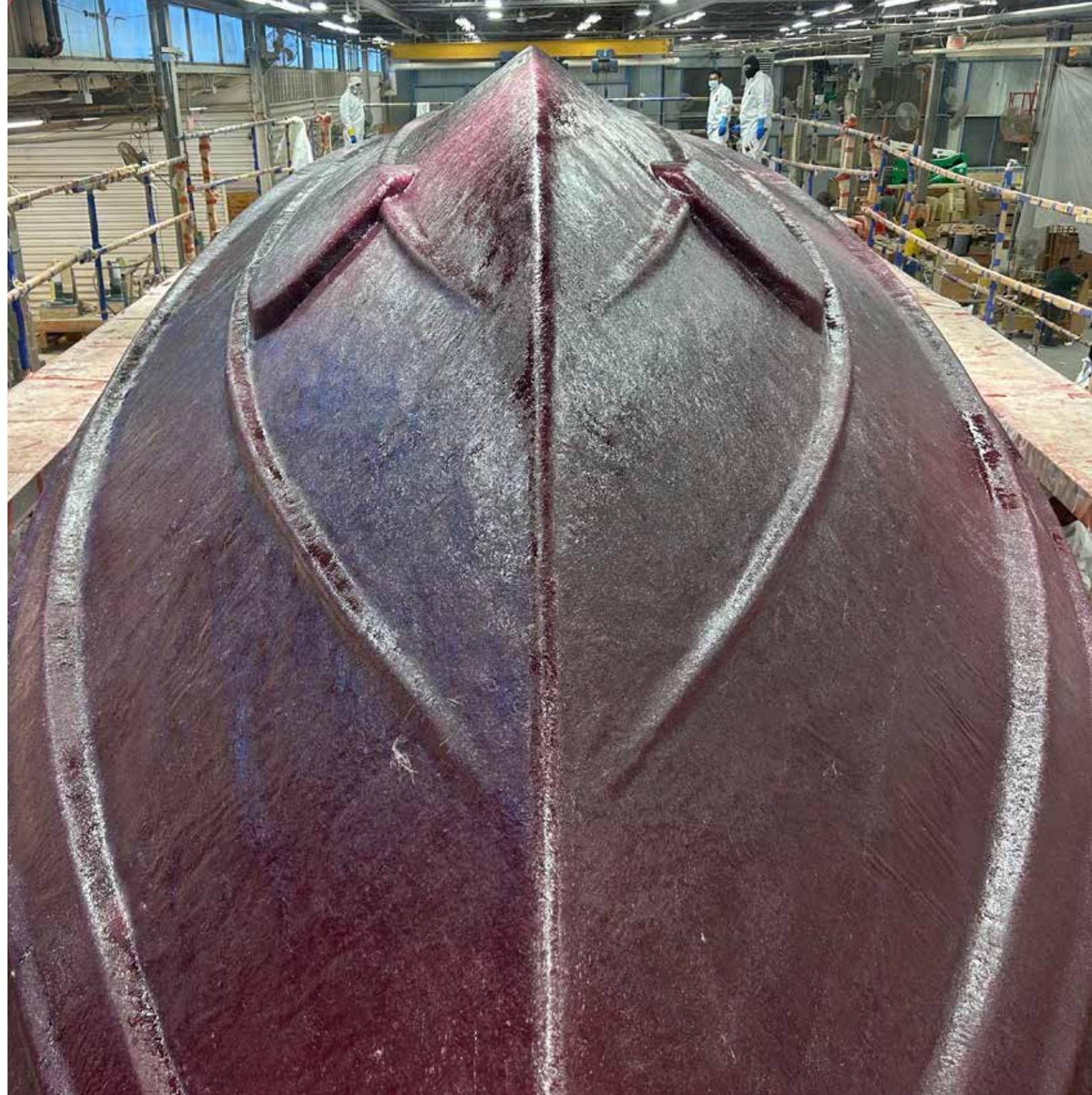








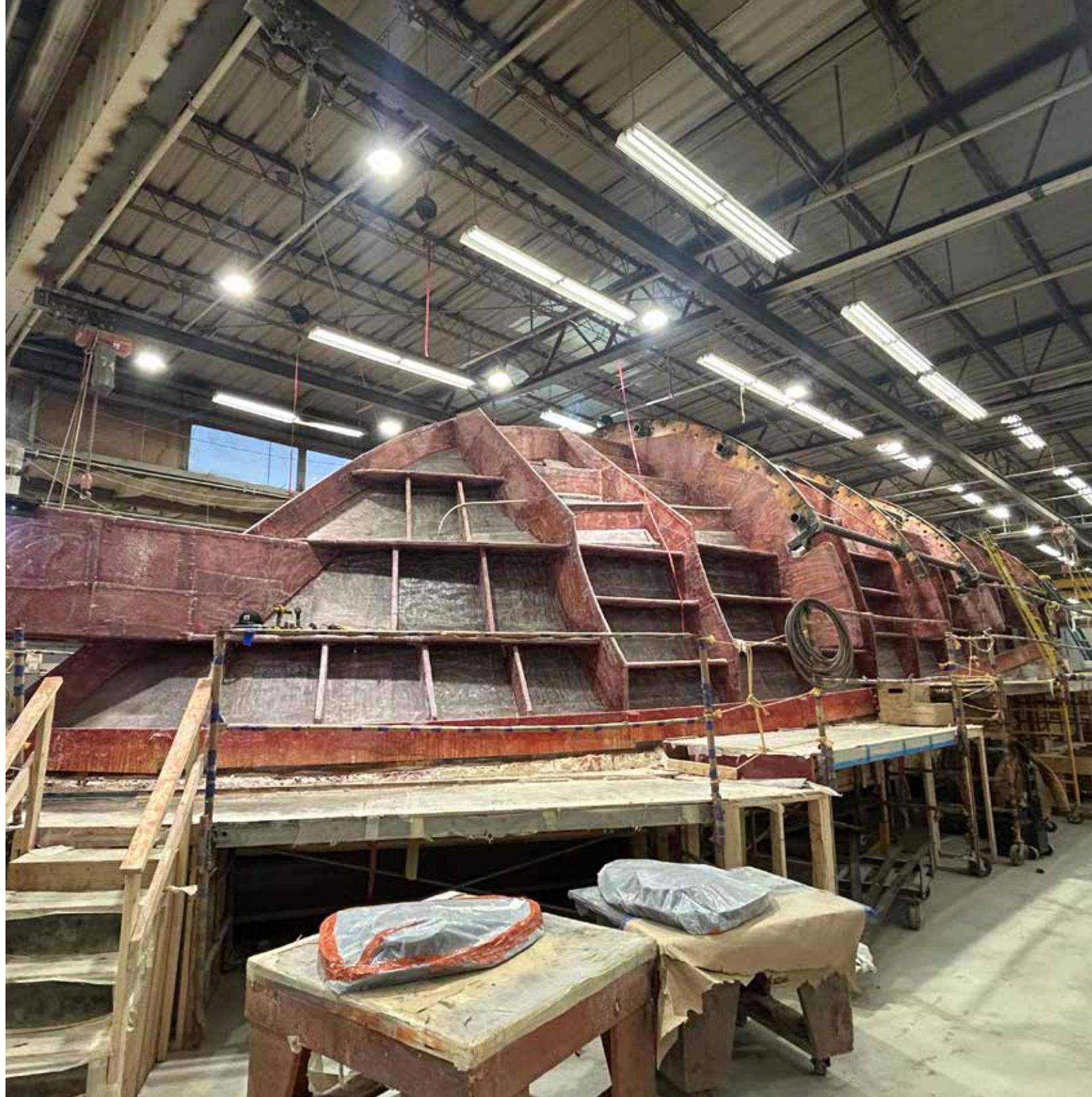














02





#33

#5

#6

#45

OPEN UP 36 40s (1 door)

