



SHESTAKOV

Yacht Sales

## 58 CONVERTIBLE - VIKING BOATS



**Builder:**

VIKING BOATS

**Model:**

58 Convertible

**LOA:**

58' 0" (17.68 m)

**Beam:**

18' 0" (5.49 m)

**Cruise Speed:**

30 kn / 34.52 mph

**Max Speed:**

36 kn / 41.43 mph

**Water Capacity:**

260 Gallons

**Fuel Capacity:**

1500 Gallons

**Hull Material:**

Fiberglass and Plastic Yachts

**Deck Material:**

Composite

**Engines:**

2

**Manufacturer:**

MAN

If you would like to buy a yacht **58 CONVERTIBLE - VIKING BOATS** or would like help, please call +1(954)274-4435 or visit [shestakovyachtsales.com](http://shestakovyachtsales.com)

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## OVERVIEW

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The 58 Convertible from VIKING BOATS is a purpose-built bluewater sportfisher laid up on a sturdy fiberglass hull with a lightweight composite deck. Measuring 58 ft (17.68 m) overall with an 18 ft (5.49 m) beam, twin MAN inboard diesels propel the yacht to a comfortable 30-knot cruise and a 36-knot top speed. For current listings, viewings, or professional advice, please contact broker Andrey Shestakov at Shestakov Yacht Sales.

## Selecting a 58 Convertible

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Opting for the 58 Convertible is ideal for owners who demand tournament-grade fishing capability while still valuing rapid transit and onboard comfort. As both a refined motor yacht and a dedicated sportfisher, it offers the range and seaworthiness to reach the grounds quickly without sacrificing living space or stability that an 18-foot beam provides.

If your plan calls for brisk offshore hops and dependable diesel efficiency, the 58 Convertible delivers on the essentials—speed, a comfortable ride, and practical systems—built from resilient materials and backed by generous fuel and water capacity.

## Features of the Model

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- Performance-focused: designed to cruise at 30 knots (about 34.52 mph) and achieve a 36-knot (about 41.43 mph) top end.
- Propulsion: twin MAN inboard diesel engines provide dependable offshore thrust and sustained performance.
- Hull and deck: constructed with fiberglass hull components and a composite deck to optimize strength-to-weight ratios.

- Dimensions that matter: a 58 ft LOA and an 18 ft beam deliver deck area, transverse stability, and interior volume.
- Angling intent: configured as a true sport fisherman with systems and layout aimed at serious offshore anglers.

## Technical Specifications

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- Builder: VIKING BOATS
- Model: 58 Convertible
- Type: motor yacht / sport fisherman
- Hull: fiberglass and plastic
- Deck: Composite
- LOA: 58 ft (17.68 m)
- Beam: 18 ft (5.49 m)
- Engines: 2 x MAN, Inboard, Diesel
- Cruise speed: 30 kn (34.52 mph)
- Max speed: 36 kn (41.43 mph)
- Fuel capacity: 1,500 gal
- Water capacity: 260 gal

## Pricing and Ordering

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Details on pricing, current availability, and arrangements for inspections or sea trials of the 58 Convertible are provided upon request. Reach out directly to Andrey Shestakov and the Shestakov Yacht Sales team to review listings, delivery timelines, and purchase options tailored to your program.

## Questions and Answers

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Q: What type of yacht is the 58 Convertible by VIKING BOATS? A: It is a **motor**

**yacht** engineered and outfitted as a **sport fisherman** , combining offshore performance with stability and a fishing-first layout.

Q: What are the key performance figures? A: The yacht cruises at about 30 kn (roughly 34.52 mph) and can reach a maximum of approximately 36 kn (about 41.43 mph), powered by twin MAN inboard diesel engines.

Q: What powers the yacht? A: **Engines** : 2 x **MAN** ; **configuration** : **Inboard** ; **fuel** : **Diesel** —a setup chosen for reliable, long-range offshore operation.

Q: What are the principal dimensions and capacities? A: **LOA** : 58 ft (17.68 m); **Beam** : 18 ft (5.49 m); **Fuel capacity** : 1,500 gal; **Water capacity** : 260 gal.

Q: What is the hull and deck construction? A: **Hull** : fiberglass construction; **Deck** : Composite. For survey information and hands-on inspections, contact **broker Andrey Shestakov** at **Shestakov Yacht Sales** .

