



Valhalla

SUMMER 2019

EXPERIENCE VIKING HEAVEN

BILLFISH BLITZ

Three Models Splashed

NEW CONQUERING GROUNDS

Introducing Valhalla Boatworks

VIKING STORY

Lines In!

OWNER OF INTEREST

Hooray for Viking

A PUBLICATION
OF VIKING YACHTS

SUMMER 2019 IN THIS ISSUE

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PHOTOGRAPHY

Bill Ciani, Charlie Clark, Mary Foust, Kathy Healey, Forest Johnson, Kyle Juall, Chris Landry, Rock Road Creative, Tristan Pashalian, Zach Pederson, Dan Riebe, Samantha Robinson, Debra Todd, Yachtpics.com

EDITOR-IN-CHIEF

Chris Landry

MANAGING EDITOR & CONTRIBUTING WRITER

Mary Foust

ART DIRECTOR

Katrina Clugh

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VIKING YACHT COMPANY

Route 9 "On the Bass River"
P.O. Box 308
New Gretna, NJ 08224
P: 609-296-6000
F: 609-296-3956
vikingyachts.com

A PUBLICATION OF
THE VIKING YACHT COMPANY



BEHIND THE COVER

Florida-based photographer Bill Ciani and camera assistant Daniel Quinones photographed the 58 Convertible from a helicopter last fall off Palm Beach.





RAMP-UP POWER

As we celebrated our 55th anniversary on April 1st, I marked the completion of my second year here at Viking Yachts. With each month that passes, I feel more privileged to be a part of this great company. While our shipwrights dutifully carry out their mission to build a better boat every day, I'm continually wowed by their dedication, perseverance and skill.

I've also been witness to Viking's extraordinary ability to focus all of its resources, manpower, machinery and technology on one challenge, one project or one task – no matter the scale or degree of difficulty – until it's completed to the company's high standards.

I've seen this kind of ramp-up power time and time again. When I first started in 2017, we were in the midst of building the company's largest-ever vessel, the 93 Motor Yacht, a masterpiece of refined elegance and industry-leading innovation and engineering. The introductions of the 68 and 58 Convertibles and the expansion of the Billfish fleet followed soon after.

Now we have the evolution of Valhalla Boatworks – the latest example of the company's manufacturing might. In 14 months, our new V Series high-performance luxury center consoles has gone from concept, to design, to tooling and production.

And even while conquering these new grounds, Viking moves forward with the same aggressive development of its sportfishing and motor yacht fleets. We're bolstering our Billfish series with the 38 Open and 46 Billfish, which will debut alongside the three V Series models (the V-33, V-37 and V-41) at our September Dealer Meeting and Sea Trial event.

"Very few companies could pull off what we're doing," says President and CEO Pat Healey. "Valhalla Boatworks became a social media sensation when we announced it, and we have already sold 50 boats between dealer inventory and customer orders. We'll build 81 boats in the first year of production."

How are we doing it? The R&D workforce has swelled from 40 to 60. Our designers and engineers have been glued to their computer screens, feeding a steady stream of 3D models to our \$1 million-plus CNC five-axis profilers. The R&D floor bustles with activity six days a week, with a maze of machinery and men using the profilers' precision-cut plugs to create molds for hulls, decks, consoles and other parts. "Not only are my people experienced and talented, they have a diverse set of skills," says Bill Heller, Research and Development FRP Senior Manager. "They can be examining the lines of a plug on one day and laminating a mold on the next."

The energy, enthusiasm and concentration continue at Viking Mullica, where each of the three V Series models has its own manufacturing line with dedicated supervisors and shipwrights.

"It's a team effort," says Vice President of Manufacturing Al Uhl. "It's not one person doing it. It's 'us' – all focused on the task at hand. Whatever it takes to get the job done."

That "whatever-it-takes" attitude flows through every department, including customer service. "Dedication is the key word," says Viking Customer Service Manager Ray Connolly. "Our guys go at it with an aggressive attitude. Our dealer network is amazing, too. We all share that same intense focus. There's a great feeling of pride when we've completed a project and the owner and captain are satisfied."

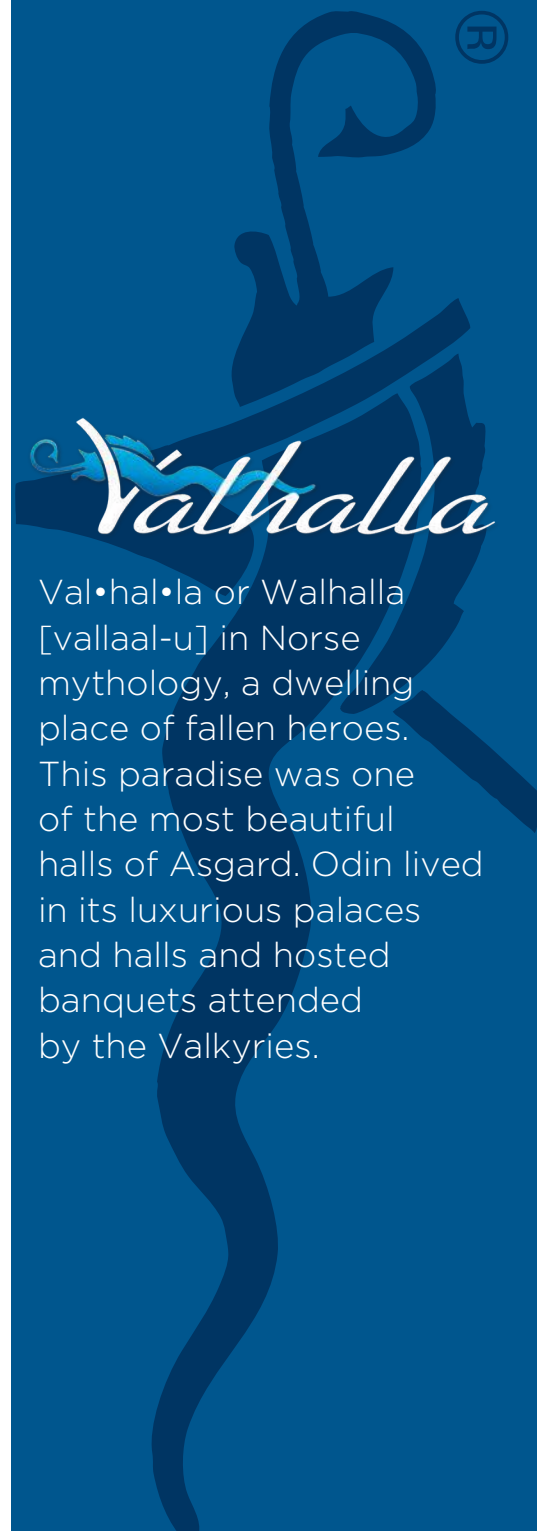
Fifty-five years of building a better boat every day empowers the people of Viking, giving them great confidence. "We can do anything," says Al. "Bill Healey instilled this belief in us, and it continues to drive us. Anything is possible at Viking." 

Sincerely,



Chris Landry
Editor-in-Chief

WELCOME TO
Valhalla,
the magazine
for owners of
Viking Yachts.



Val•hal•la or Walhalla
[vallaal-u] in Norse
mythology, a dwelling
place of fallen heroes.
This paradise was one
of the most beautiful
halls of Asgard. Odin lived
in its luxurious palaces
and halls and hosted
banquets attended
by the Valkyries.

Valhalla is mailed to all Viking yacht owners in our data base, so if you are not reading your own copy, please send us your name, mail and email addresses and include the year, length and hull number of your Viking to marketing@vikingyachts.com.

MORNING GLORY

*An 80 Enclosed Bridge Greet the New Day
in the Florida Keys.*







viking REVIEW

It's been a busy six months at the Viking Yacht Company. But despite the hustle and bustle of boat shows, sea trials and tournaments on the East Coast and across seas, the heart of the Viking Yacht Company pumps at the manufacturing plants in New Jersey. Our shipwrights are what make it all happen. We are proud of our dedicated team for making the Viking Yacht Company the #1 boat builder in the world. 🐉



FROM THE FLYBRIDGE

We pride ourselves on our commitment to continually develop leading-edge boats with fresh designs that exceed owner expectations and bring new buyers into the Viking family. With that, I'm excited to say that we'll be introducing five models at our Dealer Meeting and Sea Trial Event this fall. The 38 Open Billfish, the 46 Billfish and three Valhalla Boatworks center consoles from 33 to 41 feet will be waiting for you in Atlantic City, September 9-12.

By the time you read this, we'll be less than a month away from sea-trialing hull No. 1 of the 46 Billfish and the 38 Open Billfish. Both boats will be highly successful, built for a growing group of customers who appreciate the unique style, standout performance and ease of operation and maintenance of the Billfish design.

As you know, we made the surprise announcement at our VIP Preview in February that we have entered the high-performance center console market with the launch of Valhalla Boatworks and the V Series. For many years, our owners and dealers have been asking for a Viking-designed-and-built center console. We've answered with the V-33, V-37 and V-41, a fleet of high-performance luxury center consoles. The attention to detail—whether it be in the tooling, the build, or the quality of equipment, components and parts—is second to none. You will be impressed.

Owners will have the opportunity to add Viking-like features, such as teak toe rails and helm pods, that will make their Valhalla stand out from all others. The patented stepped-hull design from Michael Peters combined with our design and engineering experience will result in the best-performing boat of its kind on the water.

After the Dealer Meeting, all five models will make their world premiere at the Fort Lauderdale International Boat Show October 30-November 3, followed by our VIP Preview January 31-February 1, and the Miami shows, February 13-17. We were extremely pleased with the Miami Yacht Show's new downtown location.



Everything from the increased parking to the added space for vendors to the fresh, new waterfront layout helped make this a first-class exposition and major success. We have every reason to look forward to the 2020 show with great optimism.

It's amazing how each year our Key West Challenge gets better and better, and this year's may have been the best yet. We had a record number of boats and people and some great fishing, with 132 sailfish releases. The energy and camaraderie were awesome as owners, crews, family and friends enjoyed cocktail parties, dinners, games and activities in perfect weather. We hope to see you at next year's Challenge, April 15-18, so please reserve your slip.

We'll complete our fiscal year at the end of July with 77 boats sold, which is quite an accomplishment given the impact on the global economy of the trade tariffs. Last year, we sold six boats in the European market. None this year. But we understand and support the administration's efforts to resolve any unfair trade practices between the U.S. and other countries and believe their moves will lead to improvements in the international business climate for U.S. companies. The impact should be a short one and pay off in the long run.

And what a long run it has been for the Viking Yacht Company. We marked our 55th anniversary on April 1. As we celebrate our past we continue to prepare for the future, taking measures to make sure we have the resources and financial strength to remain the industry leader in all aspects of boatbuilding for decades to come.

I'd like to take a moment to remember a good friend and a highly respected professional in our dealer network. Jan Boone, the longtime President of Bluewater Yacht Sales, passed away this spring. Jan was a trailblazing businesswoman in the marine industry, a beloved member of the Viking family and a wonderful person. She will be greatly missed.

In closing, the Healeys and the entire Viking community would like to express our deep appreciation for your loyalty and support, and I look forward to seeing you on the docks and at the tournaments. 🌊

Sincerely,

Patrick Healey
President & CEO





FISH HARD... IN COMFORT

The 38 Billfish Defines Versatility

The Viking Yacht Company is known for its consistent production of fresh designs throughout its entire industry-leading fleet, from our smallest fishing boat to our largest motor yacht. The 55-year-old company's latest innovation, the 38 Billfish, fills a vast void in the market with a winning combination of versatility, comfort, performance and fish-raising prowess.

Since her introduction at the Miami Yacht Show earlier this year, the 38 BF has quickly gained momentum with demand growing on a daily basis. While she's a natural progression of the tremendously successful 37 Billfish, the 38 BF is an entirely new model from the keel up. Her aggressively raked stem, swept-back deckhouse

and gently sloping sheer are aesthetically akin to our convertibles, and yet the 38 maintains her Billfish identity with an open bulkhead, a lower helm station and a multi-purpose command deck.

"We've taken a great boat and made it even better," says John Leek IV, General Manager of Viking Mullica where the Billfish is manufactured. "The 38 Billfish is not only an ideal purpose-built Viking fishing boat that can be easily maintained and serviced by an owner/operator, it also does an excellent job as a cruising boat with comforts, conveniences and accommodations that families will love."

The utility of the command deck stands out as one of the 38 BF's greatest strengths. With its optional air conditioning, reverse cycle heat and Costa Clear enclosure, this area becomes a cool respite in the summer and extends the boating season with warmth and weather protection. Accommodations include a port-side U-shaped dinette (with fiberglass hi-lo table) that converts to a two-person bunk. A comfortable lounge to starboard also serves as rod stowage underneath. You have the option of equipping your 38 Billfish with a second lower helm station on the starboard side, which gives the captain immediate access to the cockpit.

On the flybridge, a tournament-style center console walk-around helm provides 360-degree visibility and access. The raised fiberglass helm pod, which is offered in faux teak, is equipped with Palm Beach-style controls and a stainless steel steering wheel. Our subsidiary Atlantic Marine Electronics can build and install an A-to-Z package of navigation and communication equipment to deliver the boat turnkey ready. Seating includes a single Release Marine teak chair (a second helm chair is optional) and lounges to port and starboard and a forward console seat. A three-sided Costa Clear enclosure will keep you dry and warm through any inclement weather.

COMFORTS OF HOME

Below deck, the 38 Billfish utilizes its 14-foot beam to maximize comfort and utility. Hand-finished, high-gloss teak joinery and Amtico flooring complement an elegant climate-controlled living environment accented by an attractive, practical interior from the award-winning WBC Design. The private head, which is conveniently located immediately to port of the companionway stairs, has a large walk-in shower with satin nickel fixtures, an attractive Corian-topped vanity with sink and stowage and an upper medicine cabinet. The starboard-side L-shaped galley is fully appointed with a Corian countertop,

BATTLE READY

The 38 Billfish's cockpit, which measures 109 square feet, comes battle-ready, with a laminated in-deck mounting plate for a fighting chair, a rocket launcher or a table installation. Standard equipment includes in-deck insulated fish boxes port and starboard, a walk-through transom door and lift gate, a bait freezer with upper tray, a transom fish box and live well, rod holders, tackle stowage and fresh and raw-water wash downs. Two-person, mezzanine-style seats flank the centerline walkthrough, and there's refrigerated drink stowage, as well as ample general stowage throughout.





Big-Boat Comfort



Full-Size Head



**Teak Gloss
Interior Finish**

a two-burner electric stove (with cover), a microwave/convection oven, cabinet stowage and an under-counter drawer-style refrigerator/freezer with a built-in ice maker.

The private forward stateroom beckons tired bodies after long days of fishing. You'll be impressed with the amount—and variety—of stowage spaces, which includes a pair of hanging lockers with drawers underneath, a huge port-side rod locker and a starboard-side upper cabinet. There's also drawer stowage under the berth as well as convenient access to the air conditioning unit. This stateroom is also offered with a crossover berth arrangement, with a double lower bunk on the port side and a single upper bunk to starboard.

OPTIMIZED STRENGTH

Our shipwrights utilize a premium exterior gelcoat with a vinylester resin barrier coat. End-grain balsa and closed-cell foam are used as coring materials in selected areas for optimized strength and stiffness while minimizing weight. The single integral fiberglass fuel tank, sealed to the hull with resin foam, is resin infused with interior



They Said It 
**DON'T TAKE OUR WORD
 FOR IT. READ THE RAVE
 REVIEWS OF THE 38 BILLFISH
 BY THE MARINE INDUSTRY'S
 TOP WRITERS.**

“Ten minutes at the wheel and your mind fills with visions of fish finning off the bow. A view astern reels in thoughts of rods warped over and shouts in the cockpit. The Billfish 38 is all about being in the moment. Quick on maneuvers with a comfortable fuel-efficient cruise, the silky smooth Cummins diesels like being in this boat as much as you do. You will never rush to get off this boat and that’s just fine because your wife and family will love the comfortable salon, nice overnights, a galley you can actually cook in, and a head with a shower you can dance in.”

— *Southern Boating*

“During my recent test of the 38 BF for *Marlin* magazine I was reminded why the Billfish concept was a great idea from its inception, and experienced just how much Viking has refined it. In its latest iteration it is a superb owner/operator fishing boat that offers excellent performance, seakeeping ability and luxurious accommodations in a package that is surprisingly economical to run, all thanks to a stem to stern makeover.”

— *Marlin*

“A tournament contender or Nantucket weekender, the 38 Billfish covers all the bases in comfort, style and practicality for the serious fisherman, as well as the family ready to discover new and exciting cruising adventures.”

— *Boating*



Comfort on the Command Deck



Optional Lower Helm

fiberglass baffles and balsa coring on all sides for stiffness. The hull-to-deck joint is fiberglassed from the inside and mechanically fastened every three inches.

UNDER THE HOOD

The engineroom, lazarette and forward bilges are painted with Snow White

Awlgrip for increased visibility. The twin Cummins QSB-6.7 (550MHP) diesels and other machinery are located beneath electrically-actuated hatches that open outboard (all the way to the sides of the windshield) for plenty of room for routine inspections and maintenance. Plus, there's a large centerline hatch for quick access. All

of the machinery is within easy reach as well, including the generator, water maker, battery boxes and fuel tank fittings. The optional Seakeeper SK 6 is installed on centerline in the aft section of the engineroom with a dedicated access panel.

This is a Viking through and through, so many of the same mechanical systems and running gear components on our convertibles are present on the Billfish, such as the Delta-T engineroom ventilation system and a fire suppression system, Class "S" pitch tolerance propellers with dynamic balancing and bronze struts, seacocks and rudders.

The 38 Billfish tops out at about 35 knots with a cruise of 31 knots and can be equipped with the Cummins Inboard Joystick System on the flybridge and lower helm, making docking and low-speed maneuvering a cinch. She has long legs, too, with a 460-gallon fuel capacity and a range exceeding 325 nautical miles at cruising speeds. 🦋

THE BOTTOM LINE

With the 38 Billfish, Viking delivers another stellar fish-and-cruise thoroughbred—the perfect fit for the owner/operator looking for Viking quality under 40 feet. She also fits the bill for current owners looking for a second Viking for an additional port of call.



**Integrated
Command Deck
Rod Stowage**

38|BF SPECIFICATION HIGHLIGHTS

Length Overall	38' 8"	11.79 m
Length Waterline	34' 1"	10.39 m
Beam Overall	14' 0"	4.27 m
Deadrise at Transom	12 deg	
Draft	3' 4"	1.02 m
Freeboard Forward	5' 1"	1.55 m
Freeboard Aft	2' 7"	0.79 m
Height Waterline to Top of Hardtop	15' 5"	5.61 m
Height Waterline to Top of Masthead Light	18' 5"	4.94 m
Displacement	30,953 lbs.	14,040 kg
Fuel Capacity	460 gal.	1,741 l
Water Capacity	69 gal.	261 l
Holding Tank Capacity	38 gal.	144 l
Cockpit Area	109 sq. ft.	10.01 sq. m



Open Bridge



Standard Layout



Optional Crossover Bunks
and Lower Helm



FUSION OF FUN

New 38 Combines Best of Billfish and Express Styles

Viking's open express boats are perennial favorites because they offer many of the popular amenities found aboard our incomparable convertible fleet, but are uniquely styled and outfitted to accommodate the owner/operator who enjoys staying closer to the action in the cockpit for both fishing and entertaining. The Billfish series has taken off because it delivers Viking quality and styling in a purpose-built design that stresses simplicity and ease of operation and maintenance. Our Design and Engineering team has fused these two models to create the exciting new 38 Open Billfish.

The 38 Billfish made her debut at the Viking VIP Preview in February. The introductions of the 38 Open Billfish and a third Billfish—the 46 BF—are slated for the 2019 Viking Dealer Meeting & Sea Trial Event, September 9 through 12 in Atlantic City, New Jersey.

IN COMMAND

The 38 Open Billfish runs on the same modified V hull with a 12-degree transom deadrise as the 38 BF, which has been lauded by boating writers for its smooth dry ride and nimble handling at speed and when backing down. (See "They Said It," page 11.) These two 38s have similar cockpits and accompanying standard fishing

equipment and features, such as a laminated in-deck mounting plate for a fighting chair or rocket launcher, in-deck insulated fish boxes, a walk-through transom door and lift gate, a transom fish box and live well, flush-mounted rod holders and fresh and raw-water wash downs.

The 38 Open's mezzanine, with its port and starboard seats, is a great spot to take in the action. The area also houses an abundance of storage options under the seats and steps, including a bait freezer with upper tray, a drink box and insulated cooler space under the mezzanine steps.

Available fully enclosed with climate control, the 38 Open Billfish's command deck affords an abundance of seating, with port and starboard L-shaped lounges as well as a single port-side companion seat. A raised centerline command station with helm chair gives the captain clear sightlines in all directions and is equipped with a fiberglass (or optional faux teak) helm pod, power-assist hydraulic steering with stainless steel wheel and Palm Beach-style controls. Opt for the Cummins Inboard Joystick System (with bow thruster and control-handle buttons) and become a master at docking and low-speed maneuvering.

**Twin Cummins
(550 MHP)**



This is a Viking, so she comes backed by our unbeatable customer service and the tremendous ownership benefits of the Viking subsidiaries Atlantic Marine Electronics and Palm Beach Towers that provide custom electronics and tuna tower installations, respectively.

GET OFF YOUR FEET

A starboard-side companionway leads below, where you'll find hand-finished, high-gloss teak and Amtico flooring in a soothing climate-controlled living area. The private head has a large walk-in shower with satin nickel fixtures and an attractive Corian-topped vanity with sink and storage. Forward of the head and also on the port side, the galley has everything you need to prepare and serve meals: a Corian countertop, two-burner electric stove, microwave/convection oven, upper and lower cabinet storage with maple interiors and under-counter drawer-style refrigeration with built-in ice maker. Need a little time to rest and recuperate? Head to the forward stateroom, appointed with a lower double bunk and an upper single. A starboard-side sofa across from the galley can also be used as an additional bunk.

MECHANICALLY INCLINED

Like on the 38 and 46 Billfish models, access to the engines and machinery is quick and easy. There's a centerline day hatch for immediate egress. The electrically actuated port and starboard seating modules hinge completely outboard revealing the entire engineroom, which is painted Snow White to make it easier to see and access the various engineroom areas and their components and parts.

The twin 550 MHP Cummins QSB6.7 diesels, generator, water maker, fuel shut-offs, custom fiberglass battery boxes, filters and other systems and components are all within plain view. The optional Seakeeper SK 6 is mounted aft of the engines on centerline with a dedicated command deck access panel.



Command Deck



Open Bridge



Standard Layout

THE BOTTOM LINE

The 38 Open Billfish gives you all the popular traits of our open express boats while staying true to its Billfish heritage as a versatile Viking that's easy to own, operate and fish.

SPECIFICATION HIGHLIGHTS

38|0

Length Overall	38' 8"	11.79 m
Length Waterline	34' 2"	10.41 m
Beam Overall	14' 0"	4.27 m
Deadrise at Transom	12 deg	
Draft	3' 3"	.99 m
Freeboard Forward	5' 0"	1.52 m
Freeboard Aft	2' 8"	0.81 m
Height Waterline to Top of Hardtop	9' 7"	2.92 m
Height Waterline to Top of Masthead Light	12' 7"	3.84 m
Height Waterline to Top of Windshield	8' 11"	2.72 m
Displacement	30,453 lbs.	13,813 kg
Fuel Capacity	460 gal.	1,741 l
Water Capacity	69 gal.	261 l
Holding Tank Capacity	38 gal.	144 l
Cockpit Area	109 sq. ft.	10.01 sq. m



GOST APPARITION

MULTIPLE TOUCH SCREEN
ACCESS POINTS

LIVE HD VIDEO FEEDS
& BACKUP SYSTEM

SENSOR NETWORK
& SYSTEM ALERTS

MOTION &
SECURITY SENSORS

REMOTE DOOR
LOCK & ACCESS

REAL-TIME
GPS TRACKING

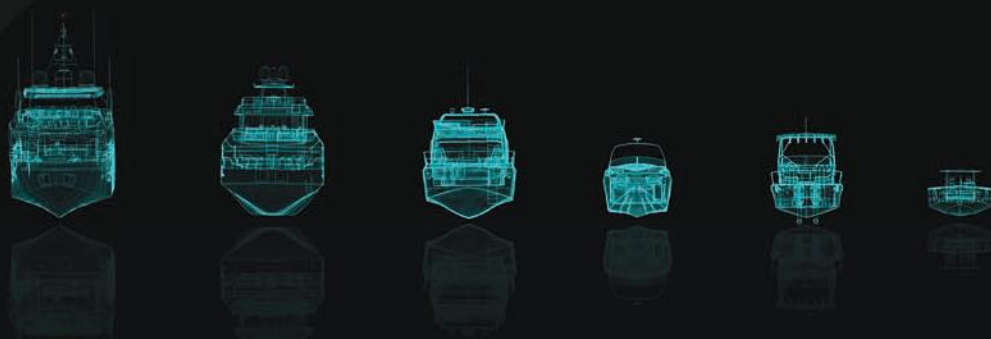
NON-LETHAL DEFENSIVE
COUNTERMEASURES

inmarsat

Available on the
App Store

ANDROID APP ON
Google play

GOST Apparition is available for any watercraft.





TOTAL PROTECTION

COMPLETE PEACE OF MIND

GOST Apparition, the latest Security, Monitoring & Access Control System in a series of Award Winning Products. Featuring optional high definition video surveillance and Inmarsat satellite based Global GPS tracking for **complete control from anywhere in the world.**





ROOM TO GROW

Billfish Series Expands with the 46 BF

For every new Viking introduced, our in-house design and engineering team has other new models waiting for their turn in the spotlight. So it came as no surprise when President and CEO Pat Healey last year announced plans to expand the Billfish line and introduced our new 46 BF, set to debut at the 2019 Viking Dealer Meeting & Sea Trial Event, September 9 through 12, in Atlantic City, New Jersey. At this same event Viking will also unveil its 38 Open Billfish, the stablemate to the new 38 Billfish that launched earlier this year at the Viking VIP Preview in Riviera Beach, Florida.