TD-60630

SR-8-2604



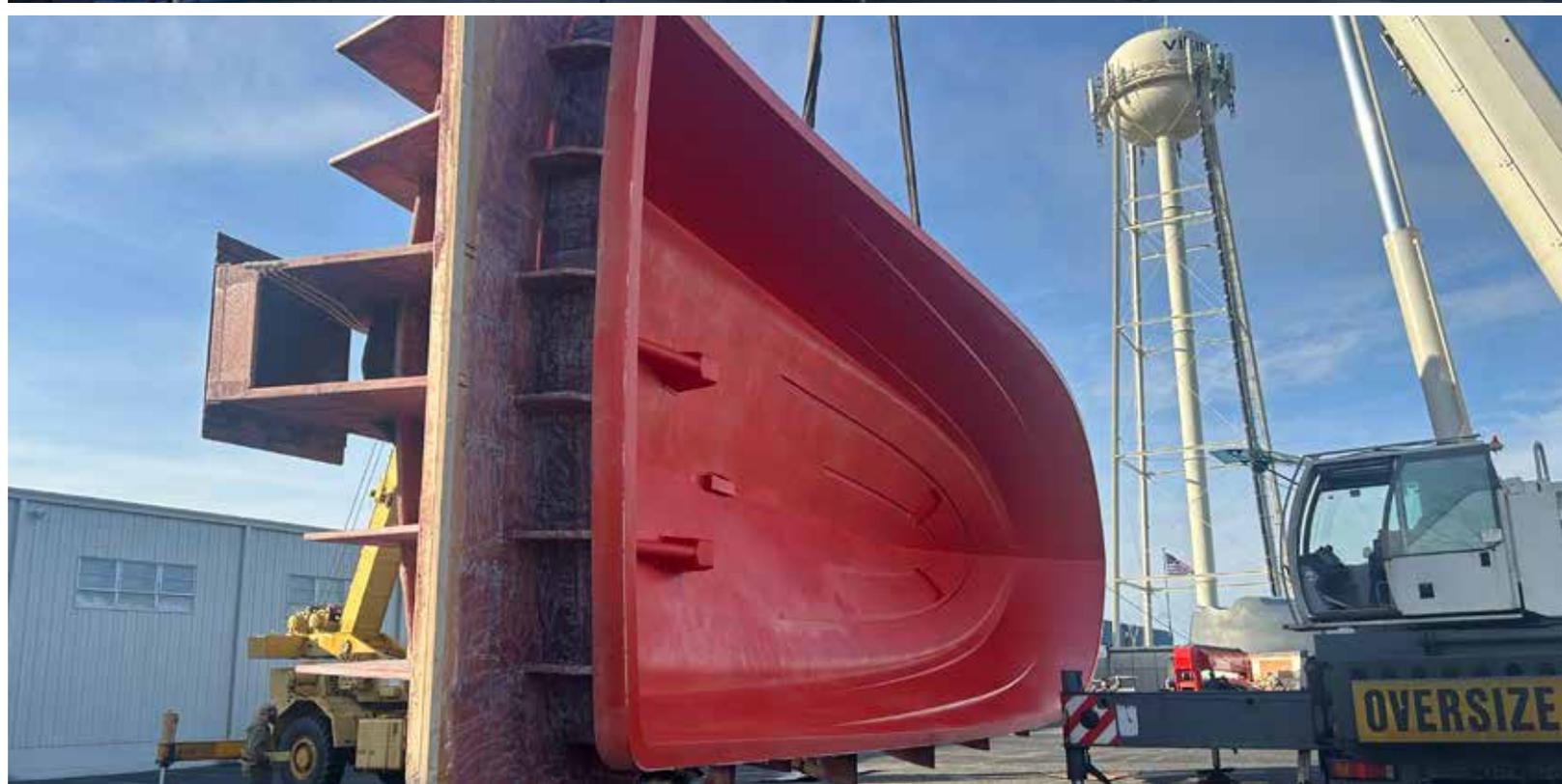




