

EMPIRE SUN - VIKING SPORT CRUISERS



Builder: [VIKING SPORT CRUISERS](#)

LOA: 70' 0" (21.34 m)

Year Built: 2009

Beam: 18' 0" (5.51 m)

Model: 70 MY

Max Draft: 16' 11" (5.17 m)

Price: \$1,095,000 USD Subject to change.

Cruising Speed: 28 Knots (32.22 MPH)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Max Speed: 32 Knots (36.83 MPH)

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OVERVIEW

This refined motor yacht has been thoughtfully upgraded, featuring twin MAN diesels at 1,800 hours, dual Seakeeper gyros, a new headliner (2022), an AC chiller upgrade (2021), a Garmin suite installed 2019, a hydraulic swim platform added 2018, all-new air handlers, renewed teak decks, new carpet, and two linen sets per berth—one stock, one custom (see photos). Accommodations comprise 5 staterooms and 4 heads, making her an outstanding cruising yacht for bluewater runs and offshore passages.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2009

Sub category:
Cruisers

Country:
United States

Model Year:
2009

Dimensions

LOA:
70' 0" (21.34 m)

Max Draft:
16' 11" (5.17 m)

Beam:
18' 0" (5.51 m)

Speed, Capacities and Weight

Cruise Speed:

28 Knots (32.22 MPH)

Water Capacity:

375 Gallons

Max Speed:

32 Knots (36.83 MPH)

Fuel Capacity:

1320 Gallons

Gross Tonnage:

92600 Pounds

Accommodations

Total Heads:

4

Crew Berths:

2

Crew Cabin:

1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Viking Sport Cruisers

Deck Material:

Fiberglass

Interior Designer:

Viking Sport Cruisers

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MAN

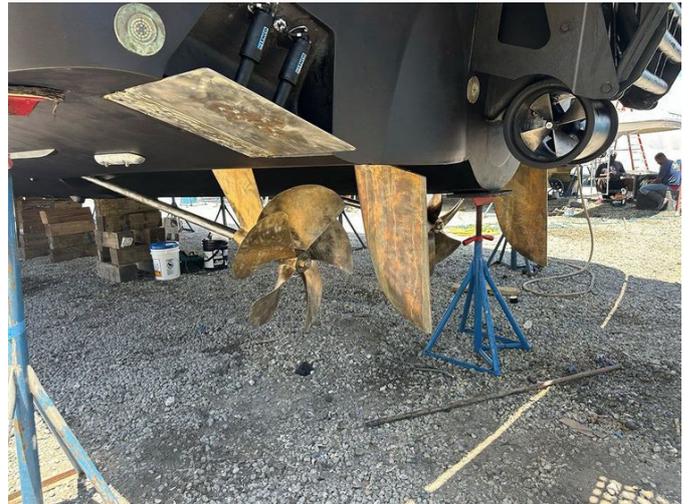
Fuel Type:

Diesel

GALLERY













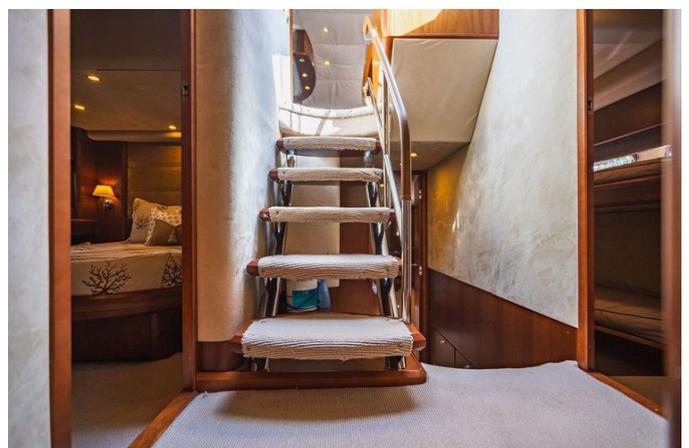


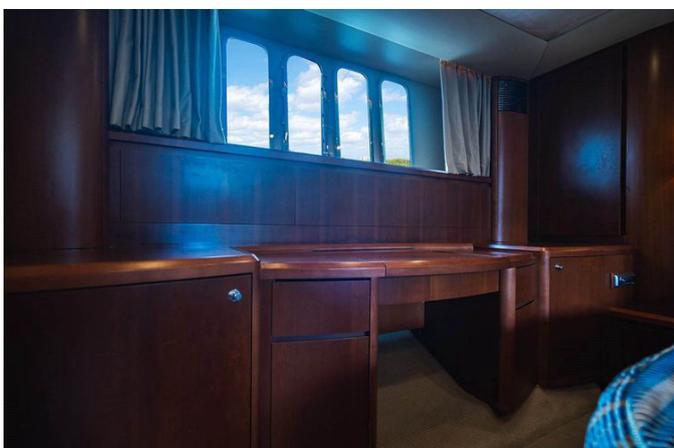


























DETAILED DESCRIPTION

Exterior

Purposeful and polished, the exterior is outfitted for both sport and leisure, beginning with rocket type rod holders that keep tackle poised for action; cockpit engine controls are thoughtfully positioned to port on the aft deck, while a graceful radar arch and a dedicated mast carry navigation and running lights with authority. A white bimini shades the fly bridge, its silhouette supported by a robust stainless steel frame, and ground tackle inspires confidence with a galvanized plow anchor served by approximately 300 feet of chain and driven by a Lewmar vertical electric windlass. On the aft deck, twin Lewmar deck winches to port and starboard stand ready for precise line handling. Launching and retrieval are effortless via a Marquipt dinghy davit with full powered functions, and boarding is elevated by an Obacmare stainless steel passarelle enriched with a refined teak inlay, all combining to present an exterior that is as capable as it is composed.

Electronics: lower station

At the lower helm precision begins with a four inch Plastimo compass and continues through a Garmin GHC 20 autopilot paired to a Garmin radar rated to seventy two miles, delivering confident, long range awareness. Comprehensive situational awareness is further provided by dual Garmin GPS units—model 8616 and 8616 xsv—each serving as the integrated chart plotter and fishfinder hub. Traffic is monitored via Garmin AIS 800, while clear communications are assured by an ICOM IC M604 VHF with built in hailer. Depth is presented through the GPS network and a Garmin GMI 20, with speed log and seawater temperature shown on the same instruments, and the owner's portable cell phone complements the suite for convenient shore

connectivity.

Electronics: upper station

The upper helm mirrors professional capability with a four inch Plastimo compass and a Garmin GHC 20 autopilot, supported by a Garmin radar repeater for extended situational awareness. Dual displays—Garmin 8612 and 8616—serve as the primary GPS, chart plotter, and fishfinder interfaces, presenting navigational and sonar information with clarity. Communications are handled by an ICOM CommandMic III VHF with integrated hailer, and depth is presented via the GPS network and Garmin GMI 20, with speed log and seawater temperature likewise provided through the same system, delivering an upper station that is both intuitive and mission ready.

Electronics: misc

Beyond navigation, onboard life is enriched by a Paradox “Gost” monitoring system and a full entertainment suite that balances refinement and function: in the salon a Samsung TV pairs with a Bose DVD player and a Bose A/V receiver, while the master, VIP, and starboard staterooms each feature Samsung TVs with JVC DVD units; the crew cabin is likewise equipped with a Samsung TV and JVC DVD. Satellite television arrives via KVH TracVision, and the fly bridge soundtrack is delivered by a Clarion AM/FM/CD system. Security and awareness are enhanced through a CCTV system with four cameras, rounding out an electronics package crafted for comfort, connectivity, and confidence.

Fire fighting & safety gear

Safety is comprehensive and intelligently laid out: six dry powder hand

extinguishers of 2.5 pounds each are complemented by a built in Seafire FM 200 system with three cylinders, the tanks located in the engine room, lazarette, and below the helm. Discharge can be commanded manually from the aft deck or automatically, with remote status indicators at both helms. Integrated shutdowns cover vent fans, vent flaps, main engines, and generator, while deck washdowns serve as the auxiliary fire pump. Bilge protection includes manual bilge pumps with manifold, submersible electric bilge pumps, and bilge alarms. Life saving equipment comprises eight Type I and eight Type II life jackets, one life ring, four red hand held flares, two orange hand held flares, and four cartridge flares plus one gun. An EPIRB with an ACR battery stands ready alongside a comprehensive first aid kit, U.S.C.G. notices, smoke detectors, bell, horn, and a Rules of the Road book. All running lights and the anchor light are operational, searchlights are by ACR, and four underwater lights at the transom add safety and allure after dark.