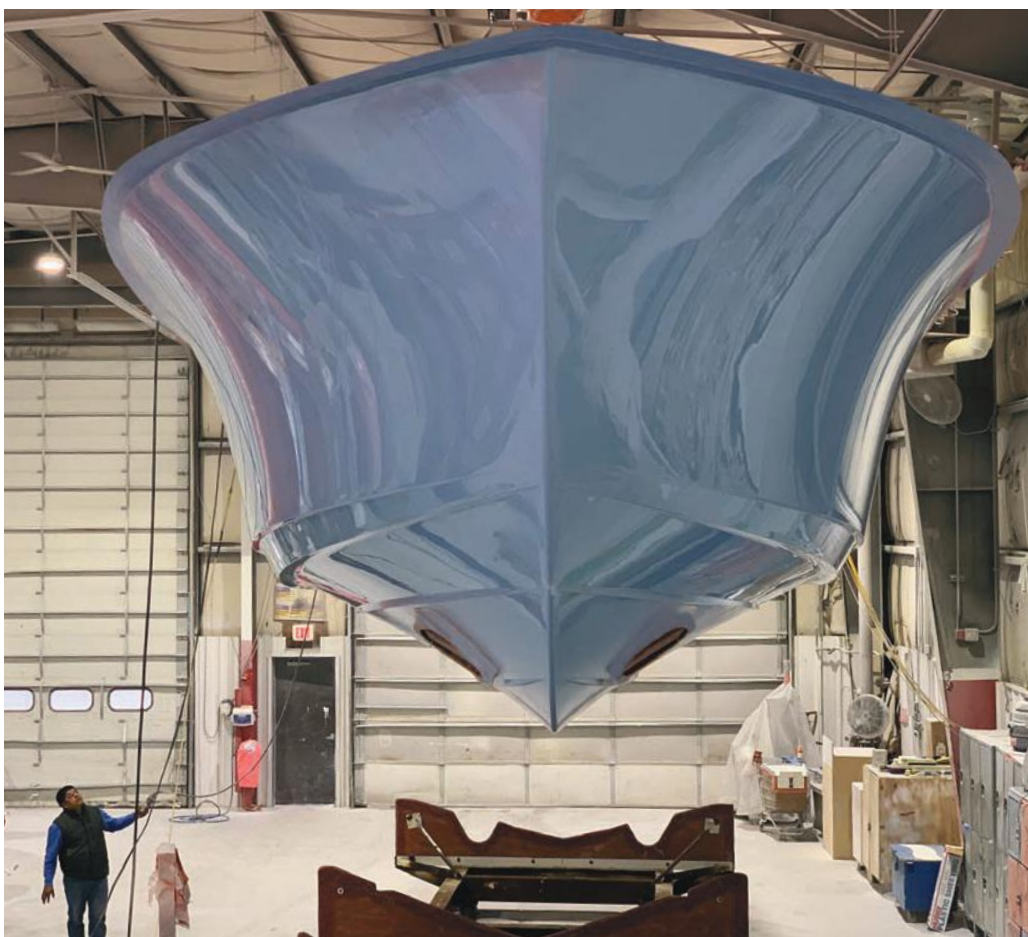
“Our history has been to give our owners room to grow within a particular Viking family of boats, whether you’re talking about our convertibles, our open express and sport boats or our motor yachts,” says Viking Design Manager David Wilson. “Continuing to innovate with fresh designs keeps owners coming back for more year after year and helps us find new owners who want their first Viking.”

LINES IN

The 140-square-foot cockpit has room for the entire crew or family. Engineered and built with a laminated in-deck mounting plate, the cockpit sole is ready to accept your choice of a fighting chair, rocket launcher or table. The standard equipment list is a long one, beginning with a walk-through transom door and lift gate, a live well in the raised transom fish box, flush-mounted rod holders, tackle stowage and fresh- and sea-water wash downs. The mezzanine features two-person seats adjacent to the centerline walkthrough, with the port seat holding a bait freezer with upper tray and the starboard mezzanine step housing refrigerated storage.

PERFECT PERCH

Like our legendary Viking convertibles, the 46 Billfish’s flybridge is designed with a tournament-style center console walk-around helm that offers 360-degree sightlines and access. For guest seating,



you have lounges to port and starboard of the console and a forward console seat. At the helm, the captain has Palm Beach-style controls, a stainless steel steering wheel and power-assist hydraulic steering at his disposal. The raised fiberglass helm pod with optional faux teak complements the teak Release Marine helm chair. A second helm chair is optional. Our subsidiary Atlantic Marine Electronics can build and install a complete package of navigation and communication equipment to deliver the boat turnkey ready.

REST AND RECHARGE

With the optional Costa Clear enclosure, you can completely button up the command deck to enjoy climate-controlled comfort in a salon-like setting. “It’s perfect for anglers who want to get off their feet and cool down as the boat runs from one spot to the next,” says David. There’s a roomy U-shaped lounge with hi-lo table (that converts to a double-bunk) and a lounge

that extends along the starboard side. Both seating areas hold rod stowage underneath, plus there’s a spot for an optional ice maker forward of the starboard seat. An entertainment center with HD TV and twin storage cabinets are integrated into the forward dash area, as well.

Featuring high-gloss teak cabinetry and custom Amtico flooring, the starboard-side galley is appointed with an L-shaped Corian countertop, a two-burner electric stove, a microwave/convection oven, cabinet stowage and under-counter drawer-style refrigeration with a built-in ice maker. The private head is situated immediately to port of the companionway stairs and has a large walk-in shower with satin nickel fixtures, an attractive Corian-topped vanity with sink and stowage and a medicine cabinet with mirrored doors. Easily accessible upper and lower bunks on the port side await weary anglers, and there’s a hanging locker only



a few steps away. The first-class accommodations continue in the private forward stateroom, with its island queen bed, a hanging locker, upper stowage cabinetry and a flat-screen TV with stereo, speakers and DVD player.

PEERLESS MECHANICALS

The port and starboard seating units raise and lower via electric power for excellent access to the engineroom. Systems throughout the engineroom are numerous, yet prove to be a quick learn for ease of operation and maintenance. The entire engineroom (as well as the lazarette and forward bilges) is painted with Snow White Awlgrip, which reflects light and enhances illumination so you can clearly see, identify and access maintenance and service points throughout the engineroom.

Mechanical systems, components and technologies found on our convertible fleet also exist on all three Billfish models. Examples include a fire suppression system that's automatically or manually operated and tied into the main engine and generator ignitions and the Delta-T engineroom ventilation system. The same high-grade running gear, such as bronze struts and rudders and Class "S" pitch tolerance propellers with dynamic balancing, is also used on the 46 Billfish.

You can power the 46 Billfish with either twin 715 MHP Cummins QSM11 diesels, which are standard, or optional twin MAN I6-800 CRM 800MHP. The optional Seakeeper SK 6 is installed on centerline in the aft section of the engineroom with a dedicated access panel in the command deck. Forward of that, a day hatch provides quick engineroom access.



THE BOTTOM LINE

Backed by Viking's unbeatable customer service, the 46 Billfish is a boat made to be on the move—a fish magnet with all the performance, engineering, quality and styling that you've come to expect from our 55-year-old company.

46 | BF SPECIFICATION HIGHLIGHTS

Length Overall	45' 6"	13.87 m
Length Waterline	40' 4"	12.29 m
Beam Overall	15' 4"	4.67 m
Deadrise at Transom	11.9 deg	
Draft	4' 1"	1.24 m
Freeboard Forward	5' 8"	1.73 m
Freeboard Aft	2' 8"	0.81 m
Height Waterline to Top of Flybridge Hardtop Masthead Light	18' 7"	5.66 m
Height Waterline to Top of Flybridge Hardtop	15' 7"	4.75 m
Height Waterline to Top of Flybridge Console	12' 5"	3.78 m
Displacement	42,865 lbs.	19,443 kg
Fuel Capacity	632 gal.	2,392 l
Water Capacity	99 gal.	375 l
Holding Tank Capacity	51 gal.	193 l
Cockpit Area	140 sq. ft.	13.0 sq. m



Flybridge



Command Deck



Standard Layout



Powered by a MAN.

Two MAN V-new 12 cylinder engines that comply with the EPA Tier 3 emission standards power the Viking Yachts 55 Convertible. With an output of 1,550 horsepower each, you experience the breath-taking acceleration and can count on comfortable cruising speeds. Depending upon load and sea state the vessel reaches a top speed of 40+ knots.

MAN offers powerful and compact high-speed diesel engines from 537 kW to 1,324 kW (730 hp to 1,800 hp). For more information visit: www.man-mec.com



MAN kann.





55 YEARS VIKING

Then and Now

It was 55 years ago on, April 1, 1964, that Bill and Bob Healey opened the doors to the Viking Yacht Company. Starting with little more than a building in the Pine Barrens with no heat and dirt floors, Bob the lawyer and Bill the ironworker began their amazing journey of excellence. Today, the Viking plants in New Gretna and Mullica represent the pinnacle of boat manufacturing achievement, with multiple modern buildings, a tri-generation plant for heat and power and the resources and space to build 100-plus-footers. Viking is the world leader in semi-custom yacht production with more than 4,500 Vikings delivered in the U.S. and abroad. 



then & now...

55 YEARS

1964

The Viking Yacht Company opens



1972

The 40 Convertible premieres, sells 600+ of the 40/41 series



1971

First all-fiberglass model, the Viking 33 Convertible

1976

2nd generation Patrick Healey hired



1998

Bill, Bob & Pat, awarded Ernst & Young New Jersey Manufacturing Entrepreneur of the Year Award



1997

The 1st generation Viking 55 Convertible introduced, 115 units sold through its lifetime



2000

Viking 61 demo weighs a 781-pound blue marlin at the White Marlin Open & donates winnings to the RFA



2002

Viking Yacht Service Center in Riviera Beach opens



2001

Bill & Bob receive the prestigious Chapman Award

2011

798 solar panels installed on Buildings 5 & 5A



2009

Six new models introduced



2012

New power source, tri-generation plant, flips switch

2014

Viking celebrates 50 years



2014

The 92 EB, 75 MY, 52 C, 52 SC and 52 ST debut

2016

Viking acquires the former Ocean Yachts facility & 37 Billfish mold



1987 Viking buys Gulfstar Yachts, modern motor yacht builder

1991 Federal luxury tax cripples the marine industry & Viking Yachts



1993 Luxury tax repealed & new product rolled out

1996 Viking Sport Cruisers is formed, distributes British-built high-end cruising yachts built to Viking's spec



1996 Bill and Bob create the Recreational Fishing Alliance

1995 The 60 Cockpit Sportsyacht awarded Boat of the Year by *Boating* magazine

2003 Atlantic Marine Electronics & Palm Beach Towers created, the Viking Yachting Center in New Gretna opens



2003 Bill & Bob inducted into the National Marine Manufacturers Association Hall of Fame



2004 First five-axis profiler milling machine purchased

2008 New flagship 82 Convertible launches



2007 Bob Jr. joins the family business

2007 President's Cup from World Billfish Series received 3rd time in a row



2018 3rd generation Sean and Justin hired



2019 Viking celebrates 55 years

2017 The 93 Motor Yacht splashes



2019 Valhalla Boatworks announced





DEALER MEETING AND SEA TRIAL EVENT **FIVE PREMIERES**

September 9 - 12, 2019



The 2019 Viking Dealer Meeting and Sea Trial Event is shaping up to be a blockbuster. With two new models and a trio of boats in the new Valhalla Boatworks line set to debut, the Viking Yacht company is buzzing with energy and excitement in anticipation of this spectacular unveiling.

The all new Viking 38 Open Billfish and her big sister, the 46 Billfish, will make their grand entrance at the Frank Farley Marina at the Golden Nugget in Atlantic City this September. Following in the footsteps of the 38 Billfish, first seen at the Viking VIP in February, this dynamic duo sports sharp styling, sensational performance and legendary Viking quality.

The greatly anticipated Valhalla V Series will also be on full display at the event. Our team is proud to introduce a new breed of center consoles that sets evolutionary standards in this class of boats. Built and designed with the same DNA as the Viking Yacht fleet, the V-33, V-37 and V-41 have turned the industry upside down since their announcement earlier this year.

The Valhalla Boatworks V Series is composed of outboard-powered deep-V monohulls designed to excel as hard-core fishing boats and built to the highest levels of workmanship and fit and finish. They are the result of the cooperative effort of the Viking Design & Engineering team and Michael Peters Yacht Design. The V Series utilizes MPYD's patented Stepped-V Ventilated Tunnel running surface that reduces drag while increasing speed, stability and efficiency.

All five of these boats will be available for sea trials while an additional six Viking Yachts will be on hand as well. Customers interested in sea trialing are invited to join our al fresco cocktail party with boat parade and Gala Dinner on Tuesday evening. Customer sea trials can be scheduled for Wednesday by your authorized Viking Dealer or by calling the Viking facility directly at 609-296-6000. 



MONDAY, SEPTEMBER 9

Dealer Principal Dinner

*Chart House,
Golden Nugget Casino*

TUESDAY, SEPTEMBER 10

**Dealer Principal
Business Meeting**

Golden Nugget Casino

**Cocktail Party
& Boat Parade**

*Observation Deck,
Golden Nugget Casino*

Gala Dinner

Golden Nugget Casino

WEDNESDAY, SEPTEMBER 11

Customer Sea Trials

*Frank Farley Marina
at the Golden Nugget Casino*

THURSDAY, SEPTEMBER 12

Media Sea Trials

*Frank Farley Marina
at the Golden Nugget Casino*



FORT LAUDERDALE INTERNATIONAL BOAT SHOW

The Place to Be



Just steps from the beach in sunny South Florida, the 60th Annual Fort Lauderdale International Boat Show kicks off on Wednesday, October 30, and runs through Monday, November 3, 2019. The Viking Yacht Company will once again be the highlight of the show featuring five new vessels at Bahia Mar's D-Dock. A pair of sporty Viking Billfish will make their debut at the Yachting Capital of the World. The 38 Open Billfish and 46 Billfish will live up to their reputations as the most innovative and exciting new models in their class.

Valhalla Boatworks' will show its new line of exciting, high-performance

center consoles, the V Series. The trio of outboard-powered deep-V monohulls designed to excel as hard-core fishing boats and built to the highest levels of workmanship had the industry buzzing since their announcement earlier this year. Be sure to stop by and see the V-33, V-37 and V-41 for yourself.

Of course, the full line of Viking Sportfishing and Motor Yachts will be on display for your perusal in a relaxed and friendly setting. Plenty of Viking staff will be on hand to assist your tour or to answer any questions. We look forward to seeing you at this exciting show. 

60TH ANNUAL FORT LAUDERDALE BOAT SHOW

Wednesday, October 30 - Sunday, November 3, 2019 • Bahia Mar, D-Dock



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CONQUERING NEW GROUNDS

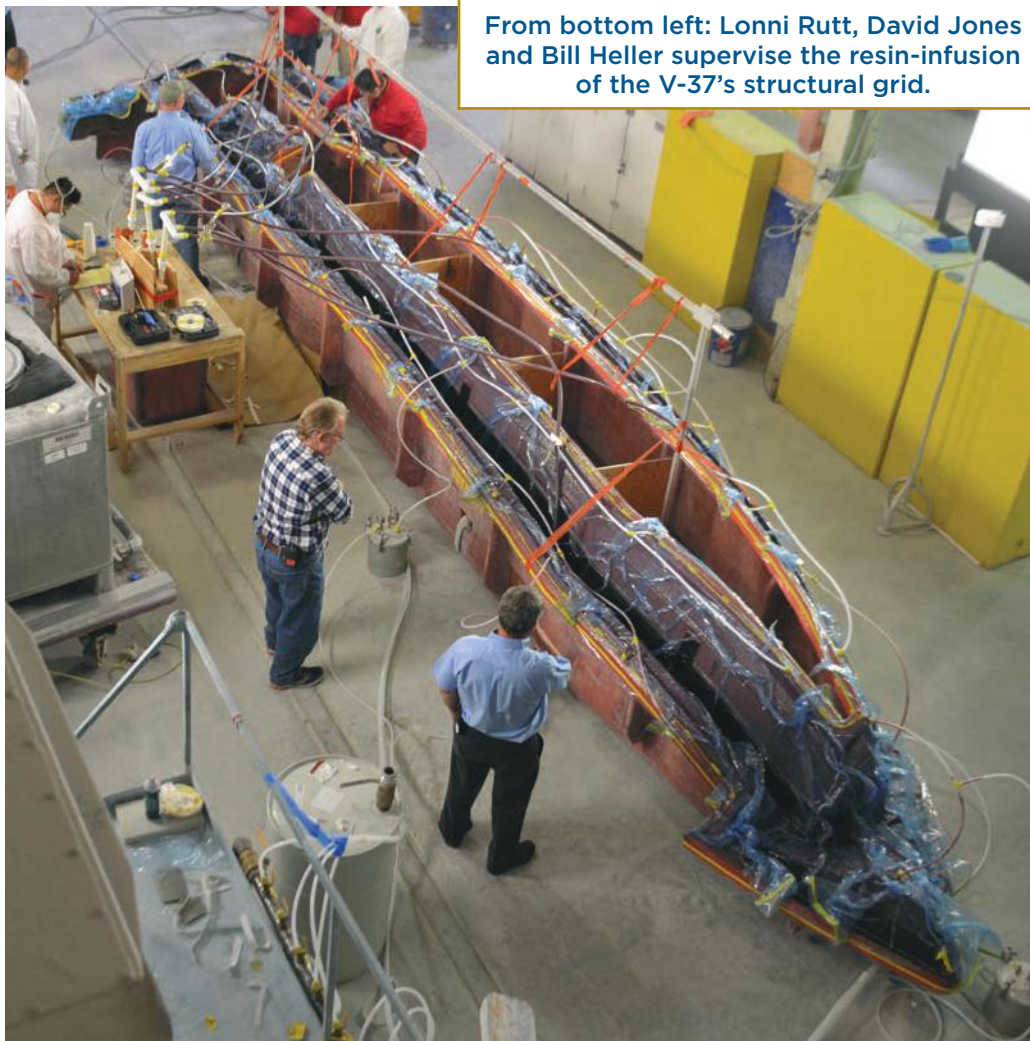
The V-37 Rises
from the Mold

Valhalla Boatworks V Series Center Consoles

From the legendary builder of the finest convertible sportfishing yachts in the world comes a new breed of center consoles that sets revolutionary standards in performance, engineering, quality and fishing capabilities.

The Viking Yacht Company proudly introduces Valhalla Boatworks, a new company dedicated to designing and building high-performance center consoles with the same Viking quality, craftsmanship and expertise that has led the marine industry for 55 years. Backed by Viking's industry-leading customer service and dealer network, the Valhalla Boatworks V Series consists of three outboard-powered deep-V monohulls from 33 to 41 feet designed to excel as hard-core fishing boats, luxurious sport cruisers or yacht tenders.

The V-33, V-37 and V-41 are the result of the cooperative effort of the Viking Design & Engineering team and Michael Peters Yacht Design (MPYD). The V Series utilizes MPYD's patented Stepped-V Ventilated Tunnel running surface that reduces drag while increasing speed, stability and efficiency.



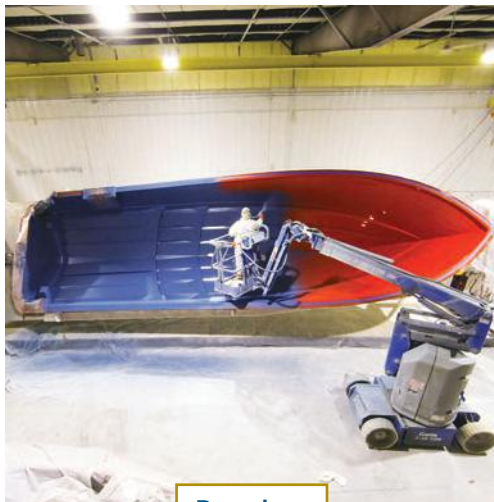
From bottom left: Lonni Rutt, David Jones and Bill Heller supervise the resin-infusion of the V-37's structural grid.



**Viking DNA
Design Traits**



Seakeeper-ready



**Premium
Gelcoat**



**Raising the Bar:
Hull No. 1 of the V-41**



**Engineers Bill Heller and Bill Hall:
55 years of combined experience**

"It's the most advanced and proven stepped-hull design in the world," says Viking Design Manager David Wilson. "The twin steps and tunnel not only give you fast and efficient performance but also precise handling and a very stable ride."

DESTINED TO DOMINATE

The design traits of Viking convertibles can be seen throughout these center consoles. Proud bows, gently sloping S-shaped sheers, double forward chines, helm pods, raised toe rails and mezzanine seating are some of the hallmarks. Viking engineering and mechanical prowess shine through as well, with customized Seakeeper installations that do not sacrifice storage or deck space and mechanical, plumbing and electrical systems designed and built to unmatched levels.

Following in the footsteps of their convertible stablemates, each V Series model is destined to become the leading center console in its class through Valhalla

engineering, experience and boatbuilding skill. These exciting new boats are equally adept and equipped for coastal or offshore missions.

The V-33 is an ideal choice for owners looking to get into their first Viking-built boat and experience all of its inherent benefits. The same robust standard equipment list and nearly all of the options for the V-37 and V-41 are available on this model. The V-37 hits the sweet spot in the V Series lineup. She's a big, fast center console with the legs to run long distances with either twin or triple outboards. The appeal of the flagship V-41 is strong and simple: You get the best big center console on the planet, one that will answer the call every time you punch the throttles with high-level fishability, tremendous speed, range and overall performance and Viking quality.

LET FREEDOM RING

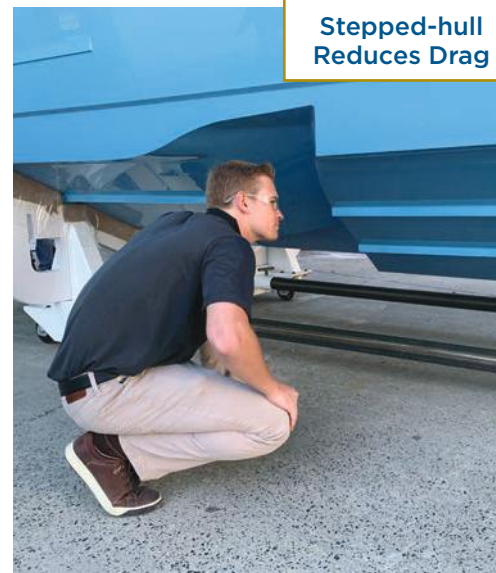
No matter the model, the captain has gin-

clear visibility through a wraparound Costa Clear or solid glass windshield. A black acrylic panel spans the width of the console for flush-mounted electronics. When it comes to seating arrangements, the V Series gives its owners tremendous flexibility. All three come standard with a forward console lounge with cooler and dry storage; at the helm, upholstered bench seating features tackle storage and Gemlux rod holders and cupholders on the backrest. The aft end of this finely tooled seating module hides a manual or electric slide-out cooler topped with a seat cushion. Helm seating options include Llebroc Billfish or Release Marine teak chairs with armrests and flip-up bolsters. Integrated GG Schmitt flip-up transom seats and forward bench seating with backrests can also be added to your V Series vessel. Both options are designed and positioned to maintain maximum deck space for anglers. The V-37 and V-41 can be outfitted with an aft mezzanine seating

From Plug
to Mold



Stepped-hull
Reduces Drag



From Mold
to Hull



V-33

“ It’s the most advanced and proven stepped-hull design in the world.

— David Wilson,
Viking Design Manager ”

module with armrests, tackle storage and an insulated cooler (or optional live well) under the seat.

The fishing features on your V Series are equally impressive, giving owners the freedom to personalize the boat for their specific needs. Standard items include a raised transom live well, in-deck fish boxes, a sea chest live well system, Gemlux flush-mounted rod holders and tackle storage. Add rod holders, live wells and other fishing extras such as 12V electric reel outlets, a transom live well window and light and an additional live well pump with variable speed controller.

You can also opt for a second additional live well in the cockpit deck on all three models, and on the V-37 and V-41 a raised live well can be integrated into the forward lounge for quick access to bait while fishing from the bow. Dress up your boat as you like with faux teak helm pods and toe rails, custom hardtop underside

colors (to match hull color), teak forward backrests, deck box LED lighting, premium upholstery with Bentley stitching and underwater lights.

WELCOME TO VIKING

The same resources of Viking’s vertically integrated company are at the disposal of Valhalla Boatworks owners, so standard and custom components and systems of each build such as hardtops, Marlin or Gap towers and electronics packages are being designed and installed in-house by our experienced shipwrights to guarantee turnkey delivery. Hardtop packages can be loaded with top-shelf components in flawless installations. Lumitec spreader lights, six-rod rocket launchers, molded overhead electronics pods, Miya Epoch electric teaser reels (mounted in custom boxes) and outriggers from Gemlux and Rupp are available on all three models.

The consoles of these boats will feature a molded-in vanity with freshwater sink and retractable shower wand, dedicated lockable

rod storage under the lounge seating, an electric freshwater head and access to electronics and the electrical distribution panel. These boats come with mechanical and electrical components and systems such as racing-style trim tabs; a D/C pressurized freshwater system; and color-coded, labeled and numbered wiring with corresponding drawings (an electrical system signature of Viking).

PUNCHING POWER

Yamaha or Mercury four-stroke outboards with horsepower ratings from 300 to 425 in twin, triple or quad configurations provide the power for the V Series. The V-33 is offered with three different twin-engine packages: Mercury Verado 300s or 400s and Yamaha 300s. You have four options with the V-37: triple Mercury Verado 300s or 400s, triple Yamaha 300s or twin Yamaha 425s. The V-41 can be rigged with quad Mercury Verado 300s or 400s, triple Mercury Verado 400s or triple Yamaha 425s.



The V-33 is built for a Seakeeper 2 installation, while the V-37 and V-41 accept Seakeeper SK 3 units. They're expertly installed in a centerline engineered mounting space molded into the stringer grid and accessed through a gasketed, tight-sealed deck hatch.

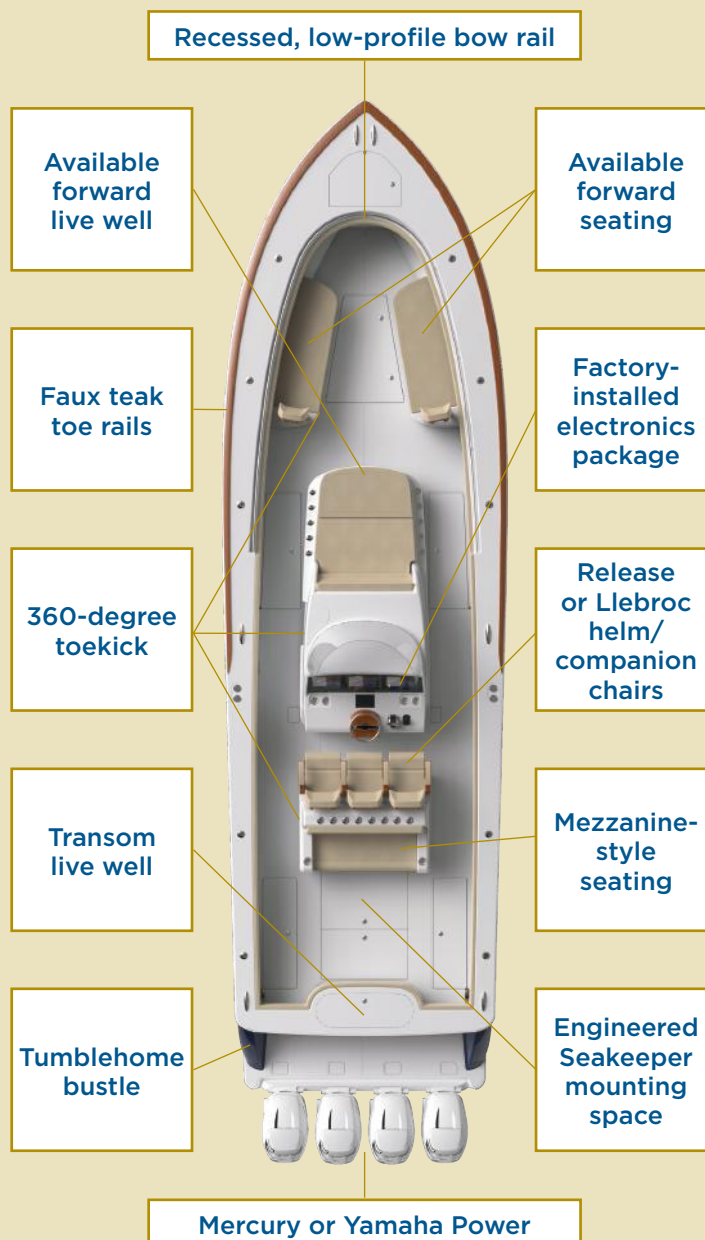
The efficiency of the stepped hulls and these direct-fuel-injected engines deliver best-in-class fuel economy and range. Power-assist hydraulic steering will be standard and joystick helm control systems will be optional for all three models.

