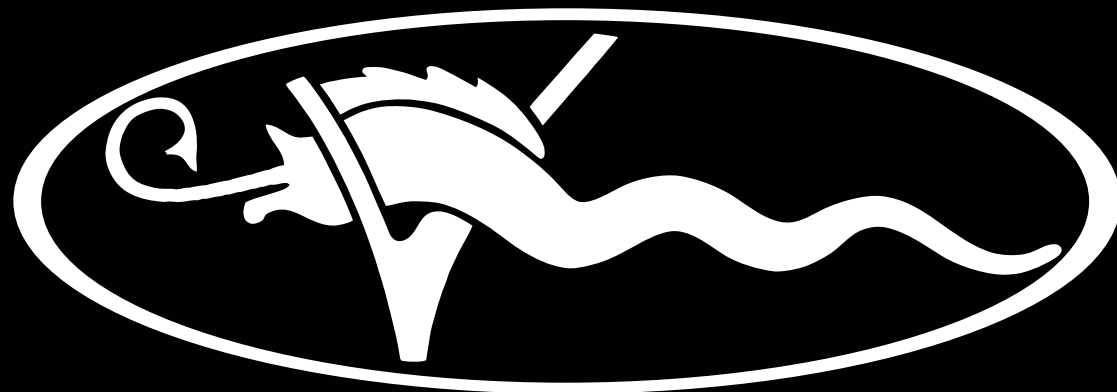

VIKING 50 CONVERTIBLE



50|C

 **viking**[®]
yachts

FOUR NEW MODELS AT 50 FEET CONVERTIBLE DEBUTS AT 2025 FLIBS

The hits keep coming at Viking. No matter the size, style or model, Viking designs and builds the best boats in the industry.

The Viking Yacht Company proudly announces four new models at 50 feet. The 50 Convertible leads the charge, with three more Vikings to come – the Open (O), the Sport Coupe/Sport Tower (SC/ST) and the Billfish (BF).

“No one else in the industry can match our quality and versatility,” says Viking President and CEO Pat Healey. “We have the best team of designers, engineers and boatbuilders in the industry. This series of the 50 is going to be an incredible achievement, and one we know our owners will be very pleased with.”

The 50 follows the 48 series, which saw a combined 80 boats delivered, including 55 convertibles and 25 of the Open and SC/ST. This will be the fourth – and the largest – Billfish model. The New Jersey builder has delivered a combined 85 boats across three BF models since launching the series in 2017 with the 37 Billfish. The 38 and 46 followed in 2019, creating a unique market segment for owners looking for sporty, easily maintained yachts ideal for fish-focused owner/operators.

The Sport Coupe and Sport Tower are designed for cruising and fishing, emphasizing the cockpit and a command deck with a three-sided glass enclosure, including an optional

aft bulkhead. The Sport Tower incorporates a Palm Beach Towers (PBT) tuna tower into the Sport Coupe design. The Open features a command deck immediately accessible to the cockpit, built with a one-piece wraparound windshield and hardtop; this model is also available with a PBT tower. All are appointed with luxurious staterooms and a full-featured galley and dinette.

The world premiere of the first model—the 50 Convertible—is planned for the 2025 Fort Lauderdale International Boat Show. This luxurious three-stateroom battlewagon represents the third generation of the Viking 50. Following Viking Co-founder Bill Healey’s mantra of building a better boat every day, the company delivered nearly 200 boats across its two previous generations.

Throughout the 1990s, Viking built 142 of its Gen I 50 Convertibles, successfully navigating the Luxury Tax (1991-93) and making this model one of its most successful to date. An Open Express version was added in the late ‘90s, providing owners with more choices in a 50-foot Viking. Introduced at the 2008 Fort Lauderdale show, the second generation of the Viking 50 was an instant success, leading to the delivery of 42 boats.

A 2008 review of the 50 Convertible in *Power & Motoryacht* described the boat as “advanced in terms of design, power, space utilization, and ride ... she provides the one thing Viking has offered consistently for more than 44 years: an agile, speedy, and stable platform for going far and fishing deep.”

That same description fits the newest Viking 50. “We’re constantly innovating – designing, refining, and engineering to improve upon what we’ve done,” says Pat. “We’ve been at the top of this market for decades. The Viking 50 is the result of all its predecessors.”

DESIGN/CONSTRUCTION

The 50 Convertible shares many design traits with the latest larger Vikings: flush foredeck for increased safety; modified upper chine and aggressive strakes for improved spray deflection and a dry ride, stylish feature lines on the hull, deckhouse, and bridge; and recessed salon windows highlighted with radiused perimeters.

The flybridge features a streamlined walk-around center console with a recessed black acrylic dash holding two 22-inch touchscreen Multifunction Displays (MFDs). The captain has excellent sightlines to the cockpit, and a dropdown electronics box can be integrated into the fiberglass hardtop, just forward of another space dedicated for teaser reels.

A lounge – with armrests and drink holders – is integrated into the forward section of the console, with storage beneath. Additional padded bench seating is to port and starboard. Immediately to starboard of the helm is a refrigerated drink box.

The 50’s length-to-beam ratio has been optimized for maximum speed and a soft, dry ride. “Experience with previous models, feedback from owners, ocean testing and the use of Computational Fluid Dynamics all contribute to the performance of this boat,” says Viking Design Manager David Wilson. “It’s a never-ending design spiral of improvement.”

To maximize strength and minimize weight, specific construction materials and methods are utilized to build the Viking 50. The hull along with all tankage (fuel, water and waste) and structural bulkheads are resin-infused to optimize the fiberglass-to-resin ratio, achieving exceptional strength.

Additional construction techniques, such as Light Resin Transfer Molding, along with the incorporation of various core materials – with specific densities based on their location – and the use of carbon fiber increase overall build quality and ensure industry-leading fit and finish. Significant weight savings have also been achieved with specially selected interior woods. Throughout the hull, a modified vinylester/epoxy resin is employed for blister protection and improved structural performance.