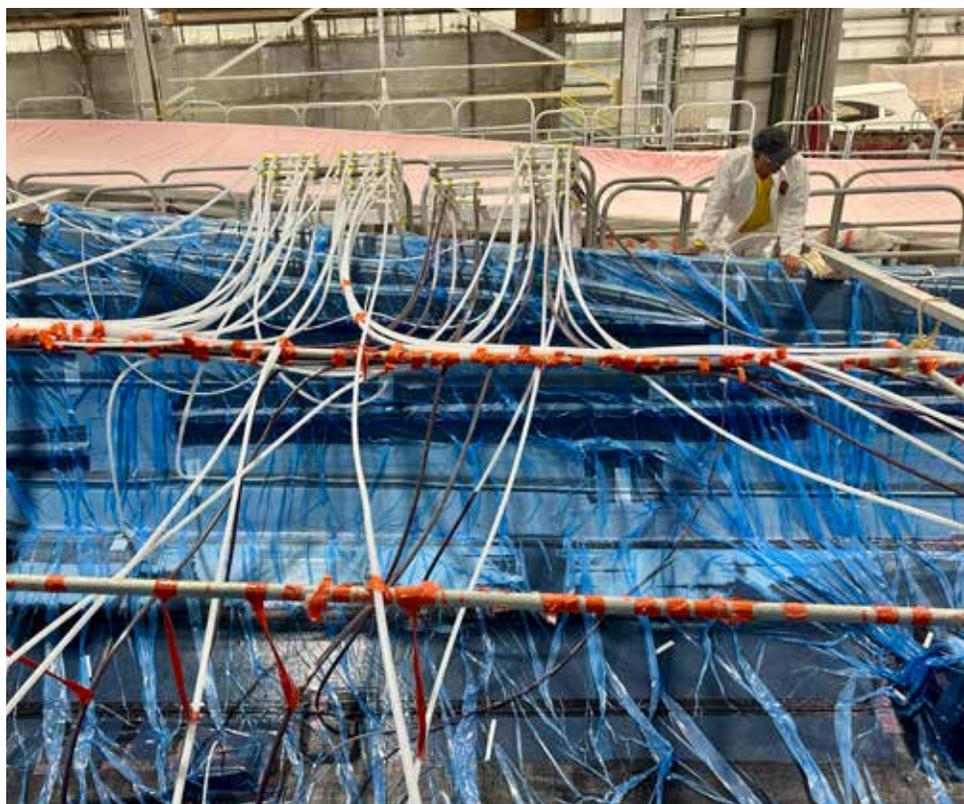
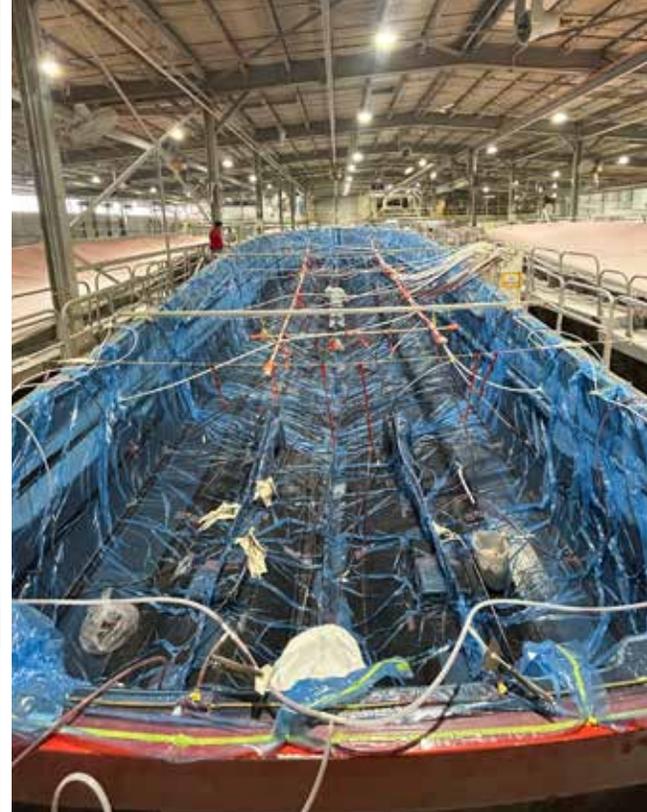




















