



SHESTAKOV

Yacht Sales

68 CONVERTIBLE - VIKING



Builder:

VIKING

Model:

68 CONVERTIBLE

LOA:

68' 0" (20.73 m)

Beam:

19' 0" (5.84 m)

Max Draft:

18' 1" (5.50 m)

Water Capacity:

344 Gallons

Fuel Capacity:

2377 Gallons

Total Heads:

5

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

Engines:

2

Manufacturer:

MTU

If you would like to buy a yacht **68 CONVERTIBLE - VIKING** or would like help, please call +1(954)274-4435 or visit shestakovyachtsales.com

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OVERVIEW

The 68 CONVERTIBLE from VIKING is a high-caliber motor yacht specifically engineered for demanding sport fisherman pursuits and built on a durable fiberglass and plastic hull. Offered through Shestakov Yacht Sales, broker Andrey Shestakov provides one-on-one assistance to assess this model for offshore fishing missions and comfortable coastal cruising.

Selecting a 68 CONVERTIBLE

Deciding on the 68 CONVERTIBLE should be driven by your fishing style, cruising needs, and how you intend to host guests. At 68 ft (20.73 m) LOA with a roomy 19 ft (5.84 m) beam, it affords substantial interior volume and inherent stability. Twin MTU inboard diesels, expansive fuel (2,377 gal) and water (344 gal) reserves, and five heads make it capable for extended voyages. For bespoke recommendations on layout, equipment, and availability, reach out to Shestakov Yacht Sales and broker Andrey Shestakov.

Features of the Model

- Built to serve tournament anglers while providing the amenities of a refined motor yacht.
- Rugged, low-maintenance fiberglass and plastic hull with a fiberglass deck construction.
- Twin MTU inboard diesel propulsion delivers reliable passage-making capability and nimble handling.
- Large on-board reserves: 2,377 gallons of fuel and 344 gallons of potable water.
- Comfortable accommodations supported by 5 heads for owners, guests, and crew.

Technical Specifications

- Length overall (LOA): 68 ft (20.73 m)
- Beam: 19 ft (5.84 m)
- Maximum draft: 18.045 ft (5.5 m)
- Engines: 2 x MTU
- Engine type: Inboard
- Fuel type: Diesel
- Fuel capacity: 2,377 gal
- Water capacity: 344 gal
- Heads: 5
- Hull material: fiberglass and plastic
- Deck material: Fiberglass

Pricing and Ordering

To obtain up-to-date pricing, current availability, or to schedule an inspection or survey of the 68 CONVERTIBLE, please contact Andrey Shestakov at Shestakov Yacht Sales. Our brokerage team can assist with offer preparation, contract matters, and coordinating delivery logistics.

Questions and Answers

Q: What classification of yacht is the 68 CONVERTIBLE? A: It is a purpose-designed motor yacht configured for sport fisherman use and built on a resilient fiberglass and plastic hull.

Q: Which shipyard manufactures the 68 CONVERTIBLE? A: The vessel is produced by VIKING, a builder with a reputation for high-performance sportfishing yachts.

Q: What type of propulsion and fuel does this yacht use? A: She is powered by **2 MTU inboard diesel** engines, offering dependable power and operational efficiency.

Q: What are the principal dimensions and tankage figures? A: The **LOA** measures 68 ft (20.73 m), the **beam** is 19 ft (5.84 m), and the **max draft** is 18.045 ft (5.5 m). Tank capacities include **2,377 gal fuel** and **344 gal water** , and the vessel provides **5 heads** for guest and crew comfort.

Q: How do I buy a 68 CONVERTIBLE through Shestakov Yacht Sales? A: Contact **Andrey Shestakov** at **Shestakov Yacht Sales** for information on **pricing** , inspections, contract negotiations, and delivery arrangements for the 68 CONVERTIBLE.