COCKPIT

The business end centers around the 131-square-foot cockpit, which is equipped with large, insulated in-deck fish boxes that can be refrigerated. The transom holds a live well that doubles as a fish box or a place to store gear. Anglers have toe-kick space in every direction and rounded coamings for comfort. The boat is engineered for the installation of a Seakeeper 10 or 14, with the unit mounted in a dedicated space on centerline in the lazarette, protected by a watertight lid with compression latches.

There’s a freezer under the mezzanine’s lounge seat, along with a cooler beneath the step. On centerline, you have access to the engine room. On the port side, there’s additional cooler storage and a tackle cabinet. The flybridge overhang provides shade.

The cockpit also features a transom door with a lift gate, recessed stainless steel cleats with corner hawsepipes for easy line handling and power cord management. The coamings are fitted with four flush-mounted rod holders (with the option for more) and optional haunch rod holders.

ACCOMMODATIONS

Step into the salon, and you'll be delighted by its open-concept, contemporary design that accentuates the natural light flowing through the large windows. The interior's horizontal grain walnut can be ordered in high gloss or satin. In keeping with its clean, spacious styling, the salon features overhead strip LED lighting bordered by walnut.

To port, you'll find an L-shaped lounge and a walnut cocktail table. The 43-inch HD TV is perfectly positioned on the forward starboard bulkhead for easy viewing. New to this size of Viking is a raised dinette, which provides excellent visibility outside and storage for 7-foot rods in a slide-out drawer below.

Another convenience is the standard icemaker, located at the inboard end of the peninsula-style galley's countertop. There's also a refrigerator and a freezer under the counter, each with two pull-out drawers. The galley is appointed with a stainless steel sink, a Miele four-burner cooktop and cabinet storage above (that includes a standard microwave oven) and below.

Our interior designers are constantly striving to provide you with the utmost comfort while maximizing the interior volume. Depending on your choice of accommodation plan, you can comfortably sleep up to nine people on the 50. The master stateroom is appointed with a walkaround queen bed, a 32-inch HD TV and an ensuite head with a large shower.

A spacious forward stateroom can be appointed with either a queen bed or a crossover arrangement featuring a double lower bunk and a single upper bunk. The second guest stateroom, located aft on the starboard side, features upper and lower bunks and private access to the guest head, which is shared with the forward stateroom. Storage is plentiful throughout the staterooms, with cavernous compartments beneath the queen berths, hanging lockers and other cabinet spaces.

PERFORMANCE/ENGINE ROOM

The 50 will deliver exceptional speed, power and acceleration, powered by either standard 1000MHP or optional 1200MHP MAN engines. Optimus Electronic Power Steering provides precise, immediate response. "The boat is ideal for the owner/operator or owner who wants to have a captain for tournament fishing or extended trips," adds Wilson. "She'll be fast, with nimble maneuverability and easily maintained."

No one designs and executes an engine room like Viking, delivering unmatched installation and access to the powerplants, ship's systems, plumbing and electrical components and distribution panels. Fire suppression, engine room ventilation and oil-changing systems come standard. Composite seacocks eliminate corrosion, increasing longevity and decreasing weight.

She's equipped with a standard 21.5 kW generator. Each seawater fed system, including the Seakeeper, AC/refrigeration and live wells, are equipped with dedicated pumps. In addition, conveniences and maintenance technologies found on larger Vikings—including optional ElectroSea Clearline, omni-directional sonar capability, ice and water makers and water purifier systems—are available. The engines are mounted to stringers that are reinforced with integrated aluminum for a strong, clean installation.

Atlantic Marine Electronics will provide top-notch custom navigation, communication, entertainment, safety and fishfinding equipment for your boat, while Palm Beach Towers will be ready to install a tournament-ready tuna tower. These Viking companies ensure turnkey delivery and customer satisfaction, while our service facilities will keep your yacht in top condition.

BOTTOM LINE

The hits keep coming at Viking. No matter the size, style or model, we offer the best boats in the industry – and the 50 series is the latest example of our dedication to excellence.

“ We have the best team of designers, engineers and boatbuilders in the industry. This series of the 50 is going to be an incredible achievement, and one we know our owners will be very pleased with. ”