VIKING 70 CONVERTIBLE

Construction

- Ablative/Copolymer anti-fouling bottom paint (2 coats), using “Interlux Interprotected epoxy primer system”
- Awlgrip brass thru-hulls and sea strainers in engineroom
- Awlgrip engineroom, lazarette, forward bilge and anchor locker for enhanced visibility and easier maintenance
- Blister resistant modified vinylester resin in entire hull skin
- Custom blended polyester resin used in structural laminates, topsides, bridges, and hardtops
- DuPont high gloss polyurethane boot stripe
- Fiberglass side thru-hull
- High performance isophthalic npg gelcoat for superior gloss, flexibility and outstanding weathering characteristics
- Hull interior isophthalic gelcoat top-coated with a durable high gloss polyurethane coating
- Hull - resin infused cored composite construction, using end-grain balsa and

closed cell foam cores in selected areas for optimized strength and stiffness while minimizing weight

- Infused composite bulkheads — Main engineroom bulkhead, and forward bulkhead
- Infused fiberglass fuel, freshwater and holding tanks, with fiberglass baffles inside and balsa coring on sides for stiffness, sealed to hull with resin foam
- Molded fiberglass salon floor/engineroom ceiling with foam core for acoustical and thermal insulation
- Propeller pockets to reduce draft
- Satin, walnut interior finish throughout
- Stringers, fiberglass encapsulated foam

Mechanical

- Air conditioning — direct expansion, zoned with reverse cycle heat for complete climate control throughout the interior and with individual temperature controls for staterooms and salon
- Bilge pumps with clean out

pumps in keel area linked into monitoring system and connected to float switches for automatic and manual operation

- Centralized seawater system with Electrosea SeaStrong Silver Bullet pumps
- Murray Ventilation Products engineroom ventilation system with thermostatically controlled supply and discharge fans for proper fresh air circulation and water intrusion suppression
- Murray Ventilation Products pneumatically controlled engineroom ventilation dampers, integrated into fire suppression system
- Dual stage variable speed 110V AC freshwater system with on deck freshwater fill and cockpit dockside supply inlet with pressure reducing valve
- Engineroom entrance and remote mounted engine start and stop switches for easier accessibility
- Fire suppression system, automatically and manually operated and tied into main engine and generator ignition and ventilation

systems with override

- Freshwater filter — paper
- Freshwater supply in engineroom for general maintenance and cleaning
- Fuel filters, Parker FBO series for main engines
- Fuel priming pumps for main engines, electric
- Fuel transfer and management system, 24V DC pump controlled through touch-screen control panels
- Hour meters on generators
- Integrated engine mounting system for efficient transfer of energy to drive train system
- Internal sea strainers for generator, centralized seawater system and live well pump
- Mufflers - engines, in-line type with surge tubes in engineroom
- Mufflers — generators, gas/water separators
- Oil changing system, gear type pump for main engines, transmissions and generator with pump out line run to cockpit locker
- PEX plumbing, freshwater system with manifold system to isolate individual

- areas
- Prep for future installation of Seakeeper
- Propellers, Veem, interceptor class “S” pitch tolerance (ISO 484/2) and dynamic balancing. Advanced design cambered blade sections for optimum performance. Interceptor strips to adjust engine load. Nibral alloy for maximum durability.
- Racor dual fuel/water separator filters for generator. Clear bowl type, top-loading for convenient replacing
- Recessed external sea strainers for main engine pick ups
- Rudders, stainless, composite rudder bearing with dripless seal laminated into hull
- Seacocks, Tru-Design composite, ball-type sea valves for all thru-hulls below the water line
- Seacocks, bronze engine pickups and generator gas water separator.
- Shafts — 2 Aquamet high-strength stainless steel, double-taper with machined keyway and custom thrust plate at main engine couplings
- Steering system, Optimus electric power steering

- Struts — thru-water, Nibral, composite bearings
- Tides Marine water lubricated dripless shaft seals with crossover water supply from both engines
- Trim tabs, custom with center, port and starboard tabs recessed in transom, individual controls for each tab with fiberglass covers
- Water heater — quick recovery, electric

Electrical

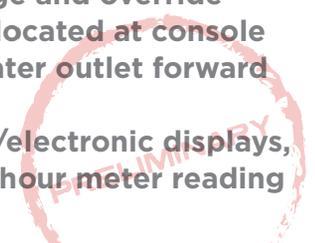
- 24V DC ship’s service throughout
- 240/110V AC power supply
- 110V outlet in engineroom
- Anchor light/navigation lights
- Batteries, (3) independent 24V banks, mounted in fiberglass storage boxes, maintenance free for engine start, ships service and electronics
- Battery chargers, (3) with thermal cutoff and switching system for complete integration
- Battery distribution panels with battery cutoff for ship service batteries and engine batteries
- Battery parallel system for main engines and generator start
- Bonded electrical system with ground plate
- Color-coded, labeled and

- numbered wiring system with corresponding drawings
- Dimmers, DC LED interior lighting throughout excluding companionway
- Engineroom lights, DC with LED/AC backup with switch at engineroom entrance
- Generator, Diesel — (1) 29 kW Onan QD (electronic quiet diesel) Series, user-friendly with electronic governing allowing voltage and electronic frequency control (R)
- Glendinning cablemaster (2) 50/220V AC with 3 wire grounded cord
- Instrument panel lights for flybridge and main electric panel
- Lights, overhead LED, strip style
- Magnetic switches for bilge lights
- Master electrical control provided via power distribution system utilizing a redundant Can Bus control for AC/DC remote breaker electrical systems. Complete system control and monitoring provided by 2 integrated touch screen controls-(1) located at salon main panel and (1) at the flybridge helm
- Receptacles, 110V duplex with GFCI throughout

