# NEWS RELEASE

Route 9, New Gretna, NJ 08224 • P. 609.296.6000

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CHRIS LANDRY | 609.296.6000 ext. 1438
clandry@vikingyachts.com

# Meet the New Viking 70

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

NEW GRETNA, N.J. – March 25, 2026 – 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."

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."

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.”

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.”

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.

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 engineroom, supporting extended trips and tournament use.

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 engineroom 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 engineroom ventilation and fire suppression systems. All components are accessible and designed for easy maintenance in an engineroom 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.

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.

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)

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