- Pat Healey
Viking President and CEO

50 CONVERTIBLE GEN I



50 CONVERTIBLE

GEN II



48 CONVERTIBLE



48 OPEN



38 BILLFISH

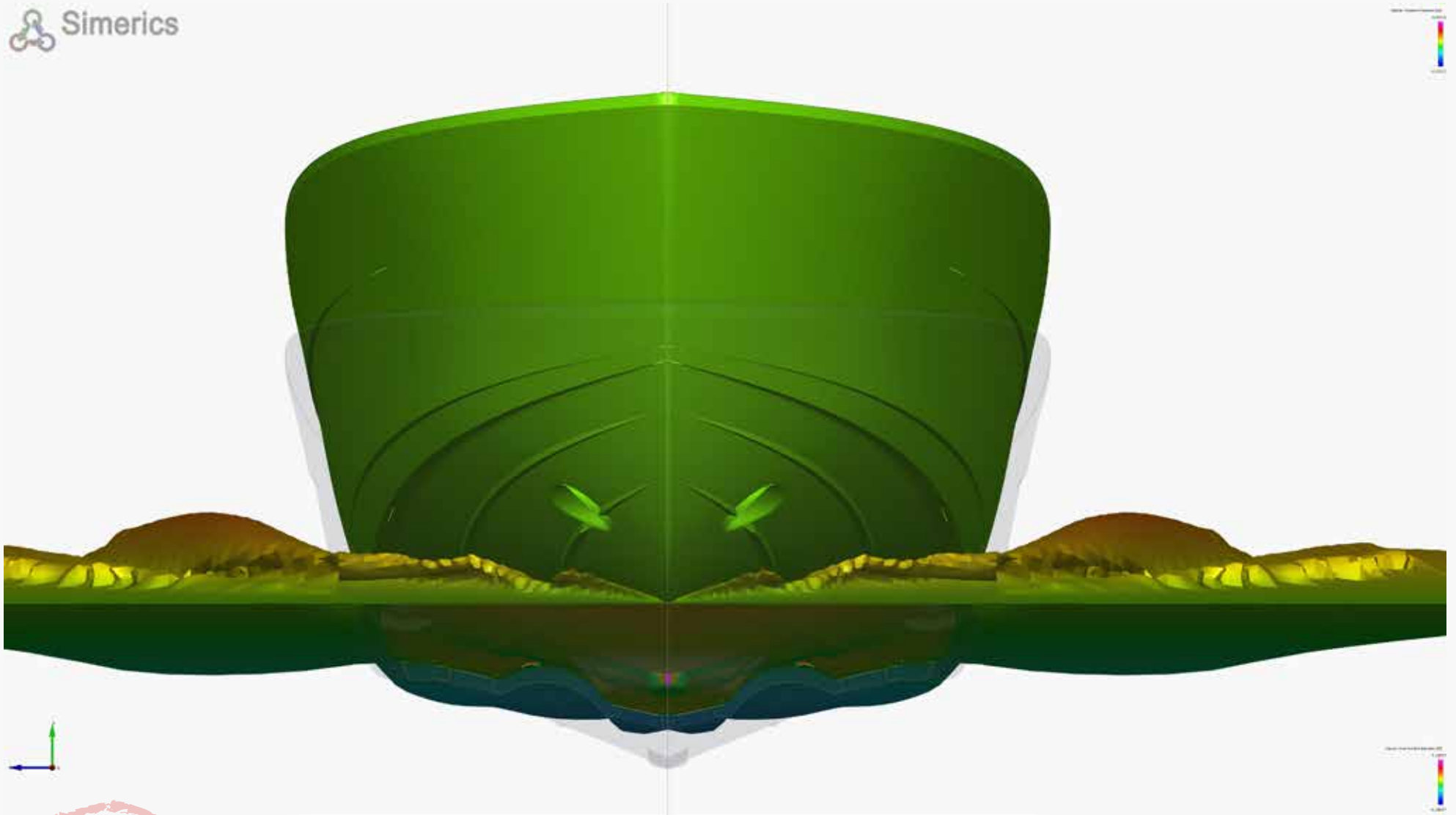


46 BILLFISH

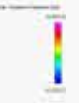


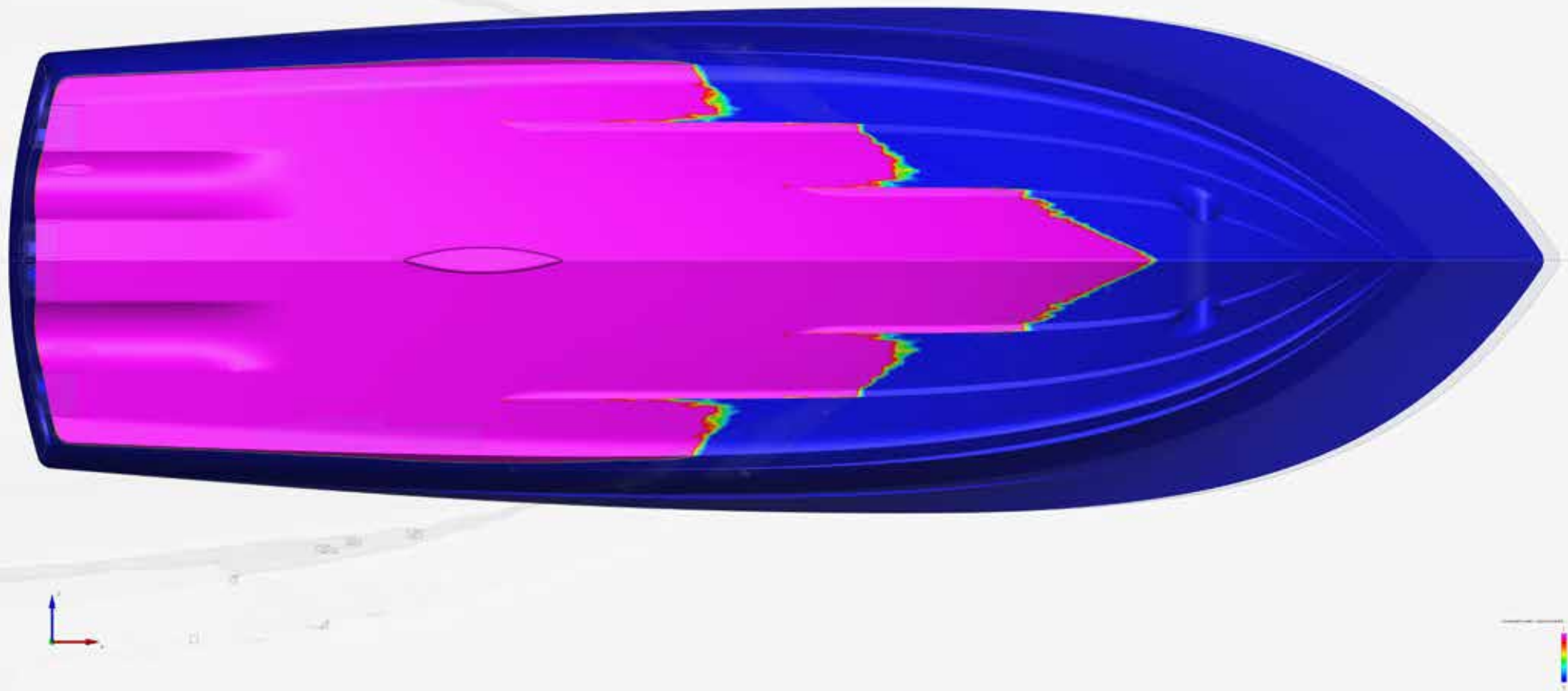
DYNAMICS OF DESIGN

 Simetrics



 PRELIMINARY





Computational Fluid Dynamics enables our Design and Engineering team to optimize the running surface for maximum performance. Opposite page: A forward view of the 50's strakes and chines illustrates how they knock down the water to reduce spray for a dry ride. Above: A view of the bottom also shows the strakes and chines in action, with the blue area indicating the hull's separation from the water.