- Voltage stabilizer combiner transformers for more consistent, clean voltage

Flying Bridge Open (Standard)

- 12V DC stereo
- Back-up engine controls supplied by engine manufacturer
- Bridge installed without exposed fasteners
- Center console walk-around helm with electronic storage in raised pod with additional storage below
- Compass, lighted Ritchie, large and flush mounted on centerline
- Electronic trolling valve controls *MAN and MTU utilize ZF Autotroll; CAT utilizes “CAT Advanced Trolling System”
- Extended overhang for extra room to move behind helm and companion seats with anodized aluminum aft railing
- Fiberglass helm pod with single lever electronic controls and stainless steel steering wheel
- Fire system control with automatic and manual discharge and override system located at console
- Freshwater outlet forward locker
- Gauges/electronic displays, include hour meter reading



- for main engines supplied by manufacturer
- Handrails, powder-coated aluminum effectively positioned above ladder to bridge and at helm
- Helm and companion seats, 3 seats, wood, ladder back with 4" stainless pedestals and removable cushions and covers
- Helm panel, black acrylic for flush-mounted electronics installation
- Instrumentation based on standard engine package, lighted with switches in radio box
- Lounge seating forward of the helm console with vinyl covered foam cushion with freezer storage beneath and air conditioning vents in backrest
- Manual engine shutdown switches in radio box
- Multifunction depth finder/ sea temperature gauge
- Nonskid deck for traction and durability
- Port and starboard cabinet at aft end of lounge seating
- Recessed radio boxes with split lids, port and starboard sides of console with switch panel inside painted satin black
- Refrigerated top loading chill box forward cabinet
- Removable flybridge bench

- seat backrest forward facing at aft ends of port and starboard bench seats
- Sink with spray head at forward end of flybridge
- Speakers, flush mounted to aft ends of bridge
- Switch for trumpet style air horns (2), mounted on forward flat section of radar pod
- Touch screen control monitor with audible and visible alarms: engineroom temperature, high bilge water, high exhaust temperature, generator and tank monitors as well as confirming correct system operation
- Trim tab control switch mounted at console
- Under helm access with lights and storage room
- VHF radio with antenna and mounts — ICOM
- Windshield, centerline venturi cutout to maximize visibility

Flying Bridge Enclosed (Optional)

- 12V DC stereo
- Aft railing and flybridge ladder, aluminum
- Air conditioning with reverse cycle heat, temperature control and dehumidification mode
- Cabinetry and furniture manufactured of walnut

- hardwood and veneers with furniture finish
- Carpeting
- Cocktail table — walnut, fixed pedestal mounted
- Companion seats, port and starboard jump seats with drawers underneath starboard seat
- Defoggers for windshield
- Fixed aft windows, tempered
- Forward control station with all necessary control switches, lighted instruments, engine controls and stainless steel steering wheel
- Gauges/electronic displays supplied by engine manufacturer
- Hatch above helm chair
- Hatch in overhang with powder-coated ladder and access to hardtop
- Headliner
- Large under helm area for easy access and added storage
- Lighting, overhead recessed LED
- Lights, overhang tri-colored (red, white and blue)
- L-shaped lounge on raised floor for better visibility and with storage underneath
- Molded fiberglass seat on aft deck with removable cushions and storage underneath

- Pod-style aft docking station with single lever controls and engine start/ stop switches, located at stbd side of flybridge overhang
- Raised, wrap-around helm console with black Ultraleather surfaces and visor to reduce glare and access to all electronic components
- Refrigerator in place of refrigerated chill box
- Safety rail at entrance hatch to flybridge, powder-coated aluminum
- Spreader lights, LED molded into aft overhang
- Stairs to enclosed bridge, walnut and polished stainless steel
- Stidd helm chair, black, adjustable with footrest
- Touch screen control monitor with audible and visible alarms: engineroom temperature, high bilge water, high exhaust temperature, generator and tank monitors as well as confirming correct system operation
- TV, HD flat screen
- Upholstered overhead wiper box with switches mounted centerline
- Valances, upholstered
- Windshield and side glass, laminated, curved, safety

- glass
- Windshield wipers, electric with intermittent controls, washers
- Weatherproof sliding, lockable exterior door

Cockpit

- Aluminum backing plate, laminated in cockpit sole, for fighting chair or table
- Boarding box, fiberglass with nonslip, lift up top and storage
- Dockside electric connection — (2) 50 amp/220V with Glendinning Cablemasters in forward port and starboard cabinets under gunwales
- Dockside water connection with pressure reducing valve in side lockers
- Engineroom access with door and ladder to engineroom
- Extended flybridge overhang for shade
- Gaskets for all lids and access doors
- Grabrails at cockpit haunch
- Ladder to flybridge, one-piece, anodized aluminum with nonskid treads
- Latches for all in deck box lids to prevent water intrusion into deck boxes
- Lazarette hatch with access to steering system, trim tabs, drain pumps
- Lighting, indirect rope, tri

