

Viking 68 Convertible

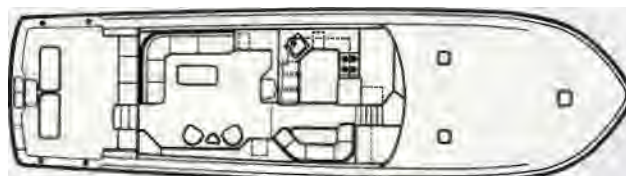
The other day this smart aleck asked me what the real difference is between a convertible and a cockpit motoryacht. Beyond the obvious exterior styling contrast and the convertible's standard incorporation of haitwells, fishboxes, and tackle cabinets, all of which can be installed in a cockpit motoryacht, he asked, is there any truly essential distinction between the types? He also pointed out, moving in for the perceived kill, that both have an aft cockpit, both usually have a flying bridge, and both—at least above 60 feet—afford equally plush accommodations.

Well, buster, the difference is sportfishing soul. Look, for example, at the new Viking 68 Convertible. Besides a handsomely sporty profile, she offers a number of critical, though admittedly less self-evident features that make all the difference in the world. Like a broad-beamed, sharp entry hull with a full-flared bow for dry running at speed in the sloppy conditions often encountered when chasing the big ones offshore. Like a solid bottom laminate and fully bonded stiffener grid for impact resistance, and Baltek"-cored topsides, decks, and superstructure for minimum weight and maximum stiffness and sheer resistance under load, for those times when a tournament deadline precludes slowing down. Like a one-piece, unitized deck/house/cockpit molding for significantly enhanced structural rigidity in a raucous seaway. And like 30+ knots top speed, depending on the power package selected.

Not that you can't compare this convertible to a motoryacht. For she will have a four-stateroom layout that makes exceedingly savvy use of multi-level overlaps and includes a full-beam master with not only a king berth, but enough walking, lounging, bath, and closet space to stand on par with a deluxe hotel suite. Moreover, she will have a sumptuously appointed main-deck saloon, as

well as an apartment-sized galley and dining complex (raised one step for enhanced headroom in the master suite below).

But even given these concessions to a more comfort-oriented contemporary market, she nevertheless promises firmly to speak with and to a sportfishing soul: witness again her extensive array of planned cockpit built-ins and auxiliary control station (including helm seat) at the aft end of her flying bridge. And that, bucko, is the difference. □



Length overall	68'6"
Beam	19'8"
Draft	5'6"
Displacement	98,000 lbs. (tanks full)
Fuel capacity	1,800 gal.
Standard power	various options available
Designed by	Viking in-house team

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