Machinery

Aft and below deck reside two MAN diesel engines, model D2842LE423, showing 1647 hours port and 1652 hours starboard, each delivering 1360 horsepower (equivalent to 1000 kW) and turning up to 2300 RPM for an effortless reported cruise of 28 knots and a reported maximum of 32 knots; engine alarms are fitted throughout. The machinery is mounted on fiberglass stringers capped with aluminum and isolated by flexible mounts, cooled with fresh water, with mechanical fuel temperature indication and filtration by twin MAN bowls in line plus engine mounted bowls. Exhaust routes through hose and fiberglass tube with mufflers installed. Control is refined via an electronic synchronizer and single lever electronic controls. The driveline is robust: bronze shaft logs, cutlass bearings, and "Tides" seal type stuffing boxes, with five blade nibral propellers reported at thirty seven inches by fifty one inches driven by stainless steel shafts of reported seventy five millimetres diameter.

Bronze struts, reported nineteen inches by twelve inches, carry cutlass strut bearings (not sighted), with propeller protection via hull, keel, and strut (not sighted). Bronze spade rudders, reported fifteen inches by thirty one inches, steer through bronze stuffing boxes, aided by stainless steel double ram trim tabs reported at seventeen inches by twenty three inches. Maneuvering is assured with Wesmar electric bow and stern thrusters, each with twin four blade props in ten inch tubes (reported), while motion is tamed by two Seakeeper stabilizers, models six and nine. A Reverso oil change system simplifies service.

Transmissions

Power is channeled through ZF transmissions, model ZF 2000, with a precise 2.519 to 1 reduction ratio engineered for optimal thrust and efficient cruising, delivering the drivetrain responsiveness expected of a vessel of this class.

Generators

Electrical autonomy is anchored by an Onan auxiliary generator located in the lazarette, model 27.5MDKBT 6768A, showing 3938 hours. Output is a robust 27.5 kW at 120/240 Volts and 1800 RPM from a four cylinder set with fresh water cooling. The exhaust runs via hose through an Aqualift muffler, fuel is supplied by an electric pump, and filtration is via a Separ in line unit with an engine mounted bowl; actual measured output is 243 Volts / 60 Hz / 57 amps, confirming dependable onboard electrical support.

Electrical

The yacht's electrical architecture is comprehensive and resilient: charging is handled by a ten amp Mastervolt at twelve Volts, twin seventy five amp

Mastervolt chargers at twenty four Volts, and twin twenty amp Interacter units at forty eight Volts (reported). A Newmar DC converter and Asea shore power transformers stabilize and adapt incoming power. Batteries are intelligently distributed: four twelve Volt units in the forward bilge for the bow thruster; six twelve Volt units aft of the starboard engine; four twelve Volt units aft of the port main; one twelve Volt unit in the lazarette for the generator; and four twelve Volt units in the lazarette for the stern thruster. Remote battery switches plus three approved manual switches provide control, while fiberglass drip pan boxes with lids and secure brackets keep the installation orderly. Illumination combines twenty four Volt DC and 110 Volt AC, and shore interfaces include two 250 Volt, fifty amp receptacles on power reels and two fifty amp, 250 Volt, seventy five foot cables on power reels, with phone/TV receptacles provided. AC and DC switchboards are located in the lazarette and at the lower helm, backed by circuit breakers and a bonding system lightning arrester. Climate is assured by Dometic and Aqua Air air conditioning with reverse cycle heating, and steering is electric, hydraulic.

Interior

The interior presents four cabins plus a dedicated crew space, with three enclosed heads plus a crew facility, all finished in a refined satin cherry that continues through the trim for a seamless, upscale ambiance. Dining is versatile, with a dinette opposite the galley and additional tables on the aft deck and flybridge for alfresco or elevated views, creating an interior that invites both intimate gatherings and spirited entertaining.

Galley

To starboard, the galley is a chef's ally, anchored by a four burner electric glass cooktop with shutoffs at both the stove and the switchboard,

complemented by a Sharp microwave and convection oven and ventilated by a lighted vent hood. Cold storage is generous with a Sub Zero refrigerator and matching freezer, plus an additional Premium refrigerator in the salon and a Raritan ice maker also in the salon. Daily convenience comes from small appliances and a central vacuum system, while hot water is supplied by a forty five gallon stainless steel calorifier type heater. Extended cruising is supported by a Sea Recovery water maker rated at one thousand four hundred gallons per day (reported). Laundry is handled by Miele washer and dryer units, with a Miele dishwasher streamlining cleanup; a granite countertop sets the tone for culinary craft, four showers plus a deck shower expand comfort, and a garbage disposal in the galley adds an effortless finishing touch.

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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