46 BILLFISH



50 BILLFISH



PRELIMINARY

50 CONVERTIBLE



PRELIMINARY

50 CONVERTIBLE



50 CONVERTIBLE



PRELIMINARY



viking

NEW GREYNA

PRELIMINARY

50 CONVERTIBLE

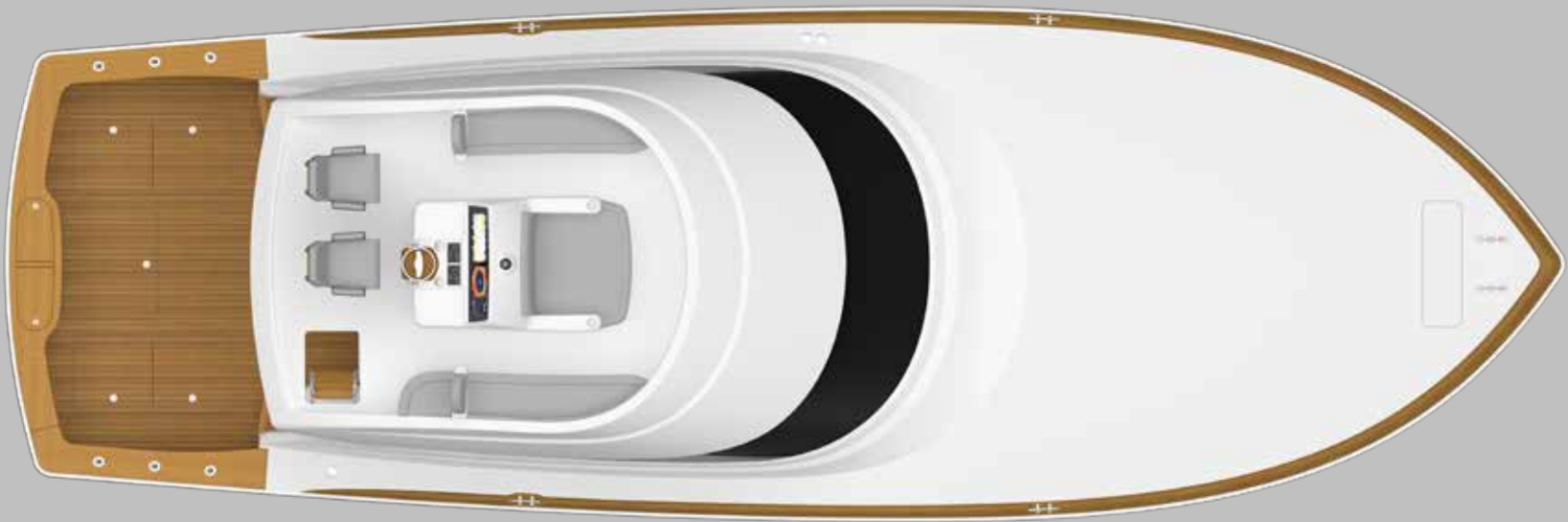


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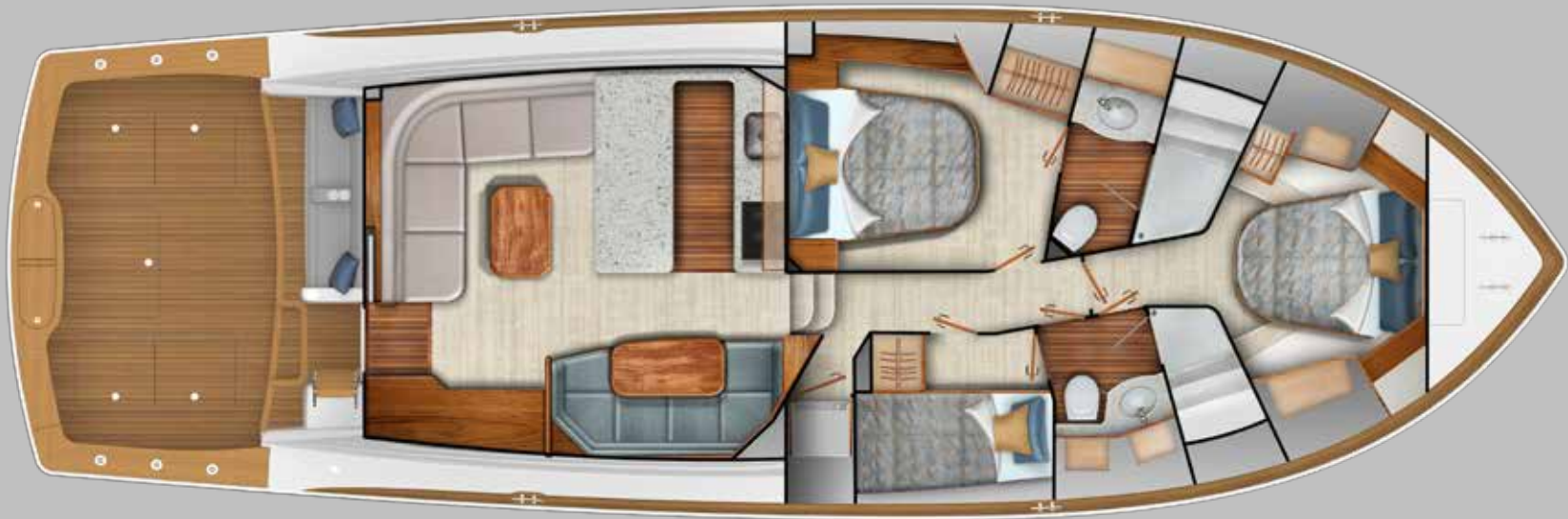
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50 CONVERTIBLE