- color (red, white, and blue) underneath the coaming
- Lighting, recessed tri color (red, white, and blue) in flybridge overhang
- Live well in transom box without light or window
- Molded nonskid deck
- Observation mezzanine with port aft facing lounge seating with vinyl covered cushions, hinged seats, tackle cabinet with pullout drawers and bait freezer
- Recessed insulated in deck fish boxes,
- Refrigerated drink box undermounted in salon step for direct access from cockpit
- Rod holders, (4) flush mounted
- Rounded bottom-edge cockpit coaming for comfort
- Self bailing cockpit with large scuppers
- Side lockers under coaming with gaff storage
- Speakers tied into flybridge
- Split lids for fishboxes
- Stainless steel gas springs on all hatches and lids
- Straps with padding to secure transom door and gate while open
- Transom mounted swim steps at transom door
- Valve to fill freshwater tank from dockside inlet
- Walk-through transom door

- with lift gate
- Y-valve fresh and salt water wash down connection, port and starboard forward lockers

Salon

- Air conditioning with reverse cycle heat that circulates from concealed registers behind valances to maximize comfort while minimizing noise and drafts — individual temperature control
- Blinds for desired natural lighting and additional privacy
- Cabinetry, walnut with drawers and bottle storage, finished wood interior
- Cocktail table, walnut, high gloss finish, hi/low
- Dayhead, aft starboard corner
- Flooring, custom at salon entrance and wall-to-wall carpet with lined padding for sound absorption
- Headliner, Majilite, natural color, 1/8" foam and tricot backing
- Home theater center with HDTV, on a raise and lower mechanism with cable hook-up *Optional enclosed bridge model, TV located above dinette
- Ice maker, clear ice type with matching wood cabinet door

- Lambrequins, wood to match interior finish
- Lights, overhead LED, strip style
- Lounge, L-shaped with lift cushions for storage
- Main electrical panel with AC selector breakers and touch screen control monitor with audible and visible alarms: engineroom temperature, high bilge water, high exhaust temperature, generator and tank monitors as well as confirming correct system operation
- Pillows, decorative throws for sofa
- Sliding electric salon door, molded fiberglass door with window and walnut interior finish, with key lock
- Valances custom finished wood, fluted
- Windows, fixed, sides laminated safety glass, aft bulkhead, tempered
- Wood strips between headliner panels

Galley/Dinette

- Blinds
- Custom galley island, 360 degree access with refrigeration and freezers, engineered stone countertop and three swivel type bar stools with backs and overhang for bar stool area

PRELIMINARY

- Dinette table, walnut, high gloss finish thru-bolted
- Electric range, 4-burner cook top, surface mounted
- Exhaust fan, high velocity
- Flooring, custom
- Garbage disposal in sink
- Lighting, LED backsplash
- Lights, overhead LED, strip style
- Microwave/convection oven located in upper galley cabinet
- Pantry, starboard side forward of companionway stairs
- Raised dinette couch with removable cushions and pull-out storage underneath for rods, 110V and USBC outlets
- Refrigerators and freezer, Sub-Zero, large capacity, deep-drawer under-counter style with varnished wood faces, (2) refrigerator units and (1) freezer unit
- Sink, double-bowl stainless steel, undermounted in countertop with brushed nickel galley faucet
- Storage cabinets and drawers in lower galley, satin walnut doors and faces with stowage for utensils and other items; finished wood interior
- Storage cabinets in upper galley, satin walnut doors with finished wood interior

- Trash compactor in lower galley with walnut face
- Water tank level gauge in pantry

Companionway

- Awlgrip bilge areas with access hatches, Snow White and lighted for easier maintenance and cleaning
- Flooring, carpeted steps from galley through companionway
- Laundry center with stackable, front-loading washer and dryer behind walnut door
- Lighting, overhead LED lights recessed in headliner
- Staircase, curved
- Walnut strips in companionway
- Wall panels, natural color Majilite headliner individually installed with velcro backing for easy maintenance

Master Stateroom (Midship)

- Air conditioning with reverse cycle heat that circulates from concealed registers behind the valances to maximize comfort while minimizing noise and drafts - individual temperature control
- Bed, queen-size, walk-around with upgraded, pillow top, Handcraft Viking

Slumber #8 innerspring, with (2) pillow shams and throw pillows

- Bedspread — quilted, designer style with pillow shams (2) and throw pillows
- Closet, port, wood-lined hanging closet with walnut doors
- Credenza with storage
- Drawer storage under bed
- End tables each side of bed
- Flooring, carpet
- Hanging locker, starboard
- Headboard, upholstered
- Headliner, Majilite, natural color, 1/8" foam and tricot backing
- Lighting, decorative LED indirect rope from underneath bed platform
- Lighting, overhead LED lights recessed in headliner with dimmer switches
- Reading lights, overhead with separate switches
- Sheets (1 set)
- Telephone outlet
- TV, HD flat screen with upgraded audio system

Guest Stateroom (Forward)

- Air conditioning with reverse cycle heat that circulates from concealed registers behind the valances to maximize comfort while minimizing noise and drafts - individual temperature control

- Bed, queen-size walk-around with Handcraft Viking Slumber #6 innerspring mattress and lift up top with gas pistons and wood-lined storage underneath
- Bedspread — quilted, designer style with pillow shams (2)
- Flooring, carpet
- Hanging locker, walnut, wood-lined with bar for hanging clothes
- Hatches, one (1) Bomar, foredeck hatch with Ocean Air screen shade system
- Headliner, Majilite headliner, natural color, 1/8" foam and tricot backing
- Lighting, decorative LED indirect rope from underneath bed platform
- Lighting, overhead LED lights recessed in headliner with dimmer switches
- Reading lights with separate switches
- Sheets, (1 set)
- Speaker recessed in headliner
- Storage cabinets, port and starboard sides of bed, walnut
- Storage drawers under bed, (2) large drawers
- TV, flat screen