Owner Experience Review

Owners and evaluators characterize the 68 CONVERTIBLE from VIKING as a tournament-capable offshore machine that rides softly through chop, leaves a tidy wake, and produces little rooster tail. Sea trials commonly cite a cruising speed around 35 knots and a peak speed at or above 40 knots when powered by MTU V12 engines. The VIPER steering system, with programmable independent rudders, provides crisp helm feedback, secure high-speed cornering, predictable low-speed handling, and straightforward backing maneuvers. Many owner-operators outfit their boats with custom tuna towers, large-capacity freezers, and advanced electronics to balance fishing and cruising roles.

The vessel also accommodates extended family cruising well, often featuring four-stateroom/four-head arrangements that include a generous “royal” master with plentiful storage. A crew stateroom with direct access to the engine room and ample overhead clearance is commonly fitted, and owners praise the intuitive placement of systems and extensive storage. The salon and

galley are laid out to promote social interaction underway; on 2025 models a molded staircase replaces the traditional ladder for improved cockpit-to-flybridge access, and the flybridge is configured for long-duration watchkeeping with Release helm seats, refrigeration, and dedicated rod and gear stowage.

From an ownership and maintenance standpoint, the engine room is arranged for accessibility with a walk-between layout and over 6 feet of headroom, making it practical for MTU service. The tradeoff is greater systems complexity: main MTU engines, the option of a Seakeeper gyro, onboard watermakers, and Octoplex electrical networks increase annual service demands and associated costs. MTU and generator service intervals and parts pricing are notable ongoing expenses, so proactive maintenance and thorough record-keeping are emphasized. Additionally, some owner reports reference gelcoat side-cracking on certain early to mid-2000s VIKING hulls; this historical note is relevant when inspecting older examples.

Pros and Cons

- Sea-kindly offshore performance with a clean wake; reported cruise around 35 knots and a top speed near or above 40 knots on MTU V12 installations.
- VIPER steering with programmable independent rudders delivers assured handling at speed, predictable low-speed control, and confidence when backing down.
- Flexible accommodations suitable for cruising or liveaboard use (up to 4 staterooms plus crew) featuring a roomy master, sociable salon/galley, and a flybridge equipped for extended watchkeeping.
- Complex onboard systems (MTU mains, optional Seakeeper, watermaker, Octoplex) add to annual service requirements and operating costs.
- MTU and genset maintenance intervals and replacement parts represent significant ongoing expenses, making rigorous preventative care and

documentation worthwhile.

- Owner reports of gelcoat side-cracking on some early/mid-2000s VIKING hulls merit attention when evaluating older vessels.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
68 CONVERTIBLE	68' 0" (20.73 m)	19' 0" (5.84 m)	18' 1" (5.50 m)		
Sport Tower Sport Fisherman	42' 0" (12.80 m)	15' 0" (4.80 m)	13' 8" (4.17 m)	25 kn / 32 kn	
Convertible	68' 0" (20.93 m)	19' 0" (5.89 m)	17' 9" (5.42 m)	35 kn / 41 kn	96
43 Convertible	43' 0" (13.11 m)	15' 0" (4.62 m)			
52 Convertible	52' 0" (15.85 m)	17' 0" (5.31 m)	16' 8" (5.08 m)	32 kn / 36 kn	
37 Billfish	37' 0" (11.48 m)	13' 0" (4.22 m)			
Covertible	55' 0" (17.02 m)	17' 0" (5.28 m)	15' 10" (4.83 m)	30 kn / 34 kn	
Sport Cruiser	75' 0" (22.86 m)	19' 0" (5.79 m)	17' 3" (5.25 m)	24 kn / 32 kn	
92 Enclosed Bridge	93' 0" (28.42 m)	24' 0" (7.34 m)	19' 5" (5.92 m)		
43 Open	43' 0" (13.11 m)	15' 0" (4.65 m)	13' 11" (4.25 m)	25 kn / 32 kn	

SPECIFICATIONS

LOA:

68' 0" (20.73 m)

Max Draft:

18' 1" (5.50 m)

Water Capacity:

344 Gallons

Total Heads:

5

Hull Material:

Fiberglass and Plastic Yachts

Engines:

2

Engine Type:

Inboard

Beam:

19' 0" (5.84 m)

Fuel Capacity:

2377 Gallons

Deck Material:

Fiberglass

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY











CONTACTS

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>

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