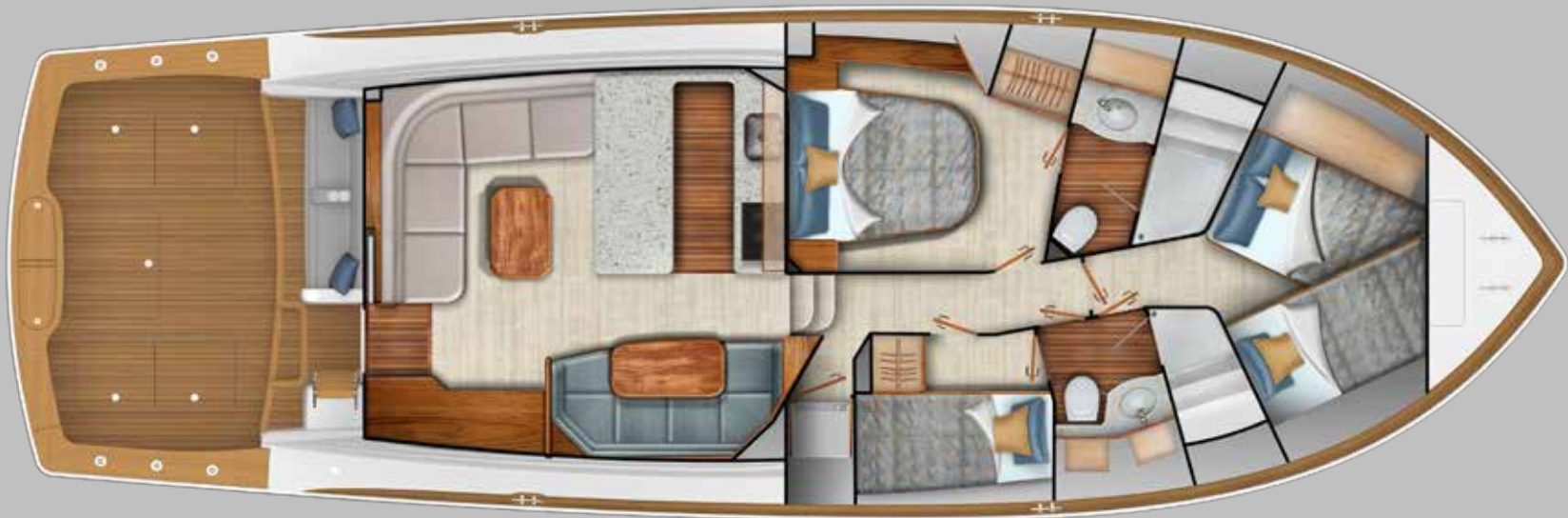


Open Bridge





Salon with Standard Queen Layout



Salon with Optional Crossover Forward











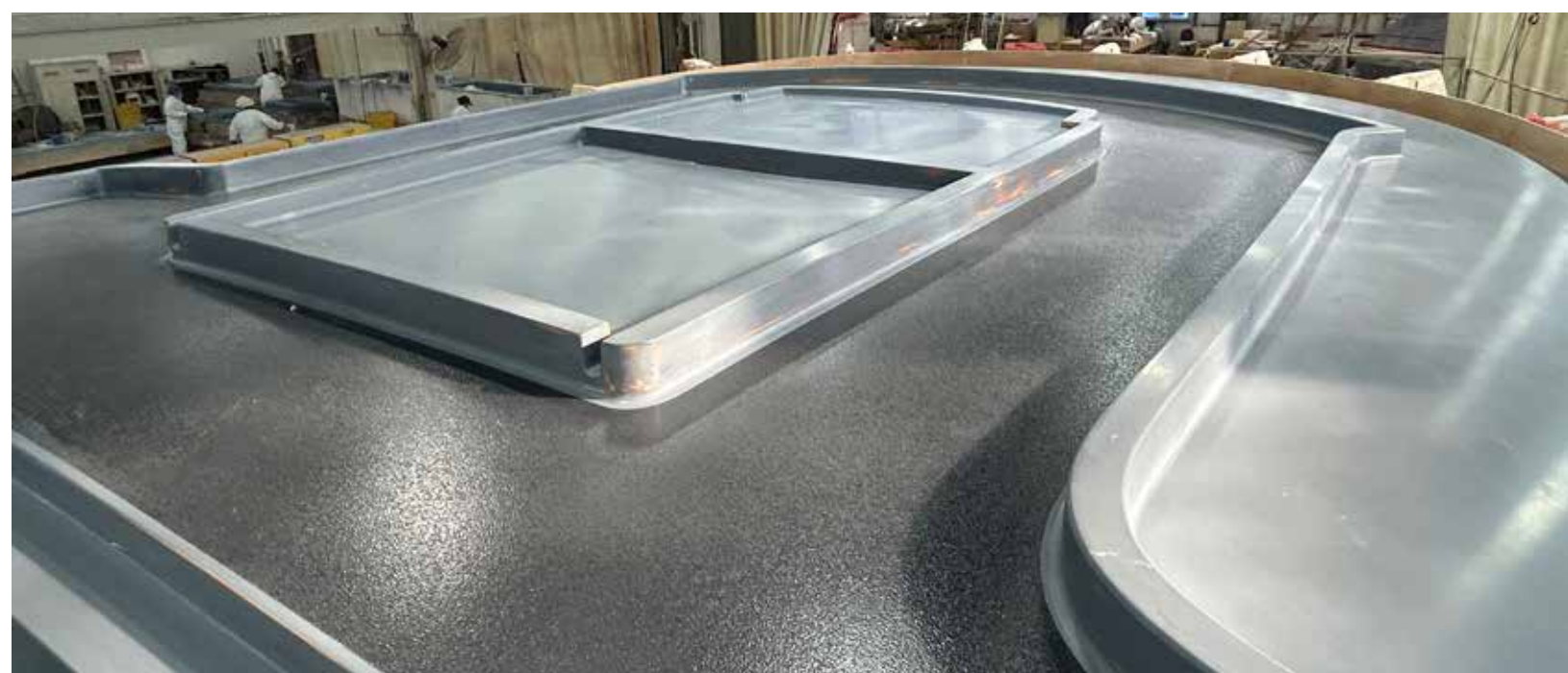












VIKING 50 CONVERTIBLE

Construction

- Ablative/Copolymer anti-fouling bottom paint, 2 coats, primed
- 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-hulls
- High performance isophthalic gelcoat npg 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 with E-glass laminates for optimized strength and

stiffness while minimizing weight

- 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 Airex core for acoustical and thermal insulation
- Nonskid molded in for traction and durability
- Prop pockets to reduce draft
- Stringers, fiberglass encapsulated foam
- Transducer location molded into hull
- Vacuum bagged composite bulkheads — Main engineroom bulkhead, intermediate engineroom bulkheads, and forward bulkhead

