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Viking 70 Convertible Makes Its World Premiere at Fort Lauderdale

The second-generation model makes its debut with 13 boats sold before the show.

FORT LAUDERDALE, Fla. (Oct. 28, 2026) – Viking Yacht Company is introducing its second-generation 70 Convertible today at the Fort Lauderdale International Boat Show, Oct. 28 to Nov. 1. Viking had sold 13 of the new 70s before the model's world premiere. Hull No. 1, the boat on display, has a Kingston Grey hull, twin 2,200-mhp MAN V12X diesels and a custom tuna tower built by Palm Beach Towers.

The new 70 draws on nearly three decades of Viking convertible development in this size range. The lineage began with the 55 Convertible in 1997 and continued through the 61, 65 and later models. Viking has built 214 yachts in the 68- to 72-foot range during that span. The second-generation 70 was designed, engineered and built at Viking's New Gretna, New Jersey, manufacturing facility.

Viking's design team refined the 70's length-to-beam ratio, deadrise, chine placement and strake geometry to improve lift and efficiency while retaining the interior space expected of a yacht in this class. The model measures 70 feet, 10 inches overall, with an 18-foot, 11-inch beam. Its cockpit provides 194 square feet of working space.

The 70 Convertible is offered in Open Bridge, Enclosed Bridge and Sky Bridge configurations. The Open Bridge provides an open-air helm with sightlines to the cockpit and direct communication with the crew. The Enclosed Bridge offers a climate-controlled helm and second salon. The Sky Bridge adds an open-air helm above the enclosed bridge.

The four-stateroom, five-head layout includes a full-beam midship master suite, a forward queen stateroom and separate guest and crew accommodations. The crew quarters have direct access to the engineroom. The arrangement provides accommodations for fishing trips and extended cruising.

The 70's hull is resin-infused, as are the main engineroom and forward bulkheads. Viking places dry fiberglass and core materials in the mold and draws resin through the laminate under vacuum. End-grain balsa and closed-cell foam are used in selected areas. Light resin transfer molding is used for smaller parts, including hatches, lids and doors.

Viking's Design and Engineering and R&D departments develop the hull, structures and systems before production. The hull moves from Fiberglass to Mechanical, where engines, generators, plumbing and electrical equipment are installed. The deckhouse follows a separate route through Carpentry before it joins the hull. This process allows boatbuilders and engineers to address production details as a new model takes shape.

Hull No. 70301 has a teak cockpit, mezzanine and covering boards, along with a faux teak transom and toe rail. A Release Marine Trillion Series fighting chair is positioned in the cockpit. The cockpit also includes two full-length in-deck fishboxes and plumbing for two on-deck live wells.

The Fort Lauderdale boat carries a 750-pound-per-day crushed-ice machine and air-conditioned mezzanine seating. The ice machine discharges to the starboard cockpit sole and starboard mezzanine box.

At the flybridge helm, hull No. 1 is equipped with a Release teak helm pod and Release Marine Trillion Series helm chairs. Atlantic Marine Electronics supplied an electronics package featuring Furuno CSH8L MK2 Omni Sonar, Furuno radar, Garmin GPSMAP navigation, a FLIR M364C thermal camera and Starlink connectivity.

Inside, the premiere boat has custom Viking Greige veneer with a satin finish. The peninsula-style galley includes two Release Marine barstools, a four-burner cooktop, conventional oven and undercounter refrigeration. As with other Viking yachts, owners can select the finishes and equipment that suit their intended use.

Twin MAN V12X-2200 diesels, rated at 2,200 metric horsepower each, power hull No. 1 to a top speed of 42 knots. The running gear includes flow-aligned struts and twisted rudders. The yacht also has twin 29-kW Onan generators, a Seakeeper 26 gyrostabilizer and a proportional DC bow thruster.

Other equipment aboard the display boat includes three custom fiberglass fuel tanks, a Spot Zero combination watermaker system, an ElectroSea biofouling-prevention system, dehumidification and a Dinnteco DDCE Marine LT lightning-protection system. The tower is supplied by Palm Beach Towers. Both that company and Atlantic Marine Electronics are Viking subsidiaries.

Following production, the first 70 moved to Viking's Make Ready Dock for final outfitting and testing preparation. The boat underwent multiple sea trials as Viking evaluated speed, weight and running characteristics.

Additional 70 Convertibles are in production at New Gretna as hull No. 1 makes its Fort Lauderdale debut.

70 Convertible | Principal Specifications

Length overall	70 ft. 10 in.
Beam overall	18 ft. 11 in.
Cockpit area	194 square feet
Available bridge configurations	Open Bridge, Enclosed Bridge and Sky Bridge
Accommodations	Four staterooms; five heads
Fort Lauderdale boat hull	No. 70301; Kingston Grey
Fort Lauderdale boat engines	Twin MAN V12X-2200 diesels, 2,200 mhp each
Fort Lauderdale boat generators	Two Onan 29-kW units
Fort Lauderdale boat stabilizer	Seakeeper 26
Fort Lauderdale boat running gear	Flow-aligned struts and twisted rudders
Fort Lauderdale boat bow thruster	Proportional DC
Fort Lauderdale boat cockpit	Teak cockpit and mezzanine; Release Marine fighting chair
Fort Lauderdale boat fishboxes	Two full-length in-deck fishboxes
Fort Lauderdale boat ice machine	750 pounds per day
Fort Lauderdale boat fuel tanks	Three custom fiberglass tanks
Fort Lauderdale boat electronics	Furuno, Garmin, FLIR and Starlink
Fort Lauderdale boat tower	Palm Beach Towers tuna tower

Dimensions and configurations are from Viking's published second-generation 70 Convertible materials. Fort Lauderdale boat equipment is from hull No. 70301's build sheet. Equipment may vary on other yachts.

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