Guest Stateroom (Port)/Crew Stateroom (Aft)

- Air conditioning/heat with

- temperature control
- Bed, upper/lower bunks with Handcraft Viking Slumber #6 innerspring mattress and lift up bottom for storage in both staterooms
- Bedspread — quilted, designer style with pillow shams (2)
- Flooring, carpet
- Hanging locker, walnut, wood-lined with bar for hanging clothes
- Headliner, Majilite headliner, natural color, 1/8" foam and tricot backing
- Lighting, decorative indirect rope from underneath bed platform and behind valances
- Lighting, overhead LED lights
- Sheets, (1 set)
- Speaker recessed in headliner
- Storage drawers located under hanging locker

Master, Guest and Crew Heads

- Air conditioning/heat with register
- Countertop, engineered stone
- Exhaust fan with vent in soffit
- Flooring, custom
- Head system, Headhunter
- Lighting, overhead LED lights recessed in soffit and

- in ceiling
- Linen storage with shelves and mirrored door in master head
- Lower vanity with curved walnut face
- Master and forward stateroom heads, one piece custom frameless shower doors
- Medicine cabinet with mirrored doors
- Mirror around upper vanity insert
- Receptacle, 110V - GFCI
- Shower light
- Stall shower, fiberglass with brushed nickel shower fixtures and with drain to automatic sump pump in bilge
- Storage cabinet with shelves and mirrored door in master head
- Towel bar and ring — brushed nickel

Decor

- Designer bedspreads for all beds
- Designer carpet, nylon fibers
- Designer fabrics
- Designer shams (2) per stateroom (3 for VIP forward layout)
- Hunter Douglas silhouette, wood or duette blinds
- Interior finish high gloss, on vertical surfaces
- Passage doors, walnut

- flat with inlay, with bright chrome hardware
- Throw pillows throughout including designer cords and fringes
- Ultraleather seating in salon and master stateroom and dinette
- Upgraded window panel fabric and trim

Day Head

- Aft salon starboard side just inside salon cockpit entrance
- Air conditioning/heat with register in soffit
- Countertop, engineered stone
- Exhaust fan with vent in soffit
- Flooring, custom
- Lower vanity with curved walnut face
- Lighting, overhead LED lights recessed in soffit and ceiling
- Headhunter head system
- Window blind

Miscellaneous

- Access to crew stateroom through engine room
- Anchor — constructed with a high-tensile, corrosion resistant aluminum magnesium alloy
- Anchor locker with access from foredeck
- Anchor rode, 300' with 12' of chain

- Awlgrip bilge areas with access hatches, Snow White
- Bonding system anode on transom
- Bow pulpit, molded fiberglass with nonskid and stainless steel anchor chute
- Bow rail, anodized aluminum, brushed finish
- CO detectors throughout
- Fire extinguishers (8)
- Freshwater wash down at bow in anchor locker
- Mooring lines, 3-strand nylon (6)
- Painted rub rail
- Ships bell
- Side mounted, wrap around grab rails, powder-coated aluminum that follows the window line
- Smoke detectors
- Stainless steel bow, spring and stern cleats thru-bolted to aluminum backing plates
- USBC receptacle (Apple compatible) in staterooms and salon
- Viking one-year limited warranty (available upon request)
- Viking Prestige Decor package
- Water delivery kit with tool set (N)
- Wrapped hatch carpet installation

PRELIMINARY

OPTIONAL EQUIPMENT

STANDARD POWER: MAN V12 1550CRM: 1550MHP

INTERIOR

- RiteAire Marine whole-boat dehumidification system
- Satin interior finish throughout
*Standard will be high gloss horizontal grain walnut.
See Viking sales professional for details.

COCKPIT

- Air conditioning
- Swim platform & ladder
- Transom lettering
- Window and light in transom box live well

DECK/EXTERIOR

- Additional foredeck hatches w/ sunshade
- Bow pulpit removal
- Bow thruster DCO
- Custom hull color, gelcoat
- Davit, (1700lb), with hydraulic lift and rotation
- Davit, (1700lb), with hydraulic lift and rotation with telescoping
- Salon forward window mask
- Windlass, Lewmar V4 SS w/ 50' chain, 250' rope

DECOR

- Classic decor, accessory kit
- Elite galley, accessory kit
- Wallcovering, custom

OPEN FLYING BRIDGE

- Helm air conditioning with reverse cycle heat
- Release wood helm pod

ENCLOSED FLYING BRIDGE

- (6) Rod rocket launcher
- Center rigger
- Lights, remote spotlight
- Radar mast - single
- Radar mast - dual

SALON

- Carpet runner - full salon
- Carpet runner - partial salon
- Carpet runner - companionway, steps and landing to crew

MASTER STATEROOM

- Electronic safe under bed

GUEST STATEROOM - FORWARD

- Crossover stateroom arrangement w/ upper cradle

GUEST STATEROOM - CREW/STARBOARD GUESTROOM

- TV, flat screen

DELIVERY

- Propellers, (spare with storage boxes and Prop Smith removal/installation tool)

ENGINE ROOM

- ElectroSea for centralized seawater system
- Crushed ice machine
- Optional fuel tank
- Generator, additional 29 kW with gas/water separator
- Headhunter head system throughout
- Seakeeper 26
- Spot Zero with double pass unit
- Spot Zero/watermaker combo unit
- Watermaker, 1,400 GPD w/auto backflush

OPTIONAL POWER

- MAN V12 2000CRM: 2000MHP
- MAN V12 2200CRM: 2200MHP
- CAT C32B 2025: 2025MHP
- CAT C32B 2400: 2433MHP
- MTU 12V2000: M96X: 2002MHP
- MTU 12V2000: M96Z: 2222MHP





DISCOVER THE VIKING DIFFERENCE – EXPERIENCE AND PRIDE.