The Valhalla Boatworks V Series will debut at the Viking/Valhalla Dealer Meeting and Sea Trial Event September 9-12 in Atlantic City, New Jersey, and make their world premiere at the Fort Lauderdale International Boat Show October 30 through November 3.

THE BOTTOM LINE

The V Series will revolutionize the center console market with unprecedented levels of performance, quality and fishability.

STEM TO STERN



V-41



MATTRESSES & LINEN

PROUD SUPPLIER
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VIKING YACHTS

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PATTERNS
SINCE 2005





VIKING MOTOR YACHTS

Creating Unforgettable Experiences



Viking motor yachts define the ultimate in luxury living on the water. Built with our industry-leading quality, engineering and performance and backed by the strongest dealer network and the best customer service in the world, the 75 MY, 82 MY and 93 MY are more than just yachts. They are achievements—milestones for their owners as well as for Viking.

“Why does someone buy a Viking motor yacht?” asks President and CEO Pat Healey. “Because they want the best.”

It’s that simple.

Our motor yachts possess the performance and engineering DNA of our legendary sportfishing convertibles and offer more interior space and accommodations than all other yachts of their size and type. Three expansive levels of luxurious interior spaces are balanced with equally pleasing outdoor entertaining and lounging areas on the main and upper decks.

Curvaceous salon windows, distinctive molded feature lines and swept-back black-masked windshields create sexy, modern exterior profiles that are unmistakably Viking. Shapely port lights and master stateroom hull side windows balance form and function, and the full wrap-around polished stainless-steel bow rail and wide side decks make for safe and convenient passage to and from the bow. All outdoor walking surfaces can be covered in beautiful teak, complementing finely upholstered outdoor furniture.

The highly engineered running surfaces of the motor yacht fleet deliver excellent performance in all areas — speed, range, efficiency, ease of handling, ride quality and sea-keeping ability. We offer propulsion from world-renowned engine makers MTU, MAN and Caterpillar that range from twin 1550 MHP to 1945 MHP. All three engine companies offer joystick systems that can be installed at the helm and in side-deck wing stations. Captains will appreciate their integrated GPS station-keeping technology

while waiting for bridge openings or in other situations where it’s necessary to hold vessel position.

The powerplants, machinery and mechanical systems are installed for maximum access and durability, with engine room surfaces painted white for increased visibility. Viking engine rooms showcase our mechanical design expertise and meticulous attention to detail. Aluminum extruded engine beds are mounted to longitudinal stringers to isolate torque and vibration/engine noise and ensure drive-train alignment. Chilled water air conditioning is distributed throughout the interior with individual temperature controls for staterooms and salons. Centralized seawater, twin generators, voltage stabilizer isolation transformers and Viking’s proprietary VIPER (Viking Independent Programmable Electro-hydraulic Rudder) steering are just a few of the standard systems and equipment on a Viking motor yacht.

75 AND 82 MY

The 75 MY upon its introduction ushered in the modern motor yacht era, setting unprecedented standards for the genre. Only about a year later, Viking debuted the 82 Cockpit Motor Yacht, offering the same elegance, luxurious accommodations and performance of the successful 75 MY with the added excitement and versatility of a 150-square-foot cockpit.

With the 82 MY, you can dine, entertain and relax in a proverbial lap of nautical luxury, or fish from a cockpit with all the design traits of Viking's tournament-winning convertibles. The cockpit, combined with mezzanine seating (which provides engineroom access) and an integrated swim platform, also serve as a hub and launching point for a variety of water sports.

On the 75 MY, a small tender can be kept on the hydraulically powered swim platform. Both yachts have twin outboard staircases that lead to an aft deck with a U-shaped lounge and table. The 75 and 82 share the same interior accommodation plan and layout. You're greeted with the warmth of

hand-finished walnut joinery and the rich textures of designer fabrics as you enter the salon, which boasts port and starboard sofas, a cocktail table, an ice maker, solid walnut valances, wall-to-wall carpeting, an entertainment center with a 65-inch HD TV and a day head.



Open Bridge
Salon



Stairs to
Enclosed Bridge



We offer the 75 and 82 with two galley arrangements, each featuring custom Amtico flooring, maple interior cabinetry, recessed overhead LED lighting, a microwave/convection oven, a two-bowl stainless sink (and garbage disposal), a four-burner cooktop and a trash compactor. The open galley has a counter with three bar stools, under-counter refrigerator and freezer units, lower cabinetry and a separate pantry. The formal galley configuration features a dining area for six, a full-size upright refrigerator, an L-shaped counter and upper and lower cabinetry. With both

arrangements, there's also a forward dining area with a walnut table with U-shaped seating, a starboard office nook and a custom Amtico sole.

With the option of an open or an enclosed bridge, your family and guests have diverse choices for unforgettable experiences tailored to their on-the-water interests and cruising desires.

A custom stainless steel spiral staircase joins the salon and the enclosed bridge, which has its own salon furnished with an L-shaped sofa, walnut hi/lo cocktail table

and entertainment center. Large windows provide excellent sightlines whether you're seated or standing, and the powered sunroof and sliding aft glass doors can be opened to let in the sunshine and sea breeze. The raised wrap-around helm console holds a custom electronics package, installed by our subsidiary Atlantic Marine Electronics. Black Ultraleather surfaces reduce glare.

With the open bridge model, the third deck is accessed via an exterior staircase with stainless steel risers and teak treads. The bridge is a wide-open space dedicated to outdoor relaxation and entertainment with a Venturi windshield, removable Costa Clear enclosure and abundant seating and lounging areas. Aft of the centerline helm, a family size U-shaped dinette on



Enclosed Bridge



Main Deck with Formal Dining



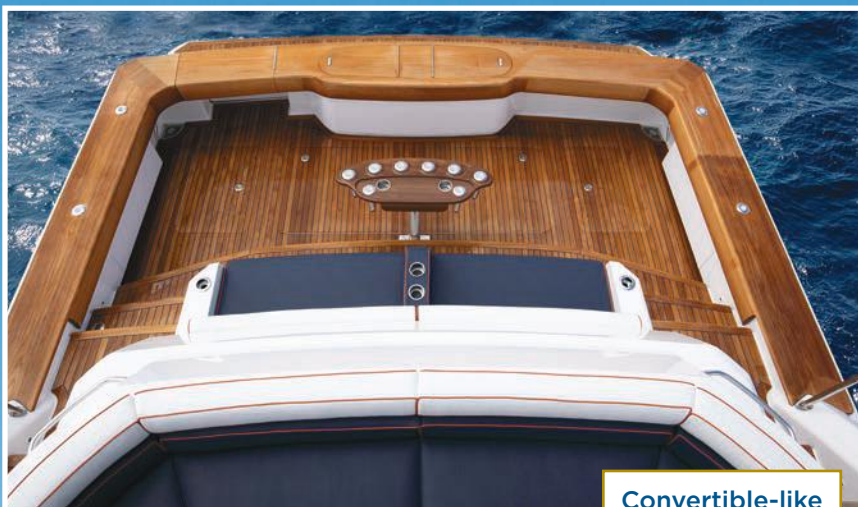
Lower Accommodations

75|MY

SPECIFICATION HIGHLIGHTS

Length Overall	78' 10"	24.03 m
Length Waterline	62' 3"	18.97 m
Beam Overall	20' 6"	6.25 m
Beam Waterline	17' 6"	5.33 m
Deadrise at Transom	15.2 deg	
Draft	5' 8"	1.73 m
Freeboard Forward	8' 10"	2.69 m
Height Waterline to Top of Enclosed Bridge	20' 11"	6.38 m
Height Waterline to Masthead Light	25' 4"	7.72 m
Displacement	148,175 lbs.	67,211 kg
Fuel Capacity Standard	1,745 gal.	6,605 l
Fuel Capacity Optional	1,920 gal.	7,267 l
Water Capacity	300 gal.	1,136 l
Holding Tank Capacity	250 gal.	946 l

Open Bridge



Convertible-like
Cockpit



the port side is conveniently adjacent to the starboard wet bar with refrigeration, a sink and an electric grill. Farther aft there is a sun pad with underneath storage and deck space for lounge chairs.

Below, accommodations include four nicely proportioned guest staterooms, each with

an ensuite head and shower. The full-beam master stateroom is fit for royalty, with a king bed and upholstered headboard; a 49-inch HD TV, twin maple-lined hanging closets with mirror-faced doors; a vanity/desk with storage, mirror and a chair; a love seat; and a full-size head with twin sinks, a mirrored ceiling and a separate shower.

The captain and crew will enjoy first-class accommodations aboard our trio of motor yachts as well. Accessed from the swim platform, the 82's crew quarters consist of two staterooms, a head with walk-in shower and a companionway with a convenient galley and direct access to the engine room.

82 | MY

SPECIFICATION HIGHLIGHTS



Open Bridge



Main Deck with Open Galley



Lower Accommodations

Length Overall	84' 9"	25.43 m
Length Waterline	70' 11"	21.61 m
Beam Overall	20' 6"	6.25 m
Beam Waterline	17' 6"	5.33 m
Deadrise at Transom	15.2 deg	
Draft	5' 8"	1.73 m
Freeboard Forward	8' 10"	2.69 m
Height Waterline to Top of Enclosed Bridge	20' 11"	6.38 m
Height Waterline to Masthead Light	25' 4"	7.72 m
Displacement	158,850 lbs.	72,053 kg
Fuel Capacity Standard	1,745 gal.	6,605 l
Fuel Capacity Optional	1,920 gal.	7,268 l
Water Capacity	300 gal.	1,136 l
Holding Tank Capacity	250 gal.	946 l
Cockpit	150 sq. ft.	13.94 sq. m



93 MY

This seven-stateroom, seven-head glamour girl is the queen of the fleet. Sliding stainless-steel-framed glass doors open wide to the salon, melding the two spaces. The yacht's grand salon, with its true living-room proportions and dining area for eight, will satisfy all of your entertaining wants and desires.

Our latest 93 features a striking Flag Blue exterior. With a beam spanning 24 ft. 4 in., there's ample room in her salon for a three-piece sofa and a swivel chair, a custom two-piece polished white marble cocktail table and an entertainment center with a pop-up 65-inch HD TV. Walnut woodwork adorns the interior, and pantograph starboard-side opening doors lead to the balcony.

A tray ceiling with LED lighting looks down on the large dining table. A starboard-side staircase provides private access to the master stateroom.

In the forward country-kitchen galley, chefs have all of the latest appliances and conveniences at their disposal, including a full-size 7-foot-tall Sub-Zero refrigerator, microwave convection oven, four-burner cooktop with conventional oven below, dishwasher, a two-bowl stainless steel sink and a trash compactor. Four bar stools surround the galley island that's topped with Caesarstone. A raised banquette with a walnut table faces aft, and there's a convenient day head on the starboard side.

The enclosed bridge is another beautifully decorated and furnished social space, and it can be opened up completely to the aft deck, creating one large free-flowing gathering area for guests. The salon of



Master stateroom spans the beam.

this 93 features an L-shaped sofa to port, a cocktail table with Caesarstone top and two ottomans (with interior storage). With the touch of a button, you can open and close the glass-paneled sunroof and the aft windshield above the bar. A day head on the starboard side heightens overall convenience. Stainless steel-framed bi-folding glass doors lead to aft deck that includes a lounge and a full-size bar with a grill, corner sink, refrigerator and four-stool seating.

The amenities, conveniences and creature comforts throughout the yacht are second to none, and this is particularly evident in the master stateroom. A port-side vanity and a starboard-side table with two free-standing chairs and a 65-inch HD TV surround the baronial king-sized bed with its custom upholstered headboard. Generous amounts of natural light fill the stateroom, accentuating the walnut woodwork. The master's ensuite head includes a mirrored ceiling, custom-designed Caesarstone flooring and vanity, twin sinks, a mirror and a walk-in shower

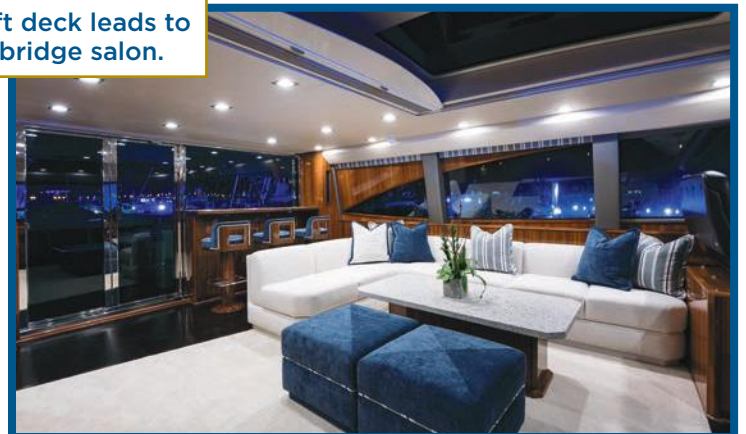
large enough for two if need be (wink, wink).

Four guest staterooms maximize privacy and comfort. The VIP forward and port staterooms have queen beds, and the two starboard staterooms come with twin berths. In the forward VIP, this yacht features beautiful custom Channell Glass artwork that's ensconced in the headboard of the raised island queen berth; a foredeck skylight with hatch and Ocean Air screen shade is a delightful bonus. The remaining guest rooms are well appointed with decorative lighting, ample stowage and TVs, and their ensuite heads have mirrored ceilings, custom vanities and large walk-in showers.

Crew quarters, discreetly reached from the after deck, consist of a galley with a booth-style dinette with table, a head with walk-in shower, a private captain's stateroom with a double berth to port and a starboard-side crew cabin with two beds. The common area features Amtico flooring, a microwave, a refrigerator and an engineered stone countertop with storage. 🦋



An expansive aft deck leads to the enclosed bridge salon.





Upper Deck and
Climate Controlled
Enclosed Bridge



Main Deck,
Salon and Galley



Lower Deck
with Staterooms,
Engine Arrangement,
Garage and
Swim Platform

93|MY SPECIFICATION HIGHLIGHTS

Length Overall	93' 5"	28.47 m
Length Waterline	75' 5"	22.99 m
Beam Overall	24' 4"	7.42 m
Deadrise at Transom	15.2 deg	
Draft	5' 11"	1.80 m
Freeboard Forward	10' 3"	3.12 m
Height Waterline to Top of Pilot House Masthead Light	27' 8"	8.43 m
Height Waterline to Top of Pilot House	22' 8"	6.91 m
Displacement	207,899 lbs.	94,301 kg
Fuel Capacity Standard	1,972 gal.	7,465 l
Fuel Capacity Optional	3,150 gal.	11,924 l
Water Capacity	530 gal.	2,006 l
Holding Tank Capacity	357 gal.	1,351 l

THE BOTTOM LINE

Beautiful American-made luxury yachts designed, engineered and built to the highest standards by a family owned and operated company with 55 years of boatbuilding expertise.



Good news for you. Bad news for fish.

The MTU Series 2000. Faster acceleration. Outstanding maneuverability.

Land the big one. The Series 2000 engine is born for the newest generation of sportfishing yachts. Available in 10V, 12V and 16V configurations, the lineup's power range extends from 1,360 to 2,600 bhp. In addition to enhanced acceleration, the engine meets EPA Tier 3 Recreational standards without sacrificing fuel-efficiency. Experience the Series 2000—a big step up in power and performance.



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Power. Passion. Partnership.



THE ELITE FLEET

Super Models from 33 to 100 Feet





37|BF



Whether you're looking for your first inboard sportfishing boat or downsizing from a larger model, the sporty 37 BF delivers.

LOA: 37' 8" (11.48 m)

BEAM: 13' 10" (4.2 m)

DRAFT: 2' 8" (.81 m)

FUEL CAPACITY: 440 g (1,665 l)

WATER CAPACITY: 66 g (249 l)

COCKPIT: 86 sq ft (7.98 sq m)

38|O



Another fantastic under-40-foot yacht from Viking. Features our signature command deck with center helm.

LOA: 38' 8" (11.79 m)

BEAM: 14' 0" (4.27 m)

DRAFT: 3' 3" (.99 m)

FUEL CAPACITY: 460 g (1,741 l)

WATER CAPACITY: 69 g (261 l)

COCKPIT: 109 sq ft (10.01 sq m)

38|BF



The newest Billfish; a purpose-built ready-to-go fishing machine; easy to own, operate and maintain.

LOA: 38' 8" (11.79 m)

BEAM: 14' 0" (4.27 m)

DRAFT: 3' 4" (1.02 m)

FUEL CAPACITY: 460 g (1,741 l)

WATER CAPACITY: 69 g (261 l)

COCKPIT: 109 sq ft (10.01 sq m)

46|BF



Look for our largest Billfish during next fall's boat show season. Sharp styling, exciting performance and legendary Viking quality.

LOA: 45' 6" (13.87 m)

BEAM: 15' 4" (4.67 m)

DRAFT: 4' 1" (1.24 m)

FUEL CAPACITY: 632 g (2,392 l)

WATER CAPACITY: 99 g (375 l)

COCKPIT: 140 sq ft (13.0 sq m)

44|O



Smooth, dry ride. Great as a hardcore fishboat or cruising overnighter for couples and families..

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 3' 10" (1.17 m)

FUEL CAPACITY: 845 g (3,199 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.1 sq m)

44|C



Comfort, convenience and accommodations. Has the range to go long and the hull design to conquer the seas.

LOA: 45' 1" (13.74 m)

BEAM: 16' 4" (4.98 m)

DRAFT: 4' (1.22j m)

FUEL CAPACITY: 825 g (3,122 l)

WATER CAPACITY: 120 g (454 l)

COCKPIT: 119 sq ft (11.1 sq m)

48|O



Viking's legendary construction, fit and finish and attention to detail. An impressive two-stateroom layout.

LOA: 49' 1" (15 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 7" (1.39 m)

FUEL CAPACITY: 1,215 g (4,600 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

48|C



Can outfish larger convertibles; luxurious interior accented with hand-finished teak or walnut joinery; three staterooms.

LOA: 49' 1" (15 m)

BEAM: 17' 0" (5.20 m)

DRAFT: 4' 8" (1.42 m)

FUEL CAPACITY: 1,215 g (4,600 l)

WATER CAPACITY: 178 g (674 l)

COCKPIT: 124 sq ft (11.50 sq m)

52|O



Close to the cockpit, the forward center helm allows the owner/operator to be steps away from the anglers.

LOA: 53' 2" (16.2 m)

BEAM: 17' 6" (5.3 m)

DRAFT: 4' 11" (1.5 m)

FUEL CAPACITY: 1,202 g (4,550 l)

WATER CAPACITY: 186 g (704 l)

COCKPIT: 142 sq ft (13.2 sq m)

52|C



Another blue-water contender. A tournament-proven convertible with three staterooms and all the modern conveniences.

LOA: 53' 2" (16.2 m)

BEAM: 17' 6" (5.3 m)

DRAFT: 4' 11" (1.5 m)

FUEL CAPACITY: 1,202 g (4,550 l)

WATER CAPACITY: 186 g (704 l)

COCKPIT: 142 sq ft (13.2 sq m)

58|C



Another thoroughbred with the legs for long runs to the fishing grounds, the new 58 C made her world premiere this fall.

LOA: 58' 11" (17.96 m)

BEAM: 17' 9" (5.41 m)

DRAFT: 5' 1" (1.55 m)

FUEL CAPACITY: 1,502 g (5,686 l)

WATER CAPACITY: 207 g (784 l)

COCKPIT: 165 sq ft (15.3 sq m)

62|C



A powerful performer with an elegant interior. Fusion of leading-edge engineering and thoughtful interior design.

LOA: 63' 1" (19.2 m)

BEAM: 18' 11" (5.8 m)

DRAFT: 5' 2" (1.6 m)

FUEL CAPACITY: 1,800 g (6,815 l)

WATER CAPACITY: 310 g (1,173 l)

COCKPIT: 172 sq ft (16 sq m)

68|C



One of our latest convertibles features four staterooms, four heads, a walkaround style galley and a 176-square-foot cockpit.

LOA: 68' 7" (20.90 m)

BEAM: 19' 2" (5.84 m)

DRAFT: 5' 5" (1.65 m)

FUEL CAPACITY: 2,060 g (7,798 l)

WATER CAPACITY: 344 g (1,302 l)

COCKPIT: 176 sq ft (16.4 sq m)

72|C



A legend on the tournament circuit, with durable resin infusion construction and engineered by the best in the industry.

LOA: 72' 8" (22.15 m)

BEAM: 20' 0" (6.10 m)

DRAFT: 5' 9" (1.75 m)

FUEL CAPACITY: 2,594 g (9,819 l)

WATER CAPACITY: 372 g (1,408 l)

COCKPIT: 209 sq ft (19.4 sq m)

80|C



The Viking 80 Convertible presents a picture of power, speed and grace. There are 5 royally-appointed staterooms.

LOA: 80' 6" (24.54 m)

BEAM: 21' 4" (6.50 m)

DRAFT: 5' 7" (1.70 m)

FUEL CAPACITY: 2,600 g (9,842 l)

WATER CAPACITY: 400 g (1,514 l)

COCKPIT: 217 sq ft (20.2 sq m)

92|C



Our largest convertible with six staterooms, including a full-beam master, excellent range and speed and a stunning profile.

LOA: 93' 3" (28.42 m)

BEAM: 24' 1" (7.34 m)

DRAFT: 5' 11" (1.80 m)

FUEL CAPACITY: 3,410 g (12,908 l)

WATER CAPACITY: 485 g (1,836 l)

COCKPIT: 238 sq ft (22.10 sq m)

75|MY



High-performing motor yacht offered with an enclosed or open bridge. Features two aft decks; 4 staterooms; and a large salon and galley.

LOA: 78' 10" (24.03 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

FUEL CAPACITY: 1,745 g (6,605 l)

WATER CAPACITY: 300 g (1,136 l)

82|MY



A versatile vessel with a sportfishing cockpit and the interior accommodations of a luxury motor yacht.

LOA: 84' 9" (25.43 m)

BEAM: 20' 6" (6.25 m)

DRAFT: 5' 8" (1.73 m)

FUEL CAPACITY: 1,745 g (6,605 l)

WATER CAPACITY: 300 g (1,408 l)

COCKPIT: 150 sq ft (13.94 sq m)

93|MY



A seven-stateroom, seven-head motor yacht with two full aft decks and an enclosed bridge with a second salon and sunroof.

LOA: 93' 5" (28.47 m)

BEAM: 24' 4" (7.42 m)

DRAFT: 5' 11" (1.8 m)

FUEL CAPACITY: 1,972 g (7,465 l)

WATER CAPACITY: 530 g (2,006 l)

100|MY



Following on the heels of the 82 MY's continuing success, Viking presents the new 100 MY, the ultimate yacht fisherman.

LOA: 99' 9" (30.4 m)

BEAM: 24' 4" (7.42 m)

DRAFT: 5' 11" (1.8 m)

FUEL CAPACITY: 2,970 g (11,243 l)

WATER CAPACITY: 523 g (1,980 l)

COCKPIT: 204 sq ft (19 sq m)



V-33



Get into your first Viking-built boat; same robust standard equipment list as her larger stablemates; three different twin-engine packages.

LOA: 32' 10" (10.01 m)

BEAM: 9' 9" (2.97 m)

DRAFT (Engines Up, Half Load): 25"

FUEL CAPACITY: 327 g (1,237 l)

WATER CAPACITY: 39 g (147 l)

MAX ENGINE HP: 800 hp

LIVE WELL: 52 g (197 l)

V-37



The sweet spot in the V Series lineup. Big and fast, with the legs to run long distances with either twins or trips.

LOA: 36' 9" (11.20 m)

BEAM: 10' 0" (3.05 m)

DRAFT (Engines Up, Half Load): 26"

FUEL CAPACITY: 470 g (1,779 l)

WATER CAPACITY: 39 g (147 l)

MAX ENGINE HP: 1,200 hp

LIVE WELL: 56 g (211 l)

V-41



Punch the throttles and experience high-level fishability, speed, range, overall performance and Viking quality.

LOA: 40' 6" (12.34 m)

BEAM: 11' 7" (3.53 m)

DRAFT (Engines Up, Half Load): 27"

FUEL CAPACITY: 557 g (2,108 l)

WATER CAPACITY: 49 g (185 l)

MAX ENGINE HP: 1,600 hp

LIVE WELL: 90 g (340 l)

Showcasing its manufacturing might, Viking has taken the V Series from concept, to design to production in 14 months.



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The Finished Product



The Machine and Metal Shops Transform Raw Materials Into Refined Yacht-Quality Components

More than 90 percent of every Viking is designed and manufactured in-house, resulting in the production of the world's finest sportfishing and motor yachts and industry-leading customer satisfaction. Nowhere is this vertical integration more evident than in our Machine and Metal Shops.

These closely connected departments consist of 30 highly skilled machinists, welders, fabricators and painters who transform raw materials (aluminum, stainless steel, copper, brass and composites) into tens of thousands of finished parts annually for our 35-plus models. Their work can be found throughout every Viking, from the hardtop framing that surrounds the flybridge to the black powder-coated panels that hold the helm electronics to the 1-inch-thick aluminum foundation plates used to secure the Seakeeper gyros.

PEOPLE POWER

Our New Gretna and Mullica plants buzz with fascinating boatbuilding activities every day, but the action in the Machine and Metal shops—the sheer diversity of the work being done—can make your head spin. Walk the shop floor and you'll see these talented people busy drilling, bending, boring, grinding, polishing, heating, spraying, welding, cutting, blasting, cleaning, painting, de-burring, shrinking, expanding, baking and even bathing (we'll explain that one later).

“Our people are extremely valuable, with very specific technical skills, deep knowledge and many years of experience,” says Machine Shop Supervisor Tom Lagocki. “It's truly amazing when you consider the volume and scale of what we do here. In many cases, we're essentially manufacturing custom parts from scratch.”

Making these components in-house has several benefits, the most obvious is quality control. QC procedures ensure that any irregularities are promptly rectified. “Being self-reliant allows us to build parts that match the design and contours of each Viking,” says Joe Martorana, Supervisor of the Metal/Paint Shops. “We can also better control costs and stick to the production schedule by not having to rely on outside vendors.”

THE MACHINES

The most noticeable mechanical apparatuses in the machine shop are the two CNC (computer numerical control) Fadal Machining Centers, each equipped with a set of 30 specialty tools that manufacture a variety of metal and composite parts to drawing specifications. These self-enclosed three-axis milling machines cut, shape and remove material in workpieces that become critical components and parts in the yacht.

At the center of the shop is the mother Fadal, which handles the largest parts such as the aluminum “saddles” that are integrated into the stringers for mounting engines. They help harness the tremendous torque of today’s diesel powerplants. Both Fadals can produce a number of other smaller parts, including copper bus bars (connection point for circuits), manifold blocks for hydraulic steering units, battery distribution panels, sliding tracks for hardtop teaser reels and locking propeller nuts.