Mechanical

- Air conditioning - direct expansion zoned with reverse cycle heat for complete climate control throughout the interior
- Bilge pumps with

additional clean out pumps on centerline linked into monitoring system and connected to float switches for automatic and manual operation

- Deck pump out fitting and direct overboard pump out for holding tank
- Engineroom ventilation system with supply and discharge fans for proper fresh air supply and water intrusion suppression
- Engineroom entrance package consisting of gauges for digital tachometer, engine water temperature, engine oil pressure, and engineroom mounted engine start and stop switches for easier viewing and accessibility
- External sea strainers for main engine pick ups
- Fire suppression system, automatically or manually operated and tied into main engine and generator ignition systems with override
- Freshwater supply in engineroom for general maintenance and cleaning

- Fuel and oil lines, flexible, steel reinforced USCG approved, aircraft type
- Fuel priming pumps electric 24V DC, for main engines
- Fuel transfer system, 24V DC pump
- Hour meters on main engines and generator
- Internal sea strainers for generator and all sea water consumer pick ups
- Mufflers - engines, in-line type with surge tubes in engineroom
- Mufflers - generators/lift muffler with gas water separator for cleaner, quieter operations
- Oil changing system, gear type pump for main engines, transmissions, and generator with pump out line run to cockpit entrance
- PEX plumbing, freshwater system plumbing with manifold system shut off in engineroom and forward bilges
- Pressurized freshwater system, 110 A/C with on deck freshwater fill and cockpit dockside supply inlet with pressure

- reducing valve
- Propellers - Class "S" pitch tolerance (ISO 484/2) and dynamic balancing. Advanced design cambered blade sections for optimum performance. Nibral alloy for maximum durability
- Rudders, stainless steel, with composite rudder bearing and drip-less seal laminated into hull
- Seacocks, TruDesign Glass reinforced nylon for all thru-hulls below water line - excluding Engine pickups
- Seacocks, bronze, for engine pickups with valve on intakes for use as emergency bilge pumps (2)
- Shafts — 2 Aquamet high-strength stainless steel, double-taper with machined keyway and thrust plate at main engine couplings
- Steering system, Optimus electric power steering
- Struts — thru-water, Nibral
- Trim tabs, with individual controls w/ the trim tab covers on transom
- Twin diesel engines with marine grade reduction gears. *See manufacturers

- information for specifications
- Water heater quick recovery, electric

Electrical

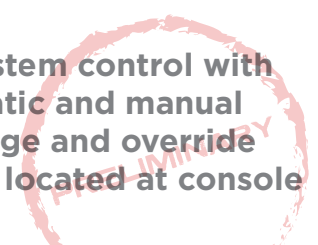
- 24V DC ship's service throughout
- 24V/12V power supply with breakers on flybridge for future electronics
- 110V outlet in engine room on aft bulkhead
- Anchor light/navigation lights
- Batteries (2) independent 24V banks mounted in fiberglass storage box
- Battery chargers (2) with thermal cutoff and switching system for complete integration
- Battery distribution panel with battery cutoff and charging system breakers
- 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, for LED interior lighting throughout excluding the companionway
- Emergency DC crossover

- Engine room lights, DC with LED/AC backup with switch at engine room entrance
- Generator, Diesel - Onan 21.5 kW E-QD (electronic quiet diesel) Series, user-friendly with electronic governing allowing voltage and electronic frequency control (R)
- Glendinning cablemaster, (1) with 3 wire grounded cord, (1) additional 50 amp 220V inlet with 50' cord
- Instrument panel lights for flybridge and main electric panel
- Lighting, overhead LED lights recessed in ceiling, rope type decor lights concealed by wood valances, and strip lights recessed into headliner wood strips, 24V throughout
- Master electrical control panel located in salon with 24V/110V circuit breakers, individual switching for shore 1, shore 2, or generator supply and gauges for electrical supply, voltmeter, ampmeter, and frequency
- Receptacles, 110V duplex with GFCI and USB/A/

- USBC throughout
- RG6 TV cable to accommodate satellite system
- Sub-panel located in galley with breakers for galley appliances, and galley lights and with gauge for water tank and alarm panel for safety monitoring system
- Voltage stabilizer isolation transformer on cable masters for more consistent, cleaner voltage

Flying Bridge

- Bridge installed without exposed fasteners
- Center console walk-around helm with electronic storage raised pod with additional storage below
- Flush mounted acrylic panel for electronics and multifunction displays (MFD)
- Electronic trolling valves
- Extended overhang for extra room to move around behind helm and companion seats with anodized aluminum aft railing
- Fire system control with automatic and manual discharge and override system located at console



- Forward lounge seating integrated into console
- Freshwater outlet
- Fuel gauge
- Furuno depth finder/sea temperature gauge
- Handrail, powder-coated aluminum effectively positioned above ladder to bridge and at helm
- Helm seat, companion seat, wood, ladder back with pedestals and removable cushions and covers
- Instrumentation based on standard engine package, lighted with switches in radio box
- Lighted compass, flush mounted on centerline
- Manual engine shutdown switches in radio box
- Nonskid deck molded for traction and durability
- Offshore systems safety monitoring system with audible and visible alarms: fire, engineroom temperature, high bilge water, high exhaust temperature, high coolant temperature, low oil pressure, and generator as well as confirming correct system operation systems display located at helm
- Port and starboard side