The Viking Yacht Company is located on New Jersey's Bass River, a winding marsh-lined tributary, which feeds into the Mullica River and flows into the Great Bay. About 50 minutes by boat to Atlantic City, the wilderness of the Bass River is a stark contrast to the leading-edge technology that precedes every Viking leaving New Gretna. Building a better boat every day has been Viking's philosophy for over six decades, and this is why Viking leads the industry today in performance, innovation, engineering and luxury. And Viking will also lead tomorrow because its commitment to excellence is reflected in the "Viking Difference."

Family Business: Viking Yachts answers only to its unyielding commitment to build the finest boats money can buy. Brothers Bill and Bob Healey founded the Viking Yacht Company in 1964 and it remains family owned and operated. Bill's son, Patrick Healey, is the President and CEO of the Viking Yacht Company. Robert Healey Jr., who is Bob's son, is Chairman. Pat's children – Sean, Justin and Kaitlyn – represent the third generation and are actively involved in the day-to-day operations of the company.

State-of-the-Art Facilities: The Viking plants in New Gretna and Mullica stand out as the pinnacle of boat manufacturing achievement, with modern buildings, state-of-the-art machinery and the space to build over 30 models up to 90 feet. From multiple CNC routers for cutting composite and wood parts to a \$1 million five-axis profiler, which creates foam plugs to build complex molds, Viking clearly defines cutting edge. And yet, with a dedicated, talented and skilled workforce, the human element is equally dynamic. Our key personnel in manufacturing, design and engineering, sales and human resources have been working together for decades.

Front and Center: An engineering-driven company, Viking thrives on the pulse of innovation and the

development of new and exciting product. We have the youngest fleet in the marine industry that consists of ground-breaking boats. Our passion for boatbuilding, innovation and presenting fresh new models to our owners led to the development of a Viking brand of outboard-powered boats. The Valhalla Boatworks high-performance luxury outboard-powered boats have grown swiftly since their inception in 2019 and now include multiple models up to 55 feet.

In-House Manufacturing: The vast majority of every Viking is designed and manufactured in-house, resulting in the production of the world's finest yachts. Whether it is a fiberglass fuel tank, a wiring harness labeled every eight inches or a hull-to-deck joint through-bolted every three inches, you can be sure of incomparable quality.

Total Focus: The Viking demonstrator boat program plays a crucial role in carrying out the company mantra of building a better boat every day. Competition in big-game tournaments around the world helps Viking show our boats, learn from them, improve them, support the Viking customer base, represent the company globally and maintain and grow its leading position in the industry.

Quality Control: Viking holds an inherent quality control advantage because the company manufactures most of the yacht's components in-house. In addition, dedicated personnel thoroughly inspect each yacht during the build process. This type of attention to detail ensures greater reliability, safety and customer satisfaction.

Domestic and International Support: We often say that we have the best dealer network in the world – and for good reason. Between our domestic and international network, we have 20 dealers spread across dozens of locations throughout the world – and many of them have been part of our family for more than 30 years.

Finest Service: Experienced service personnel with an intimate knowledge of onboard systems stand behind every Viking Yacht. You never go to sea alone when you own a Viking. In addition to the Viking Customer Service Department and Viking Yachting Center in New Gretna, we operate the Viking Yacht Service Center and the Viking International Yacht Center on the Intracoastal Waterway in Riviera Beach, Florida. It's just minutes from Palm Beach Inlet; our two service complexes handle warranty, fiberglass, running gear repairs and much more. Staffed by Viking-trained professionals, Viking is the only manufacturer to provide its owners with a satellite facility solely for their convenience.

Resale: Top-shelf engineering enables Vikings to deliver value, not only when you are using it, but at resale time as well.

Vertical Integration: To complement the Viking experience, we have two sister companies. Palm Beach Towers designs and crafts the finest aluminum tuna towers, custom railings, fiberglass hardtops, dropdown electronic boxes, flush-mounted electric teaser reels and a host of other specialized items. Atlantic Marine Electronics is the premier source for Viking installed navigation, communication and entertainment equipment. By specifying Palm Beach Towers and Atlantic Marine Electronics for your accessories, you are assured one-stop shopping and will enjoy the absolute bliss of taking delivery of your new Viking turnkey ready.

Lead Not Follow: In the marine industry, we don't just raise the bar. We are the bar. Viking incorporates the best in design and performance to manufacture the finest semi-custom boats in the world. From technical advancements like virtual tank testing and designer touches such as curved doorways and exquisite joinery, Vikings are the epitome of luxury and seagoing excellence. Come visit our family of boatbuilders and discover the Viking Difference.



Please contact your Viking dealer to arrange a sea trial and a tour of our modern facility on the Bass River near Atlantic City.

Route 9, On the Bass River • P.O. Box 308 • New Gretna, NJ 08224
Phone: 609.296.6000 • Fax: 609.296.3956 • vikingyachts.com

The right is reserved to make changes, without notice, at any time, in equipment, materials, prices and specifications. Accommodation drawings and photos may show optional equipment. Performance may vary depending upon conditions.