The Machine Shop is also equipped with five manual and two other CNC milling machines, two manual lathes and a CNC HAAS lathe. A machinist will often use both computer-controlled and manual machines. For instance, Machinist Lubosh Porizka (left) will operate the large Fadal to make cutouts in an aluminum electrical distribution panel and then transition to a Bridgeport manual drill press to countersink the panel’s mounting holes. The HAAS CNC lathe produces large round components like anchor rollers and helm parts as well as innovative specialty items like our polyethylene bi-fold shower door retainers.

BENDING AND SHAPING

The Metal Shop consists of a fabricating and welding hub as well as a paint shop. Fabricators use two crowning and three bending machines to shape bow rails, handrails, bridge rails and other aluminum pipes. Forms on the shop floor are used to model bow rails. The bow rails are cut at various heights to fit the rake of the rail; anodized aluminum plates are welded to the base where the bow rail will be fastened to the foredeck. Bow and bridge rails are fashioned to the owner’s desire for height and length, along with custom touches such as intermediate railings.

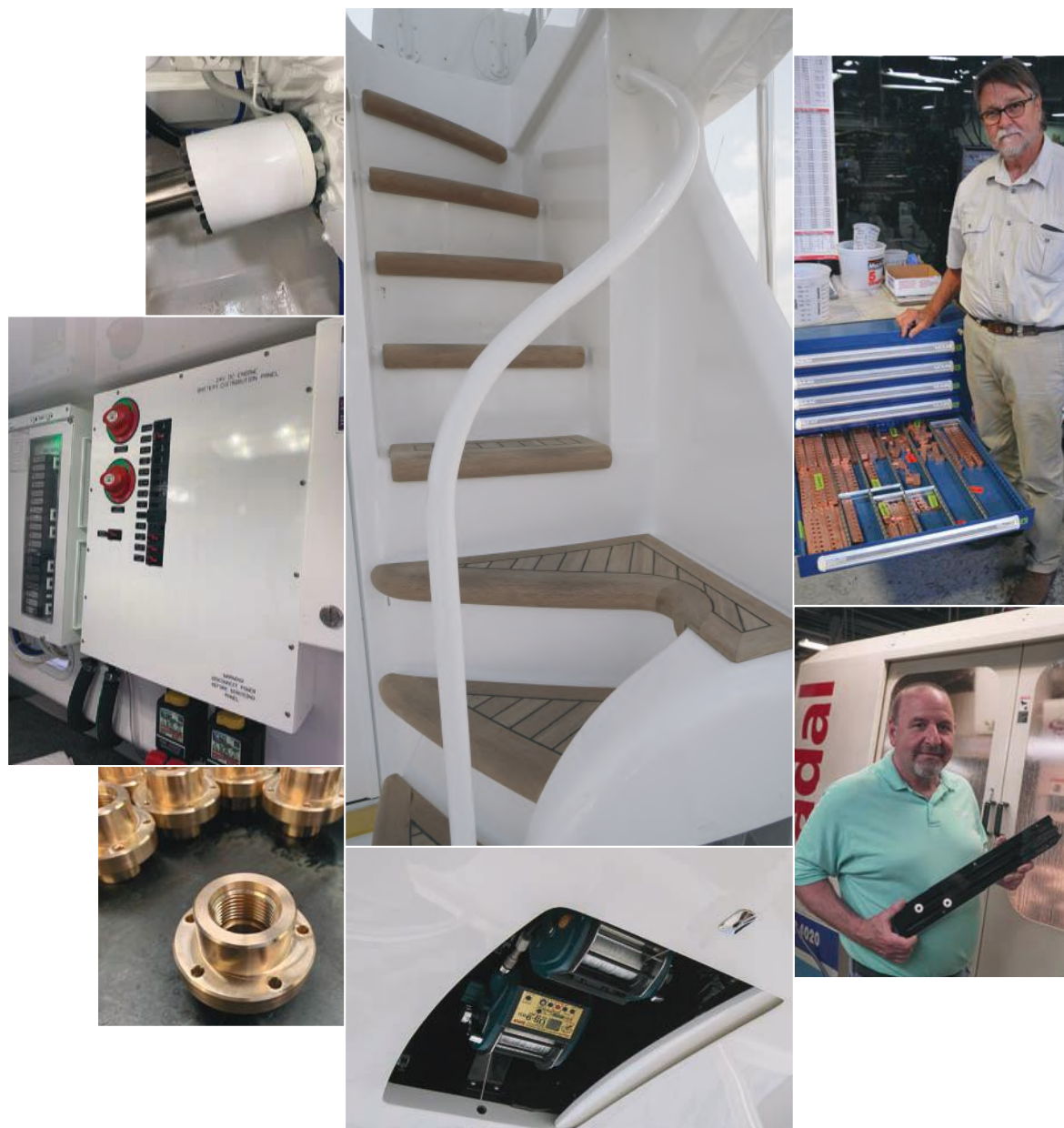
Various other accessories like fender holders, rod and flag holders and masts for anchor lights and radar units are also made here. Much like they do with bow rails, fabricators use floor templates or grids to simulate flybridge shapes to model and build the anodized aluminum frameworks for hardtops.

FINISHING AND REFINING

The paint shop is equipped with a special booth and a custom oven for its powder-coating process. Viking pioneered the use of powder coating metal components to offer better resistance against saltwater

corrosion and abrasion. It also provides an especially good color match that holds up better in harsh sunlight.

Powder-coated parts include flybridge rocket launchers, rails and lounge backrests, bridge and engineroom ladders, engine couplings and pickup/discharge pipes and frames for air conditioning units. Black powder-coating, used for just about every type of panel for switches, gauges or displays, is also prevalent. Brown powder-coating is used for the mounting bases for bar stool seats. Bronze intake screens are powder-coated gray.



Clockwise from top right: Machine Shop Supervisor Tom Lagocki shows a drawerful of copper bus bars; Metal Shop Supervisor Joe Martorana with a teaser reel track; the track is used in this hardtop teaser reel installation; bronze fuel pickup tube flange; battery distribution panel in engineroom; powder-coated engine coupling; custom flybridge staircase rail.



Fast Facts

THE VIKING MACHINE AND METAL SHOPS:

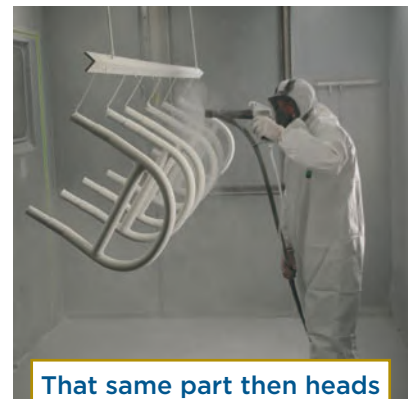
- Annually transform more than 100,000 pounds of aluminum and other metals into more than 85,000 manufactured parts, ranging from bow rails and radar masts to table pedestals and door thresholds to engine-bed saddles and generator shelves.
- Consist of a skilled team of 30 fabricators, welders, machinists and painters.
- Use some 32,000 feet of anodized aluminum pipe alone in various sizes in the course of a year.
- Take up a combined 21,000 square feet of space in Building 1 at the New Gretna, New Jersey, plant.
- Are led by experienced supervisors like Machine Shop Supervisor Tom Lagocki (31 years) and team members Bob Loose (20 years), Carlos Martinez (19 years) and Jim Perkins (18 years).
- Operate four CNC (Computer Numerical Control) milling machines, a half dozen manual mills, a CNC engraver, a CNC HAAS lathe, several manual lathes, powder- and liquid-coating booths and a rotary de-burring machine.
- Engrave thousands of custom aluminum and composite placards annually that identify various mechanical parts, systems, instruments and control panels throughout our yachts.



Metal Shop Foreman Evan Bahrle with an anodized aluminum hardtop frame



Master Machinist Mark Phillips works with Welder Devon Walter on an aluminum backrest for a flybridge lounge



That same part then heads to a special booth for powder coating

Before painting, these parts are given a chemical bath. Seven 1,200-gallon containers are used to clean, treat and rinse the materials. The aluminum is treated in a chromate-rich liquid to provide a layer of corrosion protection before the actual powder coating. An electrostatic sprayer uniformly applies the powder coat. The components are then popped in a custom oven chamber where they bake at 375 degrees for 45 minutes, which fuses

the paint and aluminum for maximum durability and abrasion resistance.

The liquid-coating chamber is used to apply specialty finishes such as Awlgrip and Imron. Snow White Awlgrip coats parts like brass seacocks and thru hulls and aluminum engine shims, while various shades of Imron are used on the salon valance support rails to complement the headliner color.

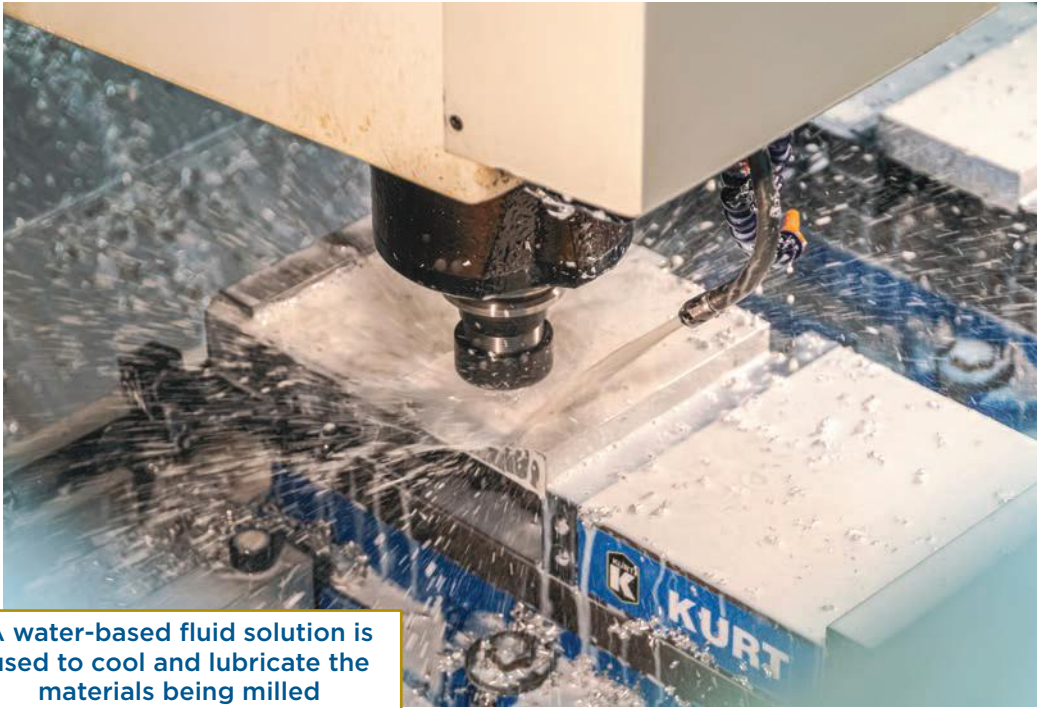


The Fadal Machining Center utilizes 30 tools

The Machine and Metal Shops also handle intricate composite pieces such as the Delrin rollers inside the teaser reel tracks and the bushings for the sockets that receive the flybridge lounge backrest frames. Machinists use the HAAS CNC lathe to manufacture both of these parts.

Other intricate pieces include ABS plastic steering hose support clamps, which can support sizes from 11/16” to 3-1/8”. “It’s very interesting and fulfilling to take a raw material and make something so specific and useful,” says Bob Mathis, a six-year Viking veteran. “I love the job and hope to be here a long time.”

It’s that type of dedication that helps Viking continue building a better boat every day.



A water-based fluid solution is used to cool and lubricate the materials being milled



THE BOTTOM LINE

The Machine and Metal shops have all the resources—the technology, the tools and the right people—to get the job done to the company’s high standards.

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FACETIME

Building a Better Boat Every Day

The Viking Yacht Company is by far the industry leader in all aspects of boatbuilding: innovation, technology, product development, design and engineering, manufacturing, quality and customer service. No other boatbuilder can match Viking's tremendous resources and manufacturing might. All of these attributes and benefits can be attributed to a single source: our people.

The skill, expertise, depth of knowledge and experience of our shipwrights in New Gretna and Mullica allow us to maintain our position as the No. 1 boatbuilder of luxury sportfishing and motor yachts in the world. As President and CEO Pat Healey likes to say, "We enjoy the view from the top of the mountain and we're not going to give it up." In this feature, we give our shipwrights some much deserved "facetime" as we show you how they build a better boat every day.



Electrician Barry Kennedy examines the backside of a portion of the master electrical control panel on a 58 Convertible during a quality-control procedure. The panel resides inside a starboard-side cabinet where it is well-protected but also easily accessed from the salon and cockpit/mezzanine.



Finisher Kely Cintron works on a walnut hardwood floor molding that will be installed below the refrigerator of an 80 Enclosed Bridge. Kely, who will celebrate her 20th year at Viking in October, will apply protective coatings and sealer before giving the piece a high-gloss polyurethane finish.



Fiberglass finisher Jose Velazquez brings the fiberglass overhead of a 72 Convertible's engine room to a Bristol finish. The white gelcoat and Awlgrip in our industry-leading engine rooms maximize visibility and increase the ease of maintenance.



Working on the removable backrest frame for a flybridge lounge, Isaac Orellana sands the welds to a smooth finish prior to powder coating. Our flybridges balance form and function, with a center console that gives the captain 360-degree visibility and walk-around access but also a diverse seating selection and ample stowage throughout.



Step inside the salon of a Viking and you're immediately taken aback by its exquisite interior woodwork, which is created in the multi-faceted Viking department known as "The Mill." This small piece of walnut hardwood is one of about 15 parts that make up the port air conditioning soffit on a 72 Convertible. Finisher and sprayer Jose Lara is flattening the polyester sealer coat in preparation for its satin topcoat.



VIKING'S WATER TOWER

Bill's Bargain Became an Iconic Landmark

Viking's iconic water tower is something that hints that you are close. Driving on the Garden State Parkway, or down Route 9, you see it. As you get closer you truly take in the larger-than-life size of it and know you are near the legendary Viking Yacht Company, tucked away on the picturesque Bass River in sleepy little New Gretna, New Jersey. But do you know how the tower found its home at the Viking facility? Of course, enterprising and pennywise Bill Healey was involved.

In 1970 Bill Healey was attending a military auction in Baltimore. As the auctioneer chanted rhythmically and bids were shouted out, suddenly there was silence. The lot currently on the table held an enormous white water tower. The daunting task of disassembling, moving and reassembling it was too much for anyone to take on.

But not for Bill Healey. With no takers, Bill threw out a bid of \$100. The gavel banged down and Bill was the proud owner of a 65,000-gallon water tower. "We got her," smiled a proud Bill.

Now the massive challenge of breaking down the 150-foot-tall structure was tasked to the Viking team back in New Gretna. With Bill leading the troops, they methodically devised an innovative plan to dismantle, transport and recreate the structure back in New Jersey. The dome on top was sectioned and the four legs removed and cut using a pair of cranes. More than a half dozen truck loads transported the puzzle pieces to its new home two states away.

The team labored tirelessly reconstructing the tower and Bill was side-by-side working with his men. In typical Viking-style, the

base was built more substantially than necessary and is still able to withstand 100 mph winds.

Back in 1970, the plan was to use the tower as part of our fire suppression system and it is still being used for just that purpose. The tower's 65,000 gallons of water, in case of an emergency, feed the two primary tanks which hold a combined half million gallons of water. These primary tanks run on electric with a diesel back up. If both power sources fail, the sheer gravity of the water looming 150-feet above ground would force the water manually to the additional tanks.

Brothers Bill and Bob Healey established their company back in 1964 with a forward thinking mindset, as displayed by the water tower. Now with the third generation involved in the family-owned business, it is still what drives the company today. 🦋



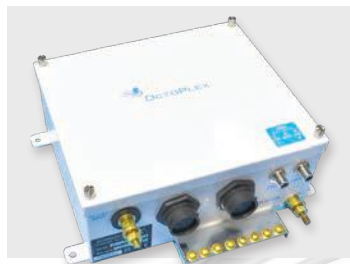


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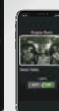
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“You will enjoy an exclusive and private setting, right next to one of the top fishing grounds in the world, with a diverse array of recreational options.”
— Pat Healey, President and CEO

THE VIKING ENCLAVE

A Luxurious Offshore Fishing Lodge

An indulgent sanctuary for fishing enthusiasts on the private Pearl Island is under construction. In a joint venture between Pearl Island Fishing Lodge and the Viking Yacht Company, this exclusive leisure experience blends meticulous service, exquisite design and state-of-the-art expanses.

Just 45 miles south of Panama, The Enclave is surrounded by unspoiled beaches, sublime azure waters, tropical forests and enlivened by hundreds of species of indigenous flora and fauna. The oceanfront community will consist of 13 buildings, featuring 26 private condominiums, accompanied by first-rate amenities. Ideal for families and anglers alike, the 2,100 square foot condominiums include three bedrooms and three bathrooms, as well as a lockout suite.

“Pearl Island is a great location for the Viking Enclave, not only because it’s accessible, but also for its pristine beaches and lush environment,” says Pat Healey, President and CEO of the Viking Yacht Company. “You will enjoy an exclusive and private setting, right next to one of the top fishing grounds in the world, with a diverse array of recreational options,” added Pat.

Owners and guests will have exclusive access to onsite amenities such as the Viking Marina, which consists of a private pier with 14 slips, pool with bar, restaurant, spa, theater and meeting rooms.

The Viking Enclave plans to offer hiking, bird and whale watching, snorkeling, diving, island hopping, and spa experiences. Guests also have the option to simply enjoy

sunbathing by the pools or one of the 14 white sandy beaches.

Pearl Island is reachable by ferry, boat, helicopter or plane. There is currently a 3,000 foot private airstrip which is soon to be expanded to 4,900 feet. The island is located in the Gulf of Panama on the Pacific Ocean, minutes from Panama City.

Pearl Island’s first phase was created as a private Beach Club and Marina and has successfully delivered home sites, residences, villas and marina slips. Additionally, a Ritz Carlton Reserve will lie on two of Pearl Island’s most spectacular beaches. The open-air resort will include 86 rooms, a lavish spa, tennis club and exceptional dining options. For more information, visit thevikingenclave.com.



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VIKING STORY BY ALEXIS BURD

Ushering in a New Era of Excellence

Our last article ended with a story told from the perspective of Viking's President and CEO, Patrick Healey. It took place in the summer of 2008. We see him trying to close two deals before the end of Viking's fiscal year, July 31. Neither deal comes to fruition and in an instant he recognizes his company is on the crest of a tsunami wave headed toward shore. This article will pick up from that moment and the three years that follow. We will witness this great company unravel once again when Lehman Brothers declares bankruptcy and the economy falls apart.

However, we will first begin this segment of our journey by going backward before we go forward. As we continue to peel away and reveal the rich history of the Viking Yacht Company, sometimes this becomes a necessary step. We will discuss stories we've heard before like those of Drew McDowell and Don Gemmell, but from the demonstrator program perspective rather than the personnel perspective. We will hear about the important contribution the demo team has made to Viking and how Ryan Higgins, joined Viking as a part of it. And of course, we will discuss the latest and greatest newcomers to the Viking fleet and what contributions they brought to the sportfishing world.

OUT OF NEW GREYNA AND INTO THE WORLD

For many years, John Vidinghoff was a sportfish enthusiast and Viking owner. He was also Patrick Healey's good friend. During the post luxury tax recovery era, he offered his boat, the *Fishin'hoff*, to be Viking's demo until the company could afford to restart its program. Under Patrick's prompting, the true demo program started in 1984. Drew McDowell had—at eighteen years old—earned his captain's license and was Viking's first demo captain. Patrick created the program to help Viking with sales, marketing, engineering and design, but the program and Drew's employment had to be halted in 1992 because of the



John Vidinghoff's
Viking 55
Fishin'hoff

luxury tax. John understood the marketing advantage Viking would regain by running a demo boat in tournaments once again, not to mention the adventures he would have with his friend. It was a favor Patrick Healey never forgot.

This simple act of kindness created positive ripple effects far into the company's future. It allowed Drew, technically a captain working for John Vidinghoff, to maintain a strong connection with Viking. It was the reason Drew became known as spearheading the-guy-on-the-dock-voice at tournaments because he knew who to talk to for input on design. It is also the reason Viking's demo captain would always have a respected place at the design table.

The new design group Patrick formed after the luxury tax included himself, Lonni Rutt, David Wilson, Bruce Wilson and

Drew McDowell. Drew would regularly talk with tournament attendees, Viking and non-Viking owners alike, about issues they would like to resolve and features they envisioned on future models. In addition, his many hours spent running the *Fishin'hoff*, and his tenure with Viking, gave him valuable insight to share with Viking's designers and engineers.

Patrick recognizes the significant impact Drew made on the design of the iconic 55, the first of Viking's modern-era fleet. "During this process, Drew was integral," Patrick says. "He was the stylist, the design guy. Making sure the boats were proportioned, the design of the windows, the house and the overall style of the boat were all spot-on."

Drew became an asset in more ways than one. Spending significant time outside the



From left: Eric McDowell,
Pat Healey and
Captain Drew McDowell

walls of the New Gretna facility made Drew a keen observer of industry trends, not only of the boats themselves, but also of the tournament circuit. In 1993, aboard the *Fishin'hoff*, Viking began its longstanding tradition of competing in the Bahama Billfish Tournament. Over the years, the exposure the company received there benefitted Viking greatly. Drew identified it as the place to be and insisted Viking attend.

THE RIGHT PEOPLE

When Viking showcased its 55 to the world in 1997 Patrick thought no one was better suited to be its captain than Drew McDowell. He officially rejoined Viking with the iconic 55.

Recognizing the upward trajectory of the demo program, Patrick hired a second demo captain, Don Gemmell, on the eve of the 65's unveiling in the spring of 1999.

Whether in the Bahama Billfish series, sailfish tournaments in Florida and Mexico, or white marlin tournaments in New Jersey, Maryland, North Carolina and Virginia, Viking began experiencing a lot of success. "We did well in those tournaments," comments Patrick. "And we still do well today, but that was really our entry as a major competitor."

Patrick again makes the point of how hiring the right people is always the game changer for Viking. "We had done well earlier, but we were consistently good with Drew and

Donnie leading the charge. It was without question, our biggest payday at the time."

Viking would often donate a large portion of its tournament winnings to the Recreational Fishing Alliance (RFA). In the late 90s and early 2000s when Drew and Don were captains, the RFA was in its infancy and needed funding. The fact that Viking regularly received six-figure checks provided the RFA significant seed money.

"Jimmy Donofrio was fighting for our rights," says Patrick. "We were trying to help set the example for the rest of the industry to support this group. We needed to make sure they were successful because they were fighting for our rights."

Supporting the RFA was one of the many benefits that arose as a result of Viking's demo program. It also made the company more visible to potential customers, strengthened bonds with existing ones, and gave Viking's designers and engineers experience on the boats they were tasked to improve.

Of course, adding Don Gemmell into the mix meant having two Viking boats competing at the same tournaments, which only served to amplify the competitive spirit of Viking's crew. "Right out of the gate, we dubbed it A Boat and B Boat. I fished on the A Boat which was considered the top boat," Patrick explains. "The B Boat was the second boat, and of course we didn't let those guys forget it."

Regardless of who won the tournament, a company demo or a Viking owner, Viking seemed to come out on top. The company's share of the market continued to grow.

"We'd be using the boat in the environment it was intended to be used," says Don. "Fishing the boat and coming in first proved that this is what the boat was intended to achieve."

"Because we were using the boats, we had an understanding of what customers experienced and wanted. It gave us insight," explains Vice President of Design & Engineering Lonni Rutt. "Instead of following, we were leading. We listened to the customers as well as the captains and

1984

Drew
McDowell
hired



1991

Luxury tax



1993

Luxury tax
revealed



1996

RFA



1997

55 C



1999

65 C



Don
Gemmell
VEEM



2001

61 C



2002

Viking Yacht
Service Center



2003

AME
& PBT



2004

Mike Brady
Ryan Higgins



74 C



Five-Axis
Profiler

2005

68 C



64 C

2007

60 C



2008

Lehman
Brothers crash



crews. We used the boats to fish and built them from that experience.”

Drew McDowell transitioned to running the newly created Palm Beach Towers. Shortly later, Don Gemmell moved into other departments, specifically assisting Drew at PBT and also helping in the service center. Patrick asked Don to help him select replacements for both captain positions.

Word about the positions spread throughout the industry. Through friends, Ryan Higgins heard of the opportunity and applied. Having grown up in Florida, a short drive from the water, Ryan knew the Viking name and product well. “Ever since I was a kid, I always loved the look of Viking and probably the one that really caught my eye was the first Viking 55. It was tied up next to us in the Florida Keys when I was working a charter boat,” remembers Ryan.

Throughout high school he spent time on his friends’ sportfishing boats, and worked on charter boats: a job he continued through college. After college, his depth of knowledge grew when he ran boats for a South Carolina boat manufacturer. His resume read similar to those of other members of Viking’s crew both in experience and passion.

Ryan remembers the pivotal phone call he received in January 2004 from Don that led to his unconventional interview. “It’s a funny story,” Ryan comments. “Donnie, called me and said, ‘Hey, how would you

Viking has always been center stage at the White Marlin Open.



like the opportunity to run the demo boat for the Buccaneer Cup?” I was living in Charleston, South Carolina, at the time. I told him, “I’d love the opportunity. When do I need to be there?” He says, “It starts tomorrow.”

Quickly Ryan found a mate, hopped in his truck and drove down to Florida. He remembers getting everything rigged up that night so they would be ready to fish the next day. Pat and Don eventually offered him a full time job in the Demo Program. Remembering how he felt at that moment, he says, “Viking was the best boat in the business and it was definitely a dream to come work for Viking.”

Ryan officially started at Viking in February 2004. Around the same time Viking hired another experienced captain, Mike Brady,

to join the program. Don had found both candidates and felt both were extremely qualified. He remembers having discussions with Patrick about the value of hiring and keeping both, even though it was the winter and they wouldn’t be running two demos for a while. He and Patrick decided Ryan would train to be the engineer and first mate on the new 74 Convertible.

Ryan’s first task of building the first 74 found him on the production line, laying up hull number one in the mold and following the boat through each step in the production line. It was eight intense months, but for Ryan it was living the dream. “It wasn’t the fact that it was the 74, it was the learning experience of how Vikings were built.

He stayed on the 74 through the tournament circuit as a mate while Mike Brady was the captain. “Being that heavily involved in the build of that boat,” comments Ryan, “It allowed me to answer every question that a customer would bring up. It gives you that intimate knowledge.”

In the summer of 2005, Ryan was promoted to demo captain of the 61. And today, after 15 years with the company, Ryan Higgins, is Viking’s Southeast Sales and Demonstrator Manager. He reflects positively on the value of Viking’s training program and remembers the shipwrights he met on the line who had been with Viking for decades and the perfection expected. He recalls his coworkers unabashedly pointing out his mistakes during the build of the

The 74 Viking spins at the Dealer Meeting



“We had pockets in all the boats at that point so everything was being built around the concept of having a pocketed bottom to reduce the draft and maintain efficiencies for the speed.”

—Lonni Rutt

”

74, the pride everyone took in their work, and the friendships he made through the process. Ryan explains, “The whole Sales Department has to work on the production line, not just me, it’s a requirement of the position. Every guy in the office has spent considerable time on the production line and understands the inner workings of our product.”

