



New Build

48' (14.00m) 2024 Viking 48 Convertible
New Build North Carolina United States



OVERVIEW

Manufacturer:	Viking	Hull Material:	Fiberglass
Engines:	2 MAN	Cruise Speed:	Knots
Engine Model:	V8 900 CRM	Max Speed:	Knots
Engine HP:	900	Cabins/Heads:	/
Beam:	17' 0"	Fuel Type:	Diesel
Max Draft:	4' 8"	Fuel:	1215 G (L)
Water:	178 G (L)		

Call for Price



Data Sheet

Category: Sport Fishing
Condition: New
Model Year: 2024
Beam: 17' (5.18m)
Max Draft: 4' 8" (1.42m)
LOA: 49' 1" (14.96m)

Knots
Knots
Fuel Type: Diesel
Hull Material: Fiberglass

Fuel Tank: 1215 gal Fresh Water: 178 gal
Holding Tank: 52 gal

Engines/Generators

Engine 1

MAN
V8 900 CRM
Inboard
900HP
671.13KW
Fuel: Diesel

Engine 2

MAN
V8 900 CRM
Inboard
900HP
671.13KW
Fuel: Diesel

Summary/Description

For Sale

The lush interior abounds with hand-finished teak joinery and spacious appointments throughout the salon. An L-shape lounge and cocktail table, as well as an inviting dinette anchor the area for relaxing, while to starboard the peninsula galley has a raised bar top and is accented with Cambria treatments, under counter refrigeration, a microwave/convection oven and ample stowage. Three staterooms and two heads give all the comfort and privacy you need for fishing and cruising in style. A laundry center and central vacuum system add sophisticated convenience.

On the flying bridge, the center console helm and flanking lounges are tournament proven and will make the 48 Convertible the envy of anything in its class with its custom navigation and communication systems provided by Atlantic Marine Electronics. Powered with MAN diesels, the 48 Convertible will cruise 30 knots with a top end in the mid-30 knot range depending upon engine selection, load, sea and other environmental factors. Engine room access is through the observation mezzanine in the 124 sq ft cockpit, which features flush rod holders, a transom fish box, and recessed fish & stowage wells in the non-slip fiberglass sole. A transom door with lift gate, a drink box, a bait cooler and tackle stowage are standard. The lazarette is designed to accommodate a Seakeeper gyro stabilizer, which can be installed at the factory or at a later date.

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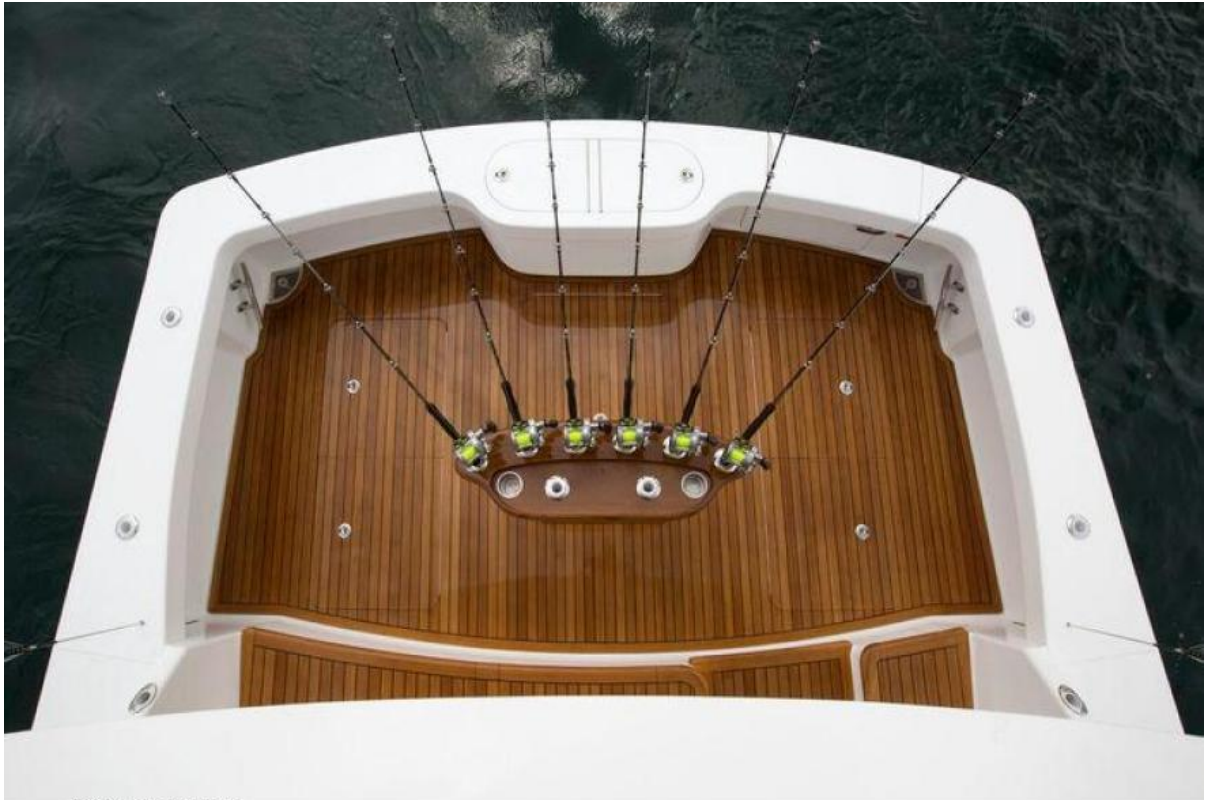
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