- bench seating with vinyl cushions and storage underneath
- Recessed radio boxes with split lids, port and starboard switch panel inside painted satin black
- Removable backrest for jump seat, port side
- Speakers, flush mounted to aft ends of bridge
- Trim tab control switch mounted under pod at console
- Trumpet style air horns (2), mounted on forward flat section of radar pod
- Under helm access with lights and storage room
- VHF radio ICOM 604 with antenna and mounts

Cockpit

- Boarding box, fiberglass with nonskid, lift up top and storage
- Dockside electric connection — 50 amp/220V electric retractable, located in starboard cabinet under forward gunwale and (1) 50 amp 220V inlet with push release door
- Dockside water connection with pressure reducing valve in cabinet under forward gunwale - valve to fill freshwater tank from dockside

- connection
- Engineroom access thru mezzanine seat opening with stainless steel piston
- Extended flybridge overhang for shade
- Gaskets for all lids and access doors
- Grabrails at cockpit haunch
- Indirect rope tri color (red, white, blue) lighting under coaming
- Ladder to flybridge, one-piece, anodized aluminum with nonskid treads
- Laminated backing plate in deck for future fighting chair or table
- Lazarette hatch with access to steering, trim tabs, and drain pumps
- Lighting, recessed tri color (red, white, blue) lights in flybridge overhang
- Live well in transom box without window and light
- Molded nonskid deck
- Observation mezzanine, port aft facing lounge with vinyl covered cushions, hinged seat with freezer storage under lounge area, lower starboard storage area insulated hinged for access, tackle cabinet to starboard with drawers

- and push release door, and insulated storage box to starboard
- Recessed in deck fish box port and starboard, insulated and removable with pump out and drain plate with large holes for easy pump out and cleaning
- Recessed, stainless steel cleats and hawse pipes
- Refrigerated drink box under mounted in salon step for direct access from cockpit
- Rod holders, (4) flush mounted
- Rounded cockpit coaming for comfort
- Self bailing cockpit with large cockpit scuppers
- Speakers tied into flybridge
- Stainless steel gas pistons on all hatches and lids
- Straps with padding to keep transom door and gate open
- Transom fishbox, molded in
- Transom swim steps at transom door
- Under coaming gaff storage
- Walk-through transom door with lift gate
- Washdown with hose spigot located in cabinet

under forward gunwale with Y-valve to switch between salt and fresh water

Salon

- Air conditioning with reverse cycle heat with temperature control that circulates from hidden registers behind the valences to maximize comfort while minimizing noise and drafts
- Blinds, for desired natural lighting and additional privacy
- Cocktail table, wood, hi/low
- Finished wood on galley island and dinette
- Fixed, frameless side windows with tinted, laminated glass on house sides and tempered glass aft for style, natural lighting, and privacy
- Flooring, custom at salon entrance and wall-to-wall carpet with lined padding for sound absorption
- Headliner, Majilite, natural color, 1/8" foam & tricot backing
- Home theater system with flat screen TV, with surround sound with powered subwoofer
- Lounge, L-shaped with storage on port side of

- salon
- Main electrical service panel, AC/DC, backlit for easier viewing
- Salon door, sliding, molded fiberglass door with window and wood interior finish, with gas pistons, gas piston for controlled movement and key lock
- Wood cabinetry with drawers
- Wood strips in headliner
- Wood trim where floor and carpet meet
- Wood valances on port, starboard and aft sides of ceiling

Galley/Dinette

- Blinds, for desired natural lighting and additional privacy
- Raised U-shaped dinette seating with rod storage, high gloss finish wood table with single pedestal, thru-bolted with 110V outlet
- Electrical sub-panel for galley appliances
- Exhaust fan, high velocity
- Flooring, custom
- Galley, peninsula style with storage. Engineered stone countertop with refrigerator and freezer, large capacity, deep-drawer under-counter

- style and separate Ice maker with varnished wood faces
- Electric cooktop
- Garbage disposal in sink
- Headliner, Majilite, natural color, 1/8" foam & tricot backing
- Lights, overhead LED lights
- Microwave/convection oven located in upper galley cabinet above sink
- Sink, stainless steel with chrome faucet
- Storage cabinets in upper galley, varnished wood doors with deep, pull-out drawers with slides for smooth movement and latches to keep drawers in place while underway
- Storage cabinets and drawers in lower galley, varnished wood doors and faces with stowage for utensils, and other items
- Water tank level gauge and pump indicator located in galley sub-panel

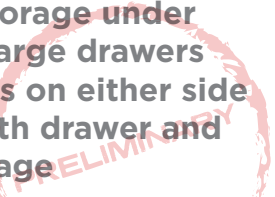
Companionway

- Awlgrip bilge areas with access hatches, Snow White and lighted for easier maintenance and cleaning
- Central vacuum unit

- connection with accessories
- Flooring, carpeted steps from galley to companionway
- Headliner, Majilite, natural color, 1/8" foam & tricot backing with vertical wood strips
- Lighting, overhead LED lights recessed in headliner
- Oversized storage locker to accommodate washer/dryer
- Wall panels, natural color Majilite headliner individually installed with Velcro backing for easy maintenance

Master Stateroom (Midship)

- Air conditioning with reverse cycle heat with temperature control
- Bed, queen-size, walk-around fore and aft bed with lift up top with gas pistons and wood-lined storage underneath - mattress Handcraft Viking Slumber #8
- Bedspread — quilted, designer style
- Drawer storage under bed, (2) large drawers
- End tables on either side of bed with drawer and door storage



- Flooring, carpet
- Hanging locker, wood
- Headboard, upholstered
- Headliner, Majilite, natural color, 1/8" foam & tricot backing
- Lighting, overhead LED lights and decorative indirect rope lighting from underneath bed platform
- Pillow shams (2)
- Reading lights, overhead with separate switches
- Sheets, (1 set), fitted cotton fabric
- Speaker recessed in headliner
- TV

Guest Stateroom (Forward)