THE NEXT BIG THING

Encouraged by the speed at which their boats could travel, in addition to the comfortable interiors, Viking customers began taking their vessels out for longer distances. Seeing customers traveling further and into rougher waters, Viking’s Engineering & Design team focused on making sure the 65 delivered an extremely soft ride.

Viking’s team knew they had set a high bar for themselves with the 65: customers now expected newer models, at a minimum, to replicate the same spacious living quarters and reach speeds north of 40 knots.

The “iconic 55” led the company into a modern era of design. Patrick categorizes the Viking 55, 65, 61 and 74 models as the first class of modern-era yachts the company produced. Patrick credits the 68, whose first hull was finished in June 2005, and the next three subsequent models, with launching Viking into what he refers to as “the next evolution of design.”

Midway through production of the 74, the extremely popular mezzanine option became a standard feature on that boat. The 68 was the first boat designed around a mezzanine from the beginning. It was



also designed with the idea that Viking’s 61 customers would move up to the 68.

Propeller pockets, which had been introduced on previous models, had become standard by this time and helpful in achieving the team’s objectives. “We had pockets in all the boats at that point so everything was being built around the concept of having a pocketed bottom to reduce the draft and maintain efficiencies for the speed,” says Lonni.

The sharper the entry, the softer the ride will be in most cases. “However, there’s a tradeoff,” Lonni warns. “Because you need to transition from the sharp entry into your flatter running aft, which is where the speed comes from.”

It could just as easily be described as the place where speed has the potential to be lost. A boat with a roomy interior is at risk of having too much of its large belly drag in the water.

To lessen hull drag, an effective transition from the entry to the aft running surfaces was added to the 68 hull design.

The 68 was not the first time Viking experimented with variations to the hull, but it was by far the most successful. Its immediate predecessor contributed to this success: the 74 took a respectable step forward since it boasted more shape in its hull and had a different bottom than

previous models. “Through the years of developing different bottoms and different shapes, we continue to work that angle,” says Lonni. “And develop that shape over and over again and see the performance of it and its effectiveness.”

WEIGHTY ISSUES

In addition to reshaping the hull, reducing weight would also help Viking reach its speed objective. When Viking introduced 2000-hp engines into its 65, the boat achieved an incredible 40 knots. With an MTU 2000 horsepower, 16-cylinder engine, engineers knew they could hit the customer-expected 40 knots on a regular basis if they could keep the efficiencies the same.

To achieve their targeted goal weight, Viking’s engineers began adding the weights of the standard components. Items such as engines, pumps, televisions, and stereos had a known weight that would remain unchanged.

Then the design team investigated all areas which Viking had control over building and material selection. Viking would choose the newest materials that could realize the structural requirements needed. The materials also had to make sense in terms of their ability to be manipulated throughout the actual build process along the production line.

Reducing weight costs more than building a heavier boat. In order to make an increase

The 74 heads off on a shakedown run with Lonni Rutt, David Wilson, Ryan Higgins, Bill Gibbons and Donnie Gemmell.



in cost make sense, the team zeroed in on putting money into areas where they would see a significant impact.

“It didn’t do us any good to save half a pound on something and spend three times the amount to do it if we could save hundreds of pounds somewhere else and spend a similar percentage increase,” explains Lonni.

Specifically on the 68, Patrick remembers, “That’s when we really started looking at new fiberglass materials, lightening up the cabinetry, doing a lot of things to take weight out. We started using Kevlar.” As Viking made more and more parts and sections from cored composite materials instead of solid fiberglass, the company lessened the overall weight of its vessels.

When Lonni reflects on the success of the 68, he refers to it as both a smaller 74 and a bigger 65. Viking carried over all the amenities, stateroom layouts, and overall comfort level achieved on its immediate predecessor, the 74. When it came to the performance side of the equation, Viking duplicated the 65. In the end, customers and Viking’s team considered the 68 a booming success: it achieved a giant leap forward in performance, with an average speed hovering at 40.3 knots.

“The 68 was the start of that next exterior look. More round, more curve, sleeker,” says Patrick. And it wasn’t just the aesthetics

that made it a superior vessel. Its convex-shaped hull along with increased deadrise in the entry caused the Viking 68 to ride substantially better in a head sea.

While the 68 was still in production, a 2400-horsepower engine came out, which increased its speed by 3.5 knots. The 68 was no longer just dryer and smoother than the 65, now it was faster.

VENDORS PLAY KEY ROLE

Viking called on its vendors to find the best building materials on the market. Lonni remembers those conversations well. He knew options existed and asked vendors to find new, lighter-weight materials in wood and honeycomb materials and explore combinations of composite foam with wood veneers.

It was during the creation of the 68 when materials created for the aerospace market and wind farms became available to the marine world. The composite industry was growing. “In the past, a lot of those materials were more exotic and people didn’t work with them,” comments Lonni. “There was an engineering transition in the technologies where people started to understand how to build and to work with them. I think a lot of the vendors and manufacturers realized that there was a benefit to bringing engineering expertise along with their product.”

Vendors no longer simply delivered products to Viking’s door. For example,

Viking worked with Diab and Baltek cores. Viking collaborated with their engineers to develop panels and laminates that were best suited for boats. If Viking wanted to build certain panels, they would share the structural requirements with their vendor’s engineers, who in turn, would do destructive testing and report back to Viking if a panel met the necessary requirements. If a panel was unsuccessful, engineers would suggest changes or adjustments to get it headed in the right direction.

Viking had developed this type of relationship years before with MTU. Other collaborations with vendors were strong as well. VEEM propellers were first introduced on Viking’s 65. Soon after, engineers from VEEM and Viking began working closely together during the development of the 68 and 64, both released in 2005.

“What made VEEM exceptional at the time,” recalls Lonni. “Was they were one of the first companies to do a fully machined propeller as opposed to one that was partially machined and then hand-finished. So the repeatability of their propeller surfaces and their faces was very high, so the efficiencies of the propellers were really high.”

Since VEEM reached performance numbers that were better across the board than other comparable sized propellers, they earned more of Viking’s business. The accuracy of the blade shapes was significantly superior to the competition.

“They had some very talented engineers in their group that visited our plant,” Lonni remembers. “The VEEM engineering team arrived from Australia in 2001 and did bottom testing. They started to develop propellers to accommodate us. It was a collaboration between VEEM and Viking on the development of the propellers. We were optimizing propellers for our boats.”

A pattern had clearly emerged. Viking was selling a lot of boats, and was known and respected for its superior product. This focus attracted vendors who not only wanted Viking as a customer, but also

wanted to improve their own product. VEEM was able to build large propellers with such a high tolerance that they took over the market. Viking's next better boat now included more external partnerships with companies who maintained the same high standards.

BILL'S PRIZED MACHINE

Bill Healey continually worked to bring more tooling in-house and improve efficiencies of production in New Gretna. The five-axis profiler followed confidently in that tradition. For those who worked at Viking, the 64's claim to fame is that it was the first boat built using the capabilities of Bill's prized machine.

The five-axis envelope is 60 feet wide by 20 feet wide by 10 feet high. It is the large router through which Viking does its plug development.

Being able to cut extremely large parts out of foam moved Viking forward into a whole new world of tooling.

"What the five-axis did for us was move our tooling process from what you would consider a conventional approach to machining," says Lonni. In fact, the five-axis machine enabled Viking to make three-dimensional parts. Up until this point, Viking had always relied on people to be able to cut and shape wood and curve and laminate parts.

The machine allowed Viking's team to cut out foam that would be used as a

plug. The plug became the mold and the mold was used to build the part. In other words, the plug is representative of what the finished part will look like and a mold was built off of that surface. Essentially it is the same process as before, except by using a machine, Viking now had the ability to produce the plug portion of the tooling process much more quickly, with significantly more detail, and with the flexibility to add more shapes and contours.

With certainty, the team could predict the time it would take to create a plug; this improved the process along the production line. They could now create the exact hull that was designed on their computers. Armed with this assurance, Viking's engineers and designers could now systematically improve future designs.

Because the 64 was the first boat that utilized this machine, only part of it was tooled with the five-axis as Viking worked the machine into the process. Wood plugs were used for a lot of the smaller parts. When Viking developed the 60, the company started to cut hull surfaces and full deck surfaces in the machine. In this case, when the parts were larger than the envelope of the machine, Viking would simply create a part in multiple sections.

VIKING 60: NO COMPROMISES

In July of 2007, Viking came out with the next evolution of design, engineering and construction with its 60 Convertible.

Six months later, in January 2008, the 60 Enclosed Flybridge followed. "On the 60," Patrick continues. "We really did our homework on weight, getting the weight out of the boat and really focusing on making it something completely special."

"It was great in a head sea, it was great in a following sea and it was great in a beam sea," Patrick says. "Usually what happens to make a boat good running in one sea condition, you have to compromise in other sea conditions." Viking did a lot to the bottom to make the 60 ride better than any prior model. Viking designers and engineers carried over the convex hull bottom that started on the 64, which softened the ride.

In building the 60, Patrick's goal was to run over 40 knots all the time on a smaller engine. He wanted to build a 60-foot boat that was around 92,000 pounds. The 64s that were being built at that time were 10,000 pounds heavier than this. This goal of lessening the weight drove the entire design and engineering process. "How are we going to get that kind of weight?" Lonni remembers asking himself. It was as though Patrick gave him the task of climbing Everest. At the same time, he admits the value of having a high goal. "But that's ultimately what drove everything. How do we get there?"

They believed the obvious place to start was to see how Viking had done it before. They revisited the research they performed for the 68. They looked at the parts of the boat they had already reduced in weight to see if there were ways to reduce them even further. By the time the design phase ended, Viking's engineering and design team had considered replacing or updating almost every object on the boat.

The carpentry woven throughout the boat was made of composite panel instead of plywood. Viking reduced the amount of wires throughout the entire boat by concentrating necessary wires in central localized areas and by utilizing remote breaker systems. The Octoplex, a remote touchscreen breaker system still used today, began on the 60 during the company's weight reduction quest.



RAISING THE BAR

During the same timeframe, the competition produced several boats in a similar size. “The 60-foot market seemed to be the size for the competitive, tournament circuit,” Ryan remembers. “It wasn’t too big, it wasn’t too small.”

To give the company an edge in this competitive space, Viking set the bar high in terms of accommodations. The 60 carried a four-stateroom, three-head layout, which was preferred for traveling.

Both the accommodations and overall aesthetics displayed superior craftsmanship and attention to detail. “We wanted to make it a boat that popped and had that sexy look to it,” Ryan remembers. “With hull number one, we did a teak toe rail and a Bahama blue hull. It was gorgeous and gave a production boat a super custom look.”

Viking installed teak throughout that 60. The team incorporated a black window mask by painting the front of the deckhouse to make it look like a wraparound window. This effect, in addition to the teardrop-shaped side window profile, formed a key component of the newer boat style.

“It was the first boat where we really had this new look,” Ryan says. “The finished product was gorgeous, you couldn’t take your eyes off of the boat.”

In the end, did Viking hit its goal? Ask Lonni and he’ll say, “Yes, as a matter of fact we...” But interrupts himself and instead adds, “You never really hit your goal with Patrick. Every time you get to the bar, he raises it just enough that, as he always puts it, there would be room to get better.”

But with the 60, Viking out-styled and outperformed its competition. When it came to everyone’s favorite barometer of success—speed—Viking impressively hit upwards of 42 knots with 1900 horsepower, something the competition couldn’t claim and get close to the same soft ride.

It is not every day one has the opportunity to fact check their competition in real life. That’s exactly what happened in an impromptu drag race when Ryan Higgins was running Viking’s 60 demo, heading

The first sea trial on the Viking 60 proved momentous.



“

It was amazing. The look, the ride, the performance, it was all there. Coming back to the factory, we hit the dock and Pat popped a couple bottles of champagne.

— Ryan Higgins

”

south after a boat show. At this show, Ryan remembers a competitor was boasting not only to Viking, but also to other builders, about speeds their new 60-foot model could attain. Ryan thought the speed they claimed seemed suspicious and was given the unique opportunity to challenge it.

“They were marketing how much faster their boat was,” recalls Ryan. “I knew the boat was traveling south and he was just slightly behind us. I was friends with the captain so I sat outside the inlet waiting for him. When I saw him on the horizon I called him on the radio and said, ‘Hey, let’s put this to bed once and for all’ and we went racing into the inlet and...we definitely proved them wrong.”

At the beginning of the 60’s design process, the goals seemed too lofty, almost unattainable. Viking’s engineering and design team dove into the challenge at full speed and, in the end, achieved the unimaginable. Their success can best be relayed through a story Ryan remembers.

“We all went out for the first time on the 60 in New Gretna, taking it off shore. Pat, Dave Wilson, Lonni, myself, and Donnie. We went out the inlet and it was amazing. We hit our target. The look, the ride, the performance, it was all there. Coming back to the factory, we hit the dock and Pat popped a couple bottles of champagne.”

UNWELCOME NEWS

The economic tides began to turn for the worse. As magnificent as the 60 measured up in every way a boat can be

judged—aesthetics, speed, efficiency, and seaworthiness—its sales would never reach full potential. Viking only had 12 months of normal market conditions with what Ryan referred to as the boat that would lead the “next generation” fleet. One year after the 60’s debut, Pat is unable to close two deals before the end of the fiscal year, and realizes tough times are ahead.

Pat was on the 60, fishing a tournament in Venezuela at the Marina Portofino. Prior to the 60’s debut, Viking sent a demo to Venezuela, for five years. “We had a tremendous market in Venezuela and it was an excellent fishery,” recalls Patrick. Viking would invite customers to Venezuela to use its boat. The demo participated in tournaments and hosted local fishermen and anglers.

Patrick took a lay day and stayed back instead of fishing. He was watching satellite TV inside the Marina Portofino. “We didn’t fish and sure enough it was the day that Lehman Brothers announced it was going bankrupt.”

Patrick was three weeks into a scheduled 10-week trip. After the Lehman Brothers’ announcement, he called New Gretna immediately. “Get me a plane ticket out,” he remembers saying. “And I told the captain to bring the boat back to the states.”

“We brought the boat back. There wasn’t much sense to promote a product that was going to be very difficult to sell. We had to come back and figure out how to get through this.”

Viking showed up at the Annapolis Boat Show in October and sold nothing. At the Ft. Lauderdale Boat Show, Viking completed five sales, two of which went to Venezuelans.

“And that was it,” says Patrick. “We didn’t sell any more after the boat show and to put that in perspective, we typically sold about 15 boats.”

PREPARED FOR DÉJÀ VU

Viking experienced bumps in the road in 2001, 2004 and 2005, which all proved to be temporary setbacks. But, as Patrick explains, “We knew this was the crater.” Fortunately, in the end, the Lehman Brothers Crash impacted Viking less than the luxury tax. Having learned from its past struggles, Viking was better prepared for a downturn.

In late 1999, to address this concern, Ernie Nepa, Viking’s current Director of Taxation, assisted Viking in starting its own captive insurance company called The United States Maritime Insurance Company. “We did this to provide liquidity for the Viking Yacht Company and its dealers in the event of a dramatic recession,” Ernie says. “The insurance is there to prevent catastrophic financial losses due to slowdowns in the boating industry and the economy.” In the case of the 2008 economic recession, it did its job.

When incoming cash slowed down, Viking filed a claim and the captive insurance company would provide financial support. The captive may have played a key role in preventing total devastation by keeping cash flowing into Viking, however, it could not prevent the inevitable: labor would need to be reduced.

Everything seemed on schedule at the beginning of 2008. By mid-February, Viking had sold approximately 18 boats between the Miami Boat Show and the VIP Boat Show. By March things began to change.

“We actually saw the backlog was there, diminishing and sales were getting tougher and tougher so we actually started laying off in early 2008,” remembers Drew Davala, Viking’s Vice President of Human

Resources. He explains that the board of directors chose to be proactive, which is of paramount importance because it helps avoid the accumulation of inventory. The same challenge inventory caused during the luxury tax still existed 17 years later. Conscious of this challenge, Patrick worked to keep inventory a small percentage compared to retail sales, and keep his inventory numbers less than they were during the luxury tax. In March 2008, one month before Viking carried out its first wave of furloughs, Viking had 43 boats in dealer inventory.

When the luxury tax hit, Viking cut its workforce by 90%. When Lehman Brothers announced its bankruptcy, Viking would need to reduce its 1,350 employees to half. In April of 2008, Viking laid off 150 people. In September, after Lehman Brothers revealed the large scale nature of the problem, Viking entered into rolling furloughs.

“We would do rolling furloughs,” says Drew. “We would put a group out for six months then call a group back to replace them so we would time that with all four assembly lines.”

Drew admits it becomes challenging to bring employees back and send them out again once their department finishes on the line, then bring back the next group in the production line. “It becomes a logistical nightmare.” Logistical nightmare is a perfect descriptor especially considering Viking had a revolving door of 450 employees furloughed or on their way back at any given moment.

Of the employees furloughed, almost all were in New Gretna. AME and PBT remained busy doing retrofits. Both companies serviced non-Viking yachts, which also helped keep them financially positive. Viking’s two Florida service facilities and its New Gretna service facility also stayed busy. When the economy struggles and sales go down, customers tend to service their existing yachts more.

Undoubtedly, evolving into a highly diversified company helped Viking weather

the difficult storm. Viking started its service facilities, AME and PBT to achieve its enduring objective of building that next better boat. As a favorable byproduct, Viking had in fact built itself a lifeboat for tough financial times.

“There’s no question the luxury tax was a huge learning curve for all of us, including myself as a young professional,” says Drew. “I was only in my late 20s when that occurred here and working with Bill and Bob Healey at the time. They were very active with the company. We learned how to do things right and how to keep people intact because we know, in any crisis, our product is going to bounce back. It’s just a matter of time.”

Those who lived through the luxury tax years did not know Viking would survive. Drew’s reflection identifies perhaps the greatest advantage the Viking Yacht Company of 2008 had over the Viking Yacht Company of 1991. Even considering all the ways Viking had grown and improved over the years, perhaps no preparation was more impactful than the knowledge that the Viking Yacht Company would pull through this, because it had done so before.

“We never got down to what we were during the luxury tax,” says Patrick. “Through new product, hard work and a great team of people, we were able to stay afloat and get through it.” The recession was difficult, but not nearly as painful as the luxury tax. “Everything was better,” Patrick adds. “We positioned ourselves on higher ground.”



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NEW MIAMI LOCATION

Record Attendance, Brisk Sales for Viking at Inaugural Location

The new location of the Miami Yacht Show proved to be a winner. Attendance at One Herald Plaza in Miami was up over 7% compared with the show's final year on Collins Avenue in Miami Beach, according to organizer Informa. Viking Yacht Company's displays saw a record 7,350 visitors through the five-day run. The show featured improved amenities such as easier parking and a more walkable grid structure of display space.

Viking CEO and President Patrick Healey summed up the five biggest days in boating, "It's a win-win. The show was wonderful for our guests and also the industry. It was a smart move and we are pleased with the positive outcome."



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February 13 - 17, 2020

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SPIN AND RINSE

Seakeeper Maintenance Tips



Like any mechanical system and component on a boat, the Seakeeper gyroscope requires routine servicing and cleaning. Many owners do a commendable job of following the Seakeeper-recommended service schedule, but are less diligent about cleaning maintenance, says Mike Samuels, Vice President of Customer Service.

“The Seakeeper needs to be cleaned with a light freshwater spraying and dried after every use to prevent corrosion and premature wear,” says Mike. “It’s straightforward and simple, and if done on a consistent basis it will go a long way toward keeping your Seakeeper spinning for years to come.”

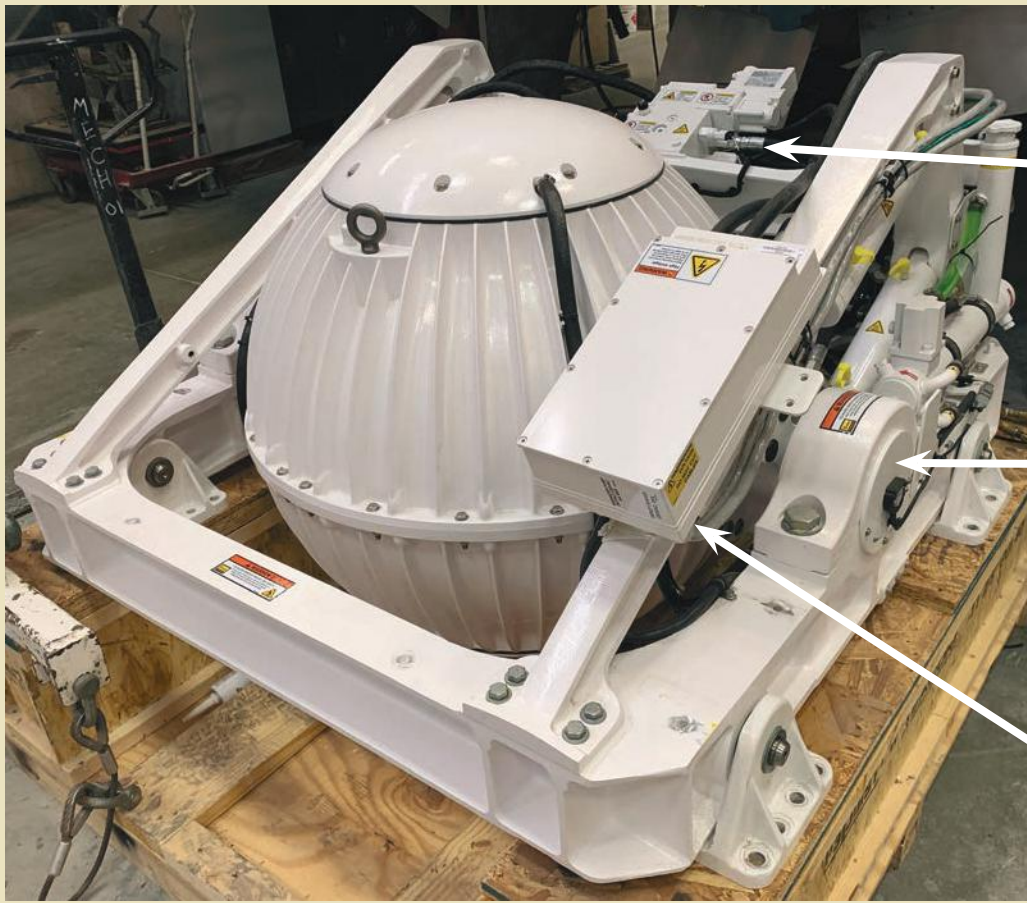
The majority of Seakeepers on Vikings are mounted under the cockpit sole and accessed through one or two hatches. The hatch lids have thick rubber gaskets around the underside periphery and can be tightly sealed by closing the latches. A removable vinyl cover over the Seakeeper provides additional protection while allowing you to maintain a visual of the gyro. The gasketing should be inspected routinely to ensure a good seal. “One of the best ways to test the seal is to close the hatch lid—and engage the latches—with a dollar bill caught between it and the hatch perimeter,” says Mike. “If you can’t pull the bill out, then you have a good seal. If the bill can be pulled out easily you have an issue with the gasket.”

It’s not uncommon to have to change gaskets a couple times a year. “It depends on how much you use the boat, how often people are standing on those hatches,” says Mike.

The vinyl cover should be removed completely. “Unzipping the panel and folding it over is not enough,” says Mike. “You want complete access for cleaning and drying.”

Use a mist or light spray to clean the outer components of the Seakeeper. Do not use a strong water stream. Pay particular attention to the hydraulic manifold, cylinders, cylinder rod ends, inner and outer sides of the gimbal bearing, angle sensor bracket

SEAKEEPER



Electrical connectors on brake manifold; avoid direct, high pressure spray

Sealed gimbal bearings; pay special attention to ensure area is rinsed both inside and outside faces but avoid direct high-pressure spray

Electrical connectors on motor drive box; avoid direct, high pressure spray

The Seakeeper needs to be cleaned with a light freshwater spraying and dried after every use to prevent corrosion and premature wear. Avoid directly spraying the electrical components. Go to seakeeper.com for the full rinse procedure.

and drive box. Avoid directly spraying the electrical components. “The electrical boxes are mounted on the outside of the unit,” says Mike. “It’s pretty intuitive. Just focus on spraying the mechanical components.” All of the electrical areas and other important parts are clearly identified in a two-page “Freshwater Rinse Procedure Service Bulletin” from Seakeeper available on their website, seakeeper.com.

Now it’s time to dry the Seakeeper. Use a chamois or other lint-free cloth to dry the entire unit, including any exposed electrical or electronic boxes, wiring and painted or exposed metal surfaces. Also dry the bilge and surroundings area. After wiping down the surfaces, ventilate the area to allow any lingering moisture to evaporate. “Weather

and safety permitting, you can leave the hatches cracked open for a few hours or overnight,” says Mike.

Cleaning your Seakeeper will help you get familiar with its parts—and it’s an ideal time to inspect key areas such as the hydraulic cylinders. “Look for hydraulic fluid leaks,” says Mike. “On some models, there are stainless steel clips in the hydraulic cylinder assembly that are very important. Check the integrity of those clips, look for any signs of wear or corrosion.”

Follow the Seakeeper maintenance plan for your model. Annually perform an inspection of the cooling, brake, electronics, mechanical components and foundation. The hydraulic oil needs to

be changed every 1,000 hours. Parts like hydraulic accumulators and clevis pins, bushings and other hardware need to be replaced as needed based on inspection. The heat exchangers should be changed out at 1,000 hours. Plan on replacing zincs every 150 hours, but that time interval depends on usage, geographical location and environmental factors.

“During times when the gyro is being used heavily, check or replace the zincs every four to six weeks,” says Mike “How much wear requires them to be changed? You will get a feeling for the level of wear but when in doubt, swap it out. The cost of a zinc is small compared to your investment in the gyro.”

“Cleaning your Seakeeper will help you get familiar with its parts.”
— Mike Samuels, Vice President of Customer Service





MAINTENANCE

Stay One Step Ahead with these Basic Haul-Out Practices

Viking sportfishing and motor yachts lead the industry in performance with great speed, acceleration, range and seakeeping abilities. A schedule of routine maintenance in key areas during haul-outs will help keep your Viking at the top of its game.

As the Service Manager of the Viking Yacht Service Center (VYSC), Dan Mueller has become familiar with the common maintenance practices of many experienced captains who bring their Vikings to our Riviera Beach, Florida, facility for annual upkeep haul-outs. Of course, the boat should be washed and waxed with every haul-out, but there are also a number of other simple maintenance procedures that will help you make sure your boat, engines, systems and components are running properly.

RUDDER AND CUTLESS BEARINGS

The rudder and cutless bearings should be inspected during a haul-out even if the boat has been unused for long periods of time. Rudder and cutless bearings can develop a “shark skin” layer of growth that leads to premature wear. With any signs of premature wear or if the bearing measurements fall outside of specifications they should be replaced. The only way to make sure they meet specifications is to measure the gap between the shaft and the bearing. Shaking or manipulating the shaft manually will not suffice. Premature wear can also occur if the boat is used in shallow water where sand or silt is kicked up and can disrupt the installation.

BOTTOM PAINT

If properly maintained, annual bottom paint jobs should only require a thorough sanding and one coat of paint per the manufacturer’s guidelines. Avoid applying too much bottom paint. “Multiple coats won’t give you more anti-fouling protection, it will only add weight and could affect performance,” says Dan. “Let the paint

do its job. Seeing a few areas of primer showing through upon haul-out is a good thing. It means the paint has been effective and now the bottom is ready to be painted again.” A second coat of paint may be recommended at the waterline and transom for boats that operate in waters that generate heavy marine growth.

