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Viking 50 Sport Coupe Makes Its World Premiere at Fort Lauderdale

The third model in Viking's four-model 50 Series pairs a protected command deck with offshore fishing capability.

FORT LAUDERDALE, Fla. (Oct. 28, 2026) – Viking Yacht Company is introducing its 50 Sport Coupe today at the Fort Lauderdale International Boat Show, Oct. 28 to Nov. 1. The third model in Viking's four-model 50 Series, the 50 SC combines a protected, climate-controlled command deck with a 131-square-foot fishing cockpit. The boat on display, hull No. 50-201, has a Stars and Stripes Blue hull and twin 1,200-mhp MAN V8 diesels.

The Sport Coupe joins the 50 Convertible and 50 Billfish, with the 50 Open to follow as the fourth model. All four share the same running surface, but their deck structures, helm arrangements and interior layouts serve different purposes. The Convertible and Billfish are operated from flybridges. The Sport Coupe places the helm on the command deck, with direct access to the cockpit, while the forthcoming Open will have an open command-deck layout.

Viking's express-style lineage includes the 52 Sport Yacht introduced in 2006 and later Sport Coupes in the 48- and 54-foot ranges. At this year's show, Viking is also premiering its new 64 Sport Coupe, the largest it has built.

Developing four models from one running surface requires different fuel arrangements, machinery installations, weight distribution and accommodations. Viking's Design and Engineering team developed the 50 Series in-house, using computer-controlled machinery for tooling and production. On the Sport Coupe, the foredeck, enclosed command area and cockpit are formed as a single fiberglass deck assembly before installation on the hull.

The hull is built using resin-infusion technology, as are Viking's custom fiberglass fuel tanks. Engineers used computational fluid dynamics to study the running surface, including the strakes and chines that direct water and spray away from the hull. Structural bulkheads are installed during construction, and Viking uses light resin transfer molding for hatches, doors and other fiberglass components.

The Sport Coupe's three-sided fiberglass-and-glass enclosure gives the captain weather protection while retaining the connection between the command deck and cockpit. A single-piece windshield provides forward sightlines from the raised helm. Owners can order a fixed aft bulkhead for a fully enclosed pilothouse. Hull No. 1 instead has a Costa Clear aft command-deck enclosure.

The Fort Lauderdale boat's helm includes a Release teak pod, electronic single-lever engine controls and flush-mounted electronics. It also has a single radar mast and upgraded Stidd helm and companion chairs with Ultraleather upholstery and chrome pedestals. Air conditioning serves the command deck, which also includes seating to port and starboard and a dinette. The helm's position allows the operator to stay close to people in the cockpit while underway or fishing.

Below, the two-stateroom arrangement provides a forward master with an island queen berth on hull No. 1 and a guest cabin with upper and lower bunks. The master head includes a separate shower. A starboard-side L-shaped galley has Sub-Zero refrigerator and freezer drawers, a cooktop and a microwave. A port-side dinette and an entertainment area complete the lower living space.

The premiere boat has satin-finished natural horizontal-grain walnut cabinetry, custom flooring, selected interior fabrics and upgraded galley countertops and backsplash. Alternative arrangements include crossover berths forward, a Pullman berth or rod storage outboard of the dinette and a day head or tackle locker. These choices allow owners to adjust the accommodations for cruising or fishing.

The 131-square-foot cockpit includes a transom live well, in-deck fish boxes and aft-facing mezzanine seating. Beneath the mezzanine are freezer and cooler compartments.

Hull No. 1 adds refrigeration to the port mezzanine step box and the starboard outboard under-mounted box. It also has a crushed-ice machine discharging into the starboard cockpit sole, extra rod holders in the cockpit haunches and additional electrical outlets beneath the coamings. The cockpit and mezzanine are finished in teak. A cockpit cover and sunshade with poles are included in the show boat’s equipment package.

The 50 Series also offers a Sport Tower configuration with a custom tuna tower from Palm Beach Towers for anglers who want an elevated operating position. Atlantic Marine Electronics provides factory-coordinated navigation, communications and entertainment equipment. Both companies are Viking subsidiaries.

Other equipment aboard the Fort Lauderdale Sport Coupe includes a Seakeeper 14 gyrostabilizer, a proportional DC bow thruster, an ElectroSea system and a Spot Zero/watermaker combination unit.

The boat is designed, engineered and built at Viking’s facility in New Gretna, New Jersey.

During Viking sea trials on Sept. 23, hull No. 50-201 reached a top speed of 39.5 knots and a cruising speed of 33.6 knots at 2,000 rpm.

50 Sport Coupe | Principal Specifications

Length overall	51 ft. 8 in. (15.75 meters)
Length including bow pulpit	55 ft. 10 in. (17.02 meters)
Length at waterline	44 ft. 8 in. (13.61 meters)
Beam overall	17 ft. 1 in. (5.21 meters)
Beam at waterline	14 ft. 2 in. (4.32 meters)
Draft	4 ft. 9 in. (1.45 meters)
Deadrise at transom	11.7 degrees
Displacement, standard fuel load	63,283 pounds (28,705 kilograms)
Fuel capacity, standard / optional	1,000 / 1,200 U.S. gallons
Freshwater capacity	180 U.S. gallons
Holding tank capacity	52 U.S. gallons
Cockpit area	131 square feet
Fort Lauderdale boat engines	Twin 1,200-mhp MAN V8-1200 diesels
Fort Lauderdale boat accommodations	Two staterooms; island queen forward
Fort Lauderdale boat stabilizer	Seakeeper 14 gyrostabilizer
Fort Lauderdale boat hull finish	Stars and Stripes Blue
Fort Lauderdale boat other equipment	Proportional bow thruster; ElectroSea; Spot Zero/watermaker

Dimensions, capacities and equipment are from Viking's published 50 Sport Coupe materials and hull No. 50-201 construction summary. The speeds cited are from Viking's Sept. 23, 2026, sea trial. Actual speeds vary with vessel loading, hull and propeller condition, air and water temperature, sea conditions and other factors and are not guaranteed. Tank capacities and displacement are estimates.

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