- Air conditioning with reverse cycle heat with temperature control
- Bed, queen-size, walk-around with mattress, Handcraft innerspring and lift up top with gas pistons and finished maple interior
- Bedspread - quilted, designer style
- Flooring, carpet
- Hanging locker (queen only), wood, wood-lined and spacious
- Hatch, Bomar, foredeck hatch with Ocean Air screen shade system

- Headliner, Majilite, natural color, 1/8" foam & tricot backing
- Lighting, overhead LED lights with dimmer
- Pillow shams (2)
- Reading lights with separate switches
- Sheets, (1 set), fitted cotton fabric
- Speaker recessed in headliner
- Storage cabinets, port and starboard sides of bed, wood
- Storage drawers under bed, (2) large drawers
- Wood shelf

Guest Stateroom (Starboard)

- Air conditioning with reverse cycle heat with fan control
- Bed, upper - lower bunks
- Bedspread - quilted, designer style
- Flooring, carpet
- Hanging locker, wood-lined
- Speaker recessed in headliner

Master and Guest Head

- Air conditioning/heat with vent in soffit
- Countertops, engineered stone
- Electric heads, plumbed with Y-valve for

- overboard discharge or direct to holding tank
- Exhaust fan with vent
- Flooring, custom
- Linen storage
- Lower vanity with wood door
- Lights, overhead LED lights recessed in soffit and in ceiling
- Upper vanity medicine cabinet with mirrored doors
- Receptacle, 110V - GFCI
- Shower light
- Stall shower, fiberglass with shower fixtures and with drain to automatic sump pump in bilge
- Towel bars and rings - chrome

Miscellaneous

- Anchor — constructed with a high-tensile, corrosion resistant aluminum magnesium alloy
- Anchor locker with access from foredeck
- Anchor rode 300' with 12' chain
- Awlgrip bilge areas with access hatches, Snow White and lighted using magnetic switches for easier maintenance and cleaning
- Awlgrip lazarette, engineroom, anchor

- locker and forward bilges
- Bonding system anode on transom
- Bow pulpit, molded fiberglass with nonskid and stainless steel anchor shoot
- Bow rail, anodized aluminum, brushed finish
- CO detectors throughout
- Fire extinguishers, (5)
- Fuel
- Mooring lines, braided nylon (6)
- Positive catches on all stateroom doors to secure open
- Recessed covers on transom to protect trim tab pistons
- Ships bell
- Smoke detector
- Side mounted, wrap around grab rails, powder-coated aluminum that follow the window line
- Stainless steel bow, spring and stern cleats thru-bolted to aluminum backing plates
- USBA & USBC receptacle (Apple compatible) in staterooms and salon
- Viking Prestige Decor package
- Water delivery kit with tool set (N)

OPTIONAL EQUIPMENT

STANDARD POWER: MAN V8 1000CRM: 1000MHP

INTERIOR

- Satin interior finish throughout
*Standard will be high gloss horizontal grain walnut.
See Viking sales professional for details.

COCKPIT

- Outrigger, Gemlux carbon fiber, spreader-less, halyard guides, Awlgrip white
- Outrigger, Gemlux carbon fiber, spreader-less, halyard guides, natural black carbon
- Outriggers, Rupp w/spreaders, grommets and halyards
- Swim platform & ladder
- Transom lettering
- Window and light in transom box live well

DECK/EXTERIOR

- Additional (2) foredeck hatches w/ sunshade
- Bow pulpit removal
- Bow thruster DC
- Custom hull color, gelcoat
- Davit (1,100 lbs.) w/hydraulic lift & rotation
- Fender racks
- Salon forward window mask
- Windlass, Lewmar V2 SS w/50' chain, 250' rope

DECOR

- Custom decor
- Classic decor, accessory kit
- Essential galley, accessory kit
- Wall covering, custom

OPEN FLYING BRIDGE

- (6) Rod rocket launcher (K)
- Air conditioning with reverse cycle heat
- Center rigger

- Center rigger - carbon fiber, Awlgrip white
- Center rigger - carbon fiber, natural black carbon
- Electronic single lever controls for pod
- Fiberglass helm pod w/ stainless steel wheel
- Hardtop w/ molded in LED floodlights
- Lights, remote spotlight
- Release wood helm pod
- Three-sided enclosure to back of helm w/ center panel "U" zip
- Three-sided Costa Clear enclosure to back of helm

SALON

- Carpet runner full
- Carpet runner - companionway and steps

MASTER STATEROOM

- Electronic safe under bed

GUEST STATEROOM - FORWARD

- TV
- Crossover stateroom arrangement

GUEST STATEROOM - STARBOARD

- TV

DELIVERY

- Propellers, spare and removal/installation tool

ENGINE ROOM

- Eskimo ice machine
- Seakeeper 10
- Watermaker, 700 GPD w/ auto back flush

OPTIONAL POWER

- MAN V8 1200CRM: 1200MHP



SPECIFICATION HIGHLIGHTS

Length Overall	51' 8"	15.75 m
Length w/ Bow Pulpit	55' 10"	17.02 m
Length Waterline	44' 10"	13.67 m
Beam Overall	17' 1"	5.21 m
Beam Waterline	14' 3"	4.34 m
Deadrise at Transom	11.7 deg	
Draft	4' 10"	1.47 m
Freeboard Forward	6' 4"	1.93 m
Freeboard Aft	2' 11"	0.89 m
Height Waterline to Top of Flybridge Hardtop	17' 0"	5.18 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	19' 4"	5.89 m
Height Waterline to Top of Flybridge Console	13' 8"	4.17 m
Displacement Standard Fuel Load	66,631 lb. 30,223 kg	
Fuel Capacity Standard	1,000 gal. 3,785 l	
Fuel Capacity Optional	1,200 gal. 4,542 l	
Water Capacity	180 gal. 681 l	
Holding Tank Capacity	52 gal. 197 l	
Cockpit Area	131 sq. ft. 12.2 sq. m	

“ We’ve been at the top of this market for decades. The Viking 50 is the result of all its predecessors. ”

– Pat Healey
Viking President and CEO



For the most up to date information on the new 50 Convertible, scan this QR Code.



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.

Best in the World: 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 25 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.

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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.