Cracking or flaking bottom paint is often a sign that it’s failing, which means the bottom should be stripped completely and repainted with primer and coated with anti-fouling paint. It’s recommended to have a diver clean the bottom as needed between haul-outs. Boats kept in high-growth areas will require frequent cleaning, every two to four weeks. During these cleanings, you can also have the diver check all engine pickup screens to make sure they are in place correctly and undamaged.

PROP MAINTENANCE

You should have the propellers removed and scanned by the engine manufacturer or the certified engine dealer. The Service Center can help you get in touch with the right people. Having your props tested will give you peace of mind when it’s time to re-launch the boat for the season or your next fishing trip or cruise. If they fall outside of their specifications, they’ll need to be reconditioned. You don’t want to continue to run the boat with damaged or out-of-spec wheels. This could cause vibration and lead to a host of problems.

ENGINE ROOM INSPECTION

Carry out a full engineroom inspection. Check the batteries, their connections and state of charge; exercise the seacocks and ball valves when all systems are off. Check the fluid levels for the main engines, transmissions and generator(s). Check the hydraulic fluid levels for the steering system and bow thruster.

Inspect the sea strainer baskets and clean, using a hose and brush. Lift bilge pump float switches. Primary and secondary fuel

filters need to be changed periodically. Those with vacuum gauges and telltale needles can be checked.

Check hose clamps for tightness and look for signs of corrosion or leaks. Inspect the shaft seals, looking for water or excessive moisture and keep at least one spare seal.

The outboard sides of the engineroom sometimes get overlooked during engine inspection. Look for fluid leaks and check all integral parts. The louvers of the Delta-T engineroom ventilation system dampers are located on the port and starboard sides of the engineroom. Exercise the damper louvers. Check the system’s automatic fans by manually turning them on.

The Service Center, free of charge, will conduct a 26-point inspection when you bring your boat to our Riviera Beach, Florida, facility, which will include checking these engineroom items and providing service if need be.

ENGINE OIL TESTING

When having the engine oil changed, it’s recommended to have samples taken and tested through the engine vendor. The samples will indicate whether the engines have any issues internally. “Regular oil testing will give you a baseline,” says Dan. “When the results vary from that baseline, you will know that you may have a problem.”

AIR CONDITIONING AND REFRIGERATION DE-SCALING

All air conditioning and refrigerator units should be flushed and cleaned routinely to avoid internal buildup. The frequency will depend on how much the boat is used and where it is used. High usage and/or operation in areas subject to heavy marine growth should be cleaned about once every two months. Use a non-toxic and biodegradable marine growth remover. 





Beauty & Protection



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VENDOR PROFILE: **MARINE EXHAUST**

From Turbo to Transom



Darrin putting the 44 SC through its paces



In order for Viking to be the best, we need to partner with the best. We pride ourselves with having the greatest dealer network in the world and the finest team of vendors. One of those preferred relationships is with Marine Exhaust Systems, which we have spanned a bond of almost 40 years together.

Like Viking, Marine Exhaust is a continuously family-owned business that is the number one choice in the industry. Based just minutes from our Viking Yacht Service Center in Riviera Beach, Florida, Marine Exhaust understands the importance of reliable exhaust systems, extraordinary customer support and on-time delivery.

Founded by Woodrow “Woody” Woods along with his wife Angie, the organization has grown to include son Darrin Woods and daughter Sheila Prieschl. Darrin is a Vice President and handles the technical and mechanical side while Sheila, also a Vice President, heads up the administrative and finance end of the operation. They run a 65-person team that has earned the reputation as the leader in premier-quality marine exhaust systems.

Darrin, a jack-of-all-trades, was a marine mechanic for decades before becoming the expert in enginerooms. Given his extensive background, he knows his way around the inner workings of a boat. “Lots of people tell me what they want and how they want it,” says Darrin, “but what sounds good on paper isn’t always practical.” He has an innate ability to understand how the



The Team at the Viking VIP Boat Show

system will function optimally but also efficiently. “A marine exhaust system may work perfectly but if you can’t access it, or another element of the engineroom for maintenance or problem shooting, it’s not a good setup.”

Every exhaust system on a Viking from 37 to 93 feet has been custom created by Darrin and his team. They work closely with our Engineering Department to design a package with meticulous detail and high quality so it performs flawlessly but also is aesthetically pleasing. Darrin visits Viking every time a new model is launched. He is on the initial sea trials to ensure the system is installed and working correctly. “Fit, form and function. It is imperative we validate all systems and ensure performance and power is optimized while also taming noise.”

Main Facility Headquarters



“From turbo to transom,” he says, indicating the extensive package which includes superior exhaust risers, elbows, fiberglass mufflers, custom fiberglass products, silicone hoses, clamps and other high-quality hardware.

Marine Exhaust is one of the only exhaust manufacturers to build both exhaust pipes and fiberglass mufflers and components. Similar to Viking’s 90% factor, Marine Exhaust is accountable for their own alignment, cooling and sound quality as well as physical aesthetics. As Sheila says, “this eliminates any finger pointing.”

Like the Viking Yacht Company, the entire team at Marine Exhaust understands the importance of a reliable product, excellent customer support and satisfaction and on-time deliveries. 🐉

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OWNER OF INTEREST:

ERIC DUNN

Hooray for Viking

Eric Dunn and his wife Wendy have owned three Vikings – all named *Hooray*, also the moniker of their world-class hunting ranch in Kingman, Kansas – and are currently building their fourth boat. Their Viking ownership experience began with a 55 Convertible followed by hull No. 1 of the 80 Convertible, which took first place in the 2017 Bisbee Los Cabos Offshore Tournament. Their current Viking, a 68 Convertible, will fish in a handful of

tournaments this summer in a variety of locations, including the Mobile Big Game Fishing Club Memorial Day Tournament out of Orange Beach, Alabama, and the August 5-9 White Marlin Open out of Ocean City, Maryland. But it's not all about fishing for Eric, Wendy and their teen-age son, Tucker. They also enjoy vacations on their Vikings and have already experienced a lifetime of memories on the water with family and friends. Their latest adventure? Participating

for the first time in the 2019 Viking Key West Challenge. That's where *Valhalla* caught up with Eric. In a conversation in the salon of his four-stateroom yacht, Eric talks about the importance of customer service, the performance of the “cutting-edge” Viking convertibles, the power of the people of Viking and his close connection with his dealer, Galati Yacht Sales. You'll also hear from Wendy and Tucker, too, as they share a few of their unforgettable Viking experiences.





The Dunns' owned the first 80 Convertible, and are now in a 68.



PREVIOUS VIKINGS:

55 Convertible
80 Convertible

CURRENT VIKING:

68 Convertible, *Hooray*

IN THE BUILD:

80 Enclosed Bridge

HOMEPORT:

Cabo, Mexico

CAPTAIN:

Francisco "Pancho"
Bojorquez

MEMORABLE MOMENTS:

- First place in the 2017 Bisbee Los Cabos Offshore Tournament
- Watching son Tucker catch a 250-pound yellowfin tuna
- Non-stop fishing action in Magdalena "Mag" Bay
- Experiencing the beauty of Loreto, Mexico
- Tucker's fight with a blue marlin that nearly jumped into the boat
- This year's Viking Key West Challenge

ERIC:

VALHALLA: You've owned multiple Vikings. What has your ownership experience been like?

E: It all started when one of my clients invited us to go to Cabo and experience sportfishing. After meeting with Carmine Galati from Galati Yacht Sales, I got on the Viking 55 demo boat and ended up having such a great time that we purchased the boat...right then and there. At that point I was truly hooked on Viking. We had some great times on the 55, but it wasn't too long before I wanted a bigger Viking. So I went to the Miami boat show ready to buy a Viking 66. But I looked at the 80 Convertible with Pat Healey and ... well, it was all over. It was a fantastic boat. We ran it for three years. I just stepped into a new Viking 68, and we are currently building an 80 Enclosed Bridge that we are very excited about. Carmine Jr. put us on the Viking 68, and I fell in love with it immediately. So, it's been a great experience with every boat every step of the way, with a lifetime of memorable experiences already.

V: What makes you keeping coming back to Viking?

E: It really boils down to the service. I am telling you, I know service. We are in the service business. We own a hunting ranch. We entertain some high-profile people, and you have to be the best at service to be the best in your business. There are lots of other reasons, but that one really stands out in my mind because of my own business background.

V: What else has impressed you?

E: Hands down, Viking is the best with everything, from the timeliness of the building process, to the quality of the product to the people themselves. I have never met anyone from Viking or Galati without a smile on their face. Everyone has a positive attitude. Things get done. What is really important in business and in life is surrounding yourself with the right people, and I think Viking has the right people. But I always go back to the service. What they say they back up. They really do. I have never had one bad experience. They take care of you, 100 percent.



V: Describe your experience with your dealer, Galati Yacht Sales.

E: The friend who brought me into sportfishing said to me, "I am going to introduce you to a gentleman and his family, and I refuse to allow you to buy a boat from anyone else." You can imagine I wanted to find out why he felt so strongly about [Galati Yacht Sales]. So I met Carmine Sr. and Carmine Jr. and the rest of the family and quickly understood what my friend was talking about. And now they're part of my family. Carmine Jr. fishes with us. The Galati family comes to the ranch. I don't know how Pat and Carmine Sr. got together, but it was a match made in heaven. It's a perfect marriage between two companies. Family is a big part of what we do around here, and Viking and Galati are definitely part of my family."

V: Would you tell us about some of the places you've been and things you've done on your Vikings.

E: We are into these boats—a lot. So, when we buy a Viking you can bet that we use it. We've made several trips to Mag Bay and to the Finger Bank. Last year my family and another couple took a two-week vacation and went to Loreto, Mexico, and it was a trip of a lifetime. We've had our Vikings in Costa Rica, and been to Los Sueños a couple different times. We have been able to go anywhere in any of these Vikings. We are in the 68 right now and I am ready to go to Mag Bay again. I am ready. There's been a lot of great adventures and great times on these boats.

V: What's special about the Viking 68?

E: I love to tournament fish. And when

I got on this boat I immediately thought it was cutting edge. It's set up for us to go and enjoy these tournaments and enjoy them with a lot of comforts. My captain, Francisco "Pancho" Bojorquez, wheels this baby around out there like it's part of him. I am excited about the performance of this boat. It's crazy how dry this boat is. Now I am looking forward to seeing if we can win some tournaments.

WENDY:

V: What are some of things you've enjoyed most during your time spent aboard your Vikings?

W: There's nothing like being out there for the shot-gun starts during the tournaments. It's been so exciting watching my son learn to sportfish and reel in these monster fish. I don't have to fish. I capture the moments—during tournaments or when we're just with friends and family. The trips have been amazing. The memories have been endless, but I remember catching my first marlin on our 55. The fish—a replica—showed up at our front door one day. It was a surprise from Eric, who has so many trophies, and now I had mine!

TUCKER:

V: What has it been like growing up on a Viking?

T: There is so much you can do. It's one thing to go on a trip, but it's something special when you go on a Viking. I love spending time on the boat. There's a lot of fellowship. Everyone is together. I love the fishing, going offshore and catching such huge fish. I will never forget my first marlin. It was like he was jumping right at me. It was a heart-pounding experience. 🐟

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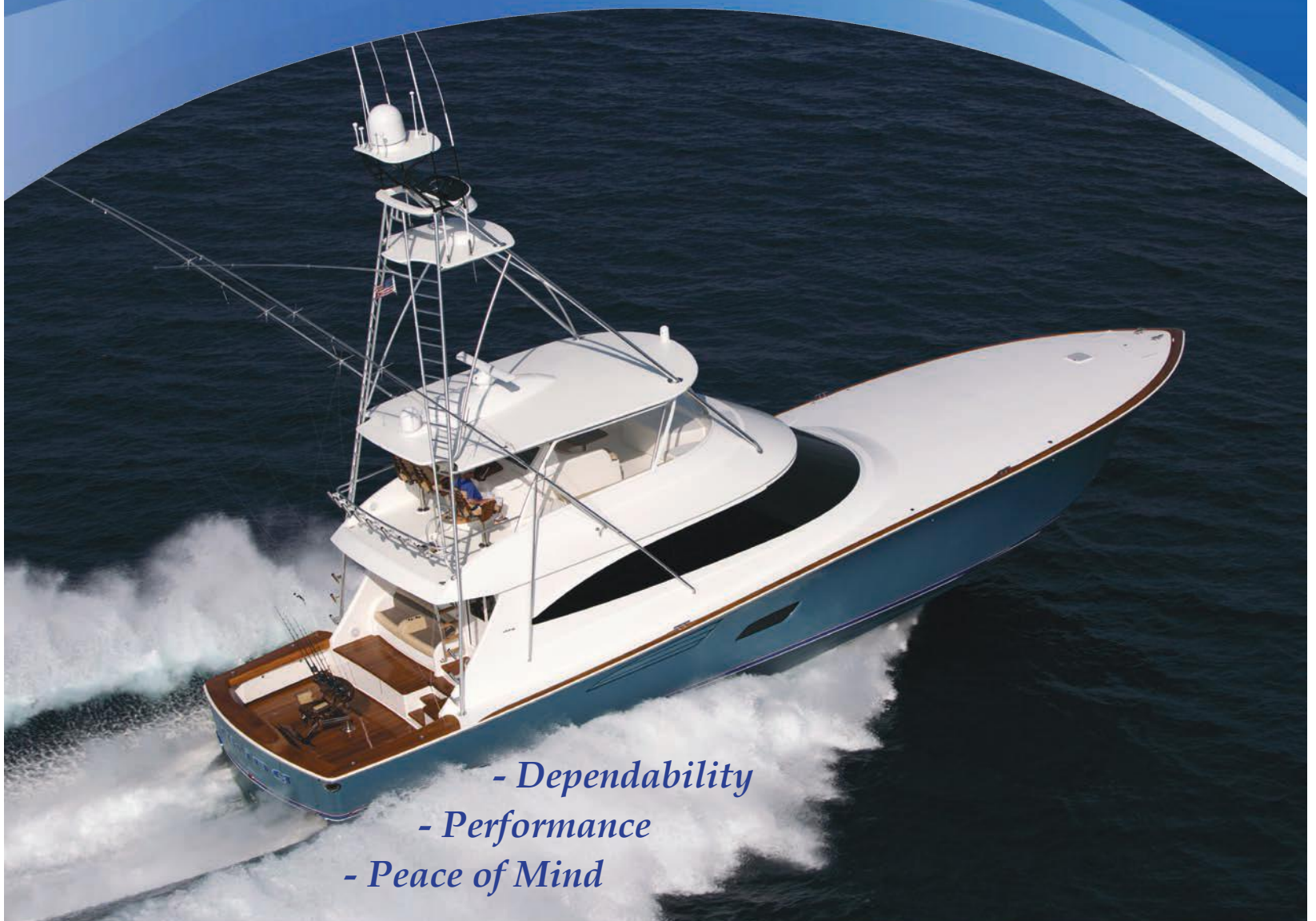
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The Viking Yacht Company's winter boat shows once again saw strong attendance and steady activity. The most dominating fleet of sportfishing and motor yachts in the world drew huge crowds of customers, dealers, media, vendors and Viking supporters. 🐉

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Viking VIP Preview

January 31 and
February 1, 2020

Viking Yacht Service Center
Riviera Beach, Florida



Miami Yacht Show

February 13 - 17, 2020

One Herald Plaza
Between Venetian &
MacArthur Causeways
Miami, Florida



Miami International Boat Show

February 13 - 17, 2020

Miami Marine Stadium
Key Biscayne, Florida



Alexseal
Atlantic Marine Electronics
Axalta
Bill Buckland's Fisherman's Center
Black Dog Propellers
Bluewater Chairs
Bluewater Desalination
Bobby Soles Propellers
Canvas Designers
Carling Technology
Channell Glass
Christi Insurance
Costa Marine
Cummins Power
Customizer Marine
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DNA Surface Concepts
Dometic Marine
Dragonfly Boatworks
DRSA
FLIR Systems
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Interlux
Kevin Breeden
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Smooove Products
Switlik
Volvo Penta
Willy Vac
ZF Marine



VIKING YACHTING CENTER

The Family Marina on the Bass River

Summer is a great time at the 32-acre Viking Yachting Center. Our family friendly protected marina sits on the scenic Bass River right next to the Viking Yacht Company. Modern floating docks and deep-water slips for 250 boats up to 50 feet, a refreshing freshwater swimming pool, cable television, picnic tables, barbeque areas and air conditioned restrooms with showers are among the many amenities. The easy-to-approach fuel dock with gas and diesel pumps makes refueling a quick stop. And the Ship's Store is stocked with parts, cleaning and maintenance products, accessories, boating gear and nautical clothing.

With trained professionals and a 70-ton Travelift, the Viking Yachting Center service team handles all routine maintenance chores like bottom painting, general cleanings and waxing. Mechanical, running gear, wood and fiberglass repairs are just a few of their specialties. In addition, they perform upgrades like engine, water maker, generator and air conditioning installations.

Valhalla Boat Sales is at the marina and has been serving customers since 2002. The experienced and professional team sells new and pre-owned boats and yachts and is the exclusive dealer of Contender

Boats in South Jersey as well as an authorized dealer for Skeeter boats. The Valhalla crew is excited to also distribute the new Valhalla Boatworks V Series center console boats built by the Viking Yacht Company.

Summertime also means fresh and easy lunch, dinner and drinks. Breezes Dock Bar and Grill has you covered with daily specials, local seafood, raw bar and a fun menu for all ages. The bar features a great happy hour and refreshing signature drinks. Live entertainment is a regular attraction and the sunsets are the best in the area. 🌅



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see. think. act.





AME ATLANTIC MARINE ELECTRONICS

The AME Advantage

Turnkey. The term is synonymous with Viking Yachts. For the past 16 years, the Viking subsidiary Atlantic Marine Electronics, or AME, has played a major role in putting our yachts in “ready-to-operate” condition for their eager owners.

“With increased reliance on navigation, communication and entertainment electronics and its fast-paced evolution, AME is more valuable than ever to Viking and its owners,” says Viking President and CEO Pat Healey. “I’ve watched AME grow and get better each year.”

AME came to life in the early 2000s after Pat had a dockside discussion with a longtime owner. The owner was less than enthusiastic about being unable to use his brand-new Viking because the outside electronics technicians were still working on the installation, which dragged on for several weeks.

That was unacceptable for Pat and the Viking Yacht Company. Pat, who was Viking’s Executive Vice President at the time, understood the importance of marine electronics from sales to installation to service. He also realized there was a void in the marketplace, one that he intended to fill

for the betterment of all Viking customers. AME was formed in 2003 with a simple goal: provide industry-leading in-house custom electronics packages for Viking owners.

The relationship between AME and Viking strengthens every year. Because AME is a sister company of Viking, much of the preliminary work like cutting holes and running wires and cables can be accomplished while the yacht is still being built. This saves time and provides for better installation. And since Viking demo boats are test beds, owners are the first to be given the opportunity to outfit their boats with Viking-tested cutting-edge products.

For example, a recent Viking 72 demo was the first recreational yacht equipped with Furuno’s TZT2BB Multi Function Display (MFD) Black Box with dual-display capability for all-glass displays. AME was one of the first companies to install another Furuno product—the innovative CSH8L MK2 Omni, a full-circle scanning sonar dubbed as a “game-changer” by AME General Manager Todd Tally. No other U.S. company has installed more of these units than AME.

AME experts will provide the customer service after you take delivery to keep all your equipment in tip-top condition and up to date with the latest technology. As your electronics needs change during your ownership, AME will be right there with expert advice, guidance and service.

AME’s engineering, design and custom installation craftsmanship was once a luxury only afforded to owners of Viking Yachts. But AME can also accommodate the needs of owners of pre-owned Vikings and yachts from other builders.

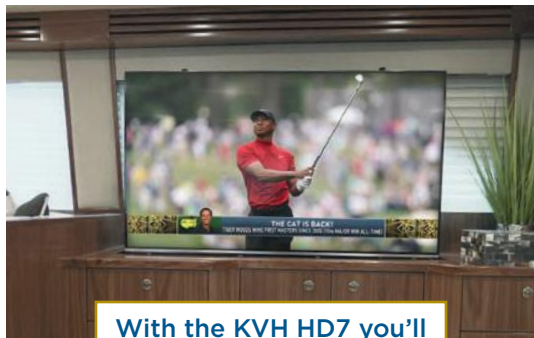
With extensive facilities in New Gretna, NJ, Riviera Beach, FL, Bradenton, FL, and most recently Destin, FL, AME has the reach, technical facilities and teams to provide support wherever you may be. They even have strong support and service relationships with leading providers in the Caribbean and South America.

AME will also be supporting the new Valhalla Boatworks center consoles with custom electronics packages.

So, whether you are building a new Viking yacht or updating your current vessel, let AME be your one-stop shopping port. 



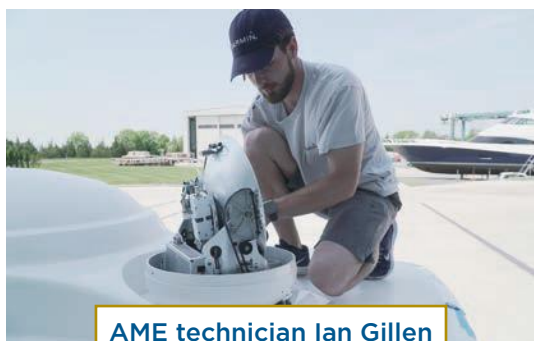
**AME Sales Manager
Chad Clarke**



**With the KVVH HD7 you'll
never miss a swing**



**A KVVH HD7 on the
68 EB Lisa G**



**AME technician Ian Gillen
installs the KVVH HD7**



Chattin' with Chad

What Do the DIRECTV Changes Mean for Yacht Owners?

Recently, one of the hottest topics we are hearing about involves the service changes announced by DIRECTV, and how they will impact the satellite television programming that so many of us have come to enjoy while we are on the water.

To help you navigate through these uncharted waters in the next few months, Atlantic Marine Electronics (AME) Sales Manager Chad Clarke offers these five tips.

1. KNOW WHO YOU ARE CALLING:

When DIRECTV was acquired by AT&T a few years ago, the newly combined company became the largest pay TV provider in the United States and the world. That's big. And that means that when you need anything related to your DIRECTV service, you are now calling AT&T, which has a much more automated approach to calls. They will expect you to have taken steps to set up online security and manage your account online as much as possible. They will require a security profile and a PIN number from you before they will proceed with your call. Many people are finding it very frustrating to get help about their DIRECTV satellite TV service for their boats—you are not alone!

2. RESIDENTIAL IS KING:

All the info about DIRECTV is aimed toward residential customers—not boat customers. This is because the residential/house market makes up most of the DIRECTV customer base. Marine is a very minor part of their market. If you have a question about your DIRECTV service for your boat, you are better off calling a marine electronics installer such as AME or a marine satellite antenna manufacturer such as KVVH—if you have or plan to purchase a KVVH TracVision antenna.

3. WHAT IS CHANGING:

DIRECTV is making a range of changes regarding supported receivers and accessibility to local channels. For example, DIRECTV is no longer activating standard definition (SD aka MPEG-2 format)-compatible receivers. If you have an older DIRECTV receiver, chances are it will still function, but if you suspend your service—which boaters often do during the off-season—DIRECTV will no longer re-activate the receiver. You will need to upgrade to a high-definition (HD aka MPEG-4 format)-compatible receiver.

4. LOCAL CHANNELS:

Lots of people are asking about getting local channels while on their boat. Local channels are currently broadcast in SD to designated market areas (DMAs) around the country via the Ku-band 101W and 119W satellites. Beginning in mid-2019, DIRECTV will start to move local channels for each DMA to one of the DIRECTV Ka-band satellites. Your local channels have always been based on your service 'address' DMA, which has typically been the same as your home address. The changes DIRECTV is making may result in all your SD locals going away, no matter where your boat is at the time you are watching DIRECTV.

5. SUGGESTED SOLUTION:

Make a fresh start with a HD marine satellite TV antenna and a separate DIRECTV account for your boat. This advice is based on the fact that going forward, we anticipate even more complexity in boat owners maintaining receivers associated with home accounts. KVVH's HD7, for example, is designed for all DIRECTV HD programming, and KVVH has just become a DIRECTV commercial dealer, which means KVVH can set up your boat account and handle your service issues directly, without you needing to deal with DIRECTV. In addition, KVVH is offering a \$2,000 cash back offer right now if you upgrade or buy a TracVision HD7.

If you are interested in any of the products mentioned here or are contemplating an electronics upgrade, please contact Atlantic Marine Electronics in New Gretna, New Jersey, at 609-296-6000, or in Riviera Beach, Florida, at 561-493-2833; atlantic-me.com.



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PBT: PALM BEACH TOWERS VERTICAL EVOLUTION

Viking Company Pushes Innovation

As a subsidiary of the Viking Yacht Company, Palm Beach Towers (PBT) shares the same approaches to design, engineering and manufacturing as the mother ship.

“We value the opinions and feedback from customers and captains to stay in touch with their needs and continually evolve,” says PBT General Manager Drew McDowell. “We’re always innovating, always pushing to do better every day.” Sound familiar?

With locations at the Viking plant in New Gretna, New Jersey, and at the Viking International Yacht Center in Riviera Beach, Florida, Palm Beach Towers has been the industry leader in the design, fabrication and installation of custom tuna tower/hardtop packages for 17 years.

PBT does much more than design and fabricate the tower. The 47 team members also create and build fiberglass parts, such as the hardtop and overhead teaser reel and electronics boxes. PBT designs, manufactures and installs the tower helm and its console and buggy top, and they take care of all the rails, rod holders and hardware. That’s quite a diverse skill set,—and we haven’t even started to talk about the custom work!

Teaser reel boxes can be designed with a slide-down bracket that holds a forward-facing sounder. The bracket allows you to adjust the tilt angle. With the unit tucked away and the box lid closed, you’re left

with a clean, beautifully finished surface. “It’s a new space-saving design,” says Drew. Alternatively, you can opt for a dedicated electronics box aft of the teasers. “We’ll work with you to determine the best design for your boat,” says Drew.

Refining existing designs is also a part of the PBT portfolio. For instance, Drew recently completed a new radar pod for Viking’s open and sport tower models from 44 to 52 feet. “It will be a larger and sleeker-shaped unit, and its size and design will bring flexibility to the installation for the owner,” says Drew.

VALHALLA BOATWORKS

For the new Valhalla Boatworks V Series center consoles, PBT will design, fabricate and install the optional gap towers with custom hardtops and upper helm stations. “The gap towers will match the quality and design of the tower installations on Viking sportfishing boats,” says Drew. For example, large-diameter piping will be fabricated with angles and tapering locations specifically engineered for maximum strength.

Like the Viking models, the V Series boats can be outfitted to your liking. “We can



install features such as integral kite boxes in the forward end of the hardtop,” says Drew. Another highlight: a custom control box in the upper helm with a modern, efficiently designed surface for flush mounting.

So as you can see, PBT has you covered no matter the size or style of your boat. Please give them a call to discuss your needs, and you can check out their work at pbtowers.com.



PBT General
Manager Drew
McDowell



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VIKING SOUTH

Viking Yacht Service Center

QUOTE TO LIVE BY?

PRIOR TO THE VIKING YACHTING CENTER?

WHY HERE?



DANIEL FAULKENBURY

Hardware Technician

Start 12.3.08

"No excuses, only solutions."