## Owner Experience Review

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Owners of the 58 Convertible from VIKING BOATS typically split use between tournament fishing and family cruising. The interior arrangement of three staterooms and two heads—with an amidships master reported to have 6'7" of headroom—makes multi-day trips and weekend stays comfortable, while the 165-sq-ft cockpit and mezzanine, complete with refrigeration, tackle storage, and a bait/freezer set into the steps, keep the vessel highly functional for anglers. Reviewers often note the open-flow interior and solid finish work, suggesting you don't sacrifice household comforts to gain a serious cockpit. Several demo boats have been fitted with a Seakeeper unit in the lazarette (notably a Seakeeper 9), which owners reported significantly reduced roll at anchor.

When underway, the Gen II 58C is commonly praised for delivering a dry, supple, and economical ride; its hull and strake profile minimize spray and

help it stay composed, and it handles more like a smaller boat while holding speed in conditions that slowed earlier variants. It's also suitable for owner-operators, manageable with a limited crew, and the engine room layout affords clear access for routine maintenance. Owners and surveyors do advise budgeting for certain realities: some Vikings from the early to mid-2000s show cosmetic gelcoat "sidercracking" commonly flagged on surveys, and high-speed diesel packages (MAN/MTU) can be costly to maintain—1,000-hour servicing has been reported to exceed \$10,000 per engine. Overall, the model strikes a strong balance between dedicated fishability and genuine family livability, provided owners factor maintenance into long-term ownership plans.

## Pros and Cons

- Delivers a bone-dry, soft, and efficient ride; surprisingly agile for its size and capable in conditions that slowed earlier models.
- Three-stateroom, two-head layout with an amidships master (reported 6'7" headroom) supports comfortable family cruising and overnighting.
- A 165-sq-ft cockpit with a functional mezzanine and fishing-focused ergonomics, along with owner-operator-friendly service access.
- Cosmetic gelcoat "sidercracking" has been observed on some early-mid 2000s Vikings and is frequently noted on surveys.
- Reported 1,000-hour service costs on high-speed diesel installations have reached over \$10,000 per engine.
- MAN/MTU propulsion systems typically require specialized technicians and can incur higher parts and labor costs compared with older Detroit or Cat installations.

## Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
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58 Convertible	58' 0" (17.68 m)	18' 0" (5.49 m)		30 kn / 36 kn	
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# SPECIFICATIONS

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**LOA:**

58' 0" (17.68 m)

**Cruise Speed:**

30 kn / 34.52 mph

**Water Capacity:**

260 Gallons

**Hull Material:**

Fiberglass and Plastic Yachts

**Engines:**

2

**Engine Type:**

Inboard

**Beam:**

18' 0" (5.49 m)

**Max Speed:**

36 kn / 41.43 mph

**Fuel Capacity:**

1500 Gallons

**Deck Material:**

Composite

**Manufacturer:**

MAN

**Fuel Type:**

Diesel

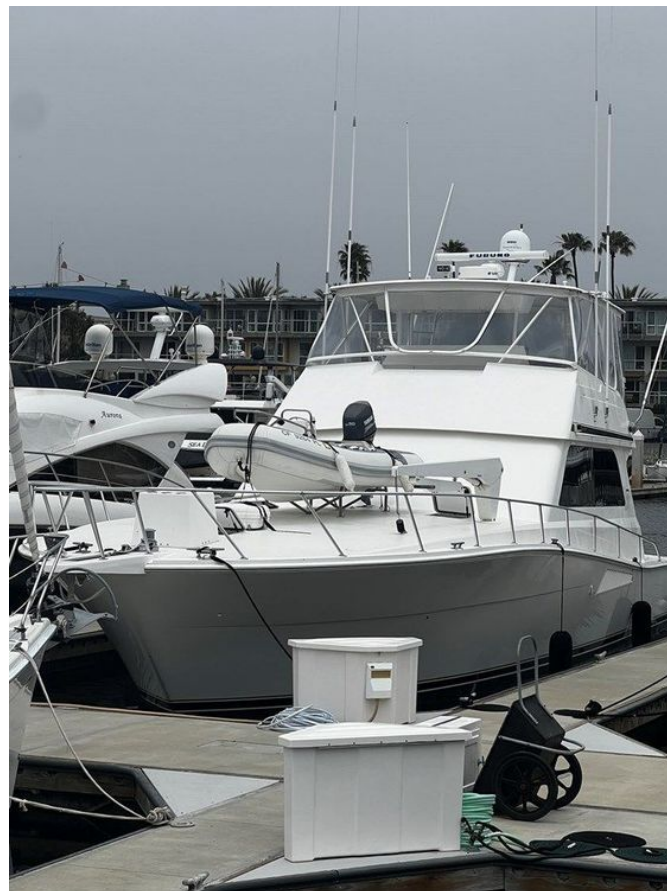
# GALLERY











# CONTACTS

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Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

## Contact details

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