I received my Associates Degree from Palm Beach State then my Bachelors from Florida Atlantic.

When I was young I spent a lot of time on yachting websites and fell in love with Vikings. I went to a maritime academy so it was just natural to apply for my dream job.



SHANE KLIMEZKY

HVAC Foreman

Start 2.11.08

"Live for today because tomorrow is never a promise."

I was in the Navy serving combat areas during both Iraqi Freedom and Operation Enduring Freedom. Upon returning home I obtained my HVAC certification from the New England Technical Institute.

When you are in Palm Beach County boats are the way to go!



JAVIER MIRANDA

Team Leader, Fiberglass

Start 5.13.98

"My father taught me — no matter what you do, give 100%."

I was living and working in Puerto Rico and moved to New Jersey to be closer to my wife's family.

I had a friend who worked at the New Jersey Viking facility and highly recommended I check it out.



MICHAEL LUKOWSKY

Mechanical Systems Technician

Start 10.1.07

"Live your passion."

I achieved my Associates of Science Degree from Florida Institute of Technology.

I'd been in the marine industry and heard so much about Bill Healey and the Viking Yacht Company. I was intrigued.



RICHARD TAYLOR

Stockroom Clerk

Start 4.25.05

"Treat others the way you want to be treated."

I pursued a business degree at Furman University but ended up working in a family business.

I grew up in the area around my dad's 72 Trumpy and decided I wanted to work in the marine industry.

The Viking Yacht Service Center has earned the reputation as Florida's premier marina. Located on the Intracoastal Waterway just minutes from the Palm Beach Inlet, this first-class facility was created to service Viking Yacht owners with skilled Viking trained technicians and craftsmen. Here's a look at some of the people that make this facility an industry leader. 🌊

VIKING YACHT SERVICE CENTER

1550 Avenue C

Riviera Beach, Florida 33404

561.493.2800 • VikingServiceCenter.com

MILESTONE EVENT?	ADDITIONAL TRAINING?	WHAT'S FUN ABOUT THE JOB?	WHEN NOT WORKING?	WHAT SHOULD CUSTOMERS KNOW?
My entire career has been with Viking so each advancement has been important to me.	My skill set has been enhanced by on-the-job training.	I'm goal oriented so it's great to see my work in progress then successfully completed. The captains and customers who come in are wonderful people and fun to be around.	I enjoy languages and am currently learning Japanese.	I always try to exceed expectations on every job.
Growing my career and being promoted to a leadership role.	The Dometic Corporation provided schooling as well as Viking helping with supervisor training.	The best people! Both my teammates and the customers are awesome. And it's fun to be around the water.	Boating, spending time with my kids, staying physically fit.	Our main goal is to always please our customers.
In less than two years I was promoted to Fiberglass Team Leader. Then a few years later was asked to run the Fiberglass Department here in Riviera Beach.	I've had a lot of support and guidance from Viking's management team.	Overcoming obstacles with my team, that's a fun success.	Being with my family.	I value the relationships I have created with our captains and clients. When I make them happy, it makes me happy.
Being chosen to be in <i>Valhalla</i> magazine!	Viking has provided a lot of training but they also bring in vendors so I have worked with Seakeeper, Headhunter and Seastar to name a few.	As crazy as it sounds, the challenge of tackling new system installs is fun.	Spending time with my daughters on my Whaler. Fishing, boating, snorkeling – anything on the water.	Every day I put my best foot forward.
My colleagues and I improved the inventory control system and customer service process. In return it has improved efficiency and customer satisfaction. I'm proud of that.	I've participated in the computer program Syteline training. Also forklift operations and anything other opportunities offered to me.	It's fun meeting new customers and developing long-term relationships with them. Being part of the Viking family is also pretty special.	Being outside and landscaping my home as well as spending time with my family.	Pleasing our customers makes me very happy!



INTERNATIONAL OWNER OF INTEREST: **NORMAN SABGA**

Work Hard and Play Hard

CURRENT VIKING:
Viking 72, A Funday

HOMEPORT:
West Indies

VALHALLA: How did you get started in boating?

NORMAN: From a young age, growing up on the beautiful island of Trinidad, being on the water was always something I enjoyed. My house was next to the ocean so I spent plenty of time fishing and swimming. I purchased my first boat when I was 21 years old, a 28-foot center console, which opened up my eyes to all that the boating world has to offer.

V: Where do you use the boat?

N: Mostly in the exquisite waters of Trinidad and Tobago. In Trinidad the green water is rich with nutrients attracting a great fishery which offers a bounty of species like kingfish, wahoo, dorado and tarpon. On the other hand, Tobago boasts one of the best billfish grounds in the southern Caribbean and in Grenada we focus on yellowfin tuna. I try to fish every Saturday.

V: How do you use the boat?

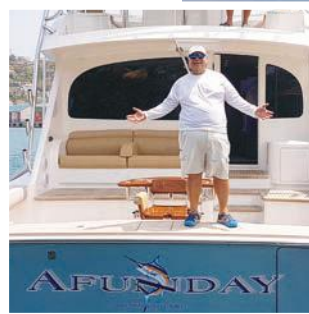
N: About 90% of the time the boat is fishing while the other 10% is spent cruising the islands with family and friends. Although we often throw out a line or two on cruising trips.

My sons and I do a lot of fun fishing but also enter plenty of big tournaments in Tobago, Trinidad, Grenada and St. Lucia. There are also a series of wahoo and kingfish tournaments that we enjoy. I have a full time captain and mate so the boat is always ready to go.

V: Everyone has a good fish tale – what's yours?

N: With my crew there is never a shortage of good stories! We were fishing the Tobago International Game Fishing Tournament and on the second day, bam, three rods started screaming. We didn't

see anything jumping so I figured we ran over a school of dorado. But when I grabbed the leader of the first rod, I had a healthy blue marlin hook up. The crew got excited and chaos erupted with two more anglers reeling in hard. We had a blue marlin triple header!



The final day started and five minutes in our captain bellowed, "Left long! Left long!" I grabbed the bent rod and there was a blue on the other end. The rest of the day was slow for us but we heard lots of chatter and talk of hook ups on the radio. Even though we assumed we were bumped off the leaderboard it was still a great trip. Heading back to the marina, we were confused as we were greeted with cheers. Unbeknown to us, we won the tournament.

V: What makes this Viking stand out among the other boats you have owned?

N: I've had the privilege of owning a few boats. I started off with a 28-foot center console then moved up to a 32 express. I stepped up to a 52 express which gave me a glimpse into the possibilities of a bigger, faster boat. While the 52 was a great boat, it lacked the living space and sleeping accommodations that we needed.

I was ready to make the move so my sons and I visited the New Gretna, New Jersey, facility to see the Viking 72 demo. When I saw her for the first time, wow, she really stood out from the fleet. I think she was the prettiest boat I ever saw. And then we sea trialed her. The handling, speed and comfort were second to none.

But one of the biggest selling points was visiting the Viking manufacturing plant. It is the best run, state-of-the-art facility we ever toured. Although it is a major North American company, we still experienced a genuine welcome and personal visit. The after-sales is unprecedented.



The 72 has opened up a whole new world of fishing opportunities. Because we live in Trinidad, we run over 85 miles to reach billfish waters in Tobago and Grenada. Cruising between 35 and 38 knots, we make these trips quite easily and now more frequently. We live onboard during these excursions and with the caliber of accommodations the Viking has, you forget you are even on a boat. Making these types of trips over a weekend has become very enjoyable and comfortable especially due to the Seakeeper gyro which virtually eliminates all of the roll while fishing.

V: What do you do when not enjoying the boat?

N: I am still very active at work, however I mostly enjoy spending my time with my wife, children and grandchildren. An occasional vacation to foreign countries is still a nice escape.

V: Quote to live by?

N: Work hard and play hard. 🐟

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Pat Healey, President and CEO, Viking Yachts

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“MEANT TO BE”

Viking Connection Leads to Monster Black Marlin

Aboard his family’s Viking 56 *Too Easy II*, Australian Rob Crane not only managed to do what many anglers dream – land a grander – he came just short of eclipsing Alfred Glassell Jr.’s 1953 world-record 1,560-pound black marlin.

“It was the ultimate fishing experience – nothing can compare,” says Rob, describing for *Valhalla* his two-hour fight on the southern Great Barrier Reef last November. “Pure adrenaline. It was like being attached to a runaway train. The fish was leaping effortlessly, full body and horizontal 10 feet in the air for minutes at a time.” The 1,433-pound fish, which measured 12’ 9” from the tip of the lower jaw to the tail’s fork with a girth of 7’ 4”, was the largest black marlin caught on a lure in the world, the second largest to ever be weighed in Australia and the third largest in the sport.

Rob’s amazing feat captured the attention of the sportfishing world. A photo of the Australian businessman standing next to the monster holding a sign citing its weight went viral. *Too Easy II*’s mate, Elliot Muller, called from Down Under to make sure Viking President and CEO Pat Healey knew that the beast was landed from a marlin-raising Viking.

Turns out that Viking was instrumental – in more ways than one – in the achievement.

Graham McCloy of Game and Leisure Boats, Viking’s authorized dealer for Australia and the South Pacific, was fishing in the area that day and actually led the hunter to his prey.

“The only other boat out there with us off Lady Musgrave Island was Graham McCloy and his son Jason,” says Rob. “They called

us over to where they were seeing hot action, and shortly after we got the lucky bite – so we owe the catch to the McCloys.”

Of course, Graham wished he had landed the gargantuan fish, but he was happy for Rob just the same. “There are absolutely no regrets,” says Graham. “We were fortunate to be there to witness the fight, the fish and be a part of the whole experience.”

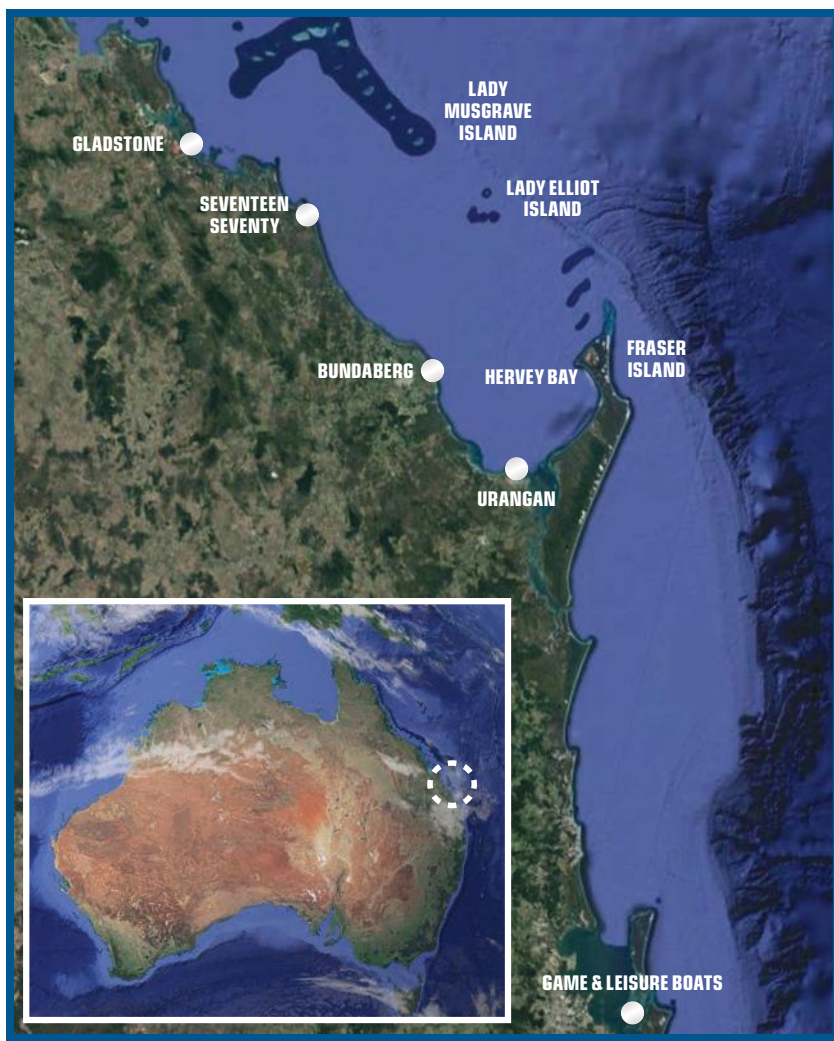
The McCloys and crew were overwhelmed by its size. “I caught a 950-pound black marlin the year before in the same area, but this fish dwarfed it,” he says. “They used a block and tackle to haul her into the cockpit. She was the biggest marlin I had ever seen.”

EASY DECISION

Some credit should also go to the owner of another Viking, the late Australian sportfishing legend John Johnston. “Johnno,” as he was affectionately known,



**Rob Crane:
living the dream**



is reputed to be the only person, living or dead, to have caught and weighed four different gamefish species of more than 1,000 pounds – a 1,211.9-pound black marlin, a 1,075.9-pound bluefin tuna, a 1,595-pound great white shark and a 1,377.9-pound tiger shark, according to the Australian magazine *BlueWater Boats & Game Fishing*.

Rob says his father, the late Eddie Crane, bought *Too Easy II* in large part because Johnno fished a Viking 56. “My father was a good friend of Johnno and knew he had chosen a Viking because it could handle going to the deep-water grounds off the Gold Coast and catch marlin,” says Rob. “And that’s exactly what my father wanted to do.”

So, the decision was an easy one for Eddie—buy a Viking 56. The significance of the November 29th catch grew even more after Rob discovered that Johnno had died on that very day. “I was extremely sad,” says Rob. “It seemed to be a coincidental tribute to a much-respected angler and

contributor in the gamefishing world. I was also all that much more thankful for *Too Easy II*.”

“Too easy” is a popular reply Down Under, the equivalent of a response of “no worries” or “no problem” in this part of the world. “Acquiring such a special boat was always a dream of my dad’s,” Rob says. “With his initials being E.C., he often referred to the boat as ‘TO: E.C.’ He would be so thrilled I am being interviewed by Viking, about the boat he was proud to call his and what we have achieved on *Too Easy II*.”

Both Rob and longtime Captain Russell Gage can’t say enough about the performance, fishability and reliability of the Viking. “The hull is a top-notch platform,” says Russell. “She’s excellent in the open ocean, allowing us to take long-range trips and handle all that the East Coast of Australia has to offer. Great visibility from the flybridge when fishing for marlin, and the cockpit is perfect.”

They’ve logged 4,000 hours on the boat, which is powered by twin 1,480-hp V12 Series 2000 DDC-MTUs. With a 1955-gallon fuel capacity, a desalinator, 264 gallons of water and loads of freezer, refrigerator and stowage space, *Too Easy II* can go to sea for about two weeks, according to Rob.

FULL CIRCLE

While this was a dream catch for Rob, Russell and the *Too Easy II* crew, it was no fluke. These guys have a history together, with decades of sportfishing experience. Russell has been the captain and Elliot the mate of the Viking since 2007, which is when *Too Easy II* was acquired, and Russell had been with the Crane family 10 years prior to that on different vessels.

Rob and Russell have fished the remote grounds at the bottom tip of the Great Barrier Reef annually for at least two weeks since 2014. *Too Easy II* heads north to Cairns from her homeport on the Gold Coast each year for the giant black marlin season between October and early

Play-by-Play

RUSSELL GAGE, CAPTAIN OF THE VIKING 56 TOO EASY II, RECOUNTS AMAZING FEAT

On Thursday, Nov. 29, 2018, we were fishing 20 nautical miles east of Lady Musgrave Island on the southern Great Barrier Reef, Queensland, Australia.

Rob and I have been fishing together for 22 years, and it was just another day on the south end of the reef, putting our time in like we had done for the past three years. We'd caught a good number of fish here, most of them blue marlin, with a couple in the 600-pound-class range. But I had a suspicion that large female blacks travel to this area to spawn, just like they do off the upper part of the reef.

Hervey Bay was just 50 nautical miles south of us, where the juvenile black marlin play on the flats.

We were close to the end of our season, and at 3 p.m. she appeared. We were pulling a homemade pink super plunger on the second wave in the left flat position, so we all saw this massive fish rise up and make three attempts to eat the lure. The first time was outside-in, swing and a miss; the second time, inside-out: strike two. It wasn't until the third at-bat that we could really see just how huge this fish was.

The distance between the dorsal fin and her sickle-shaped tail seemed never-ending, and she finally succeeded on her last attempt with an outside-in bite again. She was hooked.

Rob jumped on it, and the fish immediately peeled off 300 yards of line from our Penn 130 — with 50 pounds of drag. The marlin paused for a brief moment, then proceeded to jump 20 times over a period of 20 minutes. For the next hour and 40 minutes, we chased her all over the ocean toward the east.

Two hours later, we had the marlin on the leader. With the help of my crew, Terry Parker and Elliot Muller, we hauled her aboard then immediately calculated the weight formula at around 1,450 pounds. The next day, we landed in Urangan on Hervey Bay to weigh her on the Game Fishing Club's registered scale. Some 23 hours later, the fish still weighed 1,431 pounds.

We knew it wouldn't be an Australian record for us, but are still very happy our fish was in the same class as Capt. Peter B. Wright's 1,442-pounder — he's been a hero of mine for 30 years. I watched him hook, catch and release a 1,000-pound black in five minutes on the second corner of the No. 10 Ribbon Reef in 1988 when I was a deckhand. That memory is burned into my brain forever.

Since 1966, the North Great Barrier Reef — from Lizard Island to Cairns — has hosted thousands of anglers looking for their grander black. I hope over the next few seasons more professional marlin boats put in some fishing days at the South GBR/Lady Musgrave area. I'll be interested to see just how many sea monsters are here.

—Reprinted from *Marlin Magazine* with Permission



Captain Russell Gage and his homemade lure that landed the big one



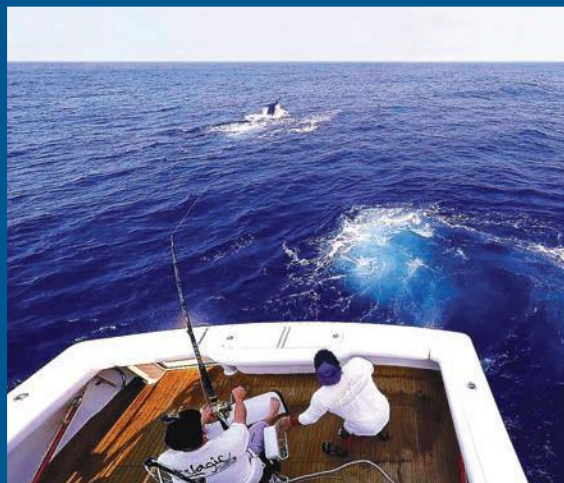
From left: Captain Russell Gage, owner/angler Rob Crane, mate Elliot Muller, former Captain Terry Parker

December and then trolls down this stretch of coast on the way home.

Trolling lures at about 9 knots between Lady Musgrave and Elliot islands, they hooked the big one with Russell's rarely used home-made pink super plunger on the second wave in the left flat position. (See accompanying article for Russell's play-by-play account.)

Also onboard was Terry Parker, who brings another chapter to the tale. Parker was "the captain of the first boat my dad and mum chartered to go marlin fishing," says Rob. After that trip, the Cranes were hooked, and would consistently chase big game with Terry at the helm. Rob, of course, caught the marlin bug and in 1989 at the age of 13 he hooked up with a big one. "We estimated it at 1,100 pounds," says Rob. "I remember the day perfectly. It was 5:30 in the evening, and we were in huge seas. I had been fighting the fish for 3-1/2 hours when the wired snapped."

Three decades later, Rob reunited with Terry on the Viking 56. "I invited Terry for old time's sake," says Rob. "Little did I know we were going to make up for that one that got away 30 years ago. It was a full-circle moment and meant to be!" 🐟



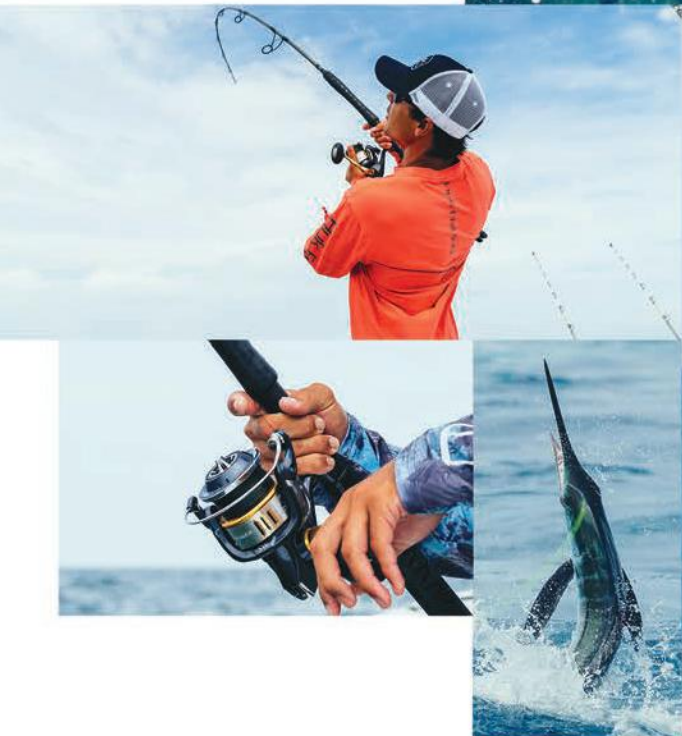
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6TH ANNUAL VIKING KEY WEST CHALLENGE

More than Just Fishing!



Forty Vikings from 42 to 82 feet and a record 475 participants descended upon the southernmost city in the United States this April for the 2019 edition of the Viking Key West Challenge. Ben Sharpe was the winning captain for the fourth time, leading the Viking 56 *Gypsea* to

victory in a closely contested – but fun-focused – competition.

“The Key West Challenge has been a success every year, but this time around the energy level, excitement and fishing was at an all-time high,” says Viking President and CEO Pat Healey. “This is an event exclusively for Viking owners, family and

friends. It gives us the opportunity to thank them for being part of the Viking family.”

After a captain’s meeting at Dante’s Tiki Bar that featured delicious food, fun prizes and lots of camaraderie, the teams headed off the following morning for a glorious day on the water. A total of 45 sailfish were released and one swordfish was



caught on day one. *Gypsea* topped the Day One leaderboard with five sails released, followed by the Viking 82 *Mr. Grinch* with four sails. The Viking 62 *Tami Ann* also released four sails and took third on time. The teams steamed back to the scales at Conch Harbor Marina to weigh their catches and pose for pictures. The Viking 44 *Miss Peggy Sue II* and captain/owner David Heeter stole the show with a 108-pound swordfish, which was donated for lunch the next day!

A pool party and lunch, a kids dock tournament and a poker run highlighted a relaxed but festive lay day. In the kids tournament, which was sponsored by The Billfish Foundation, Colin Dicembrino took

first place, with sisters Ella and Mia Wilson placing second and third, respectively. “This is what it’s all about – passing on the passion for fishing to the next generation,” TBF President Ellen Peel said. “Great job kids!”

The fishing turned white hot on the final day, with 87 sails released. The Viking 48 *Fish Wish* released eight sails and ended the day with 808.3 points. Last year’s champ, the Viking 55 *Ragin Cajun*, was right on their heels with seven sails and a 21.4-pound tuna (721.4 points).

Gypsea had a solid day two as well, with five sails. But it was their dolphin that turned out to be the difference-maker. With an overall point total of 1,004.6, *Gypsea* edged

second-place finisher *Mr. Grinch* (1,000 overall points) to take the 2019 Viking Key West Challenge crown. *Ragin Cajun* landed third place overall with 933.8 points. Natalie Rarick on the Viking 82 *Bandit* took both Top Angler and Top Female Angler awards with eight sailfish and a total of 892.2 points.

Sponsored by Christi Insurance Group and Travelers, the four-day event wrapped up with an outdoor evening dinner and awards ceremony at the Margaritaville Resort that began with a beautiful Key West sunset. “You can’t beat this,” said Pat. “We truly do appreciate your participation in making this a very special Viking event.” 🐟





TEAM AWARDS

	FIRST	SECOND	THIRD
Sailfish	Mr. Grinch 1,000	Gypsea 1,000	Ragin Cajun 900
Tuna	Blue Angel 43.6 lbs.	Lisa G 43.2 lbs.	MDALA 32.6 lbs.
Dolphin Mahi-Mahi	Marlin Darlin 65.3 lbs.	Game On 45.2 lbs.	Pipe Dreamer 30.3 lbs.
Kingfish	Bandit 47.4 lbs.	Is That So 34.9 lbs.	Red Lion 28.8 lbs.
Wahoo	Blue Angel 14.3 lbs.		
Cobia	Bandit 19.9 lbs.		

GRAND CHAMPION

Gypsea 1,004.6



ANGLER AWARDS

	FIRST	SECOND	THIRD
Sailfish	Natalie Rarick 800 Bandit	Sarah Hall 700 Mr. Grinch	Gerry McGraw, Jr. 600 Gypsea
Tuna	Stephen Rivero 30.6 lbs. Man-e-War	Todd Genovese 25.9 lbs. Blue Angel	Daniel Ross 24.3 lbs. Lisa G
Dolphin Mahi-Mahi	Mark Mathys 27.8 lbs. Marlin Darlin	Chris Myers 23.8 lbs. Game On	Paul Yacoveli 20.4 lbs. Blue Angel
Kingfish	Gerald Blackie 28.8 lbs. Red Lion	Mike Bursten 23.8 lbs. Abico	Jason Suzor 23.3 lbs. Code Blue
Wahoo	Gary Grecco 14.3 lbs. Blue Angel	NEXT YEAR, THE 7TH ANNUAL KEY WEST CHALLENGE WILL BE HELD APRIL 15 - 18, 2020. BOOK YOUR SLIP TODAY!	
Cobia	Natalie Rarick 19.9 lbs. Bandit		
Bottom Fish	Natalie Rarick 44.3 lbs. Bandit		
Swordfish	David Heeter 108 lbs. Miss Peggy Sue II		

	FIRST	SECOND	THIRD
Top Angler	Natalie Rarick 892.2 Bandit	Sarah Hall 700 Mr. Grinch	Gerry McGraw, Jr. 600 Gypsea
Top Female	Natalie Rarick 892.2 Bandit	Sarah Hall 700 Mr. Grinch	Debbie Psallos 200 Bimini





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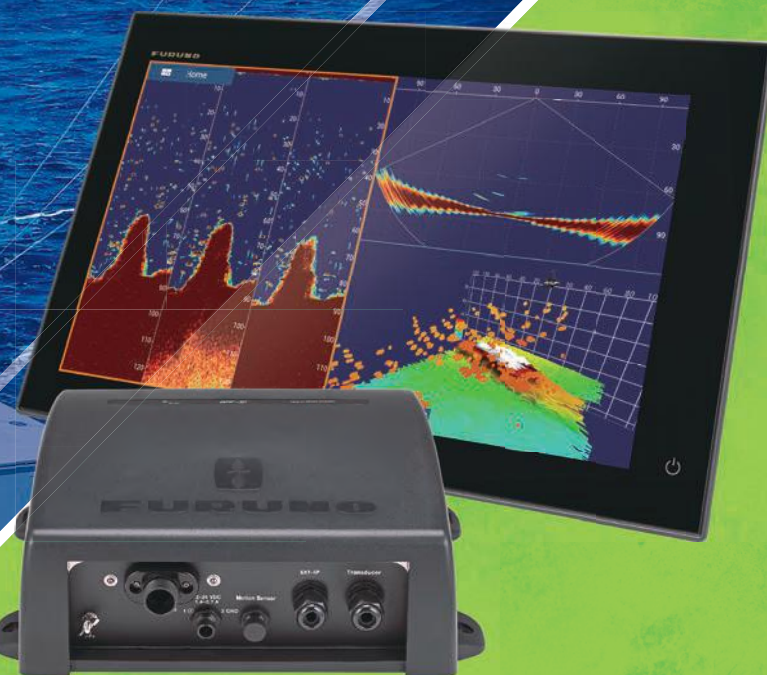
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TOURNAMENT NEWS

In the Winner's Circle





Silver Sailfish Derby

West Palm Beach, Florida – January 9-12, 2019

Congratulations to the Henderson's and the *Fragrant Harbor* crew! With Captain Joe Garberoglio behind the wheel, the Viking 60 released 13 sails to become the champs of the 82nd Annual Silver Sailfish Derby. Owen Buckman released five of those fish to claim 2nd Place Angler while David Henderson took 3rd Place Angler with four sails. Captain Joe earned the Top Captain award. Established in 1935 by the West Palm Beach Fishing Club, this year's edition saw the 43-boat fleet release 201 sailfish over the two-day tournament. 🐟

Operation Sailfish

Palm Beach, Florida – January 16-20, 2019

The 2019 Quest for the Crest Sailfish Series kicked off with its first leg, Operation Sailfish. A pair of Viking 62 Convertibles landed in the top three amongst the 36 teams competing to claim the champion dog tags and a piece of the purse.



Steve and Susie Pfeifer's *MDALA* released four sails on Day 1 then jumped ahead of the fleet with six releases in the first half of Day 2. They finished in 2nd Place with 13 sailfish.

With 12 releases, Team Kluch fishing on *Reel Easy* rounded out the top three compliments of a quad they hooked at the end of the final day. Those four fish catapulted them from 10th place to 3rd place and secured a great start in the Quest for the Crest Series. 🐟



Line, Vine & Dine

Fort Lauderdale, Florida –
February 7-9, 2019

Viking Yachts filled the leaderboard at the Line, Vine & Dine fishing tournament but the real winner was the Emeril Lagasse Foundation that raised \$800,000 for non-profit organizations.

Emeril, owner of the Viking 70 *Aldente*, hosted the third annual world-class sporting and culinary event in Fort Lauderdale. *Fish*

On, a Viking 48 claimed 3rd Place Billfish with a pair of sailfish. In the Dolphin Category the Viking 52 *Snafu* took 1st Place, and based on time *Sandbob*, a Viking 66, claimed 3rd Place. *Full Circle*, a Viking 55, weighed the 2nd Place kingfish.

"My wife Alden and I are grateful for the success of Line, Vine & Dine and for the generosity of our donors, sponsors, chefs, winemakers and the community who make this weekend possible," said Chef Emeril. "Funds raised from this event enable the Foundation to provide life-changing support for inspiring organizations that represent our mission." 🐟





Los Sueños Triple Crown LEG #2

Costa Rica – February 27-March 2, 2019

Congratulations to the Viking 58 *Team Galati* for the win at the Los Sueños Triple Crown Leg #2. Eighty-one sailfish and a blue marlin cemented their top spot on the leaderboard during the three-day event. 🐟



Mike Schmidt's Winner's Circle Charities Invitational

West End, Bahamas – April 24-27, 2019

The 20th Anniversary Winner's Circle Charities Invitational was a nail biter. Last year's champ, the Viking 70 *Mr. LTD*, barreled out of the gate on day one. At the scales, the crew weighed in a 13.6-pound dolphin and a beast of a 114.8-pound yellowfin which was just shy of their tuna record of 115 pounds last year. With this bounty, *Mr. LTD* easily took the lead.

Day Two saw the Noble family fishing on the Viking 62 *Reel Captivating* take over the lead with 126.9 meat points. Although *Mr. LTD* had almost five more points, they had yet to catch the final of the three mandatory species, a wahoo.

The scales were buzzing with excitement as lines out was called on the end of day three. The boats rolled in, and finally *Mr. LTD* arrived at the weigh station with a 40.1-pound fish, a wahoo! The qualifying fish made *Mr. LTD* a back-to-back victor at the Winner's Circle.

Reel Captivating claimed a solid 2nd Place finish while Susan Noble was the Top Lady Angler in the Tuna Division and Shari Noble claimed the Top Lady spot for Dolphin. *Reel Captivating* also released three billfish.

Hannah Grey, fishing on the Viking 70 *Hooked up*, claimed Top Lady Angler for wahoo. Cookie Monster, a Viking 82, weighed a record breaking 62.7-pound mahi.

To date, the Winner's Circle Charities, founded by Baseball Hall of Fame member Mike Schmidt, has raised over \$2.5 million distributed to various charities. 🐟





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RFA RECREATIONAL FISHING ALLIANCE

A Call for Increased Fisheries Access



As NOAA Fisheries interprets and implements the Modern Fish Act, the House has taken up the issue of the Magnuson-Stevens Fishery Conservation and Management Act (MSA) again. Following the 2018 election, the leadership in the House changed. With that, committee assignments have been reworked and new chairmen have taken the reigns. In short, the House is now rolling out its messaging and priorities for how it would like to address the lingering issues associated with MSA. This effort kicked off with a May 1 legislative hearing, “The State of Fisheries,” in the Water, Wildlife and Oceans Subcommittee.

Nick Cicero, Sales Manager for Folsom Corporation, one of the oldest fishing tackle companies in the U.S., and an RFA Board of Directors member, was invited to be a witness at the hearing. Nick has spent his entire professional career involved with the recreational fishing industry. His

vast knowledge and understanding of the challenges our industry faces far exceed most of the managers on the regional councils and other individuals in positions to steer fisheries policy.

Nick’s lifelong commitment to work within this industry shaped the suggestions and issues he presented to the Subcommittee. The RFA believes his insight is immensely important and valuable as the country and our industry move forward and deliberates changes not only to our nation’s fisheries law but as the Subcommittee tackles emerging issues such as fisheries responses to climate change.

The RFA wants to reiterate a crucial point that was raised during the hearing. Nick was very clear in his statement that Magnuson has been successful in spurring tremendous rebuilding and growth in many important fisheries such as black sea bass, red snapper and summer flounder. These fisheries have been rebuilt to historic levels.

Where Magnuson has failed is giving recreational fishermen access to these fisheries. Recreational fishermen have sacrificed and played a pivotal role in the rebuilding successes, and were told that cutbacks now would create opportunities in the future. That promise has simply not been kept; just because stocks have become abundant does not mean we have better fishing regulations. It was explained in great detail by the RFA during the 2006 Magnuson reauthorization that the application of annual catch limits would

have a severe negative impact on the recreational sector. Annual catch limits are a commercial quota monitoring tool.

The National Academy of Sciences has articulated this point. MRIP, the primary recreational data collection program, was designed to show long-term trends in recreational catch—not recreational harvest—on an annual basis. The excessively restrictive regulations of annual catch limits dissuade people from becoming interested in saltwater fishing and force current participants out of the fishery. The impact of annual catch limits is bearing out in recreational saltwater fishing participation statistics and the loss of recreational fishing businesses. Congress must stop this trend.

The RFA hopes that Congress takes a good look at Magnuson and adjusts the law, specifically to how recreational fisheries are managed. The current approach may be producing abundant fish stocks but it’s clearly causing a decline in recreational fishing participation. As Nick stated during the hearing, Congress must come together to work on a suite of amendments to Magnuson that will achieve the original intent of the Act that is both fair and sustainable for the fish and the recreational fisherman.

To find out more or contribute to the Fisheries Conservation Trust, contact John DePersenaire at 609-294-3810 or info@fisheriesconservationtrust.org.



THE MAGNUSON ACT HAS HELPED REBUILD FISHERIES, SUCH AS FLOUNDER, BLACK SEA BASS AND RED SNAPPER, BUT HAS DONE LITTLE TO GIVE ANGLERS MORE ACCESS TO THEM.



DEALER NEWS

The Best in the World



Our dealer in Venezuela reports that fishing has been incredible. Stories of

multiple hooks up and double slams are regular talk on the docks – and they aren't just "fish tales!" The La Guaira Bank, or El Placer de la Guaira, has been especially popular with its plankton-rich Southern Caribbean water attracting a paradise of billfish.

It's a difficult time in Venezuela but Artemisa Yachts is hopeful thinking of a better future for the country and its citizens. The team at Artemisa remains positive and committed to their customers and their fellow countrymen. **ArtemisaYachts.com**



BOYSS was excited to sponsor the 50th Annual Spice Island Billfish Tournament this

past year. A record 74 boats representing eight countries released 151 billfish. The Southern Caribbean's premier and longest running sport fishing event is held at the Grenada Yacht Club, St. George's, Grenada.

In the heart of Barbados, BOYSS recently celebrated 15 years of bringing expert knowledge, sales and service to the industry. **BarbadosYachtSales.net**



The Bluewater Yacht Sales team is excited for boating and fishing while

Scott James who also won The Top Gun Brokerage Award.

Bluewater is hosting a Viking 38 Billfish Tour throughout the Mid-Atlantic's major events. Every customer who steps aboard this boat is thoroughly impressed by the craftsmanship that goes into a Viking build. The entire staff is looking forward to having the 38 at the summer's upcoming tournaments and events. Bluewater is ready to join customers and friends competing in the White Marlin Open and the Virginia Beach Billfish Tournament to name a few.

In the midst of fishing tournaments, Bluewater is eagerly planning their annual Summer Cruise, which takes place in Maryland's picturesque Herrington Harbour North Resort. This four-day event has a packed agenda, including boat christenings,

cocktail parties, competitions, seminars and more. The whole team is looking forward to catching up with customers for this unforgettable event!

The Bluewater team is anticipating the launch of the 46 Billfish and the new Valhalla Boatworks line. The staff knew these launches would create some serious buzz in the boating world, but have been taken aback by the volume of questions and positive comments from our customers. Bluewater is planning to have the Valhalla brand showcased at the United States Powerboat Show in October and are excited to have the opportunity to display these boats at such a large show. The whole gang at Bluewater Yacht Sales thanks the Viking family for providing such an incredible lineup of boats! **BlueWaterYachtSales.com**



CFR wants to thank the Viking 58 *Blue Bird* for

The 20th Annual CFR Rendezvous was another wild success. Held at Nanny Cay in the British Virgin Islands, the crew enjoyed boat christenings, cocktail parties, a themed dinner and fun beach party. All in attendance relished the beautiful surroundings and wonderful time with friends and family.

Once again, CFR will sponsor the International Billfish Tournament at Club Nautico de San Juan, Puerto Rico. Three exciting days of fishing and the best parties around are what make this one of the top

international tournaments. CFR wishes all participants tight lines!

But it's not just parties and fishing for this fun-loving family-based business. CFR has also had a successful sales season. Three new Vikings, a 48 ST, 48 Convertible and 52 Convertible were just delivered to their beautiful waters. As always, CFR would like to thank their customers and guarantee to maintain the superior level of sales and service to their clientele. **CFRYachtSales.com**

kicking off the Caribbean's tournament season. Don Jesus Montano and his crew claimed 2nd Place Boat at the Caribbean White Marlin Tournament in Cap Cana, Dominican Republic. *Blue Bird* angler Carolina Mederos claimed Top Lady Angler while Don Jesus took home 3rd Place Angler.

FORTUNA YACHTING

Fortuna Yachting, Viking's authorized dealer in Turkey, is gearing up for another excellent season of fishing and boating. Surrounded by four seas and countless lakes and rivers,

Turkey is a fishing paradise. With many newly delivered Vikings in Turkey, angling has become a passion to many Turks with a wide variety of saltwater and freshwater fish. Some of the most popular and plentiful

destinations like the Aegean, Mediterranean, Black and Marmara Seas are also known for their breathtaking beauty and unique landscapes.

FortunaYachting.com



Galati Yacht Sales started the year strong and is

ramping up for a busy and fun summer ahead. From the buzz surrounding Valhalla Boatworks, to great success in The Signature Triple Crown, The International Masters Angling Tournament and the Viking Key West Challenge, to preparing for summer tournament season in the Gulf, it has been far from quiet over at Galati.

There was much anticipation and excitement surrounding the debut of Valhalla Boatworks announced at the Viking VIP. Renderings were released and the orders followed immediately after! Galati has already taken several orders for this new center console series and continued interest is extremely strong. The Galati team is excited to be part of Viking history watching the V Series come to life. Not only is the Valhalla Boatworks product line hot, Galati has delivered many Billfish and Convertibles this year with

more on order. The team also just delivered a new 82 Motor Yacht to a happy owner.

Galati Yachts was proud to watch Carmine Galati Sr., alongside Viking's Pat Healey, and their team win Leg II of the Signature Triple Crown Tournament held in Los Sueños, Costa Rica. Fishing his fourth year in the 56th International Masters Angling Tournament in Los Sueños, Carmine took home 3rd Place High Angler Overall. Los Sueños continues to be an excellent fishery for marlin and sailfish.

This summer Galati Yachts is looking forward to a full tournament season! Once again, Galati is excited to sponsor a host of the most popular Gulf Coast fishing tournaments including the Blue Marlin Grand Championship and the Lonestar Shootout to name a few. In addition to a busy tournament schedule, they will also be hosting several rendezvous. Galati Yacht Sales looks forward to seeing you at an event out on the water.

Michael C. Galati, one of Galati's top Viking sales specialists, was recognized by Boating Industry magazine as one of the Top 40 under 40 leaders in the marine industry. Galati Yachts is also pleased to announce that seven more brokers have earned their Certified Professional Yacht Broker designation this year. The CPYB certification serves as a mark of excellence for brokers and a benchmark for measuring their skills, abilities and performance. Galati is committed to exceeding the expectation of their customers and do so by providing qualified and knowledgeable brokers who guide them through each step of the process.

The Galati group celebrated an excellent start to 2019 and is looking ahead to what is to come. In Galati's 49th year in business, the team graciously thanks its outstanding customers and Viking group for their continued support in making it all possible.

GalatiYachts.com



For over 15 years Game and Leisure Boats has been helping owners

buy the perfect boat for their lifestyle. Their modern offices are located within the

Runaway Bay Marina on the Northern end of the Gold Coast, Queensland. With access to the Broadwater on their doorstep and the Pacific Ocean less than five minutes boat ride away, this convenient location allows for fly-in, vessel inspection and fly-out within the same day for inter – intra state residents.

Dealer Principal, Graham McCloy, has over 40 years boating and fishing experience all along the East Coast of Australia, as well as many overseas destinations.

GandLB.com.au



HMY Yacht Sales is proud to be in their 39th year of business in South Florida and looks forward to many more representing

the legendary Viking Yachts brand. From Key Largo, Florida, to Charleston, South Carolina, HMY has your Viking.

There's been some outstanding momentum with Viking Sales recently. Since the beginning of December, HMY has had quite a few notable transactions, such as the deliveries of a Viking 92, a pair of Viking 72's

and a Viking 62. Additionally, HMY delivered a Viking 44 and Viking 37 Billfish.

HMY's 5th Annual Bimini Rendezvous took place in June and has gained serious popularity. Everyone enjoyed a four-day family-friendly Bahamas adventure. Guests were treated to a luxurious stay at Resorts World Bimini, where there were no shortages of infinity pools and breathtaking rooftop views. The event itself offered snorkeling, an unbeatable display of fireworks, and a Gangstas & Molls Mayhem themed party. This is an annual event, so if you missed the boat this year, contact your HMY Yacht Sales professional for details on next year's event.

The tournament season is in full swing, and HMY is proud to be part of over 20 tournaments in South Florida, South Carolina and the Bahamas. HMY was the title sponsor for the third annual Emeril Lagasse Line, Vine and Dine Sailfish Tournament in February and is pleased to also have been the title sponsor of the Mike Schmidt Winner's Circle Charity Invitational.

HMY Yacht Sales would like to extend sincere gratitude to clients, friends and the incredible team at Viking Yachts for another successful year.

HMY.com



Jefferson Beach Yacht Sales continues to strengthen their sales force, service and administrative teams. The whole gang is excited to welcome Mike Pelon, Cort Corino, Chris Akers and Cheryl Derr to the crew! Mike joins the team as a sales and brokerage professional who currently holds a 3000GT Masters Certificate of Competency from the Maritime and Coastguard Agency and has been working on yachts up to 274' over the past 10 years. Cort is fulfilling the role as service manager for the Chicago office

and has served in the United States Coast Guard. He has extensive experience in technical marine systems as well as management. Chris is a master mechanic joining the service team with electrical expertise and Cheryl has worked in the marine industry for many years, joining JBYS as an accounting assistant.

There have been some "Viking firsts" in the Great Lakes recently. JBYS welcomed the first 80 Enclosed Bridge to the region this spring along with the first 44 Sport Coupe. Both are getting loads of attention as well as a recently delivered 52 Sport Coupe.

Six locations, including service to Ontario, Canada, and over 40 years of experience, JBYS is best positioned to service boaters throughout the Great Lakes Region. Recognized locally, nationally and globally for excellence, the JBYS team maintains the highest industry standards and delivers only the finest quality service and customer care. Jefferson Beach Yacht Sales takes great pride in cultivating an exceptional team of professionals in order to deliver the boating lifestyle you deserve.

JBYS.com



Our dealer in Panama, Novey Marine, held the 1st Annual Novey Marine Invitational Tournament at The Viking Enclave, located on Panama's Pearl Islands.

Fourteen of the most competitive fishing boats and 60 anglers battled it out over two days of fishing. At this inaugural event, more than half of the fleet was comprised of Viking Yachts. All the teams came together at the celebratory awards dinner

which included lively music and delicious food.

The team at Novey Marine is planning the next tournament and hopes to see you there this November.

NoveyMarine.com



The team at Oyster Harbors Marine has emerged from another New England winter. They have thawed out and are looking forward to summer with warm breezes. So are their customers who are eager to get the season started. The spring started off on the right foot with the 48 Sport Tower *Tail Lights* and 52 Open *Strictly Business* delivered to their delighted owners, proving the

enduring popularity of Viking's express-style designs.

Over the winter, OHM opened a new office in Marion to serve the South Coastal communities of Massachusetts that sit on the shores of Buzzards Bay. They also moved their Danvers, Massachusetts operation into a larger facility that includes dock space. They were thrilled to show it off this spring at their first ever North Shore Boat Crawl.

OHM is ready to participate in the upcoming tournament season. First up is the 3rd Annual Charter Cup out of Hyannis in July.

This is a great opportunity to raise money for a host of Cape Cod charities. Later in July is the 6th Annual BIG 3 Fishing Tournament. This Harwich Port event targets tuna, stripers and bluefish to raise money for the Big Brothers and Big Sisters of Cape Cod and the Islands. Finally, the end of July is the 8th Annual Bluefin Blowout. This event is held in Gloucester and benefits the Alzheimer's Association.

As always, OHM invites any Viking customer to stop in and say hello if ever they find themselves on Cape Cod.

OysterHarborsMarine.com



Pro Yacht was born out of a passion for boating and a love of being on the water. Started in the Cayman Islands in 1992, Pro Yacht has grown from a company

working out of a small apartment serving a single client to a company employing a team of more than 20 talented and skilled individuals with diverse backgrounds and a broad spectrum of qualifications and experience. Staff are from the Cayman

Islands, Canada, England, Jamaica, the Philippines, South Africa and the United States. With over 150 years experience in the marine industry, their staff is the backbone of the company.

ProYacht.ky



Viking's authorized dealer in Japan is Quay Side Marine

which was established twenty years ago. Located in Yokohama City, they offer a variety of services from sales, services to support. They pride themselves on their wide

range of customization for performance, interior and exterior equipment as well as décor upgrades.

QuaySide.Co.jp



Founded and directed by brothers Andrea

and Francesco Pirro in Italy over 30 years ago, SNO has succeeded in establishing itself as a leading company in the marine industry.

SNO's strength is the wide range of services offered which range from sales to service to refits.

Since the very beginning, they have always focused on their relationship with customers

and the high quality of the services offered. The company continues to grow and develop. Constant investments in expansion and diversification of services have made SNO the pinnacle in the Mediterranean.

SNOYachts.com



Winter boat shows kept the South Jersey Yacht Sales crew on the go. SJYS had an awesome display at the Atlantic City

Boat Show which featured the Mid-Atlantic debut of the new Viking 38 Billfish. Interest was strong leading up to the show and during its run staff members kept busy discussing this new Viking and as a result Hull #2 was sold shortly after the event. In addition to hull 38202 other Viking models scheduled for delivery to South Jersey Yacht Sales include a 44 Convertible, 52 Convertible and another 38 Billfish.

South Jersey Yacht Sales is pleased to announce Ian Bonham has joined the staff as a Sales Associate at the Point Pleasant office. Ian's passion for boating and fishing spans over 25 years and he holds a Master Captain's

License. Ian is well versed in every aspect of inshore and offshore fishing and his years of working on and around sportfishing vessels makes him a perfect fit for the South Jersey Yacht Sales staff.

Team *Polarizer*, members of South Jersey Yacht Sales staff and several guests took part in the 6th Annual Viking Key West Challenge which in addition to some great fishing featured numerous dockside events for anglers and boaters of all ages. The event got off to a festive start with a Captain's Meeting and Cocktail Party at Dante's Tiki Bar. Additional dockside activities included a Wild, Wild West theme dinner, a Lay Day Pool Party and BBQ and The Billfish Foundation Kids Dock Tournament at the Galleon Fishing Pier. Adult guests shared lots of laughs during the Bar Crawl Poker Run and the four-day party wrapped up with a gala awards ceremony and lavish dinner for all at Margaritaville Resort's Sunset Pier.

Up next is a summer highlight, the Offshore Showdown which is set to run July 10-13 this year. This low stress, family-oriented event features a blend of fishing, dockside hospitality, fun and games and is always intended to be a relaxing time for boat owners, their family and friends. The schedule includes two days of offshore fishing with white marlin, blue marlin, tuna, dolphin and wahoo as the focus. This is an all-release billfish event with points awarded for white marlin and blue marlin. Additional awards for the heaviest tuna, dolphin and wahoo will also be up for grabs. Other awards include top male and lady angler as well as top male and female junior angler, top boat and top team as well as an MVP award for a selected member of each team. For more information visit SouthJerseyYachtSales.com.

SouthJerseyYachtSales.com



The sales team at Stan Miller Yachts is growing with the addition

of two new sales professionals. Joe Crail has joined the Long Beach office while Dennis Lawrence is now working from the Seattle

location. Joe has a life-long love of boating and a ton of experience on the water. Dennis is a veteran yacht broker who has been in the industry for decades, working in Florida, California and the Pacific Northwest.

At the Newport Beach Boat Show this spring, boaters were enthusiastic to hear

about the upcoming Valhalla Boatworks line and eager to experience the quality of a Viking built center console. Stan Miller Yachts is always happy to visit with Viking owners. Stop by a boat show or any of their four offices to say hello and to meet the team.

StanMillerYachts.com



For over 50 years, Staten Island Yacht Sales has been the premier yacht sales and service company of the Northeast and thrilled to be a

Viking dealer for the last 37 years. Arriving this summer to their Staten Island Marina location is the all-new Viking 58 Convertible in a striking Haze Gray hull and a just

released Viking 38 Billfish. The team will be at their office at the new Gurney's Star Island Yacht Club (formerly Montauk Yacht Club) all summer and invite you to stop by and say hello!

SI Yachts is also proud to be the primary sponsor and host of the upcoming Montauk Canyon Challenge, the fastest growing and most popular fishing tournament in the Northeast. Last year's tournament was record-setting both in the number of tuna weighed as well as the purse which was over

\$250,000. The MCC tournament allows anglers to choose any 38-hour window or two 19-hour fishing trips between July 12th and July 20th. For details about the tournament or to register, please visit MontaukCanyonChallenge.com. SI Yachts will have both the 58 Convertible and 38 Billfish at the MCC for private tours. SI Yachts is also proud to be a major sponsor at the Tri-State Canyon Shootout which runs from July 28th through August 1st. Tight lines to everyone fishing!

SIYachts.com



VIKING BY THE NUMBERS

55 Years and Counting

55



Years of continuous family ownership of the Viking Yacht Company



Convertible, *Ragin' Cajun*, won the 2018 Viking Key West Challenge



Years of experience in our three-person IT Department



Years Rudy Dalinger has worked at the Viking Yacht Company



Convertible (Generation 1) was first introduced in 1998



Feet in height of Building 5A



In the series of the 62 was delivered last year to South Jersey Yacht Sales and is known as *Polarizer*



Inch salon television is standard in the 72 Convertible



Years of combined experience of Design and Engineering's Bill Heller (left) and Bill Hall

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2019

Viking Summer Calendar

JULY

3-7	Bermuda Billfish Blast
9-11	Bermuda Release Cup
9-14	Blue Marlin Grand Championship
10-13	Offshore Showdown
12-20	Staten Island Montauk Canyon Challenge
13-17	Bermuda Big Game Classic
19-23	Sea Horse Anglers Club Billfish Tournament
23-27	Beach Haven White Marlin Invitational
23-28	Lone Star Shoot Out
31-AUGUST 4	Texas International Fishing Tournament

AUGUST

5-9	White Marlin Open	Bermuda
10-16	Pirate's Cove Billfish Tournament	Bermuda
11-18	Ocean City Marlin and Tuna Club's Annual Overnight Billfish Tournament	Orange Beach, Alabama
17-18	Wine, Women & Fishing	Cape May, New Jersey
18-23	The MidAtlantic	Montauk, New York
21-24	Virginia Beach Billfish Tournament	Bermuda
23-31	Manasquan River Marlin and Tuna Club's Annual Offshore Open	Bermuda

SEPTEMBER

5-8	Atlantic City In-Water Power Boat Show	Beach Haven, New Jersey
9-12	Viking Dealer Meeting & Sea Trial Event	Port O'Connor, Texas
10-15	Cannes International Boat Show	South Padre Island
12-15	Newport International Boat Show	
19-22	Norwalk International Boat Show	
19-24	Genoa International Boat Show	

OCTOBER

3-6	Annapolis Powerboat Show	Ocean City, Maryland
9-13	Barcelona International Boat Show	Manteo, North Carolina
13-17	Los Cabos Billfish Tournament	Ocean City, New Jersey
13-18	San Juan International Billfish Tournament	Virginia Beach, Virginia
30-NOVEMBER 3	Fort Lauderdale International Boat Show	Cape May, New Jersey & Ocean City, Maryland

NOVEMBER

19-22	Los Cabos Big Game Charter Boat Classic	Virginia Beach, Virginia
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Who else but Hatteras? Viking of course.

Hatteras has a right to ask "who else?": Few build a more luxurious yacht. But having asked they deserve an answer.

Viking. The yacht that equals Hatteras in luxury and charts new waters in performance, craftsmanship and design.

We build our 35, 40 and 43 footers only for the sea and you. We're not part of a conglomerate. We don't answer to a landlocked corporate board. Building fine yachts and high performance sportsfishermen is our only business. Every Viking shows it.

The only way to measure the difference is to see and feel the difference. Once you have you'll know why when Hatteras asks "who else?" Viking answers.

For more information see your local Viking Dealer or write Viking Yachts, Route 9 and The Garden State Parkway, New Gretna, New Jersey 08224.



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